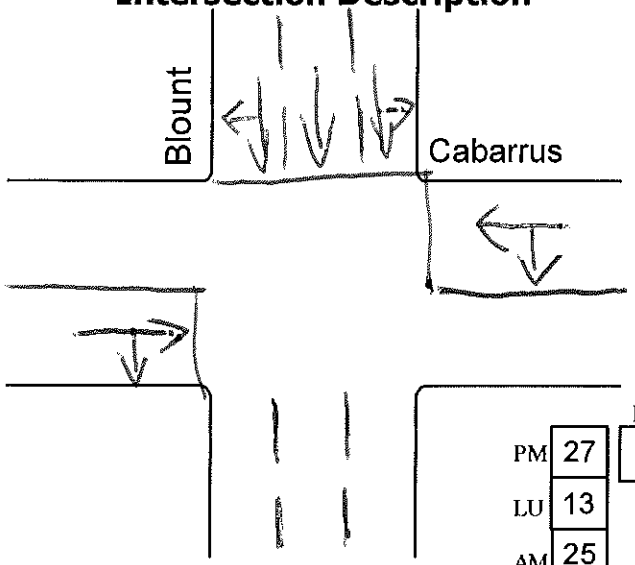
APPENDIX A – Traffic Counts

Signalized Intersection Counts (Provided by City of Raleigh)

Intersection Description



Intersection Blount-Cabarrus

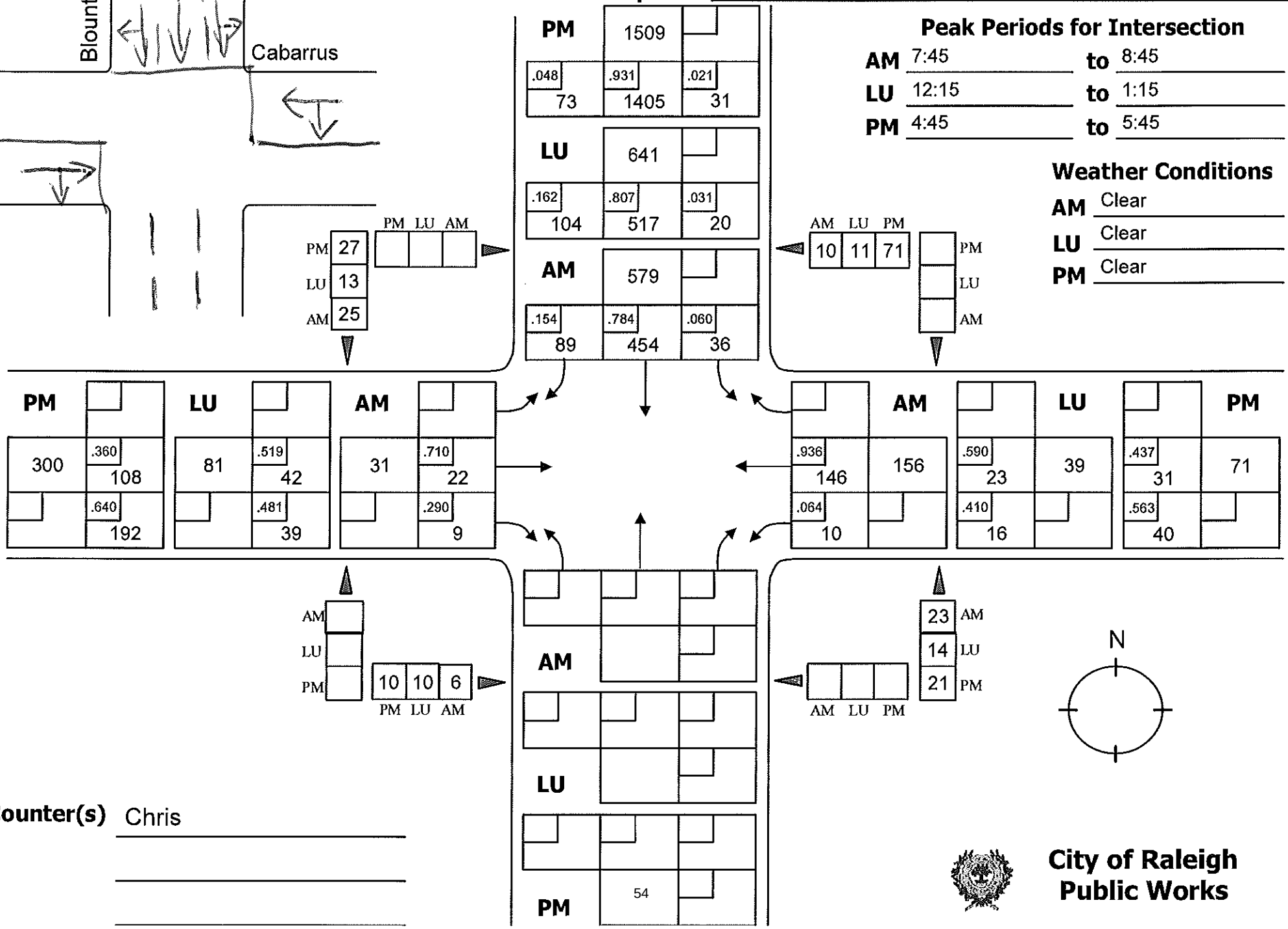
Date Count Completed 5/19/11 AM, 5/11/11 LUNCH, 6/15/11 PM

Peak Periods for Intersection

AM	7:45	**to**	8:45
LU	12:15	**to**	1:15
PM	4:45	**to**	5:45

Weather Conditions

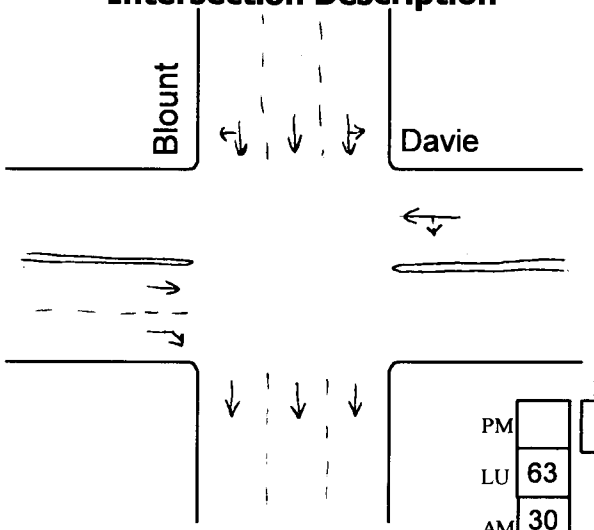
AM	Clear
LU	Clear
PM	Clear



Counter(s) Chris

City of Raleigh Public Works

Intersection Description



Intersection Blount - Davie

Date Count Completed 4/13/2011

Peak Periods for Intersection

AM	7:30 am	**to**	8:30 am
LU	12:00 pm	**to**	1:00 pm
PM	4:45 pm	**to**	5:45 pm

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

PM		1212	
	.055 67	.891 1080	.054 65
LU		649	
	.119 77	.804 522	.077 50
AM		612	
	.093 57	.869 532	.038 23

	PM	LU	AM
PM			
LU	63		
AM	30		

	AM	LU	PM
PM			
LU			
AM			

	AM	LU	PM
AM			
LU			
PM		26	11

	AM	LU	PM
AM			
LU			
PM	21	66	

PM			
	250	.580 145	- -
		.420 105	
LU			
	110	.577 64	- -
		.414 46	
AM			
	133	.556 74	- -
		.444 59	

AM			
	- -	- -	- -
		-	
LU			
	- -	- -	- -
		-	
PM			
	- -	- -	- -
		-	

AM			
	- -	.782 165	211
		.218 46	
LU			
	- -	.855 65	76
		.145 11	
PM			
	- -	.674 64	95
		.326 31	

N

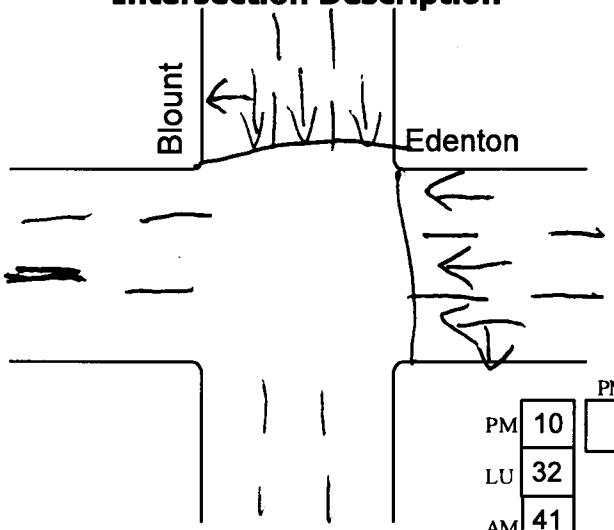
Counter(s) Josh

Derrick

Chris B.

City of Raleigh Public Works

Intersection Description



Intersection Blount-Edenton

Date Count Completed 2/24/11 AM, 1/19/11 LUNCH, 3/16/11 PM

Peak Periods for Intersection

AM	7:45	**to**	8:45
LU	12:15	**to**	1:15
PM	5:00	**to**	6:00

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

	PM	LU	AM
PM	10		
LU	32		
AM	41		

	PM	LU	AM
PM	1073		
	.121 130	.879 943	
LU	728		
	.232 169	.768 559	
AM	989		
	.100 99	.900 890	

	AM	LU	PM
PM	35	43	7
LU			
AM			

	AM	LU	PM
PM			
LU			
AM			

	AM	LU	PM
AM	.768 1012	1318	
	.232 306		
LU	.741 572	772	
	.259 200		
PM	.789 538	682	
	.211 144		

	AM	LU	PM
AM			
LU			
PM	19	30	28

	AM	LU	PM
AM			
LU			
PM			

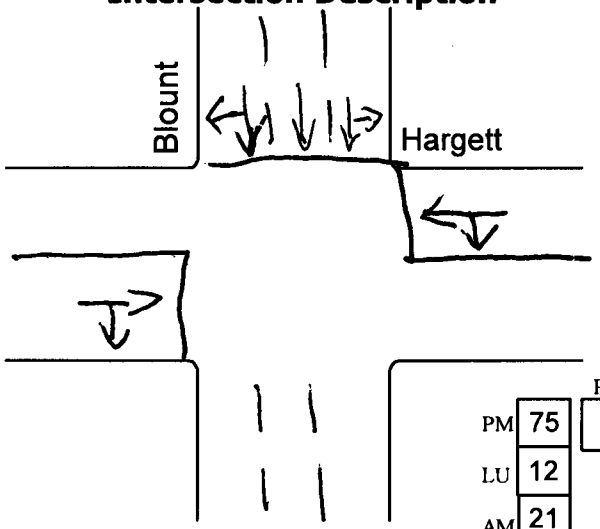
	AM	LU	PM
AM	33		
LU	21		
PM	5		

N

Counter(s) Chris

City of Raleigh Public Works

Intersection Description



Intersection Blount-Hargett

Date Count Completed 1/19/11 AM, 1/13/11 LUNCH, 3/17/11 PM

Peak Periods for Intersection

AM	8:00	**to**	9:00
LU	12:30	**to**	1:30
PM	4:00	**to**	5:00

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

	PM	LU	AM
PM	835		
	.066 55	.903 754	.031 26
LU	616		
	.176 109	.805 495	.019 12
AM	976		
	.205 200	.765 747	.030 29

	PM	LU	AM
PM	75		
LU	12		
AM	21		

	AM	LU	PM
PM	40	31	34
LU			
AM			

	PM	LU	AM
AM			
LU			
PM	25	30	11

	AM	LU	PM
AM	58	41	26
LU			
PM			

	PM	LU	AM
PM	165	.461 76	.539 89
LU	146	.603 88	.397 58
AM	120	.725 87	.275 33

	AM	LU	PM
AM	.935 229	245	.065 16
LU	.765 101	132	.235 31
PM	.666 84	126	.334 42

	AM	LU	PM
AM			
LU			
PM			

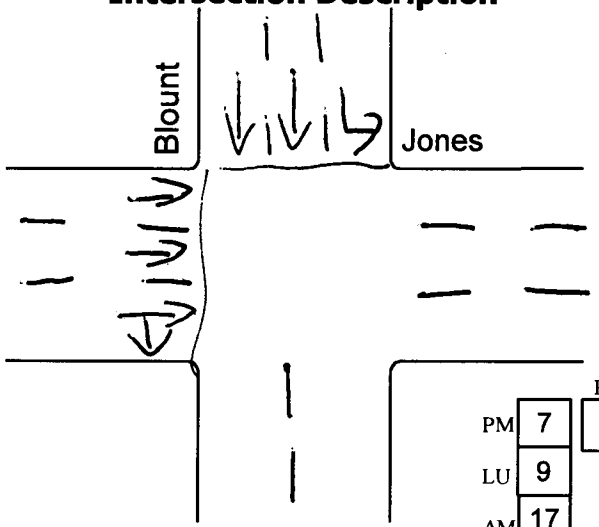
N

Counter(s) Derrick AM, LUNCH

Chris PM

City of Raleigh Public Works

Intersection Description



Intersection Blount-Jones

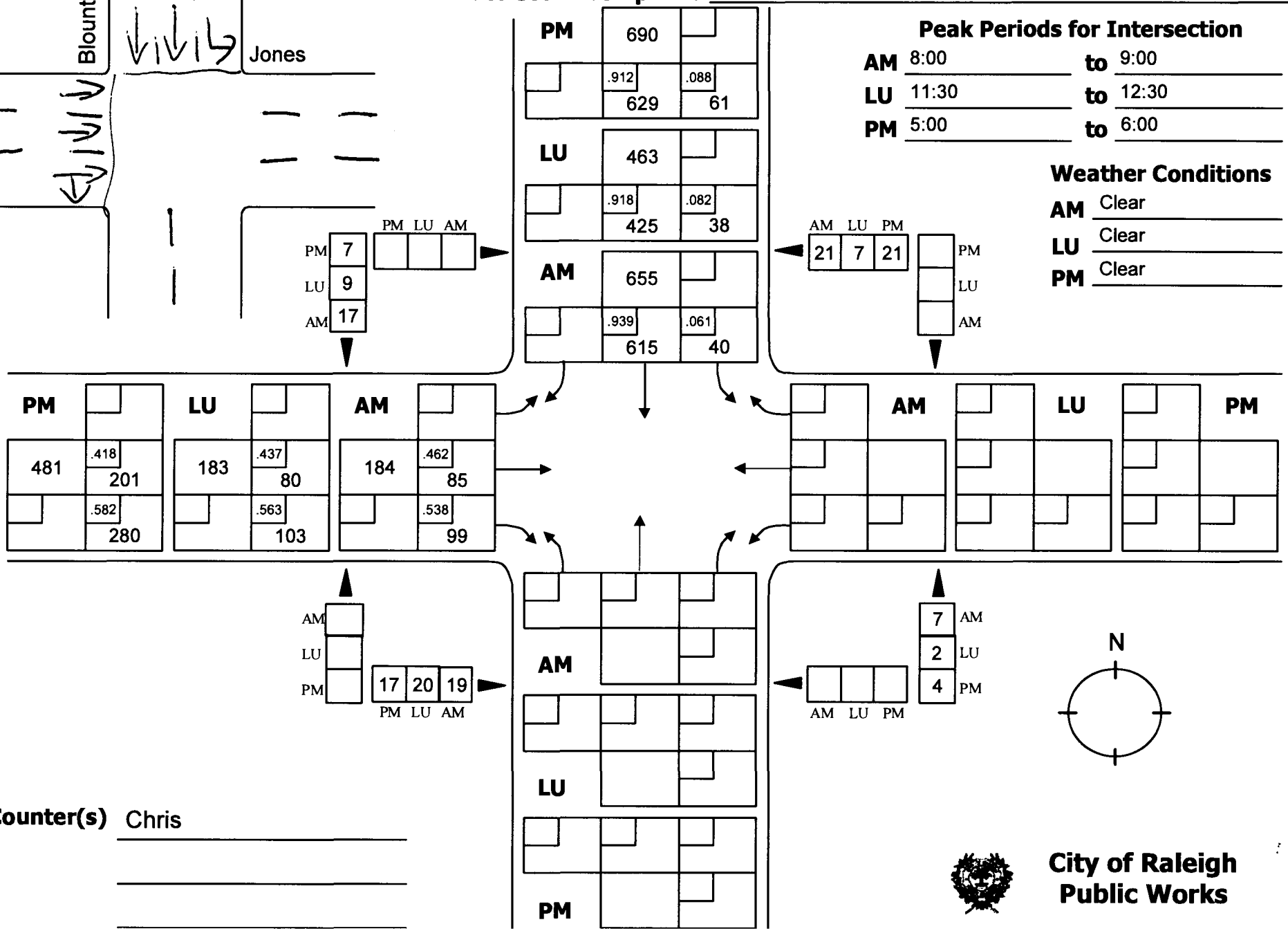
Date Count Completed 1/27/11 AM, 1/12/11 LUNCH, 3/15/11 PM

Peak Periods for Intersection

AM	8:00	**to**	9:00
LU	11:30	**to**	12:30
PM	5:00	**to**	6:00

Weather Conditions

AM	Clear
LU	Clear
PM	Clear



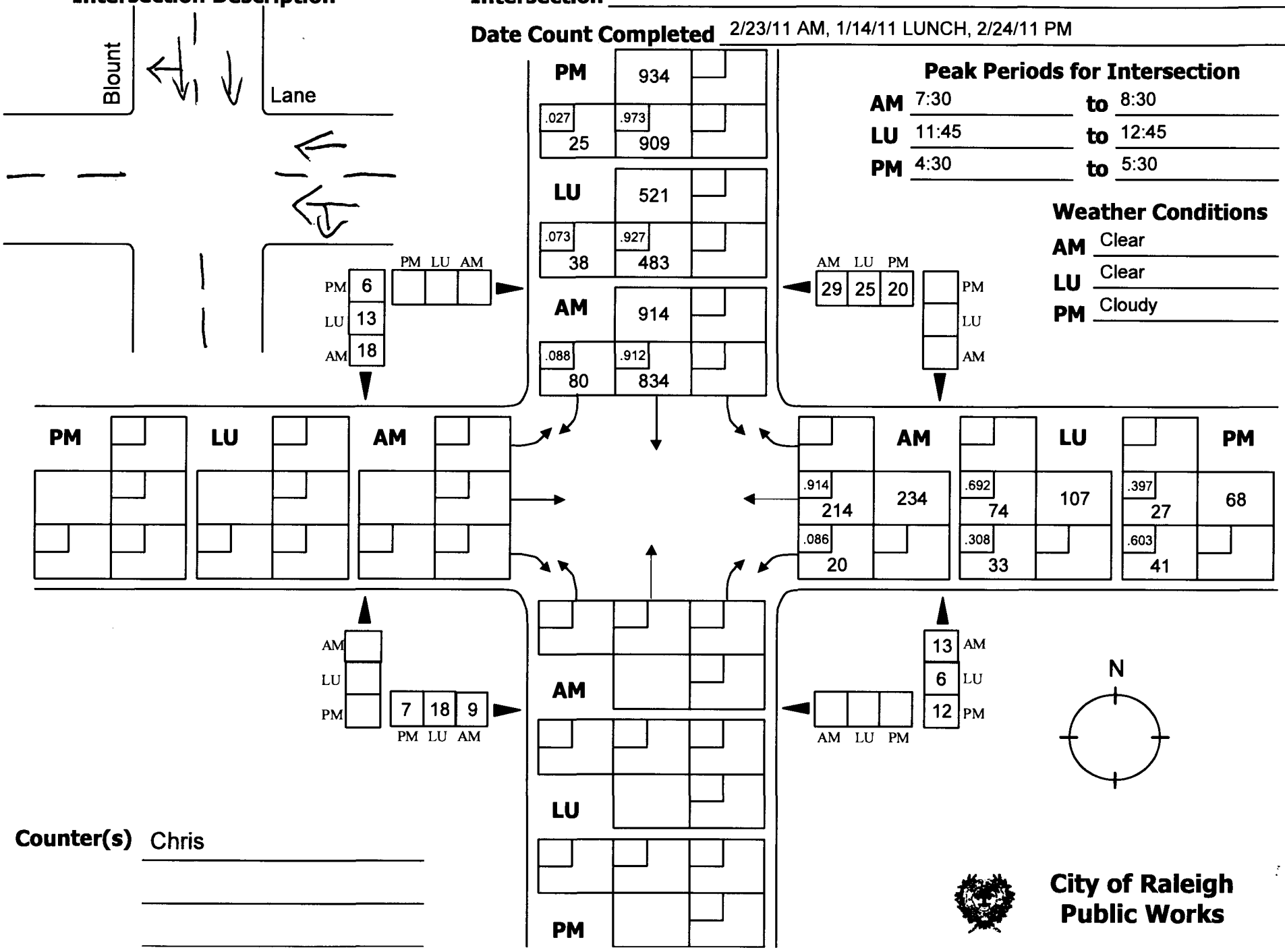
Counter(s) Chris

City of Raleigh Public Works

Intersection Description

Intersection Blount-Lane

Date Count Completed 2/23/11 AM, 1/14/11 LUNCH, 2/24/11 PM



Peak Periods for Intersection

AM	7:30	**to**	8:30
LU	11:45	**to**	12:45
PM	4:30	**to**	5:30

Weather Conditions

AM	Clear
LU	Clear
PM	Cloudy

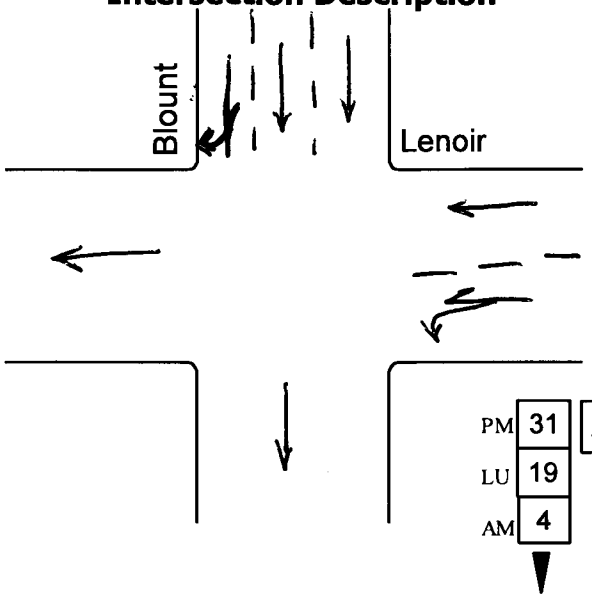
Counter(s) Chris

City of Raleigh Public Works

Intersection Description

Intersection Blount-Lenoir

Date Count Completed 1/20/11 am, 1/18/11 lu, 3/21/11 pm



Peak Periods for Intersection

AM	7:45	**to**	8:45
LU	12:30	**to**	1:30
PM	4:45	**to**	5:45

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

	PM	LU	AM
PM	31	25	10	3
LU	19			
AM	4			

	AM	LU	PM
PM	14	7	15
LU			
AM			

	PM	LU	AM
AM	7			
LU	19			
PM	22			

	AM	LU	PM
AM			
LU			
PM			

	PM	LU	AM
PM	1734	.037 65	.963 1669
LU	522	.088 46	.912 476
AM	383	.136 52	.864 331

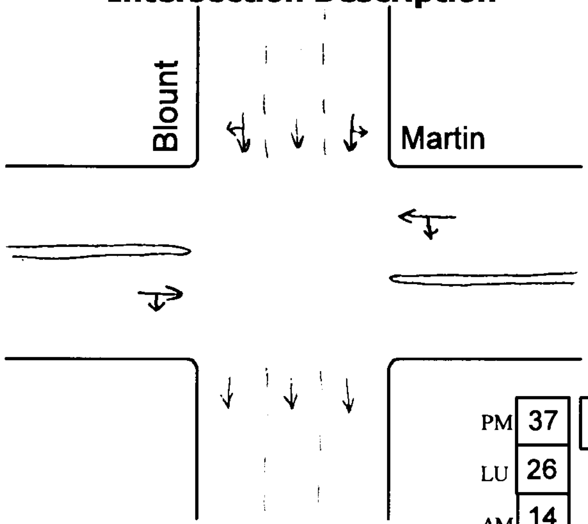
	PM	LU	AM
AM	.772 132	.228 39	171
LU	.485 65	.515 69	134
PM	.464 78	.536 90	168

N

Counter(s) Randy Cole

City of Raleigh Public Works

Intersection Description



Intersection Blount - Martin

Date Count Completed 3/31/11

Peak Periods for Intersection

AM	8:00 am	**to**	9:00 am
LU	12:30 pm	**to**	1:30 pm
PM	4:45 pm	**to**	5:45 pm

Weather Conditions

AM	Clear
LU	Clear
PM	Cloudy

North approach (southbound)

Period	Total	Left	Through	Right
PM	1139	.059 / 67	.878 / 1000	.063 / 72
LU	831	.040 / 33	.895 / 744	.065 / 54
AM	733	.097 / 71	.829 / 608	.074 / 54

West approach (eastbound)

Period	Total	Left	Through	Right
PM	192	- / -	.536 / 103	.464 / 89
LU	107	- / -	.645 / 69	.355 / 38
AM	137	- / -	.431 / 59	.569 / 78

East approach (westbound)

Period	Total	Left	Through	Right
AM	107	- / -	.720 / 77	.280 / 30
LU	120	- / -	.767 / 92	.233 / 28
PM	91	- / -	.582 / 53	.418 / 38

South approach (northbound)

Period	Total	Left	Through	Right
AM	-	- / -	- / -	- / -
LU	-	- / -	- / -	- / -
PM	-	- / -	- / -	- / -

Pedestrians

Corner	Crossing	PM	LU	AM
Northwest	vertical	37	26	14
Northwest	horizontal			
Northeast	horizontal	29	31	35
Northeast	vertical			
Southwest	vertical			
Southwest	horizontal	56	51	14
Southeast	vertical	19	41	12
Southeast	horizontal			

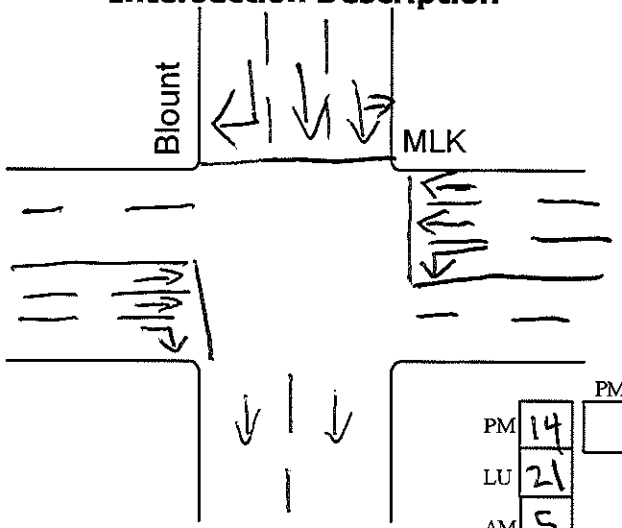
N

Counter(s) Josh

Derrick

City of Raleigh Public Works

Intersection Description



Intersection Blount-MLK

Date Count Completed 3/2/11 AM, 2/1/11 LUNCH, 5/18/11 PM

Peak Periods for Intersection

AM	7:30	**to**	8:30
LU	12:15	**to**	1:15
PM	4:45	**to**	5:45

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

	PM	LU	AM
PM	1661		
	.194 322	.698 1160	.108 179
LU	528		
	.295 156	.513 271	.191 101
AM	408		
	.294 120	.544 222	.162 66

	PM	LU	AM
PM	14		
LU	21		
AM	5		

	AM	LU	PM
PM			
LU			
AM			

	AM	LU	PM
PM	4		13

	PM	LU	AM
AM			
LU			
PM	17	31	12

	AM	LU	PM
AM	4		
LU	1		
PM	7		

	PM	LU	AM
PM	979	.813 796	
		.187 183	
LU	500	.898 449	
		.102 51	
AM	552	.880 486	
		.120 66	

	AM	LU	PM
AM	.966 1032	1068	
	.034 36		
LU	.936 412	440	
	.064 28		
PM	.893 603	675	
	.107 72		

	AM	LU	PM
AM			
LU			
PM			

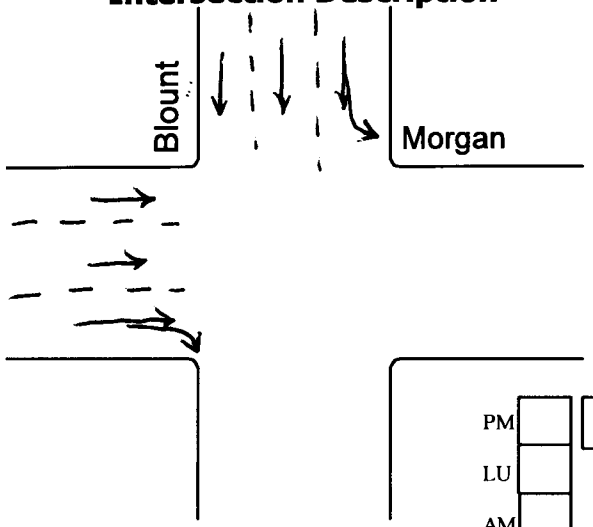
N

Counter(s) Chris AM, PM

Derrick LUNCH

City of Raleigh Public Works

Intersection Description



Intersection Blount - Morgan

Date Count Completed 1/19/11 am, 1/13/11 lu, 1/26/11 pm

Peak Periods for Intersection

AM	8:00	**to**	9:00
LU	12:30	**to**	1:30
PM	4:45	**to**	5:45

Weather Conditions

AM	Clear
LU	Clear
PM	Rainy

PM: 1168 — .741 865 — .259 303

LU: 618 — .725 448 — .275 170

AM: 1000 — .853 853 — .147 147

PM LU AM: PM, LU, AM

AM LU PM: AM 8, LU 37, PM; PM 11, LU 34, AM 8

PM: 1063 — .813 864 — .187 199

LU: 602 — .726 437 — .274 165

AM: 594 — .577 343 — .423 251

AM, **LU**, **PM**

AM 2, LU 25, PM 11; PM 13, LU 27, AM 6

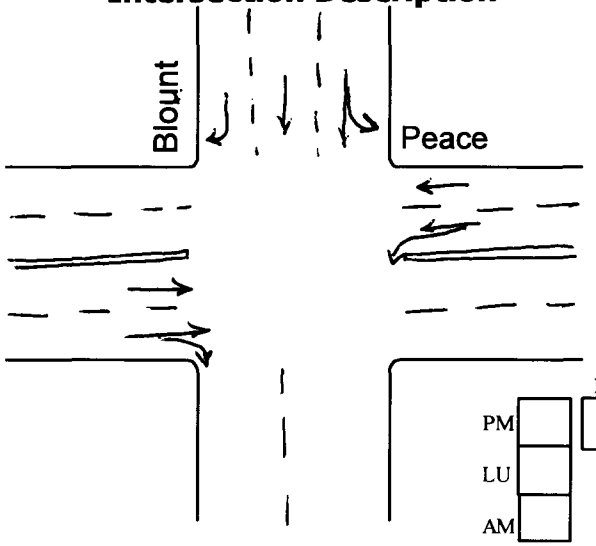
AM, **LU**, **PM**

N

Counter(s) Randy Cole

City of Raleigh Public Works

Intersection Description



Intersection Blount - Peace

Date Count Completed 1/26/11 am, 1/14/11 lu, 2/1/11 pm

Peak Periods for Intersection

AM	7:30	**to**	8:30
LU	12:30	**to**	1:30
PM	5:00	**to**	6:00

Weather Conditions

AM	Cloudy
LU	Clear
PM	Clear

PM		635	7
	.301 189	.664 417	.035 22
LU		521	5
	.368 190	.603 311	.029 15
AM		945	2
	.257 242	.733 692	.010 9

PM		**LU**		**AM**		**AM**		**LU**		**PM**	
702	.593 414	558	.458 251	446	.306 136	.952 491	519	.961 276	292	.969 409	432
4	.407 284	10	.542 297	1	.694 309	.048 25	3	.038 11	5	.031 13	10

AM		2	2
LU		7	7
PM		6	6

PM LU AM / PM / LU / AM

AM LU PM / PM / LU / AM

AM / LU / PM / PM LU AM

AM / LU / PM / AM LU PM

N

Counter(s) Josh am

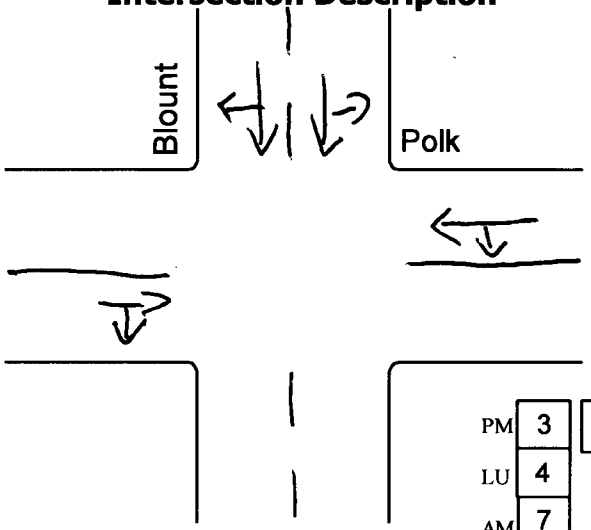
Randy C lu, pm

City of Raleigh Public Works

Intersection Description

Intersection Blount-Polk

Date Count Completed 2/18/11 AM, 1/13/11 LUNCH, 2/23/11 PM



Peak Periods for Intersection

AM	7:45	**to**	8:45
LU	12:15	**to**	1:15
PM	4:30	**to**	5:30

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

	PM	LU	AM
PM	3		
LU	4		
AM	7		

	AM	LU	PM
PM	5	9	6
LU			
AM			

	PM	LU	AM
AM			
LU			
PM	16	11	4

	AM	LU	PM
AM	8		
LU	4		
PM	3		

PM		569	
	.032 18	.935 532	.033 19
LU		572	
	.043 25	.914 522	.043 25
AM		1103	
	.053 59	.921 1016	.025 28

PM			
	87	.333 29	
		.667 58	
LU			
	50	.420 21	
		.580 29	
AM			
	18	.278 5	
		.722 13	

AM			
	.818 27	33	
	.182 6		
LU			
	.647 11	17	
	.353 6		
PM			
	.760 19	25	
	.240 6		

AM			
LU			
PM			

N

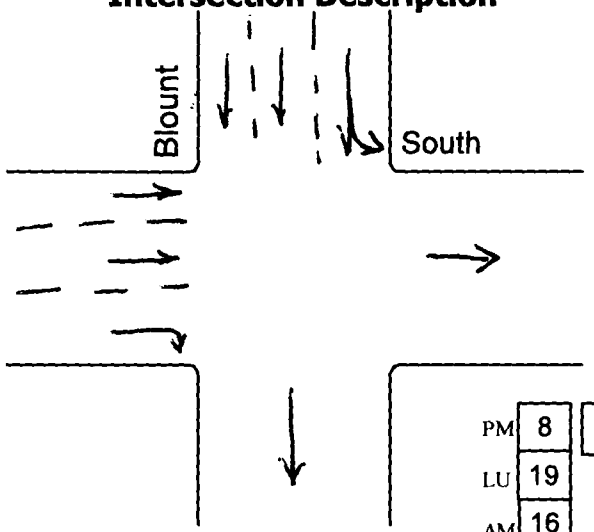
Counter(s) Chris

City of Raleigh Public Works

Intersection Description

Intersection Blount-South

Date Count Completed 1/25/11 am, 1/19/11 lu, 3/17/11 pm



Peak Periods for Intersection

AM	7:45	**to**	8:45
LU	12:15	**to**	1:15
PM	4:45	**to**	5:45

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

PM		1607									
		.981	.019								
		1577	30								
LU		541									
		.926	.074								
		501	40								
AM		380									
		.943	.057								
		360	20								
PM		**LU**		**AM**				**AM**		**LU**		**PM**
223	.578	186	.597	181	.707						
	129		111		128						
	.422		.403		.293						
	94		75		53						
AM											
LU											
PM											

	PM	LU	AM
PM	8	7	19	9
LU	19			
AM	16			

	AM	LU	PM
	28	40	11
PM			
LU			
AM			

	PM	LU	AM
AM	9			
LU	15			
PM	8			

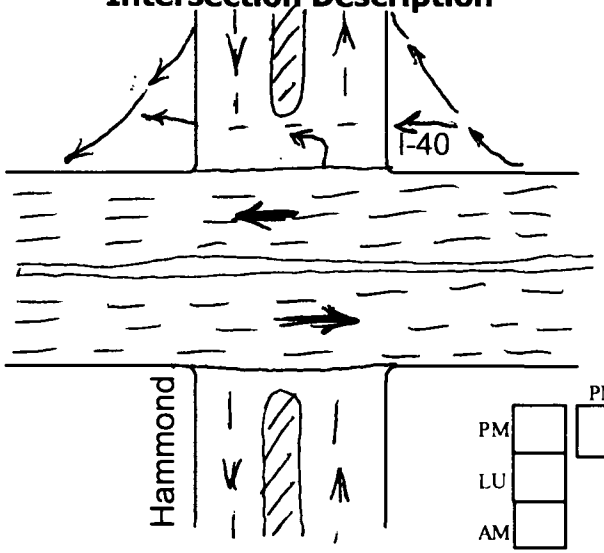
	AM	LU	PM
AM			
LU			
PM			

N

Counter(s) Randy Cole

City of Raleigh Public Works

Intersection Description



Intersection Hammond - I-40 Ramp North

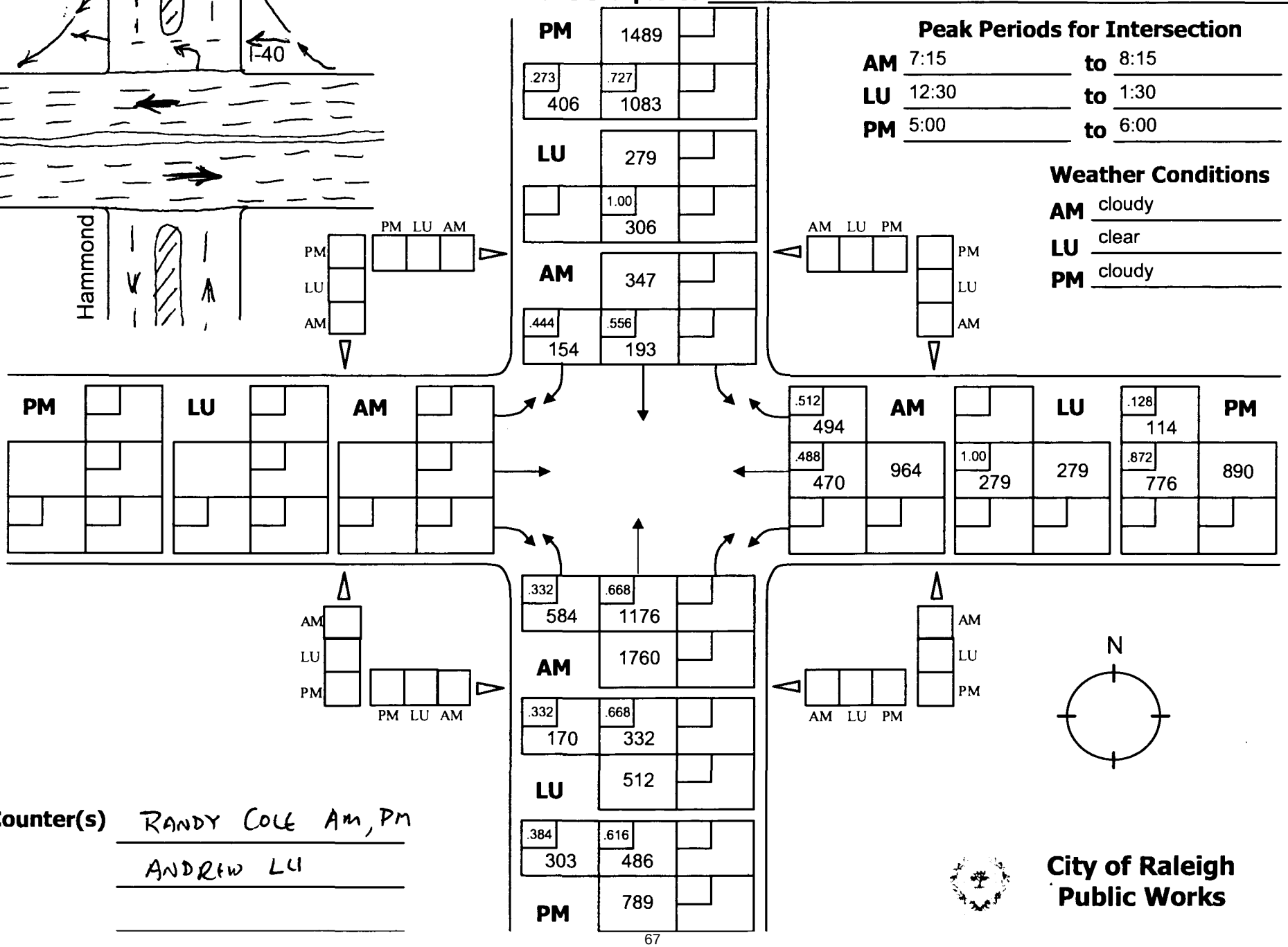
Date Count Completed 11-30-10 am/pm 7-22-10 lu

Peak Periods for Intersection

AM	7:15	**to**	8:15
LU	12:30	**to**	1:30
PM	5:00	**to**	6:00

Weather Conditions

AM	cloudy
LU	clear
PM	cloudy

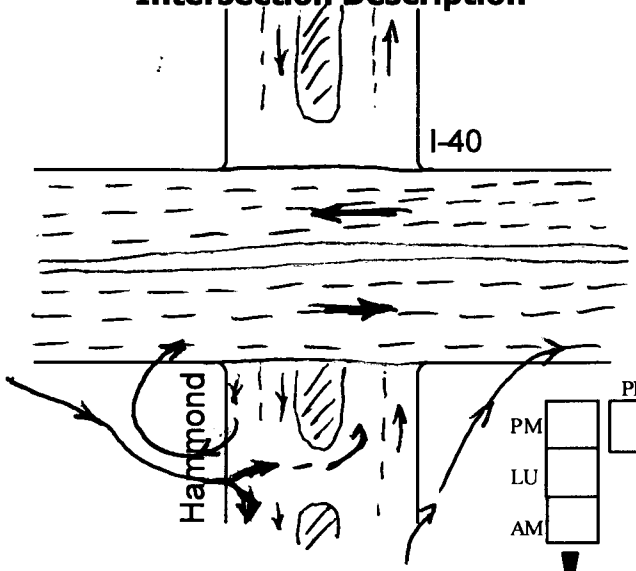


Counter(s) RANDY COLE AM, PM

ANDREW LU

City of Raleigh Public Works

Intersection Description



Intersection Hammond - I-40 Ramps (south)

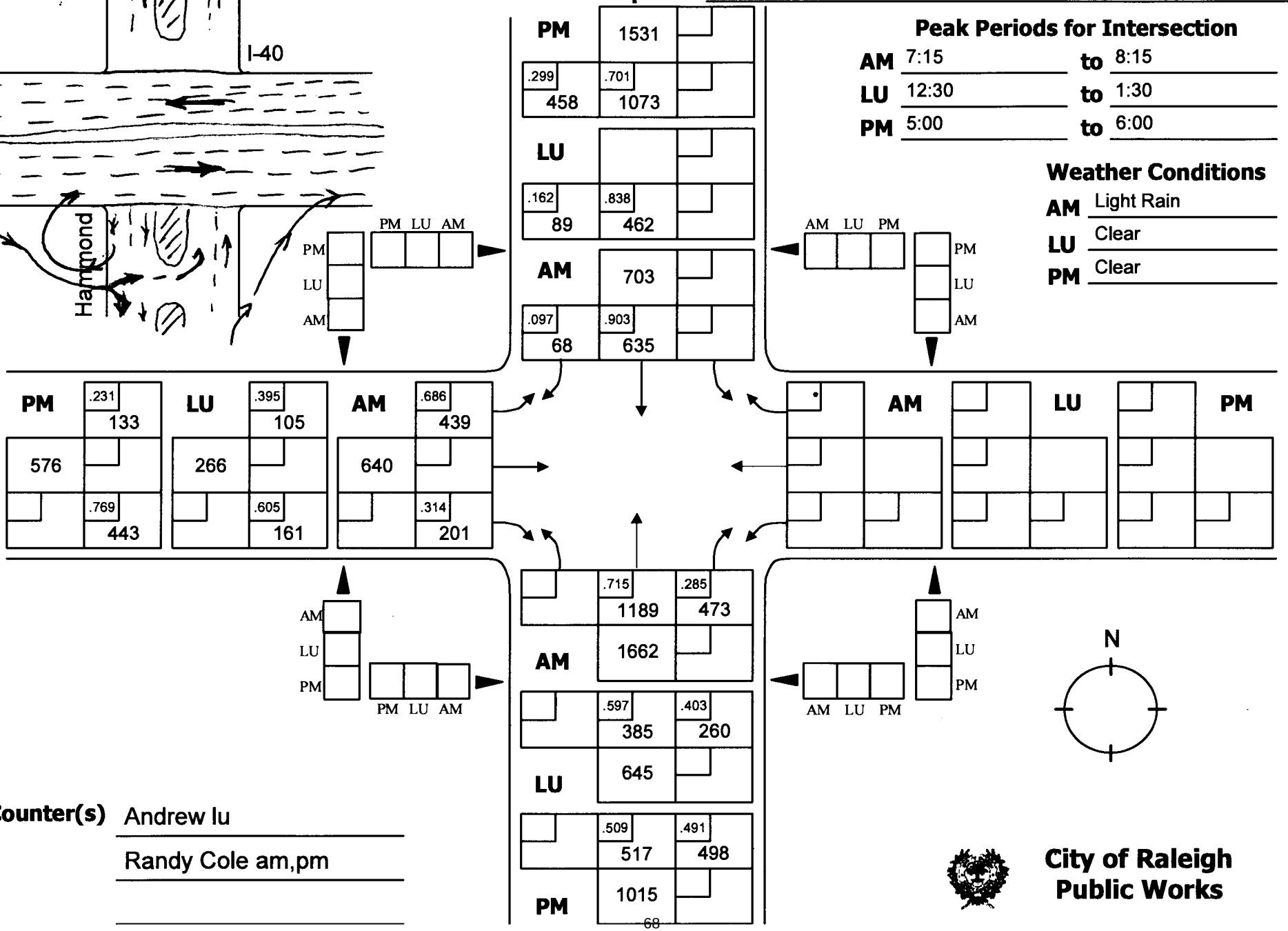
Date Count Completed 12/1/10 am,pm 7/21/10 lu

Peak Periods for Intersection

AM	7:15	**to**	8:15
LU	12:30	**to**	1:30
PM	5:00	**to**	6:00

Weather Conditions

AM	Light Rain
LU	Clear
PM	Clear



Counter(s) Andrew lu

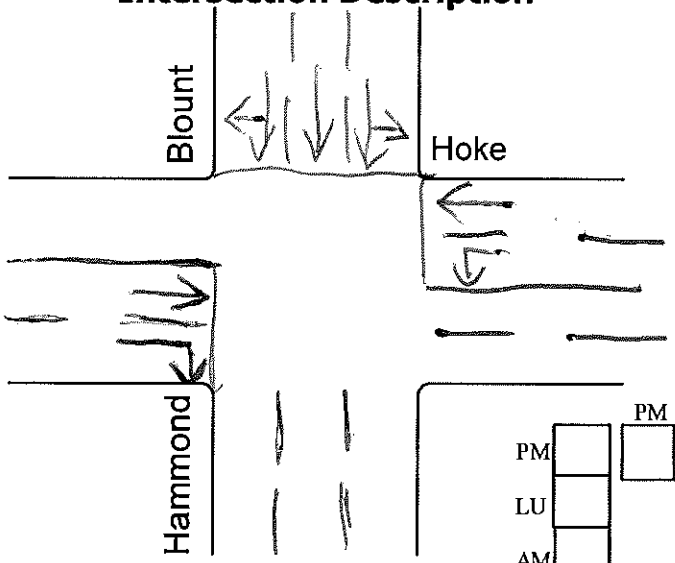
Randy Cole am,pm

City of Raleigh Public Works

Intersection Description

Intersection Blount-Hammond-Hoke

Date Count Completed 5/18/11 AM, 5/6/11 LUNCH, 6/14/11 PM



Peak Periods for Intersection

AM	7:45	**to**	8:45
LU	12:30	**to**	1:30
PM	4:45	**to**	5:45

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

PM		1470	
	.025 / 37	.932 / 1370	.043 / 63
LU		485	
	.130 / 63	.748 / 363	.122 / 59
AM		332	
	.117 / 39	.744 / 247	.139 / 46

PM	130	.592 / 77	.408 / 53
LU	94	.532 / 50	.468 / 44
AM	70	.529 / 37	.471 / 33

AM	181	.597 / 108	.403 / 73
LU	109	.523 / 57	.477 / 52
PM	145	.331 / 48	.669 / 97

AM			
LU			
PM		69	

PM LU AM

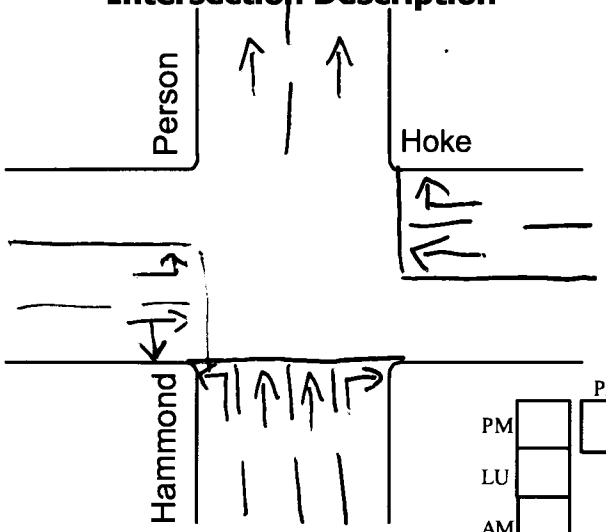
AM LU PM

N

Counter(s) Chris

City of Raleigh Public Works

Intersection Description



Intersection Hammond-Hoke-Person

Date Count Completed 8/11/10 AM, PM, 6/23/10 LUNCH

Peak Periods for Intersection

AM	7:45	**to**	8:45
LU	12:30	**to**	1:30
PM	4:45	**to**	5:45

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

	PM	LU	AM
PM			
LU			
AM			

	AM	LU	PM
PM		2	2
LU			
AM			

	PM	LU	AM
AM			
LU			
PM	1	2	

	AM	LU	PM
AM			
LU			
PM			

PM	.434 / 66	.566 / 86	152
LU	.474 / 64	.526 / 71	135
AM	.410 / 48	.590 / 69	117
AM	.295 / 43	.705 / 103	146
LU	.354 / 46	.646 / 84	130
PM	.368 / 42	.632 / 72	114

AM	.048 / 65	.890 / 1210	.062 / 84
		1359	
LU	.105 / 52	.785 / 387	.110 / 54
		493	
PM	.131 / 46	.716 / 252	.153 / 54
		352	

N

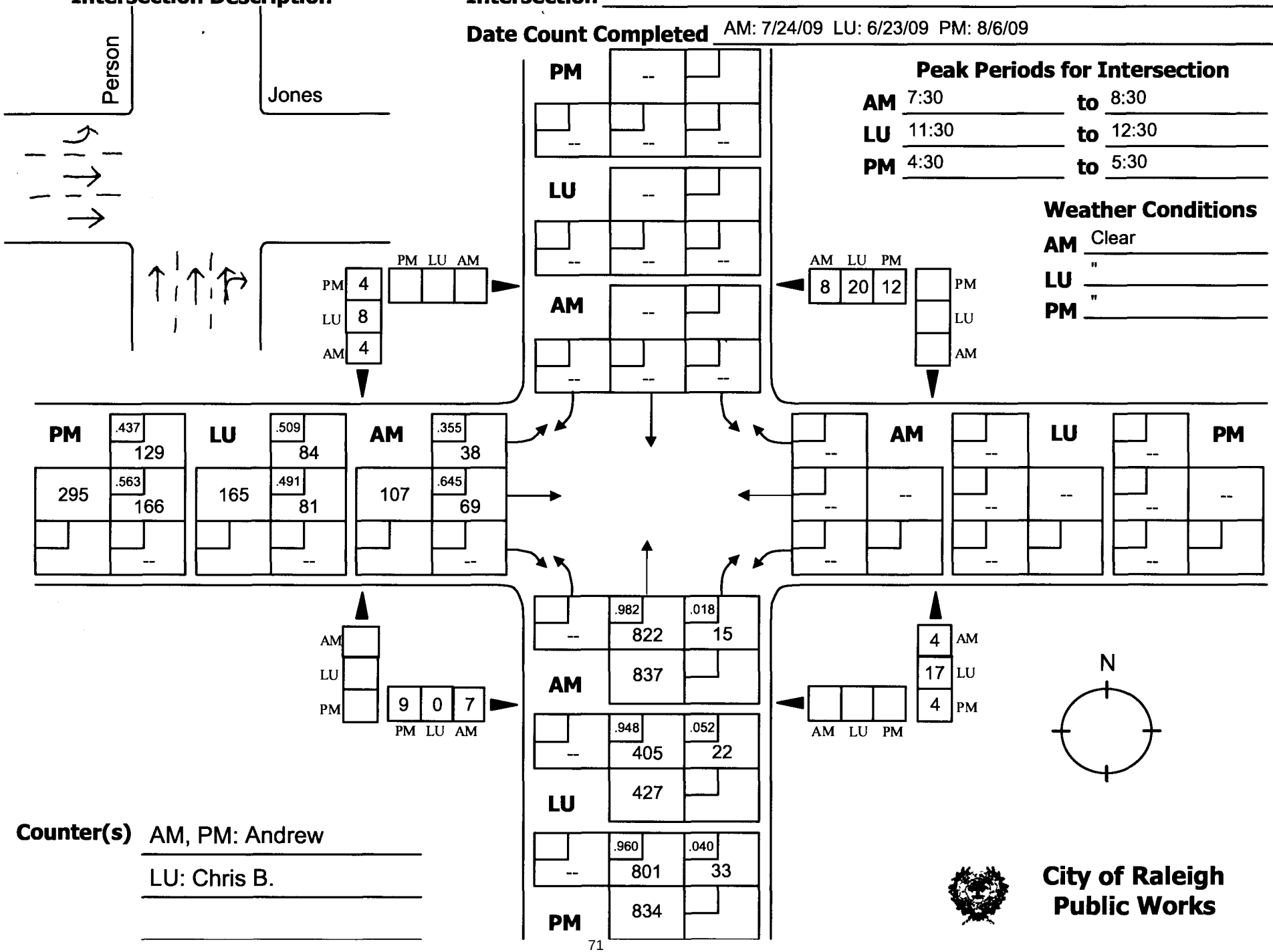
Counter(s) Chris

City of Raleigh Public Works

Intersection Description

Intersection Jones Person

Date Count Completed AM: 7/24/09 LU: 6/23/09 PM: 8/6/09



Peak Periods for Intersection

AM	7:30	**to**	8:30
LU	11:30	**to**	12:30
PM	4:30	**to**	5:30

Weather Conditions

AM	Clear
LU	"
PM	"

Counter(s) AM, PM: Andrew

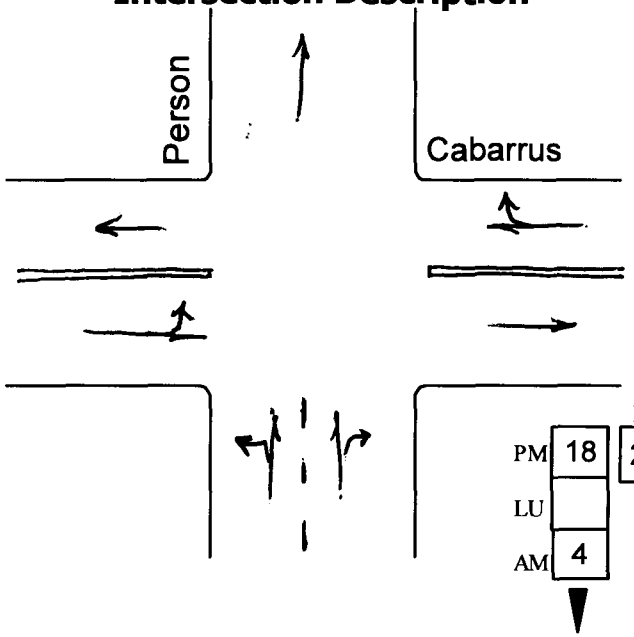
LU: Chris B.

City of Raleigh Public Works

Intersection Description

Intersection Cabarrus - Person

Date Count Completed 9/29/11 am, 7/27/11 lu, 10/4/11 pm



Peak Periods for Intersection

AM	7:30	**to**	8:30
LU	12:30	**to**	1:30
PM	5:00	**to**	6:00

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

Counter(s) Randy C am/pm

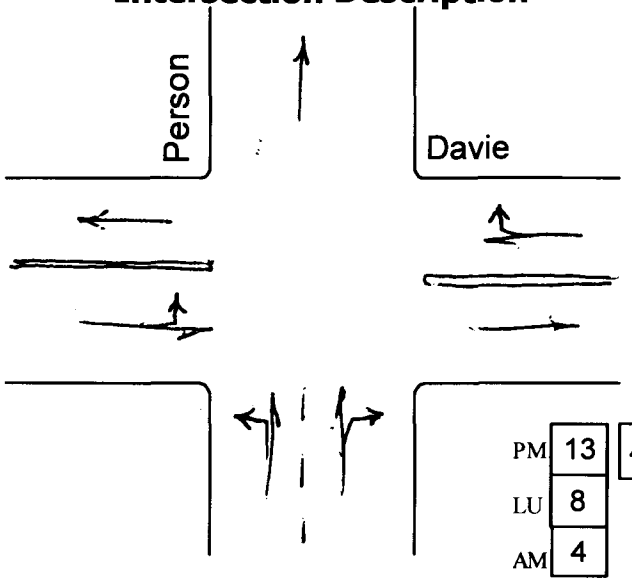
Chris B lu

City of Raleigh Public Works

Intersection Description

Intersection Davie - Person

Date Count Completed 1/4/12 am, lu, 12/19/11 pm



Peak Periods for Intersection

AM	7:15	**to**	8:15
LU	12:00	**to**	1:00
PM	4:45	**to**	5:45

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

	PM	LU	AM
PM	13	42	5	1
LU	8		
AM	4		

	AM	LU	PM
PM		32	9	8
LU			
AM			

PM	.398 / 53	.802 / 80	133
LU	.422 / 43	.551 / 59	102
AM	.274 / 19	.756 / 59	78
AM	.470 / 156	.530 / 176	332
LU	.279 / 19	.721 / 49	68
PM	.227 / 15	.773 / 51	66

PM	.064 / 67	.924 / 970	.012 / 13
AM		1050	
LU	.108 / 51	.847 / 399	.045 / 21
		471	
PM	.075 / 42	.899 / 506	.027 / 15
		563	.73

	AM	LU	PM
AM	8		
LU	9		
PM	15		

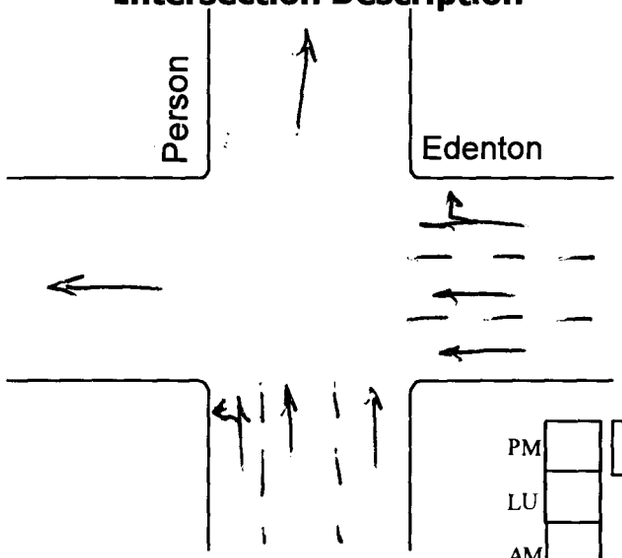
	PM	LU	AM
AM			
LU			
PM			

N

Counter(s) Randy C

City of Raleigh Public Works

Intersection Description



Intersection Edenton - Person

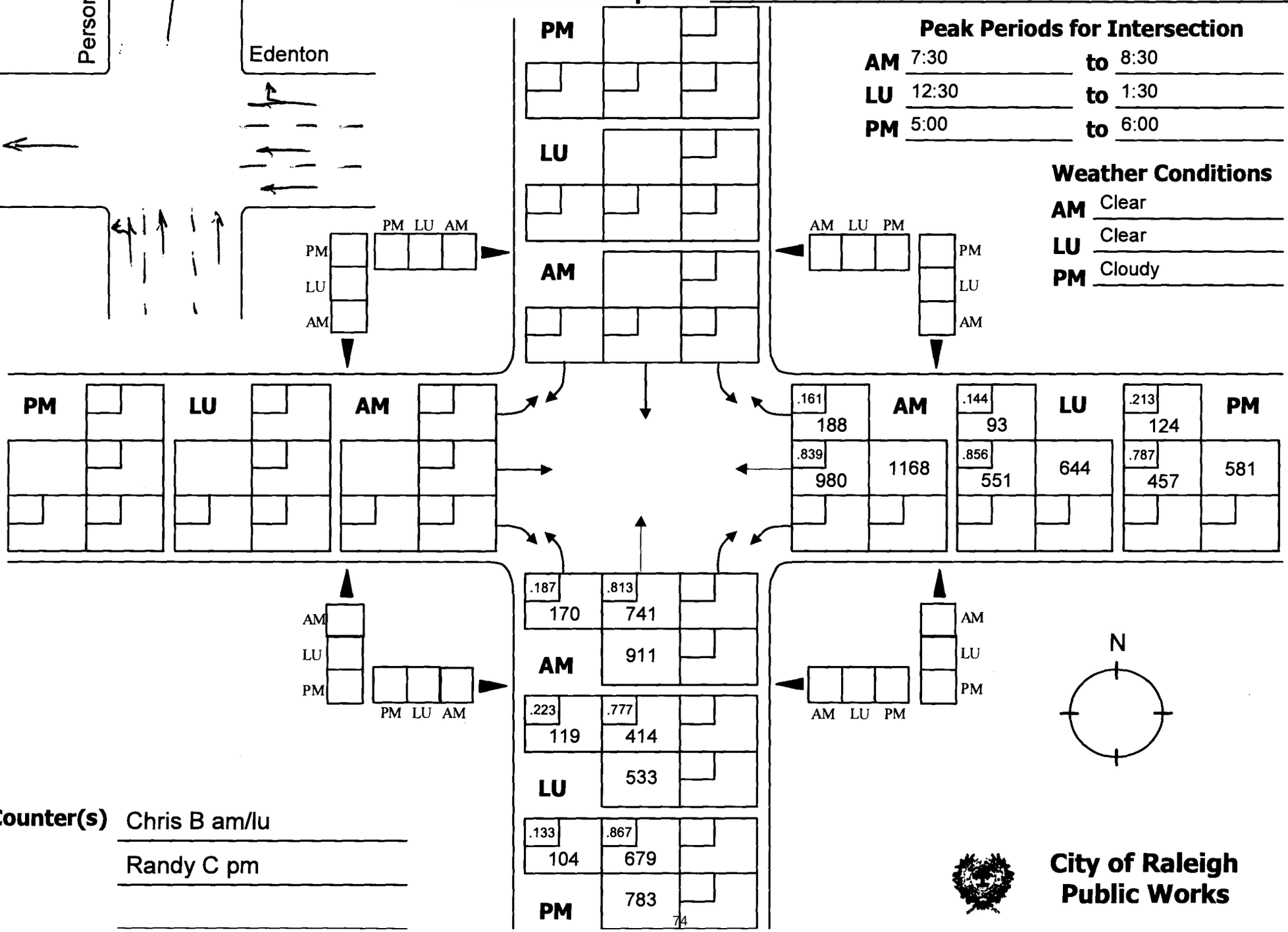
Date Count Completed 8/25/11 am, 7/19/11 lu, 10/19/11 pm

Peak Periods for Intersection

AM	7:30	**to**	8:30
LU	12:30	**to**	1:30
PM	5:00	**to**	6:00

Weather Conditions

AM	Clear
LU	Clear
PM	Cloudy



Counter(s) Chris B am/lu

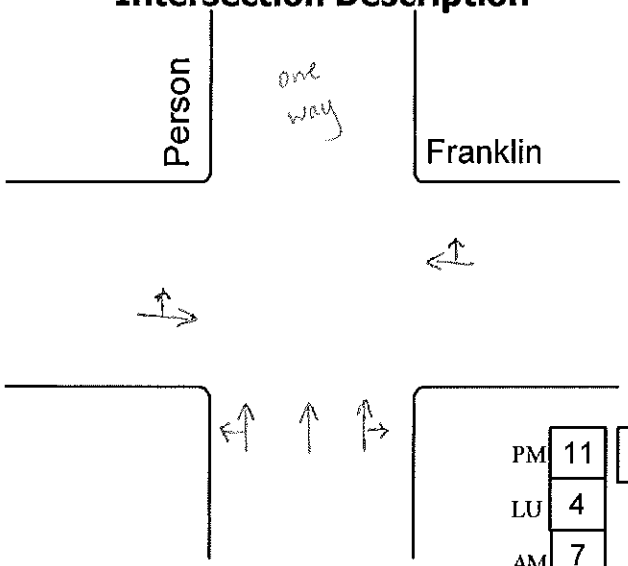
Randy C pm

City of Raleigh Public Works

Intersection Description

Intersection Franklin - Person

Date Count Completed 11-3-2011



Peak Periods for Intersection

AM	7:30 am	**to**	8:30 am
LU	12:15 pm	**to**	1:15 pm
PM	5:00 pm	**to**	6:00 pm

Weather Conditions

AM	Clear
LU	Cloudy
PM	Clear

	PM	LU	AM
PM	11		
LU	4		
AM	7		

	AM	LU	PM
PM		1	4
LU			
AM			

	PM	LU	AM
AM			
LU			
PM	5		

	AM	LU	PM
AM	2		
LU	2		
PM	4		

PM		-	
	-	-	-
	-	-	-
LU		-	
	-	-	-
	-	-	-
AM		-	
	-	-	-
	-	-	-

PM	.846	22	
	26	.154	4
		-	-
LU	.222	4	
	18	.778	14
		-	-
AM	.833	5	
	6	.167	1
		-	-

	.246	14	**AM**
	.754	43	57
	-	-	
	.278	10	**LU**
	.722	26	36
	-	-	
	.400	18	**PM**
	.600	27	45
	-	-	

	.044	26	
	.949	562	4
AM		592	
	.082	41	
	.883	439	17
LU		497	
	.035	37	
	.935	999	32
PM		1068	

N

Counter(s) Randy

Luke

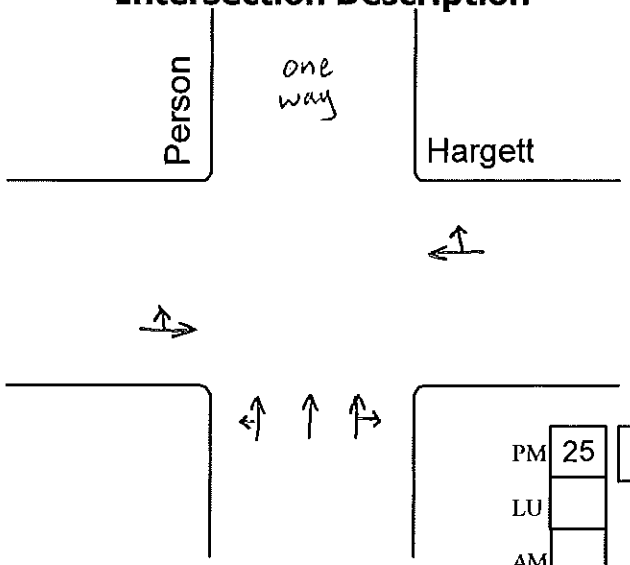
Josh

City of Raleigh Public Works

Intersection Description

Intersection Hargett - Person

Date Count Completed 10-3-11



Peak Periods for Intersection

AM	7:45 am	**to**	8:45 am
LU	12:15 pm	**to**	1:15 pm
PM	5:00 pm	**to**	6:00 pm

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

PM	-		
-	-	-	
-	-	-	
LU	-		
-	-	-	
-	-	-	
AM	-		
-	-	-	
-	-	-	

	PM	LU	AM
PM	25		
LU			
AM			

	AM	LU	PM
PM			45
LU			
AM			

PM	.240	31	**LU**	.370	40	**AM**	.224	19	**AM**	.474	73
129	.760	98	108	.630	68	85	.776	66	154	.526	81
	-	-		-	-		-	-		-	-

LU	.315	41	**PM**	.342	41	.095	95	.883	886	.022	22
130	.685	89	120	.658	79	**AM**		1003			
	-	-		-	-	.096	54	.876	494	.028	16
						LU		564			
						.084	62	.885	651	.031	23
						PM		736			

AM			
LU			
PM			

80		55	
PM	LU	AM	

AM			
LU			
PM		13	

AM	LU	PM	

N

Counter(s) Chris B.

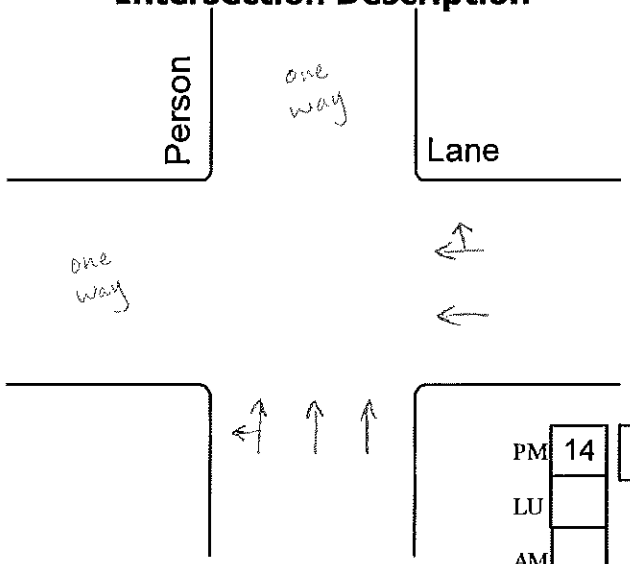
Josh

City of Raleigh Public Works

Intersection Description

Intersection Lane - Person

Date Count Completed 10-17-11



Peak Periods for Intersection

AM	7:15 am	**to**	8:15 am
LU	12:00 pm	**to**	1:00 pm
PM	5:00 pm	**to**	6:00 pm

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

	PM	LU	AM
PM	14		
LU			
AM			

	AM	LU	PM
PM			1
LU			
AM			

	PM	LU	AM
PM	-	-	-
LU	-	-	-
AM	-	-	-

	PM	LU	AM
PM	-	-	-
LU	-	-	-
AM	-	-	-

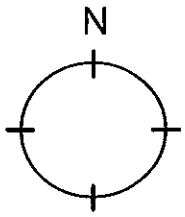
	AM	LU	PM
AM	.586 51	.474 45	.640 55
LU	.414 36	.526 50	.340 31
PM	87	95	86

	AM	LU	PM
AM	.212 191	.788 711	-
LU	.119 63	.881 467	-
PM	.037 35	.963 910	-

	AM	LU	PM
AM	902		
LU	530		
PM	77 945		

	AM	LU	PM
AM			
LU			
PM	9		

	AM	LU	PM
AM			
LU			
PM			26



Counter(s) Chris B.

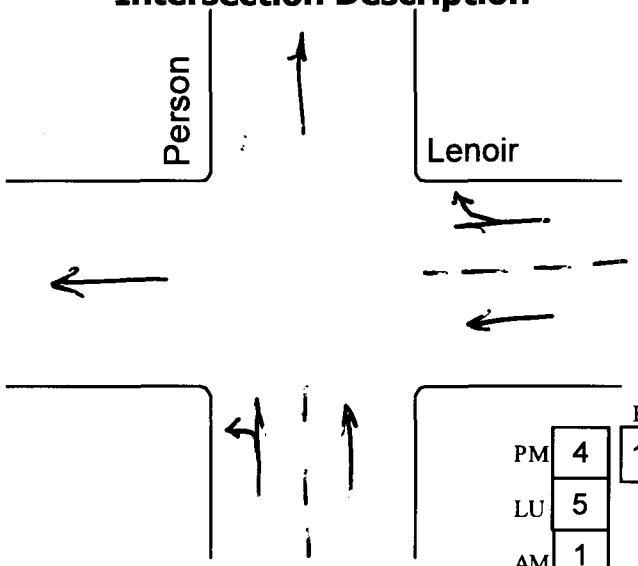
Josh

City of Raleigh Public Works

Intersection Description

Intersection Lenoir - Person

Date Count Completed 8/4/11 am, 7/27/11 lu, 8/22/11 pm



Peak Periods for Intersection

AM	7:30	**to**	8:30
LU	12:30	**to**	1:30
PM	4:45	**to**	5:45

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

	PM	LU	AM
PM	4	13	4
LU	5	4	4
AM	1		

	AM	LU	PM
PM		3	10
LU			9
AM			

	PM	LU	AM
AM			
LU	5		
PM	9		

	AM	LU	PM
AM			
LU			
PM			

	PM	LU	AM
PM			
LU			
AM			

	AM	LU	PM
.237	17	.167	10
.773	58	.833	50

	LU	PM
.202	18	
.798	71	

	AM	LU	PM
.068	93	.932	1274
.094	46	.906	436
.114	61	.886	473

	AM	LU	PM
	75	60	89
	1367	482	534

N

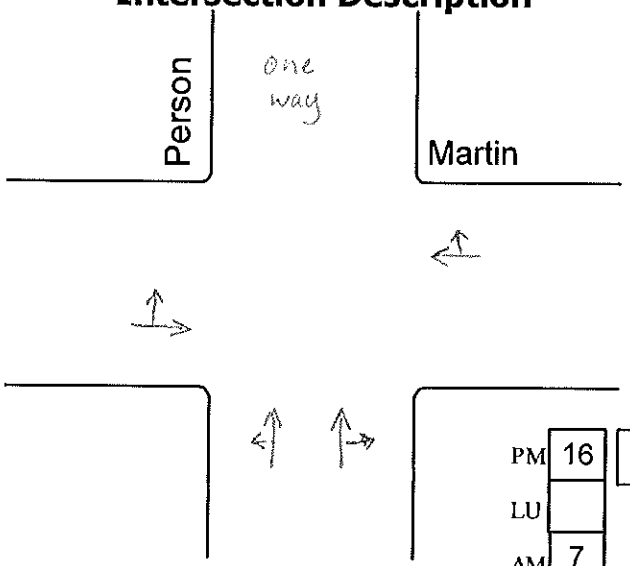
Counter(s) Randy C

City of Raleigh Public Works

Intersection Description

Intersection Martin - Person

Date Count Completed 10-13-11



Peak Periods for Intersection

AM	7:45 am	**to**	8:45 am
LU	12:00 pm	**to**	1:00 pm
PM	5:00 pm	**to**	6:00 pm

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

	PM	LU	AM
PM	-		
LU	-	-	-
AM	-	-	-

	PM	LU	AM
PM	16		
LU			
AM	7		

	AM	LU	PM
PM			
LU			
AM	44		17

	PM	LU	AM
PM	.309 43	.548 97	.280 28
LU	.691 96	.452 80	.720 72
AM	139	177	100

	AM	LU	PM
PM	.406 26	.358 19	.358 29
LU	.594 38	.642 34	.642 52
AM	64	53	81

	AM	LU	PM
AM	.053 58	.928 1024	.019 21
LU	.068 33	.885 429	.047 23
PM	.088 62	.899 635	.013 9
		1103	
		485	
		706	

	PM	LU	AM
AM			
LU			
PM	54		13

	AM	LU	PM
AM			
LU			
PM	6		8

N

Counter(s) Randy

Chris B.

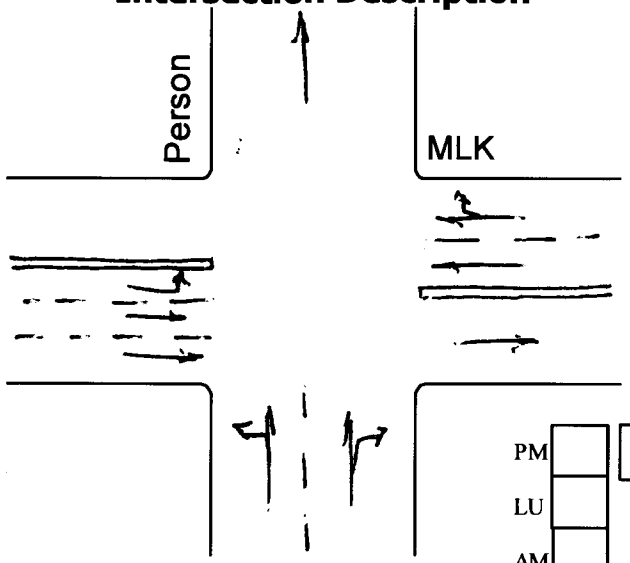
Josh

City of Raleigh Public Works

Intersection Description

Intersection MLK - Person

Date Count Completed 11/22/11 am9/13/11 lu, 11/21/11 pm



Peak Periods for Intersection

AM	7:15	**to**	8:15
LU	12:30	**to**	1:30
PM	4:45	**to**	5:45

Weather Conditions

AM	Foggy
LU	Clear
PM	Cloudy

	PM	LU	AM
PM		1	6
LU			
AM			

	AM	LU	PM
PM	3	2	2
LU	3		
AM	1		

	.092	.174	.093	.153	.133	.102
PM	81	94	39	129	68	67
	.908	.826	.907	.847	.867	.898
	803	452	381	714	442	586
	884	547	420	843	510	653

	.154	.818	.028
AM	215	1140	39
		1394	
	.158	.746	.097
LU	60	284	37
		381	
	.155	.698	.147
PM	64	289	61
		414	

	AM	LU	PM
AM			
LU			
PM			

	PM	LU	AM
AM			
LU			
PM			

N

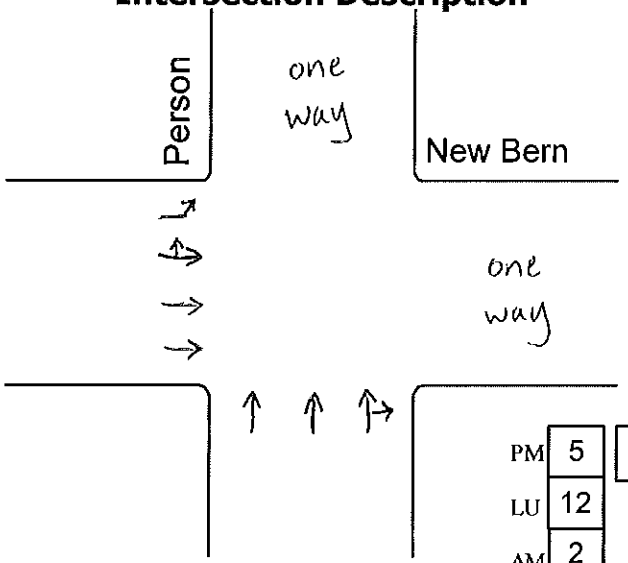
Counter(s) Randy C

City of Raleigh Public Works

Intersection Description

Intersection New Bern - Person

Date Count Completed 1-12-12

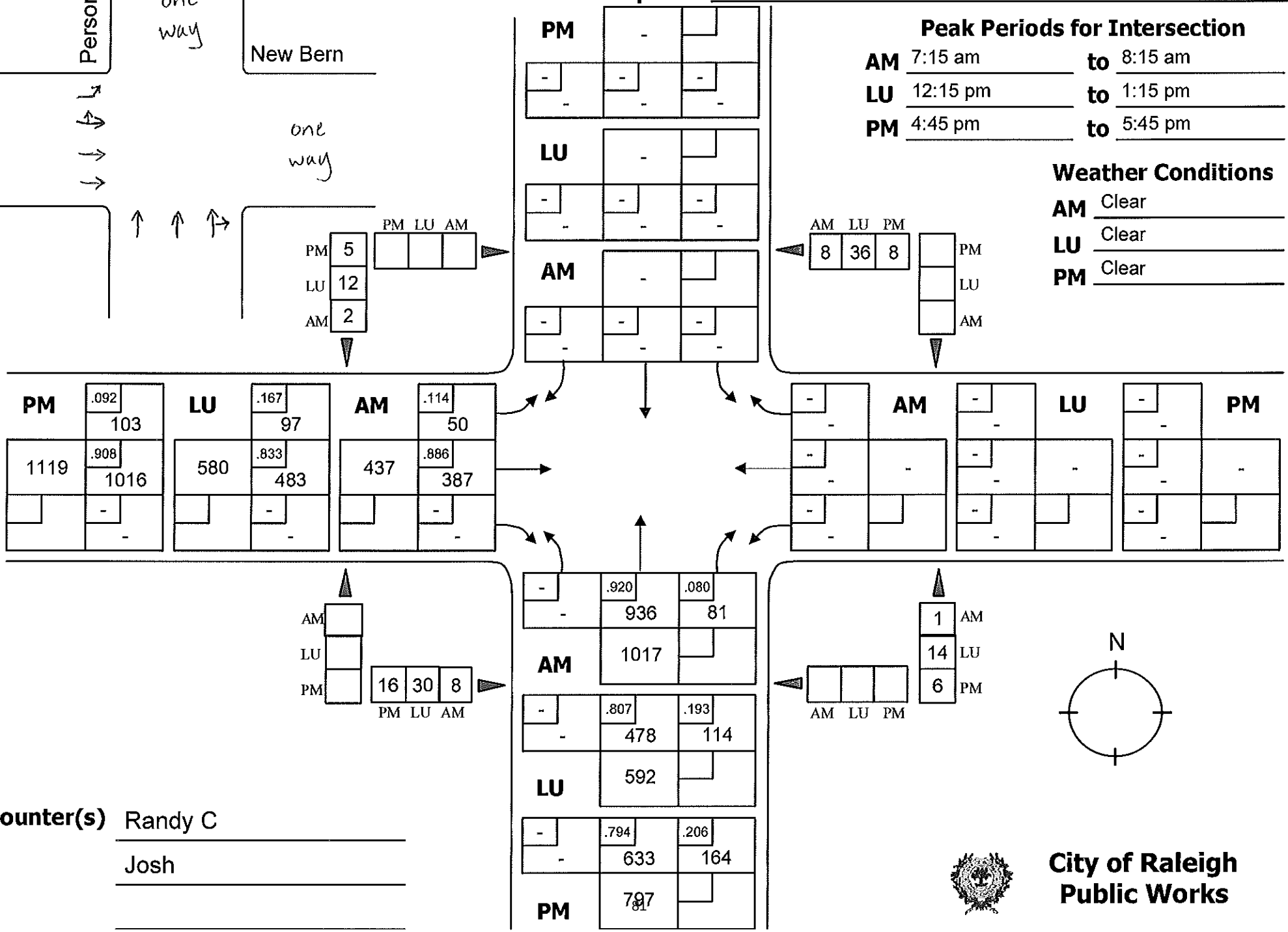


Peak Periods for Intersection

AM	7:15 am	**to**	8:15 am
LU	12:15 pm	**to**	1:15 pm
PM	4:45 pm	**to**	5:45 pm

Weather Conditions

AM	Clear
LU	Clear
PM	Clear



Counter(s) Randy C

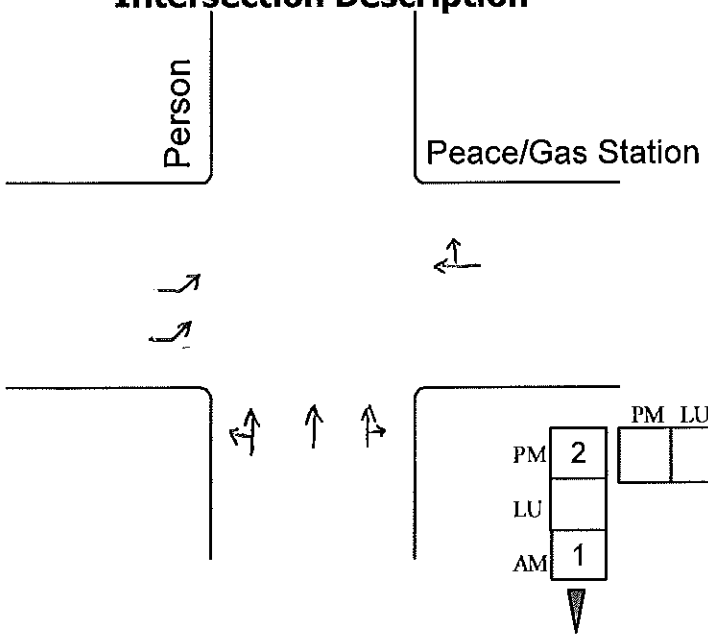
Josh

City of Raleigh Public Works

Intersection Description

Intersection Peace - Person

Date Count Completed 9-22-11



Peak Periods for Intersection

AM	7:30 am	**to**	8:30 am
LU	12:00 pm	**to**	1:00 pm
PM	5:00 pm	**to**	6:00 pm

Weather Conditions

AM	Clear
LU	Clear
PM	Cloudy

	PM	LU	AM
PM	2		
LU			
AM	1		

	AM	LU	PM
PM			
LU			
AM	5	1	4

	PM	LU	AM
AM			
LU			
PM	3	1	4

	AM	LU	PM
AM	1		
LU	3		
PM	8		

PM		-	
	-	-	-
	-	-	-
LU		-	
	-	-	-
	-	-	-
AM		-	
	-	-	-
	-	-	-

PM	.951	468	
	492	.049	24
		-	-
LU	.904	188	
	208	.096	20
		-	-
AM	.931	108	
	116	.069	8
		-	-

AM	.000	0	
	18	1.00	18
		-	-
LU	.125	1	
	8	.875	7
		-	-
PM	.143	1	
	7	.857	6
		-	-

AM	.465	417	
	896	457	.510
		22	.025
LU	.373	210	
	563	340	.604
		13	.023
PM	.304	337	
	1108	747	.674
		24	.022

N

Counter(s) Randy

Luke

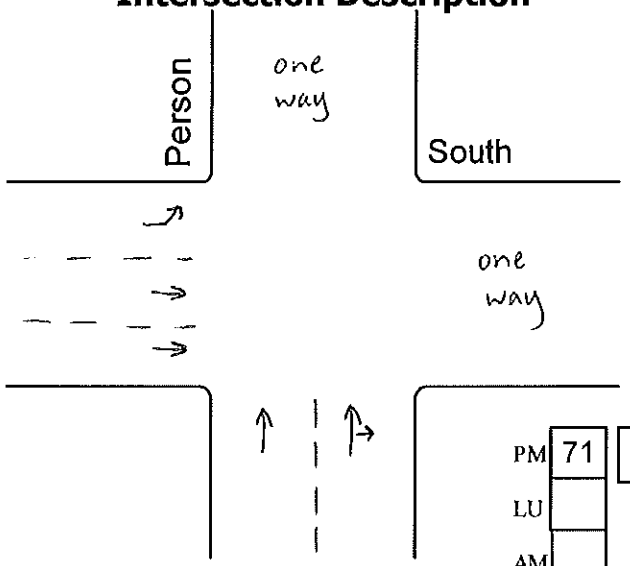
Josh

City of Raleigh Public Works

Intersection Description

Intersection Person - South

Date Count Completed 9-29-11



Peak Periods for Intersection

AM	7:15 am	**to**	8:15 am
LU	11:45 pm	**to**	12:45 pm
PM	5:00 pm	**to**	6:00 pm

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

	PM	LU	AM
PM	71		
LU			
AM			

	AM	LU	PM
PM			78
LU			
AM			

	PM	LU	AM
PM	-	-	-
LU	-	-	-
AM	-	-	-

	PM	LU	AM
PM	.393 / 84	.575 / 73	.606 / 100
LU	.607 / 130	.425 / 54	.394 / 65
AM	214	127	165

	AM	LU	PM
PM	-	-	-
LU	-	-	-
AM	-	-	-

	AM	LU	PM
AM			
LU			
PM	73		

	AM	LU	PM
AM			
LU			
PM			64

	AM	LU	PM
AM	- / 1273	.987 / 1290	.013 / 17
LU	- / 533	.973 / 548	.027 / 15
PM	- / 522	.939 / 556	.061 / 34

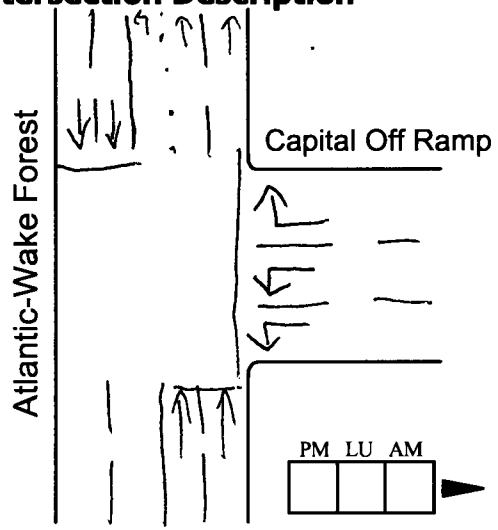
N

Counter(s) Chris B.

Josh

City of Raleigh Public Works

Intersection Description



Intersection Atlantic-Capital Off Ramp-Wake Forest

Date Count Completed 7/15/10 AM, PM, 5/19/10 LUNCH

Peak Periods for Intersection

AM	7:45	**to**	8:45
LU	12:30	**to**	1:30
PM	4:45	**to**	5:45

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

PM	849	1.00 849
LU	435	1.00 435
AM	832	1.00 832

PM LU AM

AM LU PM

PM LU AM

	AM	**LU**	**PM**
	.412 178	.440 154	.388 224
	432	350	578
	.588 253	.560 196	.611 352

AM	1.00 1039	1039
LU	1.00 657	657
PM	1.00 910	910

PM LU AM

AM LU PM

AM LU PM

N

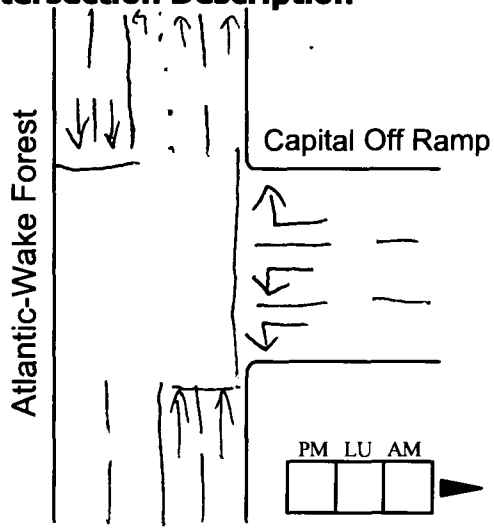
Counter(s) Chris

City of Raleigh Public Works

Intersection Description

Intersection Atlantic-Capital Off Ramp-Wake Forest

Date Count Completed 7/15/10 AM, PM, 5/19/10 LUNCH



Peak Periods for Intersection

AM	7:45	**to**	8:45
LU	12:30	**to**	1:30
PM	4:45	**to**	5:45

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

PM	849	
	1.00	849
LU	435	
	1.00	435
AM	832	
	1.00	832

AM LU PM

PM
LU
AM

.412	178	**AM**	.440	154	**LU**	.388	224 **PM**
	432			350			578
.588	253		.560	196		.611	352

AM	1.00	1039
		1039
LU	1.00	657
		657
PM	1.00	910
		910

PM LU AM

AM LU PM

AM
LU
PM

N

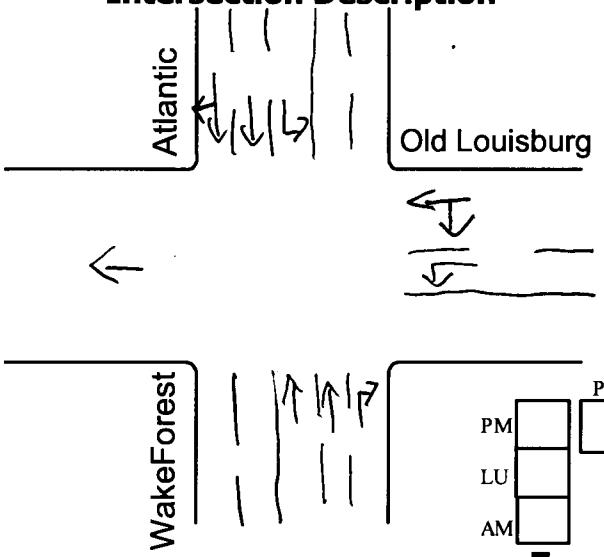
Counter(s) Chris

City of Raleigh Public Works

Intersection Description

Intersection Atlantic-Old Louisburg-Wake Forest

Date Count Completed 3/26/10 AM, 1/20/10 LUNCH, PM



Peak Periods for Intersection

AM	8:00	**to**	9:00
LU	12:30	**to**	1:30
PM	5:00	**to**	6:00

Weather Conditions

AM	Clear
LU	Cloudy
PM	Cloudy

PM		725	
	.019 14	.641 465	.339 246
LU		599	
	.289 173	.699 419	.012 7
AM		759	
	.418 317	.520 395	.062 47

	.834 615	.166 122	
AM		737	
	.006 4	.898 575	.095 61
LU		640	
	.004 3	.921 760	.075 62
PM		825	

	.205 76	**AM**	
	.132 49	371	
	.663 246		

	.182 41	**LU**	
	.036 8	225	
	.782 176		

	.146 23	**PM**	
	.025 4	158	
	.829 131		

PM LU AM

AM LU PM

N

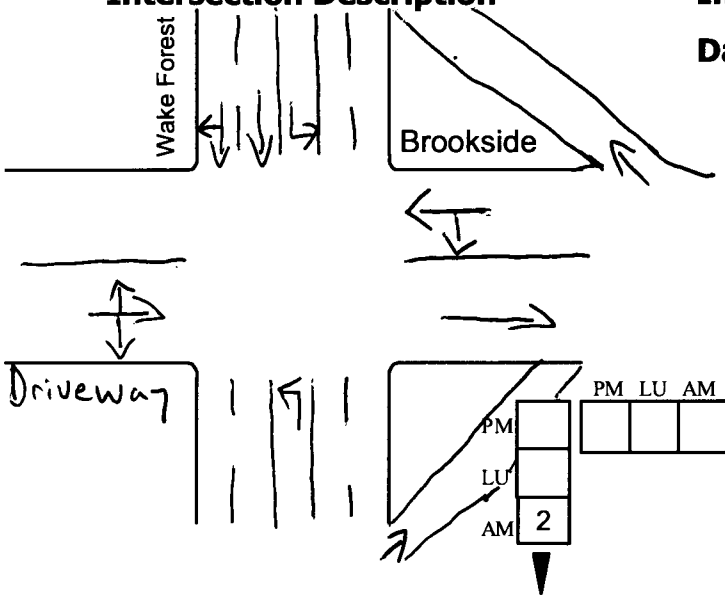
Counter(s) Chris B

City of Raleigh Public Works

Intersection Description

Intersection Brookside-Wake Forest

Date Count Completed 3/25/10 AM, 1/20/10 LUNCH, 3/23/10 PM



PM		804	
	.005 4	.504 405	.491 395
LU		634	
	.006 4	.571 362	.423 268
AM		1113	
	.008 9	.769 856	.223 248

Peak Periods for Intersection

AM	8:00	**to**	9:00
LU	12:30	**to**	1:30
PM	5:00	**to**	6:00

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

AM LU PM: PM, LU, AM

PM		.308 4	
	13	.385 5	
		.308 4	
LU		.429 3	
	7	.429 3	
		.143 1	
AM			
	4	.500 2	
		.500 2	

		.048 1	AM
	21		
		.952 20	
		.250 2	PM
	8		
		.750 6	
		.062 1	LU
	16		
		.938 15	

		.005 2	AM
		.978 395	
		.017 7	
AM		404	
		.006 2	LU
		.960 315	
		.034 11	
LU		328	
		.872 499	PM
		.128 73	
PM		572	

AM LU PM: PM, LU, AM

AM LU PM: AM, LU, PM

N

Counter(s) George

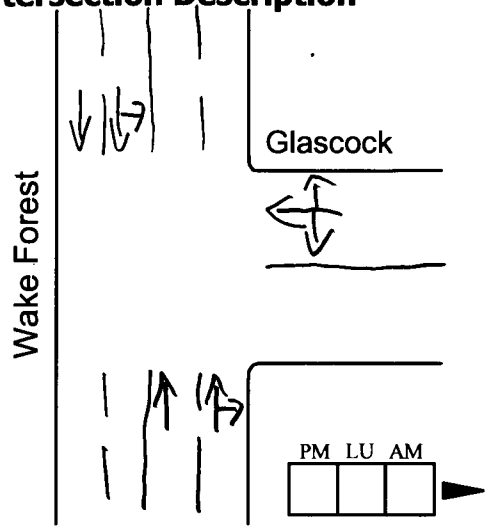
Chris

City of Raleigh Public Works

Intersection Description

Intersection Glascock-Wake Forest

Date Count Completed 3/23/10 AM, 1/19/10 LUNCH, PM

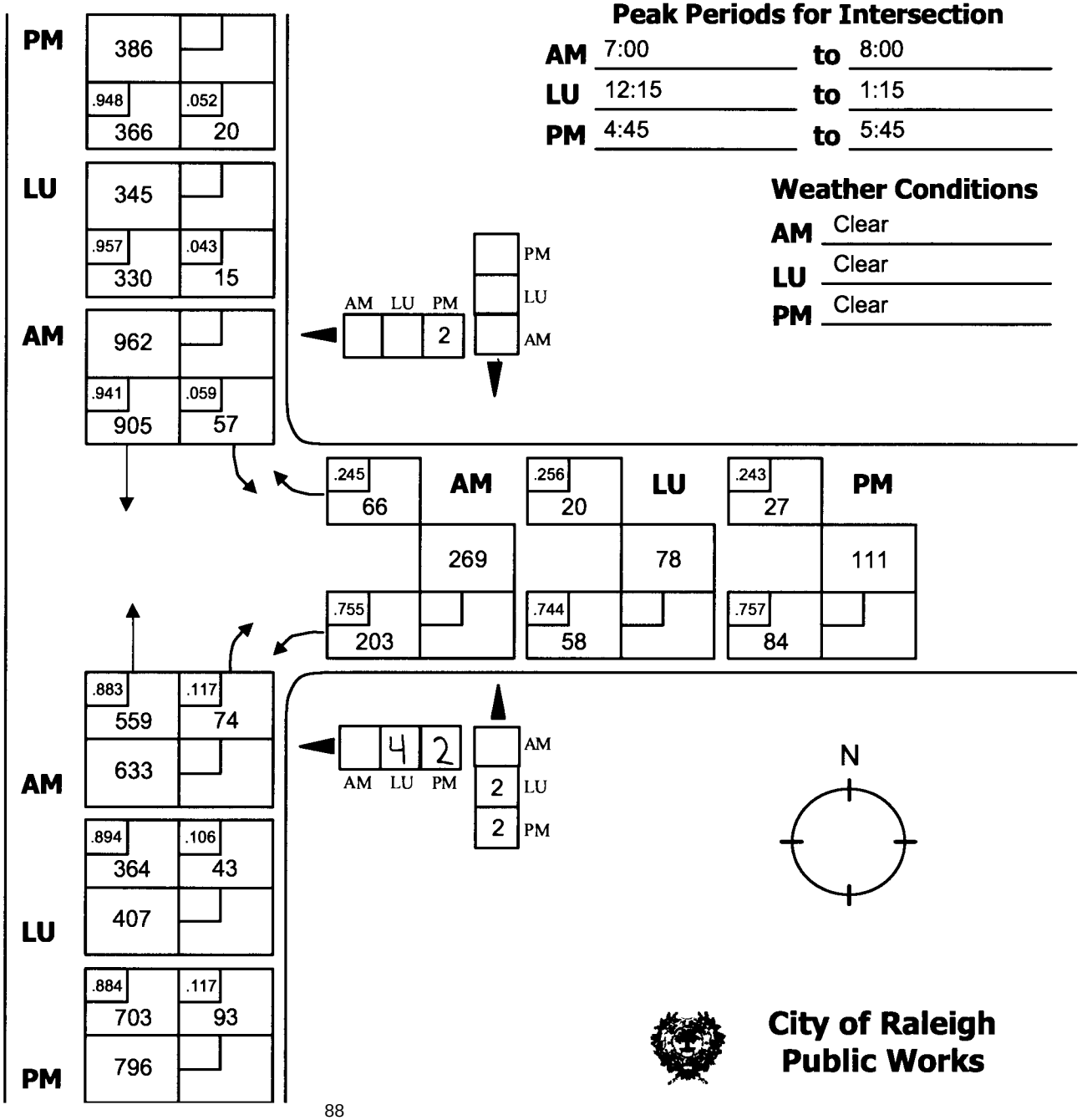


Peak Periods for Intersection

AM	7:00	**to**	8:00
LU	12:15	**to**	1:15
PM	4:45	**to**	5:45

Weather Conditions

AM	Clear
LU	Clear
PM	Clear



Counter(s) Chris

City of Raleigh Public Works

Unsignalized Intersection Counts (AECOM and City of Raleigh)

AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Blount & Bledsoe AM
Site Code : 7
Start Date : 9/11/2012
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Groups Printed- Cars - Trucks - Busses

	Blount From North					Bledsoe From East					Blount From South					Bledsoe From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:45 AM	0	63	4	0	67	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	71
Total	0	63	4	0	67	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	71
07:00 AM	0	68	2	1	71	0	0	4	3	7	0	0	0	0	0	0	0	0	0	0	78
07:15 AM	0	86	1	0	87	0	0	3	1	4	0	0	0	1	1	1	3	0	2	6	98
07:30 AM	0	107	0	0	107	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	109
07:45 AM	1	91	2	0	94	0	0	2	1	3	0	0	0	1	1	0	2	0	1	3	101
Total	1	352	5	1	359	0	0	11	5	16	0	0	0	2	2	1	5	0	3	9	386
08:00 AM	1	100	2	0	103	0	0	4	1	5	0	0	0	0	0	0	1	0	2	3	111
08:15 AM	2	88	0	0	90	0	0	1	0	1	0	0	0	2	2	0	0	0	1	1	94
08:30 AM	2	74	1	0	77	0	0	2	0	2	0	0	0	1	1	0	0	0	5	5	85
08:45 AM	0	72	3	0	75	0	1	5	0	6	0	0	0	0	0	0	1	0	0	1	82
Total	5	334	6	0	345	0	1	12	1	14	0	0	0	3	3	0	2	0	8	10	372
Grand Total	6	749	15	1	771	0	2	24	6	32	0	0	0	5	5	1	9	0	11	21	829
Apprch %	0.8	97.1	1.9	0.1		0	6.2	75	18.8		0	0	0	100		4.8	42.9	0	52.4		
Total %	0.7	90.3	1.8	0.1	93	0	0.2	2.9	0.7	3.9	0	0	0	0.6	0.6	0.1	1.1	0	1.3	2.5	
Unshifted - Cars	3	716	14	1	734	0	2	23	6	31	0	0	0	5	5	1	7	0	11	19	789
% Unshifted - Cars	50	95.6	93.3	100	95.2	0	100	95.8	100	96.9	0	0	0	100	100	100	77.8	0	100	90.5	95.2
Bank 1 - Trucks	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
% Bank 1 - Trucks	0	1.9	0	0	1.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.7
Bank 2 - Busses	3	19	1	0	23	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	26
% Bank 2 - Busses	50	2.5	6.7	0	3	0	0	4.2	0	3.1	0	0	0	0	0	0	22.2	0	0	9.5	3.1

AECOM
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School was in session

File Name : Blount & Bledsoe AM
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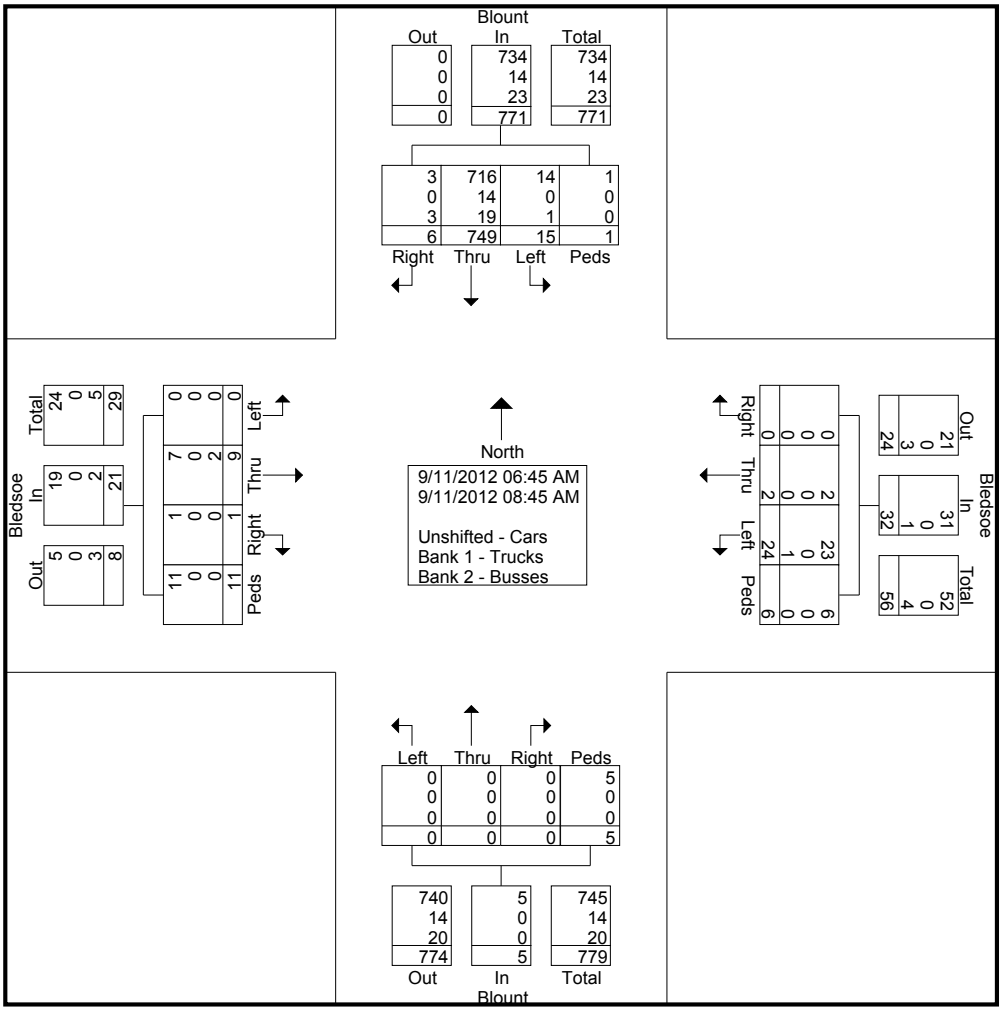

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Raleigh, NC

School was in session

File Name : Blount & Bledsoe AM
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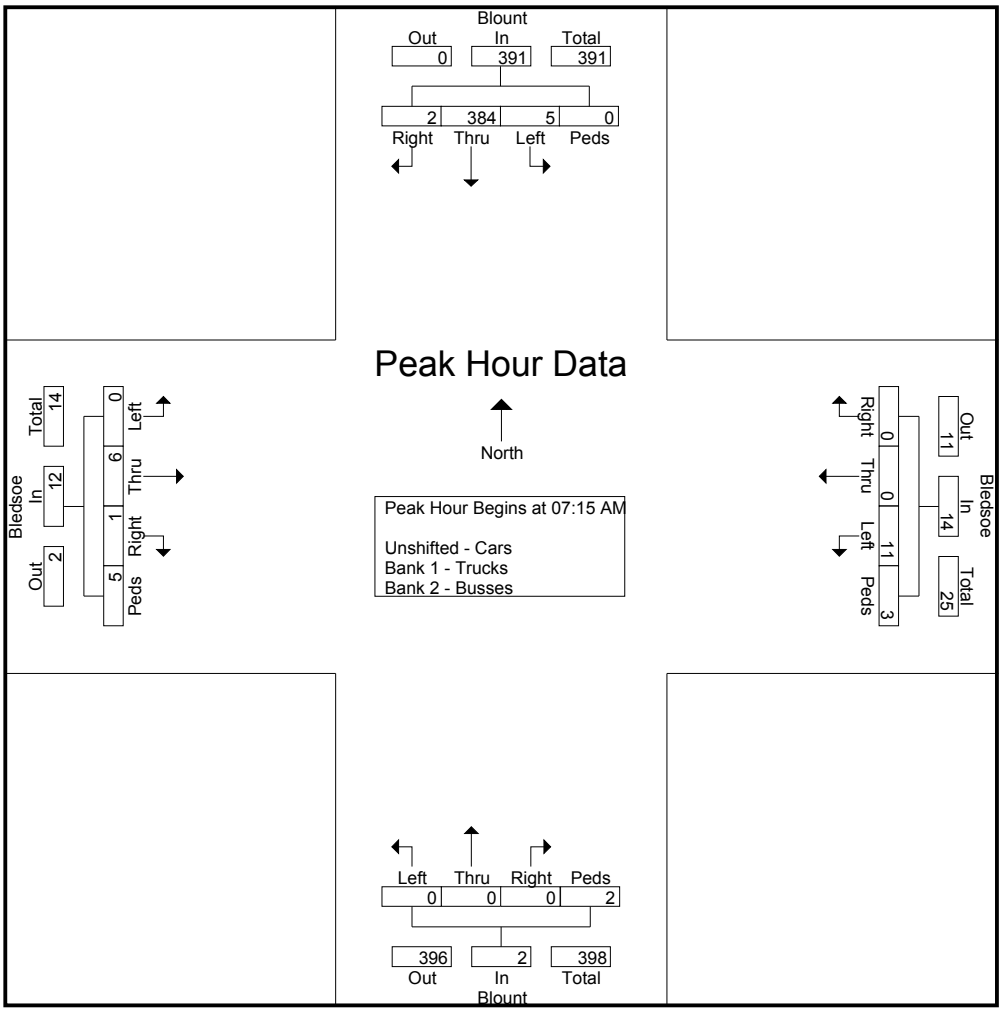
	Blount From North					Bledsoe From East					Blount From South					Bledsoe From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	86	1	0	87	0	0	3	**1**	4	0	0	0	**1**	**1**	**1**	**3**	0	**2**	**6**	98
07:30 AM	0	**107**	0	0	**107**	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	109
07:45 AM	**1**	91	**2**	0	94	0	0	2	1	3	0	0	0	1	1	0	2	0	1	3	101
08:00 AM	1	100	2	0	103	0	0	**4**	1	**5**	0	0	0	0	0	0	1	0	2	3	**111**
Total Volume	2	384	5	0	391	0	0	11	3	14	0	0	0	2	2	1	6	0	5	12	419
% App. Total	0.5	98.2	1.3	0		0	0	78.6	21.4		0	0	0	100		8.3	50	0	41.7		
PHF	.500	.897	.625	.000	.914	.000	.000	.688	.750	.700	.000	.000	.000	.500	.500	.250	.500	.000	.625	.500	.944



AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Blount & Bledsoe PM
Site Code : 7
Start Date : 9/11/2012
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Blount From North					Bledsoe From East					Blount From South					Bledsoe From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	3	251	4	0	258	0	2	4	2	8	0	0	0	3	3	2	3	0	1	6	275
04:15 PM	2	257	6	0	265	0	1	5	5	11	0	0	0	5	5	0	1	0	0	1	282
04:30 PM	3	296	4	0	303	0	3	9	5	17	0	0	0	0	0	1	1	0	4	6	326
04:45 PM	0	291	0	0	291	0	0	2	1	3	0	0	0	1	1	0	0	0	0	0	295
Total	8	1095	14	0	1117	0	6	20	13	39	0	0	0	9	9	3	5	0	5	13	1178
05:00 PM	1	352	3	0	356	0	1	7	5	13	0	0	0	2	2	1	1	0	3	5	376
05:15 PM	2	385	2	5	394	0	0	13	8	21	0	0	0	4	4	1	2	0	7	10	429
05:30 PM	2	330	3	2	337	0	0	4	4	8	0	0	0	1	1	1	1	0	1	3	349
05:45 PM	2	268	0	0	270	0	0	3	2	5	0	0	0	0	0	0	2	0	3	5	280
Total	7	1335	8	7	1357	0	1	27	19	47	0	0	0	7	7	3	6	0	14	23	1434
Grand Total	15	2430	22	7	2474	0	7	47	32	86	0	0	0	16	16	6	11	0	19	36	2612
Apprch %	0.6	98.2	0.9	0.3		0	8.1	54.7	37.2		0	0	0	100		16.7	30.6	0	52.8		
Total %	0.6	93	0.8	0.3	94.7	0	0.3	1.8	1.2	3.3	0	0	0	0.6	0.6	0.2	0.4	0	0.7	1.4	
Unshifted - Cars	11	2409	21	7	2448	0	7	47	32	86	0	0	0	16	16	5	11	0	19	35	2585
% Unshifted - Cars	73.3	99.1	95.5	100	98.9	0	100	100	100	100	0	0	0	100	100	83.3	100	0	100	97.2	99
Bank 1 - Trucks	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% Bank 1 - Trucks	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Bank 2 - Buses	4	18	1	0	23	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	24
% Bank 2 - Buses	26.7	0.7	4.5	0	0.9	0	0	0	0	0	0	0	0	0	0	16.7	0	0	0	2.8	0.9

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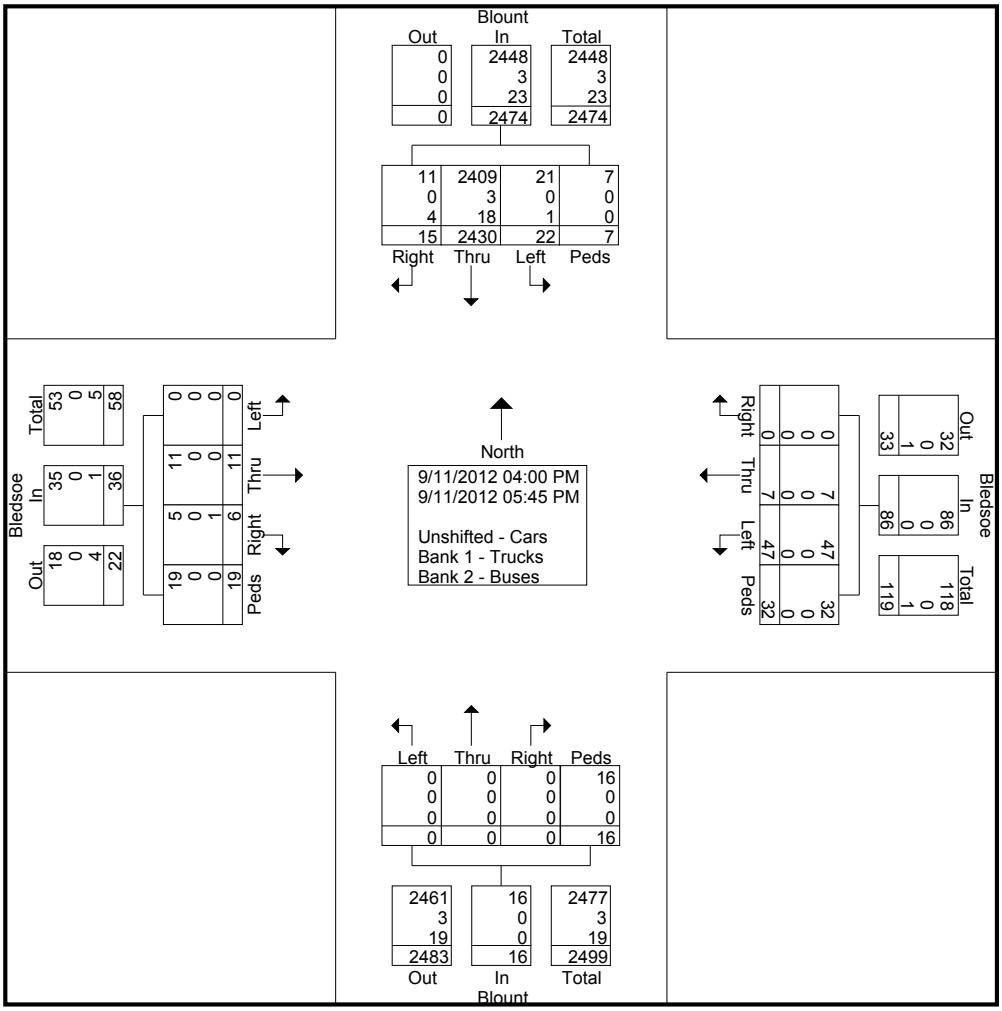

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School was in session

File Name : Blount & Bledsoe PM
Site Code : 7
Start Date : 9/11/2012
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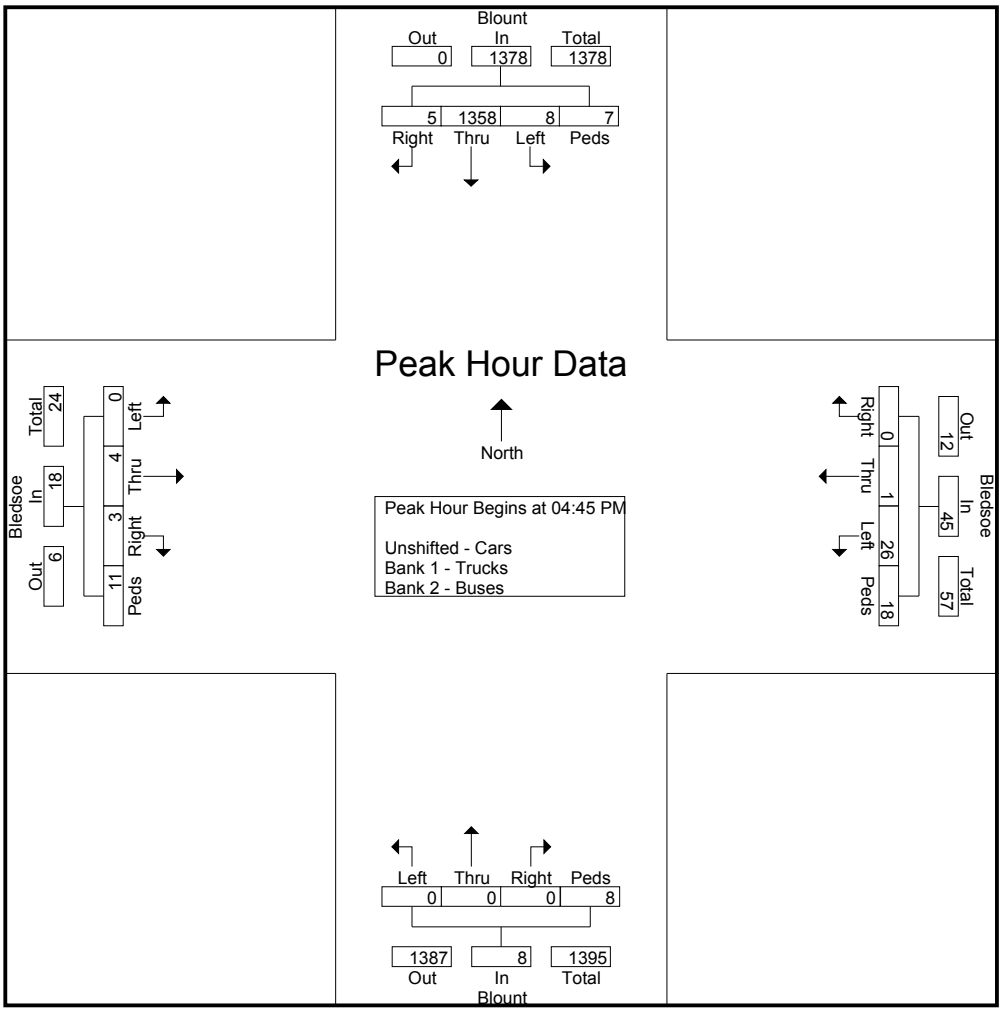
	Blount From North					Bledsoe From East					Blount From South					Bledsoe From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	291	0	0	291	0	0	2	1	3	0	0	0	1	1	0	0	0	0	0	295
05:00 PM	1	352	**3**	0	356	0	**1**	7	5	13	0	0	0	2	2	**1**	1	0	3	5	376
05:15 PM	**2**	**385**	2	**5**	**394**	0	0	**13**	**8**	**21**	0	0	0	**4**	**4**	1	**2**	0	**7**	**10**	**429**
05:30 PM	2	330	3	2	337	0	0	4	4	8	0	0	0	1	1	1	1	0	1	3	349
Total Volume	5	1358	8	7	1378	0	1	26	18	45	0	0	0	8	8	3	4	0	11	18	1449
% App. Total	0.4	98.5	0.6	0.5		0	2.2	57.8	40		0	0	0	100		16.7	22.2	0	61.1		
PHF	.625	.882	.667	.350	.874	.000	.250	.500	.563	.536	.000	.000	.000	.500	.500	.750	.500	.000	.393	.450	.844



AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Blount & Bragg AM
Site Code : 00000003
Start Date : 9/11/2012
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Groups Printed- Cars - Trucks - Buses

	Blount St From North					Bragg St From East					Blount St From South					Bragg St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	84	1	0	85	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	89
07:15 AM	1	98	1	0	100	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	103
07:30 AM	0	108	0	0	108	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	111
07:45 AM	0	96	0	0	96	0	0	3	0	3	0	0	0	0	0	2	0	0	0	2	101
Total	1	386	2	0	389	0	0	13	0	13	0	0	0	0	0	2	0	0	0	2	404
08:00 AM	0	103	1	0	104	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	105
08:15 AM	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
08:30 AM	0	86	2	0	88	0	0	2	0	2	0	0	0	0	0	1	1	0	0	2	92
08:45 AM	1	76	1	0	78	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	79
Total	1	365	4	0	370	0	0	4	0	4	0	0	0	0	0	1	1	0	0	2	376
Grand Total	2	751	6	0	759	0	0	17	0	17	0	0	0	0	0	3	1	0	0	4	780
Apprch %	0.3	98.9	0.8	0		0	0	100	0		0	0	0	0		75	25	0	0		
Total %	0.3	96.3	0.8	0	97.3	0	0	2.2	0	2.2	0	0	0	0	0	0.4	0.1	0	0	0.5	
Unshifted - Cars	2	726	6	0	734	0	0	17	0	17	0	0	0	0	0	3	1	0	0	4	755
% Unshifted - Cars	100	96.7	100	0	96.7	0	0	100	0	100	0	0	0	0	0	100	100	0	0	100	96.8
Bank 1 - Trucks	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
% Bank 1 - Trucks	0	1.1	0	0	1.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Bank 2 - Buses	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
% Bank 2 - Buses	0	2.3	0	0	2.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.2

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School was in session

File Name : Blount & Bragg AM
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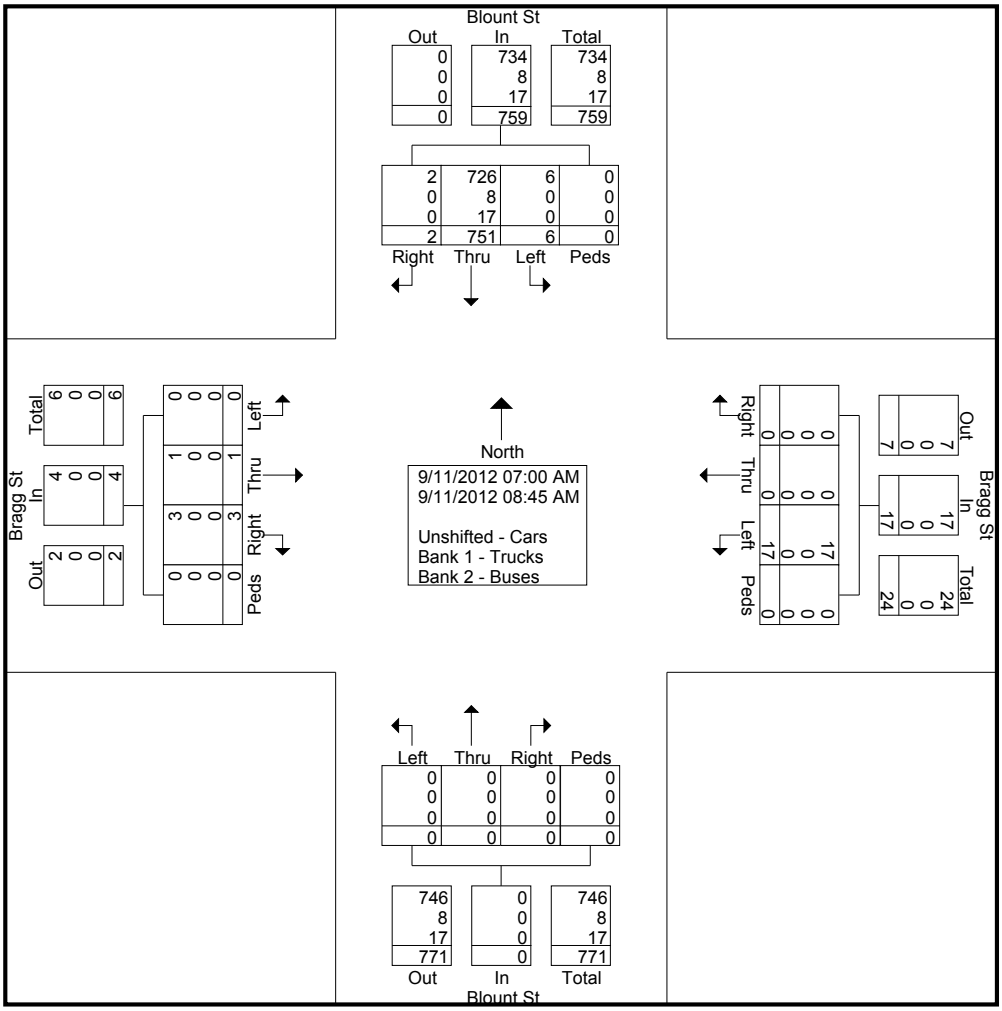

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School was in session

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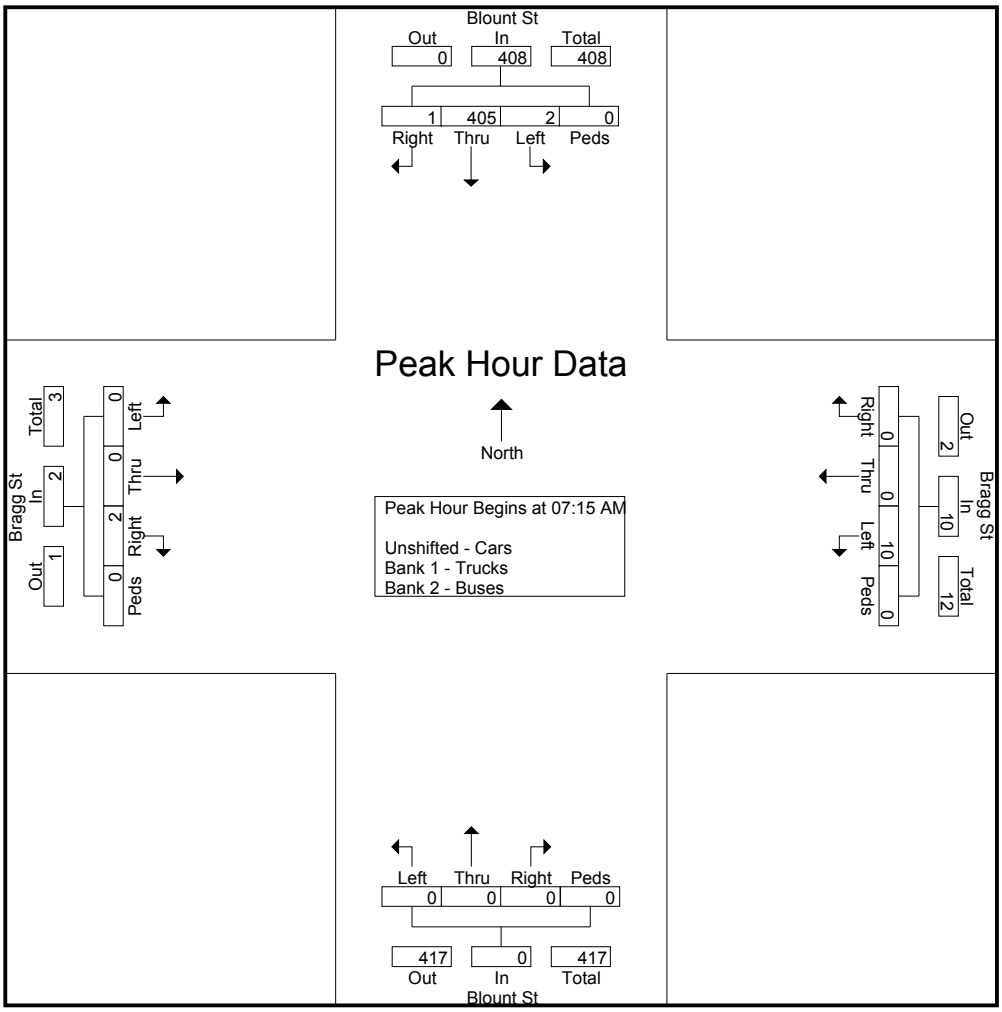
	Blount St From North					Bragg St From East					Blount St From South					Bragg St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**1**	98	**1**	0	100	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	103
07:30 AM	0	**108**	0	0	**108**	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	**111**
07:45 AM	0	96	0	0	96	0	0	3	0	3	0	0	0	0	0	**2**	0	0	0	**2**	101
08:00 AM	0	103	1	0	104	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	105
Total Volume	1	405	2	0	408	0	0	10	0	10	0	0	0	0	0	2	0	0	0	2	420
% App. Total	0.2	99.3	0.5	0		0	0	100	0		0	0	0	0		100	0	0	0		
PHF	.250	.938	.500	.000	.944	.000	.000	.833	.000	.833	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.946



AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Blount & Bragg PM
Site Code : 00000003
Start Date : 9/11/2012
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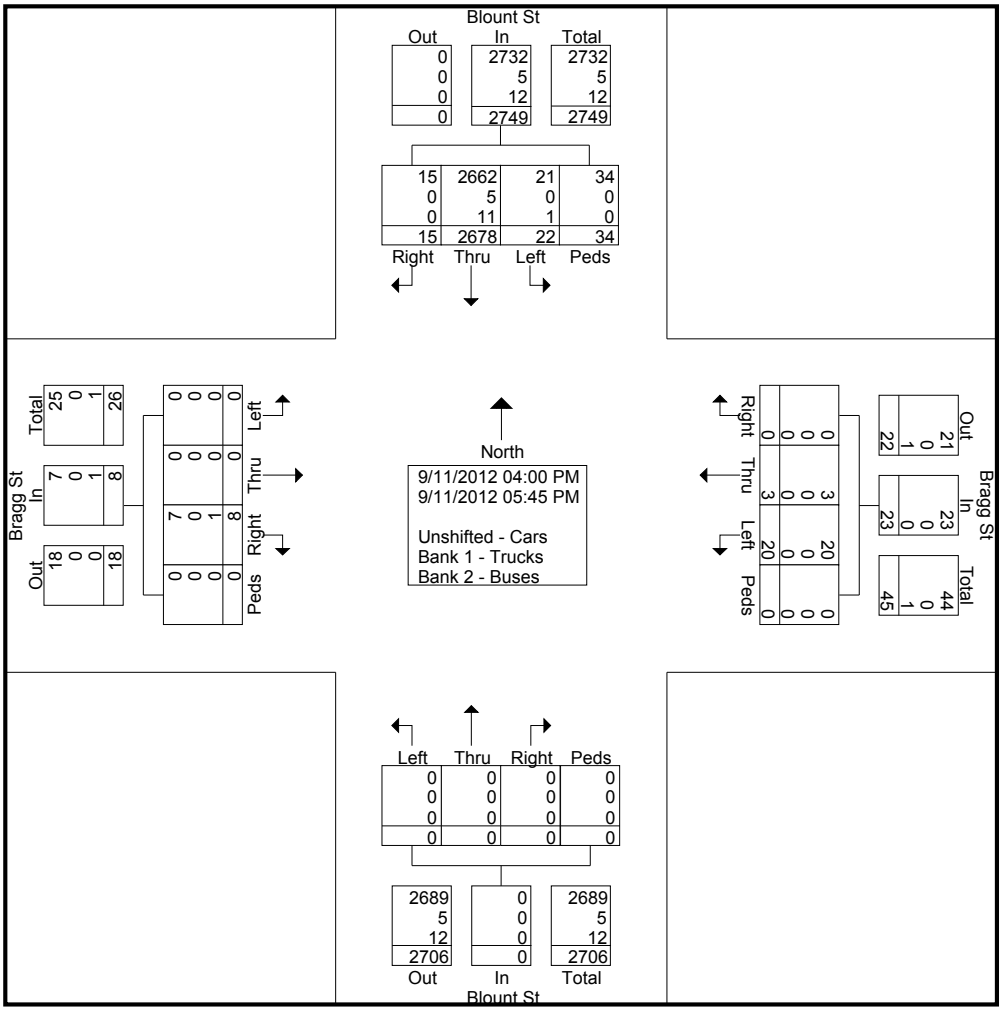
Groups Printed- Cars - Trucks - Buses

	Blount St From North					Bragg St From East					Blount St From South					Bragg St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	272	7	1	282	0	0	4	0	4	0	0	0	0	0	3	0	0	0	3	289
04:15 PM	10	269	2	10	291	0	2	4	0	6	0	0	0	0	0	0	0	0	0	0	297
04:30 PM	0	338	3	3	344	0	0	3	0	3	0	0	0	0	0	1	0	0	0	1	348
04:45 PM	1	340	0	5	346	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	348
Total	13	1219	12	19	1263	0	3	12	0	15	0	0	0	0	0	4	0	0	0	4	1282
05:00 PM	0	380	5	1	386	0	0	5	0	5	0	0	0	0	0	1	0	0	0	1	392
05:15 PM	1	411	3	5	420	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	422
05:30 PM	0	340	0	2	342	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	343
05:45 PM	1	328	2	7	338	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	341
Total	2	1459	10	15	1486	0	0	8	0	8	0	0	0	0	0	4	0	0	0	4	1498
Grand Total	15	2678	22	34	2749	0	3	20	0	23	0	0	0	0	0	8	0	0	0	8	2780
Apprch %	0.5	97.4	0.8	1.2		0	13	87	0		0	0	0	0		100	0	0	0		
Total %	0.5	96.3	0.8	1.2	98.9	0	0.1	0.7	0	0.8	0	0	0	0	0	0.3	0	0	0	0.3	
Unshifted - Cars	15	2662	21	34	2732	0	3	20	0	23	0	0	0	0	0	7	0	0	0	7	2762
% Unshifted - Cars	100	99.4	95.5	100	99.4	0	100	100	0	100	0	0	0	0	0	87.5	0	0	0	87.5	99.4
Bank 1 - Trucks	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
% Bank 1 - Trucks	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2
Bank 2 - Buses	0	11	1	0	12	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	13
% Bank 2 - Buses	0	0.4	4.5	0	0.4	0	0	0	0	0	0	0	0	0	0	12.5	0	0	0	12.5	0.5

AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Blount & Bragg PM
Site Code : 00000003
Start Date : 9/11/2012
Page No : 2

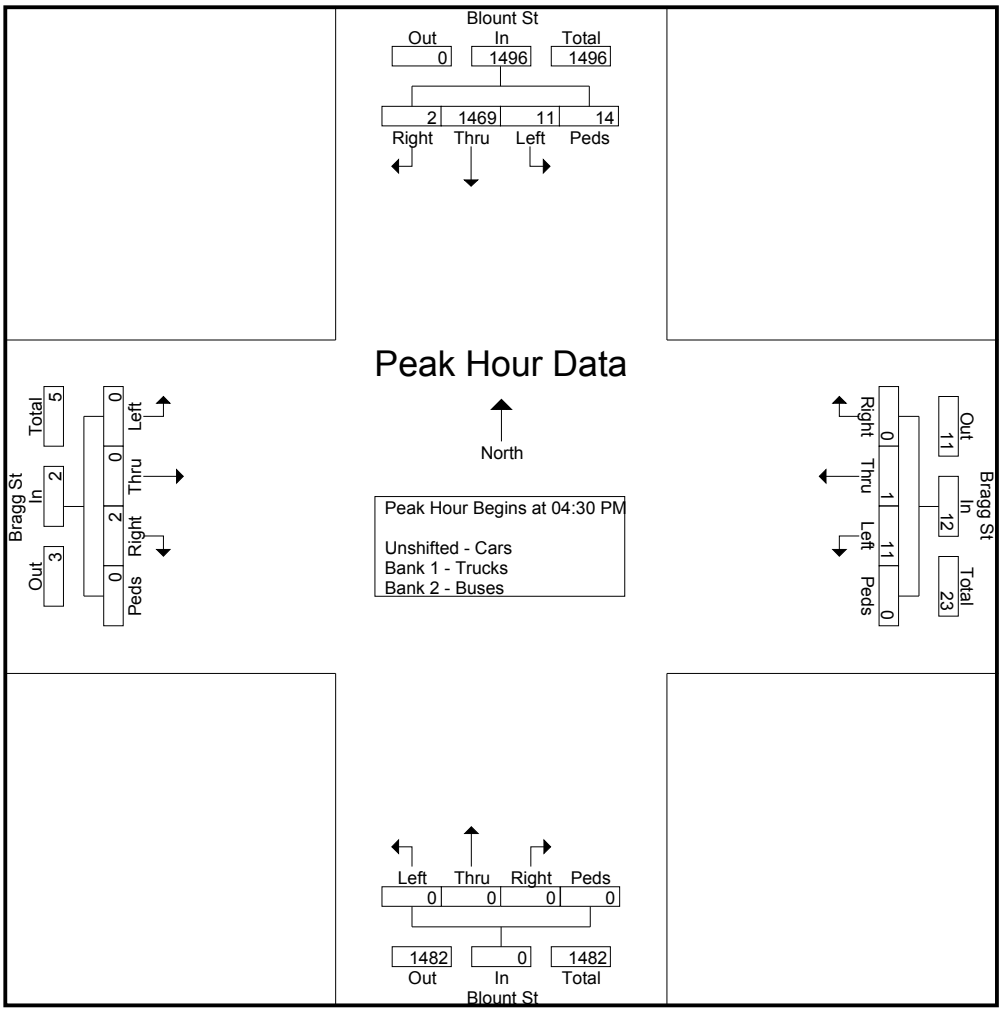


AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Blount & Bragg PM
Site Code : 00000003
Start Date : 9/11/2012
Page No : 3

	Blount St From North					Bragg St From East					Blount St From South					Bragg St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	338	3	3	344	0	0	3	0	3	0	0	0	0	0	**1**	0	0	0	**1**	348
04:45 PM	**1**	340	0	**5**	346	0	**1**	1	0	2	0	0	0	0	0	0	0	0	0	0	348
05:00 PM	0	380	**5**	1	386	0	0	**5**	0	**5**	0	0	0	0	0	1	0	0	0	1	392
05:15 PM	1	**411**	3	5	**420**	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	**422**
Total Volume	2	1469	11	14	1496	0	1	11	0	12	0	0	0	0	0	2	0	0	0	2	1510
% App. Total	0.1	98.2	0.7	0.9		0	8.3	91.7	0		0	0	0	0		100	0	0	0		
PHF	.500	.894	.550	.700	.890	.000	.250	.550	.000	.600	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.895



AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session
3 bicycles were present

File Name : Blount & Branch AM
Site Code : 00000001
Start Date : 9/13/2012
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Blount St From North					Branch St From East					Blount St From South					N/A From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	71	1	0	72	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	74
07:15 AM	0	81	2	0	83	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	90
07:30 AM	0	98	1	0	99	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	106
07:45 AM	0	95	1	0	96	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	101
Total	0	345	5	0	350	0	0	16	5	21	0	0	0	0	0	0	0	0	0	0	371
08:00 AM	0	81	1	0	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82
08:15 AM	0	94	2	0	96	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	98
08:30 AM	0	86	3	0	89	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	91
08:45 AM	0	75	6	1	82	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	86
Total	0	336	12	1	349	0	0	7	1	8	0	0	0	0	0	0	0	0	0	0	357
Grand Total	0	681	17	1	699	0	0	23	6	29	0	0	0	0	0	0	0	0	0	0	728
Apprch %	0	97.4	2.4	0.1		0	0	79.3	20.7		0	0	0	0		0	0	0	0		
Total %	0	93.5	2.3	0.1	96	0	0	3.2	0.8	4	0	0	0	0	0	0	0	0	0	0	
Unshifted - Cars	0	660	16	1	677	0	0	22	6	28	0	0	0	0	0	0	0	0	0	0	705
% Unshifted - Cars	0	96.9	94.1	100	96.9	0	0	95.7	100	96.6	0	0	0	0	0	0	0	0	0	0	96.8
Bank 1 - Trucks	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	6
% Bank 1 - Trucks	0	0.7	0	0	0.7	0	0	4.3	0	3.4	0	0	0	0	0	0	0	0	0	0	0.8
Bank 2 - Buses	0	16	1	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
% Bank 2 - Buses	0	2.3	5.9	0	2.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.3

AECOM
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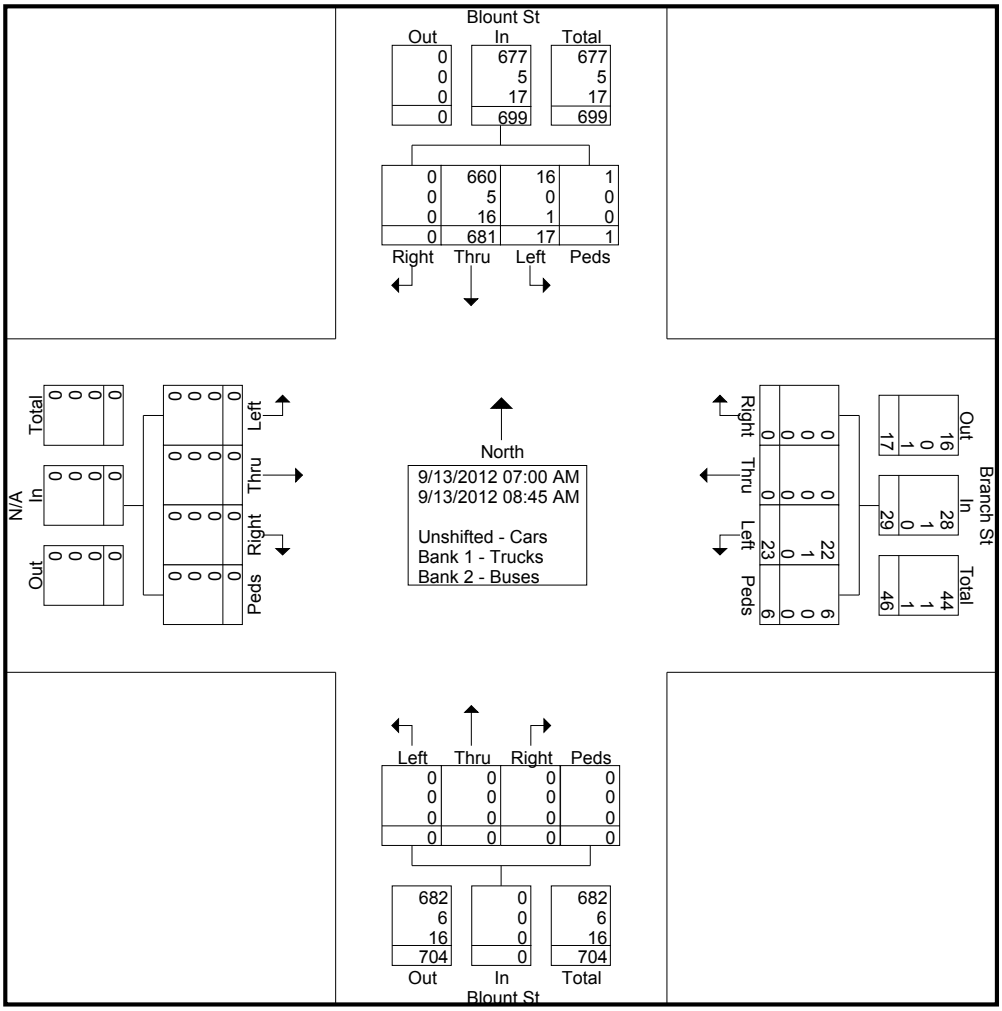
Raleigh, NC

School was in session
3 bicycles were present

File Name : Blount & Branch AM
Site Code : 00000001
Start Date : 9/13/2012
Page No : 2

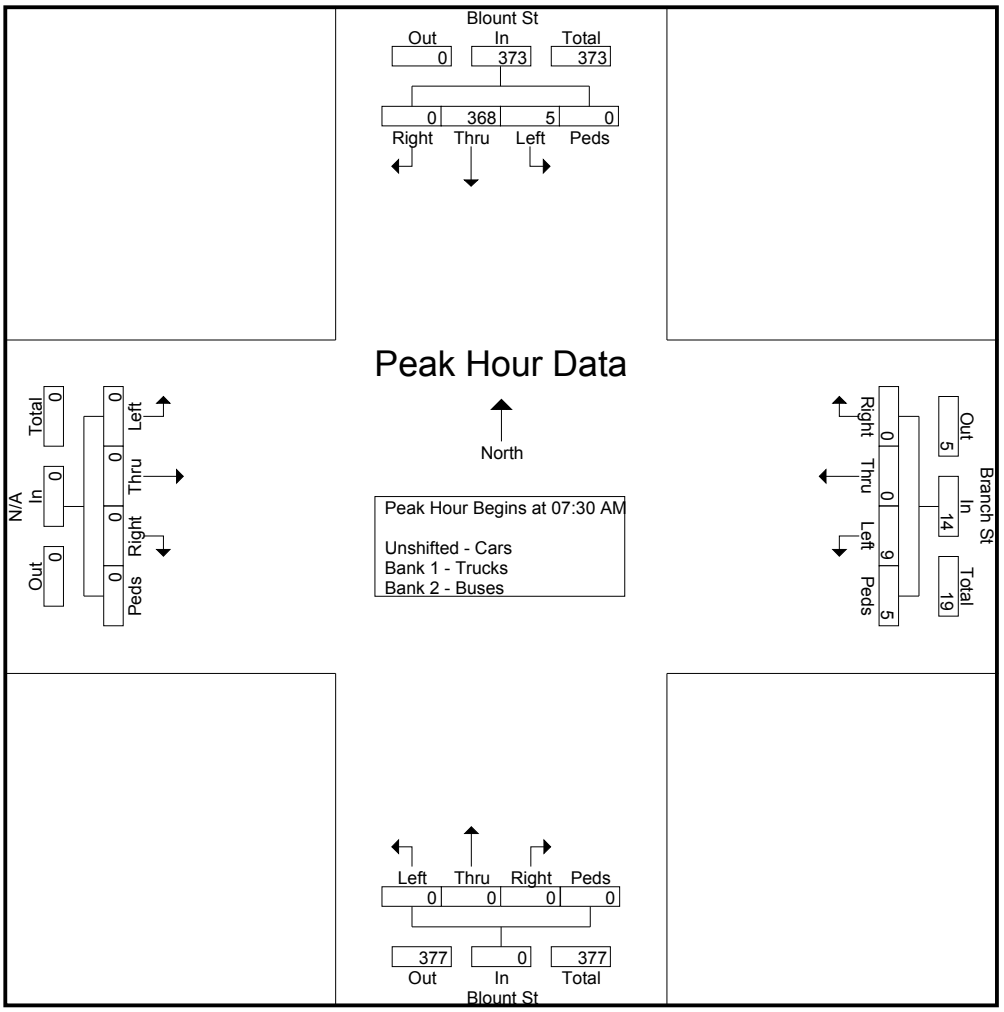


AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session
3 bicycles were present

File Name : Blount & Branch AM
Site Code : 00000001
Start Date : 9/13/2012
Page No : 3

	Blount St From North					Branch St From East					Blount St From South					N/A From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	**98**	1	0	**99**	0	0	**7**	0	**7**	0	0	0	0	0	0	0	0	0	0	**106**
07:45 AM	0	95	1	0	96	0	0	1	**4**	5	0	0	0	0	0	0	0	0	0	0	101
08:00 AM	0	81	1	0	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82
08:15 AM	0	94	**2**	0	96	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	98
Total Volume	0	368	5	0	373	0	0	9	5	14	0	0	0	0	0	0	0	0	0	0	387
% App. Total	0	98.7	1.3	0		0	0	64.3	35.7		0	0	0	0		0	0	0	0		
PHF	.000	.939	.625	.000	.942	.000	.000	.321	.313	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.913



AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session
It was noted that traffic used Blount as three lanes, Difficult for cars turning onto Branch when car waiting at stop

File Name : Blount & Branch PM
Site Code : 00000001
Start Date : 9/13/2012
Page No : 1

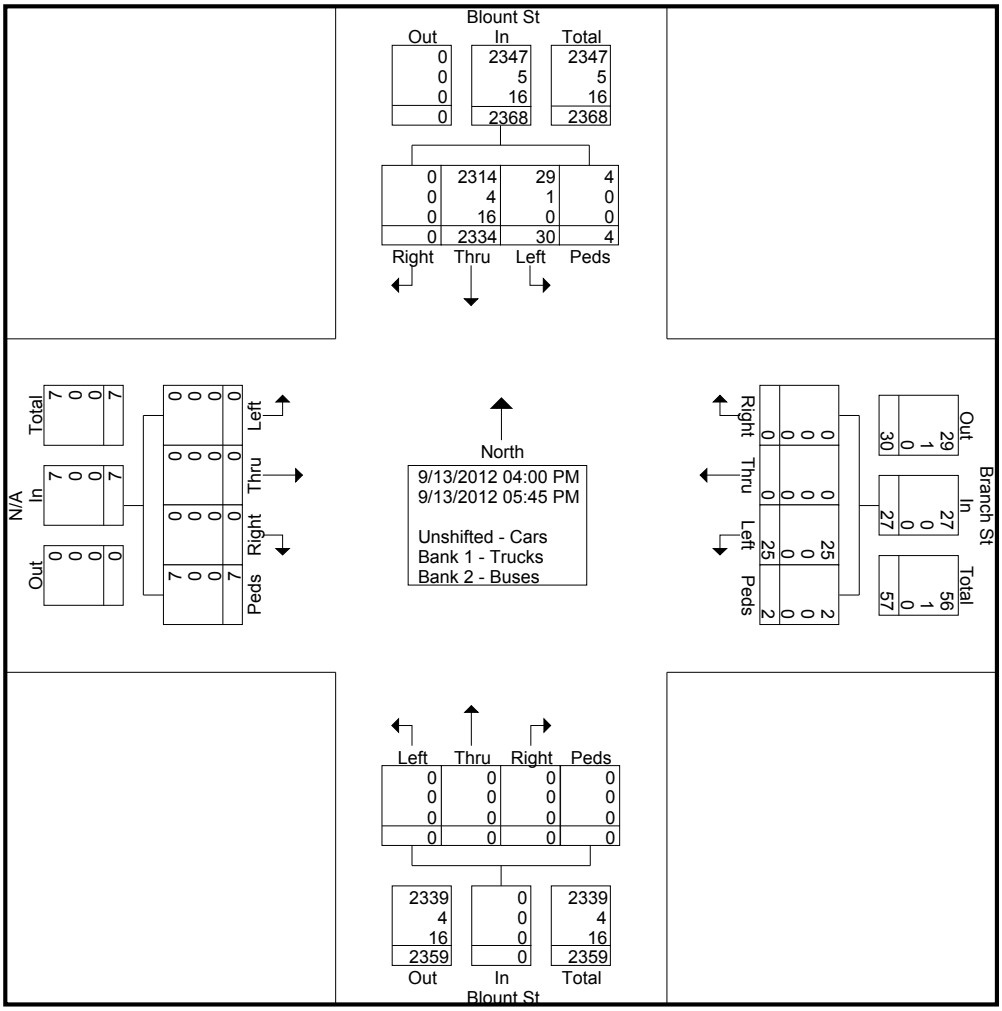
Groups Printed- Cars - Trucks - Buses

	Blount St From North					Branch St From East					Blount St From South					N/A From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	270	1	2	273	0	0	1	1	2	0	0	0	0	0	0	0	0	2	2	277
04:15 PM	0	248	4	0	252	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	252
04:30 PM	0	260	1	0	261	0	0	3	0	3	0	0	0	0	0	0	0	0	1	1	265
04:45 PM	0	312	4	0	316	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	318
Total	0	1090	10	2	1102	0	0	6	1	7	0	0	0	0	0	0	0	0	3	3	1112
05:00 PM	0	371	4	1	376	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	380
05:15 PM	0	355	1	0	356	0	0	7	0	7	0	0	0	0	0	0	0	0	1	1	364
05:30 PM	0	286	9	1	296	0	0	4	0	4	0	0	0	0	0	0	0	0	3	3	303
05:45 PM	0	232	6	0	238	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	243
Total	0	1244	20	2	1266	0	0	19	1	20	0	0	0	0	0	0	0	0	4	4	1290
Grand Total	0	2334	30	4	2368	0	0	25	2	27	0	0	0	0	0	0	0	0	7	7	2402
Apprch %	0	98.6	1.3	0.2		0	0	92.6	7.4		0	0	0	0		0	0	0	100		
Total %	0	97.2	1.2	0.2	98.6	0	0	1	0.1	1.1	0	0	0	0	0	0	0	0	0.3	0.3	
Unshifted - Cars	0	2314	29	4	2347	0	0	25	2	27	0	0	0	0	0	0	0	0	7	7	2381
% Unshifted - Cars	0	99.1	96.7	100	99.1	0	0	100	100	100	0	0	0	0	0	0	0	0	100	100	99.1
Bank 1 - Trucks	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
% Bank 1 - Trucks	0	0.2	3.3	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2
Bank 2 - Buses	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
% Bank 2 - Buses	0	0.7	0	0	0.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7

AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session
It was noted that traffic used Blount as three lanes, Difficult for cars turning onto Branch when car waiting at stop

File Name : Blount & Branch PM
Site Code : 00000001
Start Date : 9/13/2012
Page No : 2

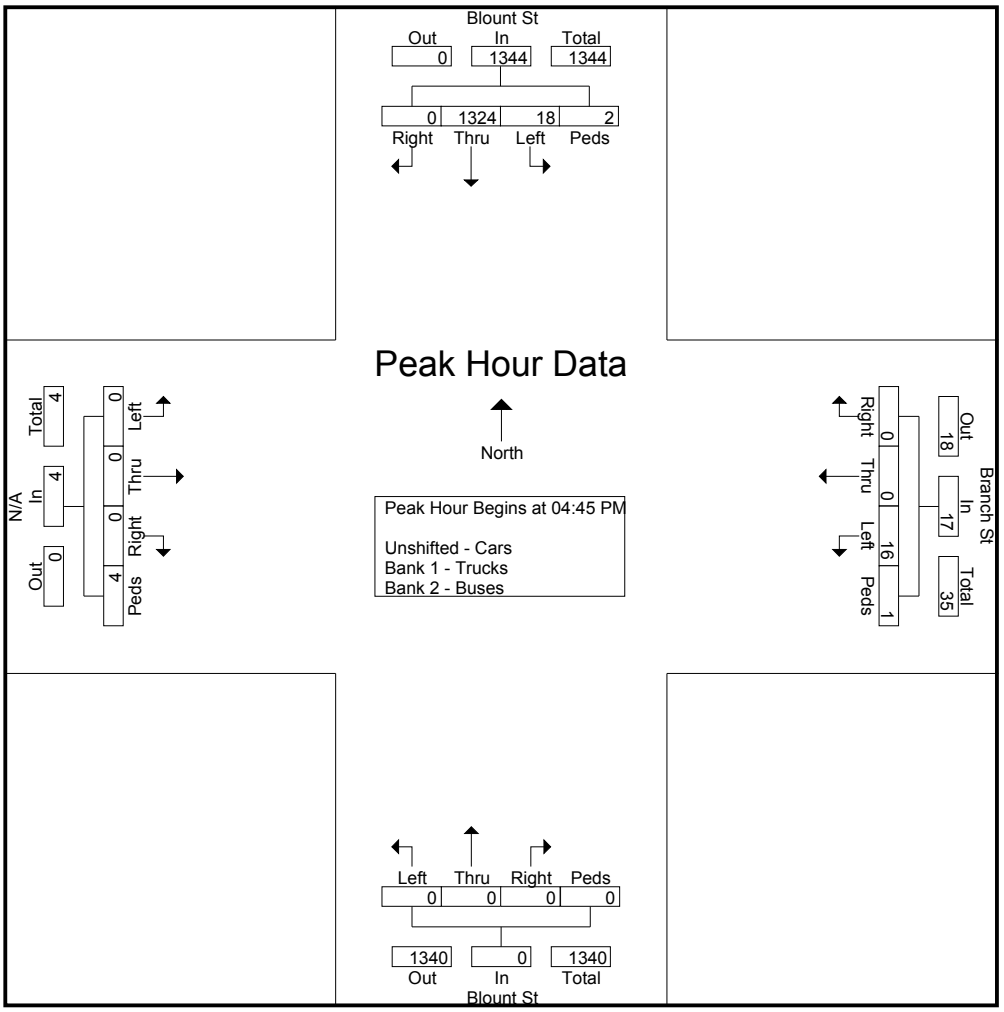


AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session
It was noted that traffic used Blount as three lanes, Difficult for cars turning onto Branch when car waiting at stop

File Name : Blount & Branch PM
Site Code : 00000001
Start Date : 9/13/2012
Page No : 3

	Blount St From North					Branch St From East					Blount St From South					N/A From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	312	4	0	316	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	318
05:00 PM	0	**371**	4	**1**	**376**	0	0	3	**1**	4	0	0	0	0	0	0	0	0	0	0	**380**
05:15 PM	0	355	1	0	356	0	0	**7**	0	**7**	0	0	0	0	0	0	0	0	1	1	364
05:30 PM	0	286	**9**	1	296	0	0	4	0	4	0	0	0	0	0	0	0	0	**3**	**3**	303
Total Volume	0	1324	18	2	1344	0	0	16	1	17	0	0	0	0	0	0	0	0	4	4	1365
% App. Total	0	98.5	1.3	0.1		0	0	94.1	5.9		0	0	0	0		0	0	0	100		
PHF	.000	.892	.500	.500	.894	.000	.000	.571	.250	.607	.000	.000	.000	.000	.000	.000	.000	.000	.333	.333	.898



AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Blount & Delway AM
Site Code : 00000018
Start Date : 9/27/2012
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Blount St From North					Delway St From East					Blount St From South					Delway St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	14	0	0	14	2	5	0	0	7	0	0	0	0	0	1	0	0	0	1	22
07:15 AM	0	11	0	4	15	8	5	0	0	13	0	0	0	0	0	2	0	0	1	3	31
07:30 AM	0	14	0	0	14	11	11	0	0	22	0	0	0	0	0	0	0	0	1	1	37
07:45 AM	0	9	0	3	12	18	14	0	0	32	0	0	0	0	0	4	0	0	2	6	50
Total	0	48	0	7	55	39	35	0	0	74	0	0	0	0	0	7	0	0	4	11	140
08:00 AM	0	22	0	0	22	14	17	0	0	31	0	0	0	0	0	2	0	1	2	5	58
08:15 AM	0	10	0	2	12	7	12	0	0	19	0	0	0	0	0	2	0	0	1	3	34
08:30 AM	0	9	0	1	10	7	16	1	0	24	0	0	0	0	0	1	0	0	0	1	35
08:45 AM	0	10	0	0	10	5	6	0	0	11	0	0	0	0	0	6	0	0	0	6	27
Total	0	51	0	3	54	33	51	1	0	85	0	0	0	0	0	11	0	1	3	15	154
Grand Total	0	99	0	10	109	72	86	1	0	159	0	0	0	0	0	18	0	1	7	26	294
Apprch %	0	90.8	0	9.2		45.3	54.1	0.6	0		0	0	0	0		69.2	0	3.8	26.9		
Total %	0	33.7	0	3.4	37.1	24.5	29.3	0.3	0	54.1	0	0	0	0	0	6.1	0	0.3	2.4	8.8	
Unshifted - Cars	0	93	0	10	103	70	86	1	0	157	0	0	0	0	0	16	0	1	7	24	284
% Unshifted - Cars	0	93.9	0	100	94.5	97.2	100	100	0	98.7	0	0	0	0	0	88.9	0	100	100	92.3	96.6
Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
% Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1	0	0	0	7.7	0.7
Bank 2 - Buses	0	6	0	0	6	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	8
% Bank 2 - Buses	0	6.1	0	0	5.5	2.8	0	0	0	1.3	0	0	0	0	0	0	0	0	0	0	2.7

AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Blount & Delway AM
Site Code : 00000018
Start Date : 9/27/2012
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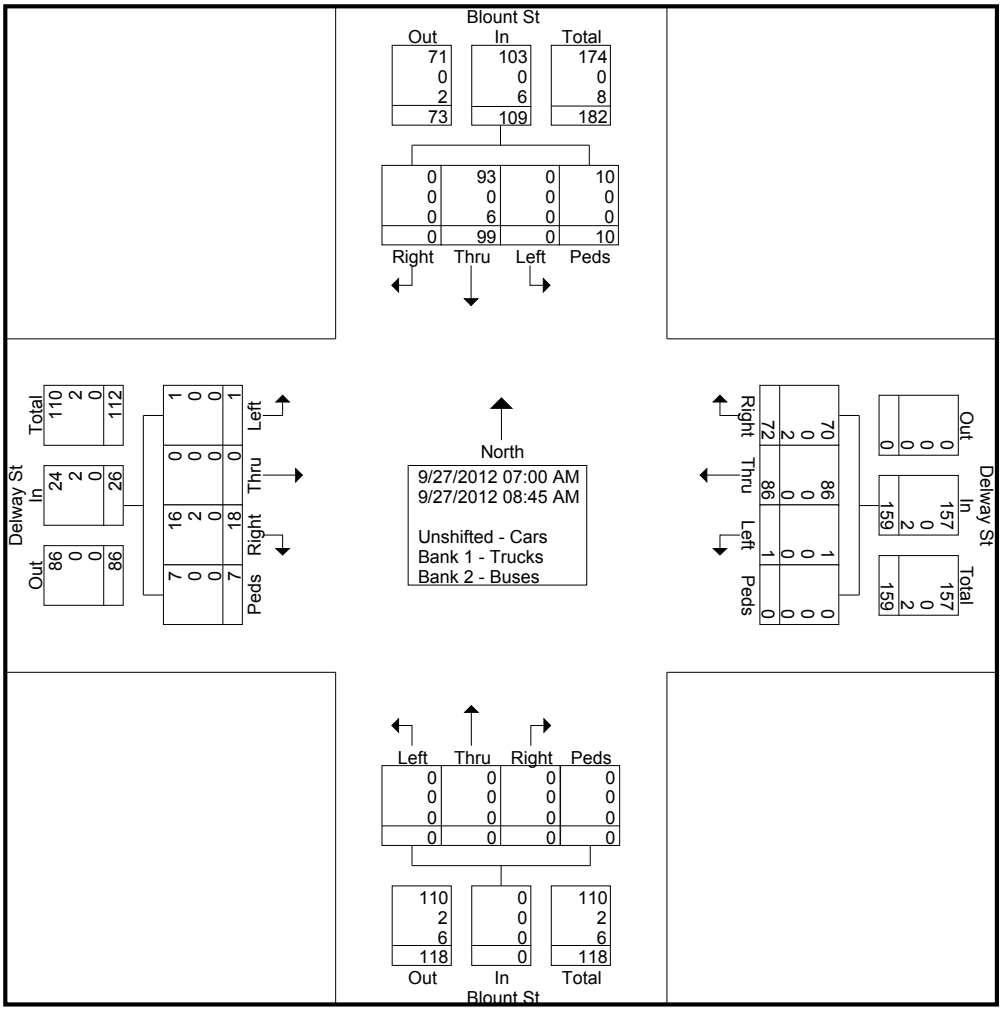
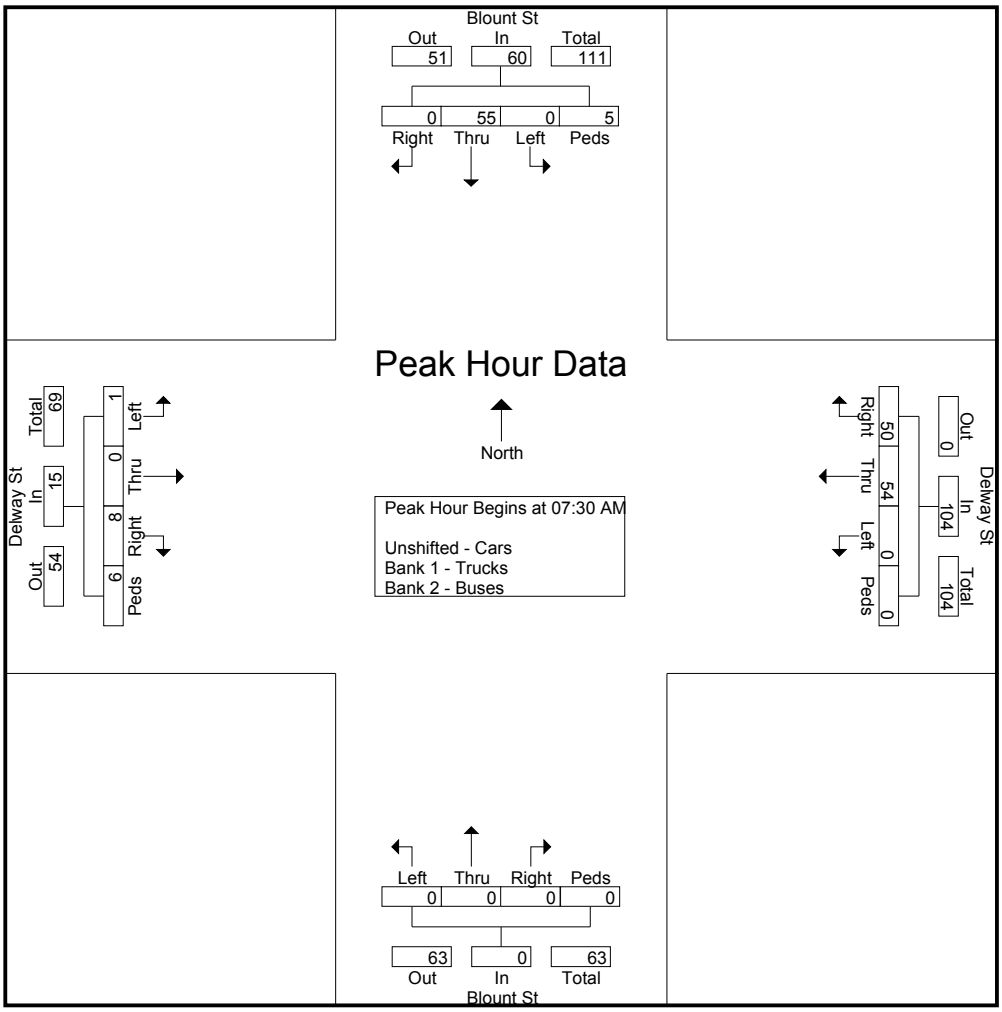


AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Blount & Delway AM
Site Code : 00000018
Start Date : 9/27/2012
Page No : 3

	Blount St From North					Delway St From East					Blount St From South					Delway St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	14	0	0	14	11	11	0	0	22	0	0	0	0	0	0	0	0	1	1	37
07:45 AM	0	9	0	**3**	12	**18**	14	0	0	**32**	0	0	0	0	0	**4**	0	0	**2**	**6**	50
08:00 AM	0	**22**	0	0	**22**	14	**17**	0	0	31	0	0	0	0	0	2	0	**1**	2	5	**58**
08:15 AM	0	10	0	2	12	7	12	0	0	19	0	0	0	0	0	2	0	0	1	3	34
Total Volume	0	55	0	5	60	50	54	0	0	104	0	0	0	0	0	8	0	1	6	15	179
% App. Total	0	91.7	0	8.3		48.1	51.9	0	0		0	0	0	0		53.3	0	6.7	40		
PHF	.000	.625	.000	.417	.682	.694	.794	.000	.000	.813	.000	.000	.000	.000	.000	.500	.000	.250	.750	.625	.772



AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Blount & Delway PM
Site Code : 00000018
Start Date : 9/27/2012
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Blount St From North					Delway St From East					Blount St From South					Delway St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	7	0	0	7	3	9	0	0	12	0	0	0	0	0	5	0	0	0	5	24
04:15 PM	1	5	0	4	10	4	5	0	0	9	0	0	0	0	0	2	0	0	2	4	23
04:30 PM	1	6	0	2	9	3	3	0	0	6	0	0	0	0	0	9	0	0	1	10	25
04:45 PM	0	12	0	3	15	9	6	0	0	15	0	0	0	0	0	3	0	0	0	3	33
Total	2	30	0	9	41	19	23	0	0	42	0	0	0	0	0	19	0	0	3	22	105
05:00 PM	0	12	0	2	14	9	6	1	1	17	0	0	0	0	0	7	0	2	2	11	42
05:15 PM	0	13	0	1	14	13	9	0	0	22	0	0	0	0	0	6	0	1	0	7	43
05:30 PM	2	14	0	2	18	12	7	0	2	21	0	0	0	1	1	7	0	1	2	10	50
05:45 PM	0	14	0	0	14	16	13	1	0	30	0	0	0	1	1	8	0	1	3	12	57
Total	2	53	0	5	60	50	35	2	3	90	0	0	0	2	2	28	0	5	7	40	192
Grand Total	4	83	0	14	101	69	58	2	3	132	0	0	0	2	2	47	0	5	10	62	297
Apprch %	4	82.2	0	13.9		52.3	43.9	1.5	2.3		0	0	0	100		75.8	0	8.1	16.1		
Total %	1.3	27.9	0	4.7	34	23.2	19.5	0.7	1	44.4	0	0	0	0.7	0.7	15.8	0	1.7	3.4	20.9	
Unshifted - Cars	4	78	0	14	96	69	58	2	3	132	0	0	0	2	2	47	0	5	10	62	292
% Unshifted - Cars	100	94	0	100	95	100	100	100	100	100	0	0	0	100	100	100	0	100	100	100	98.3
Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2 - Buses	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
% Bank 2 - Buses	0	6	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.7

AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Blount & Delway PM
Site Code : 00000018
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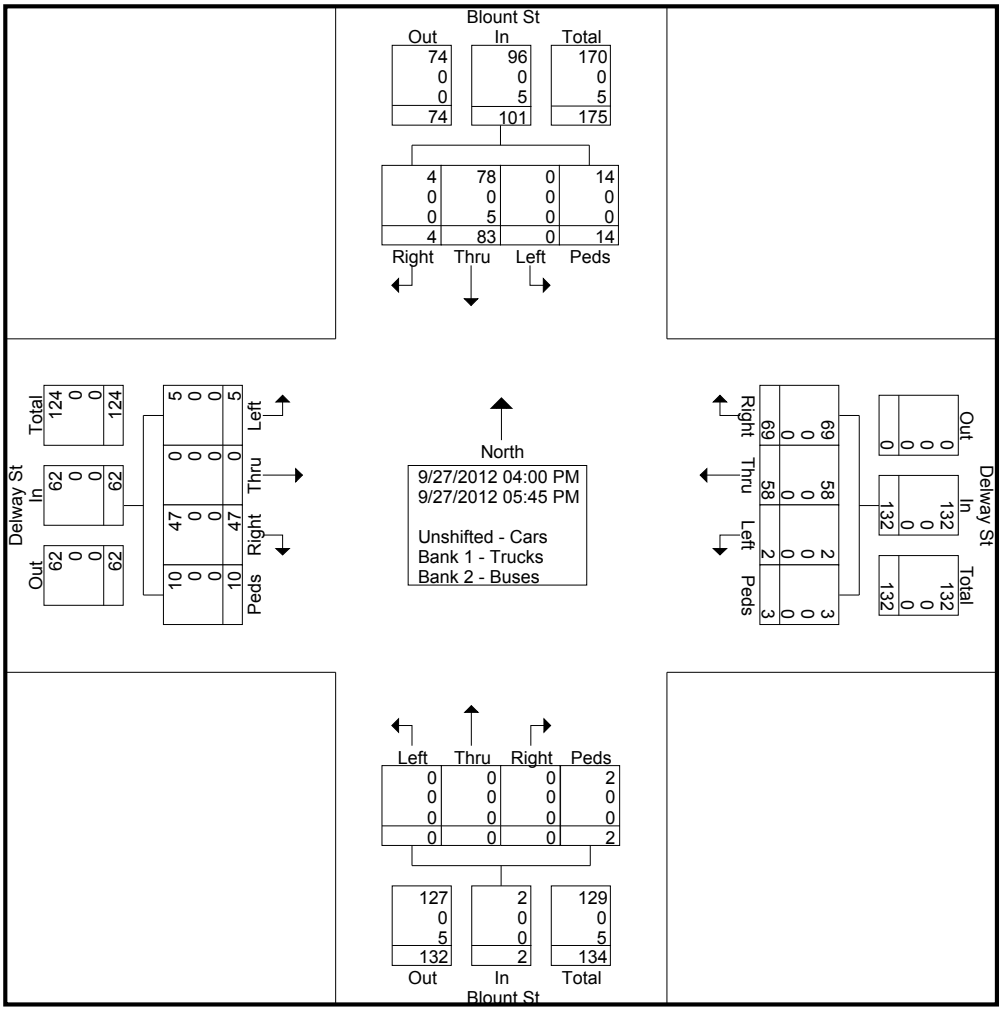

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File Name : Blount & Delway PM
Site Code : 00000018
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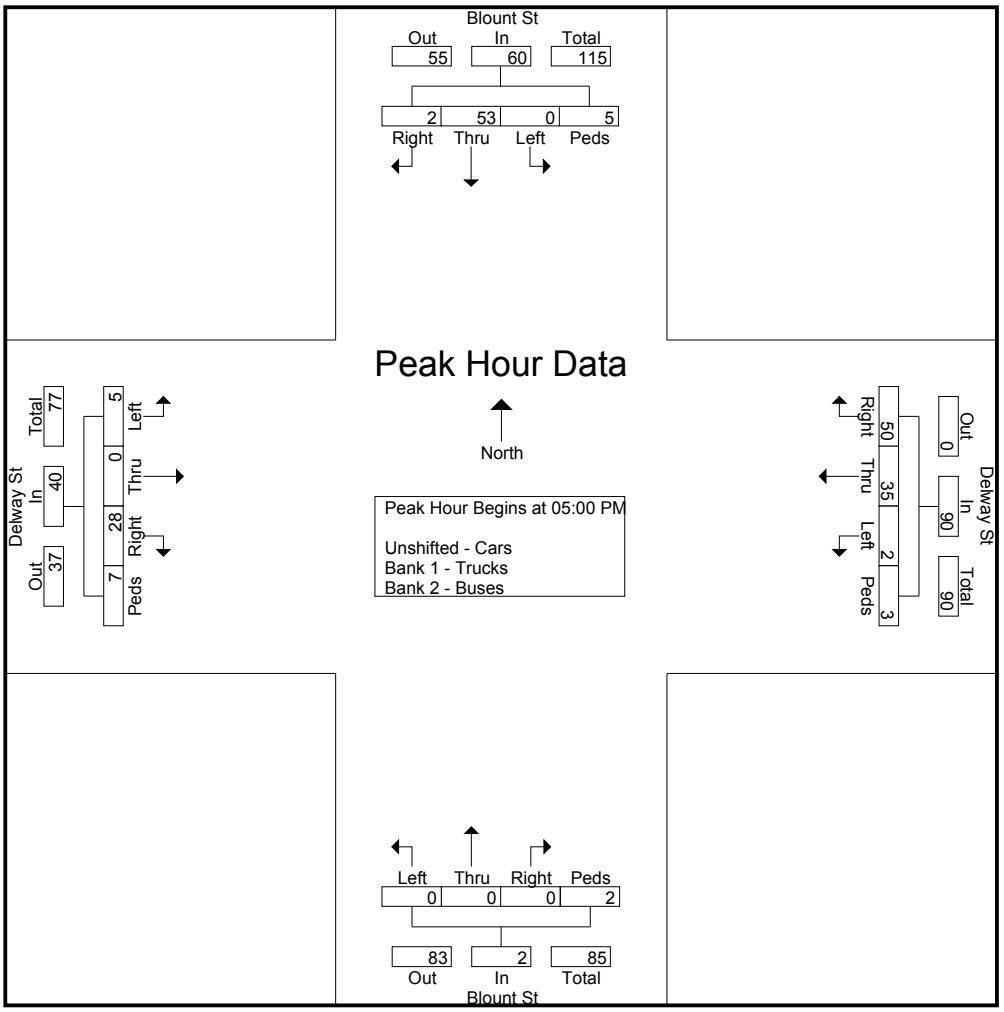
	Blount St From North					Delway St From East					Blount St From South					Delway St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	12	0	**2**	14	9	6	**1**	1	17	0	0	0	0	0	7	0	**2**	2	11	42
05:15 PM	0	13	0	1	14	13	9	0	0	22	0	0	0	0	0	6	0	1	0	7	43
05:30 PM	**2**	**14**	0	2	**18**	12	7	0	**2**	21	0	0	0	**1**	**1**	7	0	1	2	10	50
05:45 PM	0	14	0	0	14	**16**	**13**	1	0	**30**	0	0	0	1	1	**8**	0	1	**3**	**12**	**57**
Total Volume	2	53	0	5	60	50	35	2	3	90	0	0	0	2	2	28	0	5	7	40	192
% App. Total	3.3	88.3	0	8.3		55.6	38.9	2.2	3.3		0	0	0	100		70	0	12.5	17.5		
PHF	.250	.946	.000	.625	.833	.781	.673	.500	.375	.750	.000	.000	.000	.500	.500	.875	.000	.625	.583	.833	.842



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File Name : Blount & Franklin AM
Site Code : 00000015
Start Date : 9/19/2012
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Groups Printed- Cars - Trucks - Buses

	Blount St From North					Franklin St From East					Blount St From South					Franklin St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	147	5	0	153	0	1	14	0	15	0	0	0	0	0	0	0	0	0	0	168
07:15 AM	0	164	2	0	166	0	0	18	0	18	0	0	0	0	0	0	0	0	0	0	184
07:30 AM	2	169	5	0	176	0	0	22	0	22	0	0	0	0	0	2	0	0	3	5	203
07:45 AM	0	197	1	0	198	0	0	15	0	15	0	0	0	0	0	0	0	0	0	0	213
Total	3	677	13	0	693	0	1	69	0	70	0	0	0	0	0	2	0	0	3	5	768
08:00 AM	0	190	4	0	194	0	0	14	0	14	0	0	0	0	0	2	0	0	0	2	210
08:15 AM	0	146	0	0	146	0	1	4	0	5	0	0	0	0	0	0	0	0	0	0	151
08:30 AM	4	213	2	0	219	0	0	28	0	28	0	0	0	0	0	4	1	0	3	8	255
08:45 AM	1	187	3	0	191	0	1	26	0	27	0	0	0	1	1	0	0	0	2	2	221
Total	5	736	9	0	750	0	2	72	0	74	0	0	0	1	1	6	1	0	5	12	837
Grand Total	8	1413	22	0	1443	0	3	141	0	144	0	0	0	1	1	8	1	0	8	17	1605
Apprch %	0.6	97.9	1.5	0		0	2.1	97.9	0		0	0	0	100		47.1	5.9	0	47.1		
Total %	0.5	88	1.4	0	89.9	0	0.2	8.8	0	9	0	0	0	0.1	0.1	0.5	0.1	0	0.5	1.1	
Unshifted - Cars	7	1397	22	0	1426	0	3	140	0	143	0	0	0	1	1	8	1	0	8	17	1587
% Unshifted - Cars	87.5	98.9	100	0	98.8	0	100	99.3	0	99.3	0	0	0	100	100	100	100	0	100	100	98.9
Bank 1 - Trucks	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Bank 1 - Trucks	12.5	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Bank 2 - Buses	0	15	0	0	15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	16
% Bank 2 - Buses	0	1.1	0	0	1	0	0	0.7	0	0.7	0	0	0	0	0	0	0	0	0	0	1

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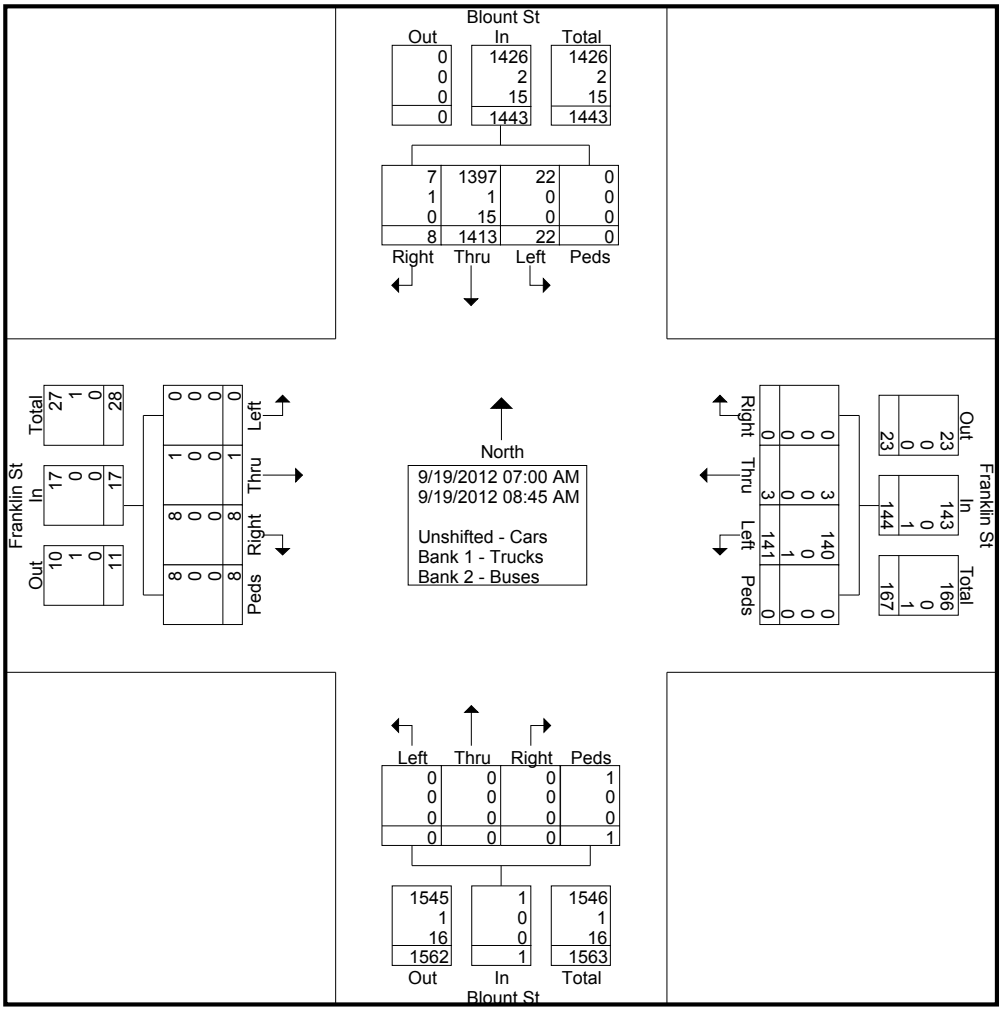

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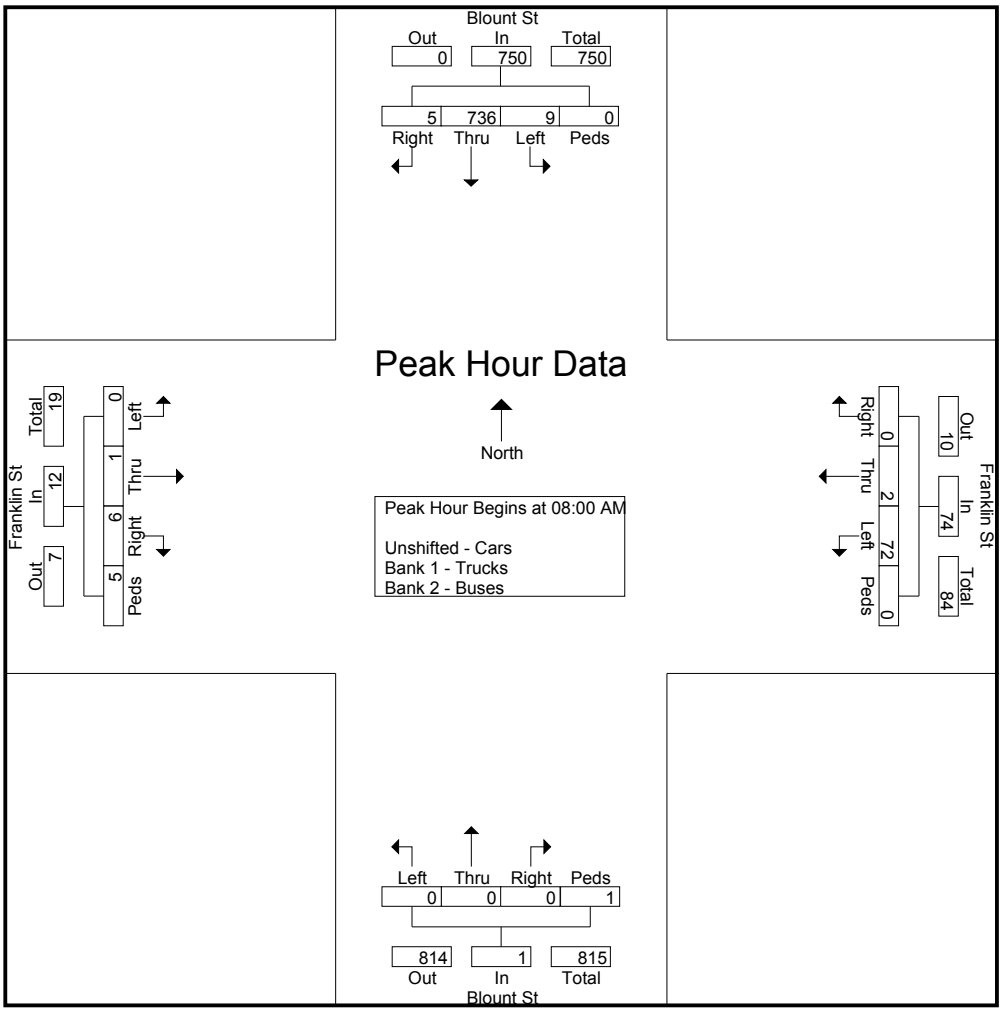
	Blount St From North					Franklin St From East					Blount St From South					Franklin St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	190	**4**	0	194	0	0	14	0	14	0	0	0	0	0	2	0	0	0	2	210
08:15 AM	0	146	0	0	146	0	**1**	4	0	5	0	0	0	0	0	0	0	0	0	0	151
08:30 AM	**4**	**213**	2	0	**219**	0	0	**28**	0	**28**	0	0	0	0	0	**4**	**1**	0	**3**	**8**	**255**
08:45 AM	1	187	3	0	191	0	1	26	0	27	0	0	0	**1**	**1**	0	0	0	2	2	221
Total Volume	5	736	9	0	750	0	2	72	0	74	0	0	0	1	1	6	1	0	5	12	837
% App. Total	0.7	98.1	1.2	0		0	2.7	97.3	0		0	0	0	100		50	8.3	0	41.7		
PHF	.313	.864	.563	.000	.856	.000	.500	.643	.000	.661	.000	.000	.000	.250	.250	.375	.250	.000	.417	.375	.821



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School was in session

File Name : Blount & Franklin PM
Site Code : 00000015
Start Date : 9/19/2012
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Groups Printed- Cars - Trucks - Buses

	Blount St From North					Franklin St From East					Blount St From South					Franklin St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	102	5	0	107	0	1	24	0	25	0	0	0	1	1	1	2	0	1	4	137
04:15 PM	0	119	14	0	133	0	1	18	1	20	0	0	0	0	0	2	1	0	1	4	157
04:30 PM	0	120	1	1	122	0	0	15	1	16	0	0	0	0	0	1	2	0	3	6	144
04:45 PM	0	126	2	2	130	0	0	5	4	9	0	0	0	1	1	3	0	0	0	3	143
Total	0	467	22	3	492	0	2	62	6	70	0	0	0	2	2	7	5	0	5	17	581
05:00 PM	1	144	4	0	149	0	2	15	1	18	0	0	0	1	1	3	0	0	0	3	171
05:15 PM	0	154	9	0	163	0	0	8	0	8	0	0	0	0	0	1	0	0	0	1	172
05:30 PM	2	152	8	0	162	0	0	16	0	16	0	0	0	0	0	5	2	0	0	7	185
05:45 PM	1	117	8	0	126	0	2	14	1	17	0	0	0	0	0	1	0	0	0	1	144
Total	4	567	29	0	600	0	4	53	2	59	0	0	0	1	1	10	2	0	0	12	672
Grand Total	4	1034	51	3	1092	0	6	115	8	129	0	0	0	3	3	17	7	0	5	29	1253
Apprch %	0.4	94.7	4.7	0.3		0	4.7	89.1	6.2		0	0	0	100		58.6	24.1	0	17.2		
Total %	0.3	82.5	4.1	0.2	87.2	0	0.5	9.2	0.6	10.3	0	0	0	0.2	0.2	1.4	0.6	0	0.4	2.3	
Unshifted - Cars	4	1017	51	3	1075	0	6	115	8	129	0	0	0	3	3	17	6	0	5	28	1235
% Unshifted - Cars	100	98.4	100	100	98.4	0	100	100	100	100	0	0	0	100	100	100	85.7	0	100	96.6	98.6
Bank 1 - Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
% Bank 1 - Trucks	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	14.3	0	0	3.4	0.2
Bank 2 - Buses	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
% Bank 2 - Buses	0	1.5	0	0	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.3

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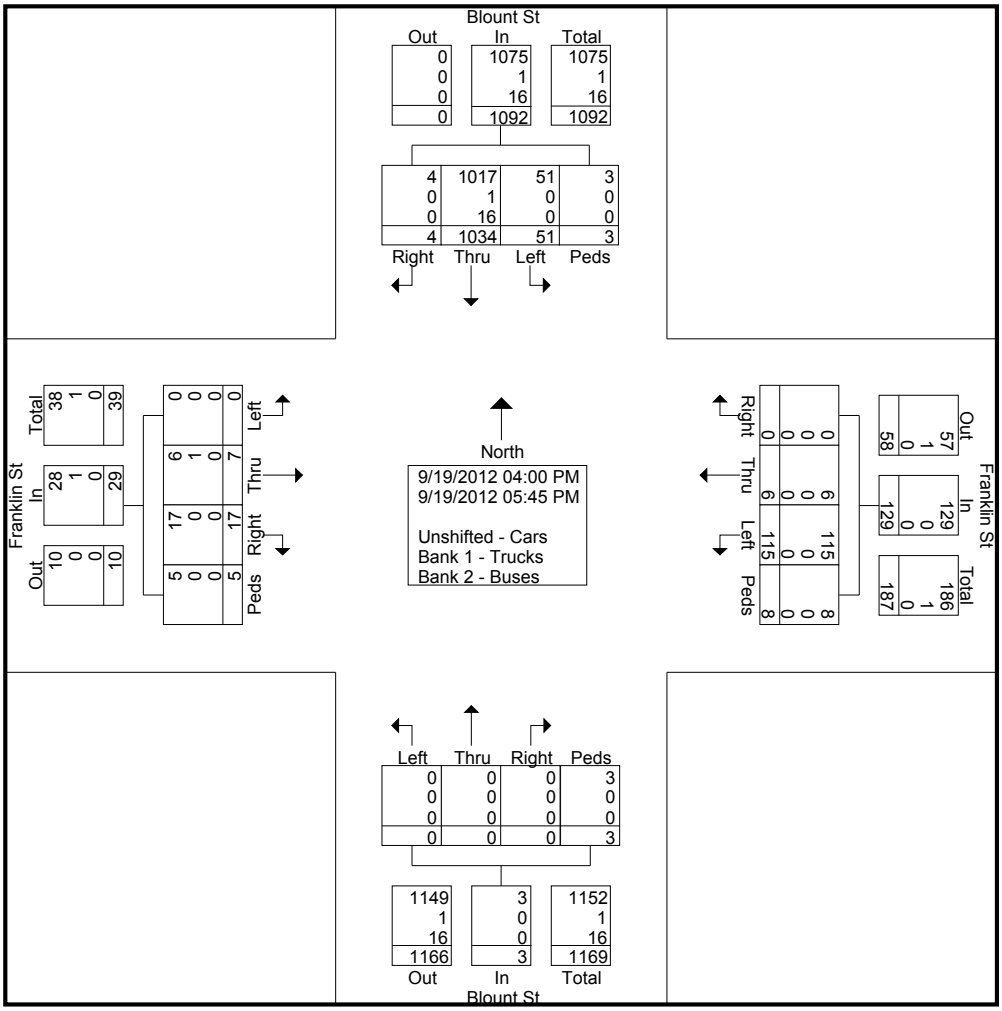

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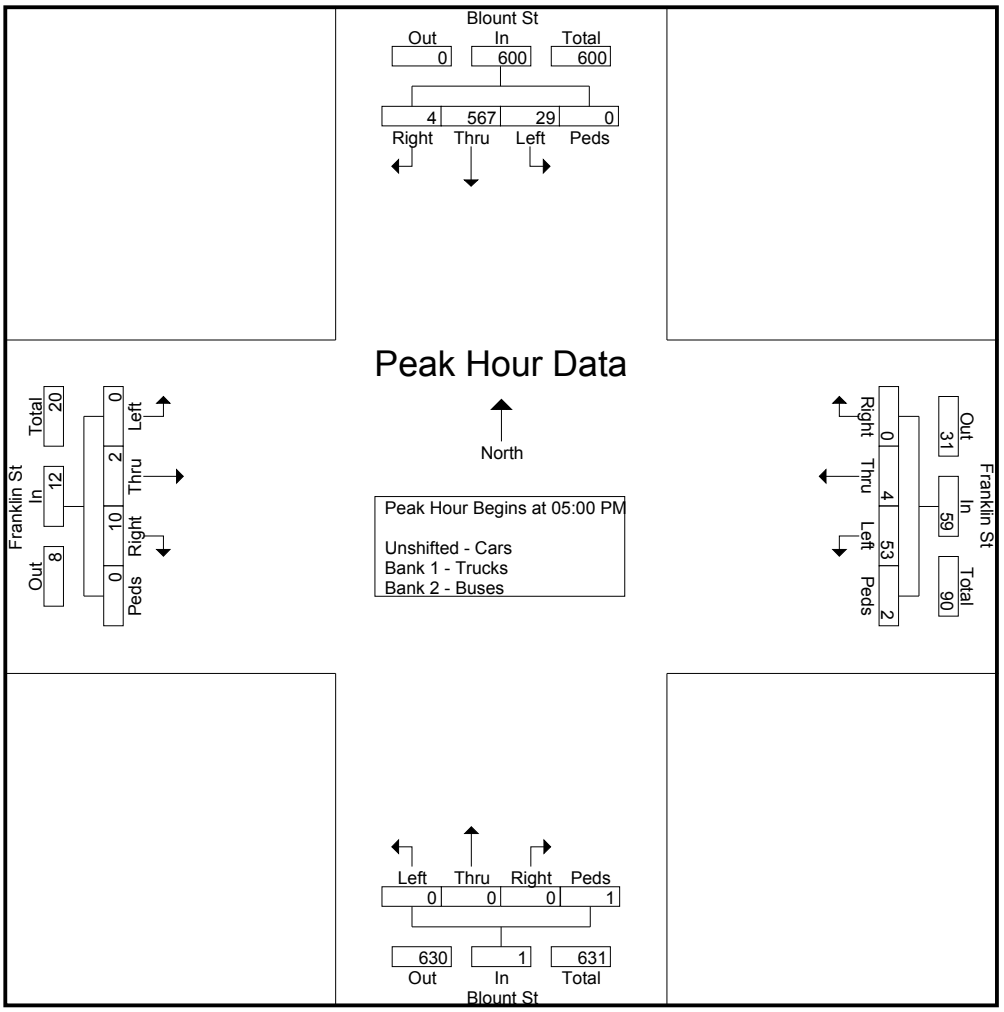
	Blount St From North					Franklin St From East					Blount St From South					Franklin St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	1	144	4	0	149	0	**2**	15	**1**	**18**	0	0	0	**1**	**1**	3	0	0	0	3	171
05:15 PM	0	**154**	**9**	0	**163**	0	0	8	0	8	0	0	0	0	0	1	0	0	0	1	172
05:30 PM	**2**	152	8	0	162	0	0	**16**	0	16	0	0	0	0	0	**5**	**2**	0	0	**7**	**185**
05:45 PM	1	117	8	0	126	0	2	14	1	17	0	0	0	0	0	1	0	0	0	1	144
Total Volume	4	567	29	0	600	0	4	53	2	59	0	0	0	1	1	10	2	0	0	12	672
% App. Total	0.7	94.5	4.8	0		0	6.8	89.8	3.4		0	0	0	100		83.3	16.7	0	0		
PHF	.500	.920	.806	.000	.920	.000	.500	.828	.500	.819	.000	.000	.000	.250	.250	.500	.250	.000	.000	.429	.908



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File Name : Blount & Lee AM
Site Code : 00000005
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Groups Printed- Cars - Trucks - Buses

	Blount St From North					Lee St From East					Blount St From South					Lee St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	72	2	1	76	0	0	2	0	2	0	0	0	0	0	0	1	0	1	2	80
07:15 AM	1	90	0	0	91	0	0	2	1	3	0	0	0	1	1	1	2	0	1	4	99
07:30 AM	1	108	1	1	111	0	0	1	1	2	0	0	0	1	1	0	0	0	0	0	114
07:45 AM	0	88	4	0	92	0	1	0	1	2	0	0	0	0	0	1	0	0	1	2	96
Total	3	358	7	2	370	0	1	5	3	9	0	0	0	2	2	2	3	0	3	8	389
08:00 AM	0	106	1	0	107	0	0	2	2	4	0	0	0	0	0	0	2	0	1	3	114
08:15 AM	0	90	0	1	91	0	0	2	2	4	0	0	0	0	0	1	0	0	4	5	100
08:30 AM	1	75	2	0	78	0	0	2	0	2	0	0	0	1	1	0	0	0	4	4	85
08:45 AM	1	72	1	0	74	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	76
Total	2	343	4	1	350	0	0	6	4	10	0	0	0	1	1	2	2	0	10	14	375
Grand Total	5	701	11	3	720	0	1	11	7	19	0	0	0	3	3	4	5	0	13	22	764
Apprch %	0.7	97.4	1.5	0.4		0	5.3	57.9	36.8		0	0	0	100		18.2	22.7	0	59.1		
Total %	0.7	91.8	1.4	0.4	94.2	0	0.1	1.4	0.9	2.5	0	0	0	0.4	0.4	0.5	0.7	0	1.7	2.9	
Unshifted - Cars	5	675	11	3	694	0	1	11	7	19	0	0	0	3	3	3	4	0	13	20	736
% Unshifted - Cars	100	96.3	100	100	96.4	0	100	100	100	100	0	0	0	100	100	75	80	0	100	90.9	96.3
Bank 1 - Trucks	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
% Bank 1 - Trucks	0	1.6	0	0	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.4
Bank 2 - Buses	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	17
% Bank 2 - Buses	0	2.1	0	0	2.1	0	0	0	0	0	0	0	0	0	0	25	20	0	0	9.1	2.2

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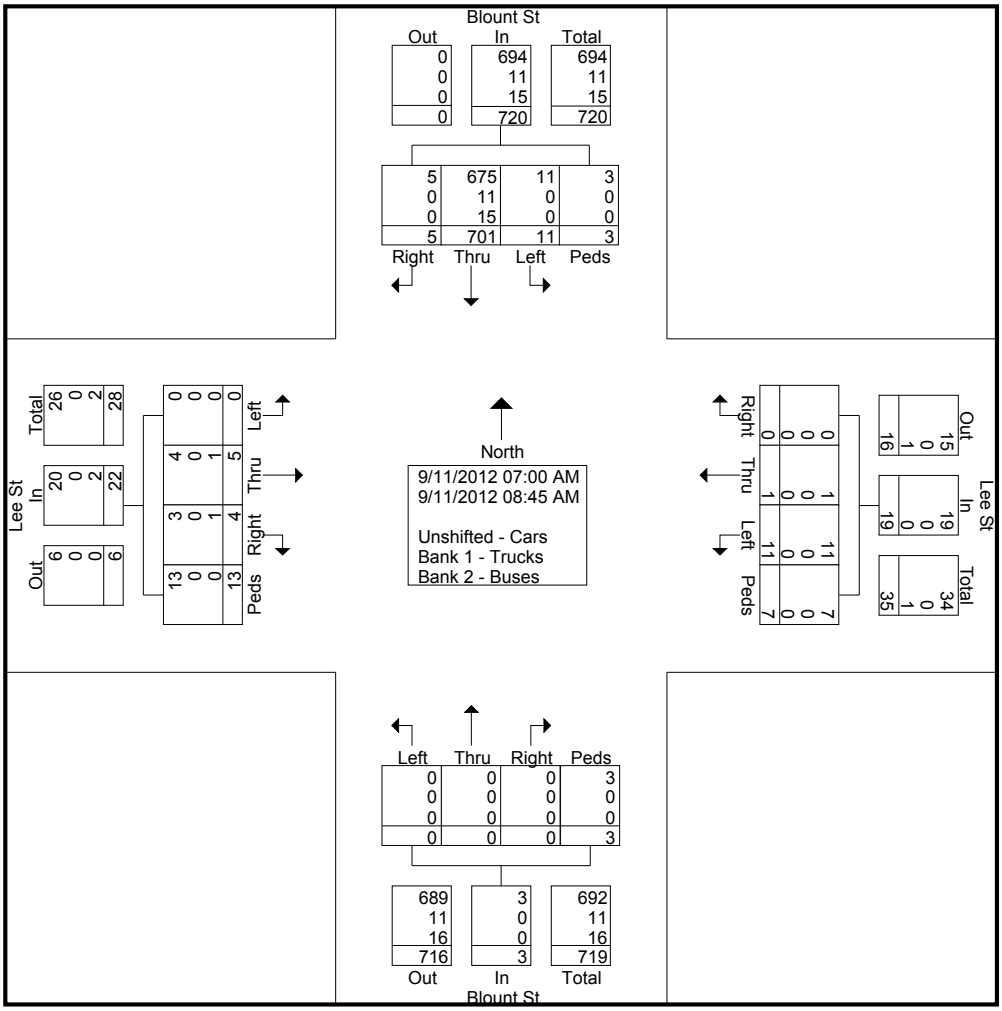

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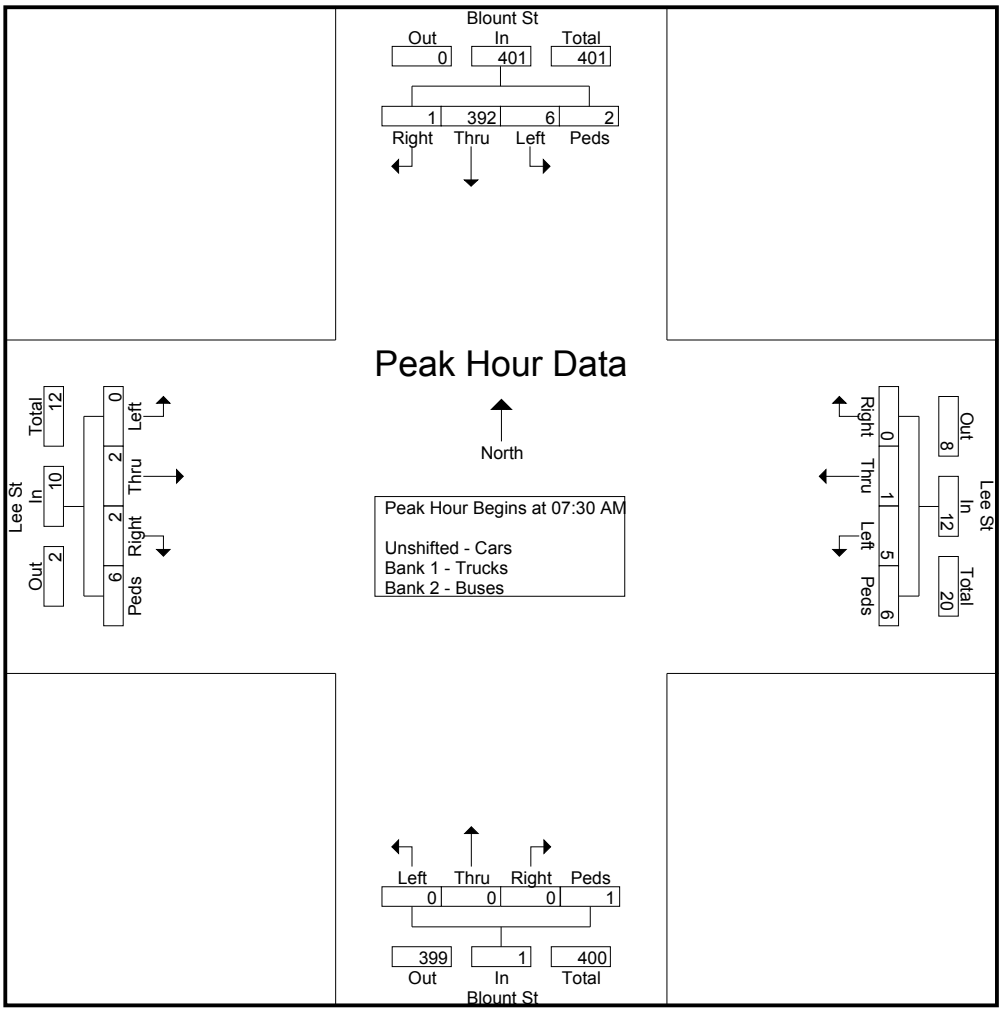
	Blount St From North					Lee St From East					Blount St From South					Lee St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**1**	**108**	1	**1**	**111**	0	0	1	1	2	0	0	0	**1**	**1**	0	0	0	0	0	**114**
07:45 AM	0	88	**4**	0	92	0	**1**	0	1	2	0	0	0	0	0	**1**	0	0	1	2	96
08:00 AM	0	106	1	0	107	0	0	**2**	**2**	**4**	0	0	0	0	0	0	**2**	0	1	3	114
08:15 AM	0	90	0	1	91	0	0	2	2	4	0	0	0	0	0	1	0	0	**4**	**5**	100
Total Volume	1	392	6	2	401	0	1	5	6	12	0	0	0	1	1	2	2	0	6	10	424
% App. Total	0.2	97.8	1.5	0.5		0	8.3	41.7	50		0	0	0	100		20	20	0	60		
PHF	.250	.907	.375	.500	.903	.000	.250	.625	.750	.750	.000	.000	.000	.250	.250	.500	.250	.000	.375	.500	.930



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Site Code : 00000005
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Groups Printed- Cars - Trucks - Buses

	Blount St From North					Lee St From East					Blount St From South					Lee St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	253	4	2	261	0	4	3	3	10	0	0	0	1	1	1	1	0	3	5	277
04:15 PM	2	262	4	0	268	0	1	2	3	6	0	0	0	0	0	1	0	0	6	7	281
04:30 PM	1	304	4	1	310	0	2	1	9	12	0	0	0	0	0	1	1	0	3	5	327
04:45 PM	1	300	3	2	306	0	0	3	4	7	0	0	0	0	0	2	2	0	3	7	320
Total	6	1119	15	5	1145	0	7	9	19	35	0	0	0	1	1	5	4	0	15	24	1205
05:00 PM	3	363	2	0	368	0	1	6	6	13	0	0	0	5	5	1	1	0	2	4	390
05:15 PM	0	404	5	0	409	0	0	0	4	4	0	0	0	1	1	0	2	0	3	5	419
05:30 PM	2	328	1	5	336	0	0	1	23	24	0	0	0	2	2	1	3	0	4	8	370
05:45 PM	2	259	3	3	267	0	5	2	4	11	0	0	0	0	0	2	1	0	1	4	282
Total	7	1354	11	8	1380	0	6	9	37	52	0	0	0	8	8	4	7	0	10	21	1461
Grand Total	13	2473	26	13	2525	0	13	18	56	87	0	0	0	9	9	9	11	0	25	45	2666
Apprch %	0.5	97.9	1	0.5		0	14.9	20.7	64.4		0	0	0	100		20	24.4	0	55.6		
Total %	0.5	92.8	1	0.5	94.7	0	0.5	0.7	2.1	3.3	0	0	0	0.3	0.3	0.3	0.4	0	0.9	1.7	
Unshifted - Cars	12	2458	25	13	2508	0	13	18	56	87	0	0	0	9	9	8	10	0	25	43	2647
% Unshifted - Cars	92.3	99.4	96.2	100	99.3	0	100	100	100	100	0	0	0	100	100	88.9	90.9	0	100	95.6	99.3
Bank 1 - Trucks	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% Bank 1 - Trucks	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Bank 2 - Buses	1	12	1	0	14	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	16
% Bank 2 - Buses	7.7	0.5	3.8	0	0.6	0	0	0	0	0	0	0	0	0	0	11.1	9.1	0	0	4.4	0.6

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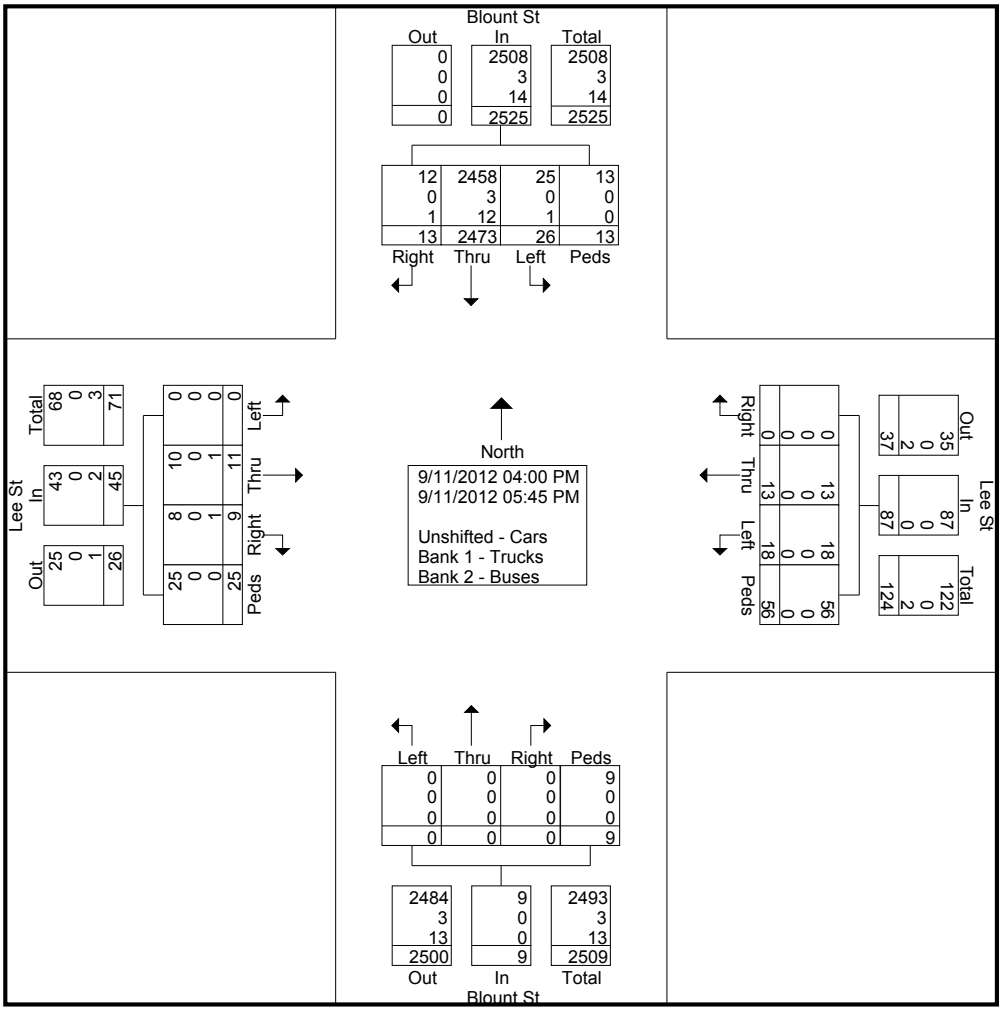
School was in session

File Name : Blount & Lee PM
Site Code : 00000005
Start Date : 9/11/2012
Page No : 2



AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Blount & Lee PM
Site Code : 00000005
Start Date : 9/11/2012
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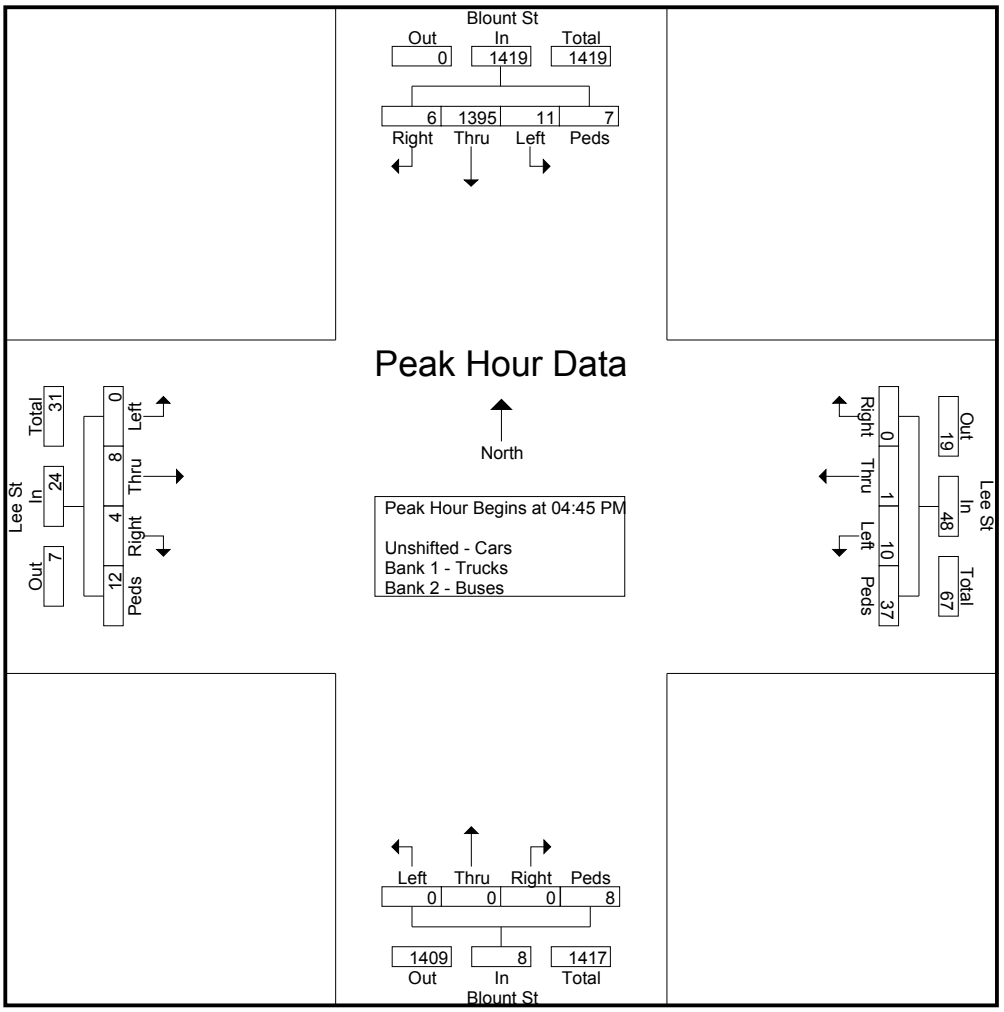
	Blount St From North					Lee St From East					Blount St From South					Lee St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	1	300	3	2	306	0	0	3	4	7	0	0	0	0	0	**2**	2	0	3	7	320
05:00 PM	**3**	363	2	0	368	0	**1**	**6**	6	13	0	0	0	**5**	**5**	1	1	0	2	4	390
05:15 PM	0	**404**	**5**	0	**409**	0	0	0	4	4	0	0	0	1	1	0	2	0	3	5	**419**
05:30 PM	2	328	1	**5**	336	0	0	1	**23**	**24**	0	0	0	2	2	1	**3**	0	**4**	**8**	370
Total Volume	6	1395	11	7	1419	0	1	10	37	48	0	0	0	8	8	4	8	0	12	24	1499
% App. Total	0.4	98.3	0.8	0.5		0	2.1	20.8	77.1		0	0	0	100		16.7	33.3	0	50		
PHF	.500	.863	.550	.350	.867	.000	.250	.417	.402	.500	.000	.000	.000	.400	.400	.500	.667	.000	.750	.750	.894



AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Blount & New Bern AM
Site Code : 00000010
Start Date : 9/25/2012
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Blount St From North					New Bern Pl From East					Blount St From South					New Bern Pl From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	11	103	4	0	118	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	123
07:15 AM	13	163	6	6	188	0	0	0	0	0	0	0	0	1	1	2	1	0	5	8	197
07:30 AM	5	126	1	5	137	0	1	0	0	1	0	0	0	3	3	4	2	0	7	13	154
07:45 AM	15	155	3	4	177	0	1	0	2	3	0	0	0	5	5	3	2	0	14	19	204
Total	44	547	14	15	620	0	4	0	2	6	0	0	0	9	9	10	7	0	26	43	678
08:00 AM	10	152	2	9	173	0	3	2	0	5	0	0	0	1	1	1	3	0	6	10	189
08:15 AM	11	211	1	5	228	0	1	3	0	4	0	0	0	1	1	3	3	0	5	11	244
08:30 AM	5	184	0	7	196	0	0	5	0	5	0	0	0	1	1	1	0	0	13	14	216
08:45 AM	8	199	1	7	215	0	1	0	2	3	0	0	0	2	2	8	0	0	6	14	234
Total	34	746	4	28	812	0	5	10	2	17	0	0	0	5	5	13	6	0	30	49	883
Grand Total	78	1293	18	43	1432	0	9	10	4	23	0	0	0	14	14	23	13	0	56	92	1561
Apprch %	5.4	90.3	1.3	3		0	39.1	43.5	17.4		0	0	0	100		25	14.1	0	60.9		
Total %	5	82.8	1.2	2.8	91.7	0	0.6	0.6	0.3	1.5	0	0	0	0.9	0.9	1.5	0.8	0	3.6	5.9	
Unshifted - Cars	78	1277	18	43	1416	0	9	10	4	23	0	0	0	14	14	23	13	0	56	92	1545
% Unshifted - Cars	100	98.8	100	100	98.9	0	100	100	100	100	0	0	0	100	100	100	100	0	100	100	99
Bank 1 - Trucks	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
% Bank 1 - Trucks	0	0.4	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3
Bank 2 - Buses	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
% Bank 2 - Buses	0	0.9	0	0	0.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7

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School was in session

File Name : Blount & New Bern AM
Site Code : 00000010
Start Date : 9/25/2012
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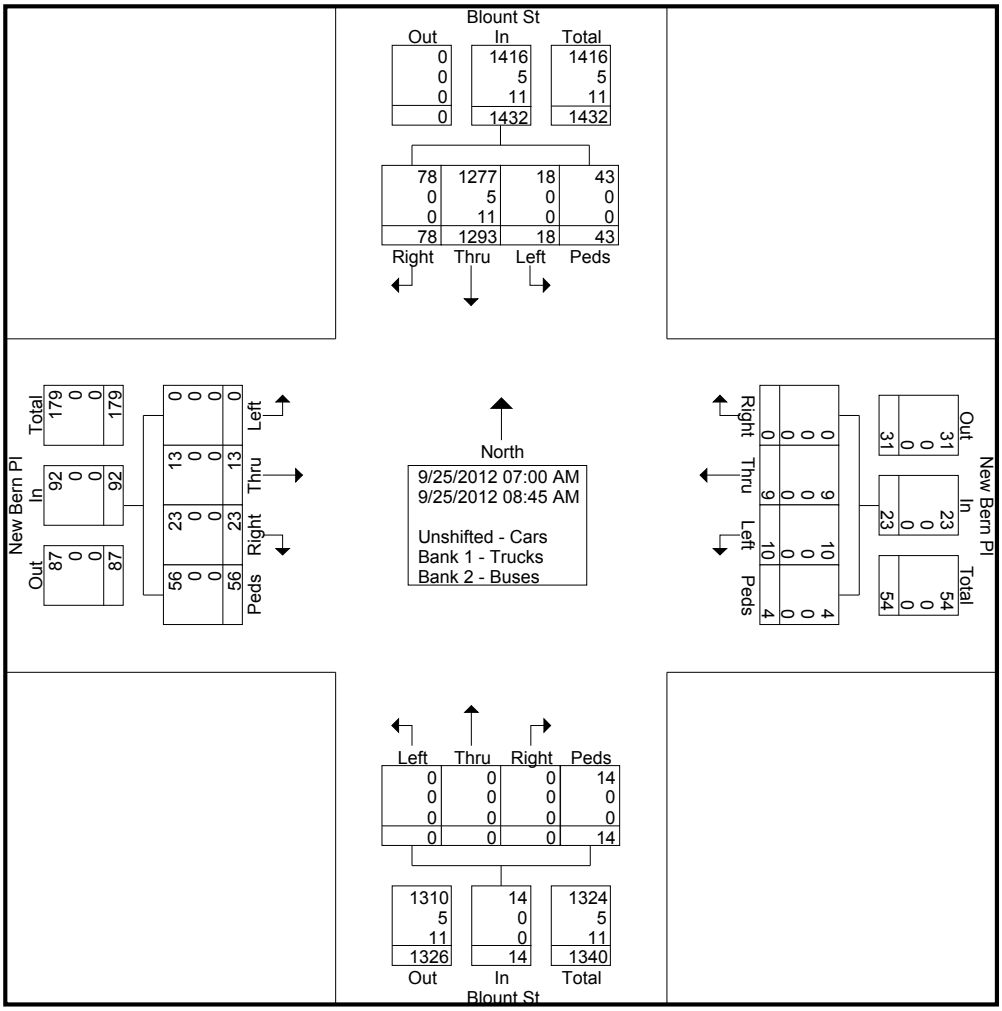

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School was in session

File Name : Blount & New Bern AM
Site Code : 00000010
Start Date : 9/25/2012
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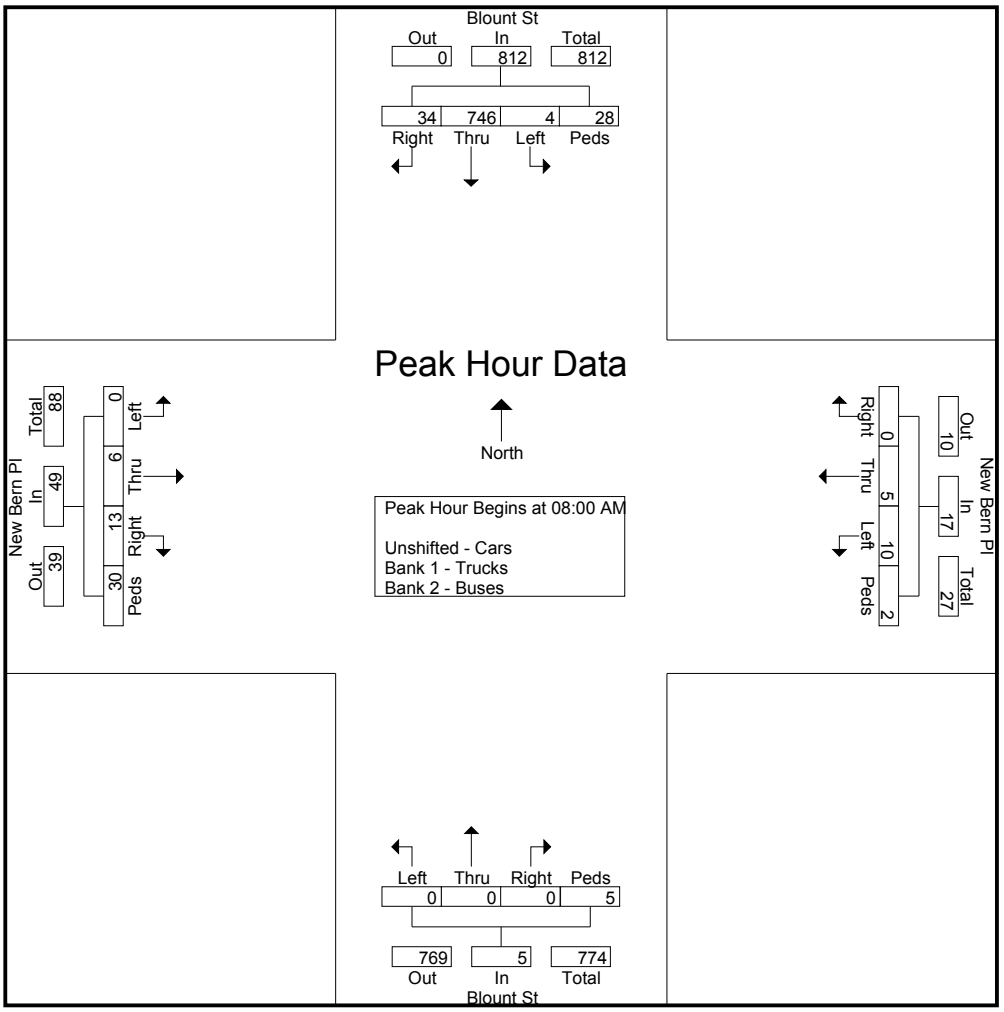
	Blount St From North					New Bern Pl From East					Blount St From South					New Bern Pl From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	10	152	**2**	**9**	173	0	**3**	2	0	**5**	0	0	0	1	1	1	**3**	0	6	10	189
08:15 AM	**11**	**211**	1	5	**228**	0	1	3	0	4	0	0	0	1	1	3	3	0	5	11	**244**
08:30 AM	5	184	0	7	196	0	0	**5**	0	5	0	0	0	1	1	1	0	0	**13**	**14**	216
08:45 AM	8	199	1	7	215	0	1	0	**2**	3	0	0	0	**2**	**2**	**8**	0	0	6	14	234
Total Volume	34	746	4	28	812	0	5	10	2	17	0	0	0	5	5	13	6	0	30	49	883
% App. Total	4.2	91.9	0.5	3.4		0	29.4	58.8	11.8		0	0	0	100		26.5	12.2	0	61.2		
PHF	.773	.884	.500	.778	.890	.000	.417	.500	.250	.850	.000	.000	.000	.625	.625	.406	.500	.000	.577	.875	.905



AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Blount & New Bern PM
Site Code : 00000010
Start Date : 9/25/2012
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Blount St From North					New Bern Pl From East					Blount St From South					New Bern Pl From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	9	205	0	12	226	0	3	4	2	9	0	0	0	3	3	3	1	0	13	17	255
04:15 PM	5	179	3	4	191	0	0	0	2	2	0	0	0	2	2	11	0	0	0	11	206
04:30 PM	5	180	3	9	197	0	2	1	3	6	0	0	0	4	4	9	2	0	3	14	221
04:45 PM	9	181	3	7	200	0	1	2	1	4	0	0	0	1	1	10	0	0	5	15	220
Total	28	745	9	32	814	0	6	7	8	21	0	0	0	10	10	33	3	0	21	57	902
05:00 PM	3	209	0	9	221	0	1	0	0	1	0	0	0	4	4	12	0	0	10	22	248
05:15 PM	7	206	1	6	220	0	5	2	1	8	0	0	0	2	2	6	1	0	4	11	241
05:30 PM	2	183	3	12	200	0	0	4	6	10	0	0	0	4	4	6	4	0	4	14	228
05:45 PM	2	155	2	0	159	0	2	4	1	7	0	0	0	2	2	3	2	0	1	6	174
Total	14	753	6	27	800	0	8	10	8	26	0	0	0	12	12	27	7	0	19	53	891
Grand Total	42	1498	15	59	1614	0	14	17	16	47	0	0	0	22	22	60	10	0	40	110	1793
Apprch %	2.6	92.8	0.9	3.7		0	29.8	36.2	34		0	0	0	100		54.5	9.1	0	36.4		
Total %	2.3	83.5	0.8	3.3	90	0	0.8	0.9	0.9	2.6	0	0	0	1.2	1.2	3.3	0.6	0	2.2	6.1	
Unshifted - Cars	42	1485	15	59	1601	0	14	17	16	47	0	0	0	22	22	60	10	0	40	110	1780
% Unshifted - Cars	100	99.1	100	100	99.2	0	100	100	100	100	0	0	0	100	100	100	100	0	100	100	99.3
Bank 1 - Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Bank 1 - Trucks	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Bank 2 - Buses	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
% Bank 2 - Buses	0	0.7	0	0	0.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6

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School was in session

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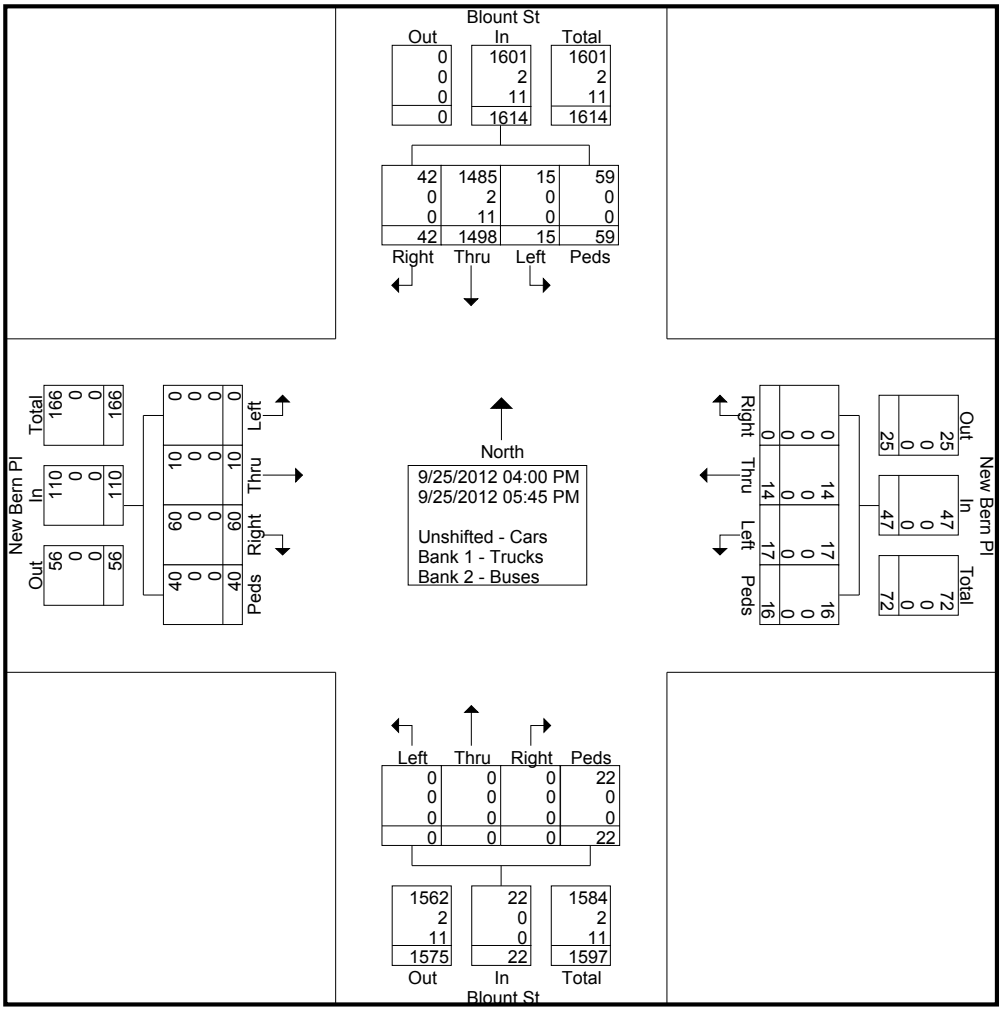

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School was in session

File Name : Blount & New Bern PM
Site Code : 00000010
Start Date : 9/25/2012
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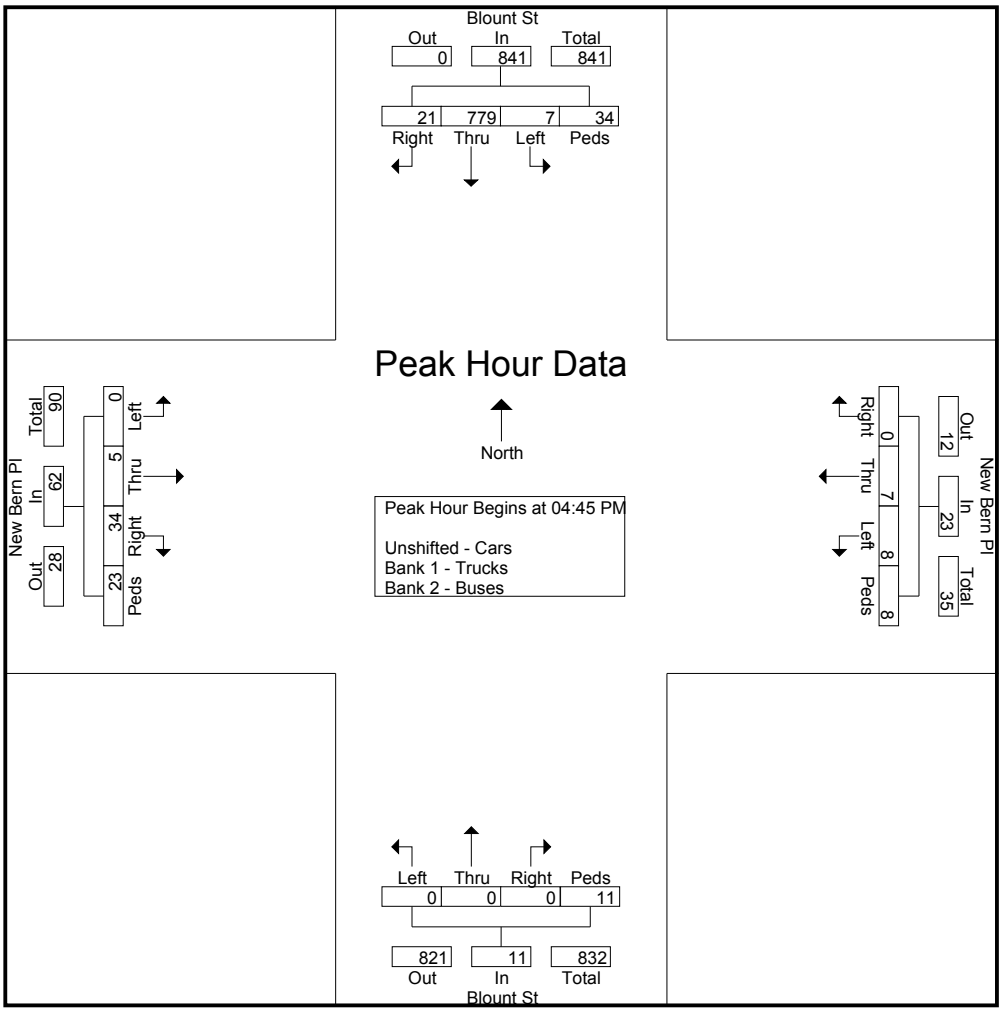
	Blount St From North					New Bern Pl From East					Blount St From South					New Bern Pl From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**9**	181	**3**	7	200	0	1	2	1	4	0	0	0	1	1	10	0	0	5	15	220
05:00 PM	3	**209**	0	9	**221**	0	1	0	0	1	0	0	0	**4**	**4**	**12**	0	0	**10**	**22**	**248**
05:15 PM	7	206	1	6	220	0	**5**	2	1	8	0	0	0	2	2	6	1	0	4	11	241
05:30 PM	2	183	3	**12**	200	0	0	**4**	**6**	**10**	0	0	0	4	4	6	**4**	0	4	14	228
Total Volume	21	779	7	34	841	0	7	8	8	23	0	0	0	11	11	34	5	0	23	62	937
% App. Total	2.5	92.6	0.8	4		0	30.4	34.8	34.8		0	0	0	100		54.8	8.1	0	37.1		
PHF	.583	.932	.583	.708	.951	.000	.350	.500	.333	.575	.000	.000	.000	.688	.688	.708	.313	.000	.575	.705	.945



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Raleigh, NC

School was in session

File Name : Blount & North AM
Site Code : 00000011
Start Date : 9/26/2012
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Blount St From North					North St From East					Blount St From South					North St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	89	8	3	103	0	7	2	2	11	0	0	0	2	2	3	3	0	2	8	124
07:15 AM	5	132	4	2	143	0	6	3	2	11	0	0	0	3	3	3	3	0	5	11	168
07:30 AM	0	138	3	4	145	0	2	0	3	5	0	0	0	4	4	4	3	0	4	11	165
07:45 AM	2	185	6	6	199	0	8	0	3	11	0	0	0	0	0	6	4	0	5	15	225
Total	10	544	21	15	590	0	23	5	10	38	0	0	0	9	9	16	13	0	16	45	682
08:00 AM	4	138	10	5	157	0	8	1	1	10	0	0	0	1	1	6	2	0	1	9	177
08:15 AM	4	185	5	2	196	0	3	2	2	7	0	0	0	5	5	2	6	0	4	12	220
08:30 AM	1	129	4	0	134	0	2	1	0	3	0	0	0	1	1	3	3	0	3	9	147
08:45 AM	4	153	3	3	163	0	4	2	5	11	0	0	0	5	5	3	1	0	0	4	183
Total	13	605	22	10	650	0	17	6	8	31	0	0	0	12	12	14	12	0	8	34	727
Grand Total	23	1149	43	25	1240	0	40	11	18	69	0	0	0	21	21	30	25	0	24	79	1409
Apprch %	1.9	92.7	3.5	2		0	58	15.9	26.1		0	0	0	100		38	31.6	0	30.4		
Total %	1.6	81.5	3.1	1.8	88	0	2.8	0.8	1.3	4.9	0	0	0	1.5	1.5	2.1	1.8	0	1.7	5.6	
Unshifted - Cars	23	1140	43	25	1231	0	40	11	18	69	0	0	0	21	21	30	25	0	24	79	1400
% Unshifted - Cars	100	99.2	100	100	99.3	0	100	100	100	100	0	0	0	100	100	100	100	0	100	100	99.4
Bank 1 - Trucks	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
% Bank 1 - Trucks	0	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4
Bank 2 - Buses	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% Bank 2 - Buses	0	0.3	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2

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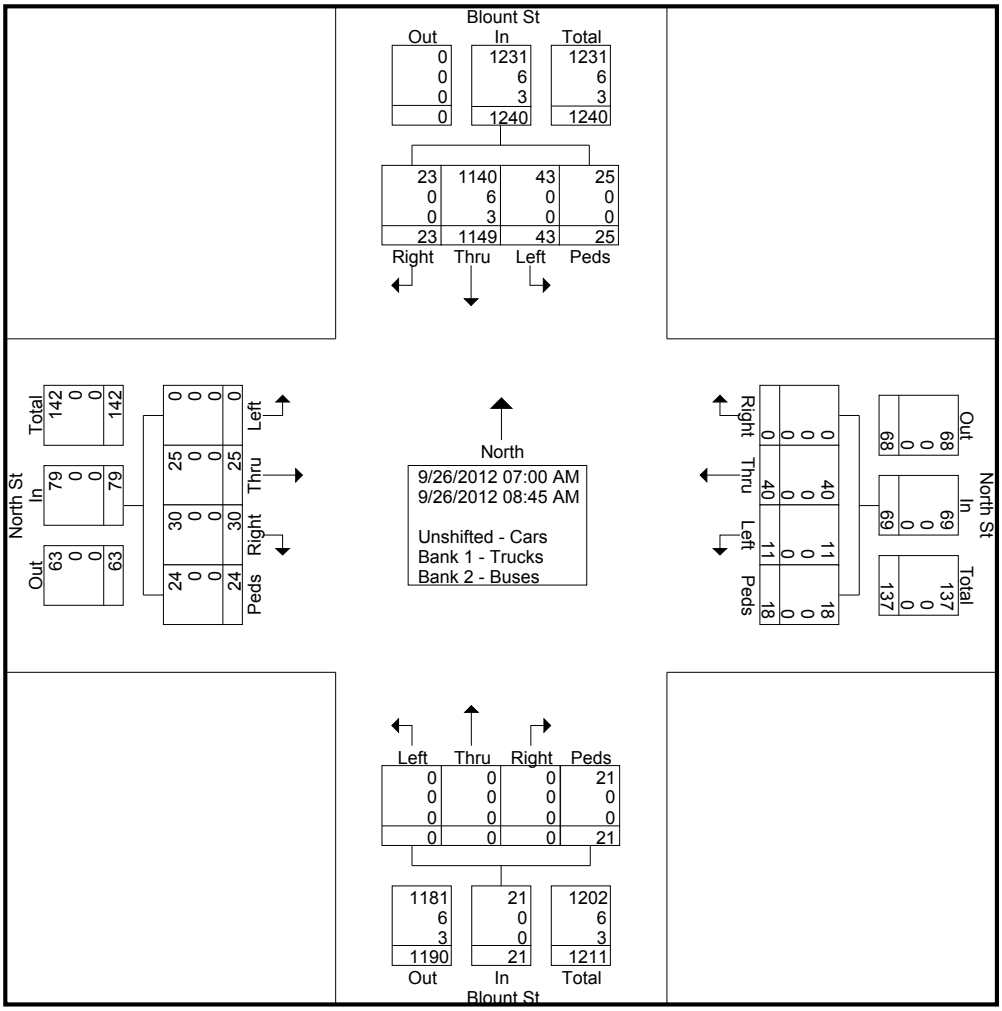

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School was in session

File Name : Blount & North AM
Site Code : 00000011
Start Date : 9/26/2012
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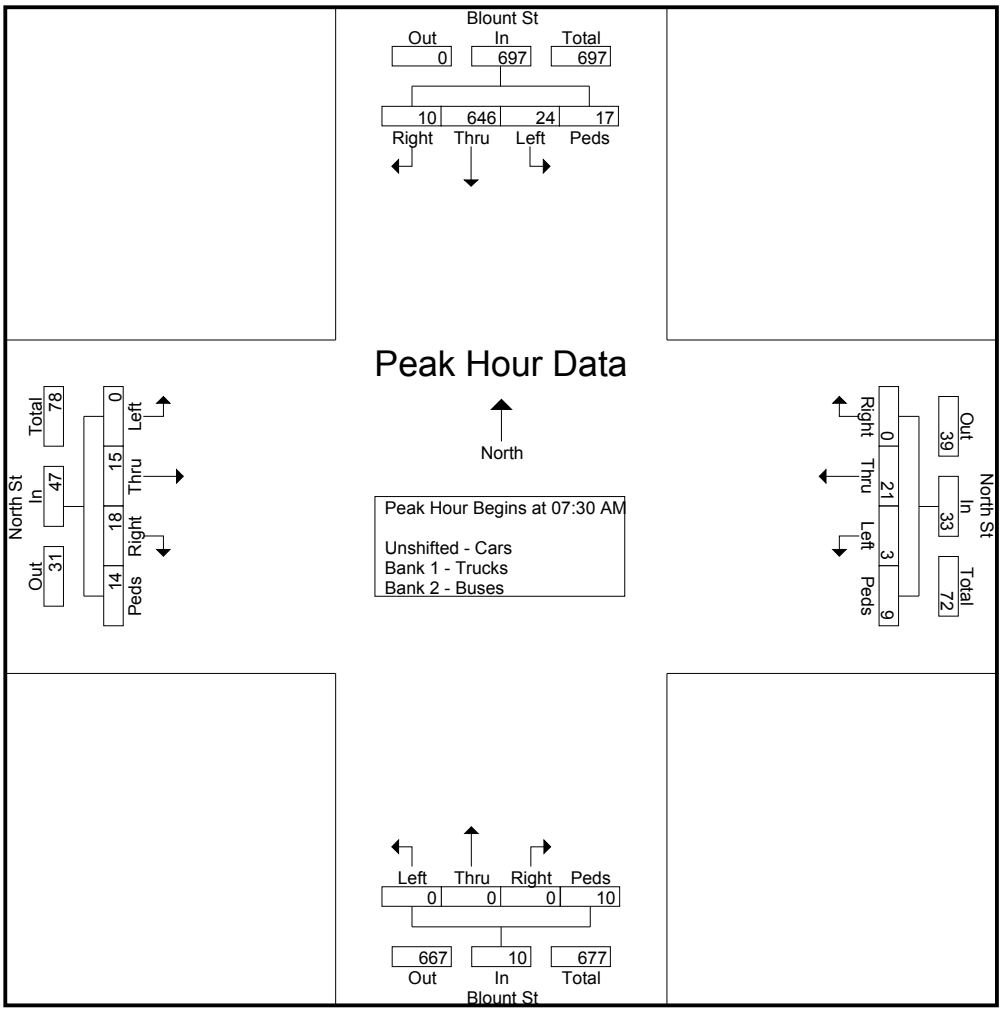
	Blount St From North					North St From East					Blount St From South					North St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	138	3	4	145	0	2	0	**3**	5	0	0	0	4	4	4	3	0	4	11	165
07:45 AM	2	**185**	6	**6**	**199**	0	**8**	0	3	**11**	0	0	0	0	0	**6**	4	0	**5**	**15**	**225**
08:00 AM	**4**	138	**10**	5	157	0	8	1	1	10	0	0	0	1	1	6	2	0	1	9	177
08:15 AM	4	185	5	2	196	0	3	**2**	2	7	0	0	0	**5**	**5**	2	**6**	0	4	12	220
Total Volume	10	646	24	17	697	0	21	3	9	33	0	0	0	10	10	18	15	0	14	47	787
% App. Total	1.4	92.7	3.4	2.4		0	63.6	9.1	27.3		0	0	0	100		38.3	31.9	0	29.8		
PHF	.625	.873	.600	.708	.876	.000	.656	.375	.750	.750	.000	.000	.000	.500	.500	.750	.625	.000	.700	.783	.874



AECOM
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School was in session

File Name : Blount & North PM
Site Code : 00000011
Start Date : 9/26/2012
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Groups Printed- Cars - Trucks - Buses

	Blount St From North					North St From East					Blount St From South					North St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	124	9	1	135	0	6	6	2	14	0	0	0	7	7	6	4	0	1	11	167
04:15 PM	0	111	5	2	118	0	3	2	1	6	0	0	0	2	2	8	1	0	2	11	137
04:30 PM	3	145	10	5	163	0	0	3	9	12	0	0	0	2	2	13	7	0	4	24	201
04:45 PM	1	122	15	10	148	0	4	6	3	13	0	0	0	2	2	11	4	0	6	21	184
Total	5	502	39	18	564	0	13	17	15	45	0	0	0	13	13	38	16	0	13	67	689
05:00 PM	3	170	5	3	181	0	2	0	5	7	0	0	0	4	4	11	14	0	1	26	218
05:15 PM	1	157	7	3	168	0	5	2	1	8	0	0	0	1	1	8	3	0	3	14	191
05:30 PM	3	126	9	6	144	0	2	2	1	5	0	0	0	1	1	8	4	0	0	12	162
05:45 PM	0	94	4	1	99	0	0	0	1	1	0	0	0	0	0	3	1	0	5	9	109
Total	7	547	25	13	592	0	9	4	8	21	0	0	0	6	6	30	22	0	9	61	680
Grand Total	12	1049	64	31	1156	0	22	21	23	66	0	0	0	19	19	68	38	0	22	128	1369
Apprch %	1	90.7	5.5	2.7		0	33.3	31.8	34.8		0	0	0	100		53.1	29.7	0	17.2		
Total %	0.9	76.6	4.7	2.3	84.4	0	1.6	1.5	1.7	4.8	0	0	0	1.4	1.4	5	2.8	0	1.6	9.3	
Unshifted - Cars	12	1038	64	31	1145	0	22	21	23	66	0	0	0	19	19	68	38	0	22	128	1358
% Unshifted - Cars	100	99	100	100	99	0	100	100	100	100	0	0	0	100	100	100	100	0	100	100	99.2
Bank 1 - Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bank 1 - Trucks	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Bank 2 - Buses	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
% Bank 2 - Buses	0	1	0	0	0.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7

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701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Blount & North PM
Site Code : 00000011
Start Date : 9/26/2012
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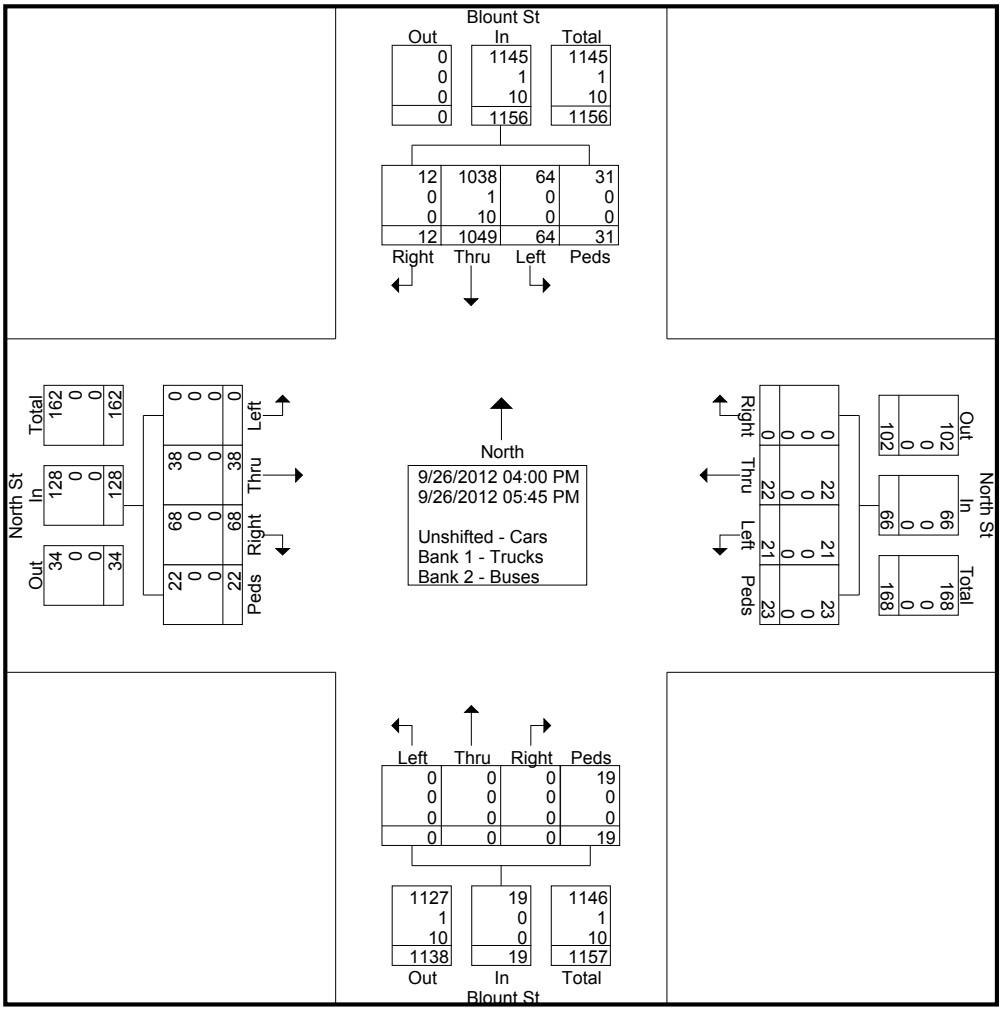
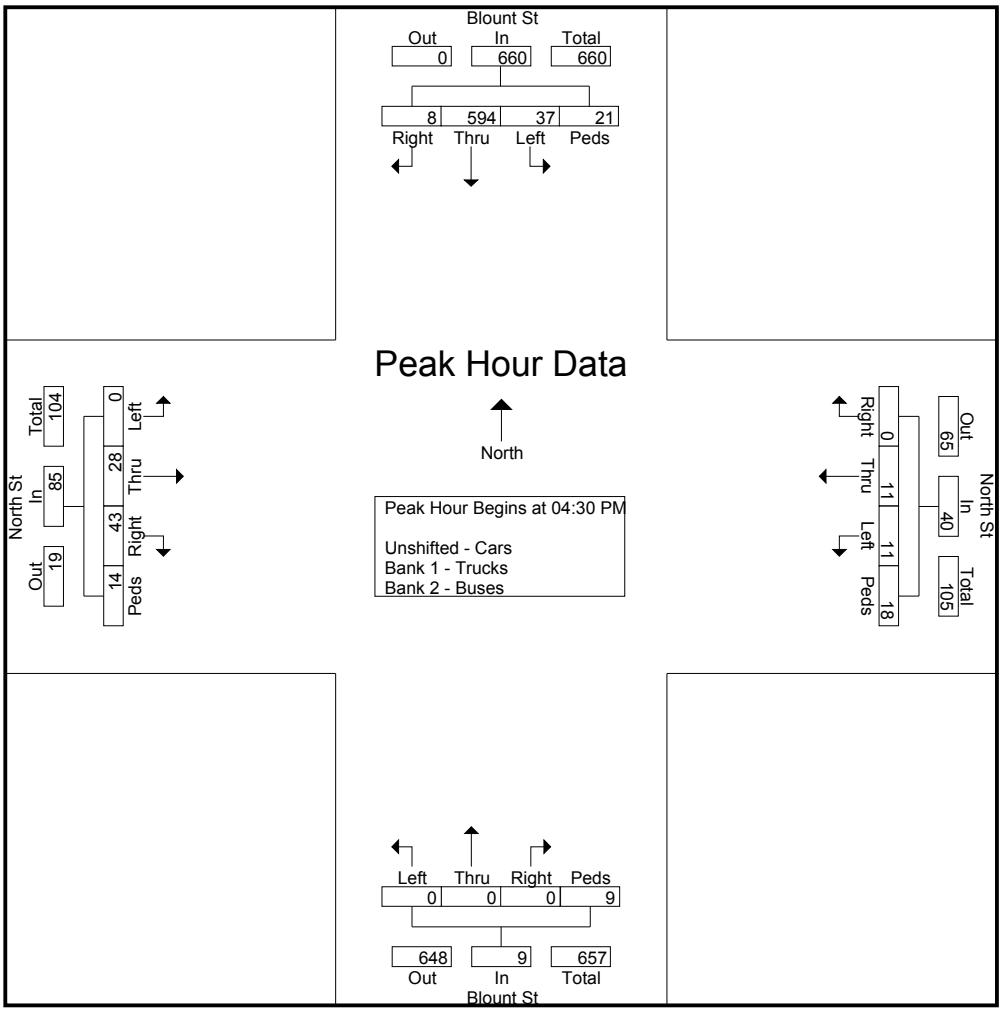


AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Blount & North PM
Site Code : 00000011
Start Date : 9/26/2012
Page No : 3

	Blount St From North					North St From East					Blount St From South					North St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	**3**	145	10	5	163	0	0	3	**9**	12	0	0	0	2	2	**13**	7	0	4	24	201
04:45 PM	1	122	**15**	**10**	148	0	4	**6**	3	**13**	0	0	0	2	2	11	4	0	**6**	21	184
05:00 PM	3	**170**	5	3	**181**	0	2	0	5	7	0	0	0	**4**	**4**	11	**14**	0	1	**26**	**218**
05:15 PM	1	157	7	3	168	0	**5**	2	1	8	0	0	0	1	1	8	3	0	3	14	191
Total Volume	8	594	37	21	660	0	11	11	18	40	0	0	0	9	9	43	28	0	14	85	794
% App. Total	1.2	90	5.6	3.2		0	27.5	27.5	45		0	0	0	100		50.6	32.9	0	16.5		
PHF	.667	.874	.617	.525	.912	.000	.550	.458	.500	.769	.000	.000	.000	.563	.563	.827	.500	.000	.583	.817	.911



AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Blount & Wolfe AM
Site Code : 9
Start Date : 9/13/2012
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Blount From North					Wolfe From East					Blount From South					Parking Deck From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	110	0	1	115	0	0	0	0	0	0	0	0	0	0	1	0	0	7	8	123
07:15 AM	5	143	0	2	150	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	154
07:30 AM	11	131	0	0	142	0	0	0	4	4	0	0	0	0	0	1	0	0	2	3	149
07:45 AM	11	153	0	0	164	0	0	2	0	2	0	0	0	0	0	1	0	0	10	11	177
Total	31	537	0	3	571	0	0	2	6	8	0	0	0	0	0	3	0	0	21	24	603
08:00 AM	20	171	0	0	191	0	0	1	1	2	0	0	0	0	0	1	0	0	3	4	197
08:15 AM	13	216	0	0	229	0	0	2	6	8	0	0	0	0	0	0	0	0	8	8	245
08:30 AM	27	152	0	0	179	0	0	0	6	6	0	0	0	0	0	1	0	0	13	14	199
08:45 AM	26	137	0	1	164	0	0	0	2	2	0	0	0	1	1	4	0	0	13	17	184
Total	86	676	0	1	763	0	0	3	15	18	0	0	0	1	1	6	0	0	37	43	825
Grand Total	117	1213	0	4	1334	0	0	5	21	26	0	0	0	1	1	9	0	0	58	67	1428
Apprch %	8.8	90.9	0	0.3		0	0	19.2	80.8		0	0	0	100		13.4	0	0	86.6		
Total %	8.2	84.9	0	0.3	93.4	0	0	0.4	1.5	1.8	0	0	0	0.1	0.1	0.6	0	0	4.1	4.7	
Unshifted - Cars	116	1188	0	4	1308	0	0	5	21	26	0	0	0	1	1	9	0	0	58	67	1402
% Unshifted - Cars	99.1	97.9	0	100	98.1	0	0	100	100	100	0	0	0	100	100	100	0	0	100	100	98.2
Bank 1 - Trucks	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% Bank 1 - Trucks	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2
Bank 2 - Buses	1	22	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
% Bank 2 - Buses	0.9	1.8	0	0	1.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.6

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School was in session

File Name : Blount & Wolfe AM
Site Code : 9
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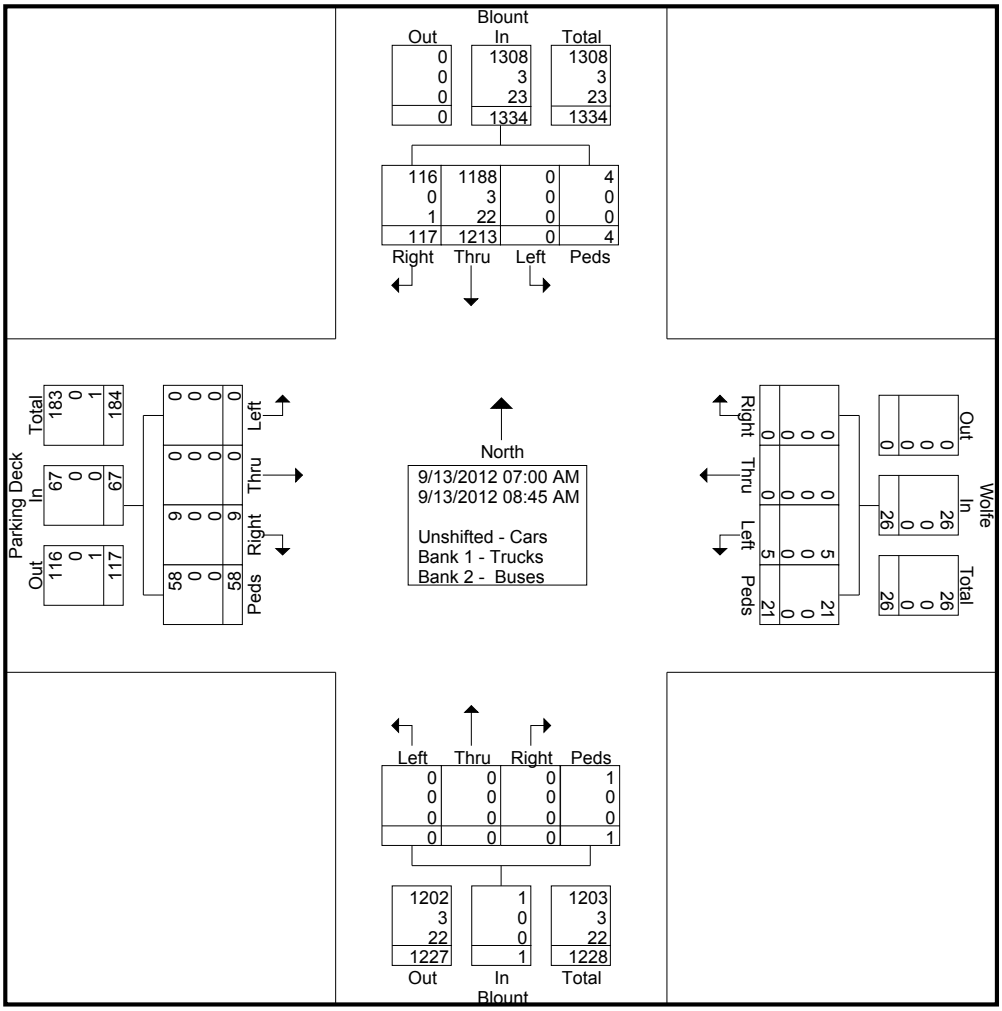

AECOM
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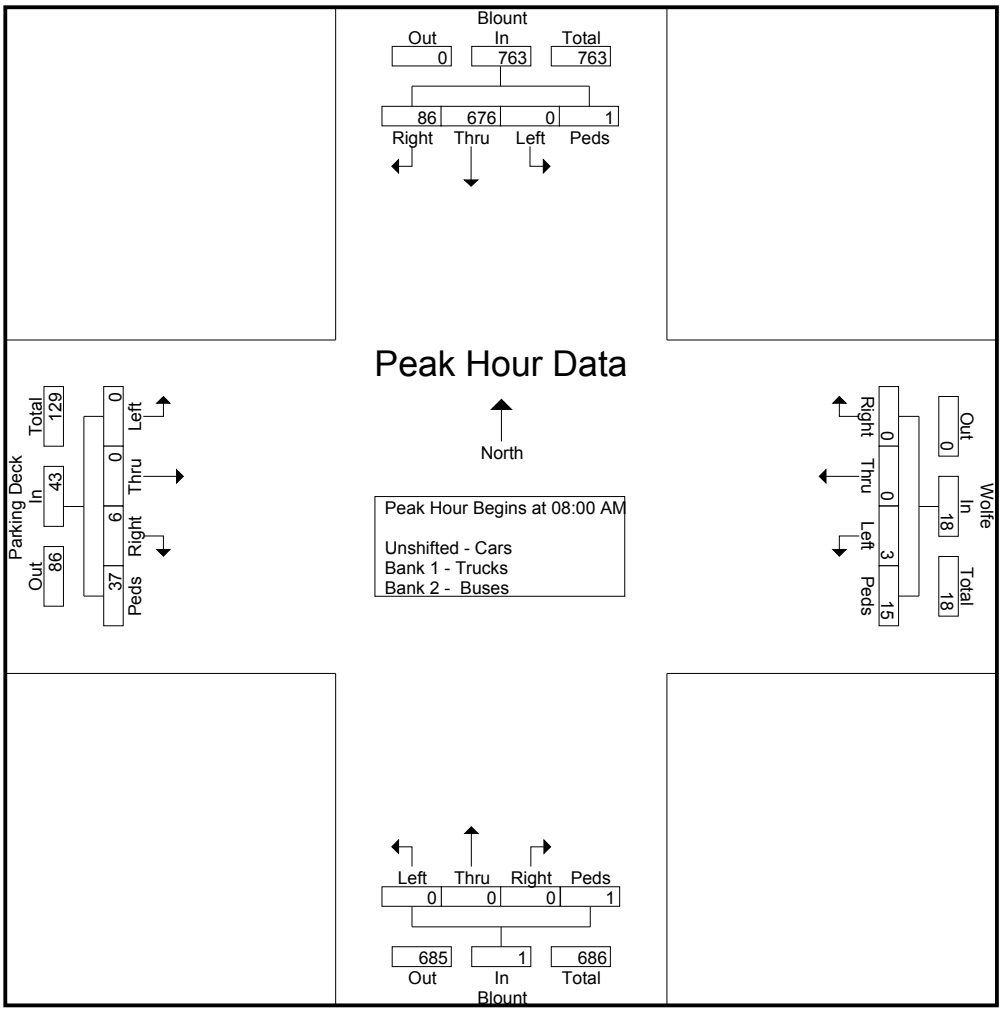
Raleigh, NC

School was in session

File Name : Blount & Wolfe AM
Site Code : 9
Start Date : 9/13/2012
Page No : 3

	Blount From North					Wolfe From East					Blount From South					Parking Deck From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	20	171	0	0	191	0	0	1	1	2	0	0	0	0	0	1	0	0	3	4	197
08:15 AM	13	**216**	0	0	**229**	0	0	**2**	**6**	**8**	0	0	0	0	0	0	0	0	8	8	**245**
08:30 AM	**27**	152	0	0	179	0	0	0	6	6	0	0	0	0	0	1	0	0	**13**	14	199
08:45 AM	26	137	0	**1**	164	0	0	0	2	2	0	0	0	**1**	**1**	**4**	0	0	13	**17**	184
Total Volume	86	676	0	1	763	0	0	3	15	18	0	0	0	1	1	6	0	0	37	43	825
% App. Total	11.3	88.6	0	0.1		0	0	16.7	83.3		0	0	0	100		14	0	0	86		
PHF	.796	.782	.000	.250	.833	.000	.000	.375	.625	.563	.000	.000	.000	.250	.250	.375	.000	.000	.712	.632	.842



AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Blount & Wolfe PM
Site Code : 9
Start Date : 9/13/2012
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Blount From North					Wolfe From East					Blount From South					Parking Deck From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	3	218	0	2	223	0	0	3	1	4	0	0	0	1	1	12	0	0	5	17	245
04:15 PM	3	227	0	1	231	0	0	5	15	20	0	0	0	0	0	5	0	0	13	18	269
04:30 PM	1	237	0	0	238	0	0	2	8	10	0	0	0	0	0	10	0	0	13	23	271
04:45 PM	2	207	3	3	215	0	0	2	8	10	0	0	0	0	0	9	0	0	17	26	251
Total	9	889	3	6	907	0	0	12	32	44	0	0	0	1	1	36	0	0	48	84	1036
05:00 PM	1	314	0	3	318	0	0	5	21	26	0	0	0	3	3	21	0	0	14	35	382
05:15 PM	3	248	0	1	252	0	0	2	8	10	0	0	0	3	3	11	0	0	11	22	287
05:30 PM	0	201	0	3	204	0	0	3	7	10	0	0	0	3	3	6	0	0	15	21	238
05:45 PM	1	204	0	1	206	0	0	3	4	7	0	0	0	3	3	3	0	0	7	10	226
Total	5	967	0	8	980	0	0	13	40	53	0	0	0	12	12	41	0	0	47	88	1133
Grand Total	14	1856	3	14	1887	0	0	25	72	97	0	0	0	13	13	77	0	0	95	172	2169
Apprch %	0.7	98.4	0.2	0.7		0	0	25.8	74.2		0	0	0	100		44.8	0	0	55.2		
Total %	0.6	85.6	0.1	0.6	87	0	0	1.2	3.3	4.5	0	0	0	0.6	0.6	3.6	0	0	4.4	7.9	
Unshifted - Cars	14	1834	3	14	1865	0	0	25	72	97	0	0	0	13	13	77	0	0	95	172	2147
% Unshifted - Cars	100	98.8	100	100	98.8	0	0	100	100	100	0	0	0	100	100	100	0	0	100	100	99
Bank 1 - Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Bank 1 - Trucks	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Bank 2 - Buses	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
% Bank 2 - Buses	0	1.1	0	0	1.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9

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School was in session

File Name : Blount & Wolfe PM
Site Code : 9
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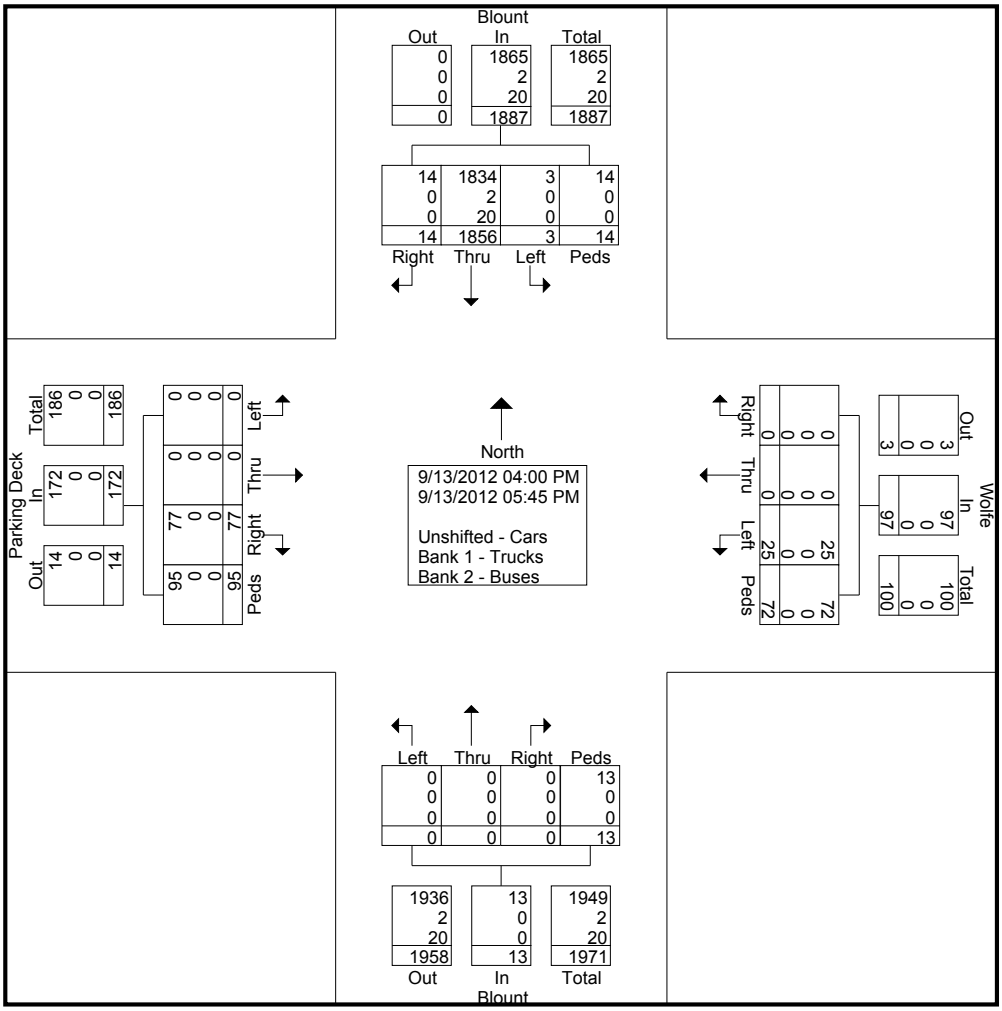
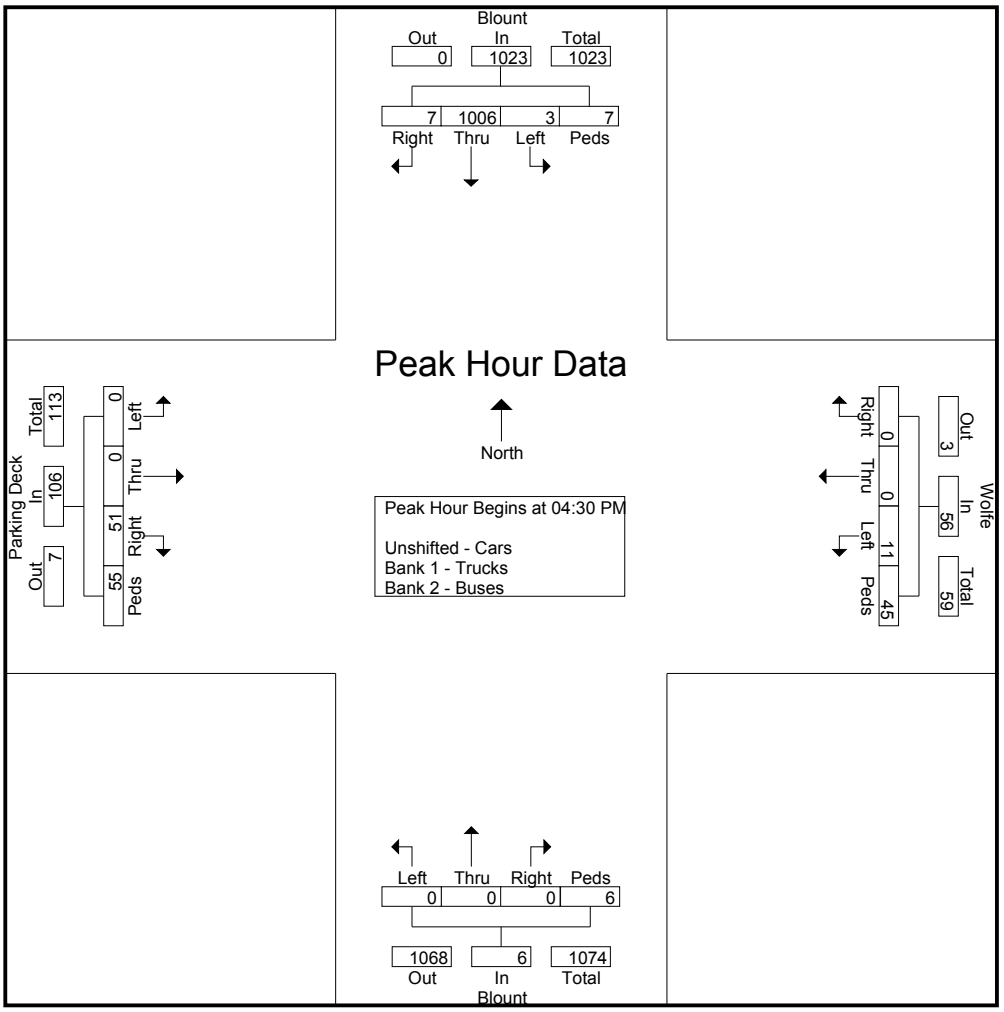


AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Blount & Wolfe PM
Site Code : 9
Start Date : 9/13/2012
Page No : 3

	Blount From North					Wolfe From East					Blount From South					Parking Deck From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	1	237	0	0	238	0	0	2	8	10	0	0	0	0	0	10	0	0	13	23	271
04:45 PM	2	207	**3**	**3**	215	0	0	2	8	10	0	0	0	0	0	9	0	0	**17**	26	251
05:00 PM	1	**314**	0	3	**318**	0	0	**5**	**21**	**26**	0	0	0	**3**	**3**	**21**	0	0	14	**35**	**382**
05:15 PM	**3**	248	0	1	252	0	0	2	8	10	0	0	0	3	3	11	0	0	11	22	287
Total Volume	7	1006	3	7	1023	0	0	11	45	56	0	0	0	6	6	51	0	0	55	106	1191
% App. Total	0.7	98.3	0.3	0.7		0	0	19.6	80.4		0	0	0	100		48.1	0	0	51.9		
PHF	.583	.801	.250	.583	.804	.000	.000	.550	.536	.538	.000	.000	.000	.500	.500	.607	.000	.000	.809	.757	.779



AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session
This is a five legged intersection
two legs are one way
The E to NW turn did not occur

File Name : Brookside & Automotive AM
Site Code : 00000017
Start Date : 9/20/2012
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Brookside Dr From North					Automotive Way From East					Brookside Dr From South					Automotive Way From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	47	5	0	52	1	0	0	0	1	10	44	0	0	54	1	22	3	0	26	133
07:15 AM	0	42	3	0	45	0	0	0	0	0	10	44	2	0	56	1	23	0	0	24	125
07:30 AM	0	42	4	0	46	0	0	0	0	0	13	69	1	0	83	0	35	0	0	35	164
07:45 AM	0	36	11	0	47	0	0	0	0	0	15	68	2	0	85	1	13	0	0	14	146
Total	0	167	23	0	190	1	0	0	0	1	48	225	5	0	278	3	93	3	0	99	568
08:00 AM	0	49	7	1	57	0	0	1	0	1	11	67	3	0	81	2	34	0	0	36	175
08:15 AM	0	52	7	0	59	0	0	1	0	1	13	73	2	0	88	0	35	3	0	38	186
08:30 AM	0	52	13	0	65	2	0	0	0	2	19	39	4	0	62	3	22	1	0	26	155
08:45 AM	0	67	9	0	76	1	1	1	0	3	36	73	4	0	113	3	35	0	0	38	230
Total	0	220	36	1	257	3	1	3	0	7	79	252	13	0	344	8	126	4	0	138	746
Grand Total	0	387	59	1	447	4	1	3	0	8	127	477	18	0	622	11	219	7	0	237	1314
Apprch %	0	86.6	13.2	0.2		50	12.5	37.5	0		20.4	76.7	2.9	0		4.6	92.4	3	0		
Total %	0	29.5	4.5	0.1	34	0.3	0.1	0.2	0	0.6	9.7	36.3	1.4	0	47.3	0.8	16.7	0.5	0	18	
Unshifted - Cars	0	369	58	0	427	4	1	3	0	8	123	471	16	0	610	10	215	7	0	232	1277
% Unshifted - Cars	0	95.3	98.3	0	95.5	100	100	100	0	100	96.9	98.7	88.9	0	98.1	90.9	98.2	100	0	97.9	97.2
Bank 1 - Trucks	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	4
% Bank 1 - Trucks	0	0.3	1.7	0	0.4	0	0	0	0	0	0	0	5.6	0	0.2	9.1	0	0	0	0.4	0.3
Bank 2 - Buses	0	17	0	1	18	0	0	0	0	0	4	6	1	0	11	0	4	0	0	4	33
% Bank 2 - Buses	0	4.4	0	100	4	0	0	0	0	0	3.1	1.3	5.6	0	1.8	0	1.8	0	0	1.7	2.5

Noticeable # of cars turn into Shell Station then left turning right on Brookside. These vehicles were not counted as right turns.

SB Brookside - traffic was slowing as it approached the intersection even though this movement does not stop.

AECOM
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School was in session
This is a five legged intersection
two legs are one way
The E to NW turn did not occur

File Name : Brookside & Automotive AM
Site Code : 00000017
Start Date : 9/20/2012
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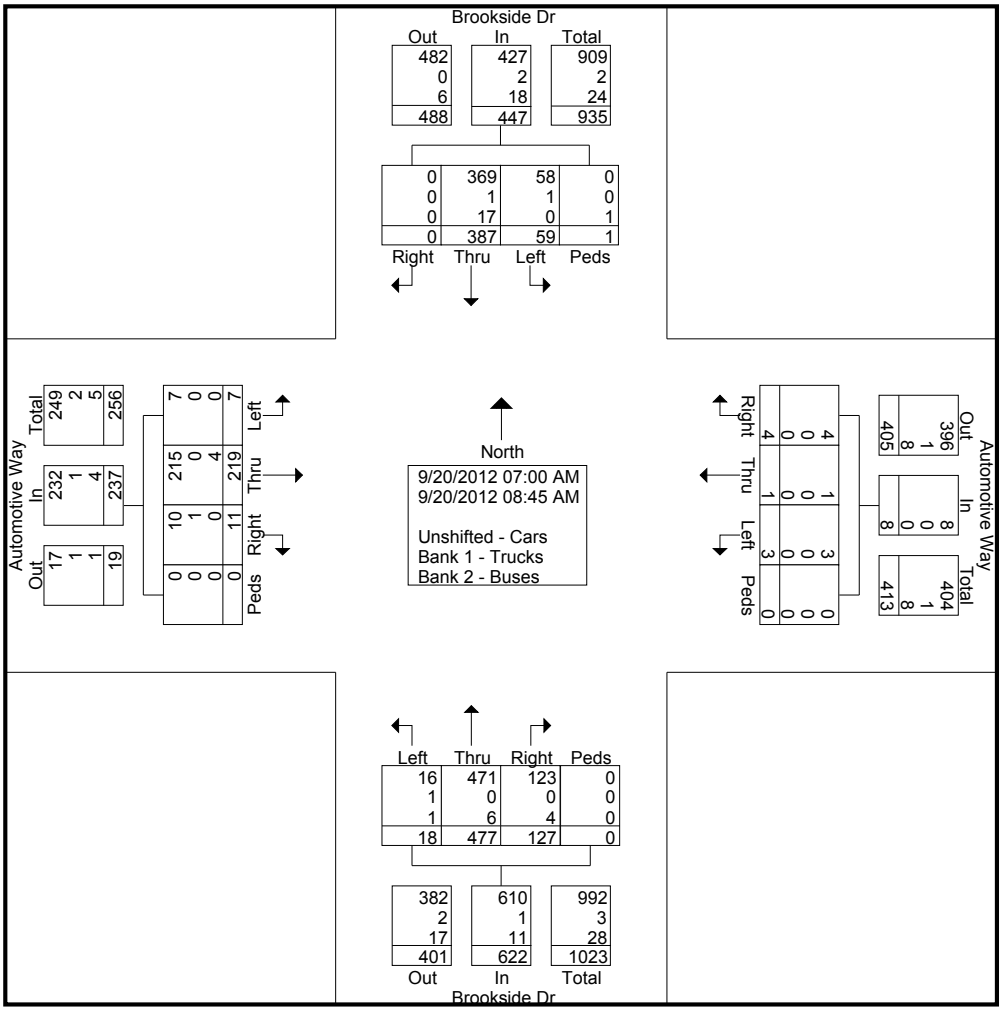

AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session
This is a five legged intersection
two legs are one way
The E to NW turn did not occur

File Name : Brookside & Automotive AM
Site Code : 00000017
Start Date : 9/20/2012
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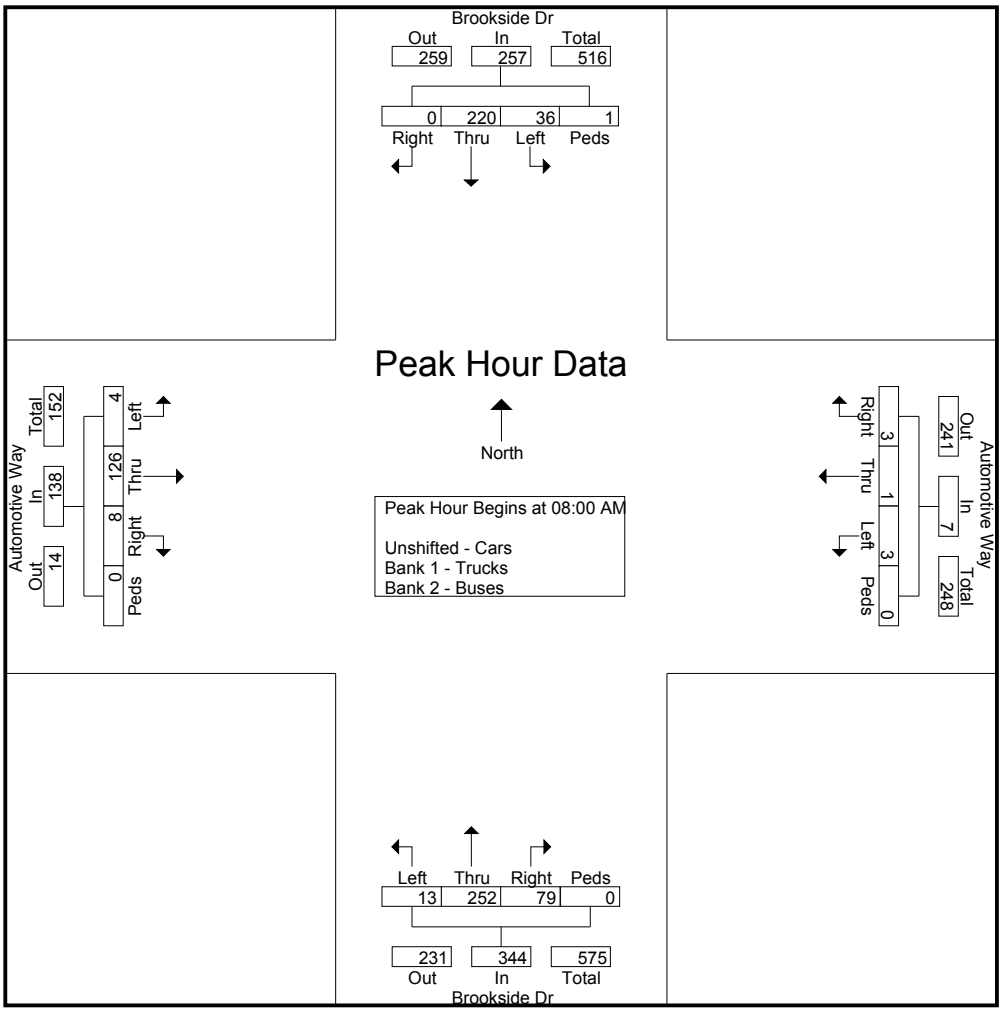
	Brookside Dr From North					Automotive Way From East					Brookside Dr From South					Automotive Way From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	49	7	**1**	57	0	0	**1**	0	1	11	67	3	0	81	2	34	0	0	36	175
08:15 AM	0	52	7	0	59	0	0	1	0	1	13	**73**	2	0	88	0	**35**	**3**	0	**38**	186
08:30 AM	0	52	**13**	0	65	**2**	0	0	0	2	19	39	**4**	0	62	**3**	22	1	0	26	155
08:45 AM	0	**67**	9	0	**76**	1	**1**	1	0	**3**	**36**	73	4	0	**113**	3	35	0	0	38	**230**
Total Volume	0	220	36	1	257	3	1	3	0	7	79	252	13	0	344	8	126	4	0	138	746
% App. Total	0	85.6	14	0.4		42.9	14.3	42.9	0		23	73.3	3.8	0		5.8	91.3	2.9	0		
PHF	.000	.821	.692	.250	.845	.375	.250	.750	.000	.583	.549	.863	.813	.000	.761	.667	.900	.333	.000	.908	.811



AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session
This is a five legged intersection
two legs are one way
the E to NW turn did not occur

File Name : Brookside & Automotive PM
Site Code : 00000017
Start Date : 9/20/2012
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Brookside Dr From North					Automotive Way From East					Brookside Dr From South					Automotive Way From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	75	20	0	95	3	0	0	0	3	31	51	2	0	84	0	60	2	0	62	244
04:15 PM	0	73	15	0	88	3	1	4	0	8	27	34	2	0	63	1	47	1	0	49	208
04:30 PM	1	76	11	0	88	1	0	3	0	4	17	33	3	0	53	4	36	0	0	40	185
04:45 PM	0	47	11	0	58	2	0	0	0	2	30	25	4	0	59	0	45	1	0	46	165
Total	1	271	57	0	329	9	1	7	0	17	105	143	11	0	259	5	188	4	0	197	802
05:00 PM	0	76	24	0	100	2	0	1	0	3	19	34	2	0	55	3	52	2	0	57	215
05:15 PM	0	82	26	0	108	0	2	2	0	4	29	28	6	0	63	1	60	0	0	61	236
05:30 PM	0	72	15	0	87	1	1	2	0	4	22	53	2	0	77	1	44	0	0	45	213
05:45 PM	0	78	17	0	95	3	1	5	0	9	27	37	5	0	69	2	47	0	0	49	222
Total	0	308	82	0	390	6	4	10	0	20	97	152	15	0	264	7	203	2	0	212	886
Grand Total	1	579	139	0	719	15	5	17	0	37	202	295	26	0	523	12	391	6	0	409	1688
Apprch %	0.1	80.5	19.3	0		40.5	13.5	45.9	0		38.6	56.4	5	0		2.9	95.6	1.5	0		
Total %	0.1	34.3	8.2	0	42.6	0.9	0.3	1	0	2.2	12	17.5	1.5	0	31	0.7	23.2	0.4	0	24.2	
Unshifted - Cars	1	566	139	0	706	15	5	17	0	37	200	283	26	0	509	12	380	6	0	398	1650
% Unshifted - Cars	100	97.8	100	0	98.2	100	100	100	0	100	99	95.9	100	0	97.3	100	97.2	100	0	97.3	97.7
Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.2	0.1
Bank 2 - Buses	0	13	0	0	13	0	0	0	0	0	2	12	0	0	14	0	10	0	0	10	37
% Bank 2 - Buses	0	2.2	0	0	1.8	0	0	0	0	0	1	4.1	0	0	2.7	0	2.6	0	0	2.4	2.2

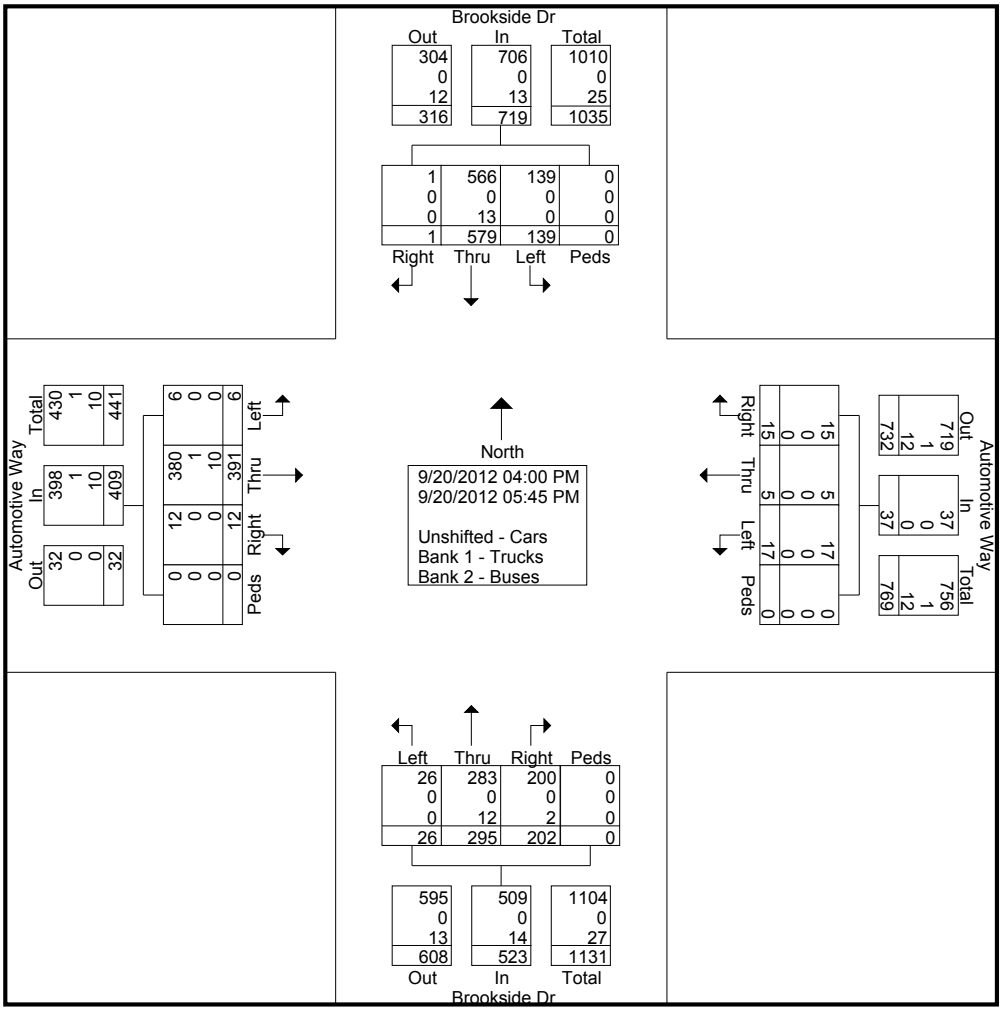
Noticeable # of cars turn into Shell Station then left turning right on Brookside. These vehicles were not counted as right turns.

SB Brookside - traffic was slowing as it approached the intersection even though this movement does not stop.

AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session
This is a five legged intersection
two legs are one way
the E to NW turn did not occur

File Name : Brookside & Automotive PM
Site Code : 00000017
Start Date : 9/20/2012
Page No : 2

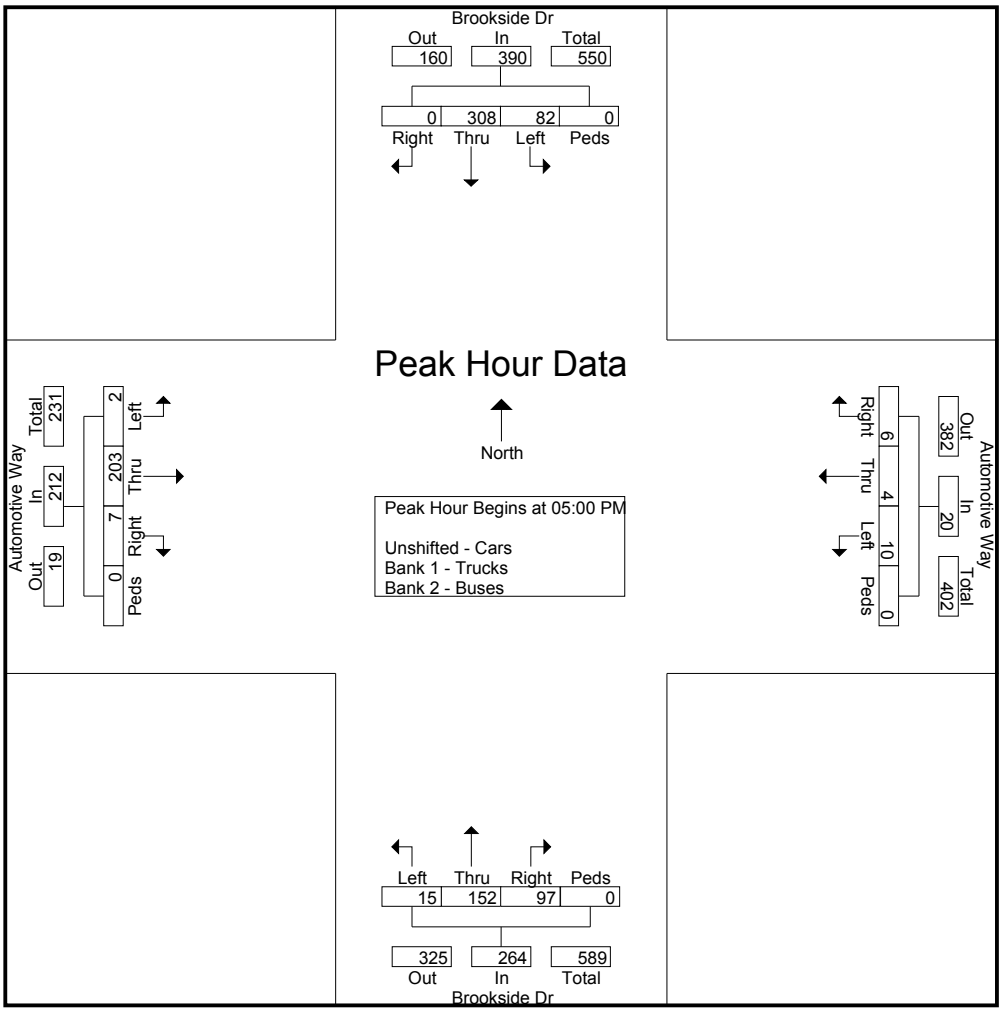


AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session
This is a five legged intersection
two legs are one way
the E to NW turn did not occur

File Name : Brookside & Automotive PM
Site Code : 00000017
Start Date : 9/20/2012
Page No : 3

	Brookside Dr From North					Automotive Way From East					Brookside Dr From South					Automotive Way From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	76	24	0	100	2	0	1	0	3	19	34	2	0	55	**3**	52	**2**	0	57	215
05:15 PM	0	**82**	**26**	0	**108**	0	**2**	2	0	4	**29**	28	**6**	0	63	1	**60**	0	0	**61**	**236**
05:30 PM	0	72	15	0	87	1	1	2	0	4	22	**53**	2	0	**77**	1	44	0	0	45	213
05:45 PM	0	78	17	0	95	**3**	1	**5**	0	**9**	27	37	5	0	69	2	47	0	0	49	222
Total Volume	0	308	82	0	390	6	4	10	0	20	97	152	15	0	264	7	203	2	0	212	886
% App. Total	0	79	21	0		30	20	50	0		36.7	57.6	5.7	0		3.3	95.8	0.9	0		
PHF	.000	.939	.788	.000	.903	.500	.500	.500	.000	.556	.836	.717	.625	.000	.857	.583	.846	.250	.000	.869	.939



AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Person & Bledsoe AM
Site Code : 8
Start Date : 9/12/2012
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Person From North					Bledsoe From East					Person From South					Bledsoe From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	1	0	0	3	2	249	0	1	252	0	1	4	2	7	262
07:15 AM	0	0	0	0	0	1	3	0	4	8	1	289	1	0	291	0	2	3	1	6	305
07:30 AM	0	0	0	0	0	2	4	0	2	8	0	303	0	1	304	0	0	2	1	3	315
07:45 AM	0	0	0	0	0	3	3	0	1	7	0	333	0	0	333	0	1	2	6	9	349
Total	0	0	0	0	0	8	11	0	7	26	3	1174	1	2	1180	0	4	11	10	25	1231
08:00 AM	0	0	0	1	1	1	2	0	0	3	1	356	1	0	358	0	0	1	0	1	363
08:15 AM	0	0	0	0	0	1	2	0	1	4	0	279	2	0	281	0	0	0	0	0	285
08:30 AM	0	0	0	0	0	1	3	0	0	4	0	247	1	0	248	0	2	1	5	8	260
08:45 AM	0	0	0	0	0	4	6	0	0	10	0	209	1	0	210	0	2	1	0	3	223
Total	0	0	0	1	1	7	13	0	1	21	1	1091	5	0	1097	0	4	3	5	12	1131
Grand Total	0	0	0	1	1	15	24	0	8	47	4	2265	6	2	2277	0	8	14	15	37	2362
Apprch %	0	0	0	100		31.9	51.1	0	17		0.2	99.5	0.3	0.1		0	21.6	37.8	40.5		
Total %	0	0	0	0	0	0.6	1	0	0.3	2	0.2	95.9	0.3	0.1	96.4	0	0.3	0.6	0.6	1.6	
Unshifted - Cars	0	0	0	1	1	15	23	0	8	46	4	2245	6	2	2257	0	8	12	15	35	2339
% Unshifted - Cars	0	0	0	100	100	100	95.8	0	100	97.9	100	99.1	100	100	99.1	0	100	85.7	100	94.6	99
Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
% Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.3
Bank 2 - Buses	0	0	0	0	0	0	1	0	0	1	0	14	0	0	14	0	0	2	0	2	17
% Bank 2 - Buses	0	0	0	0	0	0	4.2	0	0	2.1	0	0.6	0	0	0.6	0	0	14.3	0	5.4	0.7

AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Person & Bledsoe AM
Site Code : 8
Start Date : 9/12/2012
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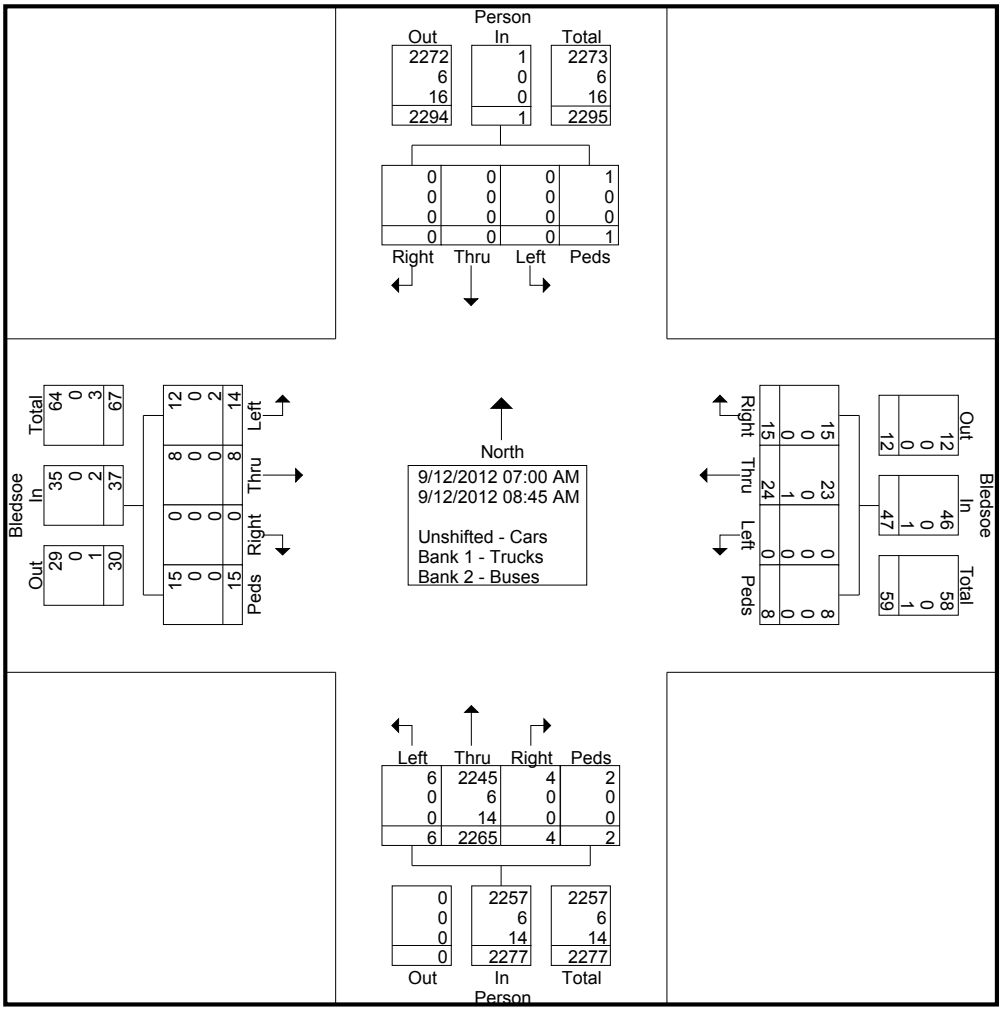
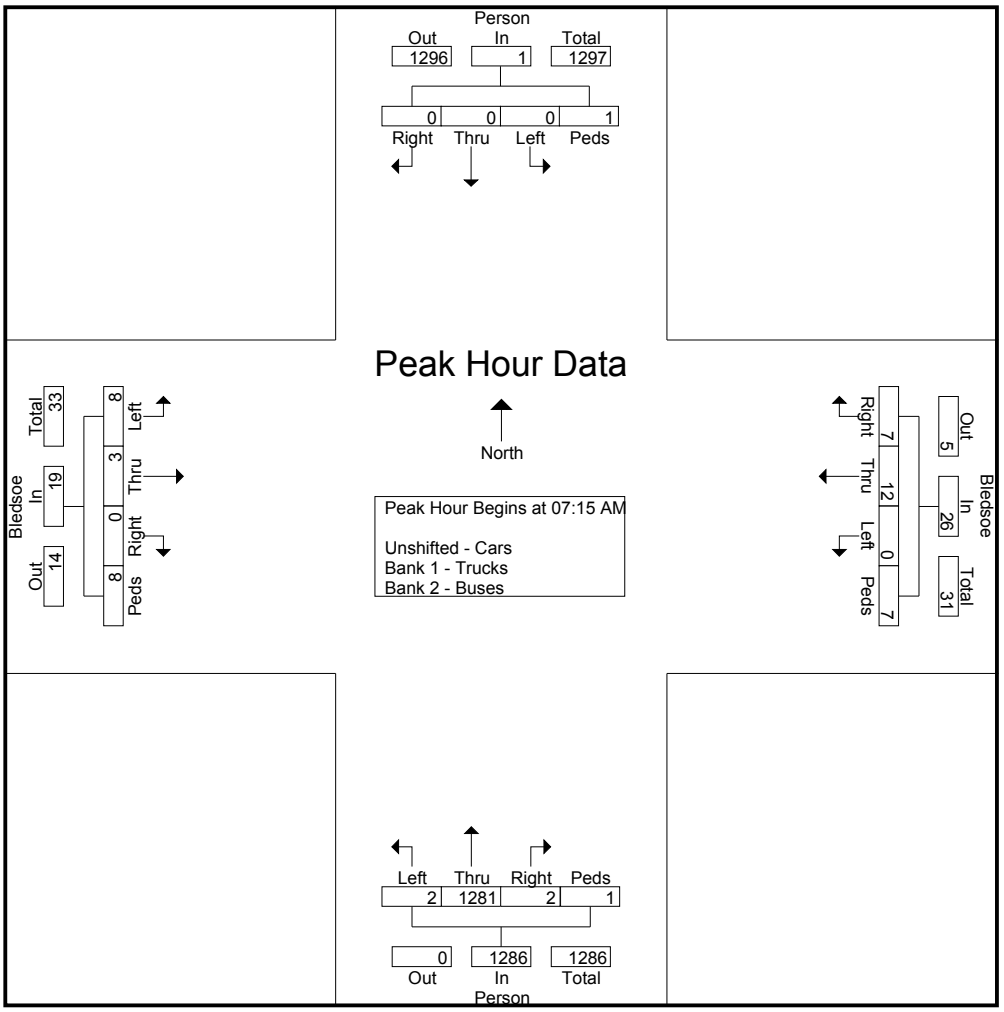


AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Person & Bledsoe AM
Site Code : 8
Start Date : 9/12/2012
Page No : 3

	Person From North					Bledsoe From East					Person From South					Bledsoe From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	1	3	0	**4**	**8**	**1**	289	**1**	0	291	0	**2**	**3**	1	6	305
07:30 AM	0	0	0	0	0	2	**4**	0	2	8	0	303	0	**1**	304	0	0	2	1	3	315
07:45 AM	0	0	0	0	0	**3**	3	0	1	7	0	333	0	0	333	0	1	2	**6**	**9**	349
08:00 AM	0	0	0	**1**	**1**	1	2	0	0	3	1	**356**	1	0	**358**	0	0	1	0	1	**363**
Total Volume	0	0	0	1	1	7	12	0	7	26	2	1281	2	1	1286	0	3	8	8	19	1332
% App. Total	0	0	0	100		26.9	46.2	0	26.9		0.2	99.6	0.2	0.1		0	15.8	42.1	42.1		
PHF	.000	.000	.000	.250	.250	.583	.750	.000	.438	.813	.500	.900	.500	.250	.898	.000	.375	.667	.333	.528	.917



AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Person & Bledsoe PM
Site Code : 8
Start Date : 9/12/2012
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Person From North					Bledsoe From East					Person From South					Bledsoe From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	1	1	1	3	0	0	4	0	95	0	1	96	0	0	4	5	9	110
04:15 PM	0	0	0	0	0	2	2	0	0	4	1	105	4	2	112	0	1	6	2	9	125
04:30 PM	0	0	0	1	1	3	7	0	1	11	0	88	2	2	92	0	1	4	0	5	109
04:45 PM	0	0	0	5	5	1	3	0	0	4	0	99	0	0	99	0	0	2	8	10	118
Total	0	0	0	7	7	7	15	0	1	23	1	387	6	5	399	0	2	16	15	33	462
05:00 PM	0	0	0	2	2	1	2	0	1	4	0	111	2	2	115	0	1	4	0	5	126
05:15 PM	0	0	0	0	0	0	2	0	0	2	2	127	0	2	131	0	1	0	2	3	136
05:30 PM	0	0	0	0	0	4	7	0	1	12	2	98	2	1	103	0	2	1	2	5	120
05:45 PM	0	0	0	1	1	1	3	0	2	6	0	93	3	4	100	0	2	4	7	13	120
Total	0	0	0	3	3	6	14	0	4	24	4	429	7	9	449	0	6	9	11	26	502
Grand Total	0	0	0	10	10	13	29	0	5	47	5	816	13	14	848	0	8	25	26	59	964
Apprch %	0	0	0	100		27.7	61.7	0	10.6		0.6	96.2	1.5	1.7		0	13.6	42.4	44.1		
Total %	0	0	0	1	1	1.3	3	0	0.5	4.9	0.5	84.6	1.3	1.5	88	0	0.8	2.6	2.7	6.1	
Unshifted - Cars	0	0	0	10	10	12	29	0	5	46	5	797	13	14	829	0	8	23	26	57	942
% Unshifted - Cars	0	0	0	100	100	92.3	100	0	100	97.9	100	97.7	100	100	97.8	0	100	92	100	96.6	97.7
Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
% Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	0.9	0	0	0.8	0	0	0	0	0	0.7
Bank 2 - Buses	0	0	0	0	0	1	0	0	0	1	0	12	0	0	12	0	0	2	0	2	15
% Bank 2 - Buses	0	0	0	0	0	7.7	0	0	0	2.1	0	1.5	0	0	1.4	0	0	8	0	3.4	1.6

AECOM
701 Corporate Center Dr
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School was in session

File Name : Person & Bledsoe PM
Site Code : 8
Start Date : 9/12/2012
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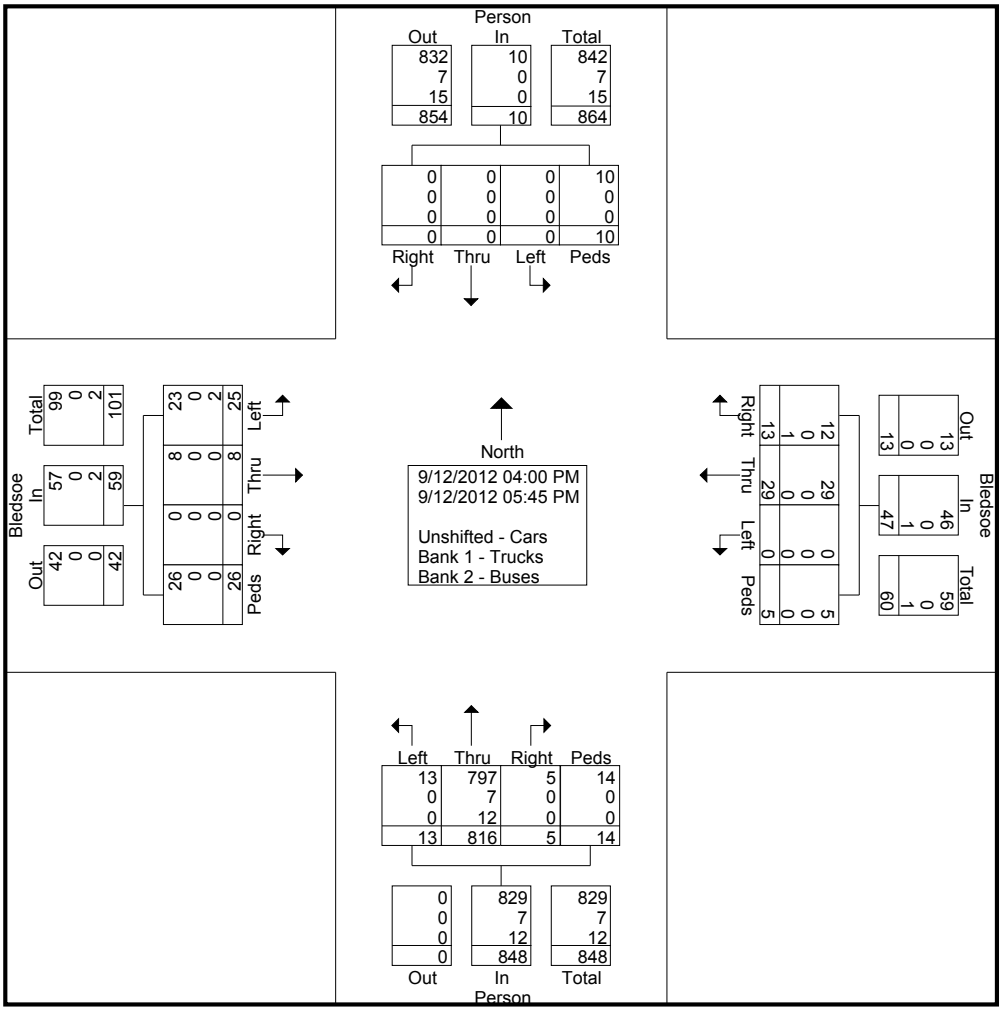
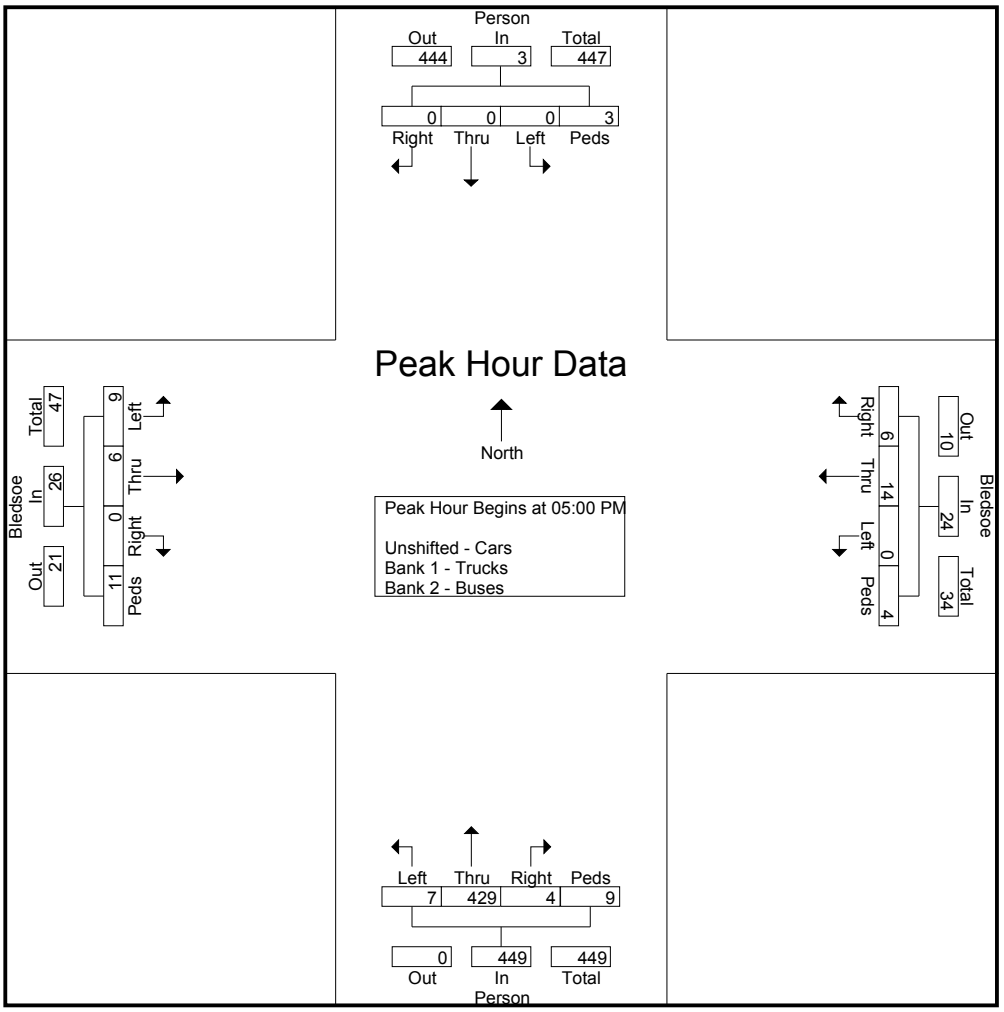


AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Person & Bledsoe PM
Site Code : 8
Start Date : 9/12/2012
Page No : 3

	Person From North					Bledsoe From East					Person From South					Bledsoe From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	**2**	**2**	1	2	0	1	4	0	111	2	2	115	0	1	**4**	0	5	126
05:15 PM	0	0	0	0	0	0	2	0	0	2	**2**	**127**	0	2	**131**	0	1	0	2	3	**136**
05:30 PM	0	0	0	0	0	**4**	**7**	0	1	**12**	2	98	2	1	103	0	**2**	1	2	5	120
05:45 PM	0	0	0	1	1	1	3	0	**2**	6	0	93	**3**	**4**	100	0	2	4	**7**	**13**	120
Total Volume	0	0	0	3	3	6	14	0	4	24	4	429	7	9	449	0	6	9	11	26	502
% App. Total	0	0	0	100		25	58.3	0	16.7		0.9	95.5	1.6	2		0	23.1	34.6	42.3		
PHF	.000	.000	.000	.375	.375	.375	.500	.000	.500	.500	.500	.844	.583	.563	.857	.000	.750	.563	.393	.500	.923



AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Person & Bragg AM
Site Code : 00000004
Start Date : 9/12/2012
Page No : 1

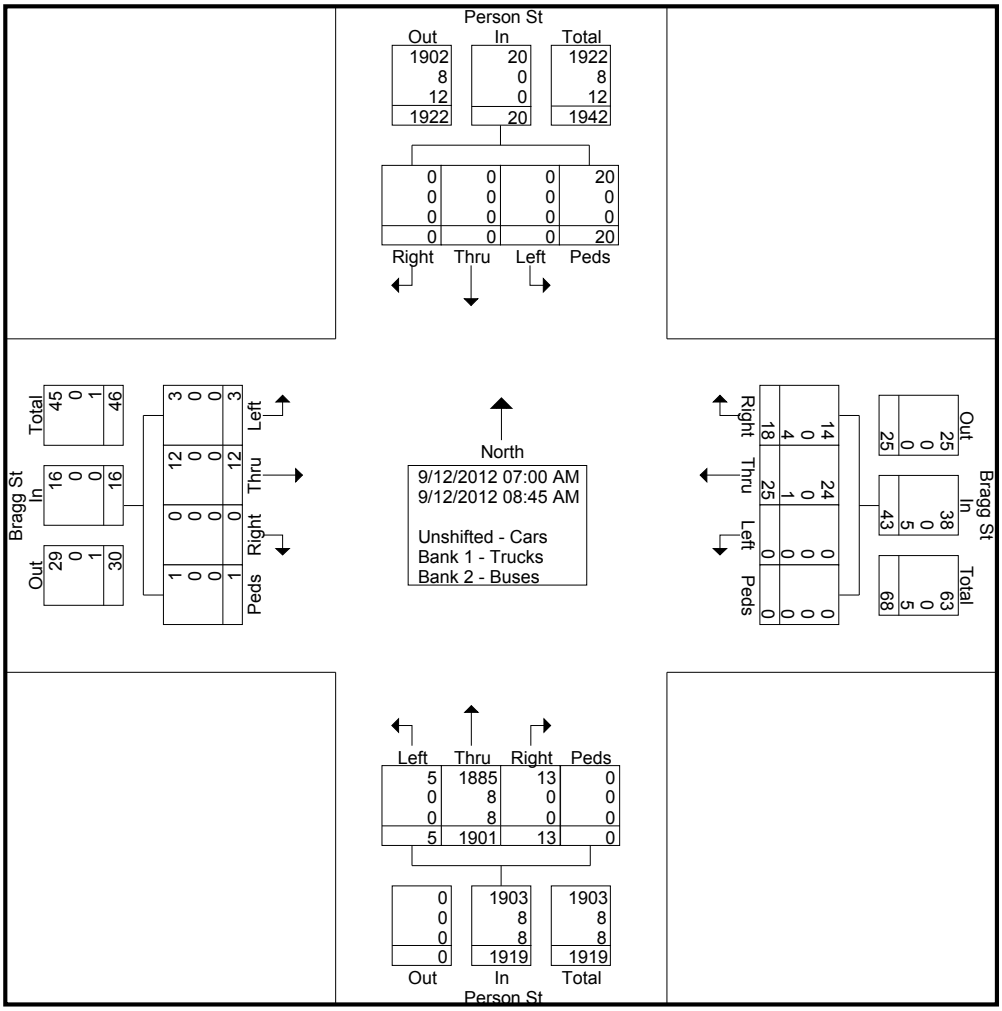
Groups Printed- Cars - Trucks - Buses

	Person St From North					Bragg St From East					Person St From South					Bragg St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	4	0	0	6	0	208	1	0	209	0	3	0	0	3	218
07:15 AM	0	0	0	7	7	1	7	0	0	8	1	272	1	0	274	0	2	0	0	2	291
07:30 AM	0	0	0	5	5	2	5	0	0	7	3	268	0	0	271	0	0	0	1	1	284
07:45 AM	0	0	0	1	1	3	6	0	0	9	3	276	0	0	279	0	0	1	0	1	290
Total	0	0	0	13	13	8	22	0	0	30	7	1024	2	0	1033	0	5	1	1	7	1083
08:00 AM	0	0	0	1	1	5	1	0	0	6	3	248	0	0	251	0	1	0	0	1	259
08:15 AM	0	0	0	2	2	3	0	0	0	3	0	254	0	0	254	0	2	2	0	4	263
08:30 AM	0	0	0	1	1	1	1	0	0	2	1	172	0	0	173	0	0	0	0	0	176
08:45 AM	0	0	0	3	3	1	1	0	0	2	2	203	3	0	208	0	4	0	0	4	217
Total	0	0	0	7	7	10	3	0	0	13	6	877	3	0	886	0	7	2	0	9	915
Grand Total	0	0	0	20	20	18	25	0	0	43	13	1901	5	0	1919	0	12	3	1	16	1998
Apprch %	0	0	0	100		41.9	58.1	0	0		0.7	99.1	0.3	0		0	75	18.8	6.2		
Total %	0	0	0	1	1	0.9	1.3	0	0	2.2	0.7	95.1	0.3	0	96	0	0.6	0.2	0.1	0.8	
Unshifted - Cars	0	0	0	20	20	14	24	0	0	38	13	1885	5	0	1903	0	12	3	1	16	1977
% Unshifted - Cars	0	0	0	100	100	77.8	96	0	0	88.4	100	99.2	100	0	99.2	0	100	100	100	100	98.9
Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	8
% Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0.4
Bank 2 - Buses	0	0	0	0	0	4	1	0	0	5	0	8	0	0	8	0	0	0	0	0	13
% Bank 2 - Buses	0	0	0	0	0	22.2	4	0	0	11.6	0	0.4	0	0	0.4	0	0	0	0	0	0.7

AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Person & Bragg AM
Site Code : 00000004
Start Date : 9/12/2012
Page No : 2

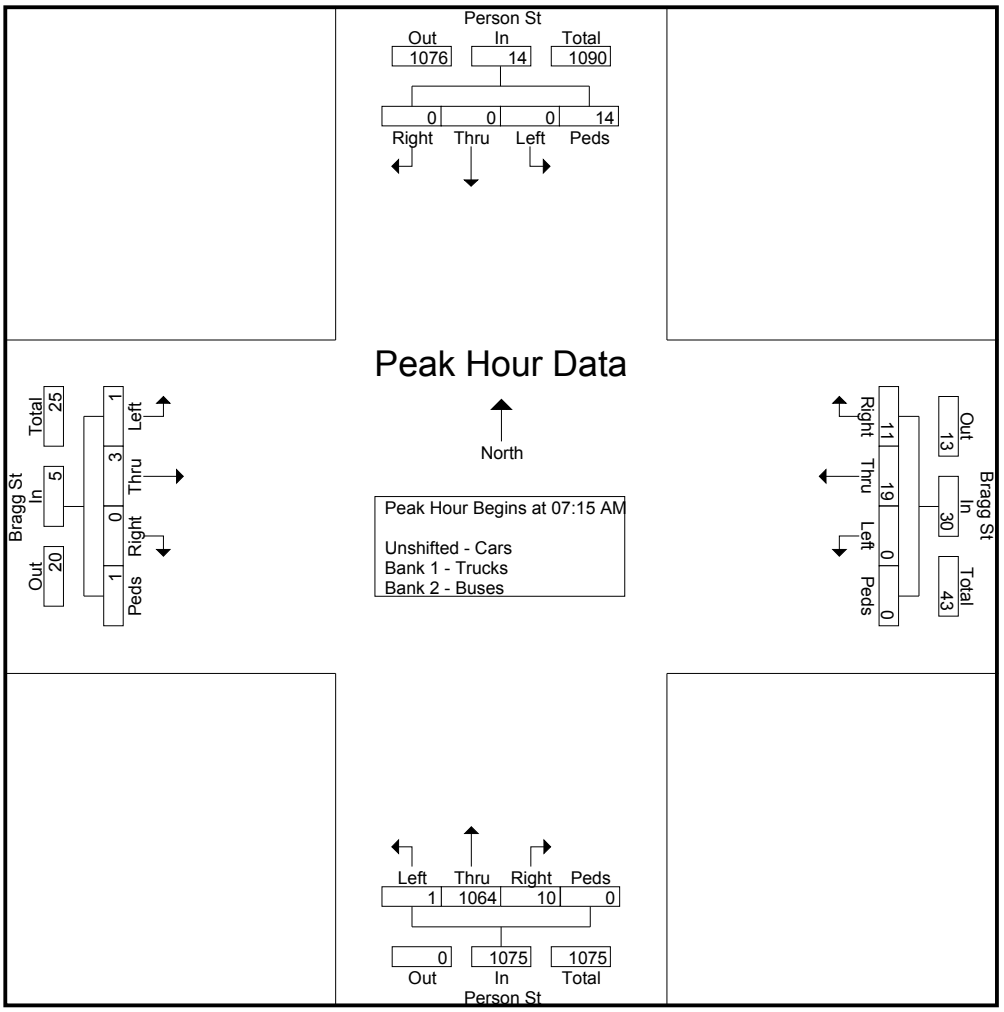


AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Person & Bragg AM
Site Code : 00000004
Start Date : 9/12/2012
Page No : 3

	Person St From North					Bragg St From East					Person St From South					Bragg St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	**7**	**7**	1	**7**	0	0	8	1	272	**1**	0	274	0	**2**	0	0	**2**	**291**
07:30 AM	0	0	0	5	5	2	5	0	0	7	**3**	268	0	0	271	0	0	0	**1**	1	284
07:45 AM	0	0	0	1	1	3	6	0	0	**9**	3	**276**	0	0	**279**	0	0	**1**	0	1	290
08:00 AM	0	0	0	1	1	**5**	1	0	0	6	3	248	0	0	251	0	1	0	0	1	259
Total Volume	0	0	0	14	14	11	19	0	0	30	10	1064	1	0	1075	0	3	1	1	5	1124
% App. Total	0	0	0	100		36.7	63.3	0	0		0.9	99	0.1	0		0	60	20	20		
PHF	.000	.000	.000	.500	.500	.550	.679	.000	.000	.833	.833	.964	.250	.000	.963	.000	.375	.250	.250	.625	.966



AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Person & Bragg PM
Site Code : 00000004
Start Date : 9/12/2012
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Person St From North					Bragg St From East					Person St From South					Bragg St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	7	7	4	4	0	0	8	3	80	2	0	85	0	3	2	0	5	105
04:15 PM	0	0	0	4	4	1	1	0	0	2	1	80	0	0	81	0	5	1	0	6	93
04:30 PM	0	0	0	4	4	2	2	0	0	4	1	89	1	0	91	0	2	0	0	2	101
04:45 PM	0	0	0	5	5	1	3	0	0	4	0	91	1	0	92	0	3	2	0	5	106
Total	0	0	0	20	20	8	10	0	0	18	5	340	4	0	349	0	13	5	0	18	405
05:00 PM	0	0	0	3	3	1	3	0	0	4	0	93	3	0	96	0	1	1	1	3	106
05:15 PM	0	0	0	8	8	2	3	0	0	5	1	101	1	0	103	0	4	2	0	6	122
05:30 PM	0	0	0	1	1	1	3	0	0	4	3	97	1	0	101	0	3	0	0	3	109
05:45 PM	0	0	0	4	4	3	6	0	0	9	3	74	2	0	79	0	0	0	0	0	92
Total	0	0	0	16	16	7	15	0	0	22	7	365	7	0	379	0	8	3	1	12	429
Grand Total	0	0	0	36	36	15	25	0	0	40	12	705	11	0	728	0	21	8	1	30	834
Apprch %	0	0	0	100		37.5	62.5	0	0		1.6	96.8	1.5	0		0	70	26.7	3.3		
Total %	0	0	0	4.3	4.3	1.8	3	0	0	4.8	1.4	84.5	1.3	0	87.3	0	2.5	1	0.1	3.6	
Unshifted - Cars	0	0	0	36	36	12	25	0	0	37	12	690	11	0	713	0	19	8	1	28	814
% Unshifted - Cars	0	0	0	100	100	80	100	0	0	92.5	100	97.9	100	0	97.9	0	90.5	100	100	93.3	97.6
Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
% Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0.8
Bank 2 - Buses	0	0	0	0	0	3	0	0	0	3	0	8	0	0	8	0	2	0	0	2	13
% Bank 2 - Buses	0	0	0	0	0	20	0	0	0	7.5	0	1.1	0	0	1.1	0	9.5	0	0	6.7	1.6

AECOM
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Raleigh, NC

School was in session

File Name : Person & Bragg PM
Site Code : 00000004
Start Date : 9/12/2012
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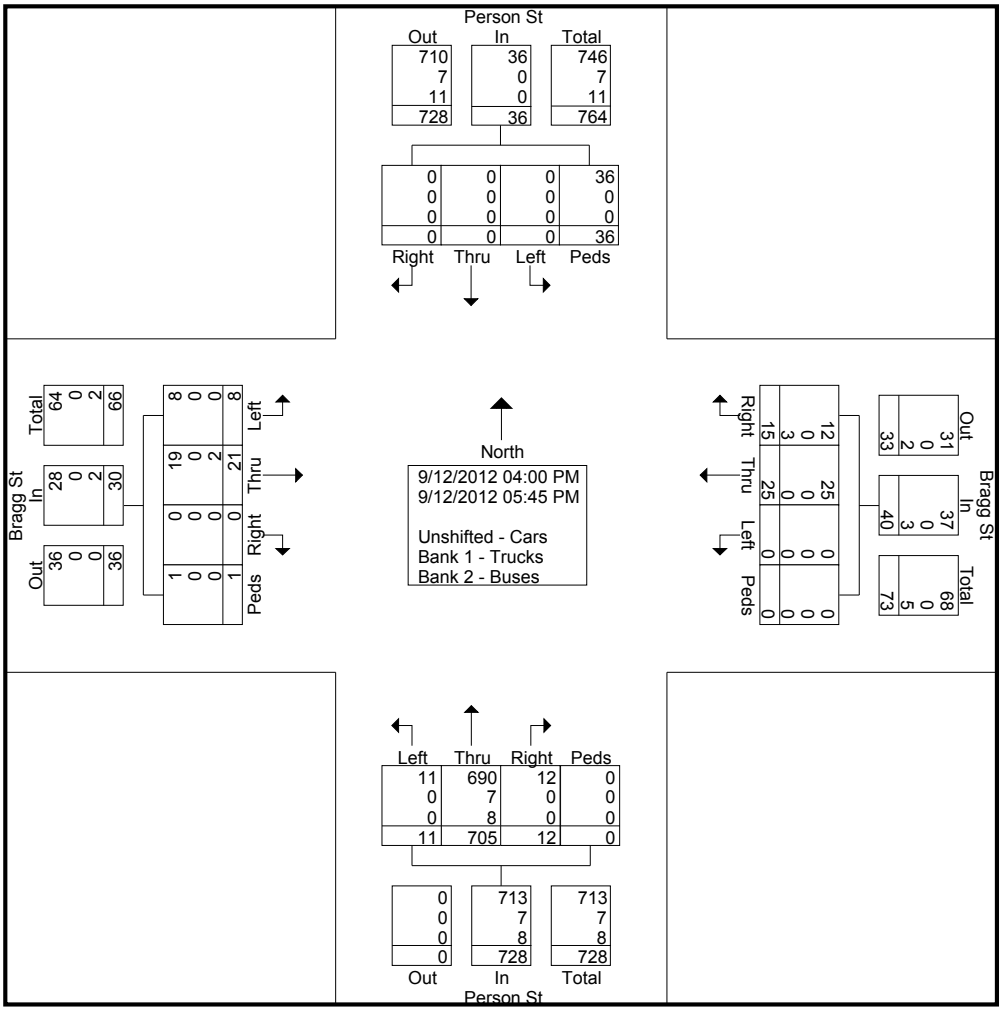
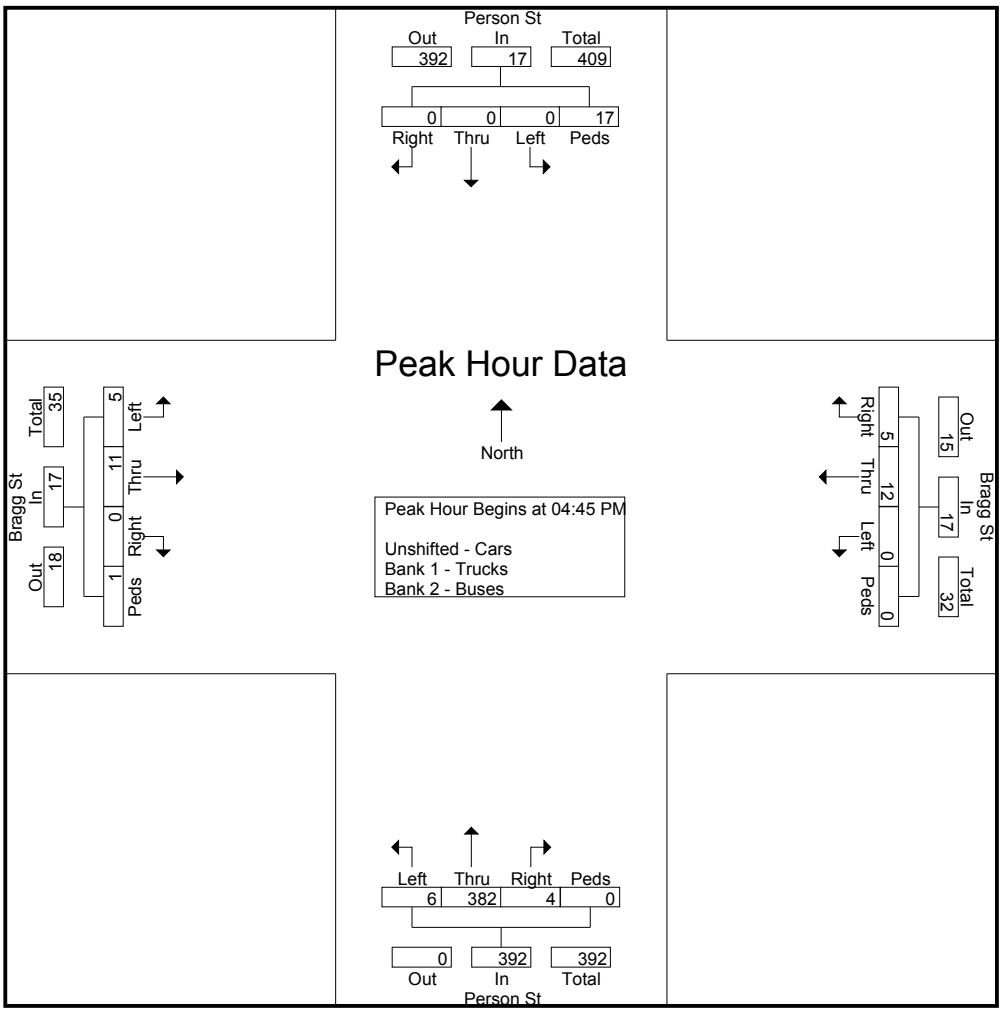


AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Person & Bragg PM
Site Code : 00000004
Start Date : 9/12/2012
Page No : 3

	Person St From North					Bragg St From East					Person St From South					Bragg St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	5	5	1	**3**	0	0	4	0	91	1	0	92	0	3	**2**	0	5	106
05:00 PM	0	0	0	3	3	1	3	0	0	4	0	93	**3**	0	96	0	1	1	**1**	3	106
05:15 PM	0	0	0	**8**	**8**	**2**	3	0	0	**5**	1	**101**	1	0	**103**	0	**4**	2	0	**6**	**122**
05:30 PM	0	0	0	1	1	1	3	0	0	4	**3**	97	1	0	101	0	3	0	0	3	109
Total Volume	0	0	0	17	17	5	12	0	0	17	4	382	6	0	392	0	11	5	1	17	443
% App. Total	0	0	0	100		29.4	70.6	0	0		1	97.4	1.5	0		0	64.7	29.4	5.9		
PHF	.000	.000	.000	.531	.531	.625	1.000														



AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Person & Branch AM
Site Code : 00000002
Start Date : 9/13/2012
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Person St From North					Branch St From East					Person St From South					Branch St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	0	0	3	1	265	2	0	268	0	0	1	0	1	272
07:15 AM	0	0	0	0	0	3	6	0	0	9	4	278	4	0	286	0	3	2	0	5	300
07:30 AM	0	0	0	0	0	1	5	0	0	6	2	317	2	0	321	0	1	2	0	3	330
07:45 AM	0	0	0	0	0	2	1	0	0	3	0	340	0	0	340	0	3	3	0	6	349
Total	0	0	0	0	0	9	12	0	0	21	7	1200	8	0	1215	0	7	8	0	15	1251
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	313	0	0	313	0	1	3	0	4	318
08:15 AM	0	0	0	0	0	1	1	0	0	2	4	304	0	0	308	0	2	2	0	4	314
08:30 AM	0	0	0	0	0	3	2	0	0	5	3	228	0	0	231	0	2	2	0	4	240
08:45 AM	0	0	0	0	0	1	2	0	0	3	1	251	1	0	253	0	2	4	0	6	262
Total	0	0	0	0	0	6	5	0	0	11	8	1096	1	0	1105	0	7	11	0	18	1134
Grand Total	0	0	0	0	0	15	17	0	0	32	15	2296	9	0	2320	0	14	19	0	33	2385
Apprch %	0	0	0	0		46.9	53.1	0	0		0.6	99	0.4	0		0	42.4	57.6	0		
Total %	0	0	0	0	0	0.6	0.7	0	0	1.3	0.6	96.3	0.4	0	97.3	0	0.6	0.8	0	1.4	
Unshifted - Cars	0	0	0	0	0	15	17	0	0	32	15	2279	9	0	2303	0	13	18	0	31	2366
% Unshifted - Cars	0	0	0	0	0	100	100	0	0	100	100	99.3	100	0	99.3	0	92.9	94.7	0	93.9	99.2
Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	8
% Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0	0	5.3	0	3	0.3
Bank 2 - Buses	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	1	0	0	1	11
% Bank 2 - Buses	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.4	0	7.1	0	0	3	0.5

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School was in session

File Name : Person & Branch AM
Site Code : 00000002
Start Date : 9/13/2012
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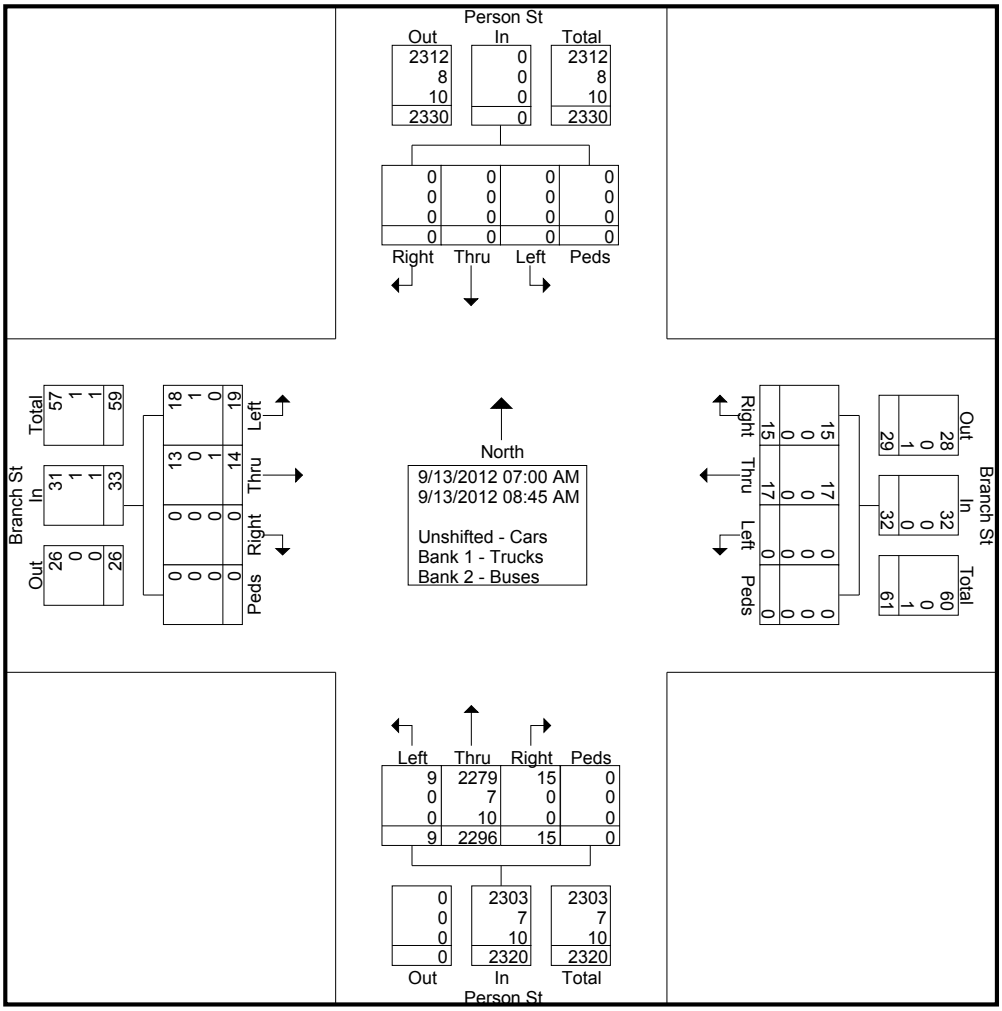

AECOM
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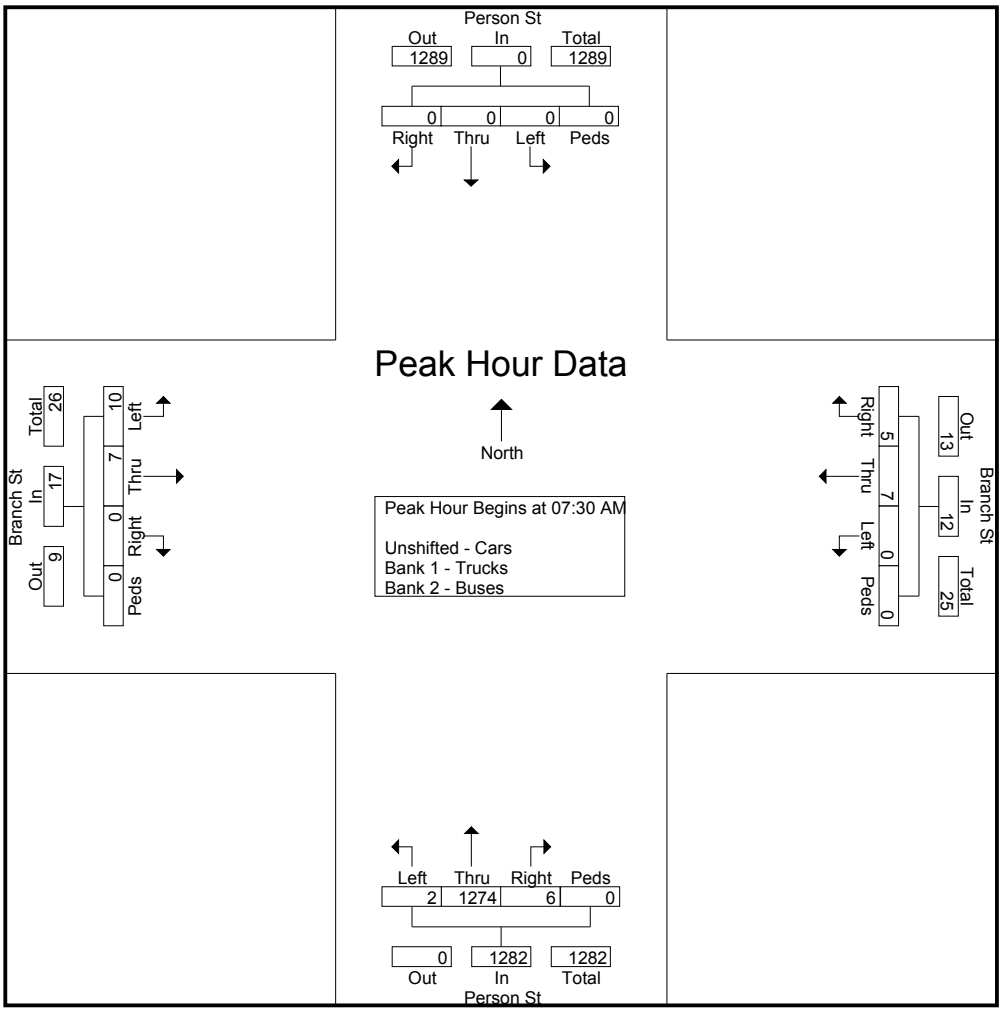
Raleigh, NC

School was in session

File Name : Person & Branch AM
Site Code : 00000002
Start Date : 9/13/2012
Page No : 3

	Person St From North					Branch St From East					Person St From South					Branch St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	1	**5**	0	0	**6**	2	317	**2**	0	321	0	1	2	0	3	330
07:45 AM	0	0	0	0	0	**2**	1	0	0	3	0	**340**	0	0	**340**	0	**3**	**3**	0	**6**	**349**
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	313	0	0	313	0	1	3	0	4	318
08:15 AM	0	0	0	0	0	1	1	0	0	2	**4**	304	0	0	308	0	2	2	0	4	314
Total Volume	0	0	0	0	0	5	7	0	0	12	6	1274	2	0	1282	0	7	10	0	17	1311
% App. Total	0	0	0	0		41.7	58.3	0	0		0.5	99.4	0.2	0		0	41.2	58.8	0		
PHF	.000	.000	.000	.000	.000	.625	.350	.000	.000	.500	.375	.937	.250	.000	.943	.000	.583	.833	.000	.708	.939



AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Person & Branch PM
Site Code : 00000002
Start Date : 9/13/2012
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Person St From North					Branch St From East					Person St From South					Branch St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	2	0	0	3	3	96	0	0	99	0	1	1	0	2	104
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	105	0	0	105	0	2	2	0	4	109
04:30 PM	0	0	0	0	0	5	1	0	0	6	2	96	2	0	100	0	1	4	0	5	111
04:45 PM	0	0	0	0	0	1	1	0	0	2	1	135	2	0	138	0	2	2	0	4	144
Total	0	0	0	0	0	7	4	0	0	11	6	432	4	0	442	0	6	9	0	15	468
05:00 PM	0	0	0	0	0	1	3	0	1	5	1	122	1	0	124	0	2	8	0	10	139
05:15 PM	0	0	0	0	0	1	2	0	0	3	1	113	6	0	120	0	0	2	0	2	125
05:30 PM	0	0	0	0	0	1	2	0	0	3	0	112	2	0	114	0	1	11	0	12	129
05:45 PM	0	0	0	0	0	4	2	0	0	6	2	113	2	0	117	0	4	4	0	8	131
Total	0	0	0	0	0	7	9	0	1	17	4	460	11	0	475	0	7	25	0	32	524
Grand Total	0	0	0	0	0	14	13	0	1	28	10	892	15	0	917	0	13	34	0	47	992
Apprch %	0	0	0	0		50	46.4	0	3.6		1.1	97.3	1.6	0		0	27.7	72.3	0		
Total %	0	0	0	0	0	1.4	1.3	0	0.1	2.8	1	89.9	1.5	0	92.4	0	1.3	3.4	0	4.7	
Unshifted - Cars	0	0	0	0	0	13	13	0	1	27	10	875	14	0	899	0	13	32	0	45	971
% Unshifted - Cars	0	0	0	0	0	92.9	100	0	100	96.4	100	98.1	93.3	0	98	0	100	94.1	0	95.7	97.9
Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	0	2	0	2	9
% Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	0.7	6.7	0	0.8	0	0	5.9	0	4.3	0.9
Bank 2 - Buses	0	0	0	0	0	1	0	0	0	1	0	11	0	0	11	0	0	0	0	0	12
% Bank 2 - Buses	0	0	0	0	0	7.1	0	0	0	3.6	0	1.2	0	0	1.2	0	0	0	0	0	1.2

AECOM
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Raleigh, NC

School was in session

File Name : Person & Branch PM
Site Code : 00000002
Start Date : 9/13/2012
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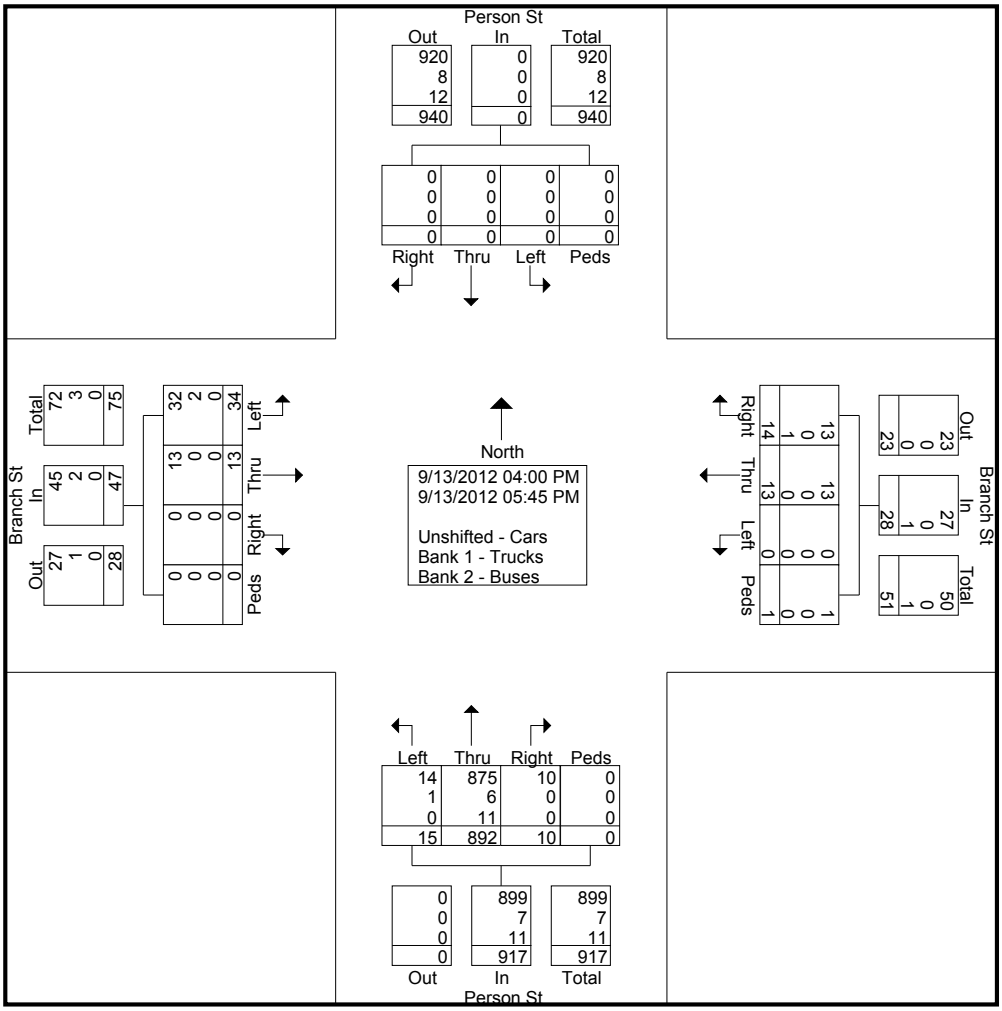
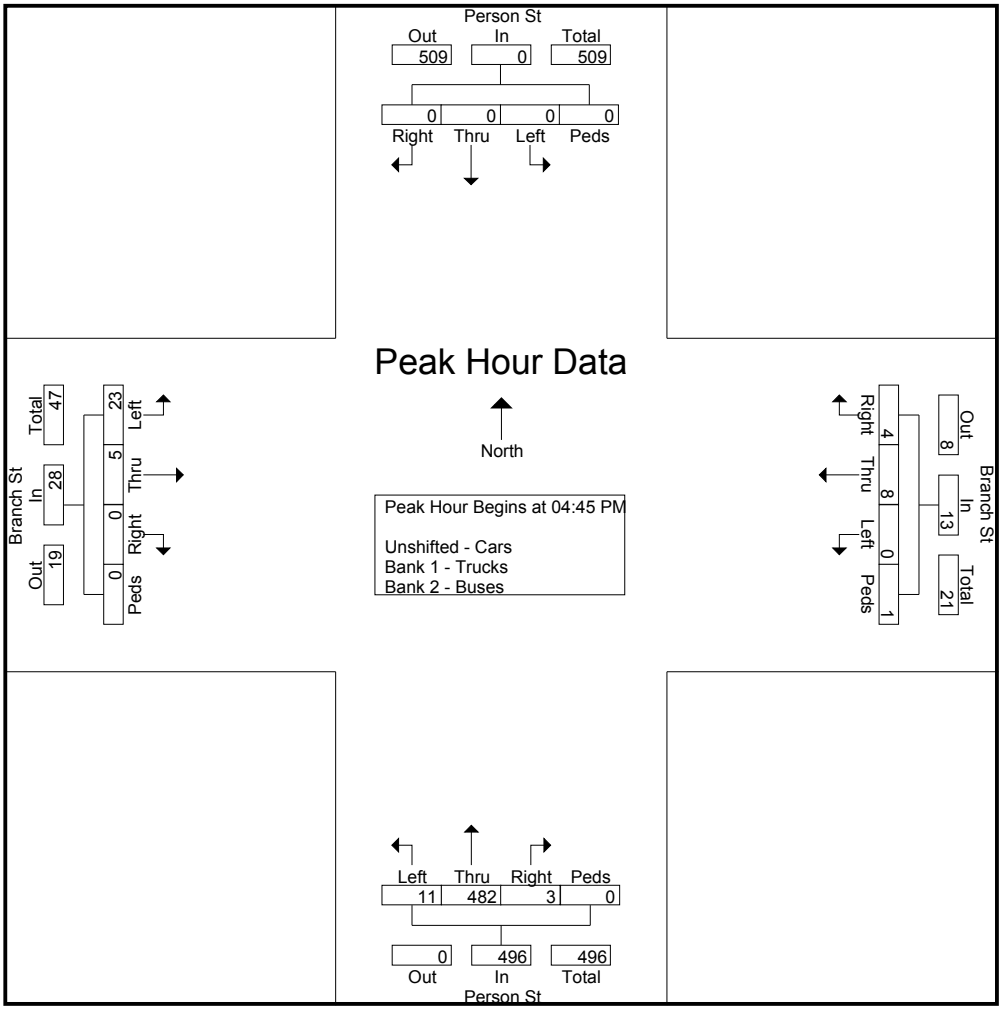


AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Person & Branch PM
Site Code : 00000002
Start Date : 9/13/2012
Page No : 3

	Person St From North					Branch St From East					Person St From South					Branch St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	**1**	1	0	0	2	**1**	**135**	2	0	**138**	0	**2**	2	0	4	**144**
05:00 PM	0	0	0	0	0	1	**3**	0	**1**	**5**	1	122	1	0	124	0	2	8	0	10	139
05:15 PM	0	0	0	0	0	1	2	0	0	3	1	113	**6**	0	120	0	0	2	0	2	125
05:30 PM	0	0	0	0	0	1	2	0	0	3	0	112	2	0	114	0	1	**11**	0	**12**	129
Total Volume	0	0	0	0	0	4	8	0	1	13	3	482	11	0	496	0	5	23	0	28	537
% App. Total	0	0	0	0		30.8	61.5	0	7.7		0.6	97.2	2.2	0		0	17.9	82.1	0		
PHF	.000	.000	.000	.000	.000	1.000															



AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session
1 U-turn from North St was noted at 7:45

File Name : Person & E North AM
Site Code : 00000012
Start Date : 9/26/2012
Page No : 1

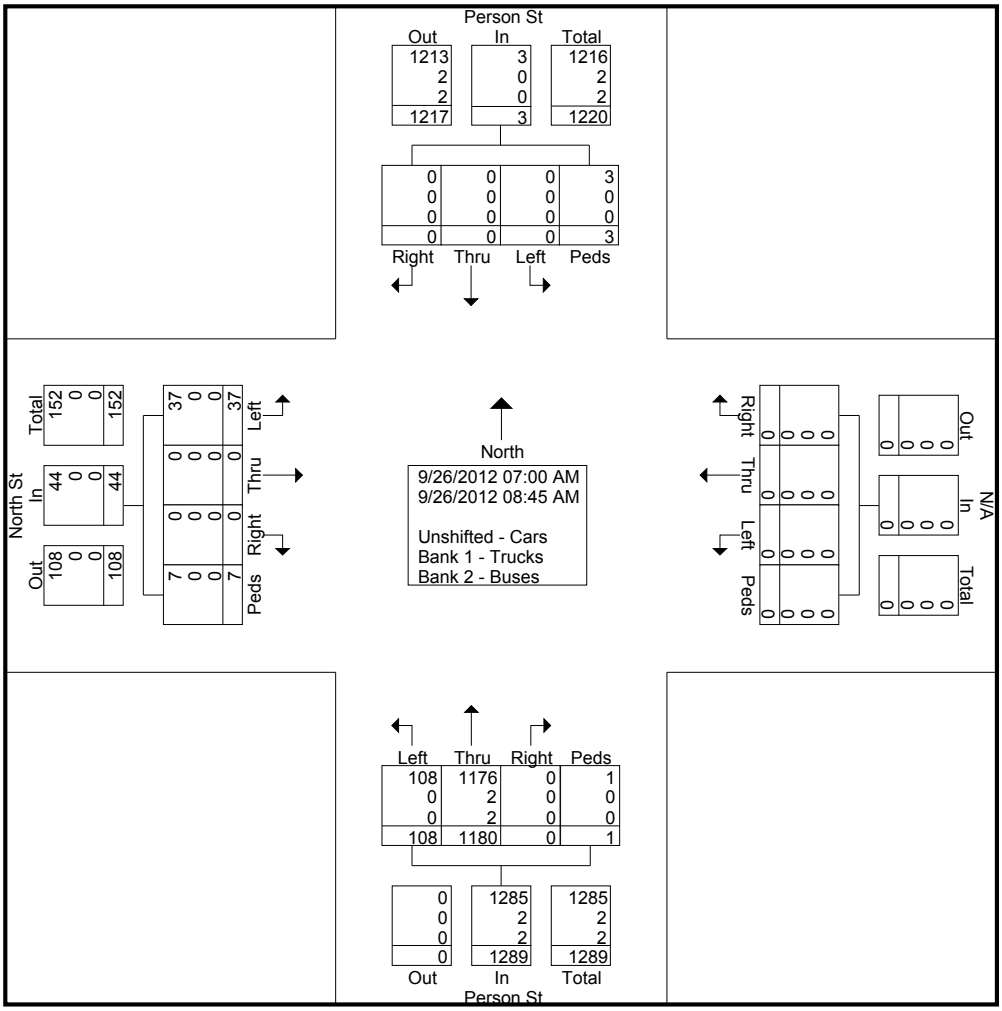
Groups Printed- Cars - Trucks - Buses

	Person St From North					N/A From East					Person St From South					North St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	90	16	0	106	0	0	5	0	5	111
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	115	17	0	132	0	0	0	2	2	134
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	138	13	0	151	0	0	2	1	3	154
07:45 AM	0	0	0	1	1	0	0	0	0	0	0	209	22	1	232	0	0	6	0	6	239
Total	0	0	0	1	1	0	0	0	0	0	0	552	68	1	621	0	0	13	3	16	638
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	157	14	0	171	0	0	10	0	10	181
08:15 AM	0	0	0	1	1	0	0	0	0	0	0	160	8	0	168	0	0	7	2	9	178
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	162	6	0	168	0	0	3	2	5	173
08:45 AM	0	0	0	1	1	0	0	0	0	0	0	149	12	0	161	0	0	4	0	4	166
Total	0	0	0	2	2	0	0	0	0	0	0	628	40	0	668	0	0	24	4	28	698
Grand Total	0	0	0	3	3	0	0	0	0	0	0	1180	108	1	1289	0	0	37	7	44	1336
Apprch %	0	0	0	100		0	0	0	0		0	91.5	8.4	0.1		0	0	84.1	15.9		
Total %	0	0	0	0.2	0.2	0	0	0	0	0	0	88.3	8.1	0.1	96.5	0	0	2.8	0.5	3.3	
Unshifted - Cars	0	0	0	3	3	0	0	0	0	0	0	1176	108	1	1285	0	0	37	7	44	1332
% Unshifted - Cars	0	0	0	100	100	0	0	0	0	0	0	99.7	100	100	99.7	0	0	100	100	100	99.7
Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1
Bank 2 - Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Bank 2 - Buses	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1

AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session
1 U-turn from North St was noted at 7:45

File Name : Person & E North AM
Site Code : 00000012
Start Date : 9/26/2012
Page No : 2

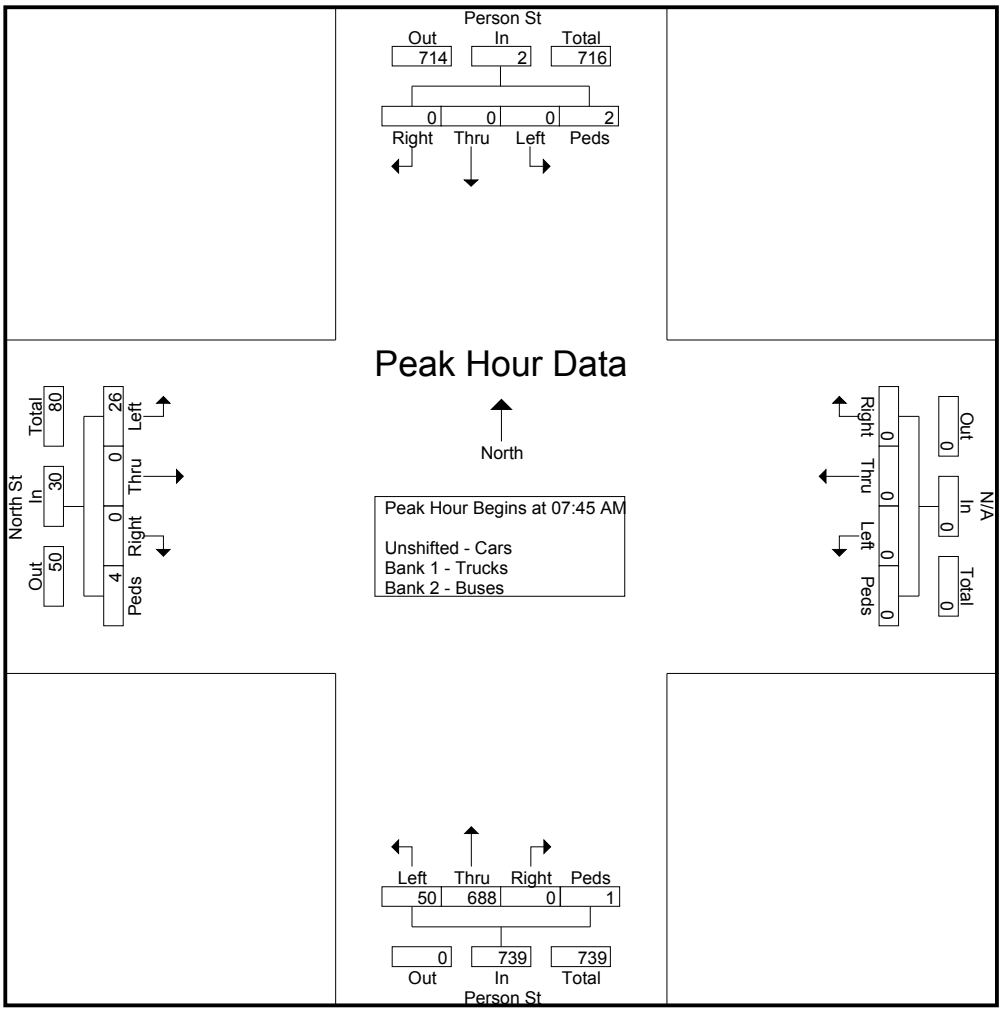


AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session
1 U-turn from North St was noted at 7:45

File Name : Person & E North AM
Site Code : 00000012
Start Date : 9/26/2012
Page No : 3

	Person St From North					N/A From East					Person St From South					North St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	**1**	**1**	0	0	0	0	0	0	**209**	**22**	**1**	**232**	0	0	6	0	6	**239**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	157	14	0	171	0	0	**10**	0	**10**	181
08:15 AM	0	0	0	1	1	0	0	0	0	0	0	160	8	0	168	0	0	7	**2**	9	178
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	162	6	0	168	0	0	3	2	5	173
Total Volume	0	0	0	2	2	0	0	0	0	0	0	688	50	1	739	0	0	26	4	30	771
% App. Total	0	0	0	100		0	0	0	0		0	93.1	6.8	0.1		0	0	86.7	13.3		
PHF	.000	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.823	.568	.250	.796	.000	.000	.650	.500	.750	.806



AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Person & E North PM
Site Code : 00000012
Start Date : 9/26/2012
Page No : 1

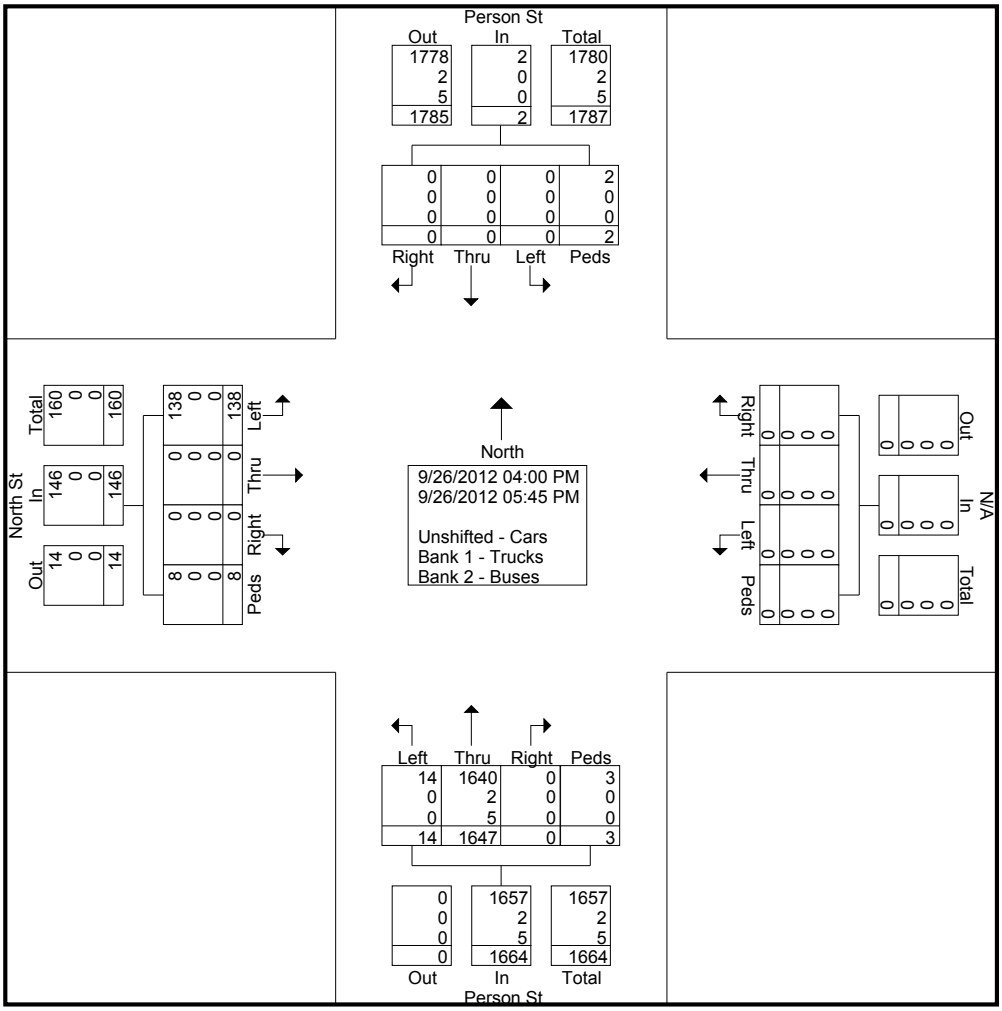
Groups Printed- Cars - Trucks - Buses

	Person St From North					N/A From East					Person St From South					North St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	166	2	0	168	0	0	18	0	18	186
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	164	2	0	166	0	0	12	0	12	178
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	192	2	0	194	0	0	21	1	22	216
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	189	2	1	192	0	0	21	0	21	213
Total	0	0	0	0	0	0	0	0	0	0	0	711	8	1	720	0	0	72	1	73	793
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	294	1	2	297	0	0	24	1	25	322
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	262	1	0	263	0	0	17	4	21	285
05:30 PM	0	0	0	1	1	0	0	0	0	0	0	200	3	0	203	0	0	15	1	16	220
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	180	1	0	181	0	0	10	1	11	192
Total	0	0	0	2	2	0	0	0	0	0	0	936	6	2	944	0	0	66	7	73	1019
Grand Total	0	0	0	2	2	0	0	0	0	0	0	1647	14	3	1664	0	0	138	8	146	1812
Apprch %	0	0	0	100		0	0	0	0		0	99	0.8	0.2		0	0	94.5	5.5		
Total %	0	0	0	0.1	0.1	0	0	0	0	0	0	90.9	0.8	0.2	91.8	0	0	7.6	0.4	8.1	
Unshifted - Cars	0	0	0	2	2	0	0	0	0	0	0	1640	14	3	1657	0	0	138	8	146	1805
% Unshifted - Cars	0	0	0	100	100	0	0	0	0	0	0	99.6	100	100	99.6	0	0	100	100	100	99.6
Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1
Bank 2 - Buses	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
% Bank 2 - Buses	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.3

AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Person & E North PM
Site Code : 00000012
Start Date : 9/26/2012
Page No : 2

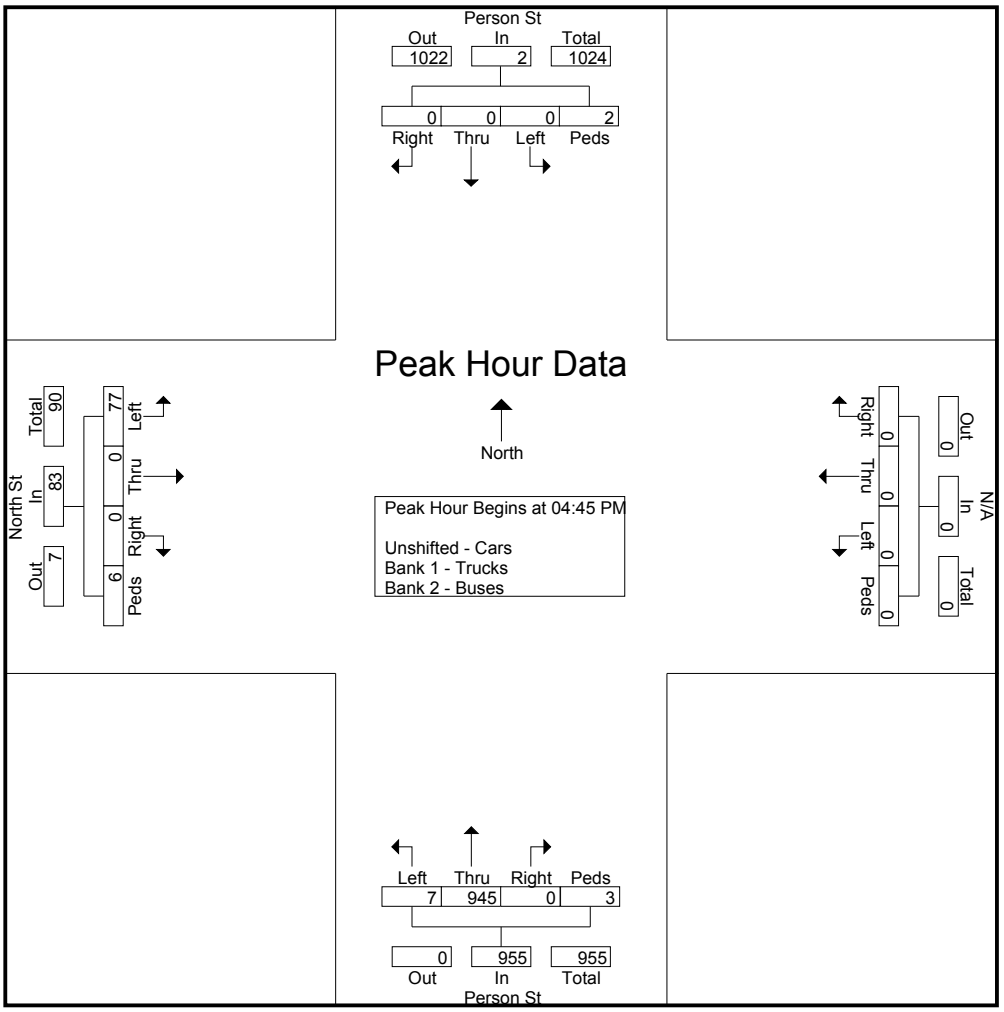


AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Person & E North PM
Site Code : 00000012
Start Date : 9/26/2012
Page No : 3

	Person St From North					N/A From East					Person St From South					North St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	189	2	1	192	0	0	21	0	21	213
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	**294**	1	**2**	**297**	0	0	**24**	1	**25**	**322**
05:15 PM	0	0	0	**1**	**1**	0	0	0	0	0	0	262	1	0	263	0	0	17	**4**	21	285
05:30 PM	0	0	0	1	1	0	0	0	0	0	0	200	**3**	0	203	0	0	15	1	16	220
Total Volume	0	0	0	2	2	0	0	0	0	0	0	945	7	3	955	0	0	77	6	83	1040
% App. Total	0	0	0	100		0	0	0	0		0	99	0.7	0.3		0	0	92.8	7.2		
PHF	.000	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.804	.583	.375	.804	.000	.000	.802	.375	.830	.807



AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session
The que backed up to and through the intersection around 8 AM

File Name : Person & Lee AM
Site Code : 00000006
Start Date : 9/12/2012
Page No : 1

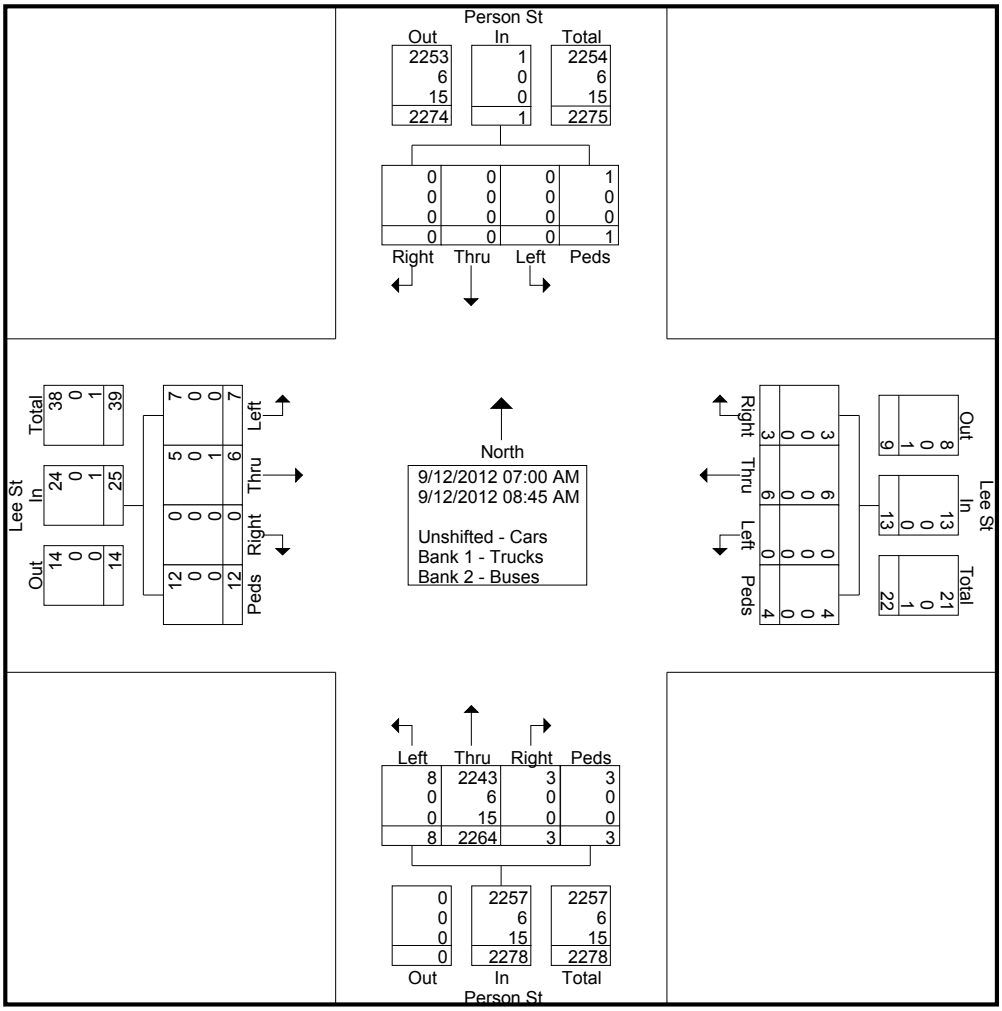
Groups Printed- Cars - Trucks - Buses

	Person St From North					Lee St From East					Person St From South					Lee St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	251	1	0	252	0	0	0	2	2	254
07:15 AM	0	0	0	1	1	0	1	0	4	5	1	290	0	0	291	0	0	1	0	1	298
07:30 AM	0	0	0	0	0	1	1	0	0	2	1	303	0	1	305	0	0	2	3	5	312
07:45 AM	0	0	0	0	0	1	2	0	0	3	0	350	1	0	351	0	3	0	3	6	360
Total	0	0	0	1	1	2	4	0	4	10	2	1194	2	1	1199	0	3	3	8	14	1224
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	329	3	0	332	0	1	1	0	2	334
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	282	0	0	282	0	1	0	1	2	285
08:30 AM	0	0	0	0	0	1	1	0	0	2	0	246	3	0	249	0	0	3	3	6	257
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	213	0	2	216	0	1	0	0	1	217
Total	0	0	0	0	0	1	2	0	0	3	1	1070	6	2	1079	0	3	4	4	11	1093
Grand Total	0	0	0	1	1	3	6	0	4	13	3	2264	8	3	2278	0	6	7	12	25	2317
Apprch %	0	0	0	100		23.1	46.2	0	30.8		0.1	99.4	0.4	0.1		0	24	28	48		
Total %	0	0	0	0	0	0.1	0.3	0	0.2	0.6	0.1	97.7	0.3	0.1	98.3	0	0.3	0.3	0.5	1.1	
Unshifted - Cars	0	0	0	1	1	3	6	0	4	13	3	2243	8	3	2257	0	5	7	12	24	2295
% Unshifted - Cars	0	0	0	100	100	100	100	0	100	100	100	99.1	100	100	99.1	0	83.3	100	100	96	99.1
Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
% Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.3
Bank 2 - Buses	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	1	0	0	1	16
% Bank 2 - Buses	0	0	0	0	0	0	0	0	0	0	0	0.7	0	0	0.7	0	16.7	0	0	4	0.7

AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session
The que backed up to and through the intersection around 8 AM

File Name : Person & Lee AM
Site Code : 00000006
Start Date : 9/12/2012
Page No : 2

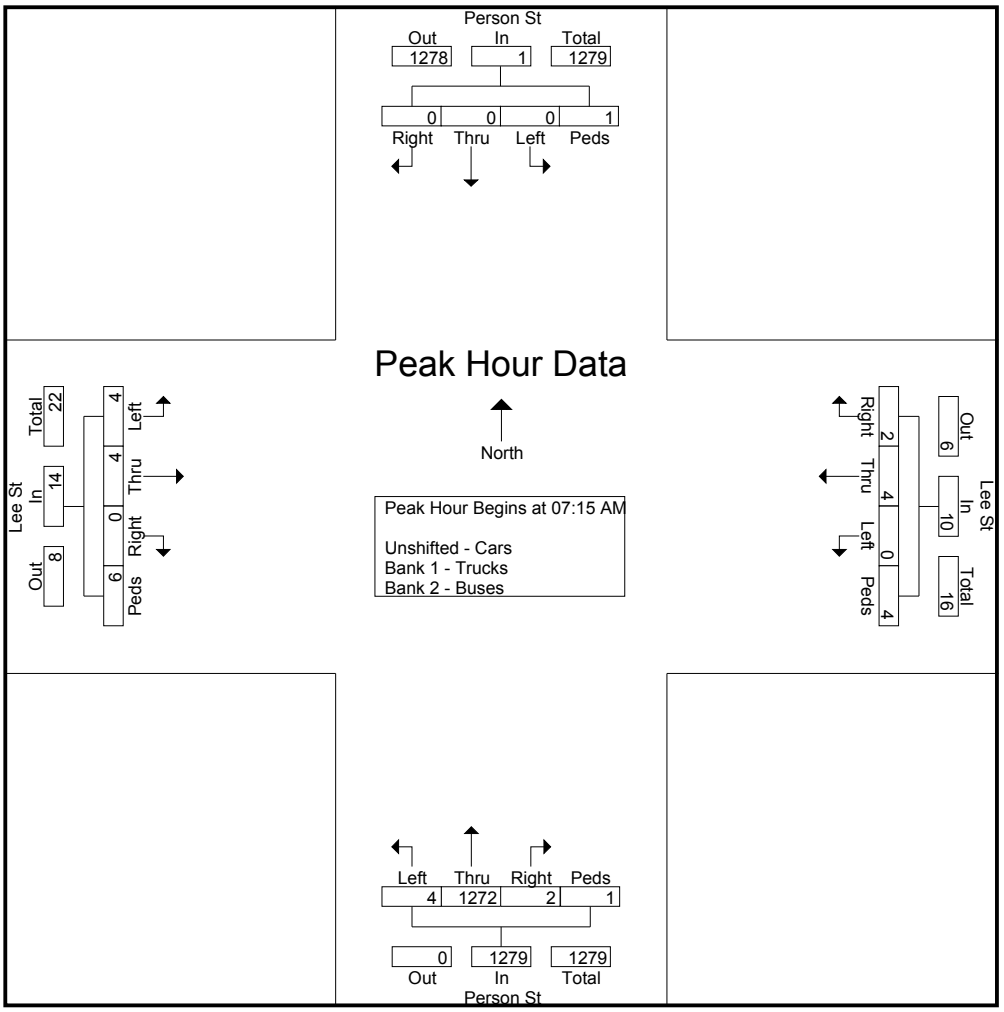


AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session
The que backed up to and through the intersection around 8 AM

File Name : Person & Lee AM
Site Code : 00000006
Start Date : 9/12/2012
Page No : 3

	Person St From North					Lee St From East					Person St From South					Lee St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	**1**	**1**	0	1	0	**4**	**5**	**1**	290	0	0	291	0	0	1	0	1	298
07:30 AM	0	0	0	0	0	**1**	1	0	0	2	1	303	0	**1**	305	0	0	**2**	**3**	5	312
07:45 AM	0	0	0	0	0	1	**2**	0	0	3	0	**350**	1	0	**351**	0	**3**	0	3	**6**	**360**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	329	**3**	0	332	0	1	1	0	2	334
Total Volume	0	0	0	1	1	2	4	0	4	10	2	1272	4	1	1279	0	4	4	6	14	1304
% App. Total	0	0	0	100		20	40	0	40		0.2	99.5	0.3	0.1		0	28.6	28.6	42.9		
PHF	.000	.000	.000	.250	.250	.500	.500	.000	.250	.500	.500	.909	.333	.250	.911	.000	.333	.500	.500	.583	.906



AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Person & Lee PM
Site Code : 00000006
Start Date : 9/12/2012
Page No : 1

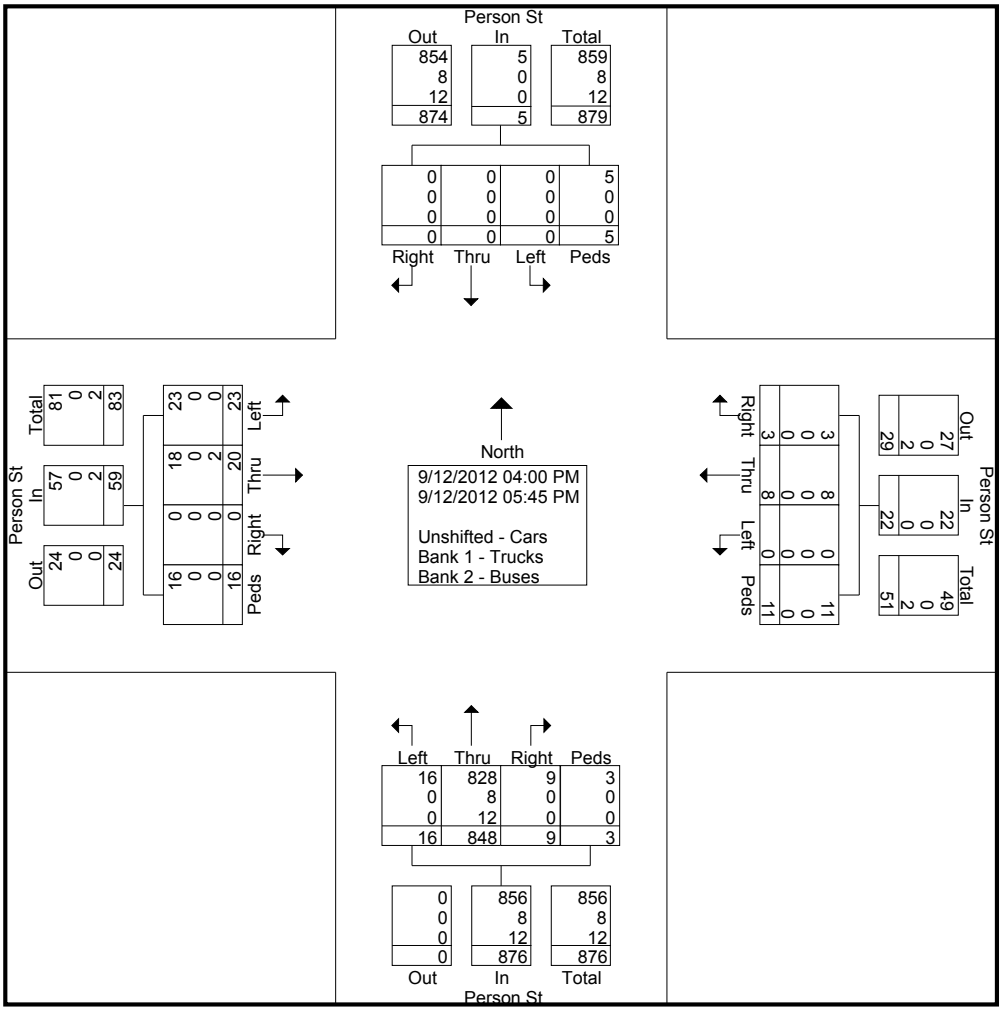
Groups Printed- Cars - Trucks - Buses

	Person St From North					Person St From East					Person St From South					Person St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	0	1	3	93	3	0	99	0	4	1	0	5	105
04:15 PM	0	0	0	0	0	0	0	0	2	2	0	108	1	1	110	0	5	3	2	10	122
04:30 PM	0	0	0	1	1	1	1	0	1	3	1	92	3	0	96	0	1	0	0	1	101
04:45 PM	0	0	0	0	0	1	3	0	1	5	1	94	1	1	97	0	2	5	2	9	111
Total	0	0	0	1	1	2	5	0	4	11	5	387	8	2	402	0	12	9	4	25	439
05:00 PM	0	0	0	0	0	1	1	0	3	5	1	130	4	1	136	0	3	5	1	9	150
05:15 PM	0	0	0	2	2	0	0	0	2	2	1	130	0	0	131	0	0	3	7	10	145
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	109	0	0	110	0	4	5	1	10	120
05:45 PM	0	0	0	2	2	0	2	0	2	4	1	92	4	0	97	0	1	1	3	5	108
Total	0	0	0	4	4	1	3	0	7	11	4	461	8	1	474	0	8	14	12	34	523
Grand Total	0	0	0	5	5	3	8	0	11	22	9	848	16	3	876	0	20	23	16	59	962
Apprch %	0	0	0	100		13.6	36.4	0	50		1	96.8	1.8	0.3		0	33.9	39	27.1		
Total %	0	0	0	0.5	0.5	0.3	0.8	0	1.1	2.3	0.9	88.1	1.7	0.3	91.1	0	2.1	2.4	1.7	6.1	
Unshifted - Cars	0	0	0	5	5	3	8	0	11	22	9	828	16	3	856	0	18	23	16	57	940
% Unshifted - Cars	0	0	0	100	100	100	100	0	100	100	100	97.6	100	100	97.7	0	90	100	100	96.6	97.7
Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	8
% Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	0.9	0	0	0.9	0	0	0	0	0	0.8
Bank 2 - Buses	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	2	0	0	2	14
% Bank 2 - Buses	0	0	0	0	0	0	0	0	0	0	0	1.4	0	0	1.4	0	10	0	0	3.4	1.5

AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Person & Lee PM
Site Code : 00000006
Start Date : 9/12/2012
Page No : 2

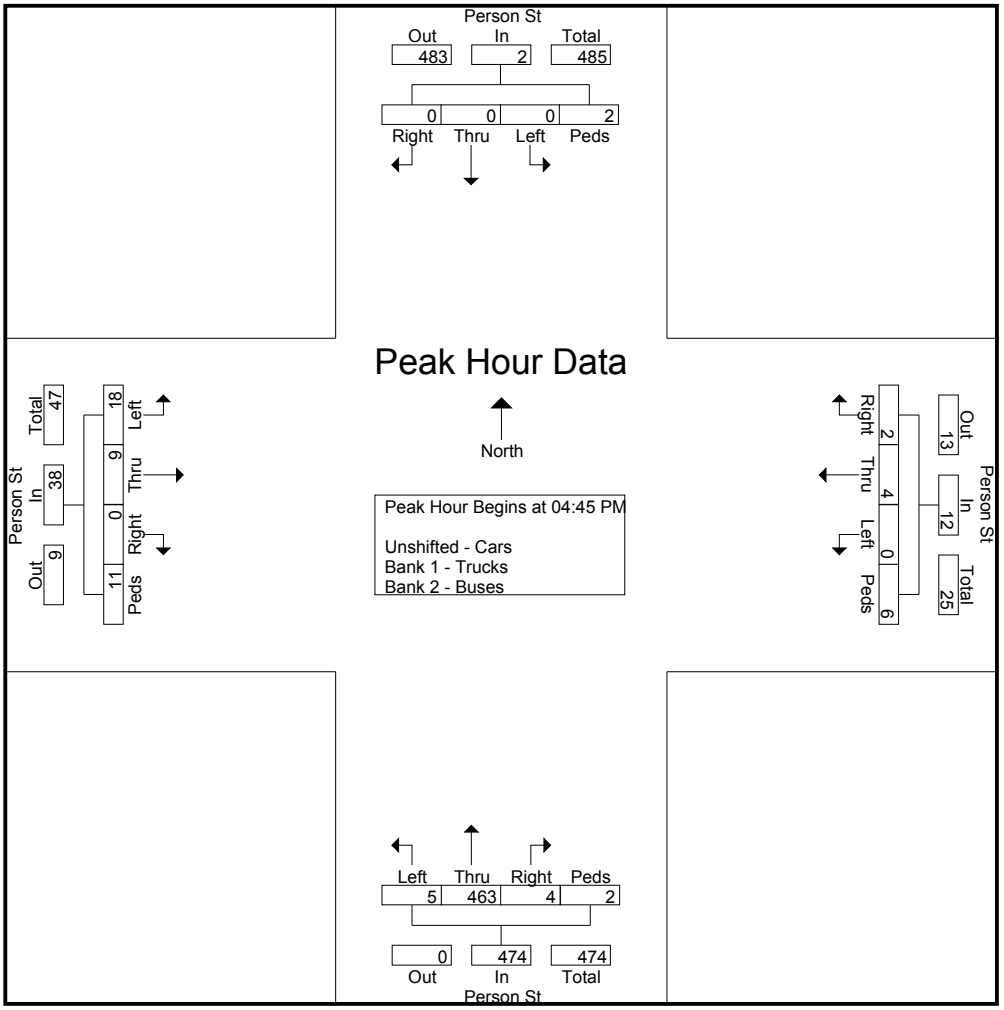


AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Person & Lee PM
Site Code : 00000006
Start Date : 9/12/2012
Page No : 3

	Person St From North					Person St From East					Person St From South					Person St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	**1**	**3**	0	1	**5**	**1**	94	1	**1**	97	0	2	**5**	2	9	111
05:00 PM	0	0	0	0	0	1	1	0	**3**	5	1	**130**	**4**	1	**136**	0	3	5	1	9	**150**
05:15 PM	0	0	0	**2**	**2**	0	0	0	2	2	1	130	0	0	131	0	0	3	**7**	**10**	145
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	109	0	0	110	0	**4**	5	1	10	120
Total Volume	0	0	0	2	2	2	4	0	6	12	4	463	5	2	474	0	9	18	11	38	526
% App. Total	0	0	0	100		16.7	33.3	0	50		0.8	97.7	1.1	0.4		0	23.7	47.4	28.9		
PHF	.000	.000	.000	.250	.250	.500	.333	.000	.500	.600	1.000										



AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Person & Oakwood AM
Site Code : 00000013
Start Date : 9/19/2012
Page No : 1

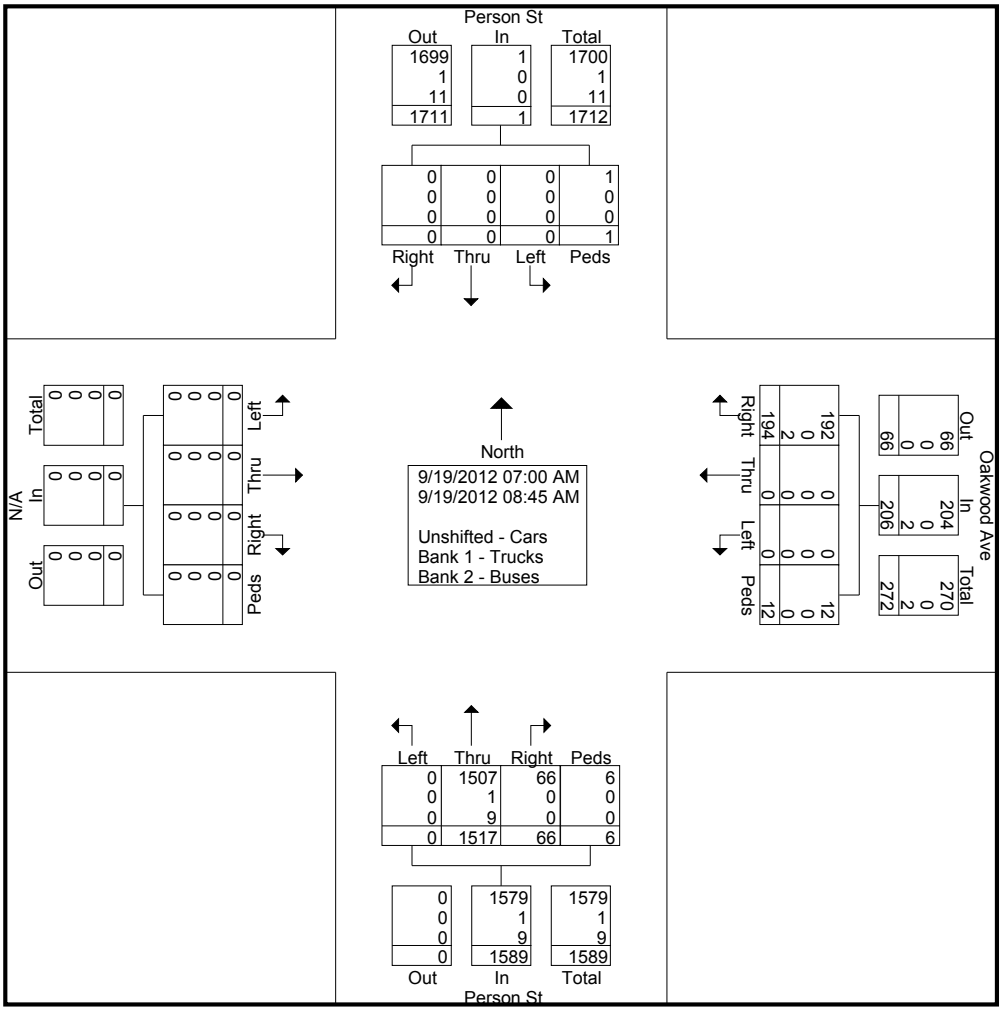
Groups Printed- Cars - Trucks - Buses

	Person St From North					Oakwood Ave From East					Person St From South					N/A From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	21	0	0	1	22	13	148	0	0	161	0	0	0	0	0	183
07:15 AM	0	0	0	0	0	35	0	0	0	35	3	206	0	0	209	0	0	0	0	0	244
07:30 AM	0	0	0	0	0	26	0	0	4	30	6	234	0	3	243	0	0	0	0	0	273
07:45 AM	0	0	0	0	0	26	0	0	0	26	14	199	0	0	213	0	0	0	0	0	239
Total	0	0	0	0	0	108	0	0	5	113	36	787	0	3	826	0	0	0	0	0	939
08:00 AM	0	0	0	0	0	19	0	0	2	21	7	193	0	0	200	0	0	0	0	0	221
08:15 AM	0	0	0	0	0	26	0	0	2	28	6	198	0	0	204	0	0	0	0	0	232
08:30 AM	0	0	0	0	0	20	0	0	2	22	8	174	0	1	183	0	0	0	0	0	205
08:45 AM	0	0	0	1	1	21	0	0	1	22	9	165	0	2	176	0	0	0	0	0	199
Total	0	0	0	1	1	86	0	0	7	93	30	730	0	3	763	0	0	0	0	0	857
Grand Total	0	0	0	1	1	194	0	0	12	206	66	1517	0	6	1589	0	0	0	0	0	1796
Apprch %	0	0	0	100		94.2	0	0	5.8		4.2	95.5	0	0.4		0	0	0	0		
Total %	0	0	0	0.1	0.1	10.8	0	0	0.7	11.5	3.7	84.5	0	0.3	88.5	0	0	0	0	0	
Unshifted - Cars	0	0	0	1	1	192	0	0	12	204	66	1507	0	6	1579	0	0	0	0	0	1784
% Unshifted - Cars	0	0	0	100	100	99	0	0	100	99	100	99.3	0	100	99.4	0	0	0	0	0	99.3
Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1
Bank 2 - Buses	0	0	0	0	0	2	0	0	0	2	0	9	0	0	9	0	0	0	0	0	11
% Bank 2 - Buses	0	0	0	0	0	1	0	0	0	1	0	0.6	0	0	0.6	0	0	0	0	0	0.6

AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Person & Oakwood AM
Site Code : 00000013
Start Date : 9/19/2012
Page No : 2

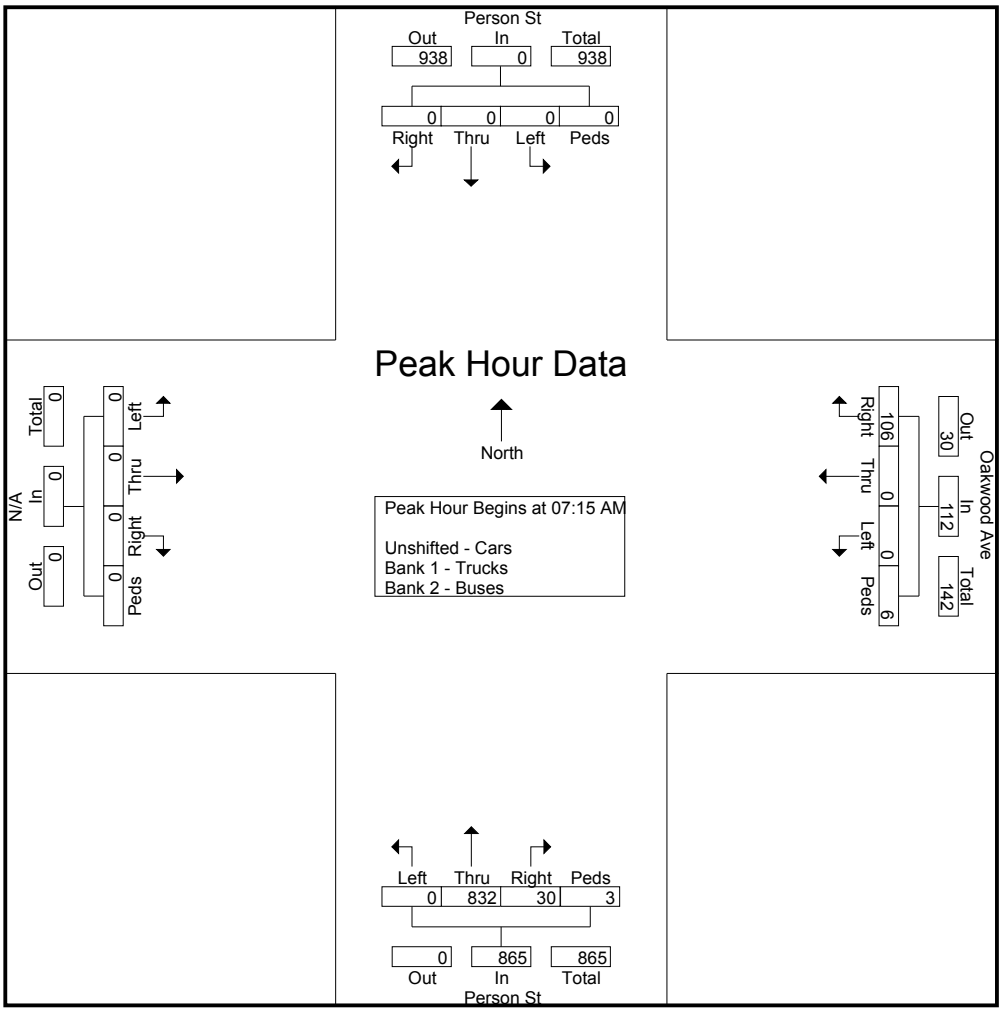


AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Person & Oakwood AM
Site Code : 00000013
Start Date : 9/19/2012
Page No : 3

	Person St From North					Oakwood Ave From East					Person St From South					N/A From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	**35**	0	0	0	**35**	3	206	0	0	209	0	0	0	0	0	244
07:30 AM	0	0	0	0	0	26	0	0	**4**	30	6	**234**	0	**3**	**243**	0	0	0	0	0	**273**
07:45 AM	0	0	0	0	0	26	0	0	0	26	**14**	199	0	0	213	0	0	0	0	0	239
08:00 AM	0	0	0	0	0	19	0	0	2	21	7	193	0	0	200	0	0	0	0	0	221
Total Volume	0	0	0	0	0	106	0	0	6	112	30	832	0	3	865	0	0	0	0	0	977
% App. Total	0	0	0	0		94.6	0	0	5.4		3.5	96.2	0	0.3		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.757	.000	.000	.375	.800	.536	.889	.000	.250	.890	.000	.000	.000	.000	.000	.895



AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Person & Oakwood PM
Site Code : 00000013
Start Date : 9/19/2012
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Person St From North					Oakwood Ave From East					Person St From South					N/A From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	20	0	0	1	21	18	206	0	2	226	0	0	0	0	0	247
04:15 PM	0	0	0	0	0	20	0	0	1	21	13	158	0	1	172	0	0	0	0	0	193
04:30 PM	0	0	0	0	0	13	0	0	2	15	15	208	0	0	223	0	0	0	0	0	238
04:45 PM	0	0	0	0	0	24	0	0	1	25	13	226	0	0	239	0	0	0	0	0	264
Total	0	0	0	0	0	77	0	0	5	82	59	798	0	3	860	0	0	0	0	0	942
05:00 PM	0	0	0	0	0	26	0	0	4	30	21	293	0	1	315	0	0	0	0	0	345
05:15 PM	0	0	0	0	0	20	0	0	1	21	19	302	0	0	321	0	0	0	0	0	342
05:30 PM	0	0	0	0	0	18	0	0	6	24	19	250	0	0	269	0	0	0	0	0	293
05:45 PM	0	0	0	0	0	23	0	0	7	30	13	221	0	0	234	0	0	0	0	0	264
Total	0	0	0	0	0	87	0	0	18	105	72	1066	0	1	1139	0	0	0	0	0	1244
Grand Total	0	0	0	0	0	164	0	0	23	187	131	1864	0	4	1999	0	0	0	0	0	2186
Apprch %	0	0	0	0		87.7	0	0	12.3		6.6	93.2	0	0.2		0	0	0	0		
Total %	0	0	0	0	0	7.5	0	0	1.1	8.6	6	85.3	0	0.2	91.4	0	0	0	0	0	
Unshifted - Cars	0	0	0	0	0	164	0	0	23	187	130	1856	0	4	1990	0	0	0	0	0	2177
% Unshifted - Cars	0	0	0	0	0	100	0	0	100	100	99.2	99.6	0	100	99.5	0	0	0	0	0	99.6
Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0
Bank 2 - Buses	0	0	0	0	0	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	8
% Bank 2 - Buses	0	0	0	0	0	0	0	0	0	0	0.8	0.4	0	0	0.4	0	0	0	0	0	0.4

AECOM
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School was in session

File Name : Person & Oakwood PM
Site Code : 00000013
Start Date : 9/19/2012
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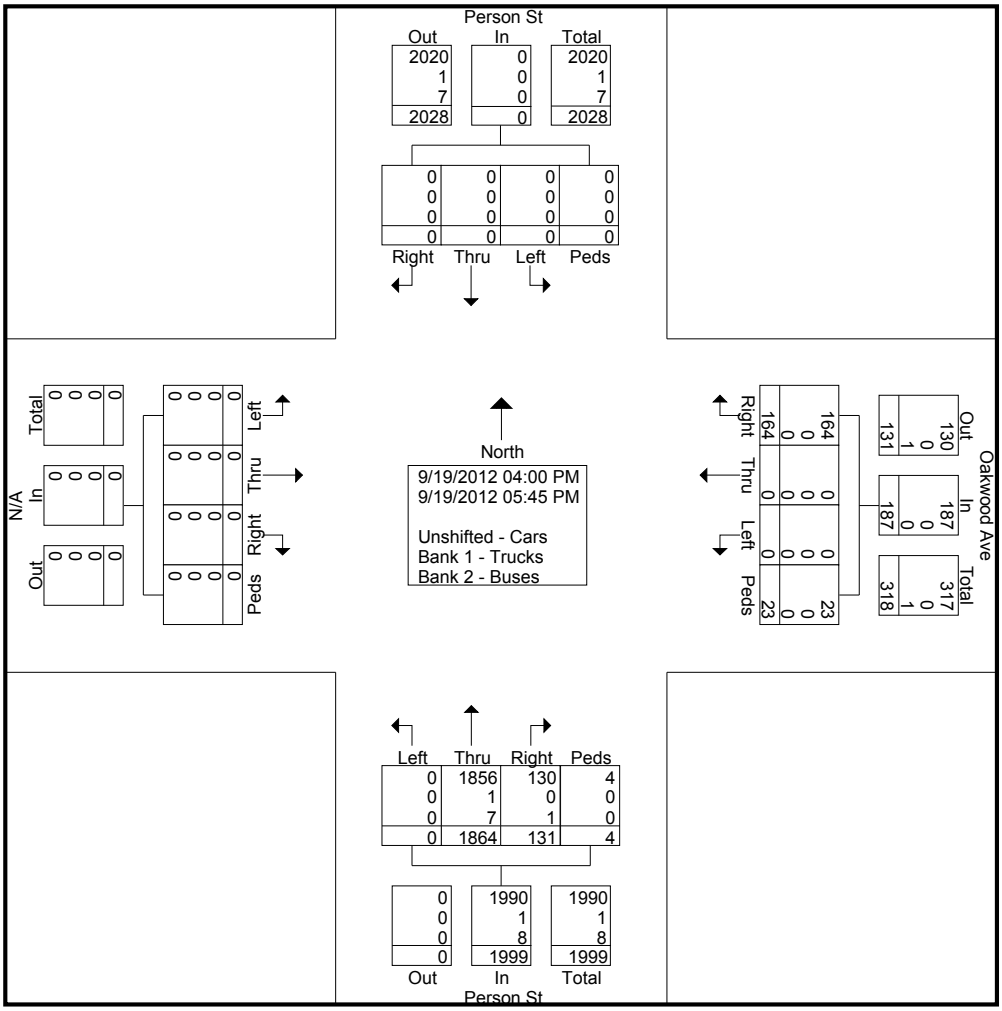

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School was in session

File Name : Person & Oakwood PM
Site Code : 00000013
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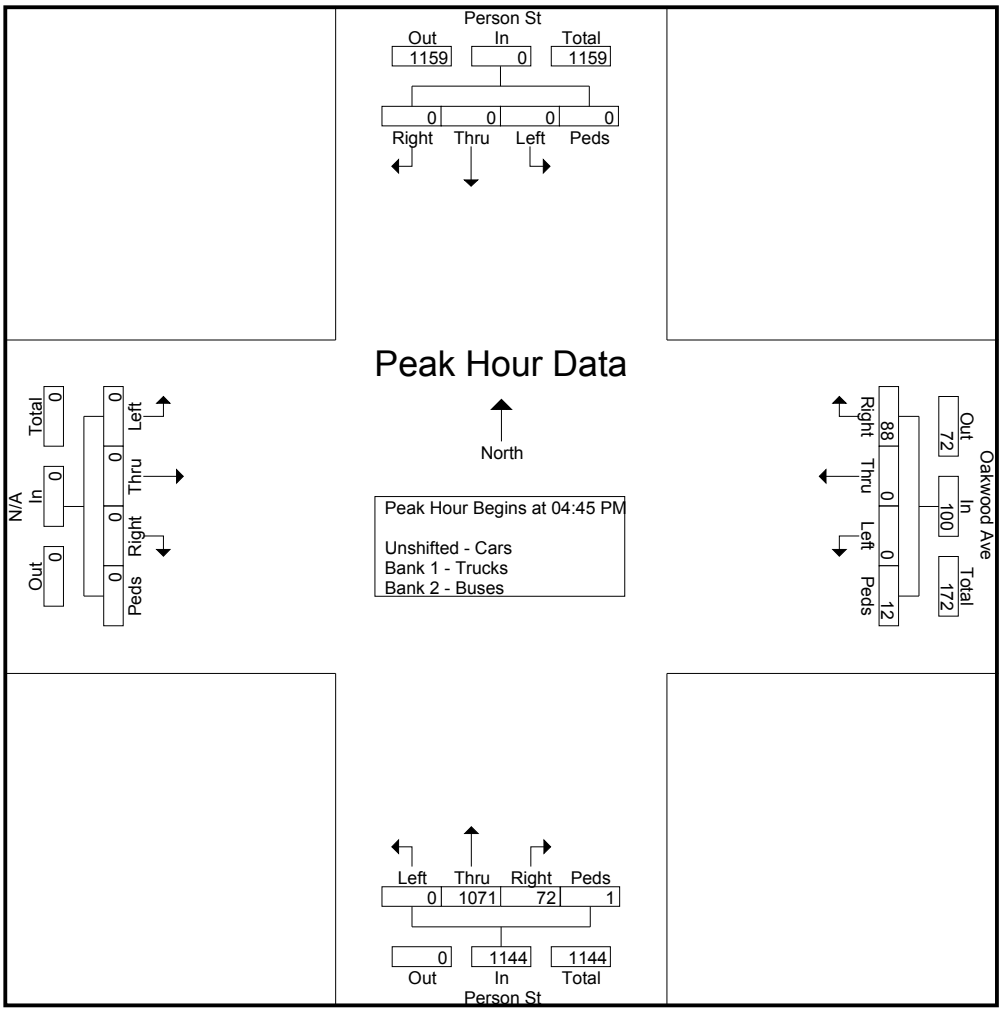
	Person St From North					Oakwood Ave From East					Person St From South					N/A From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	24	0	0	1	25	13	226	0	0	239	0	0	0	0	0	264
05:00 PM	0	0	0	0	0	**26**	0	0	4	**30**	**21**	293	0	**1**	315	0	0	0	0	0	**345**
05:15 PM	0	0	0	0	0	20	0	0	1	21	19	**302**	0	0	**321**	0	0	0	0	0	342
05:30 PM	0	0	0	0	0	18	0	0	**6**	24	19	250	0	0	269	0	0	0	0	0	293
Total Volume	0	0	0	0	0	88	0	0	12	100	72	1071	0	1	1144	0	0	0	0	0	1244
% App. Total	0	0	0	0		88	0	0	12		6.3	93.6	0	0.1		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.846	.000	.000	.500	.833	.857	.887	.000	.250	.891	.000	.000	.000	.000	.000	.901



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Raleigh, NC

School was in session

File Name : Person & Polk AM
Site Code : 00000014
Start Date : 9/19/2012
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Person St From North					Polk St From East					Person St From South					Polk St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	6	0	0	0	6	0	160	9	0	169	0	2	0	0	2	177
07:15 AM	0	0	0	0	0	5	5	0	0	10	4	223	8	0	235	0	3	3	0	6	251
07:30 AM	0	0	0	0	0	15	4	0	2	21	0	252	12	1	265	0	1	2	1	4	290
07:45 AM	0	0	0	0	0	11	2	0	4	17	1	219	13	0	233	0	1	1	1	3	253
Total	0	0	0	0	0	37	11	0	6	54	5	854	42	1	902	0	7	6	2	15	971
08:00 AM	0	0	0	1	1	18	2	0	2	22	2	200	8	1	211	0	2	2	0	4	238
08:15 AM	0	0	0	3	3	9	2	0	1	12	1	218	2	1	222	0	3	3	0	6	243
08:30 AM	0	0	0	1	1	12	3	0	1	16	1	183	8	0	192	0	2	3	3	8	217
08:45 AM	0	0	0	1	1	9	2	0	0	11	1	187	3	3	194	0	5	0	1	6	212
Total	0	0	0	6	6	48	9	0	4	61	5	788	21	5	819	0	12	8	4	24	910
Grand Total	0	0	0	6	6	85	20	0	10	115	10	1642	63	6	1721	0	19	14	6	39	1881
Apprch %	0	0	0	100		73.9	17.4	0	8.7		0.6	95.4	3.7	0.3		0	48.7	35.9	15.4		
Total %	0	0	0	0.3	0.3	4.5	1.1	0	0.5	6.1	0.5	87.3	3.3	0.3	91.5	0	1	0.7	0.3	2.1	
Unshifted - Cars	0	0	0	6	6	85	20	0	10	115	9	1631	63	6	1709	0	19	14	6	39	1869
% Unshifted - Cars	0	0	0	100	100	100	100	0	100	100	90	99.3	100	100	99.3	0	100	100	100	100	99.4
Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1
Bank 2 - Buses	0	0	0	0	0	0	0	0	0	0	1	10	0	0	11	0	0	0	0	0	11
% Bank 2 - Buses	0	0	0	0	0	0	0	0	0	0	10	0.6	0	0	0.6	0	0	0	0	0	0.6

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File Name : Person & Polk AM
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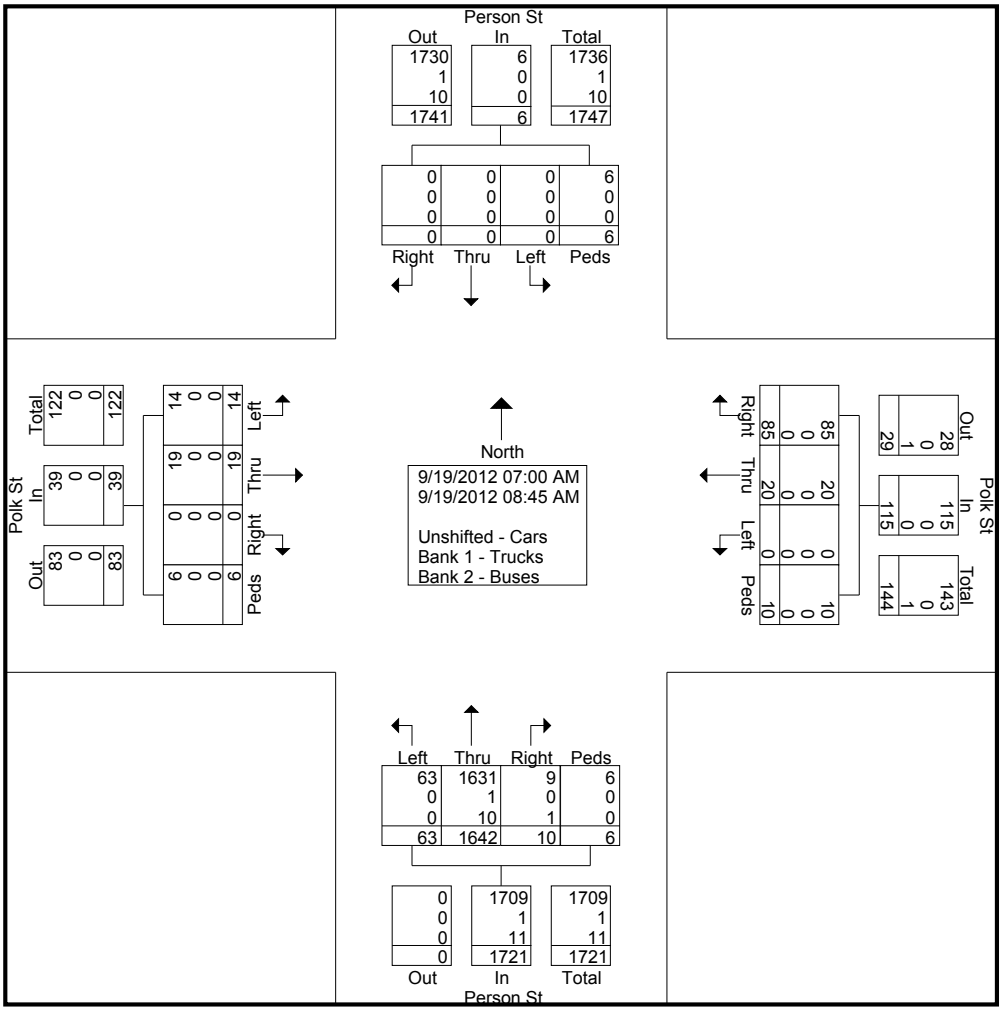

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School was in session

File Name : Person & Polk AM
Site Code : 00000014
Start Date : 9/19/2012
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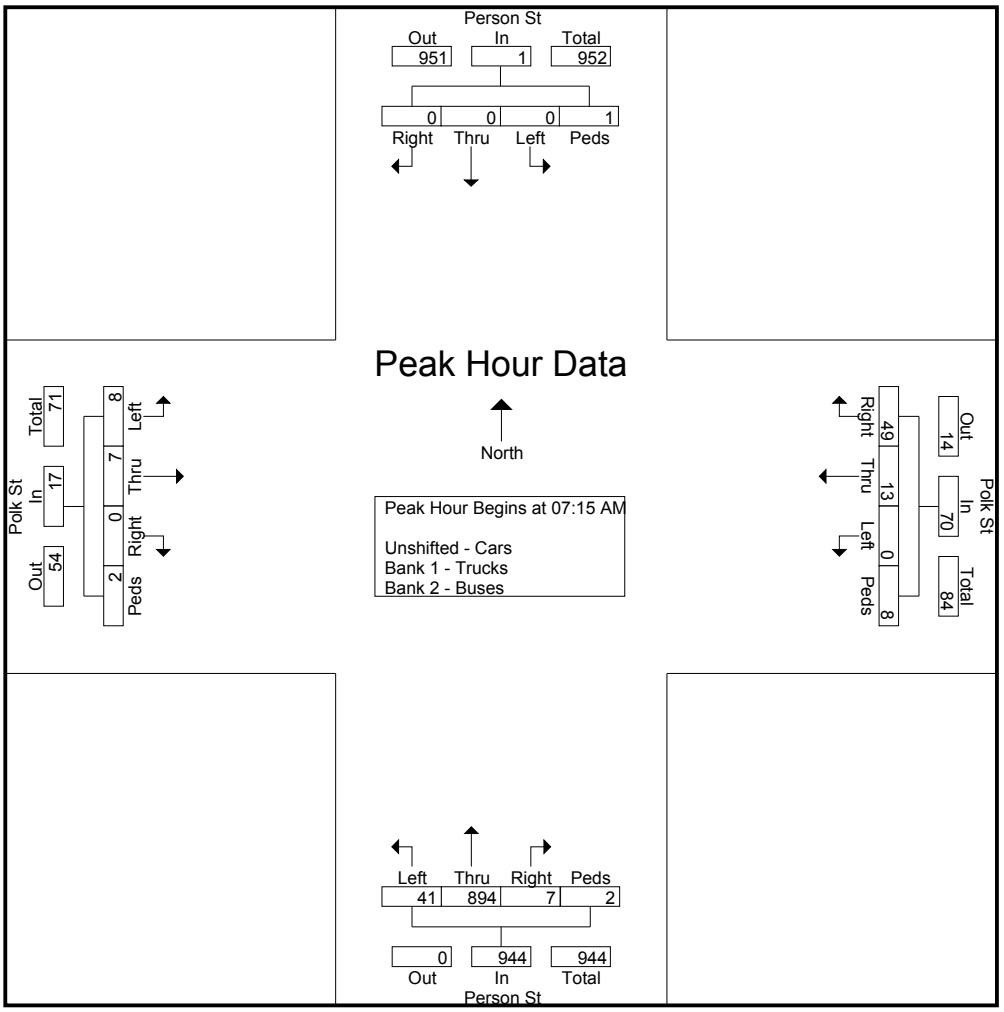
	Person St From North					Polk St From East					Person St From South					Polk St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	5	**5**	0	0	10	**4**	223	8	0	235	0	**3**	**3**	0	**6**	251
07:30 AM	0	0	0	0	0	15	4	0	2	21	0	**252**	12	**1**	**265**	0	1	2	**1**	4	**290**
07:45 AM	0	0	0	0	0	11	2	0	**4**	17	1	219	**13**	0	233	0	1	1	1	3	253
08:00 AM	0	0	0	**1**	**1**	**18**	2	0	2	**22**	2	200	8	1	211	0	2	2	0	4	238
Total Volume	0	0	0	1	1	49	13	0	8	70	7	894	41	2	944	0	7	8	2	17	1032
% App. Total	0	0	0	100		70	18.6	0	11.4		0.7	94.7	4.3	0.2		0	41.2	47.1	11.8		
PHF	.000	.000	.000	.250	.250	.681	.650	.000	.500	.795	.438	.887	.788	.500	.891	.000	.583	.667	.500	.708	.890



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701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : Person & Polk PM
Site Code : 00000014
Start Date : 9/19/2012
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Person St From North					Polk St From East					Person St From South					Polk St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	7	2	0	25	34	0	213	1	1	215	0	7	11	2	20	269
04:15 PM	0	0	0	0	0	12	4	0	1	17	3	173	7	0	183	0	7	7	0	14	214
04:30 PM	0	0	0	0	0	2	3	0	3	8	4	189	4	1	198	0	8	11	0	19	225
04:45 PM	0	0	0	2	2	10	2	0	3	15	8	216	4	0	228	0	9	19	0	28	273
Total	0	0	0	2	2	31	11	0	32	74	15	791	16	2	824	0	31	48	2	81	981
05:00 PM	0	0	0	0	0	2	1	0	2	5	4	295	1	4	304	0	14	14	2	30	339
05:15 PM	0	0	0	0	0	17	2	0	1	20	0	270	0	1	271	0	13	19	0	32	323
05:30 PM	0	0	0	1	1	15	2	0	2	19	5	219	3	2	229	0	12	14	2	28	277
05:45 PM	0	0	0	0	0	5	2	0	8	15	1	202	0	2	205	0	8	2	2	12	232
Total	0	0	0	1	1	39	7	0	13	59	10	986	4	9	1009	0	47	49	6	102	1171
Grand Total	0	0	0	3	3	70	18	0	45	133	25	1777	20	11	1833	0	78	97	8	183	2152
Apprch %	0	0	0	100		52.6	13.5	0	33.8		1.4	96.9	1.1	0.6		0	42.6	53	4.4		
Total %	0	0	0	0.1	0.1	3.3	0.8	0	2.1	6.2	1.2	82.6	0.9	0.5	85.2	0	3.6	4.5	0.4	8.5	
Unshifted - Cars	0	0	0	3	3	70	18	0	45	133	25	1772	20	11	1828	0	78	97	8	183	2147
% Unshifted - Cars	0	0	0	100	100	100	100	0	100	100	100	99.7	100	100	99.7	0	100	100	100	100	99.8
Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1
Bank 2 - Buses	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
% Bank 2 - Buses	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1

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File Name : Person & Polk PM
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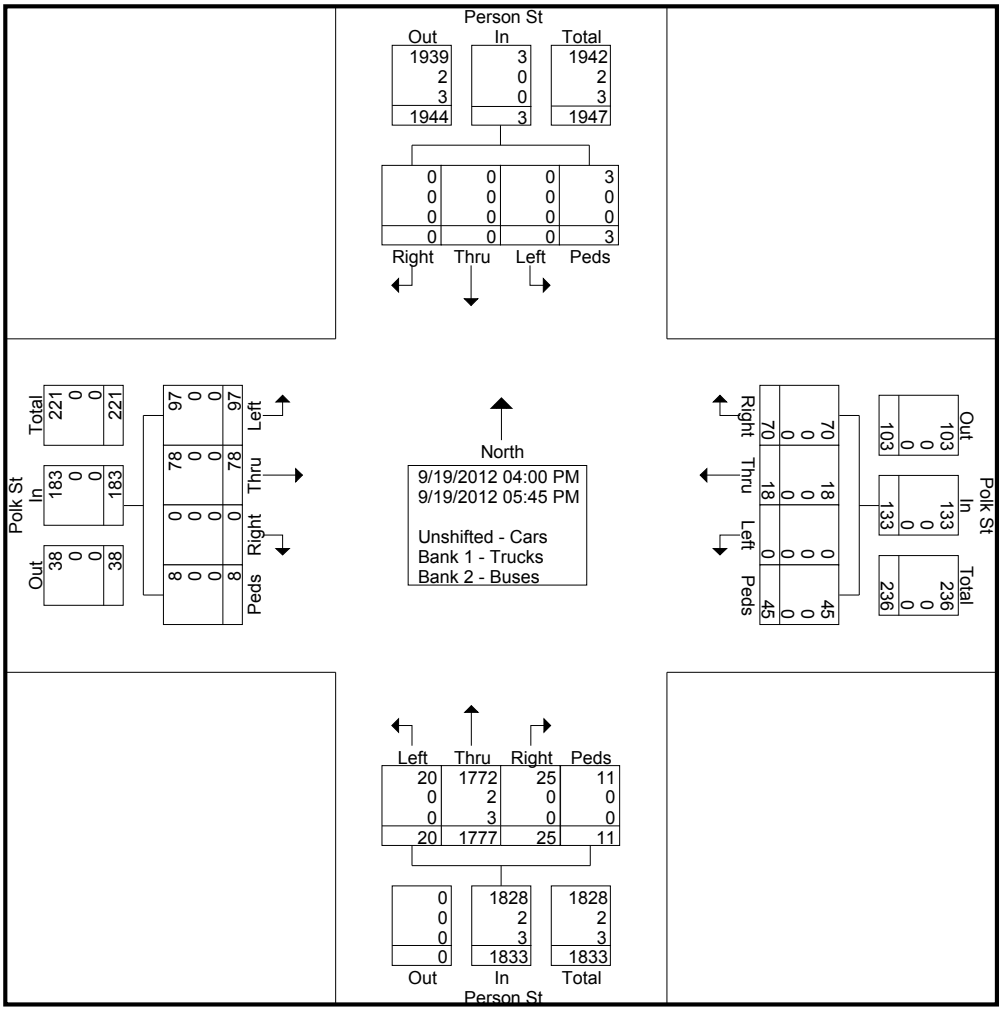

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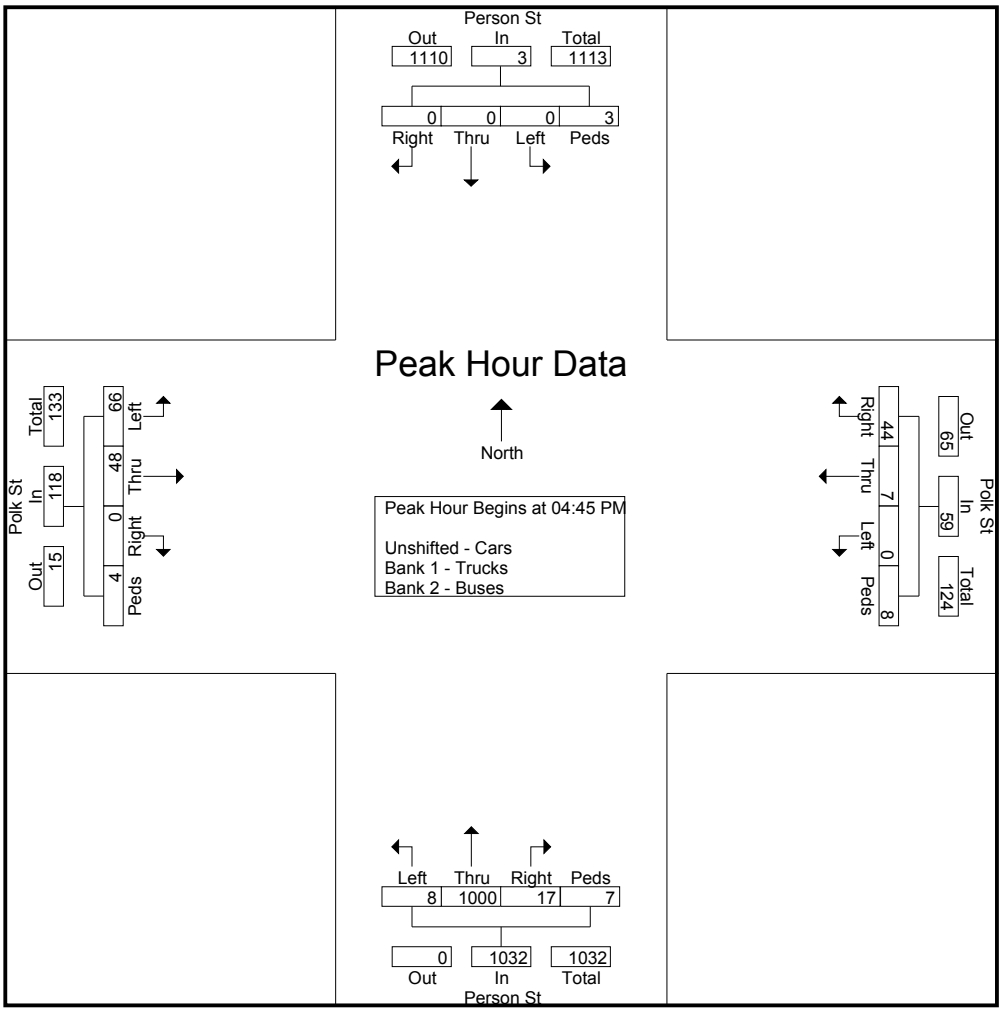
School was in session

File Name : Person & Polk PM
Site Code : 00000014
Start Date : 9/19/2012
Page No : 3

	Person St From North					Polk St From East					Person St From South					Polk St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	**2**	**2**	10	**2**	0	**3**	15	**8**	216	**4**	0	228	0	9	**19**	0	28	273
05:00 PM	0	0	0	0	0	2	1	0	2	5	4	**295**	1	**4**	**304**	0	**14**	14	**2**	30	**339**
05:15 PM	0	0	0	0	0	**17**	2	0	1	**20**	0	270	0	1	271	0	13	19	0	**32**	323
05:30 PM	0	0	0	1	1	15	2	0	2	19	5	219	3	2	229	0	12	14	2	28	277
Total Volume	0	0	0	3	3	44	7	0	8	59	17	1000	8	7	1032	0	48	66	4	118	1212
% App. Total	0	0	0	100		74.6	11.9	0	13.6		1.6	96.9	0.8	0.7		0	40.7	55.9	3.4		
PHF	.000	.000	.000	.375	.375	.647	.875	.000	.667	.738	.531	.847	.500	.438	.849	.000	.857	.868	.500	.922	.894



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School was in session

File Name : Wake Forest & Mordecai AM
Site Code : 00000016
Start Date : 10/3/2012
Page No : 1

Groups Printed- Cars - Trucks - Buses

	Mordecai Dr From North					Wake Forest Rd From East					Mordecai Dr From South					Delway St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	10	0	0	0	10	0	112	0	0	112	0	5	4	0	9	0	0	0	0	0	131
07:15 AM	6	0	0	0	6	0	180	0	0	180	0	0	4	0	4	0	0	0	2	2	192
07:30 AM	5	0	0	0	5	0	147	0	0	147	0	3	6	0	9	0	0	0	1	1	162
07:45 AM	9	0	0	1	10	1	196	0	0	197	0	1	11	0	12	0	0	0	1	1	220
Total	30	0	0	1	31	1	635	0	0	636	0	9	25	0	34	0	0	0	4	4	705
08:00 AM	10	0	0	0	10	0	201	0	0	201	0	2	16	0	18	0	0	0	1	1	230
08:15 AM	6	0	0	1	7	0	221	0	0	221	0	1	8	0	9	0	0	0	0	0	237
08:30 AM	9	0	0	1	10	0	210	0	0	210	0	2	7	0	9	0	0	0	0	0	229
08:45 AM	3	0	0	1	4	0	181	0	0	181	0	4	12	0	16	0	0	0	1	1	202
Total	28	0	0	3	31	0	813	0	0	813	0	9	43	0	52	0	0	0	2	2	898
Grand Total	58	0	0	4	62	1	1448	0	0	1449	0	18	68	0	86	0	0	0	6	6	1603
Apprch %	93.5	0	0	6.5		0.1	99.9	0	0		0	20.9	79.1	0		0	0	0	100		
Total %	3.6	0	0	0.2	3.9	0.1	90.3	0	0	90.4	0	1.1	4.2	0	5.4	0	0	0	0.4	0.4	
Unshifted - Cars	58	0	0	4	62	1	1439	0	0	1440	0	18	68	0	86	0	0	0	6	6	1594
% Unshifted - Cars	100	0	0	100	100	100	99.4	0	0	99.4	0	100	100	0	100	0	0	0	100	100	99.4
Bank 1 - Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
% Bank 1 - Trucks	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.2
Bank 2 - Buses	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
% Bank 2 - Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0.4

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School was in session

File Name : Wake Forest & Mordecai AM
Site Code : 00000016
Start Date : 10/3/2012
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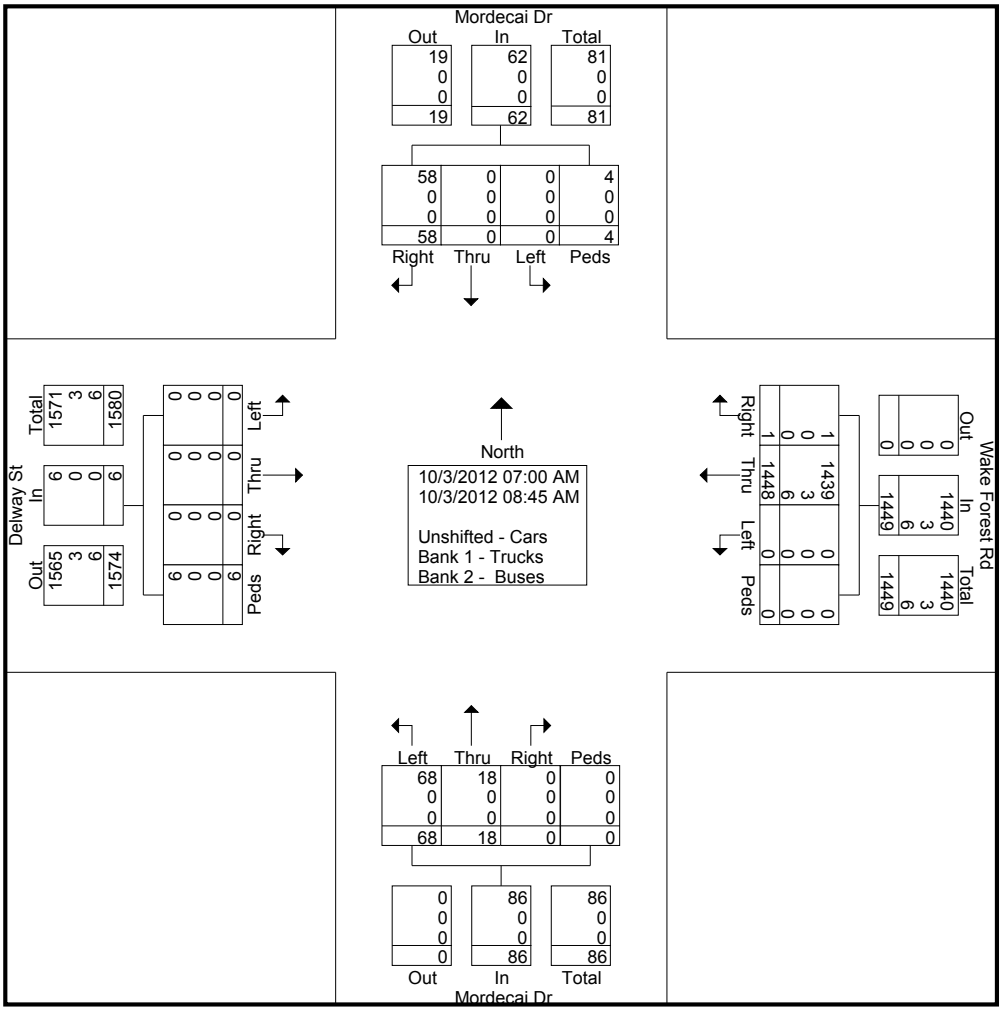

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School was in session

File Name : Wake Forest & Mordecai AM
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Start Date : 10/3/2012
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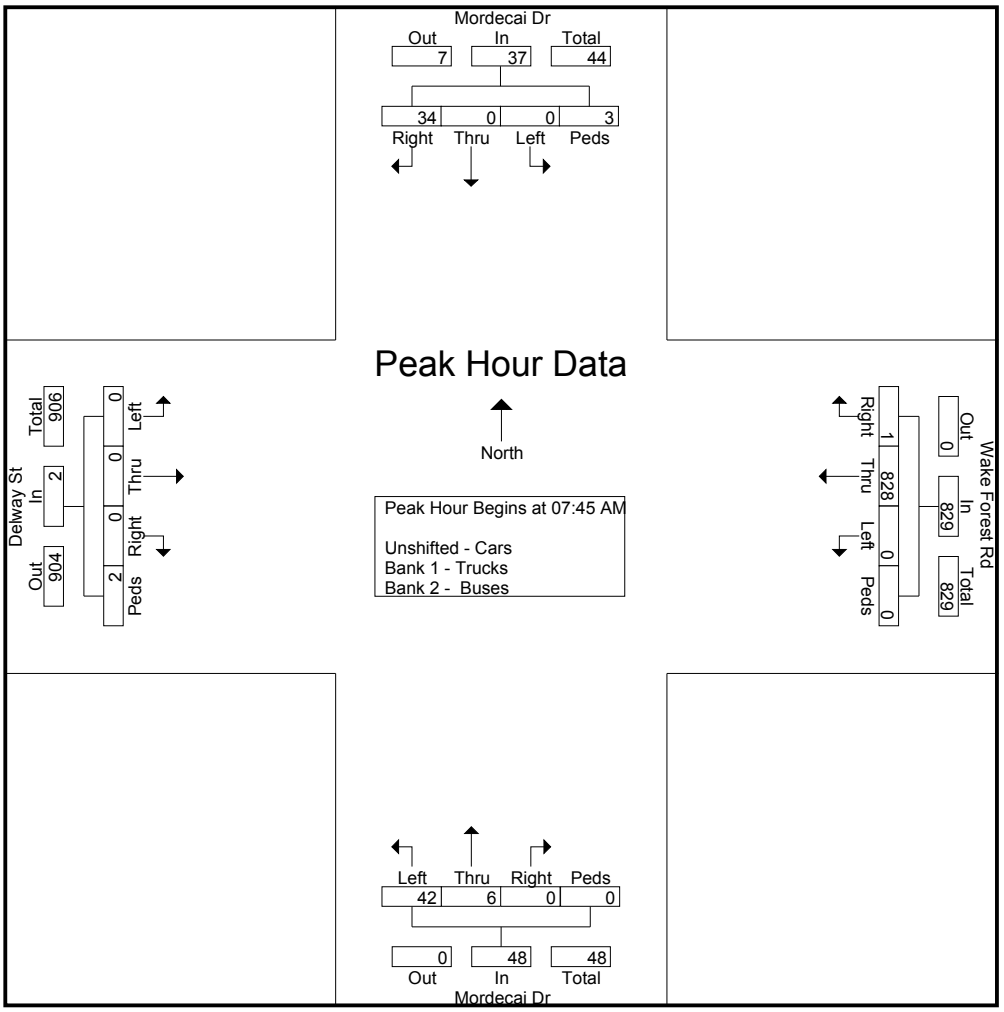
	Mordecai Dr From North					Wake Forest Rd From East					Mordecai Dr From South					Delway St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	9	0	0	**1**	**10**	**1**	196	0	0	197	0	1	11	0	12	0	0	0	**1**	**1**	220
08:00 AM	**10**	0	0	0	10	0	201	0	0	201	0	**2**	**16**	0	**18**	0	0	0	1	1	230
08:15 AM	6	0	0	1	7	0	**221**	0	0	**221**	0	1	8	0	9	0	0	0	0	0	**237**
08:30 AM	9	0	0	1	10	0	210	0	0	210	0	2	7	0	9	0	0	0	0	0	229
Total Volume	34	0	0	3	37	1	828	0	0	829	0	6	42	0	48	0	0	0	2	2	916
% App. Total	91.9	0	0	8.1		0.1	99.9	0	0		0	12.5	87.5	0		0	0	0	100		
PHF	.850	.000	.000	.750	.925	.250	.937	.000	.000	.938	.000	.750	.656	.000	.667	.000	.000	.000	.500	.500	.966



AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : wake forest & mordecai pm
Site Code : 00000016
Start Date : 10/3/2012
Page No : 1

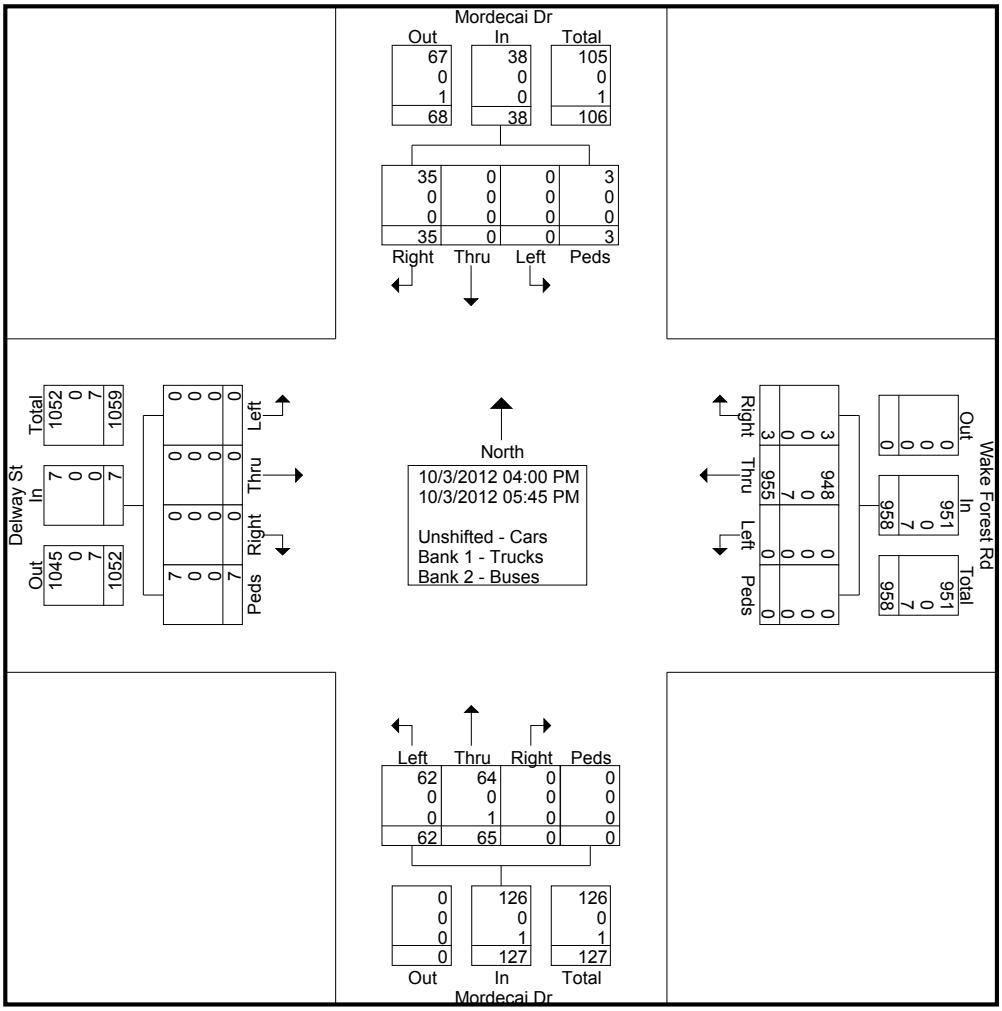
Groups Printed- Cars - Trucks - Buses

	Mordecai Dr From North					Wake Forest Rd From East					Mordecai Dr From South					Delway St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	0	0	0	2	0	99	0	0	99	0	3	9	0	12	0	0	0	2	2	115
04:15 PM	5	0	0	0	5	0	109	0	0	109	0	7	6	0	13	0	0	0	1	1	128
04:30 PM	5	0	0	0	5	0	113	0	0	113	0	9	8	0	17	0	0	0	1	1	136
04:45 PM	1	0	0	0	1	0	118	0	0	118	0	12	9	0	21	0	0	0	0	0	140
Total	13	0	0	0	13	0	439	0	0	439	0	31	32	0	63	0	0	0	4	4	519
05:00 PM	6	0	0	0	6	0	108	0	0	108	0	6	5	0	11	0	0	0	0	0	125
05:15 PM	4	0	0	1	5	0	152	0	0	152	0	9	7	0	16	0	0	0	1	1	174
05:30 PM	2	0	0	1	3	0	131	0	0	131	0	11	10	0	21	0	0	0	1	1	156
05:45 PM	10	0	0	1	11	3	125	0	0	128	0	8	8	0	16	0	0	0	1	1	156
Total	22	0	0	3	25	3	516	0	0	519	0	34	30	0	64	0	0	0	3	3	611
Grand Total	35	0	0	3	38	3	955	0	0	958	0	65	62	0	127	0	0	0	7	7	1130
Apprch %	92.1	0	0	7.9		0.3	99.7	0	0		0	51.2	48.8	0		0	0	0	100		
Total %	3.1	0	0	0.3	3.4	0.3	84.5	0	0	84.8	0	5.8	5.5	0	11.2	0	0	0	0.6	0.6	
Unshifted - Cars	35	0	0	3	38	3	948	0	0	951	0	64	62	0	126	0	0	0	7	7	1122
% Unshifted - Cars	100	0	0	100	100	100	99.3	0	0	99.3	0	98.5	100	0	99.2	0	0	0	100	100	99.3
Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1 - Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2 - Buses	0	0	0	0	0	0	7	0	0	7	0	1	0	0	1	0	0	0	0	0	8
% Bank 2 - Buses	0	0	0	0	0	0	0.7	0	0	0.7	0	1.5	0	0	0.8	0	0	0	0	0	0.7

AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : wake forest & mordecai pm
Site Code : 00000016
Start Date : 10/3/2012
Page No : 2

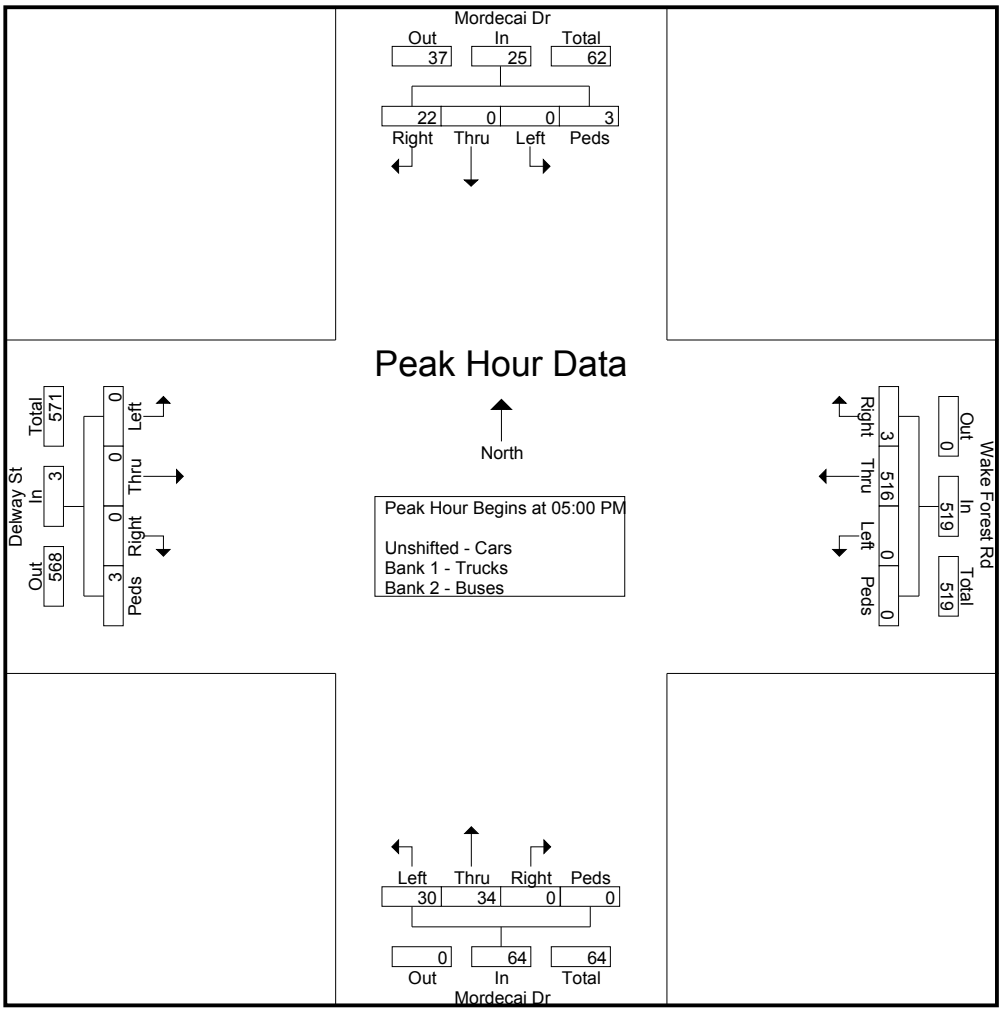


AECOM
701 Corporate Center Dr
Raleigh, NC

School was in session

File Name : wake forest & mordecai pm
Site Code : 00000016
Start Date : 10/3/2012
Page No : 3

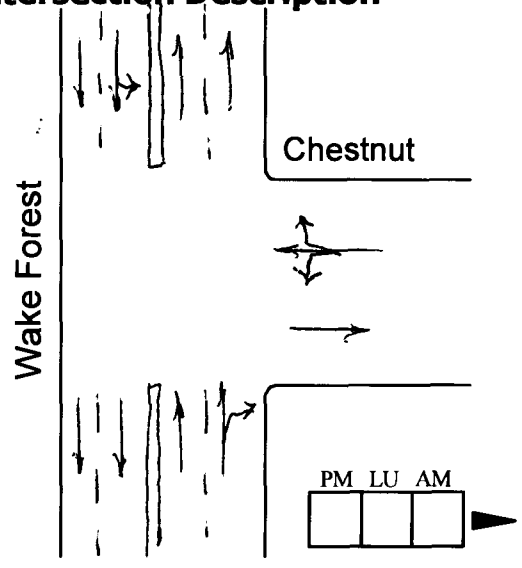
	Mordecai Dr From North					Wake Forest Rd From East					Mordecai Dr From South					Delway St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	6	0	0	0	6	0	108	0	0	108	0	6	5	0	11	0	0	0	0	0	125
05:15 PM	4	0	0	**1**	5	0	**152**	0	0	**152**	0	9	7	0	16	0	0	0	**1**	**1**	**174**
05:30 PM	2	0	0	1	3	0	131	0	0	131	0	**11**	**10**	0	**21**	0	0	0	1	1	156
05:45 PM	**10**	0	0	1	**11**	**3**	125	0	0	128	0	8	8	0	16	0	0	0	1	1	156
Total Volume	22	0	0	3	25	3	516	0	0	519	0	34	30	0	64	0	0	0	3	3	611
% App. Total	88	0	0	12		0.6	99.4	0	0		0	53.1	46.9	0		0	0	0	100		
PHF	.550	.000	.000	.750	.568	.250	.849	.000	.000	.854	.000	.773	.750	.000	.762	.000	.000	.000	.750	.750	.878



Intersection Description

Intersection Chestnut - Wake Forest

Date Count Completed 11/15/11

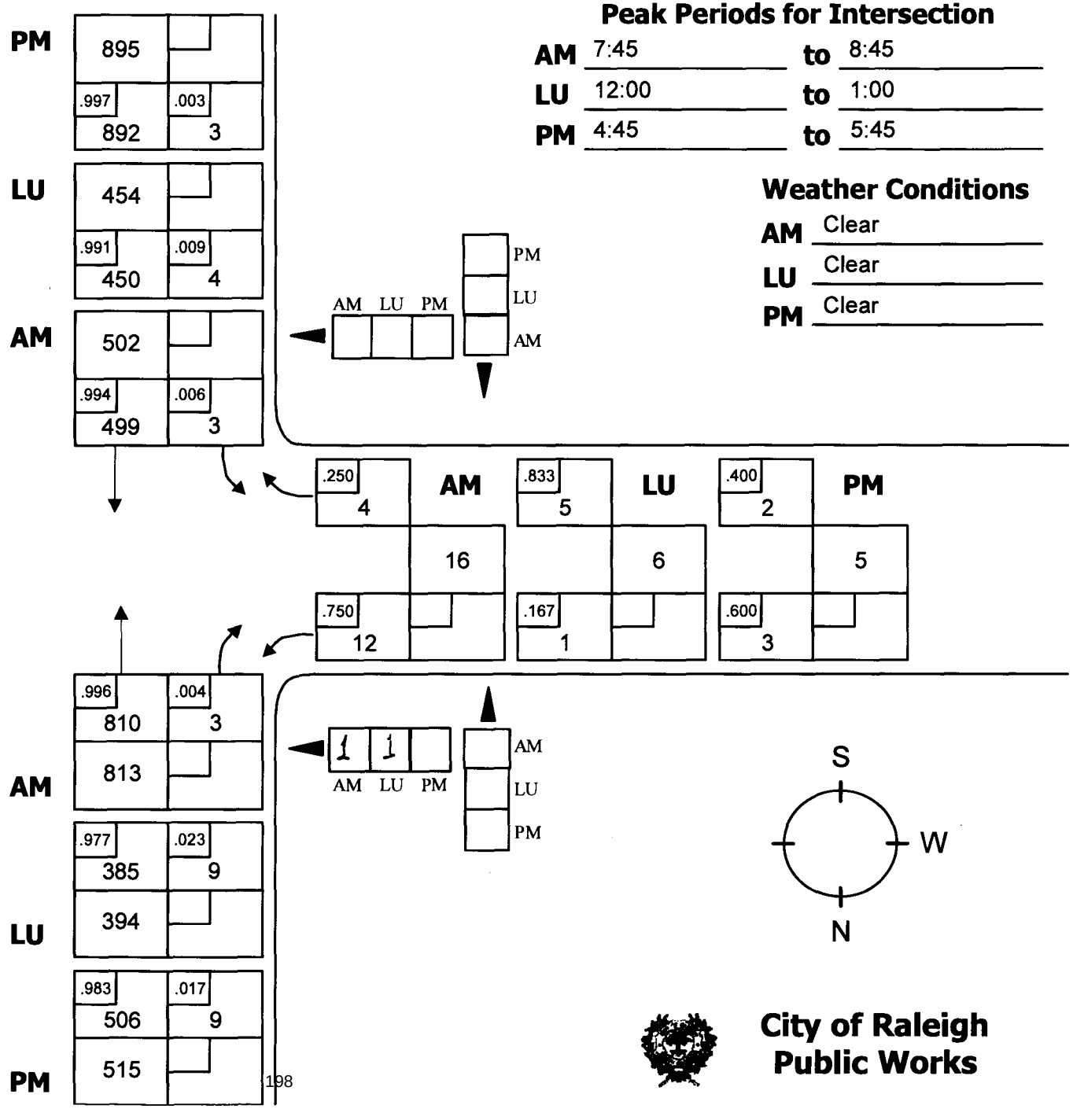


Peak Periods for Intersection

AM	7:45	**to**	8:45
LU	12:00	**to**	1:00
PM	4:45	**to**	5:45

Weather Conditions

AM	Clear
LU	Clear
PM	Clear



Counter(s) Randy C

City of Raleigh Public Works

City of Raleigh

222 W Hargett Street
Raleigh, NC 27602

Counter:
Counted By: Randy Cole
Weather: Clear
Other:

File Name : Chestnut-Wake Forest 11-15-11 am
Site Code : 00000000
Start Date : 11/15/2011
Page No : 1

Groups Printed- Unshifted

	Wake Forest From North					From East					Wake Forest From South					Chestnut From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	127	0	0	127	0	0	0	0	0	0	80	2	0	82	0	0	1	1	2	211
07:15 AM	0	136	0	0	136	0	0	0	0	0	0	101	0	0	101	1	0	3	0	4	241
07:30 AM	0	162	0	0	162	0	0	0	0	0	0	128	0	0	128	1	0	3	0	4	294
07:45 AM	1	204	0	0	205	0	0	0	0	0	0	142	1	0	143	1	0	5	0	6	354
Total	1	629	0	0	630	0	0	0	0	0	0	451	3	0	454	3	0	12	1	16	1100
08:00 AM	0	183	0	0	183	0	0	0	0	0	0	121	1	0	122	0	0	3	0	3	308
08:15 AM	1	206	0	0	207	0	0	0	0	0	0	130	0	0	130	1	0	2	1	4	341
08:30 AM	1	217	0	0	218	0	0	0	0	0	0	106	1	0	107	2	0	2	0	4	329
08:45 AM	0	160	0	0	160	0	0	0	1	1	0	118	0	0	118	2	0	2	5	9	288
Total	2	766	0	0	768	0	0	0	1	1	0	475	2	0	477	5	0	9	6	20	1266
09:00 AM	1	141	0	0	142	0	0	0	2	2	0	119	0	0	119	1	0	2	0	3	266
09:15 AM	1	127	0	0	128	0	0	0	1	1	0	105	0	0	105	0	0	3	0	3	237
Grand Total	5	1663	0	0	1668	0	0	0	4	4	0	1150	5	0	1155	9	0	26	7	42	2869
Apprch %	0.3	99.7	0	0		0	0	0	100		0	99.6	0.4	0		21.4	0	61.9	16.7		
Total %	0.2	58	0	0	58.1	0	0	0	0.1	0.1	0	40.1	0.2	0	40.3	0.3	0	0.9	0.2	1.5	

	Wake Forest From North					From East					Wake Forest From South					Chestnut From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	204	0	0	205	0	0	0	0	0	0	142	1	0	143	1	0	5	0	6	354
08:00 AM	0	183	0	0	183	0	0	0	0	0	0	121	1	0	122	0	0	3	0	3	308
08:15 AM	1	206	0	0	207	0	0	0	0	0	0	130	0	0	130	1	0	2	1	4	341
08:30 AM	1	217	0	0	218	0	0	0	0	0	0	106	1	0	107	2	0	2	0	4	329
Total Volume	3	810	0	0	813	0	0	0	0	0	0	499	3	0	502	4	0	12	1	~~47~~	1332
% App. Total	0.4	99.6	0	0		0	0	0	0		0	99.4	0.6	0		~~23.5~~	0	~~70.6~~	~~5.9~~		
PHF	.750	.933	.000	.000	.932	.000	.000	.000	.000	.000	.000	.879	.750	.000	.878	.500	.000	.600	.250	.708	.941
																.250		.750		16	

City of Raleigh

222 W Hargett Street
Raleigh, NC 27602

Counter:
Counted By: Randy Cole
Weather: Clear
Other:

File Name : Chestnut-Wake Forest 11-15-11 lu
Site Code : 00000000
Start Date : 11/15/2011
Page No : 1

Groups Printed- Unshifted

	Wake Forest From North					From East					Wake Forest From South					Chestnut From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	0	84	0	0	84	0	0	0	1	1	0	82	0	0	82	0	0	0	0	0	167
11:45 AM	1	84	0	0	85	0	0	0	0	0	0	97	0	0	97	0	0	0	2	2	184
Total	1	168	0	0	169	0	0	0	1	1	0	179	0	0	179	0	0	0	2	2	351
12:00 PM	3	100	0	0	103	0	0	0	0	0	0	120	1	0	121	1	0	1	1	3	227
12:15 PM	3	94	0	0	97	0	0	0	0	0	0	106	1	0	107	2	0	0	0	2	206
12:30 PM	1	70	0	0	71	0	0	0	0	0	0	121	0	0	121	0	0	0	0	0	192
12:45 PM	2	121	0	0	123	0	0	0	1	1	0	103	2	0	105	2	0	0	0	2	231
Total	9	385	0	0	394	0	0	0	1	1	0	450	4	0	454	5	0	1	1	7	856
01:00 PM	0	112	0	0	112	0	0	0	1	1	0	100	2	0	102	0	0	1	0	1	216
01:15 PM	0	99	0	0	99	0	0	0	0	0	0	97	1	0	98	1	0	0	0	1	198
Grand Total	10	764	0	0	774	0	0	0	3	3	0	826	7	0	833	6	0	2	3	11	1621
Apprch %	1.3	98.7	0	0		0	0	0	100		0	99.2	0.8	0		54.5	0	18.2	27.3		
Total %	0.6	47.1	0	0	47.7	0	0	0	0.2	0.2	0	51	0.4	0	51.4	0.4	0	0.1	0.2	0.7	

	Wake Forest From North					From East					Wake Forest From South					Chestnut From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	3	100	0	0	103	0	0	0	0	0	0	120	1	0	121	1	0	1	1	3	227
12:15 PM	3	94	0	0	97	0	0	0	0	0	0	106	1	0	107	2	0	0	0	2	206
12:30 PM	1	70	0	0	71	0	0	0	0	0	0	121	0	0	121	0	0	0	0	0	192
12:45 PM	2	121	0	0	123	0	0	0	1	1	0	103	2	0	105	2	0	0	0	2	231
Total Volume	9	385	0	0	394	0	0	0	1	1	0	450	4	0	454	5	0	1	1	~~7~~	856
% App. Total	2.3	97.7	0	0		0	0	0	~~100~~		0	99.1	0.9	0		~~71.4~~	0	~~14.3~~	~~14.3~~		
PHF	.750	.795	.000	.000	.801	.000	.000	.000	.250	.250	.000	.930	.500	.000	.938	.625	.000	.250	.250	.583	.926
																.833		.167		6	

City of Raleigh

222 W Hargett Street
Raleigh, NC 27602

Counter:
Counted By: Randy Cole
Weather: Clear
Other:

File Name : Chestnut-Wake Forest 11-15-11 pm
Site Code : 00000000
Start Date : 11/15/2011
Page No : 1

Groups Printed- Unshifted

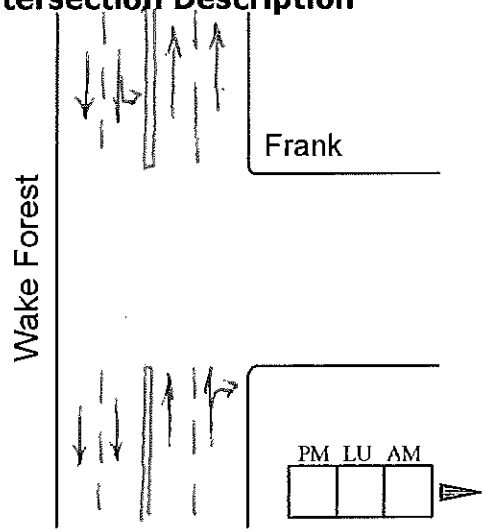
	Wake Forest From North					From East					WF From South					Chestnut From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	0	102	0	0	102	0	0	0	0	0	0	141	0	0	141	0	0	2	1	3	246
03:45 PM	1	92	0	0	93	0	0	0	0	0	0	134	0	0	134	0	0	4	1	5	232
Total	1	194	0	0	195	0	0	0	0	0	0	275	0	0	275	0	0	6	2	8	478
04:00 PM	3	118	0	0	121	0	0	0	0	0	0	151	1	0	152	1	0	1	0	2	275
04:15 PM	2	103	0	0	105	0	0	0	3	3	0	189	1	0	190	3	0	2	0	5	303
04:30 PM	2	99	0	0	101	0	0	0	2	2	0	170	2	0	172	2	0	3	1	6	281
04:45 PM	2	122	0	0	124	0	0	0	0	0	0	184	1	0	185	0	0	0	0	0	309
Total	9	442	0	0	451	0	0	0	5	5	0	694	5	0	699	6	0	6	1	13	1168
05:00 PM	2	121	0	0	123	0	0	0	3	3	0	208	0	0	208	1	0	2	0	3	337
05:15 PM	3	144	0	0	147	0	0	0	0	0	0	294	1	0	295	0	0	0	0	0	442
05:30 PM	2	119	0	0	121	0	0	0	0	0	0	206	1	0	207	1	0	1	0	2	330
05:45 PM	0	105	0	0	105	0	0	0	0	0	0	198	0	0	198	0	0	1	0	1	304
Total	7	489	0	0	496	0	0	0	3	3	0	906	2	0	908	2	0	4	0	6	1413
Grand Total	17	1125	0	0	1142	0	0	0	8	8	0	1875	7	0	1882	8	0	16	3	27	3059
Apprch %	1.5	98.5	0	0		0	0	0	100		0	99.6	0.4	0		29.6	0	59.3	11.1		
Total %	0.6	36.8	0	0	37.3	0	0	0	0.3	0.3	0	61.3	0.2	0	61.5	0.3	0	0.5	0.1	0.9	

	Wake Forest From North					From East					WF From South					Chestnut From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	2	122	0	0	124	0	0	0	0	0	0	184	1	0	185	0	0	0	0	0	309
05:00 PM	2	121	0	0	123	0	0	0	3	3	0	208	0	0	208	1	0	2	0	3	337
05:15 PM	3	144	0	0	147	0	0	0	0	0	0	294	1	0	295	0	0	0	0	0	442
05:30 PM	2	119	0	0	121	0	0	0	0	0	0	206	1	0	207	1	0	1	0	2	330
Total Volume	9	506	0	0	515	0	0	0	3	0	0	892	3	0	895	2	0	3	0	5	1418
% App. Total	1.7	98.3	0	0		0	0	0	[illegible]		0	99.7	0.3	0		40	0	60	0		
PHF	.750	.878	.000	.000	.876	.000	.000	.000	.250	.250	.000	.759	.750	.000	.758	.500	.000	.375	.000	.417	.802

Intersection Description

Intersection Frank - Wake Forest

Date Count Completed 9-11-12 am, lu, 9/12/12 pm

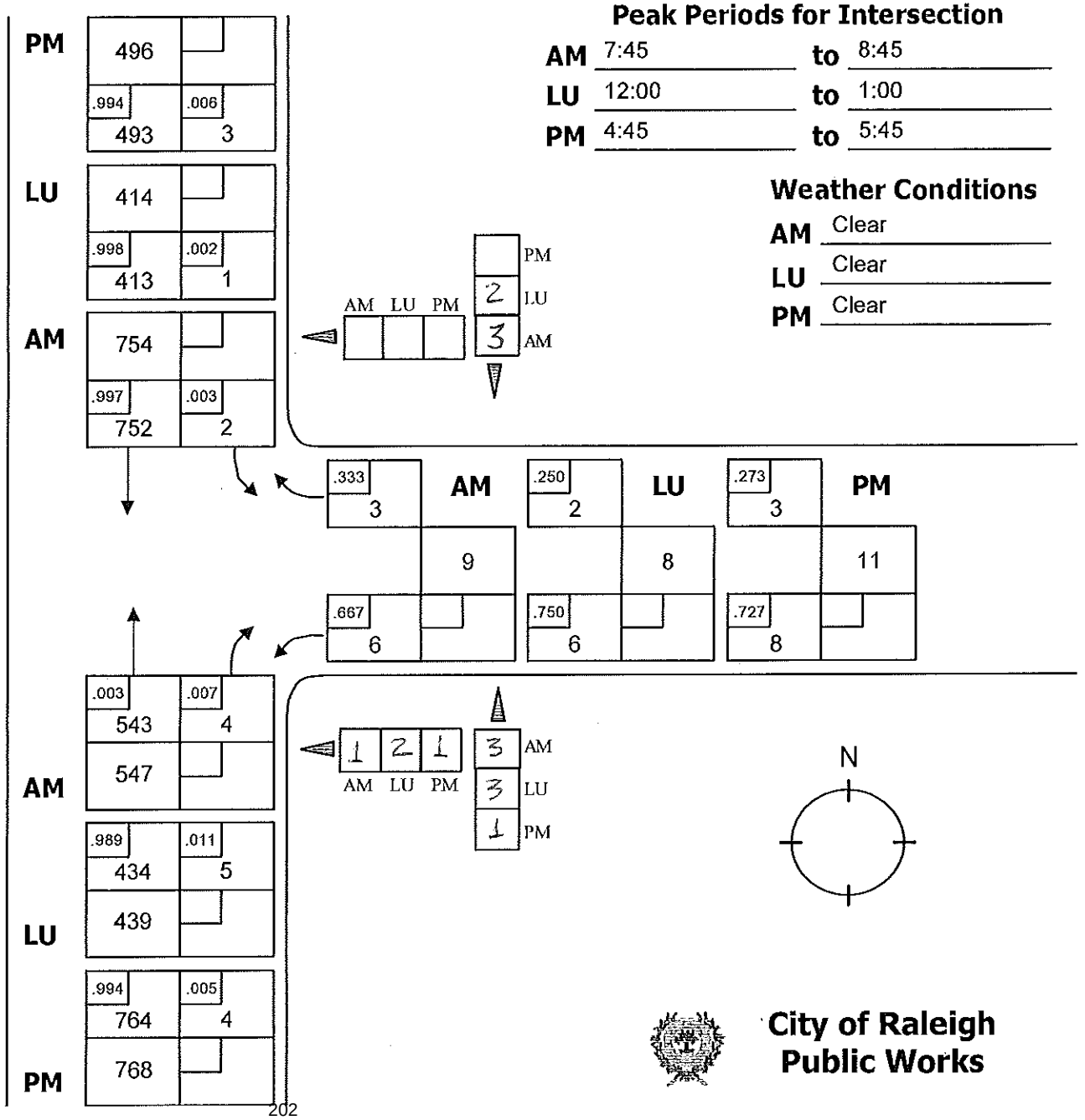


Peak Periods for Intersection

AM	7:45	**to**	8:45
LU	12:00	**to**	1:00
PM	4:45	**to**	5:45

Weather Conditions

AM	Clear
LU	Clear
PM	Clear



Counter(s) Randy C

City of Raleigh Public Works

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Randy Cole
Weather: Clear
Other

File Name : Frank-Wake Forest 9-11-12 am
Site Code : 00000000
Start Date : 9/11/2012
Page No : 1

Groups Printed- Unshifted

	Wake Forest From North					Frank From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	115	0	0	115	0	0	0	0	0	2	78	0	0	80	0	0	0	0	0	195
07:15 AM	0	154	0	0	154	0	0	3	1	4	0	112	0	2	114	0	0	0	0	0	272
07:30 AM	0	132	0	1	133	0	0	2	0	2	1	159	0	0	160	0	0	0	0	0	295
07:45 AM	0	180	0	0	180	1	0	0	0	1	0	153	0	1	154	0	0	0	1	1	336
Total	0	581	0	1	582	1	0	5	1	7	3	502	0	3	508	0	0	0	1	1	1098
08:00 AM	0	170	1	0	171	2	0	1	1	4	1	148	0	0	149	0	0	0	0	0	324
08:15 AM	0	206	0	0	206	0	0	3	0	3	0	131	0	0	131	0	0	0	0	0	340
08:30 AM	0	196	1	3	200	0	0	2	0	2	3	111	0	2	116	0	0	0	0	0	318
08:45 AM	0	189	0	0	189	6	0	5	0	11	7	106	0	0	113	3	0	0	1	4	317
Total	0	761	2	3	766	8	0	11	1	20	11	496	0	2	509	3	0	0	1	4	1299
Grand Total	0	1342	2	4	1348	9	0	16	2	27	14	998	0	5	1017	3	0	0	2	5	2397
Apprch %	0	99.6	0.1	0.3		33.3	0	59.3	7.4		1.4	98.1	0	0.5		60	0	0	40		
Total %	0	56	0.1	0.2	56.2	0.4	0	0.7	0.1	1.1	0.6	41.6	0	0.2	42.4	0.1	0	0	0.1	0.2	

	Wake Forest From North					Frank From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	180	0	0	180	1	0	0	0	1	0	153	0	1	154	0	0	0	1	1	336
08:00 AM	0	170	1	0	171	2	0	1	1	4	1	148	0	0	149	0	0	0	0	0	324
08:15 AM	0	206	0	0	206	0	0	3	0	3	0	131	0	0	131	0	0	0	0	0	340
08:30 AM	0	196	1	3	200	0	0	2	0	2	3	111	0	2	116	0	0	0	0	0	318
Total Volume	0	752	2	3	~~757~~	3	0	6	1	~~10~~	4	543	0	3	~~560~~	0	0	0	1	~~1~~	1318
% App. Total	0	~~99.3~~	~~0.3~~	~~0.4~~		~~.30~~	0	~~.60~~	~~.10~~		~~0.7~~	~~98.7~~	0	~~0.5~~		0	0	0	~~100~~		
PHF	.000	.913	.500	.250	.919	.375	.000	.500	.250	.625	.333	.887	.000	.375	.893	.000	.000	.000	.250	.250	.969
		.997	.003		754	.333		.667		9	.007	.993			547						

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Randy Cole
Weather: Clear
Other

File Name : Frank-Wake Forest 9-11-12 lu
Site Code : 00000000
Start Date : 9/11/2012
Page No : 1

Groups Printed- Unshifted

	Wake Forest From North					Frank From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	0	71	0	0	71	0	0	0	1	1	0	78	0	0	78	0	0	0	0	0	150
11:45 AM	0	86	2	0	88	0	0	2	0	2	1	84	0	0	85	0	0	0	0	0	175
Total	0	157	2	0	159	0	0	2	1	3	1	162	0	0	163	0	0	0	0	0	325
12:00 PM	0	101	0	1	102	0	0	2	2	4	2	97	0	0	99	0	0	0	0	0	205
12:15 PM	0	93	0	0	93	1	0	0	0	1	2	114	0	1	117	0	0	0	0	0	211
12:30 PM	0	95	0	0	95	1	0	2	0	3	1	111	0	1	113	0	0	0	0	0	211
12:45 PM	0	124	1	1	126	0	0	2	0	2	0	112	0	1	113	0	0	0	0	0	241
Total	0	413	1	2	416	2	0	6	2	10	5	434	0	3	442	0	0	0	0	0	868
01:00 PM	0	90	0	0	90	0	0	0	0	0	0	86	0	1	87	0	0	0	0	0	177
01:15 PM	0	89	0	0	89	0	0	1	0	1	0	91	0	0	91	0	0	0	0	0	181
Grand Total	0	749	3	2	754	2	0	9	3	14	6	773	0	4	783	0	0	0	0	0	1551
Apprch %	0	99.3	0.4	0.3		14.3	0	64.3	21.4		0.8	98.7	0	0.5		0	0	0	0		
Total %	0	48.3	0.2	0.1	48.6	0.1	0	0.6	0.2	0.9	0.4	49.8	0	0.3	50.5	0	0	0	0	0	

	Wake Forest From North					Frank From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	**101**	**0**	1	102	0	0	2	2	4	**2**	97	0	0	99	0	0	0	0	0	205
12:15 PM	0	93	0	0	93	1	0	0	0	1	2	**114**	0	1	**117**	0	0	0	0	0	211
12:30 PM	0	95	0	0	95	1	0	2	0	3	1	111	0	1	113	0	0	0	0	0	211
12:45 PM	0	**124**	1	1	**126**	0	0	2	0	2	0	112	0	1	113	0	0	0	0	0	**241**
Total Volume	0	413	1	2	~~416~~	2	0	6	2	~~10~~	5	434	0	3	~~442~~	0	0	0	0	0	868
% App. Total	0	~~99.3~~	~~0.2~~	~~0.5~~		~~20~~	0	~~60~~	~~20~~		~~1.1~~	~~98.2~~	0	~~0.7~~		0	0	0	0		
PHF	.000	.833	.250	.500	.825	.500	.000	.750	.250	.625	.625	.952	.000	.750	.944	.000	.000	.000	.000	.000	.900
		.898	.002		414	.250		.750		8	.011	.989			439						

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Randy Cole
Weather: Clear
Other

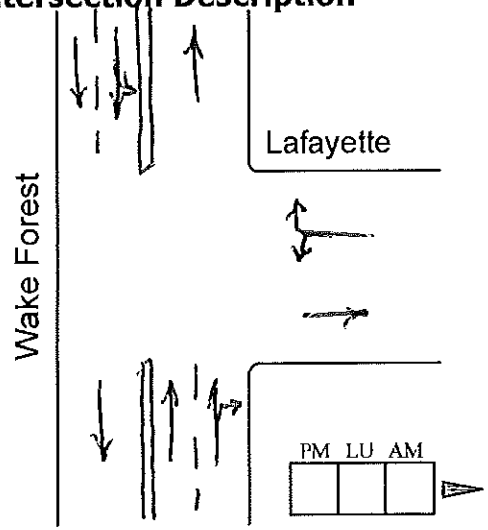
File Name : Frank-Wake Forest 9-12-12 pm
Site Code : 00000000
Start Date : 9/12/2012
Page No : 1

Groups Printed- Unshifted

	Wake Forest From North					Frank From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	111	0	0	111	0	0	1	0	1	1	151	0	0	152	0	0	0	0	0	264
04:15 PM	0	116	1	0	117	1	0	0	0	1	0	155	0	0	155	0	0	0	0	0	273
04:30 PM	0	121	0	0	121	0	0	1	0	1	0	171	0	0	171	0	0	0	0	0	293
04:45 PM	0	132	2	0	134	1	0	2	1	4	1	183	0	1	185	0	0	0	0	0	323
Total	0	480	3	0	483	2	0	4	1	7	2	660	0	1	663	0	0	0	0	0	1153
05:00 PM	0	115	0	0	115	1	0	3	0	4	2	204	0	0	206	0	0	0	1	1	326
05:15 PM	0	125	1	0	126	0	0	2	0	2	0	192	0	0	192	0	0	0	0	0	320
05:30 PM	0	121	0	0	121	1	0	1	0	2	1	185	0	0	186	0	0	0	0	0	309
05:45 PM	0	110	0	0	110	0	0	0	0	0	0	166	0	0	166	0	0	0	0	0	276
Total	0	471	1	0	472	2	0	6	0	8	3	747	0	0	750	0	0	0	1	1	1231
Grand Total	0	951	4	0	955	4	0	10	1	15	5	1407	0	1	1413	0	0	0	1	1	2384
Apprch %	0	99.6	0.4	0		26.7	0	66.7	6.7		0.4	99.6	0	0.1		0	0	0	100		
Total %	0	39.9	0.2	0	40.1	0.2	0	0.4	0	0.6	0.2	59	0	0	59.3	0	0	0	0	0	

	Wake Forest From North					Frank From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**0**	132	2	0	134	1	0	2	**1**	**4**	1	183	0	**1**	185	0	0	0	0	0	323
05:00 PM	0	115	0	0	115	1	0	**3**	0	4	**2**	**204**	0	0	**206**	0	0	0	**1**	**1**	**326**
05:15 PM	0	125	1	0	126	0	0	2	0	2	0	192	0	0	192	**0**	0	0	0	0	320
05:30 PM	0	121	0	0	121	1	0	1	0	2	1	185	0	0	186	0	0	0	0	0	309
Total Volume	0	493	3	0	496	3	0	8	1	~~12~~	4	764	0	1	~~769~~	0	0	0	1	~~4~~	1278
% App. Total	0	99.4	0.6	0		~~25~~	0	~~66.7~~	~~8.3~~		~~0.5~~	~~99.3~~	0	~~0.1~~		0	0	0	~~100~~		
PHF	.000	.934	.375	.000	.925	.750	.000	.667	.250	.750	.500	.936	.000	.250	.933	.000	.000	.000	.250	.250	.980
						.273		.727		11	.005	.994			768						

Intersection Description



Intersection Lafayette - Wake Forest

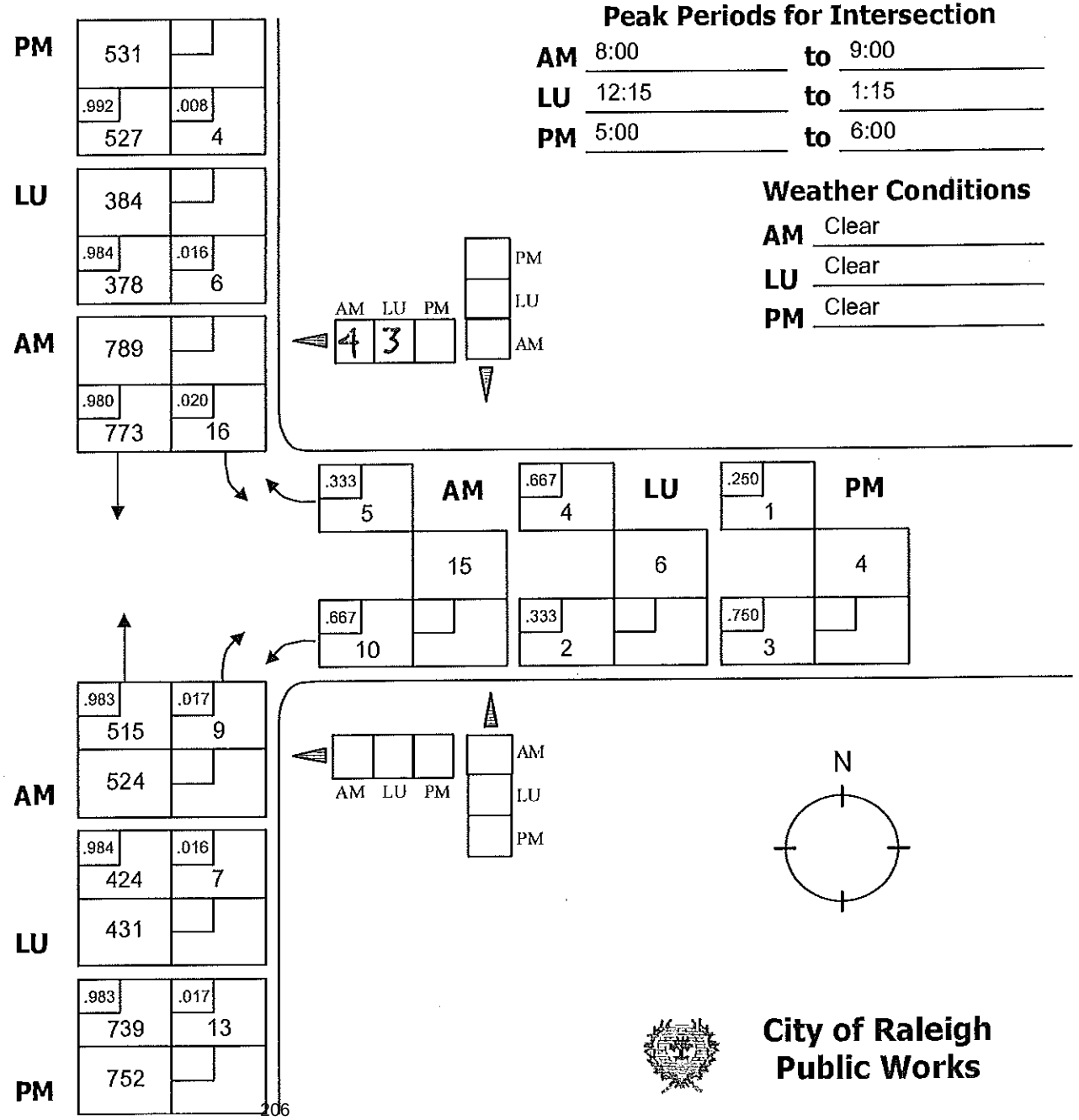
Date Count Completed 9/12/12 am/lu, 9/20/12 pm

Peak Periods for Intersection

AM	8:00	**to**	9:00
LU	12:15	**to**	1:15
PM	5:00	**to**	6:00

Weather Conditions

AM	Clear
LU	Clear
PM	Clear



Counter(s) John O am/lu

Randy C pm

City of Raleigh Public Works

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By:John O.
Weather:clear
Other

File Name : Lafayette-Wake Forest AM 09-12-12
Site Code : 00000000
Start Date : 9/12/2012
Page No : 1

Groups Printed- Unshifted

	Wake Forest From North					Lafayette From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	119	1	0	120	0	0	1	3	4	1	86	0	0	87	0	0	0	0	0	211
07:15 AM	0	153	2	0	155	3	0	0	1	4	1	126	0	0	127	0	0	0	0	0	286
07:30 AM	0	167	0	0	167	0	0	2	0	2	0	130	0	0	130	0	0	0	0	0	299
07:45 AM	0	170	2	0	172	0	0	3	1	4	0	127	0	0	127	0	0	0	0	0	303
Total	0	609	5	0	614	3	0	6	5	14	2	469	0	0	471	0	0	0	0	0	1099
08:00 AM	0	180	4	0	184	0	0	1	1	2	1	136	0	0	137	0	0	0	0	0	323
08:15 AM	0	196	2	0	198	2	0	5	2	9	2	141	0	0	143	0	0	0	0	0	350
08:30 AM	0	206	6	0	212	0	0	2	0	2	3	132	0	0	135	0	0	0	0	0	349
08:45 AM	0	191	4	0	195	3	0	2	1	6	3	106	0	0	109	0	0	0	0	0	310
Total	0	773	16	0	789	5	0	10	4	19	9	515	0	0	524	0	0	0	0	0	1332
Grand Total	0	1382	21	0	1403	8	0	16	9	33	11	984	0	0	995	0	0	0	0	0	2431
Apprch %	0	98.5	1.5	0		24.2	0	48.5	27.3		1.1	98.9	0	0		0	0	0	0		
Total %	0	56.8	0.9	0	57.7	0.3	0	0.7	0.4	1.4	0.5	40.5	0	0	40.9	0	0	0	0	0	

	Wake Forest From North					Lafayette From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**0**	**180**	**4**	**0**	**184**	**0**	**0**	**1**	**1**	**2**	**1**	**136**	**0**	**0**	**137**	**0**	**0**	**0**	**0**	**0**	**323**
08:15 AM	**0**	**196**	**2**	**0**	**198**	**2**	**0**	**5**	**2**	**9**	**2**	**141**	**0**	**0**	**143**	**0**	**0**	**0**	**0**	**0**	**350**
08:30 AM	0	**206**	**6**	0	**212**	0	0	**2**	0	2	**3**	132	0	0	135	0	0	0	0	0	**349**
08:45 AM	0	191	4	0	195	**3**	0	2	1	6	3	106	0	0	109	0	0	0	0	0	310
Total Volume	0	773	16	0	789	5	0	10	4	19	9	515	0	0	524	0	0	0	0	0	1332
% App. Total	0	98	2	0		26.3	0	52.6	21.1		1.7	98.3	0	0		0	0	0	0		
PHF	.000	.938	.667	.000	.930	.417	.000	.500	.500	.528	.750	.913	.000	.000	.916	.000	.000	.000	.000	.000	.951
						.333	.000	.667		15											

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By:John O.
Weather:sunny
Other

File Name : Lafayette-Wake Forest LU 09-12-12
Site Code : 00000000
Start Date : 9/12/2012
Page No : 1

Groups Printed- Unshifted

	Wake Forest From North					Lafayette From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	0	81	0	0	81	1	0	1	1	3	2	116	0	0	118	0	0	0	0	0	202
11:45 AM	0	95	0	0	95	0	0	2	0	2	2	101	0	0	103	0	0	0	0	0	200
Total	0	176	0	0	176	1	0	3	1	5	4	217	0	0	221	0	0	0	0	0	402
12:00 PM	0	98	1	0	99	4	0	0	0	4	1	96	0	0	97	0	0	0	0	0	200
12:15 PM	0	100	0	0	100	0	0	1	2	3	1	93	0	0	94	0	0	0	0	0	197
12:30 PM	0	65	1	0	66	1	0	0	1	2	2	105	0	0	107	0	0	0	0	0	175
12:45 PM	0	114	1	0	115	2	0	0	0	2	3	113	0	0	116	0	0	0	0	0	233
Total	0	377	3	0	380	7	0	1	3	11	7	407	0	0	414	0	0	0	0	0	805
01:00 PM	0	99	4	0	103	1	0	1	0	2	1	113	0	0	114	0	0	0	0	0	219
01:15 PM	0	81	0	0	81	1	0	0	0	1	0	97	0	0	97	0	0	0	0	0	179
Grand Total	0	733	7	0	740	10	0	5	4	19	12	834	0	0	846	0	0	0	0	0	1605
Apprch %	0	99.1	0.9	0		52.6	0	26.3	21.1		1.4	98.6	0	0		0	0	0	0		
Total %	0	45.7	0.4	0	46.1	0.6	0	0.3	0.2	1.2	0.7	52	0	0	52.7	0	0	0	0	0	

	Wake Forest From North					Lafayette From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	**0**	**100**	0	**0**	100	**0**	**0**	1	2	3	1	93	0	0	94	0	0	0	0	0	197
12:30 PM	0	65	1	0	66	1	0	0	1	2	2	105	0	0	107	0	0	0	0	0	175
12:45 PM	0	114	1	0	**115**	**2**	0	0	0	2	**3**	**113**	0	0	**116**	0	0	0	0	0	**233**
01:00 PM	0	99	4	0	103	1	0	1	0	2	1	113	0	0	114	0	0	0	0	0	219
Total Volume	0	378	6	0	384	4	0	2	3	9	7	424	0	0	431	0	0	0	0	0	824
% App. Total	0	98.4	1.6	0		44.4	0	22.2	33.3		1.6	98.4	0	0		0	0	0	0		
PHF	.000	.829	.375	.000	.835	.500	.000	.500	.375	.750	.583	.938	.000	.000	.929	.000	.000	.000	.000	.000	.884

.667 .000 .333 6

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Randy Cole
Weather: Clear
Other

File Name : Lafayette-Wake Forest 9-20-12 pm
Site Code : 00000000
Start Date : 9/20/2012
Page No : 1

Groups Printed- Unshifted

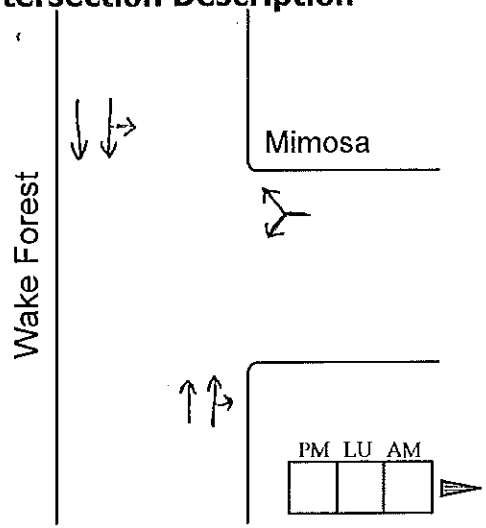
	Wake Forest From North					Lafayette From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	58	0	0	58	1	0	0	0	1	2	98	0	0	100	0	0	0	0	0	159
04:15 PM	0	71	1	0	72	0	0	1	0	1	0	141	0	0	141	0	0	0	0	0	214
04:30 PM	0	125	0	0	125	0	0	3	0	3	1	159	0	0	160	0	0	0	0	0	288
04:45 PM	0	135	0	0	135	0	0	0	0	0	2	154	0	0	156	0	0	0	0	0	291
Total	0	389	1	0	390	1	0	4	0	5	5	552	0	0	557	0	0	0	0	0	952
05:00 PM	0	138	0	0	138	1	0	2	0	3	5	171	0	0	176	0	0	0	0	0	317
05:15 PM	0	152	1	0	153	0	0	0	0	0	5	178	0	0	183	0	0	0	0	0	336
05:30 PM	0	116	2	0	118	0	0	1	0	1	1	207	0	0	208	0	0	0	0	0	327
05:45 PM	0	121	1	0	122	0	0	0	0	0	2	183	0	0	185	0	0	0	0	0	307
Total	0	527	4	0	531	1	0	3	0	4	13	739	0	0	752	0	0	0	0	0	1287
Grand Total	0	916	5	0	921	2	0	7	0	9	18	1291	0	0	1309	0	0	0	0	0	2239
Apprch %	0	99.5	0.5	0		22.2	0	77.8	0		1.4	98.6	0	0		0	0	0	0		
Total %	0	40.9	0.2	0	41.1	0.1	0	0.3	0	0.4	0.8	57.7	0	0	58.5	0	0	0	0	0	

	Wake Forest From North					Lafayette From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**0**	**138**	0	**0**	**138**	1	0	2	0	3	5	171	0	0	176	0	0	0	0	0	317
05:15 PM	0	**152**	1	0	**153**	0	0	0	0	0	5	178	0	0	183	0	0	0	0	0	**336**
05:30 PM	0	116	**2**	0	118	0	0	1	0	1	1	**207**	0	0	**208**	0	0	0	0	0	327
05:45 PM	0	121	1	0	122	0	0	0	0	0	2	183	0	0	185	0	0	0	0	0	307
Total Volume	0	527	4	0	531	1	0	3	0	4	13	739	0	0	752	0	0	0	0	0	1287
% App. Total	0	99.2	0.8	0		25	0	75	0		1.7	98.3	0	0		0	0	0	0		
PHF	.000	.867	.500	.000	.868	.250	.000	.375	.000	.333	.650	.893	.000	.000	.904	.000	.000	.000	.000	.000	.958

Intersection Description

Intersection Mimosa - Wake Forest

Date Count Completed 9-20-12

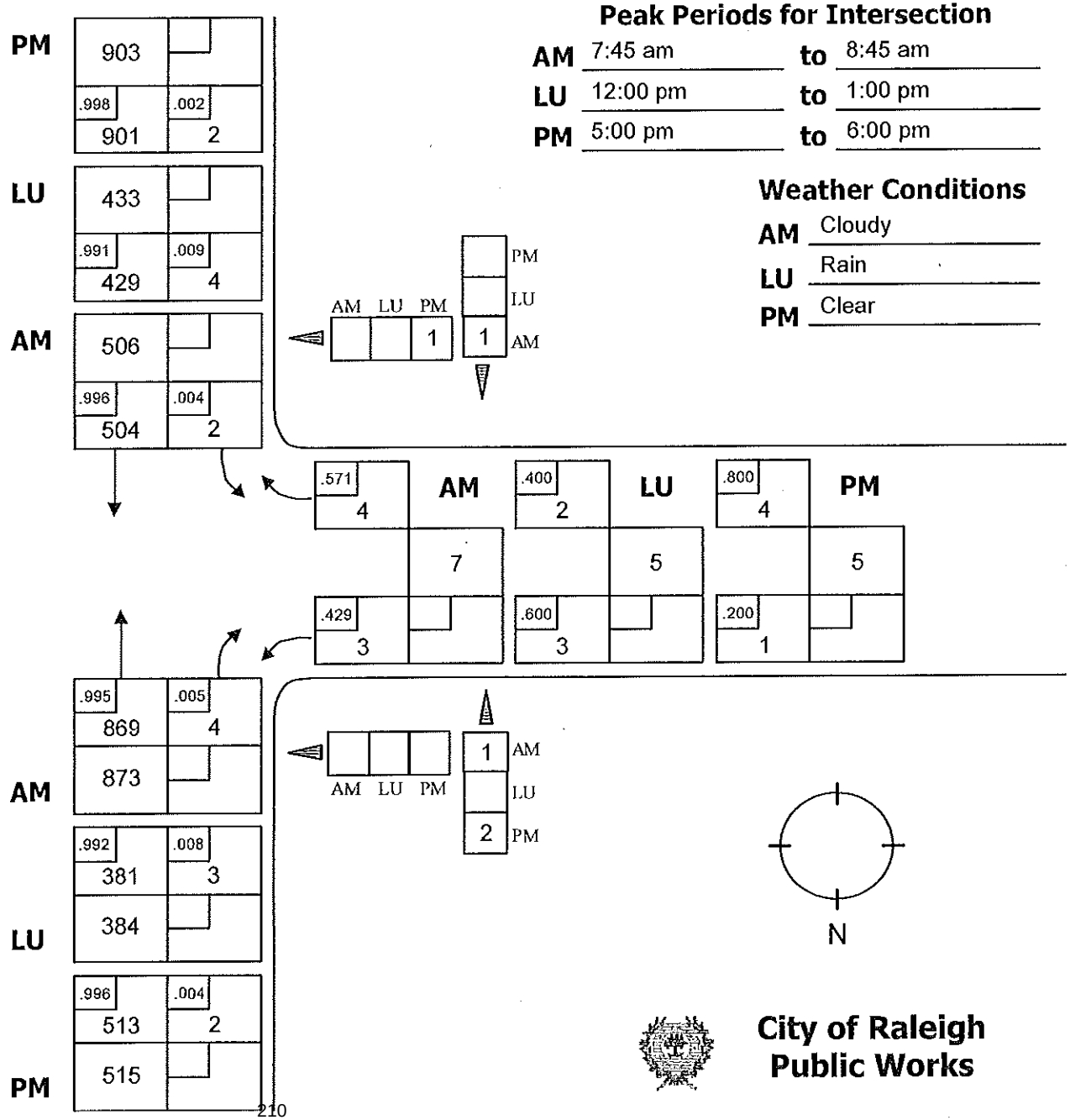


Peak Periods for Intersection

AM	7:45 am	**to**	8:45 am
LU	12:00 pm	**to**	1:00 pm
PM	5:00 pm	**to**	6:00 pm

Weather Conditions

AM	Cloudy
LU	Rain
PM	Clear



Counter(s) John O.

Josh S.

City of Raleigh Public Works

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By:John O.
Weather:cloudy
Other

File Name : Mimosa-Wake Forest AM 09-18-12
Site Code : 00000000
Start Date : 9/18/2012
Page No : 1

Groups Printed- Unshifted

	Wake Forest From North					From East					Wake Forest From South					Mimosa From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	134	0	0	134	0	0	0	0	0	0	81	0	1	82	1	0	0	0	1	217
07:15 AM	0	182	0	0	182	0	0	0	0	0	0	117	0	0	117	0	0	0	1	1	300
07:30 AM	0	179	0	0	179	0	0	0	0	0	0	139	0	0	139	0	0	0	1	1	319
07:45 AM	0	221	0	0	221	0	0	0	0	0	0	126	1	0	127	2	0	0	1	3	351
Total	0	716	0	0	716	0	0	0	0	0	0	463	1	1	465	3	0	0	3	6	1187
08:00 AM	1	209	0	0	210	0	0	0	0	0	0	124	1	0	125	1	0	1	0	2	337
08:15 AM	3	245	0	0	248	0	0	0	0	0	0	130	0	1	131	1	0	0	0	1	380
08:30 AM	0	194	0	1	195	0	0	0	0	0	0	124	0	0	124	0	0	2	0	2	321
08:45 AM	0	208	0	1	209	0	0	0	0	0	0	129	1	0	130	0	0	2	1	3	342
Total	4	856	0	2	862	0	0	0	0	0	0	507	2	1	510	2	0	5	1	8	1380
Grand Total	4	1572	0	2	1578	0	0	0	0	0	0	970	3	2	975	5	0	5	4	14	2567
Apprch %	0.3	99.6	0	0.1		0	0	0	0		0	99.5	0.3	0.2		35.7	0	35.7	28.6		
Total %	0.2	61.2	0	0.1	61.5	0	0	0	0	0	0	37.8	0.1	0.1	38	0.2	0	0.2	0.2	0.5	

	Wake Forest From North					From East					Wake Forest From South					Mimosa From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**0**	**221**	0	**0**	**221**	**0**	**0**	**0**	0	0	0	**126**	1	0	127	2	0	0	1	3	351
08:00 AM	1	209	0	0	210	0	0	0	0	0	0	**124**	1	0	125	1	0	1	0	2	337
08:15 AM	3	**245**	0	0	**248**	0	0	0	0	0	0	**130**	0	**1**	**131**	1	0	0	0	1	380
08:30 AM	0	194	0	1	195	0	0	0	0	0	0	124	0	0	124	0	0	2	0	2	321
Total Volume	4	869	0	1	874	0	0	0	0	0	0	504	2	1	507	4	0	3	1	8	1389
% App. Total	0.5	99.4	0	0.1		0	0	0	0		0	99.4	0.4	0.2		50	0	37.5	12.5		
PHF	.333	.887	.000	.250	.881	.000	.000	.000	.000	.000	.000	.969	.500	.250	.968	.500	.000	.375	.250	.667	.914
	.005	.995	.000		873						.000	.996	.004		506	.571	.000	.429		7	

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By:John O.
Weather:raining
Other

File Name : Mimosa-Wake Forest LU 09-18-12
Site Code : 00000000
Start Date : 9/18/2012
Page No : 1

Groups Printed- Unshifted

	Wake Forest From North					From East					Wake Forest From South					Mimosa From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	0	86	0	0	86	0	0	0	0	0	0	106	1	0	107	0	0	0	0	0	193
11:45 AM	0	107	0	0	107	0	0	0	0	0	0	97	0	0	97	0	0	1	1	2	206
Total	0	193	0	0	193	0	0	0	0	0	0	203	1	0	204	0	0	1	1	2	399
12:00 PM	1	95	0	0	96	0	0	0	0	0	0	95	1	0	96	0	0	2	0	2	194
12:15 PM	0	104	0	0	104	0	0	0	0	0	0	101	0	0	101	1	0	0	0	1	206
12:30 PM	1	83	0	0	84	0	0	0	0	0	0	109	3	0	112	0	0	1	0	1	197
12:45 PM	1	99	0	0	100	0	0	0	0	0	0	124	0	0	124	1	0	0	0	1	225
Total	3	381	0	0	384	0	0	0	0	0	0	429	4	0	433	2	0	3	0	5	822
01:00 PM	0	101	0	0	101	0	0	0	0	0	0	87	0	0	87	0	0	0	0	0	188
01:15 PM	1	102	0	0	103	0	0	0	0	0	0	90	0	0	90	0	0	0	0	0	193
Grand Total	4	777	0	0	781	0	0	0	0	0	0	809	5	0	814	2	0	4	1	7	1602
Apprch %	0.5	99.5	0	0		0	0	0	0		0	99.4	0.6	0		28.6	0	57.1	14.3		
Total %	0.2	48.5	0	0	48.8	0	0	0	0	0	0	50.5	0.3	0	50.8	0.1	0	0.2	0.1	0.4	

	Wake Forest From North					From East					Wake Forest From South					Mimosa From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	1	95	0	0	96	0	0	0	0	0	0	95	1	0	96	0	0	2	0	2	194
12:15 PM	0	104	0	0	104	0	0	0	0	0	0	101	0	0	101	1	0	0	0	1	206
12:30 PM	1	83	0	0	84	0	0	0	0	0	0	109	3	0	112	0	0	1	0	1	197
12:45 PM	1	99	0	0	100	0	0	0	0	0	0	124	0	0	124	1	0	0	0	1	225
Total Volume	3	381	0	0	384	0	0	0	0	0	0	429	4	0	433	2	0	3	0	5	822
% App. Total	0.8	99.2	0	0		0	0	0	0		0	99.1	0.9	0		40	0	60	0		
PHF	.750	.916	.000	.000	.923	.000	.000	.000	.000	.000	.000	.865	.333	.000	.873	.500	.000	.375	.000	.625	.913

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Josh
Weather: Clear
Other:

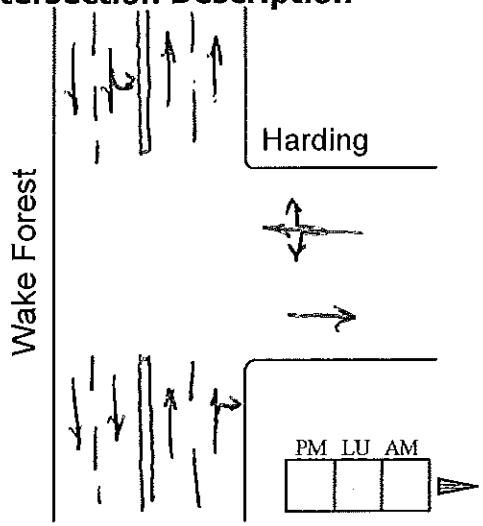
File Name : Mimosa-Wake Forest PM 9-20-12
Site Code : 00000000
Start Date : 9/20/2012
Page No : 1

Groups Printed- Unshifted

	Wake Forest From North					From East					Wake Forest From South					Mimosa From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	124	0	1	126	0	0	0	1	1	0	147	2	0	149	1	0	2	1	4	280
04:15 PM	0	119	0	0	119	0	0	0	2	2	0	166	0	0	166	0	0	1	0	1	288
04:30 PM	2	126	0	0	128	0	0	0	0	0	0	173	3	1	177	0	0	2	1	3	308
04:45 PM	1	131	0	0	132	0	0	0	1	1	0	182	1	0	183	1	0	2	1	4	320
Total	4	500	0	1	505	0	0	0	4	4	0	668	6	1	675	2	0	7	3	12	1196
05:00 PM	0	122	0	0	122	0	0	0	0	0	0	209	0	0	209	2	0	1	1	4	335
05:15 PM	2	128	0	1	131	0	0	0	0	0	0	236	1	0	237	1	0	0	0	1	369
05:30 PM	0	129	0	1	130	0	0	0	0	0	0	232	1	0	233	0	0	0	0	0	363
05:45 PM	0	134	0	0	134	0	0	0	0	0	0	224	0	0	224	1	0	0	0	1	359
Total	2	513	0	2	517	0	0	0	0	0	0	901	2	0	903	4	0	1	1	6	1426
Grand Total	6	1013	0	3	1022	0	0	0	4	4	0	1569	8	1	1578	6	0	8	4	18	2622
Apprch %	0.6	99.1	0	0.3		0	0	0	100		0	99.4	0.5	0.1		33.3	0	44.4	22.2		
Total %	0.2	38.6	0	0.1	39	0	0	0	0.2	0.2	0	59.8	0.3	0	60.2	0.2	0	0.3	0.2	0.7	

	Wake Forest From North					From East					Wake Forest From South					Mimosa From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	122	0	0	122	0	0	0	0	0	0	209	0	0	209	2	0	1	1	4	335
05:15 PM	2	128	0	1	131	0	0	0	0	0	0	236	1	0	237	1	0	0	0	1	369
05:30 PM	0	129	0	1	130	0	0	0	0	0	0	232	1	0	233	0	0	0	0	0	363
05:45 PM	0	134	0	0	134	0	0	0	0	0	0	224	0	0	224	1	0	0	0	1	359
Total Volume	2	513	0	2	517	0	0	0	0	0	0	901	2	0	903	4	0	1	1	6	1426
% App. Total	0.4	99.2	0	0.4		0	0	0	0		0	99.8	0.2	0		66.7	0	16.7	16.7		
PHF	.250	.957	.000	.500	.965	.000	.000	.000	.000	.000	.000	.954	.500	.000	.953	.500	.000	.250	.250	.375	.966
	.004	.996			515											.800		.200		5	

Intersection Description



Intersection Harding - Wake Forest

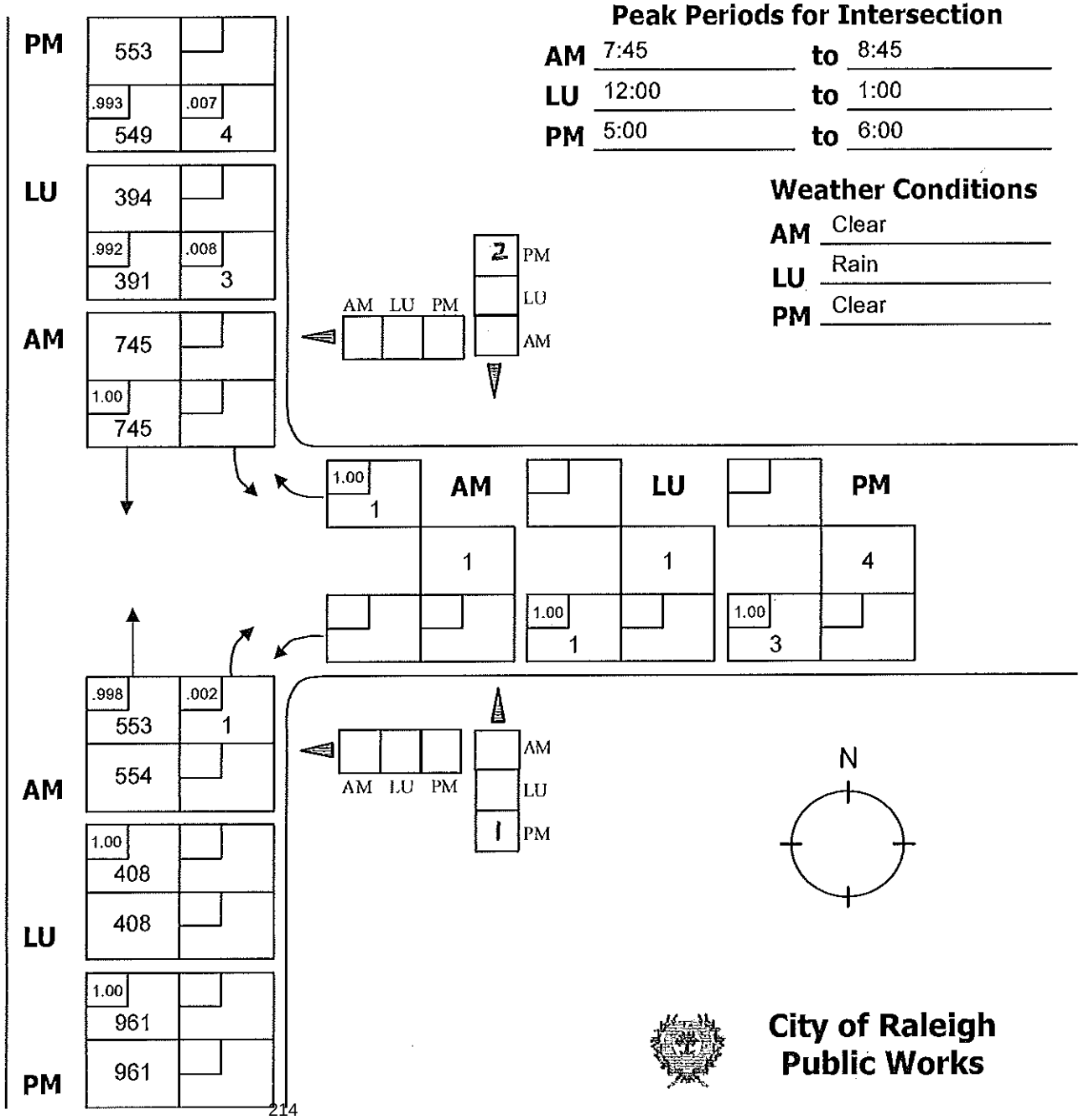
Date Count Completed 9/13/12 am, 9/18/12 lu, 9/19/12 pm

Peak Periods for Intersection

AM	7:45	**to**	8:45
LU	12:00	**to**	1:00
PM	5:00	**to**	6:00

Weather Conditions

AM	Clear
LU	Rain
PM	Clear



Counter(s) Randy C

City of Raleigh Public Works

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Randy Cole
Weather: Clear
Other

File Name : Harding-Wake Forest 9-13-12 am
Site Code : 00000000
Start Date : 9/13/2012
Page No : 1

Groups Printed- Unshifted

	Wake Forest From North					Harding From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	94	0	0	94	0	0	0	0	0	0	65	0	1	66	0	0	0	0	0	160
07:15 AM	0	140	0	0	140	0	0	0	0	0	1	99	0	0	100	0	0	0	0	0	240
07:30 AM	0	156	0	0	156	0	0	1	0	1	0	145	0	1	146	0	0	0	0	0	303
07:45 AM	0	192	0	0	192	1	0	0	0	1	0	145	0	0	145	0	0	0	0	0	338
Total	0	582	0	0	582	1	0	1	0	2	1	454	0	2	457	0	0	0	0	0	1041
08:00 AM	0	167	0	0	167	0	0	0	0	0	0	135	0	0	135	0	0	0	0	0	302
08:15 AM	0	201	0	0	201	0	0	0	0	0	0	149	0	0	149	0	0	0	0	0	350
08:30 AM	0	185	0	0	185	0	0	0	0	0	1	124	0	0	125	0	0	0	0	0	310
08:45 AM	0	171	0	0	171	0	0	0	0	0	0	120	0	0	120	0	0	0	0	0	291
Total	0	724	0	0	724	0	0	0	0	0	1	528	0	0	529	0	0	0	0	0	1253
Grand Total	0	1306	0	0	1306	1	0	1	0	2	2	982	0	2	986	0	0	0	0	0	2294
Apprch %	0	100	0	0		50	0	50	0		0.2	99.6	0	0.2		0	0	0	0		
Total %	0	56.9	0	0	56.9	0	0	0	0	0.1	0.1	42.8	0	0.1	43	0	0	0	0	0	

	Wake Forest From North					Harding From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	**192**	0	0	**192**	1	0	0	0	1	0	145	0	0	145	0	0	0	0	0	338
08:00 AM	0	167	0	0	167	0	0	0	0	0	0	135	0	0	135	0	0	0	0	0	302
08:15 AM	0	201	0	0	201	0	0	0	0	0	0	**149**	0	0	**149**	0	0	0	0	0	**350**
08:30 AM	0	185	0	0	185	0	0	0	0	0	1	124	0	0	125	0	0	0	0	0	310
Total Volume	0	745	0	0	745	1	0	0	0	1	1	553	0	0	554	0	0	0	0	0	1300
% App. Total	0	100	0	0		100	0	0	0		0.2	99.8	0	0		0	0	0	0		
PHF	.000	.927	.000	.000	.927	.250	.000	.000	.000	.250	.250	.928	.000	.000	.930	.000	.000	.000	.000	.000	.929

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Randy Cole
Weather: Rain
Other

File Name : Harding-Wake Forest 9-18-12 lu
Site Code : 00000000
Start Date : 9/18/2012
Page No : 1

Groups Printed- Unshifted

	Wake Forest From North					Harding From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	0	76	0	0	76	0	0	0	0	0	1	86	0	0	87	0	0	0	0	0	163
11:45 AM	0	76	0	0	76	0	0	0	0	0	2	102	0	0	104	0	0	0	0	0	180
Total	0	152	0	0	152	0	0	0	0	0	3	188	0	0	191	0	0	0	0	0	343
12:00 PM	0	97	1	0	98	0	0	0	0	0	0	105	0	0	105	0	0	0	0	0	203
12:15 PM	0	96	1	0	97	0	0	1	0	1	0	88	0	0	88	0	0	0	0	0	186
12:30 PM	0	100	1	0	101	0	0	0	0	0	0	110	0	0	110	0	0	0	0	0	211
12:45 PM	0	98	0	0	98	0	0	0	0	0	0	105	0	0	105	0	0	0	0	0	203
Total	0	391	3	0	394	0	0	1	0	1	0	408	0	0	408	0	0	0	0	0	803
01:00 PM	0	81	1	0	82	0	0	1	0	1	0	83	0	0	83	0	0	0	0	0	166
01:15 PM	0	75	0	0	75	0	0	0	0	0	0	78	0	0	78	0	0	0	0	0	153
Grand Total	0	699	4	0	703	0	0	2	0	2	3	757	0	0	760	0	0	0	0	0	1465
Apprch %	0	99.4	0.6	0		0	0	100	0		0.4	99.6	0	0		0	0	0	0		
Total %	0	47.7	0.3	0	48	0	0	0.1	0	0.1	0.2	51.7	0	0	51.9	0	0	0	0	0	

	Wake Forest From North					Harding From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	**0**	**97**	1	0	98	0	0	0	0	0	0	105	0	0	105	0	0	0	0	0	203
12:15 PM	0	96	1	0	97	0	0	1	0	1	0	88	0	0	88	0	0	0	0	0	186
12:30 PM	0	100	1	0	**101**	0	0	0	0	0	0	**110**	0	0	**110**	0	0	0	0	0	**211**
12:45 PM	0	98	0	0	98	0	0	0	0	0	0	105	0	0	105	0	0	0	0	0	203
Total Volume	0	391	3	0	394	0	0	1	0	1	0	408	0	0	408	0	0	0	0	0	803
% App. Total	0	99.2	0.8	0		0	0	100	0		0	100	0	0		0	0	0	0		
PHF	.000	.978	.750	.000	.975	.000	.000	.250	.000	.250	.000	.927	.000	.000	.927	.000	.000	.000	.000	.000	.951

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Randy Cole
Weather: Clear
Other

File Name : Harding-Wake Forest 9-19-12 pm
Site Code : 00000000
Start Date : 9/19/2012
Page No : 1

Groups Printed- Unshifted

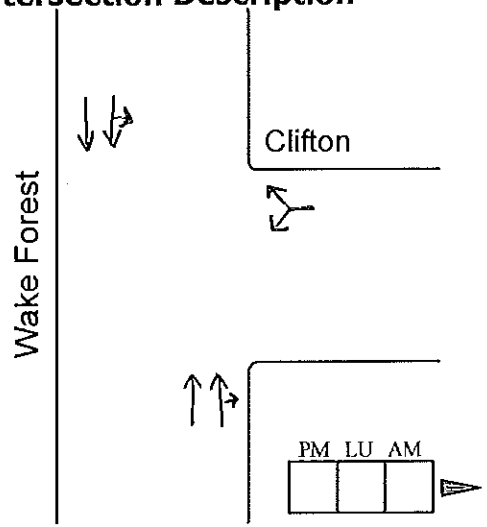
	Wake Forest From North					Harding From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	112	0	0	112	0	0	0	0	0	0	145	0	0	145	0	0	0	0	0	257
04:15 PM	0	122	1	0	123	0	0	1	0	1	0	156	0	0	156	0	0	0	0	0	280
04:30 PM	0	127	0	0	127	0	0	0	0	0	0	161	0	0	161	0	0	0	0	0	288
04:45 PM	0	128	1	0	129	0	0	0	0	0	0	173	0	1	174	0	0	0	0	0	303
Total	0	489	2	0	491	0	0	1	0	1	0	635	0	1	636	0	0	0	0	0	1128
05:00 PM	0	114	0	0	114	0	0	1	0	1	0	196	0	0	196	0	0	0	0	0	311
05:15 PM	0	160	3	2	165	0	0	1	0	1	0	294	0	1	295	0	0	0	0	0	461
05:30 PM	0	144	0	0	144	0	0	0	0	0	0	245	0	0	245	0	0	0	0	0	389
05:45 PM	0	131	1	0	132	0	0	1	0	1	0	226	0	0	226	0	0	0	0	0	359
Total	0	549	4	2	555	0	0	3	0	3	0	961	0	1	962	0	0	0	0	0	1520
Grand Total	0	1038	6	2	1046	0	0	4	0	4	0	1596	0	2	1598	0	0	0	0	0	2648
Apprch %	0	99.2	0.6	0.2		0	0	100	0		0	99.9	0	0.1		0	0	0	0		
Total %	0	39.2	0.2	0.1	39.5	0	0	0.2	0	0.2	0	60.3	0	0.1	60.3	0	0	0	0	0	

	Wake Forest From North					Harding From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**0**	**114**	**0**	**0**	**114**	**0**	**0**	1	0	1	0	196	0	0	196	0	0	0	0	0	311
05:15 PM	0	160	3	**2**	**165**	**0**	0	1	0	1	0	294	0	**1**	**295**	0	0	0	0	0	**461**
05:30 PM	0	144	0	0	144	0	0	0	0	0	0	245	0	0	245	0	0	0	0	0	389
05:45 PM	0	131	1	0	132	0	0	1	0	1	0	226	0	0	226	0	0	0	0	0	359
Total Volume	0	549	4	2	~~555~~	0	0	3	0	3	0	961	0	1	~~962~~	0	0	0	0	0	1520
% App. Total	0	98.9	0.7	~~0.4~~		0	0	100	0		0	99.9	0	~~0.1~~		0	0	0	0		
PHF	.000	.858	.333	.250	.841	.000	.000	.750	.000	.750	.000	.817	.000	.250	.815	.000	.000	.000	.000	.000	.824
		.993			553							1.00			961						

Intersection Description

Intersection Clifton - Wake Forest

Date Count Completed 9-25-12

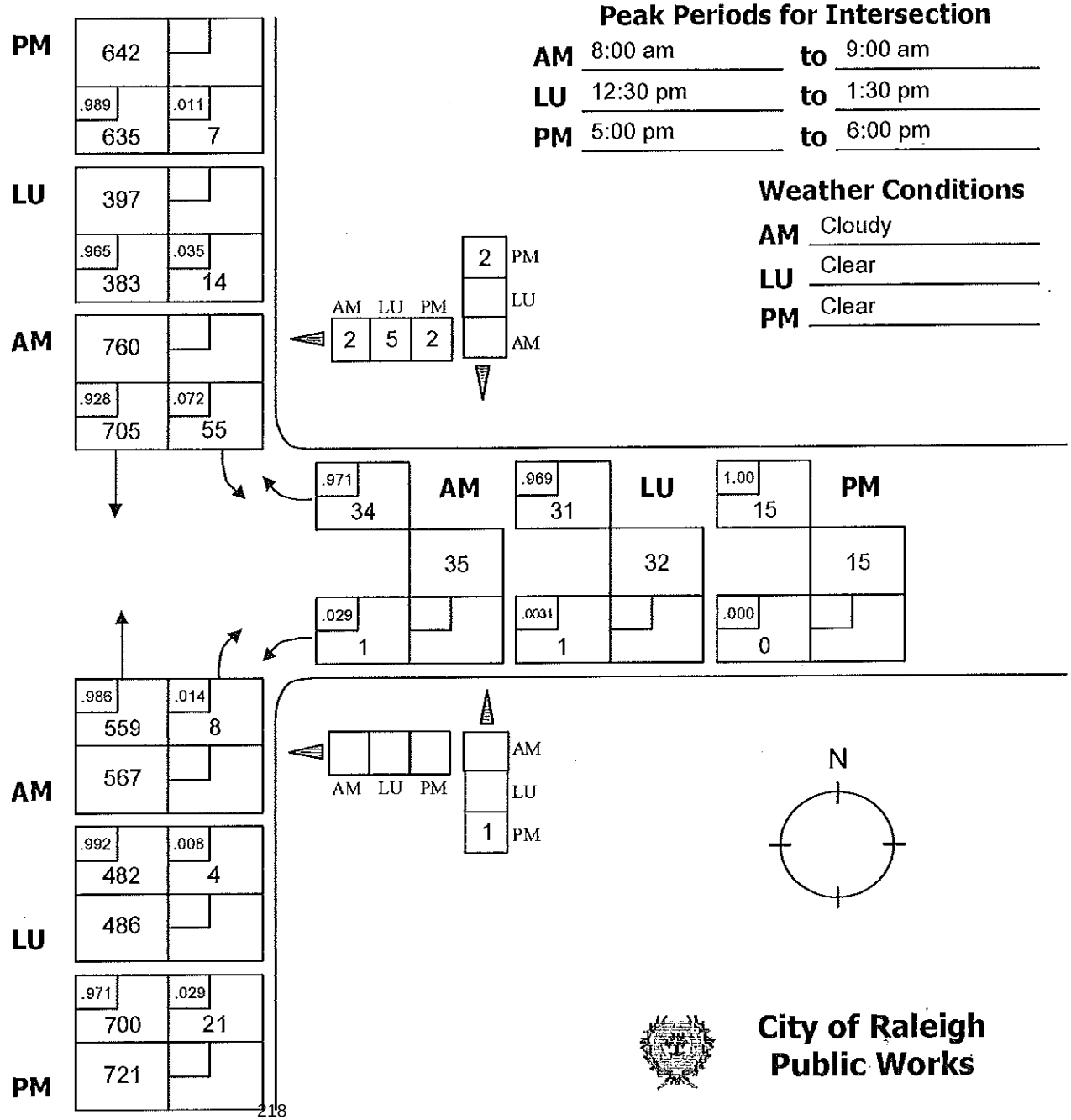


Peak Periods for Intersection

AM	8:00 am	**to**	9:00 am
LU	12:30 pm	**to**	1:30 pm
PM	5:00 pm	**to**	6:00 pm

Weather Conditions

AM	Cloudy
LU	Clear
PM	Clear



Counter(s) John O.

Josh S.

City of Raleigh Public Works

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By:John O.
Weather:cloudy
Other

File Name : Clifton-Wake Forest AM 09-19-12
Site Code : 00000000
Start Date : 9/19/2012
Page No : 1

Groups Printed- Unshifted

	Wake Forest From North					Clifton From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	122	0	0	122	3	0	0	1	4	0	101	0	0	101	0	0	0	0	0	227
07:15 AM	0	181	1	0	182	3	0	0	1	4	0	132	0	0	132	0	0	0	0	0	318
07:30 AM	0	170	4	0	174	4	0	0	0	4	0	165	0	0	165	0	0	0	0	0	343
07:45 AM	0	169	2	0	171	7	0	1	0	8	0	155	0	0	155	0	0	0	0	0	334
Total	0	642	7	0	649	17	0	1	2	20	0	553	0	0	553	0	0	0	0	0	1222
08:00 AM	0	165	5	0	170	5	0	0	0	5	1	159	0	0	160	0	0	0	0	0	335
08:15 AM	0	178	6	0	184	6	0	1	0	7	1	156	0	0	157	0	0	0	0	0	348
08:30 AM	0	187	18	0	205	9	0	0	0	9	2	125	0	0	127	0	0	0	0	0	341
08:45 AM	0	175	26	0	201	14	0	0	2	16	4	119	0	0	123	0	0	0	0	0	340
Total	0	705	55	0	760	34	0	1	2	37	8	559	0	0	567	0	0	0	0	0	1364
Grand Total	0	1347	62	0	1409	51	0	2	4	57	8	1112	0	0	1120	0	0	0	0	0	2586
Apprch %	0	95.6	4.4	0		89.5	0	3.5	7		0.7	99.3	0	0		0	0	0	0		
Total %	0	52.1	2.4	0	54.5	2	0	0.1	0.2	2.2	0.3	43	0	0	43.3	0	0	0	0	0	

	Wake Forest From North					Clifton From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**0**	**165**	**5**	**0**	**170**	**5**	**0**	0	**0**	**5**	**1**	159	0	0	160	0	0	0	0	0	335
08:15 AM	0	178	6	0	184	6	0	1	0	7	1	156	0	0	157	0	**0**	0	0	**0**	348
08:30 AM	0	187	18	0	**205**	9	0	0	0	9	2	125	0	0	127	0	0	0	0	0	341
08:45 AM	0	175	**26**	0	201	14	0	0	2	**16**	**4**	119	0	0	123	0	0	0	0	0	340
Total Volume	0	705	55	0	760	34	0	1	2	~~37~~	8	559	0	0	567	0	0	0	0	0	1364
% App. Total	0	92.8	7.2	0		~~91.9~~	~~0~~	2.7	5.4		1.4	98.6	0	0		0	0	0	0		
PHF	.000	.943	.529	.000	.927	.607	.000	.250	.250	.578	.500	.879	.000	.000	.886	.000	.000	.000	.000	.000	.980
						.971	.000	.029		35											

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By:John O.
Weather:clear
Other

File Name : Clifton-Wake Forest LU 09-19-12
Site Code : 00000000
Start Date : 9/19/2012
Page No : 1

Groups Printed- Unshifted

	Wake Forest From North					Clifton From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	0	87	3	0	90	14	0	1	1	16	1	100	0	0	101	0	0	0	0	0	207
11:45 AM	0	107	5	0	112	3	0	0	0	3	0	114	0	0	114	0	0	0	0	0	229
Total	0	194	8	0	202	17	0	1	1	19	1	214	0	0	215	0	0	0	0	0	436
12:00 PM	0	73	2	0	75	2	0	2	0	4	2	114	0	0	116	0	0	0	0	0	195
12:15 PM	0	114	5	0	119	3	0	0	0	3	0	108	0	0	108	0	0	0	0	0	230
12:30 PM	0	99	3	0	102	14	0	0	1	15	0	111	0	0	111	0	0	0	0	0	228
12:45 PM	0	100	6	0	106	12	0	0	3	15	3	118	0	0	121	0	0	0	0	0	242
Total	0	386	16	0	402	31	0	2	4	37	5	451	0	0	456	0	0	0	0	0	895
01:00 PM	0	80	3	0	83	3	0	0	1	4	1	121	0	0	122	0	0	0	0	0	209
01:15 PM	0	104	2	0	106	2	0	1	0	3	0	132	0	0	132	0	0	0	0	0	241
Grand Total	0	764	29	0	793	53	0	4	6	63	7	918	0	0	925	0	0	0	0	0	1781
Apprch %	0	96.3	3.7	0		84.1	0	6.3	9.5		0.8	99.2	0	0		0	0	0	0		
Total %	0	42.9	1.6	0	44.5	3	0	0.2	0.3	3.5	0.4	51.5	0	0	51.9	0	0	0	0	0	

	Wake Forest From North					Clifton From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	**0**	**99**	**3**	**0**	**102**	14	0	0	1	15	0	111	0	0	111	0	0	0	0	0	228
12:45 PM	0	100	6	0	106	12	0	0	3	15	3	118	0	0	121	0	0	0	0	0	242
01:00 PM	0	80	3	0	83	3	0	0	1	4	1	121	0	0	122	0	0	0	0	0	209
01:15 PM	0	104	2	0	106	2	0	1	0	3	0	132	0	0	132	0	0	0	0	0	241
Total Volume	0	383	14	0	397	31	0	1	5	~~37~~	4	482	0	0	486	0	0	0	0	0	920
% App. Total	0	96.5	3.5	0		~~83.8~~	~~0~~	~~2.7~~	13.5		0.8	99.2	0	0		0	0	0	0		
PHF	.000	.921	.583	.000	.936	.554	.000	.250	.417	.617	.333	.913	.000	.000	.920	.000	.000	.000	.000	.000	.950

.969 .000 .031 32

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Josh
Weather: Clear
Other:

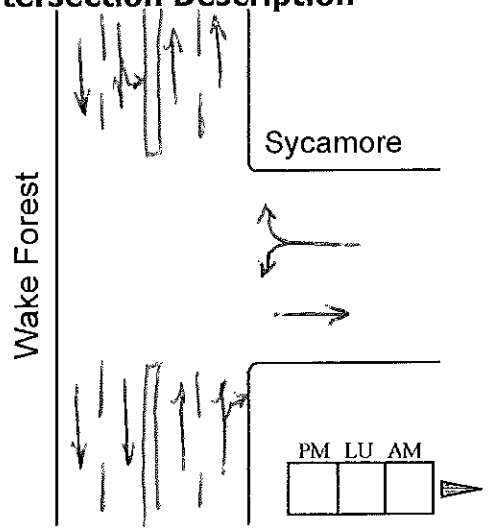
File Name : Clifton-Wake Forest PM 9-25-12
Site Code : 00000000
Start Date : 9/25/2012
Page No : 1

Groups Printed- Unshifted

	Wake Forest From North					Clifton From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	122	14	0	136	12	0	2	0	14	5	134	0	0	139	0	0	0	0	0	289
04:15 PM	0	134	11	1	146	9	0	1	0	10	3	121	0	0	124	0	0	0	0	0	280
04:30 PM	0	126	8	2	136	5	0	0	2	7	4	151	0	1	156	0	0	0	0	0	299
04:45 PM	0	122	9	0	131	5	0	0	0	5	2	167	0	0	169	0	0	0	0	0	305
Total	0	504	42	3	549	31	0	3	2	36	14	573	0	1	588	0	0	0	0	0	1173
05:00 PM	0	154	2	1	157	3	0	0	0	3	3	172	0	0	175	0	0	0	0	0	335
05:15 PM	0	156	3	0	159	2	0	0	1	3	5	175	0	0	180	0	0	0	0	0	342
05:30 PM	0	167	0	0	167	6	0	0	1	7	7	183	0	0	190	0	0	0	0	0	364
05:45 PM	0	158	2	1	161	4	0	0	0	4	6	170	0	1	177	0	0	0	0	0	342
Total	0	635	7	2	644	15	0	0	2	17	21	700	0	1	722	0	0	0	0	0	1383
Grand Total	0	1139	49	5	1193	46	0	3	4	53	35	1273	0	2	1310	0	0	0	0	0	2556
Apprch %	0	95.5	4.1	0.4		86.8	0	5.7	7.5		2.7	97.2	0	0.2		0	0	0	0		
Total %	0	44.6	1.9	0.2	46.7	1.8	0	0.1	0.2	2.1	1.4	49.8	0	0.1	51.3	0	0	0	0	0	

	Wake Forest From North					Clifton From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	154	2	1	157	3	0	0	0	3	3	172	0	0	175	0	0	0	0	0	335
05:15 PM	0	156	3	0	159	2	0	0	1	3	5	175	0	0	180	0	0	0	0	0	342
05:30 PM	0	167	0	0	167	6	0	0	1	7	7	183	0	0	190	0	0	0	0	0	364
05:45 PM	0	158	2	1	161	4	0	0	0	4	6	170	0	1	177	0	0	0	0	0	342
Total Volume	0	635	7	2	644	15	0	0	2	17	21	700	0	1	722	0	0	0	0	0	1383
% App. Total	0	98.6	1.1	0.3		88.2	0	0	11.8		2.9	97	0	0.1		0	0	0	0		
PHF	.000	.951	.583	.500	.964	.625	.000	.000	.500	.607	.750	.956	.000	.250	.950	.000	.000	.000	.000	.000	.950
		.989	.011		642	1.00				15	.029	.971			721						

Intersection Description



Intersection Sycamore - Wake Forest

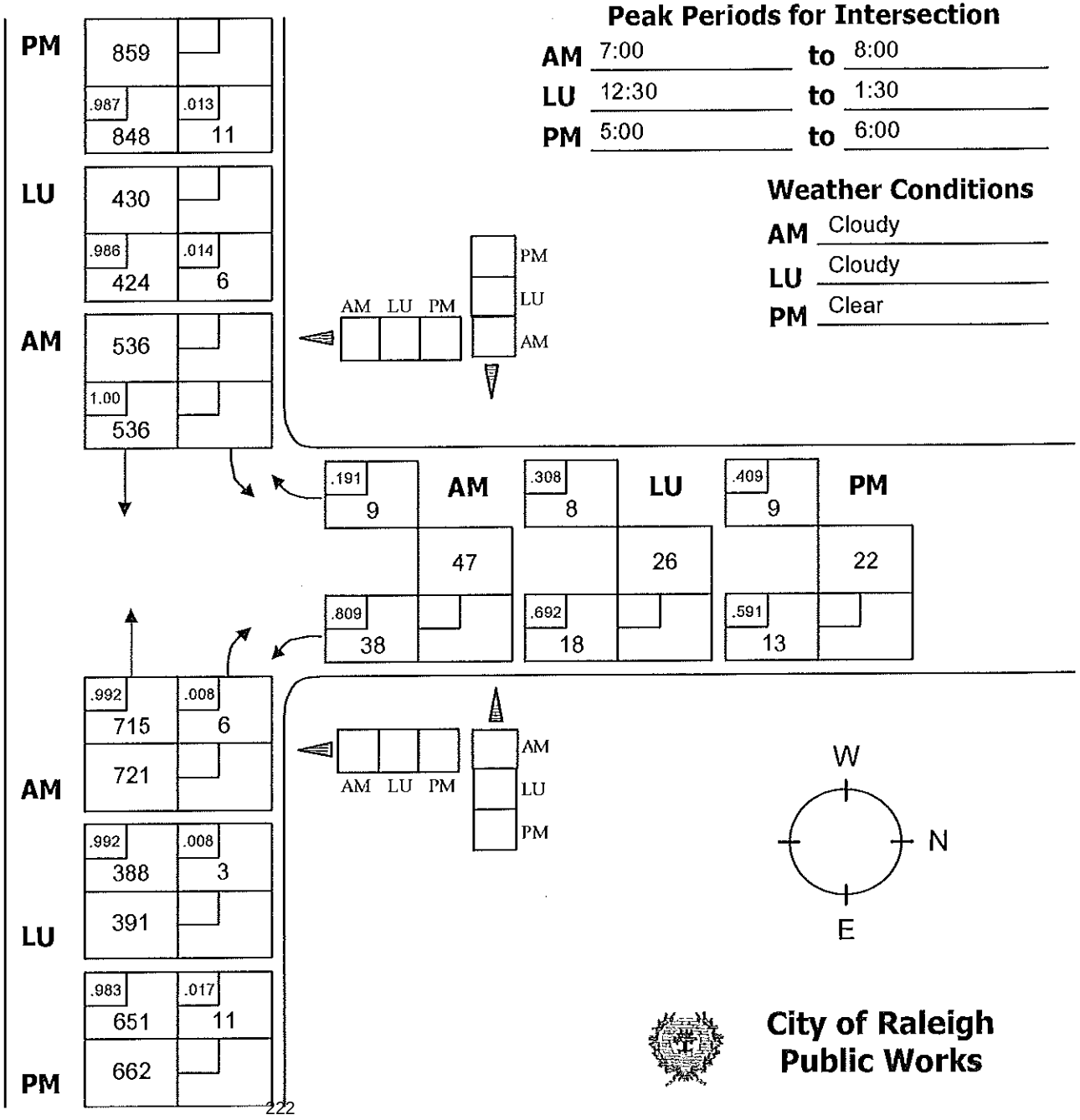
Date Count Completed 9/18/12 am, 9/19/12 lu, 9/26/12 pm

Peak Periods for Intersection

AM	7:00	**to**	8:00
LU	12:30	**to**	1:30
PM	5:00	**to**	6:00

Weather Conditions

AM	Cloudy
LU	Cloudy
PM	Clear



Counter(s) Randy C

City of Raleigh Public Works

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Randy Cole
Weather: Cloudy
Other

File Name : Sycamore-Wake Forest 9-18-12 am
Site Code : 00000000
Start Date : 9/18/2012
Page No : 1

Groups Printed- Unshifted

	Sycamore From North					Wake Forest From East					From South					Wake Forest From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	0	7	0	8	1	116	0	0	117	0	0	0	0	0	0	73	1	0	74	199
07:15 AM	0	0	6	0	6	0	157	0	0	157	0	0	0	0	0	0	122	0	0	122	285
07:30 AM	1	0	10	0	11	1	146	0	0	147	0	0	0	0	0	0	137	1	0	138	296
07:45 AM	3	0	11	0	14	1	168	0	0	169	0	0	0	0	0	0	144	0	0	144	327
Total	5	0	34	0	39	3	587	0	0	590	0	0	0	0	0	0	476	2	0	478	1107
08:00 AM	2	0	8	0	10	3	178	0	0	181	0	0	0	0	0	0	128	0	0	128	319
08:15 AM	2	0	9	0	11	0	202	0	0	202	0	0	0	0	0	0	137	0	0	137	350
08:30 AM	2	0	10	0	12	2	167	0	0	169	0	0	0	0	0	0	127	0	0	127	308
08:45 AM	1	0	8	0	9	0	151	0	0	151	0	0	0	0	0	0	121	0	0	121	281
Total	7	0	35	0	42	5	698	0	0	703	0	0	0	0	0	0	513	0	0	513	1258
Grand Total	12	0	69	0	81	8	1285	0	0	1293	0	0	0	0	0	0	989	2	0	991	2365
Apprch %	14.8	0	85.2	0		0.6	99.4	0	0		0	0	0	0		0	99.8	0.2	0		
Total %	0.5	0	2.9	0	3.4	0.3	54.3	0	0	54.7	0	0	0	0	0	0	41.8	0.1	0	41.9	

	Sycamore From North					Wake Forest From East					From South					Wake Forest From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	3	0	11	0	14	1	168	0	0	169	0	0	0	0	0	0	144	0	0	**144**	327
08:00 AM	2	0	8	0	10	3	178	0	0	181	0	0	0	0	0	0	128	0	0	128	319
08:15 AM	2	0	9	0	11	0	**202**	0	0	**202**	0	0	0	0	0	0	137	0	0	137	**350**
08:30 AM	2	0	10	0	12	2	167	0	0	169	0	0	0	0	0	0	127	0	0	127	308
Total Volume	9	0	38	0	47	6	715	0	0	721	0	0	0	0	0	0	536	0	0	536	1304
% App. Total	19.1	0	80.9	0		0.8	99.2	0	0		0	0	0	0		0	100	0	0		
PHF	.750	.000	.864	.000	.839	.500	.885	.000	.000	.892	.000	.000	.000	.000	.000	.000	.931	.000	.000	.931	.931

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Randy Cole
Weather: Cloudy
Other

File Name : Sycamore-Wake Forest 9-19-12 lu
Site Code : 00000000
Start Date : 9/19/2012
Page No : 1

Groups Printed- Unshifted

	Sycamore From North					Wake Forest From East					From South					Wake Forest From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	0	0	4	0	4	0	71	0	0	71	0	0	0	0	0	0	98	2	0	100	175
11:45 AM	1	0	3	0	4	1	59	0	0	60	0	0	0	0	0	0	105	0	0	105	169
Total	1	0	7	0	8	1	130	0	0	131	0	0	0	0	0	0	203	2	0	205	344
12:00 PM	2	0	3	0	5	0	65	0	0	65	0	0	0	0	0	0	117	1	0	118	188
12:15 PM	0	0	3	0	3	1	60	0	0	61	0	0	0	0	0	0	126	1	0	127	191
12:30 PM	1	0	4	0	5	2	106	0	0	108	0	0	0	0	0	0	104	1	0	105	218
12:45 PM	1	0	6	0	7	0	95	0	0	95	0	0	0	0	0	0	100	2	0	102	204
Total	4	0	16	0	20	3	326	0	0	329	0	0	0	0	0	0	447	5	0	452	801
01:00 PM	4	0	6	0	10	1	99	0	0	100	0	0	0	0	0	0	108	0	0	108	218
01:15 PM	2	0	2	0	4	0	88	0	0	88	0	0	0	0	0	0	112	3	0	115	207
Grand Total	11	0	31	0	42	5	643	0	0	648	0	0	0	0	0	0	870	10	0	880	1570
Apprch %	26.2	0	73.8	0		0.8	99.2	0	0		0	0	0	0		0	98.9	1.1	0		
Total %	0.7	0	2	0	2.7	0.3	41	0	0	41.3	0	0	0	0	0	0	55.4	0.6	0	56.1	

	Sycamore From North					Wake Forest From East					From South					Wake Forest From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	**1**	**0**	**4**	**0**	**5**	2	106	0	0	108	0	0	0	0	0	0	104	1	0	105	218
12:45 PM	1	0	6	0	7	0	95	0	0	95	0	0	0	0	0	0	100	2	0	102	204
01:00 PM	4	0	6	0	10	1	99	0	0	100	0	0	0	0	0	0	108	0	0	108	218
01:15 PM	2	0	2	0	4	0	88	0	0	88	0	0	0	0	0	0	112	3	0	115	207
Total Volume	8	0	18	0	26	3	388	0	0	391	0	0	0	0	0	0	424	6	0	430	847
% App. Total	30.8	0	69.2	0		0.8	99.2	0	0		0	0	0	0		0	98.6	1.4	0		
PHF	.500	.000	.750	.000	.650	.375	.915	.000	.000	.905	.000	.000	.000	.000	.000	.000	.946	.500	.000	.935	.971

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Randy Cole
Weather: Clear
Other

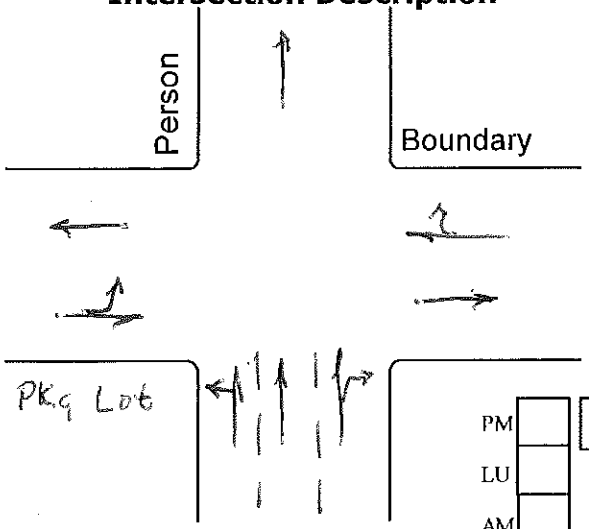
File Name : Sycamore-Wake Forest 9-26-12 pm
Site Code : 00000000
Start Date : 9/26/2012
Page No : 1

Groups Printed- Unshifted

	Sycamore From North					Wake Forest From East					From South					Wake Forest From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	0	1	0	2	1	105	0	0	106	0	0	0	0	0	0	131	1	0	132	240
04:15 PM	2	0	3	0	5	2	112	0	0	114	0	0	0	0	0	0	138	3	0	141	260
04:30 PM	3	0	3	0	6	3	116	0	0	119	0	0	0	0	0	0	144	2	0	146	271
04:45 PM	2	0	2	0	4	2	118	0	0	120	0	0	0	0	0	0	152	2	0	154	278
Total	8	0	9	0	17	8	451	0	0	459	0	0	0	0	0	0	565	8	0	573	1049
05:00 PM	2	0	2	0	4	1	130	0	0	131	0	0	0	0	0	0	221	4	0	225	360
05:15 PM	4	0	7	0	11	3	177	0	0	180	0	0	0	0	0	0	302	2	0	304	495
05:30 PM	2	0	2	0	4	4	192	0	0	196	0	0	0	0	0	0	174	2	0	176	376
05:45 PM	1	0	2	0	3	3	152	0	0	155	0	0	0	0	0	0	151	3	0	154	312
Total	9	0	13	0	22	11	651	0	0	662	0	0	0	0	0	0	848	11	0	859	1543
Grand Total	17	0	22	0	39	19	1102	0	0	1121	0	0	0	0	0	0	1413	19	0	1432	2592
Apprch %	43.6	0	56.4	0		1.7	98.3	0	0		0	0	0	0		0	98.7	1.3	0		
Total %	0.7	0	0.8	0	1.5	0.7	42.5	0	0	43.2	0	0	0	0	0	0	54.5	0.7	0	55.2	

	Sycamore From North					Wake Forest From East					From South					Wake Forest From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**2**	**0**	**2**	**0**	4	**1**	**130**	**0**	**0**	**131**	**0**	**0**	**0**	**0**	**0**	**0**	**221**	4	0	225	360
05:15 PM	4	0	7	0	11	3	177	0	0	180	0	0	0	0	0	0	302	2	0	**304**	**495**
05:30 PM	2	0	2	0	4	**4**	**192**	0	0	**196**	0	0	0	0	0	0	174	2	0	176	376
05:45 PM	1	0	2	0	3	3	152	0	0	155	0	0	0	0	0	0	151	3	0	154	312
Total Volume	9	0	13	0	22	11	651	0	0	662	0	0	0	0	0	0	848	11	0	859	1543
% App. Total	40.9	0	59.1	0		1.7	98.3	0	0		0	0	0	0		0	98.7	1.3	0		
PHF	.563	.000	.464	.000	.500	.688	.848	.000	.000	.844	.000	.000	.000	.000	.000	.000	.702	.688	.000	.706	.779

Intersection Description



Intersection Boundary - Person

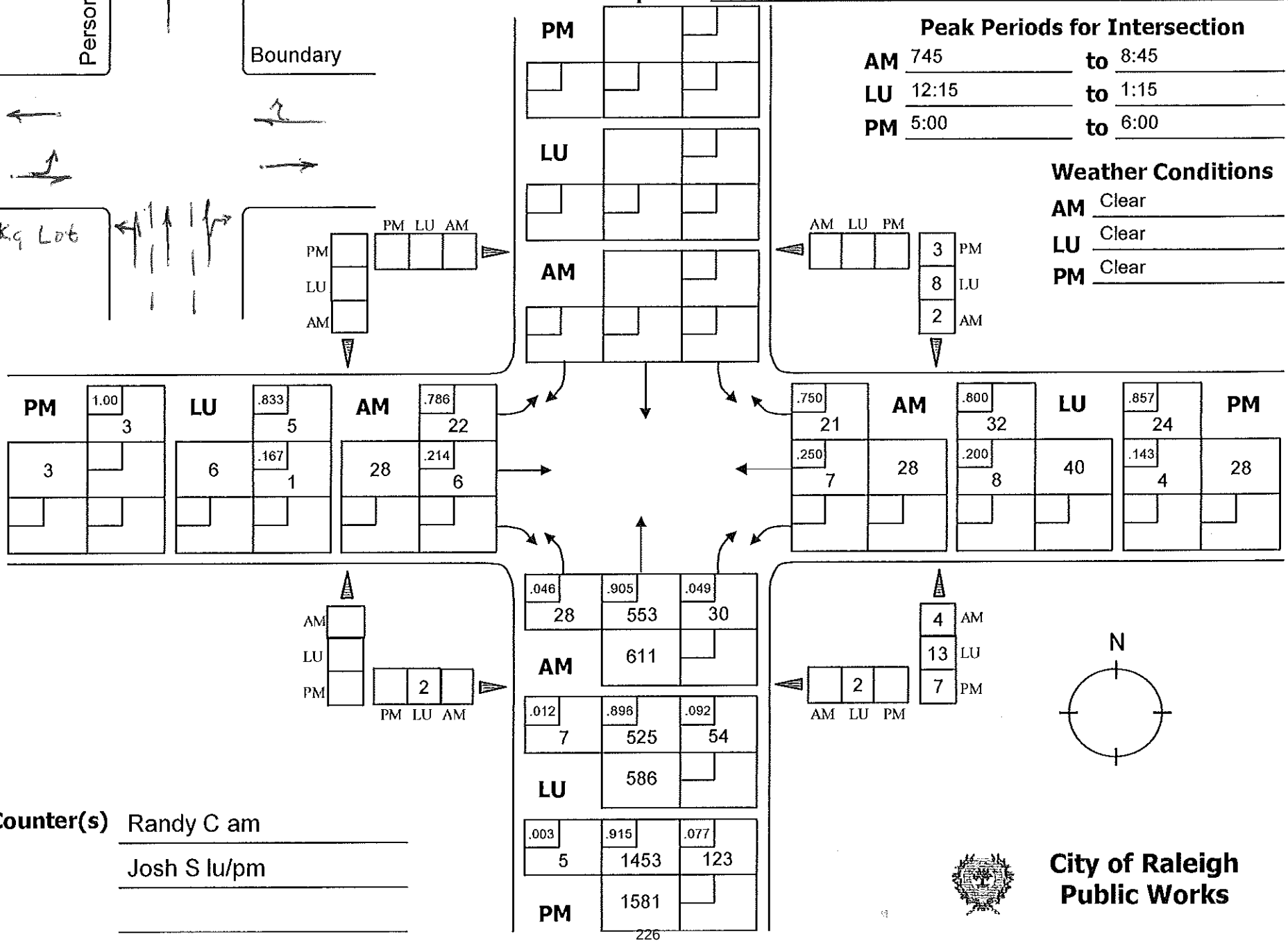
Date Count Completed 9/27/12 am, 9/12/12 lu, 9/11/12 pm

Peak Periods for Intersection

AM	745	**to**	8:45
LU	12:15	**to**	1:15
PM	5:00	**to**	6:00

Weather Conditions

AM	Clear
LU	Clear
PM	Clear



Counter(s) Randy C am

Josh S lu/pm

City of Raleigh Public Works

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Randy Cole
Weather: Clear
Other

File Name : Boundary-Person 9-27-12 am
Site Code : 00000000
Start Date : 9/27/2012
Page No : 1

Groups Printed- Unshifted

	Person From North					Boundary From East					Person From South					Pkg Lot From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	2	0	1	6	13	72	8	2	95	0	1	4	0	5	106
07:15 AM	0	0	0	0	0	4	1	0	0	5	5	104	4	0	113	0	3	1	0	4	122
07:30 AM	0	0	0	1	1	6	4	0	0	10	4	121	7	0	132	0	1	3	0	4	147
07:45 AM	0	0	0	1	1	2	1	0	0	3	8	140	7	3	158	0	2	5	0	7	169
Total	0	0	0	2	2	15	8	0	1	24	30	437	26	5	498	0	7	13	0	20	544
08:00 AM	0	0	0	0	0	5	1	0	0	6	5	160	5	0	170	0	2	0	0	2	178
08:15 AM	0	0	0	0	0	5	3	0	0	8	5	134	12	0	151	0	0	8	0	8	167
08:30 AM	0	0	0	1	1	9	2	0	0	11	12	119	4	1	136	0	2	9	0	11	159
08:45 AM	0	0	0	0	0	4	1	0	0	5	15	125	4	0	144	0	2	4	0	6	155
Total	0	0	0	1	1	23	7	0	0	30	37	538	25	1	601	0	6	21	0	27	659
Grand Total	0	0	0	3	3	38	15	0	1	54	67	975	51	6	1099	0	13	34	0	47	1203
Apprch %	0	0	0	100		70.4	27.8	0	1.9		6.1	88.7	4.6	0.5		0	27.7	72.3	0		
Total %	0	0	0	0.2	0.2	3.2	1.2	0	0.1	4.5	5.6	81	4.2	0.5	91.4	0	1.1	2.8	0	3.9	

	Person From North					Boundary From East					Person From South					Pkg Lot From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	**0**	1	1	2	1	0	0	3	8	140	7	3	158	0	2	5	0	7	169
08:00 AM	0	0	0	0	0	5	1	0	0	6	5	**160**	5	0	**170**	0	2	0	0	2	**178**
08:15 AM	0	0	0	0	0	5	3	0	0	8	5	134	12	0	151	0	**0**	8	0	8	167
08:30 AM	0	0	0	1	1	**9**	2	0	0	**11**	**12**	119	4	1	136	0	2	**9**	0	**11**	159
Total Volume	0	0	0	2	~~2~~	21	7	0	0	28	30	553	28	4	~~646~~	0	6	22	0	28	673
% App. Total	0	0	0	~~100~~		75	25	0	0		4.9	89.9	4.6	~~0.7~~		0	21.4	78.6	0		
PHF	.000	.000	.000	.500	.500	.583	.583	.000	.000	.636	.625	.864	.583	.333	.904	.000	.750	.611	.000	.636	.945

.905 .611

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Josh S
Weather: Clear
Other:

File Name : Boundary-Person LU 9-12-12
Site Code : 00000000
Start Date : 9/12/2012
Page No : 1

Groups Printed- Unshifted

	Person From North					Boundary From East					Person From South					Parking Lot From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	0	0	0	2	2	8	1	0	0	9	16	92	5	2	115	0	0	2	1	3	129
11:45 AM	0	0	0	1	1	6	1	0	0	7	15	83	3	1	102	0	0	3	0	3	113
Total	0	0	0	3	3	14	2	0	0	16	31	175	8	3	217	0	0	5	1	6	242
12:00 PM	0	0	0	0	0	9	1	0	2	12	5	121	2	2	130	0	3	4	0	7	149
12:15 PM	0	0	0	1	1	6	1	0	0	7	14	137	2	2	155	0	0	2	0	2	165
12:30 PM	0	0	0	2	2	5	3	0	0	8	15	124	2	3	144	0	0	1	1	2	156
12:45 PM	0	0	0	2	2	6	3	0	0	9	18	131	2	5	156	0	1	1	1	3	170
Total	0	0	0	5	5	26	8	0	2	36	52	513	8	12	585	0	4	8	2	14	640
01:00 PM	0	0	0	3	3	15	1	0	2	18	7	133	1	3	144	0	0	1	0	1	166
01:15 PM	0	0	0	0	0	10	2	0	1	13	17	113	4	0	134	0	0	0	0	0	147
Grand Total	0	0	0	11	11	65	13	0	5	83	107	934	21	18	1080	0	4	14	3	21	1195
Apprch %	0	0	0	100		78.3	15.7	0	6		9.9	86.5	1.9	1.7		0	19	66.7	14.3		
Total %	0	0	0	0.9	0.9	5.4	1.1	0	0.4	6.9	9	78.2	1.8	1.5	90.4	0	0.3	1.2	0.3	1.8	

	Person From North					Boundary From East					Person From South					Parking Lot From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	0	0	0	1	1	6	1	0	0	7	14	137	2	2	155	0	0	2	0	2	165
12:30 PM	0	0	0	2	2	5	3	0	0	8	15	124	2	3	144	0	0	1	1	2	156
12:45 PM	0	0	0	2	2	6	3	0	0	9	18	131	2	5	156	0	1	1	1	3	170
01:00 PM	0	0	0	3	3	15	1	0	2	18	7	133	1	3	144	0	0	1	0	1	166
Total Volume	0	0	0	8	8	32	8	0	2	42	54	525	7	13	599	0	1	5	2	8	657
% App. Total	0	0	0	100		76.2	19	0	4.8		9	87.6	1.2	2.2		0	12.5	62.5	25		
PHF	.000	.000	.000	.667	.667	.533	.667	.000	.250	.583	.750	.958	.875	.650	.960	.000	.250	.625	.500	.667	.966
					0	.800	.200			40	.092	.896	.012		586		.167	.833		6	

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Josh S
Weather: Clear
Other:

File Name : Boundary-Person PM 9-11-12
Site Code : 00000000
Start Date : 9/11/2012
Page No : 1

Groups Printed- Unshifted

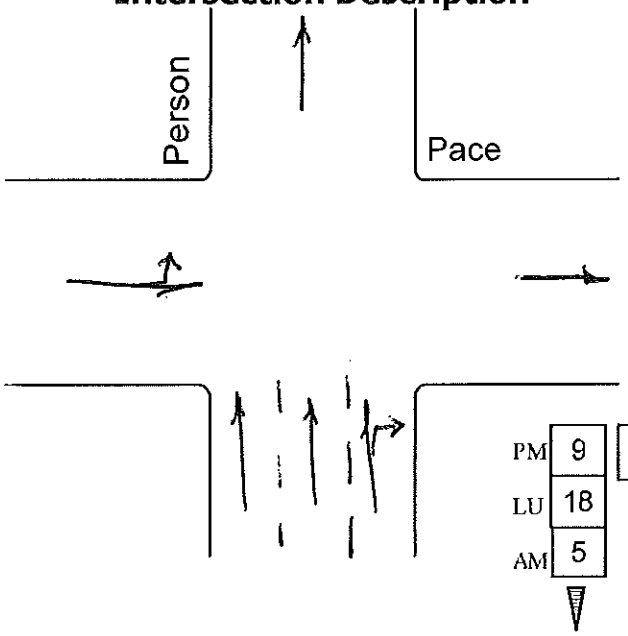
	Person From North					Boundary From East					Person From South					Krispy Kreme Parking From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	26	26	6	4	0	0	10	18	193	0	0	211	0	1	1	0	2	249
04:15 PM	0	0	0	1	1	9	6	0	0	15	22	173	0	0	195	0	1	0	0	1	212
04:30 PM	0	0	0	0	0	10	0	0	0	10	19	198	0	1	218	0	1	1	0	2	230
04:45 PM	0	0	0	3	3	8	0	0	0	8	23	232	2	2	259	0	0	0	0	0	270
Total	0	0	0	30	30	33	10	0	0	43	82	796	2	3	883	0	3	2	0	5	961
05:00 PM	0	0	0	1	1	7	1	0	0	8	25	292	0	3	320	0	0	0	0	0	329
05:15 PM	0	0	0	1	1	4	2	0	0	6	36	373	1	2	412	0	0	1	0	1	420
05:30 PM	0	0	0	0	0	7	0	0	0	7	29	386	3	0	418	0	0	1	0	1	426
05:45 PM	0	0	0	1	1	6	1	0	0	7	33	402	1	2	438	0	0	1	0	1	447
Total	0	0	0	3	3	24	4	0	0	28	123	1453	5	7	1588	0	0	3	0	3	1622
Grand Total	0	0	0	33	33	57	14	0	0	71	205	2249	7	10	2471	0	3	5	0	8	2583
Apprch %	0	0	0	100		80.3	19.7	0	0		8.3	91	0.3	0.4		0	37.5	62.5	0		
Total %	0	0	0	1.3	1.3	2.2	0.5	0	0	2.7	7.9	87.1	0.3	0.4	95.7	0	0.1	0.2	0	0.3	

	Person From North					Boundary From East					Person From South					Krispy Kreme Parking From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	1	1	7	1	0	0	8	25	292	0	3	320	0	0	0	0	0	329
05:15 PM	0	0	0	1	1	4	2	0	0	6	36	373	1	2	412	0	0	1	0	1	420
05:30 PM	0	0	0	0	0	7	0	0	0	7	29	386	3	0	418	0	0	1	0	1	426
05:45 PM	0	0	0	1	1	6	1	0	0	7	33	402	1	2	438	0	0	1	0	1	447
Total Volume	0	0	0	3	3	24	4	0	0	28	123	1453	5	7	1588	0	0	3	0	3	1622
% App. Total	0	0	0	100		85.7	14.3	0	0		7.7	91.5	0.3	0.4		0	0	100	0		
PHF	.000	.000	.000	.750	.750	.857	.500	.000	.000	.875	.854	.904	.417	.583	.906	.000	.000	.750	.000	.750	.907
					0						.077	.919	.003		1581						

Intersection Description

Intersection Pace - Person

Date Count Completed 9/19/12 am, 9/27/12 lu, 9/13/12 pm

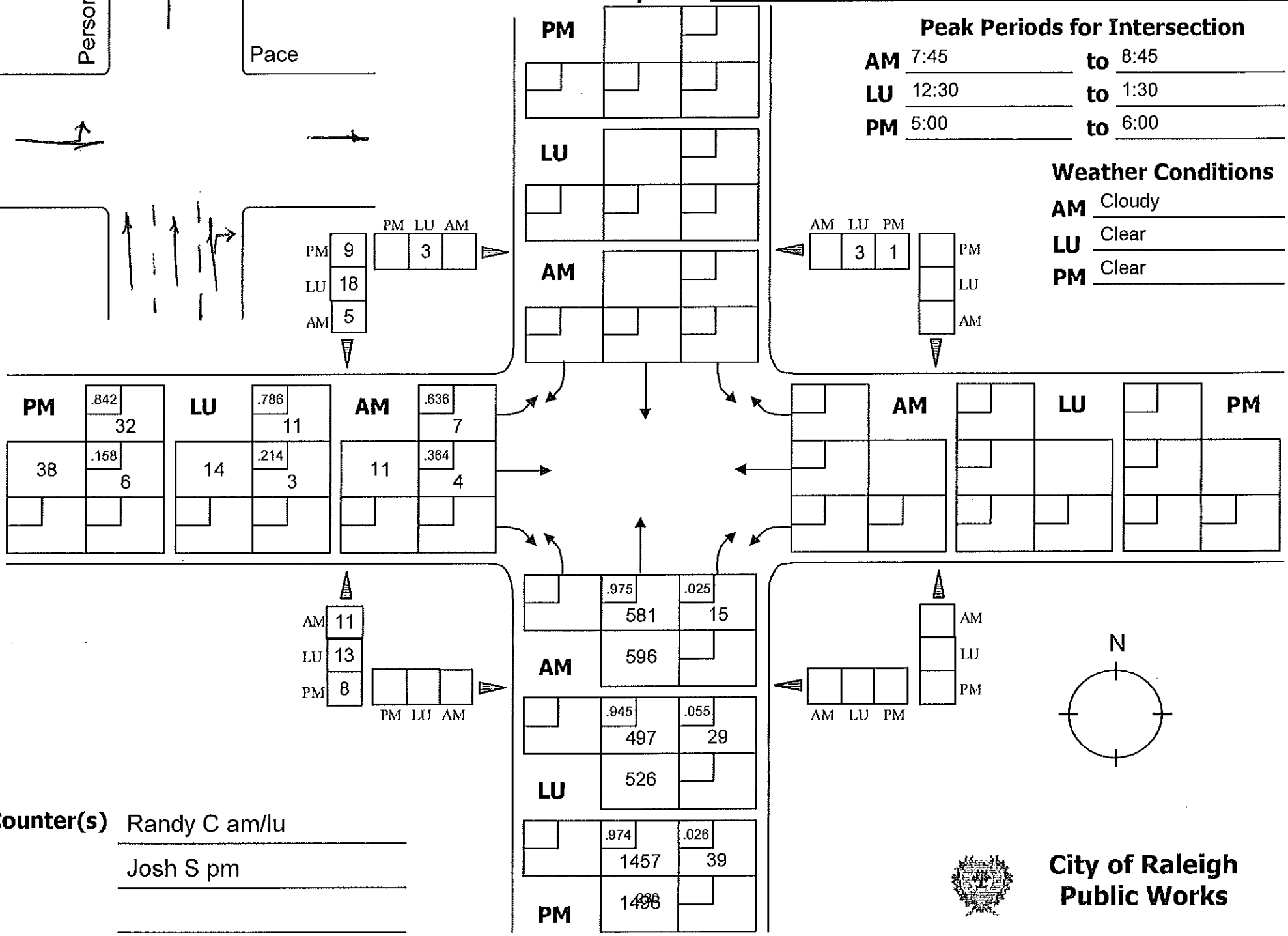


Peak Periods for Intersection

AM	7:45	**to**	8:45
LU	12:30	**to**	1:30
PM	5:00	**to**	6:00

Weather Conditions

AM	Cloudy
LU	Clear
PM	Clear



Counter(s) Randy C am/lu

Josh S pm

City of Raleigh Public Works

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Randy Cole
Weather: Cloudy
Other

File Name : Pace -Person 9-19-12 am
Site Code : 00000000
Start Date : 9/19/2012
Page No : 1

Groups Printed- Unshifted

	Person From North					Pace From East					Person From South					Pace From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	2	2	0	0	0	0	0	1	126	0	2	129	0	0	1	0	1	132
07:15 AM	0	0	0	4	4	0	0	0	0	0	0	121	0	2	123	0	0	1	0	1	128
07:30 AM	0	0	0	2	2	0	0	0	0	0	2	152	0	0	154	0	0	0	0	0	156
07:45 AM	0	0	0	0	0	0	0	0	0	0	2	145	0	4	151	0	0	3	0	3	154
Total	0	0	0	8	8	0	0	0	0	0	5	544	0	8	557	0	0	5	0	5	570
08:00 AM	0	0	0	2	2	0	0	0	0	0	5	145	0	2	152	0	3	2	0	5	159
08:15 AM	0	0	0	2	2	0	0	0	0	0	2	135	0	2	139	0	0	2	0	2	143
08:30 AM	0	0	0	1	1	0	0	0	0	0	6	156	0	3	165	0	1	0	0	1	167
08:45 AM	0	0	0	2	2	0	0	0	0	0	3	135	0	2	140	0	0	1	0	1	143
Total	0	0	0	7	7	0	0	0	0	0	16	571	0	9	596	0	4	5	0	9	612
Grand Total	0	0	0	15	15	0	0	0	0	0	21	1115	0	17	1153	0	4	10	0	14	1182
Apprch %	0	0	0	100		0	0	0	0		1.8	96.7	0	1.5		0	28.6	71.4	0		
Total %	0	0	0	1.3	1.3	0	0	0	0	0	1.8	94.3	0	1.4	97.5	0	0.3	0.8	0	1.2	

	Person From North					Pace From East					Person From South					Pace From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	0	0	0	0	2	145	0	4	151	0	0	3	0	3	154
08:00 AM	0	0	0	2	2	0	0	0	0	0	5	145	0	2	152	0	3	2	0	5	159
08:15 AM	0	0	0	2	2	0	0	0	0	0	2	135	0	2	139	0	0	2	0	2	143
08:30 AM	0	0	0	1	1	0	0	0	0	0	6	156	0	3	165	0	1	0	0	1	167
Total Volume	0	0	0	5	~~5~~	0	0	0	0	0	15	581	0	11	~~607~~	0	4	7	0	11	623
% App. Total	0	0	0	~~100~~		0	0	0	0		~~2.5~~	~~95.7~~	0	~~1.8~~		0	36.4	63.6	0		
PHF	.000	.000	.000	.625	.625	.000	.000	.000	.000	.000	.625	.931	.000	.688	.920	.000	.333	.583	.000	.550	.933

.025 .975 596

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Randy Cole
Weather: Clear
Other

File Name : Pace -Person 9-27-12 lu
Site Code : 00000000
Start Date : 9/27/2012
Page No : 1

Groups Printed- Unshifted

	Peace From North					From East					Peace From South					Pace From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	0	0	0	4	4	0	0	0	0	0	5	112	0	3	120	0	2	0	0	2	126
11:45 AM	0	0	0	0	0	0	0	0	0	0	5	103	0	3	111	0	0	0	0	0	111
Total	0	0	0	4	4	0	0	0	0	0	10	215	0	6	231	0	2	0	0	2	237
12:00 PM	0	0	0	2	2	0	0	0	2	2	8	101	0	5	114	0	1	1	0	2	120
12:15 PM	0	0	0	2	2	0	0	0	2	2	9	125	0	0	134	0	1	4	2	7	145
12:30 PM	0	0	0	1	1	0	0	0	0	0	4	130	0	0	134	0	2	2	2	6	141
12:45 PM	0	0	0	2	2	0	0	0	1	1	11	118	0	6	135	0	0	2	1	3	141
Total	0	0	0	7	7	0	0	0	5	5	32	474	0	11	517	0	4	9	5	18	547
01:00 PM	0	0	0	4	4	0	0	0	1	1	4	121	0	4	129	0	0	0	0	0	134
01:15 PM	0	0	0	11	11	0	0	0	1	1	10	128	0	3	141	0	1	7	0	8	161
Grand Total	0	0	0	26	26	0	0	0	7	7	56	938	0	24	1018	0	7	16	5	28	1079
Apprch %	0	0	0	100		0	0	0	100		5.5	92.1	0	2.4		0	25	57.1	17.9		
Total %	0	0	0	2.4	2.4	0	0	0	0.6	0.6	5.2	86.9	0	2.2	94.3	0	0.6	1.5	0.5	2.6	

	Peace From North					From East					Peace From South					Pace From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	**0**	**0**	**0**	**1**	**1**	**0**	**0**	0	**0**	**0**	**4**	130	0	**0**	134	0	2	2	2	6	141
12:45 PM	0	0	0	2	2	0	0	0	1	1	11	118	0	6	135	0	0	2	1	3	141
01:00 PM	0	0	0	4	4	0	0	0	1	1	4	121	0	4	129	0	0	0	0	0	134
01:15 PM	0	0	0	11	11	0	0	0	1	1	10	128	0	3	141	0	1	7	0	8	161
Total Volume	0	0	0	18	~~10~~	0	0	0	3	~~3~~	29	497	0	13	~~999~~	0	3	11	3	~~17~~	577
% App. Total	0	0	0	~~100~~		0	0	0	~~100~~		~~5.4~~	~~92.2~~	0	~~2.4~~		0	~~17.6~~	~~64.7~~	~~17.6~~		
PHF	.000	.000	.000	.409	.409	.000	.000	.000	.750	.750	.659	.956	.000	.542	.956	.000	.375	.393	.375	.531	.896
											.055	.945			526		.214	.786		14	

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Josh S
Weather: Clear
Other:

File Name : Pace-Person PM 9-13-12
Site Code : 00000000
Start Date : 9/13/2012
Page No : 1

Groups Printed- Unshifted

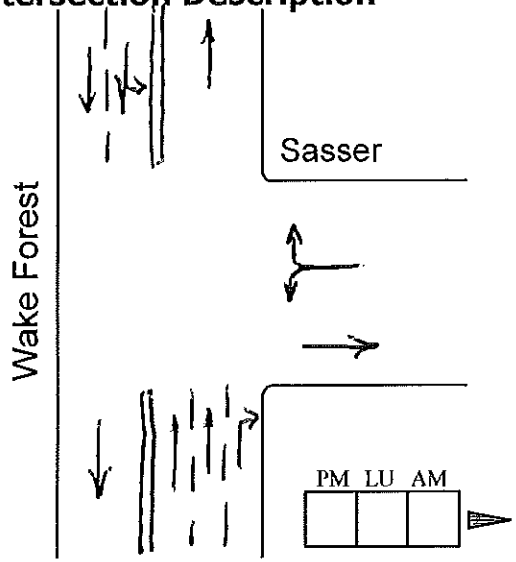
	Person From North					Pace From East					Person From South					Pace From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	1	1	0	0	0	0	0	1	182	0	2	185	0	1	5	0	6	192
04:15 PM	0	0	0	2	2	0	0	0	1	1	4	169	0	1	174	0	0	6	0	6	183
04:30 PM	0	0	0	2	2	0	0	0	1	1	2	195	0	2	199	0	1	7	1	9	211
04:45 PM	0	0	0	0	0	0	0	0	0	0	3	227	0	1	231	0	2	5	0	7	238
Total	0	0	0	5	5	0	0	0	2	2	10	773	0	6	789	0	4	23	1	28	824
05:00 PM	0	0	0	4	4	0	0	0	0	0	8	303	0	2	313	0	1	6	0	7	324
05:15 PM	0	0	0	2	2	0	0	0	1	1	10	375	0	3	388	0	2	8	0	10	401
05:30 PM	0	0	0	0	0	0	0	0	0	0	9	381	0	1	391	0	2	9	0	11	402
05:45 PM	0	0	0	3	3	0	0	0	0	0	12	398	0	2	412	0	1	9	0	10	425
Total	0	0	0	9	9	0	0	0	1	1	39	1457	0	8	1504	0	6	32	0	38	1552
Grand Total	0	0	0	14	14	0	0	0	3	3	49	2230	0	14	2293	0	10	55	1	66	2376
Apprch %	0	0	0	100		0	0	0	100		2.1	97.3	0	0.6		0	15.2	83.3	1.5		
Total %	0	0	0	0.6	0.6	0	0	0	0.1	0.1	2.1	93.9	0	0.6	96.5	0	0.4	2.3	0	2.8	

	Person From North					Pace From East					Person From South					Pace From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	4	4	0	0	0	0	0	8	303	0	2	313	0	1	6	0	7	324
05:15 PM	0	0	0	2	2	0	0	0	1	1	10	375	0	3	388	0	2	8	0	10	401
05:30 PM	0	0	0	0	0	0	0	0	0	0	9	381	0	1	391	0	2	9	0	11	402
05:45 PM	0	0	0	3	3	0	0	0	0	0	12	398	0	2	412	0	1	9	0	10	425
Total Volume	0	0	0	9	9	0	0	0	1	1	39	1457	0	8	1504	0	6	32	0	38	1552
% App. Total	0	0	0	100		0	0	0	100		2.6	96.9	0	0.5		0	15.8	84.2	0		
PHF	.000	.000	.000	.563	.563	.000	.000	.000	.250	.250	.813	.915	.000	.667	.913	.000	.750	.889	.000	.864	.913
					0					0	.026	.974			1496						

Intersection Description

Intersection Sasser - Wake Forest

Date Count Completed 9/13/12 am, 9/19/12 lu, 9/27/12 pm

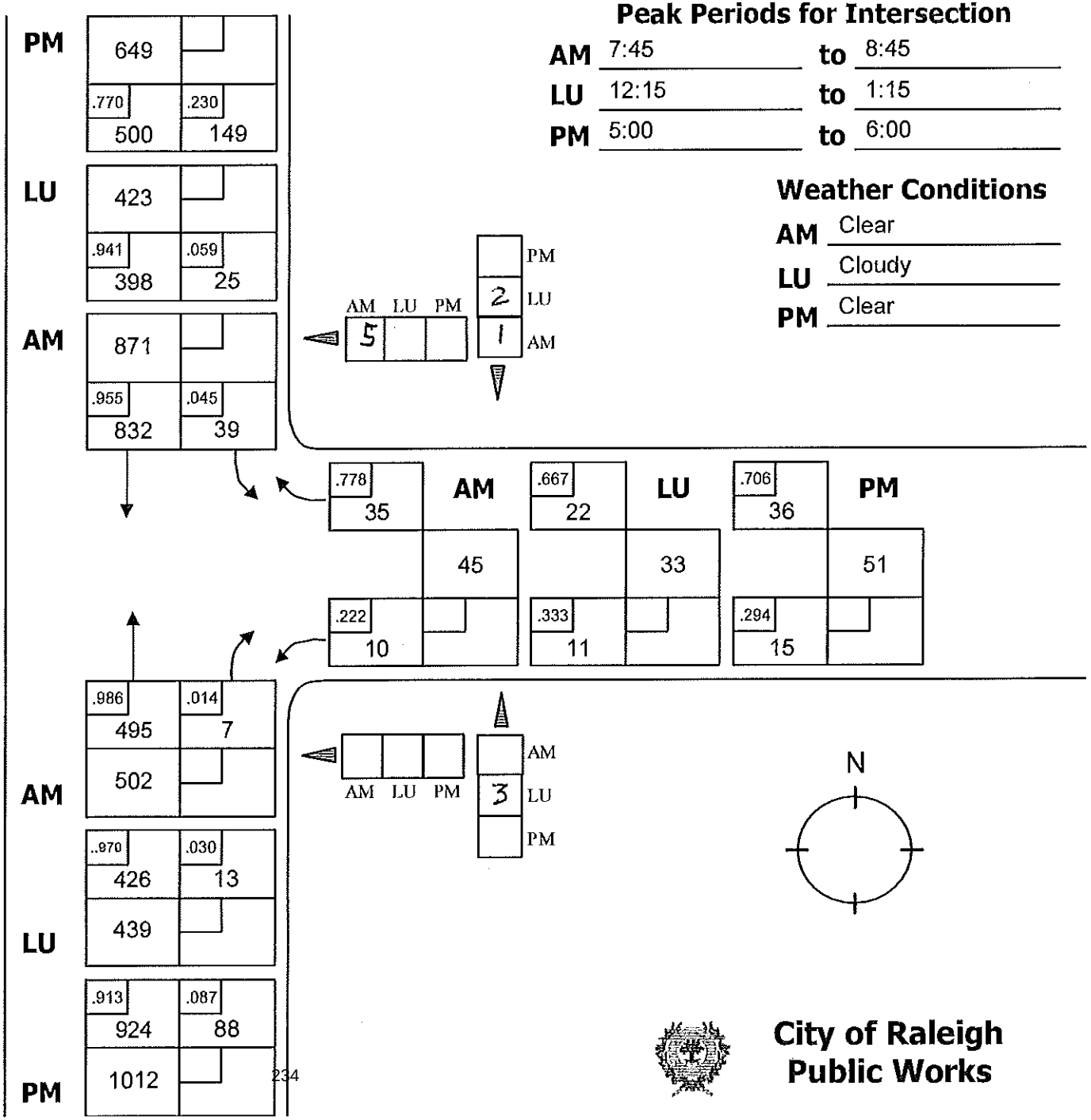


Peak Periods for Intersection

AM	7:45	**to**	8:45
LU	12:15	**to**	1:15
PM	5:00	**to**	6:00

Weather Conditions

AM	Clear
LU	Cloudy
PM	Clear



Counter(s) John O am

Josh S lu

Randy C pm

City of Raleigh Public Works

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By:John O.
Weather:sunny
Other

File Name : Sasser-Wake Forest AM 09-13-12
Site Code : 00000000
Start Date : 9/13/2012
Page No : 1

Groups Printed- Unshifted

	Wake Forest From North					Sasser From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	137	12	0	149	3	0	4	0	7	0	76	0	0	76	0	0	0	0	0	232
07:15 AM	0	171	16	0	187	4	0	7	6	17	0	114	0	0	114	0	0	0	0	0	318
07:30 AM	0	162	7	0	169	6	0	3	4	13	2	138	0	0	140	0	0	0	0	0	322
07:45 AM	0	231	7	0	238	8	0	4	1	13	1	128	0	0	129	0	0	0	0	0	380
Total	0	701	42	0	743	21	0	18	11	50	3	456	0	0	459	0	0	0	0	0	1252
08:00 AM	0	212	9	0	221	9	0	2	1	12	3	123	0	0	126	0	0	0	0	0	359
08:15 AM	0	209	12	1	222	9	0	2	0	11	0	123	0	0	123	0	0	0	0	0	356
08:30 AM	0	180	11	0	191	9	0	2	3	14	3	121	0	0	124	0	0	0	0	0	329
08:45 AM	0	176	7	0	183	6	0	3	1	10	1	124	0	0	125	0	0	0	0	0	318
Total	0	777	39	1	817	33	0	9	5	47	7	491	0	0	498	0	0	0	0	0	1362
Grand Total	0	1478	81	1	1560	54	0	27	16	97	10	947	0	0	957	0	0	0	0	0	2614
Apprch %	0	94.7	5.2	0.1		55.7	0	27.8	16.5		1	99	0	0		0	0	0	0		
Total %	0	56.5	3.1	0	59.7	2.1	0	1	0.6	3.7	0.4	36.2	0	0	36.6	0	0	0	0	0	

	Wake Forest From North					Sasser From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**0**	231	7	0	238	8	0	4	1	13	1	128	0	0	**129**	0	0	0	0	0	**380**
08:00 AM	0	212	9	0	221	9	0	2	1	12	3	123	0	0	126	0	0	0	0	0	359
08:15 AM	0	209	12	1	222	9	0	2	0	11	0	123	0	0	123	0	0	0	0	0	356
08:30 AM	0	180	11	0	191	9	0	2	3	14	3	121	0	0	124	0	0	0	0	0	329
Total Volume	0	832	39	1	872	35	0	10	5	50	7	495	0	0	502	0	0	0	0	0	1424
% App. Total	0	95.4	4.5	0.1		70	0	20	10		1.4	98.6	0	0		0	0	0	0		
PHF	.000	.900	.813	.250	.916	.972	.000	.625	.417	.893	.583	.967	.000	.000	.973	.000	.000	.000	.000	.000	.937
	.000	.955	.045		871	.778	.000	.222		45											

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Josh S
Weather: Cloudy
Other:

File Name : Sasser-Wake Forest LU 9-19-12
Site Code : 00000000
Start Date : 9/19/2012
Page No : 1

Groups Printed- Unshifted

	Wake Forest From North					Sasser From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	0	86	10	1	97	3	0	1	0	4	1	95	0	0	96	0	0	0	0	0	197
11:45 AM	0	96	11	0	107	5	0	1	0	6	4	91	0	0	95	0	0	0	0	0	208
Total	0	182	21	1	204	8	0	2	0	10	5	186	0	0	191	0	0	0	0	0	405
12:00 PM	0	92	8	0	100	4	0	2	0	6	4	94	0	0	98	0	0	0	0	0	204
12:15 PM	0	94	7	1	102	5	0	1	0	6	3	114	0	0	117	0	0	0	0	0	225
12:30 PM	0	106	5	0	111	7	0	3	0	10	3	107	0	1	111	0	0	0	0	0	232
12:45 PM	0	106	6	0	112	3	0	4	0	7	4	99	0	1	104	0	0	0	0	0	223
Total	0	398	26	1	425	19	0	10	0	29	14	414	0	2	430	0	0	0	0	0	884
01:00 PM	0	92	7	1	100	7	0	3	0	10	3	106	0	1	110	0	0	0	0	0	220
01:15 PM	0	76	8	2	86	4	0	3	0	7	6	120	0	1	127	0	0	0	0	0	220
Grand Total	0	748	62	5	815	38	0	18	0	56	28	826	0	4	858	0	0	0	0	0	1729
Apprch %	0	91.8	7.6	0.6		67.9	0	32.1	0		3.3	96.3	0	0.5		0	0	0	0		
Total %	0	43.3	3.6	0.3	47.1	2.2	0	1	0	3.2	1.6	47.8	0	0.2	49.6	0	0	0	0	0	

	Wake Forest From North					Sasser From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	0	94	7	1	102	5	0	1	0	6	3	114	0	0	117	0	0	0	0	0	225
12:30 PM	0	106	5	0	111	7	0	3	0	10	3	107	0	1	111	0	0	0	0	0	232
12:45 PM	0	106	6	0	112	3	0	4	0	7	4	99	0	1	104	0	0	0	0	0	223
01:00 PM	0	92	7	1	100	7	0	3	0	10	3	106	0	1	110	0	0	0	0	0	220
Total Volume	0	398	25	2	425	22	0	11	0	33	13	426	0	3	442	0	0	0	0	0	900
% App. Total	0	93.6	5.9	0.5		66.7	0	33.3	0		2.9	96.4	0	0.7		0	0	0	0		
PHF	.000	.939	.893	.500	.949	.786	.000	.688	.000	.825	.813	.934	.000	.750	.944	.000	.000	.000	.000	.000	.970
		.941	.959		.923						.030	.970			.939						

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Randy Cole
Weather: Clear
Other

File Name : Sasser-Wake Forest 9-27-12 pm
Site Code : 00000000
Start Date : 9/27/2012
Page No : 1

Groups Printed- Unshifted

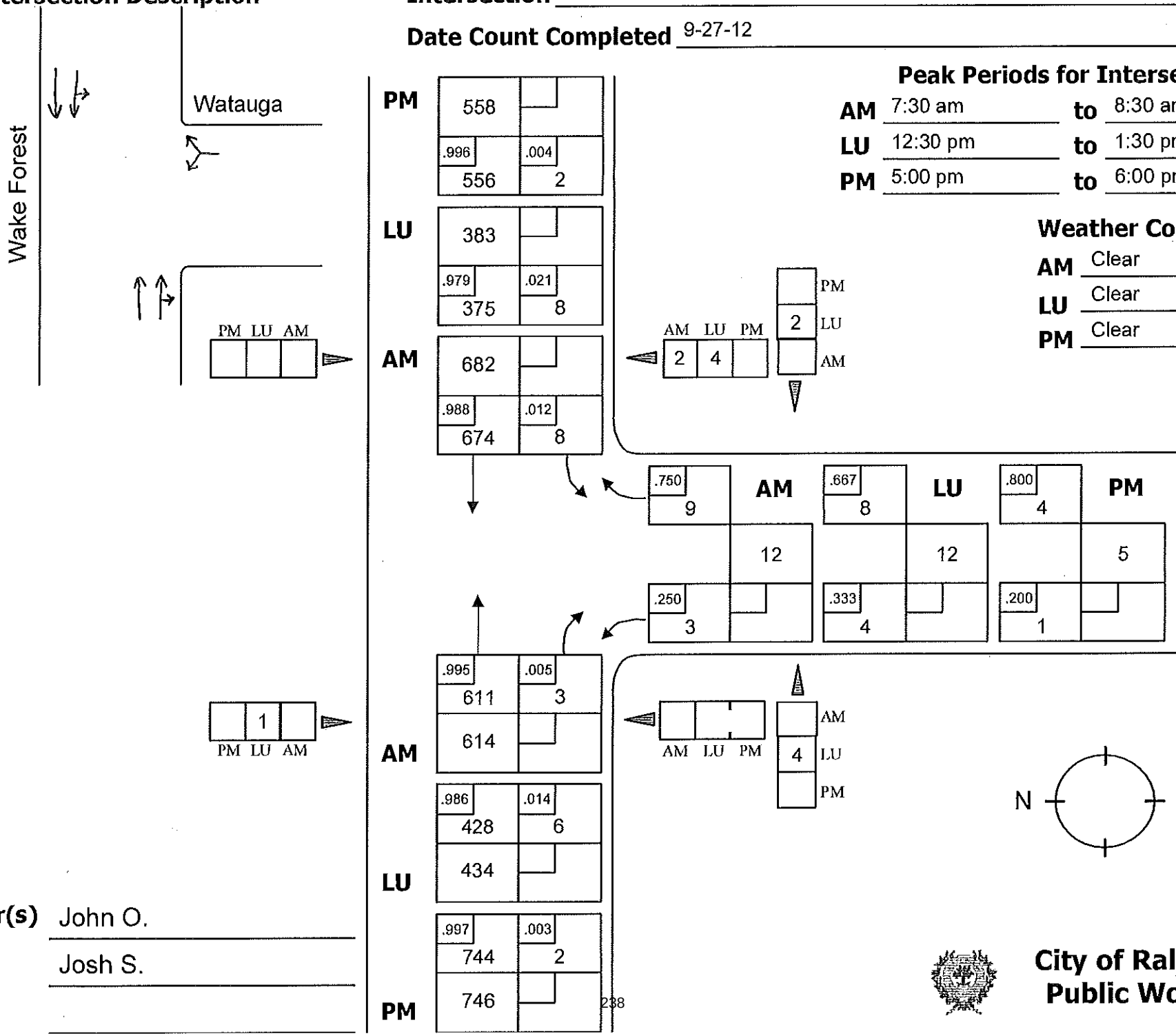
	Wake Forest From North					Sasser From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	113	14	0	127	4	0	1	0	5	6	146	0	2	154	0	0	0	0	0	286
04:15 PM	0	80	13	1	94	10	0	6	0	16	3	136	0	4	143	0	0	0	0	0	253
04:30 PM	0	105	17	0	122	7	0	3	0	10	2	157	0	1	160	0	0	0	0	0	292
04:45 PM	0	107	16	0	123	10	0	5	0	15	8	164	0	0	172	0	0	0	0	0	310
Total	0	405	60	1	466	31	0	15	0	46	19	603	0	7	629	0	0	0	0	0	1141
05:00 PM	0	112	11	0	123	6	0	4	0	10	6	181	0	0	187	0	0	0	0	0	320
05:15 PM	0	117	42	0	159	6	0	1	0	7	23	212	0	0	235	0	0	0	0	0	401
05:30 PM	0	146	51	0	197	14	0	6	0	20	34	280	0	0	314	0	0	0	0	0	531
05:45 PM	0	125	45	0	170	10	0	4	0	14	25	251	0	0	276	0	0	0	0	0	460
Total	0	500	149	0	649	36	0	15	0	51	88	924	0	0	1012	0	0	0	0	0	1712
Grand Total	0	905	209	1	1115	67	0	30	0	97	107	1527	0	7	1641	0	0	0	0	0	2853
Apprch %	0	81.2	18.7	0.1		69.1	0	30.9	0		6.5	93.1	0	0.4		0	0	0	0		
Total %	0	31.7	7.3	0	39.1	2.3	0	1.1	0	3.4	3.8	53.5	0	0.2	57.5	0	0	0	0	0	

	Wake Forest From North					Sasser From East					Wake Forest From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**0**	**112**	**11**	**0**	**123**	**6**	**0**	**4**	**0**	**10**	**6**	**181**	**0**	**0**	**187**	**0**	**0**	**0**	**0**	**0**	**320**
05:15 PM	**0**	**117**	**42**	**0**	**159**	**6**	**0**	**1**	**0**	**7**	**23**	**212**	**0**	**0**	**235**	**0**	**0**	**0**	**0**	**0**	**401**
05:30 PM	**0**	**146**	**51**	**0**	**197**	**14**	**0**	**6**	**0**	**20**	**34**	**280**	**0**	**0**	**314**	**0**	**0**	**0**	**0**	**0**	**531**
05:45 PM	0	125	45	0	170	10	0	4	0	14	25	251	0	0	276	0	0	0	0	0	460
Total Volume	0	500	149	0	649	36	0	15	0	51	88	924	0	0	1012	0	0	0	0	0	1712
% App. Total	0	77	23	0		70.6	0	29.4	0		8.7	91.3	0	0		0	0	0	0		
PHF	.000	.856	.730	.000	.824	.643	.000	.625	.000	.638	.647	.825	.000	.000	.806	.000	.000	.000	.000	.000	.806

Intersection Description

Intersection Wake Forest - Watauga

Date Count Completed 9-27-12



Peak Periods for Intersection

AM	7:30 am	**to**	8:30 am
LU	12:30 pm	**to**	1:30 pm
PM	5:00 pm	**to**	6:00 pm

Weather Conditions

AM	Clear
LU	Clear
PM	Clear

Counter(s) John O.

Josh S.

City of Raleigh Public Works

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By:John O.
Weather:clear
Other

File Name : Wake Forest-Watauga AM 08-20-12
Site Code : 00000000
Start Date : 9/20/2012
Page No : 1

Groups Printed- Unshifted

	From North					Wake Forest From East					Watauga From South					Wake Forest From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	129	0	0	129	1	0	1	1	3	1	83	0	0	84	216
07:15 AM	0	0	0	0	0	0	154	0	0	154	2	0	0	0	2	0	116	0	0	116	272
07:30 AM	0	0	0	0	0	0	141	2	0	143	0	0	0	0	0	0	161	0	0	161	304
07:45 AM	0	0	0	0	0	0	158	0	0	158	3	0	0	0	3	2	151	0	0	153	314
Total	0	0	0	0	0	0	582	2	0	584	6	0	1	1	8	3	511	0	0	514	1106
08:00 AM	0	0	0	0	0	0	184	0	0	184	3	0	3	1	7	1	161	0	0	162	353
08:15 AM	0	0	0	0	0	0	191	6	0	197	3	0	0	1	4	0	138	0	0	138	339
08:30 AM	0	0	0	0	0	0	184	1	0	185	5	0	0	2	7	1	95	0	0	96	288
08:45 AM	0	0	0	0	0	0	174	1	0	175	3	0	0	1	4	0	119	0	0	119	298
Total	0	0	0	0	0	0	733	8	0	741	14	0	3	5	22	2	513	0	0	515	1278
Grand Total	0	0	0	0	0	0	1315	10	0	1325	20	0	4	6	30	5	1024	0	0	1029	2384
Apprch %	0	0	0	0		0	99.2	0.8	0		66.7	0	13.3	20		0.5	99.5	0	0		
Total %	0	0	0	0	0	0	55.2	0.4	0	55.6	0.8	0	0.2	0.3	1.3	0.2	43	0	0	43.2	

	From North					Wake Forest From East					Watauga From South					Wake Forest From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**141**	**2**	**0**	**143**	**0**	**0**	**0**	**0**	**0**	**0**	161	0	0	161	304
07:45 AM	0	0	0	0	0	0	158	0	0	158	3	0	0	0	3	2	151	0	0	153	314
08:00 AM	0	0	0	0	0	0	184	0	0	184	3	0	3	**1**	**7**	1	161	0	0	**162**	**353**
08:15 AM	0	0	0	0	0	0	**191**	**6**	0	**197**	3	0	0	1	4	0	138	0	0	138	339
Total Volume	0	0	0	0	0	0	674	8	0	682	9	0	3	2	14	3	611	0	0	614	1310
% App. Total	0	0	0	0		0	98.8	1.2	0		64.3	0	21.4	14.3		0.5	99.5	0	0		
PHF	.000	.000	.000	.000	.000	.000	.882	.333	.000	.865	.750	.000	.250	.500	.500	.375	.949	.000	.000	.948	.928

.750 .000 .250 12

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Josh S
Weather: Clear
Other:

File Name : Wake Forest-Watauga LU 9-26-12
Site Code : 00000000
Start Date : 9/27/2012
Page No : 1

Groups Printed- Unshifted

	From North					Wake Forest From East					Watauga From South					Wake Forest From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	0	0	0	0	0	0	66	1	0	67	3	0	1	0	4	2	94	0	1	97	168
11:45 AM	0	0	0	0	0	0	62	2	3	67	4	0	2	0	6	2	100	0	0	102	175
Total	0	0	0	0	0	0	128	3	3	134	7	0	3	0	10	4	194	0	1	199	343
12:00 PM	0	0	0	0	0	0	62	1	1	64	5	0	2	0	7	3	121	0	0	124	195
12:15 PM	0	0	0	0	0	0	72	2	0	74	4	0	2	0	6	1	122	0	1	124	204
12:30 PM	0	0	0	0	0	0	94	2	1	97	1	0	0	2	3	1	110	0	2	113	213
12:45 PM	0	0	0	1	1	0	102	3	1	106	2	0	1	2	5	2	99	0	1	102	214
Total	0	0	0	1	1	0	330	8	3	341	12	0	5	4	21	7	452	0	4	463	826
01:00 PM	0	0	0	0	0	0	96	2	0	98	3	0	2	0	5	1	104	0	0	105	208
01:15 PM	0	0	0	0	0	0	83	1	0	84	2	0	1	0	3	2	115	0	1	118	205
Grand Total	0	0	0	1	1	0	637	14	6	657	24	0	11	4	39	14	865	0	6	885	1582
Apprch %	0	0	0	100		0	97	2.1	0.9		61.5	0	28.2	10.3		1.6	97.7	0	0.7		
Total %	0	0	0	0.1	0.1	0	40.3	0.9	0.4	41.5	1.5	0	0.7	0.3	2.5	0.9	54.7	0	0.4	55.9	

	From North					Wake Forest From East					Watauga From South					Wake Forest From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	0	0	0	0	0	0	94	2	1	97	1	0	0	2	3	1	110	0	2	113	213
12:45 PM	0	0	0	1	1	0	102	3	1	106	2	0	1	2	5	2	99	0	1	102	214
01:00 PM	0	0	0	0	0	0	96	2	0	98	3	0	2	0	5	1	104	0	0	105	208
01:15 PM	0	0	0	0	0	0	83	1	0	84	2	0	1	0	3	2	115	0	1	118	205
Total Volume	0	0	0	1	1	0	375	8	2	385	8	0	4	4	16	6	428	0	4	438	840
% App. Total	0	0	0	100		0	97.4	2.1	0.5		50	0	25	25		1.4	97.7	0	0.9		
PHF	.000	.000	.000	.250	.250	.000	.919	.667	.500	.908	.667	.000	.500	.500	.800	.750	.930	.000	.500	.928	.981
					0		.979	.021		383	.667		.333		12	.014	.986			434	

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Josh S
Weather: Clear
Other:

File Name : Wake Forest-Watauga PM 9-27-12
Site Code : 00000000
Start Date : 9/27/2012
Page No : 1

Groups Printed- Unshifted

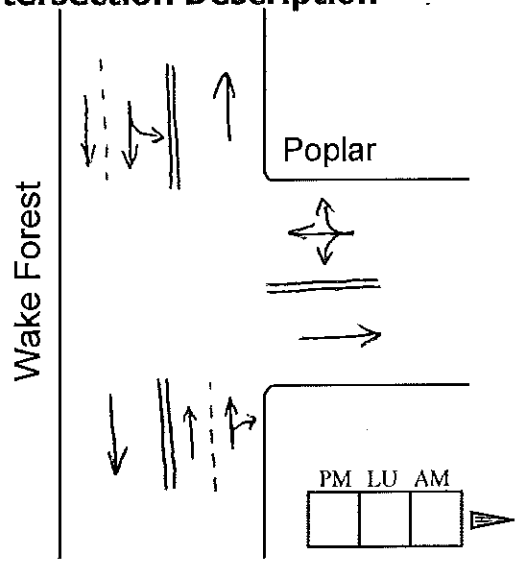
	From North					Wake Forest From East					Watauga From South					Wake Forest From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	100	5	0	105	4	0	1	1	6	2	133	0	0	135	246
04:15 PM	0	0	0	0	0	0	95	0	0	95	3	0	1	1	5	1	145	0	0	146	246
04:30 PM	0	0	0	1	1	0	130	2	0	132	3	0	2	0	5	0	158	0	0	158	296
04:45 PM	0	0	0	0	0	0	128	2	0	130	1	0	0	1	2	1	152	0	0	153	285
Total	0	0	0	1	1	0	453	9	0	462	11	0	4	3	18	4	588	0	0	592	1073
05:00 PM	0	0	0	0	0	0	141	1	0	142	1	0	0	0	1	0	171	0	0	171	314
05:15 PM	0	0	0	0	0	0	162	1	0	163	2	0	0	0	2	1	182	0	0	183	348
05:30 PM	0	0	0	0	0	0	154	0	0	154	0	0	1	0	1	1	199	0	0	200	355
05:45 PM	0	0	0	0	0	0	99	0	0	99	1	0	0	0	1	0	192	0	0	192	292
Total	0	0	0	0	0	0	556	2	0	558	4	0	1	0	5	2	744	0	0	746	1309
Grand Total	0	0	0	1	1	0	1009	11	0	1020	15	0	5	3	23	6	1332	0	0	1338	2382
Apprch %	0	0	0	100		0	98.9	1.1	0		65.2	0	21.7	13		0.4	99.6	0	0		
Total %	0	0	0	0	0	0	42.4	0.5	0	42.8	0.6	0	0.2	0.1	1	0.3	55.9	0	0	56.2	

	From North					Wake Forest From East					Watauga From South					Wake Forest From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	141	1	0	142	1	0	0	0	1	0	171	0	0	171	314
05:15 PM	0	0	0	0	0	0	162	1	0	163	2	0	0	0	2	1	182	0	0	183	348
05:30 PM	0	0	0	0	0	0	154	0	0	154	0	0	1	0	1	1	199	0	0	200	355
05:45 PM	0	0	0	0	0	0	99	0	0	99	1	0	0	0	1	0	192	0	0	192	292
Total Volume	0	0	0	0	0	0	556	2	0	558	4	0	1	0	5	2	744	0	0	746	1309
% App. Total	0	0	0	0		0	99.6	0.4	0		80	0	20	0		0.3	99.7	0	0		
PHF	.000	.000	.000	.000	.000	.000	.858	.500	.000	.856	.500	.000	.250	.000	.625	.500	.935	.000	.000	.933	.922

Intersection Description

Intersection Poplar - Wake Forest

Date Count Completed 9/26/2012



Peak Periods for Intersection

AM	7:45 am	**to**	8:45 am
LU	12:15 pm	**to**	1:15 pm
PM	5:00 pm	**to**	6:00 pm

Weather Conditions

AM	Clear
LU	Sunny
PM	Clear

PM	858	.000 / 0
	.973 / 835	.027 / 23
LU	413	.000 / 0
	.981 / 405	.019 / 9
AM	498	.000 / 0
	.968 / 482	.032 / 16

	AM	LU	PM
	2	1	2

0	PM
4	LU
0	AM

	AM	LU	PM
	1	0	0

AM	.961 / 741	.039 / 30
	771	.000 / 0
LU	.927 / 396	.073 / 31
	427	.000 / 0
PM	.939 / 536	.061 / 35
	571	.000 / 0

.264 / 14	**AM**	
	53	
.736 / 39	.000 / 0	
.333 / 13	**LU**	
	39	
.667 / 26	.000 / 0	
.338 / 24	**PM**	
	71	
.662 / 47	.000 / 0	

	AM	LU	PM

0	AM
1	LU
0	PM

N

Counter(s) John O.

Courtney

City of Raleigh Public Works

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By:John O.
Weather:clear
Other

File Name : Poplar-Wake Forest AM 09-11-12
Site Code : 00000000
Start Date : 9/11/2012
Page No : 1

Groups Printed- Unshifted

	Wake Forest From North					From East					Wake Forest From South					Poplar From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	120	0	0	124	0	0	0	0	0	0	88	0	0	88	2	0	6	0	8	220
07:15 AM	4	159	0	0	163	0	0	0	0	0	0	113	1	0	114	4	0	11	0	15	292
07:30 AM	8	147	0	0	155	0	0	0	0	0	0	139	2	1	142	4	0	8	0	12	309
07:45 AM	13	168	0	0	181	0	0	0	0	0	0	147	7	0	154	4	0	17	0	21	356
Total	29	594	0	0	623	0	0	0	0	0	0	487	10	1	498	14	0	42	0	56	1177
08:00 AM	5	173	0	0	178	0	0	0	0	0	0	134	3	0	137	6	0	11	0	17	332
08:15 AM	4	203	0	0	207	0	0	0	0	0	0	100	2	0	102	2	0	2	1	5	314
08:30 AM	8	197	0	0	205	0	0	0	0	0	0	101	4	0	105	2	0	9	1	12	322
08:45 AM	12	188	0	0	200	0	0	0	0	0	0	114	6	1	121	2	0	11	0	13	334
Total	29	761	0	0	790	0	0	0	0	0	0	449	15	1	465	12	0	33	2	47	1302
Grand Total	58	1355	0	0	1413	0	0	0	0	0	0	936	25	2	963	26	0	75	2	103	2479
Apprch %	4.1	95.9	0	0		0	0	0	0		0	97.2	2.6	0.2		25.2	0	72.8	1.9		
Total %	2.3	54.7	0	0	57	0	0	0	0	0	0	37.8	1	0.1	38.8	1	0	3	0.1	4.2	

	Wake Forest From North					From East					Wake Forest From South					Poplar From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	13	168	0	0	181	0	0	0	0	0	0	147	7	0	154	4	0	**17**	0	21	**356**
08:00 AM	5	173	0	0	178	0	0	0	0	0	0	134	3	0	137	6	0	11	0	17	332
08:15 AM	4	**203**	0	0	207	0	0	0	0	0	0	100	2	0	102	2	0	2	1	5	314
08:30 AM	8	197	0	0	205	0	0	0	0	0	0	101	4	0	105	2	0	9	1	12	322
Total Volume	30	741	0	0	771	0	0	0	0	0	0	482	16	0	498	14	0	39	2	55	1324
% App. Total	3.9	96.1	0	0		0	0	0	0		0	96.8	3.2	0		25.5	0	70.9	3.6		
PHF	.577	.913	.000	.000	.931	.000	.000	.000	.000	.000	.000	.820	.571	.000	.808	.583	.000	.574	.500	.655	.930
																.264	.000	.736		53	

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By:John O.
Weather:sunny
Other

File Name : Poplar-Wake Forest LU 09-11-12
Site Code : 00000000
Start Date : 9/11/2012
Page No : 1

Groups Printed- Unshifted

	Wake Forest From North					From East					Wake Forest From South					Poplar From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	3	89	0	0	92	0	0	0	0	0	0	79	2	0	81	3	0	8	0	11	184
11:45 AM	3	100	0	0	103	0	0	0	0	0	0	106	0	0	106	4	0	6	0	10	219
Total	6	189	0	0	195	0	0	0	0	0	0	185	2	0	187	7	0	14	0	21	403
12:00 PM	8	85	0	0	93	0	0	0	0	0	0	104	1	0	105	4	0	10	1	15	213
12:15 PM	6	92	0	0	98	0	0	0	0	0	0	98	3	2	103	3	0	7	0	10	211
12:30 PM	6	111	0	1	118	0	0	0	0	0	0	95	1	2	98	6	0	8	0	14	230
12:45 PM	8	96	0	0	104	0	0	0	0	0	0	97	3	0	100	2	0	6	1	9	213
Total	28	384	0	1	413	0	0	0	0	0	0	394	8	4	406	15	0	31	2	48	867
01:00 PM	11	97	0	0	108	0	0	0	0	0	0	115	1	0	116	2	0	5	0	7	231
01:15 PM	2	97	0	1	100	0	0	0	0	0	0	95	1	0	96	5	0	6	0	11	207
Grand Total	47	767	0	2	816	0	0	0	0	0	0	789	12	4	805	29	0	56	2	87	1708
Apprch %	5.8	94	0	0.2		0	0	0	0		0	98	1.5	0.5		33.3	0	64.4	2.3		
Total %	2.8	44.9	0	0.1	47.8	0	0	0	0	0	0	46.2	0.7	0.2	47.1	1.7	0	3.3	0.1	5.1	

	Wake Forest From North					From East					Wake Forest From South					Poplar From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15 PM																					
12:15 PM	**6**	**92**	**0**	**0**	**98**	**0**	**0**	**0**	**0**	**0**	**0**	98	3	2	103	3	0	7	0	10	211
12:30 PM	6	111	0	1	**118**	0	0	0	0	0	0	95	1	2	98	**6**	0	**8**	0	**14**	230
12:45 PM	8	96	0	0	104	0	0	0	**0**	0	0	97	3	0	100	2	0	6	**1**	9	213
01:00 PM	**11**	97	0	0	108	0	0	0	0	0	0	**115**	1	0	**116**	2	0	5	0	7	**231**
Total Volume	31	396	0	1	428	0	0	0	0	0	0	405	8	4	417	13	0	26	1	40	885
% App. Total	7.2	92.5	0	0.2		0	0	0	0		0	97.1	1.9	1		32.5	0	65	2.5		
PHF	.705	.892	.000	.250	.907	.000	.000	.000	.000	.000	.000	.880	.667	.500	.899	.542	.000	.813	.250	.714	.958
	.073	.927	.000		427						.000	.981	.019		413	.333	.000	.667		39	

City of Raleigh

222 W Hargett St
Raleigh, NC 27602

Counter:
Counted By: Courtney
Weather: Clear
Other:

File Name : Poplar - Wake Forest 9-26-12 pm
Site Code : 00000000
Start Date : 9/26/2012
Page No : 1

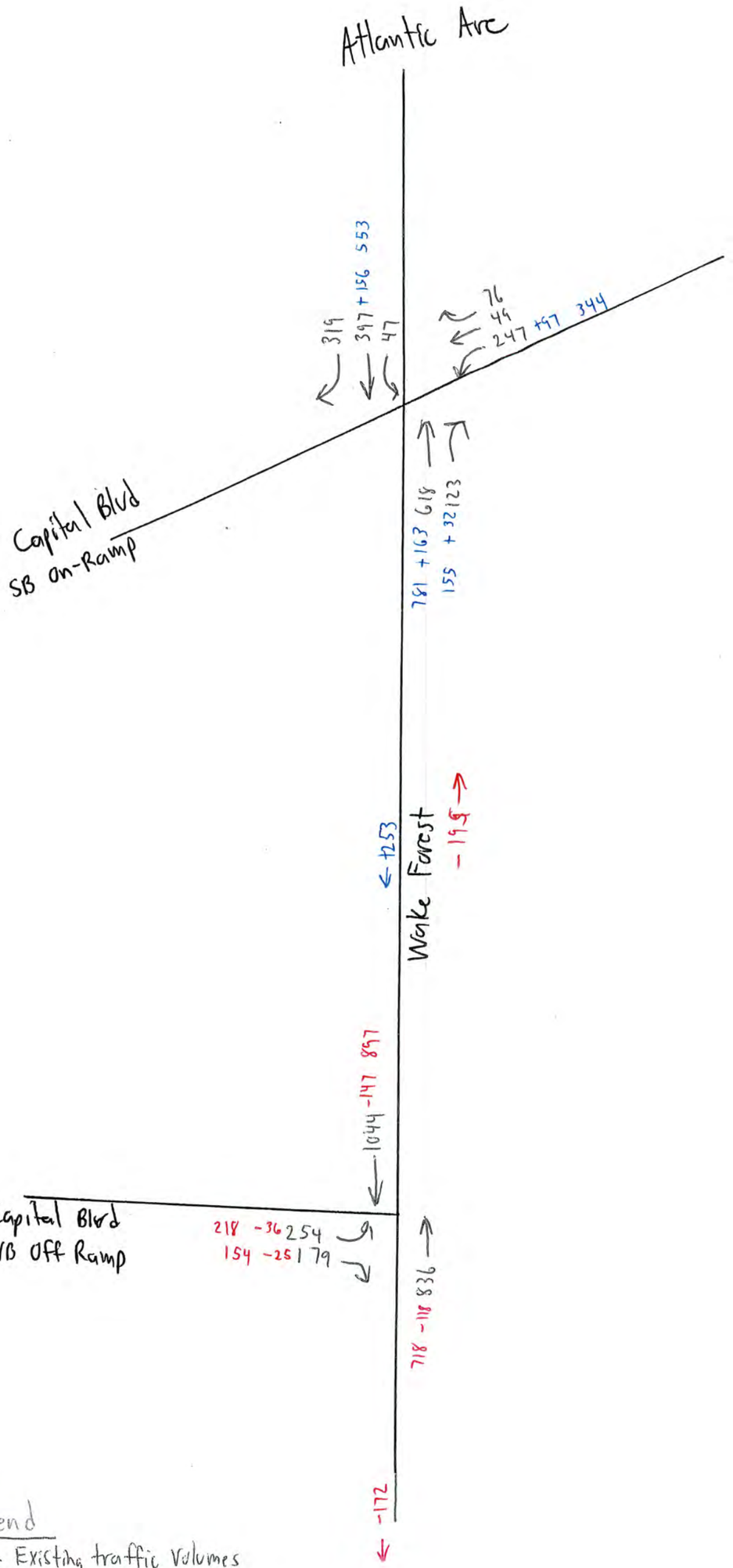
Groups Printed- Unshifted

	Wake Forest From North					From East					Wake Forest From South					Poplar From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	8	91	0	0	99	0	0	0	0	0	0	127	3	0	130	3	0	10	0	13	242
04:15 PM	8	96	0	0	104	0	0	0	0	0	0	152	2	0	154	6	0	4	0	10	268
04:30 PM	7	96	0	0	103	0	0	0	0	0	0	125	2	0	127	4	0	1	0	5	235
04:45 PM	3	120	0	0	123	0	0	0	0	0	0	131	4	0	135	5	0	9	0	14	272
Total	26	403	0	0	429	0	0	0	0	0	0	535	11	0	546	18	0	24	0	42	1017
05:00 PM	5	126	0	0	131	0	0	0	0	0	0	177	5	0	182	4	0	13	0	17	330
05:15 PM	8	163	0	0	171	0	0	0	0	0	0	275	6	0	281	7	0	15	0	22	474
05:30 PM	13	136	0	0	149	0	0	0	0	0	0	188	7	0	195	3	0	13	1	17	361
05:45 PM	9	111	0	0	120	0	0	0	1	1	0	195	5	0	200	10	0	6	1	17	338
Total	35	536	0	0	571	0	0	0	1	1	0	835	23	0	858	24	0	47	2	73	1503
Grand Total	61	939	0	0	1000	0	0	0	1	1	0	1370	34	0	1404	42	0	71	2	115	2520
Apprch %	6.1	93.9	0	0		0	0	0	100		0	97.6	2.4	0		36.5	0	61.7	1.7		
Total %	2.4	37.3	0	0	39.7	0	0	0	0	0	0	54.4	1.3	0	55.7	1.7	0	2.8	0.1	4.6	

	Wake Forest From North					From East					Wake Forest From South					Poplar From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	5	126	0	0	131	0	0	0	0	0	0	177	5	0	182	4	0	13	0	17	330
05:15 PM	8	163	0	0	171	0	0	0	0	0	0	275	6	0	281	7	0	15	0	22	474
05:30 PM	13	136	0	0	149	0	0	0	0	0	0	188	7	0	195	3	0	13	1	17	361
05:45 PM	9	111	0	0	120	0	0	0	1	1	0	195	5	0	200	10	0	6	1	17	338
Total Volume	35	536	0	0	571	0	0	0	1	~~1~~	0	835	23	0	858	24	0	47	2	~~73~~	1503
% App. Total	6.1	93.9	0	0		0	0	0	~~100~~		0	97.3	2.7	0		~~32.9~~	~~.0~~	~~64.4~~	~~2.7~~		
PHF	.673	.822	.000	.000	.835	.000	.000	.000	.250	.250	.000	.759	.821	.000	.763	.600	.000	.783	.500	.830	.793
										0						.338	0	.662		71	

Traffic Balancing AM Peak Hour

Zone 1



2010 Count

Volumes much lower than intersections South. Had to raise these volumes in order to keep volumes consistent.

Counts taken in 2010 at different times than the intersections North and South. Much higher so we took the intersection down to balance. If you use this as control then you would have to take several hundred cars through the network

Legend

XX - Existing traffic Volumes

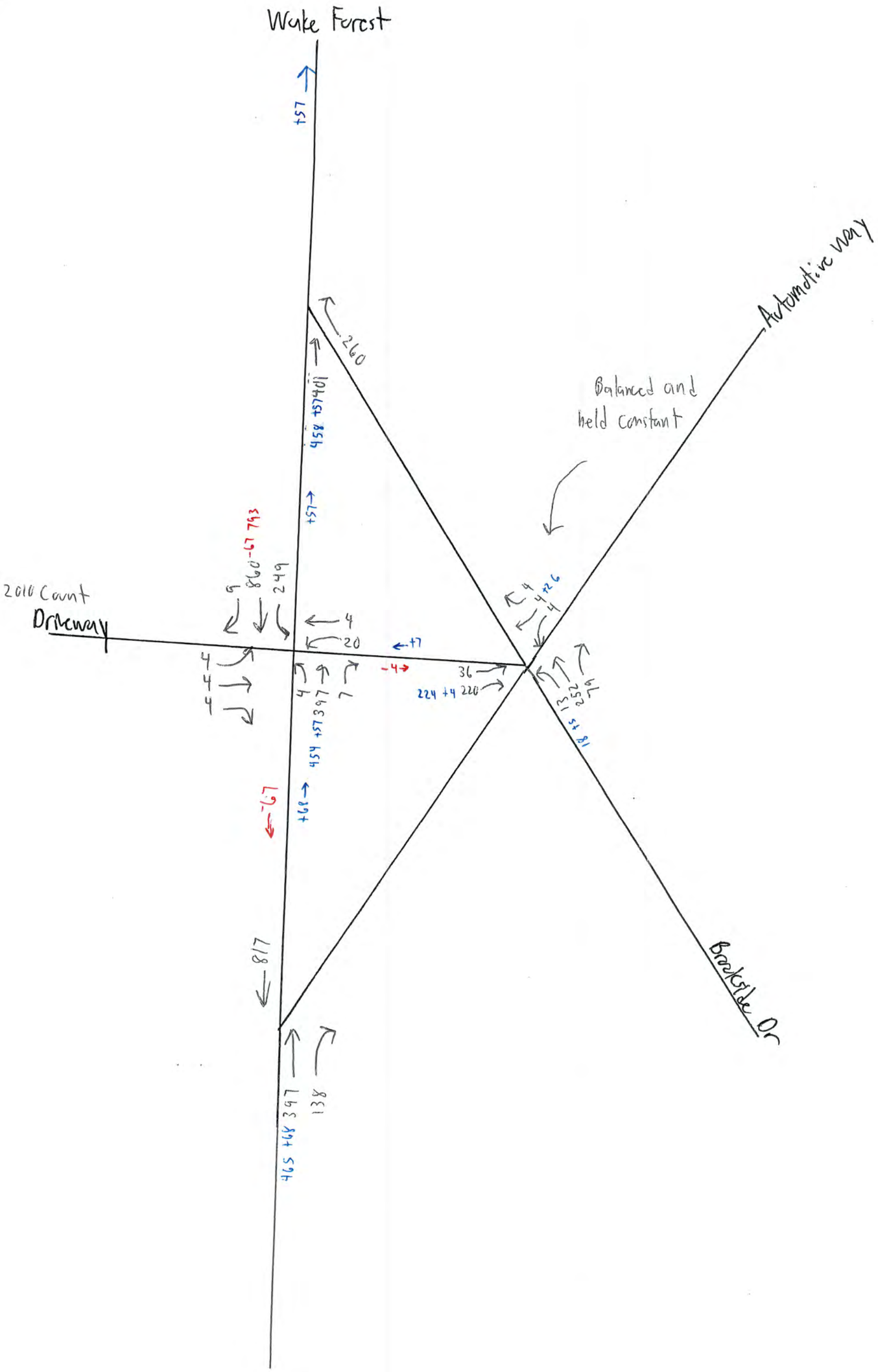
-XX- Subtraction of traffic

+XX- Addition of traffic

-XX→ - Denotes the traffic imbalance from intersection to intersection where arrow is pointing

+XX→ Denotes the traffic imbalance from intersection to intersection where arrow is pointing

AM

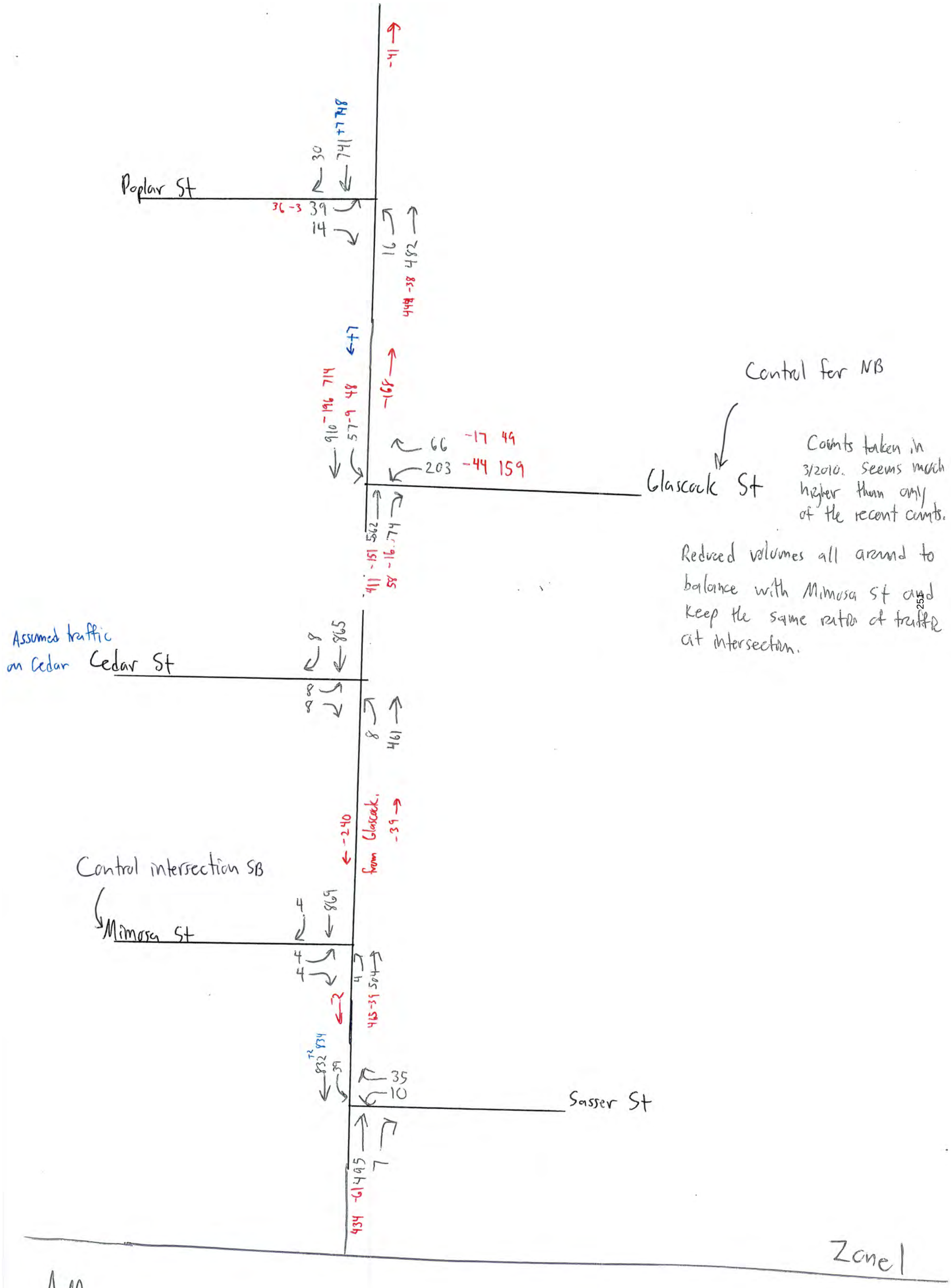

Wake Forest
Automotive way
Brookside Dr
2010 Count
Driveway
Balanced and
held constant
+57
260
458 +57 401
+57
860 -67 793
249
9
4
4
4
4
20
+7
-4
4
397
7
454 +57
+68
-67
817
465 +68 397
138
36
224 +4 220
31
252
79
18 +5 81
4
4
4
4
+26

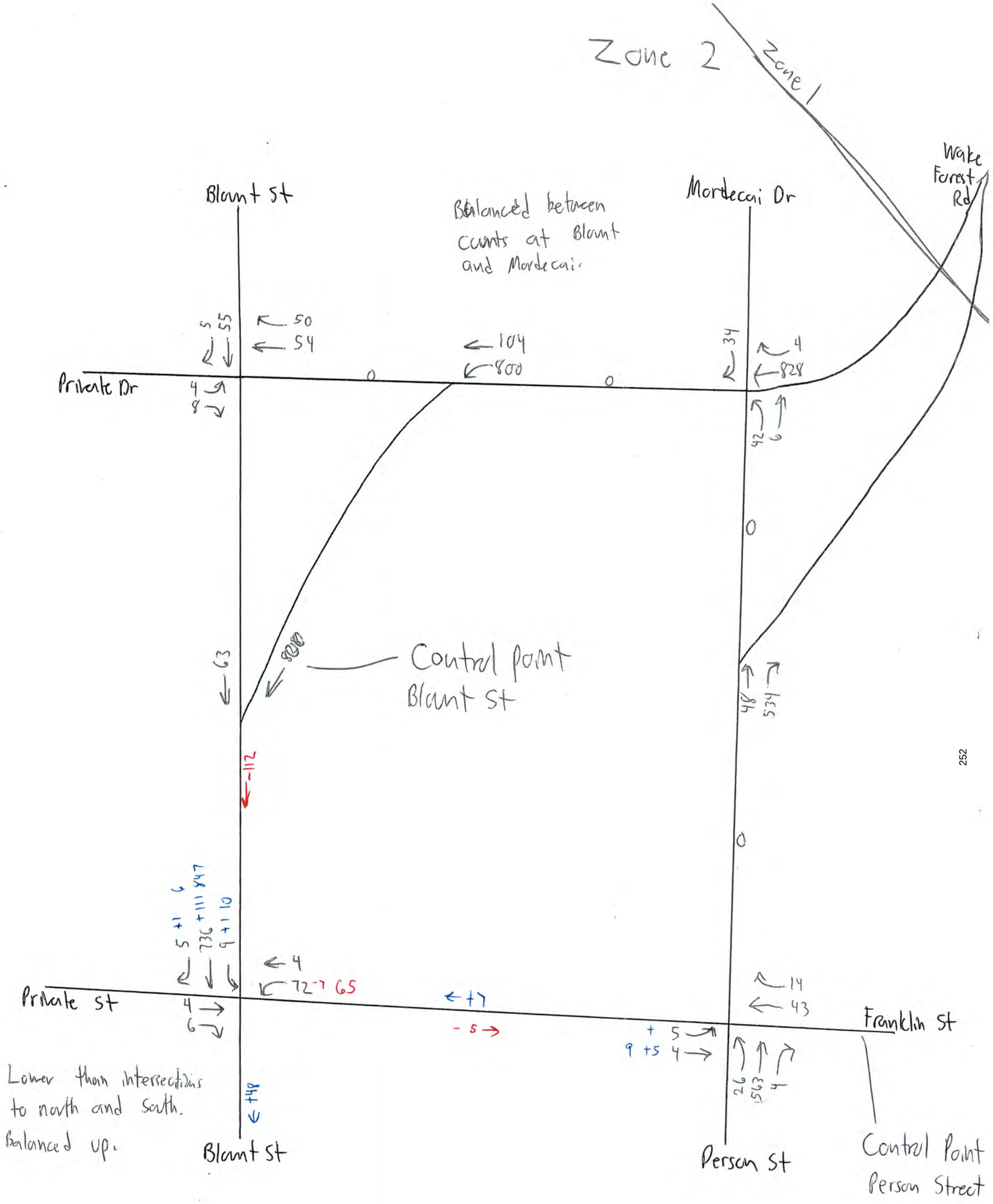
AM

Sycamore St
Courtland Dr
Clifton St
Wautauga St
-66
487 -49 536
4
10 +19
35 -3 38
6
715 +48 763
+90
-52
518 -93 611
4
674 +89 763
8
9 -8
6 +6
-94
518 -41 559
8
+62
765 +62 767
55
4
34 -3 31
-44
-5
6
593 +30 513
60 +3 57
14
9
813 -5 808
+33
-35

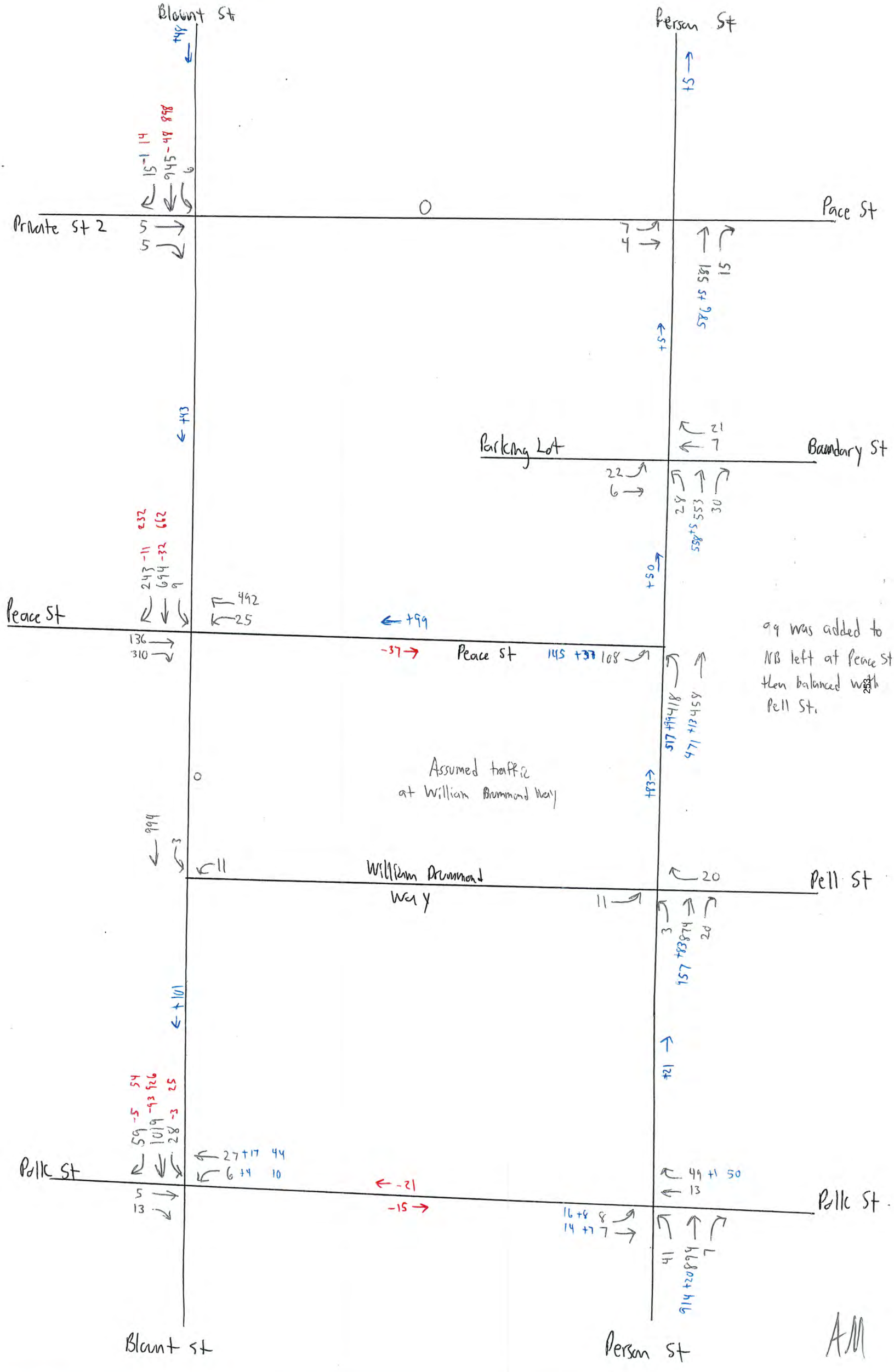
AM

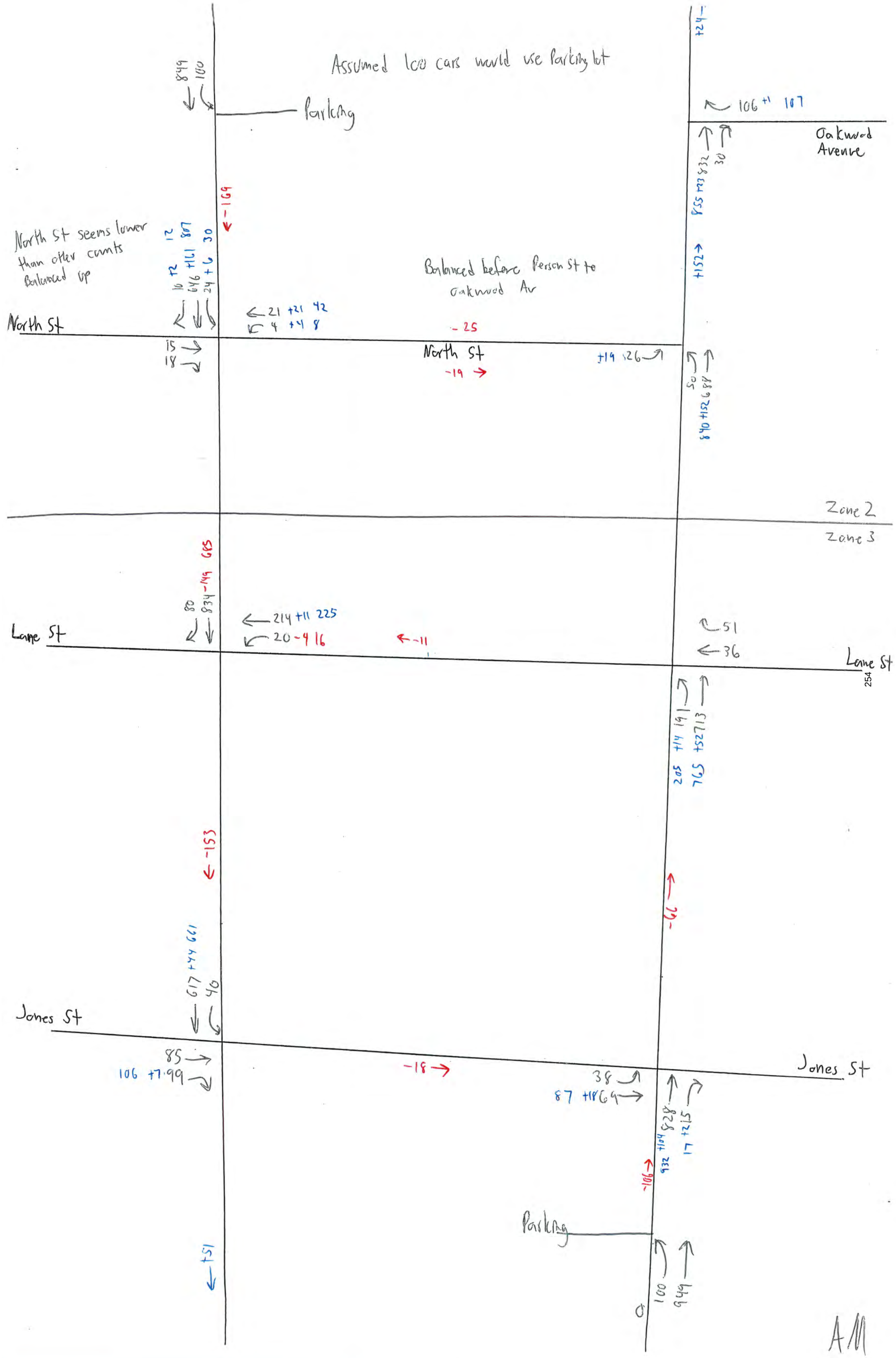
Chestnut St
Lafayette Rd
Clover Ln
Frank St.
Harding St.
773 -5 768
813 -40 773
812 -40 772
752 +18 770
745 +25 770
-5
-41
471 -44 515
9
-40
-44
-24 502
3
-40
-30
479 -21 500
4
+18
-21
487 -56 553
4
+25
-56
487 -66 553
4
+49
-66


Poplar St
Glascock St
Cedar St
Mimosa St
Sasser St
Control for NB
Counts taken in 3/2010. Seems much higher than any of the recent counts.
Reduced volumes all around to balance with Mimosa St and keep the same ratio of traffic at intersection.
Assumed traffic on Cedar
Control intersection SB
from Glascock.
Zone 1
AM

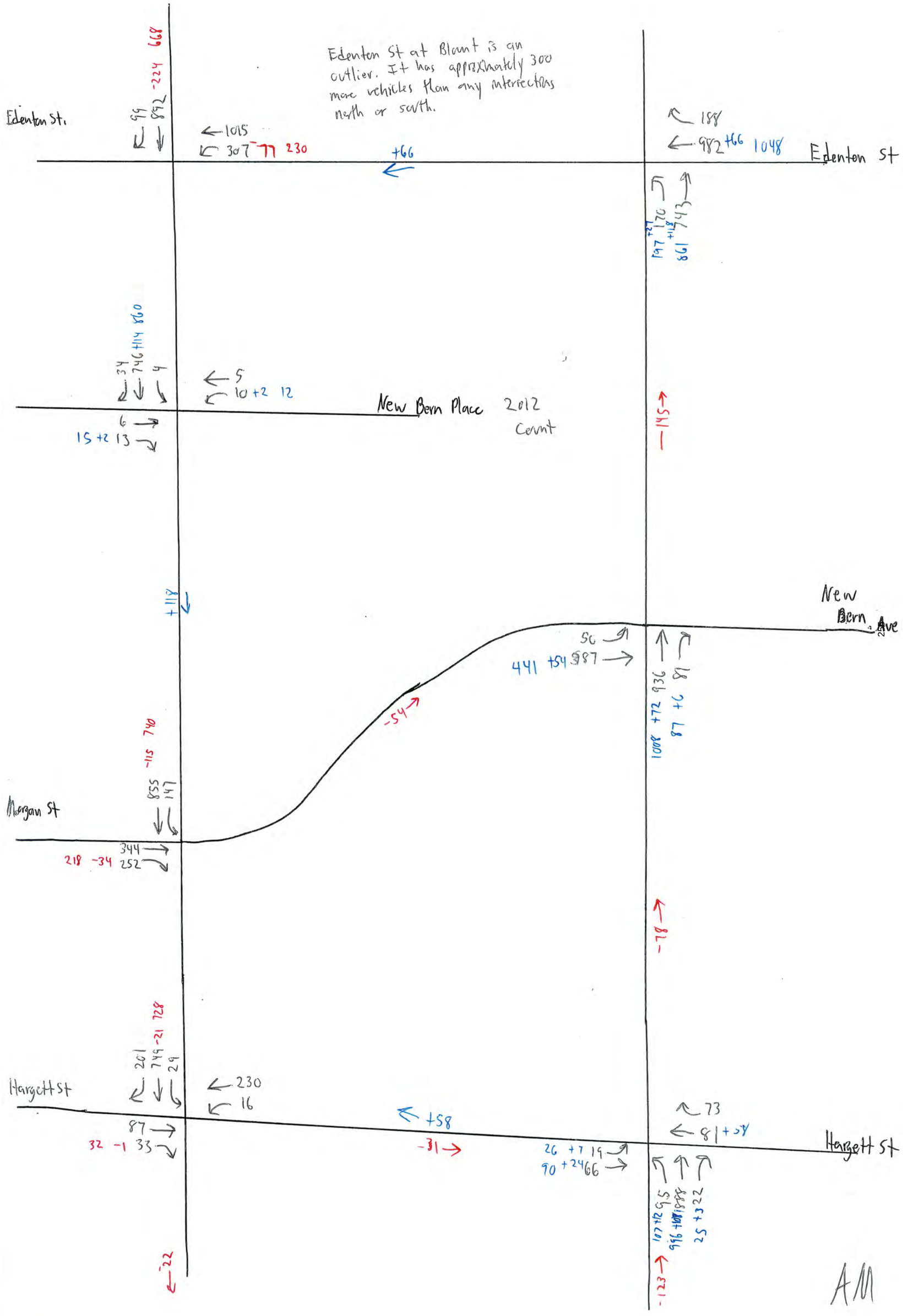

Zone 2
Zone 1
Wake Forest Rd
Blount St
Mordecai Dr
Balanced between counts at Blount and Mordecai.
Private Dr
Control point Blount St
Private St
Franklin St
Person St
Blount St
Control Point Person Street
Lower than intersections to north and south. Balanced up.

AM

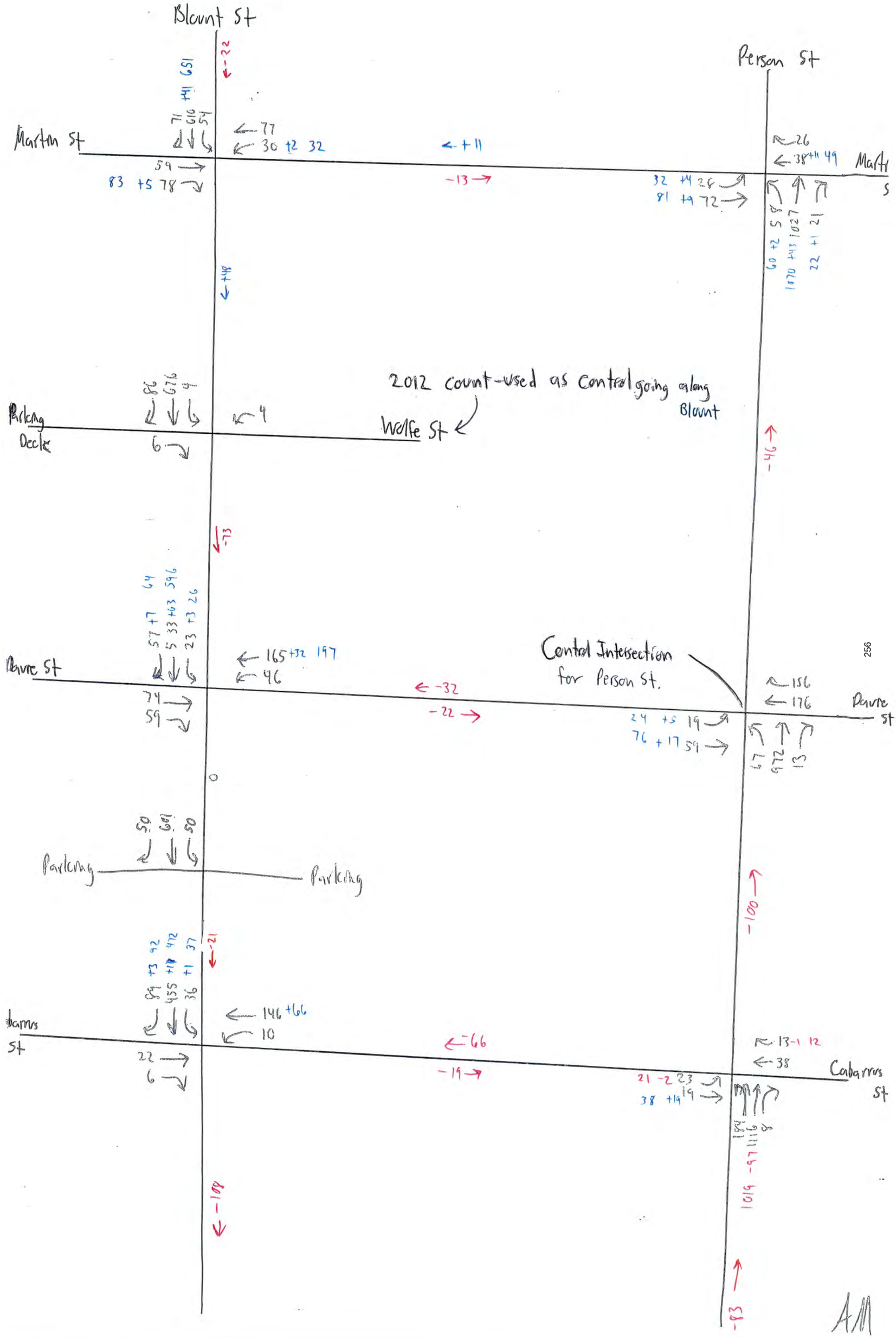

Blount St
Person St
Pace St
Private St 2
Parking Lot
Boundary St
Peace St
Peace St
Pell St
William Drummond Way
Polk St
Polk St
Blount St
Person St
Assumed traffic at William Drummond Way
99 was added to NB left at Peace St then balanced with Pell St.
AM

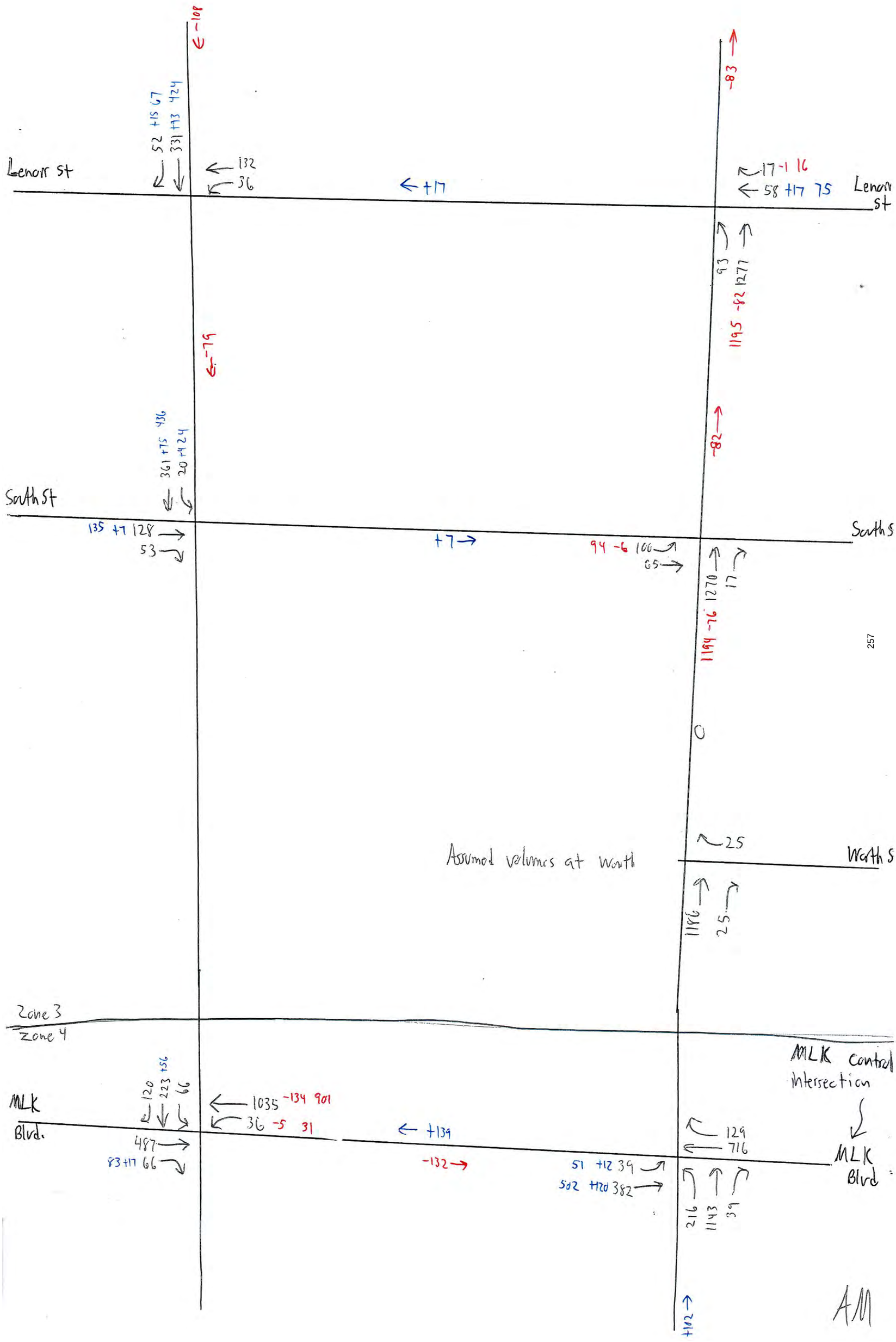

Assumed 100 cars would use Parking lot
Parking
Oakwood Avenue
North St seems lower than other counts
Balanced up
Balanced before Person St to Oakwood Av
North St
Zone 2
Zone 3
Lane St
Jones St
Parking

Edenton St at Blount is an outlier. It has approximately 300 more vehicles than any intersections north or south.



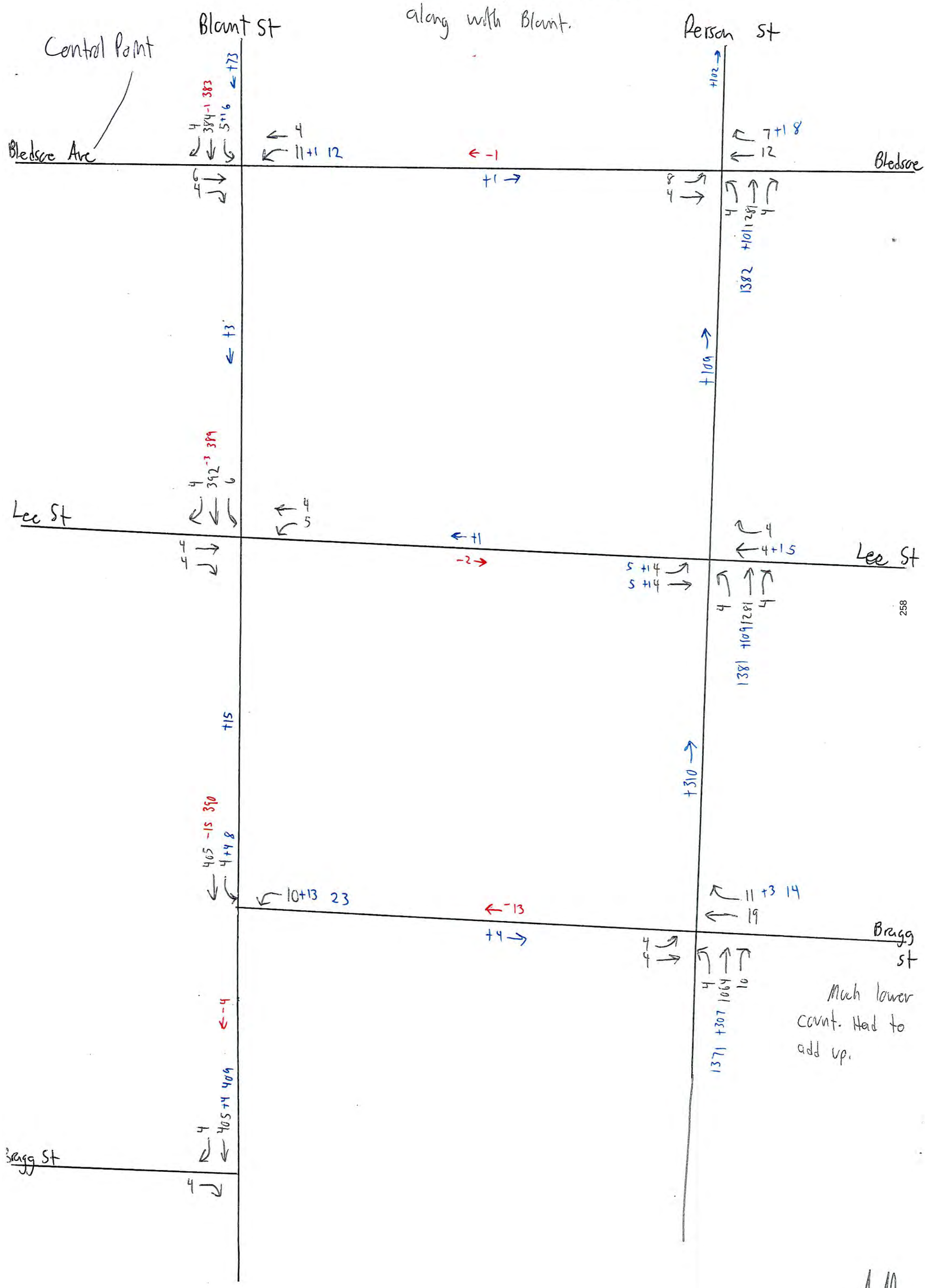
AM


Blount St
Person St
Martin St
Martin St
Parking Deck
Wolfe St
2012 count-used as control going along Blount
Davie St
Davie St
Central Intersection for Person St.
Parking
Parking
Cabarrus St
Cabarrus St


Lenox St
South St
Worth S
MLK Blvd.
Zone 3
Zone 4
MLK Control Intersection
Assumed volumes at Worth
52 +15 67
331 +13 424
132
36
+17
-108
-83
17 -1 16
58 +17 75
63
1277
1195 -82
-79
361 +75 436
20 +4 24
-82
135 +7 128
53
+7
94 -6 100
65
1270
17
1194 -76
0
25
1186
25
487
83 +17 66
120
223 +56
66
1035 -134 901
36 -5 31
+139
-132
51 +12 39
502 +120 382
129
716
216
1143
39
+102
257
AM

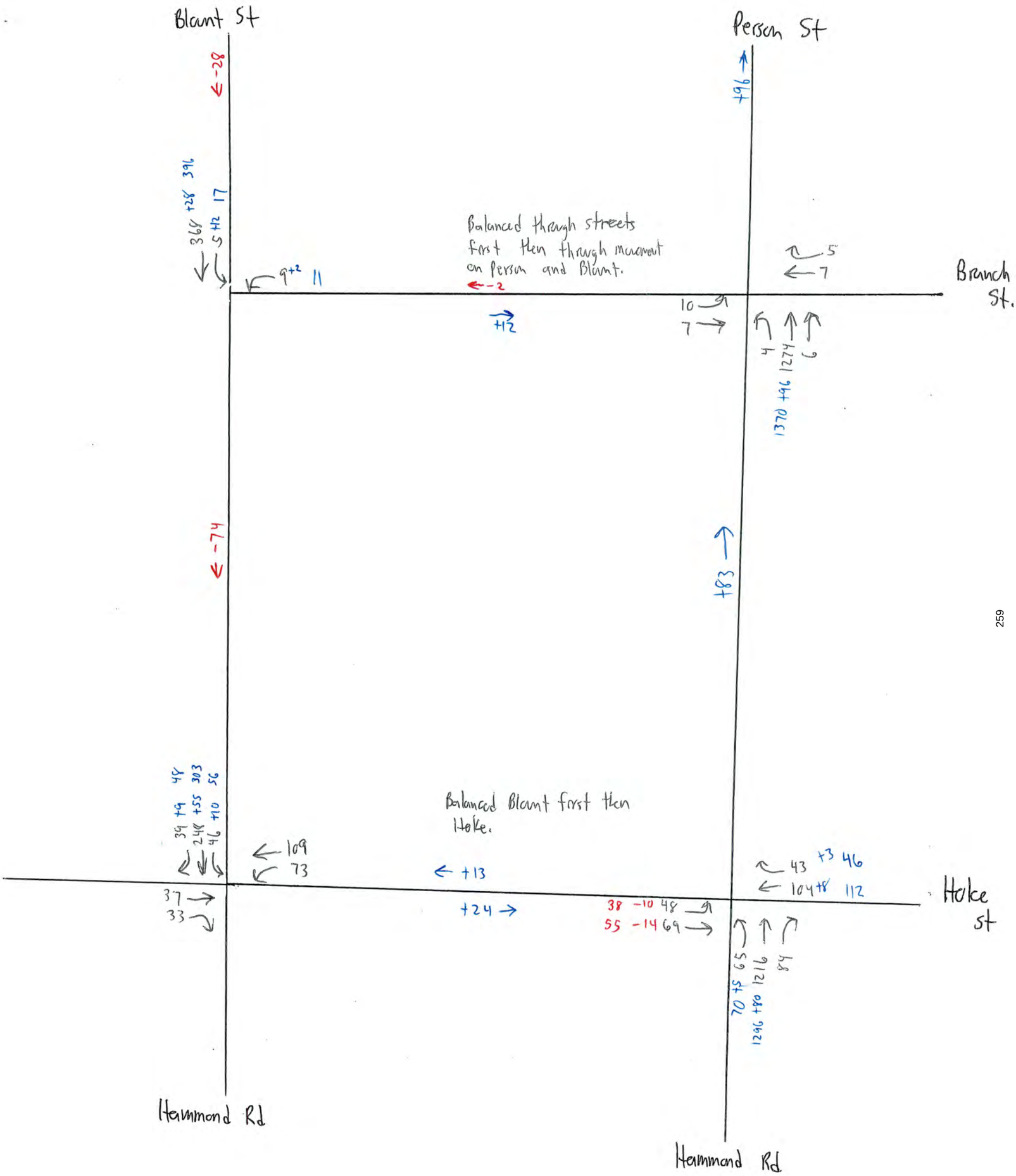
Person Street to MLK

Held cross streets constant because they were balanced along with Blount.



Much lower count. Had to add up.

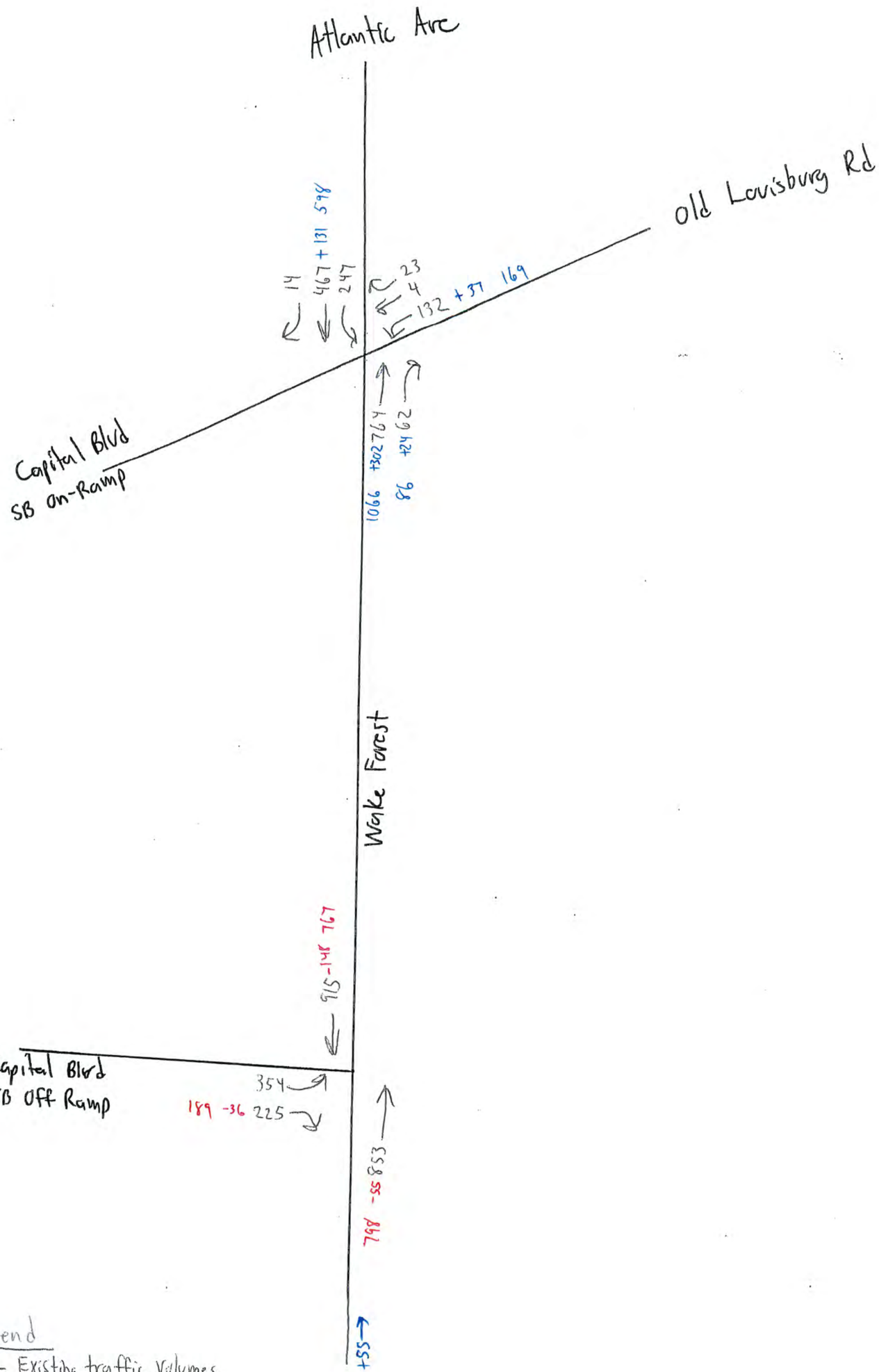
AM


Blount St
Person St
Branch St.
Hoke St
Hammond Rd
Hammond Rd
Balanced through streets first then through movement on Person and Blount.
Balanced Blount first then Hoke.
-28
+96
368 +28 396
5 +2 17
9 +2 11
-2
+12
10
7
5
7
4
1274
6
1370 +96
-74
+83
39 +9 48
248 +55 303
46 +10 56
109
73
+13
+24
37
33
43 +3 46
104 +8 112
38 -10 48
55 -14 69
70 +5 65
1296 +80 1216
84

AM

I-40 WB On Ramp
I-40 WB Ramp
I-40 EB Slip Ramp
I-40 EB Off Ramp
Hammond Rd
202
441
433 - 8
638 -7 631
+7
68
635 -4 631
+4
227
155 +27 182
193 +34 227
-61
-220
1175 -20 1195
-28
+133
587
1021 -161 1182
472
624 L2- 964
A11

Traffic Balancing PM Peak Hour



Legend

XX - Existing traffic volumes

-XX- Subtraction of traffic

+XX- Addition of traffic

-XX→ - Denotes the traffic imbalance from intersection to intersection where arrow is pointing

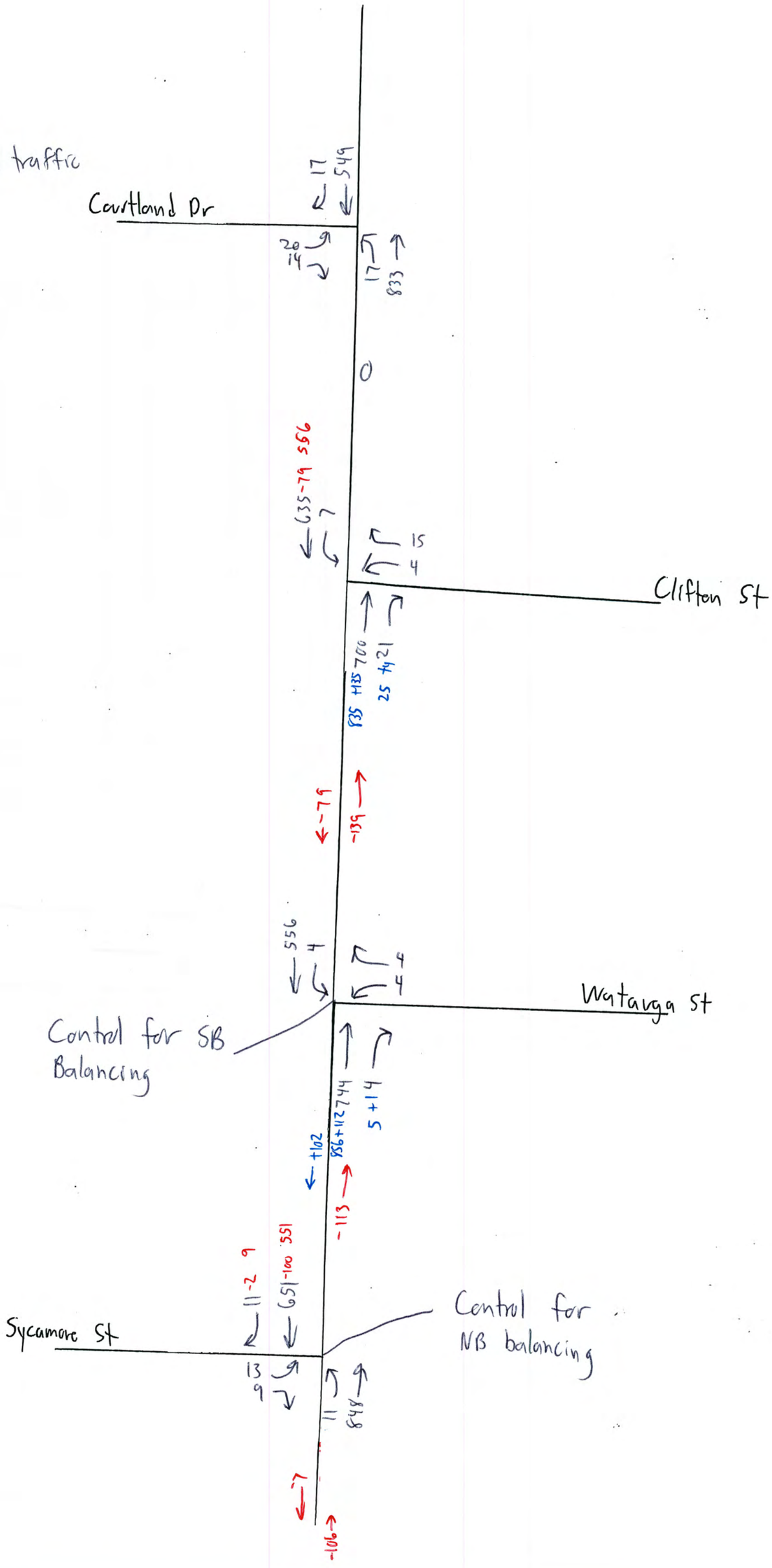
+XX→ Denotes the traffic imbalance from intersection to intersection where arrow is pointing

PM

Zone 1

Driveway
Wake Forest
Automotive Way
Bookstore Dr
639 +131 508
214 +141 73
← +149
← - 184
+55 →
636 →
291
407 +146
397
629 +128 501
321 +13 308
86 +482
11
6 +2
-17
-7
15
152
97
10
46
203
7
4
5
7
6
5 +1 4
5 +1 4
+

Assumed traffic

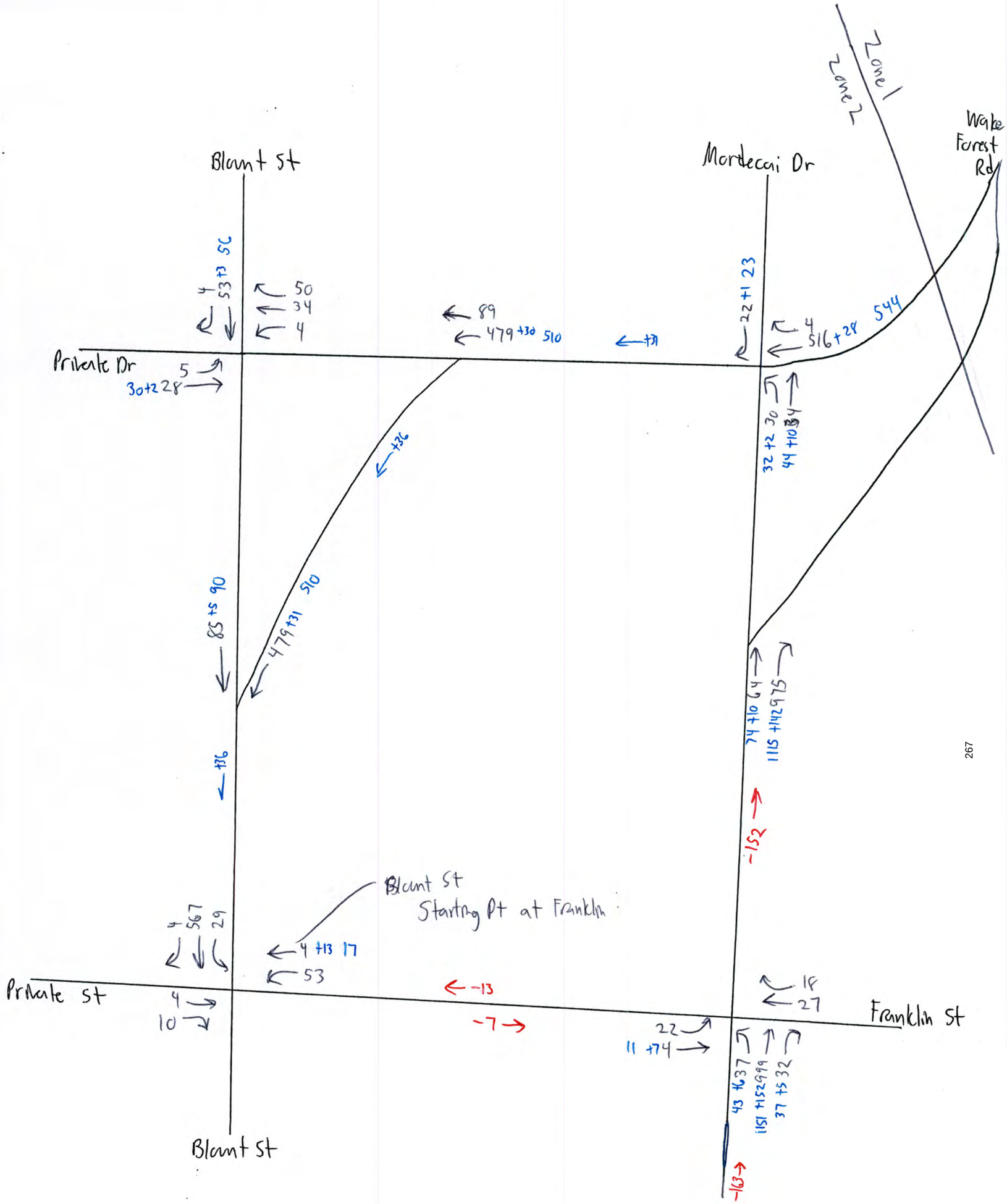


PM

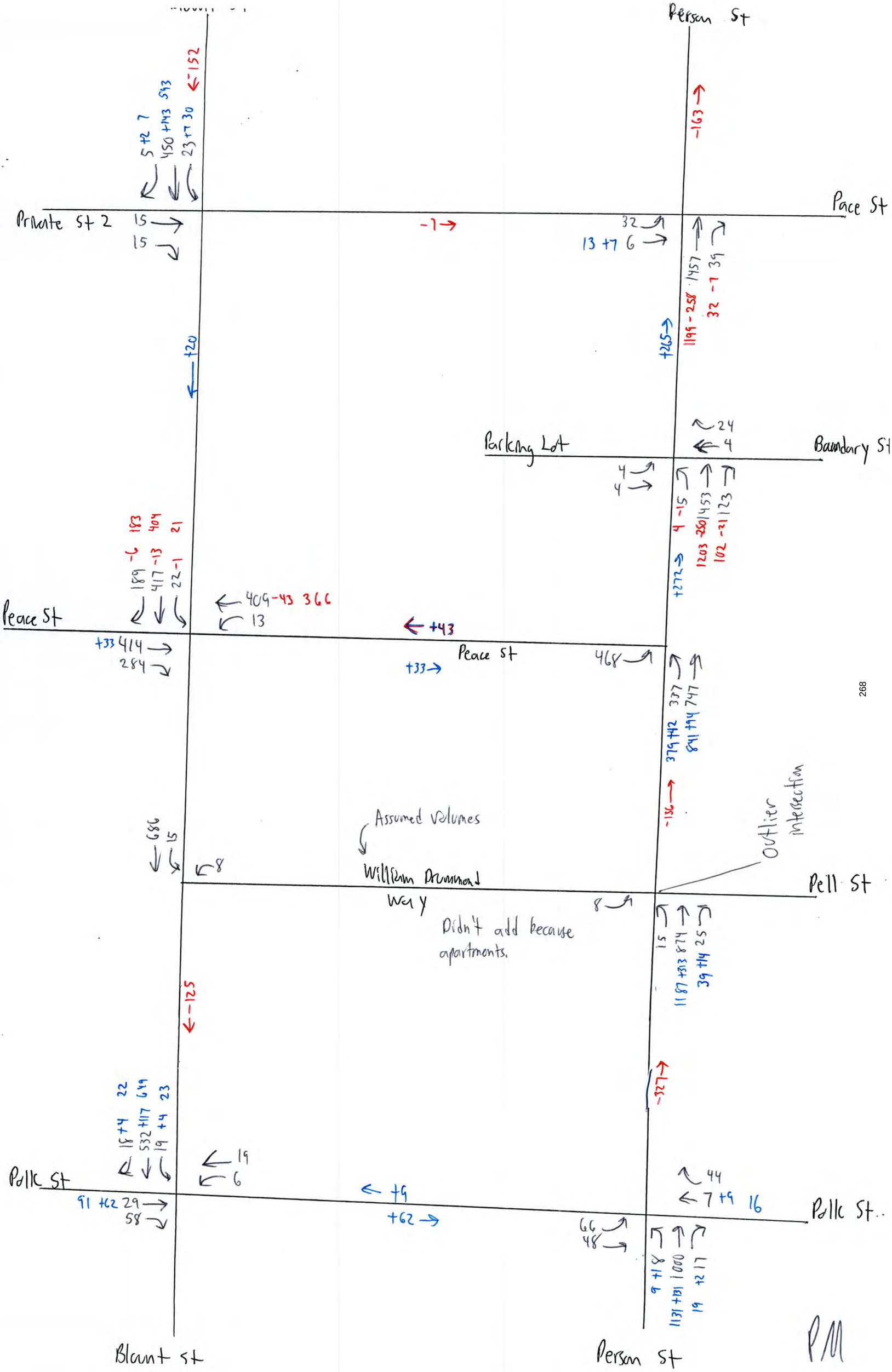
Chestnut St
Lafayette Rd
Clover Ln
Franklin St.
Harding St.
Assumed traffic
+20
-7
+123739
13
527 +20 547
4
-20
+123
851
15
525
14
0
855 -37 892
4
9 +1 10
506 +47 553
-37
-48
855 +91 764
4
493 +62 555
4 +5
-63
+91
855 -106 961
4
549 +7 556
4
-7
-106

Mimosa St
Cedar St
Poplar St
Sasser St
Glascock St
Zanel
500 -43 457
199 -13 136
+56
877 -47 924
88
-47
4
909 +8 901
15
36
4 +1 5
513 +76 589
+8
8
905 +8 897
-77
8 +3 11
442 +144 586
+8
820 +117 703
93
-147
360 +147 513
20 +8 28
-155
+121
84
27 +4 31
24
47
23
828 -7 835
35 -1 34
536 -19 517
-7
+20

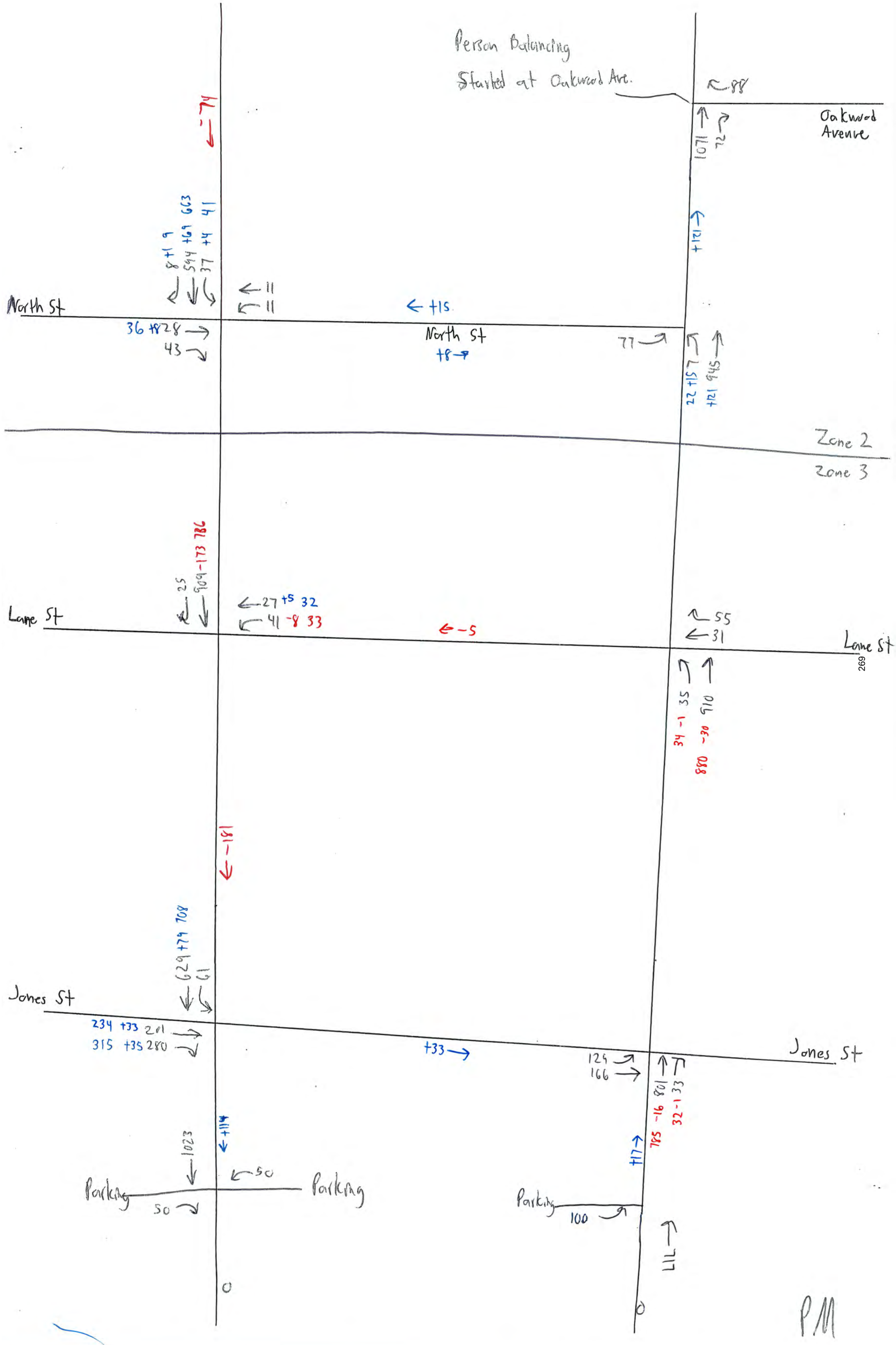
PM


Zone 1
Zone 2
Wake Forest Rd
Blount St
Mordecai Dr
Private Dr
Blount St
Starting Pt at Franklin
Private St
Franklin St
Blount St

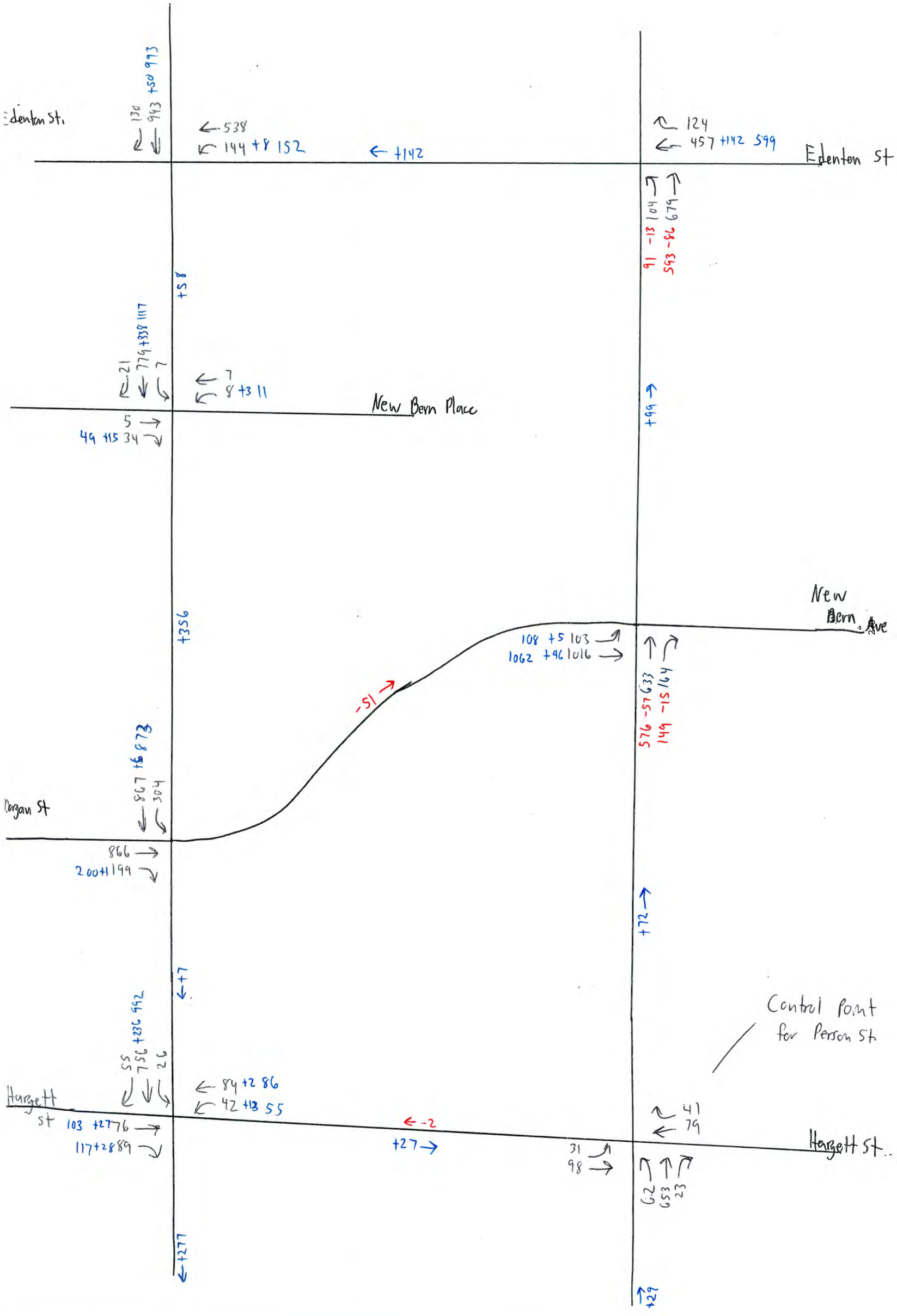
PM

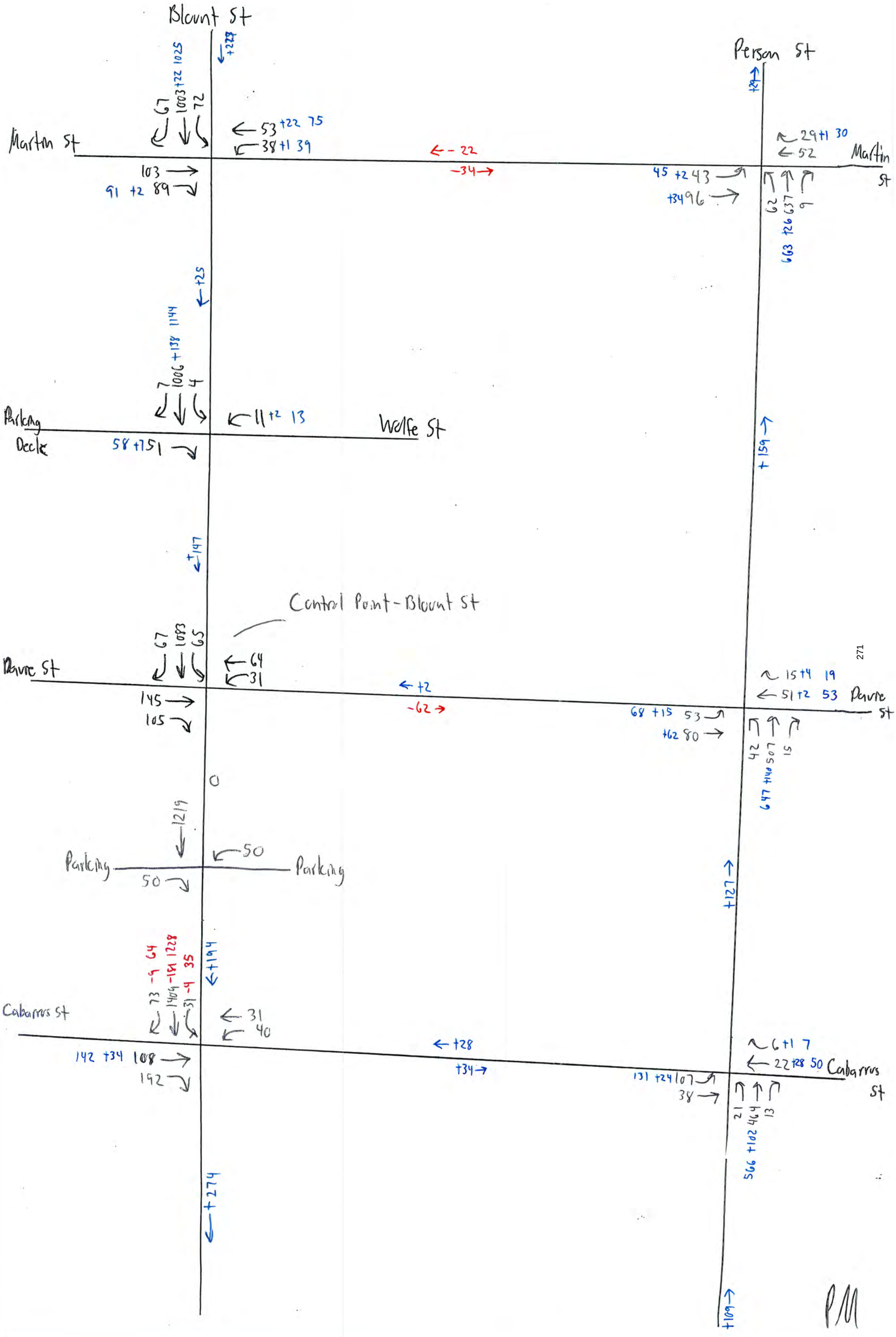

Person St
Pace St
Private St 2
Parking Lot
Boundary St
Peace St
Peace St
Pell St
Assumed volumes
William Drummond Way
Outlier intersection
Didn't add because apartments.
Polk St
Polk St
Blount St
Person St
PM

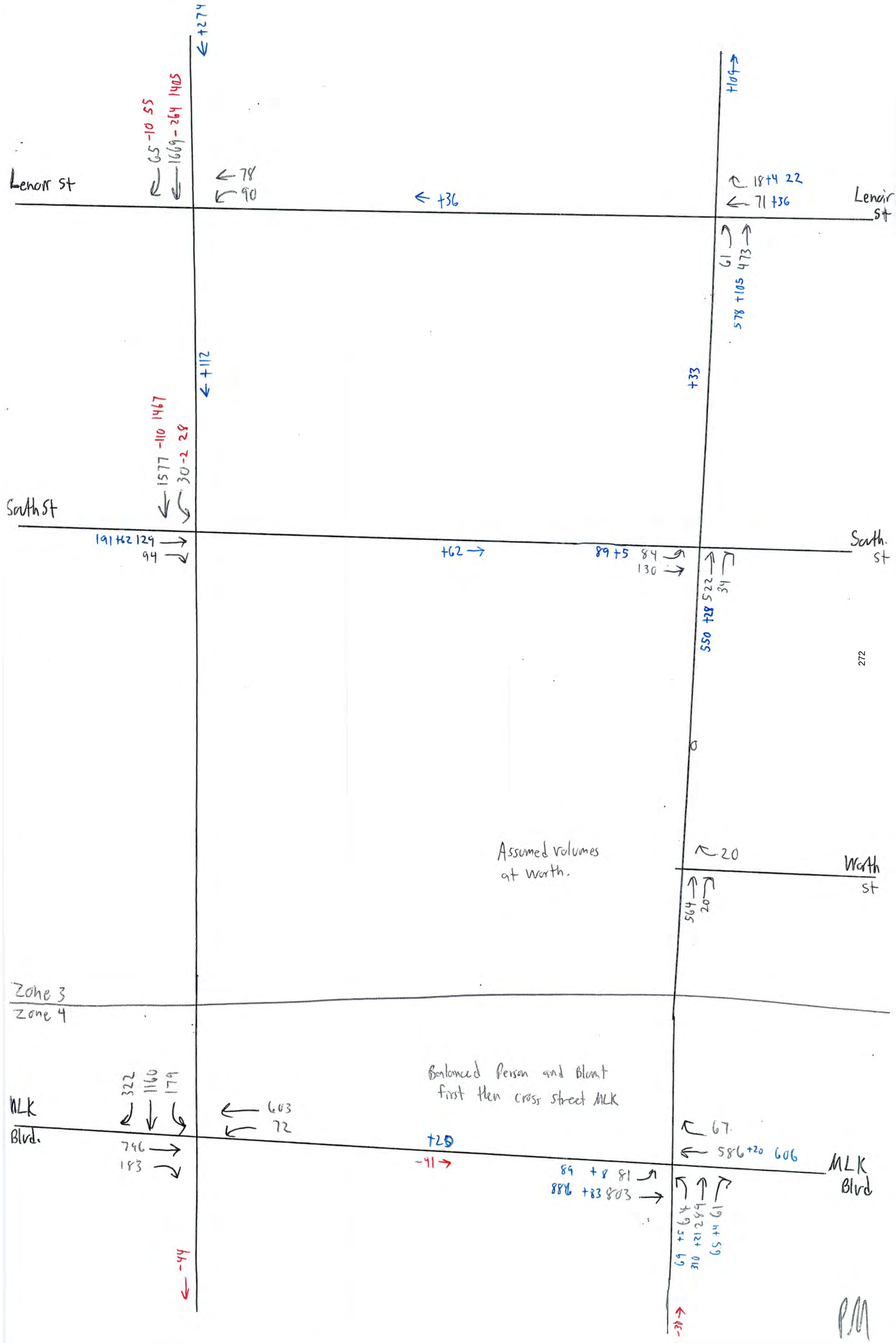
Person Balancing
Started at Oakwood Ave.

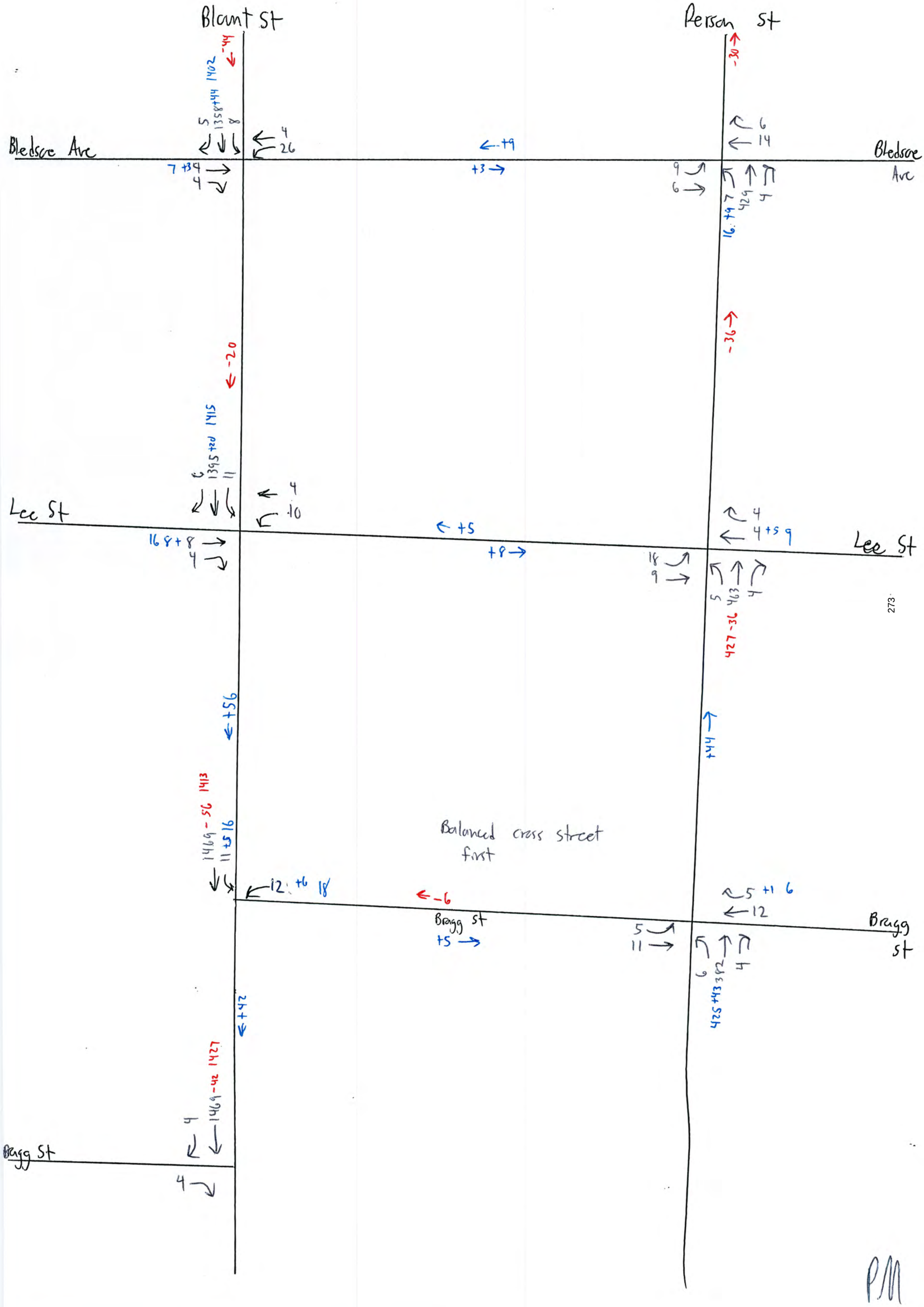


PM

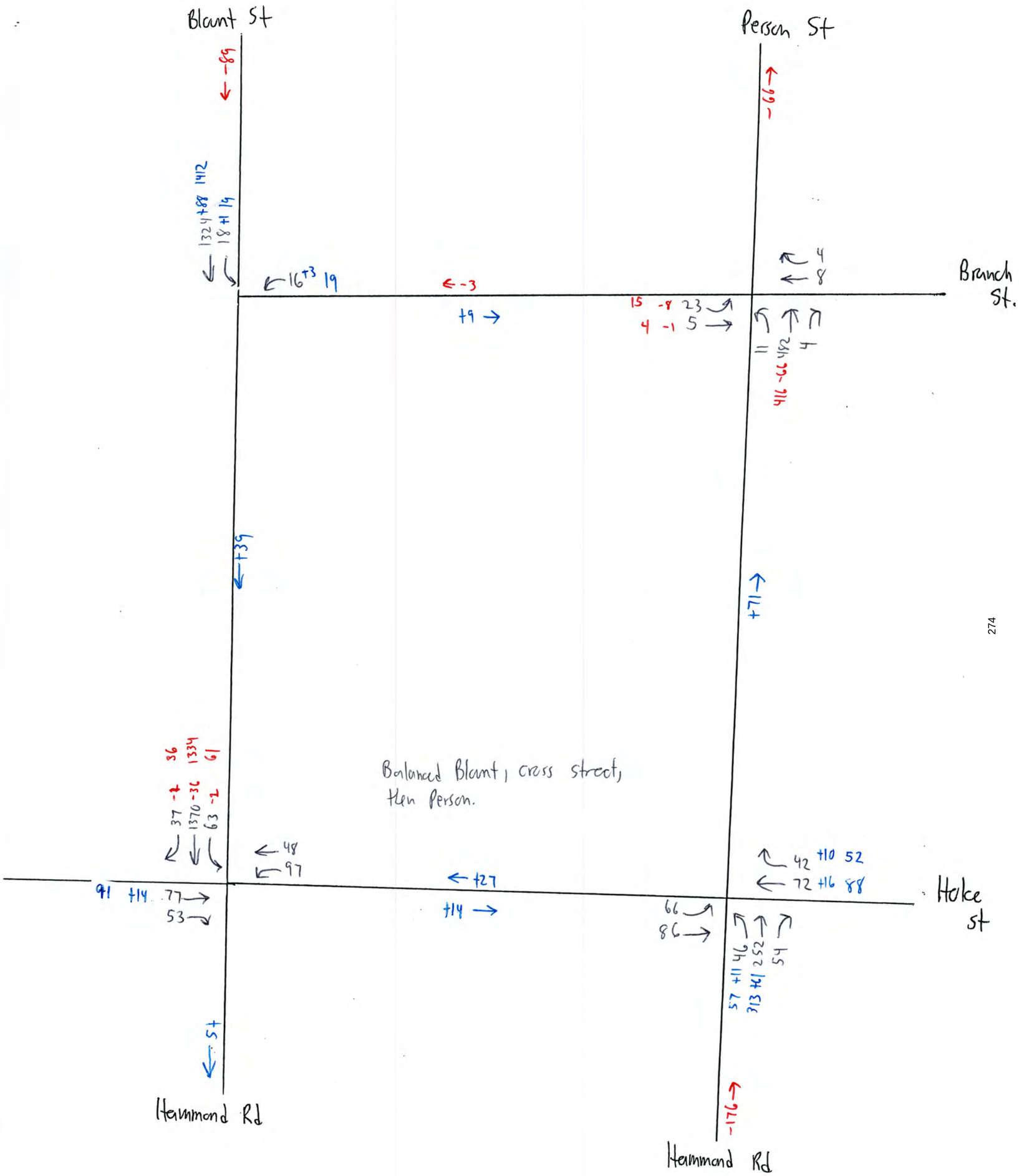

Edenton St.
136
993 +50 993
538
144 +8 152
+142
124
457 +142 599
Edenton St
91 -13 104
543 -56 679
+58
21
779 +338 1117
7
7
8 +3 11
New Bern Place
5
49 +15 34
+99
New Bern Ave
+356
108 +5 103
1062 +46 1016
-51
576 -57 633
149 -15 164
867 +6 873
304
Morgan St
866
200 +199
+72
+7
Control Point for Person St.
55
756 +236 992
26
84 +2 86
42 +13 55
Hargett st
103 +27 76
117 +28 89
-2
+27
41
79
Hargett St.
31
98
62
653
23
+277
+29


Blount St
Person St
Martin St
Martin St
Parking Deck
Wolfe St
Central Point-Blount St
Davie St
Davie St
Parking
Parking
Cabarrus St
Cabarrus St
PM


Lenoir St
Lenoir St
South St
South St
South St
Worth St
Zone 3
Zone 4
MLK Blvd.
MLK Blvd
Assumed volumes at Worth.
Balanced Person and Blount first then cross street MLK
+274
65 -10 55
1669 -264 1405
78
90
+36
18 +4 22
71 +36
+109
61
578 +105 473
+112
+33
1577 -110 1467
30 -2 28
191 +62 129
94
+62
89 +5 84
130
550 +28 522
34
20
564
20
322
1160
179
603
72
796
183
+28
-91
67
586 +20 606
89 +8 81
886 +83 803
69 +5 64
310 +21 289
65 +4 61
-44
-38


Blount St
Person St
Bledsoe Ave
Bledsoe Ave
Lee St
Lee St
Bragg St
Bragg St
Bragg St
Balanced cross street first

PM


Blount St
Person St
Branch St.
Hoke St
Hammond Rd
Hammond Rd
Balanced Blount, cross street, then Person.

I-40 WB On Ramp
I-40 WB Ramp
I-40 EB Slip Ramp
I-40 EB Off Ramp
132 -1
133
543
1084 +216 1300
← -216
514 -3
517
-4→
458 +97 555
1073 +227 1300
← -324
-4→
303
343 -143 486
776
1083 -4 1079
-176 →
406 -1 405
1083 -4 1079
← +5
-33 114

APPENDIX B – Bus Information

Bus Operations for Person and Blount Street Corridors

Three items were necessary inputs for the ARTPLAN program to generate bus levels of service (LOS): bus span of service, bus frequency, and bus blockages at each study intersection. Data were collected from multiple sources to account for existing and future/planned operations. The two key resources were the Capital Area Transit (CAT) and the Triangle Transit Authority (TTA) personnel and websites[1] for current ridership, routes, and schedules. Future operations were found in the short-term and long-term transit plans for the region.[2,3] Boarding and alighting data were in And formulae for bus dwell times were in Yoon et al. (2005).[4] Notes are made within the Excel workbook on when a reference is used.

Based on the route maps, the following routes were found to traverse parts of the study area:

- Route 1 – Capital Boulevard – Inbound
- Route 1 – Capital Boulevard – Outbound
- Route 13 – Chavis Heights – Inbound
- Route 19 – Apollo Heights – Outbound
- Route 21 – Caraleigh – Outbound
- Route 40E – Wake Tech (Express)
- Route KRX: Knightdale-Raleigh Express
- Route WRX: Wake Forest-Raleigh Express
- TTA Route 102: Garner-Raleigh

Within the study area, the existing stops/stations along each bus route were identified. With respect to stations, careful attention was paid to whether the buses pulled into a station or stopped outside of the station for appropriate blockage calculations.

Bus span of service is the total number of hours in a given 24-hour period that buses serve a given route. For example, the span of service for a bus route that operates from 5 a.m. to 5 p.m. each day is 12 hours; whereas a bus schedule with morning (5 to 9 a.m.) and evening (4 to 8 p.m.) service but no midday service equates to a span of service of 8 hours. Spans of service were calculated from the schedules for each route and are shown in the table below.

Bus Route	**Weekday Times**		
	Start	End	**Span**
Route 1 OB	5:45	23:00	**17:15**
Route 1 IB	6:20	23:28	**17:08**
Route 13 IB	6:09	18:39	**12:30**
Route 19 OB	5:45	18:15	**12:30**
Route 21 OB	5:30	18:30	**13:00**
TTA 102 am	6:38	8:38	**2:00**
TTA 102 pm	15:15	18:15	**3:00**
TTA 102 total span			**5:00**
Route 40E	6:30	17:30	**11:00**

[1] www.raleighnc.gov/transit and www.triangletransit.org
[2] CAT2011 Short Range Concept Plan by HDR, Jan 2012.
[3] CAT CAMPO 2040 Bus Plan, 2011, HDR.
[4] http://commuteatlanta.ce.gatech.edu/Resources/05-2322.pdf

Route KRX am	6:55	8:55	**2:00**
Route KRX pm	16:00	18:00	**2:00**
		Route KRX total span	**4:00**
Route WRX am	6:55	8:55	**2:00**
Route WRX pm	16:20	18:20	**2:00**
		Route WRX total span	**4:00**

Bus frequency is the number of buses, on a given route, that serve a stop or station per hour. For this study, it is based on the frequencies during the morning (7 to 9 a.m.) and afternoon (4 to 6 p.m.) peak commute times. The routes of interest had the same frequencies in the a.m. and p.m. peak periods.

Bus Route	Frequencies (buses/hour)
Route 1 OB	2
Route 1 IB	2
Route 13 IB	2
Route 19 OB	2
Route 21 OB	2
TTA 102	1
Route 40E	1
Route KRX	1
Route WRX	1

According to the short and long-range plans (HDR), two routes are expected to have increased frequencies in the future, Route 1 and Route 40E.

A **bus blockage** is the amount of time (typically seconds) vehicles traveling behind a bus must wait while a bus serves a stop or station because the bus is in the traveled way; it is comprised of deceleration time for 200 feet, dwell time, and acceleration time for 200 feet. If a bus exits the traveled way into a station, then there is no dwell time and the deceleration and acceleration times may be reduced. The dwell time is based on the number of passengers alighting and boarding a bus at a particular stop along a route. The following factors (and possibly others) can affect the rates of passenger movements:

- Time of day.
- Front versus rear alighting.
- On-time performance for 2010 was measured in the 2010 Boarding & Alighting Count Survey Tech Memo (HDR, 2011) which shows on page 24 LOS levels are poor for the routes in our corridor (C/D/E).
- Crowding per passenger was also discussed (see page 14) – LOS levels are quite good (A/B/C).
- Standing passengers per bus.

ARTPLAN uses a fixed time for lane blocking of 18 seconds. Therefore, this assumption was checked with the nine bus dwell time models available in literature review of Yoon et al. (2005) before the assumption was accepted; deceleration and acceleration times were calculated with fixed rates (-7 mph/s and 5 mph/s, respectively). Alighting and boarding counts for the local CAT routes were issued to us from CAT personnel for each stop along a route over a given weekday. Two assumptions were made to convert these numbers into peak hour counts. First, the counts were split among three time periods as follows: 40 percent in the AM peak, 40 percent in the PM peak, and 20 percent in the

offpeak. Second, the directional split was defined for the AM and PM peaks. It was assumed that in the AM peak passengers were traveling into work/downtown, 70 percent on Blount St. and 30 percent on Person St.; the reverse was applied in the PM for leaving work/downtown. With these assumptions, the numbers of boarding and alighting passengers at each stop were calculated and then dwell times calculated based on available models; these data are available in the Excel workbook. The blockage times indeed hovered between 17 and 23 seconds for most stops; however, a few stops had higher times because of more passenger movements at the stop. Thus, the 18-second blocking time was accepted.

Route 1 OB		On	Off
N. Person St.	E. Franklin St.	4	7
Wake Forest Rd.	Sasser St	6	7
Wake Forest Rd.	Lafayette Rd.	1	4
Wake Forest Rd.	Frank St.	2	6
Wake Forest Rd.	Clifton St.	0	4
Automotive Way	Brookside Dr.	6	21

Route 1 IB		On	Off
Wake Forest Rd.	Brookside Dr.	12	7
Wake Forest Rd.	Courtland Dr.	1	0
Wake Forest Rd.	Sycamore Rd.	0	0
Wake Forest Rd.	Chestnut St.	7	0
Wake Forest Rd.	Poplar St	0	2
Wake Forest Rd.	Cedar St	1	0
Wake Forest Rd.	Mimosa St	2	2
Blount St.	Franklin	5	9
Blount St.	Polk St.	5	17
Blount St.	North St.	0	4
Blount St.	New Bern Pl	0	12

Route 13 IB		On	Off
S Person St	Lee	12	5
S Person St	Bledsoe	14	0
S Person St	MLK	2	6
S Person St	Worth	3	2
S Person St	Lenoir	1	4
S Person St	Davie St	0	6

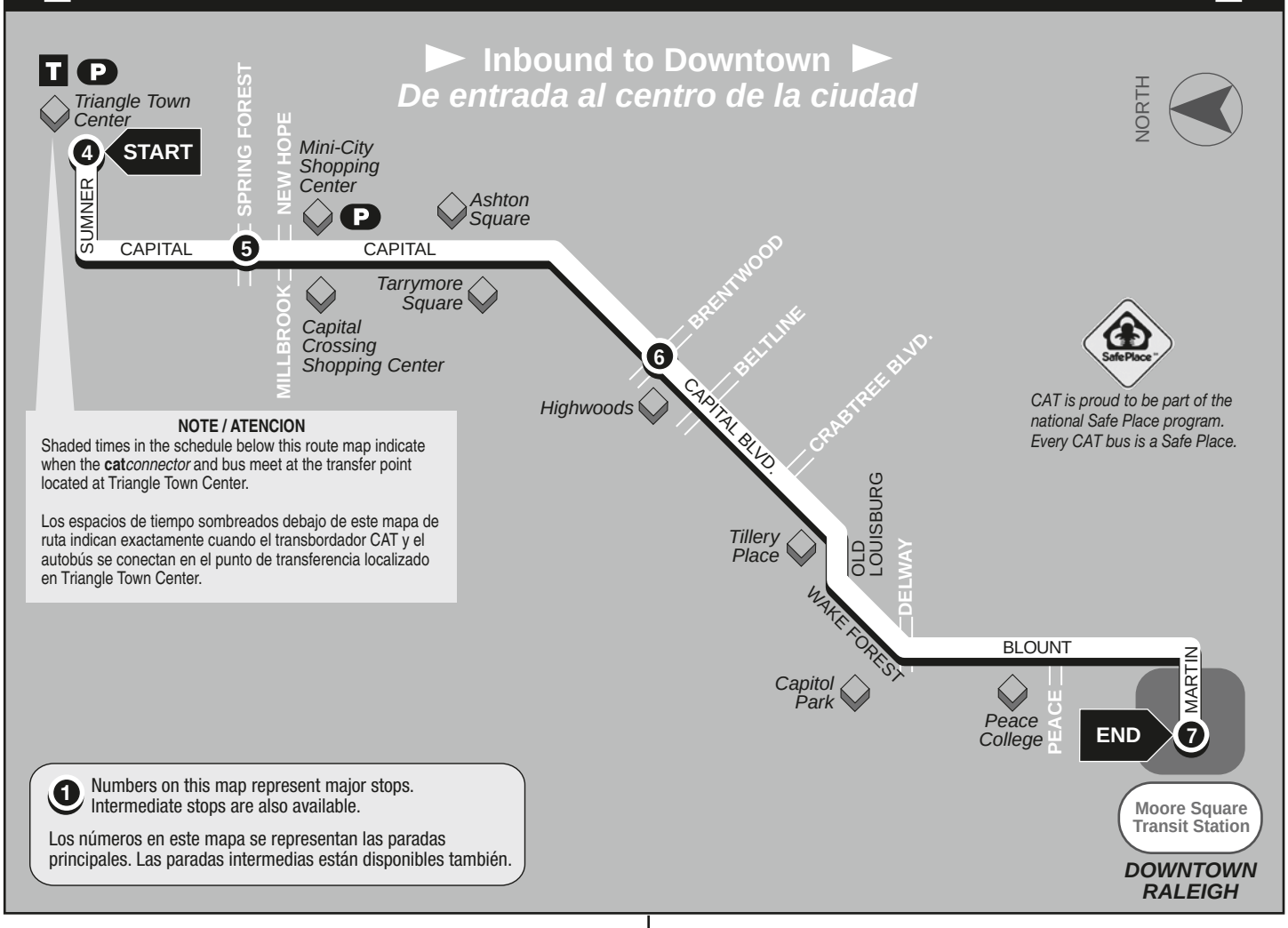
Route 19 OB		On	Off
Blount St	Lenoir	3	7
Blount St	South	0	2

Route 21 OB		On	Off
Blount St	Lenoir	2	6
Blount St	South	2	2
Blount St	Bledsoe	1	7
Blount St	Lee	3	5
Blount St	Bragg	0	6
Blount St	E Hoke St	2	12
Blount St	City Farm	8	4

ROUTE 1

CAPITAL

ROUTE 1



	4 BUS STARTS (EL AUTOBUS COMIENZA EN) at Triangle Town Center	5 Bus Leaves (El Autobus Sale de) from Capital & Spring Forest	6 Bus Leaves (El Autobus Sale de) from Capital & Brentwood	7 BUS ENDS (EL AUTOBUS TERMINA EN) at Moore Square Station
MONDAY – FRIDAY / LUNES – VIERNES				
A.M.	6:20*	6:25	6:35	6:55
	6:50	6:55	7:05	7:25
	7:20*	7:25	7:35	7:55
	7:50	7:55	8:05	8:25
	8:20*	8:25	8:35	8:55
	8:50	8:55	9:05	9:25
	9:20*	9:25	9:35	9:55
	9:50	9:55	10:05	10:25
	10:20	10:25	10:35	10:55
	10:50	10:55	11:05	11:25
	11:20*	11:25	11:35	11:55
	11:50	11:55	12:05	12:25
P.M.	12:20*	12:25	12:35	12:55
	12:50	12:55	1:05	1:25
	1:20*	1:25	1:35	1:55
	1:50	1:55	2:05	2:25
	2:20*	2:25	2:35	2:55
	2:50	2:55	3:05	3:25
	3:20*	3:25	3:35	3:55
	3:50	3:55	4:05	4:25
	4:20	4:25	4:35	4:55
	4:50*	4:55	5:05	5:25
	5:20	5:25	5:35	5:55
	5:50*	5:55	6:05	6:25
	6:20	6:25	6:35	6:55
	6:50*	6:55	7:05	7:25
	7:28	7:31	7:40	8:00
	8:28	8:31	8:40	9:00
	9:28	9:31	9:40	10:00
	10:28	10:31	10:40	11:00
	11:28	11:31	11:40	12:00

	4 BUS STARTS (EL AUTOBUS COMIENZA EN) at Triangle Town Center	5 Bus Leaves (El Autobus Sale de) from Capital & Spring Forest	6 Bus Leaves (El Autobus Sale de) from Capital & Brentwood	7 BUS ENDS (EL AUTOBUS TERMINA EN) at Moore Square Station
SATURDAY / SABADO				
A.M.	6:20	6:25	6:35	6:55
	7:20	7:25	7:35	7:55
	8:20	8:25	8:35	8:55
	9:20	9:25	9:35	9:55
	10:20	10:25	10:35	10:55
	11:20	11:25	11:35	11:55
P.M.	12:20	12:25	12:35	12:55
	1:20	1:25	1:35	1:55
	2:20	2:25	2:35	2:55
	3:20	3:25	3:35	3:55
	4:20	4:25	4:35	4:55
	5:20	5:25	5:35	5:55
	6:20	6:25	6:35	6:55
	7:28	7:31	7:40	8:00
	8:28	8:31	8:40	9:00
	9:28	9:31	9:40	10:00
	10:28	10:31	10:40	11:00
	11:28	11:31	11:40	12:00
SUNDAY / DOMINGO				
A.M.	8:28	8:31	8:40	9:00
	9:28	9:31	9:40	10:00
	10:28	10:31	10:40	11:00
	11:28	11:31	11:40	12:00
P.M.	12:28	12:31	12:40	1:00
	1:28	1:31	1:40	2:00
	2:28	2:31	2:40	3:00
	3:28	3:31	3:40	4:00
	4:28	4:31	4:40	5:00
	5:28	5:31	5:40	6:00
	6:28	6:31	6:40	7:00
	7:28	7:31	7:40	8:00

The * indicates when Routes 1 and WFX meet at Tringle Town Center. El *indican exactamente cuando los autobuses Ruta 1 y WFX se conectan en el punto de transferencia localizado en Triangle Town Center.

Additional Service Service is available on portions of CAT seven days a week; Weekday service in some areas operates from 4:30 AM – Midnight. Please use one of our Information Resources to determine the days and times service is available in your area.

ROUTE 1

Capital

SERVING:
Capitol Park
Peace College
Highwoods
Tarrymore Square
Mini City
Triangle Town Center

CAPITAL AREA TRANSIT
Raleigh Transit Authority
City of Raleigh Transit Program

Information Resources
cat: 919-485-RIDE (7433)
www.raleighnc.gov/transit
www.GoTriangle.org

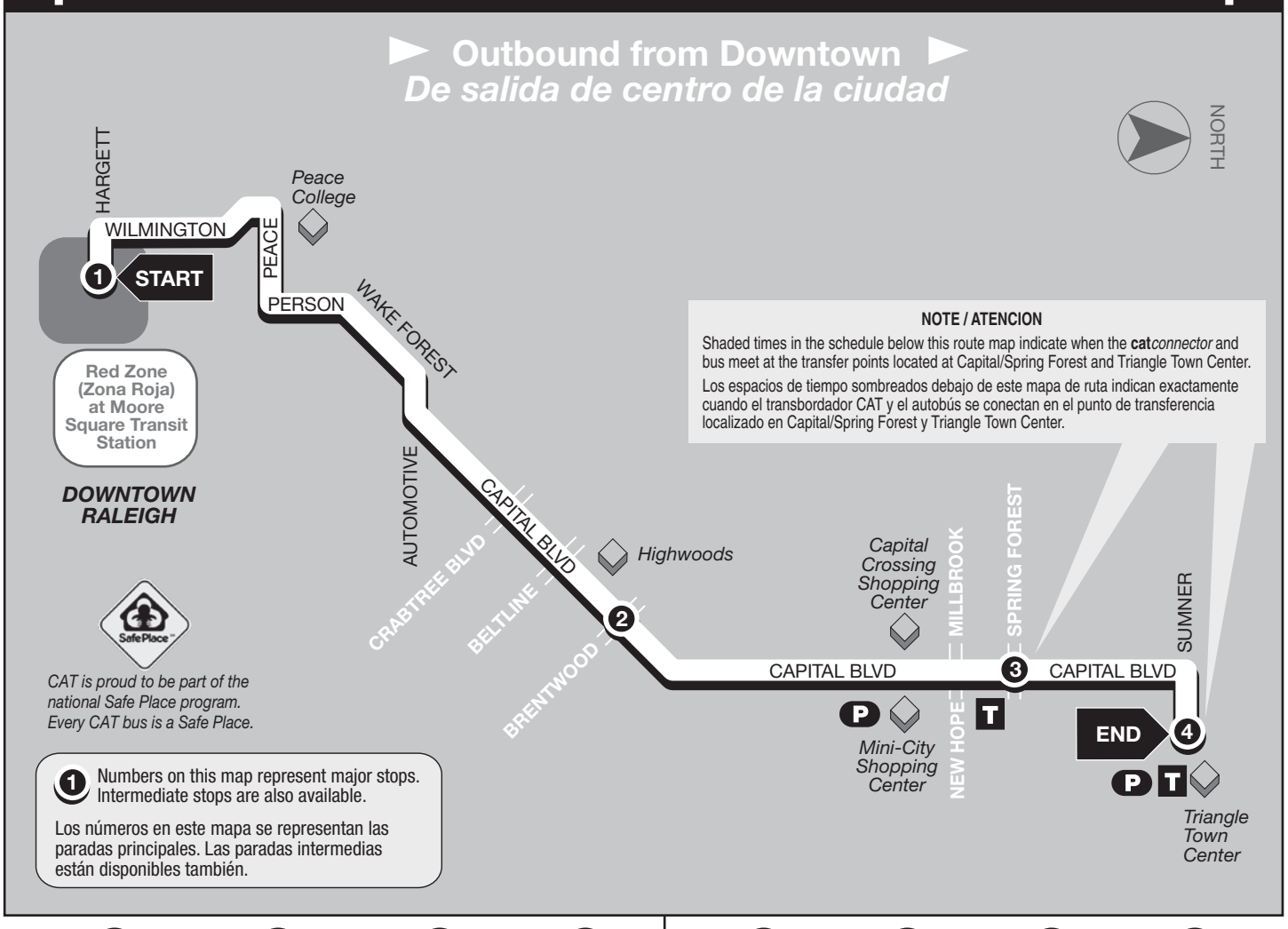
Effective Date: April 3, 2011

ROUTE 1

CAPITAL

ROUTE 1

Outbound from Downtown
De salida de centro de la ciudad



NOTE / ATENCION

Shaded times in the schedule below this route map indicate when the **cat***connector* and bus meet at the transfer points located at Capital/Spring Forest and Triangle Town Center.

Los espacios de tiempo sombreados debajo de este mapa de ruta indican exactamente cuando el transbordador CAT y el autobús se conectan en el punto de transferencia localizado en Capital/Spring Forest y Triangle Town Center.

	1 BUS STARTS (EL AUTOBUS COMIENZA EN) at Moore Square Station	2 Bus Leaves (El Autobus Sale de) from Capital & Brentwood	3 Bus Leaves (El Autobus Sale de) from Capital & Spring Forest	4 BUS ENDS (EL AUTOBUS TERMINA EN) at Triangle Town Center
MONDAY–FRIDAY / LUNES–VIERNES				
A.M.	5:45	6:00	6:15	6:20*
	6:15	6:30	6:45	6:50
	6:45	7:00	7:15	7:20*
	7:15	7:30	7:45	7:50
	7:45	8:00	8:15	8:20*
	8:15	8:30	8:45	8:50
	8:45	9:00	9:15	9:20*
	9:15	9:30	9:45	9:50
	9:45	10:00	10:15	10:20
	10:15	10:30	10:45	10:50
	10:45	11:00	11:15	11:20*
	11:15	11:30	11:45	11:50
	11:45	**12:00**	**12:15**	**12:20***
P.M.	**12:15**	**12:30**	**12:45**	**12:50**
	12:45	**1:00**	**1:15**	**1:20***
	1:15	**1:30**	**1:45**	**1:50**
	1:45	**2:00**	**2:15**	**2:20***
	2:15	**2:30**	**2:45**	**2:50**
	2:45	**3:00**	**3:15**	**3:20***
	3:15	**3:30**	**3:45**	**3:50**
	3:45	**4:00**	**4:15**	**4:20**
	4:15	**4:30**	**4:45**	**4:50***
	4:45	**5:00**	**5:15**	**5:20**
	5:15	**5:30**	**5:45**	**5:50***
	5:45	**6:00**	**6:15**	**6:20**
	6:15	**6:30**	**6:45**	**6:50***
	7:00	**7:15**	**7:22**	**7:28**
	8:00	**8:15**	**8:22**	**8:28**
	9:00	**9:15**	**9:22**	**9:28**
	10:00	**10:15**	**10:22**	**10:28**
	11:00	**11:15**	**11:22**	**11:28**

	1 BUS STARTS (EL AUTOBUS COMIENZA EN) at Moore Square Station	2 Bus Leaves (El Autobus Sale de) from Capital & Brentwood	3 Bus Leaves (El Autobus Sale de) from Capital & Spring Forest	4 BUS ENDS (EL AUTOBUS TERMINA EN) at Triangle Town Center
SATURDAY / SABADO				
A.M.	5:45	6:00	6:15	6:20
	6:45	7:00	7:15	7:20
	7:45	8:00	8:15	8:20
	8:45	9:00	9:15	9:20
	9:45	10:00	10:15	10:20
	10:45	11:00	11:15	11:20
	11:45	**12:00**	**12:15**	**12:20**
P.M.	**12:45**	**1:00**	**1:15**	**1:20**
	1:45	**2:00**	**2:15**	**2:20**
	2:45	**3:00**	**3:15**	**3:20**
	3:45	**4:00**	**4:15**	**4:20**
	4:45	**5:00**	**5:15**	**5:20**
	5:45	**6:00**	**6:15**	**6:20**
	7:00	**7:15**	**7:22**	**7:28**
	8:00	**8:15**	**8:22**	**8:28**
	9:00	**9:15**	**9:22**	**9:28**
	10:00	**10:15**	**10:22**	**10:28**
	11:00	**11:15**	**11:22**	**11:28**
SUNDAY / DOMINGO				
A.M.	8:00	8:15	8:22	8:28
	9:00	9:15	9:22	9:28
	10:00	10:15	10:22	10:28
	11:00	11:15	11:22	11:28
P.M.	**12:00**	**12:15**	**12:22**	**12:28**
	1:00	**1:15**	**1:22**	**1:28**
	2:00	**2:15**	**2:22**	**2:28**
	3:00	**3:15**	**3:22**	**3:28**
	4:00	**4:15**	**4:22**	**4:28**
	5:00	**5:15**	**5:22**	**5:28**
	6:00	**6:15**	**6:22**	**6:28**
	7:00	**7:15**	**7:22**	**7:28**

See Other Side ...

Vea el otro lado ...

The * indicates when Routes 1 and WFX meet at Triangle Town Center.
El * indican exactamente cuando los autobuses Ruta 1 y WFX se conectan en el punto de transferencia localizado en Triangle Town Center.

INSTRUCTIONS

The route always runs from left to right. The map and timetable also read left to right.

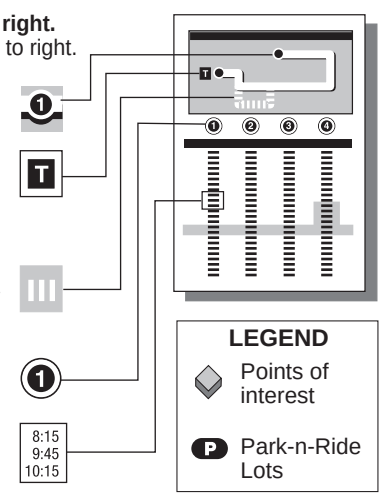
The bus stops here at listed times. Look for the matching symbol below the map.

The cat *connector* transfer point shows where a connector intersects with a radial route. Transfers are free and timed so waiting is minimal.

The bus loops here sometimes. Tip: Look for questions and answers below the map.

The bus stops at each of the times listed below the symbol.

The timetable shows WHEN the bus stops. Shaded times indicate when the **cat** *connector* and radial route meet.



FARE INFORMATION

Fare Type	Full Fare	Reduced Fare**
Cash	$1.00	$0.50
Local Day Pass	$2.00	$1.00
5-Day Pass	$8.50	$4.25
31-Day Pass	$36.00	$15.00
**Children 12 and Younger	Free	Free
**Seniors 65+ Years of Age	Free	Free
No Transfers Issued		
Stored Value Card (Card has $25.00 Value)		$20.00

****Passengers age 65 or older, children, and persons with disabilities:**

- When paying reduced fare / free fare, a CAT ID card must be shown.
- To obtain a CAT ID card call 919-996-3459.
- A Medicare Card and a valid ID may be used to secure a CAT ID Card.
- Children under 12 and over 60" tall must present a CAT ID.

Other GoPass and regional options are available.

Please call 919-485-RIDE (7433) or visit GoTriangle.org for more information.

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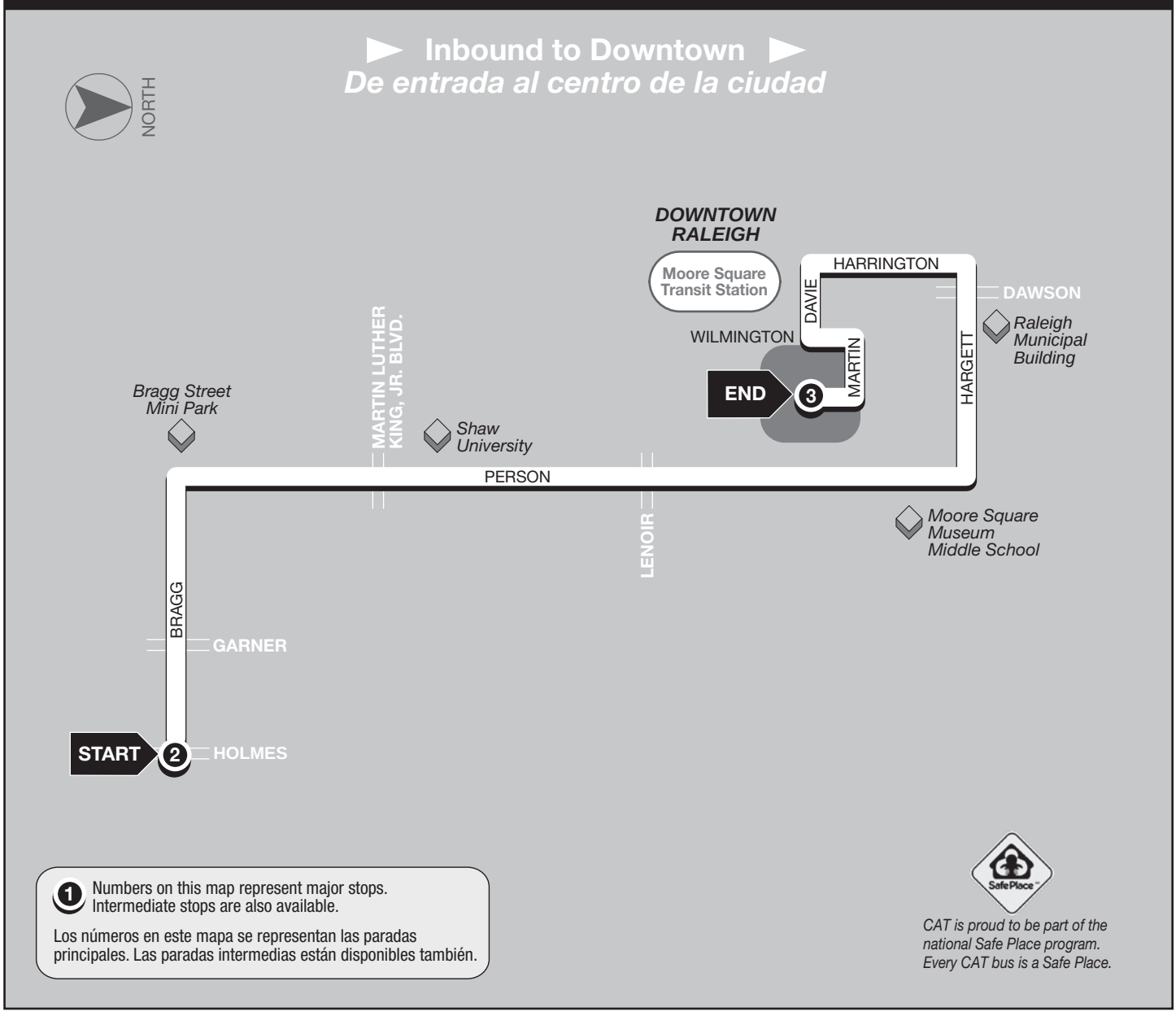
ROUTE 13

CHAVIS HEIGHTS

ROUTE 13



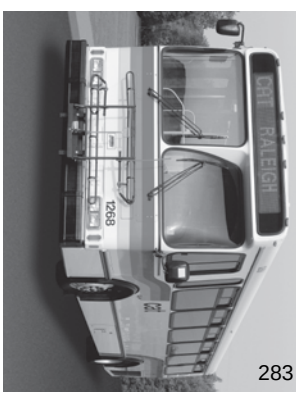
2 BUS STARTS *(EL AUTOBUS COMIENZA EN)* at Holmes and Bragg	3 BUS ENDS *(EL AUTOBUS TERMINA EN)* at Moore Square Station
MONDAY–SATURDAY / LUNES–SABADO	
A.M. 6:09	6:25
6:39	6:55
7:09	7:25
7:39	7:55
8:09	8:25
8:39	8:55
9:09	9:25
9:39	9:55
10:09	10:25
10:39	10:55
11:09	11:25
11:39	11:55
P.M. 12:09	**12:25**
12:39	**12:55**
1:09	**1:25**
1:39	**1:55**
2:09	**2:25**
2:39	**2:55**
3:09	**3:25**
3:39	**3:55**
4:09	**4:25**
4:39	**4:55**
5:09	**5:25**
5:39	**5:55**
6:09	**6:25**
6:39	**6:55**

Additional Service Service is available on portions of CAT seven days a week; Weekday service in some areas operates from 4:30 AM – Midnight. Please use one of our Information Resources to determine the days and times service is available in your area.

ROUTE 13

Chavis Heights

SERVING:
Chavis Heights Park
Bragg Street Mini Park
Shaw University
Moore Square Museum Middle School
Raleigh Municipal Building



CAPITAL AREA TRANSIT
Raleigh Transit Authority
City of Raleigh Transit Program

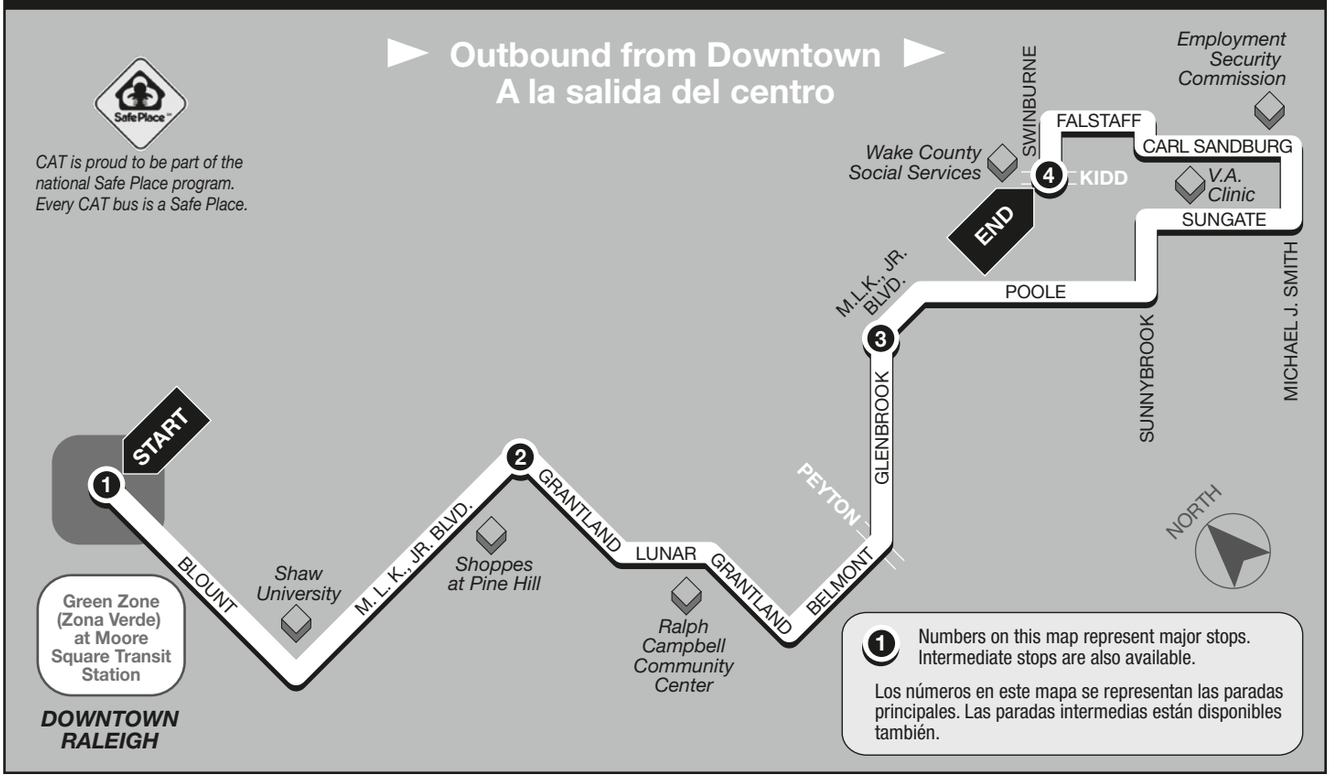
Information Resources
cat: 919-485-RIDE (7433)
www.raleighnc.gov/transit
www.GoTriangle.org

Effective Date: April 3, 2011

ROUTE 19

APOLLO HEIGHTS

ROUTE 19



1	2	3	4
BUS STARTS *(EL AUTOBUS COMIENZA EN)* at Moore Square Station	**Bus Leaves** *(El autobus sale de)* from MLK Jr Blvd. and Grantland	**Bus Leaves** *(El autobus sale de)* from Glenbrook and MLK Jr Blvd.	**BUS ENDS** *(EL AUTOBUS TERMINA EN)* at Swinburne and Kidd

See Other Side ...

Vea el otro lado ...

MONDAY–FRIDAY / LUNES–VIERNES

	1	2	3	4
A.M.	5:45	5:55	6:03	6:15
	6:15	6:25	6:33	6:45
	6:45	6:55	7:03	7:15
	7:15	7:25	7:33	7:45
	7:45	7:55	8:03	8:15
	8:15	8:25	8:33	8:45
	8:45	8:55	9:03	9:15
	9:15	9:25	9:33	9:45
	10:15	10:25	10:33	10:45
	11:15	11:25	11:33	11:45
P.M.	**12:15**	**12:25**	**12:33**	**12:45**
	1:15	**1:25**	**1:33**	**1:45**
	2:15	**2:25**	**2:33**	**2:45**
	3:15	**3:25**	**3:33**	**3:45**
	3:45	**3:55**	**4:03**	**4:15**
	4:15	**4:25**	**4:33**	**4:45**
	4:45	**4:55**	**5:03**	**5:15**
	5:15	**5:25**	**5:33**	**5:45**
	5:45	**5:55**	**6:03**	**6:15**
	6:15	**6:25**	**6:33**	**6:45**

INSTRUCTIONS

The route always runs from left to right.
The map and timetable also read left to right.

The bus stops here at listed times.
Look for the matching symbol below the map.

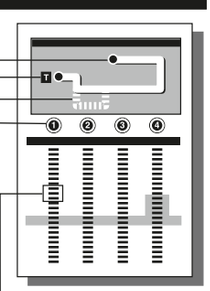
The cat *connector* transfer point shows where a connector intersects with a radial route. Transfers are free and timed so waiting is minimal.

The bus loops here sometimes.
Tip: Look for questions and answers below the map.

The bus stops at each of the times listed below the symbol.

The timetable shows WHEN the bus stops. Shaded times indicate when the **cat** *connector* and radial route meet.

8:15
9:45
10:15



LEGEND

Points of interest

Park-n-Ride Lots

FARE INFORMATION

Fare Type	Full Fare	Reduced Fare**
Cash	$1.00	$0.50
Local Day Pass	$2.00	$1.00
5-Day Pass	$8.50	$4.25
31-Day Pass	$36.00	$15.00
**Children 12 and Younger	Free	Free
**Seniors 65+ Years of Age	Free	Free
No Transfers Issued		
Stored Value Card (Card has $25.00 Value)	$20.00	

****Passengers age 65 or older, children, and persons with disabilities:**

- When paying reduced fare / free fare, a CAT ID card must be shown.
- To obtain a CAT ID card call 919-996-3459.
- A Medicare Card and a valid ID may be used to secure a CAT ID Card.
- Children under 12 and over 60" tall must present a CAT ID.

Other GoPass and regional options are available.

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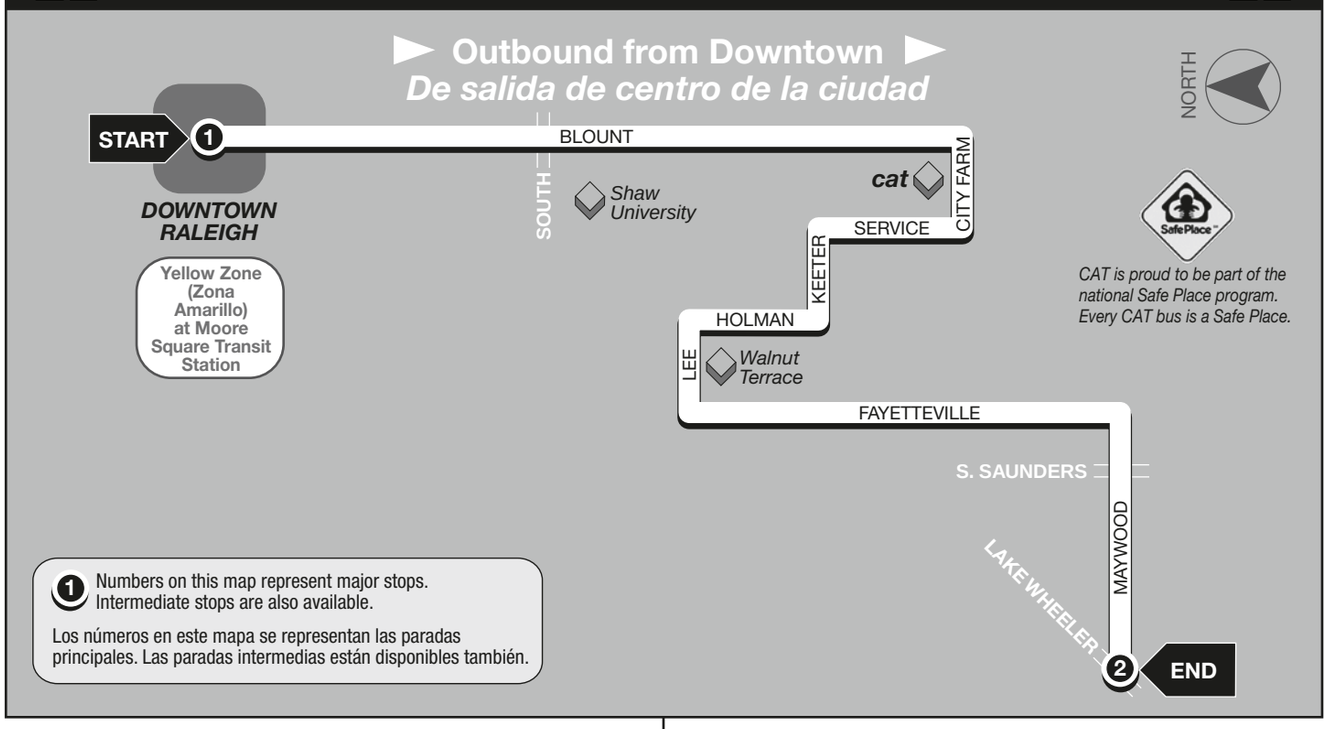
ROUTE 21

CARALEIGH

ROUTE 21

Outbound from Downtown
De salida de centro de la ciudad



1 BUS STARTS (EL AUTOBUS COMIENZA EN) at Moore Square Station	2 BUS ENDS (EL AUTOBUS TERMINA EN) at Maywood and Lake Wheeler	1 BUS STARTS (EL AUTOBUS COMIENZA EN) at Moore Square Station	2 BUS ENDS (EL AUTOBUS TERMINA EN) at Maywood and Lake Wheeler
MONDAY–FRIDAY / LUNES–VIERNES		**SATURDAY / SABADO**	
A.M. 5:30	5:45	A.M. 6:30	6:45
6:00	6:15	7:30	7:45
6:30	6:45	8:30	8:45
7:00	7:15	9:30	9:45
7:30	7:45	10:30	10:45
8:00	8:15	11:30	11:45
8:30	8:45	**P.M. 12:30**	**12:45**
9:00	9:15	**1:30**	**1:45**
9:30	9:45	**2:30**	**2:45**
10:30	10:45	**3:30**	**3:45**
11:30	11:45	**4:30**	**4:45**
P.M. 12:30	**12:45**	**5:30**	**5:45**
1:30	**1:45**	**6:30**	**6:45**
2:30	**2:45**		
3:30	**3:45**		
4:00	**4:15**		
4:30	**4:45**		
5:00	**5:15**		
5:30	**5:45**		
6:00	**6:15**		
6:30	**6:45**		

See Other Side ...

Vea el otro lado ...

INSTRUCTIONS

The route always runs from left to right.
The map and timetable also read left to right.

The bus stops here at listed times.
Look for the matching symbol below the map.

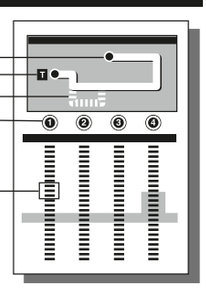
The cat *connector* transfer point shows where a connector intersects with a radial route. Transfers are free and timed so waiting is minimal.

The bus loops here sometimes.
Tip: Look for questions and answers below the map.

The bus stops at each of the times listed below the symbol.

The timetable shows WHEN the bus stops. Shaded times indicate when the **cat** *connector* and radial route meet.

8:15
9:45
10:15



LEGEND
Points of interest
P Park-n-Ride Lots

FARE INFORMATION

Fare Type	Full Fare	Reduced Fare**
Cash	$1.00	$0.50
Local Day Pass	$2.00	$1.00
5-Day Pass	$8.50	$4.25
31-Day Pass	$36.00	$15.00
**Children 12 and Younger	Free	Free
**Seniors 65+ Years of Age	Free	Free

No Transfers Issued

Stored Value Card (Card has $25.00 Value) $20.00

****Passengers age 65 or older, children, and persons with disabilities:**

- When paying reduced fare / free fare, a CAT ID card must be shown.
- To obtain a CAT ID card call 919-996-3459.
- A Medicare Card and a valid ID may be used to secure a CAT ID Card.
- Children under 12 and over 60" tall must present a CAT ID.

Other GoPass and regional options are available.

Please call 919-485-RIDE (7433) or visit GoTriangle.org for more information.

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Wake Tech Service

FREE with valid Wake Tech I.D.

FARE INFORMATION

Fare Type	Full Fare	Reduced Fare**
Cash	$1.00	$0.50
Local Day Pass	$2.00	$1.00
5-Day Pass	$8.50	$4.25
31-Day Pass	$36.00	$15.00
**Children 12 and Younger	Free	Free
**Seniors 65+ Years of Age	Free	Free
No Transfers Issued		
Stored Value Card (Card has $25.00 Value)		$20.00

****Passengers age 65 or older, children, and persons with disabilities:**

- When paying reduced fare / free fare, a CAT ID card must be shown.
- To obtain a CAT ID card call 919-996-3459.
- A Medicare Card and a valid ID may be used to secure a CAT ID Card.
- Children under 12 and over 60" tall must present a CAT ID.

Other GoPass and regional options are available.

Please call 919-485-RIDE (7433) or visit GoTriangle.org for more information.

CAT Information Resources

919-485-RIDE (7433)
www.RaleighNC.gov/Transit
www.GoTriangle.org

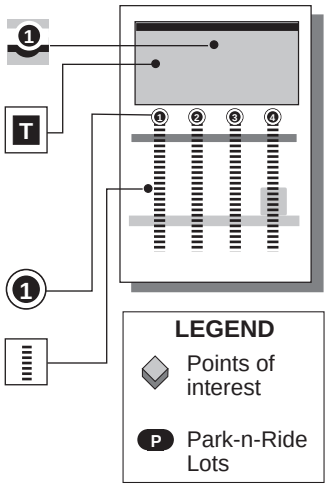
INSTRUCTIONS

The bus stops here at listed times. Look for the matching symbol below the map.

The cat *connector* transfer point shows where a connector intersects with a radial route. Transfers are free and timed so waiting is minimal.

The bus stops at each of the times listed below the symbol.

The timetable shows WHEN the bus stops. Shaded times indicate when both the **cat** *connector* and bus connect.



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Welcome Aboard!

Thanks for riding Capital Area Transit (CAT), the safe and economical transportation solution.

If you have any questions, please call our customer service number at (919) 485-RIDE (7433) and a representative will be happy to assist you.

About CAT

Hours & Days of Service

Service is available on some portions of our system Monday through Friday from 4:30 AM to Midnight. Most CAT routes operate approximately every 30 minutes during peak hours, from 6:00 to 9:00 AM and 3:30 to 6:00 PM, on weekdays. During off-peak hours (including evenings and Saturdays) the buses run approximately every 60 minutes. Sunday service is offered hourly on some routes from 8:00 AM to 8:00 PM.

Holiday Schedule

CAT does not operate on the following holidays: New Year's Day, Martin Luther King Jr. Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

CAT operates on a Saturday schedule on Memorial Day.

Moore Square Transit Station

Every CAT bus that travels through downtown stops in Moore Square Transit Station, located opposite the Moore Square Park by City Market. You can enter the station from Blount Street, Hargett Street, Wilmington Street or Martin Street. Information is located in each zone listing the routes that use that zone and their departure times. Route and schedule brochures also tell you which zone each route uses. An information booth is centrally located in Moore Square Transit Station for riders who need assistance or would like to purchase bus passes.

ROUTE 40E

Wake Tech

MONDAY – FRIDAY EXPRESS ONLY

SERVING:

Moore Square Transit Station

Wake Technical Community College

This route only —
FREE with valid Wake Tech I.D.
Others pay regular fares

cat

CAPITAL AREA TRANSIT

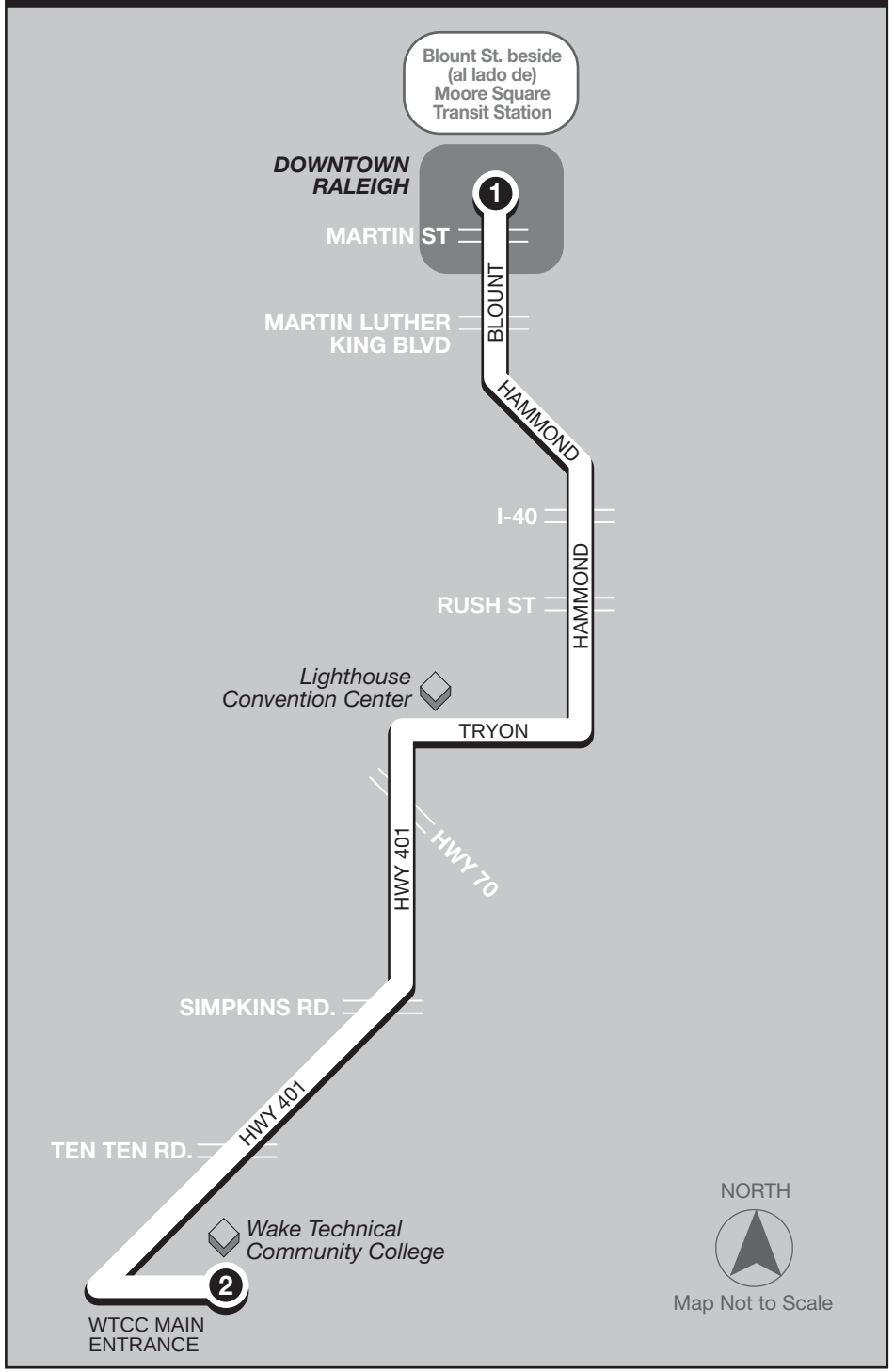
Raleigh Transit Authority
City of Raleigh Transit Program

Information Resources

919-485-RIDE (7433)
www.RaleighNC.gov/transit
www.GoTriangle.org

Effective Date: January 2, 2011

ROUTE **40E** **WAKE TECH** ROUTE **40E**



REGULAR SCHEDULE: MONDAY–FRIDAY

	1 BUS STARTS *(EL AUTOBUS COMIENZA EN)* at Moore Square Transit Station	2 BUS ENDS *(EL AUTOBUS TERMINA EN)* at Wake Tech Community College	2 BUS STARTS *(EL AUTOBUS COMIENZA EN)* at Wake Tech Community College	1 BUS ENDS *(EL AUTOBUS TERMINA EN)* at Moore Square Transit Station
A.M.	6:30	6:55	7:00	7:25
	7:30	7:55	8:00	8:25
	8:30	8:55	9:05	9:25
	9:30	9:55	10:05	10:25
	10:30	10:55	11:05	11:25
	11:30	11:55	**12:05**	**12:25**
P.M.	**12:30**	**12:55**	**1:05**	**1:25**
	1:30	**1:55**	**2:05**	**2:25**
	2:30	**2:55**	**3:05**	**3:25**
	3:30	**3:55**	**4:05**	**4:25**
	4:30	**4:55**	**5:05**	**5:25**
	5:30	**5:55**	**6:05**	**6:25**

MODIFIED SCHEDULE: SEMESTER BREAKS & HOLIDAYS

Modified Schedule: Semester breaks and student holidays.

WTCC calendar information is available at http://calendars.waketech.edu

For WTCC inquiries, call 919-866-5403 or email
Paul Norman, Dean of Students, at panorman@waketech.edu.

No service when WTCC is closed.

	1 BUS STARTS *(EL AUTOBUS COMIENZA EN)* at Moore Square Transit Station	2 BUS ENDS *(EL AUTOBUS TERMINA EN)* at Wake Tech Community College	2 BUS STARTS *(EL AUTOBUS COMIENZA EN)* at Wake Tech Community College	1 BUS ENDS *(EL AUTOBUS TERMINA EN)* at Moore Square Transit Station
A.M.	6:30	6:50	7:00	7:20
	7:30	7:50	8:00	8:20
	11:30	11:50	12:00	12:20
P.M.	**3:30**	**3:50**	**4:00**	**4:20**
	5:30	**5:50**	**6:00**	**6:20**

You may board the bus at Moore Square Transit Station on Blount Street with one stop at Tryon Hills (directly in front of the Lighthouse Convention Center.)

triangletransit

Route 102

Route 100 Monday - Friday Service

triangletransit

RTC to RDU AIRPORT to RALEIGH

1 Triangle Transit Regional Transit Center #1000	2 RDU Airport at Terminal 1 #1576	3 RDU Airport at Terminal 2 #1577	4 District Dr. Park-and-Ride #1748	5 Hillsborough St at Brooks Ave (NCSU) #8274	6 Moore Square Transit Station (CAT Terminal) #8001
6:30 am	6:39 am	6:41 am	no service	7:00 am	7:20 am
7:00 am	7:09 am	7:11 am	no service	7:30 am	7:50 am
7:30 am	7:39 am	7:41 am	no service	8:00 am	8:20 am
8:00 am	8:09 am	8:11 am	no service	8:30 am	8:50 am
8:30 am	8:39 am	8:41 am	no service	9:00 am	9:20 am
9:00 am	9:09 am	9:11 am	no service	9:30 am	9:50 am
9:30 am	9:39 am	9:41 am	**9:54 am***	10:00 am	10:20 am
10:30 am	10:39 am	10:41 am	**10:54 am***	11:00 am	11:20 am
11:30 am	11:39 am	11:41 am	**11:54 am***	12:00 pm	12:20 pm
12:30 pm	12:39 pm	12:41 pm	**12:54 pm***	1:04 pm	1:20 pm
1:30 pm	1:39 pm	1:41 pm	**1:54 pm***	2:04 pm	2:20 pm
2:30 pm	2:39 pm	2:41 pm	**2:54 pm***	3:04 pm	3:20 pm
3:30 pm	3:39 pm	3:41 pm	no service	4:04 pm	4:20 pm
4:00 pm	4:09 pm	4:11 pm	no service	4:34 pm	4:50 pm
4:30 pm	4:39 pm	4:41 pm	no service	5:04 pm	5:20 pm
5:00 pm	5:09 pm	5:11 pm	no service	5:34 pm	5:55 pm
5:30 pm	5:39 pm	5:41 pm	no service	6:04 pm	6:25 pm
6:00 pm	6:09 pm	6:11 pm	no service	6:30 pm	6:50 pm
6:30 pm	6:39 pm	6:41 pm	no service	7:00 pm	7:20 pm
7:30 pm	7:39 pm	7:41 pm	**7:54 pm***	8:00 pm	8:15 pm
8:30 pm	8:39 pm	8:41 pm	**8:54 pm***	9:00 pm	9:15 pm
9:30 pm	9:39 pm	9:41 pm	**9:54 pm***	10:00 pm	10:15 pm
10:30 pm	10:39 pm	10:41 pm	**10:54 pm***	11:00 pm	11:15 pm

am

pm

RALEIGH to RDU AIRPORT to RTC

6 Moore Square Transit Station (CAT Terminal) #8001	5 Hillsborough St at Brooks Ave (NCSU) #8274	4 District Dr. Park-and-Ride #1748	2 RDU Airport at Terminal 1 #1576	3 RDU Airport at Terminal 2 #1577	1 Triangle Transit Regional Transit Center #1000
6:05 am	6:15 am	no service	6:33 am	6:35 am	6:50 am
6:35 am	6:45 am	no service	7:03 am	7:05 am	7:20 am
7:05 am	7:15 am	no service	7:33 am	7:35 am	7:50 am
7:35 am	7:45 am	no service	8:03 am	8:05 am	8:20 am
8:05 am	8:17 am	no service	8:35 am	8:37 am	8:50 am
8:35 am	8:47 am	no service	9:05 am	9:07 am	9:20 am
9:05 am	9:17 am	no service	9:35 am	9:37 am	9:50 am
9:35 am	9:47 am	9:54 am	10:07 am	10:09 am	10:20 am
10:35 am	10:47 am	10:54 am	11:07 am	11:09 am	11:20 am
11:35 am	11:47 am	11:54 am	12:07 pm	12:09 pm	12:20 pm
12:35 pm	12:47 pm	12:54 pm	1:09 pm	1:11 pm	1:20 pm
1:35 pm	1:47 pm	1:54 pm	2:09 pm	2:11 pm	2:20 pm
2:35 pm	2:47 pm	2:54 pm	3:09 pm	3:11 pm	3:20 pm
3:35 pm	3:47 pm	no service	4:04 pm	4:06 pm	4:20 pm
4:05 pm	4:17 pm	no service	4:34 pm	4:36 pm	4:50 pm
4:35 pm	4:47 pm	no service	5:04 pm	5:06 pm	5:20 pm
5:05 pm	5:17 pm	no service	5:37 pm	5:39 pm	5:50 pm
5:35 pm	5:47 pm	no service	6:07 pm	6:09 pm	6:20 pm
6:10 pm	6:22 pm	no service	6:39 pm	6:41 pm	6:50 pm
6:40 pm	6:52 pm	no service	7:09 pm	7:11 pm	7:20 pm
7:40 pm	7:50 pm	no service	8:09 pm	8:11 pm	8:20 pm
8:40 pm	8:50 pm	no service	9:09 pm	9:11 pm	9:20 pm
9:40 pm	9:50 pm	no service	10:09 pm	10:11 pm	10:20 pm

*** Times in BOLD are drop-off only.** Bus only stops when it is requested by a rider on board. Times shown for these stops are estimates.

Contact Us

4600 Emperor Boulevard,
Administrative Offices: Suite 100
Durham, NC 27703
Regional Transit Center (RTC) – Customer Information and Passenger Waiting Area

Plan your trip online at **gotriangle.org**

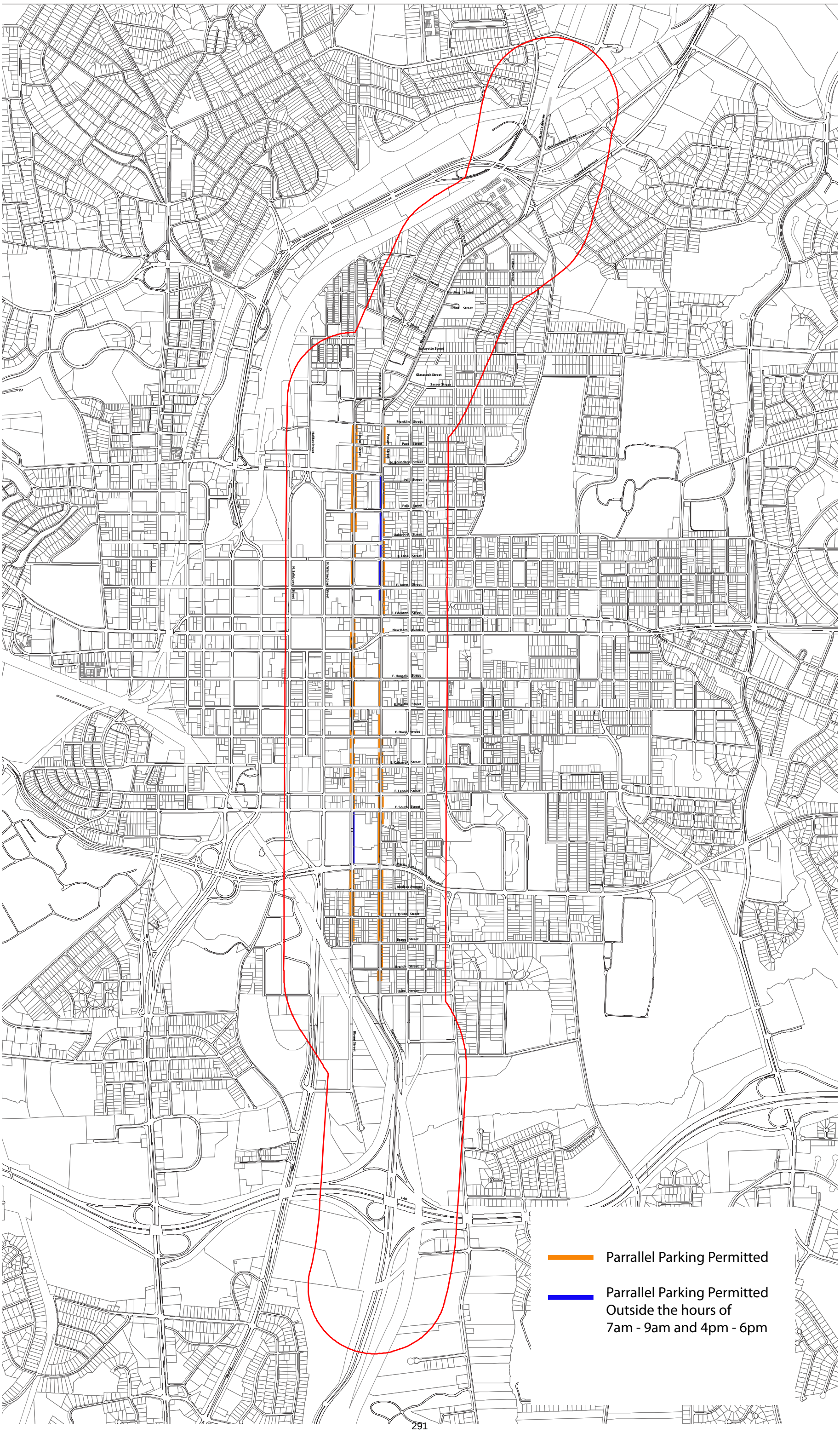
Contact a Customer Service Representative at:

919.485.RIDE (7433)

www.triangletransit.org

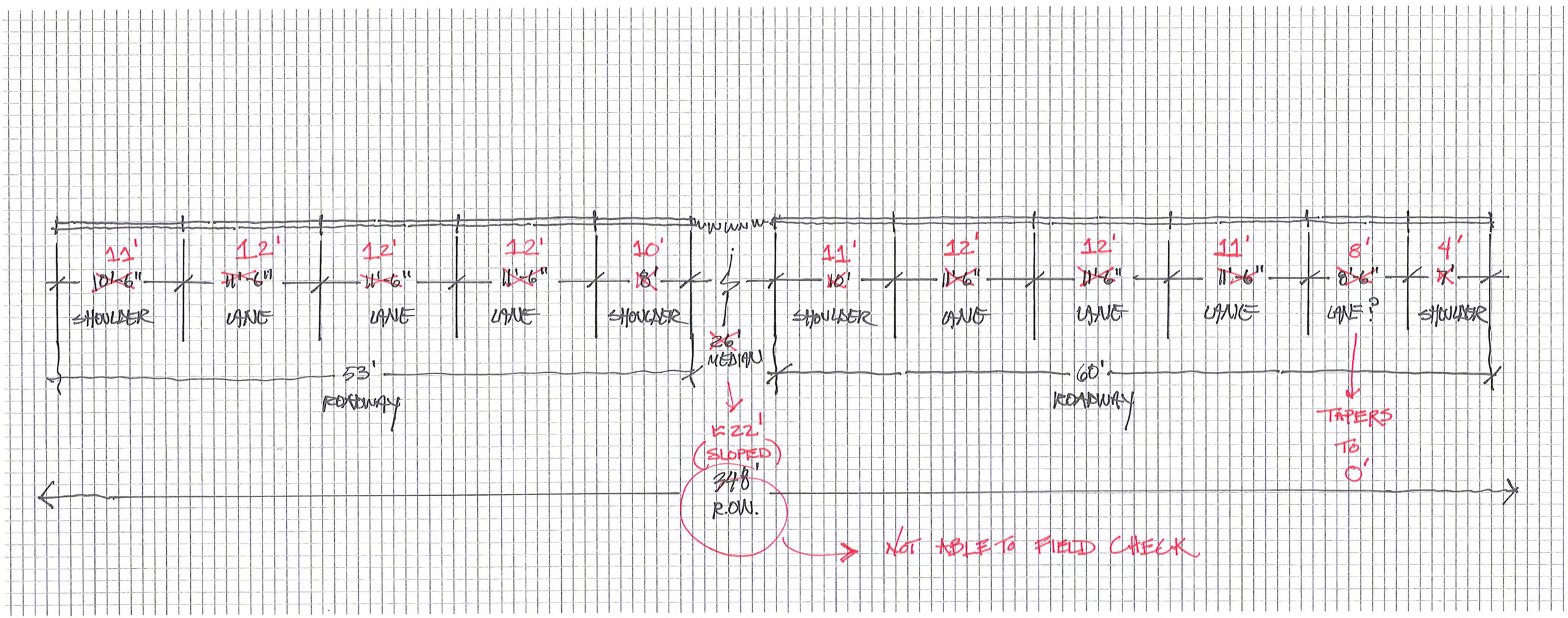
Se habla español

APPENDIX C – Parking and Pedestrian Facility Information


Parrallel Parking Permitted
Parrallel Parking Permitted
Outside the hours of
7am - 9am and 4pm - 6pm

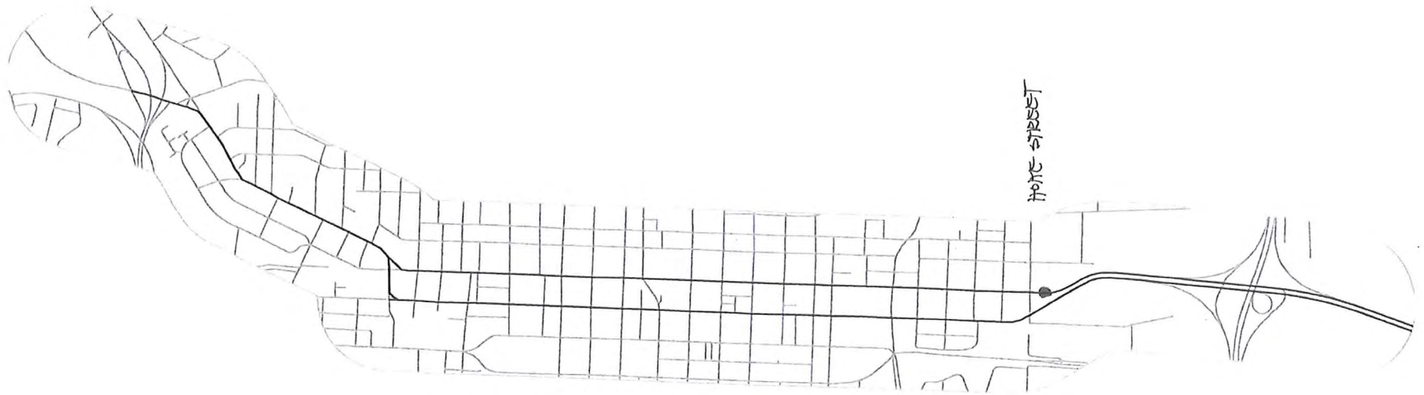
NOTES → ROW'S NOT FIELD VERIFIED

35 MPH

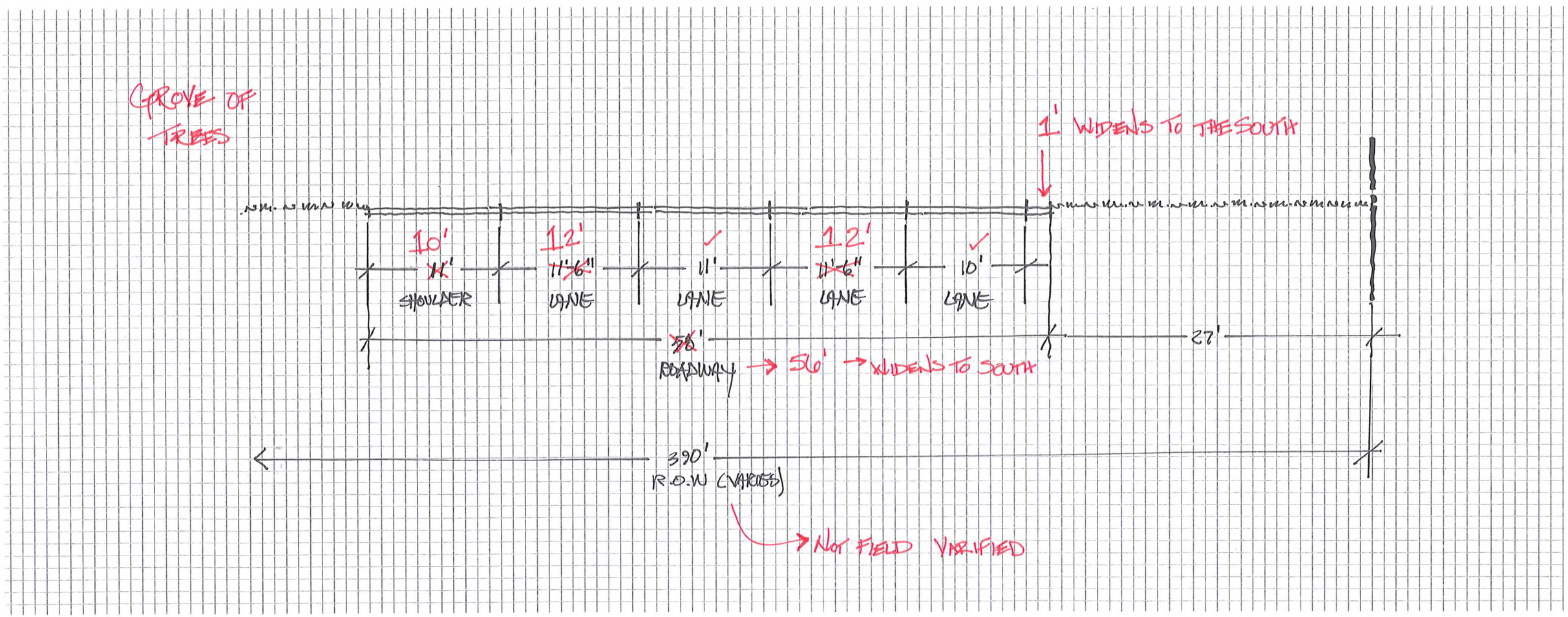


Section Location: HAMMOND RD., NORTH OF RAMPS TO I-40

Scale 1/8" = 1'-0"



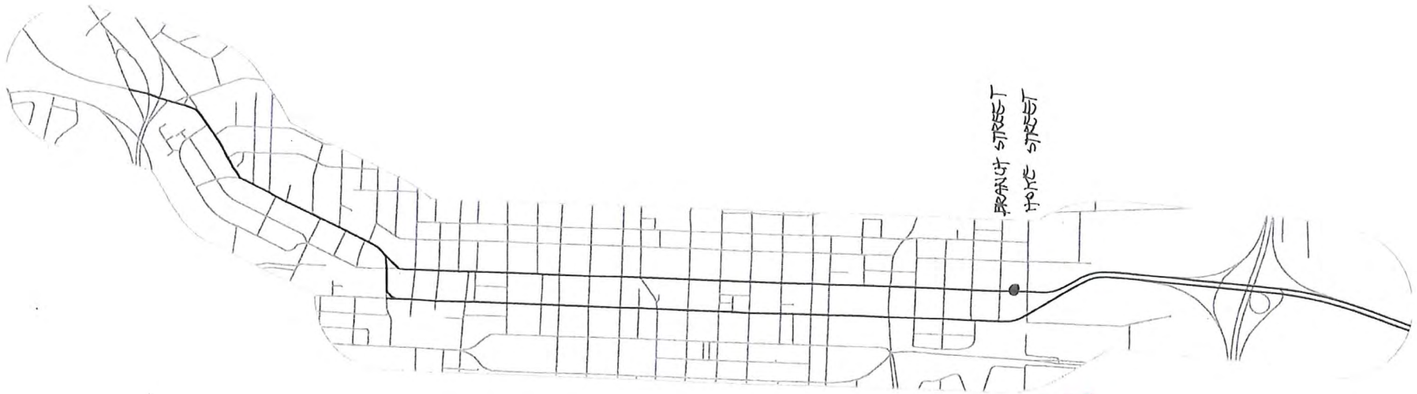
35 MPH



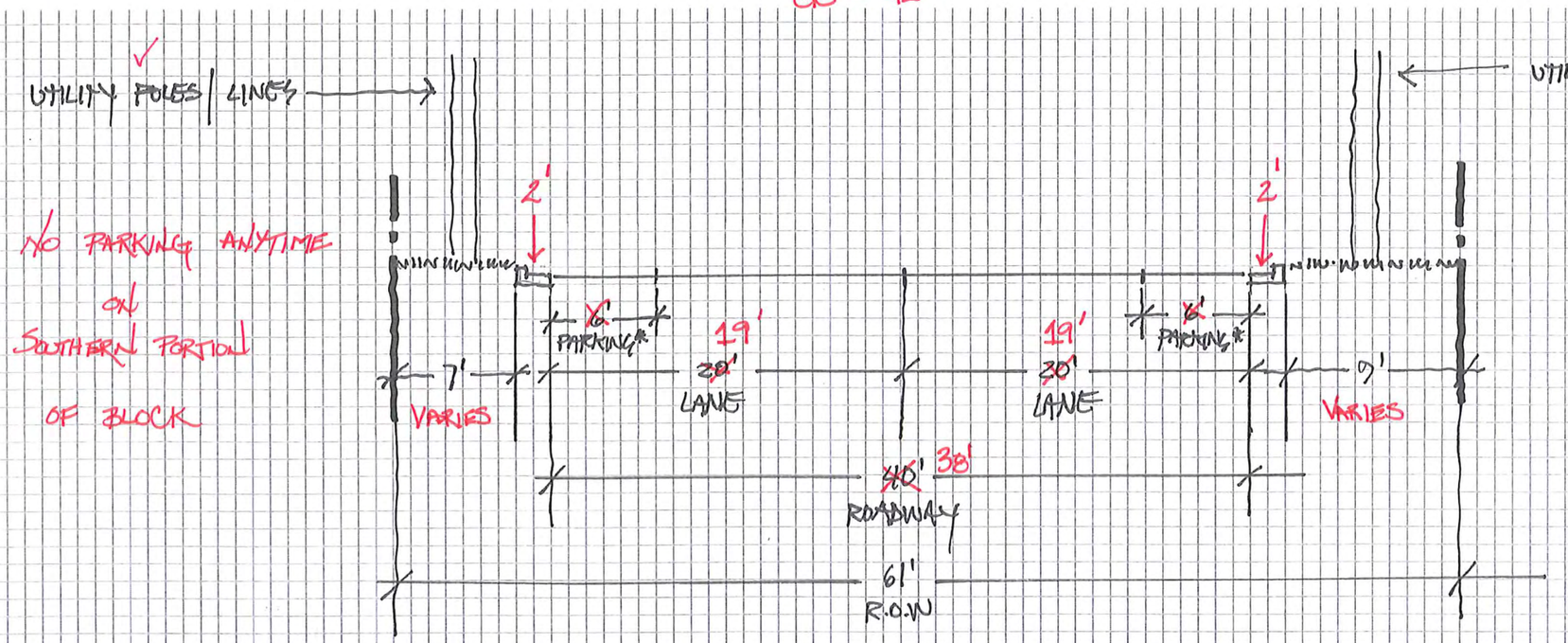
Section Location: N. PERSON ST., SOUTH OF HOME ST.

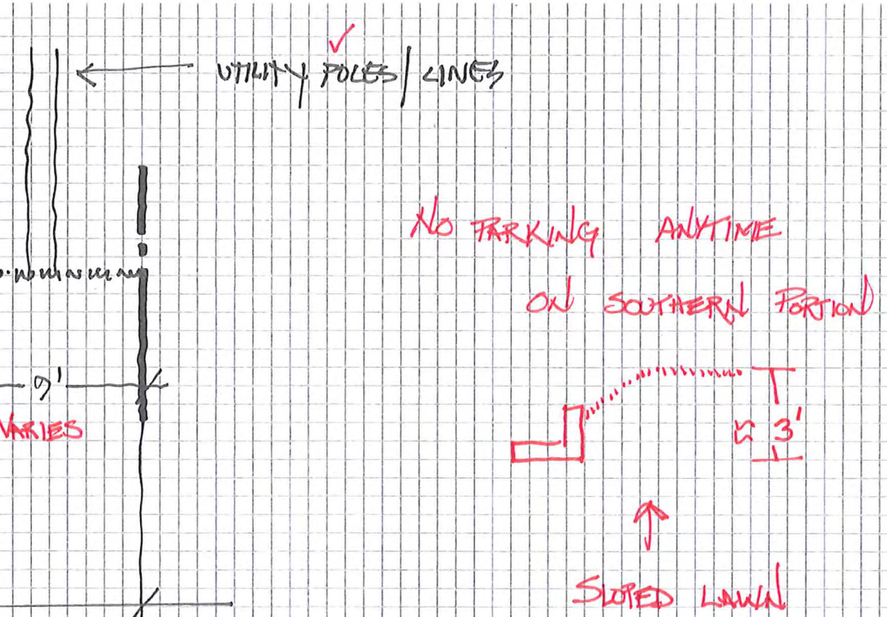
Scale 1/8" = 1'-0"

35 MPH



CURB TO CURB
CC = 42'



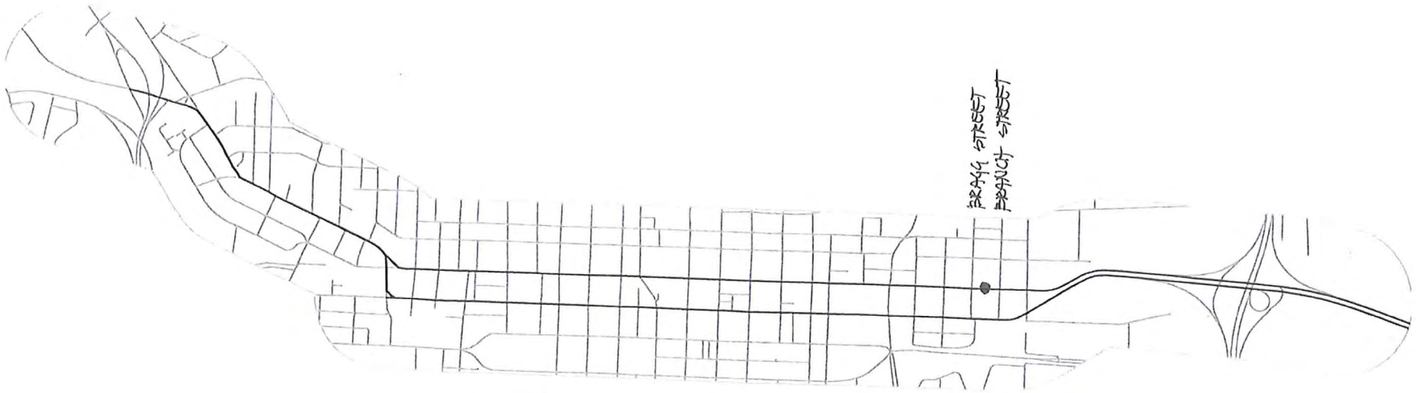


*NOTE: PARKING DOES NOT APPEAR TO BE MARKED

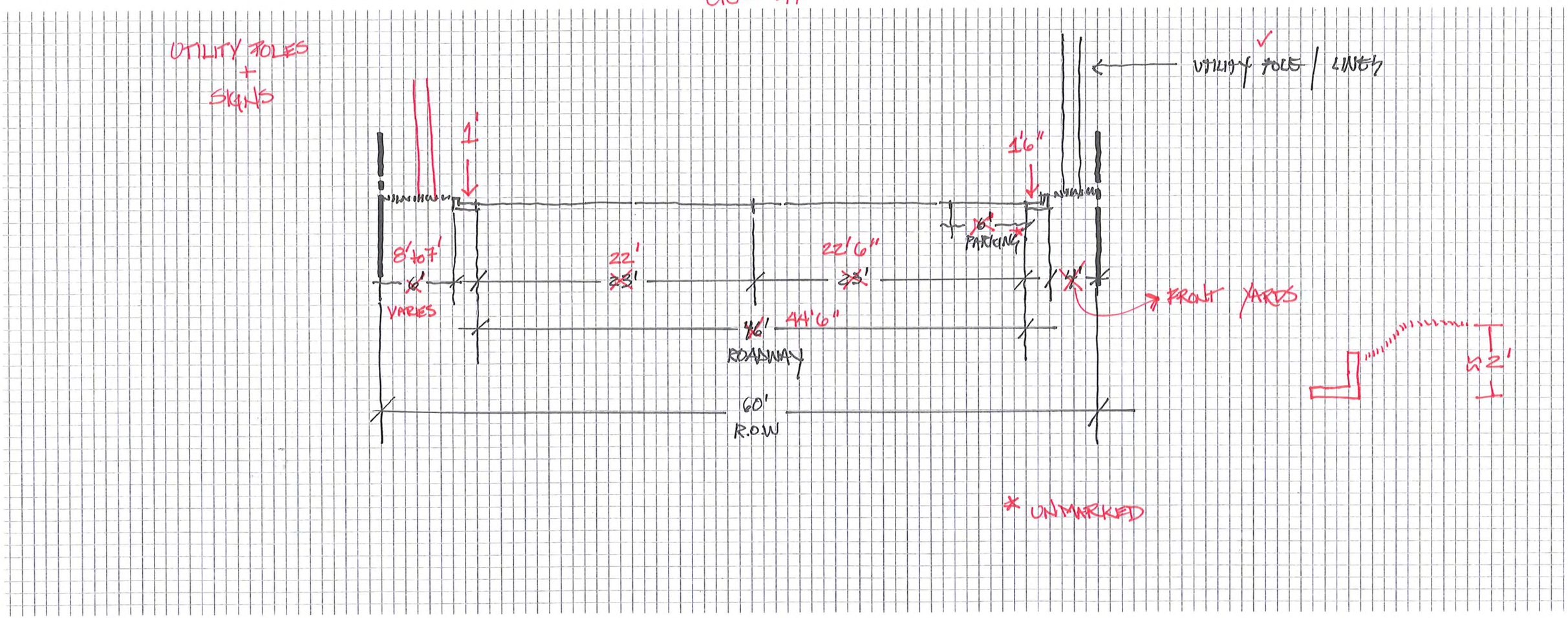
Section Location: N. PERSON ST., BETWEEN BRANCH ST. AND HOKE ST.

Scale 1/8" = 1'-0"

35 MPH



CTC = 47'



Section Location: N. PERSON ST., BETWEEN BRAGG ST. AND BRANCH ST.

Scale 1/8" = 1'-0"

BUS STOP @ NORTH

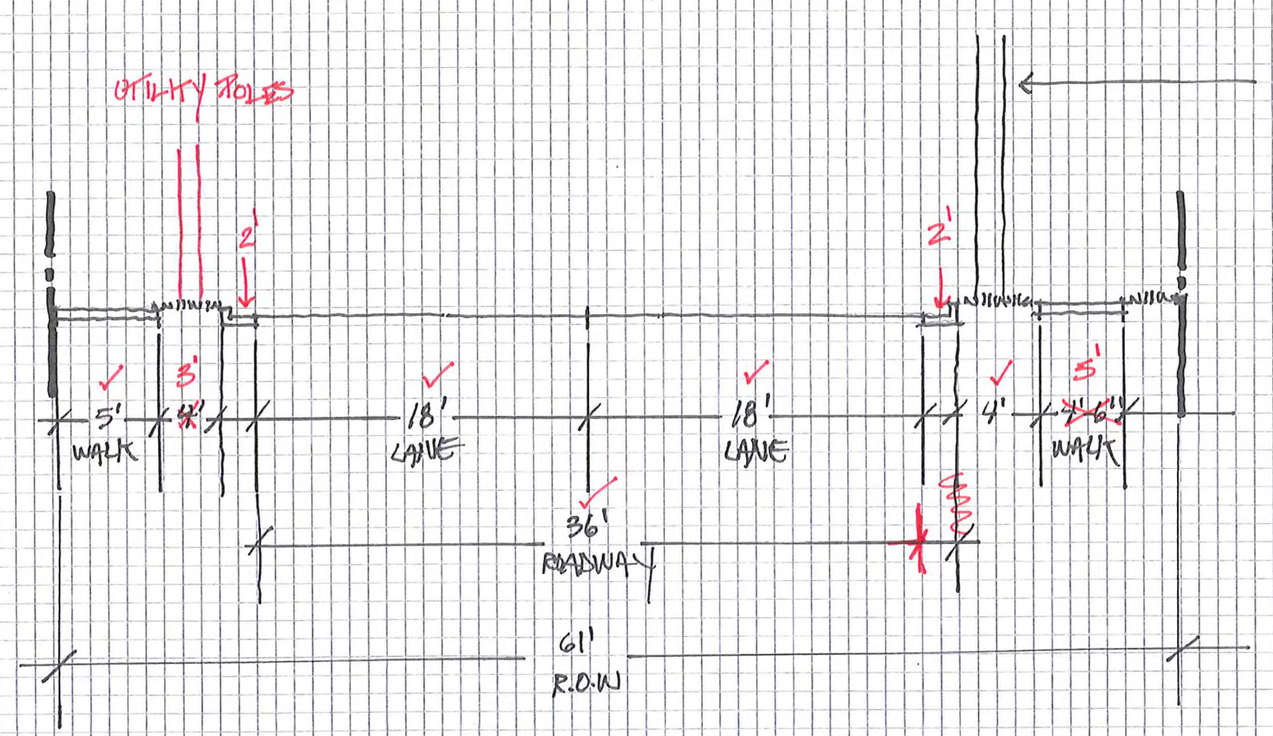
35 MPH

CTC = 40'

SHAW UNIVERSITY

UTILITY POLES

PARKING NOT MARKED

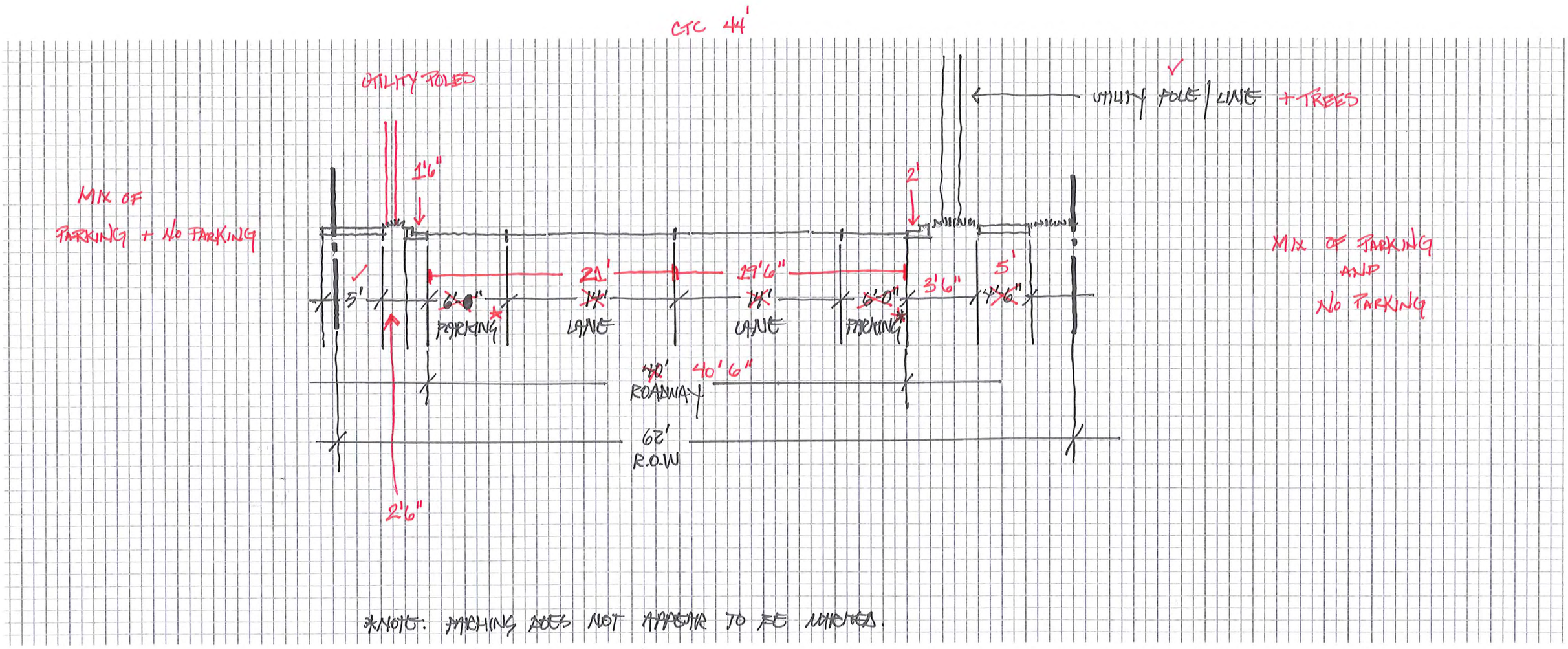


UTILITY POLE | LINES

NO PARKING

Section Location: N. PERSON ST., BETWEEN NORTH ST. AND MARTIN LUTHER KING JR. BLVD.

Scale 1/8" = 1'-0"

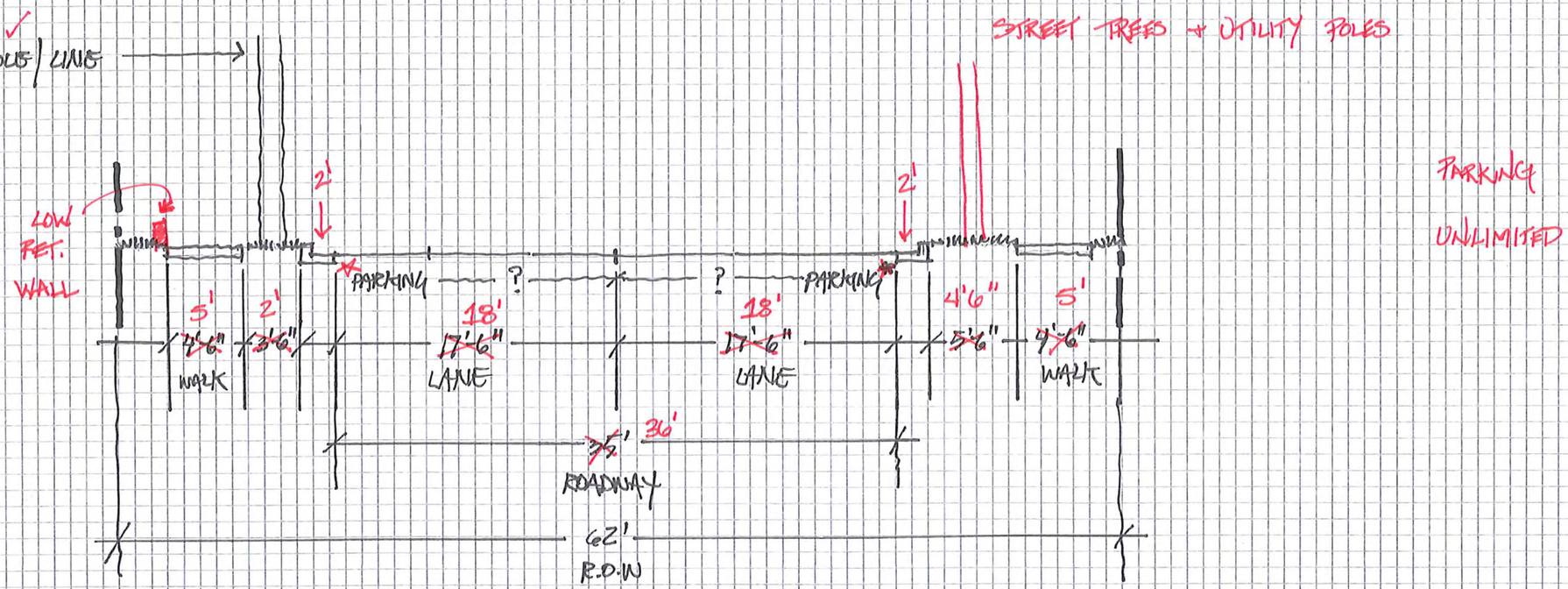


Section Location: N. PERSON ST., BETWEEN E. SOUTH ST. AND NORTH ST.

Scale 1/8" = 1'-0"

35 MPH

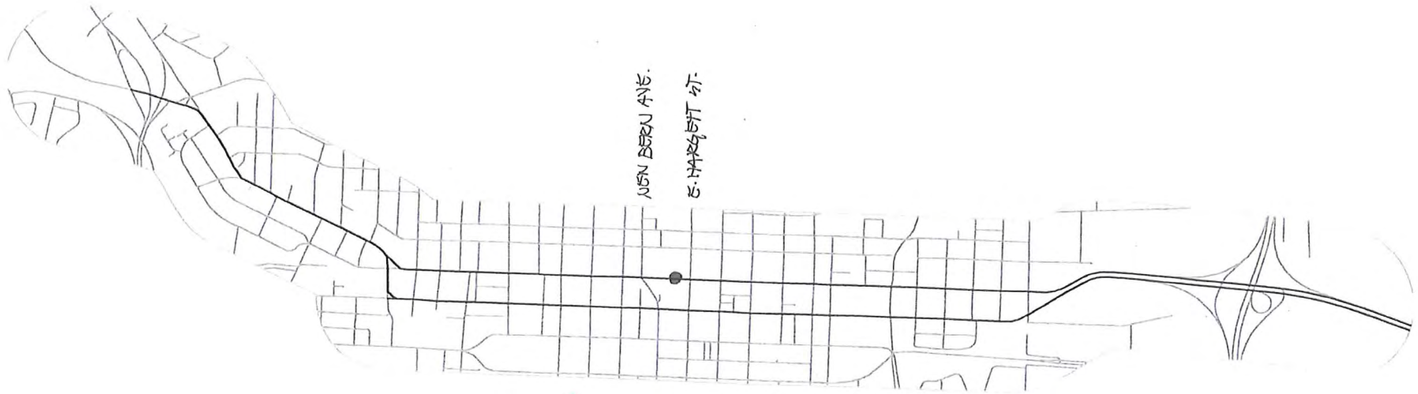
CTC = 40'



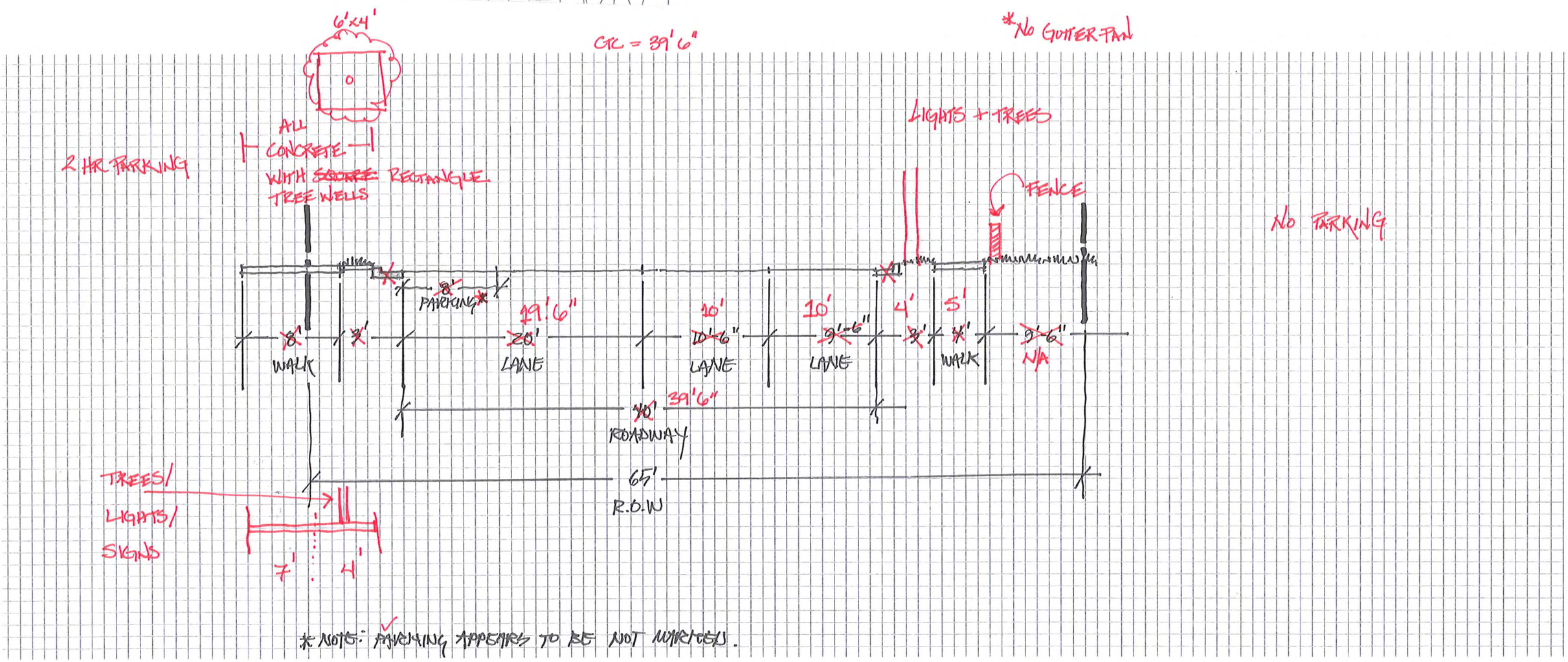
* NOTE: PARKING DOES NOT APPEAR TO BE MARKED.

Section Location: N. PERSON ST., BETWEEN E. LABARRUS ST. AND E. LENOIR ST.

Scale 1/8" = 1'-0"



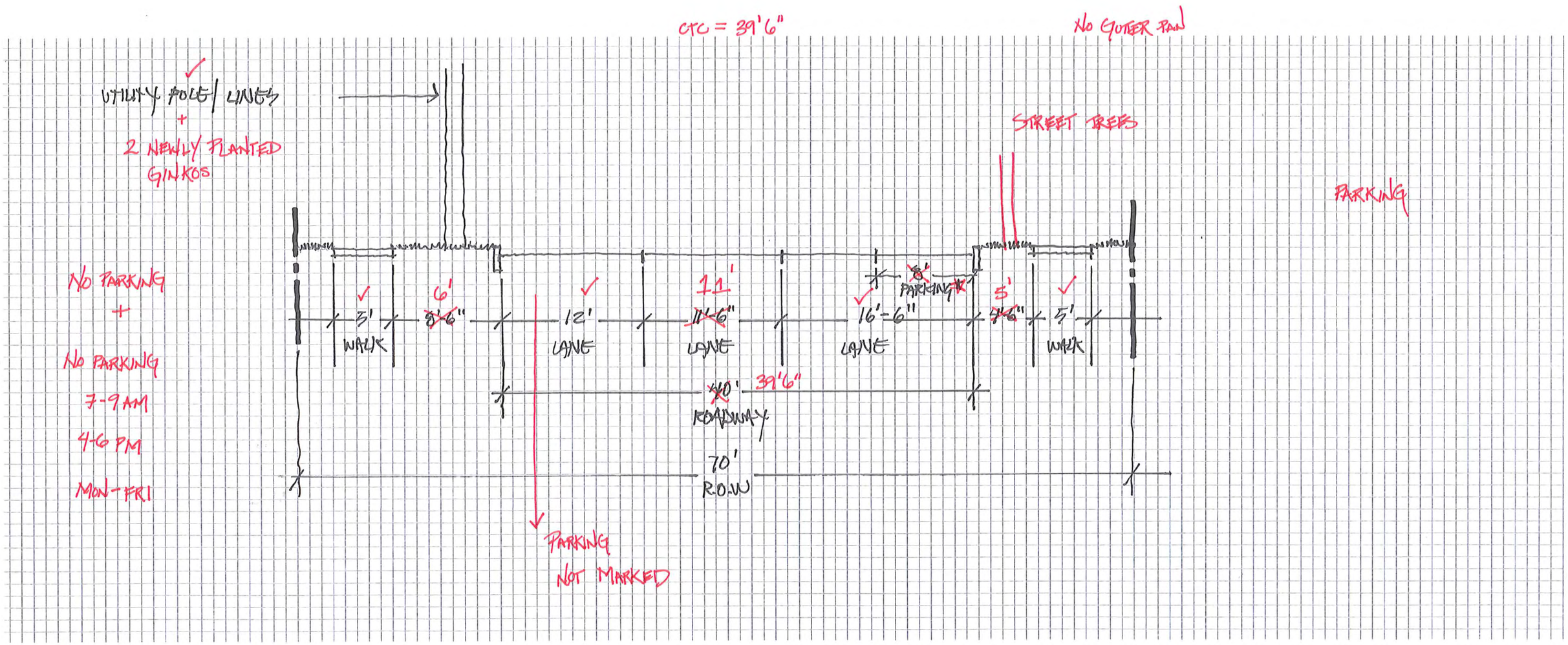
35 MPH



Section Location: N. PERSON ST., BETWEEN NEW BERN AVE. AND E. HARGETT ST.

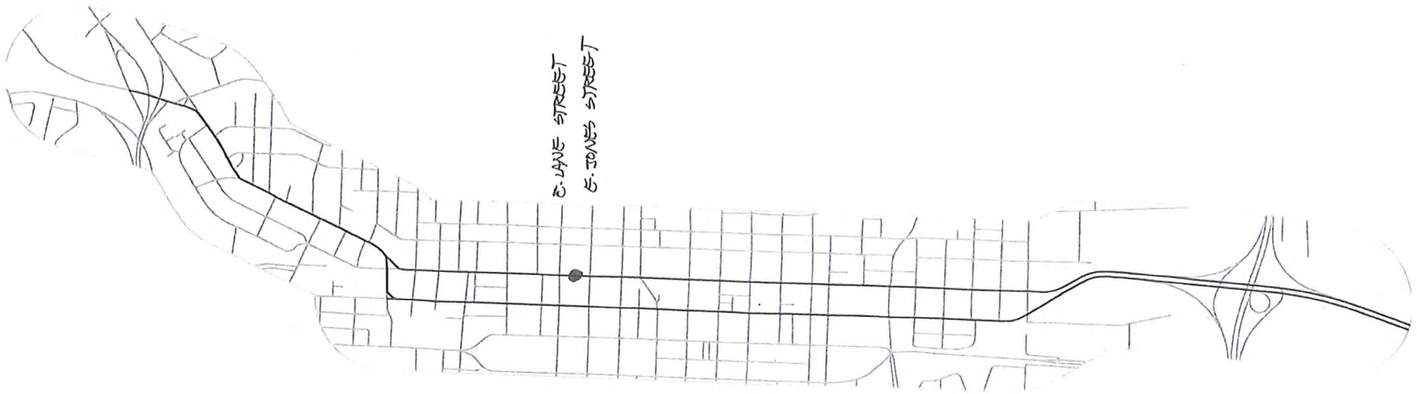
Scale 1/8" = 1'-0"

35 MPH

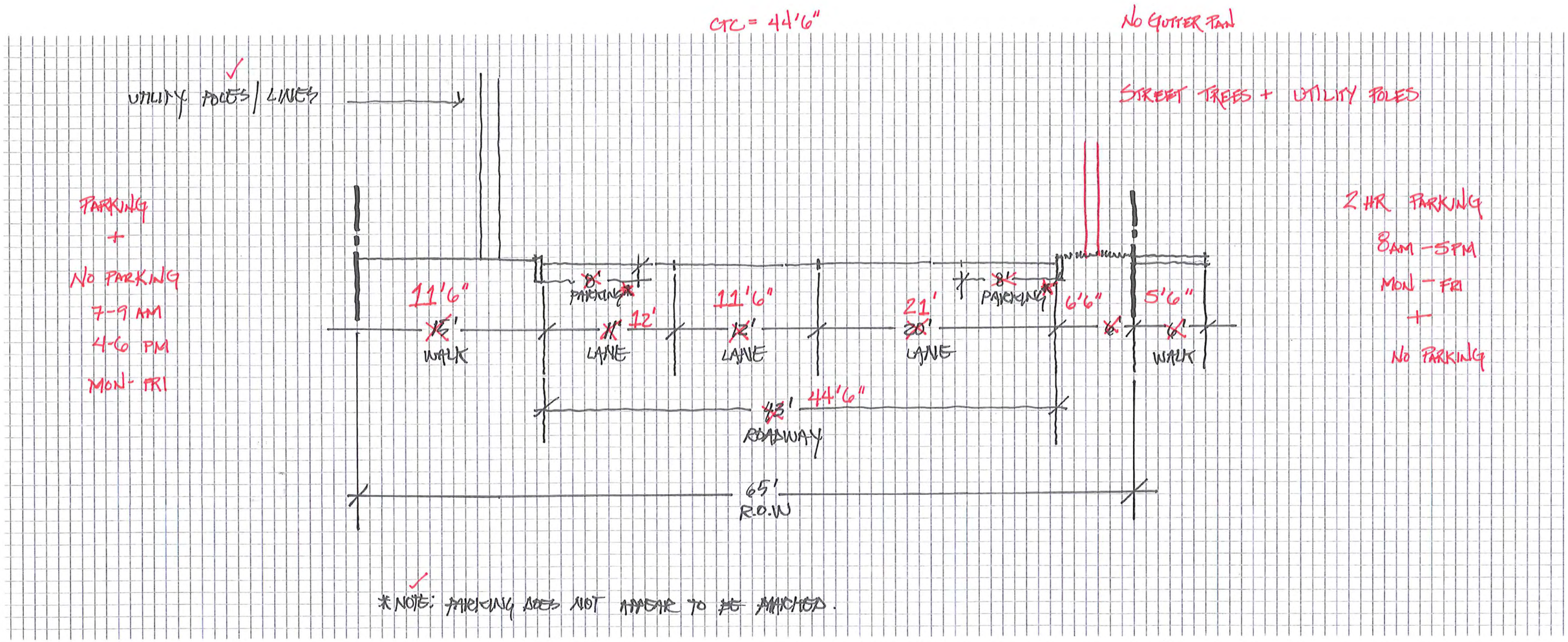


Section Location: N. PERSON ST., BETWEEN E. JONES ST. AND E. EDENTON ST.

Scale 1/8" = 1'-0"

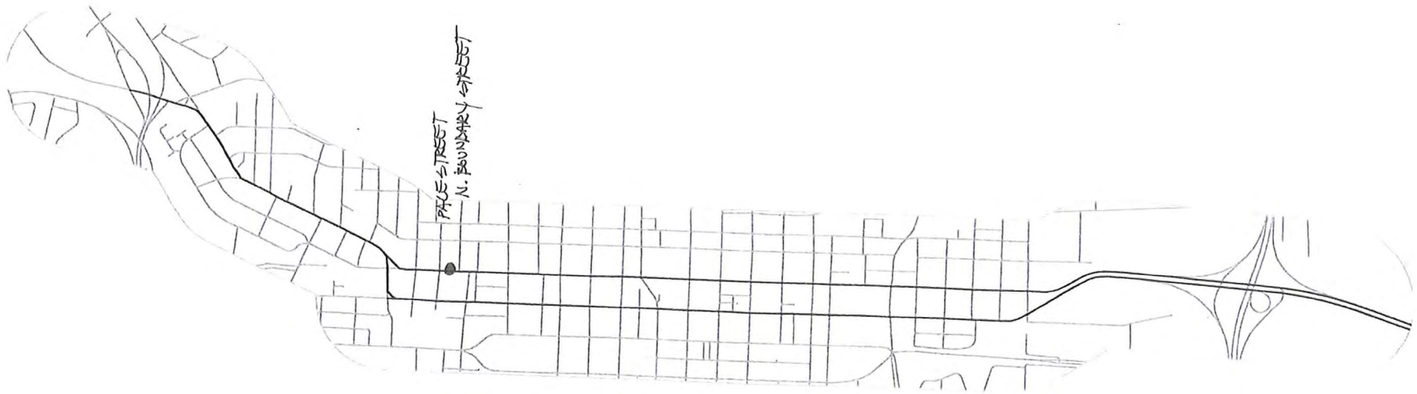


30 MPH

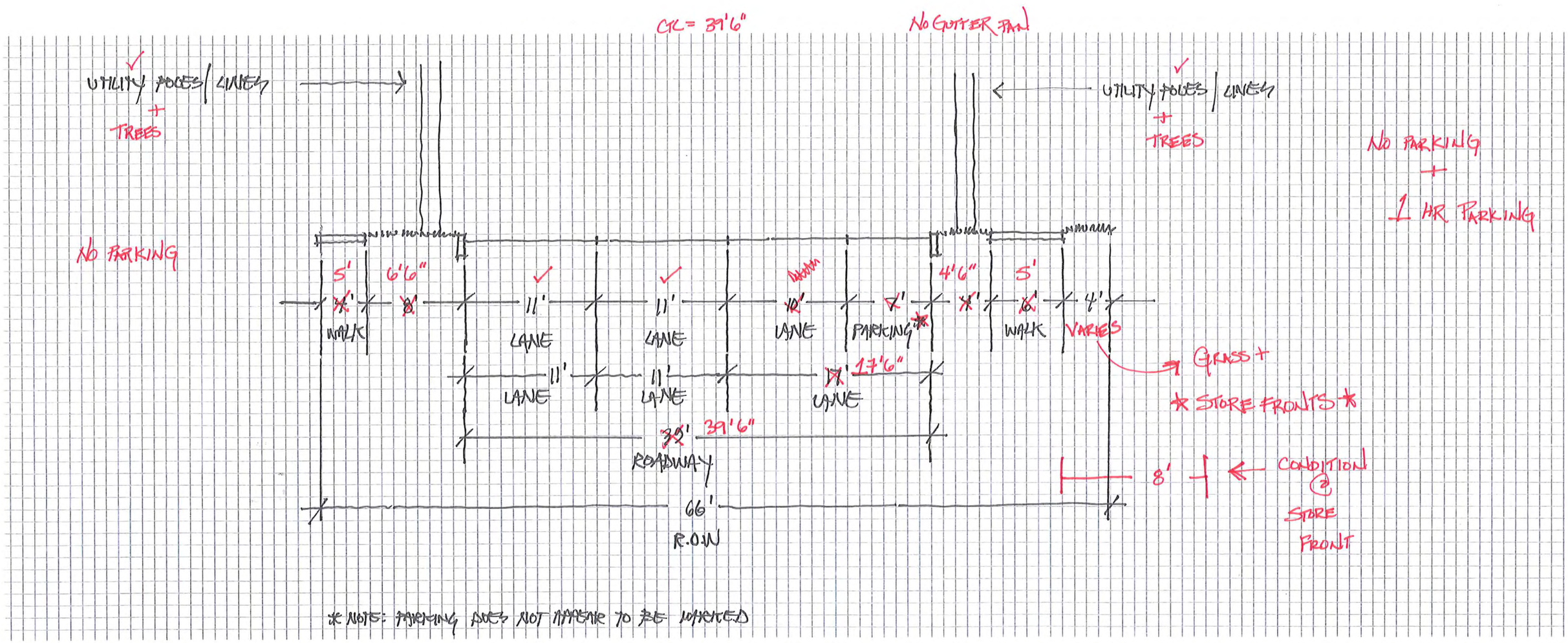


Section Location: N. PERSON ST., BETWEEN E. LANE ST. AND E. JONE ST.

Scale 1/8" = 1'-0"



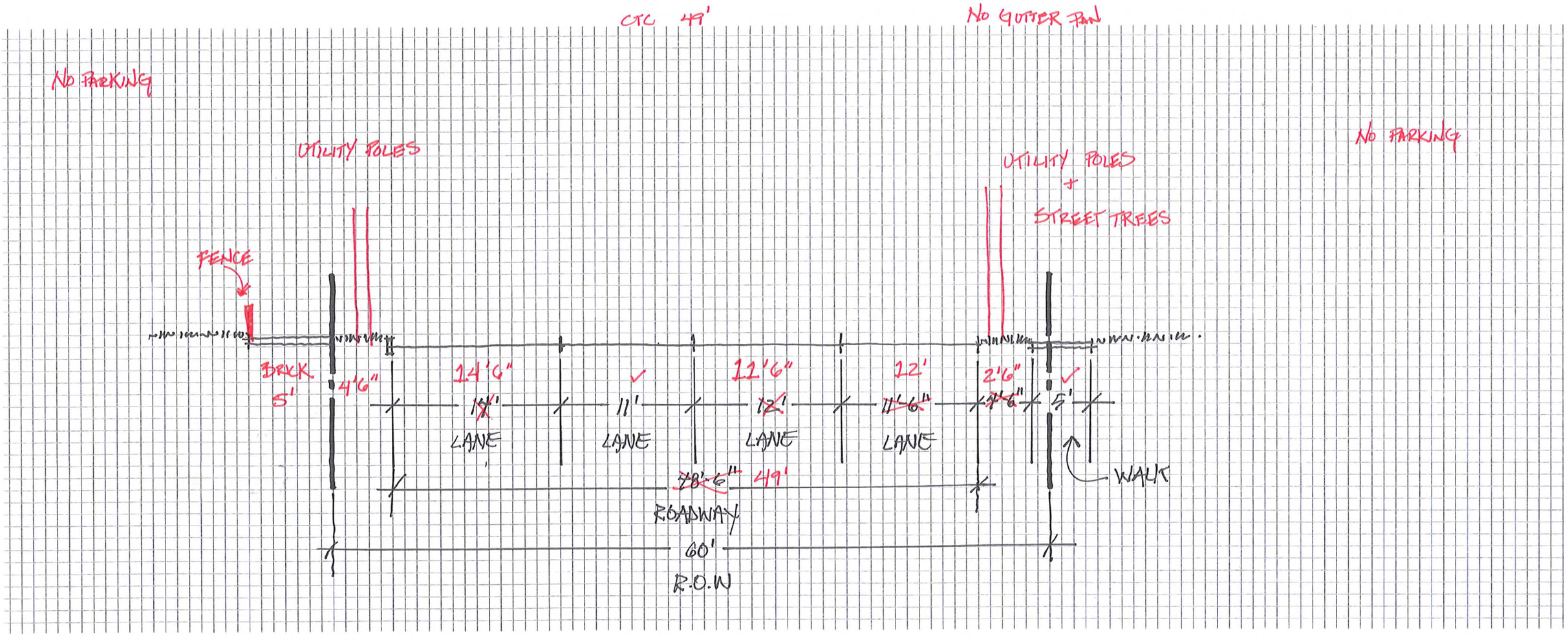
30 MPH



Section Location: N. PERSON ST., BETWEEN PAGE ST. AND N. BOUNDARY ST.

Scale 1/8" = 1'-0"

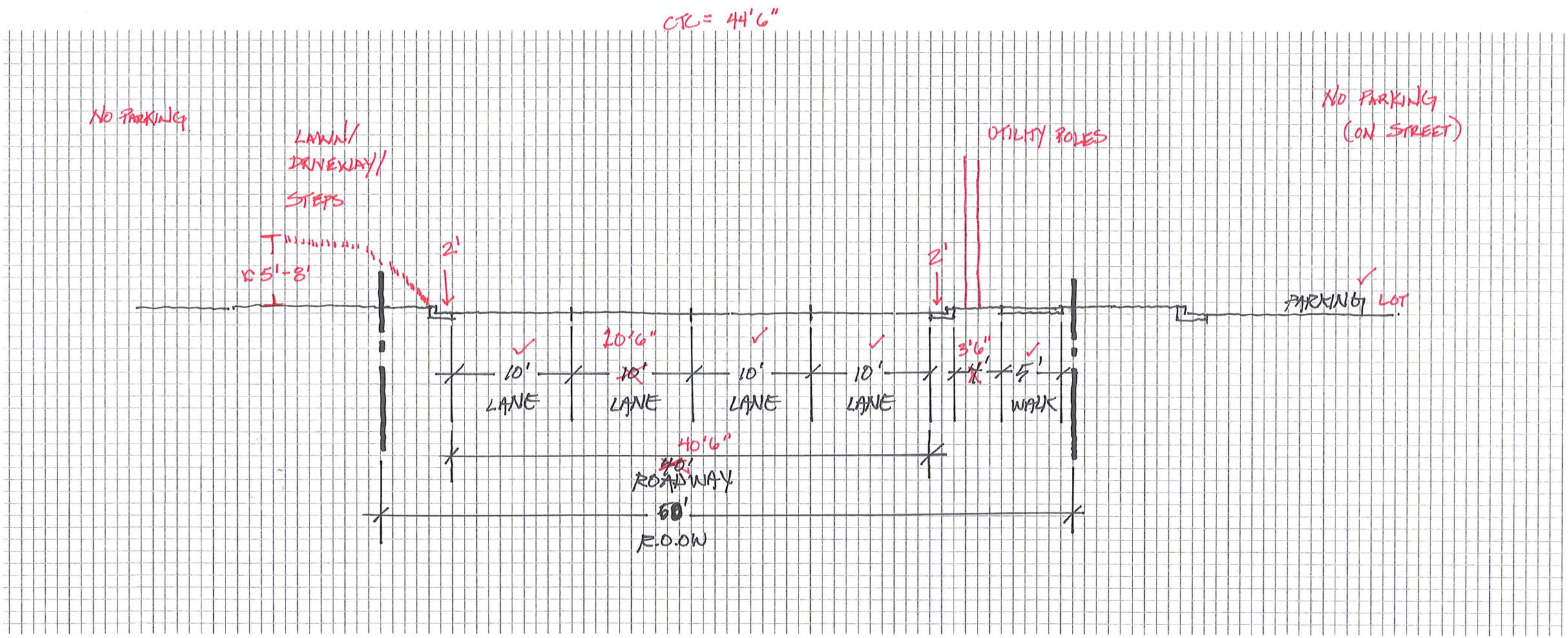
30 MPH



Section Location: WAKE FOREST RD, BETWEEN CEDAR ST. AND MIMOSA ST.

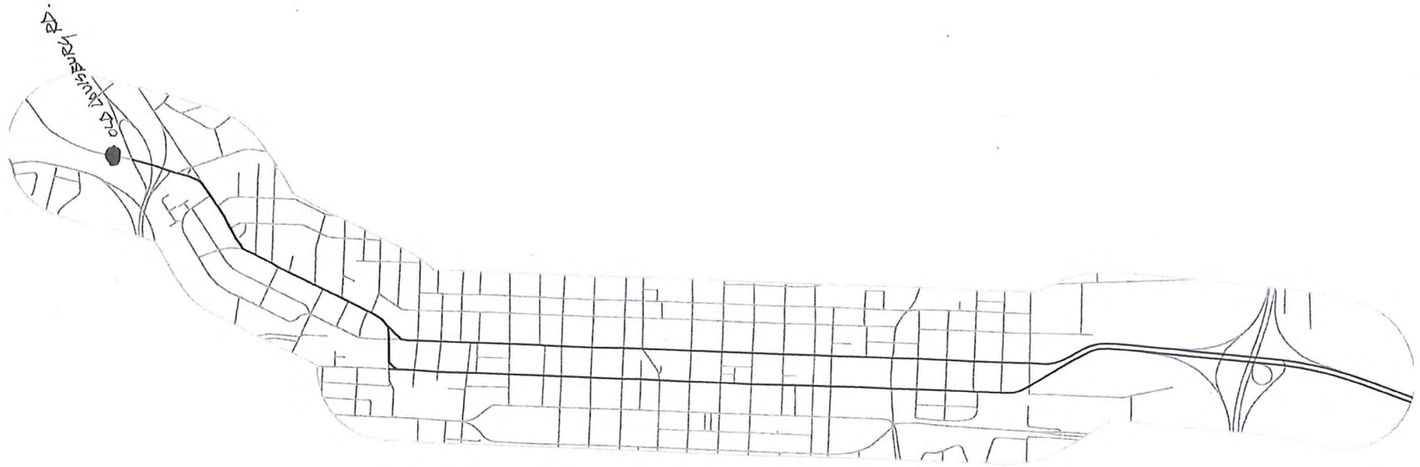
Scale 1/8" = 1'-0"

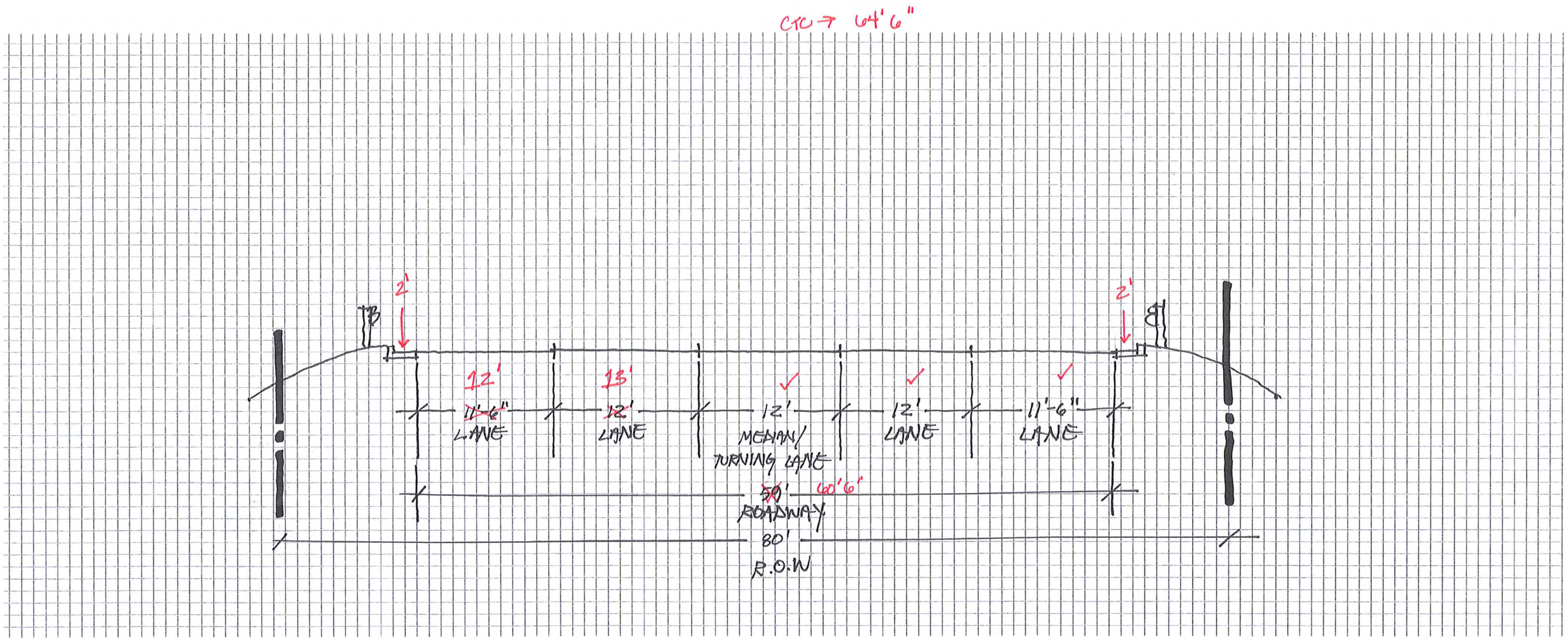
30 MPH



Section Location: WAKE FOREST RD., BETWEEN CLIFTON ST. AND WATUAGA ST.

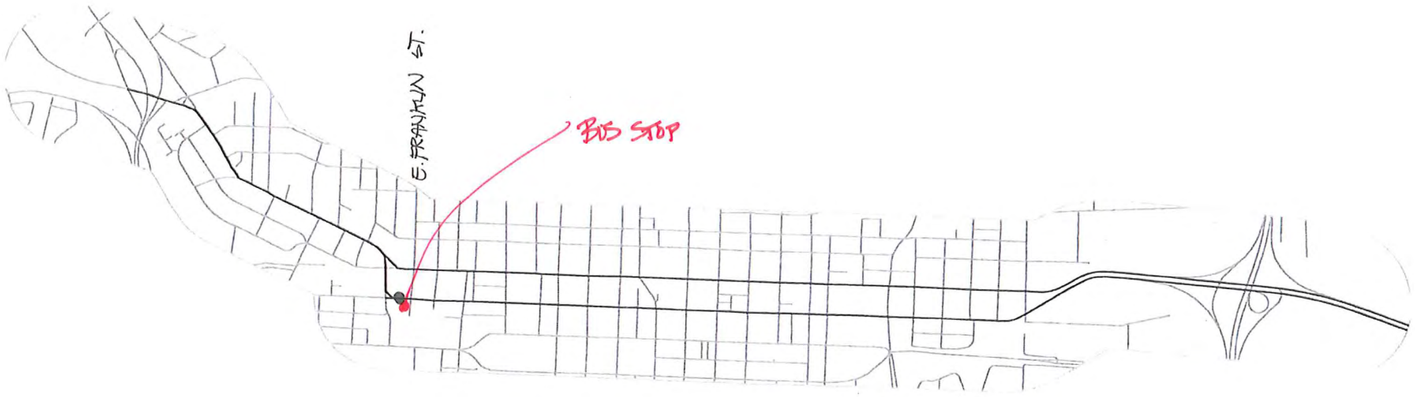
Scale 1/8" = 1'-0"

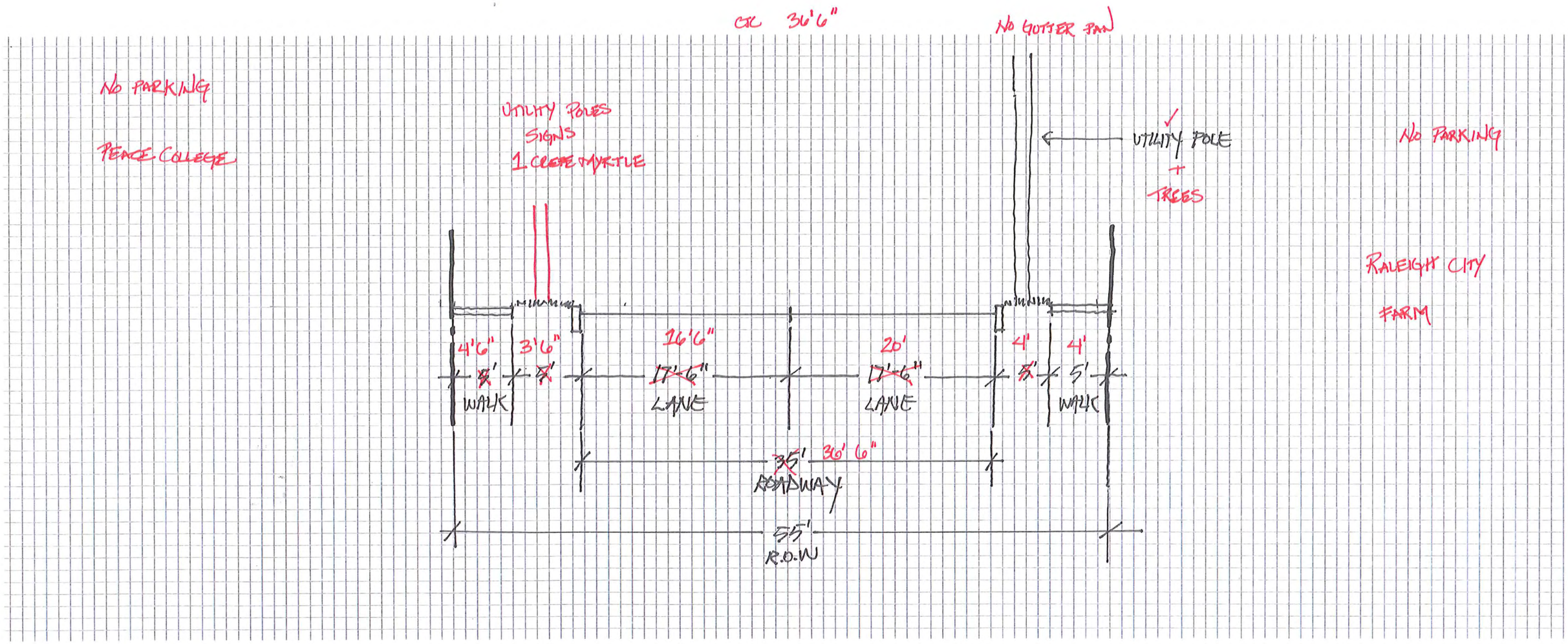




Section Location: ATLANTIC AVE. NORTH OF OLD LOUISBURG RD.

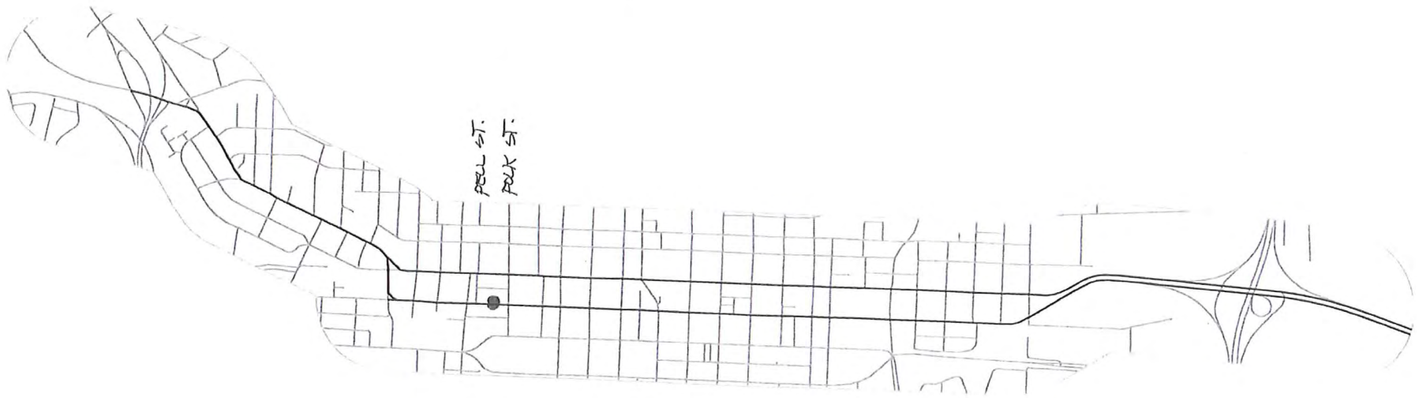
Scale 1/8" = 1'-0"



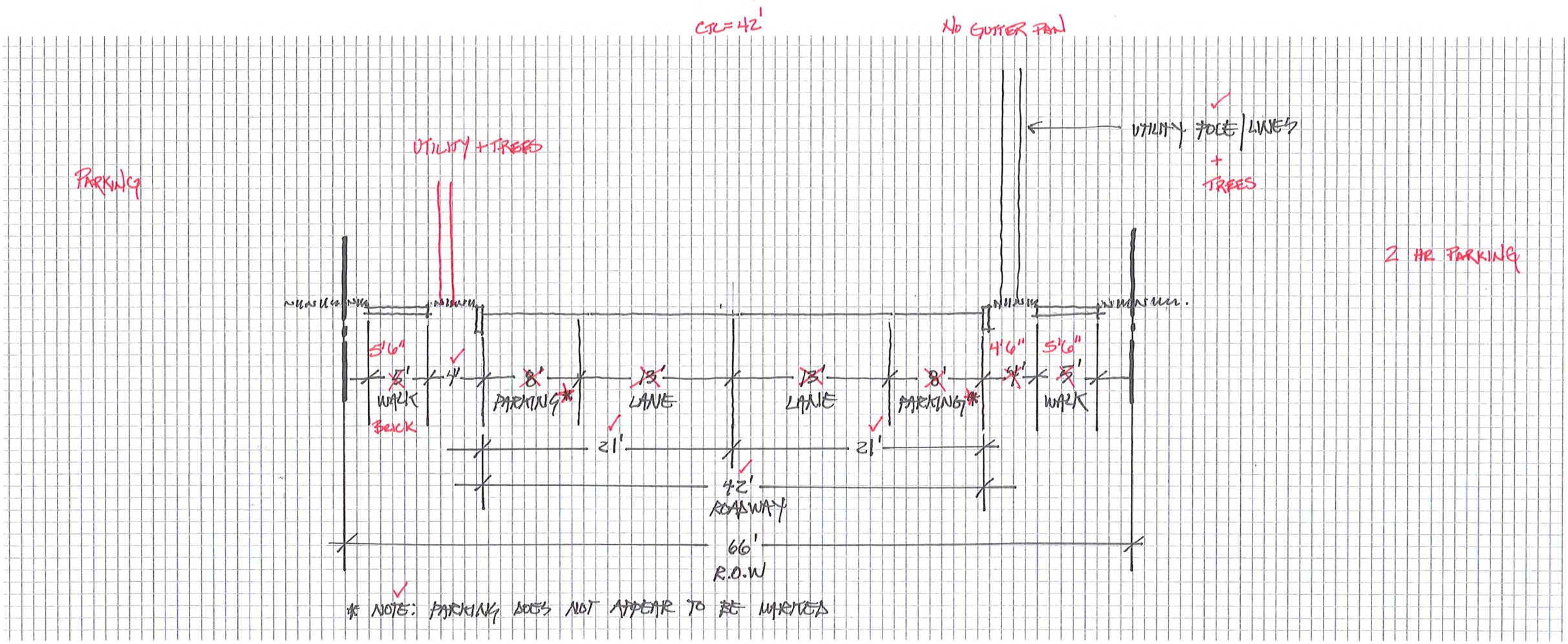


Section Location: N-BLOUNT ST., BETWEEN E. FRANKLIN STREET AND DELWAY ST.

Scale 1/8" = 1'-0"



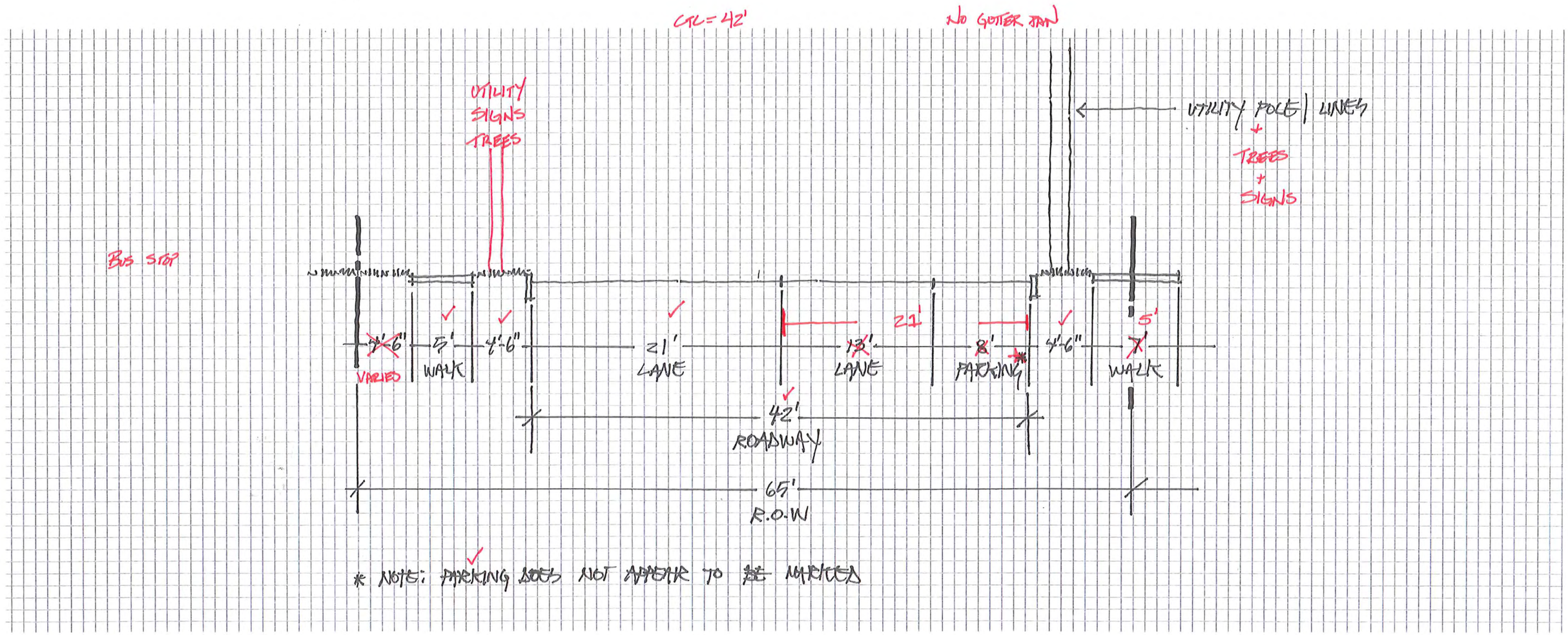
30 MPH



Section Location: N. BLOUNT ST., BETWEEN PELL ST. AND POLK ST.

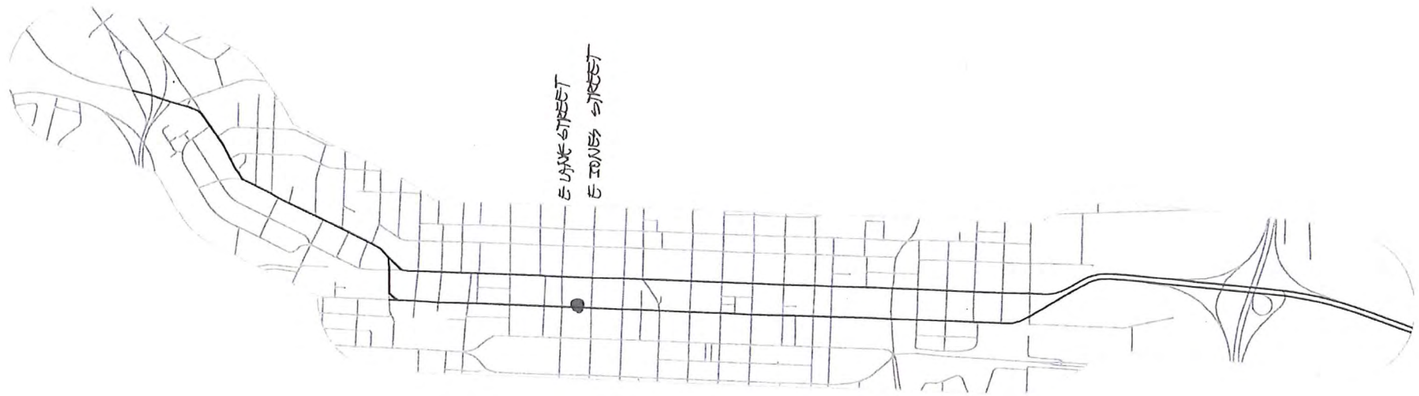
Scale 1/8" = 1'-0"

30 MPH

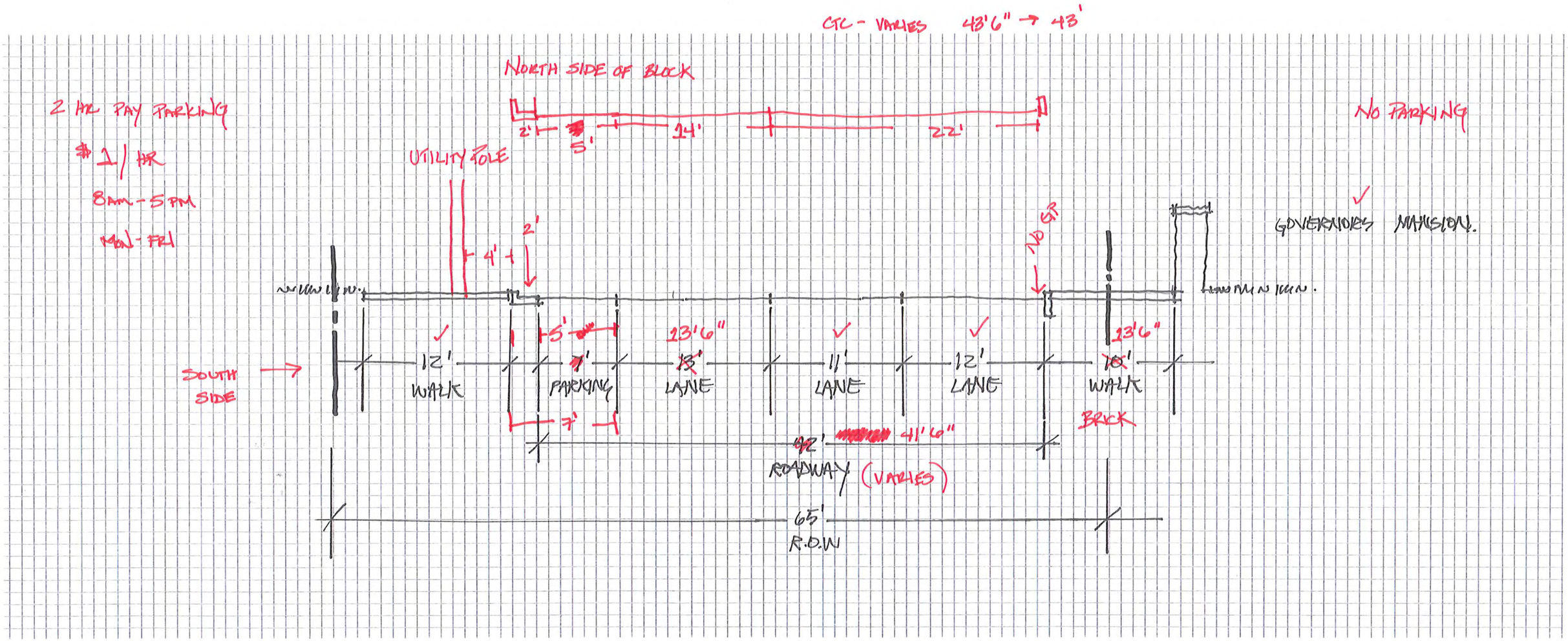


Section Location: N. BLOUNT ST. BETWEEN E. NORTH ST. AND E. LANE ST.

Scale 1/8" = 1'-0"

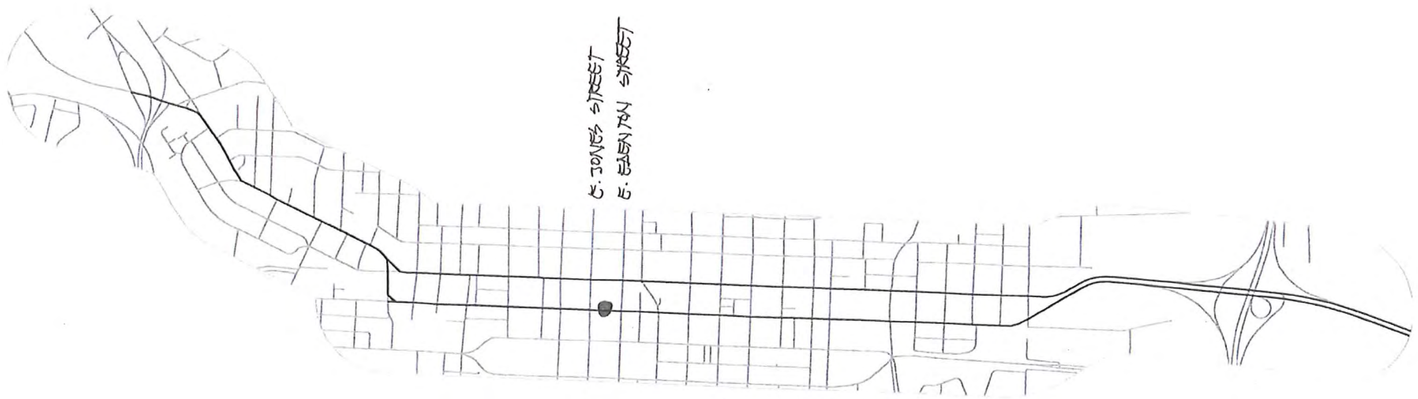


30 MPH

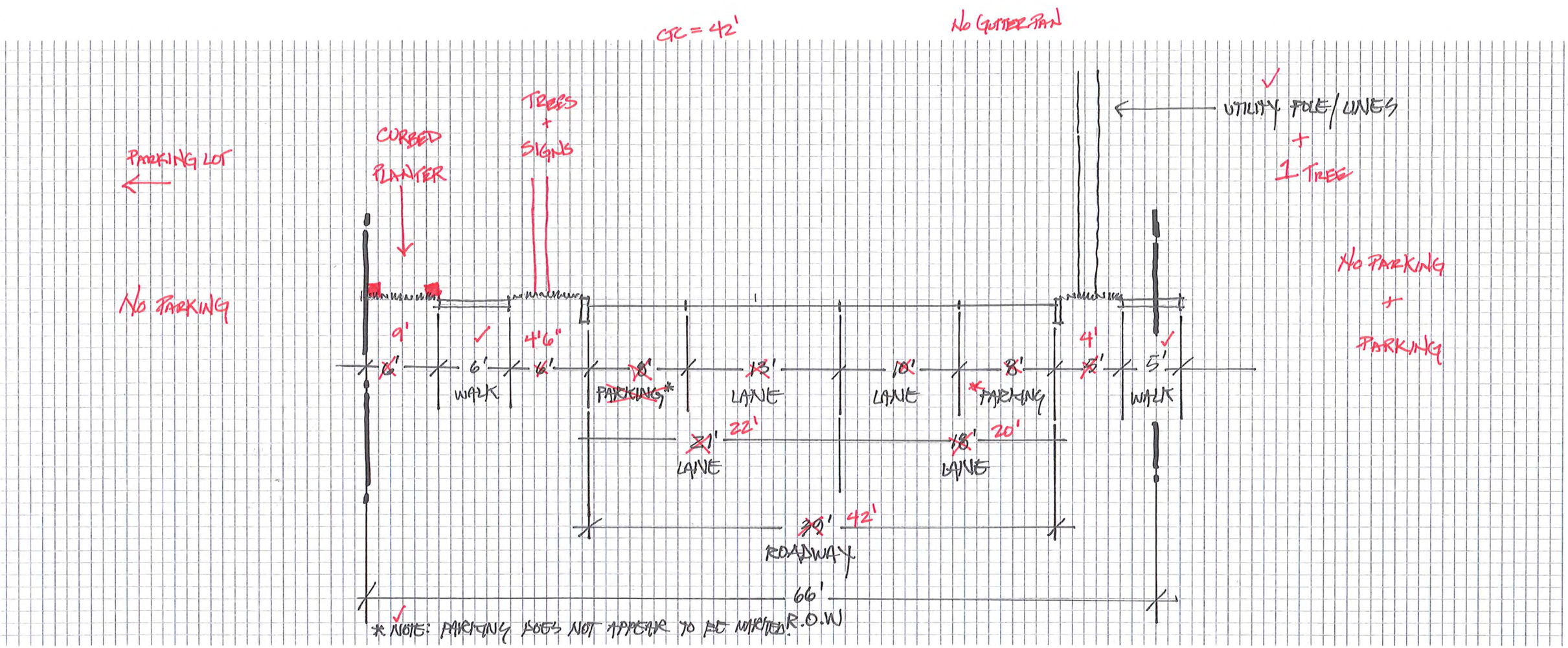


Section Location: N. BLOUNT STR., BETWEEN E. LANE ST. AND E. JONES ST.

Scale 1/8" = 1'-0"

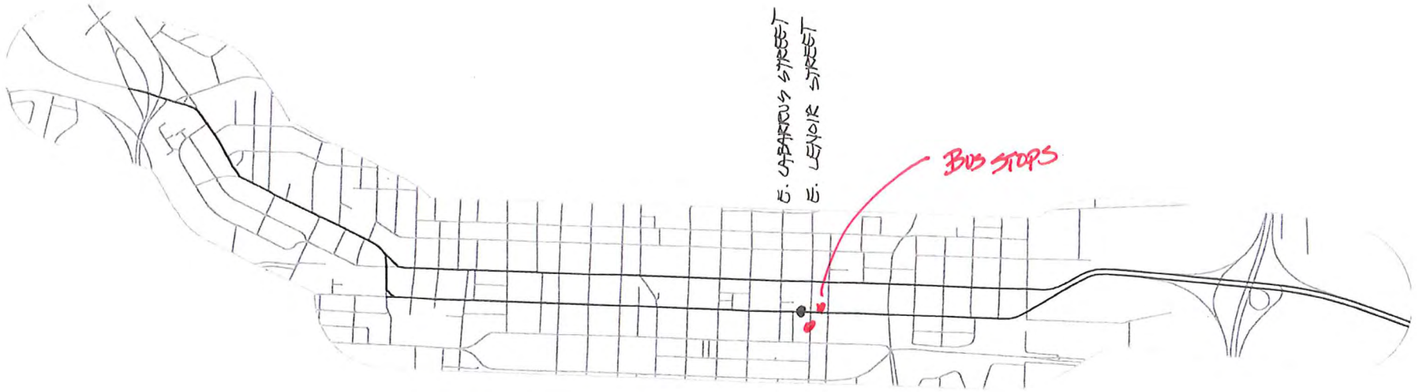


30 MPH

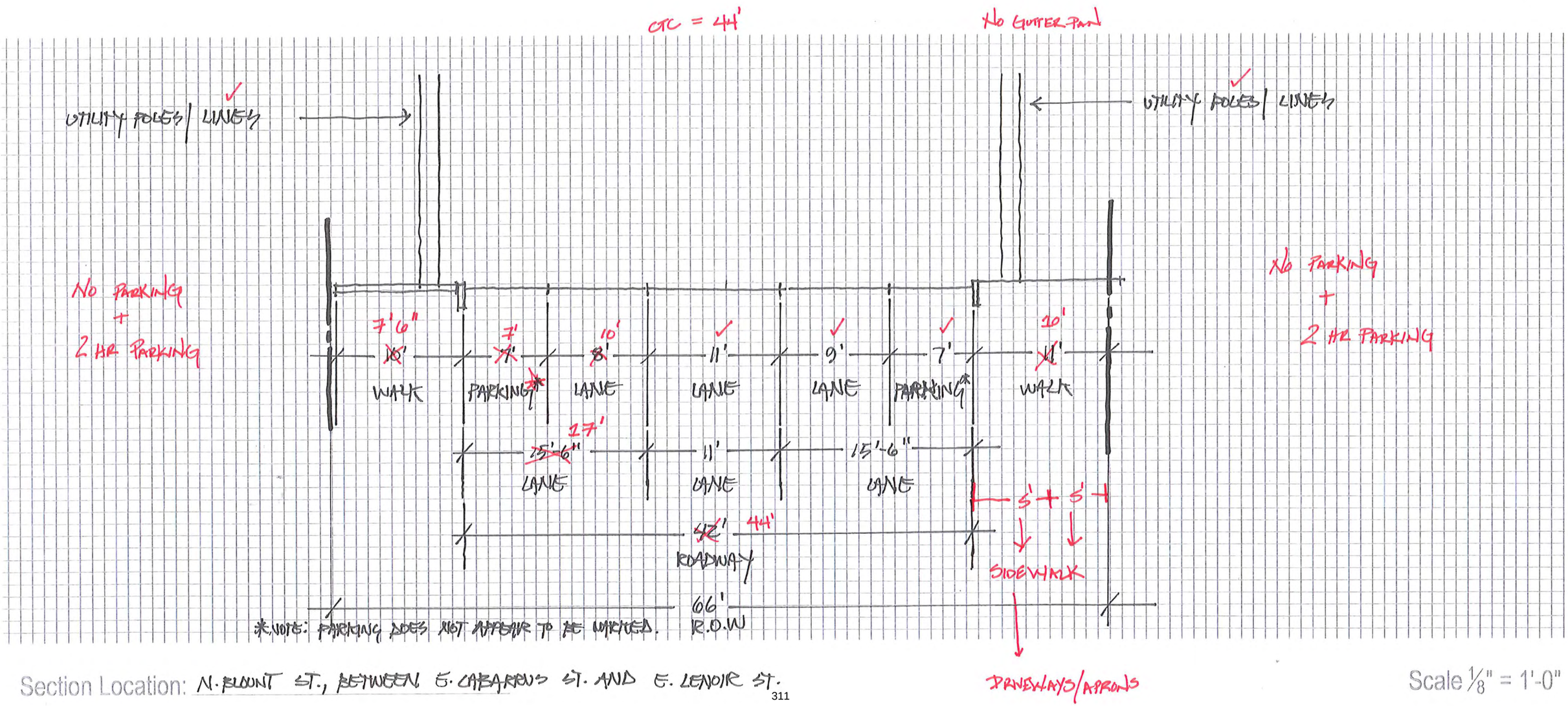


Section Location: N. BLOUNT ST., BETWEEN E. JONES STR. AND E. ELENTON ST.

Scale 1/8" = 1'-0"



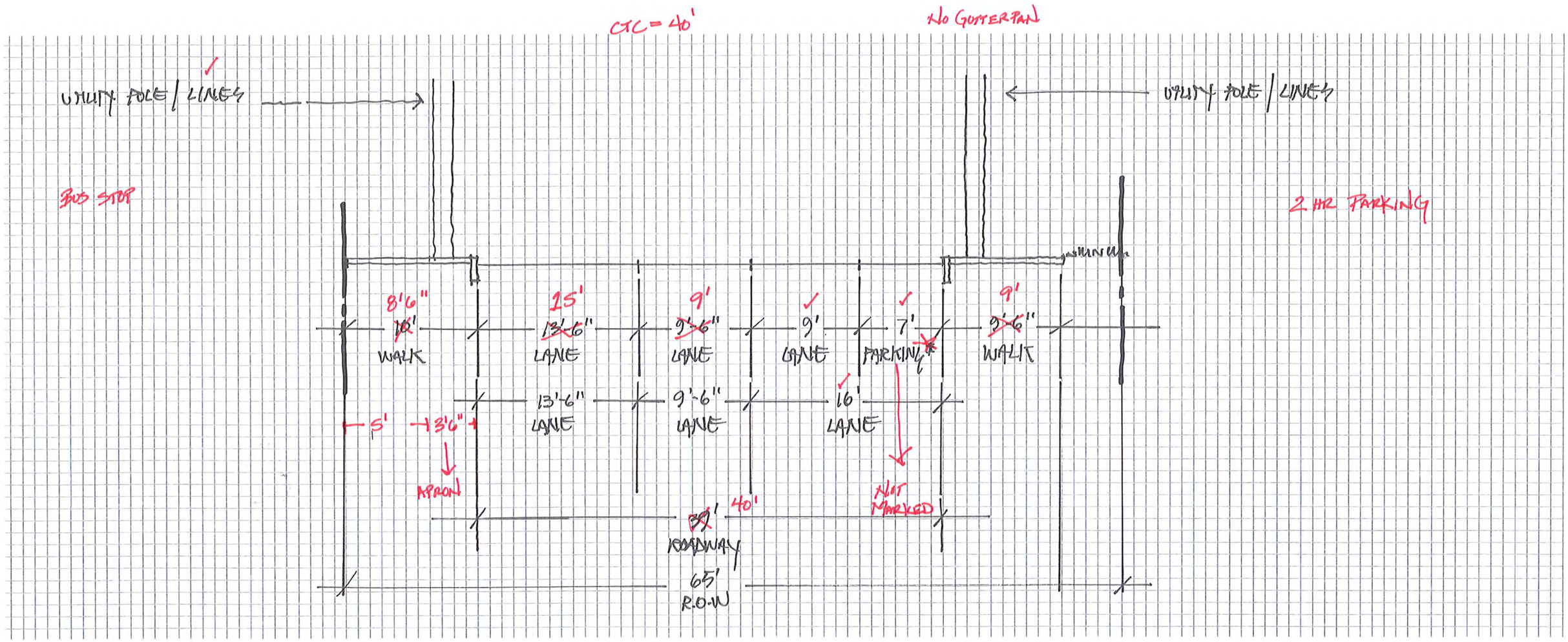
35 MPH



Section Location: N. BLOUNT ST., BETWEEN E. CABARRUS ST. AND E. LENOIR ST.

Scale 1/8" = 1'-0"

35 MPH



Section Location: N. BLOUNT ST., BETWEEN E. LENOIR ST. AND E. SOUTH ST.

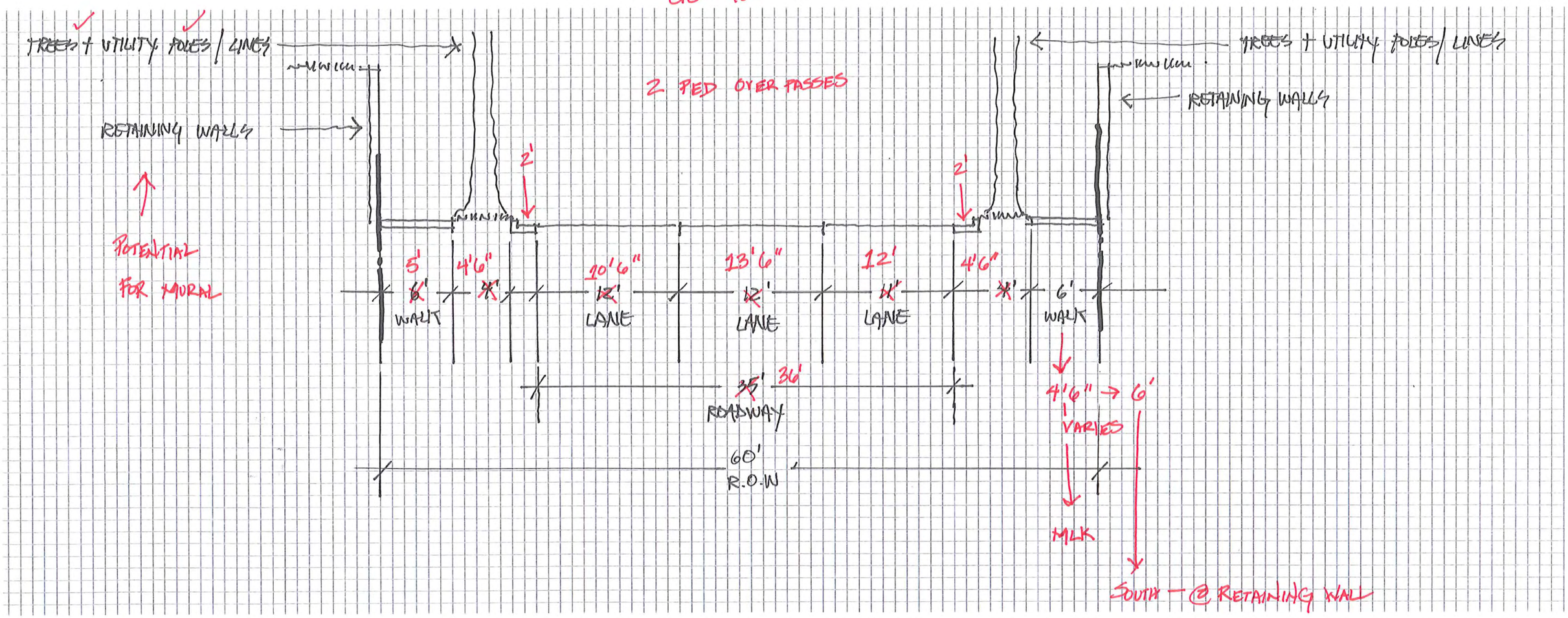
Scale 1/8" = 1'-0"

35 MPH

OLD SIGNS – REMOVE?

NO PK
7-9 AM
4-6 PM
MON-FRI

CTL = 40'

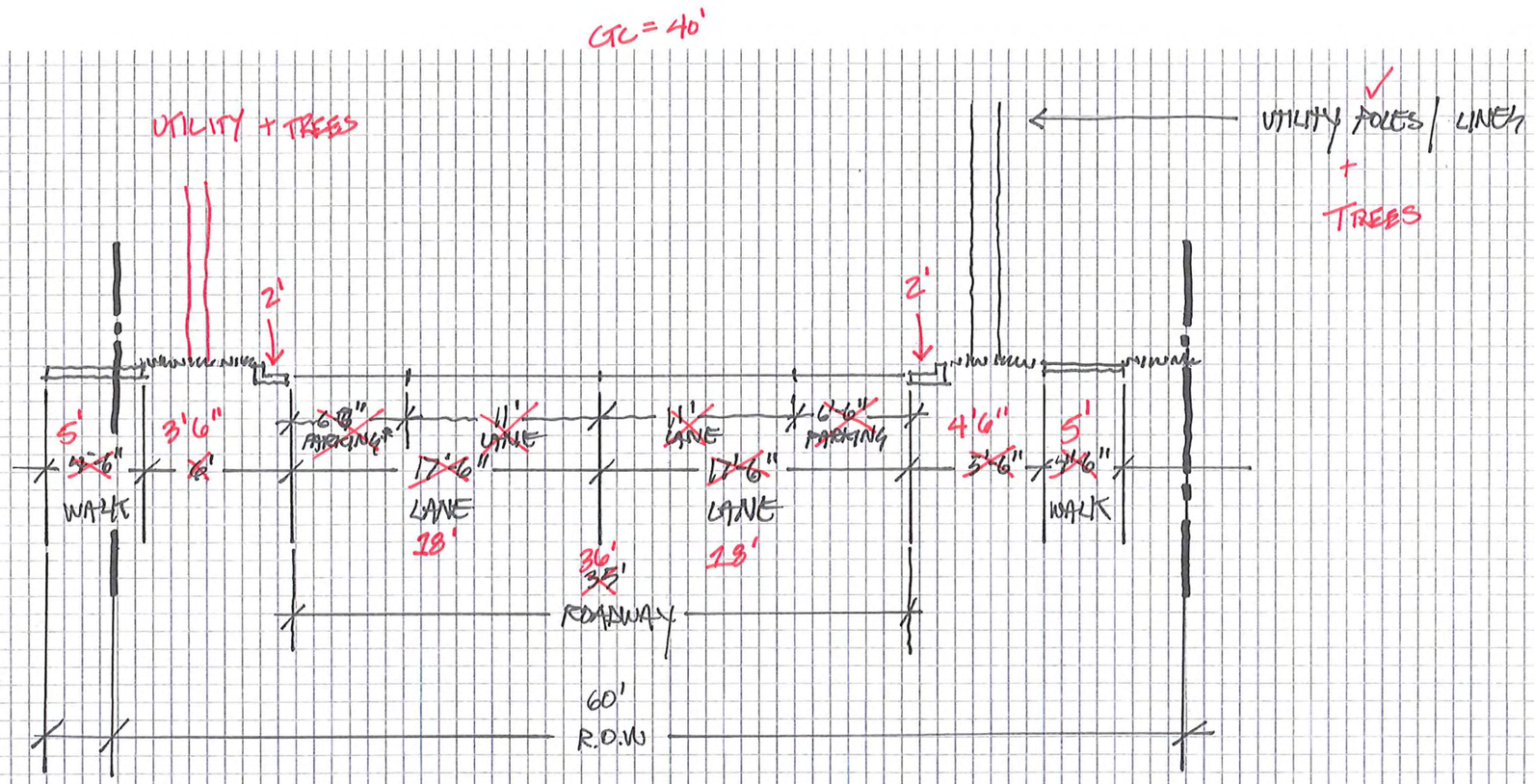


Section Location: N. BLOUNT ST., BETWEEN E. SOUTH ST. AND MARTIN LUTHER KING JR. BLVD.

Scale 1/8" = 1'-0"

UNMARKED PK BOTH SIDES

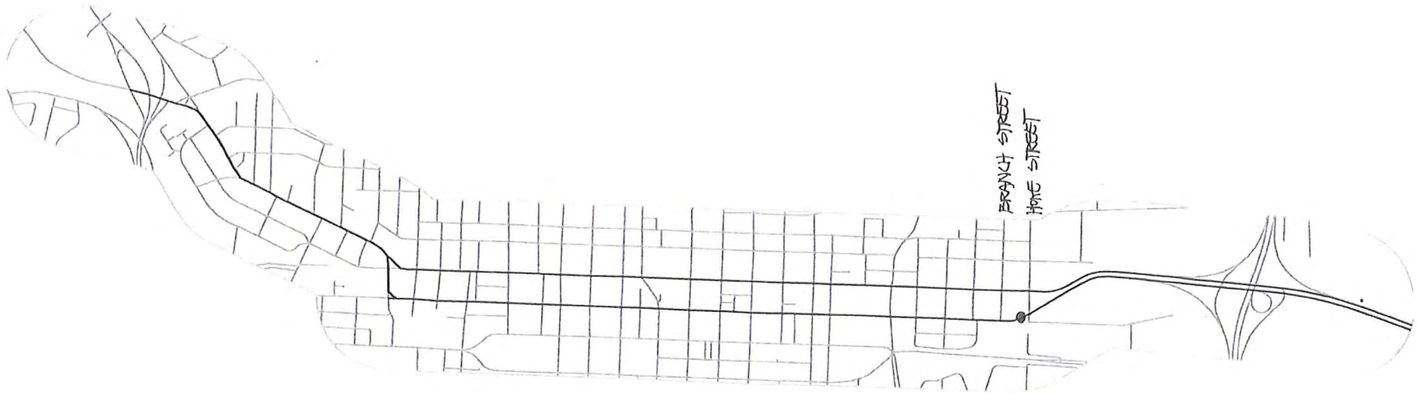
STRIPED FOR 2 LANES ONLY



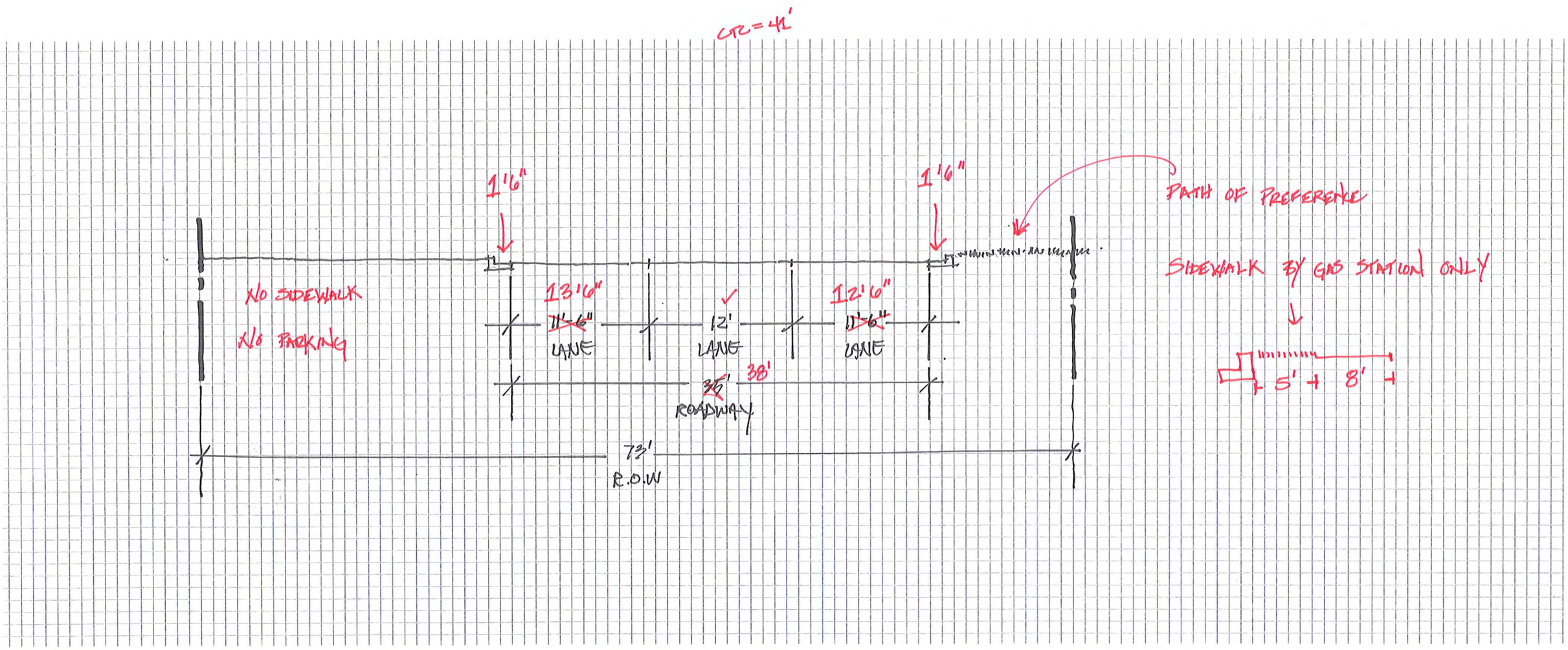
* NOTE: PARKING IS NOT MARKED.

Section Location: N. BLOUNT ST., BETWEEN BLEDSOE AVE. AND E. LEE ST.

Scale 1/8" = 1'-0"

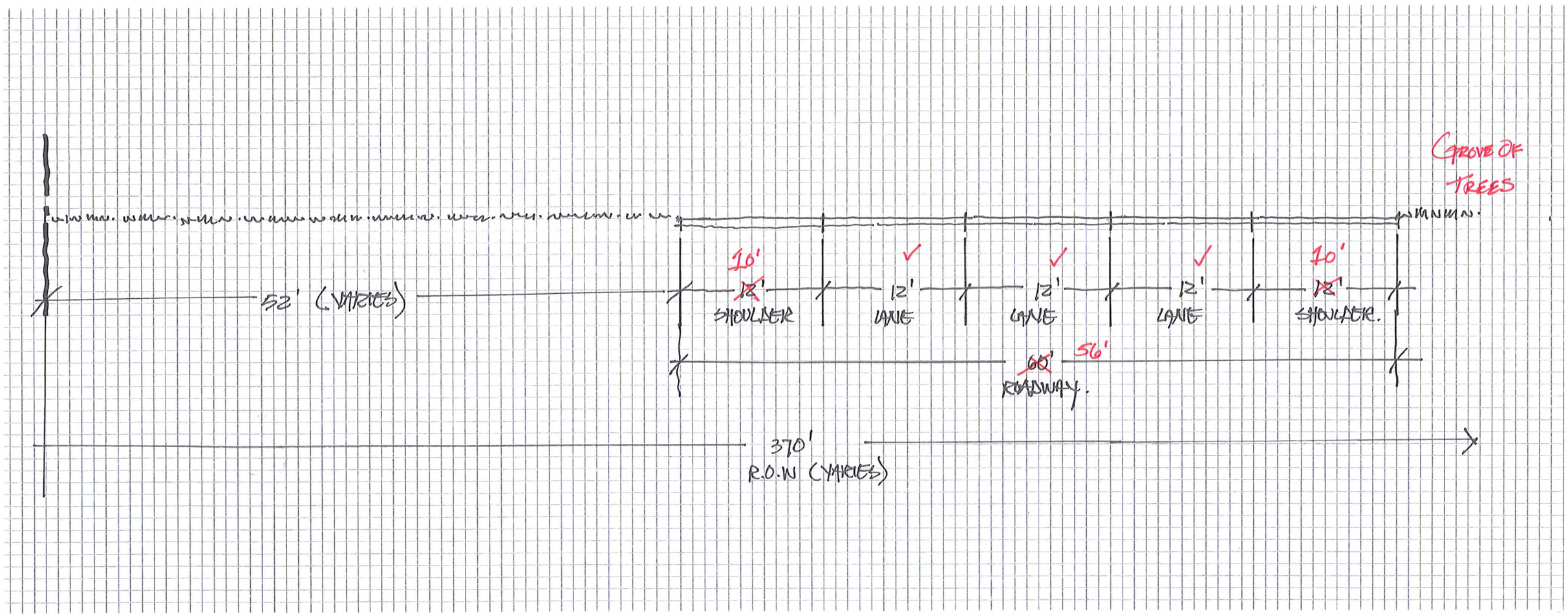


35 MPH



Section Location: N. BLOUNT ST., BETWEEN BRANCH ST. AND HOME ST.

Scale 1/8" = 1'-0"



Section Location: N. BLOUNT ST., SOUTH OF HOME ST.

Scale 1/8" = 1'-0"

APPENDIX D – NCDOT & City of Raleigh Crash Data

TEAAS Analysis from NCDOT

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report

Study Criteria Summary

County: WAKE **City:** All and Rural
Date: 08/01/2009 **to** 07/31/2012 **Study:** MW41000021487
Location: Crash analysis on SR 2026 (Hammond Road) from the I-40 EB on Ramp to Hoke Street.

Report Details

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	Injuries A	Injuries B	Injuries C	Condition R	Condition L	Condition W	Road Ch	Road Ci	Trfc Ctl Dv	Trfc Ctl Op
1	**103006575**	2.370	10/06/2010 12:09	REAR END, SLOW OR STOP	$ 50	0	0	0	0	1	1	1	5	0		
Unit 1 : 32	**Alchl/Drgs:** 7	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 6	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
2	**103220052**	2.426	08/02/2011 14:41	BACKING UP	$ 1000	0	0	0	0	1	1	1	1	0	0	
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 1	**Obj Strk:**											
Unit 2 : 4	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 10	**Obj Strk:**											
3	**102751064**	2.427	11/22/2009 18:27	LEFT TURN, SAME ROADWAY	$ 35000	0	0	1	2	1	4	4	1	0	3	1
Unit 1 : 11	**Alchl/Drgs:** 0	**Speed:** 45 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:** 8	**Obj Strk:**											
4	**102750895**	2.427	12/07/2009 08:51	REAR END, SLOW OR STOP	$ 16000	0	0	0	1	1	1	2	1	0	3	1
Unit 1 : 4	**Alchl/Drgs:** 0	**Speed:** 40 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:** 4	**Obj Strk:**											
5	**103174366**	2.427	05/23/2011 14:36	ANGLE	$ 7500	0	0	0	1	1	1	1	1	0	3	1
Unit 1 : 2	**Alchl/Drgs:** 0	**Speed:** 55 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:** 8	**Obj Strk:**											
6	**103383766**	2.427	02/20/2012 12:48	REAR END, SLOW OR STOP	$ 3500	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 4	**Alchl/Drgs:** 0	**Speed:** 40 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 11	**Obj Strk:**											
Unit 2 : 2	**Alchl/Drgs:** 0	**Speed:** 40 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 11	**Obj Strk:**											
7	**103450707**	2.427	05/15/2012 02:10	RAN OFF ROAD - RIGHT	$ 5000	0	0	0	0	2	4	3	1	0	3	1
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:** 42											
8	**103127267**	2.462	03/06/2011 10:11	ANIMAL	$ 3000	0	0	0	0	2	5	3	1	0		
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:** 17											

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
9	**103327951**	2.462	12/09/2011 18:32	SIDESWIPE, SAME DIRECTION	$ 2500	0	0	0	0	1	5	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	7	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
10	**103288818**	2.483	10/29/2011 22:16	REAR END, SLOW OR STOP	$ 16000	0	0	0	3	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 50 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
11	**103377913**	2.499	02/14/2012 07:51	REAR END, SLOW OR STOP	$ 1100	0	0	0	0	1	1	1	1	0	3	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:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
12	**102881933**	2.502	05/16/2010 18:16	REAR END, SLOW OR STOP	$ 400	0	0	0	0	2	1	3	1	1	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
13	**102882807**	2.502	05/22/2010 01:58	REAR END, SLOW OR STOP	$ 500	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
14	**103124750**	2.510	03/08/2011 07:52	REAR END, SLOW OR STOP	$ 3400	0	0	0	2	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
15	**102813271**	2.528	02/13/2010 02:13	RAN OFF ROAD - RIGHT	$ 1000	0	0	0	0	5	5	4	7	0		
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		42	
16	**103343521**	2.538	01/02/2012 09:15	RAN OFF ROAD - RIGHT	$ 2000	0	0	0	0	1	1	1	5	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		42	
17	**103034040**	2.547	11/18/2010 19:34	ANIMAL	$ 500	0	0	0	0	1	5	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		17	
18	**103483738**	2.581	06/25/2012 17:40	ANGLE	$ 1200	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
19	**102699385**	2.583	09/23/2009 06:26	LEFT TURN, SAME ROADWAY	$ 18000	0	0	0	1	2	3	3	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
20	**102745793**	2.583	11/10/2009 12:48	ANGLE	$ 7000	0	0	0	1	1	1	2	1	0	3	1
Unit	**1 :** 12	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
21	**102766898**	2.583	12/09/2009 18:15	LEFT TURN, DIFFERENT ROADWAYS	$ 2500	0	0	0	0	1	5	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
22	**102785069**	2.583	01/15/2010 17:37	ANGLE	$ 2500	0	0	0	1	1	2	1	1	0	3	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
23	**102828217**	2.583	03/18/2010 19:37	LEFT TURN, DIFFERENT ROADWAYS	$ 10000	0	0	0	1	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
24	**102923081**	2.583	06/29/2010 14:18	ANGLE	$ 8500	0	0	0	1	1	1	1	3	0	3	1
Unit	**1 :** 6	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
25	**102962703**	2.583	08/21/2010 21:47	ANGLE	$ 9000	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** NW	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
26	**103090806**	2.583	01/15/2011 19:50	ANGLE	$ 7000	0	0	0	0	1	5	1	1	0	3	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:** 10 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
27	**103288816**	2.583	10/29/2011 06:58	ANGLE	$ 3400	0	0	0	0	2	5	3	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
28	**103290897**	2.583	11/01/2011 07:08	LEFT TURN, DIFFERENT ROADWAYS	$ 6500	0	0	0	0	1	3	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 :** 2	**Alchl/Drgs:**	0	**Speed:** 50 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
29	**103319909**	2.583	12/02/2011 06:55	ANGLE	$ 5000	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
30	**103356988**	2.583	01/17/2012 11:38	BACKING UP	$ 2050	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 10	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				10			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
31	**102701284**	2.585	09/18/2009 13:59	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:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
32	**103394870**	2.900	03/05/2012 12:00	LEFT TURN, SAME ROADWAY	$ 1500	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
33	**102802488**	3.163	02/09/2010 07:15	REAR END, SLOW OR STOP	$ 1000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 14	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 14	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
34	**103094454**	3.220	01/25/2011 09:38	REAR END, SLOW OR STOP	$ 2750	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
35	**102962010**	3.316	08/16/2010 07:04	SIDESWIPE, SAME DIRECTION	$ 1000	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
36	**103323187**	3.316	12/07/2011 18:20	MOVABLE OBJECT	$ 2500	0	0	0	0	2	5	2	1	2	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		33	
37	**103084466**	3.350	01/11/2011 02:42	FIXED OBJECT	$ 4500	0	0	0	0	4	4	6	1	0	0	
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		42	

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
38	**103220373**	3.350	08/04/2011 11:38	SIDESWIPE, SAME DIRECTION	$ 800	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
39	**103432558**	3.543	04/20/2012 21:23	RAN OFF ROAD - LEFT	$ 4000	0	0	1	0	1	5	1	5	0	0	
Unit	**1 :** 20	**Alchl/Drgs:**	0	**Speed:** 55 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
40	**103428666**	3.562	04/11/2012 08:56	SIDESWIPE, SAME DIRECTION	$ 4000	0	0	0	0	1	1	1	5	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 32	**Alchl/Drgs:**	7	**Speed:** 350 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
41	**102906739**	3.594	06/01/2010 09:38	REAR END, SLOW OR STOP	$ 3000	0	0	1	0	1	1	3	1	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:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
42	**103216890**	3.596	08/01/2011 08:54	ANGLE	$ 2000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 10	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 3	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
43	**103452422**	3.596	05/16/2012 17:36	SIDESWIPE, SAME DIRECTION	$ 2500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 5	**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:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
44	**102859140**	3.600	04/18/2010 01:18	RAN OFF ROAD - RIGHT	$ 8100	0	0	1	0	1	4	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	1	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		33	
45	**102882083**	3.600	05/18/2010 18:23	ANGLE	$ 7000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** W	**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:**			
46	**102962691**	3.600	08/21/2010 17:42	ANGLE	$ 7000	0	0	1	1	1	1	1	6	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** N	**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:**			
47	**103060315**	3.600	12/23/2010 19:07	RIGHT TURN, DIFFERENT ROADWAYS	$ 3000	0	0	0	0	1	5	1	2	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				8			**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 F	Injuries A	Injuries B	Injuries C	Condition R	Condition L	Condition W	Road Ch	Road Ci	Trfc Ctl Dv	Trfc Ctl Op
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
48	**103096846**	3.600	01/28/2011 15:15	ANGLE	$ 3500	0	0	1	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**	14			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
Unit	**3 :** 24	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:**	**Veh Mnvr/Ped Actn:**						**Obj Strk:**	14			
49	**103139986**	3.600	04/08/2011 15:57	ANGLE	$ 10500	0	0	0	2	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** N	**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:**				
50	**103246365**	3.600	09/06/2011 08:29	SIDESWIPE, SAME DIRECTION	$ 10500	0	0	0	0	1	1	2	1	0	3	1
Unit	**1 :** 11	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				

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

Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	50	100.00
Fatal Crashes	0	0.00
Non-Fatal Injury Crashes	18	36.00
Total Injury Crashes	18	36.00
Property Damage Only Crashes	32	64.00
Night Crashes	17	34.00
Wet Crashes	6	12.00
Alcohol/Drugs Involvement Crashes	1	2.00

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	50	100.00
Fatal Crashes	0	0.00
Class A Crashes	0	0.00
Class B Crashes	6	12.00
Class C Crashes	12	24.00
Property Damage Only Crashes	32	64.00

Vehicle Exposure Statistics

Annual ADT = 17500

Total Length = 1.362 (Miles) **2.192 (Kilometers)**

Total Vehicle Exposure = 26.12 (MVMT) **42.04 (MVKMT)**

Crash Rate	Crashes Per 100 Million Vehicle Miles	Crashes Per 100 Million Vehicle Kilometers
Total Crash Rate	191.40	118.93
Fatal Crash Rate	0.00	0.00
Non Fatal Crash Rate	68.90	42.82
Night Crash Rate	65.08	40.44
Wet Crash Rate	22.97	14.27
EPDO Rate	701.29	435.76

Miscellaneous Statistics

Severity Index =	3.66
EPDO Crash Index =	183.20
Estimated Property Damage Total = $	266250.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
ANGLE	14	28.00
ANIMAL	2	4.00
BACKING UP	2	4.00
FIXED OBJECT	1	2.00
LEFT TURN, DIFFERENT ROADWAYS	3	6.00
LEFT TURN, SAME ROADWAY	3	6.00
MOVABLE OBJECT	1	2.00
RAN OFF ROAD - LEFT	1	2.00
RAN OFF ROAD - RIGHT	4	8.00
REAR END, SLOW OR STOP	12	24.00
RIGHT TURN, DIFFERENT ROADWAYS	1	2.00
SIDESWIPE, SAME DIRECTION	6	12.00

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	0	0.00
Class A Injuries	0	0.00
Class B Injuries	6	24.00
Class C Injuries	19	76.00
Total Non-Fatal Injuries	25	100.00
Total Injuries	25	100.00

Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	7	14.00
Feb	4	8.00
Mar	4	8.00
Apr	4	8.00
May	6	12.00
Jun	3	6.00
Jul	0	0.00
Aug	6	12.00
Sep	3	6.00
Oct	3	6.00
Nov	4	8.00
Dec	6	12.00

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	8	16.00
Tue	14	28.00
Wed	6	12.00
Thu	4	8.00
Fri	7	14.00
Sat	7	14.00
Sun	4	8.00

Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	0	0.00
0100-0159	2	4.00
0200-0259	3	6.00
0300-0359	0	0.00
0400-0459	0	0.00
0500-0559	0	0.00
0600-0659	3	6.00
0700-0759	5	10.00
0800-0859	4	8.00
0900-0959	3	6.00
1000-1059	1	2.00
1100-1159	2	4.00
1200-1259	4	8.00
1300-1359	1	2.00
1400-1459	3	6.00
1500-1559	2	4.00
1600-1659	0	0.00
1700-1759	4	8.00
1800-1859	6	12.00
1900-1959	4	8.00
2000-2059	0	0.00
2100-2159	2	4.00
2200-2259	1	2.00
2300-2359	0	0.00

Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	29	1	0	30
Dark	11	4	2	17
Other	2	1	0	3
Total	42	6	2	50

Object Struck Summary

Object Type	Times Struck	Percent of Total
ANIMAL	2	20.00
GUARDRAIL FACE ON SHOULDER	4	40.00
PEDESTRIAN	2	20.00
TREE	2	20.00

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
COMMERCIAL BUS	1	1.09
LIGHT TRUCK (MINI-VAN, PANEL)	1	1.09
MOTORCYCLE	1	1.09
PASSENGER CAR	50	54.35
PEDESTRIAN	1	1.09
PICKUP	10	10.87
SINGLE UNIT TRUCK (2-AXLE, 6-TIRE)	2	2.17
SINGLE UNIT TRUCK (3 OR MORE AXLES)	2	2.17
SPORT UTILITY	12	13.04
TRACTOR/SEMI-TRAILER	2	2.17
TRUCK/TRAILER	1	1.09
UNKNOWN	5	5.43
VAN	4	4.35

Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2009	6	0	4	2
2010	16	0	6	10
2011	18	0	6	12
2012	10	0	2	8
Total	50	0	18	32

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2009	0	6
2010	0	7
2011	0	10
2012	0	2
Total	0	25

Miscellaneous Totals

Year	Property Damage	EPDO Index
2009	$ 84500	35.60
2010	$ 62550	60.40
2011	$ 92350	62.40
2012	$ 26850	24.80
Total	$ 266250	183.20

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2009	3	0	2	0	1	0	0
2010	1	1	5	2	5	1	1
2011	1	0	3	1	7	3	3
2012	1	0	2	3	1	2	1
Total	6	1	12	6	14	6	5

Strip Diagram

Features	Milepost	Crash IDs
I-40 EB ON RAMP/SR 2026 NB OFF RAMP	2.24	
	2.25	
	2.26	
	2.27	
	2.28	
	2.29	
	2.30	
	2.31	
	2.32	
	2.33	
	2.34	
	2.35	
	2.36	
	2.37	103006575
	2.38	
	2.39	
	2.40	
	2.41	
	2.42	
I-40 EB OFF RAMP/SR 2026 SB ON RAMP	2.43	103220052 | 102751064 | 102750895 | 103174366 | 103383766 | 103450707
	2.44	
	2.45	
	2.46	103127267 | 103327951
	2.47	
	2.48	103288818
	2.49	
I 40 | I 440 | US 64 | THOMAS BRADSHAW	2.50	103377913 | 102881933 | 102882807
	2.51	103124750
	2.52	
	2.53	102813271
	2.54	103343521
	2.55	103034040
	2.56	
	2.57	
I-40 WB OFF/ON RAMP	2.58	103483738 | 102699385 | 102745793 | 102766898 | 102785069 | 102828217 | 102923081 | 102962703 | 103090806 | 103288816 | 103290897 | 103319909 | 103356988
	2.59	102701284
	2.60	
	2.61	
	2.62	

Features	Milepost	Crash IDs
	2.63	
	2.64	
	2.65	
	2.66	
	2.67	
	2.68	
	2.69	
	2.70	
	2.71	
	2.72	
	2.73	
	2.74	
	2.75	
	2.76	
	2.77	
	2.78	
	2.79	
	2.80	
	2.81	
	2.82	
	2.83	
	2.84	
	2.85	
	2.86	
	2.87	
	2.88	
	2.89	
Structure:910578 | Structure:910579	2.90	103394870
	2.91	
	2.92	
	2.93	
	2.94	
	2.95	
	2.96	
	2.97	
	2.98	
	2.99	
	3.00	
	3.01	
	3.02	
	3.03	
	3.04	
	3.05	
	3.06	
	3.07	
	3.08	
	3.09	

Features	Milepost	Crash IDs
	3.10	
	3.11	
	3.12	
	3.13	
	3.14	
	3.15	
	3.16	102802488
	3.17	
	3.18	
	3.19	
	3.20	
	3.21	
	3.22	103094454
	3.23	
	3.24	
	3.25	
	3.26	
	3.27	
	3.28	
	3.29	
	3.30	
	3.31	
	3.32	102962010 | 103323187
	3.33	
	3.34	
	3.35	103084466 | 103220373
	3.36	
	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	103432558
	3.55	

Features	Milepost	Crash IDs
	3.56	103428666
	3.57	
	3.58	
	3.59	102906739
HOKE	3.60	103216890 | 103452422 | 102859140 | 102882083 | 102962691 | 103060315 | 103096846 | 103139986 | 103246365

Study Criteria

Study Name	Log No.	PH No.	TIP No.	K/A Cf.	B/C Cf.	ADT	ADT Route
MW41000021487	41000021487			76.8	8.4	17500	40002026

Request Date	Courier Service	Phone No.	Ext.	Fax No.
09/14/2012		919 256 6313		919 946 2918

County			Municipality					
Name	Code	Div.	Name	Code	Y-Line Ft.	Begin Date	End Date	Years
WAKE	91	5	All and Rural		0	08/01/2009	07/31/2012	3.00

Location Text

Crash analysis on SR 2026 (Hammond Road) from the I-40 EB on Ramp to Hoke Street.

Requestor

Sreekanth Nandagiri
AECOM
701 Corporate Center Dr
Raleigh, NC

Included Accidents	Old MP	New MP	Type
103483738		2.581	I
103450707	2.5	2.427	R
103383766	2.462	2.427	R
103356988	2.5	2.583	R
103327951		2.462	I
103319909		2.583	I
103290897	2.5	2.583	R
103288816		2.583	I
103220052		2.426	I
103216890		3.596	I
103174366	2.5	2.427	R
103096846		3.6	I
103090806	2.5	2.583	R
102962703	2.481	2.583	R
102923081	2.557	2.583	R
102882083		3.6	I
102859140		3.6	I
102828217	2.5	2.583	R
102785069	2.5	2.583	R
102766898	2.5	2.583	R
102751064	2.5	2.427	R
102750895	2.5	2.427	R
102745793	2.5	2.583	R
102701284	2.503	2.585	R
102699385	2.5	2.583	R

Excluded Accidents
103017661
102911966
102904938
103472911
103458308
103432604
103382968
103357912
103216887
103116220
103017662
102961937

Fiche Roads

Name	Code
SR 2026	40002026
HAMMOND	50012982
PERSON	50023902
WAKE FOREST	50031909

Strip Road

Name	Code	Begin MP	End MP	Miles	Kilometers
SR 2026	40002026	2.238	3.600	1.362	2.192

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report

Study Criteria Summary

County: WAKE **City:** All and Rural
Date: 08/01/2009 **to** 07/31/2012 **Study:** MW41000021497
Location: Crash analysis on SR 2026 (Person Street) from Hoke Street to SR 2900 (Mordecai Drive/Wake Forest Rd.

Report Details

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	Injuries A	Injuries B	Injuries C	Condition R	Condition L	Condition W	Road Ch	Road Ci	Trfc Ctl Dv	Trfc Ctl Op
1	**102882083**	3.600	05/18/2010 18:23	ANGLE	$ 7000	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** W	**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:**											
2	**103096846**	3.600	01/28/2011 15:15	ANGLE	$ 3500	0	0	1	0	1	1	1	1	0	3	1
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:** 14											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 3 : 24	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:**	**Veh Mnvr/Ped Actn:**	**Obj Strk:** 14											
3	**103139986**	3.600	04/08/2011 15:57	ANGLE	$ 10500	0	0	0	2	1	1	1	1	0	3	1
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 40 MPH	**Dir:** N	**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:**											
4	**103246365**	3.600	09/06/2011 08:29	SIDESWIPE, SAME DIRECTION	$ 10500	0	0	0	0	1	1	2	1	0	3	1
Unit 1 : 11	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 8	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
5	**102798818**	3.603	01/20/2010 14:36	ANGLE	$ 1500	0	0	0	0	1	1	1	1	0	0	
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 5	**Obj Strk:**											
Unit 2 : 4	**Alchl/Drgs:** 0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
6	**103125192**	3.605	03/03/2011 13:39	BACKING UP	$ 1000	0	0	0	0	1	1	1	1	0		
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 2	**Obj Strk:**											
Unit 2 : 32	**Alchl/Drgs:** 7	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 10	**Obj Strk:**											
7	**103220526**	3.614	08/05/2011 09:53	ANGLE	$ 1100	0	0	0	0	1	1	2	1	0	0	
Unit 1 : 4	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 2 : 3	**Alchl/Drgs:** 7	**Speed:** 35 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
8	**102903139**	3.681	05/27/2010 11:18	OTHER COLLISION WITH VEHICLE	$ 900	0	0	0	0	1	1	1	3	0		
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
9	**103240318**	3.690	08/31/2011 08:11	ANGLE	$ 8000	0	0	1	0	1	1	1	1	0	1	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:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
10	**103383768**	3.690	02/17/2012 06:30	ANGLE	$ 9000	0	0	0	3	1	2	1	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
11	**103155896**	3.693	04/29/2011 05:56	ANGLE	$ 12000	0	0	1	1	1	4	1	1	0	1	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:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
12	**103097916**	3.709	01/19/2011 09:11	REAR END, SLOW OR STOP	$ 2050	0	0	0	0	2	1	2	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 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:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
13	**103443615**	3.780	05/04/2012 12:27	ANGLE	$ 13500	0	0	0	0	1	1	1	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:** 10 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
14	**103074094**	3.799	12/24/2010 23:28	FIXED OBJECT	$ 37200	0	0	1	0	1	4	1	1	0	0	
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 70 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		33	
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
15	**103204376**	3.872	07/14/2011 10:15	SIDESWIPE, SAME DIRECTION	$ 500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 3	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				3			**Obj Strk:**			
16	**103495046**	3.876	07/04/2012 05:16	REAR END, SLOW OR STOP	$ 6000	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	7	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
17	**103466170**	3.877	05/31/2012 23:45	PARKED MOTOR VEHICLE	$ 4000	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
Unit	**2 :** 2	**Alchl/Drgs:**	1	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		20	
18	**102814892**	3.880	02/20/2010 10:14	ANGLE	$ 4000	0	0	0	1	1	1	1	1	0	1	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:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
19	**102883630**	3.880	04/17/2010 17:36	ANGLE	$ 2500	0	0	0	5	1	1	1	1	0	0	
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
20	**103027313**	3.880	10/17/2010 10:03	REAR END, SLOW OR STOP	$ 1000	0	0	0	1	1	1	1	1	0	1	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:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**3 :** 5	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
21	**103355189**	3.880	01/13/2012 14:48	ANGLE	$ 11000	0	0	0	2	1	1	1	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
22	**102744844**	3.899	11/22/2009 19:43	ANGLE	$ 8000	0	0	0	0	1	5	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
23	**103411101**	3.918	03/25/2012 14:29	PARKED MOTOR VEHICLE	$ 9000	0	0	0	0	1	1	2	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		20	
Unit	**2 :** 2	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
24	**103449449**	3.980	05/11/2012 14:51	LEFT TURN, SAME ROADWAY	$ 1500	0	0	0	3	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
25	**102902572**	3.986	06/13/2010 12:30	PARKED MOTOR VEHICLE	$ 500	0	0	0	0	1	1	2	1	0	0	
Unit	**1 :** 32	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				3			**Obj Strk:**		20	

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
26	**102785896**	4.001	01/05/2010 12:21	SIDESWIPE, SAME DIRECTION	$ 600	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
27	**102677206**	4.010	08/17/2009 21:05	ANGLE	$ 2500	0	0	0	0	1	6	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 8 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
28	**102676755**	4.010	08/23/2009 01:37	ANGLE	$ 6000	0	0	0	0	2	4	3	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	1	**Speed:** 35 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
29	**102699356**	4.010	09/22/2009 18:29	ANGLE	$ 7000	0	0	0	0	2	2	3	1	0	3	1
Unit	**1 :** 4	**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:**			
30	**102744819**	4.010	11/21/2009 22:07	LEFT TURN, SAME ROADWAY	$ 2000	0	0	0	2	1	4	1	1	0	3	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:** 25 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
31	**102827768**	4.010	03/08/2010 13:40	ANGLE	$ 1300	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 20	**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:** E	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
32	**102920950**	4.010	07/11/2010 23:34	SIDESWIPE, OPPOSITE DIRECTION	$ 6500	0	0	0	2	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	1	**Speed:** 25 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
33	**102962459**	4.010	08/20/2010 12:54	ANGLE	$ 11000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 10	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
34	**102982415**	4.010	09/10/2010 16:42	ANGLE	$ 16000	0	0	0	3	1	1	1	1	0	3	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:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
35	**103004705**	4.010	10/14/2010 13:35	ANGLE	$ 2500	0	0	0	0	1	1	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:**		4		**Obj Strk:**			
36	**103036488**	4.010	11/18/2010 09:18	ANGLE	$ 4000	0	0	0	3	1	1	1	1	0	3	1
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:**	35 MPH	**Dir:**	W		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
37	**103248298**	4.010	09/09/2011 07:22	ANGLE	$ 6500	0	0	0	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:**	0	**Speed:**	0 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		8		**Obj Strk:**			
38	**103313145**	4.010	11/23/2011 11:40	SIDESWIPE, SAME DIRECTION	$ 3000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	10 MPH	**Dir:**	N		**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:**			
39	**103379828**	4.010	02/15/2012 07:40	ANGLE	$ 6000	0	0	0	0	1	1	1	2	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	10 MPH	**Dir:**	NE		**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:**			
40	**103427470**	4.010	04/16/2012 12:49	ANGLE	$ 23000	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 3	**Alchl/Drgs:**	0	**Speed:**	30 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:**			
41	**103440007**	4.010	05/01/2012 18:00	ANGLE	$ 7000	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 :** 1	**Alchl/Drgs:**	0	**Speed:**	20 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		12		**Obj Strk:**			
42	**103025712**	4.016	10/24/2010 18:30	BACKING UP	$ 1600	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:**	10 MPH	**Dir:**	W		**Veh Mnvr/Ped Actn:**		10		**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:**	0 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		3		**Obj Strk:**			
43	**103379917**	4.021	02/16/2012 10:25	BACKING UP	$ 0	0	0	0	0	1	1	1	3	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	5 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		10		**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		1		**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
44	**102733235**	4.050	10/18/2009 16:57	ANGLE	$ 1500	0	0	0	2	1	1	2	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
45	**103424172**	4.052	04/05/2012 12:20	ANGLE	$ 12000	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:**				12			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
46	**103497966**	4.053	07/09/2012 15:24	PARKED MOTOR VEHICLE	$ 200	0	0	0	0	1	4	2	3	0	0	
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		20	
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
47	**103125564**	4.056	03/08/2011 20:07	PARKED MOTOR VEHICLE	$ 4000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		20	
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				3			**Obj Strk:**		20	
48	**102813367**	4.059	02/15/2010 13:07	LEFT TURN, SAME ROADWAY	$ 2000	0	0	0	0	1	1	2	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 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:**			
49	**103447707**	4.067	05/09/2012 23:00	SIDESWIPE, SAME DIRECTION	$ 3500	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	7	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
50	**103125766**	4.088	03/12/2011 07:34	SIDESWIPE, SAME DIRECTION	$ 2000	0	0	0	0	1	4	1	3	0	0	
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 15 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
51	**103192246**	4.088	07/05/2011 08:01	REAR END, SLOW OR STOP	$ 1000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**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:**			
52	**102745405**	4.101	11/18/2009 21:01	REAR END, SLOW OR STOP	$ 1000	0	0	0	0	2	4	3	1	0	0	
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				14			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
53	**102733297**	4.104	10/22/2009 15:40	BACKING UP	$ 1900	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				10			**Obj Strk:**		55	
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
54	**103147006**	4.108	04/12/2011 19:08	BACKING UP	$ 800	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
Unit	**2 :** 32	**Alchl/Drgs:**	7	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				10			**Obj Strk:**			
55	**102785345**	4.110	01/09/2010 15:21	ANGLE	$ 8000	0	0	0	1	1	1	1	3	0	3	1
Unit	**1 :** 4	**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:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
56	**102784786**	4.110	01/13/2010 20:19	ANGLE	$ 4300	0	0	0	2	1	4	1	1	0	3	1
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:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
57	**103259811**	4.110	09/24/2011 20:54	ANGLE	$ 3000	0	0	1	0	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 20	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
58	**103263499**	4.110	09/29/2011 18:24	ANGLE	$ 19500	0	0	0	2	1	1	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		61	
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
59	**103308154**	4.110	11/18/2011 17:43	SIDESWIPE, SAME DIRECTION	$ 1500	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
60	**103204271**	4.116	07/05/2011 08:12	REAR END, SLOW OR STOP	$ 550	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**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:**			
61	**102784975**	4.160	01/18/2010 17:06	ANGLE	$ 4500	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**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:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
62	**102904734**	4.160	05/21/2010 10:03	FIXED OBJECT	$ 1500	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 25	**Alchl/Drgs:**	7	**Speed:** 10 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				3			**Obj Strk:**		34	
63	**103168312**	4.160	05/16/2011 14:00	ANGLE	$ 1900	0	0	0	0	1	1	1	2	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
64	**103194371**	4.160	06/23/2011 18:06	ANGLE	$ 9000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 6	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
65	**103302789**	4.160	11/11/2011 17:40	SIDESWIPE, SAME DIRECTION	$ 4500	0	0	0	0	1	4	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:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
66	**102676711**	4.200	08/25/2009 15:56	ANGLE	$ 5000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 3	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**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:**			
67	**103244839**	4.200	09/07/2011 09:43	REAR END, SLOW OR STOP	$ 7000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
68	**103376109**	4.204	02/12/2012 13:25	SIDESWIPE, SAME DIRECTION	$ 1500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	7	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
69	**103363280**	4.238	01/26/2012 11:07	SIDESWIPE, SAME DIRECTION	$ 400	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 3	**Alchl/Drgs:**	0	**Speed:** 35 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:**				8			**Obj Strk:**			
70	**103432598**	4.253	04/20/2012 23:48	SIDESWIPE, OPPOSITE DIRECTION	$ 500	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
71	**102677216**	4.260	08/25/2009 15:37	ANGLE	$ 64500	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				3			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
72	**102740172**	4.260	11/02/2009 18:00	SIDESWIPE, SAME DIRECTION	$ 1500	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
73	**102828227**	4.260	03/17/2010 11:00	SIDESWIPE, SAME DIRECTION	$ 1000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 32	**Alchl/Drgs:**	7	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
74	**102922145**	4.260	06/25/2010 15:55	ANGLE	$ 8000	0	0	0	0	1	1	1	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:** 20 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
75	**102927575**	4.260	07/12/2010 14:30	ANGLE	$ 4000	0	0	0	1	1	1	2	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**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:**			
76	**103021988**	4.260	10/22/2010 09:43	REAR END, SLOW OR STOP	$ 1000	0	0	0	1	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 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
77	**103186977**	4.260	06/25/2011 11:17	ANGLE	$ 8000	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:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
78	**103226340**	4.260	08/11/2011 07:17	ANGLE	$ 9000	0	0	1	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 :** 2	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
79	**103334833**	4.260	12/20/2011 13:20	SIDESWIPE, SAME DIRECTION	$ 3000	0	0	0	0	1	1	2	1	0	3	1
Unit	**1 :** 17	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 10	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
80	**103504180**	4.260	07/22/2012 10:11	ANGLE	$ 3000	0	0	0	0	1	1	2	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 3	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
81	**102882487**	4.310	04/29/2010 19:19	LEFT TURN, SAME ROADWAY	$ 1200	0	0	0	0	1	1	1	4	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
82	**102920746**	4.310	07/02/2010 14:49	FIXED OBJECT	$ 3200	0	0	0	1	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:**		34	
83	**103116954**	4.310	02/15/2011 20:25	LEFT TURN, SAME ROADWAY	$ 3000	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 35 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:**			
84	**103146654**	4.310	04/20/2011 22:05	ANGLE	$ 6000	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
85	**103329357**	4.310	12/05/2011 14:05	LEFT TURN, SAME ROADWAY	$ 7000	0	0	0	0	1	1	1	1	0	0	
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:**			
86	**103348784**	4.310	01/06/2012 09:59	LEFT TURN, SAME ROADWAY	$ 1000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 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:**			
87	**103421477**	4.310	04/04/2012 12:07	ANGLE	$ 5000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 6	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
88	**103420816**	4.310	04/06/2012 10:38	ANGLE	$ 10300	0	0	0	0	1	1	1	1	0	3	1
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:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
89	**102731926**	4.312	10/26/2009 10:24	SIDESWIPE, SAME DIRECTION	$ 900	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
90	**102750904**	4.312	12/07/2009 13:47	REAR END, SLOW OR STOP	$ 1500	0	0	0	0	1	1	1	1	0	3	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:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
91	**102827647**	4.317	03/11/2010 08:59	REAR END, SLOW OR STOP	$ 1500	0	0	0	0	1	1	2	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**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:**			
92	**103504179**	4.338	07/23/2012 17:52	LEFT TURN, SAME ROADWAY	$ 4000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 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:**			
93	**103155639**	4.343	05/02/2011 18:29	SIDESWIPE, SAME DIRECTION	$ 2000	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
94	**102699434**	4.355	09/17/2009 07:39	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	2	1	3	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
95	**102859174**	4.355	04/20/2010 07:44	REAR END, SLOW OR STOP	$ 1500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**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:**			
96	**103429463**	4.361	04/18/2012 14:57	SIDESWIPE, SAME DIRECTION	$ 400	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
97	**102844869**	4.362	03/25/2010 13:02	SIDESWIPE, SAME DIRECTION	$ 500	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
98	**102961781**	4.367	08/24/2010 14:25	BACKING UP	$ 600	0	0	0	0	2	1	3	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:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				10			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
99	**103400072**	4.369	03/12/2012 16:25	REAR END, SLOW OR STOP	$ 200	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 30 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:**			
100	**103058439**	4.370	12/11/2010 15:21	ANGLE	$ 1800	0	0	0	0	2	1	3	1	1	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 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:**			
101	**103168014**	4.370	05/11/2011 16:17	LEFT TURN, SAME ROADWAY	$ 4500	0	0	0	0	1	1	1	1	0	3	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
102	**103182812**	4.370	06/01/2011 16:11	LEFT TURN, SAME ROADWAY	$ 4000	0	0	0	0	1	1	1	1	0	3	
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 24 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
103	**103405392**	4.370	03/17/2012 12:17	FIXED OBJECT	$ 1000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 6	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**		35	
104	**103046877**	4.372	12/02/2010 16:20	SIDESWIPE, SAME DIRECTION	$ 3200	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
105	**102881633**	4.389	05/01/2010 16:03	SIDESWIPE, SAME DIRECTION	$ 500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 32	**Alchl/Drgs:**	7	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
106	**103084310**	4.398	01/05/2011 19:36	SIDESWIPE, SAME DIRECTION	$ 3200	0	0	0	0	1	4	1		0		
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:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
107	**102735772**	4.421	11/07/2009 10:46	ANGLE	$ 700	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
108	**102995419**	4.421	09/23/2010 10:41	REAR END, SLOW OR STOP	$ 2500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
109	**103366751**	4.421	01/31/2012 09:31	REAR END, SLOW OR STOP	$ 300	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 15 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
110	**103057670**	4.427	12/10/2010 00:27	SIDESWIPE, SAME DIRECTION	$ 6000	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 30 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
111	**102699532**	4.430	09/15/2009 10:03	ANGLE	$ 4500	0	0	0	0	1	1	1	1	0	3	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:** 25 MPH **Dir:** E		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
112	**102720472**	4.430	10/07/2009 18:57	ANGLE	$ 7000	0	0	0	0	1	1	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:** 20 MPH **Dir:** E		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
113	**102740159**	4.430	11/02/2009 12:09	SIDESWIPE, SAME DIRECTION	$ 1010	0	0	0	0	1	1	2	3	0	3	1
Unit	**1 :** 10	**Alchl/Drgs:**	0	**Speed:** 20 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:**				4			**Obj Strk:**			
114	**102766675**	4.430	12/15/2009 11:07	ANGLE	$ 3000	0	0	0	0	1	1	2	3	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:** 15 MPH **Dir:** E		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
115	**102766658**	4.430	12/15/2009 19:30	ANGLE	$ 7000	0	0	0	0	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 :** 5	**Alchl/Drgs:**	0	**Speed:** 35 MPH **Dir:** E		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
116	**102860013**	4.430	04/15/2010 16:55	ANGLE	$ 5000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 30 MPH **Dir:** N		**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:**			
117	**102881721**	4.430	05/04/2010 09:48	ANGLE	$ 4000	0	0	0	0	1	1	2	1	0	3	1
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 45 MPH **Dir:** N		**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:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
118	**102882078**	4.430	05/18/2010 15:30	SIDESWIPE, SAME DIRECTION	$ 2300	0	0	0	0	1	1	1	5	0	3	1
Unit	**1 :** 1	**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:** E	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
119	**102921260**	4.430	06/28/2010 13:48	ANGLE	$ 10000	0	0	1	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**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:**			
120	**103072380**	4.430	12/28/2010 21:24	ANGLE	$ 2500	0	0	0	0	1	4	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:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
121	**103101481**	4.430	02/01/2011 20:49	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 35 MPH	**Dir:** N	**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:**			
122	**103116269**	4.430	02/21/2011 08:38	ANGLE	$ 6000	0	0	0	0	1	1	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 :** 4	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
123	**103156000**	4.430	05/04/2011 09:49	SIDESWIPE, SAME DIRECTION	$ 250	0	0	0	0	3	1	3	1	3	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:** 5 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
124	**103290840**	4.430	11/01/2011 14:23	ANGLE	$ 4000	0	0	0	0	1	1	1	5	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:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
125	**103301890**	4.430	11/10/2011 20:38	ANGLE	$ 12000	0	0	0	2	1	4	1	1	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**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:**			
126	**103332583**	4.430	12/17/2011 21:06	ANGLE	$ 6000	0	0	0	2	1	4	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
127	**103359989**	4.430	01/20/2012 11:20	ANGLE	$ 1400	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** E	**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:**			
128	**103378832**	4.430	02/14/2012 15:16	ANGLE	$ 6500	0	0	2	0	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:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
129	**103423765**	4.430	03/22/2012 12:09	ANGLE	$ 4000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
130	**103424139**	4.430	04/04/2012 10:56	SIDESWIPE, SAME DIRECTION	$ 2000	0	0	0	0	1	1	1	5	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 20 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:**				4			**Obj Strk:**			
131	**103445355**	4.430	04/23/2012 15:50	PEDESTRIAN	$ 300	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 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**		14	
132	**103452416**	4.430	05/16/2012 11:17	ANGLE	$ 4000	0	0	0	1	1	1	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 :** 3	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
133	**103509910**	4.430	07/30/2012 11:30	ANGLE	$ 4000	0	0	0	0	1	1	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:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
134	**103233059**	4.449	08/21/2011 11:15	REAR END, SLOW OR STOP	$ 100	0	0	0	0	1	1	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 :** 1	**Alchl/Drgs:**	0	**Speed:** 2 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
135	**103115244**	4.465	02/11/2011 15:56	RAN OFF ROAD - RIGHT	$ 500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				16			**Obj Strk:**		55	
136	**102774801**	4.619	12/20/2009 22:14	REAR END, SLOW OR STOP	$ 1100	0	0	0	1	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5		**Obj Strk:**				
137	**103192152**	4.641	07/01/2011 11:25	RIGHT TURN, DIFFERENT ROADWAYS	$ 2500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** NW	**Veh Mnvr/Ped Actn:**				7		**Obj Strk:**				
138	**102692602**	4.660	08/31/2009 13:31	ANGLE	$ 6500	0	0	0	2	2	1	3	1	0	3	1
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:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
139	**102735875**	4.660	11/05/2009 07:48	ANGLE	$ 5500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
140	**102751714**	4.660	12/05/2009 10:45	ANGLE	$ 6000	0	0	2	0	2	1	3	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
141	**102844115**	4.660	04/02/2010 18:33	ANGLE	$ 11000	0	0	4	0	1	1	1	1	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
142	**102907326**	4.660	05/29/2010 21:12	ANGLE	$ 1500	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 6	**Alchl/Drgs:**	0	**Speed:** 5 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:**				7		**Obj Strk:**				
143	**102906651**	4.660	06/03/2010 17:17	ANGLE	$ 600	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				8		**Obj Strk:**				
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				8		**Obj Strk:**				
144	**103100436**	4.660	01/30/2011 16:05	ANGLE	$ 7500	0	0	0	0	1	1	1	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:** 35 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
145	**103128021**	4.660	03/14/2011 18:31	ANGLE	$ 3550	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**	36			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
146	**103330399**	4.660	04/21/2011 13:18	ANGLE	$ 2500	0	0	0	0	1	1	2	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				16			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
147	**103332555**	4.660	12/17/2011 14:43	ANGLE	$ 10000	0	0	0	2	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 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
148	**103356319**	4.660	01/16/2012 17:00	ANGLE	$ 8000	0	0	0	0	1	1	2		0		
Unit	**1 :** 1	**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:**			
149	**103423839**	4.660	03/24/2012 16:17	ANGLE	$ 8500	0	0	0	2	2	1	2	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:**				4			**Obj Strk:**			
150	**103421086**	4.660	04/06/2012 14:37	ANGLE	$ 8000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** NW	**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:**			
151	**103456030**	4.660	05/21/2012 15:12	ANGLE	$ 3500	0	0	0	0	1	1	1	1	0	3	
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:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
152	**103474139**	4.660	06/12/2012 15:33	ANGLE	$ 10500	0	0	0	1	1	1	1	2	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
153	**103490594**	4.660	06/29/2012 20:40	ANGLE	$ 9000	0	0	0	1	1	1	1	1	0	3	
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:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
154	**103492330**	4.660	07/06/2012 12:08	LEFT TURN, SAME ROADWAY	$ 300	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** NW	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 13 MPH	**Dir:** NW	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
155	**103116624**	4.675	02/14/2011 09:30	SIDESWIPE, SAME DIRECTION	$ 4500	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
156	**102880980**	4.688	05/02/2010 00:00	REAR END, SLOW OR STOP	$ 6600	0	0	0	1	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 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:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
157	**103509905**	4.707	07/30/2012 13:24	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
158	**102676448**	4.750	08/15/2009 11:29	OVERTURN/ROLLOVER	$ 14000	0	0	0	1	1	1	1	1	0	3	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:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
159	**103058860**	4.750	12/17/2010 13:24	ANGLE	$ 38000	0	0	0	2	1	1	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:**				4			**Obj Strk:**		20	
Unit	**3 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
Unit	**4 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
160	**103149149**	4.750	04/23/2011 13:59	ANGLE	$ 4000	0	0	0	1	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 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		34	
161	**102802709**	4.752	02/08/2010 07:35	REAR END, SLOW OR STOP	$ 1500	0	0	0	0	4	1	1	1	1	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**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:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
162	**102802155**	4.752	02/08/2010 07:42	REAR END, SLOW OR STOP	$ 400	0	0	0	0	4	1	1	1	0		
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:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
163	**102859158**	4.755	04/19/2010 17:37	PARKED MOTOR VEHICLE	$ 200	0	0	0	0	1	1	1	3	0	0	
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 3 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				13			**Obj Strk:**		20	

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				2		**Obj Strk:**			20	
164	**102927476**	4.755	07/13/2010 15:22	SIDESWIPE, SAME DIRECTION	$ 3500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				6		**Obj Strk:**				
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				2		**Obj Strk:**				
165	**103139795**	4.769	04/11/2011 16:33	REAR END, SLOW OR STOP	$ 1700	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 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:**				11		**Obj Strk:**				
166	**103500479**	4.769	07/17/2012 18:54	LEFT TURN, SAME ROADWAY	$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 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:**				
167	**102677720**	4.811	08/20/2009 20:58	SIDESWIPE, SAME DIRECTION	$ 3500	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
168	**102991854**	4.812	09/12/2010 16:43	ANGLE	$ 1000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
169	**103301879**	4.814	11/12/2011 13:03	SIDESWIPE, SAME DIRECTION	$ 2000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 28 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
170	**102828328**	4.818	02/25/2010 16:50	SIDESWIPE, SAME DIRECTION	$ 2200	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 3	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5		**Obj Strk:**				
171	**102691568**	4.820	09/09/2009 13:55	ANGLE	$ 3500	0	0	0	0	1	1	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 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
172	**102745318**	4.820	11/16/2009 15:56	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:** N	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
173	**102751902**	4.820	12/01/2009 14:34	ANGLE	$ 7000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		34	
174	**102774830**	4.820	12/24/2009 14:29	ANGLE	$ 8000	0	0	0	2	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 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
175	**103248343**	4.820	09/10/2011 17:07	SIDESWIPE, SAME DIRECTION	$ 3500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
176	**102922021**	4.824	06/23/2010 16:32	PARKED MOTOR VEHICLE	$ 2000	0	0	0	0	2	1	3	1	0	3	1
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				14			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				3			**Obj Strk:**		20	
177	**102732156**	4.841	10/22/2009 12:20	ANGLE	$ 400	0	0	0	0	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 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
178	**102849108**	4.841	03/26/2010 01:47	REAR END, SLOW OR STOP	$ 8000	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
Unit	**3 :** 4	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
179	**103454991**	4.851	05/19/2012 01:10	PARKED MOTOR VEHICLE	$ 6000	0	0	0	0	1	4	1	2	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	7	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		20	
Unit	**2 :** 4	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
Unit	**3 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
Unit	**4 :** 4	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
180	**103423778**	4.858	03/22/2012 17:50	SIDESWIPE, SAME DIRECTION	$ 4000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
181	**103454995**	4.858	05/19/2012 01:12	ANGLE	$ 3000	0	0	0	0	1	4	1	2	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
182	**102720651**	4.860	10/11/2009 01:02	ANGLE	$ 5000	0	0	0	0	2	4	3	3	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 32	**Alchl/Drgs:**	7	**Speed:** 15 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
183	**102827662**	4.860	03/11/2010 17:30	ANGLE	$ 400	0	0	0	0	2	2	3	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** NW	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
184	**103125777**	4.860	03/10/2011 09:44	SIDESWIPE, SAME DIRECTION	$ 1800	0	0	0	2	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** NW	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
185	**102849376**	4.862	04/16/2010 11:40	ANGLE	$ 3200	0	0	0	0	1	1	1	5	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		64	
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
186	**103303900**	4.864	11/15/2011 07:41	SIDESWIPE, SAME DIRECTION	$ 1500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
187	**103248331**	4.880	09/09/2011 11:14	SIDESWIPE, SAME DIRECTION	$ 1600	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 2	**Alchl/Drgs:**	7	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
188	**103272605**	4.889	10/11/2011 12:22	SIDESWIPE, SAME DIRECTION	$ 1100	0	0	0	0	2	1	3	1	2	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				3			**Obj Strk:**			
189	**102922187**	4.908	06/24/2010 09:14	PARKED MOTOR VEHICLE	$ 400	0	0	0	0	1	1	1	3	0		
Unit	**1 :** 31	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**		20	
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		20	
190	**103173927**	4.934	05/21/2011 13:48	ANGLE	$ 5500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 3	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
191	**102774068**	4.944	12/28/2009 19:23	REAR END, SLOW OR STOP	$ 700	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
192	**102753320**	4.950	12/04/2009 10:05	ANGLE	$ 12000	0	0	0	2	1	1	1	1	0	1	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:** 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:**			
193	**102982341**	4.950	09/01/2010 16:23	ANGLE	$ 10000	0	0	0	1	1	1	1	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 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:**			
194	**103084148**	4.950	01/04/2011 08:29	SIDESWIPE, SAME DIRECTION	$ 1600	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 37 MPH	**Dir:** NW	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
195	**103094464**	4.950	01/25/2011 12:14	ANGLE	$ 10500	0	0	1	1	1	1	1	1	0	0	
Unit	**1 :** 10	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**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:**			
196	**103116813**	4.950	02/19/2011 15:52	ANGLE	$ 400	0	0	0	0	1	1	1	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
197	**103116578**	4.950	02/23/2011 16:00	ANGLE	$ 9000	0	0	0	1	1	1	1	1	0	1	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:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
198	**103417807**	4.950	04/03/2012 20:38	ANGLE	$ 18000	0	0	0	2	1	4	1	1	0	1	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		34	
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
199	**103445397**	4.950	05/08/2012 09:47	LEFT TURN, SAME ROADWAY	$ 1500	0	0	0	0	1	1	1	1	0	13	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** NW	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** NW	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
200	**103241244**	4.962	09/02/2011 11:12	LEFT TURN, SAME ROADWAY	$ 2000	0	0	0	0	1	1	2	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
201	**103295141**	4.978	11/05/2011 00:34	SIDESWIPE, SAME DIRECTION	$ 1050	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	1	**Speed:** 15 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
202	**102928060**	5.000	07/16/2010 11:30	ANGLE	$ 3000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 3	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				9			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
203	**102735771**	5.007	11/07/2009 09:10	SIDESWIPE, SAME DIRECTION	$ 6000	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 3	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
204	**103283292**	5.024	10/23/2011 21:18	SIDESWIPE, SAME DIRECTION	$ 3000	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 35 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:**				2			**Obj Strk:**		20	
205	**102767285**	5.030	12/12/2009 20:32	ANGLE	$ 3000	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
206	**102785894**	5.030	01/15/2010 09:08	LEFT TURN, SAME ROADWAY	$ 1500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
207	**103286861**	5.030	10/27/2011 18:19	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	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:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
208	**103508829**	5.030	07/29/2012 17:35	SIDESWIPE, SAME DIRECTION	$ 5000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
209	**102827273**	5.032	03/09/2010 02:42	REAR END, TURN	$ 10000	0	0	1	0	1	4	1	1	0		
Unit	**1 :** 3	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
210	**102801248**	5.039	01/25/2010 20:29	SIDESWIPE, SAME DIRECTION	$ 3500	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
211	**103396617**	5.039	03/07/2012 13:14	SIDESWIPE, SAME DIRECTION	$ 2000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
212	**103127839**	5.044	03/05/2011 22:23	SIDESWIPE, SAME DIRECTION	$ 6000	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 4	**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:**			
213	**103141931**	5.045	04/01/2011 17:30	REAR END, SLOW OR STOP	$ 7000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**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:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
214	**102982418**	5.059	09/10/2010 18:50	PARKED MOTOR VEHICLE	$ 2000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				10			**Obj Strk:**		20	
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
215	**102732187**	5.068	10/18/2009 18:27	SIDESWIPE, SAME DIRECTION	$ 1200	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
216	**103357896**	5.068	01/19/2012 15:27	LEFT TURN, SAME ROADWAY	$ 2000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
217	**103480984**	5.069	06/20/2012 18:02	BACKING UP	$ 400	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				10			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
218	**103461412**	5.088	05/25/2012 15:11	BACKING UP	$ 500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				10			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 2 MPH	**Dir:** NW	**Veh Mnvr/Ped Actn:**				14			**Obj Strk:**			
219	**103370698**	5.090	02/04/2012 12:49	ANGLE	$ 1100	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:** 40 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
220	**103286734**	5.107	10/23/2011 21:42	SIDESWIPE, SAME DIRECTION	$ 2500	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 35 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:**				2			**Obj Strk:**		20	
221	**103238421**	5.109	08/29/2011 14:22	SIDESWIPE, SAME DIRECTION	$ 4200	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 35 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:**				5			**Obj Strk:**			
222	**103003772**	5.128	10/04/2010 19:05	SIDESWIPE, SAME DIRECTION	$ 1500	0	0	0	0	1	3	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
223	**103125143**	5.128	03/02/2011 12:28	SIDESWIPE, SAME DIRECTION	$ 2000	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				14			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
224	**103263736**	5.128	09/29/2011 13:24	SIDESWIPE, SAME DIRECTION	$ 2500	0	0	0	0	1	1	1	1	0	3	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:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
225	**102845586**	5.147	04/05/2010 07:20	REAR END, SLOW OR STOP	$ 4000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	1	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
226	**102699403**	5.150	09/23/2009 11:52	LEFT TURN, SAME ROADWAY	$ 2500	0	0	0	0	1	1	2	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	Injuries A	Injuries B	Injuries C	Condition R	Condition L	Condition W	Road Ch	Road Ci	Trfc Ctl Dv	Trfc Ctl Op
227	**102744722**	5.150	11/20/2009 09:17	ANGLE	$ 1100	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 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:**				4			**Obj Strk:**			
228	**103125565**	5.150	03/08/2011 16:50	ANGLE	$ 6000	0	0	0	0	1	1	1	1	0	3	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:** 15 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
229	**103495043**	5.150	07/09/2012 13:39	ANGLE	$ 6700	0	0	0	0	1	1	2	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		34	
230	**103334614**	5.250	12/11/2011 19:53	OTHER NON-COLLISION	$ 100	0	0	0	0	1	4	1	5	6	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

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

Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	230	100.00
Fatal Crashes	0	0.00
Non-Fatal Injury Crashes	52	22.61
Total Injury Crashes	52	22.61
Property Damage Only Crashes	178	77.39
Night Crashes	46	20.00
Wet Crashes	15	6.52
Alcohol/Drugs Involvement Crashes	5	2.17

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	230	100.00
Fatal Crashes	0	0.00
Class A Crashes	0	0.00
Class B Crashes	13	5.65
Class C Crashes	39	16.96
Property Damage Only Crashes	178	77.39

Vehicle Exposure Statistics

Annual ADT = 7700

Total Length = 1.65 (Miles) **2.655 (Kilometers)**

Total Vehicle Exposure = 13.92 (MVMT) **22.41 (MVKMT)**

Crash Rate	Crashes Per 100 Million Vehicle Miles	Crashes Per 100 Million Vehicle Kilometers
Total Crash Rate	1651.74	1026.35
Fatal Crash Rate	0.00	0.00
Non Fatal Crash Rate	373.44	232.04
Night Crash Rate	330.35	205.27
Wet Crash Rate	107.72	66.94
EPDO Rate	4415.18	2743.47

Miscellaneous Statistics

Severity Index =	2.67
EPDO Crash Index =	614.80
Estimated Property Damage Total = $	1075760.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
ANGLE	103	44.78
BACKING UP	8	3.48
FIXED OBJECT	4	1.74
LEFT TURN, SAME ROADWAY	17	7.39
OTHER COLLISION WITH VEHICLE	1	0.43
OTHER NON-COLLISION	1	0.43
OVERTURN/ROLLOVER	1	0.43
PARKED MOTOR VEHICLE	10	4.35
PEDESTRIAN	1	0.43
RAN OFF ROAD - RIGHT	1	0.43
REAR END, SLOW OR STOP	29	12.61
REAR END, TURN	1	0.43
RIGHT TURN, DIFFERENT ROADWAYS	1	0.43
SIDESWIPE, OPPOSITE DIRECTION	2	0.87
SIDESWIPE, SAME DIRECTION	50	21.74

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	0	0.00
Class A Injuries	0	0.00
Class B Injuries	18	20.45
Class C Injuries	70	79.55
Total Non-Fatal Injuries	88	100.00
Total Injuries	88	100.00

Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	20	8.70
Feb	18	7.83
Mar	22	9.57
Apr	26	11.30
May	24	10.43
Jun	12	5.22
Jul	19	8.26
Aug	14	6.09
Sep	19	8.26
Oct	16	6.96
Nov	19	8.26
Dec	21	9.13

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	37	16.09
Tue	37	16.09
Wed	29	12.61
Thu	36	15.65
Fri	41	17.83
Sat	29	12.61
Sun	21	9.13

Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	3	1.30
0100-0159	5	2.17
0200-0259	1	0.43
0300-0359	0	0.00
0400-0459	0	0.00
0500-0559	2	0.87
0600-0659	1	0.43
0700-0759	11	4.78
0800-0859	7	3.04
0900-0959	16	6.96
1000-1059	14	6.09
1100-1159	17	7.39
1200-1259	16	6.96
1300-1359	20	8.70
1400-1459	16	6.96
1500-1559	20	8.70
1600-1659	17	7.39
1700-1759	13	5.65
1800-1859	16	6.96
1900-1959	8	3.48
2000-2059	11	4.78
2100-2159	7	3.04
2200-2259	4	1.74
2300-2359	5	2.17

Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	166	10	2	178
Dark	43	3	0	46
Other	4	2	0	6
Total	213	15	2	230

Object Struck Summary

Object Type	Times Struck	Percent of Total
FENCE OR FENCE POST	1	1.96
LUMINAIRE POLE BREAKAWAY	1	1.96
LUMINAIRE POLE NON-BREAKAWAY	1	1.96
OTHER FIXED OBJECT	1	1.96
PARKED MOTOR VEHICLE	34	66.67
PEDESTRIAN	4	7.84
TRAFFIC ISLAND CURB OR MEDIAN	2	3.92
TREE	1	1.96
UTILITY POLE	6	11.76

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
COMMERCIAL BUS	4	0.84
LIGHT TRUCK (MINI-VAN, PANEL)	13	2.74
MOTOR HOME/RECREATIONAL VEHICLE	1	0.21
MOTORCYCLE	2	0.42
PASSENGER CAR	284	59.92
PEDESTRIAN	2	0.42
PICKUP	40	8.44
POLICE	1	0.21
SINGLE UNIT TRUCK (2-AXLE, 6-TIRE)	4	0.84
SINGLE UNIT TRUCK (3 OR MORE AXLES)	1	0.21
SPORT UTILITY	72	15.19
TAXICAB	1	0.21
UNKNOWN	19	4.01
VAN	30	6.33

Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2009	39	0	9	30
2010	65	0	18	47
2011	72	0	14	58
2012	54	0	11	43
Total	230	0	52	178

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2009	0	15
2010	0	32
2011	0	22
2012	0	19
Total	0	88

Miscellaneous Totals

Year	Property Damage	EPDO Index
2009	$ 216510	105.60
2010	$ 294700	198.20
2011	$ 307050	175.60
2012	$ 257500	135.40
Total	$ 1075760	614.80

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2009	2	0	6	0	23	6	2
2010	3	0	11	3	28	12	8
2011	5	1	9	1	27	25	4
2012	7	0	4	1	25	9	8
Total	17	1	30	5	103	52	22

Strip Diagram

Features	Milepost	Crash IDs
HOKE	3.60	102882083 | 103096846 | 103139986 | 103246365 | 102798818
	3.61	103125192 | 103220526
	3.62	
	3.63	
	3.64	
	3.65	
	3.66	
	3.67	
	3.68	102903139
BRANCH	3.69	103240318 | 103383768 | 103155896
	3.70	
	3.71	103097916
	3.72	
	3.73	
	3.74	
	3.75	
	3.76	
	3.77	
BRAGG	3.78	103443615
	3.79	
	3.80	103074094
	3.81	
	3.82	
	3.83	
	3.84	
	3.85	
	3.86	
	3.87	103204376
LEE	3.88	103495046 | 103466170 | 102814892 | 102883630 | 103027313 | 103355189
	3.89	
	3.90	102744844
	3.91	
	3.92	103411101
	3.93	
	3.94	
	3.95	
	3.96	
	3.97	
BLEDSOE	3.98	103449449
	3.99	102902572
	4.00	102785896

Features	Milepost	Crash IDs
SR 1012 | MARTIN LUTHER KING	4.01	102677206 | 102676755 | 102699356 | 102744819 | 102827768 | 102920950 | 102962459 | 102982415 | 103004705 | 103036488 | 103248298 | 103313145 | 103379828 | 103427470 | 103440007
	4.02	103025712 | 103379917
	4.03	
	4.04	
WORTH	4.05	102733235 | 103424172 | 103497966
	4.06	103125564 | 102813367
	4.07	103447707
	4.08	
	4.09	103125766 | 103192246
	4.10	102745405 | 102733297
SR 4687 | SOUTH	4.11	103147006 | 102785345 | 102784786 | 103259811 | 103263499 | 103308154
	4.12	103204271
	4.13	
	4.14	
	4.15	
SR 2596 | LENOIR	4.16	102784975 | 102904734 | 103168312 | 103194371 | 103302789
	4.17	
	4.18	
	4.19	
CABARRUS	4.20	102676711 | 103244839 | 103376109
	4.21	
	4.22	
	4.23	
	4.24	103363280
	4.25	103432598
DAVIE	4.26	102677216 | 102740172 | 102828227 | 102922145 | 102927575 | 103021988 | 103186977 | 103226340 | 103334833 | 103504180
	4.27	
	4.28	
	4.29	
	4.30	
MARTIN	4.31	102882487 | 102920746 | 103116954 | 103146654 | 103329357 | 103348784 | 103421477 | 103420816 | 102731926 | 102750904
	4.32	102827647
	4.33	
	4.34	103504179 | 103155639
	4.35	

Features	Milepost	Crash IDs
	4.36	102699434 | 102859174 | 103429463 | 102844869
HARGETT	4.37	102961781 | 103400072 | 103058439 | 103168014 | 103182812 | 103405392 | 103046877
	4.38	
	4.39	102881633
	4.40	103084310
	4.41	
	4.42	102735772 | 102995419 | 103366751
SR 2911 | MORGAN | NEW BERN	4.43	103057670 | 102699532 | 102720472 | 102740159 | 102766675 | 102766658 | 102860013 | 102881721 | 102882078 | 102921260 | 103072380 | 103101481 | 103116269 | 103156000 | 103290840 | 103301890 | 103332583 | 103359989 | 103378832 | 103423765 | 103424139 | 103445355 | 103452416 | 103509910
	4.44	
	4.45	103233059
	4.46	
	4.47	103115244
	4.48	
	4.49	
	4.50	
	4.51	
	4.52	
	4.53	
	4.54	
	4.55	
	4.56	
	4.57	
	4.58	
	4.59	
	4.60	
	4.61	
	4.62	102774801
	4.63	
	4.64	103192152
	4.65	
SR 2298 | EDENTON	4.66	102692602 | 102735875 | 102751714 | 102844115 | 102907326 | 102906651 | 103100436 | 103128021 | 103330399 | 103332555 | 103356319 | 103423839 | 103421086 | 103456030 | 103474139 | 103490594 | 103492330
	4.67	
	4.68	103116624
	4.69	102880980

Features	Milepost	Crash IDs
	4.70	
	4.71	103509905
	4.72	
	4.73	
	4.74	
JONES	4.75	102676448 | 103058860 | 103149149 | 102802709 | 102802155
	4.76	102859158 | 102927476
	4.77	103139795 | 103500479
	4.78	
	4.79	
	4.80	
	4.81	102677720 | 102991854 | 103301879
LANE	4.82	102828328 | 102691568 | 102745318 | 102751902 | 102774830 | 103248343 | 102922021
	4.83	
	4.84	102732156 | 102849108
	4.85	103454991
NORTH	4.86	103423778 | 103454995 | 102720651 | 102827662 | 103125777 | 102849376 | 103303900
	4.87	
OAKWOOD	4.88	103248331
	4.89	103272605
	4.90	
	4.91	102922187
	4.92	
	4.93	103173927
	4.94	102774068
POLK	4.95	102753320 | 102982341 | 103084148 | 103094464 | 103116813 | 103116578 | 103417807 | 103445397
	4.96	103241244
	4.97	
	4.98	103295141
	4.99	
	5.00	102928060
	5.01	102735771
PELL	5.02	103283292
PEACE	5.03	102767285 | 102785894 | 103286861 | 103508829 | 102827273
	5.04	102801248 | 103396617 | 103127839
BOUNDARY	5.05	103141931
	5.06	102982418
	5.07	102732187 | 103357896 | 103480984

Features	Milepost	Crash IDs
	5.08	
PACE	5.09	103461412 | 103370698
	5.10	
	5.11	103286734 | 103238421
	5.12	
	5.13	103003772 | 103125143 | 103263736
	5.14	
FRANKLIN	5.15	102845586 | 102699403 | 102744722 | 103125565 | 103495043
	5.16	
	5.17	
	5.18	
	5.19	
	5.20	
	5.21	
	5.22	
	5.23	
	5.24	
MORDECAI | SR 2900 | BLOUNT | DELLWAY	5.25	103334614

Study Criteria

Study Name	Log No.	PH No.	TIP No.	K/A Cf.	B/C Cf.	ADT	ADT Route
MW41000021497	41000021497			76.8	8.4	7700	40002026

Request Date	Courier Service	Phone No.	Ext.	Fax No.
09/14/2012		919 256 6313		919 946 2918

County			Municipality					
Name	Code	Div.	Name	Code	Y-Line Ft.	Begin Date	End Date	Years
WAKE	91	5	All and Rural		0	08/01/2009	07/31/2012	3.00

Location Text

Crash analysis on SR 2026 (Person Street) from Hoke Street to SR 2900 (Mordecai Drive/Wake Forest Rd.

Requestor

Sreekanth Nandagiri
AECOM
701 Corporate Center Dr
Raleigh, NC

Included Accidents	Old MP	New MP	Type
102676755		4.01	I
102699356		4.01	I
102699403		5.15	I
102740159		4.43	I
102744819		4.01	I
102751902		4.82	I
102766658		4.43	I
102827768		4.01	I
102882078		4.43	I
102882083		3.6	I
102882487		4.31	I
102920746		4.31	I
102920950		4.01	I
102982415		4.01	I
103004705		4.01	I
103036488		4.01	I
103096846		3.6	I
103100436		4.66	I
103116269		4.43	I
103146654		4.31	I
103149149		4.75	I
103156000		4.43	I
103168312		4.16	I
103248298		4.01	I
103290840		4.43	I

103359989	4.43	I
103366751	4.421	I
103379828	4.01	I
103405392	4.37	I
103420816	4.31	I
103424139	4.43	I
103424172	4.052	I
103427470	4.01	I
103440007	4.01	I
103445355	4.43	I
103452416	4.43	I
103508829	5.03	I
103509910	4.43	I

Excluded Accidents
102961937
103060315
102962691
103139053
103320861
103132779
103379906
103084434
102828371
102753652
102904690

Fiche Roads

Name	Code
SR 2026	40002026
PERSON	50023902

Strip Road

Name	Code	Begin MP	End MP	Miles	Kilometers
SR 2026	40002026	3.600	5.250	1.650	2.655

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report

Study Criteria Summary

County: WAKE **City:** All and Rural
Date: 08/01/2009 **to** 07/31/2012 **Study:** MW41000021576B
Location: Crash analysis on SR 2026 (Wake Forest Road) from SR 2900 (Mordecai Drive) to WB Capital Boulevard on-Ramp.

Report Details

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	Injuries A	Injuries B	Injuries C	Condition R	Condition L	Condition W	Road Ch	Road Ci	Trfc Ctl Dv	Trfc Ctl Op
1	**103296373**	5.250	11/07/2011 18:15	ANGLE	$ 1000	0	0	0	0	1	2	1	5	0	0	
Unit 1 : 4	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 5	**Obj Strk:**											
Unit 2 : 4	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
2	**102904690**	5.255	05/21/2010 03:29	RAN OFF ROAD - LEFT	$ 10000	0	0	0	0	1	4	1		0		
Unit 1 : 1	**Alchl/Drgs:** 7	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:** 34											
Unit 2 : 32	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 16	**Obj Strk:**											
3	**103155938**	5.260	04/30/2011 00:05	RAN OFF ROAD - RIGHT	$ 1000	0	0	0	0	1	4	1	5	0		
Unit 1 : 32	**Alchl/Drgs:** 7	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:** 34											
4	**103434190**	5.278	04/24/2012 21:08	SIDESWIPE, SAME DIRECTION	$ 3400	0	0	0	0	1	4	1	5	0	0	
Unit 1 : 1	**Alchl/Drgs:** 1	**Speed:** 40 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 5	**Obj Strk:**											
Unit 2 : 4	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
5	**103212584**	5.286	07/28/2011 03:16	FIXED OBJECT	$ 2100	0	0	0	0	1	4	1	1	0	0	
Unit 1 : 2	**Alchl/Drgs:** 1	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:** 55											
6	**103295220**	5.321	11/04/2011 08:46	REAR END, SLOW OR STOP	$ 200	0	0	0	0	2	3	2	1	0	0	
Unit 1 : 21	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:**	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 2 : 3	**Alchl/Drgs:** 0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
7	**103020722**	5.326	10/22/2010 10:18	REAR END, SLOW OR STOP	$ 6000	0	0	0	3	1	1	1	1	0		
Unit 1 : 6	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 11	**Obj Strk:**											
Unit 2 : 4	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 11	**Obj Strk:**											
8	**102740189**	5.339	11/02/2009 20:20	RAN OFF ROAD - STRAIGHT	$ 1500	0	0	0	0	1	4	1	1	0	13	1
Unit 1 : 4	**Alchl/Drgs:** 0	**Speed:** 25 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:** 64											

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
9	**103204233**	5.340	06/30/2011 09:37	ANGLE	$ 400	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
10	**103434980**	5.340	04/17/2012 01:08	RIGHT TURN, DIFFERENT ROADWAYS	$ 2500	0	0	0	1	1	4	1	1	0	3	1
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 40 MPH	**Dir:** N	**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:**			
11	**103436042**	5.340	04/21/2012 15:33	LEFT TURN, DIFFERENT ROADWAYS	$ 12000	0	0	1	1	2	1	3	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
12	**103461423**	5.340	05/26/2012 11:55	ANGLE	$ 3500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		64	
13	**102881113**	5.342	04/29/2010 12:58	REAR END, SLOW OR STOP	$ 2500	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 3	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
14	**103255125**	5.350	09/19/2011 17:48	RIGHT TURN, SAME ROADWAY	$ 12000	0	0	0	1	1	1	1	3	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		34	
15	**103181516**	5.429	06/17/2011 08:07	RAN OFF ROAD - RIGHT	$ 0	0	0	1	0	1	1	1	1	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:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
16	**103125638**	5.550	03/04/2011 06:55	ANGLE	$ 1600	0	0	0	0	1	3	1	1	0	0	
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
17	**102785655**	5.569	01/16/2010 10:54	ANIMAL	$ 1000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		17	
18	**103072363**	5.659	12/28/2010 18:03	ANIMAL	$ 500	0	0	0	0	1	2	1	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		17	

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
19	**102927473**	5.671	07/13/2010 16:47	REAR END, SLOW OR STOP	$ 5500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 3	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
20	**103124555**	5.740	03/15/2011 18:07	REAR END, SLOW OR STOP	$ 1500	0	0	0	0	1	1	1	1	0	1	1
Unit	**1 :** 5	**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:**				8			**Obj Strk:**			
21	**103199592**	5.740	07/12/2011 10:04	LEFT TURN, DIFFERENT ROADWAYS	$ 3200	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 4 MPH	**Dir:** W	**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:**			
22	**102961700**	5.750	08/23/2010 20:05	ANGLE	$ 4500	0	0	0	0	1	4	1	7	0	1	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
23	**103391879**	5.797	03/02/2012 03:49	RAN OFF ROAD - RIGHT	$ 7000	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		33	
24	**103333565**	5.832	12/19/2011 16:21	SIDESWIPE, SAME DIRECTION	$ 1000	0	0	0	0	1	1	1	7	0	0	
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**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:**			
25	**103168035**	5.833	05/13/2011 15:10	REAR END, SLOW OR STOP	$ 0	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
26	**102942188**	5.855	08/09/2010 12:41	SIDESWIPE, SAME DIRECTION	$ 5000	0	0	0	0	1	1	1	2	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
27	**103007651**	5.860	10/18/2010 07:38	ANGLE	$ 3500	0	0	0	0	1	1	1	1	0	3	2
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:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
28	**103017937**	5.860	11/04/2010 06:32	ANGLE	$ 10500	0	0	0	0	2	4	2	7	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
29	**103046867**	5.860	12/02/2010 11:43	SIDESWIPE, SAME DIRECTION	$ 600	0	0	0	0	1	1	2	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
30	**103057838**	5.860	12/17/2010 18:11	LEFT TURN, SAME ROADWAY	$ 400	0	0	0	0	1	4	1	7	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
31	**103330547**	5.860	12/15/2011 17:46	ANGLE	$ 2100	0	0	0	0	1	4	1	1	0	3	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:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
32	**103403181**	5.860	03/11/2012 20:59	ANGLE	$ 8000	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
33	**103168469**	5.864	05/12/2011 17:29	REAR END, SLOW OR STOP	$ 3500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 3	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
34	**103007648**	5.865	10/18/2010 04:00	FIXED OBJECT	$ 5000	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		64	
35	**103274587**	5.865	10/11/2011 10:13	REAR END, SLOW OR STOP	$ 150	0	0	0	0	2	1	3	1	0	3	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:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
36	**102676578**	5.870	08/18/2009 14:58	REAR END, SLOW OR STOP	$ 4000	0	0	0	2	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**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:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
37	**103125715**	5.870	03/10/2011 13:57	ANGLE	$ 3450	0	0	0	1	1	1	2	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
38	**103211583**	5.870	07/26/2011 15:23	FIXED OBJECT	$ 200	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		64	
39	**103483730**	5.870	06/26/2012 08:37	ANGLE	$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 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:**			
40	**103308114**	5.880	11/15/2011 13:08	SIDESWIPE, SAME DIRECTION	$ 2000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
41	**103472091**	5.882	06/08/2012 13:00	SIDESWIPE, SAME DIRECTION	$ 3200	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 3	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
42	**103020297**	5.886	10/31/2010 01:26	RAN OFF ROAD - LEFT	$ 1500	0	0	0	0	1	4	1	7	0	1	1
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 55 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**		42	
43	**103125118**	5.886	03/02/2011 08:40	REAR END, SLOW OR STOP	$ 2200	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:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
44	**102774822**	5.999	12/24/2009 13:21	ANGLE	$ 2300	0	0	0	0	1	1	1	3	0	0	
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 3 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
45	**102657661**	6.011	08/06/2009 17:00	SIDESWIPE, SAME DIRECTION	$ 3000	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 10	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
46	**102736865**	6.013	11/05/2009 09:47	ANGLE	$ 6000	0	0	0	2	1	1	1	3	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				8			**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 F	Injuries A	Injuries B	Injuries C	Condition R	Condition L	Condition W	Road Ch	Road Ci	Trfc Ctl Dv	Trfc Ctl Op
47	**103190366**	6.013	06/30/2011 15:05	ANGLE	$ 3200	0	0	0	0	1	1	1	2	0	3	1

Unit 1 : 2 **Alchl/Drgs:** 0 **Speed:** 35 MPH **Dir:** N **Veh Mnvr/Ped Actn:** 11 **Obj Strk:**

Unit 2 : 1 **Alchl/Drgs:** 0 **Speed:** 0 MPH **Dir:** W **Veh Mnvr/Ped Actn:** 8 **Obj Strk:**

48	**103483034**	6.013	06/22/2012 10:30	ANGLE	$ 6000	0	0	0	0	1	1	1	5	0	3	1

Unit 1 : 1 **Alchl/Drgs:** 0 **Speed:** 20 MPH **Dir:** W **Veh Mnvr/Ped Actn:** 8 **Obj Strk:**

Unit 2 : 1 **Alchl/Drgs:** 0 **Speed:** 20 MPH **Dir:** W **Veh Mnvr/Ped Actn:** 7 **Obj Strk:**

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

Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	48	100.00
Fatal Crashes	0	0.00
Non-Fatal Injury Crashes	8	16.67
Total Injury Crashes	8	16.67
Property Damage Only Crashes	40	83.33
Night Crashes	14	29.17
Wet Crashes	4	8.33
Alcohol/Drugs Involvement Crashes	2	4.17

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	48	100.00
Fatal Crashes	0	0.00
Class A Crashes	0	0.00
Class B Crashes	2	4.17
Class C Crashes	6	12.50
Property Damage Only Crashes	40	83.33

Vehicle Exposure Statistics

Annual ADT = 11700

Total Length = 0.763 (Miles) **1.228 (Kilometers)**

Total Vehicle Exposure = 9.78 (MVMT) **15.75 (MVKMT)**

Crash Rate	Crashes Per 100 Million Vehicle Miles	Crashes Per 100 Million Vehicle Kilometers
Total Crash Rate	490.59	304.84
Fatal Crash Rate	0.00	0.00
Non Fatal Crash Rate	81.77	50.81
Night Crash Rate	143.09	88.91
Wet Crash Rate	40.88	25.40
EPDO Rate	1095.65	680.81

Miscellaneous Statistics

Severity Index =	2.23
EPDO Crash Index =	107.20
Estimated Property Damage Total = $	161700.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
ANGLE	15	31.25
ANIMAL	2	4.17
FIXED OBJECT	3	6.25
LEFT TURN, DIFFERENT ROADWAYS	2	4.17
LEFT TURN, SAME ROADWAY	1	2.08
RAN OFF ROAD - LEFT	2	4.17
RAN OFF ROAD - RIGHT	3	6.25
RAN OFF ROAD - STRAIGHT	1	2.08
REAR END, SLOW OR STOP	10	20.83
RIGHT TURN, DIFFERENT ROADWAYS	1	2.08
RIGHT TURN, SAME ROADWAY	1	2.08
SIDESWIPE, SAME DIRECTION	7	14.58

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	0	0.00
Class A Injuries	0	0.00
Class B Injuries	2	15.38
Class C Injuries	11	84.62
Total Non-Fatal Injuries	13	100.00
Total Injuries	13	100.00

Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	1	2.08
Feb	0	0.00
Mar	6	12.50
Apr	5	10.42
May	4	8.33
Jun	6	12.50
Jul	4	8.33
Aug	4	8.33
Sep	1	2.08
Oct	5	10.42
Nov	6	12.50
Dec	6	12.50

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	8	16.67
Tue	11	22.92
Wed	1	2.08
Thu	12	25.00
Fri	10	20.83
Sat	4	8.33
Sun	2	4.17

Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	1	2.08
0100-0159	2	4.17
0200-0259	0	0.00
0300-0359	3	6.25
0400-0459	1	2.08
0500-0559	0	0.00
0600-0659	2	4.17
0700-0759	1	2.08
0800-0859	4	8.33
0900-0959	2	4.17
1000-1059	5	10.42
1100-1159	2	4.17
1200-1259	2	4.17
1300-1359	4	8.33
1400-1459	1	2.08
1500-1559	4	8.33
1600-1659	2	4.17
1700-1759	4	8.33
1800-1859	4	8.33
1900-1959	0	0.00
2000-2059	3	6.25
2100-2159	1	2.08
2200-2259	0	0.00
2300-2359	0	0.00

Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	28	2	0	30
Dark	13	1	0	14
Other	3	1	0	4
Total	44	4	0	48

Object Struck Summary

Object Type	Times Struck	Percent of Total
ANIMAL	2	16.67
GUARDRAIL FACE ON SHOULDER	1	8.33
OTHER FIXED OBJECT	4	33.33
TRAFFIC ISLAND CURB OR MEDIAN	1	8.33
TREE	1	8.33
UTILITY POLE	3	25.00

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
COMMERCIAL BUS	1	1.14
LIGHT TRUCK (MINI-VAN, PANEL)	5	5.68
MOPED	1	1.14
PASSENGER CAR	46	52.27
PICKUP	7	7.95
SINGLE UNIT TRUCK (2-AXLE, 6-TIRE)	1	1.14
SPORT UTILITY	16	18.18
UNKNOWN	6	6.82
VAN	5	5.68

Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2009	5	0	2	3
2010	14	0	1	13
2011	20	0	3	17
2012	9	0	2	7
Total	48	0	8	40

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2009	0	4
2010	0	3
2011	0	3
2012	0	3
Total	0	13

Miscellaneous Totals

Year	Property Damage	EPDO Index
2009	$ 16800	19.80
2010	$ 56500	21.40
2011	$ 40800	42.20
2012	$ 47600	23.80
Total	$ 161700	107.20

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2009	0	0	1	1	2	1	0
2010	1	0	3	3	3	2	2
2011	1	1	6	4	6	2	0
2012	1	1	0	1	4	2	0
Total	3	2	10	9	15	7	2

Strip Diagram

Features	Milepost	Crash IDs
SR 2900 | BLOUNT | DELLWAY	5.25	103296373
SASSER	5.26	102904690 | 103155938
	5.27	
	5.28	103434190
MIMOSA	5.29	103212584
	5.30	
	5.31	
	5.32	103295220
	5.33	103020722
GLASCOCK	5.34	102740189 | 103204233 | 103434980 | 103436042 | 103461423 | 102881113
	5.35	103255125
	5.36	
	5.37	
	5.38	
	5.39	
POPLAR	5.40	
LAFAYETTE	5.41	
	5.42	
	5.43	103181516
	5.44	
	5.45	
	5.46	
CLOVER	5.47	
	5.48	
	5.49	
	5.50	
CHESTNUT	5.51	
	5.52	
	5.53	
	5.54	
FRANK	5.55	103125638
	5.56	
	5.57	102785655
	5.58	
HARDING	5.59	
	5.60	
	5.61	
SYCAMORE	5.62	
	5.63	
	5.64	
	5.65	
	5.66	103072363

Features	Milepost	Crash IDs
WATAUGA	5.67	102927473
	5.68	
	5.69	
	5.70	
	5.71	
	5.72	
	5.73	
CLIFTON	5.74	103124555 | 103199592
COURTLAND	5.75	102961700
	5.76	
	5.77	
	5.78	
	5.79	
AUTOMOTIVE	5.80	103391879
	5.81	
	5.82	
	5.83	103333565 | 103168035
	5.84	
	5.85	
BROOKSIDE	5.86	102942188 | 103007651 | 103017937 | 103046867 |
		103057838 | 103330547 | 103403181 | 103168469 |
		103007648 | 103274587
EB CAPITAL BLVD OFF RAMP	5.87	102676578 | 103125715 | 103211583 | 103483730
	5.88	103308114 | 103472091
US 401 | CAPITAL | Structure:910172 | Structure:910175	5.89	103020297 | 103125118
	5.90	
	5.91	
	5.92	
	5.93	
	5.94	
	5.95	
	5.96	
	5.97	
	5.98	
	5.99	
	6.00	102774822
WB CAPITAL BLVD ON RAMP | OLD LOUISBURG | ATLANTIC	6.01	102657661 | 102736865 | 103190366 | 103483034

Study Criteria

Study Name	Log No.	PH No.	TIP No.	K/A Cf.	B/C Cf.	ADT	ADT Route
MW41000021576B	41000021576			76.8	8.4	11700	40002026

Request Date	Courier Service	Phone No.	Ext.	Fax No.
09/14/2012		919 256 6313		919 946 2918

County			Municipality					
Name	Code	Div.	Name	Code	Y-Line Ft.	Begin Date	End Date	Years
WAKE	91	5	All and Rural		0	08/01/2009	07/31/2012	3.00

Location Text

Crash analysis on SR 2026 (Wake Forest Road) from SR 2900 (Mordecai Drive) to WB Capital Boulevard on-Ramp.

Requestor

Sreekanth Nandagiri
AECOM
701 Corporate Center Dr
Raleigh, NC

Included Accidents	Old MP	New MP	Type
103483730	5.89	5.87	R
103483034		6.013	I
103434980		5.34	I
103333565		5.832	I
103308114	0.695	5.88	I
103296373		5.25	I
103255125	5.47	5.35	R
103211583	5.852	5.87	R
103190366		6.013	I
103125715	5.885	5.87	R
102904690	5.25	5.255	R
102774822		5.999	I
102736865		6.013	I
102676578		5.87	I
102657661		6.011	I

Excluded Accidents
103461354
103426683
103424087
103316581
103255701
103254741
103209698
103203007

Excluded Accidents
103155861
103017997
103004817
102962063
102829361
102785648
102731858
103003743
102881450
103443577
103262444
103256662
103207382
103181415
103155865
103115240
103504130
103217212
103340047
103276162
102766690
103444388
103379906
103084434
102828371
102753652
103334614
103132779

Fiche Roads

Name	Code
SR 2026	40002026
PERSON	50023902
WAKE FOREST	50031909

Strip Road

Name	Code	Begin MP	End MP	Miles	Kilometers
SR 2026	40002026	5.250	6.013	0.763	1.228

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report

Study Criteria Summary

County: WAKE **City:** All and Rural
Date: 08/01/2009 **to** 07/31/2012 **Study:** MW41000021525
Location: Crash analysis on SR 3670 (Blount Street) from SR 2900 (Dellway Street) to Hoke Street.

Report Details

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	Injuries A	Injuries B	Injuries C	Condition R	Condition L	Condition W	Road Ch	Road Ci	Trfc Ctl Dv	Trfc Ctl Op
1	**103224954**	0.008	08/10/2011 17:11	FIXED OBJECT	$ 1500	0	0	0	0	1	1	1	1	0	2	1
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:** 34											
2	**102797883**	0.082	01/26/2010 13:02	ANGLE	$ 1500	0	0	0	0	1	1	1	1	0	1	1
Unit 1 : 1	**Alchl/Drgs:** 7	**Speed:** 35 MPH	**Dir:** W	**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:**											
3	**103286884**	0.082	10/02/2011 00:22	ANGLE	$ 2700	0	0	0	0	1	4	1	1	0	0	
Unit 1 : 4	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 8	**Obj Strk:**											
Unit 2 : 5	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
4	**103048317**	0.084	12/03/2010 11:34	SIDESWIPE, SAME DIRECTION	$ 3300	0	0	0	0	1	1	1	1	0	0	
Unit 1 : 32	**Alchl/Drgs:** 7	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 3	**Obj Strk:**											
Unit 3 : 1	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 3	**Obj Strk:**											
Unit 4 : 1	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 3	**Obj Strk:**											
Unit 5 : 1	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 3	**Obj Strk:**											
Unit 6 : 1	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 3	**Obj Strk:**											
Unit 7 : 1	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 3	**Obj Strk:**											
Unit 8 : 1	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 3	**Obj Strk:**											
Unit 9 : 1	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 3	**Obj Strk:**											
Unit 10 : 1	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 3	**Obj Strk:**											
5	**103427314**	0.084	03/20/2012 13:46	ANGLE	$ 2500	0	0	0	0	1	1	1	1	0	0	
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 2 : 4	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 5	**Obj Strk:**											
6	**103057735**	0.139	12/08/2010 19:11	SIDESWIPE, SAME DIRECTION	$ 5000	0	0	0	0	1	4	1	1	0		
Unit 1 : 4	**Alchl/Drgs:** 0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 5	**Obj Strk:**											
Unit 2 : 5	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
7	**102859853**	0.154	04/10/2010 01:08	LEFT TURN, SAME ROADWAY	$ 3000	0	0	0	0	1	6	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
8	**103034709**	0.154	11/14/2010 15:25	LEFT TURN, SAME ROADWAY	$ 3000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**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:**			
9	**103097950**	0.156	01/21/2011 17:11	REAR END, SLOW OR STOP	$ 5300	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
10	**102798893**	0.215	01/22/2010 09:34	ANGLE	$ 9000	0	0	0	0	2	1	2	1	0	1	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**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:**			
11	**102701182**	0.240	09/30/2009 22:42	SIDESWIPE, SAME DIRECTION	$ 1000	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:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
12	**103458250**	0.243	05/24/2012 08:16	REAR END, SLOW OR STOP	$ 300	0	0	0	0	1	1	2	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
13	**103457174**	0.245	05/22/2012 10:21	SIDESWIPE, SAME DIRECTION	$ 1000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 10	**Alchl/Drgs:**	7	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
14	**102700418**	0.247	09/27/2009 00:45	ANGLE	$ 7000	0	0	0	0	2	4	3	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:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
15	**102744743**	0.247	11/20/2009 12:41	ANGLE	$ 4000	0	0	0	1	1	1	1	1	0	3	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:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
16	**102743924**	0.247	11/23/2009 09:31	ANGLE	$ 3000	0	0	0	0	2	1	3	1	0	3	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:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
17	**102774028**	0.247	12/28/2009 15:11	ANGLE	$ 3500	0	0	0	0	1	1	1	1	0		
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:**				7			**Obj Strk:**			
18	**102774035**	0.247	12/28/2009 16:01	ANGLE	$ 14000	0	0	0	2	1	1	1	3	0	3	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:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
19	**102881630**	0.247	05/01/2010 20:23	ANGLE	$ 10000	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** S	**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:**			
20	**102992015**	0.247	09/17/2010 16:27	ANGLE	$ 6000	0	0	0	1	1	1	2	1	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
21	**103140122**	0.247	04/03/2011 19:49	ANGLE	$ 7000	0	0	0	0	1	2	1	1	0	0	
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:**				4			**Obj Strk:**			
22	**103168022**	0.247	05/13/2011 09:19	REAR END, SLOW OR STOP	$ 1500	0	0	0	1	1	1	2	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				12			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				12			**Obj Strk:**			
23	**103179872**	0.247	05/25/2011 10:59	ANGLE	$ 13000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
24	**103239572**	0.247	08/30/2011 10:32	ANGLE	$ 4000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 3	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
25	**103424942**	0.247	04/12/2012 22:05	LEFT TURN, SAME ROADWAY	$ 8500	0	0	1	1	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
26	**103467128**	0.247	06/04/2012 18:45	ANGLE	$ 11500	0	0	0	2	1	1	1	1	0	3	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:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		34	
27	**103327988**	0.285	12/11/2011 15:48	SIDESWIPE, SAME DIRECTION	$ 700	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
28	**103127243**	0.289	03/05/2011 16:15	SIDESWIPE, SAME DIRECTION	$ 200	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 34 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
29	**103397706**	0.308	03/09/2012 07:52	SIDESWIPE, SAME DIRECTION	$ 500	0	0	0	0	10	8	9	1	12	0	
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
30	**102751627**	0.377	12/04/2009 23:27	REAR END, SLOW OR STOP	$ 3000	0	0	0	0	3	4	3	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:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
31	**102676795**	0.379	08/24/2009 17:34	REAR END, SLOW OR STOP	$ 2500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 3	**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:**			
32	**102699402**	0.381	09/23/2009 12:49	SIDESWIPE, SAME DIRECTION	$ 500	0	0	0	0	1	1	2	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 32	**Alchl/Drgs:**	7	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
33	**103100560**	0.381	02/05/2011 11:04	ANGLE	$ 4000	0	0	0	0	2	1	2	1	0	3	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:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
34	**103301872**	0.381	11/11/2011 13:27	LEFT TURN, SAME ROADWAY	$ 2200	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
35	**103093212**	0.390	01/22/2011 11:49	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	1	1	1	0	0	
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:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
36	**103309198**	0.516	11/21/2011 15:45	SIDESWIPE, SAME DIRECTION	$ 300	0	0	0	0	1	1	1	1	0	3	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:**			
37	**103446567**	0.525	05/09/2012 07:26	ANGLE	$ 8000	0	0	0	0	1	1	2	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
38	**103034001**	0.534	11/22/2010 08:45	SIDESWIPE, SAME DIRECTION	$ 1600	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
39	**103265977**	0.541	09/30/2011 13:59	REAR END, SLOW OR STOP	$ 3000	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:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
40	**102744712**	0.617	11/09/2009 20:18	ANGLE	$ 3500	0	0	0	0	1	4	1	1	0	4	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:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
41	**102828384**	0.617	02/26/2010 16:36	ANGLE	$ 10000	0	0	0	1	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 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
42	**103084592**	0.617	01/04/2011 10:56	ANGLE	$ 9000	0	0	0	0	1	1	1	1	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:** 3 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
43	**103182244**	0.617	06/20/2011 18:22	ANGLE	$ 8000	0	0	0	3	1	1	1	1	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** E	**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:**			
44	**103192153**	0.617	07/01/2011 15:24	ANGLE	$ 10000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
45	**103250051**	0.617	09/14/2011 08:37	ANGLE	$ 5500	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:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
46	**103017744**	0.626	11/06/2010 16:00	SIDESWIPE, SAME DIRECTION	$ 3000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
47	**103154984**	0.649	05/06/2011 13:22	ANGLE	$ 950	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 6	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SE	**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:**			
48	**103157867**	0.680	05/06/2011 13:06	RIGHT TURN, DIFFERENT ROADWAYS	$ 1200	0	0	0	0	1	1	2	1	0	0	
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
49	**102859166**	0.708	04/20/2010 13:55	SIDESWIPE, SAME DIRECTION	$ 500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 10	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
50	**102656061**	0.710	08/01/2009 14:10	LEFT TURN, SAME ROADWAY	$ 5000	0	0	0	0	1	1	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 :** 2	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
51	**102700427**	0.710	09/27/2009 10:05	ANGLE	$ 10000	0	0	1	1	2	1	2	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** SW	**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:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
52	**102813737**	0.710	02/18/2010 12:09	LEFT TURN, SAME ROADWAY	$ 6500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
53	**102859462**	0.710	04/07/2010 14:13	ANGLE	$ 700	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
54	**102858918**	0.710	04/18/2010 10:04	LEFT TURN, SAME ROADWAY	$ 500	0	0	0	0	1	1	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 :** 32	**Alchl/Drgs:**	7	**Speed:** 30 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
55	**102962702**	0.710	08/21/2010 20:50	ANGLE	$ 13000	0	0	0	0	1	4	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
56	**103046658**	0.710	12/03/2010 12:23	ANGLE	$ 4000	0	0	0	0	1	1	1	3	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:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
57	**103140416**	0.710	04/02/2011 13:06	ANGLE	$ 3000	0	0	0	2	1	1	1	1	0	3	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:** 25 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
58	**103155581**	0.710	04/23/2011 21:34	ANGLE	$ 2500	0	0	0	1	1	4	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** S	**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:**			
59	**103240322**	0.710	08/31/2011 19:10	ANGLE	$ 14000	0	0	1	1	1	1	1	1	0	3	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:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
60	**103260940**	0.710	09/27/2011 09:09	ANGLE	$ 5000	0	0	0	2	2	1	2	1	0	3	1
Unit	**1 :** 3	**Alchl/Drgs:**	0	**Speed:** 10 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:**				4			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
61	**103302788**	0.710	11/11/2011 09:29	PEDESTRIAN	$ 0	0	0	1	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	SW	**Veh Mnvr/Ped Actn:**	8	**Obj Strk:**	14					
Unit	**2 :** 24	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**		**Veh Mnvr/Ped Actn:**		**Obj Strk:**	14					
62	**103401112**	0.710	03/08/2012 09:58	ANGLE	$ 14000	0	0	0	1	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:**	20 MPH	**Dir:**	W	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**						
63	**103401102**	0.710	03/13/2012 12:54	SIDESWIPE, SAME DIRECTION	$ 1400	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	30 MPH	**Dir:**	SW	**Veh Mnvr/Ped Actn:**	5	**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	30 MPH	**Dir:**	W	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**						
64	**103420815**	0.710	04/06/2012 15:54	ANGLE	$ 5000	0	0	0	0	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 :** 4	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	W	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**						
65	**103432605**	0.710	04/22/2012 09:39	ANGLE	$ 4200	0	0	0	0	2	1	2	1	1	3	1
Unit	**1 :** 4	**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:**	W	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**						
66	**103437960**	0.710	04/29/2012 11:46	ANGLE	$ 10000	0	0	0	2	1	1	1	1	0	3	1
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:**	35 MPH	**Dir:**	W	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**	34					
67	**103498143**	0.710	07/13/2012 12:34	ANGLE	$ 6000	0	0	0	0	1	1	2	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:**	35 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**						
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:**	35 MPH	**Dir:**	W	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**						
68	**102802001**	0.712	02/02/2010 14:42	ANGLE	$ 2500	0	0	0	0	2	1	3	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	33 MPH	**Dir:**	S	**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:**						
69	**102699431**	0.713	09/17/2009 07:34	PEDESTRIAN	$ 0	0	0	1	0	2	3	3	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	8	**Obj Strk:**	14					
Unit	**2 :** 24	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**		**Veh Mnvr/Ped Actn:**		**Obj Strk:**	14					

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
70	**103268726**	0.714	10/04/2011 09:36	SIDESWIPE, SAME DIRECTION	$ 2500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
71	**103236348**	0.721	08/24/2011 17:52	REAR END, SLOW OR STOP	$ 1750	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
72	**103115046**	0.724	02/09/2011 11:50	PARKED MOTOR VEHICLE	$ 2500	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		20	
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
73	**103094446**	0.738	01/25/2011 11:12	SIDESWIPE, SAME DIRECTION	$ 500	0	0	0	0	1	1	2	1	0	0	
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 3	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
74	**103434224**	0.738	04/23/2012 07:33	REAR END, SLOW OR STOP	$ 15	0	0	0	0	2	1	1	1	0	0	
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:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
75	**103472110**	0.738	06/08/2012 16:07	SIDESWIPE, SAME DIRECTION	$ 1000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 10	**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:**			
76	**102745172**	0.758	11/24/2009 09:05	LEFT TURN, SAME ROADWAY	$ 2500	0	0	0	0	2	1	2	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**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:**			
77	**102920890**	0.760	07/06/2010 08:22	LEFT TURN, SAME ROADWAY	$ 4000	0	0	0	0	1	1	1	1	0	0	
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:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
78	**103455030**	0.764	05/18/2012 16:31	ANGLE	$ 1800	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
79	**103124755**	0.765	03/08/2011 09:19	REAR END, SLOW OR STOP	$ 350	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:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
80	**103406959**	0.767	03/20/2012 09:05	SIDESWIPE, SAME DIRECTION	$ 1000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
81	**102845640**	0.779	04/07/2010 10:25	OTHER COLLISION WITH VEHICLE	$ 60	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
82	**103243190**	0.787	09/03/2011 14:13	OTHER COLLISION WITH VEHICLE	$ 1800	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
Unit	**2 :** 3	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
83	**103223082**	0.798	08/08/2011 18:12	OTHER COLLISION WITH VEHICLE	$ 3000	0	0	0	0	1	1	1		0		
Unit	**1 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
84	**103133323**	0.799	03/31/2011 09:46	REAR END, SLOW OR STOP	$ 160	0	0	0	2	2	1	2	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 2 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				12			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
85	**103427413**	0.815	04/11/2012 13:16	SIDESWIPE, SAME DIRECTION	$ 600	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
86	**102859105**	0.816	04/16/2010 14:26	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				14			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				13			**Obj Strk:**			
87	**103467126**	0.816	05/31/2012 14:19	SIDESWIPE, SAME DIRECTION	$ 400	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 8	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
88	**103173969**	0.817	06/08/2011 12:42	SIDESWIPE, SAME DIRECTION	$ 1000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
89	**103343344**	0.818	12/30/2011 19:48	REAR END, SLOW OR STOP	$ 200	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
90	**103250607**	0.819	08/27/2011 19:30	RIGHT TURN, SAME ROADWAY	$ 900	0	0	0	0	2	2	3	1	0	3	1
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 8 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	1	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
91	**103238461**	0.820	08/25/2011 12:46	LEFT TURN, DIFFERENT ROADWAYS	$ 1000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**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:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
92	**103295308**	0.820	11/05/2011 12:16	ANGLE	$ 3000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	7	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 3	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
93	**103510338**	0.837	07/31/2012 12:06	SIDESWIPE, SAME DIRECTION	$ 8000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
94	**102676423**	0.839	08/17/2009 17:00	PARKED MOTOR VEHICLE	$ 350	0	0	0	0	2	1	2	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
95	**102676413**	0.839	08/17/2009 18:22	PARKED MOTOR VEHICLE	$ 300	0	0	0	0	2	1	2	1	0		
Unit	**1 :** 4	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
Unit	**2 :** 32	**Alchl/Drgs:**	7	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
96	**102827885**	0.839	03/05/2010 08:48	REAR END, SLOW OR STOP	$ 3100	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 3 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
97	**103094686**	0.848	01/28/2011 16:36	SIDESWIPE, SAME DIRECTION	$ 100	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 32	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
98	**102691018**	0.858	09/04/2009 13:32	REAR END, SLOW OR STOP	$ 4500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
99	**102932515**	0.858	07/23/2010 08:56	PARKED MOTOR VEHICLE	$ 200	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		20	
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
100	**103254788**	0.858	09/14/2011 10:54	SIDESWIPE, SAME DIRECTION	$ 2000	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 :** 10	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
101	**103125413**	0.867	03/18/2011 11:20	SIDESWIPE, SAME DIRECTION	$ 900	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
102	**102699323**	0.873	09/22/2009 13:52	PARKED MOTOR VEHICLE	$ 2000	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				14			**Obj Strk:**		20	
Unit	**2 :** 5	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
103	**102785588**	0.873	01/03/2010 02:36	ANGLE	$ 11500	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				12			**Obj Strk:**			
104	**102785219**	0.873	01/06/2010 19:32	REAR END, SLOW OR STOP	$ 1000	0	0	0	0	1	4	1	1	0		
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				10			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
105	**102881614**	0.877	05/01/2010 21:02	ANGLE	$ 3000	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:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				14			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
106	**103308013**	0.877	11/17/2011 20:11	SIDESWIPE, SAME DIRECTION	$ 500	0	0	0	0	1	4	1	1	0	0	
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:**				1			**Obj Strk:**			
107	**102921077**	0.881	07/07/2010 11:48	SIDESWIPE, SAME DIRECTION	$ 2000	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				13			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
108	**102952513**	0.886	08/17/2010 18:46	PARKED MOTOR VEHICLE	$ 450	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		20	
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
109	**103044512**	0.897	02/05/2010 09:07	SIDESWIPE, SAME DIRECTION	$ 400	0	0	0	0	2	1	3	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
110	**102904808**	0.897	05/06/2010 17:00	PARKED MOTOR VEHICLE	$ 200	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		20	
Unit	**2 :** 4	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
111	**102927608**	0.902	07/01/2010 11:07	SIDESWIPE, SAME DIRECTION	$ 700	0	0	0	0	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 :** 4	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
112	**102962074**	0.903	08/19/2010 18:11	SIDESWIPE, SAME DIRECTION	$ 1000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
113	**102744562**	0.906	11/13/2009 22:16	SIDESWIPE, SAME DIRECTION	$ 2000	0	0	0	0	1	4	2	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 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:**				5			**Obj Strk:**			
114	**103007037**	0.906	09/28/2010 11:48	SIDESWIPE, SAME DIRECTION	$ 300	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 10	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 6	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
115	**103046564**	0.907	12/07/2010 14:43	SIDESWIPE, SAME DIRECTION	$ 250	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 7	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
116	**103116755**	0.907	02/27/2011 00:02	SIDESWIPE, SAME DIRECTION	$ 500	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
117	**103430624**	0.907	04/19/2012 12:15	SIDESWIPE, SAME DIRECTION	$ 1600	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	7	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 3	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
118	**102961906**	0.910	08/04/2010 13:06	REAR END, SLOW OR STOP	$ 0	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
119	**102907136**	0.911	06/11/2010 12:49	REAR END, SLOW OR STOP	$ 1500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
120	**103277499**	0.911	10/17/2011 13:24	ANGLE	$ 13000	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:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
121	**103288829**	0.911	10/29/2011 11:40	SIDESWIPE, SAME DIRECTION	$ 1500	0	0	0	0	2	1	2	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 17	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
122	**103483079**	0.911	06/22/2012 11:52	REAR END, SLOW OR STOP	$ 3500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 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:**				7			**Obj Strk:**			
123	**102745762**	0.915	11/10/2009 18:47	PARKED MOTOR VEHICLE	$ 200	0	0	0	0	2	4	3	1	0	0	
Unit	**1 :** 29	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		20	
Unit	**2 :** 2	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
124	**103254740**	0.915	09/17/2011 15:45	SIDESWIPE, SAME DIRECTION	$ 1500	0	0	0	0	2	1	2	1	0	0	
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
125	**102982888**	0.916	09/08/2010 10:01	PARKED MOTOR VEHICLE	$ 1700	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 12	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**		20	
126	**103125402**	0.916	03/17/2011 18:19	SIDESWIPE, SAME DIRECTION	$ 1000	0	0	0	0	1	1	1	1	0	0	
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:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
127	**102690975**	0.918	09/04/2009 23:30	PARKED MOTOR VEHICLE	$ 400	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		20	
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
128	**103284011**	0.919	10/24/2011 15:50	REAR END, SLOW OR STOP	$ 1500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
129	**103343347**	0.919	01/01/2012 11:25	PARKED MOTOR VEHICLE	$ 300	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
Unit	**2 :** 32	**Alchl/Drgs:**	7	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				13			**Obj Strk:**		20	
130	**102700062**	0.920	09/24/2009 10:30	SIDESWIPE, SAME DIRECTION	$ 50	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 10	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
131	**103046820**	0.920	12/01/2010 17:38	SIDESWIPE, SAME DIRECTION	$ 100	0	0	0	0	1	2	1	1	0		
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 30 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:**				2			**Obj Strk:**			
132	**103295148**	0.920	11/05/2011 22:12	SIDESWIPE, SAME DIRECTION	$ 500	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 5	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
133	**102750847**	0.922	12/06/2009 22:12	SIDESWIPE, SAME DIRECTION	$ 4000	0	0	0	0	1	4	1	3	0	0	
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:**			
134	**102700222**	0.930	09/19/2009 15:50	PARKED MOTOR VEHICLE	$ 1300	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:**		20	
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				13			**Obj Strk:**		20	
135	**103005059**	0.930	09/25/2010 22:56	SIDESWIPE, SAME DIRECTION	$ 3000	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
136	**103090654**	0.930	01/12/2011 15:26	PARKED MOTOR VEHICLE	$ 600	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 10	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		20	
Unit	**2 :** 10	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
137	**103133252**	0.930	03/11/2011 18:20	SIDESWIPE, SAME DIRECTION	$ 2000	0	0	0	0	1	4	1	1	0		
Unit	**1 :** 10	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
138	**103194372**	0.930	07/02/2011 20:28	PARKED MOTOR VEHICLE	$ 1600	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 2	**Alchl/Drgs:**	7	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		20	
Unit	**2 :** 5	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				3			**Obj Strk:**		20	
139	**103265365**	0.930	09/30/2011 21:39	SIDESWIPE, SAME DIRECTION	$ 1500	0	0	0	0	2	4	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 :** 4	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
140	**103357890**	0.930	01/19/2012 11:45	REAR END, SLOW OR STOP	$ 2250	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
141	**103397777**	0.930	03/07/2012 18:31	SIDESWIPE, SAME DIRECTION	$ 1000	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
142	**103423802**	0.930	03/23/2012 19:11	SIDESWIPE, SAME DIRECTION	$ 2000	0	0	0	0	1	1	1	1	0	0	

Unit 1 : 4 **Alchl/Drgs:** 7 **Speed:** 25 MPH **Dir:** S **Veh Mnvr/Ped Actn:** 2 **Obj Strk:**
Unit 2 : 1 **Alchl/Drgs:** 0 **Speed:** 25 MPH **Dir:** S **Veh Mnvr/Ped Actn:** 4 **Obj Strk:**

143	**103424169**	0.930	04/05/2012 11:24	SIDESWIPE, SAME DIRECTION	$ 5000	0	0	0	0	1	1	1	1	0		

Unit 1 : 1 **Alchl/Drgs:** 0 **Speed:** 30 MPH **Dir:** S **Veh Mnvr/Ped Actn:** 4 **Obj Strk:**
Unit 2 : 14 **Alchl/Drgs:** 7 **Speed:** 0 MPH **Dir:** S **Veh Mnvr/Ped Actn:** 2 **Obj Strk:**

144	**103441952**	0.930	05/02/2012 18:21	REAR END, SLOW OR STOP	$ 3000	0	0	0	0	1	1	1	1	0	0	

Unit 1 : 1 **Alchl/Drgs:** 0 **Speed:** 15 MPH **Dir:** SW **Veh Mnvr/Ped Actn:** 6 **Obj Strk:**
Unit 2 : 1 **Alchl/Drgs:** 7 **Speed:** 15 MPH **Dir:** S **Veh Mnvr/Ped Actn:** 6 **Obj Strk:**

145	**103466087**	0.930	06/01/2012 23:14	HEAD ON	$ 4000	0	0	0	0	2	4	3	1	0	0	

Unit 1 : 1 **Alchl/Drgs:** 7 **Speed:** 10 MPH **Dir:** N **Veh Mnvr/Ped Actn:** 4 **Obj Strk:**
Unit 2 : 2 **Alchl/Drgs:** 0 **Speed:** 5 MPH **Dir:** S **Veh Mnvr/Ped Actn:** 5 **Obj Strk:**

146	**103093340**	0.934	01/24/2011 17:30	PEDESTRIAN	$ 0	0	0	0	1	1	2	1	1	0	0	

Unit 1 : 1 **Alchl/Drgs:** 0 **Speed:** 3 MPH **Dir:** N **Veh Mnvr/Ped Actn:** 10 **Obj Strk:** 14
Unit 2 : 24 **Alchl/Drgs:** 0 **Speed:** 0 MPH **Dir:** **Veh Mnvr/Ped Actn:** **Obj Strk:** 14

147	**103115134**	0.939	02/25/2011 14:40	SIDESWIPE, SAME DIRECTION	$ 500	0	0	0	0	1	1	1	1	0	0	

Unit 1 : 6 **Alchl/Drgs:** 0 **Speed:** 15 MPH **Dir:** S **Veh Mnvr/Ped Actn:** 4 **Obj Strk:**
Unit 2 : 1 **Alchl/Drgs:** 0 **Speed:** 10 MPH **Dir:** S **Veh Mnvr/Ped Actn:** 4 **Obj Strk:**

148	**103244894**	0.945	09/01/2011 16:31	PARKED MOTOR VEHICLE	$ 950	0	0	0	0	1	1	1	1	0	0	

Unit 1 : 1 **Alchl/Drgs:** 0 **Speed:** 20 MPH **Dir:** S **Veh Mnvr/Ped Actn:** 4 **Obj Strk:** 20
Unit 2 : 1 **Alchl/Drgs:** 7 **Speed:** 0 MPH **Dir:** S **Veh Mnvr/Ped Actn:** 2 **Obj Strk:** 20

149	**103132831**	0.949	03/18/2011 23:00	BACKING UP	$ 850	0	0	0	0	1	4	1	1	0	0	

Unit 1 : 5 **Alchl/Drgs:** 0 **Speed:** 2 MPH **Dir:** N **Veh Mnvr/Ped Actn:** 10 **Obj Strk:**
Unit 2 : 20 **Alchl/Drgs:** 7 **Speed:** 0 MPH **Dir:** E **Veh Mnvr/Ped Actn:** 2 **Obj Strk:** 20

150	**103394871**	0.949	03/05/2012 19:30	SIDESWIPE, SAME DIRECTION	$ 8000	0	0	0	0	1	4	1	1	0	0	

Unit 1 : 32 **Alchl/Drgs:** 7 **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:** 20
Unit 3 : 1 **Alchl/Drgs:** 7 **Speed:** 0 MPH **Dir:** S **Veh Mnvr/Ped Actn:** 2 **Obj Strk:** 20

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
151	**103445479**	0.949	05/05/2012 21:47	REAR END, SLOW OR STOP	$ 4000	0	0	0	0	2	4	3	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
152	**102845338**	0.958	03/28/2010 14:34	SIDESWIPE, SAME DIRECTION	$ 1500	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
153	**102880584**	0.958	04/03/2010 02:43	MOVABLE OBJECT	$ 600	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	7	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				10			**Obj Strk:**		18	
154	**103169459**	0.958	05/11/2011 13:08	SIDESWIPE, SAME DIRECTION	$ 100	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 30 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:**				2			**Obj Strk:**			
155	**102814137**	0.963	02/16/2010 14:26	SIDESWIPE, SAME DIRECTION	$ 5000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				16			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
156	**103416294**	0.965	04/01/2012 18:22	BACKING UP	$ 200	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 2 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				10			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
157	**102829360**	0.968	02/23/2010 17:55	SIDESWIPE, SAME DIRECTION	$ 100	0	0	0	0	1	2	2	1	0	3	1
Unit	**1 :** 6	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
Unit	**2 :** 3	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
158	**102859851**	0.968	03/20/2010 16:33	SIDESWIPE, SAME DIRECTION	$ 1010	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 6	**Alchl/Drgs:**	0	**Speed:** 20 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:**			
159	**102845363**	0.968	04/01/2010 14:13	SIDESWIPE, SAME DIRECTION	$ 100	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
160	**103427507**	0.982	04/13/2012 10:03	SIDESWIPE, SAME DIRECTION	$ 100	0	0	0	0	1	1	2	1	0	0	
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
161	**103340092**	0.984	12/27/2011 18:56	SIDESWIPE, SAME DIRECTION	$ 500	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 1	**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:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
162	**102880493**	0.995	04/23/2010 17:09	REAR END, SLOW OR STOP	$ 2750	0	0	0	0	1	1	2	1	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
163	**103298998**	0.998	11/09/2011 09:27	PARKED MOTOR VEHICLE	$ 5000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		20	
164	**102785653**	1.006	01/04/2010 14:06	BACKING UP	$ 1000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
Unit	**2 :** 32	**Alchl/Drgs:**	7	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				10			**Obj Strk:**			
165	**103149133**	1.009	04/23/2011 15:09	PARKED MOTOR VEHICLE	$ 300	0	0	0	0	1	1	2	4	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				13			**Obj Strk:**		20	
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
166	**102981909**	1.010	08/31/2010 21:06	REAR END, SLOW OR STOP	$ 100	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 2 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 21	**Alchl/Drgs:**	1	**Speed:** 0 MPH	**Dir:**	**Veh Mnvr/Ped Actn:**							**Obj Strk:**			
167	**103321888**	1.010	11/25/2011 05:14	BACKING UP	$ 550	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 1	**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:**			
168	**102676781**	1.012	08/24/2009 11:55	PEDESTRIAN	$ 0	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**		14	
Unit	**2 :** 24	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:**	**Veh Mnvr/Ped Actn:**							**Obj Strk:**		14	

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
169	**102732175**	1.012	10/22/2009 12:51	SIDESWIPE, SAME DIRECTION	$ 2000	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 :** 5	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
170	**102886908**	1.012	05/05/2010 08:38	ANGLE	$ 6500	0	0	0	2	1	1	1	1	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:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
171	**102906771**	1.012	06/01/2010 08:06	RIGHT TURN, SAME ROADWAY	$ 3550	0	0	0	0	2	1	3	1	0	12	1
Unit	**1 :** 14	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**		34	
172	**102991832**	1.012	09/14/2010 19:25	ANGLE	$ 4000	0	0	0	0	1	2	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
173	**103058471**	1.012	12/11/2010 00:12	FIXED OBJECT	$ 2500	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 2 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				10			**Obj Strk:**		34	
174	**103314448**	1.012	11/28/2011 09:15	ANGLE	$ 6500	0	0	0	1	2	1	2	1	0	3	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:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
175	**103432719**	1.012	04/16/2012 17:25	FIXED OBJECT	$ 1100	0	0	0	2	1	1	1	1	0	3	1
Unit	**1 :** 6	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**		34	
176	**102739098**	1.017	10/29/2009 16:45	PARKED MOTOR VEHICLE	$ 5500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		20	
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
177	**102880730**	1.017	04/28/2010 12:45	PARKED MOTOR VEHICLE	$ 500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 2 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				16			**Obj Strk:**		20	
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 2 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				16			**Obj Strk:**		20	
178	**102881632**	1.020	05/01/2010 15:53	SIDESWIPE, SAME DIRECTION	$ 550	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				14			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
179	**102739268**	1.021	11/04/2009 14:56	FIXED OBJECT	$ 250	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 3 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				10			**Obj Strk:**		40	
180	**103254390**	1.023	09/02/2011 14:38	SIDESWIPE, SAME DIRECTION	$ 0	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 31	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
181	**102739154**	1.024	10/30/2009 15:09	BACKING UP	$ 200	0	0	0	0	1	1	2	1	0	0	
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				10			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
182	**102797878**	1.025	01/26/2010 11:35	PARKED MOTOR VEHICLE	$ 1000	0	0	0	0	1	1	1	1	12		
Unit	**1 :** 12	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		20	
Unit	**2 :** 2	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
183	**103187014**	1.026	06/27/2011 02:27	SIDESWIPE, SAME DIRECTION	$ 2000	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 32	**Alchl/Drgs:**	7	**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:**				8			**Obj Strk:**			
184	**102735884**	1.031	11/05/2009 10:04	SIDESWIPE, SAME DIRECTION	$ 2000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				14			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
185	**103155108**	1.031	04/29/2011 14:15	PARKED MOTOR VEHICLE	$ 250	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		20	
Unit	**2 :** 2	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
186	**103324571**	1.031	12/08/2011 17:41	SIDESWIPE, SAME DIRECTION	$ 100	0	0	0	0	1	2	1	1	0	0	
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
187	**102982399**	1.045	09/10/2010 12:26	SIDESWIPE, SAME DIRECTION	$ 400	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 10	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
188	**102941890**	1.059	08/06/2010 20:25	PARKED MOTOR VEHICLE	$ 600	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		20	
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
189	**102921199**	1.062	07/02/2010 00:17	SIDESWIPE, SAME DIRECTION	$ 2300	0	0	0	1	1	4	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
190	**103427473**	1.062	04/13/2012 21:50	SIDESWIPE, SAME DIRECTION	$ 2000	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
191	**103496119**	1.063	07/12/2012 18:45	SIDESWIPE, SAME DIRECTION	$ 2800	0	0	0	1	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
192	**102700044**	1.065	09/25/2009 17:07	PARKED MOTOR VEHICLE	$ 500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		20	
Unit	**2 :** 4	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
193	**103498137**	1.065	07/14/2012 07:48	SIDESWIPE, SAME DIRECTION	$ 1500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 33 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
194	**102906138**	1.066	06/05/2010 01:58	BACKING UP	$ 200	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	7	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				10			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
195	**102906056**	1.069	05/24/2010 17:37	PARKED MOTOR VEHICLE	$ 1000	0	0	0	0	1	1	2	1	0	0	
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		20	
Unit	**2 :** 4	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
196	**103020158**	1.069	10/29/2010 16:56	SIDESWIPE, SAME DIRECTION	$ 500	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
197	**103020155**	1.069	10/29/2010 20:50	PARKED MOTOR VEHICLE	$ 800	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:**	5 MPH	**Dir:**	S		**Veh Mnvr/Ped Actn:**		13		**Obj Strk:**		20	
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:**	0 MPH	**Dir:**	S		**Veh Mnvr/Ped Actn:**		2		**Obj Strk:**		20	
198	**102827777**	1.084	01/12/2010 09:32	PARKED MOTOR VEHICLE	$ 1200	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:**		2		**Obj Strk:**		20	
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	35 MPH	**Dir:**	S		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**		20	
199	**102740146**	1.093	11/02/2009 09:46	PARKED MOTOR VEHICLE	$ 3000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	S		**Veh Mnvr/Ped Actn:**		2		**Obj Strk:**		20	
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	10 MPH	**Dir:**	S		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**		20	
200	**103395866**	1.094	03/06/2012 14:16	PARKED MOTOR VEHICLE	$ 450	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 5	**Alchl/Drgs:**	7	**Speed:**	0 MPH	**Dir:**	S		**Veh Mnvr/Ped Actn:**		2		**Obj Strk:**		20	
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	20 MPH	**Dir:**	S		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**		20	
201	**102882792**	1.098	05/11/2010 12:40	SIDESWIPE, SAME DIRECTION	$ 200	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:**	20 MPH	**Dir:**	S		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	7	**Speed:**	0 MPH	**Dir:**	S		**Veh Mnvr/Ped Actn:**		2		**Obj Strk:**		20	
202	**102937059**	1.099	07/30/2010 13:27	SIDESWIPE, SAME DIRECTION	$ 500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:**	15 MPH	**Dir:**	S		**Veh Mnvr/Ped Actn:**		5		**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:**	20 MPH	**Dir:**	S		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
203	**103289738**	1.100	10/31/2011 13:18	REAR END, SLOW OR STOP	$ 6500	0	0	0	0	1	1	2	1	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	S		**Veh Mnvr/Ped Actn:**		1		**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:**	25 MPH	**Dir:**	S		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
204	**102881455**	1.107	04/30/2010 13:48	SIDESWIPE, SAME DIRECTION	$ 250	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	35 MPH	**Dir:**	S		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
Unit	**2 :** 32	**Alchl/Drgs:**	7	**Speed:**	35 MPH	**Dir:**	S		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
205	**102721388**	1.110	10/04/2009 12:40	SIDESWIPE, SAME DIRECTION	$ 9000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	S		**Veh Mnvr/Ped Actn:**		14		**Obj Strk:**		20	
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	30 MPH	**Dir:**	S		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
Unit	**3 :** 2	**Alchl/Drgs:**	7	**Speed:**	0 MPH	**Dir:**	S		**Veh Mnvr/Ped Actn:**		2		**Obj Strk:**		20	

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
206	**102699498**	1.112	09/16/2009 11:44	SIDESWIPE, SAME DIRECTION	$ 800	0	0	0	0	1	1	2	3	0	0	
Unit	**1 :** 2	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
Unit	**2 :** 32	**Alchl/Drgs:**	7	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
207	**103423109**	1.122	04/11/2012 21:07	SIDESWIPE, SAME DIRECTION	$ 1100	0	0	0	0	1	4	2	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
208	**102691278**	1.141	08/27/2009 12:10	SIDESWIPE, SAME DIRECTION	$ 200	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 3 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				10			**Obj Strk:**			
209	**102844871**	1.141	03/25/2010 16:44	REAR END, SLOW OR STOP	$ 2000	0	0	0	1	1	1	1	1	0	0	
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:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
210	**103146730**	1.141	04/15/2011 08:09	ANGLE	$ 600	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
211	**103243184**	1.141	09/03/2011 19:43	SIDESWIPE, SAME DIRECTION	$ 1000	0	0	0	0	1	2	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
212	**103356318**	1.141	01/16/2012 13:50	PARKED MOTOR VEHICLE	$ 400	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:**				13			**Obj Strk:**		20	
Unit	**2 :** 4	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
213	**103409160**	1.146	03/22/2012 08:56	SIDESWIPE, SAME DIRECTION	$ 1500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
214	**103423735**	1.155	03/02/2012 21:52	SIDESWIPE, SAME DIRECTION	$ 400	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
215	**103279546**	1.165	10/19/2011 17:54	PARKED MOTOR VEHICLE	$ 3000	0	0	0	0	2	1	2	1	0	0	

Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:**	10 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	12	**Obj Strk:**	20
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:**	0 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	3	**Obj Strk:**	20

216	**102846682**	1.169	03/18/2010 13:54	LEFT TURN, SAME ROADWAY	$ 4000	0	0	0	0	1	1	2	1	0	0	

Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	35 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	8	**Obj Strk:**	
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	35 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**	
Unit	**3 :** 2	**Alchl/Drgs:**	7	**Speed:**	0 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	2	**Obj Strk:**	20

217	**102882076**	1.174	05/18/2010 15:58	PARKED MOTOR VEHICLE	$ 1700	0	0	0	0	1	1	2	1	0	0	

Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	5 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	10	**Obj Strk:**	20
Unit	**2 :** 5	**Alchl/Drgs:**	7	**Speed:**	0 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	2	**Obj Strk:**	20

218	**102880566**	1.179	04/03/2010 16:29	SIDESWIPE, SAME DIRECTION	$ 750	0	0	0	0	1	1	1	1	0	0	

Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:**	5 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**	
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:**	0 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	2	**Obj Strk:**	

219	**102766818**	1.182	12/11/2009 10:51	PARKED MOTOR VEHICLE	$ 200	0	0	0	0	1	1	1	1	0	0	

Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	20 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**	20
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:**	0 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	2	**Obj Strk:**	20

220	**103373059**	1.182	02/04/2012 22:10	REAR END, SLOW OR STOP	$ 1700	0	0	0	1	3	4	3	1	0	0	

Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	1	**Obj Strk:**	
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	30 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**	

221	**102679188**	1.184	08/25/2009 16:33	SIDESWIPE, SAME DIRECTION	$ 2000	0	0	0	0	1	1	1	1	0	0	

Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	15 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	7	**Obj Strk:**	
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	10 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**	20
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	2	**Obj Strk:**	20

222	**103405388**	1.185	03/17/2012 17:54	SIDESWIPE, SAME DIRECTION	$ 3000	0	0	0	0	1	1	1	1	0	0	

Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:**	30 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	5	**Obj Strk:**	
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:**	30 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**	

223	**103090896**	1.193	01/18/2011 16:34	ANGLE	$ 2500	0	0	0	0	1	1	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:**	S	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**	

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
224	**103116534**	1.193	02/20/2011 19:51	ANGLE	$ 5000	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
225	**103296368**	1.193	11/07/2011 18:00	REAR END, SLOW OR STOP	$ 3300	0	0	0	0	1	4	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:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
226	**103505084**	1.193	07/24/2012 14:56	ANGLE	$ 5000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**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:**				8			**Obj Strk:**			
227	**103293119**	1.195	11/03/2011 18:40	SIDESWIPE, SAME DIRECTION	$ 1000	0	0	0	1	1	3	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 20	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
228	**103261831**	1.202	09/22/2011 17:24	REAR END, SLOW OR STOP	$ 4500	0	0	0	0	1	1	1	1	0	0	
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:**			
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
229	**103350424**	1.202	01/10/2012 16:34	RAN OFF ROAD - LEFT	$ 7000	0	0	0	1	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 55 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
230	**102968893**	1.220	08/31/2010 15:32	SIDESWIPE, SAME DIRECTION	$ 400	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
231	**103146627**	1.221	04/13/2011 12:38	SIDESWIPE, SAME DIRECTION	$ 300	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
232	**102941886**	1.224	08/06/2010 18:54	LEFT TURN, SAME ROADWAY	$ 2000	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
233	**103359971**	1.231	01/20/2012 19:25	PARKED MOTOR VEHICLE	$ 700	0	0	0	0	2	4	3	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	7	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		20	
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
234	**102859131**	1.250	04/18/2010 13:33	SIDESWIPE, SAME DIRECTION	$ 3000	0	0	0	0	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 :** 4	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				12			**Obj Strk:**			
235	**102860588**	1.260	04/11/2010 02:53	SIDESWIPE, SAME DIRECTION	$ 3000	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 2	**Alchl/Drgs:**	1	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				3			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				3			**Obj Strk:**			
236	**102699205**	1.275	09/21/2009 10:07	SIDESWIPE, SAME DIRECTION	$ 300	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 10	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				13			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
237	**103017705**	1.280	11/07/2010 16:25	SIDESWIPE, SAME DIRECTION	$ 1000	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**			
238	**102699554**	1.284	09/19/2009 11:29	ANGLE	$ 5000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 3	**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:**				4			**Obj Strk:**			
239	**103046626**	1.284	12/04/2010 12:33	ANGLE	$ 11000	0	0	1	0	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:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
240	**103094685**	1.284	01/28/2011 11:49	ANGLE	$ 1500	0	0	0	0	1	1	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:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
241	**103146915**	1.303	04/18/2011 08:22	SIDESWIPE, SAME DIRECTION	$ 1600	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 30 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:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
242	**103140162**	1.317	04/04/2011 18:35	REAR END, SLOW OR STOP	$ 500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
243	**103018128**	1.322	11/10/2010 10:18	SIDESWIPE, SAME DIRECTION	$ 1600	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
244	**102882445**	1.330	04/29/2010 18:48	PEDESTRIAN	$ 200	0	0	0	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 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**		14	
245	**103139812**	1.331	04/11/2011 16:29	SIDESWIPE, SAME DIRECTION	$ 6000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		34	
246	**102845435**	1.335	03/30/2010 09:22	ANGLE	$ 200	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 30 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 2 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
247	**102968974**	1.335	08/28/2010 22:36	ANGLE	$ 10000	0	0	0	0	1	4	1	1	0	3	1
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:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
248	**103059557**	1.335	12/12/2010 14:21	ANGLE	$ 7000	0	0	0	0	2	1	2	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
249	**103084207**	1.335	01/07/2011 09:34	ANGLE	$ 8000	0	0	0	3	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 :** 5	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
250	**103125237**	1.335	03/01/2011 14:03	LEFT TURN, SAME ROADWAY	$ 1600	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:**				8			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
251	**103197636**	1.335	07/09/2011 12:50	ANGLE	$ 24000	0	0	0	6	1	1	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:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
252	**103276142**	1.335	09/17/2011 11:42	ANGLE	$ 6500	0	0	0	0	2	1	2	1	0	3	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:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
253	**103292143**	1.335	11/02/2011 20:51	ANGLE	$ 10000	0	0	0	2	1	4	1	1	0	3	1
Unit	**1 :** 5	**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:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
254	**103314014**	1.335	11/27/2011 14:55	SIDESWIPE, OPPOSITE DIRECTION	$ 5000	0	0	1	0	1	1	1	1	0	14	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 20	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
255	**103343532**	1.335	12/31/2011 21:23	ANGLE	$ 2500	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**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:**			
256	**103359973**	1.335	01/22/2012 11:25	ANGLE	$ 2000	0	0	0	2	2	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:** 30 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
257	**103387522**	1.335	02/25/2012 14:29	ANGLE	$ 3000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
258	**103438033**	1.335	04/29/2012 14:45	ANGLE	$ 8000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
259	**103084598**	1.339	01/06/2011 17:31	REAR END, SLOW OR STOP	$ 900	0	0	0	0	1	2	1	1	0		
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:**				4			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 4 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
260	**103449448**	1.340	05/11/2012 11:27	OTHER NON-COLLISION	$ 1500	0	0	1	0	1	1	1	1	0	0	
Unit	**1 :** 20	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
261	**103046823**	1.341	12/01/2010 17:47	REAR END, SLOW OR STOP	$ 800	0	0	0	0	1	2	1	1	0	0	
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:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
262	**103101420**	1.363	02/04/2011 17:32	REAR END, SLOW OR STOP	$ 500	0	0	0	1	2	1	3	3	1	0	
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:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
263	**103139872**	1.366	04/09/2011 22:14	SIDESWIPE, SAME DIRECTION	$ 3500	0	0	0	0	2	4	3	1	0		
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
264	**102813623**	1.373	02/11/2010 07:45	RAN OFF ROAD - LEFT	$ 5001	0	0	0	1	1	1	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		33	
265	**103181213**	1.373	05/30/2011 17:05	FIXED OBJECT	$ 3000	0	0	0	2	1	1	1	1	0		
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		33	
266	**103003744**	1.430	10/04/2010 14:11	REAR END, SLOW OR STOP	$ 3500	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
267	**102932496**	1.459	07/22/2010 16:40	SIDESWIPE, SAME DIRECTION	$ 700	0	0	0	0	1	1	1	1	0	0	
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:**			
268	**103255941**	1.478	09/20/2011 14:55	REAR END, SLOW OR STOP	$ 600	0	0	0	0	1	1	1	3	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	7	**Speed:** 1 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				16			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				3			**Obj Strk:**			
269	**103383763**	1.497	02/20/2012 15:26	ANGLE	$ 4000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
270	**102744791**	1.507	11/21/2009 12:30	REAR END, SLOW OR STOP	$ 1000	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
271	**103233020**	1.512	08/21/2011 13:43	REAR END, SLOW OR STOP	$ 300	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
272	**102662080**	1.516	08/10/2009 18:38	ANGLE	$ 13000	0	0	0	1	1	1	1	1	0	3	1
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:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		36	
273	**102691246**	1.516	08/27/2009 20:07	ANGLE	$ 3500	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 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:**			
274	**102732875**	1.516	10/16/2009 18:31	ANGLE	$ 10000	0	0	1	1	1	2	2	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:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		61	
275	**102732857**	1.516	10/17/2009 22:23	ANGLE	$ 1500	0	0	0	0	1	4	1	1	0	3	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:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
276	**102743958**	1.516	11/13/2009 01:52	ANGLE	$ 2200	0	0	1	1	2	4	3	3	0	3	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:** 12 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
277	**102775780**	1.516	12/18/2009 19:15	ANGLE	$ 5500	0	0	0	1	2	4	6	1	1	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
278	**102802124**	1.516	02/07/2010 20:13	SIDESWIPE, SAME DIRECTION	$ 1200	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 31	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
279	**102969010**	1.516	08/26/2010 10:22	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:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
280	**103088057**	1.516	01/27/2011 11:25	REAR END, SLOW OR STOP	$ 400	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 :** 3	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
281	**103116331**	1.516	02/22/2011 16:07	ANGLE	$ 3500	0	0	0	0	1	1	1	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:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
282	**103125081**	1.516	03/13/2011 21:07	ANGLE	$ 2000	0	0	0	0	1	4	1	1	0	3	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:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
283	**103139971**	1.516	04/09/2011 01:40	LEFT TURN, DIFFERENT ROADWAYS	$ 8000	0	0	0	0	2	4	3	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:** 30 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
284	**103178358**	1.516	05/28/2011 16:53	ANGLE	$ 1000	0	0	0	0	2	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 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:**			
285	**103173117**	1.516	06/03/2011 08:37	ANGLE	$ 3250	0	0	0	1	1	1	1	3	0	3	1
Unit	**1 :** 10	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** E	**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:**			
286	**103197577**	1.516	07/08/2011 13:25	ANGLE	$ 5000	0	0	0	1	1	1	1	3	0	3	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 3	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
287	**103228317**	1.516	07/29/2011 17:11	ANGLE	$ 4000	0	0	0	1	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 :** 5	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
288	**103220033**	1.516	07/31/2011 01:47	ANGLE	$ 6000	0	0	1	0	2	4	3	1	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:**	25 MPH	**Dir:**	W		**Veh Mnvr/Ped Actn:**		8		**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	25 MPH	**Dir:**	E		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
289	**103295122**	1.516	11/04/2011 09:00	ANGLE	$ 3000	0	0	0	0	2	1	2	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:**	35 MPH	**Dir:**	E		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
290	**103332568**	1.516	12/18/2011 11:43	ANGLE	$ 27000	0	0	0	5	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 :** 2	**Alchl/Drgs:**	0	**Speed:**	35 MPH	**Dir:**	W		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
Unit	**3 :** 2	**Alchl/Drgs:**	0	**Speed:**	35 MPH	**Dir:**	W		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
291	**103336854**	1.516	12/21/2011 15:15	ANGLE	$ 6000	0	0	0	4	1	1	2	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	45 MPH	**Dir:**	S		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
Unit	**2 :** 9	**Alchl/Drgs:**	0	**Speed:**	30 MPH	**Dir:**	W		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
292	**103343476**	1.516	12/31/2011 00:13	ANGLE	$ 7000	0	0	0	1	1	4	1	1	0	3	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:**	20 MPH	**Dir:**	S		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
293	**103373278**	1.516	02/08/2012 13:53	ANGLE	$ 6000	0	0	0	0	1	1	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 :** 4	**Alchl/Drgs:**	0	**Speed:**	35 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
294	**103391864**	1.516	03/01/2012 06:25	ANGLE	$ 4000	0	0	0	0	2	1	1	3	0	3	1
Unit	**1 :** 4	**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:**	S		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
295	**103441951**	1.516	05/03/2012 22:57	ANGLE	$ 6500	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	2	**Speed:**	25 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:**		4		**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	E		**Veh Mnvr/Ped Actn:**		1		**Obj Strk:**			
296	**102906222**	1.519	06/04/2010 17:11	SIDESWIPE, SAME DIRECTION	$ 4000	0	0	0	1	1	1	1	1	0	3	3
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:**	25 MPH	**Dir:**	S		**Veh Mnvr/Ped Actn:**		5		**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:**	25 MPH	**Dir:**	S		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
297	**102813262**	1.522	02/11/2010 21:39	SIDESWIPE, SAME DIRECTION	$ 820	0	0	0	0	2	4	1	1	0	0	
Unit	**1 :** 2	**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:**			
298	**103018235**	1.525	11/13/2010 02:42	SIDESWIPE, SAME DIRECTION	$ 3000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
299	**103132575**	1.564	03/30/2011 16:45	REAR END, SLOW OR STOP	$ 250	0	0	0	0	2	1	3	1	0	0	
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				14			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				3			**Obj Strk:**			
300	**103475868**	1.578	06/15/2012 10:13	SIDESWIPE, SAME DIRECTION	$ 1300	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
301	**102828363**	1.587	02/26/2010 17:33	ANGLE	$ 2500	0	0	0	1	1	1	1	1	0	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:** 10 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
302	**102992065**	1.587	09/17/2010 17:48	SIDESWIPE, SAME DIRECTION	$ 1000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
303	**103332554**	1.606	12/17/2011 16:01	ANIMAL	$ 0	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	7	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		17	
304	**102676507**	1.678	08/14/2009 08:31	SIDESWIPE, SAME DIRECTION	$ 22000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		35	
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
305	**102904681**	1.678	05/23/2010 19:35	LEFT TURN, SAME ROADWAY	$ 1600	0	0	0	0	1	1	2	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
306	**102921934**	1.678	06/25/2010 16:46	LEFT TURN, SAME ROADWAY	$ 4000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
307	**103101571**	1.678	02/07/2011 18:54	LEFT TURN, SAME ROADWAY	$ 950	0	0	0	0	2	4	3	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH **Dir:** S		**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:**			
308	**103125421**	1.678	03/18/2011 12:08	RAN OFF ROAD - LEFT	$ 0	0	0	0	0	1	1	1	3	0	0	
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 35 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
309	**103357891**	1.678	01/09/2012 12:21	SIDESWIPE, SAME DIRECTION	$ 1000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
310	**102941869**	1.682	08/06/2010 17:39	PEDESTRIAN	$ 0	0	0	1	0	1	1	1	1	0	0	
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 35 MPH **Dir:** S		**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	
311	**102788438**	1.697	12/31/2009 23:39	PARKED MOTOR VEHICLE	$ 8000	0	0	0	0	2	4	3	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		20	
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
Unit	**3 :** 4	**Alchl/Drgs:**	7	**Speed:** 0 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
312	**103480041**	1.697	06/20/2012 22:21	HEAD ON	$ 2000	0	0	1	0	1	4	1	1	0	0	
Unit	**1 :** 22	**Alchl/Drgs:**	1	**Speed:** 0 MPH **Dir:**		**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:**			
313	**103330544**	1.701	12/15/2011 13:52	SIDESWIPE, SAME DIRECTION	$ 2300	0	0	0	2	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 35 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
314	**102676550**	1.705	08/18/2009 16:18	ANGLE	$ 3000	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH **Dir:** S		**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:**			
315	**103249111**	1.754	09/12/2011 15:55	RAN OFF ROAD - LEFT	$ 7000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**		34	

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
316	**102733095**	1.766	10/19/2009 18:27	SIDESWIPE, SAME DIRECTION	$ 10000	0	0	0	0	1	1	1	1	0		
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:**			
317	**102657678**	1.768	08/05/2009 23:00	LEFT TURN, SAME ROADWAY	$ 2000	0	0	0	0	2	4	2	1	0	1	2
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
318	**102926161**	1.768	07/15/2010 09:13	LEFT TURN, SAME ROADWAY	$ 3000	0	0	0	0	1	1	1	3	0	0	
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		34	
319	**103058055**	1.768	12/14/2010 13:11	SIDESWIPE, SAME DIRECTION	$ 8000	0	0	0	1	1	1	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
320	**103124698**	1.849	03/13/2011 22:18	REAR END, SLOW OR STOP	$ 2000	0	0	0	3	1	4	1	1	0	0	
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
321	**102719503**	1.857	10/07/2009 06:59	LEFT TURN, SAME ROADWAY	$ 2000	0	0	0	0	1	1	2	1	0		
Unit	**1 :** 31	**Alchl/Drgs:**	0	**Speed:** 15 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:**			
322	**102676697**	1.868	08/26/2009 02:17	RAN OFF ROAD - LEFT	$ 500	0	0	0	1	1	4	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		33	
323	**102766620**	1.868	12/16/2009 09:26	SIDESWIPE, SAME DIRECTION	$ 2400	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
324	**102845460**	1.868	03/30/2010 15:56	ANGLE	$ 2300	0	0	0	0	1	1	1	1	0	0	
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:**				5			**Obj Strk:**			
325	**103427399**	1.868	04/16/2012 17:46	LEFT TURN, DIFFERENT ROADWAYS	$ 5000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
326	**103100703**	1.883	02/08/2011 12:09	LEFT TURN, SAME ROADWAY	$ 6000	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 14	**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:** S		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
327	**102937124**	1.896	07/29/2010 07:46	REAR END, SLOW OR STOP	$ 2000	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:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
328	**103432476**	1.912	04/20/2012 07:38	LEFT TURN, SAME ROADWAY	$ 2500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
329	**103046619**	1.913	12/04/2010 12:10	SIDESWIPE, SAME DIRECTION	$ 1500	0	0	0	0	1	1	1	5	0	0	
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 10 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 32	**Alchl/Drgs:**	7	**Speed:** 35 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
330	**102745651**	1.916	11/30/2009 17:05	SIDESWIPE, SAME DIRECTION	$ 1200	0	0	0	0	2	4	2	1	0		
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 25 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 15 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
331	**103094707**	1.916	01/28/2011 17:03	SIDESWIPE, SAME DIRECTION	$ 2500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 30 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
332	**103233159**	1.921	08/20/2011 13:55	REAR END, TURN	$ 4000	0	0	0	3	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 30 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
333	**103254363**	1.921	09/18/2011 20:06	ANGLE	$ 2500	0	0	0	1	1	4	1	1	0	0	
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:**				8			**Obj Strk:**			
334	**103468117**	1.931	06/05/2012 19:49	SIDESWIPE, SAME DIRECTION	$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
335	**103046843**	1.934	12/01/2010 18:23	ANGLE	$ 3500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
336	**103116323**	1.937	02/22/2011 16:58	ANGLE	$ 1700	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
337	**103058476**	1.938	12/11/2010 00:55	REAR END, SLOW OR STOP	$ 400	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
338	**102753652**	1.940	11/10/2009 15:26	LEFT TURN, SAME ROADWAY	$ 1500	0	0	0	1	2	1	3	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**3 :** 32	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
339	**102828371**	1.940	02/26/2010 18:40	LEFT TURN, SAME ROADWAY	$ 2500	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
340	**102859140**	1.940	04/18/2010 01:18	RAN OFF ROAD - RIGHT	$ 8100	0	0	1	0	1	4	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	1	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		33	
341	**102961937**	1.940	08/11/2010 09:02	ANGLE	$ 4000	0	0	0	0	1	1	1	1	0	3	
Unit	**1 :** 11	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
342	**103060315**	1.940	12/23/2010 19:07	RIGHT TURN, DIFFERENT ROADWAYS	$ 3000	0	0	0	0	1	5	1	2	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
343	**103084434**	1.940	01/10/2011 13:53	SIDESWIPE, SAME DIRECTION	$ 9000	0	0	1	5	1	1	2	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**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 F	Injuries A	Injuries B	Injuries C	Condition R	Condition L	Condition W	Road Ch	Road Ci	Trfc Ctl Dv	Trfc Ctl Op
344	**103246365**	1.940	09/06/2011 08:29	SIDESWIPE, SAME DIRECTION	$ 10500	0	0	0	0	1	1	2	1	0	3	1
Unit	**1 :** 11	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
345	**103379906**	1.940	02/15/2012 17:04	ANGLE	$ 3800	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 16	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** E	**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:**			

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

Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	345	100.00
Fatal Crashes	0	0.00
Non-Fatal Injury Crashes	65	18.84
Total Injury Crashes	65	18.84
Property Damage Only Crashes	280	81.16
Night Crashes	75	21.74
Wet Crashes	47	13.62
Alcohol/Drugs Involvement Crashes	7	2.03

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	345	100.00
Fatal Crashes	0	0.00
Class A Crashes	0	0.00
Class B Crashes	15	4.35
Class C Crashes	50	14.49
Property Damage Only Crashes	280	81.16

Vehicle Exposure Statistics

Annual ADT = 7800

Total Length = 1.94 (Miles) **3.122 (Kilometers)**

Total Vehicle Exposure = 16.58 (MVMT) **26.69 (MVKMT)**

Crash Rate	Crashes Per 100 Million Vehicle Miles	Crashes Per 100 Million Vehicle Kilometers
Total Crash Rate	2080.23	1292.60
Fatal Crash Rate	0.00	0.00
Non Fatal Crash Rate	391.93	243.53
Night Crash Rate	452.22	281.00
Wet Crash Rate	283.39	176.09
EPDO Rate	4980.50	3094.74

Miscellaneous Statistics

Severity Index =	2.39
EPDO Crash Index =	826.00
Estimated Property Damage Total = $	1070866.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
ANGLE	93	26.96
ANIMAL	1	0.29
BACKING UP	6	1.74
FIXED OBJECT	5	1.45
HEAD ON	2	0.58
LEFT TURN, DIFFERENT ROADWAYS	3	0.87
LEFT TURN, SAME ROADWAY	22	6.38
MOVABLE OBJECT	1	0.29
OTHER COLLISION WITH VEHICLE	3	0.87
OTHER NON-COLLISION	1	0.29
PARKED MOTOR VEHICLE	34	9.86
PEDESTRIAN	6	1.74
RAN OFF ROAD - LEFT	5	1.45
RAN OFF ROAD - RIGHT	1	0.29
REAR END, SLOW OR STOP	44	12.75
REAR END, TURN	1	0.29
RIGHT TURN, DIFFERENT ROADWAYS	2	0.58
RIGHT TURN, SAME ROADWAY	2	0.58
SIDESWIPE, OPPOSITE DIRECTION	1	0.29
SIDESWIPE, SAME DIRECTION	112	32.46

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	0	0.00
Class A Injuries	0	0.00
Class B Injuries	15	14.02
Class C Injuries	92	85.98
Total Non-Fatal Injuries	107	100.00
Total Injuries	107	100.00

Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	28	8.12
Feb	26	7.54
Mar	32	9.28
Apr	44	12.75
May	25	7.25
Jun	16	4.64
Jul	20	5.80
Aug	34	9.86
Sep	37	10.72
Oct	18	5.22
Nov	33	9.57
Dec	32	9.28

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	42	12.17
Tue	49	14.20
Wed	46	13.33
Thu	45	13.04
Fri	80	23.19
Sat	50	14.49
Sun	33	9.57

Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	7	2.03
0100-0159	6	1.74
0200-0259	6	1.74
0300-0359	0	0.00
0400-0459	0	0.00
0500-0559	1	0.29
0600-0659	2	0.58
0700-0759	8	2.32
0800-0859	14	4.06
0900-0959	23	6.67
1000-1059	17	4.93
1100-1159	25	7.25
1200-1259	26	7.54
1300-1359	27	7.83
1400-1459	24	6.96
1500-1559	20	5.80
1600-1659	27	7.83
1700-1759	30	8.70
1800-1859	25	7.25
1900-1959	16	4.64
2000-2059	11	3.19
2100-2159	11	3.19
2200-2259	13	3.77
2300-2359	6	1.74

Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	229	27	0	256
Dark	57	18	0	75
Other	11	2	1	14
Total	297	47	1	345

Object Struck Summary

Object Type	Times Struck	Percent of Total
ANIMAL	1	0.91
COMMERCIAL SIGN	1	0.91
FENCE OR FENCE POST	1	0.91
LUMINAIRE POLE BREAKAWAY	1	0.91
LUMINAIRE POLE NON-BREAKAWAY	1	0.91
MOVABLE OBJECT	1	0.91
PARKED MOTOR VEHICLE	79	71.82
PEDESTRIAN	12	10.91
TREE	4	3.64
UTILITY POLE	9	8.18

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
ACTIVITY BUS	1	0.14
COMMERCIAL BUS	6	0.86
EMS VEHICLE, AMBULANCE, RESCUE SQUAD	1	0.14
LIGHT TRUCK (MINI-VAN, PANEL)	11	1.57
MOPED	1	0.14
MOTOR SCOOTER OR MOTOR BIKE	1	0.14
MOTORCYCLE	4	0.57
OTHER BUS	1	0.14
PASSENGER CAR	372	53.07
PEDESTRIAN	6	0.86
PICKUP	61	8.70
POLICE	3	0.43
SCHOOL BUS	1	0.14
SINGLE UNIT TRUCK (2-AXLE, 6-TIRE)	12	1.71
SINGLE UNIT TRUCK (3 OR MORE AXLES)	2	0.29
SPORT UTILITY	117	16.69
TAXICAB	1	0.14

Vehicle Type	Number Involved	Percent of Total
TRACTOR/SEMI-TRAILER	3	0.43
TRUCK/TRAILER	2	0.29
UNKNOWN	35	4.99
UNKNOWN HEAVY TRUCK	1	0.14
VAN	59	8.42

Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2009	56	0	11	45
2010	106	0	13	93
2011	121	0	30	91
2012	62	0	11	51
Total	345	0	65	280

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2009	0	15
2010	0	14
2011	0	62
2012	0	16
Total	0	107

Miscellaneous Totals

Year	Property Damage	EPDO Index
2009	$ 194850	137.40
2010	$ 274041	202.20
2011	$ 400060	343.00
2012	$ 201915	143.40
Total	$ 1070866	826.00

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2009	5	0	4	2	15	16	14
2010	11	2	13	3	21	39	17
2011	6	2	21	4	39	34	15
2012	3	0	7	2	18	24	8
Total	25	4	45	11	93	113	54

Strip Diagram

Features	Milepost	Crash IDs
SR 2900 | DELLWAY	0.00	
	0.01	103224954
	0.02	
	0.03	
	0.04	
	0.05	
	0.06	
	0.07	
FRANKLIN	0.08	102797883 | 103286884 | 103048317 | 103427314
	0.09	
	0.10	
	0.11	
	0.12	
	0.13	
	0.14	103057735
PACE	0.15	102859853 | 103034709
	0.16	103097950
	0.17	
	0.18	
	0.19	
	0.20	
	0.21	
	0.22	102798893
	0.23	
	0.24	102701182 | 103458250
PEACE	0.25	103457174 | 102700418 | 102744743 | 102743924 | 102774028 | 102774035 | 102881630 | 102992015 | 103140122 | 103168022 | 103179872 | 103239572 | 103424942 | 103467128
	0.26	
WILLIAM DRUMMOND	0.27	
	0.28	103327988
	0.29	103127243
	0.30	
	0.31	103397706
	0.32	
	0.33	
	0.34	
	0.35	
	0.36	
	0.37	
POLK	0.38	102751627 | 102676795 | 102699402 | 103100560 | 103301872

Features	Milepost	Crash IDs
	0.39	103093212
	0.40	
	0.41	
	0.42	
	0.43	
	0.44	
	0.45	
	0.46	
	0.47	
NORTH	0.48	
	0.49	
	0.50	
	0.51	
LANE	0.52	103309198 | 103446567
	0.53	103034001
	0.54	103265977
	0.55	
	0.56	
	0.57	
	0.58	
	0.59	
	0.60	
	0.61	
JONES	0.62	102744712 | 102828384 | 103084592 | 103182244 | 103192153 | 103250051
	0.63	103017744
	0.64	
	0.65	103154984
	0.66	
	0.67	
	0.68	103157867
	0.69	
	0.70	
SR 2298 | EDENTON	0.71	102859166 | 102656061 | 102700427 | 102813737 | 102859462 | 102858918 | 102962702 | 103046658 | 103140416 | 103155581 | 103240322 | 103260940 | 103302788 | 103401112 | 103401102 | 103420815 | 103432605 | 103437960 | 103498143 | 102802001 | 102699431 | 103268726
	0.72	103236348 | 103115046
	0.73	
	0.74	103094446 | 103434224 | 103472110
	0.75	
SR 2964 | NEW BERN	0.76	102745172 | 102920890 | 103455030 | 103124755
	0.77	103406959

Features	Milepost	Crash IDs
	0.78	102845640
	0.79	103243190
	0.80	103223082 | 103133323
	0.81	103427413
SR 2911 | MORGAN	0.82	102859105 | 103467126 | 103173969 | 103343344 | 103250607 | 103238461 | 103295308
	0.83	
	0.84	103510338 | 102676423 | 102676413 | 102827885
	0.85	103094686
	0.86	102691018 | 102932515 | 103254788
	0.87	103125413 | 102699323 | 102785588 | 102785219
	0.88	102881614 | 103308013 | 102921077
	0.89	102952513
	0.90	103044512 | 102904808 | 102927608 | 102962074
HARGETT	0.91	102744562 | 103007037 | 103046564 | 103116755 | 103430624 | 102961906 | 102907136 | 103277499 | 103288829 | 103483079
	0.92	102745762 | 103254740 | 102982888 | 103125402 | 102690975 | 103284011 | 103343347 | 102700062 | 103046820 | 103295148 | 102750847
	0.93	102700222 | 103005059 | 103090654 | 103133252 | 103194372 | 103265365 | 103357890 | 103397777 | 103423802 | 103424169 | 103441952 | 103466087 | 103093340
	0.94	103115134 | 103244894
	0.95	103132831 | 103394871 | 103445479
	0.96	102845338 | 102880584 | 103169459 | 102814137 | 103416294
	0.97	102829360 | 102859851 | 102845363
	0.98	103427507 | 103340092
	0.99	
	1.00	102880493 | 103298998
MARTIN	1.01	102785653 | 103149133 | 102981909 | 103321888 | 102676781 | 102732175 | 102886908 | 102906771 | 102991832 | 103058471 | 103314448 | 103432719
	1.02	102739098 | 102880730 | 102881632 | 102739268 | 103254390 | 102739154 | 102797878
	1.03	103187014 | 102735884 | 103155108 | 103324571
	1.04	102982399
	1.05	
WOLFE	1.06	102941890 | 102921199 | 103427473 | 103496119
	1.07	102700044 | 103498137 | 102906138 | 102906056 |

Features	Milepost	Crash IDs
		103020158 | 103020155
	1.08	102827777
	1.09	102740146 | 103395866
DAVIE	1.10	102882792 | 102937059 | 103289738
	1.11	102881455 | 102721388 | 102699498
	1.12	103423109
	1.13	
	1.14	102691278 | 102844871 | 103146730 | 103243184 | 103356318
	1.15	103409160 | 103423735
	1.16	103279546
	1.17	102846682 | 102882076
	1.18	102880566 | 102766818 | 103373059 | 102679188 | 103405388
CABARRUS	1.19	103090896 | 103116534 | 103296368 | 103505084
	1.20	103293119 | 103261831 | 103350424
	1.21	
STRONACH	1.22	102968893 | 103146627 | 102941886
	1.23	103359971
	1.24	
	1.25	102859131
	1.26	102860588
	1.27	102699205
SR 2596 | LENOIR	1.28	103017705 | 102699554 | 103046626 | 103094685
	1.29	
	1.30	103146915
	1.31	
	1.32	103140162 | 103018128
	1.33	102882445 | 103139812
SR 4687 | SOUTH	1.34	102845435 | 102968974 | 103059557 | 103084207 | 103125237 | 103197636 | 103276142 | 103292143 | 103314014 | 103343532 | 103359973 | 103387522 | 103438033 | 103084598 | 103449448 | 103046823
	1.35	
	1.36	103101420
	1.37	103139872 | 102813623 | 103181213
	1.38	
	1.39	
	1.40	
	1.41	
	1.42	
	1.43	103003744
	1.44	

Features	Milepost	Crash IDs
	1.45	
	1.46	102932496
	1.47	
	1.48	103255941
	1.49	
	1.50	103383763
	1.51	102744791 | 103233020
FAYETTEVILLE | MARTIN LUTHER KING | SR	1.52	102662080 | 102691246 | 102732875 | 102732857 |
4363		102743958 | 102775780 | 102802124 | 102969010 |
		103088057 | 103116331 | 103125081 | 103139971 |
		103178358 | 103173117 | 103197577 | 103228317 |
		103220033 | 103295122 | 103332568 | 103336854 |
		103343476 | 103373278 | 103391864 | 103441951 |
		102906222 | 102813262 | 103018235
	1.53	
	1.54	
	1.55	
	1.56	103132575
	1.57	
	1.58	103475868
BLEDSOE	1.59	102828363 | 102992065
	1.60	
	1.61	103332554
	1.62	
	1.63	
	1.64	
	1.65	
	1.66	
	1.67	
LEE	1.68	102676507 | 102904681 | 102921934 | 103101571 |
		103125421 | 103357891 | 102941869
	1.69	
	1.70	102788438 | 103480041 | 103330544
	1.71	102676550
	1.72	
	1.73	
	1.74	
	1.75	103249111
	1.76	
BRAGG	1.77	102733095 | 102657678 | 102926161 | 103058055
	1.78	
	1.79	
	1.80	
	1.81	

Features	Milepost	Crash IDs
	1.82	
	1.83	
	1.84	
BRANCH	1.85	103124698
	1.86	102719503
	1.87	102676697 | 102766620 | 102845460 | 103427399
	1.88	103100703
	1.89	
	1.90	102937124
	1.91	103432476 | 103046619
	1.92	102745651 | 103094707 | 103233159 | 103254363
	1.93	103468117 | 103046843
SR 2026 | SR 2026 SB COUPLET | HAMMOND	1.94	103116323 | 103058476 | 102753652 | 102828371 |
| HOKE		102859140 | 102961937 | 103060315 | 103084434 |
		103246365 | 103379906

Study Criteria

Study Name	Log No.	PH No.	TIP No.	K/A Cf.	B/C Cf.	ADT	ADT Route
MW41000021525	41000021525			76.8	8.4	7800	40003670

Request Date	Courier Service	Phone No.	Ext.	Fax No.
09/14/2012		919 256 6313		919 946 2918

County			Municipality					
Name	Code	Div.	Name	Code	Y-Line Ft.	Begin Date	End Date	Years
WAKE	91	5	All and Rural		0	08/01/2009	07/31/2012	3.00

Location Text

Crash analysis on SR 3670 (Blount Street) from SR 2900 (Dellway Street) to Hoke Street.

Requestor

Sreekanth Nandagiri
AECOM
701 Corporate Center Dr
Raleigh, NC

Included Accidents	Old MP	New MP	Type
103468117		1.931	I
103432719		1.012	I
103432476		1.912	I
103427507	1.042	0.982	R
103423735	1.231	1.155	R
103401112		0.71	I
103397706		0.308	I
103379906		1.94	I
103314448		1.012	I
103254740	0.902	0.915	R
103254363		1.921	I
103250051		0.617	I
103246365		1.94	I
103233159		1.921	I
103182244		0.617	I
103157867	0.617	0.68	R
103127243		0.289	I
103116331		1.516	I
103116323		1.937	I
103094707		1.916	I
103090896		1.193	I
103090654	0.911	0.93	R
103084592		0.617	I
103084434		1.94	I
103060315		1.94	I

103058476		1.938	I
103058471		1.012	I
103048317		0.084	I
103046843		1.934	I
102968893		1.22	I
102961937		1.94	I
102921077	0.915	0.881	R
102907136		0.911	I
102906222		1.519	I
102886908		1.012	I
102881455	1.099	1.107	R
102860588	1.193	1.26	R
102859140		1.94	I
102828384		0.617	I
102828371		1.94	I
102753652		1.94	I
102745651		1.916	I
102691018	0.782	0.858	R
102676795		0.379	I

Fiche Roads

Name	Code
SR 3670	40003670
HAMMOND	50012982
BLOUNT	50002958

Strip Road

Name	Code	Begin MP	End MP	Miles	Kilometers
SR 3670	40003670	0.000	1.940	1.940	3.122

Raleigh Crash Data (Provided by City of Raleigh)

High Accident Intersections in Raleigh City for the period 6/1/2009 through 5/31/2012 with a minimum of 3 accidents within 150 feet of the Intersection

High Accident Intersections

Serial Number	Number of Crashes	Road A	Road B
1	237	I 440	CAPITAL
2	211	I 440	WAKE FOREST
3	210	I 40	SAUNDERS
4	200	I 440	GLENNWOOD
5	186	I 440	NEW BERN
6	165	I 440	SIX FORKS
7	151	TRYON	WILMINGTON
8	141	BRIAR CREEK	GLENNWOOD
9	137	HILLSBORO	PULLEN
10	135	CAPITAL	OLD WAKE FOREST
11	125	GLENNWOOD	GLENNWOOD
12	121	BRENTWOOD	CAPITAL
13	120	GLENNWOOD	LEAD MINE
14	119	CREEDMOOR	GLENNWOOD
15	118	I 440	POOLE
16	116	CAPITAL	PEACE
17	115	NEW BERN	TRAWICK
18	111	CAPITAL	SPRING FOREST
19	109	I 440	HILLSBORO
20	107	SIX FORKS	WAKE FOREST
21	106	I 440	WADE
22	103	CAPITAL	DURANT
23	95	GLENNWOOD	MARRIOTT
24	94	NAVAHO	WAKE FOREST
25	92	LOUISBURG	NEW HOPE
26	91	GORMAN	WESTERN
27	90	CALVARY	CAPITAL
28	89	FALLS OF NEUSE	SPRING FOREST
29	88	I 40	ROCK QUARRY
30	88	BLUE RIDGE	GLENNWOOD
31	87	I 440	WESTERN
32	86	CREEDMOOR	MILLBROOK
33	83	MILLBROOK	SIX FORKS
34	82	GLENNWOOD	T W ALEXANDER
35	81	NEW BERN	NEW HOPE
36	80	LOUISBURG	PERRY CREEK

Serial Number	Number of Crashes	Road A	Road B
37	79	BUFFALO	CAPITAL
38	79	LINN	SIX FORKS
39	78	CAPITAL	NEW HOPE CHURCH
40	78	GLENNWOOD	CRABTREE VALLEY
41	73	CAPITAL	HIGHWOOD
42	73	I 40	I 440
43	73	DAN ALLEN	WESTERN
44	72	CHAPANOKE	WILMINGTON
45	72	I 440	JONES FRANKLIN
46	71	I 40	GORMAN
47	68	LAKE WHEELER	TRYON
48	67	EDWARDS MILLS	WADE
49	67	I 440	LAKE BOONE
50	66	ATLANTIC	NEW HOPE CHURCH
51	66	AVENT FERRY	WESTERN
52	66	CORPORATION	NEW BERN
53	65	EDENTON	MCDOWELL
54	65	CAPITAL	HUNTLEIGH
55	65	DURALEIGH	EDWARDS MILLS
56	64	BRIAR CREEK	LUMLEY
57	64	ILEAGNES	SAUNDERS
58	64	I 40	US 1
59	63	SAINT ALBANS	WAKE FOREST
60	63	FALLS OF NEUSE	MILLBROOK
61	61	CAPITAL	THORNTON
62	61	CAPITAL	NEW HOPE
63	61	NEW BERN	SUNNYBROOK
64	60	CAPITAL	OLD BUFFALO
65	60	CAPITAL	WESTINGHOUSE
66	59	NEW HOPE	POOLE
67	59	BUFFALO	NEW HOPE
68	58	BLUE RIDGE	WADE
69	57	ROWAN	SIX FORKS
70	57	PECAN	SAUNDERS
71	57	CREEDMOOR	LINN
72	57	I 40	LAKE WHEELER
73	56	LASSITER MILL	SIX FORKS
74	56	HILLSBORO	MCDOWELL
75	56	CAPITAL	PERRY CREEK
76	55	ATLANTIC	MILLBROOK
77	55	CAPITAL	HODGE
78	55	CAPITAL	CRABTREE
79	55	DAWSON	HILLSBORO

Serial Number	Number of Crashes	Road A	Road B
80	54	NEW HOPE CHURCH	WAKE FOREST
81	54	I 40	HAMMOND
82	54	I 40	CHAPEL HILL
83	54	CAPITAL	MILLBROOK
84	54	MARTIN LUTHER KING	ROCK QUARRY
85	54	DARTMOUTH	SIX FORKS
86	54	BRIAR CREEK	ARCO CORPORATE
87	53	ATLANTIC	SPRING FOREST
88	53	MARTIN LUTHER KING	RALEIGH
89	53	FOX	LOUISBURG
90	53	CAPITAL	FENTON
91	51	GLENNWOOD	PLEASANT VALLEY
92	50	FALLS OF NEUSE	SANDY FORKS
93	50	GLENNWOOD	PEACE
94	49	CAPITAL	WAKE FOREST
95	48	NEW BERN	RALEIGH
96	47	GLENNWOOD	WADE
97	47	CAPITAL	GREYWOOD
98	47	EBENEZER CHURCH	GLENNWOOD
99	47	FALLS OF NEUSE	STRICKLAND
100	46	CAPITAL	TRAWICK
101	46	I 540	US 1
102	46	GLENNWOOD	HILLBURN
103	45	CROSS LINK	ROCK QUARRY
104	45	JONES FRANKLIN	WESTERN
105	45	CAPITAL	OAK FOREST
106	44	GORMAN	TRYON
107	44	NEW BERN	TARBORO
108	44	METHOD	WESTERN
109	43	I 540	CAPITAL
110	43	CORPORATION	NEW HOPE
111	43	BLUE RIDGE	HILLSBORO
112	43	POOLE	SUNNYBROOK
113	43	OLD WAKE FOREST	TRIANGLE TOWN
114	42	HILL	LEAD MINE
115	42	DAWSON	HARGETT
116	42	LEESVILLE	STRICKLAND
117	42	CAPITAL	STARMONT
118	41	DAWSON	SOUTH
119	41	BLUE RIDGE	WESTERN
120	41	CREEDMOOR	STRICKLAND
121	41	GLENNWOOD	HILLSBORO
122	41	BLOUNT	HARGETT

Serial Number	Number of Crashes	Road A	Road B
123	40	DAWSON	LANE
124	40	AVENT FERRY	VARSITY
125	40	I 540	FALLS OF NEUSE
126	40	GREEN	MILLBROOK
127	40	OLD POOLE	POOLE
128	39	CAPITAL	YONKERS
129	39	I 540	LOUISBURG
130	39	DAVIE	MCDOWELL
131	39	GLENNWOOD	CRABTREE VIEW
132	39	PULLEN	WESTERN
133	39	PEACE	SAINT MARY
134	39	GLENNWOOD	MILLBROOK
135	38	DAVIE	DAWSON
136	38	NEWTON	SIX FORKS
137	38	MORGAN	WILMINGTON
138	37	NEW HOPE	SKYCREST
139	37	BLOUNT	MARTIN LUTHER KING
140	37	SUMNER	TRIANGLE TOWN
141	37	AVENT FERRY	TRAILWOOD
142	37	FALLS OF NEUSE	HARPS MILL
143	37	DAWSON	EDENTON
144	36	EDWARDS MILLS	TRINITY
145	36	SIX FORKS	STRICKLAND
146	36	BLUE RIDGE	LAKE BOONE
147	36	MARTIN LUTHER KING	PERSON
148	36	LEAD MINE	LINN
149	36	FOREST PINE	NEW FALLS OF THE NEUSE
150	35	LEESVILLE	MILLBROOK
151	35	ATLANTIC	OLD WAKE FOREST
152	35	CAPITAL	SUMNER
153	35	CALUMET	SUNNYBROOK
154	35	ROCK QUARRY	SANDERFORD
155	35	MARKET	OLD WAKE FOREST
156	35	GLENNWOOD	LUMLEY
157	35	CREEDMOOR	CRABTREE VALLEY
158	35	DAWSON	MORGAN
159	34	CAPITAL	CAPITAL
160	34	BRENAN	CREEDMOOR
161	34	FALLS OF NEUSE	HUNTING RIDGE
162	34	MCDOWELL	MORGAN
163	34	HARGETT	WILMINGTON
164	34	CENTENNIAL	LAKE WHEELER
165	34	DAWSON	MARTIN

Serial Number	Number of Crashes	Road A	Road B
166	34	BOYLAN	HILLSBORO
167	33	CAPITAL	GRESHAM LAKE
168	33	LEESVILLE	LINN
169	33	BROOK	SIX FORKS
170	33	CABARRUS	DAWSON
171	33	BRIAR CREEK	BRIAR LEAF
172	32	I 440	ROCK QUARRY
173	32	MILLBROOK	OLD WAKE FOREST
174	32	MARTIN LUTHER KING	WILMINGTON
175	32	GLENNWOOD	WESTGATE
176	32	BROOK	HILLSBORO
177	32	HARGETT	MCDOWELL
178	32	I 440	SAUNDERS
179	31	OAK FOREST	OLD WAKE FOREST
180	31	GLENNWOOD	LINN
181	31	NEW BERN	ROGER
182	31	FORUM	SIX FORKS
183	31	FORT SUMTER	JONES FRANKLIN
184	31	ATLANTIC	HODGE
185	30	ARROW	GLENNWOOD
186	30	FALLS OF NEUSE	NEWTON
187	30	NEW BERN	YONKERS
188	30	MORGAN	SALISBURY
189	30	BEVERLY	POOLE
190	30	MARTIN	MCDOWELL
191	30	NEW HOPE	ROGER
192	30	POOLE	RALEIGH
193	30	CREEDMOOR	PLAZA
194	29	BLOUNT	MARTIN
195	29	RONALD	WAKE FOREST
196	29	CLANTON	WESTERN
197	29	EDENTON	SALISBURY
198	29	BLOUNT	EDENTON
199	29	CAROLINA PINES	SAUNDERS
200	29	BIRCH RIDGE	POOLE
201	29	DAWSON	JONES
202	29	CLARK	OBERLIN
203	29	HARDIMONT	WAKE FOREST
204	29	KENT	WESTERN
205	29	FALLS OF NEUSE	LITCHFORD
206	29	LEAD MINE	MILLBROOK
207	29	WAKE FOREST	WAKE TOWN
208	28	CAPITAL	WADE

Serial Number	Number of Crashes	Road A	Road B
209	28	GARNER	TRYON
210	28	NEW BERN	NEW BERN
211	28	PEACE	WEST
212	28	VARSITY	WESTERN
213	28	NEW BERN	PETTIGREW
214	28	HAMMOND	RUSH
215	28	GARDNER	HILLSBORO
216	28	CAPITAL	MAY FLOWER
217	28	CLARK	WOODBURN
218	28	MARTIN	WILMINGTON
219	28	LANE	MCDOWELL
220	28	GLENNWOOD	JOHNSON
221	27	HAMMOND	TRYON
222	27	DURALEIGH	GLENNWOOD
223	27	MILLBROOK	PLEASANT VALLEY
224	27	CABARRUS	MCDOWELL
225	27	BRENTWOOD	NEW HOPE CHURCH
226	27	DELTA LAKE	DURALEIGH
227	27	DURALEIGH	PLEASANT VALLEY
228	27	I 440	I 440
229	27	OLD WAKE FOREST	RURITAN
230	27	GORMAN	HILLSBORO
231	26	DANIEL	WADE
232	26	DIXIE	HILLSBORO
233	26	SELBY	SIX FORKS
234	26	EDENTON	TARBORO
235	26	FAIRCLOTH	WADE
236	26	EDENTON	WILMINGTON
237	26	MILBURNIE	RALEIGH
238	26	ATLANTIC	SIX FORKS
239	26	CREEDMOOR	SAWMILL
240	26	CAPITAL	DEANNA
241	25	I 40	WADE
242	25	AVENT FERRY	GORMAN
243	25	ATHENS	JONES FRANKLIN
244	25	ATLANTIC	INGRAM
245	25	FAIRVIEW	GLENNWOOD
246	25	HILLSBORO	MONTGOMERY
247	25	HILLSBORO	JONES FRANKLIN
248	25	AVIATION	GLOBE
249	25	GLENNWOOD	TUCKER
250	25	RAMBLEWOOD	SIX FORKS
251	24	GLENNWOOD	SAINT MARY

Serial Number	Number of Crashes	Road A	Road B
252	24	HOLTON	SUNNYBROOK
253	24	GLENNWOOD	MARVINO
254	24	FAYETTEVILLE	MARTIN
255	24	DURANT	FALLS OF NEUSE
256	24	HILLSBORO	POGUE
257	24	GLENNWOOD	TRIANGLE
258	24	GLASCOCK	RALEIGH
259	24	BOYLAN	MORGAN
260	24	HILLSBORO	SAINT MARY
261	24	GLENNWOOD	PINECREST
262	24	CALVARY	GREEN
263	24	AVENT FERRY	TRYON
264	24	HARGETT	WEST
265	23	BLUE RIDGE	TRINITY
266	23	BOYLAN	PEACE
267	23	GREEN	NEW HOPE CHURCH
268	23	SAINT MARY	WADE
269	23	OLD WAKE FOREST	WAKE FOREST
270	23	GREEN	SPRING FOREST
271	23	BARRETT	SIX FORKS
272	23	AVENT FERRY	CENTENNIAL
273	23	DIXIE	WADE
274	23	NAZARETH	WESTERN
275	23	CHANEY	WESTERN
276	23	DONALD ROSS	NEW BERN
277	23	GLENNWOOD	SKYLAND RIDGE
278	23	OBERLIN	WADE
279	23	HARRINGTON	MORGAN
280	22	ROCK QUARRY	SUNNYBROOK
281	22	US 64	NEW HOPE
282	22	MARTIN LUTHER KING	POOLE
283	22	CRABTREE VALLEY	HOMEWOOD BANKS
284	22	CHARLES B ROOT WYND	DURALEIGH
285	22	CALVARY	LOUISBURG
286	22	LINN	RAY
287	22	HEDINGHAM	NEW BERN
288	22	CREEDMOOR	STONEHENGE
289	22	DRESSER	WAKE FOREST
290	22	ASHE	WESTERN
291	21	CAMERON	WOODBURN
292	21	EDENTON	PERSON
293	21	DAVIE	SALISBURY
294	21	CAPITAL	DENNIS

Serial Number	Number of Crashes	Road A	Road B
295	21	GORMAN	LEXINGTON
296	21	T W ALEXANDER	LITTLE BRIER CREEK
297	21	LITCHFORD	OLD WAKE FOREST
298	21	SAWMILL	SIX FORKS
299	21	LEAD MINE	SAWMILL
300	21	LAKE BOONE	WYCLIFF
301	21	MARSH CREEK	NEW HOPE
302	21	SR 2000	SR 2012
303	21	BLOUNT	PEACE
304	21	DAVIE	WILMINGTON
305	21	HILLSBORO	HORNE
306	20	GLENNWOOD	HOLLYRIDGE
307	20	LEAD MINE	STRICKLAND
308	20	OLD WAKE FOREST	SUMNER
309	20	RIDGE	WADE
310	20	NORTHWEST	PEACE
311	20	BLOODWORTH	EDENTON
312	20	BLUE RIDGE	DURALEIGH
313	20	OAKWOOD	TARBORO
314	20	I 40	CARY TOWNE
315	20	BLAND	WAKE FOREST
316	20	BUCK JONES	JONES FRANKLIN
317	20	BLUE RIDGE	REEDY CREEK
318	20	DAN ALLEN	HILLSBORO
319	20	FALLS OF NEUSE	OLD WAKE FOREST
320	20	NEW BERN	PERSON
321	20	BONNIEVILLE	NEW HOPE CHURCH
322	20	CREECH	ROCK QUARRY
323	20	FALLS OF NEUSE	THORPSHIRE
324	20	PROCTOR	ROCK QUARRY
325	20	DIXIE FOREST	SPRING FOREST
326	19	MARTIN LUTHER KING	PEYTON
327	19	LINN	GROVE BARTON
328	19	NEW HOPE CHURCH	SAINT ALBANS
329	19	CARLOS	FALLS OF NEUSE
330	19	DAVIE	FAYETTEVILLE
331	19	CONIFER	GORMAN
332	19	SKYCREST	TRAWICK
333	19	NEW FALLS OF THE NEUSE	WAKEFIELD PINES
334	19	STRICKLAND	HARVEST OAKS
335	19	CAMERON	OBERLIN
336	19	JONES	MCDOWELL
337	19	DAISEY	HILLSBORO

Serial Number	Number of Crashes	Road A	Road B
338	19	ELIZABETH	HILLSBORO
339	19	LOFT	SIX FORKS
340	19	ENTERPRISE	HILLSBORO
341	19	HILLSBORO	OBERLIN
342	19	JONES SAUSAGE	ROCK QUARRY
343	18	GLENNWOOD	WOMANS CLUB
344	18	CLARK	POGUE
345	18	FALLS OF NEUSE	SPRINGFIELD COMMONS
346	18	CREEDMOOR	HOWARD
347	18	DAWSON	LENOIR
348	18	GORMAN	KAPLAN
349	18	FRONT	SIX FORKS
350	18	FOX	SPRING FOREST
351	18	CEDARHURST	FALLS OF NEUSE
352	18	GORMAN	MARCOM
353	18	BLOUNT	SOUTH
354	18	CORPORATE CENTER	TRINITY
355	18	MCDOWELL	SOUTH
356	18	CAPITAL	PARAGON PARK
357	18	HILL	LINN
358	18	RALEIGH	WESTINGHOUSE
359	18	BLOUNT	MORGAN
360	18	SHELLEY	SIX FORKS
361	18	CHAPANOKE	HAMMOND
362	18	BRIAR CREEK	LITTLE BRIER CREEK
363	18	HILLSBORO	WOODBURN
364	18	HORTON	LAKE BOONE
365	18	OAKWOOD	RALEIGH
366	18	BRIDGEPORT	CREEDMOOR
367	18	RALEIGH	ROCK QUARRY
368	18	PEARL	ROCK QUARRY
369	17	WAKE FOREST	WHITAKER MILL
370	17	HUNTLEIGH	NEW HOPE CHURCH
371	17	SHANDA	SPRING FOREST
372	17	SANDY FORKS	SPRING FOREST
373	17	RALEIGH	YONKERS
374	17	GARNER	MARTIN LUTHER KING
375	17	FALLS OF NEUSE	PACIFIC
376	17	FAIRBANKS	LEESVILLE
377	17	WESTERN	WHITMORE
378	17	NEW HOPE	WILLOW OAK
379	17	I 540	GLENNWOOD
380	17	HILLSBORO	WEST

Serial Number	Number of Crashes	Road A	Road B
381	17	SAUNDERS	SOUTH
382	17	GLENEDEN	GLENNWOOD
383	17	KING CHARLES	NEW BERN
384	17	DANCY	LOUISBURG
385	17	NEW BERN	STATE
386	17	NEW BERN	SHANTA
387	17	I 440	US 64
388	17	MAYWOOD	SAUNDERS
389	17	RUSH	WILMINGTON
390	16	ATLANTIC	FOREST OAKS
391	16	HODGE	WAKE FOREST
392	16	NEW FALLS OF THE NEUSE	COMMON OAKS
393	16	BRENTWOOD	SKYCREST
394	16	HILL	MILLBROOK
395	16	DONALD ROSS	POOLE
396	16	EDENTON	HARRINGTON
397	16	BROOK	CLARK
398	16	BLOUNT	DAVIE
399	16	I 540	LUMLEY
400	16	ANDERSON	SIX FORKS
401	16	FALLSTAFF	SUNNYBROOK
402	16	BRIGHTEN	KING CHARLES
403	16	BERYL	BLUE RIDGE
404	16	CAPITAL	NEW FALLS OF THE NEUSE
405	16	CONCORD	HILLSBORO
406	16	BRENTWOOD	RALEIGH
407	16	CRABTREE	RALEIGH
408	16	LENOIR	MCDOWELL
409	16	BARWELL	ROCK QUARRY
410	16	NEW HOPE	ROCK QUARRY
411	16	BLUE RIDGE	MACON POND
412	16	DEANNA	NEW HOPE CHURCH
413	16	BERYL	HILLSBORO
414	16	HILLSBORO	PARK
415	16	NEW HOPE	WALLINGFORD
416	16	I 540	LEESVILLE
417	16	BRIDGEPORT	LEAD MINE
418	16	I 440	HAMMOND
419	16	CANTERBURY	WADE
420	15	GORMAN	THISTLEDOWN
421	15	BLOUNT	CABARRUS
422	15	FOREST RIDGE	WAKE FOREST
423	15	GLENNWOOD	OBERLIN

Serial Number	Number of Crashes	Road A	Road B
424	15	I 40	JONES FRANKLIN
425	15	NEW HOPE	COMMODITY
426	15	BLUE RIDGE	CRABTREE VALLEY
427	15	MILLBANK	RALEIGH
428	15	DEPARTURE	SPRING FOREST
429	15	HILLSBORO	TURNER
430	15	FALLS OF NEUSE	SALEM WOODS
431	15	FALLS OF NEUSE	HONEYCUTT
432	15	MORGAN	PERSON
433	15	HUNT	WESTERN
434	15	DAVIS	GLENNWOOD
435	15	LOUISBURG	VALLEY STREAM
436	15	BLAND	FALLS OF NEUSE
437	15	POOLE	ROSE
438	15	GLENNWOOD	WHITAKER MILL
439	15	SANDY FORKS	SIX FORKS
440	15	GLENNWOOD	JONES
441	15	HYMETTUS	WADE
442	15	LUTHER	NEW BERN
443	15	HARGROVE	MILLBROOK
444	15	HILLSBORO	LOGAN
445	15	DURANT	FALLS RIVER
446	15	PENMARC	SAUNDERS
447	15	GLASCOCK	KING CHARLES
448	15	NICHOLS	SAINT MARY
449	15	CAPITAL	RIVERHAVEN
450	15	WADE	WOODBURN
451	15	MARTIN LUTHER KING	STATE
452	14	CAPITAL	HOMESTEAD
453	14	CHAPANOKE	OLYMPIA
454	14	DUNN	FALLS OF NEUSE
455	14	BLOUNT	HOKE
456	14	DIXON	MILLBROOK
457	14	THISTLEDOWN	TRAILWOOD
458	14	CAROLINA PINES	LAKE WHEELER
459	14	KIDD	SUNNYBROOK
460	14	EDENTON	PETTIGREW
461	14	FAYETTEVILLE	HARGETT
462	14	DEPARTURE	MILLBROOK
463	14	MAITLAND	NEW BERN
464	14	HILLSBORO	ROYAL
465	14	SIX FORKS	WENDELL
466	14	POWELL	WESTERN

Serial Number	Number of Crashes	Road A	Road B
467	14	BLUE RIDGE	HARDEN
468	14	BROCKTON	GREEN
469	14	BOYLAN	JONES
470	14	BUFFALO	OLD BUFFALO
471	14	MORNING DOVE	SIX FORKS
472	14	I 40	I 40
473	14	BOYLAN	WESTERN
474	14	MAYBROOK	POOLE
475	14	JONES FRANKLIN	VANN
476	14	CAPITAL	JACKLYN
477	14	CATES	MORRELL
478	14	CAMERON	DANIEL
479	14	CENTENNIAL	NAZARETH
480	14	DURANT	RAVEN RIDGE
481	14	WAKE FOREST	WAKE FOREST
482	14	LANE	PERSON
483	14	CAPITAL	OLD TRAWICK
484	14	FARLEY	MILLBROOK
485	14	EDWARDS MILLS	REEDY CREEK
486	13	AVENT FERRY	CREST
487	13	GORMAN	GREENLEAF
488	13	LINN	SANDY FORKS
489	13	COLBY	WAKE FOREST
490	13	BOYLAN	NORTH
491	13	CAPITAL CENTER	JONES FRANKLIN
492	13	CABARRUS	WILMINGTON
493	13	FALLS OF NEUSE	WAKEFIELD PINES
494	13	DAVIS	MILLBROOK
495	13	ATLANTIC	HIGHWOOD
496	13	BLUE RIDGE	ED
497	13	ROCK QUARRY	TRASSACKS
498	13	BLAND	HARDIMONT
499	13	COX	HILLSBORO
500	13	CREEDMOOR	MARRIOTT
501	13	LELAND	LOUISBURG
502	13	FALLS OF NEUSE	FALLS VALLEY
503	13	GLENNWOOD	NORTH
504	13	NEW HOPE	TRADEMARK
505	13	KAPLAN	KENT
506	13	BAUGH	OLD BUFFALO
507	13	HARGETT	PERSON
508	13	CRAFTSMAN	NEW HOPE CHURCH
509	13	OBERLIN	SMALLWOOD

Serial Number	Number of Crashes	Road A	Road B
510	13	LONG	SIX FORKS
511	13	MARSH CREEK	TRAWICK
512	13	GLENNWOOD	GLENWOOD FOREST
513	13	NEW BERN	POOLE
514	13	PLEASANT VALLEY	SHADETREE
515	13	PROSPECT	SAUNDERS
516	13	DOGWOOD	WADE
517	13	GORMAN	LIGON
518	13	ATLANTIC	HARROD
519	13	OLLIE	WAKE FOREST
520	13	MARTIN	PERSON
521	13	FALLS OF NEUSE	RAVENCROFT
522	13	I 440	RIDGE
523	13	MARTIN	SALISBURY
524	13	MARTIN	TARBORO
525	12	LEESVILLE	ONEAL
526	12	JUNCTION	TRYON
527	12	CAMPUS	CREEDMOOR
528	12	CATES	JENSON
529	12	HOLLENDEN	NEW HOPE
530	12	SMALLWOOD	SUTTON
531	12	CREEDMOOR	MORGAN
532	12	GLENNWOOD	TOYOTA
533	12	BENTLEY	PERRY CREEK
534	12	BRIAR CREEK	SKYLAND RIDGE
535	12	LAKE WHEELER	LINEBERRY
536	12	GARDNER	WADE
537	12	GLENNWOOD	WHITE OAK
538	12	HARRINGTON	MARTIN
539	12	I 540	SR 2000
540	12	COLEMAN	MARTIN LUTHER KING
541	12	MCGUIRE	PERRY CREEK
542	12	CARLETON	WESTERN
543	12	CAPITAL	SIMMS CREEK
544	12	GLENNWOOD	LANE
545	12	FALLS OF NEUSE	NORTH BEND
546	12	FAYETTEVILLE	MORGAN
547	12	FOREST PINE	WAKEFIELD COMMONS
548	12	CREEDMOOR	SUGAR BUSH
549	12	BULLARD	FALLS OF NEUSE
550	12	DAVIE	PERSON
551	12	FOX RIDGE MANOR	ROCK QUARRY
552	12	JOHNSDALE	LITCHFORD

Serial Number	Number of Crashes	Road A	Road B
553	12	GLENNWOOD	HENSDALE
554	12	LINN	MIDDLEBORO
555	12	SIX FORKS	SNELLINGS
556	12	GLENNWOOD	LAKE ANNE
557	12	GORMAN	OCTAVIA
558	12	NORTHCLIFT	SIX FORKS
559	12	COUNTRY	GLENNWOOD
560	12	HARGETT	HARRINGTON
561	12	CROSS LINK	GARNER
562	12	SPRUCETREE	NEW FALLS OF THE NEUSE
563	11	BROOK	WADE
564	11	TRYON	WILMINGTON SERVICE
565	11	BRINKLEY	NEW HOPE CHURCH
566	11	FALLS OF NEUSE	QUAIL RIDGE
567	11	CROSS LINK	SEABROOK
568	11	GLENNWOOD	HARVEY
569	11	LANE	SALISBURY
570	11	EBENEZER CHURCH	MARVINO
571	11	HARGETT	TARBORO
572	11	FOX	SUMNER
573	11	GORMAN	SHERMAN
574	11	OAKWOOD	STATE
575	11	HILLSBORO	MAIDEN
576	11	LENOIR	SALISBURY
577	11	BLUE BIRD	JONES FRANKLIN
578	11	I 440	BRENTWOOD
579	11	LINEBERRY	TRAILWOOD
580	11	BAGWELL	HILLSBORO
581	11	BLOUNT	JONES
582	11	HARRINGTON	HILLSBORO
583	11	FALLS OF NEUSE	EXPOSITION
584	11	BRENTWOOD	STONEYBROOK
585	11	CURRITUCK	LASSITER MILL
586	11	LEESVILLE	WESTGATE
587	11	MORGAN	SNOW
588	11	EDINBURGH	GLENNWOOD
589	11	LUMLEY	ARCO CORPORATE
590	11	FORUM	OLD LEADMINE
591	11	DAWSON	WESTERN
592	11	PEACE	PERSON
593	11	LEAD MINE	HARVEST OAKS
594	10	CARLETON	FOX
595	10	LAKE BOONE	WESTVILLE

Serial Number	Number of Crashes	Road A	Road B
596	10	I 440	GLENEDEN
597	10	CHAPEL HILL	NOWELL
598	10	EDWARDS MILLS	GLENEDEN
599	10	COLE	GLENNWOOD
600	10	MORGAN	TRYON HILLS
601	10	MILLBROOK	TIMBERCREEK
602	10	HILLBURN	LINN
603	10	SR 2000	SR 2006
604	10	POGUE	VANDERBILT
605	10	CENTURY	LEAD MINE
606	10	CAPITAL	CAPITAL CONNECTION
607	10	PERSON	SOUTH
608	10	BLUE RIDGE	CHASE
609	10	HILLSBORO	ROSEMARY
610	10	LEIGH	SPRING FOREST
611	10	ASHE	HILLSBORO
612	10	COMPUTER	SIX FORKS
613	10	LAKE BOONE	LANDMARK
614	10	BLOUNT	LEE
615	10	HILLSBORO	WESTERN
616	10	SIX FORKS	WIND CHIME
617	10	GLENNWOOD	TOSCANA
618	10	FALLS OF NEUSE	MORROWCROFT
619	10	AVENT FERRY	BRIGADOON
620	10	KIRKLAND	LAKE WHEELER
621	10	POOLE	SAINT GEORGE
622	10	FRIENDLY	HILLSBORO
623	10	GLENNWOOD	WASHINGTON
624	10	SOUTH	WILMINGTON
625	10	EVA MAE	NEW HOPE
626	10	EDWARDS MILLS	PARK LAKE
627	10	HILLSBORO	MORGAN
628	10	SKYCREST	SOUTHALL
629	10	HARGETT	SALISBURY
630	10	CHAPEL HILL	CORPORATE CENTER
631	10	GLENNWOOD	PASQUOTANK
632	10	FURCHES	HILLSBORO
633	10	PERSON	POLK
634	10	PERRY CREEK	WILDWOOD FOREST
635	10	MILLBROOK	TRALEE
636	10	HILLSBORO	NOWELL
637	10	BLOUNT	LENOIR
638	10	BLOODWORTH	NEW BERN

Serial Number	Number of Crashes	Road A	Road B
639	10	NOBLIN	RALEIGH
640	10	HARPS MILL	LITCHFORD
641	10	CLARK	DANIEL
642	10	FENWICK	SAUNDERS
643	10	FALLS OF NEUSE	FIESTA
644	10	ATLANTIC	SEGO
645	10	LASSITER MILL	PAMLICO
646	10	CATES	DAN ALLEN
647	10	HOKE	PERSON
648	10	ED	EDWARDS MILLS
649	10	JONES	WILMINGTON
650	10	BROOKSIDE	WAKE FOREST
651	10	JONES FRANKLIN	LUNDY
652	10	HAMPTON	NEW HOPE
653	10	CAPITAL	FAIRVIEW
654	10	LAKE WHEELER	SIERRA
655	10	TRYON	CHERRY FIELD
656	9	ATLANTIC	MERRELL
657	9	I 440	LAKE WHEELER
658	9	CARLETON	SHERMAN
659	9	MILLBROOK	WINTHROP
660	9	EAST	MARTIN
661	9	GASTON	PEACE
662	9	COUNTRY	PINECREST
663	9	CULPEPPER	MILBURNIE
664	9	BLUE RIDGE	MORNINGSIDE
665	9	BEAVERWOOD	FOX
666	9	CHURCH HILL	DIXIE
667	9	SHERWEE	WILMINGTON
668	9	BRIAR CREEK	GLOBE
669	9	RAY	STRICKLAND
670	9	NEW HOPE	BULLOCK FARM
671	9	GREEN ACRE	NEW HOPE
672	9	GORMAN	LUPTON
673	9	CRABTREE	TIMBER
674	9	JONES	PERSON
675	9	BUFFALO	VALLEY STREAM
676	9	PAR	TRYON
677	9	CAPITAL	LANE
678	9	BROOK	KILGORE
679	9	TRAILWOOD	TRYON
680	9	CUMBERLAND	ROCK QUARRY
681	9	GLASCOCK	WAKE FOREST

Serial Number	Number of Crashes	Road A	Road B
682	9	LAKE DAM	TRYON
683	9	AVENT FERRY	CHAPEL
684	9	OLD WAKE FOREST	PACIFIC
685	9	MORGAN	SAINT MARY
686	9	SIX FORKS	WOOD BEND
687	9	BLOODWORTH	MARTIN
688	9	FAIRVIEW	OBERLIN
689	9	LEESVILLE	NEW LEESVL
690	9	JONES	SALISBURY
691	9	LOUISBURG	SPRING FOREST
692	9	HILL	OAKWOOD
693	9	JONES FRANKLIN	WAYNE
694	9	CHAMBERLAIN	HILLSBORO
695	9	BAYBUSH	FALLS OF NEUSE
696	9	MILLBROOK	SWEETBRIAR
697	9	SUNNYBROOK	WOODMEADOW
698	9	NORTH	PERSON
699	9	FAIRWAY	TRYON
700	9	DILLARD	TRYON
701	9	GRANTLAND	MARTIN LUTHER KING
702	9	EDWARDS MILLS	JOHN HUMPHRIES WYND
703	9	BRENTWOOD	LAKE WOODARD
704	9	POOLE	POOLE
705	9	HAYWOOD	LENOIR
706	9	FARMERS MARKET	FARMERS MARKET
707	9	BOYLAN	HARGETT
708	9	HILL	SKYCREST
709	9	LENOIR	WILMINGTON
710	9	CAROLINA	WESTERN
711	9	RAINWATER	SPRING FOREST
712	9	MIDDLE BRANCH	SUNNYBROOK
713	9	TRYON	WITHERS
714	9	BASHFORD	BUCK JONES
715	9	NEW BERN	PEARTREE
716	9	US 264	NEW HOPE
717	9	WADE	WADE
718	9	CREST VIEW	SIX FORKS
719	9	CREEDMOOR	JEFFERIES GROVE SCHOOL
720	8	NEW HOPE	NEW HOPE
721	8	TRYON	TRAILWOOD HILLS
722	8	GLENNWOOD	HERTZ
723	8	MITCHELL MILL	NEUSE CROSSING
724	8	FALLS OF NEUSE	RIDGEFIELD

Serial Number	Number of Crashes	Road A	Road B
725	8	ATLANTIC	OLD LOUISBURG
726	8	HARNETT	LOUISBURG
727	8	BERKSHIRE DOWNS	PERRY CREEK
728	8	CARVER	NEW BERN
729	8	IDELWOOD VILLAGE	SANDERFORD
730	8	TRAWICK	OLD TRAWICK
731	8	DANCY	NEW HOPE
732	8	RIVER BROOK	ROCK QUARRY
733	8	CHATHAM	MILBURNIE
734	8	PERRY CREEK	FILBIN CREEK
735	8	MARTIN	WEST
736	8	LAKE BOONE	RIDGE
737	8	CAPITAL	CORONA
738	8	ATLANTIC	WHITAKER MILL
739	8	FORUM	LEAD MINE
740	8	NEW HOPE	OLD POOLE
741	8	COLONIAL	OBERLIN
742	8	LAKE BOONE	STILL FOREST
743	8	LEAD MINE	VALLEY ESTATES
744	8	I 440	YONKERS
745	8	BARRINGER	JONES FRANKLIN
746	8	CENTERVIEW	JONES FRANKLIN
747	8	MCNEAL	WAKE FOREST
748	8	LAKE WHEELER	MAYWOOD
749	8	OBERLIN	VANDYKE
750	8	ALEXANDER	GLENNWOOD
751	8	JONES	TARBORO
752	8	GARDNER	VANDERBILT
753	8	IVERSON	NEW HOPE
754	8	POOLE	RUSS
755	8	RUCKER	WAKE FOREST
756	8	GORMAN	WALNUT CREEK
757	8	HARGROVE	SPRING FOREST
758	8	KELWAY	WAKEFIELD PINES
759	8	PECAN	WILMINGTON
760	8	WESTERN	WESTERN
761	8	PEACE	WILMINGTON
762	8	FOX	OLD WAKE FOREST
763	8	FALLS OF NEUSE	LAKE FOREST
764	8	EDWARDS MILLS	WADE PARK
765	8	GORMAN	JACKSON
766	8	COMMERCIAL	PLEASANT VALLEY
767	8	GLENNWOOD	WILLARD

Serial Number	Number of Crashes	Road A	Road B
768	8	MILLBROOK	PLAZA
769	8	HILLBURN	GROVE BARTON
770	8	INDUSTRIAL	SIX FORKS
771	8	OBERLIN	ROBERT
772	8	JAMES	NEW HOPE
773	8	BLOUNT	NEW BERN
774	8	BIRCH RIDGE	MIDDLE BRANCH
775	8	GLENNWOOD	MUNFORD
776	8	NEW BERN	PLAINVIEW
777	8	BOYLAN	LANE
778	8	ALM	BRUCKHAUS
779	7	MAYVIEW	OBERLIN
780	7	GLENNWOOD	GRANVILLE
781	7	CRANBROOK	SIX FORKS
782	7	MILBURNIE	NEW BERN
783	7	IDLEWILD	NEW BERN
784	7	DUBLIN	SIX FORKS
785	7	ATLANTIC	DIXIE FOREST
786	7	HENSLOWE	LAKE WHEELER
787	7	HIGHWOOD	SMOKETREE
788	7	GLENNWOOD	LAKE BOONE
789	7	GRESHAM LAKE	LITCHFORD
790	7	MILLBROOK	MILLBROOK
791	7	DAVIE	GAIL
792	7	DURALEIGH	SEDGEWOOD
793	7	LIGON	METHOD
794	7	BOYLAN	MCCULLOCH
795	7	BROOKSIDE	GLASCOCK
796	7	SANDERFORD	SEABROOK
797	7	SALISBURY	SOUTH
798	7	PERRY CREEK	THEBES
799	7	EDWARDS MILLS	CRABTREE VALLEY
800	7	BOOKER	HILL
801	7	POOLE	RALPH
802	7	BARKSDALE	RALEIGH
803	7	CENTENNIAL	FARMERS MARKET
804	7	KINGSLAND	LEESVILLE
805	7	I 440	US 1
806	7	NEW HOPE	WESTER
807	7	CRESTLINE	TRYON
808	7	HORIZON	SIX FORKS
809	7	OLD WAKE FOREST	MADDRY OAKS
810	7	JONES SAUSAGE	DRAYFORD

Serial Number	Number of Crashes	Road A	Road B
811	7	MCDOWELL	MCDOWELL
812	7	CATES	JETER
813	7	DEBOY	WESTERN
814	7	HIGHWOOD	POPLARWOOD
815	7	HODGE	PAULA
816	7	FALLS OF NEUSE	WHITTINGTON
817	7	LAKE BOONE	MYRON
818	7	SCALES	WADE
819	7	T W ALEXANDER	BRIER CLUB
820	7	SAUNDERS	WILMINGTON
821	7	DURALEIGH	EBENEZER CHURCH
822	7	KING CHARLES	MILBURNIE
823	7	AVENT FERRY	LAKE DAM
824	7	SAINT MARY	TUCKER
825	7	STONEYBROOK	TRAWICK
826	7	MOUNT HERMAN	ACC
827	7	ROCK QUARRY	VARDAMAN
828	7	EDENTON	STATE
829	7	MILLBROOK	REECE
830	7	ANDERSON	GLENNWOOD
831	7	US 1	SPRING FOREST
832	7	DANDRIDGE	HADLEY
833	7	CAPITAL	JOHNSON
834	7	CLAY	SAINT MARY
835	7	DAVIE	HARRINGTON
836	7	NEW BERN	WILDERS GROVE
837	7	I 440	US 264
838	7	OLD WAKE FOREST	SUNBOW FALLS
839	7	HALIFAX	PEACE
840	7	LAKE PARK	LEAD MINE
841	7	LEE	PERSON
842	7	BYRD	GLENNWOOD
843	7	BLUE RIDGE	GLENEDEN
844	7	FAIRHILL	GLENNWOOD
845	7	BENSON	SAINT ALBANS
846	7	CALVARY	OLD PLANK
847	7	ANDERSON	SAINT MARY
848	7	LANE	TARBORO
849	7	HILL	NEW BERN
850	7	LONGVIEW LAKE	NEW BERN
851	7	CHAPEL HILL	HILLSBORO
852	7	CAMP DURANT	DURANT
853	7	HOLLENDEN	SPRING FOREST

Serial Number	Number of Crashes	Road A	Road B
854	7	DILLARD	ORABELLE
855	7	GRENELLE	TRYON
856	7	DUNN	PULLEN
857	7	MILLBROOK	QUAIL HOLLOW
858	7	OAKWOOD	SAINT AUGUSTINE
859	7	TRAILWOOD	MAIN CAMPUS
860	7	CAPITAL	OLD WILLIAMSON
861	7	POOLE	RAWLS
862	7	BRENTWOOD	INGRAM
863	7	DAWSON	JOHNSON
864	7	DAVIE	EAST
865	7	BRIAR CREEK	IVERNESS
866	7	CROSS LINK	DANDRIDGE
867	6	EDWARDS MILLS	LAUREL HILL
868	6	SIX FORKS	COLONNADE CENTER
869	6	MORGAN	WEST
870	6	FAUCETTE	MORRELL
871	6	MARTIN LUTHER KING	QUARRY
872	6	BEDFORD	OBERLIN
873	6	LINN	RIVER BIRCH
874	6	DACIAN	PEYTON
875	6	LORD ASHLEY	NEW BERN
876	6	LEAD MINE	SUGAR BUSH
877	6	CAPITAL	OLD LOUISBURG
878	6	MINE LAKE	SIX FORKS
879	6	BRIAR CREEK	ACC
880	6	ATLANTIC	LEMAY
881	6	EDENTON	SEAWELL
882	6	CAMPUS	LINN
883	6	JOE LEWIS	RALEIGH
884	6	ATHENS	SMITHDALE
885	6	MUTUAL	STRICKLAND
886	6	HAYWOOD	MARTIN
887	6	CAPITAL	RATCHFORD
888	6	I 540	I 540
889	6	BOOKER	MILBURNIE
890	6	CLARENDON CRESCENT	NEW BERN
891	6	PARK GLEN	RALEIGH
892	6	AVENT FERRY	GREEK
893	6	MARTIN LUTHER KING	MCDOWELL
894	6	DURANT	LESLIESHIRE
895	6	I 40	JONES SAUSAGE
896	6	BLOUNT	FRANKLIN

Serial Number	Number of Crashes	Road A	Road B
897	6	APPLETON	JONES FRANKLIN
898	6	LAKE WHEELER	SAUNDERS
899	6	BRIAR CREEK	ALM
900	6	I 540	SR 1822
901	6	ATLANTIC	OTTERS RUN
902	6	BELLWOOD	CLARK
903	6	FRIENDLY	ROCK QUARRY
904	6	CREEDMOOR	SHERBON
905	6	AUTOMOTIVE	BROOKSIDE
906	6	NEW HOPE	FAWN GLEN
907	6	BROOKLYN	SAINT MARY
908	6	TRYON HILLS	TRYON HILLS
909	6	CABARRUS	GAIL
910	6	GLENN	SIX FORKS
911	6	SUNGATE	SUNNYBROOK
912	6	CLARK	HORNE
913	6	GORMAN	WOLF VILLAGE
914	6	DAN ALLEN	THURMOND
915	6	LACY	MILLBROOK
916	6	KAPLAN	MELBOURNE
917	6	US 1	SR 2013
918	6	BOYLAN	SOUTH
919	6	LAKE WHEELER	LAWRENCE
920	6	GLENNWOOD	TOLAR
921	6	HUNT CLUB	JONES FRANKLIN
922	6	BARROW	OLD WAKE FOREST
923	6	BLOUNT	POLK
924	6	HARRINGTON	JONES
925	6	LAKE VIEW	SAINT MARY
926	6	BRAGG	STATE
927	6	CREEKSIDE	WAKE FOREST
928	6	OLD WAKE FOREST	OLD WAKE FOREST
929	6	CALVARY	LAKE RIDGE
930	6	AVIATION	BRIAR CREEK
931	6	EBENEZER CHURCH	WESTGATE
932	6	CABARRUS	EAST
933	6	BLOUNT	BRANCH
934	6	KING RICHARD	POOLE
935	6	ANNAPOLIS	WADE
936	6	GILBERT	SAUNDERS
937	6	I 40	BUCK JONES
938	6	LOUISBURG	MITCHELL MILL
939	6	GREYWOOD	HUNTLEIGH

Serial Number	Number of Crashes	Road A	Road B
940	6	EAST	HARGETT
941	6	FAIRCLOTH	HILLSBORO
942	6	GREEN	LEIGH
943	6	GREENLEAF	KENT
944	6	BUCK JONES	WILMONT
945	6	CREEDMOOR	CREEDMOOR
946	6	LOUISBURG	ABILITY
947	6	FREEDOM	NEW BERN
948	6	DIXON	HILL
949	6	JONES SAUSAGE	INTEGRITY
950	6	COWPER	GLENNWOOD
951	6	BLUE RIDGE	DISTRICT
952	6	HILLSBORO	SHEPARD
953	6	BIRCH RIDGE	ROCK BRIDGE
954	6	BRIAR CREEK	ARNOLD PALMER
955	6	BUCK JONES	FARMGATE
956	6	BURT	GORMAN
957	6	ATLANTIC	ATLANTIC
958	6	SYCAMORE GROVE	WAKEFIELD PINES
959	6	HAMMOND	HOKE
960	6	SIX FORKS	SIX FORKS
961	6	SCHOOL HOUSE	WAKEFIELD PINES
962	6	BERTIE	KING CHARLES
963	6	NEW BERN	SWAIN
964	6	DAN ALLEN	SULLIVAN
965	6	HILLSBORO	WILLIAM MOORE
966	6	OLD LOUISBURG	WAKE FOREST
967	6	FALLS OF NEUSE	WEATHERGREEN
968	6	GLENDOWER	LEESVILLE
969	6	RIDGEFIELD	SPRING FOREST
970	6	HOPE	LOGAN
971	6	LAKE BOONE	LAKE BOONE
972	6	ATLANTIC SPRINGS	SPRING FOREST
973	6	BRAGG	GARNER
974	6	LEAD MINE	SHADYSIDE
975	6	BILYEU	WESTERN
976	6	LYNDHURST	ROCK QUARRY
977	6	OLD WAKE FOREST	TOWN CENTER
978	6	COKE	POOLE
979	6	CAPABILITY	VARSITY
980	6	DEVERAUX	GLENNWOOD
981	6	BRIAN	WADE
982	6	POOLE	WILLIAM

Serial Number	Number of Crashes	Road A	Road B
983	6	I 440	ATHENS
984	6	COLLEGEVIEW	MARCOM
985	6	NORTH	WEST
986	6	GLENNWOOD	BARROWOOD
987	6	LEAD MINE	INMAN PARK
988	6	PEACE	SMALLWOOD
989	5	LEAD MINE	WEDGELAND
990	5	DOMINION	LEESVILLE
991	5	BEVERLY	FRIAR TUCK
992	5	KING WILLIAM	NEW BERN
993	5	EVERGREEN	LEESVILLE
994	5	MORRELL	WESTERN
995	5	I 40	POOLE
996	5	AVENT FERRY	IVY COMMONS
997	5	I 440	GORMAN
998	5	NORTHWOOD	SIX FORKS
999	5	GORMAN	GRADUATE
1000	5	FOREST	HILLSBORO
1001	5	LOUISBURG	LOUISBURG
1002	5	BOOKER	FISHER
1003	5	COMMERCE	DAVIE
1004	5	HILLSBORO	YOUTH CENTER
1005	5	CLARK	GARDNER
1006	5	PEACE	SALISBURY
1007	5	GLENRIDGE	HIGHWOOD
1008	5	POOLE	VINTAGE
1009	5	PINECREST	TOSCANA
1010	5	HILLSBORO	STANHOPE
1011	5	HARGETT	SWAIN
1012	5	DAVIE	SWAIN
1013	5	FALLS OF NEUSE	FALLS OF NEUSE
1014	5	HILLSBORO	SALISBURY
1015	5	NEW HOPE CHURCH	NEW HOPE CHURCH
1016	5	BRANCH	PERSON
1017	5	EAST	NEW BERN
1018	5	FALLS CHURCH	FALLS OF NEUSE
1019	5	GLENEDEN	RIDGE
1020	5	ATLANTIC	CEDAR PARK
1021	5	COLLETON	MILBURNIE
1022	5	NORTH BEND	SPRING FOREST
1023	5	PARK	WOODBURN
1024	5	BOYER	MAPLE
1025	5	BARNHILL	LAKE WHEELER

Serial Number	Number of Crashes	Road A	Road B
1026	5	LAKE BOONE	REX
1027	5	MILL	WAKE FOREST
1028	5	BAILEY	GARNER
1029	5	MECHANICAL	WILMINGTON
1030	5	STATE	TIPTON
1031	5	CREECH	SLIPPERY ELM
1032	5	LOUISBURG	BOTANY BAY
1033	5	DUNN	JETER
1034	5	ROCK QUARRY	BLAZING STAR
1035	5	POOLE	RALEIGH CLUB
1036	5	DAWSON	SAUNDERS
1037	5	ANDERSON	DREWRY
1038	5	CULPEPPER	GLASCOCK
1039	5	CHARLES	LEAD MINE
1040	5	BART	PETTIGREW
1041	5	MARTIN	STATE
1042	5	BROOKSIDE	FRANK
1043	5	PERRY CREEK	CLARKS FORK
1044	5	FAIRVIEW	SAINT MARY
1045	5	BLOUNT	WOLFE
1046	5	LEHMAN	RALEIGH
1047	5	GREEN MEADOWS	NEW HOPE
1048	5	LINCOLN	NEW BERN
1049	5	HUBERT	SAUNDERS
1050	5	DOROTHEA	SAUNDERS
1051	5	HILLSBORO	MAYO
1052	5	BROOK	OBERRY
1053	5	SPRING FOREST	VOLANT
1054	5	CARVER	OAKWOOD
1055	5	PARK	PEACE
1056	5	TUCKER	WEST
1057	5	BAILEYWICK	LEAD MINE
1058	5	BLUE RIDGE	GROVE
1059	5	GLOBE	WORLD TRADE
1060	5	T W ALEXANDER	FUN PARK
1061	5	MILBURNIE	PEARTREE
1062	5	BARTONS LANDING	RAY
1063	5	GLENNWOOD	MYRTLE
1064	5	HOBSON	WADE
1065	5	JONES	WEST
1066	5	CLARENDON CRESCENT	LORD ASHLEY
1067	5	GORMAN	CRESCENT CREEK
1068	5	DAVIE	TARBORO

Serial Number	Number of Crashes	Road A	Road B
1069	5	BLOUNT	LANE
1070	5	US 64	SUNNYBROOK
1071	5	BAUGH	SCOT
1072	5	MILLBROOK	TOWN AND COUNTRY
1073	5	HERRING	MAYWOOD
1074	5	BUCK JONES	OLD FARM
1075	5	DUPLIN	WADE
1076	5	METHOD	REAVIS
1077	5	LINN	VALLEY ESTATES
1078	5	HILL	KIMBERLY
1079	5	ROCK QUARRY	ROCKWOOD
1080	5	CAMDEN	MARTIN
1081	5	CLARK	ENTERPRISE
1082	5	KAPLAN	PINEVIEW
1083	5	COXINDALE	LITCHFORD
1084	5	SAINT MARY	WAKE
1085	5	BATTLE BRIDGE	ROCK QUARRY
1086	5	BOYLAN	CABARRUS
1087	5	PEACE	PEACE
1088	5	RALEIGH	BLAZING STAR
1089	5	CITY FARM	WILMINGTON
1090	5	EAST	MARTIN LUTHER KING
1091	5	GLENNWOOD	MORGAN
1092	5	JONES	SAINT MARY
1093	5	LOUISBURG	SINCLAIR
1094	5	EDENTON	NORTHEAST
1095	5	WILDWOOD FOREST	NEUSE COMMONS
1096	5	BEECHRIDGE	GLENNWOOD
1097	5	BENT CREEK	LINN
1098	5	GARNER	RUSH
1099	5	NEW HOPE	GLOBAL
1100	5	KING CHARLES	POOLE
1101	5	DICKENS	NEW BERN
1102	5	I 40	TRAILWOOD
1103	5	NEW BERN	DUCKLING
1104	5	GENERATION	HILL
1105	5	CRAFTSMAN	RONALD
1106	5	BOYLAN	TUCKER
1107	5	LINN	PLEASANT PINES
1108	5	NEW BERN	KELLEY AUSTIN
1109	5	MORRELL	WARREN CARROLL
1110	5	MILLBROOK	SIGNETT
1111	5	LOUISBURG	TRAILHEAD

Serial Number	Number of Crashes	Road A	Road B
1112	5	LOOKOUT MTN	RAY
1113	5	FALLS OF NEUSE	RAVEN RIDGE
1114	5	ROCK QUARRY	STAR SAPPHIRE
1115	5	LEESVILLE	RAY
1116	5	SCHOLAR	CUM LAUDE
1117	5	ATHENS	KAPLAN
1118	5	FALLS OF NEUSE	WALTON COMMONS
1119	5	LAKE DAM	WALNUT CREEK
1120	5	OAKLAND	SIX FORKS
1121	5	EVERGREEN	LAKE WHEELER
1122	5	GORMAN	SHIRE
1123	5	MELVILLE	SUMNER
1124	5	OLDE BIRCH	ROCK QUARRY
1125	5	LEAD MINE	DOVERTON
1126	5	SAWMILL	SPRINGMOOR
1127	5	BASHFORD	HILLSBORO
1128	5	ATLANTIC	CAPITAL
1129	5	CORPORATION	LAKE WOODARD
1130	5	BLAKE	WOLFE
1131	5	LAKE BOONE	REXWOOD
1132	5	PACE	PERSON
1133	5	BOYER	HILL
1134	5	GLENNWOOD	TILDEN
1135	5	OBERLIN	STAFFORD
1136	5	NORTHWEST	TUCKER
1137	5	JONES FRANKLIN	WOOD AISLE
1138	5	PINELAND	WESTERN
1139	5	METHOD	WOOD
1140	5	BURNLEE	MILLBROOK
1141	5	BRENT	GORMAN
1142	5	BUCK JONES	PORTREE
1143	5	EDENTON	NORTHWEST
1144	5	BLOODWORTH	DAVIE
1145	5	BANBURY	WADE
1146	5	EDENTON	WEST
1147	5	SUTTON	WOODBURN
1148	5	BROOKHOLLOW	SANDY FORKS
1149	5	JOHNSON	SAINT MARY
1150	5	BLOUNT	BRAGG
1151	5	T W ALEXANDER	SALEM GLEN
1152	5	CAPITAL	HOBBY
1153	4	MILLBROOK	MAGELLAN
1154	4	US 1	GRESHAM LAKE

Serial Number	Number of Crashes	Road A	Road B
1155	4	HILTON	HOLLENDEN
1156	4	BASTION	LAKE WOODARD
1157	4	HATTON	SKYCREST
1158	4	GLENNWOOD	MOREHEAD
1159	4	BAEZ	WADE
1160	4	KIRK	LAKE WHEELER
1161	4	AYCOCK	FAIRVIEW
1162	4	LEAD MINE	MINE SHAFT
1163	4	ERINBROOK	LEESVILLE
1164	4	MABRY MILL	WAKEFIELD PINES
1165	4	DELANEY	GLASCOCK
1166	4	LUMLEY	ARNOLD PALMER
1167	4	LENOIR	PERSON
1168	4	LAKE WOODARD	TRAWICK
1169	4	DURALEIGH	TOURNAMENT
1170	4	MILLBROOK	WENDY HILL
1171	4	GARNER	TANNER
1172	4	I 40	HILLSBORO
1173	4	MARSH	QUITMAN
1174	4	COOPER	LITTLE JOHN
1175	4	FARRIS	NEW BERN
1176	4	MEMORY	NEW HOPE
1177	4	DEBLYN	GLENNWOOD
1178	4	DIXIE	VANDYKE
1179	4	COLEMAN	TIPTON
1180	4	COMMUNITY	ROSE
1181	4	MEMORY	MILLBROOK
1182	4	BUTLER	NEW HOPE
1183	4	GREEN	HALLMARK
1184	4	ROCK CREEK	STRICKLAND
1185	4	EAST	LENOIR
1186	4	NEW MARKET	SPRING FOREST
1187	4	CALIBRE CHASE	SIX FORKS
1188	4	LINN	SHELBOURNE
1189	4	WILMINGTON	WILMINGTON
1190	4	HEATH	POOLE
1191	4	EDENTON	SWAIN
1192	4	DURANT	GARVEY
1193	4	SHELLEY	WIMBLETON
1194	4	GLENNWOOD	JEFFERSON
1195	4	CALLOWAY	GARNER
1196	4	ILEAGNES	WILMINGTON
1197	4	AVENT FERRY	CRAB ORCHARD

Serial Number	Number of Crashes	Road A	Road B
1198	4	EVERETT	OBERLIN
1199	4	LONG	SAWMILL
1200	4	FAYETTEVILLE	WILMINGTON
1201	4	FELLOWSHIP	T W ALEXANDER
1202	4	GLENNWOOD	WOODLAND
1203	4	SPRUCETREE	WAKEFIELD PINES
1204	4	WADE	WIREWOOD
1205	4	HAMMELL	LAKE WHEELER
1206	4	BRIAR CREEK	ISLEWORTH
1207	4	EAST	EDENTON
1208	4	ROCK QUARRY	SHEPERD VALLEY
1209	4	I 540	SIX FORKS
1210	4	DANIEL	SMALLWOOD
1211	4	SHELBY	SIX FORKS
1212	4	CREEDMOOR	MAGELLAN
1213	4	CABARRUS	PERSON
1214	4	APPLIANCE	CAPITAL
1215	4	LAKE	SAINT MARY
1216	4	FALLS OF NEUSE	RAINWOOD
1217	4	I 440	MELBOURNE
1218	4	CAPITOL HILL	DURANT
1219	4	GRESHAM LAKE	NICHOLS
1220	4	AVENT FERRY	CRESCENT CREEK
1221	4	CARTIER	OBERLIN
1222	4	APPLIANCE	WESTINGHOUSE
1223	4	I 40	WILMINGTON
1224	4	MILLBROOK	SEDGEFIELD
1225	4	GREEN	KILCULLEN
1226	4	NORTH	NORTHWEST
1227	4	PINECROFT	SWEETBRIAR
1228	4	I 540	GLOBE
1229	4	FOX HOLLOW	SANDERFORD
1230	4	AVENT FERRY	LAKE RALEIGH
1231	4	CORPORATE CENTER	WADE PARK
1232	4	BLUE STONE	GLENNWOOD
1233	4	ATLANTIC	BRAMER
1234	4	GARNER	HOKE
1235	4	SIX FORKS	SPRING FOREST
1236	4	TRYON	NETWORK
1237	4	FRANKLIN	PERSON
1238	4	PEACENEST	PENNCROSS
1239	4	HAITHCOCK	NEW HOPE
1240	4	KILCULLEN	NEW HOPE CHURCH

Serial Number	Number of Crashes	Road A	Road B
1241	4	BROOK	HILL
1242	4	LEAD MINE	STANNARD
1243	4	ROCK QUARRY	SOUTHGATE
1244	4	I 540	US 401
1245	4	BLOODWORTH	SOUTH
1246	4	ATHENS	AVENT FERRY
1247	4	ANGIER	POOLE
1248	4	I 440	LASSITER MILL
1249	4	NEW FALLS OF THE NEUSE	WAKEFIELD CROSSING
1250	4	I 40	TRINITY
1251	4	NEW BERN	WILMINGTON
1252	4	TRINITY	YOUTH CENTER
1253	4	MARLBORO	MILLBANK
1254	4	ATLANTIC	ATLANTIC SPRINGS
1255	4	DIXON	LIPSCOMB
1256	4	EDENTON	HILLSBORO
1257	4	MITCHELL MILL	SINGLELEAF
1258	4	AVENIDA DEL SOL	HOLLENDEN
1259	4	PARK	PARK
1260	4	FAYETTEVILLE	LENOIR
1261	4	GRAND	HILLSBORO
1262	4	BERTIE	LORD ASHLEY
1263	4	WEST GATE PARK	WESTGATE
1264	4	DAVIE	FREEMAN
1265	4	JONES FRANKLIN	WATEREDGE
1266	4	FALLS COMMONS	SPRING FOREST
1267	4	HIGHWOOD	BEECHLEAF
1268	4	CEDARHURST	MILLBROOK
1269	4	CAPITAL	TRUST
1270	4	SKYCREST	CHARNY
1271	4	SAUNDERS	SAUNDERS
1272	4	BRENTWOOD	MORTON
1273	4	LEONARD	RIDGE
1274	4	BLOODWORTH	BRAGG
1275	4	HARGETT	PETTIGREW
1276	4	LORD ANSON	POOLE
1277	4	GRESHAM LAKE	REBA
1278	4	GREEN NEEDLES	POOLE
1279	4	LONG	STUART
1280	4	FOX	IVES
1281	4	GROSVENOR	SIX FORKS
1282	4	GRANTLAND	SOLAR
1283	4	COLE RIDGE	SIX FORKS

Serial Number	Number of Crashes	Road A	Road B
1284	4	GLENDOWER	LINN
1285	4	CAPITAL	TILLERY
1286	4	MERRIWOOD	ROCK QUARRY
1287	4	GLENNWOOD	WILLIAMSON
1288	4	I 40	NC 54
1289	4	TRYON	CENTENNIAL RIDGE
1290	4	RAVEN RIDGE	SHADOWLAWN
1291	4	LEESVILLE	SPRINGDALE
1292	4	NEW HOPE	WOODLAWN
1293	4	OLD WAKE FOREST	CYPRESS PLANTATION
1294	4	HOWARD	RAY
1295	4	FOX	FOX HAVEN
1296	4	STREET UNK-SEE RPT	STREET UNK-SEE RPT
1297	4	CABARRUS	WEST
1298	4	BROOKHAVEN	GLENNWOOD
1299	4	DURALEIGH	DURALEIGH
1300	4	STRICKLAND	OLD LEESVILLE
1301	4	CRESTMONT	LEESVILLE
1302	4	GLENNWOOD	WESTBOROUGH
1303	4	BUCK JONES	ORCHARD
1304	4	LEAD MINE	SIX FORKS
1305	4	BARRYMORE	TRAILWOOD HILLS
1306	4	KILLINGTON	SIX FORKS
1307	4	INGRAM	NEW HOPE CHURCH
1308	4	HUNTERS CLUB	KAPLAN
1309	4	MALONE	PROCTOR
1310	4	FOXTROT	SANDERFORD
1311	4	CROSS LINK	HADLEY
1312	4	SULLIVAN	VARSITY
1313	4	IDLEWILD	JONES
1314	4	GARNER	PETERSON
1315	4	BROWNING	SIX FORKS
1316	4	LAUREL MOUNTAIN	RAY
1317	4	CLARK	DIXIE
1318	4	KENT	NEELY
1319	4	BOYLAN	JOHNSON
1320	4	OATES	OLD BUFFALO
1321	4	CARVER	PENDER
1322	4	HILL	PENDER
1323	4	BRANCH	EAST
1324	4	GLENNWOOD	REMBERT
1325	4	FALLS OF NEUSE	RIVER HILL
1326	4	FARMGATE	WESTERN

Serial Number	Number of Crashes	Road A	Road B
1327	4	KELWAY	WAKEFIELD PLANTATION
1328	4	CALVARY	CALVARY
1329	4	MARTIN	SWAIN
1330	4	STATE	BUNCH
1331	4	FISHER	BAKERS GROVE
1332	4	BAUGH	BUFFALO
1333	4	BLOUNT	PACE
1334	4	JONES FRANKLIN	MACEDONIA
1335	4	HOLLENDEN	PEBBLE BEACH
1336	4	SANDY FORKS	THE LAKES
1337	4	LAKE WHEELER	STEWART
1338	4	DIXIE	MAYVIEW
1339	4	BOYER	TARBORO
1340	4	CREEDMOOR	HINTON
1341	4	PORT ROYAL	QUAIL RIDGE
1342	4	PAMLICO	ROWAN
1343	4	HURRICANE	TRINITY
1344	4	SMALLWOOD	WOODBURN
1345	4	FALLS OF NEUSE	FIRESIDE
1346	4	ONEAL	PINECREST
1347	4	HAMMOND	MECHANICAL
1348	4	FALLSTAFF	SWINBURNE
1349	4	ATHENS	STADIUM
1350	4	ICE	WESTGATE
1351	4	LEESVILLE	WORLEY
1352	4	QUAIL RIDGE	SPRING FOREST
1353	4	LOUISBURG	PROFESSOR
1354	4	ALSTON	LENOIR
1355	4	BOYER	SAINT AUGUSTINE
1356	4	DIXIE	LEONARD
1357	4	CAPITAL	LOUISBURG
1358	4	NEW FALLS OF THE NEUSE	DUNARD
1359	4	LINEBERRY	TRAILWOOD HEIGHTS
1360	4	MILLBROOK	SNELLINGS
1361	4	BLUE RIDGE	HOMEWOOD BANKS
1362	4	BERYL	METHOD
1363	4	BLUE RIDGE	PYLON
1364	4	EAST	SOUTH
1365	4	LEESVILLE	ST FRANCIS
1366	4	BART	ROCK QUARRY
1367	4	FORUM	HARVEST OAKS
1368	4	ROCK QUARRY	ROCK QUARRY
1369	4	LINN	PACES ARBOR

Serial Number	Number of Crashes	Road A	Road B
1370	4	CREEDMOOR	MAPLETON
1371	4	CAMERON	SMALLWOOD
1372	4	CAROLINA PINES	GRANITE
1373	4	RALEIGH	CANTWELL
1374	4	SR 1664	SR 1728
1375	3	CREEDMOOR	KENDRICK
1376	3	CAMELOT	ROWAN
1377	3	VIEWMONT	TRASSACKS
1378	3	MONUMENT	SIX FORKS
1379	3	GEORGE TOWN	WAKE FOREST
1380	3	FALLS OF NEUSE	STONEGATE
1381	3	DURHAM	SHERWEE
1382	3	CENTENNIAL	ACHIEVEMENT
1383	3	CARRIAGE	EDWARDS MILLS
1384	3	LAKEHAVEN	LEAD MINE
1385	3	POOLE	ROCK BRIDGE
1386	3	BATTLEFORD	LINN
1387	3	BRAGG	GREG
1388	3	I 40	TRENTON
1389	3	DEEP HOLLOW	DURALEIGH
1390	3	CHARLESTON PARK	BEAUFAIN
1391	3	SIX FORKS	HARINGEY
1392	3	POOLE	ROCK
1393	3	COLLEGE	SAINT MARY
1394	3	GLASCOCK	WATAUGA
1395	3	FORESTVILLE	MEDLAR
1396	3	BLUE RIDGE	WILLIAM MOORE
1397	3	HILL	NORTHCLIFT
1398	3	BELSAY	LEAD MINE
1399	3	LENOIR	WEST
1400	3	COUNTRY RIDGE	FALLS OF NEUSE
1401	3	LINDEN	OAKWOOD
1402	3	US 401	SR 2917
1403	3	ROGER	ROGERS FARM
1404	3	FALLS OF NEUSE	KINGS GRANT
1405	3	CHAVIS	MARTIN LUTHER KING
1406	3	GRISSOM	LAKE WHEELER
1407	3	OBERLIN	PARK
1408	3	GLASCOCK	STATE
1409	3	SR 1822	SR 1829
1410	3	COOPER	POOLE
1411	3	LEAD MINE	LONGWOOD
1412	3	FAIRFAX	FALLS OF NEUSE

Serial Number	Number of Crashes	Road A	Road B
1413	3	FRANKLIN	SEAMART
1414	3	OAK PARK	ST GILES
1415	3	DAYTONA	SEABROOK
1416	3	BROOK	VANDYKE
1417	3	US 1	NEW FALLS OF THE NEUSE
1418	3	CARL SANDBURG	SUNNYBROOK
1419	3	HILLSBORO	PINE LIMB
1420	3	LINEBERRY	SIERRA
1421	3	MARS	TRAWICK
1422	3	FALLS OF NEUSE	HIGH HOLLY
1423	3	BEDFORD	DIXIE
1424	3	MARCONY	QUITMAN
1425	3	FALLS RIVER	CARDINGTON
1426	3	BROADLANDS	TRAWICK
1427	3	ANDERSON	WHITE OAK
1428	3	ATHENS	ATHENA WOODS
1429	3	BLUFFRIDGE	SAWMILL
1430	3	HARPS MILL	PLATEAU
1431	3	CRANBROOK	RAMPART
1432	3	CANDOR	HAYWOOD
1433	3	BOYLAN	LENOIR
1434	3	FAIRVIEW	JARVIS
1435	3	NEW HOPE	SUE ELLEN
1436	3	COURTLAND	WAKE FOREST
1437	3	LINN	MAGNOLIA
1438	3	CRAFTSMAN	OLD WAKE FOREST
1439	3	JONES SAUSAGE	BITTERNUT
1440	3	GROVE	LINVILLE
1441	3	DUNN	FALLS RIVER
1442	3	GREEN	GREENOAKS
1443	3	EDWARDS MILLS	GLENNWOOD
1444	3	ARROW WOOD	NEW HOPE CHURCH
1445	3	US 64	ROGER
1446	3	LANE	WILMINGTON
1447	3	EBENEZER CHURCH	MASOTA
1448	3	EDWIN	ROCK QUARRY
1449	3	US 1	THORNTON
1450	3	MARSH CREEK	VENUS
1451	3	FAIRCLOTH	RUFFIN
1452	3	SPRING FOREST	SPRING PINES
1453	3	CLARK	MONTGOMERY
1454	3	TURF GRASS	MARSH GRASS
1455	3	LOFT	RANGLEY

Serial Number	Number of Crashes	Road A	Road B
1456	3	BOLERO	FALLS OF NEUSE
1457	3	BAREFOOT INDUSTRIAL	MARVINO
1458	3	CURRITUCK	MACON
1459	3	I 540	BUFFALO
1460	3	BELLWOOD	CAMERON
1461	3	BUFFALO	WOOD CHURCH
1462	3	BERNARD	MILL
1463	3	DURANT	RIO WILD
1464	3	LEESVILLE	LYNN COVE
1465	3	FREEMAN	MARTIN
1466	3	PULLEN	BAVER
1467	3	TRYON	SILVER MOON
1468	3	BOYER	CARVER
1469	3	TRINITY	SUNDAY
1470	3	HARGETT	STATE
1471	3	FIELDS	MARSH CREEK
1472	3	SUNNYBROOK	SUNNYBROOK
1473	3	LENOIR	QUARRY
1474	3	GLENNWOOD	VICK
1475	3	BEDFORD	LATTA
1476	3	CRESTLINE	FAIRWAY
1477	3	BOYER	PETTIGREW
1478	3	RUNNING CEDAR	STRICKLAND
1479	3	BLEDSOE	BLOUNT
1480	3	LAKE FRONT	LEESVILLE
1481	3	LENOIR	ROCK QUARRY
1482	3	DIXIE	LEWIS FARM
1483	3	FALLS OF NEUSE	LOGGER
1484	3	BUFFALO	DURWOOD
1485	3	FISHER	NEW BERN
1486	3	WEXFORD	WYNCOTE
1487	3	BENSON	NAVAHO
1488	3	BENT CREEK	ENGLISH IVY
1489	3	FOREST OAKS	OLD WAKE FOREST
1490	3	CROSSROADS	JONES FRANKLIN
1491	3	PINECREST	GROVE BARTON
1492	3	BRANCH	KEETER CENTER
1493	3	GORMAN	SULLIVAN
1494	3	LEAD MINE	OLD LEADMINE
1495	3	GARNER	MCMACKIN
1496	3	HARPS MILL	NEWTON
1497	3	LEADENHALL	LINEBERRY
1498	3	PLANTATION	SIX FORKS

Serial Number	Number of Crashes	Road A	Road B
1499	3	DIXIE	EVERETT
1500	3	BLOODWORTH	MARTIN LUTHER KING
1501	3	BLOODWORTH	HARGETT
1502	3	POLK	WILMINGTON
1503	3	LITCHFORD	SADDLEBROOK
1504	3	DANTREE	MILLBROOK
1505	3	BRENT	WHITFORD
1506	3	BARRETT	HAWORTH
1507	3	HOLLOWELL	HOYLE
1508	3	CURFMAN	GRISSOM
1509	3	OLDE STATION	STRICKLAND
1510	3	BOONE	RUSH
1511	3	TRYON	TRYON PINES
1512	3	THORNTON	WADFORD
1513	3	NORTHCLIFT	WHITTIER
1514	3	POOLE	SUNBURY
1515	3	BUFFALO	IRON HORSE
1516	3	COWPER	FAIRVIEW
1517	3	CRAB ORCHARD	UNIVERSITY
1518	3	GRANTLAND	SUNDIAL
1519	3	CAROLINA PINES	MARBLE
1520	3	PARNELL	POOLE
1521	3	SANDERFORD	SAVANNAH
1522	3	LITTLE JOHN	SAINT GEORGE
1523	3	SAINT ALBANS	TAR HEEL
1524	3	MARTIN LUTHER KING	ROSE
1525	3	DURALEIGH	SHARP
1526	3	COUNTRY	LEESVILLE
1527	3	BUFFALO	MEADOWRIDGE
1528	3	JAMAICA	SAUNDERS
1529	3	GLENNWOOD	KODIAK
1530	3	LEAD MINE	TOWN AND COUNTRY
1531	3	NAZARETH	CRUSADER
1532	3	HARDIMONT	QUAIL HOLLOW
1533	3	PERRY CREEK	LISTON
1534	3	AVENT FERRY	GLENCASTLE
1535	3	ROYAL TROON	LONG COVE
1536	3	NEWTON	VAN THOMAS
1537	3	PAR	PITCHING WEDGE
1538	3	CROSS LINK	LAODICEA
1539	3	CREEDMOOR	MILL VILLAGE
1540	3	FISHER	OAKWOOD
1541	3	ALSTON	DAVIE

Serial Number	Number of Crashes	Road A	Road B
1542	3	HUNT CLUB	WESTERN
1543	3	ATLANTIC	ELECTRONICS
1544	3	AVENT FERRY	LILLY
1545	3	BETHEL	OLD POOLE
1546	3	CREEDMOOR	MANASSA POPE
1547	3	AMMONS	SIX FORKS
1548	3	THORNTON	WILDWOOD FOREST
1549	3	APPLE BLOSSOM	AVENT FERRY
1550	3	ROGER	NEUSE VIEW
1551	3	NEW BERN	WAKE MEDICAL CENTER
1552	3	MINE SHAFT	SAWMILL
1553	3	CURRITUCK	YADKIN
1554	3	RAY	THORNRIDGE
1555	3	MARSH	MACKINAC ISLAND
1556	3	SOUTH	WYNN
1557	3	LASSITER MILL	MARLOW
1558	3	CARYA	POOLE
1559	3	DANDRIDGE	ELKHART
1560	3	JADE TREE	SPRING FOREST
1561	3	FALLS OF NEUSE	WATERWOOD
1562	3	SARDIS	SUFFOLK
1563	3	CHURCH	SAINT ALBANS
1564	3	PIEDMONT	TRAWICK
1565	3	MANOR CREST	SIX FORKS
1566	3	IDELWOOD VILLAGE	RICOCHET
1567	3	MARTIN LUTHER KING	SAUNDERS
1568	3	GREEN	HARGROVE
1569	3	HECK	LANE
1570	3	HARVEY	SAINT MARY
1571	3	SIX FORKS	WOODS REAM
1572	3	FULTON	SOUTHGATE
1573	3	US 1	SUMNER
1574	3	CAROLINA PINES	OAK
1575	3	HOCUTT	POOLE
1576	3	US 70	T W ALEXANDER
1577	3	HIGH TOWER	VARDAMAN
1578	3	NEUSE CLUB	NEUSE COMMONS
1579	3	IDLEWILD	LANE
1580	3	SANDY FORKS	SHAWOOD
1581	3	TRYON	TRYON
1582	3	CREECH	FOX HOLLOW
1583	3	CABARRUS	HARRINGTON
1584	3	ANWOOD	BOYLAN

Serial Number	Number of Crashes	Road A	Road B
1585	3	RALEIGH	RALEIGH
1586	3	SIX FORKS	OFFICE CENTER DR
1587	3	SR 1009	SR 1382
1588	3	LEESVILLE	RENFIELD
1589	3	LINEBERRY	MELROSE CLUB
1590	3	LENOIR	STATE
1591	3	US 70	BRIAR CREEK
1592	3	FAIRMONT	SAWMILL
1593	3	BARCLAY	BUCK JONES
1594	3	COMPATIBLE	VERSATILE
1595	3	OAKWOOD	PERSON
1596	3	GARNER	GARNER
1597	3	CRABAPPLE	LEONARD
1598	3	RIDGE	RIDGE
1599	3	CENTENNIAL	SPRING FOREST
1600	3	I 440	APPLIANCE
1601	3	FOREST OAKS	QUAIL FOREST
1602	3	LAKEMONT	PINECROFT
1603	3	SPRING FOREST	REUNION POINT
1604	3	US 1	OLD WAKE FOREST
1605	3	BLAKE	DAVIE
1606	3	LORD BERKLEY	NEW BERN
1607	3	BAILEYWICK	CHANDLER
1608	3	FAYETTEVILLE	LEE
1609	3	FARMGATE	GODWIN
1610	3	DOWLING	EVANS
1611	3	PEACE	VAUGHN
1612	3	BRANCH	GARNER
1613	3	FALLS OF NEUSE	MANASSAS
1614	3	HUNTING RIDGE	LITCHFORD
1615	3	GORMAN	KELFORD
1616	3	DRAPER	JACKLYN
1617	3	CHAPEL HILL	GERMANTOWN
1618	3	DANIEL	SUTTON
1619	3	RURITAN	PLANTATION CENTER
1620	3	MILLBROOK	WHITEHALL
1621	3	NEW BERN	SAINT AUGUSTINE
1622	3	HARGETT	SAINT MARY
1623	3	BROOK	VANDERBILT
1624	3	HOLMES	MARTIN LUTHER KING
1625	3	LINN	WILDERNESS
1626	3	BELTLINE	WAKE FOREST
1627	3	CONVERSE	HARDIMONT

Serial Number	Number of Crashes	Road A	Road B
1628	3	CRAFTSMAN	MARKET
1629	3	EBENEZER CHURCH	BRIDGETON PARK
1630	3	JACKSON	METHOD
1631	3	BRENTWOOD	JULIAN
1632	3	PLANTATION CENTER	CYPRESS PLANTATION
1633	3	ASBURY	WESTERN
1634	3	KING CHARLES	NORWOOD
1635	3	KANGAROO	LITCHFORD
1636	3	JONES FRANKLIN	MANDELL
1637	3	KENNEDY	POOLE
1638	3	VOGEL	BRUCKHAUS
1639	3	HORNE	VANDERBILT
1640	3	CROWN OAKS	SIX FORKS
1641	3	HARPS MILL	TANBARK
1642	3	I 40	LAKE DAM
1643	3	ATLANTIC	COMFORT
1644	3	BLUE RIDGE	CRABTREE VIEW
1645	3	BRANCH	MANGUM
1646	3	LEAD MINE	OLD TOWN
1647	3	MILBURNIE	SHANTA
1648	3	STRICKLAND	WINDJAMMER
1649	3	NEW HOPE	ROLLING GREEN
1650	3	GULF	WESTGATE
1651	3	NOWELL	TRINITY
1652	3	KING CHARLES	SHEFFIELD
1653	3	DEPARTURE	DISCOVERY
1654	3	BARMETTLER	BROOK
1655	3	EDWARDS MILLS	MILL VILLAGE
1656	3	ACC	COURTNEY ESTATES
1657	3	CARLISLE	LITTLE JOHN
1658	3	FALLS OF NEUSE	PEMBERTON
1659	3	DIXIE	MEDLIN
1660	3	LAKE WHEELER	LAKE WHEELER
1661	3	ILEAGNES	WYNCOTE
1662	3	TRINITY	WADE PARK
1663	3	BEECHRIDGE	WHITE OAK
1664	3	POOLE	LAKE TROUT
1665	3	CHAMBERLAIN	CLARK
1666	3	BRAGG	HOLMES
1667	3	CREEDMOOR	MANOR PARK
1668	3	MARTIN	PARHAM
1669	3	BRENTWOOD	WESTINGHOUSE
1670	3	FAIRVIEW	SCALES

Serial Number	Number of Crashes	Road A	Road B
1671	3	POOLE	HERITAGE MANOR
1672	3	US 1	HUNTLEIGH
1673	3	DONALD ROSS	KIDD
1674	3	PEYTON	POOLE
1675	3	HILLSBORO	WOLF WOOD
1676	3	GLENEDEN	VILLAGE GLENN
1677	3	CHAPEL HILL	MOUNT VERNON
1678	3	DURALEIGH	PRINCETON CREEK
1679	3	LITCHFORD	MUIRFIELD CLUB
1680	3	GLASCOCK	LEHMAN
1681	3	OBERLIN	OBERLIN
1682	3	DAN ALLEN	FAUCETTE
1683	3	COMMERCE	MARTIN
1684	3	CLARK	DAISEY
1685	3	NEW BERN	STAR
1686	3	AUBURN KNIGHTDALE	BATTLE BRIDGE
1687	3	MELVID	PEYTON
1688	3	DIXON	SNELLINGS
1689	3	BLAIR	CENTENNIAL
1690	3	JONES	NORTHWEST
1691	3	GROVE BARTON	DOIE COPE
1692	3	SOUTH	WEST
1693	3	LEWISAND	TRAIL
1694	3	HICKORY GROV CH	AMORETTO
1695	3	GARLAND	KENT
1696	3	SR 1009	SR 1350
1697	3	FALLS OF NEUSE	WIDE RIVER
1698	3	HAMMELL	SAUNDERS
1699	3	FALLS OF NEUSE	GARDEN HILL
1700	3	HENDERSON	HILLSBORO
1701	3	ANSON	SIX FORKS
1702	3	FOX	JEFFREYS CREEK
1703	3	IVY	MILLBROOK
1704	3	I 40	NEW BERN
1705	3	GARDNER	VANDYKE
1706	3	ATLANTIC	WOLFPACK
1707	3	BLOODWORTH	BRANCH
1708	3	JONES	STATE
1709	3	FALLS OF NEUSE	PADDOCK
1710	3	COMPTON	LATIMER
1711	3	HILL	MILBURNIE
1712	3	BEACON LAKE	NEW BERN
1713	3	FAIRBANKS	PINECREST

Serial Number	Number of Crashes	Road A	Road B
1714	3	WAKEFIELD COMMONS	WAKEFIELD COMMONS
1715	3	I 540	CREEDMOOR
1716	3	BRAGG	EAST
1717	3	OLD WAKE FOREST	POYNER CENTER
1718	3	MILLBROOK	NEW BERRY
1719	3	PERSON	WORTH
1720	3	MIDWAY	WESTGATE
1721	3	SOUTHGATE	HOPE DIAMOND
1722	3	WILDWOOD FOREST	FILBIN CREEK
1723	3	BRAGG	PERSON
1724	3	GLENNWOOD	THE
1725	3	SIX FORKS	REEDHAM
1726	3	I 540	SR 1005
1727	3	AVENT FERRY	AVENT FERRY
1728	3	BUS	POOLE
1729	3	HILLSBORO	POWELL
1730	3	GARNER	HILLTOP
1731	3	ASHE	DEXTER
1732	3	DURALEIGH	WEAVER
1733	3	COOK	EDENTON
1734	3	BUFFALO	TALLYHO
1735	3	CLARK BRANCH	FAIRBANKS
1736	3	BRIAR CREEK	VOGEL
1737	3	LOUISBURG	SAINT JAMES CH
1738	3	MITCHELL	WADE
1739	3	WEST	WEST
1740	3	EDENTON	SAINT AUGUSTINE
1741	3	PAGE	WORLD TRADE

Accident Types at High Accident Intersections

Number of Crashes	Road A	Road B	Accident Type
165	I 440	CAPITAL	REAR END, SLOW OR STOP
40	I 440	CAPITAL	SIDESWIPE, SAME DIRECTION
6	I 440	CAPITAL	REAR END, TURN
5	I 440	CAPITAL	ANGLE
5	I 440	CAPITAL	ANIMAL
4	I 440	CAPITAL	RAN OFF ROAD - LEFT
3	I 440	CAPITAL	RAN OFF ROAD - RIGHT
2	I 440	CAPITAL	FIXED OBJECT
2	I 440	CAPITAL	MOVABLE OBJECT
1	I 440	CAPITAL	OVERTURN/ROLLOVER

Number of Crashes	Road A	Road B	Accident Type
1	I 440	CAPITAL	OTHER COLLISION WITH VEHICLE
1	I 440	CAPITAL	RIGHT TURN, DIFFERENT ROADWAYS
1	I 440	CAPITAL	RIGHT TURN, SAME ROADWAY
1	I 440	CAPITAL	LEFT TURN, SAME ROADWAY
237	**Total Number of Accidents**		
114	I 440	WAKE FOREST	REAR END, SLOW OR STOP
34	I 440	WAKE FOREST	SIDESWIPE, SAME DIRECTION
26	I 440	WAKE FOREST	ANGLE
8	I 440	WAKE FOREST	LEFT TURN, SAME ROADWAY
5	I 440	WAKE FOREST	RAN OFF ROAD - RIGHT
3	I 440	WAKE FOREST	REAR END, TURN
3	I 440	WAKE FOREST	RAN OFF ROAD - LEFT
3	I 440	WAKE FOREST	FIXED OBJECT
2	I 440	WAKE FOREST	RAN OFF ROAD - STRAIGHT
2	I 440	WAKE FOREST	RIGHT TURN, SAME ROADWAY
2	I 440	WAKE FOREST	LEFT TURN, DIFFERENT ROADWAYS
2	I 440	WAKE FOREST	MOVABLE OBJECT
2	I 440	WAKE FOREST	PEDESTRIAN
1	I 440	WAKE FOREST	OTHER COLLISION WITH VEHICLE
1	I 440	WAKE FOREST	BACKING UP
1	I 440	WAKE FOREST	HEAD ON
1	I 440	WAKE FOREST	RIGHT TURN, DIFFERENT ROADWAYS
1	I 440	WAKE FOREST	OTHER NON-COLLISION
211	**Total Number of Accidents**		
111	I 40	SAUNDERS	REAR END, SLOW OR STOP
33	I 40	SAUNDERS	ANGLE
25	I 40	SAUNDERS	SIDESWIPE, SAME DIRECTION
6	I 40	SAUNDERS	RIGHT TURN, SAME ROADWAY
5	I 40	SAUNDERS	RIGHT TURN, DIFFERENT ROADWAYS
5	I 40	SAUNDERS	REAR END, TURN
4	I 40	SAUNDERS	ANIMAL
3	I 40	SAUNDERS	LEFT TURN, SAME ROADWAY
3	I 40	SAUNDERS	RAN OFF ROAD - LEFT
3	I 40	SAUNDERS	FIXED OBJECT
3	I 40	SAUNDERS	RAN OFF ROAD - RIGHT
2	I 40	SAUNDERS	MOVABLE OBJECT
1	I 40	SAUNDERS	BACKING UP
1	I 40	SAUNDERS	RAN OFF ROAD - STRAIGHT
1	I 40	SAUNDERS	HEAD ON
1	I 40	SAUNDERS	LEFT TURN, DIFFERENT ROADWAYS
1	I 40	SAUNDERS	PEDALCYCLIST
1	I 40	SAUNDERS	PEDESTRIAN
1	I 40	SAUNDERS	OTHER NON-COLLISION
210	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
145	I 440	GLENNWOOD	REAR END, SLOW OR STOP
23	I 440	GLENNWOOD	SIDESWIPE, SAME DIRECTION
7	I 440	GLENNWOOD	ANGLE
6	I 440	GLENNWOOD	RAN OFF ROAD - LEFT
6	I 440	GLENNWOOD	FIXED OBJECT
5	I 440	GLENNWOOD	RAN OFF ROAD - RIGHT
2	I 440	GLENNWOOD	HEAD ON
1	I 440	GLENNWOOD	OTHER COLLISION WITH VEHICLE
1	I 440	GLENNWOOD	RAN OFF ROAD - STRAIGHT
1	I 440	GLENNWOOD	RIGHT TURN, DIFFERENT ROADWAYS
1	I 440	GLENNWOOD	LEFT TURN, DIFFERENT ROADWAYS
1	I 440	GLENNWOOD	ANIMAL
1	I 440	GLENNWOOD	OTHER NON-COLLISION
200	**Total Number of Accidents**		
135	I 440	NEW BERN	REAR END, SLOW OR STOP
18	I 440	NEW BERN	SIDESWIPE, SAME DIRECTION
14	I 440	NEW BERN	ANGLE
5	I 440	NEW BERN	REAR END, TURN
3	I 440	NEW BERN	FIXED OBJECT
2	I 440	NEW BERN	RAN OFF ROAD - LEFT
2	I 440	NEW BERN	OTHER NON-COLLISION
1	I 440	NEW BERN	OVERTURN/ROLLOVER
1	I 440	NEW BERN	RIGHT TURN, DIFFERENT ROADWAYS
1	I 440	NEW BERN	RIGHT TURN, SAME ROADWAY
1	I 440	NEW BERN	LEFT TURN, DIFFERENT ROADWAYS
1	I 440	NEW BERN	PARKED MOTOR VEHICLE
1	I 440	NEW BERN	MOVABLE OBJECT
1	I 440	NEW BERN	ANIMAL
186	**Total Number of Accidents**		
91	I 440	SIX FORKS	REAR END, SLOW OR STOP
25	I 440	SIX FORKS	SIDESWIPE, SAME DIRECTION
10	I 440	SIX FORKS	FIXED OBJECT
6	I 440	SIX FORKS	ANGLE
6	I 440	SIX FORKS	LEFT TURN, SAME ROADWAY
5	I 440	SIX FORKS	RIGHT TURN, SAME ROADWAY
5	I 440	SIX FORKS	RAN OFF ROAD - RIGHT
4	I 440	SIX FORKS	REAR END, TURN
4	I 440	SIX FORKS	RAN OFF ROAD - LEFT
3	I 440	SIX FORKS	LEFT TURN, DIFFERENT ROADWAYS
2	I 440	SIX FORKS	MOVABLE OBJECT
2	I 440	SIX FORKS	OTHER NON-COLLISION
1	I 440	SIX FORKS	RIGHT TURN, DIFFERENT ROADWAYS
1	I 440	SIX FORKS	PEDESTRIAN
165	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
54	TRYON	WILMINGTON	REAR END, SLOW OR STOP
41	TRYON	WILMINGTON	ANGLE
32	TRYON	WILMINGTON	SIDESWIPE, SAME DIRECTION
6	TRYON	WILMINGTON	BACKING UP
2	TRYON	WILMINGTON	SIDESWIPE, OPPOSITE DIRECTION
2	TRYON	WILMINGTON	RIGHT TURN, SAME ROADWAY
2	TRYON	WILMINGTON	LEFT TURN, SAME ROADWAY
2	TRYON	WILMINGTON	REAR END, TURN
2	TRYON	WILMINGTON	MOVABLE OBJECT
2	TRYON	WILMINGTON	RAN OFF ROAD - RIGHT
1	TRYON	WILMINGTON	HEAD ON
1	TRYON	WILMINGTON	PARKED MOTOR VEHICLE
1	TRYON	WILMINGTON	ANIMAL
1	TRYON	WILMINGTON	PEDALCYCLIST
1	TRYON	WILMINGTON	PEDESTRIAN
1	TRYON	WILMINGTON	OTHER NON-COLLISION
151	**Total Number of Accidents**		
86	BRIAR CREEK	GLENNWOOD	REAR END, SLOW OR STOP
16	BRIAR CREEK	GLENNWOOD	SIDESWIPE, SAME DIRECTION
13	BRIAR CREEK	GLENNWOOD	ANGLE
5	BRIAR CREEK	GLENNWOOD	RIGHT TURN, DIFFERENT ROADWAYS
4	BRIAR CREEK	GLENNWOOD	REAR END, TURN
3	BRIAR CREEK	GLENNWOOD	RIGHT TURN, SAME ROADWAY
3	BRIAR CREEK	GLENNWOOD	LEFT TURN, SAME ROADWAY
3	BRIAR CREEK	GLENNWOOD	RAN OFF ROAD - LEFT
2	BRIAR CREEK	GLENNWOOD	OTHER COLLISION WITH VEHICLE
2	BRIAR CREEK	GLENNWOOD	HEAD ON
1	BRIAR CREEK	GLENNWOOD	LEFT TURN, DIFFERENT ROADWAYS
1	BRIAR CREEK	GLENNWOOD	FIXED OBJECT
1	BRIAR CREEK	GLENNWOOD	PEDESTRIAN
1	BRIAR CREEK	GLENNWOOD	RAN OFF ROAD - RIGHT
141	**Total Number of Accidents**		
79	HILLSBORO	PULLEN	ANGLE
29	HILLSBORO	PULLEN	SIDESWIPE, SAME DIRECTION
12	HILLSBORO	PULLEN	REAR END, SLOW OR STOP
5	HILLSBORO	PULLEN	RIGHT TURN, DIFFERENT ROADWAYS
3	HILLSBORO	PULLEN	PEDALCYCLIST
3	HILLSBORO	PULLEN	RAN OFF ROAD - RIGHT
2	HILLSBORO	PULLEN	RIGHT TURN, SAME ROADWAY
1	HILLSBORO	PULLEN	OTHER COLLISION WITH VEHICLE
1	HILLSBORO	PULLEN	LEFT TURN, DIFFERENT ROADWAYS
1	HILLSBORO	PULLEN	LEFT TURN, SAME ROADWAY
1	HILLSBORO	PULLEN	FIXED OBJECT
137	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
76	CAPITAL	OLD WAKE FOREST	REAR END, SLOW OR STOP
21	CAPITAL	OLD WAKE FOREST	ANGLE
18	CAPITAL	OLD WAKE FOREST	SIDESWIPE, SAME DIRECTION
4	CAPITAL	OLD WAKE FOREST	LEFT TURN, SAME ROADWAY
2	CAPITAL	OLD WAKE FOREST	HEAD ON
2	CAPITAL	OLD WAKE FOREST	RIGHT TURN, DIFFERENT ROADWAYS
2	CAPITAL	OLD WAKE FOREST	REAR END, TURN
2	CAPITAL	OLD WAKE FOREST	RAN OFF ROAD - RIGHT
1	CAPITAL	OLD WAKE FOREST	OVERTURN/ROLLOVER
1	CAPITAL	OLD WAKE FOREST	JACKKNIFE
1	CAPITAL	OLD WAKE FOREST	RIGHT TURN, SAME ROADWAY
1	CAPITAL	OLD WAKE FOREST	LEFT TURN, DIFFERENT ROADWAYS
1	CAPITAL	OLD WAKE FOREST	RAN OFF ROAD - LEFT
1	CAPITAL	OLD WAKE FOREST	FIXED OBJECT
1	CAPITAL	OLD WAKE FOREST	MOVABLE OBJECT
1	CAPITAL	OLD WAKE FOREST	PEDESTRIAN
135	**Total Number of Accidents**		
48	GLENNWOOD	GLENNWOOD	PARKED MOTOR VEHICLE
27	GLENNWOOD	GLENNWOOD	BACKING UP
18	GLENNWOOD	GLENNWOOD	OTHER COLLISION WITH VEHICLE
11	GLENNWOOD	GLENNWOOD	ANGLE
8	GLENNWOOD	GLENNWOOD	SIDESWIPE, SAME DIRECTION
4	GLENNWOOD	GLENNWOOD	REAR END, SLOW OR STOP
2	GLENNWOOD	GLENNWOOD	UNKNOWN
1	GLENNWOOD	GLENNWOOD	SIDESWIPE, OPPOSITE DIRECTION
1	GLENNWOOD	GLENNWOOD	HEAD ON
1	GLENNWOOD	GLENNWOOD	RIGHT TURN, SAME ROADWAY
1	GLENNWOOD	GLENNWOOD	LEFT TURN, DIFFERENT ROADWAYS
1	GLENNWOOD	GLENNWOOD	LEFT TURN, SAME ROADWAY
1	GLENNWOOD	GLENNWOOD	FIXED OBJECT
1	GLENNWOOD	GLENNWOOD	PEDESTRIAN
125	**Total Number of Accidents**		
72	BRENTWOOD	CAPITAL	REAR END, SLOW OR STOP
20	BRENTWOOD	CAPITAL	SIDESWIPE, SAME DIRECTION
15	BRENTWOOD	CAPITAL	ANGLE
2	BRENTWOOD	CAPITAL	RIGHT TURN, DIFFERENT ROADWAYS
2	BRENTWOOD	CAPITAL	LEFT TURN, SAME ROADWAY
2	BRENTWOOD	CAPITAL	REAR END, TURN
2	BRENTWOOD	CAPITAL	FIXED OBJECT
2	BRENTWOOD	CAPITAL	PEDESTRIAN
1	BRENTWOOD	CAPITAL	BACKING UP
1	BRENTWOOD	CAPITAL	SIDESWIPE, OPPOSITE DIRECTION
1	BRENTWOOD	CAPITAL	RIGHT TURN, SAME ROADWAY
1	BRENTWOOD	CAPITAL	LEFT TURN, DIFFERENT ROADWAYS

Number of Crashes	Road A	Road B	Accident Type
121	**Total Number of Accidents**		
78	GLENNWOOD	LEAD MINE	REAR END, SLOW OR STOP
18	GLENNWOOD	LEAD MINE	SIDESWIPE, SAME DIRECTION
17	GLENNWOOD	LEAD MINE	ANGLE
2	GLENNWOOD	LEAD MINE	BACKING UP
1	GLENNWOOD	LEAD MINE	OTHER COLLISION WITH VEHICLE
1	GLENNWOOD	LEAD MINE	RIGHT TURN, SAME ROADWAY
1	GLENNWOOD	LEAD MINE	LEFT TURN, DIFFERENT ROADWAYS
1	GLENNWOOD	LEAD MINE	OTHER NON-COLLISION
1	GLENNWOOD	LEAD MINE	RAN OFF ROAD - RIGHT
120	**Total Number of Accidents**		
50	CREEDMOOR	GLENNWOOD	REAR END, SLOW OR STOP
18	CREEDMOOR	GLENNWOOD	SIDESWIPE, SAME DIRECTION
13	CREEDMOOR	GLENNWOOD	PARKED MOTOR VEHICLE
8	CREEDMOOR	GLENNWOOD	ANGLE
6	CREEDMOOR	GLENNWOOD	OTHER COLLISION WITH VEHICLE
6	CREEDMOOR	GLENNWOOD	BACKING UP
4	CREEDMOOR	GLENNWOOD	LEFT TURN, SAME ROADWAY
3	CREEDMOOR	GLENNWOOD	REAR END, TURN
2	CREEDMOOR	GLENNWOOD	RIGHT TURN, DIFFERENT ROADWAYS
2	CREEDMOOR	GLENNWOOD	LEFT TURN, DIFFERENT ROADWAYS
2	CREEDMOOR	GLENNWOOD	FIXED OBJECT
2	CREEDMOOR	GLENNWOOD	RAN OFF ROAD - RIGHT
1	CREEDMOOR	GLENNWOOD	SIDESWIPE, OPPOSITE DIRECTION
1	CREEDMOOR	GLENNWOOD	RIGHT TURN, SAME ROADWAY
1	CREEDMOOR	GLENNWOOD	RAN OFF ROAD - LEFT
119	**Total Number of Accidents**		
39	I 440	POOLE	REAR END, SLOW OR STOP
34	I 440	POOLE	ANGLE
16	I 440	POOLE	SIDESWIPE, SAME DIRECTION
9	I 440	POOLE	LEFT TURN, SAME ROADWAY
4	I 440	POOLE	REAR END, TURN
4	I 440	POOLE	MOVABLE OBJECT
3	I 440	POOLE	RAN OFF ROAD - LEFT
2	I 440	POOLE	RIGHT TURN, SAME ROADWAY
2	I 440	POOLE	LEFT TURN, DIFFERENT ROADWAYS
2	I 440	POOLE	FIXED OBJECT
1	I 440	POOLE	HEAD ON
1	I 440	POOLE	OTHER NON-COLLISION
1	I 440	POOLE	RAN OFF ROAD - RIGHT
118	**Total Number of Accidents**		
56	CAPITAL	PEACE	REAR END, SLOW OR STOP
19	CAPITAL	PEACE	ANGLE
13	CAPITAL	PEACE	SIDESWIPE, SAME DIRECTION

Number of Crashes	Road A	Road B	Accident Type
5	CAPITAL	PEACE	LEFT TURN, SAME ROADWAY
5	CAPITAL	PEACE	RAN OFF ROAD - RIGHT
4	CAPITAL	PEACE	RAN OFF ROAD - LEFT
3	CAPITAL	PEACE	RIGHT TURN, SAME ROADWAY
3	CAPITAL	PEACE	LEFT TURN, DIFFERENT ROADWAYS
2	CAPITAL	PEACE	REAR END, TURN
2	CAPITAL	PEACE	FIXED OBJECT
1	CAPITAL	PEACE	SIDESWIPE, OPPOSITE DIRECTION
1	CAPITAL	PEACE	HEAD ON
1	CAPITAL	PEACE	PARKED MOTOR VEHICLE
1	CAPITAL	PEACE	MOVABLE OBJECT
116	**Total Number of Accidents**		
53	NEW BERN	TRAWICK	REAR END, SLOW OR STOP
30	NEW BERN	TRAWICK	ANGLE
22	NEW BERN	TRAWICK	SIDESWIPE, SAME DIRECTION
2	NEW BERN	TRAWICK	REAR END, TURN
1	NEW BERN	TRAWICK	HEAD ON
1	NEW BERN	TRAWICK	RIGHT TURN, DIFFERENT ROADWAYS
1	NEW BERN	TRAWICK	RIGHT TURN, SAME ROADWAY
1	NEW BERN	TRAWICK	LEFT TURN, DIFFERENT ROADWAYS
1	NEW BERN	TRAWICK	LEFT TURN, SAME ROADWAY
1	NEW BERN	TRAWICK	RAN OFF ROAD - LEFT
1	NEW BERN	TRAWICK	MOVABLE OBJECT
1	NEW BERN	TRAWICK	PEDESTRIAN
115	**Total Number of Accidents**		
75	CAPITAL	SPRING FOREST	REAR END, SLOW OR STOP
15	CAPITAL	SPRING FOREST	SIDESWIPE, SAME DIRECTION
11	CAPITAL	SPRING FOREST	ANGLE
2	CAPITAL	SPRING FOREST	LEFT TURN, DIFFERENT ROADWAYS
2	CAPITAL	SPRING FOREST	OTHER NON-COLLISION
1	CAPITAL	SPRING FOREST	BACKING UP
1	CAPITAL	SPRING FOREST	RIGHT TURN, SAME ROADWAY
1	CAPITAL	SPRING FOREST	REAR END, TURN
1	CAPITAL	SPRING FOREST	RAN OFF ROAD - LEFT
1	CAPITAL	SPRING FOREST	MOVABLE OBJECT
1	CAPITAL	SPRING FOREST	RAN OFF ROAD - RIGHT
111	**Total Number of Accidents**		
36	I 440	HILLSBORO	REAR END, SLOW OR STOP
28	I 440	HILLSBORO	ANGLE
9	I 440	HILLSBORO	FIXED OBJECT
8	I 440	HILLSBORO	SIDESWIPE, SAME DIRECTION
8	I 440	HILLSBORO	LEFT TURN, SAME ROADWAY
8	I 440	HILLSBORO	RAN OFF ROAD - LEFT
5	I 440	HILLSBORO	RAN OFF ROAD - RIGHT

Number of Crashes	Road A	Road B	Accident Type
3	I 440	HILLSBORO	LEFT TURN, DIFFERENT ROADWAYS
2	I 440	HILLSBORO	OTHER NON-COLLISION
1	I 440	HILLSBORO	OVERTURN/ROLLOVER
1	I 440	HILLSBORO	BACKING UP
109	**Total Number of Accidents**		
49	SIX FORKS	WAKE FOREST	REAR END, SLOW OR STOP
22	SIX FORKS	WAKE FOREST	ANGLE
18	SIX FORKS	WAKE FOREST	SIDESWIPE, SAME DIRECTION
3	SIX FORKS	WAKE FOREST	RIGHT TURN, DIFFERENT ROADWAYS
3	SIX FORKS	WAKE FOREST	LEFT TURN, SAME ROADWAY
2	SIX FORKS	WAKE FOREST	RIGHT TURN, SAME ROADWAY
1	SIX FORKS	WAKE FOREST	JACKKNIFE
1	SIX FORKS	WAKE FOREST	OTHER COLLISION WITH VEHICLE
1	SIX FORKS	WAKE FOREST	BACKING UP
1	SIX FORKS	WAKE FOREST	SIDESWIPE, OPPOSITE DIRECTION
1	SIX FORKS	WAKE FOREST	LEFT TURN, DIFFERENT ROADWAYS
1	SIX FORKS	WAKE FOREST	REAR END, TURN
1	SIX FORKS	WAKE FOREST	PARKED MOTOR VEHICLE
1	SIX FORKS	WAKE FOREST	RAN OFF ROAD - LEFT
1	SIX FORKS	WAKE FOREST	FIXED OBJECT
1	SIX FORKS	WAKE FOREST	PEDESTRIAN
107	**Total Number of Accidents**		
67	I 440	WADE	REAR END, SLOW OR STOP
11	I 440	WADE	SIDESWIPE, SAME DIRECTION
8	I 440	WADE	RAN OFF ROAD - LEFT
8	I 440	WADE	FIXED OBJECT
5	I 440	WADE	RAN OFF ROAD - RIGHT
2	I 440	WADE	ANGLE
2	I 440	WADE	ANIMAL
1	I 440	WADE	HEAD ON
1	I 440	WADE	MOVABLE OBJECT
1	I 440	WADE	OTHER NON-COLLISION
106	**Total Number of Accidents**		
74	CAPITAL	DURANT	REAR END, SLOW OR STOP
12	CAPITAL	DURANT	SIDESWIPE, SAME DIRECTION
6	CAPITAL	DURANT	ANGLE
3	CAPITAL	DURANT	BACKING UP
2	CAPITAL	DURANT	OTHER COLLISION WITH VEHICLE
1	CAPITAL	DURANT	RIGHT TURN, SAME ROADWAY
1	CAPITAL	DURANT	LEFT TURN, DIFFERENT ROADWAYS
1	CAPITAL	DURANT	LEFT TURN, SAME ROADWAY
1	CAPITAL	DURANT	MOVABLE OBJECT
1	CAPITAL	DURANT	PEDESTRIAN
1	CAPITAL	DURANT	OTHER NON-COLLISION

Number of Crashes	Road A	Road B	Accident Type
103	**Total Number of Accidents**		
74	GLENNWOOD	MARRIOTT	REAR END, SLOW OR STOP
9	GLENNWOOD	MARRIOTT	SIDESWIPE, SAME DIRECTION
6	GLENNWOOD	MARRIOTT	ANGLE
2	GLENNWOOD	MARRIOTT	SIDESWIPE, OPPOSITE DIRECTION
2	GLENNWOOD	MARRIOTT	RAN OFF ROAD - RIGHT
1	GLENNWOOD	MARRIOTT	RIGHT TURN, DIFFERENT ROADWAYS
1	GLENNWOOD	MARRIOTT	LEFT TURN, DIFFERENT ROADWAYS
95	**Total Number of Accidents**		
48	NAVAHO	WAKE FOREST	REAR END, SLOW OR STOP
19	NAVAHO	WAKE FOREST	SIDESWIPE, SAME DIRECTION
15	NAVAHO	WAKE FOREST	ANGLE
7	NAVAHO	WAKE FOREST	LEFT TURN, SAME ROADWAY
1	NAVAHO	WAKE FOREST	BACKING UP
1	NAVAHO	WAKE FOREST	RIGHT TURN, DIFFERENT ROADWAYS
1	NAVAHO	WAKE FOREST	RIGHT TURN, SAME ROADWAY
1	NAVAHO	WAKE FOREST	PEDESTRIAN
1	NAVAHO	WAKE FOREST	RAN OFF ROAD - RIGHT
94	**Total Number of Accidents**		
54	LOUISBURG	NEW HOPE	REAR END, SLOW OR STOP
21	LOUISBURG	NEW HOPE	ANGLE
6	LOUISBURG	NEW HOPE	SIDESWIPE, SAME DIRECTION
2	LOUISBURG	NEW HOPE	OTHER COLLISION WITH VEHICLE
2	LOUISBURG	NEW HOPE	RIGHT TURN, SAME ROADWAY
2	LOUISBURG	NEW HOPE	LEFT TURN, SAME ROADWAY
1	LOUISBURG	NEW HOPE	BACKING UP
1	LOUISBURG	NEW HOPE	SIDESWIPE, OPPOSITE DIRECTION
1	LOUISBURG	NEW HOPE	LEFT TURN, DIFFERENT ROADWAYS
1	LOUISBURG	NEW HOPE	PEDALCYCLIST
1	LOUISBURG	NEW HOPE	RAN OFF ROAD - RIGHT
92	**Total Number of Accidents**		
39	GORMAN	WESTERN	REAR END, SLOW OR STOP
17	GORMAN	WESTERN	ANGLE
15	GORMAN	WESTERN	SIDESWIPE, SAME DIRECTION
5	GORMAN	WESTERN	LEFT TURN, SAME ROADWAY
3	GORMAN	WESTERN	OTHER COLLISION WITH VEHICLE
3	GORMAN	WESTERN	BACKING UP
3	GORMAN	WESTERN	RIGHT TURN, DIFFERENT ROADWAYS
2	GORMAN	WESTERN	HEAD ON
1	GORMAN	WESTERN	SIDESWIPE, OPPOSITE DIRECTION
1	GORMAN	WESTERN	LEFT TURN, DIFFERENT ROADWAYS
1	GORMAN	WESTERN	REAR END, TURN
1	GORMAN	WESTERN	PEDALCYCLIST

Number of Crashes	Road A	Road B	Accident Type
91	**Total Number of Accidents**		
48	CALVARY	CAPITAL	REAR END, SLOW OR STOP
14	CALVARY	CAPITAL	ANGLE
8	CALVARY	CAPITAL	SIDESWIPE, SAME DIRECTION
5	CALVARY	CAPITAL	BACKING UP
3	CALVARY	CAPITAL	RIGHT TURN, SAME ROADWAY
2	CALVARY	CAPITAL	OTHER COLLISION WITH VEHICLE
2	CALVARY	CAPITAL	SIDESWIPE, OPPOSITE DIRECTION
2	CALVARY	CAPITAL	PEDESTRIAN
1	CALVARY	CAPITAL	HEAD ON
1	CALVARY	CAPITAL	RIGHT TURN, DIFFERENT ROADWAYS
1	CALVARY	CAPITAL	REAR END, TURN
1	CALVARY	CAPITAL	PEDALCYCLIST
1	CALVARY	CAPITAL	OTHER NON-COLLISION
1	CALVARY	CAPITAL	RAN OFF ROAD - RIGHT
90	**Total Number of Accidents**		
45	FALLS OF NEUSE	SPRING FOREST	REAR END, SLOW OR STOP
19	FALLS OF NEUSE	SPRING FOREST	SIDESWIPE, SAME DIRECTION
7	FALLS OF NEUSE	SPRING FOREST	LEFT TURN, SAME ROADWAY
5	FALLS OF NEUSE	SPRING FOREST	ANGLE
4	FALLS OF NEUSE	SPRING FOREST	LEFT TURN, DIFFERENT ROADWAYS
3	FALLS OF NEUSE	SPRING FOREST	BACKING UP
1	FALLS OF NEUSE	SPRING FOREST	HEAD ON
1	FALLS OF NEUSE	SPRING FOREST	RIGHT TURN, DIFFERENT ROADWAYS
1	FALLS OF NEUSE	SPRING FOREST	RIGHT TURN, SAME ROADWAY
1	FALLS OF NEUSE	SPRING FOREST	FIXED OBJECT
1	FALLS OF NEUSE	SPRING FOREST	PEDESTRIAN
1	FALLS OF NEUSE	SPRING FOREST	RAN OFF ROAD - RIGHT
89	**Total Number of Accidents**		
36	BLUE RIDGE	GLENNWOOD	REAR END, SLOW OR STOP
16	BLUE RIDGE	GLENNWOOD	SIDESWIPE, SAME DIRECTION
13	BLUE RIDGE	GLENNWOOD	ANGLE
7	BLUE RIDGE	GLENNWOOD	OTHER COLLISION WITH VEHICLE
5	BLUE RIDGE	GLENNWOOD	PARKED MOTOR VEHICLE
4	BLUE RIDGE	GLENNWOOD	FIXED OBJECT
3	BLUE RIDGE	GLENNWOOD	LEFT TURN, DIFFERENT ROADWAYS
2	BLUE RIDGE	GLENNWOOD	BACKING UP
1	BLUE RIDGE	GLENNWOOD	RIGHT TURN, DIFFERENT ROADWAYS
1	BLUE RIDGE	GLENNWOOD	RIGHT TURN, SAME ROADWAY
88	**Total Number of Accidents**		
50	I 40	ROCK QUARRY	REAR END, SLOW OR STOP
11	I 40	ROCK QUARRY	SIDESWIPE, SAME DIRECTION
10	I 40	ROCK QUARRY	ANGLE
5	I 40	ROCK QUARRY	RAN OFF ROAD - LEFT

Number of Crashes	Road A	Road B	Accident Type
3	I 40	ROCK QUARRY	LEFT TURN, SAME ROADWAY
2	I 40	ROCK QUARRY	MOVABLE OBJECT
2	I 40	ROCK QUARRY	RAN OFF ROAD - RIGHT
1	I 40	ROCK QUARRY	OVERTURN/ROLLOVER
1	I 40	ROCK QUARRY	BACKING UP
1	I 40	ROCK QUARRY	SIDESWIPE, OPPOSITE DIRECTION
1	I 40	ROCK QUARRY	LEFT TURN, DIFFERENT ROADWAYS
1	I 40	ROCK QUARRY	ANIMAL
88	**Total Number of Accidents**		
50	I 440	WESTERN	REAR END, SLOW OR STOP
11	I 440	WESTERN	SIDESWIPE, SAME DIRECTION
9	I 440	WESTERN	RAN OFF ROAD - RIGHT
7	I 440	WESTERN	FIXED OBJECT
5	I 440	WESTERN	RAN OFF ROAD - LEFT
2	I 440	WESTERN	ANGLE
1	I 440	WESTERN	OTHER COLLISION WITH VEHICLE
1	I 440	WESTERN	HEAD ON
1	I 440	WESTERN	OTHER NON-COLLISION
87	**Total Number of Accidents**		
47	CREEDMOOR	MILLBROOK	REAR END, SLOW OR STOP
22	CREEDMOOR	MILLBROOK	SIDESWIPE, SAME DIRECTION
8	CREEDMOOR	MILLBROOK	ANGLE
2	CREEDMOOR	MILLBROOK	LEFT TURN, SAME ROADWAY
2	CREEDMOOR	MILLBROOK	REAR END, TURN
1	CREEDMOOR	MILLBROOK	OTHER COLLISION WITH VEHICLE
1	CREEDMOOR	MILLBROOK	BACKING UP
1	CREEDMOOR	MILLBROOK	RAN OFF ROAD - STRAIGHT
1	CREEDMOOR	MILLBROOK	RIGHT TURN, SAME ROADWAY
1	CREEDMOOR	MILLBROOK	ANIMAL
86	**Total Number of Accidents**		
45	MILLBROOK	SIX FORKS	REAR END, SLOW OR STOP
17	MILLBROOK	SIX FORKS	SIDESWIPE, SAME DIRECTION
10	MILLBROOK	SIX FORKS	ANGLE
3	MILLBROOK	SIX FORKS	LEFT TURN, SAME ROADWAY
2	MILLBROOK	SIX FORKS	LEFT TURN, DIFFERENT ROADWAYS
1	MILLBROOK	SIX FORKS	OTHER COLLISION WITH VEHICLE
1	MILLBROOK	SIX FORKS	SIDESWIPE, OPPOSITE DIRECTION
1	MILLBROOK	SIX FORKS	RIGHT TURN, SAME ROADWAY
1	MILLBROOK	SIX FORKS	REAR END, TURN
1	MILLBROOK	SIX FORKS	PARKED MOTOR VEHICLE
1	MILLBROOK	SIX FORKS	FIXED OBJECT
83	**Total Number of Accidents**		
60	GLENNWOOD	T W ALEXANDER	REAR END, SLOW OR STOP
7	GLENNWOOD	T W ALEXANDER	ANGLE

Number of Crashes	Road A	Road B	Accident Type
4	GLENNWOOD	T W ALEXANDER	SIDESWIPE, SAME DIRECTION
3	GLENNWOOD	T W ALEXANDER	RIGHT TURN, DIFFERENT ROADWAYS
2	GLENNWOOD	T W ALEXANDER	LEFT TURN, SAME ROADWAY
2	GLENNWOOD	T W ALEXANDER	REAR END, TURN
1	GLENNWOOD	T W ALEXANDER	OTHER COLLISION WITH VEHICLE
1	GLENNWOOD	T W ALEXANDER	HEAD ON
1	GLENNWOOD	T W ALEXANDER	LEFT TURN, DIFFERENT ROADWAYS
1	GLENNWOOD	T W ALEXANDER	RAN OFF ROAD - RIGHT
82	**Total Number of Accidents**		
43	NEW BERN	NEW HOPE	REAR END, SLOW OR STOP
16	NEW BERN	NEW HOPE	ANGLE
13	NEW BERN	NEW HOPE	SIDESWIPE, SAME DIRECTION
2	NEW BERN	NEW HOPE	BACKING UP
1	NEW BERN	NEW HOPE	OTHER COLLISION WITH VEHICLE
1	NEW BERN	NEW HOPE	RIGHT TURN, SAME ROADWAY
1	NEW BERN	NEW HOPE	LEFT TURN, DIFFERENT ROADWAYS
1	NEW BERN	NEW HOPE	REAR END, TURN
1	NEW BERN	NEW HOPE	RAN OFF ROAD - LEFT
1	NEW BERN	NEW HOPE	MOVABLE OBJECT
1	NEW BERN	NEW HOPE	RAN OFF ROAD - RIGHT
81	**Total Number of Accidents**		
36	LOUISBURG	PERRY CREEK	REAR END, SLOW OR STOP
26	LOUISBURG	PERRY CREEK	ANGLE
10	LOUISBURG	PERRY CREEK	SIDESWIPE, SAME DIRECTION
2	LOUISBURG	PERRY CREEK	OTHER COLLISION WITH VEHICLE
2	LOUISBURG	PERRY CREEK	FIXED OBJECT
2	LOUISBURG	PERRY CREEK	RAN OFF ROAD - RIGHT
1	LOUISBURG	PERRY CREEK	RIGHT TURN, DIFFERENT ROADWAYS
1	LOUISBURG	PERRY CREEK	ANIMAL
80	**Total Number of Accidents**		
49	LINN	SIX FORKS	REAR END, SLOW OR STOP
10	LINN	SIX FORKS	ANGLE
10	LINN	SIX FORKS	LEFT TURN, SAME ROADWAY
2	LINN	SIX FORKS	REAR END, TURN
2	LINN	SIX FORKS	FIXED OBJECT
2	LINN	SIX FORKS	RAN OFF ROAD - RIGHT
1	LINN	SIX FORKS	SIDESWIPE, SAME DIRECTION
1	LINN	SIX FORKS	HEAD ON
1	LINN	SIX FORKS	RIGHT TURN, SAME ROADWAY
1	LINN	SIX FORKS	LEFT TURN, DIFFERENT ROADWAYS
79	**Total Number of Accidents**		
41	BUFFALO	CAPITAL	REAR END, SLOW OR STOP
16	BUFFALO	CAPITAL	ANGLE
14	BUFFALO	CAPITAL	SIDESWIPE, SAME DIRECTION

Number of Crashes	Road A	Road B	Accident Type
3	BUFFALO	CAPITAL	BACKING UP
2	BUFFALO	CAPITAL	LEFT TURN, SAME ROADWAY
1	BUFFALO	CAPITAL	HEAD ON
1	BUFFALO	CAPITAL	LEFT TURN, DIFFERENT ROADWAYS
1	BUFFALO	CAPITAL	REAR END, TURN
79	**Total Number of Accidents**		
32	GLENNWOOD	CRABTREE VALLEY	PARKED MOTOR VEHICLE
19	GLENNWOOD	CRABTREE VALLEY	BACKING UP
17	GLENNWOOD	CRABTREE VALLEY	OTHER COLLISION WITH VEHICLE
5	GLENNWOOD	CRABTREE VALLEY	REAR END, SLOW OR STOP
3	GLENNWOOD	CRABTREE VALLEY	ANGLE
1	GLENNWOOD	CRABTREE VALLEY	FIXED OBJECT
1	GLENNWOOD	CRABTREE VALLEY	ANIMAL
78	**Total Number of Accidents**		
40	CAPITAL	NEW HOPE CHURCH	REAR END, SLOW OR STOP
16	CAPITAL	NEW HOPE CHURCH	SIDESWIPE, SAME DIRECTION
13	CAPITAL	NEW HOPE CHURCH	ANGLE
2	CAPITAL	NEW HOPE CHURCH	LEFT TURN, SAME ROADWAY
1	CAPITAL	NEW HOPE CHURCH	BACKING UP
1	CAPITAL	NEW HOPE CHURCH	RIGHT TURN, DIFFERENT ROADWAYS
1	CAPITAL	NEW HOPE CHURCH	LEFT TURN, DIFFERENT ROADWAYS
1	CAPITAL	NEW HOPE CHURCH	REAR END, TURN
1	CAPITAL	NEW HOPE CHURCH	PARKED MOTOR VEHICLE
1	CAPITAL	NEW HOPE CHURCH	OTHER NON-COLLISION
1	CAPITAL	NEW HOPE CHURCH	RAN OFF ROAD - RIGHT
78	**Total Number of Accidents**		
51	DAN ALLEN	WESTERN	REAR END, SLOW OR STOP
7	DAN ALLEN	WESTERN	ANGLE
3	DAN ALLEN	WESTERN	LEFT TURN, DIFFERENT ROADWAYS
3	DAN ALLEN	WESTERN	LEFT TURN, SAME ROADWAY
3	DAN ALLEN	WESTERN	RAN OFF ROAD - LEFT
2	DAN ALLEN	WESTERN	SIDESWIPE, SAME DIRECTION
2	DAN ALLEN	WESTERN	PEDESTRIAN
1	DAN ALLEN	WESTERN	SIDESWIPE, OPPOSITE DIRECTION
1	DAN ALLEN	WESTERN	HEAD ON
73	**Total Number of Accidents**		
41	I 40	I 440	REAR END, SLOW OR STOP
15	I 40	I 440	SIDESWIPE, SAME DIRECTION
5	I 40	I 440	RAN OFF ROAD - LEFT
3	I 40	I 440	MOVABLE OBJECT
2	I 40	I 440	FIXED OBJECT
2	I 40	I 440	OTHER NON-COLLISION
2	I 40	I 440	RAN OFF ROAD - RIGHT
1	I 40	I 440	OVERTURN/ROLLOVER

Number of Crashes	Road A	Road B	Accident Type
1	I 40	I 440	ANGLE
1	I 40	I 440	HEAD ON
73	**Total Number of Accidents**		
41	CAPITAL	HIGHWOOD	REAR END, SLOW OR STOP
12	CAPITAL	HIGHWOOD	ANGLE
11	CAPITAL	HIGHWOOD	SIDESWIPE, SAME DIRECTION
3	CAPITAL	HIGHWOOD	RIGHT TURN, SAME ROADWAY
1	CAPITAL	HIGHWOOD	OTHER COLLISION WITH VEHICLE
1	CAPITAL	HIGHWOOD	BACKING UP
1	CAPITAL	HIGHWOOD	RIGHT TURN, DIFFERENT ROADWAYS
1	CAPITAL	HIGHWOOD	LEFT TURN, SAME ROADWAY
1	CAPITAL	HIGHWOOD	RAN OFF ROAD - LEFT
1	CAPITAL	HIGHWOOD	OTHER NON-COLLISION
73	**Total Number of Accidents**		
47	I 440	JONES FRANKLIN	REAR END, SLOW OR STOP
4	I 440	JONES FRANKLIN	ANGLE
3	I 440	JONES FRANKLIN	SIDESWIPE, SAME DIRECTION
3	I 440	JONES FRANKLIN	LEFT TURN, SAME ROADWAY
3	I 440	JONES FRANKLIN	RAN OFF ROAD - LEFT
3	I 440	JONES FRANKLIN	ANIMAL
3	I 440	JONES FRANKLIN	RAN OFF ROAD - RIGHT
2	I 440	JONES FRANKLIN	LEFT TURN, DIFFERENT ROADWAYS
2	I 440	JONES FRANKLIN	FIXED OBJECT
2	I 440	JONES FRANKLIN	MOVABLE OBJECT
72	**Total Number of Accidents**		
33	CHAPANOKE	WILMINGTON	REAR END, SLOW OR STOP
14	CHAPANOKE	WILMINGTON	ANGLE
12	CHAPANOKE	WILMINGTON	SIDESWIPE, SAME DIRECTION
6	CHAPANOKE	WILMINGTON	BACKING UP
1	CHAPANOKE	WILMINGTON	SIDESWIPE, OPPOSITE DIRECTION
1	CHAPANOKE	WILMINGTON	HEAD ON
1	CHAPANOKE	WILMINGTON	RIGHT TURN, DIFFERENT ROADWAYS
1	CHAPANOKE	WILMINGTON	RIGHT TURN, SAME ROADWAY
1	CHAPANOKE	WILMINGTON	LEFT TURN, SAME ROADWAY
1	CHAPANOKE	WILMINGTON	PARKED MOTOR VEHICLE
1	CHAPANOKE	WILMINGTON	PEDESTRIAN
72	**Total Number of Accidents**		
35	I 40	GORMAN	REAR END, SLOW OR STOP
12	I 40	GORMAN	ANGLE
6	I 40	GORMAN	ANIMAL
3	I 40	GORMAN	LEFT TURN, DIFFERENT ROADWAYS
3	I 40	GORMAN	MOVABLE OBJECT
2	I 40	GORMAN	BACKING UP
2	I 40	GORMAN	SIDESWIPE, SAME DIRECTION

Number of Crashes	Road A	Road B	Accident Type
2	I 40	GORMAN	REAR END, TURN
2	I 40	GORMAN	RAN OFF ROAD - LEFT
2	I 40	GORMAN	RAN OFF ROAD - RIGHT
1	I 40	GORMAN	OTHER COLLISION WITH VEHICLE
1	I 40	GORMAN	RIGHT TURN, SAME ROADWAY
71	**Total Number of Accidents**		
31	LAKE WHEELER	TRYON	REAR END, SLOW OR STOP
19	LAKE WHEELER	TRYON	ANGLE
5	LAKE WHEELER	TRYON	LEFT TURN, SAME ROADWAY
4	LAKE WHEELER	TRYON	HEAD ON
3	LAKE WHEELER	TRYON	FIXED OBJECT
2	LAKE WHEELER	TRYON	SIDESWIPE, SAME DIRECTION
1	LAKE WHEELER	TRYON	BACKING UP
1	LAKE WHEELER	TRYON	RIGHT TURN, SAME ROADWAY
1	LAKE WHEELER	TRYON	LEFT TURN, DIFFERENT ROADWAYS
1	LAKE WHEELER	TRYON	OTHER NON-COLLISION
68	**Total Number of Accidents**		
39	I 440	LAKE BOONE	REAR END, SLOW OR STOP
6	I 440	LAKE BOONE	ANGLE
5	I 440	LAKE BOONE	FIXED OBJECT
3	I 440	LAKE BOONE	SIDESWIPE, SAME DIRECTION
3	I 440	LAKE BOONE	RAN OFF ROAD - RIGHT
2	I 440	LAKE BOONE	OTHER COLLISION WITH VEHICLE
2	I 440	LAKE BOONE	PEDESTRIAN
1	I 440	LAKE BOONE	SIDESWIPE, OPPOSITE DIRECTION
1	I 440	LAKE BOONE	RIGHT TURN, SAME ROADWAY
1	I 440	LAKE BOONE	LEFT TURN, DIFFERENT ROADWAYS
1	I 440	LAKE BOONE	LEFT TURN, SAME ROADWAY
1	I 440	LAKE BOONE	RAN OFF ROAD - LEFT
1	I 440	LAKE BOONE	MOVABLE OBJECT
1	I 440	LAKE BOONE	ANIMAL
67	**Total Number of Accidents**		
27	EDWARDS MILLS	WADE	REAR END, SLOW OR STOP
16	EDWARDS MILLS	WADE	ANGLE
9	EDWARDS MILLS	WADE	LEFT TURN, SAME ROADWAY
6	EDWARDS MILLS	WADE	SIDESWIPE, SAME DIRECTION
3	EDWARDS MILLS	WADE	RAN OFF ROAD - LEFT
2	EDWARDS MILLS	WADE	PARKED MOTOR VEHICLE
1	EDWARDS MILLS	WADE	OTHER COLLISION WITH VEHICLE
1	EDWARDS MILLS	WADE	LEFT TURN, DIFFERENT ROADWAYS
1	EDWARDS MILLS	WADE	OTHER NON-COLLISION
1	EDWARDS MILLS	WADE	RAN OFF ROAD - RIGHT
67	**Total Number of Accidents**		
36	CORPORATION	NEW BERN	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
12	CORPORATION	NEW BERN	SIDESWIPE, SAME DIRECTION
8	CORPORATION	NEW BERN	ANGLE
4	CORPORATION	NEW BERN	BACKING UP
2	CORPORATION	NEW BERN	RAN OFF ROAD - RIGHT
1	CORPORATION	NEW BERN	SIDESWIPE, OPPOSITE DIRECTION
1	CORPORATION	NEW BERN	LEFT TURN, SAME ROADWAY
1	CORPORATION	NEW BERN	ANIMAL
1	CORPORATION	NEW BERN	PEDESTRIAN
66	**Total Number of Accidents**		
32	AVENT FERRY	WESTERN	REAR END, SLOW OR STOP
13	AVENT FERRY	WESTERN	ANGLE
10	AVENT FERRY	WESTERN	SIDESWIPE, SAME DIRECTION
4	AVENT FERRY	WESTERN	LEFT TURN, SAME ROADWAY
2	AVENT FERRY	WESTERN	LEFT TURN, DIFFERENT ROADWAYS
1	AVENT FERRY	WESTERN	SIDESWIPE, OPPOSITE DIRECTION
1	AVENT FERRY	WESTERN	HEAD ON
1	AVENT FERRY	WESTERN	RIGHT TURN, SAME ROADWAY
1	AVENT FERRY	WESTERN	REAR END, TURN
1	AVENT FERRY	WESTERN	PEDESTRIAN
66	**Total Number of Accidents**		
28	ATLANTIC	NEW HOPE CHURCH	REAR END, SLOW OR STOP
12	ATLANTIC	NEW HOPE CHURCH	ANGLE
12	ATLANTIC	NEW HOPE CHURCH	SIDESWIPE, SAME DIRECTION
6	ATLANTIC	NEW HOPE CHURCH	LEFT TURN, SAME ROADWAY
3	ATLANTIC	NEW HOPE CHURCH	LEFT TURN, DIFFERENT ROADWAYS
1	ATLANTIC	NEW HOPE CHURCH	OTHER COLLISION WITH VEHICLE
1	ATLANTIC	NEW HOPE CHURCH	BACKING UP
1	ATLANTIC	NEW HOPE CHURCH	HEAD ON
1	ATLANTIC	NEW HOPE CHURCH	RIGHT TURN, SAME ROADWAY
1	ATLANTIC	NEW HOPE CHURCH	PEDALCYCLIST
66	**Total Number of Accidents**		
23	DURALEIGH	EDWARDS MILLS	REAR END, SLOW OR STOP
13	DURALEIGH	EDWARDS MILLS	ANGLE
13	DURALEIGH	EDWARDS MILLS	LEFT TURN, SAME ROADWAY
6	DURALEIGH	EDWARDS MILLS	LEFT TURN, DIFFERENT ROADWAYS
4	DURALEIGH	EDWARDS MILLS	SIDESWIPE, SAME DIRECTION
4	DURALEIGH	EDWARDS MILLS	RAN OFF ROAD - RIGHT
1	DURALEIGH	EDWARDS MILLS	BACKING UP
1	DURALEIGH	EDWARDS MILLS	RIGHT TURN, DIFFERENT ROADWAYS
65	**Total Number of Accidents**		
39	CAPITAL	HUNTLEIGH	REAR END, SLOW OR STOP
10	CAPITAL	HUNTLEIGH	SIDESWIPE, SAME DIRECTION
6	CAPITAL	HUNTLEIGH	ANGLE
4	CAPITAL	HUNTLEIGH	BACKING UP

Number of Crashes	Road A	Road B	Accident Type
2	CAPITAL	HUNTLEIGH	LEFT TURN, DIFFERENT ROADWAYS
1	CAPITAL	HUNTLEIGH	OVERTURN/ROLLOVER
1	CAPITAL	HUNTLEIGH	RIGHT TURN, DIFFERENT ROADWAYS
1	CAPITAL	HUNTLEIGH	RIGHT TURN, SAME ROADWAY
1	CAPITAL	HUNTLEIGH	LEFT TURN, SAME ROADWAY
65	**Total Number of Accidents**		
23	EDENTON	MCDOWELL	SIDESWIPE, SAME DIRECTION
18	EDENTON	MCDOWELL	ANGLE
10	EDENTON	MCDOWELL	LEFT TURN, SAME ROADWAY
4	EDENTON	MCDOWELL	REAR END, SLOW OR STOP
3	EDENTON	MCDOWELL	RIGHT TURN, SAME ROADWAY
2	EDENTON	MCDOWELL	MOVABLE OBJECT
1	EDENTON	MCDOWELL	OTHER COLLISION WITH VEHICLE
1	EDENTON	MCDOWELL	REAR END, TURN
1	EDENTON	MCDOWELL	PARKED MOTOR VEHICLE
1	EDENTON	MCDOWELL	PEDESTRIAN
1	EDENTON	MCDOWELL	OTHER NON-COLLISION
65	**Total Number of Accidents**		
35	I 40	US 1	REAR END, SLOW OR STOP
7	I 40	US 1	FIXED OBJECT
5	I 40	US 1	SIDESWIPE, SAME DIRECTION
5	I 40	US 1	MOVABLE OBJECT
4	I 40	US 1	RAN OFF ROAD - LEFT
3	I 40	US 1	RAN OFF ROAD - RIGHT
2	I 40	US 1	ANIMAL
1	I 40	US 1	OTHER COLLISION WITH VEHICLE
1	I 40	US 1	ANGLE
1	I 40	US 1	PEDESTRIAN
64	**Total Number of Accidents**		
32	ILEAGNES	SAUNDERS	REAR END, SLOW OR STOP
21	ILEAGNES	SAUNDERS	ANGLE
3	ILEAGNES	SAUNDERS	SIDESWIPE, SAME DIRECTION
2	ILEAGNES	SAUNDERS	RAN OFF ROAD - RIGHT
1	ILEAGNES	SAUNDERS	HEAD ON
1	ILEAGNES	SAUNDERS	RIGHT TURN, SAME ROADWAY
1	ILEAGNES	SAUNDERS	LEFT TURN, SAME ROADWAY
1	ILEAGNES	SAUNDERS	REAR END, TURN
1	ILEAGNES	SAUNDERS	FIXED OBJECT
1	ILEAGNES	SAUNDERS	MOVABLE OBJECT
64	**Total Number of Accidents**		
23	BRIAR CREEK	LUMLEY	REAR END, SLOW OR STOP
16	BRIAR CREEK	LUMLEY	ANGLE
16	BRIAR CREEK	LUMLEY	LEFT TURN, SAME ROADWAY
3	BRIAR CREEK	LUMLEY	LEFT TURN, DIFFERENT ROADWAYS

Number of Crashes	Road A	Road B	Accident Type
2	BRIAR CREEK	LUMLEY	BACKING UP
1	BRIAR CREEK	LUMLEY	HEAD ON
1	BRIAR CREEK	LUMLEY	RIGHT TURN, DIFFERENT ROADWAYS
1	BRIAR CREEK	LUMLEY	REAR END, TURN
1	BRIAR CREEK	LUMLEY	FIXED OBJECT
64	**Total Number of Accidents**		
27	FALLS OF NEUSE	MILLBROOK	REAR END, SLOW OR STOP
18	FALLS OF NEUSE	MILLBROOK	SIDESWIPE, SAME DIRECTION
8	FALLS OF NEUSE	MILLBROOK	ANGLE
2	FALLS OF NEUSE	MILLBROOK	BACKING UP
2	FALLS OF NEUSE	MILLBROOK	SIDESWIPE, OPPOSITE DIRECTION
1	FALLS OF NEUSE	MILLBROOK	RIGHT TURN, SAME ROADWAY
1	FALLS OF NEUSE	MILLBROOK	LEFT TURN, DIFFERENT ROADWAYS
1	FALLS OF NEUSE	MILLBROOK	LEFT TURN, SAME ROADWAY
1	FALLS OF NEUSE	MILLBROOK	REAR END, TURN
1	FALLS OF NEUSE	MILLBROOK	PEDESTRIAN
1	FALLS OF NEUSE	MILLBROOK	RAN OFF ROAD - RIGHT
63	**Total Number of Accidents**		
30	SAINT ALBANS	WAKE FOREST	REAR END, SLOW OR STOP
17	SAINT ALBANS	WAKE FOREST	SIDESWIPE, SAME DIRECTION
6	SAINT ALBANS	WAKE FOREST	ANGLE
3	SAINT ALBANS	WAKE FOREST	SIDESWIPE, OPPOSITE DIRECTION
2	SAINT ALBANS	WAKE FOREST	LEFT TURN, SAME ROADWAY
1	SAINT ALBANS	WAKE FOREST	BACKING UP
1	SAINT ALBANS	WAKE FOREST	HEAD ON
1	SAINT ALBANS	WAKE FOREST	RIGHT TURN, SAME ROADWAY
1	SAINT ALBANS	WAKE FOREST	PARKED MOTOR VEHICLE
1	SAINT ALBANS	WAKE FOREST	PEDESTRIAN
63	**Total Number of Accidents**		
30	NEW BERN	SUNNYBROOK	REAR END, SLOW OR STOP
17	NEW BERN	SUNNYBROOK	ANGLE
7	NEW BERN	SUNNYBROOK	SIDESWIPE, SAME DIRECTION
1	NEW BERN	SUNNYBROOK	HEAD ON
1	NEW BERN	SUNNYBROOK	RIGHT TURN, DIFFERENT ROADWAYS
1	NEW BERN	SUNNYBROOK	RIGHT TURN, SAME ROADWAY
1	NEW BERN	SUNNYBROOK	LEFT TURN, SAME ROADWAY
1	NEW BERN	SUNNYBROOK	REAR END, TURN
1	NEW BERN	SUNNYBROOK	FIXED OBJECT
1	NEW BERN	SUNNYBROOK	MOVABLE OBJECT
61	**Total Number of Accidents**		
31	CAPITAL	NEW HOPE	REAR END, SLOW OR STOP
11	CAPITAL	NEW HOPE	ANGLE
10	CAPITAL	NEW HOPE	SIDESWIPE, SAME DIRECTION
2	CAPITAL	NEW HOPE	LEFT TURN, SAME ROADWAY

Number of Crashes	Road A	Road B	Accident Type
1	CAPITAL	NEW HOPE	BACKING UP
1	CAPITAL	NEW HOPE	HEAD ON
1	CAPITAL	NEW HOPE	RIGHT TURN, SAME ROADWAY
1	CAPITAL	NEW HOPE	LEFT TURN, DIFFERENT ROADWAYS
1	CAPITAL	NEW HOPE	REAR END, TURN
1	CAPITAL	NEW HOPE	RAN OFF ROAD - LEFT
1	CAPITAL	NEW HOPE	OTHER NON-COLLISION
61	**Total Number of Accidents**		
36	CAPITAL	THORNTON	REAR END, SLOW OR STOP
9	CAPITAL	THORNTON	ANGLE
5	CAPITAL	THORNTON	SIDESWIPE, SAME DIRECTION
5	CAPITAL	THORNTON	LEFT TURN, SAME ROADWAY
2	CAPITAL	THORNTON	RIGHT TURN, DIFFERENT ROADWAYS
1	CAPITAL	THORNTON	SIDESWIPE, OPPOSITE DIRECTION
1	CAPITAL	THORNTON	LEFT TURN, DIFFERENT ROADWAYS
1	CAPITAL	THORNTON	REAR END, TURN
1	CAPITAL	THORNTON	FIXED OBJECT
61	**Total Number of Accidents**		
40	CAPITAL	WESTINGHOUSE	REAR END, SLOW OR STOP
12	CAPITAL	WESTINGHOUSE	ANGLE
4	CAPITAL	WESTINGHOUSE	SIDESWIPE, SAME DIRECTION
1	CAPITAL	WESTINGHOUSE	BACKING UP
1	CAPITAL	WESTINGHOUSE	LEFT TURN, DIFFERENT ROADWAYS
1	CAPITAL	WESTINGHOUSE	LEFT TURN, SAME ROADWAY
1	CAPITAL	WESTINGHOUSE	REAR END, TURN
60	**Total Number of Accidents**		
36	CAPITAL	OLD BUFFALO	REAR END, SLOW OR STOP
9	CAPITAL	OLD BUFFALO	ANGLE
7	CAPITAL	OLD BUFFALO	SIDESWIPE, SAME DIRECTION
2	CAPITAL	OLD BUFFALO	BACKING UP
1	CAPITAL	OLD BUFFALO	SIDESWIPE, OPPOSITE DIRECTION
1	CAPITAL	OLD BUFFALO	RIGHT TURN, SAME ROADWAY
1	CAPITAL	OLD BUFFALO	LEFT TURN, DIFFERENT ROADWAYS
1	CAPITAL	OLD BUFFALO	LEFT TURN, SAME ROADWAY
1	CAPITAL	OLD BUFFALO	REAR END, TURN
1	CAPITAL	OLD BUFFALO	PEDESTRIAN
60	**Total Number of Accidents**		
31	BUFFALO	NEW HOPE	REAR END, SLOW OR STOP
17	BUFFALO	NEW HOPE	ANGLE
5	BUFFALO	NEW HOPE	SIDESWIPE, SAME DIRECTION
3	BUFFALO	NEW HOPE	LEFT TURN, SAME ROADWAY
2	BUFFALO	NEW HOPE	BACKING UP
1	BUFFALO	NEW HOPE	HEAD ON

Number of Crashes	Road A	Road B	Accident Type
59	**Total Number of Accidents**		
25	NEW HOPE	POOLE	ANGLE
15	NEW HOPE	POOLE	REAR END, SLOW OR STOP
6	NEW HOPE	POOLE	SIDESWIPE, SAME DIRECTION
6	NEW HOPE	POOLE	LEFT TURN, SAME ROADWAY
1	NEW HOPE	POOLE	OVERTURN/ROLLOVER
1	NEW HOPE	POOLE	BACKING UP
1	NEW HOPE	POOLE	SIDESWIPE, OPPOSITE DIRECTION
1	NEW HOPE	POOLE	LEFT TURN, DIFFERENT ROADWAYS
1	NEW HOPE	POOLE	RAN OFF ROAD - LEFT
1	NEW HOPE	POOLE	FIXED OBJECT
1	NEW HOPE	POOLE	ANIMAL
59	**Total Number of Accidents**		
29	BLUE RIDGE	WADE	REAR END, SLOW OR STOP
11	BLUE RIDGE	WADE	ANGLE
4	BLUE RIDGE	WADE	LEFT TURN, DIFFERENT ROADWAYS
4	BLUE RIDGE	WADE	LEFT TURN, SAME ROADWAY
2	BLUE RIDGE	WADE	SIDESWIPE, SAME DIRECTION
2	BLUE RIDGE	WADE	RIGHT TURN, SAME ROADWAY
1	BLUE RIDGE	WADE	BACKING UP
1	BLUE RIDGE	WADE	SIDESWIPE, OPPOSITE DIRECTION
1	BLUE RIDGE	WADE	REAR END, TURN
1	BLUE RIDGE	WADE	RAN OFF ROAD - LEFT
1	BLUE RIDGE	WADE	FIXED OBJECT
1	BLUE RIDGE	WADE	RAN OFF ROAD - RIGHT
58	**Total Number of Accidents**		
22	I 40	LAKE WHEELER	REAR END, SLOW OR STOP
12	I 40	LAKE WHEELER	ANGLE
6	I 40	LAKE WHEELER	SIDESWIPE, SAME DIRECTION
5	I 40	LAKE WHEELER	LEFT TURN, SAME ROADWAY
4	I 40	LAKE WHEELER	MOVABLE OBJECT
3	I 40	LAKE WHEELER	RAN OFF ROAD - RIGHT
2	I 40	LAKE WHEELER	OTHER COLLISION WITH VEHICLE
1	I 40	LAKE WHEELER	SIDESWIPE, OPPOSITE DIRECTION
1	I 40	LAKE WHEELER	LEFT TURN, DIFFERENT ROADWAYS
1	I 40	LAKE WHEELER	OTHER NON-COLLISION
57	**Total Number of Accidents**		
38	CREEDMOOR	LINN	REAR END, SLOW OR STOP
10	CREEDMOOR	LINN	ANGLE
5	CREEDMOOR	LINN	SIDESWIPE, SAME DIRECTION
2	CREEDMOOR	LINN	LEFT TURN, SAME ROADWAY
1	CREEDMOOR	LINN	BACKING UP
1	CREEDMOOR	LINN	HEAD ON

Number of Crashes	Road A	Road B	Accident Type
57	**Total Number of Accidents**		
30	PECAN	SAUNDERS	REAR END, SLOW OR STOP
17	PECAN	SAUNDERS	ANGLE
5	PECAN	SAUNDERS	SIDESWIPE, SAME DIRECTION
1	PECAN	SAUNDERS	OVERTURN/ROLLOVER
1	PECAN	SAUNDERS	OTHER COLLISION WITH VEHICLE
1	PECAN	SAUNDERS	SIDESWIPE, OPPOSITE DIRECTION
1	PECAN	SAUNDERS	PEDALCYCLIST
1	PECAN	SAUNDERS	PEDESTRIAN
57	**Total Number of Accidents**		
40	ROWAN	SIX FORKS	REAR END, SLOW OR STOP
8	ROWAN	SIX FORKS	ANGLE
4	ROWAN	SIX FORKS	SIDESWIPE, SAME DIRECTION
1	ROWAN	SIX FORKS	RAN OFF ROAD - STRAIGHT
1	ROWAN	SIX FORKS	SIDESWIPE, OPPOSITE DIRECTION
1	ROWAN	SIX FORKS	HEAD ON
1	ROWAN	SIX FORKS	LEFT TURN, SAME ROADWAY
1	ROWAN	SIX FORKS	FIXED OBJECT
57	**Total Number of Accidents**		
40	CAPITAL	PERRY CREEK	REAR END, SLOW OR STOP
8	CAPITAL	PERRY CREEK	ANGLE
3	CAPITAL	PERRY CREEK	SIDESWIPE, SAME DIRECTION
1	CAPITAL	PERRY CREEK	SIDESWIPE, OPPOSITE DIRECTION
1	CAPITAL	PERRY CREEK	LEFT TURN, DIFFERENT ROADWAYS
1	CAPITAL	PERRY CREEK	LEFT TURN, SAME ROADWAY
1	CAPITAL	PERRY CREEK	MOVABLE OBJECT
1	CAPITAL	PERRY CREEK	OTHER NON-COLLISION
56	**Total Number of Accidents**		
18	HILLSBORO	MCDOWELL	ANGLE
16	HILLSBORO	MCDOWELL	SIDESWIPE, SAME DIRECTION
13	HILLSBORO	MCDOWELL	LEFT TURN, SAME ROADWAY
5	HILLSBORO	MCDOWELL	REAR END, SLOW OR STOP
1	HILLSBORO	MCDOWELL	BACKING UP
1	HILLSBORO	MCDOWELL	FIXED OBJECT
1	HILLSBORO	MCDOWELL	PEDALCYCLIST
1	HILLSBORO	MCDOWELL	PEDESTRIAN
56	**Total Number of Accidents**		
32	LASSITER MILL	SIX FORKS	REAR END, SLOW OR STOP
9	LASSITER MILL	SIX FORKS	SIDESWIPE, SAME DIRECTION
4	LASSITER MILL	SIX FORKS	BACKING UP
3	LASSITER MILL	SIX FORKS	ANGLE
2	LASSITER MILL	SIX FORKS	LEFT TURN, DIFFERENT ROADWAYS
2	LASSITER MILL	SIX FORKS	LEFT TURN, SAME ROADWAY

Number of Crashes	Road A	Road B	Accident Type
2	LASSITER MILL	SIX FORKS	PARKED MOTOR VEHICLE
1	LASSITER MILL	SIX FORKS	MOVABLE OBJECT
1	LASSITER MILL	SIX FORKS	PEDALCYCLIST
56	**Total Number of Accidents**		
24	DAWSON	HILLSBORO	ANGLE
16	DAWSON	HILLSBORO	SIDESWIPE, SAME DIRECTION
5	DAWSON	HILLSBORO	REAR END, SLOW OR STOP
3	DAWSON	HILLSBORO	LEFT TURN, SAME ROADWAY
2	DAWSON	HILLSBORO	RIGHT TURN, SAME ROADWAY
1	DAWSON	HILLSBORO	BACKING UP
1	DAWSON	HILLSBORO	RIGHT TURN, DIFFERENT ROADWAYS
1	DAWSON	HILLSBORO	REAR END, TURN
1	DAWSON	HILLSBORO	PEDESTRIAN
1	DAWSON	HILLSBORO	RAN OFF ROAD - RIGHT
55	**Total Number of Accidents**		
22	CAPITAL	CRABTREE	REAR END, SLOW OR STOP
9	CAPITAL	CRABTREE	ANGLE
6	CAPITAL	CRABTREE	SIDESWIPE, SAME DIRECTION
2	CAPITAL	CRABTREE	BACKING UP
2	CAPITAL	CRABTREE	HEAD ON
2	CAPITAL	CRABTREE	RIGHT TURN, DIFFERENT ROADWAYS
2	CAPITAL	CRABTREE	LEFT TURN, DIFFERENT ROADWAYS
2	CAPITAL	CRABTREE	LEFT TURN, SAME ROADWAY
2	CAPITAL	CRABTREE	FIXED OBJECT
1	CAPITAL	CRABTREE	OTHER COLLISION WITH VEHICLE
1	CAPITAL	CRABTREE	SIDESWIPE, OPPOSITE DIRECTION
1	CAPITAL	CRABTREE	RIGHT TURN, SAME ROADWAY
1	CAPITAL	CRABTREE	REAR END, TURN
1	CAPITAL	CRABTREE	MOVABLE OBJECT
1	CAPITAL	CRABTREE	RAN OFF ROAD - RIGHT
55	**Total Number of Accidents**		
25	CAPITAL	HODGE	REAR END, SLOW OR STOP
15	CAPITAL	HODGE	ANGLE
6	CAPITAL	HODGE	SIDESWIPE, SAME DIRECTION
3	CAPITAL	HODGE	LEFT TURN, DIFFERENT ROADWAYS
3	CAPITAL	HODGE	LEFT TURN, SAME ROADWAY
1	CAPITAL	HODGE	OVERTURN/ROLLOVER
1	CAPITAL	HODGE	OTHER COLLISION WITH VEHICLE
1	CAPITAL	HODGE	BACKING UP
55	**Total Number of Accidents**		
16	ATLANTIC	MILLBROOK	REAR END, SLOW OR STOP
13	ATLANTIC	MILLBROOK	ANGLE
11	ATLANTIC	MILLBROOK	SIDESWIPE, SAME DIRECTION
5	ATLANTIC	MILLBROOK	LEFT TURN, SAME ROADWAY

Number of Crashes	Road A	Road B	Accident Type
3	ATLANTIC	MILLBROOK	LEFT TURN, DIFFERENT ROADWAYS
2	ATLANTIC	MILLBROOK	RIGHT TURN, DIFFERENT ROADWAYS
2	ATLANTIC	MILLBROOK	RIGHT TURN, SAME ROADWAY
1	ATLANTIC	MILLBROOK	SIDESWIPE, OPPOSITE DIRECTION
1	ATLANTIC	MILLBROOK	PEDESTRIAN
1	ATLANTIC	MILLBROOK	RAN OFF ROAD - RIGHT
55	**Total Number of Accidents**		
39	BRIAR CREEK	ARCO CORPORATE	REAR END, SLOW OR STOP
4	BRIAR CREEK	ARCO CORPORATE	ANGLE
3	BRIAR CREEK	ARCO CORPORATE	SIDESWIPE, SAME DIRECTION
3	BRIAR CREEK	ARCO CORPORATE	REAR END, TURN
2	BRIAR CREEK	ARCO CORPORATE	LEFT TURN, SAME ROADWAY
1	BRIAR CREEK	ARCO CORPORATE	LEFT TURN, DIFFERENT ROADWAYS
1	BRIAR CREEK	ARCO CORPORATE	ANIMAL
1	BRIAR CREEK	ARCO CORPORATE	PEDESTRIAN
54	**Total Number of Accidents**		
27	DARTMOUTH	SIX FORKS	REAR END, SLOW OR STOP
8	DARTMOUTH	SIX FORKS	SIDESWIPE, SAME DIRECTION
7	DARTMOUTH	SIX FORKS	ANGLE
3	DARTMOUTH	SIX FORKS	LEFT TURN, DIFFERENT ROADWAYS
2	DARTMOUTH	SIX FORKS	LEFT TURN, SAME ROADWAY
2	DARTMOUTH	SIX FORKS	MOVABLE OBJECT
2	DARTMOUTH	SIX FORKS	RAN OFF ROAD - RIGHT
1	DARTMOUTH	SIX FORKS	RIGHT TURN, DIFFERENT ROADWAYS
1	DARTMOUTH	SIX FORKS	REAR END, TURN
1	DARTMOUTH	SIX FORKS	OTHER NON-COLLISION
54	**Total Number of Accidents**		
23	MARTIN LUTHER KING	ROCK QUARRY	ANGLE
16	MARTIN LUTHER KING	ROCK QUARRY	REAR END, SLOW OR STOP
3	MARTIN LUTHER KING	ROCK QUARRY	BACKING UP
2	MARTIN LUTHER KING	ROCK QUARRY	SIDESWIPE, SAME DIRECTION
2	MARTIN LUTHER KING	ROCK QUARRY	RIGHT TURN, SAME ROADWAY
1	MARTIN LUTHER KING	ROCK QUARRY	OVERTURN/ROLLOVER
1	MARTIN LUTHER KING	ROCK QUARRY	OTHER COLLISION WITH VEHICLE
1	MARTIN LUTHER KING	ROCK QUARRY	SIDESWIPE, OPPOSITE DIRECTION
1	MARTIN LUTHER KING	ROCK QUARRY	LEFT TURN, SAME ROADWAY
1	MARTIN LUTHER KING	ROCK QUARRY	RAN OFF ROAD - LEFT
1	MARTIN LUTHER KING	ROCK QUARRY	MOVABLE OBJECT
1	MARTIN LUTHER KING	ROCK QUARRY	PEDESTRIAN
1	MARTIN LUTHER KING	ROCK QUARRY	RAN OFF ROAD - RIGHT
54	**Total Number of Accidents**		
31	CAPITAL	MILLBROOK	REAR END, SLOW OR STOP
8	CAPITAL	MILLBROOK	SIDESWIPE, SAME DIRECTION
5	CAPITAL	MILLBROOK	ANGLE

Number of Crashes	Road A	Road B	Accident Type
2	CAPITAL	MILLBROOK	BACKING UP
2	CAPITAL	MILLBROOK	LEFT TURN, DIFFERENT ROADWAYS
1	CAPITAL	MILLBROOK	SIDESWIPE, OPPOSITE DIRECTION
1	CAPITAL	MILLBROOK	RIGHT TURN, SAME ROADWAY
1	CAPITAL	MILLBROOK	PARKED MOTOR VEHICLE
1	CAPITAL	MILLBROOK	FIXED OBJECT
1	CAPITAL	MILLBROOK	PEDALCYCLIST
1	CAPITAL	MILLBROOK	PEDESTRIAN
54	**Total Number of Accidents**		
28	I 40	CHAPEL HILL	REAR END, SLOW OR STOP
9	I 40	CHAPEL HILL	SIDESWIPE, SAME DIRECTION
7	I 40	CHAPEL HILL	ANGLE
3	I 40	CHAPEL HILL	RAN OFF ROAD - LEFT
2	I 40	CHAPEL HILL	FIXED OBJECT
1	I 40	CHAPEL HILL	LEFT TURN, DIFFERENT ROADWAYS
1	I 40	CHAPEL HILL	MOVABLE OBJECT
1	I 40	CHAPEL HILL	PEDESTRIAN
1	I 40	CHAPEL HILL	OTHER NON-COLLISION
1	I 40	CHAPEL HILL	RAN OFF ROAD - RIGHT
54	**Total Number of Accidents**		
16	I 40	HAMMOND	REAR END, SLOW OR STOP
8	I 40	HAMMOND	MOVABLE OBJECT
5	I 40	HAMMOND	ANGLE
4	I 40	HAMMOND	OTHER COLLISION WITH VEHICLE
4	I 40	HAMMOND	SIDESWIPE, SAME DIRECTION
4	I 40	HAMMOND	OTHER NON-COLLISION
4	I 40	HAMMOND	RAN OFF ROAD - RIGHT
3	I 40	HAMMOND	FIXED OBJECT
2	I 40	HAMMOND	BACKING UP
2	I 40	HAMMOND	LEFT TURN, DIFFERENT ROADWAYS
1	I 40	HAMMOND	LEFT TURN, SAME ROADWAY
1	I 40	HAMMOND	RAN OFF ROAD - LEFT
54	**Total Number of Accidents**		
21	NEW HOPE CHURCH	WAKE FOREST	REAR END, SLOW OR STOP
15	NEW HOPE CHURCH	WAKE FOREST	SIDESWIPE, SAME DIRECTION
8	NEW HOPE CHURCH	WAKE FOREST	ANGLE
2	NEW HOPE CHURCH	WAKE FOREST	RIGHT TURN, SAME ROADWAY
2	NEW HOPE CHURCH	WAKE FOREST	LEFT TURN, SAME ROADWAY
1	NEW HOPE CHURCH	WAKE FOREST	BACKING UP
1	NEW HOPE CHURCH	WAKE FOREST	LEFT TURN, DIFFERENT ROADWAYS
1	NEW HOPE CHURCH	WAKE FOREST	PARKED MOTOR VEHICLE
1	NEW HOPE CHURCH	WAKE FOREST	MOVABLE OBJECT
1	NEW HOPE CHURCH	WAKE FOREST	PEDESTRIAN
1	NEW HOPE CHURCH	WAKE FOREST	OTHER NON-COLLISION

Number of Crashes	Road A	Road B	Accident Type
54	**Total Number of Accidents**		
17	CAPITAL	FENTON	SIDESWIPE, SAME DIRECTION
11	CAPITAL	FENTON	ANGLE
10	CAPITAL	FENTON	LEFT TURN, SAME ROADWAY
10	CAPITAL	FENTON	REAR END, SLOW OR STOP
1	CAPITAL	FENTON	OVERTURN/ROLLOVER
1	CAPITAL	FENTON	HEAD ON
1	CAPITAL	FENTON	LEFT TURN, DIFFERENT ROADWAYS
1	CAPITAL	FENTON	REAR END, TURN
1	CAPITAL	FENTON	OTHER NON-COLLISION
53	**Total Number of Accidents**		
20	FOX	LOUISBURG	REAR END, SLOW OR STOP
13	FOX	LOUISBURG	ANGLE
6	FOX	LOUISBURG	SIDESWIPE, SAME DIRECTION
3	FOX	LOUISBURG	ANIMAL
2	FOX	LOUISBURG	BACKING UP
2	FOX	LOUISBURG	HEAD ON
2	FOX	LOUISBURG	FIXED OBJECT
2	FOX	LOUISBURG	RAN OFF ROAD - RIGHT
1	FOX	LOUISBURG	RIGHT TURN, DIFFERENT ROADWAYS
1	FOX	LOUISBURG	LEFT TURN, SAME ROADWAY
1	FOX	LOUISBURG	OTHER NON-COLLISION
53	**Total Number of Accidents**		
34	MARTIN LUTHER KING	RALEIGH	REAR END, SLOW OR STOP
10	MARTIN LUTHER KING	RALEIGH	ANGLE
6	MARTIN LUTHER KING	RALEIGH	SIDESWIPE, SAME DIRECTION
1	MARTIN LUTHER KING	RALEIGH	BACKING UP
1	MARTIN LUTHER KING	RALEIGH	SIDESWIPE, OPPOSITE DIRECTION
1	MARTIN LUTHER KING	RALEIGH	HEAD ON
53	**Total Number of Accidents**		
22	ATLANTIC	SPRING FOREST	REAR END, SLOW OR STOP
12	ATLANTIC	SPRING FOREST	ANGLE
7	ATLANTIC	SPRING FOREST	SIDESWIPE, SAME DIRECTION
4	ATLANTIC	SPRING FOREST	LEFT TURN, SAME ROADWAY
2	ATLANTIC	SPRING FOREST	BACKING UP
2	ATLANTIC	SPRING FOREST	RIGHT TURN, SAME ROADWAY
1	ATLANTIC	SPRING FOREST	SIDESWIPE, OPPOSITE DIRECTION
1	ATLANTIC	SPRING FOREST	RIGHT TURN, DIFFERENT ROADWAYS
1	ATLANTIC	SPRING FOREST	REAR END, TURN
1	ATLANTIC	SPRING FOREST	PEDALCYCLIST
53	**Total Number of Accidents**		
33	GLENNWOOD	PLEASANT VALLEY	REAR END, SLOW OR STOP
8	GLENNWOOD	PLEASANT VALLEY	ANGLE

Number of Crashes	Road A	Road B	Accident Type
4	GLENNWOOD	PLEASANT VALLEY	SIDESWIPE, SAME DIRECTION
1	GLENNWOOD	PLEASANT VALLEY	RIGHT TURN, DIFFERENT ROADWAYS
1	GLENNWOOD	PLEASANT VALLEY	RIGHT TURN, SAME ROADWAY
1	GLENNWOOD	PLEASANT VALLEY	LEFT TURN, DIFFERENT ROADWAYS
1	GLENNWOOD	PLEASANT VALLEY	LEFT TURN, SAME ROADWAY
1	GLENNWOOD	PLEASANT VALLEY	REAR END, TURN
1	GLENNWOOD	PLEASANT VALLEY	RAN OFF ROAD - RIGHT
51	**Total Number of Accidents**		
14	GLENNWOOD	PEACE	ANGLE
13	GLENNWOOD	PEACE	REAR END, SLOW OR STOP
8	GLENNWOOD	PEACE	SIDESWIPE, SAME DIRECTION
4	GLENNWOOD	PEACE	RIGHT TURN, SAME ROADWAY
4	GLENNWOOD	PEACE	LEFT TURN, SAME ROADWAY
2	GLENNWOOD	PEACE	BACKING UP
1	GLENNWOOD	PEACE	HEAD ON
1	GLENNWOOD	PEACE	LEFT TURN, DIFFERENT ROADWAYS
1	GLENNWOOD	PEACE	FIXED OBJECT
1	GLENNWOOD	PEACE	PEDALCYCLIST
1	GLENNWOOD	PEACE	RAN OFF ROAD - RIGHT
50	**Total Number of Accidents**		
25	FALLS OF NEUSE	SANDY FORKS	REAR END, SLOW OR STOP
11	FALLS OF NEUSE	SANDY FORKS	ANGLE
3	FALLS OF NEUSE	SANDY FORKS	RIGHT TURN, SAME ROADWAY
2	FALLS OF NEUSE	SANDY FORKS	SIDESWIPE, SAME DIRECTION
2	FALLS OF NEUSE	SANDY FORKS	LEFT TURN, DIFFERENT ROADWAYS
2	FALLS OF NEUSE	SANDY FORKS	LEFT TURN, SAME ROADWAY
1	FALLS OF NEUSE	SANDY FORKS	HEAD ON
1	FALLS OF NEUSE	SANDY FORKS	MOVABLE OBJECT
1	FALLS OF NEUSE	SANDY FORKS	PEDESTRIAN
1	FALLS OF NEUSE	SANDY FORKS	OTHER NON-COLLISION
1	FALLS OF NEUSE	SANDY FORKS	RAN OFF ROAD - RIGHT
50	**Total Number of Accidents**		
25	CAPITAL	WAKE FOREST	REAR END, SLOW OR STOP
9	CAPITAL	WAKE FOREST	RAN OFF ROAD - LEFT
4	CAPITAL	WAKE FOREST	ANGLE
4	CAPITAL	WAKE FOREST	SIDESWIPE, SAME DIRECTION
2	CAPITAL	WAKE FOREST	RAN OFF ROAD - STRAIGHT
2	CAPITAL	WAKE FOREST	FIXED OBJECT
1	CAPITAL	WAKE FOREST	HEAD ON
1	CAPITAL	WAKE FOREST	REAR END, TURN
1	CAPITAL	WAKE FOREST	RAN OFF ROAD - RIGHT
49	**Total Number of Accidents**		
27	NEW BERN	RALEIGH	REAR END, SLOW OR STOP
8	NEW BERN	RALEIGH	ANGLE

Number of Crashes	Road A	Road B	Accident Type
7	NEW BERN	RALEIGH	SIDESWIPE, SAME DIRECTION
2	NEW BERN	RALEIGH	BACKING UP
1	NEW BERN	RALEIGH	RIGHT TURN, DIFFERENT ROADWAYS
1	NEW BERN	RALEIGH	REAR END, TURN
1	NEW BERN	RALEIGH	MOVABLE OBJECT
1	NEW BERN	RALEIGH	PEDALCYCLIST
48	**Total Number of Accidents**		
27	FALLS OF NEUSE	STRICKLAND	REAR END, SLOW OR STOP
11	FALLS OF NEUSE	STRICKLAND	SIDESWIPE, SAME DIRECTION
2	FALLS OF NEUSE	STRICKLAND	ANGLE
2	FALLS OF NEUSE	STRICKLAND	RIGHT TURN, SAME ROADWAY
2	FALLS OF NEUSE	STRICKLAND	REAR END, TURN
2	FALLS OF NEUSE	STRICKLAND	RAN OFF ROAD - RIGHT
1	FALLS OF NEUSE	STRICKLAND	FIXED OBJECT
47	**Total Number of Accidents**		
34	EBENEZER CHURCH	GLENNWOOD	REAR END, SLOW OR STOP
4	EBENEZER CHURCH	GLENNWOOD	ANGLE
3	EBENEZER CHURCH	GLENNWOOD	SIDESWIPE, SAME DIRECTION
1	EBENEZER CHURCH	GLENNWOOD	BACKING UP
1	EBENEZER CHURCH	GLENNWOOD	SIDESWIPE, OPPOSITE DIRECTION
1	EBENEZER CHURCH	GLENNWOOD	HEAD ON
1	EBENEZER CHURCH	GLENNWOOD	RIGHT TURN, DIFFERENT ROADWAYS
1	EBENEZER CHURCH	GLENNWOOD	LEFT TURN, DIFFERENT ROADWAYS
1	EBENEZER CHURCH	GLENNWOOD	ANIMAL
47	**Total Number of Accidents**		
34	CAPITAL	GREYWOOD	REAR END, SLOW OR STOP
5	CAPITAL	GREYWOOD	ANGLE
5	CAPITAL	GREYWOOD	SIDESWIPE, SAME DIRECTION
1	CAPITAL	GREYWOOD	LEFT TURN, DIFFERENT ROADWAYS
1	CAPITAL	GREYWOOD	LEFT TURN, SAME ROADWAY
1	CAPITAL	GREYWOOD	PEDESTRIAN
47	**Total Number of Accidents**		
20	GLENNWOOD	WADE	REAR END, SLOW OR STOP
7	GLENNWOOD	WADE	SIDESWIPE, SAME DIRECTION
5	GLENNWOOD	WADE	ANGLE
5	GLENNWOOD	WADE	RAN OFF ROAD - RIGHT
3	GLENNWOOD	WADE	REAR END, TURN
2	GLENNWOOD	WADE	RIGHT TURN, DIFFERENT ROADWAYS
1	GLENNWOOD	WADE	OVERTURN/ROLLOVER
1	GLENNWOOD	WADE	HEAD ON
1	GLENNWOOD	WADE	RIGHT TURN, SAME ROADWAY
1	GLENNWOOD	WADE	FIXED OBJECT
1	GLENNWOOD	WADE	PEDALCYCLIST

Number of Crashes	Road A	Road B	Accident Type
47	**Total Number of Accidents**		
28	GLENNWOOD	HILLBURN	REAR END, SLOW OR STOP
10	GLENNWOOD	HILLBURN	ANGLE
4	GLENNWOOD	HILLBURN	SIDESWIPE, SAME DIRECTION
2	GLENNWOOD	HILLBURN	ANIMAL
1	GLENNWOOD	HILLBURN	LEFT TURN, SAME ROADWAY
1	GLENNWOOD	HILLBURN	REAR END, TURN
46	**Total Number of Accidents**		
28	I 540	US 1	REAR END, SLOW OR STOP
4	I 540	US 1	ANGLE
3	I 540	US 1	RIGHT TURN, DIFFERENT ROADWAYS
2	I 540	US 1	SIDESWIPE, SAME DIRECTION
2	I 540	US 1	LEFT TURN, SAME ROADWAY
1	I 540	US 1	BACKING UP
1	I 540	US 1	RIGHT TURN, SAME ROADWAY
1	I 540	US 1	RAN OFF ROAD - LEFT
1	I 540	US 1	FIXED OBJECT
1	I 540	US 1	MOVABLE OBJECT
1	I 540	US 1	ANIMAL
1	I 540	US 1	PEDALCYCLIST
46	**Total Number of Accidents**		
24	CAPITAL	TRAWICK	REAR END, SLOW OR STOP
13	CAPITAL	TRAWICK	ANGLE
7	CAPITAL	TRAWICK	SIDESWIPE, SAME DIRECTION
1	CAPITAL	TRAWICK	LEFT TURN, SAME ROADWAY
1	CAPITAL	TRAWICK	RAN OFF ROAD - LEFT
46	**Total Number of Accidents**		
33	CAPITAL	OAK FOREST	REAR END, SLOW OR STOP
6	CAPITAL	OAK FOREST	ANGLE
2	CAPITAL	OAK FOREST	LEFT TURN, SAME ROADWAY
1	CAPITAL	OAK FOREST	BACKING UP
1	CAPITAL	OAK FOREST	SIDESWIPE, SAME DIRECTION
1	CAPITAL	OAK FOREST	RIGHT TURN, SAME ROADWAY
1	CAPITAL	OAK FOREST	RAN OFF ROAD - LEFT
45	**Total Number of Accidents**		
18	JONES FRANKLIN	WESTERN	ANGLE
10	JONES FRANKLIN	WESTERN	REAR END, SLOW OR STOP
9	JONES FRANKLIN	WESTERN	SIDESWIPE, SAME DIRECTION
2	JONES FRANKLIN	WESTERN	BACKING UP
2	JONES FRANKLIN	WESTERN	LEFT TURN, SAME ROADWAY
1	JONES FRANKLIN	WESTERN	OVERTURN/ROLLOVER
1	JONES FRANKLIN	WESTERN	RIGHT TURN, DIFFERENT ROADWAYS
1	JONES FRANKLIN	WESTERN	REAR END, TURN

Number of Crashes	Road A	Road B	Accident Type
1	JONES FRANKLIN	WESTERN	OTHER NON-COLLISION
45	**Total Number of Accidents**		
15	CROSS LINK	ROCK QUARRY	REAR END, SLOW OR STOP
11	CROSS LINK	ROCK QUARRY	ANGLE
4	CROSS LINK	ROCK QUARRY	SIDESWIPE, SAME DIRECTION
4	CROSS LINK	ROCK QUARRY	LEFT TURN, SAME ROADWAY
3	CROSS LINK	ROCK QUARRY	BACKING UP
2	CROSS LINK	ROCK QUARRY	SIDESWIPE, OPPOSITE DIRECTION
2	CROSS LINK	ROCK QUARRY	RIGHT TURN, DIFFERENT ROADWAYS
2	CROSS LINK	ROCK QUARRY	LEFT TURN, DIFFERENT ROADWAYS
1	CROSS LINK	ROCK QUARRY	PEDESTRIAN
1	CROSS LINK	ROCK QUARRY	RAN OFF ROAD - RIGHT
45	**Total Number of Accidents**		
16	METHOD	WESTERN	REAR END, SLOW OR STOP
8	METHOD	WESTERN	SIDESWIPE, SAME DIRECTION
6	METHOD	WESTERN	ANGLE
4	METHOD	WESTERN	LEFT TURN, SAME ROADWAY
2	METHOD	WESTERN	BACKING UP
2	METHOD	WESTERN	RIGHT TURN, SAME ROADWAY
1	METHOD	WESTERN	HEAD ON
1	METHOD	WESTERN	RIGHT TURN, DIFFERENT ROADWAYS
1	METHOD	WESTERN	LEFT TURN, DIFFERENT ROADWAYS
1	METHOD	WESTERN	REAR END, TURN
1	METHOD	WESTERN	FIXED OBJECT
1	METHOD	WESTERN	PEDALCYCLIST
44	**Total Number of Accidents**		
15	NEW BERN	TARBORO	ANGLE
13	NEW BERN	TARBORO	SIDESWIPE, SAME DIRECTION
10	NEW BERN	TARBORO	REAR END, SLOW OR STOP
2	NEW BERN	TARBORO	RIGHT TURN, SAME ROADWAY
1	NEW BERN	TARBORO	SIDESWIPE, OPPOSITE DIRECTION
1	NEW BERN	TARBORO	HEAD ON
1	NEW BERN	TARBORO	LEFT TURN, SAME ROADWAY
1	NEW BERN	TARBORO	PEDESTRIAN
44	**Total Number of Accidents**		
26	GORMAN	TRYON	REAR END, SLOW OR STOP
6	GORMAN	TRYON	ANGLE
6	GORMAN	TRYON	SIDESWIPE, SAME DIRECTION
3	GORMAN	TRYON	REAR END, TURN
1	GORMAN	TRYON	RIGHT TURN, SAME ROADWAY
1	GORMAN	TRYON	LEFT TURN, SAME ROADWAY
1	GORMAN	TRYON	RAN OFF ROAD - RIGHT
44	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
13	OLD WAKE FOREST	TRIANGLE TOWN	REAR END, SLOW OR STOP
8	OLD WAKE FOREST	TRIANGLE TOWN	ANGLE
6	OLD WAKE FOREST	TRIANGLE TOWN	SIDESWIPE, SAME DIRECTION
5	OLD WAKE FOREST	TRIANGLE TOWN	BACKING UP
3	OLD WAKE FOREST	TRIANGLE TOWN	LEFT TURN, DIFFERENT ROADWAYS
2	OLD WAKE FOREST	TRIANGLE TOWN	HEAD ON
2	OLD WAKE FOREST	TRIANGLE TOWN	LEFT TURN, SAME ROADWAY
1	OLD WAKE FOREST	TRIANGLE TOWN	OTHER COLLISION WITH VEHICLE
1	OLD WAKE FOREST	TRIANGLE TOWN	SIDESWIPE, OPPOSITE DIRECTION
1	OLD WAKE FOREST	TRIANGLE TOWN	REAR END, TURN
1	OLD WAKE FOREST	TRIANGLE TOWN	PARKED MOTOR VEHICLE
43	**Total Number of Accidents**		
23	POOLE	SUNNYBROOK	REAR END, SLOW OR STOP
8	POOLE	SUNNYBROOK	SIDESWIPE, SAME DIRECTION
7	POOLE	SUNNYBROOK	ANGLE
1	POOLE	SUNNYBROOK	SIDESWIPE, OPPOSITE DIRECTION
1	POOLE	SUNNYBROOK	LEFT TURN, SAME ROADWAY
1	POOLE	SUNNYBROOK	REAR END, TURN
1	POOLE	SUNNYBROOK	ANIMAL
1	POOLE	SUNNYBROOK	PEDESTRIAN
43	**Total Number of Accidents**		
25	BLUE RIDGE	HILLSBORO	REAR END, SLOW OR STOP
7	BLUE RIDGE	HILLSBORO	SIDESWIPE, SAME DIRECTION
6	BLUE RIDGE	HILLSBORO	ANGLE
2	BLUE RIDGE	HILLSBORO	SIDESWIPE, OPPOSITE DIRECTION
1	BLUE RIDGE	HILLSBORO	BACKING UP
1	BLUE RIDGE	HILLSBORO	FIXED OBJECT
1	BLUE RIDGE	HILLSBORO	MOVABLE OBJECT
43	**Total Number of Accidents**		
20	CORPORATION	NEW HOPE	ANGLE
14	CORPORATION	NEW HOPE	REAR END, SLOW OR STOP
3	CORPORATION	NEW HOPE	LEFT TURN, SAME ROADWAY
2	CORPORATION	NEW HOPE	SIDESWIPE, SAME DIRECTION
2	CORPORATION	NEW HOPE	RIGHT TURN, SAME ROADWAY
1	CORPORATION	NEW HOPE	LEFT TURN, DIFFERENT ROADWAYS
1	CORPORATION	NEW HOPE	RAN OFF ROAD - LEFT
43	**Total Number of Accidents**		
22	I 540	CAPITAL	REAR END, SLOW OR STOP
9	I 540	CAPITAL	ANGLE
6	I 540	CAPITAL	SIDESWIPE, SAME DIRECTION
2	I 540	CAPITAL	RIGHT TURN, DIFFERENT ROADWAYS
2	I 540	CAPITAL	RIGHT TURN, SAME ROADWAY
1	I 540	CAPITAL	LEFT TURN, SAME ROADWAY
1	I 540	CAPITAL	OTHER NON-COLLISION

Number of Crashes	Road A	Road B	Accident Type
43	**Total Number of Accidents**		
25	CAPITAL	STARMONT	REAR END, SLOW OR STOP
6	CAPITAL	STARMONT	ANGLE
3	CAPITAL	STARMONT	SIDESWIPE, SAME DIRECTION
2	CAPITAL	STARMONT	BACKING UP
1	CAPITAL	STARMONT	OVERTURN/ROLLOVER
1	CAPITAL	STARMONT	HEAD ON
1	CAPITAL	STARMONT	LEFT TURN, DIFFERENT ROADWAYS
1	CAPITAL	STARMONT	LEFT TURN, SAME ROADWAY
1	CAPITAL	STARMONT	REAR END, TURN
1	CAPITAL	STARMONT	OTHER NON-COLLISION
42	**Total Number of Accidents**		
28	LEESVILLE	STRICKLAND	REAR END, SLOW OR STOP
4	LEESVILLE	STRICKLAND	ANGLE
4	LEESVILLE	STRICKLAND	LEFT TURN, SAME ROADWAY
2	LEESVILLE	STRICKLAND	SIDESWIPE, SAME DIRECTION
2	LEESVILLE	STRICKLAND	REAR END, TURN
1	LEESVILLE	STRICKLAND	HEAD ON
1	LEESVILLE	STRICKLAND	LEFT TURN, DIFFERENT ROADWAYS
42	**Total Number of Accidents**		
8	DAWSON	HARGETT	ANGLE
8	DAWSON	HARGETT	REAR END, SLOW OR STOP
8	DAWSON	HARGETT	PARKED MOTOR VEHICLE
6	DAWSON	HARGETT	SIDESWIPE, SAME DIRECTION
3	DAWSON	HARGETT	RIGHT TURN, SAME ROADWAY
2	DAWSON	HARGETT	BACKING UP
2	DAWSON	HARGETT	LEFT TURN, SAME ROADWAY
2	DAWSON	HARGETT	PEDESTRIAN
1	DAWSON	HARGETT	OVERTURN/ROLLOVER
1	DAWSON	HARGETT	FIXED OBJECT
1	DAWSON	HARGETT	ANIMAL
42	**Total Number of Accidents**		
18	HILL	LEAD MINE	SIDESWIPE, SAME DIRECTION
8	HILL	LEAD MINE	REAR END, SLOW OR STOP
6	HILL	LEAD MINE	ANGLE
4	HILL	LEAD MINE	LEFT TURN, SAME ROADWAY
2	HILL	LEAD MINE	SIDESWIPE, OPPOSITE DIRECTION
1	HILL	LEAD MINE	BACKING UP
1	HILL	LEAD MINE	HEAD ON
1	HILL	LEAD MINE	LEFT TURN, DIFFERENT ROADWAYS
1	HILL	LEAD MINE	REAR END, TURN
42	**Total Number of Accidents**		
25	BLOUNT	HARGETT	SIDESWIPE, SAME DIRECTION

Number of Crashes	Road A	Road B	Accident Type
7	BLOUNT	HARGETT	PARKED MOTOR VEHICLE
6	BLOUNT	HARGETT	REAR END, SLOW OR STOP
2	BLOUNT	HARGETT	ANGLE
1	BLOUNT	HARGETT	PEDESTRIAN
41	**Total Number of Accidents**		
16	GLENNWOOD	HILLSBORO	ANGLE
6	GLENNWOOD	HILLSBORO	REAR END, SLOW OR STOP
5	GLENNWOOD	HILLSBORO	SIDESWIPE, SAME DIRECTION
3	GLENNWOOD	HILLSBORO	BACKING UP
2	GLENNWOOD	HILLSBORO	LEFT TURN, DIFFERENT ROADWAYS
2	GLENNWOOD	HILLSBORO	LEFT TURN, SAME ROADWAY
1	GLENNWOOD	HILLSBORO	SIDESWIPE, OPPOSITE DIRECTION
1	GLENNWOOD	HILLSBORO	RIGHT TURN, SAME ROADWAY
1	GLENNWOOD	HILLSBORO	REAR END, TURN
1	GLENNWOOD	HILLSBORO	RAN OFF ROAD - LEFT
1	GLENNWOOD	HILLSBORO	FIXED OBJECT
1	GLENNWOOD	HILLSBORO	PEDESTRIAN
1	GLENNWOOD	HILLSBORO	RAN OFF ROAD - RIGHT
41	**Total Number of Accidents**		
23	CREEDMOOR	STRICKLAND	REAR END, SLOW OR STOP
6	CREEDMOOR	STRICKLAND	SIDESWIPE, SAME DIRECTION
4	CREEDMOOR	STRICKLAND	ANGLE
2	CREEDMOOR	STRICKLAND	REAR END, TURN
1	CREEDMOOR	STRICKLAND	BACKING UP
1	CREEDMOOR	STRICKLAND	SIDESWIPE, OPPOSITE DIRECTION
1	CREEDMOOR	STRICKLAND	HEAD ON
1	CREEDMOOR	STRICKLAND	LEFT TURN, SAME ROADWAY
1	CREEDMOOR	STRICKLAND	MOVABLE OBJECT
1	CREEDMOOR	STRICKLAND	RAN OFF ROAD - RIGHT
41	**Total Number of Accidents**		
16	BLUE RIDGE	WESTERN	REAR END, SLOW OR STOP
9	BLUE RIDGE	WESTERN	ANGLE
7	BLUE RIDGE	WESTERN	SIDESWIPE, SAME DIRECTION
2	BLUE RIDGE	WESTERN	RAN OFF ROAD - RIGHT
1	BLUE RIDGE	WESTERN	OTHER COLLISION WITH VEHICLE
1	BLUE RIDGE	WESTERN	BACKING UP
1	BLUE RIDGE	WESTERN	RAN OFF ROAD - STRAIGHT
1	BLUE RIDGE	WESTERN	HEAD ON
1	BLUE RIDGE	WESTERN	LEFT TURN, DIFFERENT ROADWAYS
1	BLUE RIDGE	WESTERN	LEFT TURN, SAME ROADWAY
1	BLUE RIDGE	WESTERN	FIXED OBJECT
41	**Total Number of Accidents**		
16	DAWSON	SOUTH	ANGLE
11	DAWSON	SOUTH	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
6	DAWSON	SOUTH	LEFT TURN, SAME ROADWAY
5	DAWSON	SOUTH	SIDESWIPE, SAME DIRECTION
2	DAWSON	SOUTH	BACKING UP
1	DAWSON	SOUTH	OVERTURN/ROLLOVER
41	**Total Number of Accidents**		
16	OLD POOLE	POOLE	ANGLE
5	OLD POOLE	POOLE	REAR END, SLOW OR STOP
4	OLD POOLE	POOLE	SIDESWIPE, SAME DIRECTION
4	OLD POOLE	POOLE	LEFT TURN, DIFFERENT ROADWAYS
3	OLD POOLE	POOLE	LEFT TURN, SAME ROADWAY
2	OLD POOLE	POOLE	ANIMAL
2	OLD POOLE	POOLE	RAN OFF ROAD - RIGHT
1	OLD POOLE	POOLE	SIDESWIPE, OPPOSITE DIRECTION
1	OLD POOLE	POOLE	RIGHT TURN, DIFFERENT ROADWAYS
1	OLD POOLE	POOLE	RIGHT TURN, SAME ROADWAY
1	OLD POOLE	POOLE	RAN OFF ROAD - LEFT
40	**Total Number of Accidents**		
19	GREEN	MILLBROOK	REAR END, SLOW OR STOP
8	GREEN	MILLBROOK	ANGLE
8	GREEN	MILLBROOK	SIDESWIPE, SAME DIRECTION
1	GREEN	MILLBROOK	RIGHT TURN, DIFFERENT ROADWAYS
1	GREEN	MILLBROOK	LEFT TURN, SAME ROADWAY
1	GREEN	MILLBROOK	REAR END, TURN
1	GREEN	MILLBROOK	PARKED MOTOR VEHICLE
1	GREEN	MILLBROOK	MOVABLE OBJECT
40	**Total Number of Accidents**		
26	I 540	FALLS OF NEUSE	REAR END, SLOW OR STOP
4	I 540	FALLS OF NEUSE	REAR END, TURN
3	I 540	FALLS OF NEUSE	MOVABLE OBJECT
2	I 540	FALLS OF NEUSE	ANGLE
2	I 540	FALLS OF NEUSE	SIDESWIPE, SAME DIRECTION
2	I 540	FALLS OF NEUSE	RAN OFF ROAD - RIGHT
1	I 540	FALLS OF NEUSE	RIGHT TURN, SAME ROADWAY
40	**Total Number of Accidents**		
15	AVENT FERRY	VARSITY	ANGLE
10	AVENT FERRY	VARSITY	REAR END, SLOW OR STOP
6	AVENT FERRY	VARSITY	LEFT TURN, SAME ROADWAY
2	AVENT FERRY	VARSITY	SIDESWIPE, SAME DIRECTION
2	AVENT FERRY	VARSITY	RIGHT TURN, DIFFERENT ROADWAYS
1	AVENT FERRY	VARSITY	LEFT TURN, DIFFERENT ROADWAYS
1	AVENT FERRY	VARSITY	REAR END, TURN
1	AVENT FERRY	VARSITY	PARKED MOTOR VEHICLE
1	AVENT FERRY	VARSITY	FIXED OBJECT
1	AVENT FERRY	VARSITY	MOVABLE OBJECT

Number of Crashes	Road A	Road B	Accident Type
40	**Total Number of Accidents**		
11	DAWSON	LANE	REAR END, SLOW OR STOP
7	DAWSON	LANE	SIDESWIPE, SAME DIRECTION
6	DAWSON	LANE	ANGLE
5	DAWSON	LANE	LEFT TURN, SAME ROADWAY
4	DAWSON	LANE	RAN OFF ROAD - LEFT
4	DAWSON	LANE	RAN OFF ROAD - RIGHT
1	DAWSON	LANE	BACKING UP
1	DAWSON	LANE	LEFT TURN, DIFFERENT ROADWAYS
1	DAWSON	LANE	FIXED OBJECT
40	**Total Number of Accidents**		
23	GLENNWOOD	MILLBROOK	REAR END, SLOW OR STOP
6	GLENNWOOD	MILLBROOK	ANGLE
4	GLENNWOOD	MILLBROOK	SIDESWIPE, SAME DIRECTION
2	GLENNWOOD	MILLBROOK	LEFT TURN, SAME ROADWAY
1	GLENNWOOD	MILLBROOK	LEFT TURN, DIFFERENT ROADWAYS
1	GLENNWOOD	MILLBROOK	FIXED OBJECT
1	GLENNWOOD	MILLBROOK	MOVABLE OBJECT
1	GLENNWOOD	MILLBROOK	RAN OFF ROAD - RIGHT
39	**Total Number of Accidents**		
10	PEACE	SAINT MARY	REAR END, SLOW OR STOP
9	PEACE	SAINT MARY	ANGLE
5	PEACE	SAINT MARY	LEFT TURN, DIFFERENT ROADWAYS
4	PEACE	SAINT MARY	SIDESWIPE, SAME DIRECTION
3	PEACE	SAINT MARY	BACKING UP
2	PEACE	SAINT MARY	LEFT TURN, SAME ROADWAY
1	PEACE	SAINT MARY	HEAD ON
1	PEACE	SAINT MARY	RIGHT TURN, SAME ROADWAY
1	PEACE	SAINT MARY	REAR END, TURN
1	PEACE	SAINT MARY	FIXED OBJECT
1	PEACE	SAINT MARY	PEDESTRIAN
1	PEACE	SAINT MARY	RAN OFF ROAD - RIGHT
39	**Total Number of Accidents**		
21	PULLEN	WESTERN	REAR END, SLOW OR STOP
4	PULLEN	WESTERN	ANGLE
4	PULLEN	WESTERN	SIDESWIPE, SAME DIRECTION
3	PULLEN	WESTERN	LEFT TURN, DIFFERENT ROADWAYS
3	PULLEN	WESTERN	ANIMAL
2	PULLEN	WESTERN	SIDESWIPE, OPPOSITE DIRECTION
1	PULLEN	WESTERN	BACKING UP
1	PULLEN	WESTERN	FIXED OBJECT
39	**Total Number of Accidents**		
30	GLENNWOOD	CRABTREE VIEW	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
4	GLENNWOOD	CRABTREE VIEW	SIDESWIPE, SAME DIRECTION
3	GLENNWOOD	CRABTREE VIEW	ANGLE
1	GLENNWOOD	CRABTREE VIEW	BACKING UP
1	GLENNWOOD	CRABTREE VIEW	RIGHT TURN, DIFFERENT ROADWAYS
39	**Total Number of Accidents**		
18	DAVIE	MCDOWELL	REAR END, SLOW OR STOP
8	DAVIE	MCDOWELL	ANGLE
8	DAVIE	MCDOWELL	SIDESWIPE, SAME DIRECTION
2	DAVIE	MCDOWELL	LEFT TURN, SAME ROADWAY
2	DAVIE	MCDOWELL	PEDESTRIAN
1	DAVIE	MCDOWELL	RIGHT TURN, SAME ROADWAY
39	**Total Number of Accidents**		
30	I 540	LOUISBURG	REAR END, SLOW OR STOP
3	I 540	LOUISBURG	SIDESWIPE, SAME DIRECTION
2	I 540	LOUISBURG	ANGLE
1	I 540	LOUISBURG	HEAD ON
1	I 540	LOUISBURG	REAR END, TURN
1	I 540	LOUISBURG	MOVABLE OBJECT
1	I 540	LOUISBURG	RAN OFF ROAD - RIGHT
39	**Total Number of Accidents**		
15	CAPITAL	YONKERS	ANGLE
11	CAPITAL	YONKERS	REAR END, SLOW OR STOP
5	CAPITAL	YONKERS	SIDESWIPE, SAME DIRECTION
1	CAPITAL	YONKERS	OVERTURN/ROLLOVER
1	CAPITAL	YONKERS	BACKING UP
1	CAPITAL	YONKERS	RIGHT TURN, SAME ROADWAY
1	CAPITAL	YONKERS	LEFT TURN, DIFFERENT ROADWAYS
1	CAPITAL	YONKERS	LEFT TURN, SAME ROADWAY
1	CAPITAL	YONKERS	REAR END, TURN
1	CAPITAL	YONKERS	FIXED OBJECT
1	CAPITAL	YONKERS	RAN OFF ROAD - RIGHT
39	**Total Number of Accidents**		
27	MORGAN	WILMINGTON	ANGLE
4	MORGAN	WILMINGTON	SIDESWIPE, SAME DIRECTION
3	MORGAN	WILMINGTON	REAR END, SLOW OR STOP
2	MORGAN	WILMINGTON	PARKED MOTOR VEHICLE
1	MORGAN	WILMINGTON	BACKING UP
1	MORGAN	WILMINGTON	LEFT TURN, SAME ROADWAY
38	**Total Number of Accidents**		
12	NEWTON	SIX FORKS	ANGLE
8	NEWTON	SIX FORKS	SIDESWIPE, SAME DIRECTION
6	NEWTON	SIX FORKS	REAR END, SLOW OR STOP
3	NEWTON	SIX FORKS	BACKING UP

Number of Crashes	Road A	Road B	Accident Type
2	NEWTON	SIX FORKS	RIGHT TURN, DIFFERENT ROADWAYS
2	NEWTON	SIX FORKS	RIGHT TURN, SAME ROADWAY
2	NEWTON	SIX FORKS	LEFT TURN, SAME ROADWAY
1	NEWTON	SIX FORKS	HEAD ON
1	NEWTON	SIX FORKS	REAR END, TURN
1	NEWTON	SIX FORKS	PEDESTRIAN
38	**Total Number of Accidents**		
17	DAVIE	DAWSON	SIDESWIPE, SAME DIRECTION
6	DAVIE	DAWSON	REAR END, SLOW OR STOP
5	DAVIE	DAWSON	ANGLE
5	DAVIE	DAWSON	LEFT TURN, SAME ROADWAY
2	DAVIE	DAWSON	LEFT TURN, DIFFERENT ROADWAYS
1	DAVIE	DAWSON	BACKING UP
1	DAVIE	DAWSON	PARKED MOTOR VEHICLE
1	DAVIE	DAWSON	PEDESTRIAN
38	**Total Number of Accidents**		
20	DAWSON	EDENTON	ANGLE
6	DAWSON	EDENTON	SIDESWIPE, SAME DIRECTION
5	DAWSON	EDENTON	REAR END, SLOW OR STOP
3	DAWSON	EDENTON	RIGHT TURN, SAME ROADWAY
2	DAWSON	EDENTON	PARKED MOTOR VEHICLE
1	DAWSON	EDENTON	LEFT TURN, DIFFERENT ROADWAYS
37	**Total Number of Accidents**		
22	FALLS OF NEUSE	HARPS MILL	REAR END, SLOW OR STOP
7	FALLS OF NEUSE	HARPS MILL	ANGLE
3	FALLS OF NEUSE	HARPS MILL	SIDESWIPE, SAME DIRECTION
2	FALLS OF NEUSE	HARPS MILL	LEFT TURN, SAME ROADWAY
1	FALLS OF NEUSE	HARPS MILL	RIGHT TURN, DIFFERENT ROADWAYS
1	FALLS OF NEUSE	HARPS MILL	LEFT TURN, DIFFERENT ROADWAYS
1	FALLS OF NEUSE	HARPS MILL	RAN OFF ROAD - LEFT
37	**Total Number of Accidents**		
12	AVENT FERRY	TRAILWOOD	REAR END, SLOW OR STOP
10	AVENT FERRY	TRAILWOOD	ANGLE
5	AVENT FERRY	TRAILWOOD	LEFT TURN, SAME ROADWAY
2	AVENT FERRY	TRAILWOOD	PEDALCYCLIST
1	AVENT FERRY	TRAILWOOD	BACKING UP
1	AVENT FERRY	TRAILWOOD	RAN OFF ROAD - STRAIGHT
1	AVENT FERRY	TRAILWOOD	SIDESWIPE, SAME DIRECTION
1	AVENT FERRY	TRAILWOOD	HEAD ON
1	AVENT FERRY	TRAILWOOD	LEFT TURN, DIFFERENT ROADWAYS
1	AVENT FERRY	TRAILWOOD	RAN OFF ROAD - LEFT
1	AVENT FERRY	TRAILWOOD	ANIMAL
1	AVENT FERRY	TRAILWOOD	PEDESTRIAN

Number of Crashes	Road A	Road B	Accident Type
37	**Total Number of Accidents**		
24	SUMNER	TRIANGLE TOWN	REAR END, SLOW OR STOP
4	SUMNER	TRIANGLE TOWN	ANGLE
3	SUMNER	TRIANGLE TOWN	BACKING UP
1	SUMNER	TRIANGLE TOWN	SIDESWIPE, OPPOSITE DIRECTION
1	SUMNER	TRIANGLE TOWN	SIDESWIPE, SAME DIRECTION
1	SUMNER	TRIANGLE TOWN	LEFT TURN, SAME ROADWAY
1	SUMNER	TRIANGLE TOWN	REAR END, TURN
1	SUMNER	TRIANGLE TOWN	PARKED MOTOR VEHICLE
1	SUMNER	TRIANGLE TOWN	RAN OFF ROAD - RIGHT
37	**Total Number of Accidents**		
24	BLOUNT	MARTIN LUTHER KING	ANGLE
7	BLOUNT	MARTIN LUTHER KING	REAR END, SLOW OR STOP
5	BLOUNT	MARTIN LUTHER KING	SIDESWIPE, SAME DIRECTION
1	BLOUNT	MARTIN LUTHER KING	LEFT TURN, DIFFERENT ROADWAYS
37	**Total Number of Accidents**		
17	NEW HOPE	SKYCREST	REAR END, SLOW OR STOP
12	NEW HOPE	SKYCREST	ANGLE
2	NEW HOPE	SKYCREST	HEAD ON
2	NEW HOPE	SKYCREST	LEFT TURN, DIFFERENT ROADWAYS
2	NEW HOPE	SKYCREST	PEDALCYCLIST
1	NEW HOPE	SKYCREST	SIDESWIPE, OPPOSITE DIRECTION
1	NEW HOPE	SKYCREST	LEFT TURN, SAME ROADWAY
37	**Total Number of Accidents**		
14	FOREST PINE	NEW FALLS OF THE NEUSE	ANGLE
13	FOREST PINE	NEW FALLS OF THE NEUSE	REAR END, SLOW OR STOP
4	FOREST PINE	NEW FALLS OF THE NEUSE	LEFT TURN, SAME ROADWAY
2	FOREST PINE	NEW FALLS OF THE NEUSE	SIDESWIPE, SAME DIRECTION
2	FOREST PINE	NEW FALLS OF THE NEUSE	LEFT TURN, DIFFERENT ROADWAYS
1	FOREST PINE	NEW FALLS OF THE NEUSE	RAN OFF ROAD - RIGHT
36	**Total Number of Accidents**		
24	LEAD MINE	LINN	REAR END, SLOW OR STOP
7	LEAD MINE	LINN	ANGLE
3	LEAD MINE	LINN	SIDESWIPE, SAME DIRECTION
1	LEAD MINE	LINN	OTHER COLLISION WITH VEHICLE
1	LEAD MINE	LINN	LEFT TURN, SAME ROADWAY
36	**Total Number of Accidents**		
14	MARTIN LUTHER KING	PERSON	REAR END, SLOW OR STOP
12	MARTIN LUTHER KING	PERSON	ANGLE
6	MARTIN LUTHER KING	PERSON	SIDESWIPE, SAME DIRECTION
2	MARTIN LUTHER KING	PERSON	BACKING UP
1	MARTIN LUTHER KING	PERSON	SIDESWIPE, OPPOSITE DIRECTION
1	MARTIN LUTHER KING	PERSON	LEFT TURN, SAME ROADWAY

Number of Crashes	Road A	Road B	Accident Type
36	**Total Number of Accidents**		
17	BLUE RIDGE	LAKE BOONE	REAR END, SLOW OR STOP
5	BLUE RIDGE	LAKE BOONE	ANGLE
4	BLUE RIDGE	LAKE BOONE	SIDESWIPE, SAME DIRECTION
3	BLUE RIDGE	LAKE BOONE	LEFT TURN, SAME ROADWAY
1	BLUE RIDGE	LAKE BOONE	BACKING UP
1	BLUE RIDGE	LAKE BOONE	RIGHT TURN, SAME ROADWAY
1	BLUE RIDGE	LAKE BOONE	LEFT TURN, DIFFERENT ROADWAYS
1	BLUE RIDGE	LAKE BOONE	RAN OFF ROAD - LEFT
1	BLUE RIDGE	LAKE BOONE	PEDALCYCLIST
1	BLUE RIDGE	LAKE BOONE	PEDESTRIAN
1	BLUE RIDGE	LAKE BOONE	RAN OFF ROAD - RIGHT
36	**Total Number of Accidents**		
22	SIX FORKS	STRICKLAND	REAR END, SLOW OR STOP
9	SIX FORKS	STRICKLAND	SIDESWIPE, SAME DIRECTION
2	SIX FORKS	STRICKLAND	ANGLE
2	SIX FORKS	STRICKLAND	REAR END, TURN
1	SIX FORKS	STRICKLAND	OTHER COLLISION WITH VEHICLE
36	**Total Number of Accidents**		
18	EDWARDS MILLS	TRINITY	REAR END, SLOW OR STOP
9	EDWARDS MILLS	TRINITY	ANGLE
2	EDWARDS MILLS	TRINITY	SIDESWIPE, SAME DIRECTION
1	EDWARDS MILLS	TRINITY	BACKING UP
1	EDWARDS MILLS	TRINITY	HEAD ON
1	EDWARDS MILLS	TRINITY	RIGHT TURN, DIFFERENT ROADWAYS
1	EDWARDS MILLS	TRINITY	LEFT TURN, SAME ROADWAY
1	EDWARDS MILLS	TRINITY	PARKED MOTOR VEHICLE
1	EDWARDS MILLS	TRINITY	FIXED OBJECT
1	EDWARDS MILLS	TRINITY	RAN OFF ROAD - RIGHT
36	**Total Number of Accidents**		
12	DAWSON	MORGAN	ANGLE
7	DAWSON	MORGAN	SIDESWIPE, SAME DIRECTION
7	DAWSON	MORGAN	REAR END, SLOW OR STOP
3	DAWSON	MORGAN	LEFT TURN, SAME ROADWAY
1	DAWSON	MORGAN	SIDESWIPE, OPPOSITE DIRECTION
1	DAWSON	MORGAN	RIGHT TURN, SAME ROADWAY
1	DAWSON	MORGAN	REAR END, TURN
1	DAWSON	MORGAN	FIXED OBJECT
1	DAWSON	MORGAN	PEDESTRIAN
1	DAWSON	MORGAN	RAN OFF ROAD - RIGHT
35	**Total Number of Accidents**		
17	CREEDMOOR	CRABTREE VALLEY	ANGLE
6	CREEDMOOR	CRABTREE VALLEY	LEFT TURN, DIFFERENT ROADWAYS

Number of Crashes	Road A	Road B	Accident Type
5	CREEDMOOR	CRABTREE VALLEY	REAR END, SLOW OR STOP
2	CREEDMOOR	CRABTREE VALLEY	SIDESWIPE, SAME DIRECTION
2	CREEDMOOR	CRABTREE VALLEY	LEFT TURN, SAME ROADWAY
1	CREEDMOOR	CRABTREE VALLEY	RAN OFF ROAD - STRAIGHT
1	CREEDMOOR	CRABTREE VALLEY	HEAD ON
1	CREEDMOOR	CRABTREE VALLEY	REAR END, TURN
35	**Total Number of Accidents**		
18	GLENNWOOD	LUMLEY	REAR END, SLOW OR STOP
10	GLENNWOOD	LUMLEY	ANGLE
4	GLENNWOOD	LUMLEY	SIDESWIPE, SAME DIRECTION
1	GLENNWOOD	LUMLEY	RIGHT TURN, SAME ROADWAY
1	GLENNWOOD	LUMLEY	FIXED OBJECT
1	GLENNWOOD	LUMLEY	OTHER NON-COLLISION
35	**Total Number of Accidents**		
13	MARKET	OLD WAKE FOREST	ANGLE
9	MARKET	OLD WAKE FOREST	LEFT TURN, DIFFERENT ROADWAYS
8	MARKET	OLD WAKE FOREST	LEFT TURN, SAME ROADWAY
5	MARKET	OLD WAKE FOREST	REAR END, SLOW OR STOP
35	**Total Number of Accidents**		
15	ROCK QUARRY	SANDERFORD	REAR END, SLOW OR STOP
7	ROCK QUARRY	SANDERFORD	ANGLE
6	ROCK QUARRY	SANDERFORD	SIDESWIPE, SAME DIRECTION
2	ROCK QUARRY	SANDERFORD	REAR END, TURN
1	ROCK QUARRY	SANDERFORD	SIDESWIPE, OPPOSITE DIRECTION
1	ROCK QUARRY	SANDERFORD	RIGHT TURN, SAME ROADWAY
1	ROCK QUARRY	SANDERFORD	LEFT TURN, SAME ROADWAY
1	ROCK QUARRY	SANDERFORD	FIXED OBJECT
1	ROCK QUARRY	SANDERFORD	RAN OFF ROAD - RIGHT
35	**Total Number of Accidents**		
14	CALUMET	SUNNYBROOK	ANGLE
11	CALUMET	SUNNYBROOK	REAR END, SLOW OR STOP
4	CALUMET	SUNNYBROOK	SIDESWIPE, SAME DIRECTION
3	CALUMET	SUNNYBROOK	BACKING UP
1	CALUMET	SUNNYBROOK	SIDESWIPE, OPPOSITE DIRECTION
1	CALUMET	SUNNYBROOK	HEAD ON
1	CALUMET	SUNNYBROOK	OTHER NON-COLLISION
35	**Total Number of Accidents**		
27	CAPITAL	SUMNER	REAR END, SLOW OR STOP
5	CAPITAL	SUMNER	SIDESWIPE, SAME DIRECTION
1	CAPITAL	SUMNER	ANGLE
1	CAPITAL	SUMNER	LEFT TURN, DIFFERENT ROADWAYS
1	CAPITAL	SUMNER	REAR END, TURN
35	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
11	ATLANTIC	OLD WAKE FOREST	ANGLE
9	ATLANTIC	OLD WAKE FOREST	REAR END, SLOW OR STOP
7	ATLANTIC	OLD WAKE FOREST	SIDESWIPE, SAME DIRECTION
5	ATLANTIC	OLD WAKE FOREST	LEFT TURN, SAME ROADWAY
1	ATLANTIC	OLD WAKE FOREST	SIDESWIPE, OPPOSITE DIRECTION
1	ATLANTIC	OLD WAKE FOREST	RIGHT TURN, SAME ROADWAY
1	ATLANTIC	OLD WAKE FOREST	LEFT TURN, DIFFERENT ROADWAYS
35	**Total Number of Accidents**		
15	LEESVILLE	MILLBROOK	REAR END, SLOW OR STOP
8	LEESVILLE	MILLBROOK	ANGLE
4	LEESVILLE	MILLBROOK	LEFT TURN, SAME ROADWAY
3	LEESVILLE	MILLBROOK	LEFT TURN, DIFFERENT ROADWAYS
1	LEESVILLE	MILLBROOK	SIDESWIPE, SAME DIRECTION
1	LEESVILLE	MILLBROOK	RIGHT TURN, DIFFERENT ROADWAYS
1	LEESVILLE	MILLBROOK	RAN OFF ROAD - LEFT
1	LEESVILLE	MILLBROOK	ANIMAL
1	LEESVILLE	MILLBROOK	OTHER NON-COLLISION
35	**Total Number of Accidents**		
16	BOYLAN	HILLSBORO	REAR END, SLOW OR STOP
13	BOYLAN	HILLSBORO	ANGLE
2	BOYLAN	HILLSBORO	SIDESWIPE, SAME DIRECTION
1	BOYLAN	HILLSBORO	RAN OFF ROAD - STRAIGHT
1	BOYLAN	HILLSBORO	LEFT TURN, SAME ROADWAY
1	BOYLAN	HILLSBORO	PEDALCYCLIST
34	**Total Number of Accidents**		
10	DAWSON	MARTIN	SIDESWIPE, SAME DIRECTION
10	DAWSON	MARTIN	REAR END, SLOW OR STOP
5	DAWSON	MARTIN	ANGLE
3	DAWSON	MARTIN	LEFT TURN, SAME ROADWAY
2	DAWSON	MARTIN	BACKING UP
2	DAWSON	MARTIN	PARKED MOTOR VEHICLE
1	DAWSON	MARTIN	LEFT TURN, DIFFERENT ROADWAYS
1	DAWSON	MARTIN	REAR END, TURN
34	**Total Number of Accidents**		
13	CENTENNIAL	LAKE WHEELER	REAR END, SLOW OR STOP
6	CENTENNIAL	LAKE WHEELER	ANGLE
4	CENTENNIAL	LAKE WHEELER	LEFT TURN, DIFFERENT ROADWAYS
4	CENTENNIAL	LAKE WHEELER	LEFT TURN, SAME ROADWAY
3	CENTENNIAL	LAKE WHEELER	RIGHT TURN, SAME ROADWAY
2	CENTENNIAL	LAKE WHEELER	SIDESWIPE, SAME DIRECTION
1	CENTENNIAL	LAKE WHEELER	OVERTURN/ROLLOVER
1	CENTENNIAL	LAKE WHEELER	REAR END, TURN
34	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
9	HARGETT	WILMINGTON	SIDESWIPE, SAME DIRECTION
5	HARGETT	WILMINGTON	REAR END, SLOW OR STOP
4	HARGETT	WILMINGTON	BACKING UP
4	HARGETT	WILMINGTON	ANGLE
4	HARGETT	WILMINGTON	PARKED MOTOR VEHICLE
2	HARGETT	WILMINGTON	LEFT TURN, SAME ROADWAY
2	HARGETT	WILMINGTON	PEDESTRIAN
1	HARGETT	WILMINGTON	OVERTURN/ROLLOVER
1	HARGETT	WILMINGTON	OTHER COLLISION WITH VEHICLE
1	HARGETT	WILMINGTON	LEFT TURN, DIFFERENT ROADWAYS
1	HARGETT	WILMINGTON	PEDALCYCLIST
34	**Total Number of Accidents**		
16	MCDOWELL	MORGAN	ANGLE
6	MCDOWELL	MORGAN	SIDESWIPE, SAME DIRECTION
6	MCDOWELL	MORGAN	REAR END, SLOW OR STOP
1	MCDOWELL	MORGAN	SIDESWIPE, OPPOSITE DIRECTION
1	MCDOWELL	MORGAN	RIGHT TURN, SAME ROADWAY
1	MCDOWELL	MORGAN	LEFT TURN, DIFFERENT ROADWAYS
1	MCDOWELL	MORGAN	LEFT TURN, SAME ROADWAY
1	MCDOWELL	MORGAN	PEDALCYCLIST
1	MCDOWELL	MORGAN	RAN OFF ROAD - RIGHT
34	**Total Number of Accidents**		
16	FALLS OF NEUSE	HUNTING RIDGE	REAR END, SLOW OR STOP
7	FALLS OF NEUSE	HUNTING RIDGE	ANGLE
3	FALLS OF NEUSE	HUNTING RIDGE	SIDESWIPE, SAME DIRECTION
2	FALLS OF NEUSE	HUNTING RIDGE	BACKING UP
1	FALLS OF NEUSE	HUNTING RIDGE	RIGHT TURN, SAME ROADWAY
1	FALLS OF NEUSE	HUNTING RIDGE	LEFT TURN, DIFFERENT ROADWAYS
1	FALLS OF NEUSE	HUNTING RIDGE	REAR END, TURN
1	FALLS OF NEUSE	HUNTING RIDGE	FIXED OBJECT
1	FALLS OF NEUSE	HUNTING RIDGE	PEDALCYCLIST
1	FALLS OF NEUSE	HUNTING RIDGE	RAN OFF ROAD - RIGHT
34	**Total Number of Accidents**		
14	BRENAN	CREEDMOOR	REAR END, SLOW OR STOP
9	BRENAN	CREEDMOOR	ANGLE
4	BRENAN	CREEDMOOR	LEFT TURN, SAME ROADWAY
2	BRENAN	CREEDMOOR	LEFT TURN, DIFFERENT ROADWAYS
1	BRENAN	CREEDMOOR	BACKING UP
1	BRENAN	CREEDMOOR	SIDESWIPE, SAME DIRECTION
1	BRENAN	CREEDMOOR	RIGHT TURN, DIFFERENT ROADWAYS
1	BRENAN	CREEDMOOR	RIGHT TURN, SAME ROADWAY
1	BRENAN	CREEDMOOR	REAR END, TURN
34	**Total Number of Accidents**		
15	CAPITAL	CAPITAL	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
7	CAPITAL	CAPITAL	ANGLE
4	CAPITAL	CAPITAL	BACKING UP
3	CAPITAL	CAPITAL	SIDESWIPE, SAME DIRECTION
3	CAPITAL	CAPITAL	PARKED MOTOR VEHICLE
1	CAPITAL	CAPITAL	LEFT TURN, SAME ROADWAY
1	CAPITAL	CAPITAL	MOVABLE OBJECT
34	**Total Number of Accidents**		
14	BRIAR CREEK	BRIAR LEAF	REAR END, SLOW OR STOP
8	BRIAR CREEK	BRIAR LEAF	ANGLE
5	BRIAR CREEK	BRIAR LEAF	LEFT TURN, SAME ROADWAY
2	BRIAR CREEK	BRIAR LEAF	BACKING UP
1	BRIAR CREEK	BRIAR LEAF	RAN OFF ROAD - STRAIGHT
1	BRIAR CREEK	BRIAR LEAF	LEFT TURN, DIFFERENT ROADWAYS
1	BRIAR CREEK	BRIAR LEAF	FIXED OBJECT
1	BRIAR CREEK	BRIAR LEAF	PEDESTRIAN
33	**Total Number of Accidents**		
11	CABARRUS	DAWSON	SIDESWIPE, SAME DIRECTION
8	CABARRUS	DAWSON	REAR END, SLOW OR STOP
7	CABARRUS	DAWSON	ANGLE
3	CABARRUS	DAWSON	LEFT TURN, SAME ROADWAY
1	CABARRUS	DAWSON	BACKING UP
1	CABARRUS	DAWSON	HEAD ON
1	CABARRUS	DAWSON	PARKED MOTOR VEHICLE
1	CABARRUS	DAWSON	FIXED OBJECT
33	**Total Number of Accidents**		
15	BROOK	SIX FORKS	REAR END, SLOW OR STOP
5	BROOK	SIX FORKS	ANGLE
3	BROOK	SIX FORKS	LEFT TURN, DIFFERENT ROADWAYS
2	BROOK	SIX FORKS	SIDESWIPE, SAME DIRECTION
1	BROOK	SIX FORKS	SIDESWIPE, OPPOSITE DIRECTION
1	BROOK	SIX FORKS	HEAD ON
1	BROOK	SIX FORKS	RIGHT TURN, DIFFERENT ROADWAYS
1	BROOK	SIX FORKS	RAN OFF ROAD - LEFT
1	BROOK	SIX FORKS	FIXED OBJECT
1	BROOK	SIX FORKS	PEDALCYCLIST
1	BROOK	SIX FORKS	OTHER NON-COLLISION
1	BROOK	SIX FORKS	RAN OFF ROAD - RIGHT
33	**Total Number of Accidents**		
10	LEESVILLE	LINN	ANGLE
10	LEESVILLE	LINN	REAR END, SLOW OR STOP
6	LEESVILLE	LINN	LEFT TURN, SAME ROADWAY
2	LEESVILLE	LINN	HEAD ON
2	LEESVILLE	LINN	FIXED OBJECT
1	LEESVILLE	LINN	SIDESWIPE, SAME DIRECTION

Number of Crashes	Road A	Road B	Accident Type
1	LEESVILLE	LINN	REAR END, TURN
1	LEESVILLE	LINN	ANIMAL
33	**Total Number of Accidents**		
23	CAPITAL	GRESHAM LAKE	REAR END, SLOW OR STOP
2	CAPITAL	GRESHAM LAKE	RIGHT TURN, SAME ROADWAY
2	CAPITAL	GRESHAM LAKE	RAN OFF ROAD - LEFT
1	CAPITAL	GRESHAM LAKE	ANGLE
1	CAPITAL	GRESHAM LAKE	SIDESWIPE, SAME DIRECTION
1	CAPITAL	GRESHAM LAKE	RIGHT TURN, DIFFERENT ROADWAYS
1	CAPITAL	GRESHAM LAKE	REAR END, TURN
1	CAPITAL	GRESHAM LAKE	MOVABLE OBJECT
1	CAPITAL	GRESHAM LAKE	RAN OFF ROAD - RIGHT
33	**Total Number of Accidents**		
24	I 440	SAUNDERS	REAR END, SLOW OR STOP
4	I 440	SAUNDERS	SIDESWIPE, SAME DIRECTION
3	I 440	SAUNDERS	ANGLE
1	I 440	SAUNDERS	RAN OFF ROAD - RIGHT
32	**Total Number of Accidents**		
11	HARGETT	MCDOWELL	REAR END, SLOW OR STOP
8	HARGETT	MCDOWELL	SIDESWIPE, SAME DIRECTION
4	HARGETT	MCDOWELL	ANGLE
2	HARGETT	MCDOWELL	LEFT TURN, DIFFERENT ROADWAYS
2	HARGETT	MCDOWELL	PEDESTRIAN
1	HARGETT	MCDOWELL	HEAD ON
1	HARGETT	MCDOWELL	RIGHT TURN, SAME ROADWAY
1	HARGETT	MCDOWELL	LEFT TURN, SAME ROADWAY
1	HARGETT	MCDOWELL	PARKED MOTOR VEHICLE
1	HARGETT	MCDOWELL	RAN OFF ROAD - RIGHT
32	**Total Number of Accidents**		
9	BROOK	HILLSBORO	REAR END, SLOW OR STOP
7	BROOK	HILLSBORO	ANGLE
4	BROOK	HILLSBORO	SIDESWIPE, SAME DIRECTION
4	BROOK	HILLSBORO	PEDALCYCLIST
3	BROOK	HILLSBORO	LEFT TURN, SAME ROADWAY
2	BROOK	HILLSBORO	RAN OFF ROAD - RIGHT
1	BROOK	HILLSBORO	BACKING UP
1	BROOK	HILLSBORO	LEFT TURN, DIFFERENT ROADWAYS
1	BROOK	HILLSBORO	REAR END, TURN
32	**Total Number of Accidents**		
14	GLENNWOOD	WESTGATE	REAR END, SLOW OR STOP
12	GLENNWOOD	WESTGATE	ANGLE
2	GLENNWOOD	WESTGATE	OTHER COLLISION WITH VEHICLE
1	GLENNWOOD	WESTGATE	SIDESWIPE, SAME DIRECTION

Number of Crashes	Road A	Road B	Accident Type
1	GLENNWOOD	WESTGATE	HEAD ON
1	GLENNWOOD	WESTGATE	RIGHT TURN, SAME ROADWAY
1	GLENNWOOD	WESTGATE	LEFT TURN, SAME ROADWAY
32	**Total Number of Accidents**		
16	MARTIN LUTHER KING	WILMINGTON	REAR END, SLOW OR STOP
10	MARTIN LUTHER KING	WILMINGTON	ANGLE
2	MARTIN LUTHER KING	WILMINGTON	BACKING UP
2	MARTIN LUTHER KING	WILMINGTON	SIDESWIPE, SAME DIRECTION
1	MARTIN LUTHER KING	WILMINGTON	OTHER COLLISION WITH VEHICLE
1	MARTIN LUTHER KING	WILMINGTON	RAN OFF ROAD - LEFT
32	**Total Number of Accidents**		
11	MILLBROOK	OLD WAKE FOREST	ANGLE
10	MILLBROOK	OLD WAKE FOREST	REAR END, SLOW OR STOP
3	MILLBROOK	OLD WAKE FOREST	RIGHT TURN, DIFFERENT ROADWAYS
3	MILLBROOK	OLD WAKE FOREST	LEFT TURN, SAME ROADWAY
2	MILLBROOK	OLD WAKE FOREST	LEFT TURN, DIFFERENT ROADWAYS
1	MILLBROOK	OLD WAKE FOREST	SIDESWIPE, SAME DIRECTION
1	MILLBROOK	OLD WAKE FOREST	RAN OFF ROAD - LEFT
1	MILLBROOK	OLD WAKE FOREST	RAN OFF ROAD - RIGHT
32	**Total Number of Accidents**		
19	I 440	ROCK QUARRY	REAR END, SLOW OR STOP
4	I 440	ROCK QUARRY	SIDESWIPE, SAME DIRECTION
3	I 440	ROCK QUARRY	ANGLE
2	I 440	ROCK QUARRY	REAR END, TURN
2	I 440	ROCK QUARRY	RAN OFF ROAD - RIGHT
1	I 440	ROCK QUARRY	LEFT TURN, SAME ROADWAY
1	I 440	ROCK QUARRY	MOVABLE OBJECT
32	**Total Number of Accidents**		
12	ATLANTIC	HODGE	ANGLE
7	ATLANTIC	HODGE	REAR END, SLOW OR STOP
6	ATLANTIC	HODGE	SIDESWIPE, SAME DIRECTION
3	ATLANTIC	HODGE	BACKING UP
2	ATLANTIC	HODGE	LEFT TURN, SAME ROADWAY
1	ATLANTIC	HODGE	FIXED OBJECT
31	**Total Number of Accidents**		
12	FORT SUMTER	JONES FRANKLIN	ANGLE
10	FORT SUMTER	JONES FRANKLIN	REAR END, SLOW OR STOP
5	FORT SUMTER	JONES FRANKLIN	LEFT TURN, SAME ROADWAY
2	FORT SUMTER	JONES FRANKLIN	SIDESWIPE, SAME DIRECTION
1	FORT SUMTER	JONES FRANKLIN	RAN OFF ROAD - LEFT
1	FORT SUMTER	JONES FRANKLIN	RAN OFF ROAD - RIGHT
31	**Total Number of Accidents**		
15	FORUM	SIX FORKS	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
7	FORUM	SIX FORKS	ANGLE
3	FORUM	SIX FORKS	SIDESWIPE, SAME DIRECTION
2	FORUM	SIX FORKS	LEFT TURN, DIFFERENT ROADWAYS
2	FORUM	SIX FORKS	LEFT TURN, SAME ROADWAY
1	FORUM	SIX FORKS	PEDESTRIAN
1	FORUM	SIX FORKS	RAN OFF ROAD - RIGHT
31	**Total Number of Accidents**		
16	NEW BERN	ROGER	REAR END, SLOW OR STOP
6	NEW BERN	ROGER	ANGLE
4	NEW BERN	ROGER	SIDESWIPE, SAME DIRECTION
1	NEW BERN	ROGER	BACKING UP
1	NEW BERN	ROGER	RIGHT TURN, SAME ROADWAY
1	NEW BERN	ROGER	RAN OFF ROAD - LEFT
1	NEW BERN	ROGER	ANIMAL
1	NEW BERN	ROGER	PEDALCYCLIST
31	**Total Number of Accidents**		
22	GLENNWOOD	LINN	REAR END, SLOW OR STOP
2	GLENNWOOD	LINN	SIDESWIPE, SAME DIRECTION
2	GLENNWOOD	LINN	LEFT TURN, SAME ROADWAY
1	GLENNWOOD	LINN	BACKING UP
1	GLENNWOOD	LINN	RAN OFF ROAD - STRAIGHT
1	GLENNWOOD	LINN	LEFT TURN, DIFFERENT ROADWAYS
1	GLENNWOOD	LINN	ANIMAL
1	GLENNWOOD	LINN	RAN OFF ROAD - RIGHT
31	**Total Number of Accidents**		
20	OAK FOREST	OLD WAKE FOREST	REAR END, SLOW OR STOP
4	OAK FOREST	OLD WAKE FOREST	ANGLE
2	OAK FOREST	OLD WAKE FOREST	LEFT TURN, DIFFERENT ROADWAYS
2	OAK FOREST	OLD WAKE FOREST	LEFT TURN, SAME ROADWAY
1	OAK FOREST	OLD WAKE FOREST	SIDESWIPE, SAME DIRECTION
1	OAK FOREST	OLD WAKE FOREST	PEDESTRIAN
1	OAK FOREST	OLD WAKE FOREST	RAN OFF ROAD - RIGHT
31	**Total Number of Accidents**		
11	CREEDMOOR	PLAZA	ANGLE
10	CREEDMOOR	PLAZA	REAR END, SLOW OR STOP
3	CREEDMOOR	PLAZA	SIDESWIPE, SAME DIRECTION
3	CREEDMOOR	PLAZA	LEFT TURN, DIFFERENT ROADWAYS
2	CREEDMOOR	PLAZA	LEFT TURN, SAME ROADWAY
1	CREEDMOOR	PLAZA	RAN OFF ROAD - RIGHT
30	**Total Number of Accidents**		
18	POOLE	RALEIGH	ANGLE
8	POOLE	RALEIGH	REAR END, SLOW OR STOP
2	POOLE	RALEIGH	OTHER NON-COLLISION

Number of Crashes	Road A	Road B	Accident Type
1	POOLE	RALEIGH	SIDESWIPE, SAME DIRECTION
1	POOLE	RALEIGH	LEFT TURN, DIFFERENT ROADWAYS
30	**Total Number of Accidents**		
15	NEW HOPE	ROGER	ANGLE
8	NEW HOPE	ROGER	REAR END, SLOW OR STOP
3	NEW HOPE	ROGER	SIDESWIPE, SAME DIRECTION
2	NEW HOPE	ROGER	FIXED OBJECT
1	NEW HOPE	ROGER	RIGHT TURN, DIFFERENT ROADWAYS
1	NEW HOPE	ROGER	ANIMAL
30	**Total Number of Accidents**		
11	MARTIN	MCDOWELL	SIDESWIPE, SAME DIRECTION
9	MARTIN	MCDOWELL	REAR END, SLOW OR STOP
3	MARTIN	MCDOWELL	LEFT TURN, SAME ROADWAY
2	MARTIN	MCDOWELL	BACKING UP
2	MARTIN	MCDOWELL	ANGLE
2	MARTIN	MCDOWELL	FIXED OBJECT
1	MARTIN	MCDOWELL	PEDESTRIAN
30	**Total Number of Accidents**		
15	BEVERLY	POOLE	ANGLE
10	BEVERLY	POOLE	REAR END, SLOW OR STOP
2	BEVERLY	POOLE	LEFT TURN, SAME ROADWAY
1	BEVERLY	POOLE	SIDESWIPE, OPPOSITE DIRECTION
1	BEVERLY	POOLE	RIGHT TURN, DIFFERENT ROADWAYS
1	BEVERLY	POOLE	REAR END, TURN
30	**Total Number of Accidents**		
8	MORGAN	SALISBURY	SIDESWIPE, SAME DIRECTION
7	MORGAN	SALISBURY	ANGLE
5	MORGAN	SALISBURY	RIGHT TURN, SAME ROADWAY
4	MORGAN	SALISBURY	LEFT TURN, SAME ROADWAY
2	MORGAN	SALISBURY	RIGHT TURN, DIFFERENT ROADWAYS
2	MORGAN	SALISBURY	PEDESTRIAN
1	MORGAN	SALISBURY	REAR END, SLOW OR STOP
1	MORGAN	SALISBURY	PARKED MOTOR VEHICLE
30	**Total Number of Accidents**		
17	NEW BERN	YONKERS	REAR END, SLOW OR STOP
4	NEW BERN	YONKERS	ANGLE
4	NEW BERN	YONKERS	SIDESWIPE, SAME DIRECTION
1	NEW BERN	YONKERS	BACKING UP
1	NEW BERN	YONKERS	LEFT TURN, DIFFERENT ROADWAYS
1	NEW BERN	YONKERS	REAR END, TURN
1	NEW BERN	YONKERS	FIXED OBJECT
1	NEW BERN	YONKERS	PEDALCYCLIST
30	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
24	FALLS OF NEUSE	NEWTON	REAR END, SLOW OR STOP
4	FALLS OF NEUSE	NEWTON	ANGLE
2	FALLS OF NEUSE	NEWTON	SIDESWIPE, SAME DIRECTION
30	**Total Number of Accidents**		
24	ARROW	GLENNWOOD	REAR END, SLOW OR STOP
2	ARROW	GLENNWOOD	ANGLE
2	ARROW	GLENNWOOD	SIDESWIPE, SAME DIRECTION
2	ARROW	GLENNWOOD	RIGHT TURN, SAME ROADWAY
30	**Total Number of Accidents**		
12	WAKE FOREST	WAKE TOWN	REAR END, SLOW OR STOP
8	WAKE FOREST	WAKE TOWN	ANGLE
3	WAKE FOREST	WAKE TOWN	LEFT TURN, DIFFERENT ROADWAYS
2	WAKE FOREST	WAKE TOWN	LEFT TURN, SAME ROADWAY
1	WAKE FOREST	WAKE TOWN	RAN OFF ROAD - STRAIGHT
1	WAKE FOREST	WAKE TOWN	HEAD ON
1	WAKE FOREST	WAKE TOWN	RIGHT TURN, SAME ROADWAY
1	WAKE FOREST	WAKE TOWN	PEDESTRIAN
29	**Total Number of Accidents**		
18	LEAD MINE	MILLBROOK	REAR END, SLOW OR STOP
5	LEAD MINE	MILLBROOK	ANGLE
3	LEAD MINE	MILLBROOK	SIDESWIPE, SAME DIRECTION
1	LEAD MINE	MILLBROOK	OTHER COLLISION WITH VEHICLE
1	LEAD MINE	MILLBROOK	HEAD ON
1	LEAD MINE	MILLBROOK	LEFT TURN, DIFFERENT ROADWAYS
29	**Total Number of Accidents**		
19	FALLS OF NEUSE	LITCHFORD	REAR END, SLOW OR STOP
3	FALLS OF NEUSE	LITCHFORD	ANGLE
3	FALLS OF NEUSE	LITCHFORD	REAR END, TURN
2	FALLS OF NEUSE	LITCHFORD	LEFT TURN, SAME ROADWAY
1	FALLS OF NEUSE	LITCHFORD	SIDESWIPE, OPPOSITE DIRECTION
1	FALLS OF NEUSE	LITCHFORD	RIGHT TURN, DIFFERENT ROADWAYS
29	**Total Number of Accidents**		
16	KENT	WESTERN	REAR END, SLOW OR STOP
8	KENT	WESTERN	ANGLE
1	KENT	WESTERN	RIGHT TURN, DIFFERENT ROADWAYS
1	KENT	WESTERN	RIGHT TURN, SAME ROADWAY
1	KENT	WESTERN	LEFT TURN, DIFFERENT ROADWAYS
1	KENT	WESTERN	LEFT TURN, SAME ROADWAY
1	KENT	WESTERN	PEDESTRIAN
29	**Total Number of Accidents**		
10	HARDIMONT	WAKE FOREST	SIDESWIPE, SAME DIRECTION
6	HARDIMONT	WAKE FOREST	ANGLE
6	HARDIMONT	WAKE FOREST	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
3	HARDIMONT	WAKE FOREST	LEFT TURN, SAME ROADWAY
1	HARDIMONT	WAKE FOREST	OTHER COLLISION WITH VEHICLE
1	HARDIMONT	WAKE FOREST	SIDESWIPE, OPPOSITE DIRECTION
1	HARDIMONT	WAKE FOREST	RIGHT TURN, SAME ROADWAY
1	HARDIMONT	WAKE FOREST	PEDESTRIAN
29	**Total Number of Accidents**		
9	CLARK	OBERLIN	REAR END, SLOW OR STOP
8	CLARK	OBERLIN	ANGLE
3	CLARK	OBERLIN	LEFT TURN, SAME ROADWAY
2	CLARK	OBERLIN	HEAD ON
1	CLARK	OBERLIN	SIDESWIPE, OPPOSITE DIRECTION
1	CLARK	OBERLIN	SIDESWIPE, SAME DIRECTION
1	CLARK	OBERLIN	RIGHT TURN, SAME ROADWAY
1	CLARK	OBERLIN	LEFT TURN, DIFFERENT ROADWAYS
1	CLARK	OBERLIN	PEDALCYCLIST
1	CLARK	OBERLIN	PEDESTRIAN
1	CLARK	OBERLIN	RAN OFF ROAD - RIGHT
29	**Total Number of Accidents**		
10	DAWSON	JONES	ANGLE
6	DAWSON	JONES	SIDESWIPE, SAME DIRECTION
5	DAWSON	JONES	REAR END, SLOW OR STOP
2	DAWSON	JONES	LEFT TURN, SAME ROADWAY
2	DAWSON	JONES	FIXED OBJECT
1	DAWSON	JONES	BACKING UP
1	DAWSON	JONES	HEAD ON
1	DAWSON	JONES	RIGHT TURN, SAME ROADWAY
1	DAWSON	JONES	MOVABLE OBJECT
29	**Total Number of Accidents**		
11	BIRCH RIDGE	POOLE	REAR END, SLOW OR STOP
5	BIRCH RIDGE	POOLE	ANGLE
5	BIRCH RIDGE	POOLE	SIDESWIPE, SAME DIRECTION
2	BIRCH RIDGE	POOLE	LEFT TURN, DIFFERENT ROADWAYS
2	BIRCH RIDGE	POOLE	REAR END, TURN
1	BIRCH RIDGE	POOLE	LEFT TURN, SAME ROADWAY
1	BIRCH RIDGE	POOLE	FIXED OBJECT
1	BIRCH RIDGE	POOLE	ANIMAL
1	BIRCH RIDGE	POOLE	OTHER NON-COLLISION
29	**Total Number of Accidents**		
12	CAROLINA PINES	SAUNDERS	ANGLE
8	CAROLINA PINES	SAUNDERS	REAR END, SLOW OR STOP
2	CAROLINA PINES	SAUNDERS	SIDESWIPE, SAME DIRECTION
2	CAROLINA PINES	SAUNDERS	LEFT TURN, DIFFERENT ROADWAYS
2	CAROLINA PINES	SAUNDERS	PEDESTRIAN
1	CAROLINA PINES	SAUNDERS	RIGHT TURN, DIFFERENT ROADWAYS

Number of Crashes	Road A	Road B	Accident Type
1	CAROLINA PINES	SAUNDERS	RIGHT TURN, SAME ROADWAY
1	CAROLINA PINES	SAUNDERS	REAR END, TURN
29	**Total Number of Accidents**		
14	BLOUNT	EDENTON	ANGLE
4	BLOUNT	EDENTON	SIDESWIPE, SAME DIRECTION
4	BLOUNT	EDENTON	LEFT TURN, SAME ROADWAY
2	BLOUNT	EDENTON	REAR END, SLOW OR STOP
2	BLOUNT	EDENTON	PARKED MOTOR VEHICLE
2	BLOUNT	EDENTON	PEDESTRIAN
1	BLOUNT	EDENTON	LEFT TURN, DIFFERENT ROADWAYS
29	**Total Number of Accidents**		
18	EDENTON	SALISBURY	ANGLE
4	EDENTON	SALISBURY	REAR END, SLOW OR STOP
2	EDENTON	SALISBURY	RIGHT TURN, SAME ROADWAY
2	EDENTON	SALISBURY	LEFT TURN, DIFFERENT ROADWAYS
1	EDENTON	SALISBURY	OTHER COLLISION WITH VEHICLE
1	EDENTON	SALISBURY	PARKED MOTOR VEHICLE
1	EDENTON	SALISBURY	FIXED OBJECT
29	**Total Number of Accidents**		
12	CLANTON	WESTERN	ANGLE
10	CLANTON	WESTERN	REAR END, SLOW OR STOP
3	CLANTON	WESTERN	SIDESWIPE, SAME DIRECTION
1	CLANTON	WESTERN	HEAD ON
1	CLANTON	WESTERN	REAR END, TURN
1	CLANTON	WESTERN	RAN OFF ROAD - LEFT
1	CLANTON	WESTERN	RAN OFF ROAD - RIGHT
29	**Total Number of Accidents**		
11	RONALD	WAKE FOREST	SIDESWIPE, SAME DIRECTION
6	RONALD	WAKE FOREST	ANGLE
6	RONALD	WAKE FOREST	REAR END, SLOW OR STOP
5	RONALD	WAKE FOREST	LEFT TURN, SAME ROADWAY
1	RONALD	WAKE FOREST	LEFT TURN, DIFFERENT ROADWAYS
29	**Total Number of Accidents**		
7	BLOUNT	MARTIN	SIDESWIPE, SAME DIRECTION
6	BLOUNT	MARTIN	PARKED MOTOR VEHICLE
5	BLOUNT	MARTIN	ANGLE
3	BLOUNT	MARTIN	REAR END, SLOW OR STOP
3	BLOUNT	MARTIN	FIXED OBJECT
2	BLOUNT	MARTIN	BACKING UP
1	BLOUNT	MARTIN	RIGHT TURN, SAME ROADWAY
1	BLOUNT	MARTIN	LEFT TURN, SAME ROADWAY
1	BLOUNT	MARTIN	PEDESTRIAN
29	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
7	GLENNWOOD	JOHNSON	ANGLE
4	GLENNWOOD	JOHNSON	SIDESWIPE, SAME DIRECTION
3	GLENNWOOD	JOHNSON	HEAD ON
3	GLENNWOOD	JOHNSON	LEFT TURN, SAME ROADWAY
3	GLENNWOOD	JOHNSON	REAR END, SLOW OR STOP
2	GLENNWOOD	JOHNSON	LEFT TURN, DIFFERENT ROADWAYS
2	GLENNWOOD	JOHNSON	PARKED MOTOR VEHICLE
1	GLENNWOOD	JOHNSON	OTHER COLLISION WITH VEHICLE
1	GLENNWOOD	JOHNSON	RIGHT TURN, DIFFERENT ROADWAYS
1	GLENNWOOD	JOHNSON	RIGHT TURN, SAME ROADWAY
1	GLENNWOOD	JOHNSON	FIXED OBJECT
28	**Total Number of Accidents**		
7	LANE	MCDOWELL	ANGLE
7	LANE	MCDOWELL	SIDESWIPE, SAME DIRECTION
7	LANE	MCDOWELL	REAR END, SLOW OR STOP
2	LANE	MCDOWELL	LEFT TURN, SAME ROADWAY
1	LANE	MCDOWELL	OVERTURN/ROLLOVER
1	LANE	MCDOWELL	BACKING UP
1	LANE	MCDOWELL	RIGHT TURN, SAME ROADWAY
1	LANE	MCDOWELL	RAN OFF ROAD - LEFT
1	LANE	MCDOWELL	OTHER NON-COLLISION
28	**Total Number of Accidents**		
6	MARTIN	WILMINGTON	ANGLE
6	MARTIN	WILMINGTON	REAR END, SLOW OR STOP
5	MARTIN	WILMINGTON	SIDESWIPE, SAME DIRECTION
3	MARTIN	WILMINGTON	BACKING UP
2	MARTIN	WILMINGTON	LEFT TURN, SAME ROADWAY
2	MARTIN	WILMINGTON	PEDESTRIAN
1	MARTIN	WILMINGTON	RIGHT TURN, DIFFERENT ROADWAYS
1	MARTIN	WILMINGTON	LEFT TURN, DIFFERENT ROADWAYS
1	MARTIN	WILMINGTON	PARKED MOTOR VEHICLE
1	MARTIN	WILMINGTON	PEDALCYCLIST
28	**Total Number of Accidents**		
15	CLARK	WOODBURN	ANGLE
7	CLARK	WOODBURN	REAR END, SLOW OR STOP
3	CLARK	WOODBURN	LEFT TURN, SAME ROADWAY
2	CLARK	WOODBURN	SIDESWIPE, SAME DIRECTION
1	CLARK	WOODBURN	LEFT TURN, DIFFERENT ROADWAYS
28	**Total Number of Accidents**		
18	CAPITAL	MAY FLOWER	REAR END, SLOW OR STOP
3	CAPITAL	MAY FLOWER	ANGLE
3	CAPITAL	MAY FLOWER	SIDESWIPE, SAME DIRECTION
1	CAPITAL	MAY FLOWER	BACKING UP
1	CAPITAL	MAY FLOWER	LEFT TURN, SAME ROADWAY

Number of Crashes	Road A	Road B	Accident Type
1	CAPITAL	MAY FLOWER	PEDESTRIAN
1	CAPITAL	MAY FLOWER	RAN OFF ROAD - RIGHT
28	**Total Number of Accidents**		
15	GARDNER	HILLSBORO	REAR END, SLOW OR STOP
6	GARDNER	HILLSBORO	SIDESWIPE, SAME DIRECTION
2	GARDNER	HILLSBORO	BACKING UP
1	GARDNER	HILLSBORO	ANGLE
1	GARDNER	HILLSBORO	RIGHT TURN, SAME ROADWAY
1	GARDNER	HILLSBORO	LEFT TURN, SAME ROADWAY
1	GARDNER	HILLSBORO	PARKED MOTOR VEHICLE
1	GARDNER	HILLSBORO	PEDESTRIAN
28	**Total Number of Accidents**		
14	HAMMOND	RUSH	REAR END, SLOW OR STOP
9	HAMMOND	RUSH	ANGLE
2	HAMMOND	RUSH	SIDESWIPE, SAME DIRECTION
1	HAMMOND	RUSH	BACKING UP
1	HAMMOND	RUSH	FIXED OBJECT
1	HAMMOND	RUSH	ANIMAL
28	**Total Number of Accidents**		
17	NEW BERN	PETTIGREW	ANGLE
2	NEW BERN	PETTIGREW	SIDESWIPE, SAME DIRECTION
2	NEW BERN	PETTIGREW	REAR END, SLOW OR STOP
2	NEW BERN	PETTIGREW	RAN OFF ROAD - LEFT
1	NEW BERN	PETTIGREW	RIGHT TURN, DIFFERENT ROADWAYS
1	NEW BERN	PETTIGREW	LEFT TURN, DIFFERENT ROADWAYS
1	NEW BERN	PETTIGREW	FIXED OBJECT
1	NEW BERN	PETTIGREW	PEDALCYCLIST
1	NEW BERN	PETTIGREW	OTHER NON-COLLISION
28	**Total Number of Accidents**		
15	VARSITY	WESTERN	REAR END, SLOW OR STOP
4	VARSITY	WESTERN	ANGLE
3	VARSITY	WESTERN	LEFT TURN, SAME ROADWAY
2	VARSITY	WESTERN	ANIMAL
1	VARSITY	WESTERN	SIDESWIPE, SAME DIRECTION
1	VARSITY	WESTERN	FIXED OBJECT
1	VARSITY	WESTERN	OTHER NON-COLLISION
1	VARSITY	WESTERN	RAN OFF ROAD - RIGHT
28	**Total Number of Accidents**		
8	PEACE	WEST	REAR END, SLOW OR STOP
5	PEACE	WEST	LEFT TURN, SAME ROADWAY
4	PEACE	WEST	SIDESWIPE, SAME DIRECTION
3	PEACE	WEST	ANGLE
2	PEACE	WEST	FIXED OBJECT

Number of Crashes	Road A	Road B	Accident Type
1	PEACE	WEST	BACKING UP
1	PEACE	WEST	SIDESWIPE, OPPOSITE DIRECTION
1	PEACE	WEST	HEAD ON
1	PEACE	WEST	LEFT TURN, DIFFERENT ROADWAYS
1	PEACE	WEST	PEDESTRIAN
1	PEACE	WEST	RAN OFF ROAD - RIGHT
28	**Total Number of Accidents**		
8	NEW BERN	NEW BERN	ANGLE
8	NEW BERN	NEW BERN	REAR END, SLOW OR STOP
3	NEW BERN	NEW BERN	SIDESWIPE, SAME DIRECTION
3	NEW BERN	NEW BERN	LEFT TURN, SAME ROADWAY
2	NEW BERN	NEW BERN	BACKING UP
1	NEW BERN	NEW BERN	SIDESWIPE, OPPOSITE DIRECTION
1	NEW BERN	NEW BERN	PARKED MOTOR VEHICLE
1	NEW BERN	NEW BERN	FIXED OBJECT
1	NEW BERN	NEW BERN	UNKNOWN
28	**Total Number of Accidents**		
10	GARNER	TRYON	ANGLE
8	GARNER	TRYON	REAR END, SLOW OR STOP
2	GARNER	TRYON	SIDESWIPE, SAME DIRECTION
2	GARNER	TRYON	HEAD ON
1	GARNER	TRYON	BACKING UP
1	GARNER	TRYON	LEFT TURN, SAME ROADWAY
1	GARNER	TRYON	RAN OFF ROAD - LEFT
1	GARNER	TRYON	ANIMAL
1	GARNER	TRYON	PEDESTRIAN
1	GARNER	TRYON	OTHER NON-COLLISION
28	**Total Number of Accidents**		
11	CAPITAL	WADE	REAR END, SLOW OR STOP
5	CAPITAL	WADE	SIDESWIPE, SAME DIRECTION
4	CAPITAL	WADE	RAN OFF ROAD - RIGHT
3	CAPITAL	WADE	RAN OFF ROAD - LEFT
2	CAPITAL	WADE	FIXED OBJECT
2	CAPITAL	WADE	MOVABLE OBJECT
1	CAPITAL	WADE	RAN OFF ROAD - STRAIGHT
28	**Total Number of Accidents**		
14	GORMAN	HILLSBORO	REAR END, SLOW OR STOP
5	GORMAN	HILLSBORO	ANGLE
2	GORMAN	HILLSBORO	SIDESWIPE, OPPOSITE DIRECTION
2	GORMAN	HILLSBORO	SIDESWIPE, SAME DIRECTION
2	GORMAN	HILLSBORO	LEFT TURN, DIFFERENT ROADWAYS
1	GORMAN	HILLSBORO	LEFT TURN, SAME ROADWAY
1	GORMAN	HILLSBORO	REAR END, TURN

Number of Crashes	Road A	Road B	Accident Type
27	**Total Number of Accidents**		
13	OLD WAKE FOREST	RURITAN	REAR END, SLOW OR STOP
5	OLD WAKE FOREST	RURITAN	SIDESWIPE, SAME DIRECTION
4	OLD WAKE FOREST	RURITAN	ANGLE
2	OLD WAKE FOREST	RURITAN	RIGHT TURN, DIFFERENT ROADWAYS
2	OLD WAKE FOREST	RURITAN	LEFT TURN, DIFFERENT ROADWAYS
1	OLD WAKE FOREST	RURITAN	RAN OFF ROAD - RIGHT
27	**Total Number of Accidents**		
22	I 440	I 440	REAR END, SLOW OR STOP
3	I 440	I 440	SIDESWIPE, SAME DIRECTION
1	I 440	I 440	RAN OFF ROAD - LEFT
1	I 440	I 440	ANIMAL
27	**Total Number of Accidents**		
11	DURALEIGH	PLEASANT VALLEY	ANGLE
5	DURALEIGH	PLEASANT VALLEY	LEFT TURN, SAME ROADWAY
5	DURALEIGH	PLEASANT VALLEY	REAR END, SLOW OR STOP
2	DURALEIGH	PLEASANT VALLEY	SIDESWIPE, SAME DIRECTION
2	DURALEIGH	PLEASANT VALLEY	PEDESTRIAN
1	DURALEIGH	PLEASANT VALLEY	RAN OFF ROAD - LEFT
1	DURALEIGH	PLEASANT VALLEY	OTHER NON-COLLISION
27	**Total Number of Accidents**		
9	DELTA LAKE	DURALEIGH	ANGLE
4	DELTA LAKE	DURALEIGH	SIDESWIPE, SAME DIRECTION
3	DELTA LAKE	DURALEIGH	LEFT TURN, SAME ROADWAY
3	DELTA LAKE	DURALEIGH	REAR END, SLOW OR STOP
2	DELTA LAKE	DURALEIGH	BACKING UP
2	DELTA LAKE	DURALEIGH	FIXED OBJECT
1	DELTA LAKE	DURALEIGH	OTHER COLLISION WITH VEHICLE
1	DELTA LAKE	DURALEIGH	LEFT TURN, DIFFERENT ROADWAYS
1	DELTA LAKE	DURALEIGH	PARKED MOTOR VEHICLE
1	DELTA LAKE	DURALEIGH	RAN OFF ROAD - RIGHT
27	**Total Number of Accidents**		
8	BRENTWOOD	NEW HOPE CHURCH	REAR END, SLOW OR STOP
7	BRENTWOOD	NEW HOPE CHURCH	ANGLE
5	BRENTWOOD	NEW HOPE CHURCH	SIDESWIPE, SAME DIRECTION
4	BRENTWOOD	NEW HOPE CHURCH	LEFT TURN, SAME ROADWAY
1	BRENTWOOD	NEW HOPE CHURCH	RIGHT TURN, DIFFERENT ROADWAYS
1	BRENTWOOD	NEW HOPE CHURCH	FIXED OBJECT
1	BRENTWOOD	NEW HOPE CHURCH	PEDALCYCLIST
27	**Total Number of Accidents**		
8	CABARRUS	MCDOWELL	ANGLE
6	CABARRUS	MCDOWELL	SIDESWIPE, SAME DIRECTION
6	CABARRUS	MCDOWELL	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
3	CABARRUS	MCDOWELL	LEFT TURN, SAME ROADWAY
1	CABARRUS	MCDOWELL	RIGHT TURN, DIFFERENT ROADWAYS
1	CABARRUS	MCDOWELL	LEFT TURN, DIFFERENT ROADWAYS
1	CABARRUS	MCDOWELL	REAR END, TURN
1	CABARRUS	MCDOWELL	FIXED OBJECT
27	**Total Number of Accidents**		
16	MILLBROOK	PLEASANT VALLEY	REAR END, SLOW OR STOP
4	MILLBROOK	PLEASANT VALLEY	ANGLE
4	MILLBROOK	PLEASANT VALLEY	SIDESWIPE, SAME DIRECTION
2	MILLBROOK	PLEASANT VALLEY	RIGHT TURN, SAME ROADWAY
1	MILLBROOK	PLEASANT VALLEY	RAN OFF ROAD - RIGHT
27	**Total Number of Accidents**		
16	DURALEIGH	GLENNWOOD	REAR END, SLOW OR STOP
7	DURALEIGH	GLENNWOOD	SIDESWIPE, SAME DIRECTION
1	DURALEIGH	GLENNWOOD	BACKING UP
1	DURALEIGH	GLENNWOOD	ANGLE
1	DURALEIGH	GLENNWOOD	RIGHT TURN, SAME ROADWAY
1	DURALEIGH	GLENNWOOD	LEFT TURN, SAME ROADWAY
27	**Total Number of Accidents**		
11	HAMMOND	TRYON	ANGLE
10	HAMMOND	TRYON	REAR END, SLOW OR STOP
3	HAMMOND	TRYON	SIDESWIPE, SAME DIRECTION
1	HAMMOND	TRYON	OVERTURN/ROLLOVER
1	HAMMOND	TRYON	LEFT TURN, DIFFERENT ROADWAYS
1	HAMMOND	TRYON	ANIMAL
27	**Total Number of Accidents**		
14	CAPITAL	DEANNA	REAR END, SLOW OR STOP
6	CAPITAL	DEANNA	SIDESWIPE, SAME DIRECTION
3	CAPITAL	DEANNA	ANGLE
1	CAPITAL	DEANNA	RAN OFF ROAD - LEFT
1	CAPITAL	DEANNA	MOVABLE OBJECT
1	CAPITAL	DEANNA	RAN OFF ROAD - RIGHT
26	**Total Number of Accidents**		
16	CREEDMOOR	SAWMILL	REAR END, SLOW OR STOP
3	CREEDMOOR	SAWMILL	ANGLE
3	CREEDMOOR	SAWMILL	SIDESWIPE, SAME DIRECTION
2	CREEDMOOR	SAWMILL	BACKING UP
1	CREEDMOOR	SAWMILL	LEFT TURN, DIFFERENT ROADWAYS
1	CREEDMOOR	SAWMILL	PEDALCYCLIST
26	**Total Number of Accidents**		
12	ATLANTIC	SIX FORKS	REAR END, SLOW OR STOP
4	ATLANTIC	SIX FORKS	ANGLE
4	ATLANTIC	SIX FORKS	SIDESWIPE, OPPOSITE DIRECTION

Number of Crashes	Road A	Road B	Accident Type
3	ATLANTIC	SIX FORKS	SIDESWIPE, SAME DIRECTION
1	ATLANTIC	SIX FORKS	RIGHT TURN, SAME ROADWAY
1	ATLANTIC	SIX FORKS	LEFT TURN, SAME ROADWAY
1	ATLANTIC	SIX FORKS	FIXED OBJECT
26	**Total Number of Accidents**		
11	MILBURNIE	RALEIGH	ANGLE
7	MILBURNIE	RALEIGH	REAR END, SLOW OR STOP
1	MILBURNIE	RALEIGH	SIDESWIPE, SAME DIRECTION
1	MILBURNIE	RALEIGH	LEFT TURN, DIFFERENT ROADWAYS
1	MILBURNIE	RALEIGH	LEFT TURN, SAME ROADWAY
1	MILBURNIE	RALEIGH	REAR END, TURN
1	MILBURNIE	RALEIGH	PARKED MOTOR VEHICLE
1	MILBURNIE	RALEIGH	PEDALCYCLIST
1	MILBURNIE	RALEIGH	PEDESTRIAN
1	MILBURNIE	RALEIGH	OTHER NON-COLLISION
26	**Total Number of Accidents**		
20	EDENTON	WILMINGTON	ANGLE
4	EDENTON	WILMINGTON	REAR END, SLOW OR STOP
1	EDENTON	WILMINGTON	LEFT TURN, DIFFERENT ROADWAYS
1	EDENTON	WILMINGTON	LEFT TURN, SAME ROADWAY
26	**Total Number of Accidents**		
19	FAIRCLOTH	WADE	REAR END, SLOW OR STOP
1	FAIRCLOTH	WADE	OTHER COLLISION WITH VEHICLE
1	FAIRCLOTH	WADE	ANGLE
1	FAIRCLOTH	WADE	SIDESWIPE, OPPOSITE DIRECTION
1	FAIRCLOTH	WADE	SIDESWIPE, SAME DIRECTION
1	FAIRCLOTH	WADE	RIGHT TURN, DIFFERENT ROADWAYS
1	FAIRCLOTH	WADE	LEFT TURN, SAME ROADWAY
1	FAIRCLOTH	WADE	PEDALCYCLIST
26	**Total Number of Accidents**		
11	EDENTON	TARBORO	ANGLE
3	EDENTON	TARBORO	SIDESWIPE, SAME DIRECTION
3	EDENTON	TARBORO	LEFT TURN, SAME ROADWAY
3	EDENTON	TARBORO	REAR END, SLOW OR STOP
2	EDENTON	TARBORO	PEDESTRIAN
1	EDENTON	TARBORO	HEAD ON
1	EDENTON	TARBORO	LEFT TURN, DIFFERENT ROADWAYS
1	EDENTON	TARBORO	RAN OFF ROAD - LEFT
1	EDENTON	TARBORO	FIXED OBJECT
26	**Total Number of Accidents**		
10	SELBY	SIX FORKS	REAR END, SLOW OR STOP
7	SELBY	SIX FORKS	ANGLE
2	SELBY	SIX FORKS	SIDESWIPE, SAME DIRECTION

Number of Crashes	Road A	Road B	Accident Type
2	SELBY	SIX FORKS	RIGHT TURN, DIFFERENT ROADWAYS
2	SELBY	SIX FORKS	LEFT TURN, DIFFERENT ROADWAYS
1	SELBY	SIX FORKS	BACKING UP
1	SELBY	SIX FORKS	LEFT TURN, SAME ROADWAY
1	SELBY	SIX FORKS	ANIMAL
26	**Total Number of Accidents**		
9	DIXIE	HILLSBORO	REAR END, SLOW OR STOP
8	DIXIE	HILLSBORO	ANGLE
3	DIXIE	HILLSBORO	BACKING UP
1	DIXIE	HILLSBORO	OTHER COLLISION WITH VEHICLE
1	DIXIE	HILLSBORO	SIDESWIPE, SAME DIRECTION
1	DIXIE	HILLSBORO	LEFT TURN, DIFFERENT ROADWAYS
1	DIXIE	HILLSBORO	FIXED OBJECT
1	DIXIE	HILLSBORO	PEDALCYCLIST
1	DIXIE	HILLSBORO	RAN OFF ROAD - RIGHT
26	**Total Number of Accidents**		
6	DANIEL	WADE	ANGLE
5	DANIEL	WADE	FIXED OBJECT
4	DANIEL	WADE	SIDESWIPE, SAME DIRECTION
3	DANIEL	WADE	LEFT TURN, DIFFERENT ROADWAYS
3	DANIEL	WADE	RAN OFF ROAD - RIGHT
2	DANIEL	WADE	LEFT TURN, SAME ROADWAY
2	DANIEL	WADE	OTHER NON-COLLISION
1	DANIEL	WADE	MOVABLE OBJECT
26	**Total Number of Accidents**		
10	RAMBLEWOOD	SIX FORKS	REAR END, SLOW OR STOP
8	RAMBLEWOOD	SIX FORKS	SIDESWIPE, SAME DIRECTION
3	RAMBLEWOOD	SIX FORKS	LEFT TURN, SAME ROADWAY
2	RAMBLEWOOD	SIX FORKS	ANGLE
1	RAMBLEWOOD	SIX FORKS	LEFT TURN, DIFFERENT ROADWAYS
1	RAMBLEWOOD	SIX FORKS	RAN OFF ROAD - LEFT
25	**Total Number of Accidents**		
7	GLENNWOOD	TUCKER	REAR END, SLOW OR STOP
4	GLENNWOOD	TUCKER	BACKING UP
4	GLENNWOOD	TUCKER	ANGLE
2	GLENNWOOD	TUCKER	SIDESWIPE, SAME DIRECTION
2	GLENNWOOD	TUCKER	PARKED MOTOR VEHICLE
1	GLENNWOOD	TUCKER	OTHER COLLISION WITH VEHICLE
1	GLENNWOOD	TUCKER	RIGHT TURN, SAME ROADWAY
1	GLENNWOOD	TUCKER	LEFT TURN, DIFFERENT ROADWAYS
1	GLENNWOOD	TUCKER	PEDALCYCLIST
1	GLENNWOOD	TUCKER	PEDESTRIAN
1	GLENNWOOD	TUCKER	RAN OFF ROAD - RIGHT

Number of Crashes	Road A	Road B	Accident Type
25	**Total Number of Accidents**		
17	AVIATION	GLOBE	REAR END, SLOW OR STOP
3	AVIATION	GLOBE	ANGLE
1	AVIATION	GLOBE	SIDESWIPE, SAME DIRECTION
1	AVIATION	GLOBE	RIGHT TURN, SAME ROADWAY
1	AVIATION	GLOBE	REAR END, TURN
1	AVIATION	GLOBE	FIXED OBJECT
1	AVIATION	GLOBE	ANIMAL
25	**Total Number of Accidents**		
8	HILLSBORO	JONES FRANKLIN	REAR END, SLOW OR STOP
7	HILLSBORO	JONES FRANKLIN	ANGLE
6	HILLSBORO	JONES FRANKLIN	SIDESWIPE, SAME DIRECTION
3	HILLSBORO	JONES FRANKLIN	LEFT TURN, SAME ROADWAY
1	HILLSBORO	JONES FRANKLIN	LEFT TURN, DIFFERENT ROADWAYS
25	**Total Number of Accidents**		
9	HILLSBORO	MONTGOMERY	REAR END, SLOW OR STOP
6	HILLSBORO	MONTGOMERY	ANGLE
5	HILLSBORO	MONTGOMERY	SIDESWIPE, SAME DIRECTION
2	HILLSBORO	MONTGOMERY	LEFT TURN, SAME ROADWAY
1	HILLSBORO	MONTGOMERY	OTHER COLLISION WITH VEHICLE
1	HILLSBORO	MONTGOMERY	LEFT TURN, DIFFERENT ROADWAYS
1	HILLSBORO	MONTGOMERY	PARKED MOTOR VEHICLE
25	**Total Number of Accidents**		
8	FAIRVIEW	GLENNWOOD	ANGLE
7	FAIRVIEW	GLENNWOOD	PARKED MOTOR VEHICLE
3	FAIRVIEW	GLENNWOOD	BACKING UP
3	FAIRVIEW	GLENNWOOD	SIDESWIPE, SAME DIRECTION
3	FAIRVIEW	GLENNWOOD	REAR END, SLOW OR STOP
1	FAIRVIEW	GLENNWOOD	LEFT TURN, SAME ROADWAY
25	**Total Number of Accidents**		
12	ATLANTIC	INGRAM	REAR END, SLOW OR STOP
3	ATLANTIC	INGRAM	RAN OFF ROAD - RIGHT
2	ATLANTIC	INGRAM	SIDESWIPE, SAME DIRECTION
2	ATLANTIC	INGRAM	MOVABLE OBJECT
1	ATLANTIC	INGRAM	BACKING UP
1	ATLANTIC	INGRAM	LEFT TURN, DIFFERENT ROADWAYS
1	ATLANTIC	INGRAM	REAR END, TURN
1	ATLANTIC	INGRAM	PARKED MOTOR VEHICLE
1	ATLANTIC	INGRAM	RAN OFF ROAD - LEFT
1	ATLANTIC	INGRAM	FIXED OBJECT
25	**Total Number of Accidents**		
14	ATHENS	JONES FRANKLIN	REAR END, SLOW OR STOP
5	ATHENS	JONES FRANKLIN	ANGLE

Number of Crashes	Road A	Road B	Accident Type
2	ATHENS	JONES FRANKLIN	RIGHT TURN, DIFFERENT ROADWAYS
1	ATHENS	JONES FRANKLIN	SIDESWIPE, OPPOSITE DIRECTION
1	ATHENS	JONES FRANKLIN	LEFT TURN, SAME ROADWAY
1	ATHENS	JONES FRANKLIN	RAN OFF ROAD - LEFT
1	ATHENS	JONES FRANKLIN	RAN OFF ROAD - RIGHT
25	**Total Number of Accidents**		
11	AVENT FERRY	GORMAN	REAR END, SLOW OR STOP
3	AVENT FERRY	GORMAN	SIDESWIPE, SAME DIRECTION
2	AVENT FERRY	GORMAN	LEFT TURN, SAME ROADWAY
2	AVENT FERRY	GORMAN	FIXED OBJECT
1	AVENT FERRY	GORMAN	BACKING UP
1	AVENT FERRY	GORMAN	ANGLE
1	AVENT FERRY	GORMAN	SIDESWIPE, OPPOSITE DIRECTION
1	AVENT FERRY	GORMAN	LEFT TURN, DIFFERENT ROADWAYS
1	AVENT FERRY	GORMAN	PARKED MOTOR VEHICLE
1	AVENT FERRY	GORMAN	PEDESTRIAN
1	AVENT FERRY	GORMAN	RAN OFF ROAD - RIGHT
25	**Total Number of Accidents**		
13	I 40	WADE	REAR END, SLOW OR STOP
6	I 40	WADE	SIDESWIPE, SAME DIRECTION
2	I 40	WADE	OTHER NON-COLLISION
1	I 40	WADE	ANGLE
1	I 40	WADE	RAN OFF ROAD - STRAIGHT
1	I 40	WADE	RAN OFF ROAD - LEFT
1	I 40	WADE	FIXED OBJECT
25	**Total Number of Accidents**		
18	HARGETT	WEST	ANGLE
2	HARGETT	WEST	SIDESWIPE, SAME DIRECTION
2	HARGETT	WEST	PARKED MOTOR VEHICLE
1	HARGETT	WEST	LEFT TURN, SAME ROADWAY
1	HARGETT	WEST	REAR END, SLOW OR STOP
24	**Total Number of Accidents**		
9	AVENT FERRY	TRYON	REAR END, SLOW OR STOP
5	AVENT FERRY	TRYON	ANGLE
3	AVENT FERRY	TRYON	LEFT TURN, SAME ROADWAY
1	AVENT FERRY	TRYON	BACKING UP
1	AVENT FERRY	TRYON	RAN OFF ROAD - STRAIGHT
1	AVENT FERRY	TRYON	SIDESWIPE, OPPOSITE DIRECTION
1	AVENT FERRY	TRYON	SIDESWIPE, SAME DIRECTION
1	AVENT FERRY	TRYON	HEAD ON
1	AVENT FERRY	TRYON	LEFT TURN, DIFFERENT ROADWAYS
1	AVENT FERRY	TRYON	REAR END, TURN
24	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
15	CALVARY	GREEN	ANGLE
2	CALVARY	GREEN	SIDESWIPE, SAME DIRECTION
2	CALVARY	GREEN	LEFT TURN, SAME ROADWAY
1	CALVARY	GREEN	REAR END, SLOW OR STOP
1	CALVARY	GREEN	RAN OFF ROAD - LEFT
1	CALVARY	GREEN	MOVABLE OBJECT
1	CALVARY	GREEN	PEDESTRIAN
1	CALVARY	GREEN	RAN OFF ROAD - RIGHT
24	**Total Number of Accidents**		
16	GLENNWOOD	PINECREST	REAR END, SLOW OR STOP
4	GLENNWOOD	PINECREST	ANGLE
1	GLENNWOOD	PINECREST	LEFT TURN, SAME ROADWAY
1	GLENNWOOD	PINECREST	FIXED OBJECT
1	GLENNWOOD	PINECREST	MOVABLE OBJECT
1	GLENNWOOD	PINECREST	OTHER NON-COLLISION
24	**Total Number of Accidents**		
10	HILLSBORO	SAINT MARY	REAR END, SLOW OR STOP
3	HILLSBORO	SAINT MARY	ANGLE
3	HILLSBORO	SAINT MARY	SIDESWIPE, SAME DIRECTION
3	HILLSBORO	SAINT MARY	PARKED MOTOR VEHICLE
1	HILLSBORO	SAINT MARY	RIGHT TURN, DIFFERENT ROADWAYS
1	HILLSBORO	SAINT MARY	LEFT TURN, SAME ROADWAY
1	HILLSBORO	SAINT MARY	PEDALCYCLIST
1	HILLSBORO	SAINT MARY	PEDESTRIAN
1	HILLSBORO	SAINT MARY	RAN OFF ROAD - RIGHT
24	**Total Number of Accidents**		
15	BOYLAN	MORGAN	ANGLE
2	BOYLAN	MORGAN	SIDESWIPE, SAME DIRECTION
2	BOYLAN	MORGAN	PEDESTRIAN
1	BOYLAN	MORGAN	HEAD ON
1	BOYLAN	MORGAN	RIGHT TURN, DIFFERENT ROADWAYS
1	BOYLAN	MORGAN	LEFT TURN, SAME ROADWAY
1	BOYLAN	MORGAN	REAR END, SLOW OR STOP
1	BOYLAN	MORGAN	PEDALCYCLIST
24	**Total Number of Accidents**		
6	GLASCOCK	RALEIGH	ANGLE
5	GLASCOCK	RALEIGH	LEFT TURN, SAME ROADWAY
4	GLASCOCK	RALEIGH	SIDESWIPE, SAME DIRECTION
3	GLASCOCK	RALEIGH	REAR END, SLOW OR STOP
1	GLASCOCK	RALEIGH	OVERTURN/ROLLOVER
1	GLASCOCK	RALEIGH	HEAD ON
1	GLASCOCK	RALEIGH	LEFT TURN, DIFFERENT ROADWAYS
1	GLASCOCK	RALEIGH	FIXED OBJECT
1	GLASCOCK	RALEIGH	MOVABLE OBJECT

Number of Crashes	Road A	Road B	Accident Type
1	GLASCOCK	RALEIGH	PEDESTRIAN
24	**Total Number of Accidents**		
19	GLENNWOOD	TRIANGLE	REAR END, SLOW OR STOP
2	GLENNWOOD	TRIANGLE	SIDESWIPE, SAME DIRECTION
2	GLENNWOOD	TRIANGLE	ANIMAL
1	GLENNWOOD	TRIANGLE	ANGLE
24	**Total Number of Accidents**		
15	HILLSBORO	POGUE	REAR END, SLOW OR STOP
4	HILLSBORO	POGUE	SIDESWIPE, SAME DIRECTION
3	HILLSBORO	POGUE	PARKED MOTOR VEHICLE
2	HILLSBORO	POGUE	ANGLE
24	**Total Number of Accidents**		
10	DURANT	FALLS OF NEUSE	REAR END, SLOW OR STOP
4	DURANT	FALLS OF NEUSE	SIDESWIPE, SAME DIRECTION
2	DURANT	FALLS OF NEUSE	ANGLE
2	DURANT	FALLS OF NEUSE	LEFT TURN, DIFFERENT ROADWAYS
2	DURANT	FALLS OF NEUSE	LEFT TURN, SAME ROADWAY
1	DURANT	FALLS OF NEUSE	RIGHT TURN, SAME ROADWAY
1	DURANT	FALLS OF NEUSE	PARKED MOTOR VEHICLE
1	DURANT	FALLS OF NEUSE	ANIMAL
1	DURANT	FALLS OF NEUSE	RAN OFF ROAD - RIGHT
24	**Total Number of Accidents**		
6	FAYETTEVILLE	MARTIN	PARKED MOTOR VEHICLE
5	FAYETTEVILLE	MARTIN	SIDESWIPE, SAME DIRECTION
5	FAYETTEVILLE	MARTIN	REAR END, SLOW OR STOP
3	FAYETTEVILLE	MARTIN	ANGLE
2	FAYETTEVILLE	MARTIN	REAR END, TURN
1	FAYETTEVILLE	MARTIN	BACKING UP
1	FAYETTEVILLE	MARTIN	PEDALCYCLIST
1	FAYETTEVILLE	MARTIN	RAN OFF ROAD - RIGHT
24	**Total Number of Accidents**		
20	GLENNWOOD	MARVINO	REAR END, SLOW OR STOP
2	GLENNWOOD	MARVINO	SIDESWIPE, SAME DIRECTION
2	GLENNWOOD	MARVINO	ANIMAL
24	**Total Number of Accidents**		
9	HOLTON	SUNNYBROOK	REAR END, SLOW OR STOP
8	HOLTON	SUNNYBROOK	ANGLE
3	HOLTON	SUNNYBROOK	BACKING UP
1	HOLTON	SUNNYBROOK	LEFT TURN, SAME ROADWAY
1	HOLTON	SUNNYBROOK	REAR END, TURN
1	HOLTON	SUNNYBROOK	FIXED OBJECT
1	HOLTON	SUNNYBROOK	RAN OFF ROAD - RIGHT
24	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
6	GLENNWOOD	SAINT MARY	REAR END, SLOW OR STOP
4	GLENNWOOD	SAINT MARY	ANGLE
4	GLENNWOOD	SAINT MARY	FIXED OBJECT
3	GLENNWOOD	SAINT MARY	SIDESWIPE, SAME DIRECTION
2	GLENNWOOD	SAINT MARY	LEFT TURN, SAME ROADWAY
1	GLENNWOOD	SAINT MARY	BACKING UP
1	GLENNWOOD	SAINT MARY	HEAD ON
1	GLENNWOOD	SAINT MARY	RIGHT TURN, SAME ROADWAY
1	GLENNWOOD	SAINT MARY	LEFT TURN, DIFFERENT ROADWAYS
1	GLENNWOOD	SAINT MARY	OTHER NON-COLLISION
24	**Total Number of Accidents**		
17	HARRINGTON	MORGAN	ANGLE
2	HARRINGTON	MORGAN	SIDESWIPE, SAME DIRECTION
2	HARRINGTON	MORGAN	PARKED MOTOR VEHICLE
1	HARRINGTON	MORGAN	REAR END, TURN
1	HARRINGTON	MORGAN	PEDALCYCLIST
23	**Total Number of Accidents**		
11	OBERLIN	WADE	REAR END, SLOW OR STOP
5	OBERLIN	WADE	SIDESWIPE, SAME DIRECTION
2	OBERLIN	WADE	RAN OFF ROAD - RIGHT
1	OBERLIN	WADE	ANGLE
1	OBERLIN	WADE	REAR END, TURN
1	OBERLIN	WADE	FIXED OBJECT
1	OBERLIN	WADE	MOVABLE OBJECT
1	OBERLIN	WADE	PEDALCYCLIST
23	**Total Number of Accidents**		
20	GLENNWOOD	SKYLAND RIDGE	REAR END, SLOW OR STOP
1	GLENNWOOD	SKYLAND RIDGE	SIDESWIPE, SAME DIRECTION
1	GLENNWOOD	SKYLAND RIDGE	REAR END, TURN
1	GLENNWOOD	SKYLAND RIDGE	RAN OFF ROAD - RIGHT
23	**Total Number of Accidents**		
9	DONALD ROSS	NEW BERN	REAR END, SLOW OR STOP
8	DONALD ROSS	NEW BERN	ANGLE
3	DONALD ROSS	NEW BERN	SIDESWIPE, SAME DIRECTION
2	DONALD ROSS	NEW BERN	RAN OFF ROAD - LEFT
1	DONALD ROSS	NEW BERN	LEFT TURN, DIFFERENT ROADWAYS
23	**Total Number of Accidents**		
14	CHANEY	WESTERN	REAR END, SLOW OR STOP
3	CHANEY	WESTERN	SIDESWIPE, SAME DIRECTION
2	CHANEY	WESTERN	PEDESTRIAN
1	CHANEY	WESTERN	BACKING UP
1	CHANEY	WESTERN	LEFT TURN, SAME ROADWAY
1	CHANEY	WESTERN	RAN OFF ROAD - LEFT

Number of Crashes	Road A	Road B	Accident Type
1	CHANEY	WESTERN	PEDALCYCLIST
23	**Total Number of Accidents**		
12	NAZARETH	WESTERN	REAR END, SLOW OR STOP
4	NAZARETH	WESTERN	ANGLE
2	NAZARETH	WESTERN	REAR END, TURN
1	NAZARETH	WESTERN	RIGHT TURN, SAME ROADWAY
1	NAZARETH	WESTERN	LEFT TURN, DIFFERENT ROADWAYS
1	NAZARETH	WESTERN	LEFT TURN, SAME ROADWAY
1	NAZARETH	WESTERN	RAN OFF ROAD - LEFT
1	NAZARETH	WESTERN	RAN OFF ROAD - RIGHT
23	**Total Number of Accidents**		
13	DIXIE	WADE	ANGLE
6	DIXIE	WADE	REAR END, SLOW OR STOP
1	DIXIE	WADE	SIDESWIPE, SAME DIRECTION
1	DIXIE	WADE	HEAD ON
1	DIXIE	WADE	REAR END, TURN
1	DIXIE	WADE	RAN OFF ROAD - RIGHT
23	**Total Number of Accidents**		
8	AVENT FERRY	CENTENNIAL	REAR END, SLOW OR STOP
6	AVENT FERRY	CENTENNIAL	ANGLE
4	AVENT FERRY	CENTENNIAL	SIDESWIPE, SAME DIRECTION
2	AVENT FERRY	CENTENNIAL	LEFT TURN, DIFFERENT ROADWAYS
1	AVENT FERRY	CENTENNIAL	BACKING UP
1	AVENT FERRY	CENTENNIAL	ANIMAL
1	AVENT FERRY	CENTENNIAL	RAN OFF ROAD - RIGHT
23	**Total Number of Accidents**		
6	BARRETT	SIX FORKS	REAR END, SLOW OR STOP
4	BARRETT	SIX FORKS	ANGLE
3	BARRETT	SIX FORKS	SIDESWIPE, OPPOSITE DIRECTION
3	BARRETT	SIX FORKS	SIDESWIPE, SAME DIRECTION
2	BARRETT	SIX FORKS	LEFT TURN, DIFFERENT ROADWAYS
2	BARRETT	SIX FORKS	OTHER NON-COLLISION
1	BARRETT	SIX FORKS	RIGHT TURN, DIFFERENT ROADWAYS
1	BARRETT	SIX FORKS	RAN OFF ROAD - LEFT
1	BARRETT	SIX FORKS	RAN OFF ROAD - RIGHT
23	**Total Number of Accidents**		
6	GREEN	SPRING FOREST	ANGLE
6	GREEN	SPRING FOREST	REAR END, SLOW OR STOP
2	GREEN	SPRING FOREST	BACKING UP
2	GREEN	SPRING FOREST	SIDESWIPE, SAME DIRECTION
2	GREEN	SPRING FOREST	LEFT TURN, DIFFERENT ROADWAYS
1	GREEN	SPRING FOREST	LEFT TURN, SAME ROADWAY
1	GREEN	SPRING FOREST	FIXED OBJECT

Number of Crashes	Road A	Road B	Accident Type
1	GREEN	SPRING FOREST	ANIMAL
1	GREEN	SPRING FOREST	PEDALCYCLIST
1	GREEN	SPRING FOREST	PEDESTRIAN
23	**Total Number of Accidents**		
11	OLD WAKE FOREST	WAKE FOREST	SIDESWIPE, SAME DIRECTION
5	OLD WAKE FOREST	WAKE FOREST	REAR END, SLOW OR STOP
2	OLD WAKE FOREST	WAKE FOREST	ANGLE
2	OLD WAKE FOREST	WAKE FOREST	LEFT TURN, DIFFERENT ROADWAYS
1	OLD WAKE FOREST	WAKE FOREST	LEFT TURN, SAME ROADWAY
1	OLD WAKE FOREST	WAKE FOREST	OTHER NON-COLLISION
1	OLD WAKE FOREST	WAKE FOREST	RAN OFF ROAD - RIGHT
23	**Total Number of Accidents**		
12	SAINT MARY	WADE	REAR END, SLOW OR STOP
3	SAINT MARY	WADE	ANGLE
2	SAINT MARY	WADE	SIDESWIPE, SAME DIRECTION
1	SAINT MARY	WADE	BACKING UP
1	SAINT MARY	WADE	RIGHT TURN, SAME ROADWAY
1	SAINT MARY	WADE	LEFT TURN, SAME ROADWAY
1	SAINT MARY	WADE	RAN OFF ROAD - LEFT
1	SAINT MARY	WADE	PEDALCYCLIST
1	SAINT MARY	WADE	PEDESTRIAN
23	**Total Number of Accidents**		
11	GREEN	NEW HOPE CHURCH	REAR END, SLOW OR STOP
5	GREEN	NEW HOPE CHURCH	ANGLE
2	GREEN	NEW HOPE CHURCH	SIDESWIPE, SAME DIRECTION
2	GREEN	NEW HOPE CHURCH	HEAD ON
1	GREEN	NEW HOPE CHURCH	RIGHT TURN, DIFFERENT ROADWAYS
1	GREEN	NEW HOPE CHURCH	LEFT TURN, SAME ROADWAY
1	GREEN	NEW HOPE CHURCH	FIXED OBJECT
23	**Total Number of Accidents**		
8	BOYLAN	PEACE	REAR END, SLOW OR STOP
6	BOYLAN	PEACE	ANGLE
4	BOYLAN	PEACE	LEFT TURN, SAME ROADWAY
1	BOYLAN	PEACE	BACKING UP
1	BOYLAN	PEACE	SIDESWIPE, SAME DIRECTION
1	BOYLAN	PEACE	PARKED MOTOR VEHICLE
1	BOYLAN	PEACE	PEDESTRIAN
1	BOYLAN	PEACE	RAN OFF ROAD - RIGHT
23	**Total Number of Accidents**		
7	BLUE RIDGE	TRINITY	ANGLE
7	BLUE RIDGE	TRINITY	REAR END, SLOW OR STOP
4	BLUE RIDGE	TRINITY	SIDESWIPE, SAME DIRECTION
2	BLUE RIDGE	TRINITY	LEFT TURN, SAME ROADWAY

Number of Crashes	Road A	Road B	Accident Type
1	BLUE RIDGE	TRINITY	RIGHT TURN, DIFFERENT ROADWAYS
1	BLUE RIDGE	TRINITY	RIGHT TURN, SAME ROADWAY
1	BLUE RIDGE	TRINITY	LEFT TURN, DIFFERENT ROADWAYS
23	**Total Number of Accidents**		
9	ASHE	WESTERN	REAR END, SLOW OR STOP
6	ASHE	WESTERN	ANGLE
2	ASHE	WESTERN	BACKING UP
2	ASHE	WESTERN	SIDESWIPE, SAME DIRECTION
1	ASHE	WESTERN	RIGHT TURN, DIFFERENT ROADWAYS
1	ASHE	WESTERN	ANIMAL
1	ASHE	WESTERN	RAN OFF ROAD - RIGHT
22	**Total Number of Accidents**		
9	DRESSER	WAKE FOREST	SIDESWIPE, SAME DIRECTION
4	DRESSER	WAKE FOREST	ANGLE
2	DRESSER	WAKE FOREST	SIDESWIPE, OPPOSITE DIRECTION
2	DRESSER	WAKE FOREST	REAR END, SLOW OR STOP
1	DRESSER	WAKE FOREST	BACKING UP
1	DRESSER	WAKE FOREST	LEFT TURN, DIFFERENT ROADWAYS
1	DRESSER	WAKE FOREST	LEFT TURN, SAME ROADWAY
1	DRESSER	WAKE FOREST	REAR END, TURN
1	DRESSER	WAKE FOREST	FIXED OBJECT
22	**Total Number of Accidents**		
11	CREEDMOOR	STONEHENGE	REAR END, SLOW OR STOP
5	CREEDMOOR	STONEHENGE	ANGLE
3	CREEDMOOR	STONEHENGE	LEFT TURN, SAME ROADWAY
1	CREEDMOOR	STONEHENGE	BACKING UP
1	CREEDMOOR	STONEHENGE	SIDESWIPE, OPPOSITE DIRECTION
1	CREEDMOOR	STONEHENGE	PARKED MOTOR VEHICLE
22	**Total Number of Accidents**		
11	HEDINGHAM	NEW BERN	REAR END, SLOW OR STOP
5	HEDINGHAM	NEW BERN	ANGLE
2	HEDINGHAM	NEW BERN	BACKING UP
1	HEDINGHAM	NEW BERN	OTHER COLLISION WITH VEHICLE
1	HEDINGHAM	NEW BERN	SIDESWIPE, SAME DIRECTION
1	HEDINGHAM	NEW BERN	LEFT TURN, SAME ROADWAY
1	HEDINGHAM	NEW BERN	PEDALCYCLIST
22	**Total Number of Accidents**		
6	LINN	RAY	REAR END, SLOW OR STOP
5	LINN	RAY	ANGLE
2	LINN	RAY	BACKING UP
1	LINN	RAY	OTHER COLLISION WITH VEHICLE
1	LINN	RAY	SIDESWIPE, OPPOSITE DIRECTION
1	LINN	RAY	SIDESWIPE, SAME DIRECTION

Number of Crashes	Road A	Road B	Accident Type
1	LINN	RAY	LEFT TURN, DIFFERENT ROADWAYS
1	LINN	RAY	RAN OFF ROAD - LEFT
1	LINN	RAY	PEDALCYCLIST
1	LINN	RAY	PEDESTRIAN
1	LINN	RAY	OTHER NON-COLLISION
1	LINN	RAY	RAN OFF ROAD - RIGHT
22	**Total Number of Accidents**		
10	CALVARY	LOUISBURG	ANGLE
6	CALVARY	LOUISBURG	REAR END, SLOW OR STOP
2	CALVARY	LOUISBURG	SIDESWIPE, SAME DIRECTION
1	CALVARY	LOUISBURG	HEAD ON
1	CALVARY	LOUISBURG	RIGHT TURN, DIFFERENT ROADWAYS
1	CALVARY	LOUISBURG	LEFT TURN, DIFFERENT ROADWAYS
1	CALVARY	LOUISBURG	LEFT TURN, SAME ROADWAY
22	**Total Number of Accidents**		
10	CHARLES B ROOT WYND	DURALEIGH	ANGLE
3	CHARLES B ROOT WYND	DURALEIGH	LEFT TURN, DIFFERENT ROADWAYS
3	CHARLES B ROOT WYND	DURALEIGH	REAR END, SLOW OR STOP
2	CHARLES B ROOT WYND	DURALEIGH	SIDESWIPE, SAME DIRECTION
2	CHARLES B ROOT WYND	DURALEIGH	PEDALCYCLIST
1	CHARLES B ROOT WYND	DURALEIGH	BACKING UP
1	CHARLES B ROOT WYND	DURALEIGH	REAR END, TURN
22	**Total Number of Accidents**		
16	CRABTREE VALLEY	HOMEWOOD BANKS	ANGLE
4	CRABTREE VALLEY	HOMEWOOD BANKS	LEFT TURN, DIFFERENT ROADWAYS
1	CRABTREE VALLEY	HOMEWOOD BANKS	LEFT TURN, SAME ROADWAY
1	CRABTREE VALLEY	HOMEWOOD BANKS	FIXED OBJECT
22	**Total Number of Accidents**		
9	MARTIN LUTHER KING	POOLE	ANGLE
3	MARTIN LUTHER KING	POOLE	SIDESWIPE, SAME DIRECTION
3	MARTIN LUTHER KING	POOLE	RAN OFF ROAD - LEFT
2	MARTIN LUTHER KING	POOLE	LEFT TURN, SAME ROADWAY
2	MARTIN LUTHER KING	POOLE	REAR END, SLOW OR STOP
1	MARTIN LUTHER KING	POOLE	RAN OFF ROAD - STRAIGHT
1	MARTIN LUTHER KING	POOLE	HEAD ON
1	MARTIN LUTHER KING	POOLE	RIGHT TURN, SAME ROADWAY
22	**Total Number of Accidents**		
9	US 64	NEW HOPE	REAR END, SLOW OR STOP
4	US 64	NEW HOPE	ANGLE
3	US 64	NEW HOPE	SIDESWIPE, SAME DIRECTION
2	US 64	NEW HOPE	REAR END, TURN
2	US 64	NEW HOPE	RAN OFF ROAD - RIGHT
1	US 64	NEW HOPE	ANIMAL

Number of Crashes	Road A	Road B	Accident Type
1	US 64	NEW HOPE	OTHER NON-COLLISION
22	**Total Number of Accidents**		
7	ROCK QUARRY	SUNNYBROOK	REAR END, SLOW OR STOP
5	ROCK QUARRY	SUNNYBROOK	ANGLE
4	ROCK QUARRY	SUNNYBROOK	LEFT TURN, SAME ROADWAY
1	ROCK QUARRY	SUNNYBROOK	SIDESWIPE, OPPOSITE DIRECTION
1	ROCK QUARRY	SUNNYBROOK	SIDESWIPE, SAME DIRECTION
1	ROCK QUARRY	SUNNYBROOK	LEFT TURN, DIFFERENT ROADWAYS
1	ROCK QUARRY	SUNNYBROOK	REAR END, TURN
1	ROCK QUARRY	SUNNYBROOK	ANIMAL
1	ROCK QUARRY	SUNNYBROOK	RAN OFF ROAD - RIGHT
22	**Total Number of Accidents**		
16	HILLSBORO	HORNE	REAR END, SLOW OR STOP
3	HILLSBORO	HORNE	ANGLE
1	HILLSBORO	HORNE	BACKING UP
1	HILLSBORO	HORNE	SIDESWIPE, SAME DIRECTION
21	**Total Number of Accidents**		
6	DAVIE	WILMINGTON	PARKED MOTOR VEHICLE
4	DAVIE	WILMINGTON	ANGLE
4	DAVIE	WILMINGTON	SIDESWIPE, SAME DIRECTION
2	DAVIE	WILMINGTON	LEFT TURN, SAME ROADWAY
1	DAVIE	WILMINGTON	OTHER COLLISION WITH VEHICLE
1	DAVIE	WILMINGTON	BACKING UP
1	DAVIE	WILMINGTON	RIGHT TURN, SAME ROADWAY
1	DAVIE	WILMINGTON	REAR END, SLOW OR STOP
1	DAVIE	WILMINGTON	FIXED OBJECT
21	**Total Number of Accidents**		
9	BLOUNT	PEACE	ANGLE
6	BLOUNT	PEACE	REAR END, SLOW OR STOP
4	BLOUNT	PEACE	SIDESWIPE, SAME DIRECTION
1	BLOUNT	PEACE	RIGHT TURN, SAME ROADWAY
1	BLOUNT	PEACE	LEFT TURN, SAME ROADWAY
21	**Total Number of Accidents**		
15	SR 2000	SR 2012	REAR END, SLOW OR STOP
2	SR 2000	SR 2012	LEFT TURN, DIFFERENT ROADWAYS
2	SR 2000	SR 2012	LEFT TURN, SAME ROADWAY
1	SR 2000	SR 2012	RIGHT TURN, DIFFERENT ROADWAYS
1	SR 2000	SR 2012	ANIMAL
21	**Total Number of Accidents**		
10	MARSH CREEK	NEW HOPE	REAR END, SLOW OR STOP
3	MARSH CREEK	NEW HOPE	ANGLE
2	MARSH CREEK	NEW HOPE	SIDESWIPE, SAME DIRECTION
2	MARSH CREEK	NEW HOPE	LEFT TURN, DIFFERENT ROADWAYS

Number of Crashes	Road A	Road B	Accident Type
1	MARSH CREEK	NEW HOPE	LEFT TURN, SAME ROADWAY
1	MARSH CREEK	NEW HOPE	REAR END, TURN
1	MARSH CREEK	NEW HOPE	ANIMAL
1	MARSH CREEK	NEW HOPE	PEDALCYCLIST
21	**Total Number of Accidents**		
11	LAKE BOONE	WYCLIFF	REAR END, SLOW OR STOP
3	LAKE BOONE	WYCLIFF	ANGLE
2	LAKE BOONE	WYCLIFF	LEFT TURN, SAME ROADWAY
1	LAKE BOONE	WYCLIFF	SIDESWIPE, OPPOSITE DIRECTION
1	LAKE BOONE	WYCLIFF	SIDESWIPE, SAME DIRECTION
1	LAKE BOONE	WYCLIFF	RIGHT TURN, DIFFERENT ROADWAYS
1	LAKE BOONE	WYCLIFF	LEFT TURN, DIFFERENT ROADWAYS
1	LAKE BOONE	WYCLIFF	RAN OFF ROAD - RIGHT
21	**Total Number of Accidents**		
13	LEAD MINE	SAWMILL	ANGLE
4	LEAD MINE	SAWMILL	REAR END, SLOW OR STOP
2	LEAD MINE	SAWMILL	SIDESWIPE, SAME DIRECTION
1	LEAD MINE	SAWMILL	HEAD ON
1	LEAD MINE	SAWMILL	LEFT TURN, DIFFERENT ROADWAYS
21	**Total Number of Accidents**		
10	SAWMILL	SIX FORKS	REAR END, SLOW OR STOP
2	SAWMILL	SIX FORKS	ANGLE
2	SAWMILL	SIX FORKS	OTHER NON-COLLISION
2	SAWMILL	SIX FORKS	RAN OFF ROAD - RIGHT
1	SAWMILL	SIX FORKS	BACKING UP
1	SAWMILL	SIX FORKS	HEAD ON
1	SAWMILL	SIX FORKS	LEFT TURN, DIFFERENT ROADWAYS
1	SAWMILL	SIX FORKS	LEFT TURN, SAME ROADWAY
1	SAWMILL	SIX FORKS	FIXED OBJECT
21	**Total Number of Accidents**		
12	LITCHFORD	OLD WAKE FOREST	REAR END, SLOW OR STOP
4	LITCHFORD	OLD WAKE FOREST	SIDESWIPE, SAME DIRECTION
2	LITCHFORD	OLD WAKE FOREST	ANGLE
2	LITCHFORD	OLD WAKE FOREST	HEAD ON
1	LITCHFORD	OLD WAKE FOREST	SIDESWIPE, OPPOSITE DIRECTION
21	**Total Number of Accidents**		
10	T W ALEXANDER	LITTLE BRIER CREEK	ANGLE
6	T W ALEXANDER	LITTLE BRIER CREEK	LEFT TURN, DIFFERENT ROADWAYS
3	T W ALEXANDER	LITTLE BRIER CREEK	REAR END, SLOW OR STOP
2	T W ALEXANDER	LITTLE BRIER CREEK	BACKING UP
21	**Total Number of Accidents**		
10	GORMAN	LEXINGTON	REAR END, SLOW OR STOP
5	GORMAN	LEXINGTON	ANGLE

Number of Crashes	Road A	Road B	Accident Type
2	GORMAN	LEXINGTON	SIDESWIPE, SAME DIRECTION
1	GORMAN	LEXINGTON	BACKING UP
1	GORMAN	LEXINGTON	HEAD ON
1	GORMAN	LEXINGTON	LEFT TURN, SAME ROADWAY
1	GORMAN	LEXINGTON	RAN OFF ROAD - RIGHT
21	**Total Number of Accidents**		
6	CAPITAL	DENNIS	ANGLE
6	CAPITAL	DENNIS	SIDESWIPE, SAME DIRECTION
3	CAPITAL	DENNIS	LEFT TURN, SAME ROADWAY
3	CAPITAL	DENNIS	REAR END, SLOW OR STOP
1	CAPITAL	DENNIS	RIGHT TURN, SAME ROADWAY
1	CAPITAL	DENNIS	LEFT TURN, DIFFERENT ROADWAYS
1	CAPITAL	DENNIS	REAR END, TURN
21	**Total Number of Accidents**		
5	DAVIE	SALISBURY	BACKING UP
4	DAVIE	SALISBURY	SIDESWIPE, SAME DIRECTION
4	DAVIE	SALISBURY	REAR END, SLOW OR STOP
2	DAVIE	SALISBURY	PARKED MOTOR VEHICLE
2	DAVIE	SALISBURY	PEDESTRIAN
1	DAVIE	SALISBURY	ANGLE
1	DAVIE	SALISBURY	RIGHT TURN, SAME ROADWAY
1	DAVIE	SALISBURY	FIXED OBJECT
1	DAVIE	SALISBURY	PEDALCYCLIST
21	**Total Number of Accidents**		
13	EDENTON	PERSON	ANGLE
2	EDENTON	PERSON	SIDESWIPE, SAME DIRECTION
2	EDENTON	PERSON	REAR END, SLOW OR STOP
2	EDENTON	PERSON	PARKED MOTOR VEHICLE
1	EDENTON	PERSON	RIGHT TURN, DIFFERENT ROADWAYS
1	EDENTON	PERSON	RIGHT TURN, SAME ROADWAY
21	**Total Number of Accidents**		
10	CAMERON	WOODBURN	ANGLE
3	CAMERON	WOODBURN	REAR END, SLOW OR STOP
2	CAMERON	WOODBURN	LEFT TURN, SAME ROADWAY
2	CAMERON	WOODBURN	PEDESTRIAN
1	CAMERON	WOODBURN	LEFT TURN, DIFFERENT ROADWAYS
1	CAMERON	WOODBURN	REAR END, TURN
1	CAMERON	WOODBURN	PARKED MOTOR VEHICLE
1	CAMERON	WOODBURN	PEDALCYCLIST
21	**Total Number of Accidents**		
11	DIXIE FOREST	SPRING FOREST	REAR END, SLOW OR STOP
2	DIXIE FOREST	SPRING FOREST	FIXED OBJECT
1	DIXIE FOREST	SPRING FOREST	ANGLE

Number of Crashes	Road A	Road B	Accident Type
1	DIXIE FOREST	SPRING FOREST	SIDESWIPE, SAME DIRECTION
1	DIXIE FOREST	SPRING FOREST	RIGHT TURN, SAME ROADWAY
1	DIXIE FOREST	SPRING FOREST	LEFT TURN, DIFFERENT ROADWAYS
1	DIXIE FOREST	SPRING FOREST	LEFT TURN, SAME ROADWAY
1	DIXIE FOREST	SPRING FOREST	RAN OFF ROAD - LEFT
1	DIXIE FOREST	SPRING FOREST	RAN OFF ROAD - RIGHT
20	**Total Number of Accidents**		
9	PROCTOR	ROCK QUARRY	REAR END, SLOW OR STOP
6	PROCTOR	ROCK QUARRY	ANGLE
2	PROCTOR	ROCK QUARRY	SIDESWIPE, SAME DIRECTION
1	PROCTOR	ROCK QUARRY	BACKING UP
1	PROCTOR	ROCK QUARRY	LEFT TURN, DIFFERENT ROADWAYS
1	PROCTOR	ROCK QUARRY	RAN OFF ROAD - RIGHT
20	**Total Number of Accidents**		
10	FALLS OF NEUSE	THORPSHIRE	REAR END, SLOW OR STOP
3	FALLS OF NEUSE	THORPSHIRE	RAN OFF ROAD - RIGHT
2	FALLS OF NEUSE	THORPSHIRE	ANGLE
2	FALLS OF NEUSE	THORPSHIRE	SIDESWIPE, SAME DIRECTION
1	FALLS OF NEUSE	THORPSHIRE	LEFT TURN, DIFFERENT ROADWAYS
1	FALLS OF NEUSE	THORPSHIRE	LEFT TURN, SAME ROADWAY
1	FALLS OF NEUSE	THORPSHIRE	REAR END, TURN
20	**Total Number of Accidents**		
7	CREECH	ROCK QUARRY	REAR END, SLOW OR STOP
4	CREECH	ROCK QUARRY	ANGLE
4	CREECH	ROCK QUARRY	RAN OFF ROAD - RIGHT
2	CREECH	ROCK QUARRY	FIXED OBJECT
1	CREECH	ROCK QUARRY	SIDESWIPE, OPPOSITE DIRECTION
1	CREECH	ROCK QUARRY	LEFT TURN, SAME ROADWAY
1	CREECH	ROCK QUARRY	ANIMAL
20	**Total Number of Accidents**		
14	BONNIEVILLE	NEW HOPE CHURCH	REAR END, SLOW OR STOP
3	BONNIEVILLE	NEW HOPE CHURCH	ANGLE
1	BONNIEVILLE	NEW HOPE CHURCH	LEFT TURN, DIFFERENT ROADWAYS
1	BONNIEVILLE	NEW HOPE CHURCH	REAR END, TURN
1	BONNIEVILLE	NEW HOPE CHURCH	PARKED MOTOR VEHICLE
20	**Total Number of Accidents**		
9	NEW BERN	PERSON	ANGLE
6	NEW BERN	PERSON	SIDESWIPE, SAME DIRECTION
3	NEW BERN	PERSON	REAR END, SLOW OR STOP
1	NEW BERN	PERSON	PARKED MOTOR VEHICLE
1	NEW BERN	PERSON	OTHER NON-COLLISION
20	**Total Number of Accidents**		
5	FALLS OF NEUSE	OLD WAKE FOREST	SIDESWIPE, SAME DIRECTION

Number of Crashes	Road A	Road B	Accident Type
5	FALLS OF NEUSE	OLD WAKE FOREST	REAR END, SLOW OR STOP
4	FALLS OF NEUSE	OLD WAKE FOREST	ANGLE
2	FALLS OF NEUSE	OLD WAKE FOREST	RAN OFF ROAD - LEFT
1	FALLS OF NEUSE	OLD WAKE FOREST	RIGHT TURN, DIFFERENT ROADWAYS
1	FALLS OF NEUSE	OLD WAKE FOREST	RIGHT TURN, SAME ROADWAY
1	FALLS OF NEUSE	OLD WAKE FOREST	LEFT TURN, SAME ROADWAY
1	FALLS OF NEUSE	OLD WAKE FOREST	RAN OFF ROAD - RIGHT
20	**Total Number of Accidents**		
4	DAN ALLEN	HILLSBORO	SIDESWIPE, SAME DIRECTION
3	DAN ALLEN	HILLSBORO	ANGLE
3	DAN ALLEN	HILLSBORO	LEFT TURN, SAME ROADWAY
3	DAN ALLEN	HILLSBORO	REAR END, SLOW OR STOP
3	DAN ALLEN	HILLSBORO	PEDALCYCLIST
1	DAN ALLEN	HILLSBORO	BACKING UP
1	DAN ALLEN	HILLSBORO	HEAD ON
1	DAN ALLEN	HILLSBORO	LEFT TURN, DIFFERENT ROADWAYS
1	DAN ALLEN	HILLSBORO	RAN OFF ROAD - RIGHT
20	**Total Number of Accidents**		
7	BLUE RIDGE	REEDY CREEK	REAR END, SLOW OR STOP
5	BLUE RIDGE	REEDY CREEK	ANGLE
2	BLUE RIDGE	REEDY CREEK	BACKING UP
2	BLUE RIDGE	REEDY CREEK	LEFT TURN, SAME ROADWAY
1	BLUE RIDGE	REEDY CREEK	SIDESWIPE, SAME DIRECTION
1	BLUE RIDGE	REEDY CREEK	HEAD ON
1	BLUE RIDGE	REEDY CREEK	PEDALCYCLIST
1	BLUE RIDGE	REEDY CREEK	RAN OFF ROAD - RIGHT
20	**Total Number of Accidents**		
6	BUCK JONES	JONES FRANKLIN	ANGLE
5	BUCK JONES	JONES FRANKLIN	LEFT TURN, SAME ROADWAY
4	BUCK JONES	JONES FRANKLIN	REAR END, SLOW OR STOP
2	BUCK JONES	JONES FRANKLIN	SIDESWIPE, SAME DIRECTION
2	BUCK JONES	JONES FRANKLIN	PEDESTRIAN
1	BUCK JONES	JONES FRANKLIN	HEAD ON
20	**Total Number of Accidents**		
10	BLAND	WAKE FOREST	REAR END, SLOW OR STOP
5	BLAND	WAKE FOREST	ANGLE
2	BLAND	WAKE FOREST	SIDESWIPE, SAME DIRECTION
2	BLAND	WAKE FOREST	LEFT TURN, DIFFERENT ROADWAYS
1	BLAND	WAKE FOREST	REAR END, TURN
20	**Total Number of Accidents**		
9	I 40	CARY TOWNE	REAR END, SLOW OR STOP
3	I 40	CARY TOWNE	SIDESWIPE, SAME DIRECTION
2	I 40	CARY TOWNE	ANGLE

Number of Crashes	Road A	Road B	Accident Type
2	I 40	CARY TOWNE	MOVABLE OBJECT
1	I 40	CARY TOWNE	RIGHT TURN, SAME ROADWAY
1	I 40	CARY TOWNE	LEFT TURN, DIFFERENT ROADWAYS
1	I 40	CARY TOWNE	RAN OFF ROAD - LEFT
1	I 40	CARY TOWNE	ANIMAL
20	**Total Number of Accidents**		
5	OAKWOOD	TARBORO	SIDESWIPE, SAME DIRECTION
4	OAKWOOD	TARBORO	PARKED MOTOR VEHICLE
3	OAKWOOD	TARBORO	BACKING UP
2	OAKWOOD	TARBORO	ANGLE
2	OAKWOOD	TARBORO	SIDESWIPE, OPPOSITE DIRECTION
2	OAKWOOD	TARBORO	REAR END, SLOW OR STOP
1	OAKWOOD	TARBORO	OTHER NON-COLLISION
1	OAKWOOD	TARBORO	RAN OFF ROAD - RIGHT
20	**Total Number of Accidents**		
8	BLUE RIDGE	DURALEIGH	ANGLE
2	BLUE RIDGE	DURALEIGH	BACKING UP
2	BLUE RIDGE	DURALEIGH	SIDESWIPE, SAME DIRECTION
2	BLUE RIDGE	DURALEIGH	LEFT TURN, DIFFERENT ROADWAYS
2	BLUE RIDGE	DURALEIGH	REAR END, SLOW OR STOP
1	BLUE RIDGE	DURALEIGH	OTHER COLLISION WITH VEHICLE
1	BLUE RIDGE	DURALEIGH	RIGHT TURN, DIFFERENT ROADWAYS
1	BLUE RIDGE	DURALEIGH	LEFT TURN, SAME ROADWAY
1	BLUE RIDGE	DURALEIGH	OTHER NON-COLLISION
20	**Total Number of Accidents**		
7	BLOODWORTH	EDENTON	ANGLE
6	BLOODWORTH	EDENTON	SIDESWIPE, SAME DIRECTION
5	BLOODWORTH	EDENTON	LEFT TURN, SAME ROADWAY
2	BLOODWORTH	EDENTON	PARKED MOTOR VEHICLE
20	**Total Number of Accidents**		
6	NORTHWEST	PEACE	ANGLE
5	NORTHWEST	PEACE	REAR END, SLOW OR STOP
2	NORTHWEST	PEACE	BACKING UP
2	NORTHWEST	PEACE	LEFT TURN, SAME ROADWAY
1	NORTHWEST	PEACE	OTHER COLLISION WITH VEHICLE
1	NORTHWEST	PEACE	SIDESWIPE, SAME DIRECTION
1	NORTHWEST	PEACE	RIGHT TURN, DIFFERENT ROADWAYS
1	NORTHWEST	PEACE	FIXED OBJECT
1	NORTHWEST	PEACE	MOVABLE OBJECT
20	**Total Number of Accidents**		
12	RIDGE	WADE	REAR END, SLOW OR STOP
3	RIDGE	WADE	ANGLE
2	RIDGE	WADE	SIDESWIPE, SAME DIRECTION

Number of Crashes	Road A	Road B	Accident Type
1	RIDGE	WADE	BACKING UP
1	RIDGE	WADE	LEFT TURN, DIFFERENT ROADWAYS
1	RIDGE	WADE	LEFT TURN, SAME ROADWAY
20	**Total Number of Accidents**		
12	OLD WAKE FOREST	SUMNER	REAR END, SLOW OR STOP
2	OLD WAKE FOREST	SUMNER	ANGLE
2	OLD WAKE FOREST	SUMNER	RIGHT TURN, SAME ROADWAY
1	OLD WAKE FOREST	SUMNER	SIDESWIPE, OPPOSITE DIRECTION
1	OLD WAKE FOREST	SUMNER	SIDESWIPE, SAME DIRECTION
1	OLD WAKE FOREST	SUMNER	REAR END, TURN
1	OLD WAKE FOREST	SUMNER	MOVABLE OBJECT
20	**Total Number of Accidents**		
7	LEAD MINE	STRICKLAND	REAR END, SLOW OR STOP
5	LEAD MINE	STRICKLAND	ANGLE
2	LEAD MINE	STRICKLAND	SIDESWIPE, SAME DIRECTION
1	LEAD MINE	STRICKLAND	RIGHT TURN, SAME ROADWAY
1	LEAD MINE	STRICKLAND	LEFT TURN, DIFFERENT ROADWAYS
1	LEAD MINE	STRICKLAND	LEFT TURN, SAME ROADWAY
1	LEAD MINE	STRICKLAND	REAR END, TURN
1	LEAD MINE	STRICKLAND	PEDALCYCLIST
1	LEAD MINE	STRICKLAND	RAN OFF ROAD - RIGHT
20	**Total Number of Accidents**		
8	GLENNWOOD	HOLLYRIDGE	REAR END, SLOW OR STOP
4	GLENNWOOD	HOLLYRIDGE	ANGLE
2	GLENNWOOD	HOLLYRIDGE	SIDESWIPE, SAME DIRECTION
2	GLENNWOOD	HOLLYRIDGE	LEFT TURN, SAME ROADWAY
1	GLENNWOOD	HOLLYRIDGE	SIDESWIPE, OPPOSITE DIRECTION
1	GLENNWOOD	HOLLYRIDGE	RIGHT TURN, DIFFERENT ROADWAYS
1	GLENNWOOD	HOLLYRIDGE	LEFT TURN, DIFFERENT ROADWAYS
1	GLENNWOOD	HOLLYRIDGE	REAR END, TURN
20	**Total Number of Accidents**		
10	JONES SAUSAGE	ROCK QUARRY	REAR END, SLOW OR STOP
2	JONES SAUSAGE	ROCK QUARRY	ANGLE
2	JONES SAUSAGE	ROCK QUARRY	FIXED OBJECT
1	JONES SAUSAGE	ROCK QUARRY	BACKING UP
1	JONES SAUSAGE	ROCK QUARRY	RAN OFF ROAD - STRAIGHT
1	JONES SAUSAGE	ROCK QUARRY	HEAD ON
1	JONES SAUSAGE	ROCK QUARRY	MOVABLE OBJECT
1	JONES SAUSAGE	ROCK QUARRY	RAN OFF ROAD - RIGHT
19	**Total Number of Accidents**		
8	HILLSBORO	OBERLIN	ANGLE
5	HILLSBORO	OBERLIN	SIDESWIPE, SAME DIRECTION
3	HILLSBORO	OBERLIN	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
2	HILLSBORO	OBERLIN	RIGHT TURN, SAME ROADWAY
1	HILLSBORO	OBERLIN	OTHER COLLISION WITH VEHICLE
19	**Total Number of Accidents**		
12	ENTERPRISE	HILLSBORO	REAR END, SLOW OR STOP
2	ENTERPRISE	HILLSBORO	ANGLE
2	ENTERPRISE	HILLSBORO	PEDALCYCLIST
1	ENTERPRISE	HILLSBORO	SIDESWIPE, SAME DIRECTION
1	ENTERPRISE	HILLSBORO	FIXED OBJECT
1	ENTERPRISE	HILLSBORO	OTHER NON-COLLISION
19	**Total Number of Accidents**		
8	LOFT	SIX FORKS	REAR END, SLOW OR STOP
3	LOFT	SIX FORKS	LEFT TURN, SAME ROADWAY
2	LOFT	SIX FORKS	ANGLE
2	LOFT	SIX FORKS	SIDESWIPE, SAME DIRECTION
2	LOFT	SIX FORKS	HEAD ON
2	LOFT	SIX FORKS	LEFT TURN, DIFFERENT ROADWAYS
19	**Total Number of Accidents**		
7	ELIZABETH	HILLSBORO	ANGLE
7	ELIZABETH	HILLSBORO	REAR END, SLOW OR STOP
2	ELIZABETH	HILLSBORO	SIDESWIPE, SAME DIRECTION
2	ELIZABETH	HILLSBORO	LEFT TURN, DIFFERENT ROADWAYS
1	ELIZABETH	HILLSBORO	HEAD ON
19	**Total Number of Accidents**		
5	DAISEY	HILLSBORO	SIDESWIPE, SAME DIRECTION
5	DAISEY	HILLSBORO	REAR END, SLOW OR STOP
3	DAISEY	HILLSBORO	BACKING UP
2	DAISEY	HILLSBORO	ANGLE
2	DAISEY	HILLSBORO	PARKED MOTOR VEHICLE
1	DAISEY	HILLSBORO	REAR END, TURN
1	DAISEY	HILLSBORO	FIXED OBJECT
19	**Total Number of Accidents**		
6	JONES	MCDOWELL	ANGLE
4	JONES	MCDOWELL	SIDESWIPE, SAME DIRECTION
4	JONES	MCDOWELL	REAR END, SLOW OR STOP
2	JONES	MCDOWELL	FIXED OBJECT
1	JONES	MCDOWELL	LEFT TURN, SAME ROADWAY
1	JONES	MCDOWELL	PEDALCYCLIST
1	JONES	MCDOWELL	PEDESTRIAN
19	**Total Number of Accidents**		
10	CAMERON	OBERLIN	ANGLE
3	CAMERON	OBERLIN	SIDESWIPE, SAME DIRECTION
3	CAMERON	OBERLIN	REAR END, SLOW OR STOP
1	CAMERON	OBERLIN	LEFT TURN, SAME ROADWAY

Number of Crashes	Road A	Road B	Accident Type
1	CAMERON	OBERLIN	PEDALCYCLIST
1	CAMERON	OBERLIN	PEDESTRIAN
19	**Total Number of Accidents**		
12	STRICKLAND	HARVEST OAKS	ANGLE
2	STRICKLAND	HARVEST OAKS	LEFT TURN, SAME ROADWAY
2	STRICKLAND	HARVEST OAKS	FIXED OBJECT
1	STRICKLAND	HARVEST OAKS	LEFT TURN, DIFFERENT ROADWAYS
1	STRICKLAND	HARVEST OAKS	REAR END, SLOW OR STOP
1	STRICKLAND	HARVEST OAKS	OTHER NON-COLLISION
19	**Total Number of Accidents**		
6	NEW FALLS OF THE NEUSE	WAKEFIELD PINES	ANGLE
6	NEW FALLS OF THE NEUSE	WAKEFIELD PINES	REAR END, SLOW OR STOP
3	NEW FALLS OF THE NEUSE	WAKEFIELD PINES	SIDESWIPE, SAME DIRECTION
2	NEW FALLS OF THE NEUSE	WAKEFIELD PINES	LEFT TURN, SAME ROADWAY
1	NEW FALLS OF THE NEUSE	WAKEFIELD PINES	OVERTURN/ROLLOVER
1	NEW FALLS OF THE NEUSE	WAKEFIELD PINES	ANIMAL
19	**Total Number of Accidents**		
8	SKYCREST	TRAWICK	ANGLE
7	SKYCREST	TRAWICK	REAR END, SLOW OR STOP
1	SKYCREST	TRAWICK	BACKING UP
1	SKYCREST	TRAWICK	SIDESWIPE, SAME DIRECTION
1	SKYCREST	TRAWICK	HEAD ON
1	SKYCREST	TRAWICK	OTHER NON-COLLISION
19	**Total Number of Accidents**		
13	CONIFER	GORMAN	REAR END, SLOW OR STOP
2	CONIFER	GORMAN	REAR END, TURN
2	CONIFER	GORMAN	PARKED MOTOR VEHICLE
1	CONIFER	GORMAN	LEFT TURN, DIFFERENT ROADWAYS
1	CONIFER	GORMAN	MOVABLE OBJECT
19	**Total Number of Accidents**		
7	DAVIE	FAYETTEVILLE	REAR END, SLOW OR STOP
4	DAVIE	FAYETTEVILLE	SIDESWIPE, SAME DIRECTION
3	DAVIE	FAYETTEVILLE	BACKING UP
2	DAVIE	FAYETTEVILLE	PARKED MOTOR VEHICLE
1	DAVIE	FAYETTEVILLE	ANGLE
1	DAVIE	FAYETTEVILLE	SIDESWIPE, OPPOSITE DIRECTION
1	DAVIE	FAYETTEVILLE	PEDESTRIAN
19	**Total Number of Accidents**		
8	CARLOS	FALLS OF NEUSE	REAR END, SLOW OR STOP
7	CARLOS	FALLS OF NEUSE	ANGLE
1	CARLOS	FALLS OF NEUSE	SIDESWIPE, SAME DIRECTION
1	CARLOS	FALLS OF NEUSE	LEFT TURN, DIFFERENT ROADWAYS
1	CARLOS	FALLS OF NEUSE	LEFT TURN, SAME ROADWAY

Number of Crashes	Road A	Road B	Accident Type
1	CARLOS	FALLS OF NEUSE	PARKED MOTOR VEHICLE
19	**Total Number of Accidents**		
12	NEW HOPE CHURCH	SAINT ALBANS	REAR END, SLOW OR STOP
2	NEW HOPE CHURCH	SAINT ALBANS	SIDESWIPE, SAME DIRECTION
1	NEW HOPE CHURCH	SAINT ALBANS	ANGLE
1	NEW HOPE CHURCH	SAINT ALBANS	RIGHT TURN, SAME ROADWAY
1	NEW HOPE CHURCH	SAINT ALBANS	REAR END, TURN
1	NEW HOPE CHURCH	SAINT ALBANS	RAN OFF ROAD - LEFT
1	NEW HOPE CHURCH	SAINT ALBANS	OTHER NON-COLLISION
19	**Total Number of Accidents**		
11	LINN	GROVE BARTON	ANGLE
6	LINN	GROVE BARTON	REAR END, SLOW OR STOP
1	LINN	GROVE BARTON	RIGHT TURN, DIFFERENT ROADWAYS
1	LINN	GROVE BARTON	PEDESTRIAN
19	**Total Number of Accidents**		
10	MARTIN LUTHER KING	PEYTON	REAR END, SLOW OR STOP
4	MARTIN LUTHER KING	PEYTON	ANGLE
3	MARTIN LUTHER KING	PEYTON	SIDESWIPE, SAME DIRECTION
1	MARTIN LUTHER KING	PEYTON	RIGHT TURN, SAME ROADWAY
1	MARTIN LUTHER KING	PEYTON	RAN OFF ROAD - RIGHT
19	**Total Number of Accidents**		
7	PEARL	ROCK QUARRY	ANGLE
6	PEARL	ROCK QUARRY	LEFT TURN, DIFFERENT ROADWAYS
2	PEARL	ROCK QUARRY	RIGHT TURN, DIFFERENT ROADWAYS
2	PEARL	ROCK QUARRY	REAR END, SLOW OR STOP
1	PEARL	ROCK QUARRY	RAN OFF ROAD - RIGHT
18	**Total Number of Accidents**		
7	RALEIGH	ROCK QUARRY	ANGLE
5	RALEIGH	ROCK QUARRY	SIDESWIPE, SAME DIRECTION
3	RALEIGH	ROCK QUARRY	REAR END, SLOW OR STOP
1	RALEIGH	ROCK QUARRY	SIDESWIPE, OPPOSITE DIRECTION
1	RALEIGH	ROCK QUARRY	ANIMAL
1	RALEIGH	ROCK QUARRY	RAN OFF ROAD - RIGHT
18	**Total Number of Accidents**		
5	BRIDGEPORT	CREEDMOOR	REAR END, SLOW OR STOP
3	BRIDGEPORT	CREEDMOOR	ANGLE
2	BRIDGEPORT	CREEDMOOR	OTHER COLLISION WITH VEHICLE
2	BRIDGEPORT	CREEDMOOR	SIDESWIPE, SAME DIRECTION
2	BRIDGEPORT	CREEDMOOR	LEFT TURN, SAME ROADWAY
1	BRIDGEPORT	CREEDMOOR	BACKING UP
1	BRIDGEPORT	CREEDMOOR	SIDESWIPE, OPPOSITE DIRECTION
1	BRIDGEPORT	CREEDMOOR	LEFT TURN, DIFFERENT ROADWAYS
1	BRIDGEPORT	CREEDMOOR	FIXED OBJECT

Number of Crashes	Road A	Road B	Accident Type
18	**Total Number of Accidents**		
6	OAKWOOD	RALEIGH	ANGLE
5	OAKWOOD	RALEIGH	REAR END, SLOW OR STOP
2	OAKWOOD	RALEIGH	SIDESWIPE, SAME DIRECTION
1	OAKWOOD	RALEIGH	LEFT TURN, DIFFERENT ROADWAYS
1	OAKWOOD	RALEIGH	LEFT TURN, SAME ROADWAY
1	OAKWOOD	RALEIGH	RAN OFF ROAD - LEFT
1	OAKWOOD	RALEIGH	FIXED OBJECT
1	OAKWOOD	RALEIGH	PEDALCYCLIST
18	**Total Number of Accidents**		
9	HORTON	LAKE BOONE	ANGLE
4	HORTON	LAKE BOONE	LEFT TURN, SAME ROADWAY
1	HORTON	LAKE BOONE	SIDESWIPE, SAME DIRECTION
1	HORTON	LAKE BOONE	LEFT TURN, DIFFERENT ROADWAYS
1	HORTON	LAKE BOONE	REAR END, SLOW OR STOP
1	HORTON	LAKE BOONE	PEDESTRIAN
1	HORTON	LAKE BOONE	RAN OFF ROAD - RIGHT
18	**Total Number of Accidents**		
8	HILLSBORO	WOODBURN	ANGLE
4	HILLSBORO	WOODBURN	SIDESWIPE, SAME DIRECTION
3	HILLSBORO	WOODBURN	REAR END, SLOW OR STOP
2	HILLSBORO	WOODBURN	LEFT TURN, SAME ROADWAY
1	HILLSBORO	WOODBURN	LEFT TURN, DIFFERENT ROADWAYS
18	**Total Number of Accidents**		
14	BRIAR CREEK	LITTLE BRIER CREEK	REAR END, SLOW OR STOP
3	BRIAR CREEK	LITTLE BRIER CREEK	SIDESWIPE, SAME DIRECTION
1	BRIAR CREEK	LITTLE BRIER CREEK	REAR END, TURN
18	**Total Number of Accidents**		
7	CHAPANOKE	HAMMOND	REAR END, SLOW OR STOP
6	CHAPANOKE	HAMMOND	ANGLE
1	CHAPANOKE	HAMMOND	LEFT TURN, SAME ROADWAY
1	CHAPANOKE	HAMMOND	PARKED MOTOR VEHICLE
1	CHAPANOKE	HAMMOND	FIXED OBJECT
1	CHAPANOKE	HAMMOND	MOVABLE OBJECT
1	CHAPANOKE	HAMMOND	RAN OFF ROAD - RIGHT
18	**Total Number of Accidents**		
11	SHELLEY	SIX FORKS	REAR END, SLOW OR STOP
2	SHELLEY	SIX FORKS	ANGLE
1	SHELLEY	SIX FORKS	SIDESWIPE, OPPOSITE DIRECTION
1	SHELLEY	SIX FORKS	SIDESWIPE, SAME DIRECTION
1	SHELLEY	SIX FORKS	RIGHT TURN, DIFFERENT ROADWAYS
1	SHELLEY	SIX FORKS	RIGHT TURN, SAME ROADWAY
1	SHELLEY	SIX FORKS	LEFT TURN, SAME ROADWAY

Number of Crashes	Road A	Road B	Accident Type
18	**Total Number of Accidents**		
5	BLOUNT	MORGAN	SIDESWIPE, SAME DIRECTION
3	BLOUNT	MORGAN	REAR END, SLOW OR STOP
2	BLOUNT	MORGAN	ANGLE
2	BLOUNT	MORGAN	RIGHT TURN, SAME ROADWAY
2	BLOUNT	MORGAN	PARKED MOTOR VEHICLE
2	BLOUNT	MORGAN	RAN OFF ROAD - LEFT
1	BLOUNT	MORGAN	BACKING UP
1	BLOUNT	MORGAN	LEFT TURN, DIFFERENT ROADWAYS
18	**Total Number of Accidents**		
8	RALEIGH	WESTINGHOUSE	ANGLE
3	RALEIGH	WESTINGHOUSE	REAR END, SLOW OR STOP
2	RALEIGH	WESTINGHOUSE	SIDESWIPE, OPPOSITE DIRECTION
2	RALEIGH	WESTINGHOUSE	SIDESWIPE, SAME DIRECTION
2	RALEIGH	WESTINGHOUSE	HEAD ON
1	RALEIGH	WESTINGHOUSE	LEFT TURN, DIFFERENT ROADWAYS
18	**Total Number of Accidents**		
6	HILL	LINN	REAR END, SLOW OR STOP
4	HILL	LINN	ANGLE
2	HILL	LINN	SIDESWIPE, SAME DIRECTION
1	HILL	LINN	JACKKNIFE
1	HILL	LINN	RIGHT TURN, DIFFERENT ROADWAYS
1	HILL	LINN	LEFT TURN, DIFFERENT ROADWAYS
1	HILL	LINN	LEFT TURN, SAME ROADWAY
1	HILL	LINN	PARKED MOTOR VEHICLE
1	HILL	LINN	RAN OFF ROAD - RIGHT
18	**Total Number of Accidents**		
13	CAPITAL	PARAGON PARK	REAR END, SLOW OR STOP
2	CAPITAL	PARAGON PARK	SIDESWIPE, SAME DIRECTION
1	CAPITAL	PARAGON PARK	RIGHT TURN, DIFFERENT ROADWAYS
1	CAPITAL	PARAGON PARK	REAR END, TURN
1	CAPITAL	PARAGON PARK	ANIMAL
18	**Total Number of Accidents**		
7	MCDOWELL	SOUTH	REAR END, SLOW OR STOP
5	MCDOWELL	SOUTH	SIDESWIPE, SAME DIRECTION
3	MCDOWELL	SOUTH	ANGLE
1	MCDOWELL	SOUTH	SIDESWIPE, OPPOSITE DIRECTION
1	MCDOWELL	SOUTH	LEFT TURN, DIFFERENT ROADWAYS
1	MCDOWELL	SOUTH	PARKED MOTOR VEHICLE
18	**Total Number of Accidents**		
12	CORPORATE CENTER	TRINITY	ANGLE
3	CORPORATE CENTER	TRINITY	REAR END, SLOW OR STOP
1	CORPORATE CENTER	TRINITY	HEAD ON

Number of Crashes	Road A	Road B	Accident Type
1	CORPORATE CENTER	TRINITY	MOVABLE OBJECT
1	CORPORATE CENTER	TRINITY	RAN OFF ROAD - RIGHT
18	**Total Number of Accidents**		
11	BLOUNT	SOUTH	ANGLE
2	BLOUNT	SOUTH	REAR END, SLOW OR STOP
1	BLOUNT	SOUTH	SIDESWIPE, OPPOSITE DIRECTION
1	BLOUNT	SOUTH	SIDESWIPE, SAME DIRECTION
1	BLOUNT	SOUTH	LEFT TURN, SAME ROADWAY
1	BLOUNT	SOUTH	PEDESTRIAN
1	BLOUNT	SOUTH	OTHER NON-COLLISION
18	**Total Number of Accidents**		
6	GORMAN	MARCOM	REAR END, SLOW OR STOP
3	GORMAN	MARCOM	ANGLE
2	GORMAN	MARCOM	HEAD ON
1	GORMAN	MARCOM	BACKING UP
1	GORMAN	MARCOM	SIDESWIPE, OPPOSITE DIRECTION
1	GORMAN	MARCOM	RIGHT TURN, DIFFERENT ROADWAYS
1	GORMAN	MARCOM	LEFT TURN, SAME ROADWAY
1	GORMAN	MARCOM	PARKED MOTOR VEHICLE
1	GORMAN	MARCOM	PEDALCYCLIST
1	GORMAN	MARCOM	PEDESTRIAN
18	**Total Number of Accidents**		
6	CEDARHURST	FALLS OF NEUSE	ANGLE
4	CEDARHURST	FALLS OF NEUSE	SIDESWIPE, SAME DIRECTION
3	CEDARHURST	FALLS OF NEUSE	LEFT TURN, SAME ROADWAY
2	CEDARHURST	FALLS OF NEUSE	LEFT TURN, DIFFERENT ROADWAYS
2	CEDARHURST	FALLS OF NEUSE	REAR END, SLOW OR STOP
1	CEDARHURST	FALLS OF NEUSE	PARKED MOTOR VEHICLE
18	**Total Number of Accidents**		
12	FOX	SPRING FOREST	ANGLE
2	FOX	SPRING FOREST	LEFT TURN, SAME ROADWAY
2	FOX	SPRING FOREST	REAR END, SLOW OR STOP
1	FOX	SPRING FOREST	HEAD ON
1	FOX	SPRING FOREST	RAN OFF ROAD - RIGHT
18	**Total Number of Accidents**		
8	FRONT	SIX FORKS	REAR END, SLOW OR STOP
7	FRONT	SIX FORKS	ANGLE
1	FRONT	SIX FORKS	BACKING UP
1	FRONT	SIX FORKS	SIDESWIPE, SAME DIRECTION
1	FRONT	SIX FORKS	LEFT TURN, SAME ROADWAY
18	**Total Number of Accidents**		
10	GORMAN	KAPLAN	REAR END, SLOW OR STOP
2	GORMAN	KAPLAN	ANGLE

Number of Crashes	Road A	Road B	Accident Type
1	GORMAN	KAPLAN	SIDESWIPE, SAME DIRECTION
1	GORMAN	KAPLAN	HEAD ON
1	GORMAN	KAPLAN	LEFT TURN, SAME ROADWAY
1	GORMAN	KAPLAN	ANIMAL
1	GORMAN	KAPLAN	PEDALCYCLIST
1	GORMAN	KAPLAN	PEDESTRIAN
18	**Total Number of Accidents**		
5	DAWSON	LENOIR	SIDESWIPE, SAME DIRECTION
4	DAWSON	LENOIR	ANGLE
4	DAWSON	LENOIR	REAR END, SLOW OR STOP
1	DAWSON	LENOIR	BACKING UP
1	DAWSON	LENOIR	LEFT TURN, SAME ROADWAY
1	DAWSON	LENOIR	FIXED OBJECT
1	DAWSON	LENOIR	OTHER NON-COLLISION
1	DAWSON	LENOIR	RAN OFF ROAD - RIGHT
18	**Total Number of Accidents**		
8	CREEDMOOR	HOWARD	REAR END, SLOW OR STOP
3	CREEDMOOR	HOWARD	ANGLE
2	CREEDMOOR	HOWARD	LEFT TURN, SAME ROADWAY
2	CREEDMOOR	HOWARD	RAN OFF ROAD - RIGHT
1	CREEDMOOR	HOWARD	SIDESWIPE, SAME DIRECTION
1	CREEDMOOR	HOWARD	HEAD ON
1	CREEDMOOR	HOWARD	LEFT TURN, DIFFERENT ROADWAYS
18	**Total Number of Accidents**		
9	FALLS OF NEUSE	SPRINGFIELD COMMONS	ANGLE
3	FALLS OF NEUSE	SPRINGFIELD COMMONS	REAR END, SLOW OR STOP
2	FALLS OF NEUSE	SPRINGFIELD COMMONS	SIDESWIPE, SAME DIRECTION
2	FALLS OF NEUSE	SPRINGFIELD COMMONS	LEFT TURN, SAME ROADWAY
1	FALLS OF NEUSE	SPRINGFIELD COMMONS	RIGHT TURN, DIFFERENT ROADWAYS
1	FALLS OF NEUSE	SPRINGFIELD COMMONS	LEFT TURN, DIFFERENT ROADWAYS
18	**Total Number of Accidents**		
7	CLARK	POGUE	ANGLE
4	CLARK	POGUE	PARKED MOTOR VEHICLE
2	CLARK	POGUE	BACKING UP
2	CLARK	POGUE	SIDESWIPE, SAME DIRECTION
2	CLARK	POGUE	REAR END, SLOW OR STOP
1	CLARK	POGUE	RIGHT TURN, SAME ROADWAY
18	**Total Number of Accidents**		
14	GLENNWOOD	WOMANS CLUB	REAR END, SLOW OR STOP
2	GLENNWOOD	WOMANS CLUB	ANGLE
1	GLENNWOOD	WOMANS CLUB	SIDESWIPE, SAME DIRECTION
1	GLENNWOOD	WOMANS CLUB	RIGHT TURN, SAME ROADWAY
18	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
5	RUSH	WILMINGTON	ANGLE
5	RUSH	WILMINGTON	REAR END, SLOW OR STOP
3	RUSH	WILMINGTON	LEFT TURN, SAME ROADWAY
1	RUSH	WILMINGTON	BACKING UP
1	RUSH	WILMINGTON	HEAD ON
1	RUSH	WILMINGTON	FIXED OBJECT
1	RUSH	WILMINGTON	PEDALCYCLIST
17	**Total Number of Accidents**		
7	MAYWOOD	SAUNDERS	REAR END, SLOW OR STOP
4	MAYWOOD	SAUNDERS	SIDESWIPE, SAME DIRECTION
3	MAYWOOD	SAUNDERS	ANGLE
2	MAYWOOD	SAUNDERS	PEDESTRIAN
1	MAYWOOD	SAUNDERS	HEAD ON
17	**Total Number of Accidents**		
7	I 440	US 64	SIDESWIPE, SAME DIRECTION
5	I 440	US 64	REAR END, SLOW OR STOP
2	I 440	US 64	ANIMAL
1	I 440	US 64	OVERTURN/ROLLOVER
1	I 440	US 64	FIXED OBJECT
1	I 440	US 64	MOVABLE OBJECT
17	**Total Number of Accidents**		
7	NEW BERN	SHANTA	ANGLE
6	NEW BERN	SHANTA	REAR END, SLOW OR STOP
2	NEW BERN	SHANTA	SIDESWIPE, SAME DIRECTION
1	NEW BERN	SHANTA	BACKING UP
1	NEW BERN	SHANTA	HEAD ON
17	**Total Number of Accidents**		
7	NEW BERN	STATE	SIDESWIPE, SAME DIRECTION
6	NEW BERN	STATE	ANGLE
3	NEW BERN	STATE	REAR END, SLOW OR STOP
1	NEW BERN	STATE	LEFT TURN, SAME ROADWAY
17	**Total Number of Accidents**		
9	DANCY	LOUISBURG	REAR END, SLOW OR STOP
5	DANCY	LOUISBURG	ANGLE
2	DANCY	LOUISBURG	LEFT TURN, SAME ROADWAY
1	DANCY	LOUISBURG	LEFT TURN, DIFFERENT ROADWAYS
17	**Total Number of Accidents**		
7	KING CHARLES	NEW BERN	REAR END, SLOW OR STOP
5	KING CHARLES	NEW BERN	ANGLE
1	KING CHARLES	NEW BERN	SIDESWIPE, OPPOSITE DIRECTION
1	KING CHARLES	NEW BERN	SIDESWIPE, SAME DIRECTION
1	KING CHARLES	NEW BERN	LEFT TURN, DIFFERENT ROADWAYS
1	KING CHARLES	NEW BERN	PEDESTRIAN

Number of Crashes	Road A	Road B	Accident Type
1	KING CHARLES	NEW BERN	RAN OFF ROAD - RIGHT
17	**Total Number of Accidents**		
7	GLENEDEN	GLENNWOOD	ANGLE
5	GLENEDEN	GLENNWOOD	REAR END, SLOW OR STOP
4	GLENEDEN	GLENNWOOD	LEFT TURN, SAME ROADWAY
1	GLENEDEN	GLENNWOOD	SIDESWIPE, SAME DIRECTION
17	**Total Number of Accidents**		
4	SAUNDERS	SOUTH	ANGLE
3	SAUNDERS	SOUTH	LEFT TURN, SAME ROADWAY
3	SAUNDERS	SOUTH	REAR END, SLOW OR STOP
2	SAUNDERS	SOUTH	SIDESWIPE, SAME DIRECTION
2	SAUNDERS	SOUTH	RIGHT TURN, SAME ROADWAY
1	SAUNDERS	SOUTH	BACKING UP
1	SAUNDERS	SOUTH	SIDESWIPE, OPPOSITE DIRECTION
1	SAUNDERS	SOUTH	RAN OFF ROAD - RIGHT
17	**Total Number of Accidents**		
10	HILLSBORO	WEST	ANGLE
1	HILLSBORO	WEST	BACKING UP
1	HILLSBORO	WEST	SIDESWIPE, SAME DIRECTION
1	HILLSBORO	WEST	LEFT TURN, DIFFERENT ROADWAYS
1	HILLSBORO	WEST	LEFT TURN, SAME ROADWAY
1	HILLSBORO	WEST	REAR END, TURN
1	HILLSBORO	WEST	REAR END, SLOW OR STOP
1	HILLSBORO	WEST	FIXED OBJECT
17	**Total Number of Accidents**		
5	I 540	GLENNWOOD	REAR END, SLOW OR STOP
4	I 540	GLENNWOOD	SIDESWIPE, SAME DIRECTION
3	I 540	GLENNWOOD	RAN OFF ROAD - RIGHT
2	I 540	GLENNWOOD	RAN OFF ROAD - LEFT
1	I 540	GLENNWOOD	ANGLE
1	I 540	GLENNWOOD	RAN OFF ROAD - STRAIGHT
1	I 540	GLENNWOOD	MOVABLE OBJECT
17	**Total Number of Accidents**		
10	NEW HOPE	WILLOW OAK	REAR END, SLOW OR STOP
2	NEW HOPE	WILLOW OAK	ANGLE
2	NEW HOPE	WILLOW OAK	LEFT TURN, SAME ROADWAY
1	NEW HOPE	WILLOW OAK	BACKING UP
1	NEW HOPE	WILLOW OAK	HEAD ON
1	NEW HOPE	WILLOW OAK	RAN OFF ROAD - RIGHT
17	**Total Number of Accidents**		
8	WESTERN	WHITMORE	REAR END, SLOW OR STOP
3	WESTERN	WHITMORE	ANGLE
2	WESTERN	WHITMORE	SIDESWIPE, SAME DIRECTION

Number of Crashes	Road A	Road B	Accident Type
1	WESTERN	WHITMORE	RIGHT TURN, SAME ROADWAY
1	WESTERN	WHITMORE	LEFT TURN, DIFFERENT ROADWAYS
1	WESTERN	WHITMORE	PEDALCYCLIST
1	WESTERN	WHITMORE	PEDESTRIAN
17	**Total Number of Accidents**		
5	FAIRBANKS	LEESVILLE	ANGLE
5	FAIRBANKS	LEESVILLE	LEFT TURN, DIFFERENT ROADWAYS
4	FAIRBANKS	LEESVILLE	REAR END, SLOW OR STOP
1	FAIRBANKS	LEESVILLE	HEAD ON
1	FAIRBANKS	LEESVILLE	LEFT TURN, SAME ROADWAY
1	FAIRBANKS	LEESVILLE	MOVABLE OBJECT
17	**Total Number of Accidents**		
4	FALLS OF NEUSE	PACIFIC	ANGLE
4	FALLS OF NEUSE	PACIFIC	SIDESWIPE, OPPOSITE DIRECTION
4	FALLS OF NEUSE	PACIFIC	SIDESWIPE, SAME DIRECTION
3	FALLS OF NEUSE	PACIFIC	REAR END, SLOW OR STOP
1	FALLS OF NEUSE	PACIFIC	LEFT TURN, SAME ROADWAY
1	FALLS OF NEUSE	PACIFIC	PEDESTRIAN
17	**Total Number of Accidents**		
9	GARNER	MARTIN LUTHER KING	ANGLE
6	GARNER	MARTIN LUTHER KING	REAR END, SLOW OR STOP
1	GARNER	MARTIN LUTHER KING	SIDESWIPE, SAME DIRECTION
1	GARNER	MARTIN LUTHER KING	LEFT TURN, SAME ROADWAY
17	**Total Number of Accidents**		
6	RALEIGH	YONKERS	ANGLE
6	RALEIGH	YONKERS	REAR END, SLOW OR STOP
1	RALEIGH	YONKERS	RAN OFF ROAD - STRAIGHT
1	RALEIGH	YONKERS	HEAD ON
1	RALEIGH	YONKERS	LEFT TURN, SAME ROADWAY
1	RALEIGH	YONKERS	RAN OFF ROAD - LEFT
1	RALEIGH	YONKERS	MOVABLE OBJECT
17	**Total Number of Accidents**		
11	SANDY FORKS	SPRING FOREST	ANGLE
3	SANDY FORKS	SPRING FOREST	REAR END, SLOW OR STOP
1	SANDY FORKS	SPRING FOREST	OTHER COLLISION WITH VEHICLE
1	SANDY FORKS	SPRING FOREST	BACKING UP
1	SANDY FORKS	SPRING FOREST	SIDESWIPE, SAME DIRECTION
17	**Total Number of Accidents**		
10	SHANDA	SPRING FOREST	ANGLE
6	SHANDA	SPRING FOREST	REAR END, SLOW OR STOP
1	SHANDA	SPRING FOREST	OVERTURN/ROLLOVER
17	**Total Number of Accidents**		
6	HUNTLEIGH	NEW HOPE CHURCH	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
4	HUNTLEIGH	NEW HOPE CHURCH	SIDESWIPE, SAME DIRECTION
3	HUNTLEIGH	NEW HOPE CHURCH	LEFT TURN, SAME ROADWAY
2	HUNTLEIGH	NEW HOPE CHURCH	ANGLE
1	HUNTLEIGH	NEW HOPE CHURCH	BACKING UP
1	HUNTLEIGH	NEW HOPE CHURCH	PARKED MOTOR VEHICLE
17	**Total Number of Accidents**		
6	WAKE FOREST	WHITAKER MILL	REAR END, SLOW OR STOP
5	WAKE FOREST	WHITAKER MILL	ANGLE
2	WAKE FOREST	WHITAKER MILL	SIDESWIPE, SAME DIRECTION
2	WAKE FOREST	WHITAKER MILL	RAN OFF ROAD - RIGHT
1	WAKE FOREST	WHITAKER MILL	RAN OFF ROAD - LEFT
1	WAKE FOREST	WHITAKER MILL	FIXED OBJECT
17	**Total Number of Accidents**		
7	CANTERBURY	WADE	REAR END, SLOW OR STOP
4	CANTERBURY	WADE	SIDESWIPE, SAME DIRECTION
3	CANTERBURY	WADE	ANGLE
1	CANTERBURY	WADE	HEAD ON
1	CANTERBURY	WADE	PARKED MOTOR VEHICLE
16	**Total Number of Accidents**		
8	I 440	HAMMOND	REAR END, SLOW OR STOP
1	I 440	HAMMOND	BACKING UP
1	I 440	HAMMOND	ANGLE
1	I 440	HAMMOND	SIDESWIPE, SAME DIRECTION
1	I 440	HAMMOND	LEFT TURN, DIFFERENT ROADWAYS
1	I 440	HAMMOND	LEFT TURN, SAME ROADWAY
1	I 440	HAMMOND	RAN OFF ROAD - LEFT
1	I 440	HAMMOND	MOVABLE OBJECT
1	I 440	HAMMOND	RAN OFF ROAD - RIGHT
16	**Total Number of Accidents**		
5	BRIDGEPORT	LEAD MINE	ANGLE
4	BRIDGEPORT	LEAD MINE	LEFT TURN, DIFFERENT ROADWAYS
3	BRIDGEPORT	LEAD MINE	LEFT TURN, SAME ROADWAY
2	BRIDGEPORT	LEAD MINE	REAR END, SLOW OR STOP
1	BRIDGEPORT	LEAD MINE	RAN OFF ROAD - STRAIGHT
1	BRIDGEPORT	LEAD MINE	PARKED MOTOR VEHICLE
16	**Total Number of Accidents**		
10	I 540	LEESVILLE	REAR END, SLOW OR STOP
2	I 540	LEESVILLE	ANGLE
1	I 540	LEESVILLE	SIDESWIPE, SAME DIRECTION
1	I 540	LEESVILLE	RIGHT TURN, DIFFERENT ROADWAYS
1	I 540	LEESVILLE	REAR END, TURN
1	I 540	LEESVILLE	RAN OFF ROAD - RIGHT
16	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
7	NEW HOPE	WALLINGFORD	ANGLE
3	NEW HOPE	WALLINGFORD	REAR END, SLOW OR STOP
2	NEW HOPE	WALLINGFORD	LEFT TURN, DIFFERENT ROADWAYS
1	NEW HOPE	WALLINGFORD	SIDESWIPE, SAME DIRECTION
1	NEW HOPE	WALLINGFORD	RIGHT TURN, DIFFERENT ROADWAYS
1	NEW HOPE	WALLINGFORD	RIGHT TURN, SAME ROADWAY
1	NEW HOPE	WALLINGFORD	RAN OFF ROAD - RIGHT
16	**Total Number of Accidents**		
8	HILLSBORO	PARK	ANGLE
2	HILLSBORO	PARK	BACKING UP
1	HILLSBORO	PARK	SIDESWIPE, OPPOSITE DIRECTION
1	HILLSBORO	PARK	LEFT TURN, DIFFERENT ROADWAYS
1	HILLSBORO	PARK	LEFT TURN, SAME ROADWAY
1	HILLSBORO	PARK	REAR END, SLOW OR STOP
1	HILLSBORO	PARK	PEDALCYCLIST
1	HILLSBORO	PARK	RAN OFF ROAD - RIGHT
16	**Total Number of Accidents**		
8	BERYL	HILLSBORO	REAR END, SLOW OR STOP
3	BERYL	HILLSBORO	ANGLE
2	BERYL	HILLSBORO	SIDESWIPE, SAME DIRECTION
1	BERYL	HILLSBORO	HEAD ON
1	BERYL	HILLSBORO	LEFT TURN, DIFFERENT ROADWAYS
1	BERYL	HILLSBORO	LEFT TURN, SAME ROADWAY
16	**Total Number of Accidents**		
4	DEANNA	NEW HOPE CHURCH	REAR END, SLOW OR STOP
4	DEANNA	NEW HOPE CHURCH	FIXED OBJECT
2	DEANNA	NEW HOPE CHURCH	ANGLE
2	DEANNA	NEW HOPE CHURCH	SIDESWIPE, SAME DIRECTION
1	DEANNA	NEW HOPE CHURCH	BACKING UP
1	DEANNA	NEW HOPE CHURCH	LEFT TURN, DIFFERENT ROADWAYS
1	DEANNA	NEW HOPE CHURCH	LEFT TURN, SAME ROADWAY
1	DEANNA	NEW HOPE CHURCH	RAN OFF ROAD - RIGHT
16	**Total Number of Accidents**		
4	BLUE RIDGE	MACON POND	ANGLE
4	BLUE RIDGE	MACON POND	REAR END, SLOW OR STOP
2	BLUE RIDGE	MACON POND	SIDESWIPE, SAME DIRECTION
2	BLUE RIDGE	MACON POND	LEFT TURN, DIFFERENT ROADWAYS
2	BLUE RIDGE	MACON POND	REAR END, TURN
1	BLUE RIDGE	MACON POND	LEFT TURN, SAME ROADWAY
1	BLUE RIDGE	MACON POND	RAN OFF ROAD - LEFT
16	**Total Number of Accidents**		
7	NEW HOPE	ROCK QUARRY	REAR END, SLOW OR STOP
3	NEW HOPE	ROCK QUARRY	SIDESWIPE, SAME DIRECTION

Number of Crashes	Road A	Road B	Accident Type
1	NEW HOPE	ROCK QUARRY	ANGLE
1	NEW HOPE	ROCK QUARRY	HEAD ON
1	NEW HOPE	ROCK QUARRY	LEFT TURN, DIFFERENT ROADWAYS
1	NEW HOPE	ROCK QUARRY	MOVABLE OBJECT
1	NEW HOPE	ROCK QUARRY	ANIMAL
1	NEW HOPE	ROCK QUARRY	RAN OFF ROAD - RIGHT
16	**Total Number of Accidents**		
8	BARWELL	ROCK QUARRY	REAR END, SLOW OR STOP
4	BARWELL	ROCK QUARRY	ANGLE
2	BARWELL	ROCK QUARRY	RAN OFF ROAD - RIGHT
1	BARWELL	ROCK QUARRY	SIDESWIPE, SAME DIRECTION
1	BARWELL	ROCK QUARRY	LEFT TURN, SAME ROADWAY
16	**Total Number of Accidents**		
7	LENOIR	MCDOWELL	SIDESWIPE, SAME DIRECTION
5	LENOIR	MCDOWELL	ANGLE
3	LENOIR	MCDOWELL	REAR END, SLOW OR STOP
1	LENOIR	MCDOWELL	RIGHT TURN, DIFFERENT ROADWAYS
16	**Total Number of Accidents**		
9	CRABTREE	RALEIGH	REAR END, SLOW OR STOP
3	CRABTREE	RALEIGH	ANGLE
1	CRABTREE	RALEIGH	LEFT TURN, SAME ROADWAY
1	CRABTREE	RALEIGH	ANIMAL
1	CRABTREE	RALEIGH	PEDALCYCLIST
1	CRABTREE	RALEIGH	RAN OFF ROAD - RIGHT
16	**Total Number of Accidents**		
6	BRENTWOOD	RALEIGH	ANGLE
3	BRENTWOOD	RALEIGH	REAR END, SLOW OR STOP
2	BRENTWOOD	RALEIGH	LEFT TURN, DIFFERENT ROADWAYS
1	BRENTWOOD	RALEIGH	SIDESWIPE, SAME DIRECTION
1	BRENTWOOD	RALEIGH	HEAD ON
1	BRENTWOOD	RALEIGH	RIGHT TURN, SAME ROADWAY
1	BRENTWOOD	RALEIGH	REAR END, TURN
1	BRENTWOOD	RALEIGH	RAN OFF ROAD - RIGHT
16	**Total Number of Accidents**		
7	CONCORD	HILLSBORO	REAR END, SLOW OR STOP
3	CONCORD	HILLSBORO	ANGLE
3	CONCORD	HILLSBORO	SIDESWIPE, SAME DIRECTION
1	CONCORD	HILLSBORO	RIGHT TURN, DIFFERENT ROADWAYS
1	CONCORD	HILLSBORO	LEFT TURN, SAME ROADWAY
1	CONCORD	HILLSBORO	MOVABLE OBJECT
16	**Total Number of Accidents**		
12	CAPITAL	NEW FALLS OF THE NEUSE	REAR END, SLOW OR STOP
2	CAPITAL	NEW FALLS OF THE NEUSE	SIDESWIPE, SAME DIRECTION

Number of Crashes	Road A	Road B	Accident Type
1	CAPITAL	NEW FALLS OF THE NEUSE	ANGLE
1	CAPITAL	NEW FALLS OF THE NEUSE	REAR END, TURN
16	**Total Number of Accidents**		
8	BERYL	BLUE RIDGE	REAR END, SLOW OR STOP
2	BERYL	BLUE RIDGE	BACKING UP
2	BERYL	BLUE RIDGE	SIDESWIPE, SAME DIRECTION
1	BERYL	BLUE RIDGE	LEFT TURN, SAME ROADWAY
1	BERYL	BLUE RIDGE	FIXED OBJECT
1	BERYL	BLUE RIDGE	PEDALCYCLIST
1	BERYL	BLUE RIDGE	RAN OFF ROAD - RIGHT
16	**Total Number of Accidents**		
5	BRIGHTEN	KING CHARLES	ANGLE
2	BRIGHTEN	KING CHARLES	HEAD ON
1	BRIGHTEN	KING CHARLES	BACKING UP
1	BRIGHTEN	KING CHARLES	SIDESWIPE, OPPOSITE DIRECTION
1	BRIGHTEN	KING CHARLES	SIDESWIPE, SAME DIRECTION
1	BRIGHTEN	KING CHARLES	LEFT TURN, DIFFERENT ROADWAYS
1	BRIGHTEN	KING CHARLES	REAR END, SLOW OR STOP
1	BRIGHTEN	KING CHARLES	PARKED MOTOR VEHICLE
1	BRIGHTEN	KING CHARLES	FIXED OBJECT
1	BRIGHTEN	KING CHARLES	ANIMAL
1	BRIGHTEN	KING CHARLES	RAN OFF ROAD - RIGHT
16	**Total Number of Accidents**		
6	FALLSTAFF	SUNNYBROOK	ANGLE
3	FALLSTAFF	SUNNYBROOK	REAR END, SLOW OR STOP
2	FALLSTAFF	SUNNYBROOK	SIDESWIPE, SAME DIRECTION
2	FALLSTAFF	SUNNYBROOK	LEFT TURN, DIFFERENT ROADWAYS
1	FALLSTAFF	SUNNYBROOK	LEFT TURN, SAME ROADWAY
1	FALLSTAFF	SUNNYBROOK	RAN OFF ROAD - LEFT
1	FALLSTAFF	SUNNYBROOK	MOVABLE OBJECT
16	**Total Number of Accidents**		
8	ANDERSON	SIX FORKS	REAR END, SLOW OR STOP
3	ANDERSON	SIX FORKS	ANGLE
1	ANDERSON	SIX FORKS	RAN OFF ROAD - STRAIGHT
1	ANDERSON	SIX FORKS	SIDESWIPE, OPPOSITE DIRECTION
1	ANDERSON	SIX FORKS	SIDESWIPE, SAME DIRECTION
1	ANDERSON	SIX FORKS	RIGHT TURN, DIFFERENT ROADWAYS
1	ANDERSON	SIX FORKS	LEFT TURN, SAME ROADWAY
16	**Total Number of Accidents**		
7	I 540	LUMLEY	REAR END, SLOW OR STOP
3	I 540	LUMLEY	ANGLE
2	I 540	LUMLEY	SIDESWIPE, SAME DIRECTION
2	I 540	LUMLEY	FIXED OBJECT

Number of Crashes	Road A	Road B	Accident Type
1	I 540	LUMLEY	REAR END, TURN
1	I 540	LUMLEY	RAN OFF ROAD - LEFT
16	**Total Number of Accidents**		
6	BLOUNT	DAVIE	SIDESWIPE, SAME DIRECTION
5	BLOUNT	DAVIE	PARKED MOTOR VEHICLE
2	BLOUNT	DAVIE	ANGLE
2	BLOUNT	DAVIE	REAR END, SLOW OR STOP
1	BLOUNT	DAVIE	BACKING UP
16	**Total Number of Accidents**		
6	BROOK	CLARK	REAR END, SLOW OR STOP
3	BROOK	CLARK	PARKED MOTOR VEHICLE
2	BROOK	CLARK	SIDESWIPE, SAME DIRECTION
2	BROOK	CLARK	FIXED OBJECT
1	BROOK	CLARK	ANGLE
1	BROOK	CLARK	RAN OFF ROAD - STRAIGHT
1	BROOK	CLARK	RAN OFF ROAD - RIGHT
16	**Total Number of Accidents**		
6	EDENTON	HARRINGTON	ANGLE
6	EDENTON	HARRINGTON	SIDESWIPE, SAME DIRECTION
1	EDENTON	HARRINGTON	LEFT TURN, SAME ROADWAY
1	EDENTON	HARRINGTON	REAR END, SLOW OR STOP
1	EDENTON	HARRINGTON	PARKED MOTOR VEHICLE
1	EDENTON	HARRINGTON	PEDESTRIAN
16	**Total Number of Accidents**		
7	DONALD ROSS	POOLE	REAR END, SLOW OR STOP
2	DONALD ROSS	POOLE	SIDESWIPE, SAME DIRECTION
2	DONALD ROSS	POOLE	REAR END, TURN
1	DONALD ROSS	POOLE	ANGLE
1	DONALD ROSS	POOLE	SIDESWIPE, OPPOSITE DIRECTION
1	DONALD ROSS	POOLE	LEFT TURN, DIFFERENT ROADWAYS
1	DONALD ROSS	POOLE	PEDALCYCLIST
1	DONALD ROSS	POOLE	RAN OFF ROAD - RIGHT
16	**Total Number of Accidents**		
9	HILL	MILLBROOK	REAR END, SLOW OR STOP
3	HILL	MILLBROOK	RAN OFF ROAD - RIGHT
1	HILL	MILLBROOK	ANGLE
1	HILL	MILLBROOK	SIDESWIPE, SAME DIRECTION
1	HILL	MILLBROOK	LEFT TURN, DIFFERENT ROADWAYS
1	HILL	MILLBROOK	FIXED OBJECT
16	**Total Number of Accidents**		
8	BRENTWOOD	SKYCREST	ANGLE
2	BRENTWOOD	SKYCREST	LEFT TURN, DIFFERENT ROADWAYS
2	BRENTWOOD	SKYCREST	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
1	BRENTWOOD	SKYCREST	SIDESWIPE, SAME DIRECTION
1	BRENTWOOD	SKYCREST	HEAD ON
1	BRENTWOOD	SKYCREST	LEFT TURN, SAME ROADWAY
1	BRENTWOOD	SKYCREST	RAN OFF ROAD - LEFT
16	**Total Number of Accidents**		
7	NEW FALLS OF THE NEUSE	COMMON OAKS	ANGLE
4	NEW FALLS OF THE NEUSE	COMMON OAKS	REAR END, SLOW OR STOP
2	NEW FALLS OF THE NEUSE	COMMON OAKS	SIDESWIPE, SAME DIRECTION
2	NEW FALLS OF THE NEUSE	COMMON OAKS	LEFT TURN, SAME ROADWAY
1	NEW FALLS OF THE NEUSE	COMMON OAKS	LEFT TURN, DIFFERENT ROADWAYS
16	**Total Number of Accidents**		
5	HODGE	WAKE FOREST	ANGLE
3	HODGE	WAKE FOREST	LEFT TURN, SAME ROADWAY
2	HODGE	WAKE FOREST	REAR END, SLOW OR STOP
2	HODGE	WAKE FOREST	PEDESTRIAN
2	HODGE	WAKE FOREST	RAN OFF ROAD - RIGHT
1	HODGE	WAKE FOREST	LEFT TURN, DIFFERENT ROADWAYS
1	HODGE	WAKE FOREST	PEDALCYCLIST
16	**Total Number of Accidents**		
5	ATLANTIC	FOREST OAKS	ANGLE
4	ATLANTIC	FOREST OAKS	REAR END, SLOW OR STOP
2	ATLANTIC	FOREST OAKS	LEFT TURN, SAME ROADWAY
1	ATLANTIC	FOREST OAKS	RAN OFF ROAD - STRAIGHT
1	ATLANTIC	FOREST OAKS	SIDESWIPE, SAME DIRECTION
1	ATLANTIC	FOREST OAKS	RIGHT TURN, DIFFERENT ROADWAYS
1	ATLANTIC	FOREST OAKS	FIXED OBJECT
1	ATLANTIC	FOREST OAKS	PEDESTRIAN
16	**Total Number of Accidents**		
6	MARTIN LUTHER KING	STATE	ANGLE
4	MARTIN LUTHER KING	STATE	REAR END, SLOW OR STOP
1	MARTIN LUTHER KING	STATE	BACKING UP
1	MARTIN LUTHER KING	STATE	SIDESWIPE, OPPOSITE DIRECTION
1	MARTIN LUTHER KING	STATE	RIGHT TURN, DIFFERENT ROADWAYS
1	MARTIN LUTHER KING	STATE	MOVABLE OBJECT
1	MARTIN LUTHER KING	STATE	PEDALCYCLIST
15	**Total Number of Accidents**		
5	WADE	WOODBURN	REAR END, SLOW OR STOP
3	WADE	WOODBURN	ANGLE
3	WADE	WOODBURN	LEFT TURN, DIFFERENT ROADWAYS
2	WADE	WOODBURN	SIDESWIPE, SAME DIRECTION
1	WADE	WOODBURN	OTHER COLLISION WITH VEHICLE
1	WADE	WOODBURN	FIXED OBJECT
15	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
6	CAPITAL	RIVERHAVEN	REAR END, SLOW OR STOP
3	CAPITAL	RIVERHAVEN	ANGLE
3	CAPITAL	RIVERHAVEN	SIDESWIPE, SAME DIRECTION
2	CAPITAL	RIVERHAVEN	RAN OFF ROAD - RIGHT
1	CAPITAL	RIVERHAVEN	LEFT TURN, DIFFERENT ROADWAYS
15	**Total Number of Accidents**		
7	NICHOLS	SAINT MARY	ANGLE
2	NICHOLS	SAINT MARY	LEFT TURN, SAME ROADWAY
2	NICHOLS	SAINT MARY	REAR END, SLOW OR STOP
1	NICHOLS	SAINT MARY	SIDESWIPE, SAME DIRECTION
1	NICHOLS	SAINT MARY	RIGHT TURN, DIFFERENT ROADWAYS
1	NICHOLS	SAINT MARY	RIGHT TURN, SAME ROADWAY
1	NICHOLS	SAINT MARY	RAN OFF ROAD - LEFT
15	**Total Number of Accidents**		
11	GLASCOCK	KING CHARLES	ANGLE
2	GLASCOCK	KING CHARLES	LEFT TURN, SAME ROADWAY
1	GLASCOCK	KING CHARLES	RIGHT TURN, SAME ROADWAY
1	GLASCOCK	KING CHARLES	REAR END, SLOW OR STOP
15	**Total Number of Accidents**		
5	PENMARC	SAUNDERS	SIDESWIPE, SAME DIRECTION
3	PENMARC	SAUNDERS	ANGLE
2	PENMARC	SAUNDERS	RIGHT TURN, SAME ROADWAY
2	PENMARC	SAUNDERS	LEFT TURN, DIFFERENT ROADWAYS
2	PENMARC	SAUNDERS	REAR END, SLOW OR STOP
1	PENMARC	SAUNDERS	RAN OFF ROAD - RIGHT
15	**Total Number of Accidents**		
4	DURANT	FALLS RIVER	ANGLE
4	DURANT	FALLS RIVER	REAR END, SLOW OR STOP
3	DURANT	FALLS RIVER	RIGHT TURN, SAME ROADWAY
1	DURANT	FALLS RIVER	SIDESWIPE, SAME DIRECTION
1	DURANT	FALLS RIVER	LEFT TURN, SAME ROADWAY
1	DURANT	FALLS RIVER	PARKED MOTOR VEHICLE
1	DURANT	FALLS RIVER	RAN OFF ROAD - LEFT
15	**Total Number of Accidents**		
8	HILLSBORO	LOGAN	REAR END, SLOW OR STOP
2	HILLSBORO	LOGAN	ANGLE
2	HILLSBORO	LOGAN	PARKED MOTOR VEHICLE
1	HILLSBORO	LOGAN	BACKING UP
1	HILLSBORO	LOGAN	FIXED OBJECT
1	HILLSBORO	LOGAN	PEDESTRIAN
15	**Total Number of Accidents**		
6	HARGROVE	MILLBROOK	ANGLE
5	HARGROVE	MILLBROOK	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
1	HARGROVE	MILLBROOK	SIDESWIPE, OPPOSITE DIRECTION
1	HARGROVE	MILLBROOK	RIGHT TURN, DIFFERENT ROADWAYS
1	HARGROVE	MILLBROOK	LEFT TURN, SAME ROADWAY
1	HARGROVE	MILLBROOK	REAR END, TURN
15	**Total Number of Accidents**		
6	LUTHER	NEW BERN	REAR END, SLOW OR STOP
5	LUTHER	NEW BERN	ANGLE
2	LUTHER	NEW BERN	REAR END, TURN
1	LUTHER	NEW BERN	SIDESWIPE, SAME DIRECTION
1	LUTHER	NEW BERN	MOVABLE OBJECT
15	**Total Number of Accidents**		
11	HYMETTUS	WADE	REAR END, SLOW OR STOP
2	HYMETTUS	WADE	ANGLE
1	HYMETTUS	WADE	SIDESWIPE, SAME DIRECTION
1	HYMETTUS	WADE	REAR END, TURN
15	**Total Number of Accidents**		
5	GLENNWOOD	JONES	PARKED MOTOR VEHICLE
4	GLENNWOOD	JONES	BACKING UP
3	GLENNWOOD	JONES	REAR END, SLOW OR STOP
2	GLENNWOOD	JONES	ANGLE
1	GLENNWOOD	JONES	RAN OFF ROAD - RIGHT
15	**Total Number of Accidents**		
7	SANDY FORKS	SIX FORKS	SIDESWIPE, SAME DIRECTION
4	SANDY FORKS	SIX FORKS	REAR END, SLOW OR STOP
2	SANDY FORKS	SIX FORKS	ANGLE
1	SANDY FORKS	SIX FORKS	RAN OFF ROAD - STRAIGHT
1	SANDY FORKS	SIX FORKS	RAN OFF ROAD - LEFT
15	**Total Number of Accidents**		
5	GLENNWOOD	WHITAKER MILL	REAR END, SLOW OR STOP
3	GLENNWOOD	WHITAKER MILL	ANGLE
2	GLENNWOOD	WHITAKER MILL	SIDESWIPE, SAME DIRECTION
2	GLENNWOOD	WHITAKER MILL	RAN OFF ROAD - RIGHT
1	GLENNWOOD	WHITAKER MILL	BACKING UP
1	GLENNWOOD	WHITAKER MILL	FIXED OBJECT
1	GLENNWOOD	WHITAKER MILL	PEDESTRIAN
15	**Total Number of Accidents**		
6	POOLE	ROSE	SIDESWIPE, SAME DIRECTION
4	POOLE	ROSE	ANGLE
4	POOLE	ROSE	REAR END, SLOW OR STOP
1	POOLE	ROSE	RAN OFF ROAD - RIGHT
15	**Total Number of Accidents**		
7	BLAND	FALLS OF NEUSE	REAR END, SLOW OR STOP
2	BLAND	FALLS OF NEUSE	SIDESWIPE, SAME DIRECTION

Number of Crashes	Road A	Road B	Accident Type
1	BLAND	FALLS OF NEUSE	ANGLE
1	BLAND	FALLS OF NEUSE	RIGHT TURN, DIFFERENT ROADWAYS
1	BLAND	FALLS OF NEUSE	RIGHT TURN, SAME ROADWAY
1	BLAND	FALLS OF NEUSE	LEFT TURN, DIFFERENT ROADWAYS
1	BLAND	FALLS OF NEUSE	LEFT TURN, SAME ROADWAY
1	BLAND	FALLS OF NEUSE	RAN OFF ROAD - RIGHT
15	**Total Number of Accidents**		
7	LOUISBURG	VALLEY STREAM	REAR END, SLOW OR STOP
3	LOUISBURG	VALLEY STREAM	ANGLE
2	LOUISBURG	VALLEY STREAM	LEFT TURN, DIFFERENT ROADWAYS
1	LOUISBURG	VALLEY STREAM	RIGHT TURN, DIFFERENT ROADWAYS
1	LOUISBURG	VALLEY STREAM	FIXED OBJECT
1	LOUISBURG	VALLEY STREAM	PEDESTRIAN
15	**Total Number of Accidents**		
10	DAVIS	GLENNWOOD	REAR END, SLOW OR STOP
2	DAVIS	GLENNWOOD	ANGLE
2	DAVIS	GLENNWOOD	RAN OFF ROAD - RIGHT
1	DAVIS	GLENNWOOD	BACKING UP
15	**Total Number of Accidents**		
6	HUNT	WESTERN	REAR END, SLOW OR STOP
4	HUNT	WESTERN	ANGLE
3	HUNT	WESTERN	SIDESWIPE, SAME DIRECTION
1	HUNT	WESTERN	LEFT TURN, SAME ROADWAY
1	HUNT	WESTERN	FIXED OBJECT
15	**Total Number of Accidents**		
10	MORGAN	PERSON	ANGLE
4	MORGAN	PERSON	SIDESWIPE, SAME DIRECTION
1	MORGAN	PERSON	PEDESTRIAN
15	**Total Number of Accidents**		
6	FALLS OF NEUSE	HONEYCUTT	ANGLE
3	FALLS OF NEUSE	HONEYCUTT	SIDESWIPE, SAME DIRECTION
1	FALLS OF NEUSE	HONEYCUTT	RAN OFF ROAD - STRAIGHT
1	FALLS OF NEUSE	HONEYCUTT	RIGHT TURN, DIFFERENT ROADWAYS
1	FALLS OF NEUSE	HONEYCUTT	LEFT TURN, DIFFERENT ROADWAYS
1	FALLS OF NEUSE	HONEYCUTT	LEFT TURN, SAME ROADWAY
1	FALLS OF NEUSE	HONEYCUTT	REAR END, SLOW OR STOP
1	FALLS OF NEUSE	HONEYCUTT	MOVABLE OBJECT
15	**Total Number of Accidents**		
8	FALLS OF NEUSE	SALEM WOODS	ANGLE
2	FALLS OF NEUSE	SALEM WOODS	LEFT TURN, DIFFERENT ROADWAYS
2	FALLS OF NEUSE	SALEM WOODS	REAR END, SLOW OR STOP
1	FALLS OF NEUSE	SALEM WOODS	BACKING UP
1	FALLS OF NEUSE	SALEM WOODS	SIDESWIPE, SAME DIRECTION

Number of Crashes	Road A	Road B	Accident Type
1	FALLS OF NEUSE	SALEM WOODS	LEFT TURN, SAME ROADWAY
15	**Total Number of Accidents**		
10	HILLSBORO	TURNER	REAR END, SLOW OR STOP
3	HILLSBORO	TURNER	SIDESWIPE, SAME DIRECTION
1	HILLSBORO	TURNER	ANGLE
1	HILLSBORO	TURNER	PEDESTRIAN
15	**Total Number of Accidents**		
8	DEPARTURE	SPRING FOREST	ANGLE
3	DEPARTURE	SPRING FOREST	REAR END, SLOW OR STOP
2	DEPARTURE	SPRING FOREST	SIDESWIPE, OPPOSITE DIRECTION
1	DEPARTURE	SPRING FOREST	RIGHT TURN, SAME ROADWAY
1	DEPARTURE	SPRING FOREST	LEFT TURN, SAME ROADWAY
15	**Total Number of Accidents**		
6	MILLBANK	RALEIGH	ANGLE
3	MILLBANK	RALEIGH	REAR END, SLOW OR STOP
2	MILLBANK	RALEIGH	LEFT TURN, DIFFERENT ROADWAYS
1	MILLBANK	RALEIGH	RAN OFF ROAD - STRAIGHT
1	MILLBANK	RALEIGH	SIDESWIPE, SAME DIRECTION
1	MILLBANK	RALEIGH	REAR END, TURN
1	MILLBANK	RALEIGH	RAN OFF ROAD - RIGHT
15	**Total Number of Accidents**		
5	BLUE RIDGE	CRABTREE VALLEY	ANGLE
3	BLUE RIDGE	CRABTREE VALLEY	LEFT TURN, SAME ROADWAY
3	BLUE RIDGE	CRABTREE VALLEY	REAR END, SLOW OR STOP
1	BLUE RIDGE	CRABTREE VALLEY	SIDESWIPE, SAME DIRECTION
1	BLUE RIDGE	CRABTREE VALLEY	RIGHT TURN, SAME ROADWAY
1	BLUE RIDGE	CRABTREE VALLEY	LEFT TURN, DIFFERENT ROADWAYS
1	BLUE RIDGE	CRABTREE VALLEY	RAN OFF ROAD - RIGHT
15	**Total Number of Accidents**		
7	NEW HOPE	COMMODITY	ANGLE
4	NEW HOPE	COMMODITY	REAR END, SLOW OR STOP
3	NEW HOPE	COMMODITY	LEFT TURN, SAME ROADWAY
1	NEW HOPE	COMMODITY	SIDESWIPE, SAME DIRECTION
15	**Total Number of Accidents**		
6	I 40	JONES FRANKLIN	REAR END, SLOW OR STOP
4	I 40	JONES FRANKLIN	SIDESWIPE, SAME DIRECTION
2	I 40	JONES FRANKLIN	RAN OFF ROAD - RIGHT
1	I 40	JONES FRANKLIN	RAN OFF ROAD - STRAIGHT
1	I 40	JONES FRANKLIN	FIXED OBJECT
1	I 40	JONES FRANKLIN	MOVABLE OBJECT
15	**Total Number of Accidents**		
9	GLENNWOOD	OBERLIN	REAR END, SLOW OR STOP
3	GLENNWOOD	OBERLIN	SIDESWIPE, SAME DIRECTION

Number of Crashes	Road A	Road B	Accident Type
2	GLENNWOOD	OBERLIN	ANGLE
1	GLENNWOOD	OBERLIN	LEFT TURN, SAME ROADWAY
15	**Total Number of Accidents**		
4	FOREST RIDGE	WAKE FOREST	ANGLE
3	FOREST RIDGE	WAKE FOREST	REAR END, SLOW OR STOP
2	FOREST RIDGE	WAKE FOREST	SIDESWIPE, SAME DIRECTION
1	FOREST RIDGE	WAKE FOREST	HEAD ON
1	FOREST RIDGE	WAKE FOREST	RIGHT TURN, SAME ROADWAY
1	FOREST RIDGE	WAKE FOREST	LEFT TURN, SAME ROADWAY
1	FOREST RIDGE	WAKE FOREST	FIXED OBJECT
1	FOREST RIDGE	WAKE FOREST	PEDALCYCLIST
1	FOREST RIDGE	WAKE FOREST	RAN OFF ROAD - RIGHT
15	**Total Number of Accidents**		
6	BLOUNT	CABARRUS	SIDESWIPE, SAME DIRECTION
3	BLOUNT	CABARRUS	ANGLE
3	BLOUNT	CABARRUS	REAR END, SLOW OR STOP
2	BLOUNT	CABARRUS	PARKED MOTOR VEHICLE
1	BLOUNT	CABARRUS	RAN OFF ROAD - LEFT
15	**Total Number of Accidents**		
5	GORMAN	THISTLEDOWN	REAR END, SLOW OR STOP
2	GORMAN	THISTLEDOWN	ANGLE
2	GORMAN	THISTLEDOWN	SIDESWIPE, SAME DIRECTION
2	GORMAN	THISTLEDOWN	LEFT TURN, SAME ROADWAY
1	GORMAN	THISTLEDOWN	RIGHT TURN, DIFFERENT ROADWAYS
1	GORMAN	THISTLEDOWN	RAN OFF ROAD - LEFT
1	GORMAN	THISTLEDOWN	FIXED OBJECT
1	GORMAN	THISTLEDOWN	ANIMAL
15	**Total Number of Accidents**		
7	EDWARDS MILLS	REEDY CREEK	REAR END, SLOW OR STOP
2	EDWARDS MILLS	REEDY CREEK	ANGLE
1	EDWARDS MILLS	REEDY CREEK	BACKING UP
1	EDWARDS MILLS	REEDY CREEK	SIDESWIPE, SAME DIRECTION
1	EDWARDS MILLS	REEDY CREEK	LEFT TURN, SAME ROADWAY
1	EDWARDS MILLS	REEDY CREEK	ANIMAL
1	EDWARDS MILLS	REEDY CREEK	PEDALCYCLIST
14	**Total Number of Accidents**		
9	FARLEY	MILLBROOK	REAR END, SLOW OR STOP
2	FARLEY	MILLBROOK	SIDESWIPE, OPPOSITE DIRECTION
2	FARLEY	MILLBROOK	SIDESWIPE, SAME DIRECTION
1	FARLEY	MILLBROOK	ANGLE
14	**Total Number of Accidents**		
5	CAPITAL	OLD TRAWICK	SIDESWIPE, SAME DIRECTION
5	CAPITAL	OLD TRAWICK	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
3	CAPITAL	OLD TRAWICK	ANGLE
1	CAPITAL	OLD TRAWICK	RAN OFF ROAD - LEFT
14	**Total Number of Accidents**		
5	LANE	PERSON	SIDESWIPE, SAME DIRECTION
4	LANE	PERSON	ANGLE
3	LANE	PERSON	REAR END, SLOW OR STOP
2	LANE	PERSON	PARKED MOTOR VEHICLE
14	**Total Number of Accidents**		
4	WAKE FOREST	WAKE FOREST	BACKING UP
2	WAKE FOREST	WAKE FOREST	ANGLE
2	WAKE FOREST	WAKE FOREST	RIGHT TURN, DIFFERENT ROADWAYS
2	WAKE FOREST	WAKE FOREST	PARKED MOTOR VEHICLE
1	WAKE FOREST	WAKE FOREST	SIDESWIPE, SAME DIRECTION
1	WAKE FOREST	WAKE FOREST	LEFT TURN, SAME ROADWAY
1	WAKE FOREST	WAKE FOREST	REAR END, SLOW OR STOP
1	WAKE FOREST	WAKE FOREST	RAN OFF ROAD - LEFT
14	**Total Number of Accidents**		
8	DURANT	RAVEN RIDGE	ANGLE
5	DURANT	RAVEN RIDGE	REAR END, SLOW OR STOP
1	DURANT	RAVEN RIDGE	ANIMAL
14	**Total Number of Accidents**		
10	CENTENNIAL	NAZARETH	ANGLE
1	CENTENNIAL	NAZARETH	BACKING UP
1	CENTENNIAL	NAZARETH	LEFT TURN, DIFFERENT ROADWAYS
1	CENTENNIAL	NAZARETH	REAR END, SLOW OR STOP
1	CENTENNIAL	NAZARETH	RAN OFF ROAD - RIGHT
14	**Total Number of Accidents**		
4	CAMERON	DANIEL	ANGLE
3	CAMERON	DANIEL	SIDESWIPE, SAME DIRECTION
3	CAMERON	DANIEL	REAR END, SLOW OR STOP
2	CAMERON	DANIEL	LEFT TURN, SAME ROADWAY
1	CAMERON	DANIEL	RIGHT TURN, SAME ROADWAY
1	CAMERON	DANIEL	PEDALCYCLIST
14	**Total Number of Accidents**		
5	CATES	MORRELL	ANGLE
2	CATES	MORRELL	RIGHT TURN, SAME ROADWAY
2	CATES	MORRELL	LEFT TURN, SAME ROADWAY
2	CATES	MORRELL	PEDESTRIAN
1	CATES	MORRELL	BACKING UP
1	CATES	MORRELL	MOVABLE OBJECT
1	CATES	MORRELL	PEDALCYCLIST
14	**Total Number of Accidents**		
8	CAPITAL	JACKLYN	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
3	CAPITAL	JACKLYN	ANGLE
3	CAPITAL	JACKLYN	SIDESWIPE, SAME DIRECTION
14	**Total Number of Accidents**		
6	JONES FRANKLIN	VANN	REAR END, SLOW OR STOP
4	JONES FRANKLIN	VANN	ANGLE
1	JONES FRANKLIN	VANN	OVERTURN/ROLLOVER
1	JONES FRANKLIN	VANN	BACKING UP
1	JONES FRANKLIN	VANN	HEAD ON
1	JONES FRANKLIN	VANN	REAR END, TURN
14	**Total Number of Accidents**		
11	MAYBROOK	POOLE	REAR END, SLOW OR STOP
1	MAYBROOK	POOLE	ANGLE
1	MAYBROOK	POOLE	LEFT TURN, SAME ROADWAY
1	MAYBROOK	POOLE	REAR END, TURN
14	**Total Number of Accidents**		
7	BOYLAN	WESTERN	REAR END, SLOW OR STOP
2	BOYLAN	WESTERN	RAN OFF ROAD - RIGHT
1	BOYLAN	WESTERN	ANGLE
1	BOYLAN	WESTERN	SIDESWIPE, SAME DIRECTION
1	BOYLAN	WESTERN	RIGHT TURN, DIFFERENT ROADWAYS
1	BOYLAN	WESTERN	FIXED OBJECT
1	BOYLAN	WESTERN	OTHER NON-COLLISION
14	**Total Number of Accidents**		
7	I 40	I 40	REAR END, SLOW OR STOP
2	I 40	I 40	SIDESWIPE, SAME DIRECTION
2	I 40	I 40	RAN OFF ROAD - LEFT
1	I 40	I 40	ANGLE
1	I 40	I 40	REAR END, TURN
1	I 40	I 40	ANIMAL
14	**Total Number of Accidents**		
8	MORNING DOVE	SIX FORKS	REAR END, SLOW OR STOP
3	MORNING DOVE	SIX FORKS	ANGLE
2	MORNING DOVE	SIX FORKS	SIDESWIPE, SAME DIRECTION
1	MORNING DOVE	SIX FORKS	RIGHT TURN, DIFFERENT ROADWAYS
14	**Total Number of Accidents**		
7	BUFFALO	OLD BUFFALO	REAR END, SLOW OR STOP
2	BUFFALO	OLD BUFFALO	SIDESWIPE, SAME DIRECTION
1	BUFFALO	OLD BUFFALO	HEAD ON
1	BUFFALO	OLD BUFFALO	LEFT TURN, SAME ROADWAY
1	BUFFALO	OLD BUFFALO	REAR END, TURN
1	BUFFALO	OLD BUFFALO	ANIMAL
1	BUFFALO	OLD BUFFALO	RAN OFF ROAD - RIGHT
14	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
12	BOYLAN	JONES	ANGLE
1	BOYLAN	JONES	SIDESWIPE, SAME DIRECTION
1	BOYLAN	JONES	PARKED MOTOR VEHICLE
14	**Total Number of Accidents**		
4	BROCKTON	GREEN	ANGLE
3	BROCKTON	GREEN	REAR END, SLOW OR STOP
1	BROCKTON	GREEN	BACKING UP
1	BROCKTON	GREEN	SIDESWIPE, SAME DIRECTION
1	BROCKTON	GREEN	HEAD ON
1	BROCKTON	GREEN	LEFT TURN, DIFFERENT ROADWAYS
1	BROCKTON	GREEN	LEFT TURN, SAME ROADWAY
1	BROCKTON	GREEN	PARKED MOTOR VEHICLE
1	BROCKTON	GREEN	RAN OFF ROAD - RIGHT
14	**Total Number of Accidents**		
5	BLUE RIDGE	HARDEN	ANGLE
5	BLUE RIDGE	HARDEN	REAR END, SLOW OR STOP
2	BLUE RIDGE	HARDEN	SIDESWIPE, SAME DIRECTION
2	BLUE RIDGE	HARDEN	LEFT TURN, DIFFERENT ROADWAYS
14	**Total Number of Accidents**		
6	POWELL	WESTERN	ANGLE
5	POWELL	WESTERN	REAR END, SLOW OR STOP
2	POWELL	WESTERN	SIDESWIPE, SAME DIRECTION
1	POWELL	WESTERN	HEAD ON
14	**Total Number of Accidents**		
8	SIX FORKS	WENDELL	REAR END, SLOW OR STOP
3	SIX FORKS	WENDELL	SIDESWIPE, SAME DIRECTION
1	SIX FORKS	WENDELL	OTHER COLLISION WITH VEHICLE
1	SIX FORKS	WENDELL	SIDESWIPE, OPPOSITE DIRECTION
1	SIX FORKS	WENDELL	LEFT TURN, SAME ROADWAY
14	**Total Number of Accidents**		
10	HILLSBORO	ROYAL	REAR END, SLOW OR STOP
1	HILLSBORO	ROYAL	BACKING UP
1	HILLSBORO	ROYAL	ANGLE
1	HILLSBORO	ROYAL	SIDESWIPE, OPPOSITE DIRECTION
1	HILLSBORO	ROYAL	REAR END, TURN
14	**Total Number of Accidents**		
9	MAITLAND	NEW BERN	REAR END, SLOW OR STOP
2	MAITLAND	NEW BERN	BACKING UP
2	MAITLAND	NEW BERN	SIDESWIPE, SAME DIRECTION
1	MAITLAND	NEW BERN	ANGLE
14	**Total Number of Accidents**		
9	DEPARTURE	MILLBROOK	REAR END, SLOW OR STOP
2	DEPARTURE	MILLBROOK	ANGLE

Number of Crashes	Road A	Road B	Accident Type
1	DEPARTURE	MILLBROOK	SIDESWIPE, OPPOSITE DIRECTION
1	DEPARTURE	MILLBROOK	SIDESWIPE, SAME DIRECTION
1	DEPARTURE	MILLBROOK	LEFT TURN, SAME ROADWAY
14	**Total Number of Accidents**		
3	FAYETTEVILLE	HARGETT	REAR END, SLOW OR STOP
3	FAYETTEVILLE	HARGETT	PARKED MOTOR VEHICLE
2	FAYETTEVILLE	HARGETT	BACKING UP
1	FAYETTEVILLE	HARGETT	OTHER COLLISION WITH VEHICLE
1	FAYETTEVILLE	HARGETT	SIDESWIPE, OPPOSITE DIRECTION
1	FAYETTEVILLE	HARGETT	SIDESWIPE, SAME DIRECTION
1	FAYETTEVILLE	HARGETT	RIGHT TURN, SAME ROADWAY
1	FAYETTEVILLE	HARGETT	FIXED OBJECT
1	FAYETTEVILLE	HARGETT	PEDALCYCLIST
14	**Total Number of Accidents**		
4	EDENTON	PETTIGREW	SIDESWIPE, SAME DIRECTION
4	EDENTON	PETTIGREW	REAR END, SLOW OR STOP
3	EDENTON	PETTIGREW	ANGLE
1	EDENTON	PETTIGREW	RIGHT TURN, SAME ROADWAY
1	EDENTON	PETTIGREW	RAN OFF ROAD - LEFT
1	EDENTON	PETTIGREW	PEDESTRIAN
14	**Total Number of Accidents**		
6	KIDD	SUNNYBROOK	ANGLE
2	KIDD	SUNNYBROOK	SIDESWIPE, SAME DIRECTION
2	KIDD	SUNNYBROOK	REAR END, SLOW OR STOP
2	KIDD	SUNNYBROOK	ANIMAL
1	KIDD	SUNNYBROOK	LEFT TURN, DIFFERENT ROADWAYS
1	KIDD	SUNNYBROOK	MOVABLE OBJECT
14	**Total Number of Accidents**		
4	CAROLINA PINES	LAKE WHEELER	REAR END, SLOW OR STOP
3	CAROLINA PINES	LAKE WHEELER	ANGLE
2	CAROLINA PINES	LAKE WHEELER	RAN OFF ROAD - LEFT
1	CAROLINA PINES	LAKE WHEELER	HEAD ON
1	CAROLINA PINES	LAKE WHEELER	RIGHT TURN, DIFFERENT ROADWAYS
1	CAROLINA PINES	LAKE WHEELER	LEFT TURN, DIFFERENT ROADWAYS
1	CAROLINA PINES	LAKE WHEELER	LEFT TURN, SAME ROADWAY
1	CAROLINA PINES	LAKE WHEELER	RAN OFF ROAD - RIGHT
14	**Total Number of Accidents**		
6	THISTLEDOWN	TRAILWOOD	REAR END, SLOW OR STOP
4	THISTLEDOWN	TRAILWOOD	ANGLE
1	THISTLEDOWN	TRAILWOOD	LEFT TURN, DIFFERENT ROADWAYS
1	THISTLEDOWN	TRAILWOOD	LEFT TURN, SAME ROADWAY
1	THISTLEDOWN	TRAILWOOD	REAR END, TURN
1	THISTLEDOWN	TRAILWOOD	ANIMAL

Number of Crashes	Road A	Road B	Accident Type
14	**Total Number of Accidents**		
6	DIXON	MILLBROOK	ANGLE
2	DIXON	MILLBROOK	PEDALCYCLIST
1	DIXON	MILLBROOK	SIDESWIPE, OPPOSITE DIRECTION
1	DIXON	MILLBROOK	SIDESWIPE, SAME DIRECTION
1	DIXON	MILLBROOK	HEAD ON
1	DIXON	MILLBROOK	LEFT TURN, SAME ROADWAY
1	DIXON	MILLBROOK	REAR END, SLOW OR STOP
1	DIXON	MILLBROOK	RAN OFF ROAD - RIGHT
14	**Total Number of Accidents**		
5	BLOUNT	HOKE	ANGLE
3	BLOUNT	HOKE	SIDESWIPE, SAME DIRECTION
2	BLOUNT	HOKE	LEFT TURN, SAME ROADWAY
1	BLOUNT	HOKE	RIGHT TURN, SAME ROADWAY
1	BLOUNT	HOKE	REAR END, TURN
1	BLOUNT	HOKE	REAR END, SLOW OR STOP
1	BLOUNT	HOKE	RAN OFF ROAD - RIGHT
14	**Total Number of Accidents**		
6	DUNN	FALLS OF NEUSE	REAR END, SLOW OR STOP
3	DUNN	FALLS OF NEUSE	ANGLE
3	DUNN	FALLS OF NEUSE	LEFT TURN, DIFFERENT ROADWAYS
2	DUNN	FALLS OF NEUSE	LEFT TURN, SAME ROADWAY
14	**Total Number of Accidents**		
11	CHAPANOKE	OLYMPIA	ANGLE
2	CHAPANOKE	OLYMPIA	REAR END, SLOW OR STOP
1	CHAPANOKE	OLYMPIA	BACKING UP
14	**Total Number of Accidents**		
9	CAPITAL	HOMESTEAD	REAR END, SLOW OR STOP
4	CAPITAL	HOMESTEAD	SIDESWIPE, SAME DIRECTION
1	CAPITAL	HOMESTEAD	ANGLE
14	**Total Number of Accidents**		
6	MARTIN	TARBORO	ANGLE
2	MARTIN	TARBORO	LEFT TURN, SAME ROADWAY
2	MARTIN	TARBORO	REAR END, SLOW OR STOP
1	MARTIN	TARBORO	BACKING UP
1	MARTIN	TARBORO	PARKED MOTOR VEHICLE
1	MARTIN	TARBORO	RAN OFF ROAD - RIGHT
13	**Total Number of Accidents**		
3	MARTIN	SALISBURY	SIDESWIPE, SAME DIRECTION
3	MARTIN	SALISBURY	REAR END, SLOW OR STOP
2	MARTIN	SALISBURY	BACKING UP
1	MARTIN	SALISBURY	RIGHT TURN, DIFFERENT ROADWAYS
1	MARTIN	SALISBURY	PARKED MOTOR VEHICLE

Number of Crashes	Road A	Road B	Accident Type
1	MARTIN	SALISBURY	MOVABLE OBJECT
1	MARTIN	SALISBURY	PEDESTRIAN
1	MARTIN	SALISBURY	RAN OFF ROAD - RIGHT
13	**Total Number of Accidents**		
7	I 440	RIDGE	REAR END, SLOW OR STOP
3	I 440	RIDGE	SIDESWIPE, SAME DIRECTION
1	I 440	RIDGE	ANGLE
1	I 440	RIDGE	RAN OFF ROAD - LEFT
1	I 440	RIDGE	FIXED OBJECT
13	**Total Number of Accidents**		
7	FALLS OF NEUSE	RAVENCROFT	REAR END, SLOW OR STOP
2	FALLS OF NEUSE	RAVENCROFT	MOVABLE OBJECT
1	FALLS OF NEUSE	RAVENCROFT	ANGLE
1	FALLS OF NEUSE	RAVENCROFT	LEFT TURN, SAME ROADWAY
1	FALLS OF NEUSE	RAVENCROFT	RAN OFF ROAD - LEFT
1	FALLS OF NEUSE	RAVENCROFT	ANIMAL
13	**Total Number of Accidents**		
4	MARTIN	PERSON	ANGLE
4	MARTIN	PERSON	LEFT TURN, SAME ROADWAY
3	MARTIN	PERSON	REAR END, SLOW OR STOP
1	MARTIN	PERSON	SIDESWIPE, SAME DIRECTION
1	MARTIN	PERSON	FIXED OBJECT
13	**Total Number of Accidents**		
5	OLLIE	WAKE FOREST	ANGLE
2	OLLIE	WAKE FOREST	RIGHT TURN, DIFFERENT ROADWAYS
1	OLLIE	WAKE FOREST	SIDESWIPE, OPPOSITE DIRECTION
1	OLLIE	WAKE FOREST	SIDESWIPE, SAME DIRECTION
1	OLLIE	WAKE FOREST	RIGHT TURN, SAME ROADWAY
1	OLLIE	WAKE FOREST	LEFT TURN, SAME ROADWAY
1	OLLIE	WAKE FOREST	REAR END, SLOW OR STOP
1	OLLIE	WAKE FOREST	ANIMAL
13	**Total Number of Accidents**		
3	ATLANTIC	HARROD	SIDESWIPE, SAME DIRECTION
2	ATLANTIC	HARROD	ANGLE
2	ATLANTIC	HARROD	REAR END, SLOW OR STOP
2	ATLANTIC	HARROD	FIXED OBJECT
1	ATLANTIC	HARROD	OTHER COLLISION WITH VEHICLE
1	ATLANTIC	HARROD	RAN OFF ROAD - STRAIGHT
1	ATLANTIC	HARROD	RIGHT TURN, SAME ROADWAY
1	ATLANTIC	HARROD	LEFT TURN, SAME ROADWAY
13	**Total Number of Accidents**		
5	GORMAN	LIGON	ANGLE
5	GORMAN	LIGON	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
1	GORMAN	LIGON	LEFT TURN, DIFFERENT ROADWAYS
1	GORMAN	LIGON	LEFT TURN, SAME ROADWAY
1	GORMAN	LIGON	PEDALCYCLIST
13	**Total Number of Accidents**		
7	DOGWOOD	WADE	REAR END, SLOW OR STOP
3	DOGWOOD	WADE	LEFT TURN, SAME ROADWAY
2	DOGWOOD	WADE	ANGLE
1	DOGWOOD	WADE	BACKING UP
13	**Total Number of Accidents**		
6	PROSPECT	SAUNDERS	ANGLE
2	PROSPECT	SAUNDERS	REAR END, SLOW OR STOP
1	PROSPECT	SAUNDERS	RAN OFF ROAD - STRAIGHT
1	PROSPECT	SAUNDERS	SIDESWIPE, SAME DIRECTION
1	PROSPECT	SAUNDERS	LEFT TURN, DIFFERENT ROADWAYS
1	PROSPECT	SAUNDERS	ANIMAL
1	PROSPECT	SAUNDERS	RAN OFF ROAD - RIGHT
13	**Total Number of Accidents**		
7	PLEASANT VALLEY	SHADETREE	ANGLE
2	PLEASANT VALLEY	SHADETREE	RAN OFF ROAD - RIGHT
1	PLEASANT VALLEY	SHADETREE	SIDESWIPE, SAME DIRECTION
1	PLEASANT VALLEY	SHADETREE	RIGHT TURN, SAME ROADWAY
1	PLEASANT VALLEY	SHADETREE	LEFT TURN, DIFFERENT ROADWAYS
1	PLEASANT VALLEY	SHADETREE	REAR END, SLOW OR STOP
13	**Total Number of Accidents**		
4	NEW BERN	POOLE	ANGLE
3	NEW BERN	POOLE	SIDESWIPE, SAME DIRECTION
3	NEW BERN	POOLE	REAR END, SLOW OR STOP
1	NEW BERN	POOLE	BACKING UP
1	NEW BERN	POOLE	LEFT TURN, SAME ROADWAY
1	NEW BERN	POOLE	RAN OFF ROAD - RIGHT
13	**Total Number of Accidents**		
4	GLENNWOOD	GLENWOOD FOREST	REAR END, SLOW OR STOP
2	GLENNWOOD	GLENWOOD FOREST	BACKING UP
2	GLENNWOOD	GLENWOOD FOREST	ANGLE
2	GLENNWOOD	GLENWOOD FOREST	LEFT TURN, SAME ROADWAY
1	GLENNWOOD	GLENWOOD FOREST	SIDESWIPE, SAME DIRECTION
1	GLENNWOOD	GLENWOOD FOREST	LEFT TURN, DIFFERENT ROADWAYS
1	GLENNWOOD	GLENWOOD FOREST	RAN OFF ROAD - RIGHT
13	**Total Number of Accidents**		
5	MARSH CREEK	TRAWICK	REAR END, SLOW OR STOP
2	MARSH CREEK	TRAWICK	HEAD ON
1	MARSH CREEK	TRAWICK	BACKING UP
1	MARSH CREEK	TRAWICK	ANGLE

Number of Crashes	Road A	Road B	Accident Type
1	MARSH CREEK	TRAWICK	SIDESWIPE, OPPOSITE DIRECTION
1	MARSH CREEK	TRAWICK	LEFT TURN, DIFFERENT ROADWAYS
1	MARSH CREEK	TRAWICK	FIXED OBJECT
1	MARSH CREEK	TRAWICK	RAN OFF ROAD - RIGHT
13	**Total Number of Accidents**		
7	LONG	SIX FORKS	ANGLE
2	LONG	SIX FORKS	SIDESWIPE, SAME DIRECTION
1	LONG	SIX FORKS	RIGHT TURN, DIFFERENT ROADWAYS
1	LONG	SIX FORKS	REAR END, SLOW OR STOP
1	LONG	SIX FORKS	FIXED OBJECT
1	LONG	SIX FORKS	PEDESTRIAN
13	**Total Number of Accidents**		
5	OBERLIN	SMALLWOOD	ANGLE
2	OBERLIN	SMALLWOOD	REAR END, SLOW OR STOP
1	OBERLIN	SMALLWOOD	BACKING UP
1	OBERLIN	SMALLWOOD	HEAD ON
1	OBERLIN	SMALLWOOD	LEFT TURN, DIFFERENT ROADWAYS
1	OBERLIN	SMALLWOOD	LEFT TURN, SAME ROADWAY
1	OBERLIN	SMALLWOOD	FIXED OBJECT
1	OBERLIN	SMALLWOOD	PEDALCYCLIST
13	**Total Number of Accidents**		
5	CRAFTSMAN	NEW HOPE CHURCH	ANGLE
4	CRAFTSMAN	NEW HOPE CHURCH	REAR END, SLOW OR STOP
3	CRAFTSMAN	NEW HOPE CHURCH	BACKING UP
1	CRAFTSMAN	NEW HOPE CHURCH	RIGHT TURN, SAME ROADWAY
13	**Total Number of Accidents**		
5	HARGETT	PERSON	SIDESWIPE, SAME DIRECTION
2	HARGETT	PERSON	LEFT TURN, SAME ROADWAY
2	HARGETT	PERSON	PARKED MOTOR VEHICLE
1	HARGETT	PERSON	BACKING UP
1	HARGETT	PERSON	ANGLE
1	HARGETT	PERSON	REAR END, SLOW OR STOP
1	HARGETT	PERSON	FIXED OBJECT
13	**Total Number of Accidents**		
8	BAUGH	OLD BUFFALO	ANGLE
2	BAUGH	OLD BUFFALO	REAR END, SLOW OR STOP
1	BAUGH	OLD BUFFALO	OTHER COLLISION WITH VEHICLE
1	BAUGH	OLD BUFFALO	SIDESWIPE, SAME DIRECTION
1	BAUGH	OLD BUFFALO	FIXED OBJECT
13	**Total Number of Accidents**		
4	KAPLAN	KENT	ANGLE
2	KAPLAN	KENT	LEFT TURN, DIFFERENT ROADWAYS
2	KAPLAN	KENT	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
1	KAPLAN	KENT	RAN OFF ROAD - STRAIGHT
1	KAPLAN	KENT	HEAD ON
1	KAPLAN	KENT	FIXED OBJECT
1	KAPLAN	KENT	MOVABLE OBJECT
1	KAPLAN	KENT	RAN OFF ROAD - RIGHT
13	**Total Number of Accidents**		
3	NEW HOPE	TRADEMARK	ANGLE
3	NEW HOPE	TRADEMARK	SIDESWIPE, SAME DIRECTION
2	NEW HOPE	TRADEMARK	LEFT TURN, DIFFERENT ROADWAYS
2	NEW HOPE	TRADEMARK	REAR END, SLOW OR STOP
1	NEW HOPE	TRADEMARK	LEFT TURN, SAME ROADWAY
1	NEW HOPE	TRADEMARK	REAR END, TURN
1	NEW HOPE	TRADEMARK	FIXED OBJECT
13	**Total Number of Accidents**		
5	GLENNWOOD	NORTH	REAR END, SLOW OR STOP
5	GLENNWOOD	NORTH	PARKED MOTOR VEHICLE
1	GLENNWOOD	NORTH	BACKING UP
1	GLENNWOOD	NORTH	RIGHT TURN, DIFFERENT ROADWAYS
1	GLENNWOOD	NORTH	PEDESTRIAN
13	**Total Number of Accidents**		
10	FALLS OF NEUSE	FALLS VALLEY	REAR END, SLOW OR STOP
1	FALLS OF NEUSE	FALLS VALLEY	ANGLE
1	FALLS OF NEUSE	FALLS VALLEY	RAN OFF ROAD - STRAIGHT
1	FALLS OF NEUSE	FALLS VALLEY	SIDESWIPE, OPPOSITE DIRECTION
13	**Total Number of Accidents**		
8	LELAND	LOUISBURG	REAR END, SLOW OR STOP
3	LELAND	LOUISBURG	ANGLE
1	LELAND	LOUISBURG	SIDESWIPE, SAME DIRECTION
1	LELAND	LOUISBURG	LEFT TURN, DIFFERENT ROADWAYS
13	**Total Number of Accidents**		
6	CREEDMOOR	MARRIOTT	REAR END, SLOW OR STOP
4	CREEDMOOR	MARRIOTT	ANGLE
2	CREEDMOOR	MARRIOTT	SIDESWIPE, SAME DIRECTION
1	CREEDMOOR	MARRIOTT	LEFT TURN, SAME ROADWAY
13	**Total Number of Accidents**		
4	COX	HILLSBORO	ANGLE
2	COX	HILLSBORO	LEFT TURN, DIFFERENT ROADWAYS
2	COX	HILLSBORO	REAR END, SLOW OR STOP
2	COX	HILLSBORO	RAN OFF ROAD - RIGHT
1	COX	HILLSBORO	SIDESWIPE, OPPOSITE DIRECTION
1	COX	HILLSBORO	SIDESWIPE, SAME DIRECTION
1	COX	HILLSBORO	OTHER NON-COLLISION
13	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
6	BLAND	HARDIMONT	ANGLE
3	BLAND	HARDIMONT	REAR END, SLOW OR STOP
1	BLAND	HARDIMONT	SIDESWIPE, SAME DIRECTION
1	BLAND	HARDIMONT	LEFT TURN, DIFFERENT ROADWAYS
1	BLAND	HARDIMONT	LEFT TURN, SAME ROADWAY
1	BLAND	HARDIMONT	RAN OFF ROAD - RIGHT
13	**Total Number of Accidents**		
10	ROCK QUARRY	TRASSACKS	ANGLE
3	ROCK QUARRY	TRASSACKS	REAR END, SLOW OR STOP
13	**Total Number of Accidents**		
11	BLUE RIDGE	ED	ANGLE
2	BLUE RIDGE	ED	REAR END, SLOW OR STOP
13	**Total Number of Accidents**		
9	ATLANTIC	HIGHWOOD	REAR END, SLOW OR STOP
2	ATLANTIC	HIGHWOOD	ANGLE
1	ATLANTIC	HIGHWOOD	SIDESWIPE, SAME DIRECTION
1	ATLANTIC	HIGHWOOD	RIGHT TURN, DIFFERENT ROADWAYS
13	**Total Number of Accidents**		
5	DAVIS	MILLBROOK	ANGLE
3	DAVIS	MILLBROOK	REAR END, SLOW OR STOP
2	DAVIS	MILLBROOK	SIDESWIPE, SAME DIRECTION
2	DAVIS	MILLBROOK	LEFT TURN, SAME ROADWAY
1	DAVIS	MILLBROOK	RIGHT TURN, DIFFERENT ROADWAYS
13	**Total Number of Accidents**		
6	FALLS OF NEUSE	WAKEFIELD PINES	REAR END, SLOW OR STOP
3	FALLS OF NEUSE	WAKEFIELD PINES	RAN OFF ROAD - RIGHT
2	FALLS OF NEUSE	WAKEFIELD PINES	BACKING UP
1	FALLS OF NEUSE	WAKEFIELD PINES	ANGLE
1	FALLS OF NEUSE	WAKEFIELD PINES	PEDESTRIAN
13	**Total Number of Accidents**		
3	CABARRUS	WILMINGTON	SIDESWIPE, SAME DIRECTION
2	CABARRUS	WILMINGTON	BACKING UP
2	CABARRUS	WILMINGTON	REAR END, SLOW OR STOP
2	CABARRUS	WILMINGTON	PARKED MOTOR VEHICLE
1	CABARRUS	WILMINGTON	ANGLE
1	CABARRUS	WILMINGTON	LEFT TURN, SAME ROADWAY
1	CABARRUS	WILMINGTON	REAR END, TURN
1	CABARRUS	WILMINGTON	FIXED OBJECT
13	**Total Number of Accidents**		
10	CAPITAL CENTER	JONES FRANKLIN	REAR END, SLOW OR STOP
1	CAPITAL CENTER	JONES FRANKLIN	ANGLE
1	CAPITAL CENTER	JONES FRANKLIN	SIDESWIPE, SAME DIRECTION
1	CAPITAL CENTER	JONES FRANKLIN	RAN OFF ROAD - LEFT

Number of Crashes	Road A	Road B	Accident Type
13	**Total Number of Accidents**		
10	BOYLAN	NORTH	ANGLE
1	BOYLAN	NORTH	REAR END, SLOW OR STOP
1	BOYLAN	NORTH	PARKED MOTOR VEHICLE
1	BOYLAN	NORTH	PEDALCYCLIST
13	**Total Number of Accidents**		
6	COLBY	WAKE FOREST	REAR END, SLOW OR STOP
3	COLBY	WAKE FOREST	ANGLE
2	COLBY	WAKE FOREST	SIDESWIPE, SAME DIRECTION
1	COLBY	WAKE FOREST	SIDESWIPE, OPPOSITE DIRECTION
1	COLBY	WAKE FOREST	LEFT TURN, SAME ROADWAY
13	**Total Number of Accidents**		
8	LINN	SANDY FORKS	REAR END, SLOW OR STOP
2	LINN	SANDY FORKS	ANGLE
1	LINN	SANDY FORKS	SIDESWIPE, SAME DIRECTION
1	LINN	SANDY FORKS	HEAD ON
1	LINN	SANDY FORKS	PEDESTRIAN
13	**Total Number of Accidents**		
6	GORMAN	GREENLEAF	REAR END, SLOW OR STOP
3	GORMAN	GREENLEAF	ANGLE
1	GORMAN	GREENLEAF	SIDESWIPE, OPPOSITE DIRECTION
1	GORMAN	GREENLEAF	SIDESWIPE, SAME DIRECTION
1	GORMAN	GREENLEAF	HEAD ON
1	GORMAN	GREENLEAF	ANIMAL
13	**Total Number of Accidents**		
5	AVENT FERRY	CREST	ANGLE
2	AVENT FERRY	CREST	REAR END, SLOW OR STOP
2	AVENT FERRY	CREST	RAN OFF ROAD - LEFT
1	AVENT FERRY	CREST	HEAD ON
1	AVENT FERRY	CREST	LEFT TURN, DIFFERENT ROADWAYS
1	AVENT FERRY	CREST	PEDALCYCLIST
1	AVENT FERRY	CREST	RAN OFF ROAD - RIGHT
13	**Total Number of Accidents**		
11	SPRUCETREE	NEW FALLS OF THE NEUSE	ANGLE
1	SPRUCETREE	NEW FALLS OF THE NEUSE	RAN OFF ROAD - RIGHT
12	**Total Number of Accidents**		
4	CROSS LINK	GARNER	REAR END, SLOW OR STOP
3	CROSS LINK	GARNER	ANGLE
1	CROSS LINK	GARNER	SIDESWIPE, OPPOSITE DIRECTION
1	CROSS LINK	GARNER	SIDESWIPE, SAME DIRECTION
1	CROSS LINK	GARNER	LEFT TURN, SAME ROADWAY
1	CROSS LINK	GARNER	FIXED OBJECT
1	CROSS LINK	GARNER	RAN OFF ROAD - RIGHT

Number of Crashes	Road A	Road B	Accident Type
12	**Total Number of Accidents**		
6	HARGETT	HARRINGTON	ANGLE
3	HARGETT	HARRINGTON	PARKED MOTOR VEHICLE
1	HARGETT	HARRINGTON	BACKING UP
1	HARGETT	HARRINGTON	SIDESWIPE, SAME DIRECTION
1	HARGETT	HARRINGTON	LEFT TURN, SAME ROADWAY
12	**Total Number of Accidents**		
7	COUNTRY	GLENNWOOD	REAR END, SLOW OR STOP
3	COUNTRY	GLENNWOOD	ANGLE
1	COUNTRY	GLENNWOOD	RIGHT TURN, DIFFERENT ROADWAYS
1	COUNTRY	GLENNWOOD	ANIMAL
12	**Total Number of Accidents**		
6	NORTHCLIFT	SIX FORKS	REAR END, SLOW OR STOP
2	NORTHCLIFT	SIX FORKS	RAN OFF ROAD - RIGHT
1	NORTHCLIFT	SIX FORKS	SIDESWIPE, SAME DIRECTION
1	NORTHCLIFT	SIX FORKS	RIGHT TURN, DIFFERENT ROADWAYS
1	NORTHCLIFT	SIX FORKS	RAN OFF ROAD - LEFT
1	NORTHCLIFT	SIX FORKS	PEDESTRIAN
12	**Total Number of Accidents**		
5	GORMAN	OCTAVIA	REAR END, SLOW OR STOP
2	GORMAN	OCTAVIA	ANGLE
2	GORMAN	OCTAVIA	SIDESWIPE, SAME DIRECTION
1	GORMAN	OCTAVIA	LEFT TURN, SAME ROADWAY
1	GORMAN	OCTAVIA	REAR END, TURN
1	GORMAN	OCTAVIA	FIXED OBJECT
12	**Total Number of Accidents**		
11	GLENNWOOD	LAKE ANNE	REAR END, SLOW OR STOP
1	GLENNWOOD	LAKE ANNE	RAN OFF ROAD - LEFT
12	**Total Number of Accidents**		
6	SIX FORKS	SNELLINGS	REAR END, SLOW OR STOP
2	SIX FORKS	SNELLINGS	LEFT TURN, DIFFERENT ROADWAYS
1	SIX FORKS	SNELLINGS	ANGLE
1	SIX FORKS	SNELLINGS	SIDESWIPE, SAME DIRECTION
1	SIX FORKS	SNELLINGS	LEFT TURN, SAME ROADWAY
1	SIX FORKS	SNELLINGS	ANIMAL
12	**Total Number of Accidents**		
4	LINN	MIDDLEBORO	LEFT TURN, DIFFERENT ROADWAYS
2	LINN	MIDDLEBORO	ANGLE
2	LINN	MIDDLEBORO	SIDESWIPE, SAME DIRECTION
2	LINN	MIDDLEBORO	REAR END, SLOW OR STOP
2	LINN	MIDDLEBORO	RAN OFF ROAD - RIGHT
12	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
3	GLENNWOOD	HENSDALE	SIDESWIPE, SAME DIRECTION
2	GLENNWOOD	HENSDALE	ANGLE
2	GLENNWOOD	HENSDALE	LEFT TURN, SAME ROADWAY
2	GLENNWOOD	HENSDALE	REAR END, TURN
2	GLENNWOOD	HENSDALE	PARKED MOTOR VEHICLE
1	GLENNWOOD	HENSDALE	BACKING UP
12	**Total Number of Accidents**		
6	JOHNSDALE	LITCHFORD	REAR END, SLOW OR STOP
2	JOHNSDALE	LITCHFORD	ANIMAL
1	JOHNSDALE	LITCHFORD	BACKING UP
1	JOHNSDALE	LITCHFORD	ANGLE
1	JOHNSDALE	LITCHFORD	SIDESWIPE, SAME DIRECTION
1	JOHNSDALE	LITCHFORD	LEFT TURN, DIFFERENT ROADWAYS
12	**Total Number of Accidents**		
3	FOX RIDGE MANOR	ROCK QUARRY	ANGLE
2	FOX RIDGE MANOR	ROCK QUARRY	BACKING UP
2	FOX RIDGE MANOR	ROCK QUARRY	LEFT TURN, DIFFERENT ROADWAYS
2	FOX RIDGE MANOR	ROCK QUARRY	REAR END, SLOW OR STOP
1	FOX RIDGE MANOR	ROCK QUARRY	SIDESWIPE, SAME DIRECTION
1	FOX RIDGE MANOR	ROCK QUARRY	PARKED MOTOR VEHICLE
1	FOX RIDGE MANOR	ROCK QUARRY	RAN OFF ROAD - LEFT
12	**Total Number of Accidents**		
5	DAVIE	PERSON	ANGLE
3	DAVIE	PERSON	SIDESWIPE, SAME DIRECTION
2	DAVIE	PERSON	REAR END, SLOW OR STOP
1	DAVIE	PERSON	BACKING UP
1	DAVIE	PERSON	FIXED OBJECT
12	**Total Number of Accidents**		
6	BULLARD	FALLS OF NEUSE	ANGLE
3	BULLARD	FALLS OF NEUSE	REAR END, SLOW OR STOP
1	BULLARD	FALLS OF NEUSE	BACKING UP
1	BULLARD	FALLS OF NEUSE	SIDESWIPE, SAME DIRECTION
1	BULLARD	FALLS OF NEUSE	LEFT TURN, SAME ROADWAY
12	**Total Number of Accidents**		
5	CREEDMOOR	SUGAR BUSH	ANGLE
5	CREEDMOOR	SUGAR BUSH	REAR END, SLOW OR STOP
1	CREEDMOOR	SUGAR BUSH	RAN OFF ROAD - STRAIGHT
1	CREEDMOOR	SUGAR BUSH	LEFT TURN, DIFFERENT ROADWAYS
12	**Total Number of Accidents**		
11	FOREST PINE	WAKEFIELD COMMONS	ANGLE
1	FOREST PINE	WAKEFIELD COMMONS	LEFT TURN, DIFFERENT ROADWAYS
12	**Total Number of Accidents**		
3	FAYETTEVILLE	MORGAN	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
2	FAYETTEVILLE	MORGAN	BACKING UP
2	FAYETTEVILLE	MORGAN	ANGLE
2	FAYETTEVILLE	MORGAN	PEDESTRIAN
1	FAYETTEVILLE	MORGAN	SIDESWIPE, OPPOSITE DIRECTION
1	FAYETTEVILLE	MORGAN	SIDESWIPE, SAME DIRECTION
1	FAYETTEVILLE	MORGAN	LEFT TURN, SAME ROADWAY
12	**Total Number of Accidents**		
4	FALLS OF NEUSE	NORTH BEND	REAR END, SLOW OR STOP
3	FALLS OF NEUSE	NORTH BEND	LEFT TURN, SAME ROADWAY
1	FALLS OF NEUSE	NORTH BEND	OVERTURN/ROLLOVER
1	FALLS OF NEUSE	NORTH BEND	ANGLE
1	FALLS OF NEUSE	NORTH BEND	SIDESWIPE, SAME DIRECTION
1	FALLS OF NEUSE	NORTH BEND	RAN OFF ROAD - LEFT
1	FALLS OF NEUSE	NORTH BEND	RAN OFF ROAD - RIGHT
12	**Total Number of Accidents**		
3	GLENNWOOD	LANE	ANGLE
2	GLENNWOOD	LANE	BACKING UP
2	GLENNWOOD	LANE	SIDESWIPE, SAME DIRECTION
2	GLENNWOOD	LANE	REAR END, SLOW OR STOP
1	GLENNWOOD	LANE	SIDESWIPE, OPPOSITE DIRECTION
1	GLENNWOOD	LANE	LEFT TURN, DIFFERENT ROADWAYS
1	GLENNWOOD	LANE	LEFT TURN, SAME ROADWAY
12	**Total Number of Accidents**		
8	CAPITAL	SIMMS CREEK	REAR END, SLOW OR STOP
2	CAPITAL	SIMMS CREEK	ANGLE
1	CAPITAL	SIMMS CREEK	HEAD ON
1	CAPITAL	SIMMS CREEK	RAN OFF ROAD - RIGHT
12	**Total Number of Accidents**		
7	CARLETON	WESTERN	REAR END, SLOW OR STOP
2	CARLETON	WESTERN	ANGLE
2	CARLETON	WESTERN	RIGHT TURN, DIFFERENT ROADWAYS
1	CARLETON	WESTERN	SIDESWIPE, SAME DIRECTION
12	**Total Number of Accidents**		
4	MCGUIRE	PERRY CREEK	ANGLE
3	MCGUIRE	PERRY CREEK	REAR END, SLOW OR STOP
1	MCGUIRE	PERRY CREEK	SIDESWIPE, OPPOSITE DIRECTION
1	MCGUIRE	PERRY CREEK	SIDESWIPE, SAME DIRECTION
1	MCGUIRE	PERRY CREEK	LEFT TURN, SAME ROADWAY
1	MCGUIRE	PERRY CREEK	ANIMAL
1	MCGUIRE	PERRY CREEK	RAN OFF ROAD - RIGHT
12	**Total Number of Accidents**		
5	COLEMAN	MARTIN LUTHER KING	ANGLE
3	COLEMAN	MARTIN LUTHER KING	SIDESWIPE, SAME DIRECTION

Number of Crashes	Road A	Road B	Accident Type
1	COLEMAN	MARTIN LUTHER KING	SIDESWIPE, OPPOSITE DIRECTION
1	COLEMAN	MARTIN LUTHER KING	MOVABLE OBJECT
1	COLEMAN	MARTIN LUTHER KING	OTHER NON-COLLISION
1	COLEMAN	MARTIN LUTHER KING	RAN OFF ROAD - RIGHT
12	**Total Number of Accidents**		
7	I 540	SR 2000	REAR END, SLOW OR STOP
2	I 540	SR 2000	REAR END, TURN
1	I 540	SR 2000	SIDESWIPE, SAME DIRECTION
1	I 540	SR 2000	FIXED OBJECT
1	I 540	SR 2000	MOVABLE OBJECT
12	**Total Number of Accidents**		
9	HARRINGTON	MARTIN	ANGLE
2	HARRINGTON	MARTIN	PARKED MOTOR VEHICLE
1	HARRINGTON	MARTIN	BACKING UP
12	**Total Number of Accidents**		
6	GLENNWOOD	WHITE OAK	REAR END, SLOW OR STOP
1	GLENNWOOD	WHITE OAK	ANGLE
1	GLENNWOOD	WHITE OAK	SIDESWIPE, SAME DIRECTION
1	GLENNWOOD	WHITE OAK	RIGHT TURN, SAME ROADWAY
1	GLENNWOOD	WHITE OAK	PARKED MOTOR VEHICLE
1	GLENNWOOD	WHITE OAK	FIXED OBJECT
1	GLENNWOOD	WHITE OAK	RAN OFF ROAD - RIGHT
12	**Total Number of Accidents**		
7	GARDNER	WADE	REAR END, SLOW OR STOP
3	GARDNER	WADE	SIDESWIPE, SAME DIRECTION
1	GARDNER	WADE	ANGLE
1	GARDNER	WADE	LEFT TURN, DIFFERENT ROADWAYS
12	**Total Number of Accidents**		
6	LAKE WHEELER	LINEBERRY	REAR END, SLOW OR STOP
4	LAKE WHEELER	LINEBERRY	ANGLE
1	LAKE WHEELER	LINEBERRY	SIDESWIPE, SAME DIRECTION
1	LAKE WHEELER	LINEBERRY	LEFT TURN, DIFFERENT ROADWAYS
12	**Total Number of Accidents**		
3	BRIAR CREEK	SKYLAND RIDGE	ANGLE
3	BRIAR CREEK	SKYLAND RIDGE	SIDESWIPE, SAME DIRECTION
2	BRIAR CREEK	SKYLAND RIDGE	LEFT TURN, SAME ROADWAY
2	BRIAR CREEK	SKYLAND RIDGE	REAR END, SLOW OR STOP
1	BRIAR CREEK	SKYLAND RIDGE	BACKING UP
1	BRIAR CREEK	SKYLAND RIDGE	LEFT TURN, DIFFERENT ROADWAYS
12	**Total Number of Accidents**		
5	BENTLEY	PERRY CREEK	ANGLE
4	BENTLEY	PERRY CREEK	REAR END, SLOW OR STOP
2	BENTLEY	PERRY CREEK	LEFT TURN, DIFFERENT ROADWAYS

Number of Crashes	Road A	Road B	Accident Type
1	BENTLEY	PERRY CREEK	RIGHT TURN, SAME ROADWAY
12	**Total Number of Accidents**		
5	GLENNWOOD	TOYOTA	ANGLE
4	GLENNWOOD	TOYOTA	REAR END, SLOW OR STOP
1	GLENNWOOD	TOYOTA	SIDESWIPE, SAME DIRECTION
1	GLENNWOOD	TOYOTA	RIGHT TURN, DIFFERENT ROADWAYS
1	GLENNWOOD	TOYOTA	ANIMAL
12	**Total Number of Accidents**		
4	CREEDMOOR	MORGAN	ANGLE
2	CREEDMOOR	MORGAN	OTHER COLLISION WITH VEHICLE
2	CREEDMOOR	MORGAN	REAR END, SLOW OR STOP
1	CREEDMOOR	MORGAN	SIDESWIPE, SAME DIRECTION
1	CREEDMOOR	MORGAN	LEFT TURN, SAME ROADWAY
1	CREEDMOOR	MORGAN	ANIMAL
1	CREEDMOOR	MORGAN	RAN OFF ROAD - RIGHT
12	**Total Number of Accidents**		
9	SMALLWOOD	SUTTON	ANGLE
1	SMALLWOOD	SUTTON	LEFT TURN, DIFFERENT ROADWAYS
1	SMALLWOOD	SUTTON	PEDESTRIAN
1	SMALLWOOD	SUTTON	RAN OFF ROAD - RIGHT
12	**Total Number of Accidents**		
8	HOLLENDEN	NEW HOPE	REAR END, SLOW OR STOP
2	HOLLENDEN	NEW HOPE	ANGLE
1	HOLLENDEN	NEW HOPE	LEFT TURN, SAME ROADWAY
1	HOLLENDEN	NEW HOPE	RAN OFF ROAD - RIGHT
12	**Total Number of Accidents**		
7	CATES	JENSON	LEFT TURN, SAME ROADWAY
2	CATES	JENSON	ANGLE
2	CATES	JENSON	SIDESWIPE, SAME DIRECTION
1	CATES	JENSON	PEDALCYCLIST
12	**Total Number of Accidents**		
11	CAMPUS	CREEDMOOR	REAR END, SLOW OR STOP
1	CAMPUS	CREEDMOOR	LEFT TURN, SAME ROADWAY
12	**Total Number of Accidents**		
7	JUNCTION	TRYON	ANGLE
1	JUNCTION	TRYON	BACKING UP
1	JUNCTION	TRYON	SIDESWIPE, SAME DIRECTION
1	JUNCTION	TRYON	LEFT TURN, DIFFERENT ROADWAYS
1	JUNCTION	TRYON	LEFT TURN, SAME ROADWAY
1	JUNCTION	TRYON	REAR END, SLOW OR STOP
12	**Total Number of Accidents**		
8	LEESVILLE	ONEAL	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
2	LEESVILLE	ONEAL	ANGLE
1	LEESVILLE	ONEAL	RAN OFF ROAD - STRAIGHT
1	LEESVILLE	ONEAL	LEFT TURN, SAME ROADWAY
12	**Total Number of Accidents**		
5	LEAD MINE	HARVEST OAKS	ANGLE
4	LEAD MINE	HARVEST OAKS	LEFT TURN, SAME ROADWAY
1	LEAD MINE	HARVEST OAKS	LEFT TURN, DIFFERENT ROADWAYS
1	LEAD MINE	HARVEST OAKS	REAR END, SLOW OR STOP
11	**Total Number of Accidents**		
4	PEACE	PERSON	SIDESWIPE, SAME DIRECTION
2	PEACE	PERSON	REAR END, SLOW OR STOP
1	PEACE	PERSON	ANGLE
1	PEACE	PERSON	SIDESWIPE, OPPOSITE DIRECTION
1	PEACE	PERSON	LEFT TURN, SAME ROADWAY
1	PEACE	PERSON	REAR END, TURN
1	PEACE	PERSON	RAN OFF ROAD - LEFT
11	**Total Number of Accidents**		
5	DAWSON	WESTERN	SIDESWIPE, SAME DIRECTION
2	DAWSON	WESTERN	ANGLE
2	DAWSON	WESTERN	REAR END, SLOW OR STOP
1	DAWSON	WESTERN	RAN OFF ROAD - LEFT
1	DAWSON	WESTERN	MOVABLE OBJECT
11	**Total Number of Accidents**		
8	FORUM	OLD LEADMINE	ANGLE
1	FORUM	OLD LEADMINE	RIGHT TURN, DIFFERENT ROADWAYS
1	FORUM	OLD LEADMINE	LEFT TURN, DIFFERENT ROADWAYS
1	FORUM	OLD LEADMINE	REAR END, SLOW OR STOP
11	**Total Number of Accidents**		
6	LUMLEY	ARCO CORPORATE	ANGLE
2	LUMLEY	ARCO CORPORATE	REAR END, SLOW OR STOP
1	LUMLEY	ARCO CORPORATE	SIDESWIPE, SAME DIRECTION
1	LUMLEY	ARCO CORPORATE	LEFT TURN, DIFFERENT ROADWAYS
1	LUMLEY	ARCO CORPORATE	LEFT TURN, SAME ROADWAY
11	**Total Number of Accidents**		
4	EDINBURGH	GLENNWOOD	ANGLE
3	EDINBURGH	GLENNWOOD	LEFT TURN, DIFFERENT ROADWAYS
2	EDINBURGH	GLENNWOOD	SIDESWIPE, SAME DIRECTION
2	EDINBURGH	GLENNWOOD	REAR END, SLOW OR STOP
11	**Total Number of Accidents**		
5	MORGAN	SNOW	ANGLE
2	MORGAN	SNOW	SIDESWIPE, SAME DIRECTION
1	MORGAN	SNOW	LEFT TURN, DIFFERENT ROADWAYS
1	MORGAN	SNOW	LEFT TURN, SAME ROADWAY

Number of Crashes	Road A	Road B	Accident Type
1	MORGAN	SNOW	REAR END, SLOW OR STOP
1	MORGAN	SNOW	FIXED OBJECT
11	**Total Number of Accidents**		
5	LEESVILLE	WESTGATE	REAR END, SLOW OR STOP
4	LEESVILLE	WESTGATE	ANGLE
1	LEESVILLE	WESTGATE	LEFT TURN, SAME ROADWAY
1	LEESVILLE	WESTGATE	MOVABLE OBJECT
11	**Total Number of Accidents**		
3	CURRITUCK	LASSITER MILL	LEFT TURN, DIFFERENT ROADWAYS
3	CURRITUCK	LASSITER MILL	LEFT TURN, SAME ROADWAY
2	CURRITUCK	LASSITER MILL	ANGLE
1	CURRITUCK	LASSITER MILL	REAR END, SLOW OR STOP
1	CURRITUCK	LASSITER MILL	PEDESTRIAN
1	CURRITUCK	LASSITER MILL	RAN OFF ROAD - RIGHT
11	**Total Number of Accidents**		
5	BRENTWOOD	STONEYBROOK	ANGLE
1	BRENTWOOD	STONEYBROOK	OTHER COLLISION WITH VEHICLE
1	BRENTWOOD	STONEYBROOK	BACKING UP
1	BRENTWOOD	STONEYBROOK	LEFT TURN, SAME ROADWAY
1	BRENTWOOD	STONEYBROOK	REAR END, SLOW OR STOP
1	BRENTWOOD	STONEYBROOK	FIXED OBJECT
1	BRENTWOOD	STONEYBROOK	ANIMAL
11	**Total Number of Accidents**		
3	FALLS OF NEUSE	EXPOSITION	REAR END, SLOW OR STOP
2	FALLS OF NEUSE	EXPOSITION	ANGLE
2	FALLS OF NEUSE	EXPOSITION	LEFT TURN, DIFFERENT ROADWAYS
1	FALLS OF NEUSE	EXPOSITION	BACKING UP
1	FALLS OF NEUSE	EXPOSITION	SIDESWIPE, OPPOSITE DIRECTION
1	FALLS OF NEUSE	EXPOSITION	SIDESWIPE, SAME DIRECTION
1	FALLS OF NEUSE	EXPOSITION	PEDALCYCLIST
11	**Total Number of Accidents**		
6	HARRINGTON	HILLSBORO	ANGLE
2	HARRINGTON	HILLSBORO	REAR END, SLOW OR STOP
1	HARRINGTON	HILLSBORO	LEFT TURN, DIFFERENT ROADWAYS
1	HARRINGTON	HILLSBORO	PARKED MOTOR VEHICLE
1	HARRINGTON	HILLSBORO	PEDESTRIAN
11	**Total Number of Accidents**		
6	BLOUNT	JONES	ANGLE
2	BLOUNT	JONES	SIDESWIPE, SAME DIRECTION
1	BLOUNT	JONES	RIGHT TURN, DIFFERENT ROADWAYS
1	BLOUNT	JONES	PARKED MOTOR VEHICLE
1	BLOUNT	JONES	PEDESTRIAN
11	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
6	BAGWELL	HILLSBORO	REAR END, SLOW OR STOP
2	BAGWELL	HILLSBORO	ANGLE
1	BAGWELL	HILLSBORO	LEFT TURN, DIFFERENT ROADWAYS
1	BAGWELL	HILLSBORO	LEFT TURN, SAME ROADWAY
1	BAGWELL	HILLSBORO	PEDALCYCLIST
11	**Total Number of Accidents**		
5	LINEBERRY	TRAILWOOD	ANGLE
1	LINEBERRY	TRAILWOOD	BACKING UP
1	LINEBERRY	TRAILWOOD	HEAD ON
1	LINEBERRY	TRAILWOOD	LEFT TURN, DIFFERENT ROADWAYS
1	LINEBERRY	TRAILWOOD	LEFT TURN, SAME ROADWAY
1	LINEBERRY	TRAILWOOD	REAR END, SLOW OR STOP
1	LINEBERRY	TRAILWOOD	RAN OFF ROAD - LEFT
11	**Total Number of Accidents**		
5	I 440	BRENTWOOD	REAR END, SLOW OR STOP
2	I 440	BRENTWOOD	SIDESWIPE, SAME DIRECTION
1	I 440	BRENTWOOD	RAN OFF ROAD - STRAIGHT
1	I 440	BRENTWOOD	REAR END, TURN
1	I 440	BRENTWOOD	RAN OFF ROAD - LEFT
1	I 440	BRENTWOOD	RAN OFF ROAD - RIGHT
11	**Total Number of Accidents**		
9	BLUE BIRD	JONES FRANKLIN	REAR END, SLOW OR STOP
1	BLUE BIRD	JONES FRANKLIN	ANGLE
1	BLUE BIRD	JONES FRANKLIN	PARKED MOTOR VEHICLE
11	**Total Number of Accidents**		
5	LENOIR	SALISBURY	ANGLE
2	LENOIR	SALISBURY	SIDESWIPE, SAME DIRECTION
2	LENOIR	SALISBURY	REAR END, SLOW OR STOP
1	LENOIR	SALISBURY	BACKING UP
1	LENOIR	SALISBURY	PARKED MOTOR VEHICLE
11	**Total Number of Accidents**		
5	HILLSBORO	MAIDEN	ANGLE
2	HILLSBORO	MAIDEN	BACKING UP
2	HILLSBORO	MAIDEN	REAR END, SLOW OR STOP
1	HILLSBORO	MAIDEN	SIDESWIPE, SAME DIRECTION
1	HILLSBORO	MAIDEN	LEFT TURN, DIFFERENT ROADWAYS
11	**Total Number of Accidents**		
7	OAKWOOD	STATE	ANGLE
1	OAKWOOD	STATE	BACKING UP
1	OAKWOOD	STATE	SIDESWIPE, SAME DIRECTION
1	OAKWOOD	STATE	REAR END, SLOW OR STOP
1	OAKWOOD	STATE	FIXED OBJECT
11	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
4	GORMAN	SHERMAN	ANGLE
3	GORMAN	SHERMAN	REAR END, SLOW OR STOP
1	GORMAN	SHERMAN	HEAD ON
1	GORMAN	SHERMAN	FIXED OBJECT
1	GORMAN	SHERMAN	PEDESTRIAN
1	GORMAN	SHERMAN	RAN OFF ROAD - RIGHT
11	**Total Number of Accidents**		
7	FOX	SUMNER	ANGLE
3	FOX	SUMNER	REAR END, SLOW OR STOP
1	FOX	SUMNER	LEFT TURN, SAME ROADWAY
11	**Total Number of Accidents**		
5	HARGETT	TARBORO	REAR END, SLOW OR STOP
4	HARGETT	TARBORO	ANGLE
1	HARGETT	TARBORO	SIDESWIPE, OPPOSITE DIRECTION
1	HARGETT	TARBORO	PEDESTRIAN
11	**Total Number of Accidents**		
7	EBENEZER CHURCH	MARVINO	ANGLE
1	EBENEZER CHURCH	MARVINO	SIDESWIPE, SAME DIRECTION
1	EBENEZER CHURCH	MARVINO	RIGHT TURN, SAME ROADWAY
1	EBENEZER CHURCH	MARVINO	FIXED OBJECT
1	EBENEZER CHURCH	MARVINO	PEDESTRIAN
11	**Total Number of Accidents**		
4	LANE	SALISBURY	ANGLE
2	LANE	SALISBURY	SIDESWIPE, SAME DIRECTION
1	LANE	SALISBURY	SIDESWIPE, OPPOSITE DIRECTION
1	LANE	SALISBURY	RIGHT TURN, SAME ROADWAY
1	LANE	SALISBURY	REAR END, SLOW OR STOP
1	LANE	SALISBURY	PARKED MOTOR VEHICLE
1	LANE	SALISBURY	MOVABLE OBJECT
11	**Total Number of Accidents**		
5	GLENNWOOD	HARVEY	REAR END, SLOW OR STOP
2	GLENNWOOD	HARVEY	ANGLE
1	GLENNWOOD	HARVEY	SIDESWIPE, SAME DIRECTION
1	GLENNWOOD	HARVEY	RIGHT TURN, DIFFERENT ROADWAYS
1	GLENNWOOD	HARVEY	FIXED OBJECT
1	GLENNWOOD	HARVEY	RAN OFF ROAD - RIGHT
11	**Total Number of Accidents**		
6	CROSS LINK	SEABROOK	ANGLE
2	CROSS LINK	SEABROOK	RIGHT TURN, SAME ROADWAY
1	CROSS LINK	SEABROOK	REAR END, SLOW OR STOP
1	CROSS LINK	SEABROOK	PARKED MOTOR VEHICLE
1	CROSS LINK	SEABROOK	FIXED OBJECT
11	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
4	FALLS OF NEUSE	QUAIL RIDGE	REAR END, SLOW OR STOP
3	FALLS OF NEUSE	QUAIL RIDGE	ANGLE
2	FALLS OF NEUSE	QUAIL RIDGE	RAN OFF ROAD - LEFT
1	FALLS OF NEUSE	QUAIL RIDGE	SIDESWIPE, OPPOSITE DIRECTION
1	FALLS OF NEUSE	QUAIL RIDGE	LEFT TURN, SAME ROADWAY
11	**Total Number of Accidents**		
9	BRINKLEY	NEW HOPE CHURCH	REAR END, SLOW OR STOP
1	BRINKLEY	NEW HOPE CHURCH	LEFT TURN, DIFFERENT ROADWAYS
1	BRINKLEY	NEW HOPE CHURCH	REAR END, TURN
11	**Total Number of Accidents**		
6	TRYON	WILMINGTON SERVICE	ANGLE
2	TRYON	WILMINGTON SERVICE	LEFT TURN, SAME ROADWAY
2	TRYON	WILMINGTON SERVICE	REAR END, SLOW OR STOP
1	TRYON	WILMINGTON SERVICE	RAN OFF ROAD - STRAIGHT
11	**Total Number of Accidents**		
5	BROOK	WADE	ANGLE
2	BROOK	WADE	REAR END, SLOW OR STOP
1	BROOK	WADE	BACKING UP
1	BROOK	WADE	SIDESWIPE, SAME DIRECTION
1	BROOK	WADE	LEFT TURN, SAME ROADWAY
1	BROOK	WADE	RAN OFF ROAD - RIGHT
11	**Total Number of Accidents**		
5	TRYON	CHERRY FIELD	REAR END, SLOW OR STOP
3	TRYON	CHERRY FIELD	RAN OFF ROAD - RIGHT
1	TRYON	CHERRY FIELD	SIDESWIPE, SAME DIRECTION
1	TRYON	CHERRY FIELD	HEAD ON
10	**Total Number of Accidents**		
6	LAKE WHEELER	SIERRA	REAR END, SLOW OR STOP
1	LAKE WHEELER	SIERRA	ANGLE
1	LAKE WHEELER	SIERRA	LEFT TURN, DIFFERENT ROADWAYS
1	LAKE WHEELER	SIERRA	PARKED MOTOR VEHICLE
1	LAKE WHEELER	SIERRA	RAN OFF ROAD - RIGHT
10	**Total Number of Accidents**		
4	CAPITAL	FAIRVIEW	SIDESWIPE, SAME DIRECTION
4	CAPITAL	FAIRVIEW	REAR END, SLOW OR STOP
2	CAPITAL	FAIRVIEW	ANGLE
10	**Total Number of Accidents**		
4	HAMPTON	NEW HOPE	REAR END, SLOW OR STOP
2	HAMPTON	NEW HOPE	ANGLE
1	HAMPTON	NEW HOPE	SIDESWIPE, SAME DIRECTION
1	HAMPTON	NEW HOPE	LEFT TURN, SAME ROADWAY
1	HAMPTON	NEW HOPE	RAN OFF ROAD - LEFT
1	HAMPTON	NEW HOPE	RAN OFF ROAD - RIGHT

Number of Crashes	Road A	Road B	Accident Type
10	**Total Number of Accidents**		
2	JONES FRANKLIN	LUNDY	ANGLE
2	JONES FRANKLIN	LUNDY	REAR END, SLOW OR STOP
1	JONES FRANKLIN	LUNDY	BACKING UP
1	JONES FRANKLIN	LUNDY	SIDESWIPE, SAME DIRECTION
1	JONES FRANKLIN	LUNDY	PARKED MOTOR VEHICLE
1	JONES FRANKLIN	LUNDY	FIXED OBJECT
1	JONES FRANKLIN	LUNDY	PEDESTRIAN
1	JONES FRANKLIN	LUNDY	RAN OFF ROAD - RIGHT
10	**Total Number of Accidents**		
4	BROOKSIDE	WAKE FOREST	ANGLE
2	BROOKSIDE	WAKE FOREST	SIDESWIPE, SAME DIRECTION
2	BROOKSIDE	WAKE FOREST	REAR END, SLOW OR STOP
1	BROOKSIDE	WAKE FOREST	LEFT TURN, SAME ROADWAY
1	BROOKSIDE	WAKE FOREST	FIXED OBJECT
10	**Total Number of Accidents**		
3	JONES	WILMINGTON	ANGLE
2	JONES	WILMINGTON	SIDESWIPE, SAME DIRECTION
2	JONES	WILMINGTON	REAR END, SLOW OR STOP
1	JONES	WILMINGTON	LEFT TURN, SAME ROADWAY
1	JONES	WILMINGTON	PARKED MOTOR VEHICLE
1	JONES	WILMINGTON	PEDESTRIAN
10	**Total Number of Accidents**		
8	ED	EDWARDS MILLS	ANGLE
1	ED	EDWARDS MILLS	SIDESWIPE, SAME DIRECTION
1	ED	EDWARDS MILLS	REAR END, SLOW OR STOP
10	**Total Number of Accidents**		
6	HOKE	PERSON	ANGLE
1	HOKE	PERSON	BACKING UP
1	HOKE	PERSON	SIDESWIPE, SAME DIRECTION
1	HOKE	PERSON	REAR END, SLOW OR STOP
1	HOKE	PERSON	RAN OFF ROAD - LEFT
10	**Total Number of Accidents**		
3	CATES	DAN ALLEN	REAR END, SLOW OR STOP
2	CATES	DAN ALLEN	PEDALCYCLIST
1	CATES	DAN ALLEN	BACKING UP
1	CATES	DAN ALLEN	LEFT TURN, DIFFERENT ROADWAYS
1	CATES	DAN ALLEN	LEFT TURN, SAME ROADWAY
1	CATES	DAN ALLEN	FIXED OBJECT
1	CATES	DAN ALLEN	PEDESTRIAN
10	**Total Number of Accidents**		
3	LASSITER MILL	PAMLICO	ANGLE
2	LASSITER MILL	PAMLICO	BACKING UP

Number of Crashes	Road A	Road B	Accident Type
2	LASSITER MILL	PAMLICO	SIDESWIPE, SAME DIRECTION
2	LASSITER MILL	PAMLICO	LEFT TURN, DIFFERENT ROADWAYS
1	LASSITER MILL	PAMLICO	REAR END, SLOW OR STOP
10	**Total Number of Accidents**		
6	ATLANTIC	SEGO	REAR END, SLOW OR STOP
1	ATLANTIC	SEGO	ANGLE
1	ATLANTIC	SEGO	SIDESWIPE, SAME DIRECTION
1	ATLANTIC	SEGO	LEFT TURN, SAME ROADWAY
1	ATLANTIC	SEGO	FIXED OBJECT
10	**Total Number of Accidents**		
3	FALLS OF NEUSE	FIESTA	LEFT TURN, SAME ROADWAY
2	FALLS OF NEUSE	FIESTA	SIDESWIPE, SAME DIRECTION
1	FALLS OF NEUSE	FIESTA	BACKING UP
1	FALLS OF NEUSE	FIESTA	ANGLE
1	FALLS OF NEUSE	FIESTA	RIGHT TURN, DIFFERENT ROADWAYS
1	FALLS OF NEUSE	FIESTA	LEFT TURN, DIFFERENT ROADWAYS
1	FALLS OF NEUSE	FIESTA	PARKED MOTOR VEHICLE
10	**Total Number of Accidents**		
6	FENWICK	SAUNDERS	REAR END, SLOW OR STOP
1	FENWICK	SAUNDERS	SIDESWIPE, SAME DIRECTION
1	FENWICK	SAUNDERS	PARKED MOTOR VEHICLE
1	FENWICK	SAUNDERS	RAN OFF ROAD - LEFT
1	FENWICK	SAUNDERS	ANIMAL
10	**Total Number of Accidents**		
5	CLARK	DANIEL	REAR END, SLOW OR STOP
3	CLARK	DANIEL	ANGLE
1	CLARK	DANIEL	SIDESWIPE, SAME DIRECTION
1	CLARK	DANIEL	RAN OFF ROAD - RIGHT
10	**Total Number of Accidents**		
3	HARPS MILL	LITCHFORD	ANGLE
2	HARPS MILL	LITCHFORD	LEFT TURN, SAME ROADWAY
1	HARPS MILL	LITCHFORD	SIDESWIPE, SAME DIRECTION
1	HARPS MILL	LITCHFORD	RIGHT TURN, DIFFERENT ROADWAYS
1	HARPS MILL	LITCHFORD	RIGHT TURN, SAME ROADWAY
1	HARPS MILL	LITCHFORD	REAR END, SLOW OR STOP
1	HARPS MILL	LITCHFORD	PARKED MOTOR VEHICLE
10	**Total Number of Accidents**		
3	NOBLIN	RALEIGH	ANGLE
2	NOBLIN	RALEIGH	LEFT TURN, SAME ROADWAY
2	NOBLIN	RALEIGH	REAR END, SLOW OR STOP
1	NOBLIN	RALEIGH	BACKING UP
1	NOBLIN	RALEIGH	SIDESWIPE, OPPOSITE DIRECTION
1	NOBLIN	RALEIGH	LEFT TURN, DIFFERENT ROADWAYS

Number of Crashes	Road A	Road B	Accident Type
10	**Total Number of Accidents**		
5	BLOODWORTH	NEW BERN	SIDESWIPE, SAME DIRECTION
2	BLOODWORTH	NEW BERN	ANGLE
2	BLOODWORTH	NEW BERN	REAR END, SLOW OR STOP
1	BLOODWORTH	NEW BERN	BACKING UP
10	**Total Number of Accidents**		
5	BLOUNT	LENOIR	SIDESWIPE, SAME DIRECTION
4	BLOUNT	LENOIR	ANGLE
1	BLOUNT	LENOIR	PARKED MOTOR VEHICLE
10	**Total Number of Accidents**		
4	HILLSBORO	NOWELL	REAR END, SLOW OR STOP
3	HILLSBORO	NOWELL	ANGLE
3	HILLSBORO	NOWELL	LEFT TURN, DIFFERENT ROADWAYS
10	**Total Number of Accidents**		
7	MILLBROOK	TRALEE	REAR END, SLOW OR STOP
2	MILLBROOK	TRALEE	SIDESWIPE, SAME DIRECTION
1	MILLBROOK	TRALEE	ANGLE
10	**Total Number of Accidents**		
3	PERRY CREEK	WILDWOOD FOREST	ANGLE
3	PERRY CREEK	WILDWOOD FOREST	RAN OFF ROAD - RIGHT
2	PERRY CREEK	WILDWOOD FOREST	REAR END, SLOW OR STOP
1	PERRY CREEK	WILDWOOD FOREST	SIDESWIPE, SAME DIRECTION
1	PERRY CREEK	WILDWOOD FOREST	HEAD ON
10	**Total Number of Accidents**		
7	PERSON	POLK	ANGLE
2	PERSON	POLK	LEFT TURN, SAME ROADWAY
1	PERSON	POLK	SIDESWIPE, SAME DIRECTION
10	**Total Number of Accidents**		
7	FURCHES	HILLSBORO	REAR END, SLOW OR STOP
3	FURCHES	HILLSBORO	SIDESWIPE, SAME DIRECTION
10	**Total Number of Accidents**		
7	GLENNWOOD	PASQUOTANK	REAR END, SLOW OR STOP
1	GLENNWOOD	PASQUOTANK	BACKING UP
1	GLENNWOOD	PASQUOTANK	SIDESWIPE, SAME DIRECTION
1	GLENNWOOD	PASQUOTANK	LEFT TURN, SAME ROADWAY
10	**Total Number of Accidents**		
4	CHAPEL HILL	CORPORATE CENTER	ANGLE
4	CHAPEL HILL	CORPORATE CENTER	REAR END, SLOW OR STOP
1	CHAPEL HILL	CORPORATE CENTER	SIDESWIPE, SAME DIRECTION
1	CHAPEL HILL	CORPORATE CENTER	PEDALCYCLIST
10	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
2	HARGETT	SALISBURY	BACKING UP
2	HARGETT	SALISBURY	REAR END, SLOW OR STOP
2	HARGETT	SALISBURY	PARKED MOTOR VEHICLE
1	HARGETT	SALISBURY	ANGLE
1	HARGETT	SALISBURY	SIDESWIPE, SAME DIRECTION
1	HARGETT	SALISBURY	LEFT TURN, DIFFERENT ROADWAYS
1	HARGETT	SALISBURY	LEFT TURN, SAME ROADWAY
10	**Total Number of Accidents**		
4	SKYCREST	SOUTHALL	REAR END, SLOW OR STOP
2	SKYCREST	SOUTHALL	RAN OFF ROAD - RIGHT
1	SKYCREST	SOUTHALL	BACKING UP
1	SKYCREST	SOUTHALL	RAN OFF ROAD - STRAIGHT
1	SKYCREST	SOUTHALL	SIDESWIPE, OPPOSITE DIRECTION
1	SKYCREST	SOUTHALL	ANIMAL
10	**Total Number of Accidents**		
6	HILLSBORO	MORGAN	REAR END, SLOW OR STOP
2	HILLSBORO	MORGAN	FIXED OBJECT
1	HILLSBORO	MORGAN	ANGLE
1	HILLSBORO	MORGAN	RAN OFF ROAD - RIGHT
10	**Total Number of Accidents**		
5	EDWARDS MILLS	PARK LAKE	ANGLE
3	EDWARDS MILLS	PARK LAKE	REAR END, SLOW OR STOP
2	EDWARDS MILLS	PARK LAKE	LEFT TURN, SAME ROADWAY
10	**Total Number of Accidents**		
3	EVA MAE	NEW HOPE	ANGLE
2	EVA MAE	NEW HOPE	REAR END, SLOW OR STOP
1	EVA MAE	NEW HOPE	LEFT TURN, DIFFERENT ROADWAYS
1	EVA MAE	NEW HOPE	RAN OFF ROAD - LEFT
1	EVA MAE	NEW HOPE	MOVABLE OBJECT
1	EVA MAE	NEW HOPE	PEDALCYCLIST
1	EVA MAE	NEW HOPE	RAN OFF ROAD - RIGHT
10	**Total Number of Accidents**		
3	SOUTH	WILMINGTON	REAR END, SLOW OR STOP
2	SOUTH	WILMINGTON	BACKING UP
2	SOUTH	WILMINGTON	ANGLE
2	SOUTH	WILMINGTON	SIDESWIPE, SAME DIRECTION
1	SOUTH	WILMINGTON	LEFT TURN, SAME ROADWAY
10	**Total Number of Accidents**		
5	GLENNWOOD	WASHINGTON	ANGLE
3	GLENNWOOD	WASHINGTON	LEFT TURN, SAME ROADWAY
1	GLENNWOOD	WASHINGTON	SIDESWIPE, SAME DIRECTION
1	GLENNWOOD	WASHINGTON	LEFT TURN, DIFFERENT ROADWAYS
10	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
4	FRIENDLY	HILLSBORO	ANGLE
2	FRIENDLY	HILLSBORO	REAR END, SLOW OR STOP
1	FRIENDLY	HILLSBORO	BACKING UP
1	FRIENDLY	HILLSBORO	SIDESWIPE, SAME DIRECTION
1	FRIENDLY	HILLSBORO	PARKED MOTOR VEHICLE
1	FRIENDLY	HILLSBORO	PEDESTRIAN
10	**Total Number of Accidents**		
6	POOLE	SAINT GEORGE	REAR END, SLOW OR STOP
3	POOLE	SAINT GEORGE	ANGLE
1	POOLE	SAINT GEORGE	OVERTURN/ROLLOVER
10	**Total Number of Accidents**		
4	KIRKLAND	LAKE WHEELER	REAR END, SLOW OR STOP
1	KIRKLAND	LAKE WHEELER	BACKING UP
1	KIRKLAND	LAKE WHEELER	ANGLE
1	KIRKLAND	LAKE WHEELER	SIDESWIPE, SAME DIRECTION
1	KIRKLAND	LAKE WHEELER	LEFT TURN, SAME ROADWAY
1	KIRKLAND	LAKE WHEELER	FIXED OBJECT
1	KIRKLAND	LAKE WHEELER	PEDESTRIAN
10	**Total Number of Accidents**		
3	AVENT FERRY	BRIGADOON	REAR END, SLOW OR STOP
2	AVENT FERRY	BRIGADOON	ANGLE
2	AVENT FERRY	BRIGADOON	LEFT TURN, DIFFERENT ROADWAYS
1	AVENT FERRY	BRIGADOON	SIDESWIPE, OPPOSITE DIRECTION
1	AVENT FERRY	BRIGADOON	LEFT TURN, SAME ROADWAY
1	AVENT FERRY	BRIGADOON	FIXED OBJECT
10	**Total Number of Accidents**		
3	FALLS OF NEUSE	MORROWCROFT	REAR END, SLOW OR STOP
2	FALLS OF NEUSE	MORROWCROFT	ANGLE
1	FALLS OF NEUSE	MORROWCROFT	SIDESWIPE, OPPOSITE DIRECTION
1	FALLS OF NEUSE	MORROWCROFT	SIDESWIPE, SAME DIRECTION
1	FALLS OF NEUSE	MORROWCROFT	RIGHT TURN, SAME ROADWAY
1	FALLS OF NEUSE	MORROWCROFT	LEFT TURN, DIFFERENT ROADWAYS
1	FALLS OF NEUSE	MORROWCROFT	LEFT TURN, SAME ROADWAY
10	**Total Number of Accidents**		
7	GLENNWOOD	TOSCANA	REAR END, SLOW OR STOP
1	GLENNWOOD	TOSCANA	LEFT TURN, SAME ROADWAY
1	GLENNWOOD	TOSCANA	REAR END, TURN
1	GLENNWOOD	TOSCANA	ANIMAL
10	**Total Number of Accidents**		
8	SIX FORKS	WIND CHIME	REAR END, SLOW OR STOP
2	SIX FORKS	WIND CHIME	ANGLE
10	**Total Number of Accidents**		
3	HILLSBORO	WESTERN	ANGLE

Number of Crashes	Road A	Road B	Accident Type
3	HILLSBORO	WESTERN	SIDESWIPE, SAME DIRECTION
2	HILLSBORO	WESTERN	REAR END, SLOW OR STOP
1	HILLSBORO	WESTERN	SIDESWIPE, OPPOSITE DIRECTION
1	HILLSBORO	WESTERN	LEFT TURN, DIFFERENT ROADWAYS
10	**Total Number of Accidents**		
3	BLOUNT	LEE	LEFT TURN, SAME ROADWAY
2	BLOUNT	LEE	SIDESWIPE, SAME DIRECTION
1	BLOUNT	LEE	ANGLE
1	BLOUNT	LEE	PARKED MOTOR VEHICLE
1	BLOUNT	LEE	RAN OFF ROAD - LEFT
1	BLOUNT	LEE	PEDESTRIAN
1	BLOUNT	LEE	OTHER NON-COLLISION
10	**Total Number of Accidents**		
7	LAKE BOONE	LANDMARK	ANGLE
1	LAKE BOONE	LANDMARK	HEAD ON
1	LAKE BOONE	LANDMARK	REAR END, SLOW OR STOP
1	LAKE BOONE	LANDMARK	RAN OFF ROAD - RIGHT
10	**Total Number of Accidents**		
5	COMPUTER	SIX FORKS	REAR END, SLOW OR STOP
2	COMPUTER	SIX FORKS	ANGLE
1	COMPUTER	SIX FORKS	LEFT TURN, DIFFERENT ROADWAYS
1	COMPUTER	SIX FORKS	LEFT TURN, SAME ROADWAY
1	COMPUTER	SIX FORKS	PEDESTRIAN
10	**Total Number of Accidents**		
3	ASHE	HILLSBORO	SIDESWIPE, SAME DIRECTION
2	ASHE	HILLSBORO	ANGLE
2	ASHE	HILLSBORO	REAR END, SLOW OR STOP
2	ASHE	HILLSBORO	PEDALCYCLIST
1	ASHE	HILLSBORO	PARKED MOTOR VEHICLE
10	**Total Number of Accidents**		
3	LEIGH	SPRING FOREST	ANGLE
3	LEIGH	SPRING FOREST	REAR END, SLOW OR STOP
1	LEIGH	SPRING FOREST	SIDESWIPE, SAME DIRECTION
1	LEIGH	SPRING FOREST	RIGHT TURN, SAME ROADWAY
1	LEIGH	SPRING FOREST	LEFT TURN, SAME ROADWAY
1	LEIGH	SPRING FOREST	OTHER NON-COLLISION
10	**Total Number of Accidents**		
4	HILLSBORO	ROSEMARY	REAR END, SLOW OR STOP
2	HILLSBORO	ROSEMARY	ANGLE
1	HILLSBORO	ROSEMARY	BACKING UP
1	HILLSBORO	ROSEMARY	SIDESWIPE, SAME DIRECTION
1	HILLSBORO	ROSEMARY	RIGHT TURN, SAME ROADWAY
1	HILLSBORO	ROSEMARY	MOVABLE OBJECT

Number of Crashes	Road A	Road B	Accident Type
10	**Total Number of Accidents**		
5	BLUE RIDGE	CHASE	REAR END, SLOW OR STOP
2	BLUE RIDGE	CHASE	BACKING UP
1	BLUE RIDGE	CHASE	SIDESWIPE, SAME DIRECTION
1	BLUE RIDGE	CHASE	RIGHT TURN, SAME ROADWAY
1	BLUE RIDGE	CHASE	RAN OFF ROAD - RIGHT
10	**Total Number of Accidents**		
4	PERSON	SOUTH	ANGLE
3	PERSON	SOUTH	REAR END, SLOW OR STOP
2	PERSON	SOUTH	BACKING UP
1	PERSON	SOUTH	SIDESWIPE, SAME DIRECTION
10	**Total Number of Accidents**		
8	CAPITAL	CAPITAL CONNECTION	REAR END, SLOW OR STOP
1	CAPITAL	CAPITAL CONNECTION	SIDESWIPE, SAME DIRECTION
1	CAPITAL	CAPITAL CONNECTION	RAN OFF ROAD - RIGHT
10	**Total Number of Accidents**		
3	CENTURY	LEAD MINE	ANGLE
3	CENTURY	LEAD MINE	SIDESWIPE, SAME DIRECTION
2	CENTURY	LEAD MINE	REAR END, SLOW OR STOP
1	CENTURY	LEAD MINE	LEFT TURN, DIFFERENT ROADWAYS
1	CENTURY	LEAD MINE	LEFT TURN, SAME ROADWAY
10	**Total Number of Accidents**		
3	POGUE	VANDERBILT	ANGLE
3	POGUE	VANDERBILT	PARKED MOTOR VEHICLE
1	POGUE	VANDERBILT	BACKING UP
1	POGUE	VANDERBILT	REAR END, SLOW OR STOP
1	POGUE	VANDERBILT	OTHER NON-COLLISION
1	POGUE	VANDERBILT	RAN OFF ROAD - RIGHT
10	**Total Number of Accidents**		
6	SR 2000	SR 2006	REAR END, SLOW OR STOP
2	SR 2000	SR 2006	SIDESWIPE, SAME DIRECTION
1	SR 2000	SR 2006	LEFT TURN, SAME ROADWAY
1	SR 2000	SR 2006	FIXED OBJECT
10	**Total Number of Accidents**		
4	HILLBURN	LINN	ANGLE
4	HILLBURN	LINN	REAR END, SLOW OR STOP
1	HILLBURN	LINN	SIDESWIPE, SAME DIRECTION
1	HILLBURN	LINN	ANIMAL
10	**Total Number of Accidents**		
6	MILLBROOK	TIMBERCREEK	REAR END, SLOW OR STOP
2	MILLBROOK	TIMBERCREEK	SIDESWIPE, SAME DIRECTION
1	MILLBROOK	TIMBERCREEK	ANGLE

Number of Crashes	Road A	Road B	Accident Type
1	MILLBROOK	TIMBERCREEK	LEFT TURN, SAME ROADWAY
10	**Total Number of Accidents**		
5	MORGAN	TRYON HILLS	ANGLE
2	MORGAN	TRYON HILLS	SIDESWIPE, SAME DIRECTION
1	MORGAN	TRYON HILLS	SIDESWIPE, OPPOSITE DIRECTION
1	MORGAN	TRYON HILLS	REAR END, TURN
1	MORGAN	TRYON HILLS	PARKED MOTOR VEHICLE
10	**Total Number of Accidents**		
2	COLE	GLENNWOOD	ANGLE
2	COLE	GLENNWOOD	LEFT TURN, DIFFERENT ROADWAYS
2	COLE	GLENNWOOD	LEFT TURN, SAME ROADWAY
2	COLE	GLENNWOOD	REAR END, SLOW OR STOP
1	COLE	GLENNWOOD	SIDESWIPE, SAME DIRECTION
1	COLE	GLENNWOOD	RIGHT TURN, DIFFERENT ROADWAYS
10	**Total Number of Accidents**		
5	EDWARDS MILLS	GLENEDEN	ANGLE
3	EDWARDS MILLS	GLENEDEN	REAR END, SLOW OR STOP
1	EDWARDS MILLS	GLENEDEN	LEFT TURN, SAME ROADWAY
1	EDWARDS MILLS	GLENEDEN	RAN OFF ROAD - RIGHT
10	**Total Number of Accidents**		
7	CHAPEL HILL	NOWELL	REAR END, SLOW OR STOP
2	CHAPEL HILL	NOWELL	ANGLE
1	CHAPEL HILL	NOWELL	RAN OFF ROAD - RIGHT
10	**Total Number of Accidents**		
8	I 440	GLENEDEN	REAR END, SLOW OR STOP
1	I 440	GLENEDEN	RAN OFF ROAD - LEFT
1	I 440	GLENEDEN	ANIMAL
10	**Total Number of Accidents**		
6	LAKE BOONE	WESTVILLE	ANGLE
2	LAKE BOONE	WESTVILLE	REAR END, SLOW OR STOP
1	LAKE BOONE	WESTVILLE	MOVABLE OBJECT
1	LAKE BOONE	WESTVILLE	PEDESTRIAN
10	**Total Number of Accidents**		
8	CARLETON	FOX	REAR END, SLOW OR STOP
1	CARLETON	FOX	ANGLE
1	CARLETON	FOX	FIXED OBJECT
10	**Total Number of Accidents**		
4	CREEDMOOR	JEFFERIES GROVE SCHOOL	REAR END, SLOW OR STOP
2	CREEDMOOR	JEFFERIES GROVE SCHOOL	SIDESWIPE, SAME DIRECTION
1	CREEDMOOR	JEFFERIES GROVE SCHOOL	OTHER COLLISION WITH VEHICLE
1	CREEDMOOR	JEFFERIES GROVE SCHOOL	HEAD ON
1	CREEDMOOR	JEFFERIES GROVE SCHOOL	RAN OFF ROAD - RIGHT

Number of Crashes	Road A	Road B	Accident Type
9	**Total Number of Accidents**		
4	CREST VIEW	SIX FORKS	REAR END, SLOW OR STOP
3	CREST VIEW	SIX FORKS	SIDESWIPE, SAME DIRECTION
1	CREST VIEW	SIX FORKS	ANGLE
1	CREST VIEW	SIX FORKS	HEAD ON
9	**Total Number of Accidents**		
3	WADE	WADE	ANGLE
3	WADE	WADE	REAR END, SLOW OR STOP
2	WADE	WADE	RAN OFF ROAD - LEFT
1	WADE	WADE	MOVABLE OBJECT
9	**Total Number of Accidents**		
4	US 264	NEW HOPE	REAR END, SLOW OR STOP
2	US 264	NEW HOPE	ANGLE
1	US 264	NEW HOPE	LEFT TURN, DIFFERENT ROADWAYS
1	US 264	NEW HOPE	LEFT TURN, SAME ROADWAY
1	US 264	NEW HOPE	FIXED OBJECT
9	**Total Number of Accidents**		
7	NEW BERN	PEARTREE	REAR END, SLOW OR STOP
1	NEW BERN	PEARTREE	ANGLE
1	NEW BERN	PEARTREE	HEAD ON
9	**Total Number of Accidents**		
6	BASHFORD	BUCK JONES	REAR END, SLOW OR STOP
1	BASHFORD	BUCK JONES	ANGLE
1	BASHFORD	BUCK JONES	LEFT TURN, DIFFERENT ROADWAYS
1	BASHFORD	BUCK JONES	RAN OFF ROAD - RIGHT
9	**Total Number of Accidents**		
6	TRYON	WITHERS	REAR END, SLOW OR STOP
2	TRYON	WITHERS	ANIMAL
1	TRYON	WITHERS	ANGLE
9	**Total Number of Accidents**		
3	MIDDLE BRANCH	SUNNYBROOK	ANGLE
3	MIDDLE BRANCH	SUNNYBROOK	LEFT TURN, DIFFERENT ROADWAYS
1	MIDDLE BRANCH	SUNNYBROOK	SIDESWIPE, OPPOSITE DIRECTION
1	MIDDLE BRANCH	SUNNYBROOK	SIDESWIPE, SAME DIRECTION
1	MIDDLE BRANCH	SUNNYBROOK	RAN OFF ROAD - LEFT
9	**Total Number of Accidents**		
3	RAINWATER	SPRING FOREST	ANGLE
1	RAINWATER	SPRING FOREST	SIDESWIPE, SAME DIRECTION
1	RAINWATER	SPRING FOREST	LEFT TURN, DIFFERENT ROADWAYS
1	RAINWATER	SPRING FOREST	LEFT TURN, SAME ROADWAY
1	RAINWATER	SPRING FOREST	REAR END, SLOW OR STOP
1	RAINWATER	SPRING FOREST	RAN OFF ROAD - LEFT

Number of Crashes	Road A	Road B	Accident Type
1	RAINWATER	SPRING FOREST	PEDESTRIAN
9	**Total Number of Accidents**		
3	CAROLINA	WESTERN	ANGLE
3	CAROLINA	WESTERN	RAN OFF ROAD - RIGHT
1	CAROLINA	WESTERN	LEFT TURN, DIFFERENT ROADWAYS
1	CAROLINA	WESTERN	LEFT TURN, SAME ROADWAY
1	CAROLINA	WESTERN	PEDESTRIAN
9	**Total Number of Accidents**		
3	LENOIR	WILMINGTON	ANGLE
1	LENOIR	WILMINGTON	BACKING UP
1	LENOIR	WILMINGTON	SIDESWIPE, SAME DIRECTION
1	LENOIR	WILMINGTON	RIGHT TURN, SAME ROADWAY
1	LENOIR	WILMINGTON	LEFT TURN, SAME ROADWAY
1	LENOIR	WILMINGTON	PEDESTRIAN
1	LENOIR	WILMINGTON	RAN OFF ROAD - RIGHT
9	**Total Number of Accidents**		
4	HILL	SKYCREST	REAR END, SLOW OR STOP
2	HILL	SKYCREST	RAN OFF ROAD - RIGHT
1	HILL	SKYCREST	ANGLE
1	HILL	SKYCREST	RAN OFF ROAD - LEFT
1	HILL	SKYCREST	OTHER NON-COLLISION
9	**Total Number of Accidents**		
6	BOYLAN	HARGETT	PARKED MOTOR VEHICLE
1	BOYLAN	HARGETT	ANGLE
1	BOYLAN	HARGETT	REAR END, SLOW OR STOP
1	BOYLAN	HARGETT	FIXED OBJECT
9	**Total Number of Accidents**		
6	FARMERS MARKET	FARMERS MARKET	BACKING UP
1	FARMERS MARKET	FARMERS MARKET	ANGLE
1	FARMERS MARKET	FARMERS MARKET	LEFT TURN, SAME ROADWAY
1	FARMERS MARKET	FARMERS MARKET	PARKED MOTOR VEHICLE
9	**Total Number of Accidents**		
4	HAYWOOD	LENOIR	BACKING UP
2	HAYWOOD	LENOIR	ANGLE
1	HAYWOOD	LENOIR	SIDESWIPE, OPPOSITE DIRECTION
1	HAYWOOD	LENOIR	LEFT TURN, DIFFERENT ROADWAYS
1	HAYWOOD	LENOIR	PEDESTRIAN
9	**Total Number of Accidents**		
2	POOLE	POOLE	ANGLE
2	POOLE	POOLE	REAR END, SLOW OR STOP
1	POOLE	POOLE	OTHER COLLISION WITH VEHICLE
1	POOLE	POOLE	BACKING UP
1	POOLE	POOLE	HEAD ON

Number of Crashes	Road A	Road B	Accident Type
1	POOLE	POOLE	RIGHT TURN, SAME ROADWAY
1	POOLE	POOLE	LEFT TURN, SAME ROADWAY
9	**Total Number of Accidents**		
3	BRENTWOOD	LAKE WOODARD	ANGLE
2	BRENTWOOD	LAKE WOODARD	SIDESWIPE, SAME DIRECTION
1	BRENTWOOD	LAKE WOODARD	SIDESWIPE, OPPOSITE DIRECTION
1	BRENTWOOD	LAKE WOODARD	RAN OFF ROAD - LEFT
1	BRENTWOOD	LAKE WOODARD	MOVABLE OBJECT
1	BRENTWOOD	LAKE WOODARD	RAN OFF ROAD - RIGHT
9	**Total Number of Accidents**		
4	EDWARDS MILLS	JOHN HUMPHRIES WYND	ANGLE
2	EDWARDS MILLS	JOHN HUMPHRIES WYND	HEAD ON
1	EDWARDS MILLS	JOHN HUMPHRIES WYND	SIDESWIPE, SAME DIRECTION
1	EDWARDS MILLS	JOHN HUMPHRIES WYND	LEFT TURN, SAME ROADWAY
1	EDWARDS MILLS	JOHN HUMPHRIES WYND	REAR END, SLOW OR STOP
9	**Total Number of Accidents**		
5	GRANTLAND	MARTIN LUTHER KING	ANGLE
2	GRANTLAND	MARTIN LUTHER KING	REAR END, SLOW OR STOP
1	GRANTLAND	MARTIN LUTHER KING	SIDESWIPE, SAME DIRECTION
1	GRANTLAND	MARTIN LUTHER KING	REAR END, TURN
9	**Total Number of Accidents**		
3	DILLARD	TRYON	REAR END, SLOW OR STOP
3	DILLARD	TRYON	FIXED OBJECT
1	DILLARD	TRYON	ANGLE
1	DILLARD	TRYON	LEFT TURN, SAME ROADWAY
1	DILLARD	TRYON	ANIMAL
9	**Total Number of Accidents**		
4	FAIRWAY	TRYON	REAR END, SLOW OR STOP
2	FAIRWAY	TRYON	ANIMAL
1	FAIRWAY	TRYON	BACKING UP
1	FAIRWAY	TRYON	RAN OFF ROAD - LEFT
1	FAIRWAY	TRYON	RAN OFF ROAD - RIGHT
9	**Total Number of Accidents**		
6	NORTH	PERSON	ANGLE
1	NORTH	PERSON	SIDESWIPE, SAME DIRECTION
1	NORTH	PERSON	PARKED MOTOR VEHICLE
1	NORTH	PERSON	PEDALCYCLIST
9	**Total Number of Accidents**		
2	SUNNYBROOK	WOODMEADOW	REAR END, SLOW OR STOP
2	SUNNYBROOK	WOODMEADOW	RAN OFF ROAD - LEFT
1	SUNNYBROOK	WOODMEADOW	ANGLE
1	SUNNYBROOK	WOODMEADOW	SIDESWIPE, SAME DIRECTION
1	SUNNYBROOK	WOODMEADOW	REAR END, TURN

Number of Crashes	Road A	Road B	Accident Type
1	SUNNYBROOK	WOODMEADOW	ANIMAL
1	SUNNYBROOK	WOODMEADOW	RAN OFF ROAD - RIGHT
9	**Total Number of Accidents**		
4	MILLBROOK	SWEETBRIAR	ANGLE
2	MILLBROOK	SWEETBRIAR	LEFT TURN, DIFFERENT ROADWAYS
1	MILLBROOK	SWEETBRIAR	OTHER COLLISION WITH VEHICLE
1	MILLBROOK	SWEETBRIAR	BACKING UP
1	MILLBROOK	SWEETBRIAR	REAR END, SLOW OR STOP
9	**Total Number of Accidents**		
2	BAYBUSH	FALLS OF NEUSE	ANGLE
2	BAYBUSH	FALLS OF NEUSE	REAR END, SLOW OR STOP
1	BAYBUSH	FALLS OF NEUSE	HEAD ON
1	BAYBUSH	FALLS OF NEUSE	LEFT TURN, DIFFERENT ROADWAYS
1	BAYBUSH	FALLS OF NEUSE	LEFT TURN, SAME ROADWAY
1	BAYBUSH	FALLS OF NEUSE	FIXED OBJECT
1	BAYBUSH	FALLS OF NEUSE	RAN OFF ROAD - RIGHT
9	**Total Number of Accidents**		
3	CHAMBERLAIN	HILLSBORO	REAR END, SLOW OR STOP
2	CHAMBERLAIN	HILLSBORO	SIDESWIPE, SAME DIRECTION
1	CHAMBERLAIN	HILLSBORO	BACKING UP
1	CHAMBERLAIN	HILLSBORO	ANGLE
1	CHAMBERLAIN	HILLSBORO	REAR END, TURN
1	CHAMBERLAIN	HILLSBORO	PEDALCYCLIST
9	**Total Number of Accidents**		
5	JONES FRANKLIN	WAYNE	REAR END, SLOW OR STOP
1	JONES FRANKLIN	WAYNE	BACKING UP
1	JONES FRANKLIN	WAYNE	LEFT TURN, DIFFERENT ROADWAYS
1	JONES FRANKLIN	WAYNE	ANIMAL
1	JONES FRANKLIN	WAYNE	PEDALCYCLIST
9	**Total Number of Accidents**		
6	HILL	OAKWOOD	ANGLE
1	HILL	OAKWOOD	BACKING UP
1	HILL	OAKWOOD	SIDESWIPE, OPPOSITE DIRECTION
1	HILL	OAKWOOD	PARKED MOTOR VEHICLE
9	**Total Number of Accidents**		
4	LOUISBURG	SPRING FOREST	REAR END, SLOW OR STOP
2	LOUISBURG	SPRING FOREST	ANGLE
1	LOUISBURG	SPRING FOREST	OTHER COLLISION WITH VEHICLE
1	LOUISBURG	SPRING FOREST	LEFT TURN, SAME ROADWAY
1	LOUISBURG	SPRING FOREST	MOVABLE OBJECT
9	**Total Number of Accidents**		
2	JONES	SALISBURY	ANGLE
2	JONES	SALISBURY	MOVABLE OBJECT

Number of Crashes	Road A	Road B	Accident Type
1	JONES	SALISBURY	OTHER COLLISION WITH VEHICLE
1	JONES	SALISBURY	BACKING UP
1	JONES	SALISBURY	SIDESWIPE, SAME DIRECTION
1	JONES	SALISBURY	REAR END, SLOW OR STOP
1	JONES	SALISBURY	PARKED MOTOR VEHICLE
9	**Total Number of Accidents**		
4	LEESVILLE	NEW LEESVL	ANGLE
3	LEESVILLE	NEW LEESVL	LEFT TURN, SAME ROADWAY
2	LEESVILLE	NEW LEESVL	REAR END, SLOW OR STOP
9	**Total Number of Accidents**		
2	FAIRVIEW	OBERLIN	BACKING UP
2	FAIRVIEW	OBERLIN	LEFT TURN, SAME ROADWAY
2	FAIRVIEW	OBERLIN	REAR END, SLOW OR STOP
1	FAIRVIEW	OBERLIN	PARKED MOTOR VEHICLE
1	FAIRVIEW	OBERLIN	FIXED OBJECT
1	FAIRVIEW	OBERLIN	RAN OFF ROAD - RIGHT
9	**Total Number of Accidents**		
6	BLOODWORTH	MARTIN	ANGLE
1	BLOODWORTH	MARTIN	BACKING UP
1	BLOODWORTH	MARTIN	SIDESWIPE, OPPOSITE DIRECTION
1	BLOODWORTH	MARTIN	RIGHT TURN, SAME ROADWAY
9	**Total Number of Accidents**		
5	SIX FORKS	WOOD BEND	REAR END, SLOW OR STOP
1	SIX FORKS	WOOD BEND	ANGLE
1	SIX FORKS	WOOD BEND	SIDESWIPE, SAME DIRECTION
1	SIX FORKS	WOOD BEND	LEFT TURN, SAME ROADWAY
1	SIX FORKS	WOOD BEND	ANIMAL
9	**Total Number of Accidents**		
6	MORGAN	SAINT MARY	ANGLE
1	MORGAN	SAINT MARY	BACKING UP
1	MORGAN	SAINT MARY	SIDESWIPE, SAME DIRECTION
1	MORGAN	SAINT MARY	RIGHT TURN, SAME ROADWAY
9	**Total Number of Accidents**		
4	OLD WAKE FOREST	PACIFIC	REAR END, SLOW OR STOP
2	OLD WAKE FOREST	PACIFIC	ANGLE
1	OLD WAKE FOREST	PACIFIC	BACKING UP
1	OLD WAKE FOREST	PACIFIC	PARKED MOTOR VEHICLE
1	OLD WAKE FOREST	PACIFIC	PEDESTRIAN
9	**Total Number of Accidents**		
2	AVENT FERRY	CHAPEL	ANGLE
2	AVENT FERRY	CHAPEL	LEFT TURN, DIFFERENT ROADWAYS
2	AVENT FERRY	CHAPEL	REAR END, SLOW OR STOP
2	AVENT FERRY	CHAPEL	RAN OFF ROAD - RIGHT

Number of Crashes	Road A	Road B	Accident Type
1	AVENT FERRY	CHAPEL	BACKING UP
9	**Total Number of Accidents**		
4	LAKE DAM	TRYON	ANGLE
2	LAKE DAM	TRYON	REAR END, SLOW OR STOP
2	LAKE DAM	TRYON	ANIMAL
1	LAKE DAM	TRYON	LEFT TURN, DIFFERENT ROADWAYS
9	**Total Number of Accidents**		
3	GLASCOCK	WAKE FOREST	ANGLE
3	GLASCOCK	WAKE FOREST	REAR END, SLOW OR STOP
1	GLASCOCK	WAKE FOREST	BACKING UP
1	GLASCOCK	WAKE FOREST	RAN OFF ROAD - STRAIGHT
1	GLASCOCK	WAKE FOREST	LEFT TURN, DIFFERENT ROADWAYS
9	**Total Number of Accidents**		
5	CUMBERLAND	ROCK QUARRY	ANGLE
2	CUMBERLAND	ROCK QUARRY	LEFT TURN, DIFFERENT ROADWAYS
1	CUMBERLAND	ROCK QUARRY	LEFT TURN, SAME ROADWAY
1	CUMBERLAND	ROCK QUARRY	REAR END, SLOW OR STOP
9	**Total Number of Accidents**		
5	TRAILWOOD	TRYON	REAR END, SLOW OR STOP
2	TRAILWOOD	TRYON	ANGLE
1	TRAILWOOD	TRYON	OVERTURN/ROLLOVER
1	TRAILWOOD	TRYON	RAN OFF ROAD - RIGHT
9	**Total Number of Accidents**		
3	BROOK	KILGORE	ANGLE
2	BROOK	KILGORE	SIDESWIPE, OPPOSITE DIRECTION
2	BROOK	KILGORE	PARKED MOTOR VEHICLE
1	BROOK	KILGORE	SIDESWIPE, SAME DIRECTION
1	BROOK	KILGORE	PEDALCYCLIST
9	**Total Number of Accidents**		
3	CAPITAL	LANE	REAR END, SLOW OR STOP
2	CAPITAL	LANE	SIDESWIPE, SAME DIRECTION
2	CAPITAL	LANE	RAN OFF ROAD - LEFT
1	CAPITAL	LANE	ANGLE
1	CAPITAL	LANE	FIXED OBJECT
9	**Total Number of Accidents**		
2	PAR	TRYON	ANGLE
2	PAR	TRYON	ANIMAL
2	PAR	TRYON	RAN OFF ROAD - RIGHT
1	PAR	TRYON	BACKING UP
1	PAR	TRYON	REAR END, SLOW OR STOP
1	PAR	TRYON	RAN OFF ROAD - LEFT
9	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
3	BUFFALO	VALLEY STREAM	ANGLE
3	BUFFALO	VALLEY STREAM	REAR END, SLOW OR STOP
1	BUFFALO	VALLEY STREAM	LEFT TURN, DIFFERENT ROADWAYS
1	BUFFALO	VALLEY STREAM	LEFT TURN, SAME ROADWAY
1	BUFFALO	VALLEY STREAM	FIXED OBJECT
9	**Total Number of Accidents**		
4	JONES	PERSON	REAR END, SLOW OR STOP
2	JONES	PERSON	ANGLE
1	JONES	PERSON	OVERTURN/ROLLOVER
1	JONES	PERSON	SIDESWIPE, SAME DIRECTION
1	JONES	PERSON	RAN OFF ROAD - LEFT
9	**Total Number of Accidents**		
6	CRABTREE	TIMBER	ANGLE
2	CRABTREE	TIMBER	REAR END, SLOW OR STOP
1	CRABTREE	TIMBER	LEFT TURN, SAME ROADWAY
9	**Total Number of Accidents**		
6	GORMAN	LUPTON	REAR END, SLOW OR STOP
2	GORMAN	LUPTON	ANGLE
1	GORMAN	LUPTON	SIDESWIPE, OPPOSITE DIRECTION
9	**Total Number of Accidents**		
3	GREEN ACRE	NEW HOPE	ANGLE
2	GREEN ACRE	NEW HOPE	SIDESWIPE, SAME DIRECTION
2	GREEN ACRE	NEW HOPE	REAR END, SLOW OR STOP
1	GREEN ACRE	NEW HOPE	LEFT TURN, DIFFERENT ROADWAYS
1	GREEN ACRE	NEW HOPE	RAN OFF ROAD - RIGHT
9	**Total Number of Accidents**		
4	NEW HOPE	BULLOCK FARM	REAR END, SLOW OR STOP
3	NEW HOPE	BULLOCK FARM	SIDESWIPE, SAME DIRECTION
2	NEW HOPE	BULLOCK FARM	ANGLE
9	**Total Number of Accidents**		
4	RAY	STRICKLAND	REAR END, SLOW OR STOP
3	RAY	STRICKLAND	LEFT TURN, SAME ROADWAY
1	RAY	STRICKLAND	ANGLE
1	RAY	STRICKLAND	HEAD ON
9	**Total Number of Accidents**		
3	BRIAR CREEK	GLOBE	ANGLE
3	BRIAR CREEK	GLOBE	REAR END, SLOW OR STOP
2	BRIAR CREEK	GLOBE	LEFT TURN, DIFFERENT ROADWAYS
1	BRIAR CREEK	GLOBE	SIDESWIPE, SAME DIRECTION
9	**Total Number of Accidents**		
5	SHERWEE	WILMINGTON	REAR END, SLOW OR STOP
1	SHERWEE	WILMINGTON	ANGLE

Number of Crashes	Road A	Road B	Accident Type
1	SHERWEE	WILMINGTON	HEAD ON
1	SHERWEE	WILMINGTON	RIGHT TURN, DIFFERENT ROADWAYS
1	SHERWEE	WILMINGTON	LEFT TURN, DIFFERENT ROADWAYS
9	**Total Number of Accidents**		
9	CHURCH HILL	DIXIE	ANGLE
9	**Total Number of Accidents**		
4	BEAVERWOOD	FOX	REAR END, SLOW OR STOP
1	BEAVERWOOD	FOX	ANGLE
1	BEAVERWOOD	FOX	SIDESWIPE, OPPOSITE DIRECTION
1	BEAVERWOOD	FOX	SIDESWIPE, SAME DIRECTION
1	BEAVERWOOD	FOX	FIXED OBJECT
1	BEAVERWOOD	FOX	RAN OFF ROAD - RIGHT
9	**Total Number of Accidents**		
4	BLUE RIDGE	MORNINGSIDE	REAR END, SLOW OR STOP
1	BLUE RIDGE	MORNINGSIDE	ANGLE
1	BLUE RIDGE	MORNINGSIDE	SIDESWIPE, OPPOSITE DIRECTION
1	BLUE RIDGE	MORNINGSIDE	LEFT TURN, DIFFERENT ROADWAYS
1	BLUE RIDGE	MORNINGSIDE	FIXED OBJECT
1	BLUE RIDGE	MORNINGSIDE	ANIMAL
9	**Total Number of Accidents**		
7	CULPEPPER	MILBURNIE	ANGLE
1	CULPEPPER	MILBURNIE	SIDESWIPE, SAME DIRECTION
1	CULPEPPER	MILBURNIE	LEFT TURN, SAME ROADWAY
9	**Total Number of Accidents**		
5	COUNTRY	PINECREST	ANGLE
2	COUNTRY	PINECREST	ANIMAL
1	COUNTRY	PINECREST	LEFT TURN, DIFFERENT ROADWAYS
1	COUNTRY	PINECREST	RAN OFF ROAD - RIGHT
9	**Total Number of Accidents**		
5	GASTON	PEACE	REAR END, SLOW OR STOP
2	GASTON	PEACE	SIDESWIPE, SAME DIRECTION
1	GASTON	PEACE	BACKING UP
1	GASTON	PEACE	RIGHT TURN, SAME ROADWAY
9	**Total Number of Accidents**		
5	EAST	MARTIN	ANGLE
2	EAST	MARTIN	PARKED MOTOR VEHICLE
1	EAST	MARTIN	REAR END, SLOW OR STOP
1	EAST	MARTIN	RAN OFF ROAD - RIGHT
9	**Total Number of Accidents**		
2	MILLBROOK	WINTHROP	SIDESWIPE, SAME DIRECTION
2	MILLBROOK	WINTHROP	REAR END, SLOW OR STOP
2	MILLBROOK	WINTHROP	RAN OFF ROAD - LEFT

Number of Crashes	Road A	Road B	Accident Type
1	MILLBROOK	WINTHROP	BACKING UP
1	MILLBROOK	WINTHROP	ANGLE
1	MILLBROOK	WINTHROP	RAN OFF ROAD - RIGHT
9	**Total Number of Accidents**		
4	CARLETON	SHERMAN	ANGLE
2	CARLETON	SHERMAN	BACKING UP
1	CARLETON	SHERMAN	SIDESWIPE, OPPOSITE DIRECTION
1	CARLETON	SHERMAN	HEAD ON
1	CARLETON	SHERMAN	PEDALCYCLIST
9	**Total Number of Accidents**		
3	I 440	LAKE WHEELER	REAR END, SLOW OR STOP
2	I 440	LAKE WHEELER	ANGLE
2	I 440	LAKE WHEELER	SIDESWIPE, SAME DIRECTION
1	I 440	LAKE WHEELER	LEFT TURN, SAME ROADWAY
1	I 440	LAKE WHEELER	MOVABLE OBJECT
9	**Total Number of Accidents**		
3	ATLANTIC	MERRELL	REAR END, SLOW OR STOP
1	ATLANTIC	MERRELL	OVERTURN/ROLLOVER
1	ATLANTIC	MERRELL	ANGLE
1	ATLANTIC	MERRELL	SIDESWIPE, SAME DIRECTION
1	ATLANTIC	MERRELL	PARKED MOTOR VEHICLE
1	ATLANTIC	MERRELL	RAN OFF ROAD - LEFT
1	ATLANTIC	MERRELL	RAN OFF ROAD - RIGHT
9	**Total Number of Accidents**		
5	ALM	BRUCKHAUS	ANGLE
1	ALM	BRUCKHAUS	LEFT TURN, SAME ROADWAY
1	ALM	BRUCKHAUS	REAR END, TURN
1	ALM	BRUCKHAUS	PARKED MOTOR VEHICLE
8	**Total Number of Accidents**		
5	BOYLAN	LANE	ANGLE
1	BOYLAN	LANE	BACKING UP
1	BOYLAN	LANE	SIDESWIPE, SAME DIRECTION
1	BOYLAN	LANE	REAR END, SLOW OR STOP
8	**Total Number of Accidents**		
6	NEW BERN	PLAINVIEW	REAR END, SLOW OR STOP
1	NEW BERN	PLAINVIEW	ANGLE
1	NEW BERN	PLAINVIEW	OTHER NON-COLLISION
8	**Total Number of Accidents**		
3	GLENNWOOD	MUNFORD	SIDESWIPE, SAME DIRECTION
2	GLENNWOOD	MUNFORD	ANGLE
1	GLENNWOOD	MUNFORD	BACKING UP
1	GLENNWOOD	MUNFORD	REAR END, SLOW OR STOP
1	GLENNWOOD	MUNFORD	PARKED MOTOR VEHICLE

Number of Crashes	Road A	Road B	Accident Type
8	**Total Number of Accidents**		
5	BIRCH RIDGE	MIDDLE BRANCH	ANGLE
3	BIRCH RIDGE	MIDDLE BRANCH	SIDESWIPE, SAME DIRECTION
8	**Total Number of Accidents**		
2	BLOUNT	NEW BERN	OTHER COLLISION WITH VEHICLE
2	BLOUNT	NEW BERN	LEFT TURN, SAME ROADWAY
1	BLOUNT	NEW BERN	ANGLE
1	BLOUNT	NEW BERN	SIDESWIPE, SAME DIRECTION
1	BLOUNT	NEW BERN	REAR END, SLOW OR STOP
1	BLOUNT	NEW BERN	PARKED MOTOR VEHICLE
8	**Total Number of Accidents**		
4	JAMES	NEW HOPE	REAR END, SLOW OR STOP
2	JAMES	NEW HOPE	ANGLE
1	JAMES	NEW HOPE	SIDESWIPE, SAME DIRECTION
1	JAMES	NEW HOPE	ANIMAL
8	**Total Number of Accidents**		
6	OBERLIN	ROBERT	REAR END, SLOW OR STOP
1	OBERLIN	ROBERT	ANIMAL
1	OBERLIN	ROBERT	RAN OFF ROAD - RIGHT
8	**Total Number of Accidents**		
3	INDUSTRIAL	SIX FORKS	ANGLE
2	INDUSTRIAL	SIX FORKS	LEFT TURN, DIFFERENT ROADWAYS
1	INDUSTRIAL	SIX FORKS	OTHER COLLISION WITH VEHICLE
1	INDUSTRIAL	SIX FORKS	SIDESWIPE, SAME DIRECTION
1	INDUSTRIAL	SIX FORKS	HEAD ON
8	**Total Number of Accidents**		
3	HILLBURN	GROVE BARTON	REAR END, SLOW OR STOP
2	HILLBURN	GROVE BARTON	OTHER COLLISION WITH VEHICLE
1	HILLBURN	GROVE BARTON	LEFT TURN, DIFFERENT ROADWAYS
1	HILLBURN	GROVE BARTON	ANIMAL
1	HILLBURN	GROVE BARTON	RAN OFF ROAD - RIGHT
8	**Total Number of Accidents**		
4	MILLBROOK	PLAZA	LEFT TURN, DIFFERENT ROADWAYS
2	MILLBROOK	PLAZA	ANGLE
1	MILLBROOK	PLAZA	RIGHT TURN, DIFFERENT ROADWAYS
1	MILLBROOK	PLAZA	FIXED OBJECT
8	**Total Number of Accidents**		
2	GLENNWOOD	WILLARD	SIDESWIPE, SAME DIRECTION
1	GLENNWOOD	WILLARD	BACKING UP
1	GLENNWOOD	WILLARD	ANGLE
1	GLENNWOOD	WILLARD	LEFT TURN, DIFFERENT ROADWAYS
1	GLENNWOOD	WILLARD	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
1	GLENNWOOD	WILLARD	PARKED MOTOR VEHICLE
1	GLENNWOOD	WILLARD	PEDESTRIAN
8	**Total Number of Accidents**		
4	COMMERCIAL	PLEASANT VALLEY	REAR END, SLOW OR STOP
1	COMMERCIAL	PLEASANT VALLEY	ANGLE
1	COMMERCIAL	PLEASANT VALLEY	SIDESWIPE, OPPOSITE DIRECTION
1	COMMERCIAL	PLEASANT VALLEY	LEFT TURN, SAME ROADWAY
1	COMMERCIAL	PLEASANT VALLEY	PARKED MOTOR VEHICLE
8	**Total Number of Accidents**		
5	GORMAN	JACKSON	ANGLE
2	GORMAN	JACKSON	RAN OFF ROAD - RIGHT
1	GORMAN	JACKSON	REAR END, SLOW OR STOP
8	**Total Number of Accidents**		
3	EDWARDS MILLS	WADE PARK	REAR END, SLOW OR STOP
2	EDWARDS MILLS	WADE PARK	ANGLE
1	EDWARDS MILLS	WADE PARK	SIDESWIPE, SAME DIRECTION
1	EDWARDS MILLS	WADE PARK	RAN OFF ROAD - LEFT
1	EDWARDS MILLS	WADE PARK	RAN OFF ROAD - RIGHT
8	**Total Number of Accidents**		
5	FALLS OF NEUSE	LAKE FOREST	REAR END, SLOW OR STOP
1	FALLS OF NEUSE	LAKE FOREST	ANGLE
1	FALLS OF NEUSE	LAKE FOREST	SIDESWIPE, SAME DIRECTION
1	FALLS OF NEUSE	LAKE FOREST	LEFT TURN, SAME ROADWAY
8	**Total Number of Accidents**		
4	FOX	OLD WAKE FOREST	ANGLE
1	FOX	OLD WAKE FOREST	HEAD ON
1	FOX	OLD WAKE FOREST	LEFT TURN, DIFFERENT ROADWAYS
1	FOX	OLD WAKE FOREST	REAR END, SLOW OR STOP
1	FOX	OLD WAKE FOREST	PEDESTRIAN
8	**Total Number of Accidents**		
3	PEACE	WILMINGTON	ANGLE
2	PEACE	WILMINGTON	SIDESWIPE, SAME DIRECTION
1	PEACE	WILMINGTON	LEFT TURN, SAME ROADWAY
1	PEACE	WILMINGTON	FIXED OBJECT
1	PEACE	WILMINGTON	RAN OFF ROAD - RIGHT
8	**Total Number of Accidents**		
4	WESTERN	WESTERN	REAR END, SLOW OR STOP
1	WESTERN	WESTERN	RIGHT TURN, SAME ROADWAY
1	WESTERN	WESTERN	LEFT TURN, SAME ROADWAY
1	WESTERN	WESTERN	REAR END, TURN
1	WESTERN	WESTERN	PARKED MOTOR VEHICLE
8	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
4	PECAN	WILMINGTON	ANGLE
2	PECAN	WILMINGTON	LEFT TURN, SAME ROADWAY
2	PECAN	WILMINGTON	PEDESTRIAN
8	**Total Number of Accidents**		
4	KELWAY	WAKEFIELD PINES	ANGLE
3	KELWAY	WAKEFIELD PINES	REAR END, SLOW OR STOP
1	KELWAY	WAKEFIELD PINES	LEFT TURN, SAME ROADWAY
8	**Total Number of Accidents**		
2	HARGROVE	SPRING FOREST	ANGLE
2	HARGROVE	SPRING FOREST	REAR END, SLOW OR STOP
1	HARGROVE	SPRING FOREST	BACKING UP
1	HARGROVE	SPRING FOREST	HEAD ON
1	HARGROVE	SPRING FOREST	LEFT TURN, SAME ROADWAY
1	HARGROVE	SPRING FOREST	REAR END, TURN
8	**Total Number of Accidents**		
3	GORMAN	WALNUT CREEK	ANGLE
2	GORMAN	WALNUT CREEK	FIXED OBJECT
1	GORMAN	WALNUT CREEK	SIDESWIPE, SAME DIRECTION
1	GORMAN	WALNUT CREEK	LEFT TURN, DIFFERENT ROADWAYS
1	GORMAN	WALNUT CREEK	REAR END, TURN
8	**Total Number of Accidents**		
3	RUCKER	WAKE FOREST	ANGLE
2	RUCKER	WAKE FOREST	RIGHT TURN, DIFFERENT ROADWAYS
1	RUCKER	WAKE FOREST	SIDESWIPE, OPPOSITE DIRECTION
1	RUCKER	WAKE FOREST	SIDESWIPE, SAME DIRECTION
1	RUCKER	WAKE FOREST	REAR END, SLOW OR STOP
8	**Total Number of Accidents**		
2	POOLE	RUSS	ANGLE
2	POOLE	RUSS	REAR END, SLOW OR STOP
2	POOLE	RUSS	FIXED OBJECT
1	POOLE	RUSS	HEAD ON
1	POOLE	RUSS	REAR END, TURN
8	**Total Number of Accidents**		
3	IVERSON	NEW HOPE	REAR END, SLOW OR STOP
2	IVERSON	NEW HOPE	SIDESWIPE, SAME DIRECTION
1	IVERSON	NEW HOPE	OVERTURN/ROLLOVER
1	IVERSON	NEW HOPE	ANGLE
1	IVERSON	NEW HOPE	REAR END, TURN
8	**Total Number of Accidents**		
2	GARDNER	VANDERBILT	ANGLE
2	GARDNER	VANDERBILT	PARKED MOTOR VEHICLE
1	GARDNER	VANDERBILT	BACKING UP
1	GARDNER	VANDERBILT	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
1	GARDNER	VANDERBILT	FIXED OBJECT
1	GARDNER	VANDERBILT	RAN OFF ROAD - RIGHT
8	**Total Number of Accidents**		
5	JONES	TARBORO	ANGLE
1	JONES	TARBORO	SIDESWIPE, SAME DIRECTION
1	JONES	TARBORO	RIGHT TURN, DIFFERENT ROADWAYS
1	JONES	TARBORO	FIXED OBJECT
8	**Total Number of Accidents**		
5	ALEXANDER	GLENNWOOD	REAR END, SLOW OR STOP
1	ALEXANDER	GLENNWOOD	ANGLE
1	ALEXANDER	GLENNWOOD	RAN OFF ROAD - LEFT
1	ALEXANDER	GLENNWOOD	RAN OFF ROAD - RIGHT
8	**Total Number of Accidents**		
4	OBERLIN	VANDYKE	REAR END, SLOW OR STOP
2	OBERLIN	VANDYKE	ANGLE
1	OBERLIN	VANDYKE	SIDESWIPE, SAME DIRECTION
1	OBERLIN	VANDYKE	RAN OFF ROAD - RIGHT
8	**Total Number of Accidents**		
2	LAKE WHEELER	MAYWOOD	ANGLE
2	LAKE WHEELER	MAYWOOD	REAR END, SLOW OR STOP
2	LAKE WHEELER	MAYWOOD	FIXED OBJECT
2	LAKE WHEELER	MAYWOOD	ANIMAL
8	**Total Number of Accidents**		
2	MCNEAL	WAKE FOREST	LEFT TURN, SAME ROADWAY
2	MCNEAL	WAKE FOREST	REAR END, SLOW OR STOP
1	MCNEAL	WAKE FOREST	ANGLE
1	MCNEAL	WAKE FOREST	SIDESWIPE, SAME DIRECTION
1	MCNEAL	WAKE FOREST	RIGHT TURN, DIFFERENT ROADWAYS
1	MCNEAL	WAKE FOREST	PARKED MOTOR VEHICLE
8	**Total Number of Accidents**		
4	CENTERVIEW	JONES FRANKLIN	REAR END, SLOW OR STOP
1	CENTERVIEW	JONES FRANKLIN	ANGLE
1	CENTERVIEW	JONES FRANKLIN	LEFT TURN, DIFFERENT ROADWAYS
1	CENTERVIEW	JONES FRANKLIN	LEFT TURN, SAME ROADWAY
1	CENTERVIEW	JONES FRANKLIN	PEDESTRIAN
8	**Total Number of Accidents**		
4	BARRINGER	JONES FRANKLIN	REAR END, SLOW OR STOP
2	BARRINGER	JONES FRANKLIN	ANGLE
2	BARRINGER	JONES FRANKLIN	FIXED OBJECT
8	**Total Number of Accidents**		
3	I 440	YONKERS	REAR END, SLOW OR STOP
2	I 440	YONKERS	MOVABLE OBJECT

Number of Crashes	Road A	Road B	Accident Type
1	I 440	YONKERS	RAN OFF ROAD - STRAIGHT
1	I 440	YONKERS	SIDESWIPE, SAME DIRECTION
1	I 440	YONKERS	RIGHT TURN, SAME ROADWAY
8	**Total Number of Accidents**		
5	LEAD MINE	VALLEY ESTATES	REAR END, SLOW OR STOP
1	LEAD MINE	VALLEY ESTATES	ANGLE
1	LEAD MINE	VALLEY ESTATES	LEFT TURN, SAME ROADWAY
1	LEAD MINE	VALLEY ESTATES	RAN OFF ROAD - RIGHT
8	**Total Number of Accidents**		
5	LAKE BOONE	STILL FOREST	REAR END, SLOW OR STOP
1	LAKE BOONE	STILL FOREST	ANGLE
1	LAKE BOONE	STILL FOREST	SIDESWIPE, OPPOSITE DIRECTION
1	LAKE BOONE	STILL FOREST	SIDESWIPE, SAME DIRECTION
8	**Total Number of Accidents**		
3	COLONIAL	OBERLIN	REAR END, SLOW OR STOP
2	COLONIAL	OBERLIN	LEFT TURN, DIFFERENT ROADWAYS
1	COLONIAL	OBERLIN	BACKING UP
1	COLONIAL	OBERLIN	ANGLE
1	COLONIAL	OBERLIN	RAN OFF ROAD - LEFT
8	**Total Number of Accidents**		
5	NEW HOPE	OLD POOLE	ANGLE
2	NEW HOPE	OLD POOLE	REAR END, SLOW OR STOP
1	NEW HOPE	OLD POOLE	HEAD ON
8	**Total Number of Accidents**		
2	FORUM	LEAD MINE	ANGLE
2	FORUM	LEAD MINE	REAR END, SLOW OR STOP
1	FORUM	LEAD MINE	SIDESWIPE, SAME DIRECTION
1	FORUM	LEAD MINE	HEAD ON
1	FORUM	LEAD MINE	LEFT TURN, DIFFERENT ROADWAYS
1	FORUM	LEAD MINE	RAN OFF ROAD - LEFT
8	**Total Number of Accidents**		
3	ATLANTIC	WHITAKER MILL	REAR END, SLOW OR STOP
2	ATLANTIC	WHITAKER MILL	SIDESWIPE, SAME DIRECTION
1	ATLANTIC	WHITAKER MILL	ANGLE
1	ATLANTIC	WHITAKER MILL	RIGHT TURN, DIFFERENT ROADWAYS
1	ATLANTIC	WHITAKER MILL	LEFT TURN, DIFFERENT ROADWAYS
8	**Total Number of Accidents**		
6	CAPITAL	CORONA	REAR END, SLOW OR STOP
1	CAPITAL	CORONA	ANGLE
1	CAPITAL	CORONA	RAN OFF ROAD - LEFT
8	**Total Number of Accidents**		
2	LAKE BOONE	RIDGE	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
1	LAKE BOONE	RIDGE	ANGLE
1	LAKE BOONE	RIDGE	HEAD ON
1	LAKE BOONE	RIDGE	RIGHT TURN, DIFFERENT ROADWAYS
1	LAKE BOONE	RIDGE	LEFT TURN, DIFFERENT ROADWAYS
1	LAKE BOONE	RIDGE	LEFT TURN, SAME ROADWAY
1	LAKE BOONE	RIDGE	RAN OFF ROAD - LEFT
8	**Total Number of Accidents**		
3	MARTIN	WEST	BACKING UP
3	MARTIN	WEST	PARKED MOTOR VEHICLE
1	MARTIN	WEST	RIGHT TURN, SAME ROADWAY
1	MARTIN	WEST	REAR END, SLOW OR STOP
8	**Total Number of Accidents**		
3	PERRY CREEK	FILBIN CREEK	REAR END, SLOW OR STOP
2	PERRY CREEK	FILBIN CREEK	ANGLE
1	PERRY CREEK	FILBIN CREEK	SIDESWIPE, SAME DIRECTION
1	PERRY CREEK	FILBIN CREEK	LEFT TURN, DIFFERENT ROADWAYS
1	PERRY CREEK	FILBIN CREEK	LEFT TURN, SAME ROADWAY
8	**Total Number of Accidents**		
5	CHATHAM	MILBURNIE	ANGLE
1	CHATHAM	MILBURNIE	SIDESWIPE, SAME DIRECTION
1	CHATHAM	MILBURNIE	LEFT TURN, SAME ROADWAY
1	CHATHAM	MILBURNIE	REAR END, SLOW OR STOP
8	**Total Number of Accidents**		
4	RIVER BROOK	ROCK QUARRY	ANGLE
1	RIVER BROOK	ROCK QUARRY	LEFT TURN, DIFFERENT ROADWAYS
1	RIVER BROOK	ROCK QUARRY	LEFT TURN, SAME ROADWAY
1	RIVER BROOK	ROCK QUARRY	REAR END, SLOW OR STOP
1	RIVER BROOK	ROCK QUARRY	PEDESTRIAN
8	**Total Number of Accidents**		
4	DANCY	NEW HOPE	ANGLE
1	DANCY	NEW HOPE	SIDESWIPE, SAME DIRECTION
1	DANCY	NEW HOPE	LEFT TURN, SAME ROADWAY
1	DANCY	NEW HOPE	REAR END, SLOW OR STOP
1	DANCY	NEW HOPE	RAN OFF ROAD - LEFT
8	**Total Number of Accidents**		
4	TRAWICK	OLD TRAWICK	ANGLE
2	TRAWICK	OLD TRAWICK	REAR END, SLOW OR STOP
1	TRAWICK	OLD TRAWICK	SIDESWIPE, SAME DIRECTION
1	TRAWICK	OLD TRAWICK	RIGHT TURN, SAME ROADWAY
8	**Total Number of Accidents**		
3	IDELWOOD VILLAGE	SANDERFORD	ANGLE
2	IDELWOOD VILLAGE	SANDERFORD	LEFT TURN, DIFFERENT ROADWAYS
1	IDELWOOD VILLAGE	SANDERFORD	SIDESWIPE, SAME DIRECTION

Number of Crashes	Road A	Road B	Accident Type
1	IDELWOOD VILLAGE	SANDERFORD	REAR END, SLOW OR STOP
1	IDELWOOD VILLAGE	SANDERFORD	FIXED OBJECT
8	**Total Number of Accidents**		
2	CARVER	NEW BERN	ANGLE
2	CARVER	NEW BERN	REAR END, SLOW OR STOP
1	CARVER	NEW BERN	OTHER COLLISION WITH VEHICLE
1	CARVER	NEW BERN	BACKING UP
1	CARVER	NEW BERN	SIDESWIPE, SAME DIRECTION
1	CARVER	NEW BERN	RAN OFF ROAD - LEFT
8	**Total Number of Accidents**		
2	BERKSHIRE DOWNS	PERRY CREEK	ANGLE
2	BERKSHIRE DOWNS	PERRY CREEK	REAR END, SLOW OR STOP
1	BERKSHIRE DOWNS	PERRY CREEK	SIDESWIPE, SAME DIRECTION
1	BERKSHIRE DOWNS	PERRY CREEK	HEAD ON
1	BERKSHIRE DOWNS	PERRY CREEK	LEFT TURN, SAME ROADWAY
1	BERKSHIRE DOWNS	PERRY CREEK	REAR END, TURN
8	**Total Number of Accidents**		
2	HARNETT	LOUISBURG	ANGLE
2	HARNETT	LOUISBURG	REAR END, SLOW OR STOP
1	HARNETT	LOUISBURG	PARKED MOTOR VEHICLE
1	HARNETT	LOUISBURG	FIXED OBJECT
1	HARNETT	LOUISBURG	MOVABLE OBJECT
1	HARNETT	LOUISBURG	RAN OFF ROAD - RIGHT
8	**Total Number of Accidents**		
5	ATLANTIC	OLD LOUISBURG	REAR END, SLOW OR STOP
2	ATLANTIC	OLD LOUISBURG	LEFT TURN, SAME ROADWAY
1	ATLANTIC	OLD LOUISBURG	ANGLE
8	**Total Number of Accidents**		
6	FALLS OF NEUSE	RIDGEFIELD	REAR END, SLOW OR STOP
1	FALLS OF NEUSE	RIDGEFIELD	SIDESWIPE, SAME DIRECTION
1	FALLS OF NEUSE	RIDGEFIELD	RIGHT TURN, SAME ROADWAY
8	**Total Number of Accidents**		
3	MITCHELL MILL	NEUSE CROSSING	LEFT TURN, DIFFERENT ROADWAYS
2	MITCHELL MILL	NEUSE CROSSING	REAR END, SLOW OR STOP
1	MITCHELL MILL	NEUSE CROSSING	ANGLE
1	MITCHELL MILL	NEUSE CROSSING	LEFT TURN, SAME ROADWAY
1	MITCHELL MILL	NEUSE CROSSING	ANIMAL
8	**Total Number of Accidents**		
5	GLENNWOOD	HERTZ	REAR END, SLOW OR STOP
1	GLENNWOOD	HERTZ	SIDESWIPE, SAME DIRECTION
1	GLENNWOOD	HERTZ	RAN OFF ROAD - LEFT
1	GLENNWOOD	HERTZ	MOVABLE OBJECT

Number of Crashes	Road A	Road B	Accident Type
8	**Total Number of Accidents**		
5	TRYON	TRAILWOOD HILLS	REAR END, SLOW OR STOP
1	TRYON	TRAILWOOD HILLS	OTHER COLLISION WITH VEHICLE
1	TRYON	TRAILWOOD HILLS	BACKING UP
1	TRYON	TRAILWOOD HILLS	RIGHT TURN, DIFFERENT ROADWAYS
8	**Total Number of Accidents**		
4	NEW HOPE	NEW HOPE	REAR END, SLOW OR STOP
3	NEW HOPE	NEW HOPE	ANGLE
1	NEW HOPE	NEW HOPE	BACKING UP
8	**Total Number of Accidents**		
5	CROSS LINK	DANDRIDGE	ANGLE
1	CROSS LINK	DANDRIDGE	HEAD ON
1	CROSS LINK	DANDRIDGE	REAR END, SLOW OR STOP
7	**Total Number of Accidents**		
2	BRIAR CREEK	IVERNESS	ANGLE
2	BRIAR CREEK	IVERNESS	LEFT TURN, SAME ROADWAY
1	BRIAR CREEK	IVERNESS	SIDESWIPE, SAME DIRECTION
1	BRIAR CREEK	IVERNESS	REAR END, TURN
1	BRIAR CREEK	IVERNESS	FIXED OBJECT
7	**Total Number of Accidents**		
3	DAVIE	EAST	ANGLE
1	DAVIE	EAST	BACKING UP
1	DAVIE	EAST	LEFT TURN, SAME ROADWAY
1	DAVIE	EAST	REAR END, SLOW OR STOP
1	DAVIE	EAST	RAN OFF ROAD - RIGHT
7	**Total Number of Accidents**		
5	DAWSON	JOHNSON	SIDESWIPE, SAME DIRECTION
2	DAWSON	JOHNSON	REAR END, SLOW OR STOP
7	**Total Number of Accidents**		
3	BRENTWOOD	INGRAM	REAR END, SLOW OR STOP
1	BRENTWOOD	INGRAM	ANGLE
1	BRENTWOOD	INGRAM	RIGHT TURN, SAME ROADWAY
1	BRENTWOOD	INGRAM	LEFT TURN, DIFFERENT ROADWAYS
1	BRENTWOOD	INGRAM	PARKED MOTOR VEHICLE
7	**Total Number of Accidents**		
3	POOLE	RAWLS	REAR END, SLOW OR STOP
2	POOLE	RAWLS	ANGLE
1	POOLE	RAWLS	SIDESWIPE, SAME DIRECTION
1	POOLE	RAWLS	FIXED OBJECT
7	**Total Number of Accidents**		
7	CAPITAL	OLD WILLIAMSON	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
7	**Total Number of Accidents**		
2	TRAILWOOD	MAIN CAMPUS	ANGLE
2	TRAILWOOD	MAIN CAMPUS	RAN OFF ROAD - RIGHT
1	TRAILWOOD	MAIN CAMPUS	LEFT TURN, SAME ROADWAY
1	TRAILWOOD	MAIN CAMPUS	REAR END, SLOW OR STOP
1	TRAILWOOD	MAIN CAMPUS	RAN OFF ROAD - LEFT
7	**Total Number of Accidents**		
2	OAKWOOD	SAINT AUGUSTINE	ANGLE
2	OAKWOOD	SAINT AUGUSTINE	SIDESWIPE, SAME DIRECTION
1	OAKWOOD	SAINT AUGUSTINE	SIDESWIPE, OPPOSITE DIRECTION
1	OAKWOOD	SAINT AUGUSTINE	HEAD ON
1	OAKWOOD	SAINT AUGUSTINE	PARKED MOTOR VEHICLE
7	**Total Number of Accidents**		
2	MILLBROOK	QUAIL HOLLOW	RAN OFF ROAD - RIGHT
1	MILLBROOK	QUAIL HOLLOW	ANGLE
1	MILLBROOK	QUAIL HOLLOW	SIDESWIPE, SAME DIRECTION
1	MILLBROOK	QUAIL HOLLOW	RIGHT TURN, DIFFERENT ROADWAYS
1	MILLBROOK	QUAIL HOLLOW	LEFT TURN, DIFFERENT ROADWAYS
1	MILLBROOK	QUAIL HOLLOW	REAR END, SLOW OR STOP
7	**Total Number of Accidents**		
2	DUNN	PULLEN	ANGLE
2	DUNN	PULLEN	REAR END, SLOW OR STOP
1	DUNN	PULLEN	BACKING UP
1	DUNN	PULLEN	LEFT TURN, SAME ROADWAY
1	DUNN	PULLEN	REAR END, TURN
7	**Total Number of Accidents**		
3	GRENELLE	TRYON	ANGLE
2	GRENELLE	TRYON	SIDESWIPE, SAME DIRECTION
1	GRENELLE	TRYON	LEFT TURN, DIFFERENT ROADWAYS
1	GRENELLE	TRYON	PEDESTRIAN
7	**Total Number of Accidents**		
2	DILLARD	ORABELLE	LEFT TURN, DIFFERENT ROADWAYS
2	DILLARD	ORABELLE	REAR END, SLOW OR STOP
1	DILLARD	ORABELLE	ANGLE
1	DILLARD	ORABELLE	LEFT TURN, SAME ROADWAY
1	DILLARD	ORABELLE	PEDESTRIAN
7	**Total Number of Accidents**		
5	HOLLENDEN	SPRING FOREST	REAR END, SLOW OR STOP
1	HOLLENDEN	SPRING FOREST	SIDESWIPE, SAME DIRECTION
1	HOLLENDEN	SPRING FOREST	PEDESTRIAN
7	**Total Number of Accidents**		
2	CAMP DURANT	DURANT	ANIMAL

Number of Crashes	Road A	Road B	Accident Type
1	CAMP DURANT	DURANT	ANGLE
1	CAMP DURANT	DURANT	SIDESWIPE, OPPOSITE DIRECTION
1	CAMP DURANT	DURANT	SIDESWIPE, SAME DIRECTION
1	CAMP DURANT	DURANT	REAR END, SLOW OR STOP
1	CAMP DURANT	DURANT	FIXED OBJECT
7	**Total Number of Accidents**		
3	CHAPEL HILL	HILLSBORO	ANGLE
2	CHAPEL HILL	HILLSBORO	REAR END, SLOW OR STOP
2	CHAPEL HILL	HILLSBORO	OTHER NON-COLLISION
7	**Total Number of Accidents**		
2	LONGVIEW LAKE	NEW BERN	ANGLE
2	LONGVIEW LAKE	NEW BERN	REAR END, SLOW OR STOP
2	LONGVIEW LAKE	NEW BERN	RAN OFF ROAD - LEFT
1	LONGVIEW LAKE	NEW BERN	SIDESWIPE, OPPOSITE DIRECTION
7	**Total Number of Accidents**		
2	HILL	NEW BERN	SIDESWIPE, SAME DIRECTION
1	HILL	NEW BERN	BACKING UP
1	HILL	NEW BERN	ANGLE
1	HILL	NEW BERN	RIGHT TURN, SAME ROADWAY
1	HILL	NEW BERN	RAN OFF ROAD - LEFT
1	HILL	NEW BERN	RAN OFF ROAD - RIGHT
7	**Total Number of Accidents**		
2	LANE	TARBORO	ANGLE
2	LANE	TARBORO	FIXED OBJECT
1	LANE	TARBORO	SIDESWIPE, SAME DIRECTION
1	LANE	TARBORO	REAR END, SLOW OR STOP
1	LANE	TARBORO	PEDESTRIAN
7	**Total Number of Accidents**		
2	ANDERSON	SAINT MARY	ANGLE
2	ANDERSON	SAINT MARY	REAR END, SLOW OR STOP
1	ANDERSON	SAINT MARY	OTHER COLLISION WITH VEHICLE
1	ANDERSON	SAINT MARY	BACKING UP
1	ANDERSON	SAINT MARY	RIGHT TURN, SAME ROADWAY
7	**Total Number of Accidents**		
2	CALVARY	OLD PLANK	LEFT TURN, SAME ROADWAY
1	CALVARY	OLD PLANK	ANGLE
1	CALVARY	OLD PLANK	HEAD ON
1	CALVARY	OLD PLANK	PARKED MOTOR VEHICLE
1	CALVARY	OLD PLANK	RAN OFF ROAD - LEFT
1	CALVARY	OLD PLANK	ANIMAL
7	**Total Number of Accidents**		
2	BENSON	SAINT ALBANS	ANGLE
2	BENSON	SAINT ALBANS	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
2	BENSON	SAINT ALBANS	RAN OFF ROAD - RIGHT
1	BENSON	SAINT ALBANS	FIXED OBJECT
7	**Total Number of Accidents**		
3	FAIRHILL	GLENNWOOD	ANGLE
3	FAIRHILL	GLENNWOOD	REAR END, SLOW OR STOP
1	FAIRHILL	GLENNWOOD	SIDESWIPE, SAME DIRECTION
7	**Total Number of Accidents**		
3	BLUE RIDGE	GLENEDEN	ANGLE
3	BLUE RIDGE	GLENEDEN	REAR END, SLOW OR STOP
1	BLUE RIDGE	GLENEDEN	LEFT TURN, SAME ROADWAY
7	**Total Number of Accidents**		
3	BYRD	GLENNWOOD	REAR END, SLOW OR STOP
2	BYRD	GLENNWOOD	LEFT TURN, SAME ROADWAY
1	BYRD	GLENNWOOD	ANGLE
1	BYRD	GLENNWOOD	MOVABLE OBJECT
7	**Total Number of Accidents**		
4	LEE	PERSON	ANGLE
1	LEE	PERSON	SIDESWIPE, SAME DIRECTION
1	LEE	PERSON	REAR END, SLOW OR STOP
1	LEE	PERSON	PARKED MOTOR VEHICLE
7	**Total Number of Accidents**		
5	LAKE PARK	LEAD MINE	REAR END, SLOW OR STOP
2	LAKE PARK	LEAD MINE	RAN OFF ROAD - RIGHT
7	**Total Number of Accidents**		
3	HALIFAX	PEACE	SIDESWIPE, SAME DIRECTION
3	HALIFAX	PEACE	REAR END, SLOW OR STOP
1	HALIFAX	PEACE	PEDESTRIAN
7	**Total Number of Accidents**		
3	OLD WAKE FOREST	SUNBOW FALLS	REAR END, SLOW OR STOP
3	OLD WAKE FOREST	SUNBOW FALLS	RAN OFF ROAD - RIGHT
1	OLD WAKE FOREST	SUNBOW FALLS	OTHER COLLISION WITH VEHICLE
7	**Total Number of Accidents**		
2	I 440	US 264	REAR END, SLOW OR STOP
1	I 440	US 264	OVERTURN/ROLLOVER
1	I 440	US 264	ANGLE
1	I 440	US 264	SIDESWIPE, SAME DIRECTION
1	I 440	US 264	OTHER NON-COLLISION
1	I 440	US 264	RAN OFF ROAD - RIGHT
7	**Total Number of Accidents**		
3	NEW BERN	WILDERS GROVE	SIDESWIPE, SAME DIRECTION
1	NEW BERN	WILDERS GROVE	BACKING UP
1	NEW BERN	WILDERS GROVE	ANGLE

Number of Crashes	Road A	Road B	Accident Type
1	NEW BERN	WILDERS GROVE	RIGHT TURN, DIFFERENT ROADWAYS
1	NEW BERN	WILDERS GROVE	REAR END, SLOW OR STOP
7	**Total Number of Accidents**		
4	DAVIE	HARRINGTON	PARKED MOTOR VEHICLE
2	DAVIE	HARRINGTON	SIDESWIPE, SAME DIRECTION
1	DAVIE	HARRINGTON	PEDESTRIAN
7	**Total Number of Accidents**		
3	CLAY	SAINT MARY	ANGLE
2	CLAY	SAINT MARY	REAR END, SLOW OR STOP
1	CLAY	SAINT MARY	BACKING UP
1	CLAY	SAINT MARY	PARKED MOTOR VEHICLE
7	**Total Number of Accidents**		
4	CAPITAL	JOHNSON	SIDESWIPE, SAME DIRECTION
1	CAPITAL	JOHNSON	REAR END, SLOW OR STOP
1	CAPITAL	JOHNSON	RAN OFF ROAD - LEFT
1	CAPITAL	JOHNSON	FIXED OBJECT
7	**Total Number of Accidents**		
7	DANDRIDGE	HADLEY	ANGLE
7	**Total Number of Accidents**		
6	US 1	SPRING FOREST	REAR END, SLOW OR STOP
1	US 1	SPRING FOREST	SIDESWIPE, SAME DIRECTION
7	**Total Number of Accidents**		
3	ANDERSON	GLENNWOOD	ANGLE
3	ANDERSON	GLENNWOOD	REAR END, SLOW OR STOP
1	ANDERSON	GLENNWOOD	SIDESWIPE, SAME DIRECTION
7	**Total Number of Accidents**		
4	MILLBROOK	REECE	ANGLE
1	MILLBROOK	REECE	LEFT TURN, SAME ROADWAY
1	MILLBROOK	REECE	REAR END, SLOW OR STOP
1	MILLBROOK	REECE	RAN OFF ROAD - RIGHT
7	**Total Number of Accidents**		
3	EDENTON	STATE	ANGLE
3	EDENTON	STATE	SIDESWIPE, SAME DIRECTION
1	EDENTON	STATE	LEFT TURN, SAME ROADWAY
7	**Total Number of Accidents**		
2	ROCK QUARRY	VARDAMAN	BACKING UP
1	ROCK QUARRY	VARDAMAN	ANGLE
1	ROCK QUARRY	VARDAMAN	RIGHT TURN, SAME ROADWAY
1	ROCK QUARRY	VARDAMAN	REAR END, TURN
1	ROCK QUARRY	VARDAMAN	PARKED MOTOR VEHICLE
1	ROCK QUARRY	VARDAMAN	PEDALCYCLIST

Number of Crashes	Road A	Road B	Accident Type
7	**Total Number of Accidents**		
4	MOUNT HERMAN	ACC	REAR END, SLOW OR STOP
1	MOUNT HERMAN	ACC	ANGLE
1	MOUNT HERMAN	ACC	SIDESWIPE, SAME DIRECTION
1	MOUNT HERMAN	ACC	REAR END, TURN
7	**Total Number of Accidents**		
2	STONEYBROOK	TRAWICK	REAR END, SLOW OR STOP
1	STONEYBROOK	TRAWICK	BACKING UP
1	STONEYBROOK	TRAWICK	ANGLE
1	STONEYBROOK	TRAWICK	HEAD ON
1	STONEYBROOK	TRAWICK	LEFT TURN, DIFFERENT ROADWAYS
1	STONEYBROOK	TRAWICK	FIXED OBJECT
7	**Total Number of Accidents**		
2	SAINT MARY	TUCKER	REAR END, SLOW OR STOP
2	SAINT MARY	TUCKER	FIXED OBJECT
1	SAINT MARY	TUCKER	SIDESWIPE, SAME DIRECTION
1	SAINT MARY	TUCKER	LEFT TURN, DIFFERENT ROADWAYS
1	SAINT MARY	TUCKER	PARKED MOTOR VEHICLE
7	**Total Number of Accidents**		
2	AVENT FERRY	LAKE DAM	ANGLE
2	AVENT FERRY	LAKE DAM	LEFT TURN, DIFFERENT ROADWAYS
1	AVENT FERRY	LAKE DAM	HEAD ON
1	AVENT FERRY	LAKE DAM	RIGHT TURN, DIFFERENT ROADWAYS
1	AVENT FERRY	LAKE DAM	REAR END, SLOW OR STOP
7	**Total Number of Accidents**		
3	KING CHARLES	MILBURNIE	ANGLE
2	KING CHARLES	MILBURNIE	REAR END, SLOW OR STOP
1	KING CHARLES	MILBURNIE	OTHER COLLISION WITH VEHICLE
1	KING CHARLES	MILBURNIE	PARKED MOTOR VEHICLE
7	**Total Number of Accidents**		
2	DURALEIGH	EBENEZER CHURCH	ANGLE
2	DURALEIGH	EBENEZER CHURCH	REAR END, SLOW OR STOP
1	DURALEIGH	EBENEZER CHURCH	SIDESWIPE, SAME DIRECTION
1	DURALEIGH	EBENEZER CHURCH	MOVABLE OBJECT
1	DURALEIGH	EBENEZER CHURCH	RAN OFF ROAD - RIGHT
7	**Total Number of Accidents**		
5	SAUNDERS	WILMINGTON	REAR END, SLOW OR STOP
1	SAUNDERS	WILMINGTON	SIDESWIPE, SAME DIRECTION
1	SAUNDERS	WILMINGTON	ANIMAL
7	**Total Number of Accidents**		
3	T W ALEXANDER	BRIER CLUB	ANGLE
2	T W ALEXANDER	BRIER CLUB	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
1	T W ALEXANDER	BRIER CLUB	LEFT TURN, SAME ROADWAY
1	T W ALEXANDER	BRIER CLUB	PEDALCYCLIST
7	**Total Number of Accidents**		
3	SCALES	WADE	SIDESWIPE, SAME DIRECTION
3	SCALES	WADE	RAN OFF ROAD - RIGHT
1	SCALES	WADE	REAR END, SLOW OR STOP
7	**Total Number of Accidents**		
2	LAKE BOONE	MYRON	LEFT TURN, SAME ROADWAY
1	LAKE BOONE	MYRON	BACKING UP
1	LAKE BOONE	MYRON	SIDESWIPE, SAME DIRECTION
1	LAKE BOONE	MYRON	LEFT TURN, DIFFERENT ROADWAYS
1	LAKE BOONE	MYRON	REAR END, SLOW OR STOP
1	LAKE BOONE	MYRON	MOVABLE OBJECT
7	**Total Number of Accidents**		
7	FALLS OF NEUSE	WHITTINGTON	REAR END, SLOW OR STOP
7	**Total Number of Accidents**		
3	HODGE	PAULA	BACKING UP
1	HODGE	PAULA	ANGLE
1	HODGE	PAULA	SIDESWIPE, SAME DIRECTION
1	HODGE	PAULA	LEFT TURN, SAME ROADWAY
1	HODGE	PAULA	PARKED MOTOR VEHICLE
7	**Total Number of Accidents**		
4	HIGHWOOD	POPLARWOOD	ANGLE
1	HIGHWOOD	POPLARWOOD	LEFT TURN, DIFFERENT ROADWAYS
1	HIGHWOOD	POPLARWOOD	LEFT TURN, SAME ROADWAY
1	HIGHWOOD	POPLARWOOD	REAR END, SLOW OR STOP
7	**Total Number of Accidents**		
2	DEBOY	WESTERN	REAR END, SLOW OR STOP
1	DEBOY	WESTERN	BACKING UP
1	DEBOY	WESTERN	SIDESWIPE, SAME DIRECTION
1	DEBOY	WESTERN	LEFT TURN, SAME ROADWAY
1	DEBOY	WESTERN	RAN OFF ROAD - LEFT
1	DEBOY	WESTERN	OTHER NON-COLLISION
7	**Total Number of Accidents**		
2	CATES	JETER	LEFT TURN, DIFFERENT ROADWAYS
1	CATES	JETER	BACKING UP
1	CATES	JETER	ANGLE
1	CATES	JETER	SIDESWIPE, SAME DIRECTION
1	CATES	JETER	PARKED MOTOR VEHICLE
1	CATES	JETER	PEDALCYCLIST
7	**Total Number of Accidents**		
2	MCDOWELL	MCDOWELL	LEFT TURN, SAME ROADWAY

Number of Crashes	Road A	Road B	Accident Type
2	MCDOWELL	MCDOWELL	REAR END, SLOW OR STOP
2	MCDOWELL	MCDOWELL	RAN OFF ROAD - LEFT
1	MCDOWELL	MCDOWELL	FIXED OBJECT
7	**Total Number of Accidents**		
3	JONES SAUSAGE	DRAYFORD	REAR END, SLOW OR STOP
2	JONES SAUSAGE	DRAYFORD	ANGLE
2	JONES SAUSAGE	DRAYFORD	RAN OFF ROAD - LEFT
7	**Total Number of Accidents**		
7	OLD WAKE FOREST	MADDRY OAKS	REAR END, SLOW OR STOP
7	**Total Number of Accidents**		
3	HORIZON	SIX FORKS	REAR END, SLOW OR STOP
2	HORIZON	SIX FORKS	ANGLE
1	HORIZON	SIX FORKS	LEFT TURN, SAME ROADWAY
1	HORIZON	SIX FORKS	ANIMAL
7	**Total Number of Accidents**		
6	CRESTLINE	TRYON	REAR END, SLOW OR STOP
1	CRESTLINE	TRYON	RAN OFF ROAD - RIGHT
7	**Total Number of Accidents**		
2	NEW HOPE	WESTER	ANGLE
2	NEW HOPE	WESTER	REAR END, SLOW OR STOP
1	NEW HOPE	WESTER	SIDESWIPE, OPPOSITE DIRECTION
1	NEW HOPE	WESTER	SIDESWIPE, SAME DIRECTION
1	NEW HOPE	WESTER	RAN OFF ROAD - RIGHT
7	**Total Number of Accidents**		
4	I 440	US 1	REAR END, SLOW OR STOP
1	I 440	US 1	LEFT TURN, SAME ROADWAY
1	I 440	US 1	ANIMAL
1	I 440	US 1	RAN OFF ROAD - RIGHT
7	**Total Number of Accidents**		
2	KINGSLAND	LEESVILLE	REAR END, SLOW OR STOP
2	KINGSLAND	LEESVILLE	ANIMAL
2	KINGSLAND	LEESVILLE	RAN OFF ROAD - RIGHT
1	KINGSLAND	LEESVILLE	LEFT TURN, SAME ROADWAY
7	**Total Number of Accidents**		
3	CENTENNIAL	FARMERS MARKET	ANGLE
2	CENTENNIAL	FARMERS MARKET	REAR END, SLOW OR STOP
1	CENTENNIAL	FARMERS MARKET	BACKING UP
1	CENTENNIAL	FARMERS MARKET	SIDESWIPE, OPPOSITE DIRECTION
7	**Total Number of Accidents**		
3	BARKSDALE	RALEIGH	RAN OFF ROAD - RIGHT
1	BARKSDALE	RALEIGH	LEFT TURN, SAME ROADWAY
1	BARKSDALE	RALEIGH	FIXED OBJECT

Number of Crashes	Road A	Road B	Accident Type
1	BARKSDALE	RALEIGH	ANIMAL
1	BARKSDALE	RALEIGH	OTHER NON-COLLISION
7	**Total Number of Accidents**		
3	POOLE	RALPH	REAR END, SLOW OR STOP
1	POOLE	RALPH	BACKING UP
1	POOLE	RALPH	SIDESWIPE, SAME DIRECTION
1	POOLE	RALPH	RAN OFF ROAD - LEFT
1	POOLE	RALPH	RAN OFF ROAD - RIGHT
7	**Total Number of Accidents**		
2	BOOKER	HILL	ANGLE
2	BOOKER	HILL	PARKED MOTOR VEHICLE
1	BOOKER	HILL	SIDESWIPE, SAME DIRECTION
1	BOOKER	HILL	LEFT TURN, DIFFERENT ROADWAYS
1	BOOKER	HILL	REAR END, SLOW OR STOP
7	**Total Number of Accidents**		
4	EDWARDS MILLS	CRABTREE VALLEY	LEFT TURN, SAME ROADWAY
2	EDWARDS MILLS	CRABTREE VALLEY	ANGLE
1	EDWARDS MILLS	CRABTREE VALLEY	REAR END, SLOW OR STOP
7	**Total Number of Accidents**		
4	PERRY CREEK	THEBES	REAR END, SLOW OR STOP
3	PERRY CREEK	THEBES	ANGLE
7	**Total Number of Accidents**		
3	SALISBURY	SOUTH	ANGLE
1	SALISBURY	SOUTH	BACKING UP
1	SALISBURY	SOUTH	LEFT TURN, DIFFERENT ROADWAYS
1	SALISBURY	SOUTH	REAR END, SLOW OR STOP
1	SALISBURY	SOUTH	PARKED MOTOR VEHICLE
7	**Total Number of Accidents**		
2	SANDERFORD	SEABROOK	ANGLE
1	SANDERFORD	SEABROOK	SIDESWIPE, SAME DIRECTION
1	SANDERFORD	SEABROOK	HEAD ON
1	SANDERFORD	SEABROOK	REAR END, TURN
1	SANDERFORD	SEABROOK	REAR END, SLOW OR STOP
1	SANDERFORD	SEABROOK	FIXED OBJECT
7	**Total Number of Accidents**		
4	BROOKSIDE	GLASCOCK	ANGLE
2	BROOKSIDE	GLASCOCK	REAR END, SLOW OR STOP
1	BROOKSIDE	GLASCOCK	SIDESWIPE, OPPOSITE DIRECTION
7	**Total Number of Accidents**		
5	BOYLAN	MCCULLOCH	SIDESWIPE, SAME DIRECTION
2	BOYLAN	MCCULLOCH	PARKED MOTOR VEHICLE
7	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
5	LIGON	METHOD	ANGLE
1	LIGON	METHOD	LEFT TURN, SAME ROADWAY
1	LIGON	METHOD	PEDALCYCLIST
7	**Total Number of Accidents**		
2	DURALEIGH	SEDGEWOOD	ANGLE
1	DURALEIGH	SEDGEWOOD	RIGHT TURN, DIFFERENT ROADWAYS
1	DURALEIGH	SEDGEWOOD	LEFT TURN, DIFFERENT ROADWAYS
1	DURALEIGH	SEDGEWOOD	FIXED OBJECT
1	DURALEIGH	SEDGEWOOD	PEDESTRIAN
1	DURALEIGH	SEDGEWOOD	RAN OFF ROAD - RIGHT
7	**Total Number of Accidents**		
2	DAVIE	GAIL	ANGLE
2	DAVIE	GAIL	SIDESWIPE, SAME DIRECTION
2	DAVIE	GAIL	PARKED MOTOR VEHICLE
1	DAVIE	GAIL	FIXED OBJECT
7	**Total Number of Accidents**		
3	MILLBROOK	MILLBROOK	ANGLE
1	MILLBROOK	MILLBROOK	BACKING UP
1	MILLBROOK	MILLBROOK	SIDESWIPE, OPPOSITE DIRECTION
1	MILLBROOK	MILLBROOK	LEFT TURN, SAME ROADWAY
1	MILLBROOK	MILLBROOK	PARKED MOTOR VEHICLE
7	**Total Number of Accidents**		
4	GRESHAM LAKE	LITCHFORD	REAR END, SLOW OR STOP
1	GRESHAM LAKE	LITCHFORD	OVERTURN/ROLLOVER
1	GRESHAM LAKE	LITCHFORD	ANGLE
1	GRESHAM LAKE	LITCHFORD	RAN OFF ROAD - RIGHT
7	**Total Number of Accidents**		
4	GLENNWOOD	LAKE BOONE	REAR END, SLOW OR STOP
2	GLENNWOOD	LAKE BOONE	SIDESWIPE, SAME DIRECTION
1	GLENNWOOD	LAKE BOONE	ANGLE
7	**Total Number of Accidents**		
3	HIGHWOOD	SMOKETREE	ANGLE
2	HIGHWOOD	SMOKETREE	LEFT TURN, SAME ROADWAY
1	HIGHWOOD	SMOKETREE	REAR END, TURN
1	HIGHWOOD	SMOKETREE	REAR END, SLOW OR STOP
7	**Total Number of Accidents**		
5	HENSLOWE	LAKE WHEELER	REAR END, SLOW OR STOP
2	HENSLOWE	LAKE WHEELER	ANGLE
7	**Total Number of Accidents**		
3	ATLANTIC	DIXIE FOREST	REAR END, SLOW OR STOP
2	ATLANTIC	DIXIE FOREST	ANGLE
1	ATLANTIC	DIXIE FOREST	BACKING UP

Number of Crashes	Road A	Road B	Accident Type
1	ATLANTIC	DIXIE FOREST	SIDESWIPE, SAME DIRECTION
7	**Total Number of Accidents**		
4	DUBLIN	SIX FORKS	REAR END, SLOW OR STOP
1	DUBLIN	SIX FORKS	SIDESWIPE, SAME DIRECTION
1	DUBLIN	SIX FORKS	LEFT TURN, DIFFERENT ROADWAYS
1	DUBLIN	SIX FORKS	LEFT TURN, SAME ROADWAY
7	**Total Number of Accidents**		
3	IDLEWILD	NEW BERN	ANGLE
2	IDLEWILD	NEW BERN	LEFT TURN, SAME ROADWAY
2	IDLEWILD	NEW BERN	PARKED MOTOR VEHICLE
7	**Total Number of Accidents**		
3	MILBURNIE	NEW BERN	REAR END, SLOW OR STOP
2	MILBURNIE	NEW BERN	RAN OFF ROAD - RIGHT
1	MILBURNIE	NEW BERN	ANGLE
1	MILBURNIE	NEW BERN	SIDESWIPE, SAME DIRECTION
7	**Total Number of Accidents**		
2	CRANBROOK	SIX FORKS	SIDESWIPE, SAME DIRECTION
2	CRANBROOK	SIX FORKS	REAR END, SLOW OR STOP
1	CRANBROOK	SIX FORKS	SIDESWIPE, OPPOSITE DIRECTION
1	CRANBROOK	SIX FORKS	LEFT TURN, SAME ROADWAY
1	CRANBROOK	SIX FORKS	PEDALCYCLIST
7	**Total Number of Accidents**		
4	GLENNWOOD	GRANVILLE	REAR END, SLOW OR STOP
1	GLENNWOOD	GRANVILLE	ANGLE
1	GLENNWOOD	GRANVILLE	ANIMAL
1	GLENNWOOD	GRANVILLE	RAN OFF ROAD - RIGHT
7	**Total Number of Accidents**		
2	MAYVIEW	OBERLIN	ANGLE
2	MAYVIEW	OBERLIN	REAR END, SLOW OR STOP
1	MAYVIEW	OBERLIN	LEFT TURN, DIFFERENT ROADWAYS
1	MAYVIEW	OBERLIN	REAR END, TURN
1	MAYVIEW	OBERLIN	RAN OFF ROAD - RIGHT
7	**Total Number of Accidents**		
5	PEACE	SMALLWOOD	REAR END, SLOW OR STOP
1	PEACE	SMALLWOOD	FIXED OBJECT
6	**Total Number of Accidents**		
2	LEAD MINE	INMAN PARK	REAR END, SLOW OR STOP
1	LEAD MINE	INMAN PARK	ANGLE
1	LEAD MINE	INMAN PARK	LEFT TURN, DIFFERENT ROADWAYS
1	LEAD MINE	INMAN PARK	LEFT TURN, SAME ROADWAY
1	LEAD MINE	INMAN PARK	RAN OFF ROAD - RIGHT
6	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
3	GLENNWOOD	BARROWOOD	REAR END, SLOW OR STOP
2	GLENNWOOD	BARROWOOD	ANGLE
1	GLENNWOOD	BARROWOOD	SIDESWIPE, SAME DIRECTION
6	**Total Number of Accidents**		
4	NORTH	WEST	ANGLE
2	NORTH	WEST	PARKED MOTOR VEHICLE
6	**Total Number of Accidents**		
2	COLLEGEVIEW	MARCOM	BACKING UP
2	COLLEGEVIEW	MARCOM	ANGLE
1	COLLEGEVIEW	MARCOM	REAR END, SLOW OR STOP
1	COLLEGEVIEW	MARCOM	PARKED MOTOR VEHICLE
6	**Total Number of Accidents**		
3	I 440	ATHENS	REAR END, SLOW OR STOP
3	I 440	ATHENS	MOVABLE OBJECT
6	**Total Number of Accidents**		
1	POOLE	WILLIAM	BACKING UP
1	POOLE	WILLIAM	ANGLE
1	POOLE	WILLIAM	SIDESWIPE, SAME DIRECTION
1	POOLE	WILLIAM	RIGHT TURN, DIFFERENT ROADWAYS
1	POOLE	WILLIAM	REAR END, SLOW OR STOP
1	POOLE	WILLIAM	PEDESTRIAN
6	**Total Number of Accidents**		
3	BRIAN	WADE	ANGLE
1	BRIAN	WADE	SIDESWIPE, SAME DIRECTION
1	BRIAN	WADE	LEFT TURN, SAME ROADWAY
1	BRIAN	WADE	REAR END, SLOW OR STOP
6	**Total Number of Accidents**		
2	DEVERAUX	GLENNWOOD	BACKING UP
2	DEVERAUX	GLENNWOOD	LEFT TURN, SAME ROADWAY
1	DEVERAUX	GLENNWOOD	REAR END, SLOW OR STOP
1	DEVERAUX	GLENNWOOD	PARKED MOTOR VEHICLE
6	**Total Number of Accidents**		
3	CAPABILITY	VARSITY	ANGLE
1	CAPABILITY	VARSITY	LEFT TURN, SAME ROADWAY
1	CAPABILITY	VARSITY	PARKED MOTOR VEHICLE
1	CAPABILITY	VARSITY	PEDALCYCLIST
6	**Total Number of Accidents**		
1	COKE	POOLE	BACKING UP
1	COKE	POOLE	RIGHT TURN, DIFFERENT ROADWAYS
1	COKE	POOLE	REAR END, SLOW OR STOP
1	COKE	POOLE	PARKED MOTOR VEHICLE
1	COKE	POOLE	RAN OFF ROAD - LEFT

Number of Crashes	Road A	Road B	Accident Type
1	COKE	POOLE	PEDESTRIAN
6	**Total Number of Accidents**		
2	OLD WAKE FOREST	TOWN CENTER	ANGLE
2	OLD WAKE FOREST	TOWN CENTER	SIDESWIPE, SAME DIRECTION
1	OLD WAKE FOREST	TOWN CENTER	RIGHT TURN, DIFFERENT ROADWAYS
1	OLD WAKE FOREST	TOWN CENTER	REAR END, TURN
6	**Total Number of Accidents**		
2	LYNDHURST	ROCK QUARRY	ANGLE
2	LYNDHURST	ROCK QUARRY	SIDESWIPE, SAME DIRECTION
1	LYNDHURST	ROCK QUARRY	REAR END, SLOW OR STOP
1	LYNDHURST	ROCK QUARRY	RAN OFF ROAD - RIGHT
6	**Total Number of Accidents**		
5	BILYEU	WESTERN	ANGLE
1	BILYEU	WESTERN	REAR END, SLOW OR STOP
6	**Total Number of Accidents**		
4	LEAD MINE	SHADYSIDE	REAR END, SLOW OR STOP
1	LEAD MINE	SHADYSIDE	SIDESWIPE, SAME DIRECTION
1	LEAD MINE	SHADYSIDE	PARKED MOTOR VEHICLE
6	**Total Number of Accidents**		
3	BRAGG	GARNER	ANGLE
1	BRAGG	GARNER	BACKING UP
1	BRAGG	GARNER	LEFT TURN, SAME ROADWAY
1	BRAGG	GARNER	RAN OFF ROAD - RIGHT
6	**Total Number of Accidents**		
4	ATLANTIC SPRINGS	SPRING FOREST	ANGLE
2	ATLANTIC SPRINGS	SPRING FOREST	REAR END, SLOW OR STOP
6	**Total Number of Accidents**		
2	LAKE BOONE	LAKE BOONE	PARKED MOTOR VEHICLE
1	LAKE BOONE	LAKE BOONE	BACKING UP
1	LAKE BOONE	LAKE BOONE	ANGLE
1	LAKE BOONE	LAKE BOONE	REAR END, SLOW OR STOP
1	LAKE BOONE	LAKE BOONE	PEDESTRIAN
6	**Total Number of Accidents**		
4	HOPE	LOGAN	PARKED MOTOR VEHICLE
2	HOPE	LOGAN	SIDESWIPE, SAME DIRECTION
6	**Total Number of Accidents**		
3	RIDGEFIELD	SPRING FOREST	ANGLE
2	RIDGEFIELD	SPRING FOREST	REAR END, SLOW OR STOP
1	RIDGEFIELD	SPRING FOREST	SIDESWIPE, SAME DIRECTION
6	**Total Number of Accidents**		
3	GLENDOWER	LEESVILLE	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
1	GLENDOWER	LEESVILLE	BACKING UP
1	GLENDOWER	LEESVILLE	ANGLE
1	GLENDOWER	LEESVILLE	LEFT TURN, SAME ROADWAY
6	**Total Number of Accidents**		
4	FALLS OF NEUSE	WEATHERGREEN	REAR END, SLOW OR STOP
1	FALLS OF NEUSE	WEATHERGREEN	ANGLE
1	FALLS OF NEUSE	WEATHERGREEN	ANIMAL
6	**Total Number of Accidents**		
3	OLD LOUISBURG	WAKE FOREST	ANGLE
1	OLD LOUISBURG	WAKE FOREST	BACKING UP
1	OLD LOUISBURG	WAKE FOREST	SIDESWIPE, SAME DIRECTION
1	OLD LOUISBURG	WAKE FOREST	REAR END, TURN
6	**Total Number of Accidents**		
3	HILLSBORO	WILLIAM MOORE	ANGLE
2	HILLSBORO	WILLIAM MOORE	REAR END, SLOW OR STOP
1	HILLSBORO	WILLIAM MOORE	SIDESWIPE, SAME DIRECTION
6	**Total Number of Accidents**		
2	DAN ALLEN	SULLIVAN	REAR END, SLOW OR STOP
1	DAN ALLEN	SULLIVAN	ANGLE
1	DAN ALLEN	SULLIVAN	LEFT TURN, SAME ROADWAY
1	DAN ALLEN	SULLIVAN	FIXED OBJECT
1	DAN ALLEN	SULLIVAN	PEDALCYCLIST
6	**Total Number of Accidents**		
2	NEW BERN	SWAIN	ANGLE
1	NEW BERN	SWAIN	SIDESWIPE, SAME DIRECTION
1	NEW BERN	SWAIN	REAR END, SLOW OR STOP
1	NEW BERN	SWAIN	FIXED OBJECT
1	NEW BERN	SWAIN	MOVABLE OBJECT
6	**Total Number of Accidents**		
1	BERTIE	KING CHARLES	BACKING UP
1	BERTIE	KING CHARLES	ANGLE
1	BERTIE	KING CHARLES	SIDESWIPE, SAME DIRECTION
1	BERTIE	KING CHARLES	REAR END, SLOW OR STOP
1	BERTIE	KING CHARLES	RAN OFF ROAD - LEFT
1	BERTIE	KING CHARLES	FIXED OBJECT
6	**Total Number of Accidents**		
3	SCHOOL HOUSE	WAKEFIELD PINES	ANGLE
1	SCHOOL HOUSE	WAKEFIELD PINES	SIDESWIPE, SAME DIRECTION
1	SCHOOL HOUSE	WAKEFIELD PINES	LEFT TURN, SAME ROADWAY
1	SCHOOL HOUSE	WAKEFIELD PINES	MOVABLE OBJECT
6	**Total Number of Accidents**		
2	SIX FORKS	SIX FORKS	LEFT TURN, SAME ROADWAY

Number of Crashes	Road A	Road B	Accident Type
1	SIX FORKS	SIX FORKS	ANGLE
1	SIX FORKS	SIX FORKS	RAN OFF ROAD - STRAIGHT
1	SIX FORKS	SIX FORKS	SIDESWIPE, SAME DIRECTION
1	SIX FORKS	SIX FORKS	HEAD ON
6	**Total Number of Accidents**		
2	HAMMOND	HOKE	ANGLE
2	HAMMOND	HOKE	SIDESWIPE, SAME DIRECTION
1	HAMMOND	HOKE	RIGHT TURN, DIFFERENT ROADWAYS
1	HAMMOND	HOKE	REAR END, SLOW OR STOP
6	**Total Number of Accidents**		
4	SYCAMORE GROVE	WAKEFIELD PINES	ANGLE
2	SYCAMORE GROVE	WAKEFIELD PINES	REAR END, SLOW OR STOP
6	**Total Number of Accidents**		
2	ATLANTIC	ATLANTIC	PARKED MOTOR VEHICLE
1	ATLANTIC	ATLANTIC	BACKING UP
1	ATLANTIC	ATLANTIC	RIGHT TURN, DIFFERENT ROADWAYS
1	ATLANTIC	ATLANTIC	FIXED OBJECT
1	ATLANTIC	ATLANTIC	PEDESTRIAN
6	**Total Number of Accidents**		
2	BURT	GORMAN	ANGLE
2	BURT	GORMAN	REAR END, SLOW OR STOP
1	BURT	GORMAN	SIDESWIPE, SAME DIRECTION
1	BURT	GORMAN	LEFT TURN, SAME ROADWAY
6	**Total Number of Accidents**		
3	BUCK JONES	FARMGATE	ANGLE
1	BUCK JONES	FARMGATE	RIGHT TURN, DIFFERENT ROADWAYS
1	BUCK JONES	FARMGATE	REAR END, SLOW OR STOP
1	BUCK JONES	FARMGATE	FIXED OBJECT
6	**Total Number of Accidents**		
3	BRIAR CREEK	ARNOLD PALMER	ANGLE
2	BRIAR CREEK	ARNOLD PALMER	LEFT TURN, DIFFERENT ROADWAYS
1	BRIAR CREEK	ARNOLD PALMER	OVERTURN/ROLLOVER
6	**Total Number of Accidents**		
3	BIRCH RIDGE	ROCK BRIDGE	ANGLE
1	BIRCH RIDGE	ROCK BRIDGE	SIDESWIPE, OPPOSITE DIRECTION
1	BIRCH RIDGE	ROCK BRIDGE	LEFT TURN, DIFFERENT ROADWAYS
1	BIRCH RIDGE	ROCK BRIDGE	RAN OFF ROAD - RIGHT
6	**Total Number of Accidents**		
4	HILLSBORO	SHEPARD	REAR END, SLOW OR STOP
1	HILLSBORO	SHEPARD	ANGLE
1	HILLSBORO	SHEPARD	SIDESWIPE, SAME DIRECTION
6	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
3	BLUE RIDGE	DISTRICT	REAR END, SLOW OR STOP
1	BLUE RIDGE	DISTRICT	ANGLE
1	BLUE RIDGE	DISTRICT	SIDESWIPE, SAME DIRECTION
1	BLUE RIDGE	DISTRICT	ANIMAL
6	**Total Number of Accidents**		
2	COWPER	GLENNWOOD	REAR END, SLOW OR STOP
2	COWPER	GLENNWOOD	PARKED MOTOR VEHICLE
1	COWPER	GLENNWOOD	BACKING UP
1	COWPER	GLENNWOOD	SIDESWIPE, SAME DIRECTION
6	**Total Number of Accidents**		
3	JONES SAUSAGE	INTEGRITY	ANGLE
1	JONES SAUSAGE	INTEGRITY	BACKING UP
1	JONES SAUSAGE	INTEGRITY	REAR END, SLOW OR STOP
1	JONES SAUSAGE	INTEGRITY	RAN OFF ROAD - LEFT
6	**Total Number of Accidents**		
2	DIXON	HILL	SIDESWIPE, SAME DIRECTION
1	DIXON	HILL	ANGLE
1	DIXON	HILL	RIGHT TURN, SAME ROADWAY
1	DIXON	HILL	ANIMAL
1	DIXON	HILL	RAN OFF ROAD - RIGHT
6	**Total Number of Accidents**		
4	FREEDOM	NEW BERN	REAR END, SLOW OR STOP
1	FREEDOM	NEW BERN	SIDESWIPE, SAME DIRECTION
1	FREEDOM	NEW BERN	RAN OFF ROAD - RIGHT
6	**Total Number of Accidents**		
5	LOUISBURG	ABILITY	REAR END, SLOW OR STOP
1	LOUISBURG	ABILITY	SIDESWIPE, SAME DIRECTION
6	**Total Number of Accidents**		
2	CREEDMOOR	CREEDMOOR	BACKING UP
2	CREEDMOOR	CREEDMOOR	REAR END, SLOW OR STOP
1	CREEDMOOR	CREEDMOOR	ANGLE
1	CREEDMOOR	CREEDMOOR	MOVABLE OBJECT
6	**Total Number of Accidents**		
4	BUCK JONES	WILMONT	REAR END, SLOW OR STOP
1	BUCK JONES	WILMONT	SIDESWIPE, SAME DIRECTION
1	BUCK JONES	WILMONT	RAN OFF ROAD - RIGHT
6	**Total Number of Accidents**		
2	GREENLEAF	KENT	SIDESWIPE, SAME DIRECTION
2	GREENLEAF	KENT	REAR END, SLOW OR STOP
1	GREENLEAF	KENT	BACKING UP
1	GREENLEAF	KENT	RAN OFF ROAD - RIGHT
6	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
2	GREEN	LEIGH	PARKED MOTOR VEHICLE
1	GREEN	LEIGH	ANGLE
1	GREEN	LEIGH	SIDESWIPE, SAME DIRECTION
1	GREEN	LEIGH	LEFT TURN, SAME ROADWAY
1	GREEN	LEIGH	RAN OFF ROAD - RIGHT
6	**Total Number of Accidents**		
2	FAIRCLOTH	HILLSBORO	ANGLE
2	FAIRCLOTH	HILLSBORO	REAR END, SLOW OR STOP
1	FAIRCLOTH	HILLSBORO	HEAD ON
1	FAIRCLOTH	HILLSBORO	RAN OFF ROAD - RIGHT
6	**Total Number of Accidents**		
3	EAST	HARGETT	ANGLE
1	EAST	HARGETT	BACKING UP
1	EAST	HARGETT	REAR END, TURN
1	EAST	HARGETT	REAR END, SLOW OR STOP
6	**Total Number of Accidents**		
1	GREYWOOD	HUNTLEIGH	BACKING UP
1	GREYWOOD	HUNTLEIGH	ANGLE
1	GREYWOOD	HUNTLEIGH	HEAD ON
1	GREYWOOD	HUNTLEIGH	REAR END, SLOW OR STOP
1	GREYWOOD	HUNTLEIGH	PEDALCYCLIST
1	GREYWOOD	HUNTLEIGH	RAN OFF ROAD - RIGHT
6	**Total Number of Accidents**		
3	LOUISBURG	MITCHELL MILL	SIDESWIPE, SAME DIRECTION
2	LOUISBURG	MITCHELL MILL	REAR END, SLOW OR STOP
1	LOUISBURG	MITCHELL MILL	ANGLE
6	**Total Number of Accidents**		
4	I 40	BUCK JONES	REAR END, SLOW OR STOP
1	I 40	BUCK JONES	SIDESWIPE, SAME DIRECTION
1	I 40	BUCK JONES	ANIMAL
6	**Total Number of Accidents**		
5	GILBERT	SAUNDERS	REAR END, SLOW OR STOP
1	GILBERT	SAUNDERS	ANGLE
6	**Total Number of Accidents**		
4	ANNAPOLIS	WADE	REAR END, SLOW OR STOP
1	ANNAPOLIS	WADE	ANGLE
1	ANNAPOLIS	WADE	FIXED OBJECT
6	**Total Number of Accidents**		
5	KING RICHARD	POOLE	REAR END, SLOW OR STOP
1	KING RICHARD	POOLE	SIDESWIPE, SAME DIRECTION
6	**Total Number of Accidents**		
2	BLOUNT	BRANCH	SIDESWIPE, SAME DIRECTION

Number of Crashes	Road A	Road B	Accident Type
1	BLOUNT	BRANCH	ANGLE
1	BLOUNT	BRANCH	LEFT TURN, DIFFERENT ROADWAYS
1	BLOUNT	BRANCH	LEFT TURN, SAME ROADWAY
1	BLOUNT	BRANCH	REAR END, SLOW OR STOP
6	**Total Number of Accidents**		
4	CABARRUS	EAST	ANGLE
1	CABARRUS	EAST	SIDESWIPE, OPPOSITE DIRECTION
1	CABARRUS	EAST	PEDALCYCLIST
6	**Total Number of Accidents**		
3	EBENEZER CHURCH	WESTGATE	REAR END, SLOW OR STOP
1	EBENEZER CHURCH	WESTGATE	ANGLE
1	EBENEZER CHURCH	WESTGATE	SIDESWIPE, SAME DIRECTION
1	EBENEZER CHURCH	WESTGATE	RAN OFF ROAD - RIGHT
6	**Total Number of Accidents**		
3	AVIATION	BRIAR CREEK	REAR END, SLOW OR STOP
2	AVIATION	BRIAR CREEK	REAR END, TURN
1	AVIATION	BRIAR CREEK	SIDESWIPE, SAME DIRECTION
6	**Total Number of Accidents**		
2	CALVARY	LAKE RIDGE	SIDESWIPE, SAME DIRECTION
1	CALVARY	LAKE RIDGE	ANGLE
1	CALVARY	LAKE RIDGE	LEFT TURN, DIFFERENT ROADWAYS
1	CALVARY	LAKE RIDGE	FIXED OBJECT
1	CALVARY	LAKE RIDGE	RAN OFF ROAD - RIGHT
6	**Total Number of Accidents**		
5	OLD WAKE FOREST	OLD WAKE FOREST	REAR END, SLOW OR STOP
1	OLD WAKE FOREST	OLD WAKE FOREST	BACKING UP
6	**Total Number of Accidents**		
2	CREEKSIDE	WAKE FOREST	ANGLE
2	CREEKSIDE	WAKE FOREST	SIDESWIPE, SAME DIRECTION
1	CREEKSIDE	WAKE FOREST	BACKING UP
1	CREEKSIDE	WAKE FOREST	REAR END, SLOW OR STOP
6	**Total Number of Accidents**		
2	BRAGG	STATE	ANGLE
2	BRAGG	STATE	REAR END, SLOW OR STOP
1	BRAGG	STATE	SIDESWIPE, OPPOSITE DIRECTION
1	BRAGG	STATE	FIXED OBJECT
6	**Total Number of Accidents**		
3	LAKE VIEW	SAINT MARY	REAR END, SLOW OR STOP
1	LAKE VIEW	SAINT MARY	ANGLE
1	LAKE VIEW	SAINT MARY	LEFT TURN, DIFFERENT ROADWAYS
1	LAKE VIEW	SAINT MARY	FIXED OBJECT
6	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
3	HARRINGTON	JONES	ANGLE
1	HARRINGTON	JONES	SIDESWIPE, SAME DIRECTION
1	HARRINGTON	JONES	REAR END, SLOW OR STOP
1	HARRINGTON	JONES	PARKED MOTOR VEHICLE
6	**Total Number of Accidents**		
2	BLOUNT	POLK	REAR END, SLOW OR STOP
1	BLOUNT	POLK	ANGLE
1	BLOUNT	POLK	SIDESWIPE, SAME DIRECTION
1	BLOUNT	POLK	LEFT TURN, SAME ROADWAY
1	BLOUNT	POLK	PARKED MOTOR VEHICLE
6	**Total Number of Accidents**		
5	BARROW	OLD WAKE FOREST	REAR END, SLOW OR STOP
1	BARROW	OLD WAKE FOREST	REAR END, TURN
6	**Total Number of Accidents**		
2	HUNT CLUB	JONES FRANKLIN	ANGLE
2	HUNT CLUB	JONES FRANKLIN	REAR END, SLOW OR STOP
1	HUNT CLUB	JONES FRANKLIN	PARKED MOTOR VEHICLE
1	HUNT CLUB	JONES FRANKLIN	PEDESTRIAN
6	**Total Number of Accidents**		
3	GLENNWOOD	TOLAR	REAR END, SLOW OR STOP
1	GLENNWOOD	TOLAR	ANGLE
1	GLENNWOOD	TOLAR	RAN OFF ROAD - LEFT
1	GLENNWOOD	TOLAR	ANIMAL
6	**Total Number of Accidents**		
3	LAKE WHEELER	LAWRENCE	ANGLE
2	LAKE WHEELER	LAWRENCE	REAR END, SLOW OR STOP
1	LAKE WHEELER	LAWRENCE	LEFT TURN, DIFFERENT ROADWAYS
6	**Total Number of Accidents**		
2	BOYLAN	SOUTH	PARKED MOTOR VEHICLE
1	BOYLAN	SOUTH	SIDESWIPE, SAME DIRECTION
1	BOYLAN	SOUTH	REAR END, SLOW OR STOP
1	BOYLAN	SOUTH	FIXED OBJECT
1	BOYLAN	SOUTH	RAN OFF ROAD - RIGHT
6	**Total Number of Accidents**		
4	US 1	SR 2013	REAR END, SLOW OR STOP
1	US 1	SR 2013	SIDESWIPE, SAME DIRECTION
1	US 1	SR 2013	RIGHT TURN, SAME ROADWAY
6	**Total Number of Accidents**		
2	KAPLAN	MELBOURNE	ANGLE
2	KAPLAN	MELBOURNE	REAR END, SLOW OR STOP
1	KAPLAN	MELBOURNE	SIDESWIPE, SAME DIRECTION
1	KAPLAN	MELBOURNE	LEFT TURN, DIFFERENT ROADWAYS

Number of Crashes	Road A	Road B	Accident Type
6	**Total Number of Accidents**		
2	LACY	MILLBROOK	REAR END, SLOW OR STOP
1	LACY	MILLBROOK	ANGLE
1	LACY	MILLBROOK	SIDESWIPE, SAME DIRECTION
1	LACY	MILLBROOK	LEFT TURN, SAME ROADWAY
1	LACY	MILLBROOK	REAR END, TURN
6	**Total Number of Accidents**		
2	DAN ALLEN	THURMOND	REAR END, SLOW OR STOP
1	DAN ALLEN	THURMOND	ANGLE
1	DAN ALLEN	THURMOND	LEFT TURN, DIFFERENT ROADWAYS
1	DAN ALLEN	THURMOND	PEDALCYCLIST
1	DAN ALLEN	THURMOND	RAN OFF ROAD - RIGHT
6	**Total Number of Accidents**		
3	GORMAN	WOLF VILLAGE	ANGLE
1	GORMAN	WOLF VILLAGE	OTHER COLLISION WITH VEHICLE
1	GORMAN	WOLF VILLAGE	LEFT TURN, SAME ROADWAY
1	GORMAN	WOLF VILLAGE	REAR END, SLOW OR STOP
6	**Total Number of Accidents**		
1	CLARK	HORNE	BACKING UP
1	CLARK	HORNE	SIDESWIPE, SAME DIRECTION
1	CLARK	HORNE	RIGHT TURN, SAME ROADWAY
1	CLARK	HORNE	PARKED MOTOR VEHICLE
1	CLARK	HORNE	RAN OFF ROAD - LEFT
1	CLARK	HORNE	PEDESTRIAN
6	**Total Number of Accidents**		
3	SUNGATE	SUNNYBROOK	REAR END, SLOW OR STOP
1	SUNGATE	SUNNYBROOK	ANGLE
1	SUNGATE	SUNNYBROOK	ANIMAL
1	SUNGATE	SUNNYBROOK	RAN OFF ROAD - RIGHT
6	**Total Number of Accidents**		
3	GLENN	SIX FORKS	SIDESWIPE, SAME DIRECTION
2	GLENN	SIX FORKS	REAR END, SLOW OR STOP
1	GLENN	SIX FORKS	FIXED OBJECT
6	**Total Number of Accidents**		
1	CABARRUS	GAIL	BACKING UP
1	CABARRUS	GAIL	SIDESWIPE, SAME DIRECTION
1	CABARRUS	GAIL	LEFT TURN, SAME ROADWAY
1	CABARRUS	GAIL	PARKED MOTOR VEHICLE
1	CABARRUS	GAIL	RAN OFF ROAD - LEFT
1	CABARRUS	GAIL	RAN OFF ROAD - RIGHT
6	**Total Number of Accidents**		
3	TRYON HILLS	TRYON HILLS	BACKING UP

Number of Crashes	Road A	Road B	Accident Type
2	TRYON HILLS	TRYON HILLS	PARKED MOTOR VEHICLE
1	TRYON HILLS	TRYON HILLS	SIDESWIPE, SAME DIRECTION
6	**Total Number of Accidents**		
2	BROOKLYN	SAINT MARY	PEDESTRIAN
1	BROOKLYN	SAINT MARY	SIDESWIPE, SAME DIRECTION
1	BROOKLYN	SAINT MARY	REAR END, SLOW OR STOP
1	BROOKLYN	SAINT MARY	PARKED MOTOR VEHICLE
1	BROOKLYN	SAINT MARY	RAN OFF ROAD - RIGHT
6	**Total Number of Accidents**		
1	NEW HOPE	FAWN GLEN	BACKING UP
1	NEW HOPE	FAWN GLEN	ANGLE
1	NEW HOPE	FAWN GLEN	REAR END, TURN
1	NEW HOPE	FAWN GLEN	REAR END, SLOW OR STOP
1	NEW HOPE	FAWN GLEN	PEDALCYCLIST
1	NEW HOPE	FAWN GLEN	RAN OFF ROAD - RIGHT
6	**Total Number of Accidents**		
3	AUTOMOTIVE	BROOKSIDE	ANGLE
2	AUTOMOTIVE	BROOKSIDE	REAR END, SLOW OR STOP
1	AUTOMOTIVE	BROOKSIDE	REAR END, TURN
6	**Total Number of Accidents**		
6	CREEDMOOR	SHERBON	REAR END, SLOW OR STOP
6	**Total Number of Accidents**		
3	FRIENDLY	ROCK QUARRY	REAR END, SLOW OR STOP
2	FRIENDLY	ROCK QUARRY	ANGLE
1	FRIENDLY	ROCK QUARRY	RAN OFF ROAD - RIGHT
6	**Total Number of Accidents**		
4	BELLWOOD	CLARK	REAR END, SLOW OR STOP
1	BELLWOOD	CLARK	RAN OFF ROAD - STRAIGHT
1	BELLWOOD	CLARK	RAN OFF ROAD - RIGHT
6	**Total Number of Accidents**		
3	ATLANTIC	OTTERS RUN	ANGLE
1	ATLANTIC	OTTERS RUN	RIGHT TURN, DIFFERENT ROADWAYS
1	ATLANTIC	OTTERS RUN	LEFT TURN, DIFFERENT ROADWAYS
1	ATLANTIC	OTTERS RUN	REAR END, SLOW OR STOP
6	**Total Number of Accidents**		
4	I 540	SR 1822	REAR END, SLOW OR STOP
1	I 540	SR 1822	SIDESWIPE, SAME DIRECTION
1	I 540	SR 1822	LEFT TURN, DIFFERENT ROADWAYS
6	**Total Number of Accidents**		
2	BRIAR CREEK	ALM	LEFT TURN, SAME ROADWAY
1	BRIAR CREEK	ALM	SIDESWIPE, SAME DIRECTION
1	BRIAR CREEK	ALM	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
1	BRIAR CREEK	ALM	ANIMAL
1	BRIAR CREEK	ALM	RAN OFF ROAD - RIGHT
6	**Total Number of Accidents**		
5	LAKE WHEELER	SAUNDERS	REAR END, SLOW OR STOP
1	LAKE WHEELER	SAUNDERS	SIDESWIPE, SAME DIRECTION
6	**Total Number of Accidents**		
4	APPLETON	JONES FRANKLIN	REAR END, SLOW OR STOP
1	APPLETON	JONES FRANKLIN	ANGLE
1	APPLETON	JONES FRANKLIN	LEFT TURN, DIFFERENT ROADWAYS
6	**Total Number of Accidents**		
3	BLOUNT	FRANKLIN	ANGLE
1	BLOUNT	FRANKLIN	SIDESWIPE, SAME DIRECTION
1	BLOUNT	FRANKLIN	REAR END, SLOW OR STOP
1	BLOUNT	FRANKLIN	PARKED MOTOR VEHICLE
6	**Total Number of Accidents**		
3	I 40	JONES SAUSAGE	REAR END, SLOW OR STOP
1	I 40	JONES SAUSAGE	SIDESWIPE, SAME DIRECTION
1	I 40	JONES SAUSAGE	REAR END, TURN
1	I 40	JONES SAUSAGE	ANIMAL
6	**Total Number of Accidents**		
2	DURANT	LESLIESHIRE	REAR END, SLOW OR STOP
2	DURANT	LESLIESHIRE	ANIMAL
1	DURANT	LESLIESHIRE	LEFT TURN, DIFFERENT ROADWAYS
1	DURANT	LESLIESHIRE	RAN OFF ROAD - RIGHT
6	**Total Number of Accidents**		
2	MARTIN LUTHER KING	MCDOWELL	REAR END, SLOW OR STOP
2	MARTIN LUTHER KING	MCDOWELL	RAN OFF ROAD - LEFT
1	MARTIN LUTHER KING	MCDOWELL	OTHER COLLISION WITH VEHICLE
1	MARTIN LUTHER KING	MCDOWELL	SIDESWIPE, SAME DIRECTION
6	**Total Number of Accidents**		
2	AVENT FERRY	GREEK	ANGLE
1	AVENT FERRY	GREEK	HEAD ON
1	AVENT FERRY	GREEK	LEFT TURN, DIFFERENT ROADWAYS
1	AVENT FERRY	GREEK	REAR END, SLOW OR STOP
1	AVENT FERRY	GREEK	PEDESTRIAN
6	**Total Number of Accidents**		
2	PARK GLEN	RALEIGH	ANGLE
1	PARK GLEN	RALEIGH	OTHER COLLISION WITH VEHICLE
1	PARK GLEN	RALEIGH	RIGHT TURN, SAME ROADWAY
1	PARK GLEN	RALEIGH	LEFT TURN, DIFFERENT ROADWAYS
1	PARK GLEN	RALEIGH	REAR END, SLOW OR STOP
6	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
3	CLARENDON CRESCENT	NEW BERN	REAR END, SLOW OR STOP
1	CLARENDON CRESCENT	NEW BERN	BACKING UP
1	CLARENDON CRESCENT	NEW BERN	ANGLE
1	CLARENDON CRESCENT	NEW BERN	PEDESTRIAN
6	**Total Number of Accidents**		
2	BOOKER	MILBURNIE	LEFT TURN, SAME ROADWAY
1	BOOKER	MILBURNIE	SIDESWIPE, OPPOSITE DIRECTION
1	BOOKER	MILBURNIE	RIGHT TURN, DIFFERENT ROADWAYS
1	BOOKER	MILBURNIE	LEFT TURN, DIFFERENT ROADWAYS
1	BOOKER	MILBURNIE	PARKED MOTOR VEHICLE
6	**Total Number of Accidents**		
4	I 540	I 540	REAR END, SLOW OR STOP
1	I 540	I 540	RAN OFF ROAD - LEFT
1	I 540	I 540	FIXED OBJECT
6	**Total Number of Accidents**		
3	CAPITAL	RATCHFORD	REAR END, SLOW OR STOP
1	CAPITAL	RATCHFORD	ANGLE
1	CAPITAL	RATCHFORD	SIDESWIPE, SAME DIRECTION
1	CAPITAL	RATCHFORD	HEAD ON
6	**Total Number of Accidents**		
4	HAYWOOD	MARTIN	ANGLE
1	HAYWOOD	MARTIN	HEAD ON
1	HAYWOOD	MARTIN	REAR END, SLOW OR STOP
6	**Total Number of Accidents**		
3	MUTUAL	STRICKLAND	REAR END, SLOW OR STOP
2	MUTUAL	STRICKLAND	ANGLE
1	MUTUAL	STRICKLAND	OTHER NON-COLLISION
6	**Total Number of Accidents**		
2	ATHENS	SMITHDALE	PARKED MOTOR VEHICLE
1	ATHENS	SMITHDALE	ANGLE
1	ATHENS	SMITHDALE	LEFT TURN, DIFFERENT ROADWAYS
1	ATHENS	SMITHDALE	REAR END, SLOW OR STOP
1	ATHENS	SMITHDALE	RAN OFF ROAD - LEFT
6	**Total Number of Accidents**		
2	JOE LEWIS	RALEIGH	REAR END, SLOW OR STOP
1	JOE LEWIS	RALEIGH	ANGLE
1	JOE LEWIS	RALEIGH	SIDESWIPE, SAME DIRECTION
1	JOE LEWIS	RALEIGH	REAR END, TURN
1	JOE LEWIS	RALEIGH	ANIMAL
6	**Total Number of Accidents**		
3	CAMPUS	LINN	REAR END, SLOW OR STOP
1	CAMPUS	LINN	ANGLE

Number of Crashes	Road A	Road B	Accident Type
1	CAMPUS	LINN	LEFT TURN, DIFFERENT ROADWAYS
1	CAMPUS	LINN	OTHER NON-COLLISION
6	**Total Number of Accidents**		
2	EDENTON	SEAWELL	BACKING UP
2	EDENTON	SEAWELL	ANGLE
2	EDENTON	SEAWELL	SIDESWIPE, SAME DIRECTION
6	**Total Number of Accidents**		
3	ATLANTIC	LEMAY	ANGLE
2	ATLANTIC	LEMAY	REAR END, SLOW OR STOP
1	ATLANTIC	LEMAY	SIDESWIPE, SAME DIRECTION
6	**Total Number of Accidents**		
3	BRIAR CREEK	ACC	ANGLE
1	BRIAR CREEK	ACC	BACKING UP
1	BRIAR CREEK	ACC	SIDESWIPE, SAME DIRECTION
1	BRIAR CREEK	ACC	PARKED MOTOR VEHICLE
6	**Total Number of Accidents**		
3	MINE LAKE	SIX FORKS	REAR END, SLOW OR STOP
1	MINE LAKE	SIX FORKS	ANGLE
1	MINE LAKE	SIX FORKS	SIDESWIPE, SAME DIRECTION
1	MINE LAKE	SIX FORKS	RAN OFF ROAD - RIGHT
6	**Total Number of Accidents**		
2	CAPITAL	OLD LOUISBURG	SIDESWIPE, SAME DIRECTION
2	CAPITAL	OLD LOUISBURG	REAR END, SLOW OR STOP
1	CAPITAL	OLD LOUISBURG	ANGLE
1	CAPITAL	OLD LOUISBURG	LEFT TURN, SAME ROADWAY
6	**Total Number of Accidents**		
1	LEAD MINE	SUGAR BUSH	ANGLE
1	LEAD MINE	SUGAR BUSH	SIDESWIPE, OPPOSITE DIRECTION
1	LEAD MINE	SUGAR BUSH	SIDESWIPE, SAME DIRECTION
1	LEAD MINE	SUGAR BUSH	LEFT TURN, DIFFERENT ROADWAYS
1	LEAD MINE	SUGAR BUSH	REAR END, SLOW OR STOP
1	LEAD MINE	SUGAR BUSH	RAN OFF ROAD - RIGHT
6	**Total Number of Accidents**		
5	LORD ASHLEY	NEW BERN	REAR END, SLOW OR STOP
1	LORD ASHLEY	NEW BERN	SIDESWIPE, SAME DIRECTION
6	**Total Number of Accidents**		
2	DACIAN	PEYTON	ANGLE
1	DACIAN	PEYTON	BACKING UP
1	DACIAN	PEYTON	HEAD ON
1	DACIAN	PEYTON	LEFT TURN, SAME ROADWAY
1	DACIAN	PEYTON	RAN OFF ROAD - RIGHT
6	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
3	LINN	RIVER BIRCH	REAR END, SLOW OR STOP
1	LINN	RIVER BIRCH	OTHER COLLISION WITH VEHICLE
1	LINN	RIVER BIRCH	LEFT TURN, DIFFERENT ROADWAYS
1	LINN	RIVER BIRCH	PEDALCYCLIST
6	**Total Number of Accidents**		
3	BEDFORD	OBERLIN	REAR END, SLOW OR STOP
1	BEDFORD	OBERLIN	SIDESWIPE, SAME DIRECTION
1	BEDFORD	OBERLIN	OTHER NON-COLLISION
1	BEDFORD	OBERLIN	RAN OFF ROAD - RIGHT
6	**Total Number of Accidents**		
2	MARTIN LUTHER KING	QUARRY	ANGLE
2	MARTIN LUTHER KING	QUARRY	SIDESWIPE, SAME DIRECTION
1	MARTIN LUTHER KING	QUARRY	REAR END, SLOW OR STOP
1	MARTIN LUTHER KING	QUARRY	RAN OFF ROAD - LEFT
6	**Total Number of Accidents**		
2	FAUCETTE	MORRELL	LEFT TURN, SAME ROADWAY
1	FAUCETTE	MORRELL	LEFT TURN, DIFFERENT ROADWAYS
1	FAUCETTE	MORRELL	REAR END, SLOW OR STOP
1	FAUCETTE	MORRELL	PEDALCYCLIST
1	FAUCETTE	MORRELL	OTHER NON-COLLISION
6	**Total Number of Accidents**		
2	MORGAN	WEST	REAR END, SLOW OR STOP
1	MORGAN	WEST	SIDESWIPE, SAME DIRECTION
1	MORGAN	WEST	RIGHT TURN, SAME ROADWAY
1	MORGAN	WEST	LEFT TURN, SAME ROADWAY
1	MORGAN	WEST	FIXED OBJECT
6	**Total Number of Accidents**		
4	SIX FORKS	COLONNADE CENTER	REAR END, SLOW OR STOP
2	SIX FORKS	COLONNADE CENTER	ANGLE
6	**Total Number of Accidents**		
4	EDWARDS MILLS	LAUREL HILL	REAR END, SLOW OR STOP
1	EDWARDS MILLS	LAUREL HILL	ANGLE
1	EDWARDS MILLS	LAUREL HILL	LEFT TURN, DIFFERENT ROADWAYS
6	**Total Number of Accidents**		
2	CAPITAL	HOBBY	REAR END, SLOW OR STOP
1	CAPITAL	HOBBY	SIDESWIPE, SAME DIRECTION
1	CAPITAL	HOBBY	MOVABLE OBJECT
1	CAPITAL	HOBBY	PEDESTRIAN
5	**Total Number of Accidents**		
2	T W ALEXANDER	SALEM GLEN	LEFT TURN, SAME ROADWAY
1	T W ALEXANDER	SALEM GLEN	ANGLE
1	T W ALEXANDER	SALEM GLEN	LEFT TURN, DIFFERENT ROADWAYS

Number of Crashes	Road A	Road B	Accident Type
1	T W ALEXANDER	SALEM GLEN	REAR END, SLOW OR STOP
5	**Total Number of Accidents**		
3	BLOUNT	BRAGG	SIDESWIPE, SAME DIRECTION
2	BLOUNT	BRAGG	LEFT TURN, SAME ROADWAY
5	**Total Number of Accidents**		
3	JOHNSON	SAINT MARY	REAR END, SLOW OR STOP
1	JOHNSON	SAINT MARY	SIDESWIPE, SAME DIRECTION
1	JOHNSON	SAINT MARY	LEFT TURN, SAME ROADWAY
5	**Total Number of Accidents**		
2	BROOKHOLLOW	SANDY FORKS	ANGLE
1	BROOKHOLLOW	SANDY FORKS	LEFT TURN, DIFFERENT ROADWAYS
1	BROOKHOLLOW	SANDY FORKS	LEFT TURN, SAME ROADWAY
1	BROOKHOLLOW	SANDY FORKS	REAR END, SLOW OR STOP
5	**Total Number of Accidents**		
4	SUTTON	WOODBURN	ANGLE
1	SUTTON	WOODBURN	PARKED MOTOR VEHICLE
5	**Total Number of Accidents**		
2	EDENTON	WEST	ANGLE
1	EDENTON	WEST	RIGHT TURN, SAME ROADWAY
1	EDENTON	WEST	LEFT TURN, SAME ROADWAY
1	EDENTON	WEST	RAN OFF ROAD - RIGHT
5	**Total Number of Accidents**		
5	BANBURY	WADE	REAR END, SLOW OR STOP
5	**Total Number of Accidents**		
3	BLOODWORTH	DAVIE	ANGLE
1	BLOODWORTH	DAVIE	SIDESWIPE, OPPOSITE DIRECTION
1	BLOODWORTH	DAVIE	REAR END, SLOW OR STOP
5	**Total Number of Accidents**		
2	EDENTON	NORTHWEST	ANGLE
2	EDENTON	NORTHWEST	SIDESWIPE, SAME DIRECTION
1	EDENTON	NORTHWEST	REAR END, SLOW OR STOP
5	**Total Number of Accidents**		
2	BUCK JONES	PORTREE	REAR END, SLOW OR STOP
1	BUCK JONES	PORTREE	BACKING UP
1	BUCK JONES	PORTREE	ANGLE
1	BUCK JONES	PORTREE	SIDESWIPE, SAME DIRECTION
5	**Total Number of Accidents**		
2	BRENT	GORMAN	ANGLE
1	BRENT	GORMAN	SIDESWIPE, SAME DIRECTION
1	BRENT	GORMAN	LEFT TURN, SAME ROADWAY
1	BRENT	GORMAN	PARKED MOTOR VEHICLE

Number of Crashes	Road A	Road B	Accident Type
5	**Total Number of Accidents**		
2	BURNLEE	MILLBROOK	ANGLE
1	BURNLEE	MILLBROOK	SIDESWIPE, SAME DIRECTION
1	BURNLEE	MILLBROOK	RIGHT TURN, DIFFERENT ROADWAYS
1	BURNLEE	MILLBROOK	LEFT TURN, SAME ROADWAY
5	**Total Number of Accidents**		
2	METHOD	WOOD	ANGLE
1	METHOD	WOOD	SIDESWIPE, SAME DIRECTION
1	METHOD	WOOD	RIGHT TURN, DIFFERENT ROADWAYS
1	METHOD	WOOD	PEDESTRIAN
5	**Total Number of Accidents**		
3	PINELAND	WESTERN	REAR END, SLOW OR STOP
1	PINELAND	WESTERN	ANGLE
1	PINELAND	WESTERN	OTHER NON-COLLISION
5	**Total Number of Accidents**		
3	JONES FRANKLIN	WOOD AISLE	REAR END, SLOW OR STOP
1	JONES FRANKLIN	WOOD AISLE	ANGLE
1	JONES FRANKLIN	WOOD AISLE	RIGHT TURN, SAME ROADWAY
5	**Total Number of Accidents**		
3	NORTHWEST	TUCKER	ANGLE
1	NORTHWEST	TUCKER	BACKING UP
1	NORTHWEST	TUCKER	REAR END, TURN
5	**Total Number of Accidents**		
2	OBERLIN	STAFFORD	SIDESWIPE, SAME DIRECTION
2	OBERLIN	STAFFORD	LEFT TURN, DIFFERENT ROADWAYS
1	OBERLIN	STAFFORD	ANGLE
5	**Total Number of Accidents**		
2	GLENNWOOD	TILDEN	REAR END, SLOW OR STOP
1	GLENNWOOD	TILDEN	ANGLE
1	GLENNWOOD	TILDEN	RIGHT TURN, DIFFERENT ROADWAYS
1	GLENNWOOD	TILDEN	RAN OFF ROAD - LEFT
5	**Total Number of Accidents**		
2	BOYER	HILL	ANGLE
2	BOYER	HILL	PARKED MOTOR VEHICLE
1	BOYER	HILL	SIDESWIPE, SAME DIRECTION
5	**Total Number of Accidents**		
2	PACE	PERSON	BACKING UP
1	PACE	PERSON	ANGLE
1	PACE	PERSON	SIDESWIPE, SAME DIRECTION
1	PACE	PERSON	PARKED MOTOR VEHICLE
5	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
2	LAKE BOONE	REXWOOD	REAR END, SLOW OR STOP
1	LAKE BOONE	REXWOOD	SIDESWIPE, OPPOSITE DIRECTION
1	LAKE BOONE	REXWOOD	LEFT TURN, DIFFERENT ROADWAYS
1	LAKE BOONE	REXWOOD	REAR END, TURN
5	**Total Number of Accidents**		
2	BLAKE	WOLFE	BACKING UP
2	BLAKE	WOLFE	PARKED MOTOR VEHICLE
1	BLAKE	WOLFE	FIXED OBJECT
5	**Total Number of Accidents**		
1	CORPORATION	LAKE WOODARD	ANGLE
1	CORPORATION	LAKE WOODARD	SIDESWIPE, OPPOSITE DIRECTION
1	CORPORATION	LAKE WOODARD	SIDESWIPE, SAME DIRECTION
1	CORPORATION	LAKE WOODARD	RIGHT TURN, SAME ROADWAY
1	CORPORATION	LAKE WOODARD	LEFT TURN, DIFFERENT ROADWAYS
5	**Total Number of Accidents**		
2	ATLANTIC	CAPITAL	SIDESWIPE, SAME DIRECTION
2	ATLANTIC	CAPITAL	REAR END, SLOW OR STOP
1	ATLANTIC	CAPITAL	RAN OFF ROAD - LEFT
5	**Total Number of Accidents**		
2	BASHFORD	HILLSBORO	REAR END, SLOW OR STOP
1	BASHFORD	HILLSBORO	LEFT TURN, SAME ROADWAY
1	BASHFORD	HILLSBORO	PARKED MOTOR VEHICLE
1	BASHFORD	HILLSBORO	ANIMAL
5	**Total Number of Accidents**		
3	SAWMILL	SPRINGMOOR	ANGLE
1	SAWMILL	SPRINGMOOR	RIGHT TURN, SAME ROADWAY
1	SAWMILL	SPRINGMOOR	LEFT TURN, DIFFERENT ROADWAYS
5	**Total Number of Accidents**		
4	LEAD MINE	DOVERTON	REAR END, SLOW OR STOP
1	LEAD MINE	DOVERTON	RAN OFF ROAD - RIGHT
5	**Total Number of Accidents**		
2	OLDE BIRCH	ROCK QUARRY	ANGLE
2	OLDE BIRCH	ROCK QUARRY	ANIMAL
1	OLDE BIRCH	ROCK QUARRY	REAR END, SLOW OR STOP
5	**Total Number of Accidents**		
2	MELVILLE	SUMNER	REAR END, SLOW OR STOP
1	MELVILLE	SUMNER	BACKING UP
1	MELVILLE	SUMNER	ANGLE
1	MELVILLE	SUMNER	LEFT TURN, DIFFERENT ROADWAYS
5	**Total Number of Accidents**		
2	GORMAN	SHIRE	ANGLE
2	GORMAN	SHIRE	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
1	GORMAN	SHIRE	SIDESWIPE, OPPOSITE DIRECTION
5	**Total Number of Accidents**		
4	EVERGREEN	LAKE WHEELER	REAR END, SLOW OR STOP
1	EVERGREEN	LAKE WHEELER	LEFT TURN, SAME ROADWAY
5	**Total Number of Accidents**		
2	OAKLAND	SIX FORKS	SIDESWIPE, SAME DIRECTION
2	OAKLAND	SIX FORKS	REAR END, SLOW OR STOP
1	OAKLAND	SIX FORKS	ANGLE
5	**Total Number of Accidents**		
2	LAKE DAM	WALNUT CREEK	ANGLE
1	LAKE DAM	WALNUT CREEK	RAN OFF ROAD - STRAIGHT
1	LAKE DAM	WALNUT CREEK	HEAD ON
1	LAKE DAM	WALNUT CREEK	RAN OFF ROAD - LEFT
5	**Total Number of Accidents**		
2	FALLS OF NEUSE	WALTON COMMONS	REAR END, SLOW OR STOP
1	FALLS OF NEUSE	WALTON COMMONS	ANGLE
1	FALLS OF NEUSE	WALTON COMMONS	SIDESWIPE, OPPOSITE DIRECTION
1	FALLS OF NEUSE	WALTON COMMONS	SIDESWIPE, SAME DIRECTION
5	**Total Number of Accidents**		
1	ATHENS	KAPLAN	ANGLE
1	ATHENS	KAPLAN	SIDESWIPE, OPPOSITE DIRECTION
1	ATHENS	KAPLAN	LEFT TURN, SAME ROADWAY
1	ATHENS	KAPLAN	REAR END, SLOW OR STOP
1	ATHENS	KAPLAN	PEDESTRIAN
5	**Total Number of Accidents**		
3	SCHOLAR	CUM LAUDE	ANGLE
1	SCHOLAR	CUM LAUDE	BACKING UP
1	SCHOLAR	CUM LAUDE	FIXED OBJECT
5	**Total Number of Accidents**		
3	LEESVILLE	RAY	RAN OFF ROAD - RIGHT
1	LEESVILLE	RAY	ANGLE
1	LEESVILLE	RAY	LEFT TURN, DIFFERENT ROADWAYS
5	**Total Number of Accidents**		
3	ROCK QUARRY	STAR SAPPHIRE	ANGLE
1	ROCK QUARRY	STAR SAPPHIRE	SIDESWIPE, SAME DIRECTION
1	ROCK QUARRY	STAR SAPPHIRE	REAR END, SLOW OR STOP
5	**Total Number of Accidents**		
4	FALLS OF NEUSE	RAVEN RIDGE	REAR END, SLOW OR STOP
1	FALLS OF NEUSE	RAVEN RIDGE	SIDESWIPE, SAME DIRECTION
5	**Total Number of Accidents**		
2	LOOKOUT MTN	RAY	ANGLE

Number of Crashes	Road A	Road B	Accident Type
1	LOOKOUT MTN	RAY	LEFT TURN, DIFFERENT ROADWAYS
1	LOOKOUT MTN	RAY	LEFT TURN, SAME ROADWAY
1	LOOKOUT MTN	RAY	RAN OFF ROAD - LEFT
5	**Total Number of Accidents**		
3	LOUISBURG	TRAILHEAD	REAR END, SLOW OR STOP
1	LOUISBURG	TRAILHEAD	ANIMAL
1	LOUISBURG	TRAILHEAD	RAN OFF ROAD - RIGHT
5	**Total Number of Accidents**		
2	MILLBROOK	SIGNETT	LEFT TURN, SAME ROADWAY
1	MILLBROOK	SIGNETT	ANGLE
1	MILLBROOK	SIGNETT	REAR END, SLOW OR STOP
1	MILLBROOK	SIGNETT	PEDESTRIAN
5	**Total Number of Accidents**		
2	MORRELL	WARREN CARROLL	REAR END, SLOW OR STOP
1	MORRELL	WARREN CARROLL	ANGLE
1	MORRELL	WARREN CARROLL	SIDESWIPE, SAME DIRECTION
1	MORRELL	WARREN CARROLL	HEAD ON
5	**Total Number of Accidents**		
2	NEW BERN	KELLEY AUSTIN	ANGLE
2	NEW BERN	KELLEY AUSTIN	REAR END, SLOW OR STOP
1	NEW BERN	KELLEY AUSTIN	SIDESWIPE, SAME DIRECTION
5	**Total Number of Accidents**		
5	LINN	PLEASANT PINES	ANGLE
5	**Total Number of Accidents**		
2	BOYLAN	TUCKER	BACKING UP
2	BOYLAN	TUCKER	PARKED MOTOR VEHICLE
1	BOYLAN	TUCKER	FIXED OBJECT
5	**Total Number of Accidents**		
2	CRAFTSMAN	RONALD	ANGLE
2	CRAFTSMAN	RONALD	REAR END, SLOW OR STOP
1	CRAFTSMAN	RONALD	LEFT TURN, DIFFERENT ROADWAYS
5	**Total Number of Accidents**		
2	GENERATION	HILL	REAR END, SLOW OR STOP
1	GENERATION	HILL	SIDESWIPE, SAME DIRECTION
1	GENERATION	HILL	REAR END, TURN
1	GENERATION	HILL	ANIMAL
5	**Total Number of Accidents**		
2	NEW BERN	DUCKLING	REAR END, SLOW OR STOP
1	NEW BERN	DUCKLING	ANGLE
1	NEW BERN	DUCKLING	SIDESWIPE, SAME DIRECTION
1	NEW BERN	DUCKLING	ANIMAL

Number of Crashes	Road A	Road B	Accident Type
5	**Total Number of Accidents**		
3	I 40	TRAILWOOD	REAR END, SLOW OR STOP
1	I 40	TRAILWOOD	FIXED OBJECT
1	I 40	TRAILWOOD	ANIMAL
5	**Total Number of Accidents**		
2	DICKENS	NEW BERN	ANGLE
1	DICKENS	NEW BERN	SIDESWIPE, SAME DIRECTION
1	DICKENS	NEW BERN	REAR END, SLOW OR STOP
1	DICKENS	NEW BERN	RAN OFF ROAD - LEFT
5	**Total Number of Accidents**		
1	KING CHARLES	POOLE	ANGLE
1	KING CHARLES	POOLE	LEFT TURN, DIFFERENT ROADWAYS
1	KING CHARLES	POOLE	REAR END, TURN
1	KING CHARLES	POOLE	REAR END, SLOW OR STOP
1	KING CHARLES	POOLE	MOVABLE OBJECT
5	**Total Number of Accidents**		
5	NEW HOPE	GLOBAL	SIDESWIPE, SAME DIRECTION
5	**Total Number of Accidents**		
2	GARNER	RUSH	ANGLE
1	GARNER	RUSH	LEFT TURN, DIFFERENT ROADWAYS
1	GARNER	RUSH	REAR END, SLOW OR STOP
1	GARNER	RUSH	RAN OFF ROAD - RIGHT
5	**Total Number of Accidents**		
3	BENT CREEK	LINN	REAR END, SLOW OR STOP
2	BENT CREEK	LINN	ANGLE
5	**Total Number of Accidents**		
2	BEECHRIDGE	GLENNWOOD	ANGLE
2	BEECHRIDGE	GLENNWOOD	REAR END, SLOW OR STOP
1	BEECHRIDGE	GLENNWOOD	SIDESWIPE, SAME DIRECTION
5	**Total Number of Accidents**		
1	WILDWOOD FOREST	NEUSE COMMONS	ANGLE
1	WILDWOOD FOREST	NEUSE COMMONS	SIDESWIPE, SAME DIRECTION
1	WILDWOOD FOREST	NEUSE COMMONS	RIGHT TURN, SAME ROADWAY
1	WILDWOOD FOREST	NEUSE COMMONS	REAR END, SLOW OR STOP
1	WILDWOOD FOREST	NEUSE COMMONS	PEDESTRIAN
5	**Total Number of Accidents**		
1	EDENTON	NORTHEAST	OTHER COLLISION WITH VEHICLE
1	EDENTON	NORTHEAST	BACKING UP
1	EDENTON	NORTHEAST	ANGLE
1	EDENTON	NORTHEAST	HEAD ON
1	EDENTON	NORTHEAST	RIGHT TURN, SAME ROADWAY

Number of Crashes	Road A	Road B	Accident Type
5	**Total Number of Accidents**		
2	LOUISBURG	SINCLAIR	SIDESWIPE, SAME DIRECTION
1	LOUISBURG	SINCLAIR	REAR END, SLOW OR STOP
1	LOUISBURG	SINCLAIR	FIXED OBJECT
1	LOUISBURG	SINCLAIR	ANIMAL
5	**Total Number of Accidents**		
2	JONES	SAINT MARY	ANGLE
1	JONES	SAINT MARY	SIDESWIPE, SAME DIRECTION
1	JONES	SAINT MARY	PARKED MOTOR VEHICLE
1	JONES	SAINT MARY	RAN OFF ROAD - RIGHT
5	**Total Number of Accidents**		
2	GLENNWOOD	MORGAN	ANGLE
2	GLENNWOOD	MORGAN	REAR END, SLOW OR STOP
1	GLENNWOOD	MORGAN	LEFT TURN, SAME ROADWAY
5	**Total Number of Accidents**		
2	EAST	MARTIN LUTHER KING	REAR END, SLOW OR STOP
1	EAST	MARTIN LUTHER KING	ANGLE
1	EAST	MARTIN LUTHER KING	LEFT TURN, SAME ROADWAY
1	EAST	MARTIN LUTHER KING	PEDESTRIAN
5	**Total Number of Accidents**		
3	CITY FARM	WILMINGTON	REAR END, SLOW OR STOP
2	CITY FARM	WILMINGTON	ANGLE
5	**Total Number of Accidents**		
2	RALEIGH	BLAZING STAR	ANGLE
2	RALEIGH	BLAZING STAR	REAR END, SLOW OR STOP
1	RALEIGH	BLAZING STAR	FIXED OBJECT
5	**Total Number of Accidents**		
1	PEACE	PEACE	OTHER COLLISION WITH VEHICLE
1	PEACE	PEACE	BACKING UP
1	PEACE	PEACE	ANGLE
1	PEACE	PEACE	REAR END, SLOW OR STOP
1	PEACE	PEACE	PEDALCYCLIST
5	**Total Number of Accidents**		
2	BOYLAN	CABARRUS	PARKED MOTOR VEHICLE
1	BOYLAN	CABARRUS	BACKING UP
1	BOYLAN	CABARRUS	ANGLE
1	BOYLAN	CABARRUS	SIDESWIPE, OPPOSITE DIRECTION
5	**Total Number of Accidents**		
2	BATTLE BRIDGE	ROCK QUARRY	REAR END, SLOW OR STOP
1	BATTLE BRIDGE	ROCK QUARRY	SIDESWIPE, OPPOSITE DIRECTION
1	BATTLE BRIDGE	ROCK QUARRY	LEFT TURN, DIFFERENT ROADWAYS
1	BATTLE BRIDGE	ROCK QUARRY	ANIMAL

Number of Crashes	Road A	Road B	Accident Type
5	**Total Number of Accidents**		
2	SAINT MARY	WAKE	REAR END, SLOW OR STOP
1	SAINT MARY	WAKE	ANGLE
1	SAINT MARY	WAKE	OTHER NON-COLLISION
1	SAINT MARY	WAKE	RAN OFF ROAD - RIGHT
5	**Total Number of Accidents**		
2	COXINDALE	LITCHFORD	REAR END, SLOW OR STOP
1	COXINDALE	LITCHFORD	BACKING UP
1	COXINDALE	LITCHFORD	ANGLE
1	COXINDALE	LITCHFORD	PEDALCYCLIST
5	**Total Number of Accidents**		
2	KAPLAN	PINEVIEW	REAR END, SLOW OR STOP
1	KAPLAN	PINEVIEW	ANGLE
1	KAPLAN	PINEVIEW	SIDESWIPE, OPPOSITE DIRECTION
1	KAPLAN	PINEVIEW	FIXED OBJECT
5	**Total Number of Accidents**		
2	CLARK	ENTERPRISE	ANGLE
1	CLARK	ENTERPRISE	HEAD ON
1	CLARK	ENTERPRISE	PEDALCYCLIST
1	CLARK	ENTERPRISE	PEDESTRIAN
5	**Total Number of Accidents**		
2	CAMDEN	MARTIN	ANGLE
1	CAMDEN	MARTIN	SIDESWIPE, OPPOSITE DIRECTION
1	CAMDEN	MARTIN	SIDESWIPE, SAME DIRECTION
1	CAMDEN	MARTIN	PEDESTRIAN
5	**Total Number of Accidents**		
4	ROCK QUARRY	ROCKWOOD	REAR END, SLOW OR STOP
1	ROCK QUARRY	ROCKWOOD	ANGLE
5	**Total Number of Accidents**		
2	HILL	KIMBERLY	REAR END, SLOW OR STOP
1	HILL	KIMBERLY	RIGHT TURN, SAME ROADWAY
1	HILL	KIMBERLY	RAN OFF ROAD - LEFT
1	HILL	KIMBERLY	RAN OFF ROAD - RIGHT
5	**Total Number of Accidents**		
4	LINN	VALLEY ESTATES	REAR END, SLOW OR STOP
1	LINN	VALLEY ESTATES	REAR END, TURN
5	**Total Number of Accidents**		
2	METHOD	REAVIS	REAR END, SLOW OR STOP
1	METHOD	REAVIS	SIDESWIPE, SAME DIRECTION
1	METHOD	REAVIS	LEFT TURN, DIFFERENT ROADWAYS
1	METHOD	REAVIS	LEFT TURN, SAME ROADWAY

Number of Crashes	Road A	Road B	Accident Type
5	**Total Number of Accidents**		
2	DUPLIN	WADE	REAR END, SLOW OR STOP
1	DUPLIN	WADE	OTHER COLLISION WITH VEHICLE
1	DUPLIN	WADE	SIDESWIPE, SAME DIRECTION
1	DUPLIN	WADE	PARKED MOTOR VEHICLE
5	**Total Number of Accidents**		
2	BUCK JONES	OLD FARM	RAN OFF ROAD - RIGHT
1	BUCK JONES	OLD FARM	SIDESWIPE, SAME DIRECTION
1	BUCK JONES	OLD FARM	REAR END, SLOW OR STOP
1	BUCK JONES	OLD FARM	FIXED OBJECT
5	**Total Number of Accidents**		
1	HERRING	MAYWOOD	BACKING UP
1	HERRING	MAYWOOD	SIDESWIPE, SAME DIRECTION
1	HERRING	MAYWOOD	LEFT TURN, SAME ROADWAY
1	HERRING	MAYWOOD	REAR END, SLOW OR STOP
1	HERRING	MAYWOOD	ANIMAL
5	**Total Number of Accidents**		
4	MILLBROOK	TOWN AND COUNTRY	ANGLE
1	MILLBROOK	TOWN AND COUNTRY	SIDESWIPE, SAME DIRECTION
5	**Total Number of Accidents**		
5	BAUGH	SCOT	ANGLE
5	**Total Number of Accidents**		
4	US 64	SUNNYBROOK	REAR END, SLOW OR STOP
1	US 64	SUNNYBROOK	SIDESWIPE, SAME DIRECTION
5	**Total Number of Accidents**		
2	BLOUNT	LANE	SIDESWIPE, SAME DIRECTION
1	BLOUNT	LANE	ANGLE
1	BLOUNT	LANE	REAR END, SLOW OR STOP
1	BLOUNT	LANE	PARKED MOTOR VEHICLE
5	**Total Number of Accidents**		
1	DAVIE	TARBORO	ANGLE
1	DAVIE	TARBORO	SIDESWIPE, OPPOSITE DIRECTION
1	DAVIE	TARBORO	RIGHT TURN, SAME ROADWAY
1	DAVIE	TARBORO	LEFT TURN, DIFFERENT ROADWAYS
1	DAVIE	TARBORO	RAN OFF ROAD - RIGHT
5	**Total Number of Accidents**		
2	GORMAN	CRESCENT CREEK	ANGLE
2	GORMAN	CRESCENT CREEK	LEFT TURN, DIFFERENT ROADWAYS
1	GORMAN	CRESCENT CREEK	SIDESWIPE, SAME DIRECTION
5	**Total Number of Accidents**		
2	CLARENDON CRESCENT	LORD ASHLEY	FIXED OBJECT

Number of Crashes	Road A	Road B	Accident Type
1	CLARENDON CRESCENT	LORD ASHLEY	ANGLE
1	CLARENDON CRESCENT	LORD ASHLEY	SIDESWIPE, SAME DIRECTION
1	CLARENDON CRESCENT	LORD ASHLEY	HEAD ON
5	**Total Number of Accidents**		
2	JONES	WEST	SIDESWIPE, SAME DIRECTION
1	JONES	WEST	SIDESWIPE, OPPOSITE DIRECTION
1	JONES	WEST	REAR END, SLOW OR STOP
1	JONES	WEST	PARKED MOTOR VEHICLE
5	**Total Number of Accidents**		
3	HOBSON	WADE	REAR END, SLOW OR STOP
1	HOBSON	WADE	SIDESWIPE, SAME DIRECTION
1	HOBSON	WADE	RAN OFF ROAD - RIGHT
5	**Total Number of Accidents**		
3	GLENNWOOD	MYRTLE	REAR END, SLOW OR STOP
1	GLENNWOOD	MYRTLE	ANGLE
1	GLENNWOOD	MYRTLE	LEFT TURN, SAME ROADWAY
5	**Total Number of Accidents**		
3	BARTONS LANDING	RAY	ANGLE
1	BARTONS LANDING	RAY	RIGHT TURN, DIFFERENT ROADWAYS
1	BARTONS LANDING	RAY	RAN OFF ROAD - LEFT
5	**Total Number of Accidents**		
1	MILBURNIE	PEARTREE	ANGLE
1	MILBURNIE	PEARTREE	RAN OFF ROAD - STRAIGHT
1	MILBURNIE	PEARTREE	RAN OFF ROAD - LEFT
1	MILBURNIE	PEARTREE	PEDESTRIAN
1	MILBURNIE	PEARTREE	RAN OFF ROAD - RIGHT
5	**Total Number of Accidents**		
2	T W ALEXANDER	FUN PARK	ANIMAL
1	T W ALEXANDER	FUN PARK	RIGHT TURN, DIFFERENT ROADWAYS
1	T W ALEXANDER	FUN PARK	REAR END, SLOW OR STOP
1	T W ALEXANDER	FUN PARK	FIXED OBJECT
5	**Total Number of Accidents**		
2	GLOBE	WORLD TRADE	REAR END, SLOW OR STOP
1	GLOBE	WORLD TRADE	HEAD ON
1	GLOBE	WORLD TRADE	RAN OFF ROAD - LEFT
1	GLOBE	WORLD TRADE	ANIMAL
5	**Total Number of Accidents**		
3	BLUE RIDGE	GROVE	ANGLE
2	BLUE RIDGE	GROVE	REAR END, SLOW OR STOP
5	**Total Number of Accidents**		
4	BAILEYWICK	LEAD MINE	ANGLE
1	BAILEYWICK	LEAD MINE	SIDESWIPE, SAME DIRECTION

Number of Crashes	Road A	Road B	Accident Type
5	**Total Number of Accidents**		
3	TUCKER	WEST	ANGLE
1	TUCKER	WEST	SIDESWIPE, OPPOSITE DIRECTION
1	TUCKER	WEST	LEFT TURN, DIFFERENT ROADWAYS
5	**Total Number of Accidents**		
4	PARK	PEACE	REAR END, SLOW OR STOP
1	PARK	PEACE	RAN OFF ROAD - LEFT
5	**Total Number of Accidents**		
2	CARVER	OAKWOOD	SIDESWIPE, OPPOSITE DIRECTION
1	CARVER	OAKWOOD	ANGLE
1	CARVER	OAKWOOD	SIDESWIPE, SAME DIRECTION
1	CARVER	OAKWOOD	HEAD ON
5	**Total Number of Accidents**		
3	SPRING FOREST	VOLANT	REAR END, SLOW OR STOP
1	SPRING FOREST	VOLANT	SIDESWIPE, SAME DIRECTION
1	SPRING FOREST	VOLANT	LEFT TURN, DIFFERENT ROADWAYS
5	**Total Number of Accidents**		
2	BROOK	OBERRY	PARKED MOTOR VEHICLE
1	BROOK	OBERRY	BACKING UP
1	BROOK	OBERRY	ANGLE
1	BROOK	OBERRY	REAR END, SLOW OR STOP
5	**Total Number of Accidents**		
1	HILLSBORO	MAYO	BACKING UP
1	HILLSBORO	MAYO	SIDESWIPE, SAME DIRECTION
1	HILLSBORO	MAYO	LEFT TURN, SAME ROADWAY
1	HILLSBORO	MAYO	PARKED MOTOR VEHICLE
1	HILLSBORO	MAYO	PEDESTRIAN
5	**Total Number of Accidents**		
2	DOROTHEA	SAUNDERS	REAR END, SLOW OR STOP
2	DOROTHEA	SAUNDERS	PEDESTRIAN
1	DOROTHEA	SAUNDERS	ANIMAL
5	**Total Number of Accidents**		
3	HUBERT	SAUNDERS	REAR END, SLOW OR STOP
1	HUBERT	SAUNDERS	ANGLE
1	HUBERT	SAUNDERS	LEFT TURN, SAME ROADWAY
5	**Total Number of Accidents**		
3	LINCOLN	NEW BERN	SIDESWIPE, SAME DIRECTION
2	LINCOLN	NEW BERN	ANGLE
5	**Total Number of Accidents**		
2	GREEN MEADOWS	NEW HOPE	REAR END, SLOW OR STOP
1	GREEN MEADOWS	NEW HOPE	ANGLE

Number of Crashes	Road A	Road B	Accident Type
1	GREEN MEADOWS	NEW HOPE	LEFT TURN, DIFFERENT ROADWAYS
1	GREEN MEADOWS	NEW HOPE	PEDESTRIAN
5	**Total Number of Accidents**		
1	LEHMAN	RALEIGH	BACKING UP
1	LEHMAN	RALEIGH	ANGLE
1	LEHMAN	RALEIGH	LEFT TURN, SAME ROADWAY
1	LEHMAN	RALEIGH	PARKED MOTOR VEHICLE
1	LEHMAN	RALEIGH	RAN OFF ROAD - RIGHT
5	**Total Number of Accidents**		
3	BLOUNT	WOLFE	SIDESWIPE, SAME DIRECTION
2	BLOUNT	WOLFE	BACKING UP
5	**Total Number of Accidents**		
3	FAIRVIEW	SAINT MARY	ANGLE
1	FAIRVIEW	SAINT MARY	SIDESWIPE, SAME DIRECTION
1	FAIRVIEW	SAINT MARY	PEDALCYCLIST
5	**Total Number of Accidents**		
2	PERRY CREEK	CLARKS FORK	ANGLE
1	PERRY CREEK	CLARKS FORK	SIDESWIPE, SAME DIRECTION
1	PERRY CREEK	CLARKS FORK	LEFT TURN, SAME ROADWAY
1	PERRY CREEK	CLARKS FORK	FIXED OBJECT
5	**Total Number of Accidents**		
2	BROOKSIDE	FRANK	ANGLE
2	BROOKSIDE	FRANK	REAR END, SLOW OR STOP
1	BROOKSIDE	FRANK	OTHER COLLISION WITH VEHICLE
5	**Total Number of Accidents**		
4	MARTIN	STATE	ANGLE
1	MARTIN	STATE	REAR END, SLOW OR STOP
5	**Total Number of Accidents**		
2	BART	PETTIGREW	PARKED MOTOR VEHICLE
1	BART	PETTIGREW	ANGLE
1	BART	PETTIGREW	SIDESWIPE, SAME DIRECTION
1	BART	PETTIGREW	RIGHT TURN, SAME ROADWAY
5	**Total Number of Accidents**		
3	CHARLES	LEAD MINE	ANGLE
1	CHARLES	LEAD MINE	LEFT TURN, DIFFERENT ROADWAYS
1	CHARLES	LEAD MINE	REAR END, SLOW OR STOP
5	**Total Number of Accidents**		
2	CULPEPPER	GLASCOCK	ANGLE
2	CULPEPPER	GLASCOCK	RAN OFF ROAD - RIGHT
1	CULPEPPER	GLASCOCK	BACKING UP
5	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
3	ANDERSON	DREWRY	REAR END, SLOW OR STOP
1	ANDERSON	DREWRY	LEFT TURN, SAME ROADWAY
1	ANDERSON	DREWRY	REAR END, TURN
5	**Total Number of Accidents**		
3	DAWSON	SAUNDERS	REAR END, SLOW OR STOP
1	DAWSON	SAUNDERS	SIDESWIPE, SAME DIRECTION
1	DAWSON	SAUNDERS	RAN OFF ROAD - RIGHT
5	**Total Number of Accidents**		
2	POOLE	RALEIGH CLUB	REAR END, SLOW OR STOP
1	POOLE	RALEIGH CLUB	ANGLE
1	POOLE	RALEIGH CLUB	SIDESWIPE, OPPOSITE DIRECTION
1	POOLE	RALEIGH CLUB	LEFT TURN, SAME ROADWAY
5	**Total Number of Accidents**		
1	ROCK QUARRY	BLAZING STAR	SIDESWIPE, SAME DIRECTION
1	ROCK QUARRY	BLAZING STAR	LEFT TURN, DIFFERENT ROADWAYS
1	ROCK QUARRY	BLAZING STAR	LEFT TURN, SAME ROADWAY
1	ROCK QUARRY	BLAZING STAR	REAR END, SLOW OR STOP
1	ROCK QUARRY	BLAZING STAR	RAN OFF ROAD - LEFT
5	**Total Number of Accidents**		
2	DUNN	JETER	PEDESTRIAN
2	DUNN	JETER	RAN OFF ROAD - RIGHT
1	DUNN	JETER	REAR END, SLOW OR STOP
5	**Total Number of Accidents**		
4	LOUISBURG	BOTANY BAY	REAR END, SLOW OR STOP
1	LOUISBURG	BOTANY BAY	ANGLE
5	**Total Number of Accidents**		
1	CREECH	SLIPPERY ELM	ANGLE
1	CREECH	SLIPPERY ELM	SIDESWIPE, SAME DIRECTION
1	CREECH	SLIPPERY ELM	RAN OFF ROAD - LEFT
1	CREECH	SLIPPERY ELM	FIXED OBJECT
1	CREECH	SLIPPERY ELM	ANIMAL
5	**Total Number of Accidents**		
2	STATE	TIPTON	REAR END, SLOW OR STOP
1	STATE	TIPTON	BACKING UP
1	STATE	TIPTON	SIDESWIPE, OPPOSITE DIRECTION
1	STATE	TIPTON	SIDESWIPE, SAME DIRECTION
5	**Total Number of Accidents**		
2	MECHANICAL	WILMINGTON	REAR END, SLOW OR STOP
2	MECHANICAL	WILMINGTON	FIXED OBJECT
1	MECHANICAL	WILMINGTON	ANGLE
5	**Total Number of Accidents**		
2	BAILEY	GARNER	ANGLE

Number of Crashes	Road A	Road B	Accident Type
1	BAILEY	GARNER	BACKING UP
1	BAILEY	GARNER	SIDESWIPE, OPPOSITE DIRECTION
1	BAILEY	GARNER	HEAD ON
5	**Total Number of Accidents**		
3	MILL	WAKE FOREST	REAR END, SLOW OR STOP
1	MILL	WAKE FOREST	ANGLE
1	MILL	WAKE FOREST	PEDESTRIAN
5	**Total Number of Accidents**		
2	LAKE BOONE	REX	ANGLE
2	LAKE BOONE	REX	LEFT TURN, DIFFERENT ROADWAYS
1	LAKE BOONE	REX	REAR END, SLOW OR STOP
5	**Total Number of Accidents**		
3	BARNHILL	LAKE WHEELER	LEFT TURN, SAME ROADWAY
2	BARNHILL	LAKE WHEELER	REAR END, SLOW OR STOP
5	**Total Number of Accidents**		
2	BOYER	MAPLE	ANGLE
1	BOYER	MAPLE	SIDESWIPE, OPPOSITE DIRECTION
1	BOYER	MAPLE	SIDESWIPE, SAME DIRECTION
1	BOYER	MAPLE	HEAD ON
5	**Total Number of Accidents**		
2	PARK	WOODBURN	ANGLE
1	PARK	WOODBURN	SIDESWIPE, OPPOSITE DIRECTION
1	PARK	WOODBURN	LEFT TURN, SAME ROADWAY
1	PARK	WOODBURN	PARKED MOTOR VEHICLE
5	**Total Number of Accidents**		
2	NORTH BEND	SPRING FOREST	ANGLE
2	NORTH BEND	SPRING FOREST	LEFT TURN, SAME ROADWAY
1	NORTH BEND	SPRING FOREST	REAR END, SLOW OR STOP
5	**Total Number of Accidents**		
1	COLLETON	MILBURNIE	ANGLE
1	COLLETON	MILBURNIE	SIDESWIPE, OPPOSITE DIRECTION
1	COLLETON	MILBURNIE	SIDESWIPE, SAME DIRECTION
1	COLLETON	MILBURNIE	REAR END, SLOW OR STOP
1	COLLETON	MILBURNIE	PARKED MOTOR VEHICLE
5	**Total Number of Accidents**		
3	ATLANTIC	CEDAR PARK	REAR END, SLOW OR STOP
1	ATLANTIC	CEDAR PARK	ANGLE
1	ATLANTIC	CEDAR PARK	RIGHT TURN, DIFFERENT ROADWAYS
5	**Total Number of Accidents**		
3	GLENEDEN	RIDGE	REAR END, SLOW OR STOP
1	GLENEDEN	RIDGE	ANGLE
1	GLENEDEN	RIDGE	LEFT TURN, DIFFERENT ROADWAYS

Number of Crashes	Road A	Road B	Accident Type
5	**Total Number of Accidents**		
2	FALLS CHURCH	FALLS OF NEUSE	SIDESWIPE, SAME DIRECTION
1	FALLS CHURCH	FALLS OF NEUSE	ANGLE
1	FALLS CHURCH	FALLS OF NEUSE	RIGHT TURN, SAME ROADWAY
1	FALLS CHURCH	FALLS OF NEUSE	REAR END, SLOW OR STOP
5	**Total Number of Accidents**		
2	EAST	NEW BERN	SIDESWIPE, SAME DIRECTION
2	EAST	NEW BERN	REAR END, SLOW OR STOP
1	EAST	NEW BERN	ANGLE
5	**Total Number of Accidents**		
3	BRANCH	PERSON	ANGLE
1	BRANCH	PERSON	OTHER COLLISION WITH VEHICLE
1	BRANCH	PERSON	REAR END, SLOW OR STOP
5	**Total Number of Accidents**		
3	NEW HOPE CHURCH	NEW HOPE CHURCH	BACKING UP
2	NEW HOPE CHURCH	NEW HOPE CHURCH	REAR END, SLOW OR STOP
5	**Total Number of Accidents**		
3	HILLSBORO	SALISBURY	SIDESWIPE, SAME DIRECTION
2	HILLSBORO	SALISBURY	PARKED MOTOR VEHICLE
5	**Total Number of Accidents**		
3	FALLS OF NEUSE	FALLS OF NEUSE	ANGLE
1	FALLS OF NEUSE	FALLS OF NEUSE	LEFT TURN, DIFFERENT ROADWAYS
1	FALLS OF NEUSE	FALLS OF NEUSE	RAN OFF ROAD - LEFT
5	**Total Number of Accidents**		
3	DAVIE	SWAIN	ANGLE
1	DAVIE	SWAIN	LEFT TURN, DIFFERENT ROADWAYS
1	DAVIE	SWAIN	PARKED MOTOR VEHICLE
5	**Total Number of Accidents**		
2	HARGETT	SWAIN	ANGLE
1	HARGETT	SWAIN	LEFT TURN, DIFFERENT ROADWAYS
1	HARGETT	SWAIN	LEFT TURN, SAME ROADWAY
1	HARGETT	SWAIN	PARKED MOTOR VEHICLE
5	**Total Number of Accidents**		
3	HILLSBORO	STANHOPE	REAR END, SLOW OR STOP
1	HILLSBORO	STANHOPE	ANGLE
1	HILLSBORO	STANHOPE	PEDALCYCLIST
5	**Total Number of Accidents**		
4	PINECREST	TOSCANA	ANGLE
1	PINECREST	TOSCANA	LEFT TURN, DIFFERENT ROADWAYS
5	**Total Number of Accidents**		
3	POOLE	VINTAGE	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
1	POOLE	VINTAGE	BACKING UP
1	POOLE	VINTAGE	ANGLE
5	**Total Number of Accidents**		
2	GLENRIDGE	HIGHWOOD	REAR END, SLOW OR STOP
1	GLENRIDGE	HIGHWOOD	ANGLE
1	GLENRIDGE	HIGHWOOD	LEFT TURN, SAME ROADWAY
1	GLENRIDGE	HIGHWOOD	RAN OFF ROAD - LEFT
5	**Total Number of Accidents**		
3	PEACE	SALISBURY	ANGLE
1	PEACE	SALISBURY	LEFT TURN, SAME ROADWAY
1	PEACE	SALISBURY	PEDESTRIAN
5	**Total Number of Accidents**		
2	CLARK	GARDNER	REAR END, SLOW OR STOP
1	CLARK	GARDNER	BACKING UP
1	CLARK	GARDNER	ANGLE
1	CLARK	GARDNER	LEFT TURN, SAME ROADWAY
5	**Total Number of Accidents**		
2	HILLSBORO	YOUTH CENTER	REAR END, SLOW OR STOP
1	HILLSBORO	YOUTH CENTER	BACKING UP
1	HILLSBORO	YOUTH CENTER	ANGLE
1	HILLSBORO	YOUTH CENTER	RAN OFF ROAD - RIGHT
5	**Total Number of Accidents**		
2	COMMERCE	DAVIE	PARKED MOTOR VEHICLE
1	COMMERCE	DAVIE	ANGLE
1	COMMERCE	DAVIE	SIDESWIPE, SAME DIRECTION
1	COMMERCE	DAVIE	REAR END, SLOW OR STOP
5	**Total Number of Accidents**		
2	BOOKER	FISHER	FIXED OBJECT
1	BOOKER	FISHER	ANGLE
1	BOOKER	FISHER	RIGHT TURN, SAME ROADWAY
1	BOOKER	FISHER	PARKED MOTOR VEHICLE
5	**Total Number of Accidents**		
3	LOUISBURG	LOUISBURG	ANGLE
1	LOUISBURG	LOUISBURG	SIDESWIPE, SAME DIRECTION
1	LOUISBURG	LOUISBURG	OTHER NON-COLLISION
5	**Total Number of Accidents**		
1	FOREST	HILLSBORO	LEFT TURN, SAME ROADWAY
1	FOREST	HILLSBORO	REAR END, SLOW OR STOP
1	FOREST	HILLSBORO	PARKED MOTOR VEHICLE
1	FOREST	HILLSBORO	PEDALCYCLIST
1	FOREST	HILLSBORO	RAN OFF ROAD - RIGHT
5	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
3	GORMAN	GRADUATE	REAR END, SLOW OR STOP
1	GORMAN	GRADUATE	OTHER COLLISION WITH VEHICLE
1	GORMAN	GRADUATE	RAN OFF ROAD - LEFT
5	**Total Number of Accidents**		
2	NORTHWOOD	SIX FORKS	SIDESWIPE, SAME DIRECTION
2	NORTHWOOD	SIX FORKS	REAR END, SLOW OR STOP
1	NORTHWOOD	SIX FORKS	ANGLE
5	**Total Number of Accidents**		
3	I 440	GORMAN	ANGLE
2	I 440	GORMAN	REAR END, SLOW OR STOP
5	**Total Number of Accidents**		
2	AVENT FERRY	IVY COMMONS	REAR END, SLOW OR STOP
1	AVENT FERRY	IVY COMMONS	SIDESWIPE, SAME DIRECTION
1	AVENT FERRY	IVY COMMONS	LEFT TURN, SAME ROADWAY
1	AVENT FERRY	IVY COMMONS	RAN OFF ROAD - RIGHT
5	**Total Number of Accidents**		
2	I 40	POOLE	ANGLE
2	I 40	POOLE	REAR END, SLOW OR STOP
1	I 40	POOLE	LEFT TURN, DIFFERENT ROADWAYS
5	**Total Number of Accidents**		
3	MORRELL	WESTERN	REAR END, SLOW OR STOP
1	MORRELL	WESTERN	BACKING UP
1	MORRELL	WESTERN	SIDESWIPE, SAME DIRECTION
5	**Total Number of Accidents**		
4	EVERGREEN	LEESVILLE	REAR END, SLOW OR STOP
1	EVERGREEN	LEESVILLE	LEFT TURN, DIFFERENT ROADWAYS
5	**Total Number of Accidents**		
2	KING WILLIAM	NEW BERN	ANIMAL
1	KING WILLIAM	NEW BERN	ANGLE
1	KING WILLIAM	NEW BERN	RIGHT TURN, SAME ROADWAY
1	KING WILLIAM	NEW BERN	REAR END, SLOW OR STOP
5	**Total Number of Accidents**		
2	BEVERLY	FRIAR TUCK	ANGLE
2	BEVERLY	FRIAR TUCK	REAR END, SLOW OR STOP
1	BEVERLY	FRIAR TUCK	FIXED OBJECT
5	**Total Number of Accidents**		
2	DOMINION	LEESVILLE	RAN OFF ROAD - RIGHT
1	DOMINION	LEESVILLE	RAN OFF ROAD - STRAIGHT
1	DOMINION	LEESVILLE	REAR END, SLOW OR STOP
1	DOMINION	LEESVILLE	FIXED OBJECT
5	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
2	LEAD MINE	WEDGELAND	REAR END, SLOW OR STOP
2	LEAD MINE	WEDGELAND	RAN OFF ROAD - RIGHT
1	LEAD MINE	WEDGELAND	FIXED OBJECT
5	**Total Number of Accidents**		
2	SR 1664	SR 1728	REAR END, SLOW OR STOP
1	SR 1664	SR 1728	LEFT TURN, SAME ROADWAY
1	SR 1664	SR 1728	RAN OFF ROAD - LEFT
4	**Total Number of Accidents**		
1	RALEIGH	CANTWELL	BACKING UP
1	RALEIGH	CANTWELL	ANGLE
1	RALEIGH	CANTWELL	REAR END, SLOW OR STOP
1	RALEIGH	CANTWELL	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
2	CAROLINA PINES	GRANITE	REAR END, SLOW OR STOP
1	CAROLINA PINES	GRANITE	ANGLE
1	CAROLINA PINES	GRANITE	FIXED OBJECT
4	**Total Number of Accidents**		
1	CAMERON	SMALLWOOD	ANGLE
1	CAMERON	SMALLWOOD	SIDESWIPE, SAME DIRECTION
1	CAMERON	SMALLWOOD	LEFT TURN, DIFFERENT ROADWAYS
1	CAMERON	SMALLWOOD	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
1	CREEDMOOR	MAPLETON	LEFT TURN, DIFFERENT ROADWAYS
1	CREEDMOOR	MAPLETON	LEFT TURN, SAME ROADWAY
1	CREEDMOOR	MAPLETON	REAR END, TURN
1	CREEDMOOR	MAPLETON	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
4	LINN	PACES ARBOR	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
2	ROCK QUARRY	ROCK QUARRY	REAR END, TURN
1	ROCK QUARRY	ROCK QUARRY	LEFT TURN, DIFFERENT ROADWAYS
1	ROCK QUARRY	ROCK QUARRY	PARKED MOTOR VEHICLE
4	**Total Number of Accidents**		
1	FORUM	HARVEST OAKS	ANGLE
1	FORUM	HARVEST OAKS	REAR END, TURN
1	FORUM	HARVEST OAKS	RAN OFF ROAD - LEFT
1	FORUM	HARVEST OAKS	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
2	BART	ROCK QUARRY	REAR END, SLOW OR STOP
1	BART	ROCK QUARRY	BACKING UP
1	BART	ROCK QUARRY	ANGLE

Number of Crashes	Road A	Road B	Accident Type
4	**Total Number of Accidents**		
2	LEESVILLE	ST FRANCIS	REAR END, SLOW OR STOP
1	LEESVILLE	ST FRANCIS	ANGLE
1	LEESVILLE	ST FRANCIS	LEFT TURN, DIFFERENT ROADWAYS
4	**Total Number of Accidents**		
2	EAST	SOUTH	SIDESWIPE, SAME DIRECTION
1	EAST	SOUTH	PARKED MOTOR VEHICLE
1	EAST	SOUTH	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
2	BLUE RIDGE	PYLON	REAR END, SLOW OR STOP
1	BLUE RIDGE	PYLON	SIDESWIPE, SAME DIRECTION
1	BLUE RIDGE	PYLON	LEFT TURN, DIFFERENT ROADWAYS
4	**Total Number of Accidents**		
1	BERYL	METHOD	RAN OFF ROAD - STRAIGHT
1	BERYL	METHOD	RIGHT TURN, SAME ROADWAY
1	BERYL	METHOD	REAR END, SLOW OR STOP
1	BERYL	METHOD	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
2	BLUE RIDGE	HOMEWOOD BANKS	REAR END, SLOW OR STOP
1	BLUE RIDGE	HOMEWOOD BANKS	LEFT TURN, SAME ROADWAY
1	BLUE RIDGE	HOMEWOOD BANKS	ANIMAL
4	**Total Number of Accidents**		
1	MILLBROOK	SNELLINGS	OTHER COLLISION WITH VEHICLE
1	MILLBROOK	SNELLINGS	ANGLE
1	MILLBROOK	SNELLINGS	SIDESWIPE, SAME DIRECTION
1	MILLBROOK	SNELLINGS	LEFT TURN, DIFFERENT ROADWAYS
4	**Total Number of Accidents**		
2	LINEBERRY	TRAILWOOD HEIGHTS	REAR END, SLOW OR STOP
1	LINEBERRY	TRAILWOOD HEIGHTS	SIDESWIPE, SAME DIRECTION
1	LINEBERRY	TRAILWOOD HEIGHTS	LEFT TURN, SAME ROADWAY
4	**Total Number of Accidents**		
2	NEW FALLS OF THE NEUSE	DUNARD	ANGLE
1	NEW FALLS OF THE NEUSE	DUNARD	REAR END, SLOW OR STOP
1	NEW FALLS OF THE NEUSE	DUNARD	PEDALCYCLIST
4	**Total Number of Accidents**		
3	CAPITAL	LOUISBURG	REAR END, SLOW OR STOP
1	CAPITAL	LOUISBURG	SIDESWIPE, SAME DIRECTION
4	**Total Number of Accidents**		
1	DIXIE	LEONARD	ANGLE
1	DIXIE	LEONARD	REAR END, SLOW OR STOP
1	DIXIE	LEONARD	PARKED MOTOR VEHICLE

Number of Crashes	Road A	Road B	Accident Type
1	DIXIE	LEONARD	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
2	BOYER	SAINT AUGUSTINE	PARKED MOTOR VEHICLE
1	BOYER	SAINT AUGUSTINE	BACKING UP
1	BOYER	SAINT AUGUSTINE	ANGLE
4	**Total Number of Accidents**		
2	ALSTON	LENOIR	ANGLE
2	ALSTON	LENOIR	SIDESWIPE, SAME DIRECTION
4	**Total Number of Accidents**		
4	LOUISBURG	PROFESSOR	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
2	QUAIL RIDGE	SPRING FOREST	REAR END, SLOW OR STOP
1	QUAIL RIDGE	SPRING FOREST	ANGLE
1	QUAIL RIDGE	SPRING FOREST	RIGHT TURN, DIFFERENT ROADWAYS
4	**Total Number of Accidents**		
3	LEESVILLE	WORLEY	REAR END, SLOW OR STOP
1	LEESVILLE	WORLEY	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
1	ICE	WESTGATE	ANGLE
1	ICE	WESTGATE	REAR END, SLOW OR STOP
1	ICE	WESTGATE	ANIMAL
1	ICE	WESTGATE	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
2	ATHENS	STADIUM	ANGLE
2	ATHENS	STADIUM	LEFT TURN, DIFFERENT ROADWAYS
4	**Total Number of Accidents**		
1	FALLSTAFF	SWINBURNE	BACKING UP
1	FALLSTAFF	SWINBURNE	ANGLE
1	FALLSTAFF	SWINBURNE	LEFT TURN, SAME ROADWAY
1	FALLSTAFF	SWINBURNE	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
2	HAMMOND	MECHANICAL	ANGLE
1	HAMMOND	MECHANICAL	REAR END, SLOW OR STOP
1	HAMMOND	MECHANICAL	OTHER NON-COLLISION
4	**Total Number of Accidents**		
1	ONEAL	PINECREST	ANGLE
1	ONEAL	PINECREST	LEFT TURN, DIFFERENT ROADWAYS
1	ONEAL	PINECREST	REAR END, SLOW OR STOP
1	ONEAL	PINECREST	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
1	FALLS OF NEUSE	FIRESIDE	ANGLE

Number of Crashes	Road A	Road B	Accident Type
1	FALLS OF NEUSE	FIRESIDE	LEFT TURN, SAME ROADWAY
1	FALLS OF NEUSE	FIRESIDE	REAR END, SLOW OR STOP
1	FALLS OF NEUSE	FIRESIDE	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
3	SMALLWOOD	WOODBURN	ANGLE
1	SMALLWOOD	WOODBURN	RIGHT TURN, SAME ROADWAY
4	**Total Number of Accidents**		
3	HURRICANE	TRINITY	ANGLE
1	HURRICANE	TRINITY	REAR END, TURN
4	**Total Number of Accidents**		
4	PAMLICO	ROWAN	ANGLE
4	**Total Number of Accidents**		
2	PORT ROYAL	QUAIL RIDGE	ANGLE
1	PORT ROYAL	QUAIL RIDGE	REAR END, SLOW OR STOP
1	PORT ROYAL	QUAIL RIDGE	FIXED OBJECT
4	**Total Number of Accidents**		
3	CREEDMOOR	HINTON	REAR END, SLOW OR STOP
1	CREEDMOOR	HINTON	ANGLE
4	**Total Number of Accidents**		
2	BOYER	TARBORO	SIDESWIPE, OPPOSITE DIRECTION
1	BOYER	TARBORO	ANGLE
1	BOYER	TARBORO	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
1	DIXIE	MAYVIEW	SIDESWIPE, OPPOSITE DIRECTION
1	DIXIE	MAYVIEW	SIDESWIPE, SAME DIRECTION
1	DIXIE	MAYVIEW	OTHER NON-COLLISION
1	DIXIE	MAYVIEW	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
2	LAKE WHEELER	STEWART	ANGLE
2	LAKE WHEELER	STEWART	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
1	SANDY FORKS	THE LAKES	ANGLE
1	SANDY FORKS	THE LAKES	SIDESWIPE, OPPOSITE DIRECTION
1	SANDY FORKS	THE LAKES	SIDESWIPE, SAME DIRECTION
1	SANDY FORKS	THE LAKES	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
2	HOLLENDEN	PEBBLE BEACH	REAR END, SLOW OR STOP
1	HOLLENDEN	PEBBLE BEACH	ANGLE
1	HOLLENDEN	PEBBLE BEACH	PEDALCYCLIST
4	**Total Number of Accidents**		
1	JONES FRANKLIN	MACEDONIA	ANGLE

Number of Crashes	Road A	Road B	Accident Type
1	JONES FRANKLIN	MACEDONIA	LEFT TURN, DIFFERENT ROADWAYS
1	JONES FRANKLIN	MACEDONIA	LEFT TURN, SAME ROADWAY
1	JONES FRANKLIN	MACEDONIA	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
2	BLOUNT	PACE	LEFT TURN, SAME ROADWAY
1	BLOUNT	PACE	SIDESWIPE, SAME DIRECTION
1	BLOUNT	PACE	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
3	BAUGH	BUFFALO	ANGLE
1	BAUGH	BUFFALO	LEFT TURN, SAME ROADWAY
4	**Total Number of Accidents**		
3	FISHER	BAKERS GROVE	ANGLE
1	FISHER	BAKERS GROVE	BACKING UP
4	**Total Number of Accidents**		
2	STATE	BUNCH	ANGLE
1	STATE	BUNCH	LEFT TURN, SAME ROADWAY
1	STATE	BUNCH	ANIMAL
4	**Total Number of Accidents**		
3	MARTIN	SWAIN	ANGLE
1	MARTIN	SWAIN	SIDESWIPE, OPPOSITE DIRECTION
4	**Total Number of Accidents**		
2	CALVARY	CALVARY	BACKING UP
1	CALVARY	CALVARY	LEFT TURN, SAME ROADWAY
1	CALVARY	CALVARY	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
1	KELWAY	WAKEFIELD PLANTATION	SIDESWIPE, SAME DIRECTION
1	KELWAY	WAKEFIELD PLANTATION	REAR END, SLOW OR STOP
1	KELWAY	WAKEFIELD PLANTATION	PARKED MOTOR VEHICLE
1	KELWAY	WAKEFIELD PLANTATION	RAN OFF ROAD - LEFT
4	**Total Number of Accidents**		
2	FARMGATE	WESTERN	ANGLE
1	FARMGATE	WESTERN	RIGHT TURN, DIFFERENT ROADWAYS
1	FARMGATE	WESTERN	LEFT TURN, DIFFERENT ROADWAYS
4	**Total Number of Accidents**		
3	FALLS OF NEUSE	RIVER HILL	REAR END, SLOW OR STOP
1	FALLS OF NEUSE	RIVER HILL	LEFT TURN, SAME ROADWAY
4	**Total Number of Accidents**		
2	GLENNWOOD	REMBERT	ANGLE
1	GLENNWOOD	REMBERT	OTHER COLLISION WITH VEHICLE
1	GLENNWOOD	REMBERT	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
4	BRANCH	EAST	ANGLE
4	**Total Number of Accidents**		
1	HILL	PENDER	BACKING UP
1	HILL	PENDER	HEAD ON
1	HILL	PENDER	RIGHT TURN, DIFFERENT ROADWAYS
1	HILL	PENDER	PARKED MOTOR VEHICLE
4	**Total Number of Accidents**		
2	CARVER	PENDER	BACKING UP
2	CARVER	PENDER	ANGLE
4	**Total Number of Accidents**		
2	OATES	OLD BUFFALO	RAN OFF ROAD - RIGHT
1	OATES	OLD BUFFALO	OVERTURN/ROLLOVER
1	OATES	OLD BUFFALO	RAN OFF ROAD - LEFT
4	**Total Number of Accidents**		
4	BOYLAN	JOHNSON	ANGLE
4	**Total Number of Accidents**		
2	KENT	NEELY	REAR END, SLOW OR STOP
1	KENT	NEELY	ANGLE
1	KENT	NEELY	SIDESWIPE, SAME DIRECTION
4	**Total Number of Accidents**		
1	CLARK	DIXIE	SIDESWIPE, SAME DIRECTION
1	CLARK	DIXIE	REAR END, SLOW OR STOP
1	CLARK	DIXIE	PARKED MOTOR VEHICLE
1	CLARK	DIXIE	FIXED OBJECT
4	**Total Number of Accidents**		
2	LAUREL MOUNTAIN	RAY	ANGLE
1	LAUREL MOUNTAIN	RAY	SIDESWIPE, SAME DIRECTION
1	LAUREL MOUNTAIN	RAY	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
2	BROWNING	SIX FORKS	SIDESWIPE, SAME DIRECTION
1	BROWNING	SIX FORKS	ANGLE
1	BROWNING	SIX FORKS	ANIMAL
4	**Total Number of Accidents**		
1	GARNER	PETERSON	ANGLE
1	GARNER	PETERSON	HEAD ON
1	GARNER	PETERSON	LEFT TURN, DIFFERENT ROADWAYS
1	GARNER	PETERSON	RAN OFF ROAD - LEFT
4	**Total Number of Accidents**		
2	IDLEWILD	JONES	ANGLE
1	IDLEWILD	JONES	REAR END, SLOW OR STOP
1	IDLEWILD	JONES	PEDALCYCLIST

Number of Crashes	Road A	Road B	Accident Type
4	**Total Number of Accidents**		
2	SULLIVAN	VARSITY	ANGLE
1	SULLIVAN	VARSITY	REAR END, SLOW OR STOP
1	SULLIVAN	VARSITY	PEDALCYCLIST
4	**Total Number of Accidents**		
3	CROSS LINK	HADLEY	ANGLE
1	CROSS LINK	HADLEY	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
2	FOXTROT	SANDERFORD	ANGLE
1	FOXTROT	SANDERFORD	REAR END, SLOW OR STOP
1	FOXTROT	SANDERFORD	PEDESTRIAN
4	**Total Number of Accidents**		
1	MALONE	PROCTOR	ANGLE
1	MALONE	PROCTOR	SIDESWIPE, SAME DIRECTION
1	MALONE	PROCTOR	RAN OFF ROAD - LEFT
1	MALONE	PROCTOR	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
3	HUNTERS CLUB	KAPLAN	PARKED MOTOR VEHICLE
1	HUNTERS CLUB	KAPLAN	OTHER NON-COLLISION
4	**Total Number of Accidents**		
3	INGRAM	NEW HOPE CHURCH	REAR END, SLOW OR STOP
1	INGRAM	NEW HOPE CHURCH	LEFT TURN, DIFFERENT ROADWAYS
4	**Total Number of Accidents**		
2	KILLINGTON	SIX FORKS	REAR END, SLOW OR STOP
1	KILLINGTON	SIX FORKS	ANGLE
1	KILLINGTON	SIX FORKS	LEFT TURN, DIFFERENT ROADWAYS
4	**Total Number of Accidents**		
3	BARRYMORE	TRAILWOOD HILLS	ANGLE
1	BARRYMORE	TRAILWOOD HILLS	MOVABLE OBJECT
4	**Total Number of Accidents**		
4	LEAD MINE	SIX FORKS	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
2	BUCK JONES	ORCHARD	ANGLE
1	BUCK JONES	ORCHARD	REAR END, SLOW OR STOP
1	BUCK JONES	ORCHARD	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
3	GLENNWOOD	WESTBOROUGH	REAR END, SLOW OR STOP
1	GLENNWOOD	WESTBOROUGH	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
1	CRESTMONT	LEESVILLE	BACKING UP
1	CRESTMONT	LEESVILLE	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
1	CRESTMONT	LEESVILLE	FIXED OBJECT
1	CRESTMONT	LEESVILLE	ANIMAL
4	**Total Number of Accidents**		
3	STRICKLAND	OLD LEESVILLE	REAR END, SLOW OR STOP
1	STRICKLAND	OLD LEESVILLE	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
2	DURALEIGH	DURALEIGH	ANGLE
1	DURALEIGH	DURALEIGH	BACKING UP
1	DURALEIGH	DURALEIGH	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
2	BROOKHAVEN	GLENNWOOD	SIDESWIPE, SAME DIRECTION
1	BROOKHAVEN	GLENNWOOD	ANGLE
1	BROOKHAVEN	GLENNWOOD	MOVABLE OBJECT
4	**Total Number of Accidents**		
2	CABARRUS	WEST	SIDESWIPE, SAME DIRECTION
1	CABARRUS	WEST	ANGLE
1	CABARRUS	WEST	PARKED MOTOR VEHICLE
4	**Total Number of Accidents**		
1	STREET UNK-SEE RPT	STREET UNK-SEE RPT	BACKING UP
1	STREET UNK-SEE RPT	STREET UNK-SEE RPT	SIDESWIPE, OPPOSITE DIRECTION
1	STREET UNK-SEE RPT	STREET UNK-SEE RPT	PARKED MOTOR VEHICLE
1	STREET UNK-SEE RPT	STREET UNK-SEE RPT	FIXED OBJECT
4	**Total Number of Accidents**		
1	FOX	FOX HAVEN	REAR END, SLOW OR STOP
1	FOX	FOX HAVEN	PARKED MOTOR VEHICLE
1	FOX	FOX HAVEN	ANIMAL
1	FOX	FOX HAVEN	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
1	HOWARD	RAY	RAN OFF ROAD - STRAIGHT
1	HOWARD	RAY	LEFT TURN, DIFFERENT ROADWAYS
1	HOWARD	RAY	REAR END, TURN
1	HOWARD	RAY	ANIMAL
4	**Total Number of Accidents**		
1	OLD WAKE FOREST	CYPRESS PLANTATION	BACKING UP
1	OLD WAKE FOREST	CYPRESS PLANTATION	ANGLE
1	OLD WAKE FOREST	CYPRESS PLANTATION	SIDESWIPE, OPPOSITE DIRECTION
1	OLD WAKE FOREST	CYPRESS PLANTATION	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
2	NEW HOPE	WOODLAWN	SIDESWIPE, SAME DIRECTION
1	NEW HOPE	WOODLAWN	ANGLE
1	NEW HOPE	WOODLAWN	PEDALCYCLIST

Number of Crashes	Road A	Road B	Accident Type
4	**Total Number of Accidents**		
2	LEESVILLE	SPRINGDALE	REAR END, SLOW OR STOP
1	LEESVILLE	SPRINGDALE	ANGLE
1	LEESVILLE	SPRINGDALE	LEFT TURN, DIFFERENT ROADWAYS
4	**Total Number of Accidents**		
2	RAVEN RIDGE	SHADOWLAWN	ANGLE
1	RAVEN RIDGE	SHADOWLAWN	SIDESWIPE, SAME DIRECTION
1	RAVEN RIDGE	SHADOWLAWN	RIGHT TURN, SAME ROADWAY
4	**Total Number of Accidents**		
2	TRYON	CENTENNIAL RIDGE	ANGLE
1	TRYON	CENTENNIAL RIDGE	BACKING UP
1	TRYON	CENTENNIAL RIDGE	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
2	I 40	NC 54	REAR END, SLOW OR STOP
1	I 40	NC 54	SIDESWIPE, SAME DIRECTION
1	I 40	NC 54	REAR END, TURN
4	**Total Number of Accidents**		
2	GLENNWOOD	WILLIAMSON	REAR END, SLOW OR STOP
1	GLENNWOOD	WILLIAMSON	RAN OFF ROAD - STRAIGHT
1	GLENNWOOD	WILLIAMSON	LEFT TURN, SAME ROADWAY
4	**Total Number of Accidents**		
2	MERRIWOOD	ROCK QUARRY	ANGLE
1	MERRIWOOD	ROCK QUARRY	REAR END, TURN
1	MERRIWOOD	ROCK QUARRY	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
1	CAPITAL	TILLERY	ANGLE
1	CAPITAL	TILLERY	REAR END, TURN
1	CAPITAL	TILLERY	REAR END, SLOW OR STOP
1	CAPITAL	TILLERY	FIXED OBJECT
4	**Total Number of Accidents**		
1	GLENDOWER	LINN	ANGLE
1	GLENDOWER	LINN	SIDESWIPE, SAME DIRECTION
1	GLENDOWER	LINN	LEFT TURN, SAME ROADWAY
1	GLENDOWER	LINN	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
2	COLE RIDGE	SIX FORKS	SIDESWIPE, OPPOSITE DIRECTION
2	COLE RIDGE	SIX FORKS	LEFT TURN, DIFFERENT ROADWAYS
4	**Total Number of Accidents**		
1	GRANTLAND	SOLAR	BACKING UP
1	GRANTLAND	SOLAR	ANGLE
1	GRANTLAND	SOLAR	SIDESWIPE, OPPOSITE DIRECTION

Number of Crashes	Road A	Road B	Accident Type
1	GRANTLAND	SOLAR	PEDALCYCLIST
4	**Total Number of Accidents**		
2	GROSVENOR	SIX FORKS	REAR END, SLOW OR STOP
2	GROSVENOR	SIX FORKS	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
2	FOX	IVES	RAN OFF ROAD - RIGHT
1	FOX	IVES	HEAD ON
1	FOX	IVES	RAN OFF ROAD - LEFT
4	**Total Number of Accidents**		
2	LONG	STUART	BACKING UP
1	LONG	STUART	RIGHT TURN, SAME ROADWAY
1	LONG	STUART	LEFT TURN, SAME ROADWAY
4	**Total Number of Accidents**		
2	GREEN NEEDLES	POOLE	REAR END, SLOW OR STOP
2	GREEN NEEDLES	POOLE	ANIMAL
4	**Total Number of Accidents**		
2	GRESHAM LAKE	REBA	REAR END, SLOW OR STOP
1	GRESHAM LAKE	REBA	LEFT TURN, SAME ROADWAY
1	GRESHAM LAKE	REBA	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
1	LORD ANSON	POOLE	ANGLE
1	LORD ANSON	POOLE	SIDESWIPE, SAME DIRECTION
1	LORD ANSON	POOLE	PARKED MOTOR VEHICLE
1	LORD ANSON	POOLE	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
3	HARGETT	PETTIGREW	ANGLE
1	HARGETT	PETTIGREW	SIDESWIPE, SAME DIRECTION
4	**Total Number of Accidents**		
1	BLOODWORTH	BRAGG	PARKED MOTOR VEHICLE
1	BLOODWORTH	BRAGG	RAN OFF ROAD - LEFT
1	BLOODWORTH	BRAGG	FIXED OBJECT
1	BLOODWORTH	BRAGG	PEDESTRIAN
4	**Total Number of Accidents**		
1	LEONARD	RIDGE	SIDESWIPE, OPPOSITE DIRECTION
1	LEONARD	RIDGE	SIDESWIPE, SAME DIRECTION
1	LEONARD	RIDGE	REAR END, SLOW OR STOP
1	LEONARD	RIDGE	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
1	BRENTWOOD	MORTON	BACKING UP
1	BRENTWOOD	MORTON	ANGLE
1	BRENTWOOD	MORTON	PARKED MOTOR VEHICLE

Number of Crashes	Road A	Road B	Accident Type
1	BRENTWOOD	MORTON	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
3	SAUNDERS	SAUNDERS	REAR END, SLOW OR STOP
1	SAUNDERS	SAUNDERS	LEFT TURN, DIFFERENT ROADWAYS
4	**Total Number of Accidents**		
2	SKYCREST	CHARNY	REAR END, SLOW OR STOP
1	SKYCREST	CHARNY	ANGLE
1	SKYCREST	CHARNY	SIDESWIPE, SAME DIRECTION
4	**Total Number of Accidents**		
3	CAPITAL	TRUST	REAR END, SLOW OR STOP
1	CAPITAL	TRUST	ANGLE
4	**Total Number of Accidents**		
2	CEDARHURST	MILLBROOK	ANGLE
1	CEDARHURST	MILLBROOK	SIDESWIPE, OPPOSITE DIRECTION
1	CEDARHURST	MILLBROOK	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
3	HIGHWOOD	BEECHLEAF	ANGLE
1	HIGHWOOD	BEECHLEAF	LEFT TURN, DIFFERENT ROADWAYS
4	**Total Number of Accidents**		
1	FALLS COMMONS	SPRING FOREST	SIDESWIPE, SAME DIRECTION
1	FALLS COMMONS	SPRING FOREST	LEFT TURN, DIFFERENT ROADWAYS
1	FALLS COMMONS	SPRING FOREST	REAR END, SLOW OR STOP
1	FALLS COMMONS	SPRING FOREST	ANIMAL
4	**Total Number of Accidents**		
2	JONES FRANKLIN	WATEREDGE	REAR END, SLOW OR STOP
1	JONES FRANKLIN	WATEREDGE	ANGLE
1	JONES FRANKLIN	WATEREDGE	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
2	DAVIE	FREEMAN	REAR END, SLOW OR STOP
1	DAVIE	FREEMAN	BACKING UP
1	DAVIE	FREEMAN	PARKED MOTOR VEHICLE
4	**Total Number of Accidents**		
2	WEST GATE PARK	WESTGATE	REAR END, SLOW OR STOP
1	WEST GATE PARK	WESTGATE	OTHER COLLISION WITH VEHICLE
1	WEST GATE PARK	WESTGATE	LEFT TURN, SAME ROADWAY
4	**Total Number of Accidents**		
1	BERTIE	LORD ASHLEY	ANGLE
1	BERTIE	LORD ASHLEY	SIDESWIPE, OPPOSITE DIRECTION
1	BERTIE	LORD ASHLEY	RIGHT TURN, DIFFERENT ROADWAYS
1	BERTIE	LORD ASHLEY	PEDESTRIAN
4	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
3	GRAND	HILLSBORO	REAR END, SLOW OR STOP
1	GRAND	HILLSBORO	ANGLE
4	**Total Number of Accidents**		
2	FAYETTEVILLE	LENOIR	PARKED MOTOR VEHICLE
1	FAYETTEVILLE	LENOIR	SIDESWIPE, SAME DIRECTION
1	FAYETTEVILLE	LENOIR	RIGHT TURN, DIFFERENT ROADWAYS
4	**Total Number of Accidents**		
2	PARK	PARK	PARKED MOTOR VEHICLE
1	PARK	PARK	ANGLE
1	PARK	PARK	FIXED OBJECT
4	**Total Number of Accidents**		
1	AVENIDA DEL SOL	HOLLENDEN	BACKING UP
1	AVENIDA DEL SOL	HOLLENDEN	SIDESWIPE, OPPOSITE DIRECTION
1	AVENIDA DEL SOL	HOLLENDEN	SIDESWIPE, SAME DIRECTION
1	AVENIDA DEL SOL	HOLLENDEN	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
2	MITCHELL MILL	SINGLELEAF	ANGLE
1	MITCHELL MILL	SINGLELEAF	LEFT TURN, DIFFERENT ROADWAYS
1	MITCHELL MILL	SINGLELEAF	ANIMAL
4	**Total Number of Accidents**		
2	EDENTON	HILLSBORO	SIDESWIPE, SAME DIRECTION
2	EDENTON	HILLSBORO	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
2	DIXON	LIPSCOMB	ANGLE
1	DIXON	LIPSCOMB	LEFT TURN, DIFFERENT ROADWAYS
1	DIXON	LIPSCOMB	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
1	ATLANTIC	ATLANTIC SPRINGS	OTHER COLLISION WITH VEHICLE
1	ATLANTIC	ATLANTIC SPRINGS	ANGLE
1	ATLANTIC	ATLANTIC SPRINGS	REAR END, SLOW OR STOP
1	ATLANTIC	ATLANTIC SPRINGS	OTHER NON-COLLISION
4	**Total Number of Accidents**		
2	MARLBORO	MILLBANK	RAN OFF ROAD - LEFT
1	MARLBORO	MILLBANK	FIXED OBJECT
1	MARLBORO	MILLBANK	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
1	TRINITY	YOUTH CENTER	ANGLE
1	TRINITY	YOUTH CENTER	REAR END, SLOW OR STOP
1	TRINITY	YOUTH CENTER	RAN OFF ROAD - LEFT
1	TRINITY	YOUTH CENTER	PEDESTRIAN
4	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
2	NEW BERN	WILMINGTON	BACKING UP
1	NEW BERN	WILMINGTON	REAR END, SLOW OR STOP
1	NEW BERN	WILMINGTON	PARKED MOTOR VEHICLE
4	**Total Number of Accidents**		
3	I 40	TRINITY	REAR END, SLOW OR STOP
1	I 40	TRINITY	SIDESWIPE, SAME DIRECTION
4	**Total Number of Accidents**		
2	NEW FALLS OF THE NEUSE	WAKEFIELD CROSSING	ANIMAL
1	NEW FALLS OF THE NEUSE	WAKEFIELD CROSSING	ANGLE
1	NEW FALLS OF THE NEUSE	WAKEFIELD CROSSING	LEFT TURN, SAME ROADWAY
4	**Total Number of Accidents**		
2	I 440	LASSITER MILL	SIDESWIPE, SAME DIRECTION
1	I 440	LASSITER MILL	RAN OFF ROAD - LEFT
1	I 440	LASSITER MILL	MOVABLE OBJECT
4	**Total Number of Accidents**		
2	ANGIER	POOLE	ANGLE
1	ANGIER	POOLE	RAN OFF ROAD - STRAIGHT
1	ANGIER	POOLE	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
1	ATHENS	AVENT FERRY	LEFT TURN, DIFFERENT ROADWAYS
1	ATHENS	AVENT FERRY	LEFT TURN, SAME ROADWAY
1	ATHENS	AVENT FERRY	REAR END, SLOW OR STOP
1	ATHENS	AVENT FERRY	PARKED MOTOR VEHICLE
4	**Total Number of Accidents**		
3	BLOODWORTH	SOUTH	ANGLE
1	BLOODWORTH	SOUTH	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
3	I 540	US 401	REAR END, SLOW OR STOP
1	I 540	US 401	LEFT TURN, SAME ROADWAY
4	**Total Number of Accidents**		
3	ROCK QUARRY	SOUTHGATE	ANGLE
1	ROCK QUARRY	SOUTHGATE	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
1	LEAD MINE	STANNARD	SIDESWIPE, SAME DIRECTION
1	LEAD MINE	STANNARD	HEAD ON
1	LEAD MINE	STANNARD	LEFT TURN, DIFFERENT ROADWAYS
1	LEAD MINE	STANNARD	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
2	BROOK	HILL	REAR END, SLOW OR STOP
1	BROOK	HILL	ANGLE
1	BROOK	HILL	REAR END, TURN

Number of Crashes	Road A	Road B	Accident Type
4	**Total Number of Accidents**		
1	KILCULLEN	NEW HOPE CHURCH	ANGLE
1	KILCULLEN	NEW HOPE CHURCH	SIDESWIPE, SAME DIRECTION
1	KILCULLEN	NEW HOPE CHURCH	REAR END, SLOW OR STOP
1	KILCULLEN	NEW HOPE CHURCH	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
2	HAITHCOCK	NEW HOPE	REAR END, SLOW OR STOP
1	HAITHCOCK	NEW HOPE	ANGLE
1	HAITHCOCK	NEW HOPE	PEDESTRIAN
4	**Total Number of Accidents**		
2	PEACENEST	PENNCROSS	ANGLE
1	PEACENEST	PENNCROSS	BACKING UP
1	PEACENEST	PENNCROSS	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
2	FRANKLIN	PERSON	ANGLE
1	FRANKLIN	PERSON	LEFT TURN, SAME ROADWAY
1	FRANKLIN	PERSON	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
2	TRYON	NETWORK	FIXED OBJECT
1	TRYON	NETWORK	REAR END, SLOW OR STOP
1	TRYON	NETWORK	OTHER NON-COLLISION
4	**Total Number of Accidents**		
2	SIX FORKS	SPRING FOREST	REAR END, SLOW OR STOP
1	SIX FORKS	SPRING FOREST	ANGLE
1	SIX FORKS	SPRING FOREST	SIDESWIPE, SAME DIRECTION
4	**Total Number of Accidents**		
2	GARNER	HOKE	ANGLE
1	GARNER	HOKE	SIDESWIPE, SAME DIRECTION
1	GARNER	HOKE	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
3	ATLANTIC	BRAMER	REAR END, SLOW OR STOP
1	ATLANTIC	BRAMER	ANGLE
4	**Total Number of Accidents**		
2	BLUE STONE	GLENNWOOD	SIDESWIPE, SAME DIRECTION
1	BLUE STONE	GLENNWOOD	REAR END, SLOW OR STOP
1	BLUE STONE	GLENNWOOD	RAN OFF ROAD - LEFT
4	**Total Number of Accidents**		
1	CORPORATE CENTER	WADE PARK	ANGLE
1	CORPORATE CENTER	WADE PARK	HEAD ON
1	CORPORATE CENTER	WADE PARK	RIGHT TURN, DIFFERENT ROADWAYS
1	CORPORATE CENTER	WADE PARK	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
4	**Total Number of Accidents**		
2	AVENT FERRY	LAKE RALEIGH	REAR END, SLOW OR STOP
1	AVENT FERRY	LAKE RALEIGH	LEFT TURN, DIFFERENT ROADWAYS
1	AVENT FERRY	LAKE RALEIGH	FIXED OBJECT
4	**Total Number of Accidents**		
2	FOX HOLLOW	SANDERFORD	REAR END, SLOW OR STOP
1	FOX HOLLOW	SANDERFORD	SIDESWIPE, OPPOSITE DIRECTION
1	FOX HOLLOW	SANDERFORD	ANIMAL
4	**Total Number of Accidents**		
2	I 540	GLOBE	RAN OFF ROAD - LEFT
1	I 540	GLOBE	FIXED OBJECT
1	I 540	GLOBE	ANIMAL
4	**Total Number of Accidents**		
1	PINECROFT	SWEETBRIAR	ANGLE
1	PINECROFT	SWEETBRIAR	LEFT TURN, DIFFERENT ROADWAYS
1	PINECROFT	SWEETBRIAR	RAN OFF ROAD - LEFT
1	PINECROFT	SWEETBRIAR	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
2	NORTH	NORTHWEST	BACKING UP
1	NORTH	NORTHWEST	ANGLE
1	NORTH	NORTHWEST	FIXED OBJECT
4	**Total Number of Accidents**		
2	GREEN	KILCULLEN	ANGLE
1	GREEN	KILCULLEN	REAR END, SLOW OR STOP
1	GREEN	KILCULLEN	MOVABLE OBJECT
4	**Total Number of Accidents**		
2	MILLBROOK	SEDGEFIELD	REAR END, SLOW OR STOP
1	MILLBROOK	SEDGEFIELD	SIDESWIPE, SAME DIRECTION
1	MILLBROOK	SEDGEFIELD	FIXED OBJECT
4	**Total Number of Accidents**		
1	I 40	WILMINGTON	SIDESWIPE, SAME DIRECTION
1	I 40	WILMINGTON	REAR END, SLOW OR STOP
1	I 40	WILMINGTON	MOVABLE OBJECT
1	I 40	WILMINGTON	OTHER NON-COLLISION
4	**Total Number of Accidents**		
2	APPLIANCE	WESTINGHOUSE	ANGLE
1	APPLIANCE	WESTINGHOUSE	SIDESWIPE, SAME DIRECTION
1	APPLIANCE	WESTINGHOUSE	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
3	CARTIER	OBERLIN	REAR END, SLOW OR STOP
1	CARTIER	OBERLIN	BACKING UP

Number of Crashes	Road A	Road B	Accident Type
4	**Total Number of Accidents**		
2	AVENT FERRY	CRESCENT CREEK	BACKING UP
1	AVENT FERRY	CRESCENT CREEK	REAR END, SLOW OR STOP
1	AVENT FERRY	CRESCENT CREEK	PEDESTRIAN
4	**Total Number of Accidents**		
2	GRESHAM LAKE	NICHOLS	ANGLE
1	GRESHAM LAKE	NICHOLS	RIGHT TURN, DIFFERENT ROADWAYS
1	GRESHAM LAKE	NICHOLS	FIXED OBJECT
4	**Total Number of Accidents**		
2	CAPITOL HILL	DURANT	REAR END, SLOW OR STOP
1	CAPITOL HILL	DURANT	ANGLE
1	CAPITOL HILL	DURANT	SIDESWIPE, SAME DIRECTION
4	**Total Number of Accidents**		
1	I 440	MELBOURNE	ANGLE
1	I 440	MELBOURNE	REAR END, SLOW OR STOP
1	I 440	MELBOURNE	ANIMAL
1	I 440	MELBOURNE	OTHER NON-COLLISION
4	**Total Number of Accidents**		
1	FALLS OF NEUSE	RAINWOOD	HEAD ON
1	FALLS OF NEUSE	RAINWOOD	RIGHT TURN, DIFFERENT ROADWAYS
1	FALLS OF NEUSE	RAINWOOD	REAR END, SLOW OR STOP
1	FALLS OF NEUSE	RAINWOOD	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
2	LAKE	SAINT MARY	REAR END, SLOW OR STOP
1	LAKE	SAINT MARY	ANGLE
1	LAKE	SAINT MARY	OTHER NON-COLLISION
4	**Total Number of Accidents**		
3	APPLIANCE	CAPITAL	REAR END, SLOW OR STOP
1	APPLIANCE	CAPITAL	RAN OFF ROAD - LEFT
4	**Total Number of Accidents**		
2	CABARRUS	PERSON	SIDESWIPE, SAME DIRECTION
1	CABARRUS	PERSON	ANGLE
1	CABARRUS	PERSON	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
3	CREEDMOOR	MAGELLAN	REAR END, SLOW OR STOP
1	CREEDMOOR	MAGELLAN	SIDESWIPE, SAME DIRECTION
4	**Total Number of Accidents**		
2	SHELBY	SIX FORKS	ANGLE
1	SHELBY	SIX FORKS	SIDESWIPE, SAME DIRECTION
1	SHELBY	SIX FORKS	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
2	DANIEL	SMALLWOOD	ANGLE
2	DANIEL	SMALLWOOD	SIDESWIPE, SAME DIRECTION
4	**Total Number of Accidents**		
4	I 540	SIX FORKS	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
2	ROCK QUARRY	SHEPERD VALLEY	REAR END, SLOW OR STOP
2	ROCK QUARRY	SHEPERD VALLEY	ANIMAL
4	**Total Number of Accidents**		
1	EAST	EDENTON	ANGLE
1	EAST	EDENTON	SIDESWIPE, SAME DIRECTION
1	EAST	EDENTON	REAR END, SLOW OR STOP
1	EAST	EDENTON	PEDALCYCLIST
4	**Total Number of Accidents**		
2	BRIAR CREEK	ISLEWORTH	REAR END, SLOW OR STOP
1	BRIAR CREEK	ISLEWORTH	ANGLE
1	BRIAR CREEK	ISLEWORTH	LEFT TURN, SAME ROADWAY
4	**Total Number of Accidents**		
2	HAMMELL	LAKE WHEELER	REAR END, SLOW OR STOP
2	HAMMELL	LAKE WHEELER	RAN OFF ROAD - LEFT
4	**Total Number of Accidents**		
2	WADE	WIREWOOD	REAR END, SLOW OR STOP
1	WADE	WIREWOOD	ANGLE
1	WADE	WIREWOOD	LEFT TURN, SAME ROADWAY
4	**Total Number of Accidents**		
2	SPRUCETREE	WAKEFIELD PINES	REAR END, SLOW OR STOP
1	SPRUCETREE	WAKEFIELD PINES	ANGLE
1	SPRUCETREE	WAKEFIELD PINES	LEFT TURN, SAME ROADWAY
4	**Total Number of Accidents**		
2	GLENNWOOD	WOODLAND	REAR END, SLOW OR STOP
1	GLENNWOOD	WOODLAND	SIDESWIPE, SAME DIRECTION
1	GLENNWOOD	WOODLAND	FIXED OBJECT
4	**Total Number of Accidents**		
1	FELLOWSHIP	T W ALEXANDER	RAN OFF ROAD - STRAIGHT
1	FELLOWSHIP	T W ALEXANDER	REAR END, SLOW OR STOP
1	FELLOWSHIP	T W ALEXANDER	RAN OFF ROAD - LEFT
1	FELLOWSHIP	T W ALEXANDER	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
3	FAYETTEVILLE	WILMINGTON	REAR END, SLOW OR STOP
1	FAYETTEVILLE	WILMINGTON	FIXED OBJECT
4	**Total Number of Accidents**		
1	LONG	SAWMILL	OTHER COLLISION WITH VEHICLE

Number of Crashes	Road A	Road B	Accident Type
1	LONG	SAWMILL	SIDESWIPE, SAME DIRECTION
1	LONG	SAWMILL	PEDESTRIAN
1	LONG	SAWMILL	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
2	EVERETT	OBERLIN	ANGLE
1	EVERETT	OBERLIN	SIDESWIPE, SAME DIRECTION
1	EVERETT	OBERLIN	PEDALCYCLIST
4	**Total Number of Accidents**		
3	AVENT FERRY	CRAB ORCHARD	REAR END, SLOW OR STOP
1	AVENT FERRY	CRAB ORCHARD	ANIMAL
4	**Total Number of Accidents**		
2	ILEAGNES	WILMINGTON	REAR END, SLOW OR STOP
1	ILEAGNES	WILMINGTON	ANGLE
1	ILEAGNES	WILMINGTON	RAN OFF ROAD - LEFT
4	**Total Number of Accidents**		
2	CALLOWAY	GARNER	REAR END, SLOW OR STOP
1	CALLOWAY	GARNER	BACKING UP
1	CALLOWAY	GARNER	ANGLE
4	**Total Number of Accidents**		
1	GLENNWOOD	JEFFERSON	ANGLE
1	GLENNWOOD	JEFFERSON	REAR END, SLOW OR STOP
1	GLENNWOOD	JEFFERSON	RAN OFF ROAD - LEFT
1	GLENNWOOD	JEFFERSON	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
2	SHELLEY	WIMBLETON	ANGLE
1	SHELLEY	WIMBLETON	REAR END, SLOW OR STOP
1	SHELLEY	WIMBLETON	PARKED MOTOR VEHICLE
4	**Total Number of Accidents**		
2	DURANT	GARVEY	ANGLE
1	DURANT	GARVEY	REAR END, SLOW OR STOP
1	DURANT	GARVEY	ANIMAL
4	**Total Number of Accidents**		
2	EDENTON	SWAIN	REAR END, SLOW OR STOP
1	EDENTON	SWAIN	LEFT TURN, DIFFERENT ROADWAYS
1	EDENTON	SWAIN	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
1	HEATH	POOLE	ANGLE
1	HEATH	POOLE	SIDESWIPE, SAME DIRECTION
1	HEATH	POOLE	REAR END, TURN
1	HEATH	POOLE	PARKED MOTOR VEHICLE
4	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
2	WILMINGTON	WILMINGTON	ANGLE
2	WILMINGTON	WILMINGTON	FIXED OBJECT
4	**Total Number of Accidents**		
1	LINN	SHELBOURNE	ANGLE
1	LINN	SHELBOURNE	LEFT TURN, DIFFERENT ROADWAYS
1	LINN	SHELBOURNE	REAR END, SLOW OR STOP
1	LINN	SHELBOURNE	PARKED MOTOR VEHICLE
4	**Total Number of Accidents**		
2	CALIBRE CHASE	SIX FORKS	LEFT TURN, SAME ROADWAY
2	CALIBRE CHASE	SIX FORKS	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
3	NEW MARKET	SPRING FOREST	ANGLE
1	NEW MARKET	SPRING FOREST	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
1	EAST	LENOIR	SIDESWIPE, SAME DIRECTION
1	EAST	LENOIR	PARKED MOTOR VEHICLE
1	EAST	LENOIR	FIXED OBJECT
1	EAST	LENOIR	PEDESTRIAN
4	**Total Number of Accidents**		
1	ROCK CREEK	STRICKLAND	ANGLE
1	ROCK CREEK	STRICKLAND	HEAD ON
1	ROCK CREEK	STRICKLAND	LEFT TURN, DIFFERENT ROADWAYS
1	ROCK CREEK	STRICKLAND	LEFT TURN, SAME ROADWAY
4	**Total Number of Accidents**		
4	GREEN	HALLMARK	ANGLE
4	**Total Number of Accidents**		
1	BUTLER	NEW HOPE	ANGLE
1	BUTLER	NEW HOPE	SIDESWIPE, SAME DIRECTION
1	BUTLER	NEW HOPE	REAR END, SLOW OR STOP
1	BUTLER	NEW HOPE	PEDALCYCLIST
4	**Total Number of Accidents**		
1	MEMORY	MILLBROOK	ANGLE
1	MEMORY	MILLBROOK	SIDESWIPE, SAME DIRECTION
1	MEMORY	MILLBROOK	LEFT TURN, SAME ROADWAY
1	MEMORY	MILLBROOK	REAR END, SLOW OR STOP
4	**Total Number of Accidents**		
2	COMMUNITY	ROSE	BACKING UP
1	COMMUNITY	ROSE	ANGLE
1	COMMUNITY	ROSE	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
2	COLEMAN	TIPTON	BACKING UP

Number of Crashes	Road A	Road B	Accident Type
1	COLEMAN	TIPTON	REAR END, SLOW OR STOP
1	COLEMAN	TIPTON	PARKED MOTOR VEHICLE
4	**Total Number of Accidents**		
3	DIXIE	VANDYKE	PARKED MOTOR VEHICLE
1	DIXIE	VANDYKE	ANGLE
4	**Total Number of Accidents**		
2	DEBLYN	GLENNWOOD	ANGLE
1	DEBLYN	GLENNWOOD	REAR END, SLOW OR STOP
1	DEBLYN	GLENNWOOD	MOVABLE OBJECT
4	**Total Number of Accidents**		
2	MEMORY	NEW HOPE	REAR END, SLOW OR STOP
1	MEMORY	NEW HOPE	SIDESWIPE, SAME DIRECTION
1	MEMORY	NEW HOPE	OTHER NON-COLLISION
4	**Total Number of Accidents**		
1	FARRIS	NEW BERN	BACKING UP
1	FARRIS	NEW BERN	PARKED MOTOR VEHICLE
1	FARRIS	NEW BERN	ANIMAL
1	FARRIS	NEW BERN	PEDESTRIAN
4	**Total Number of Accidents**		
1	COOPER	LITTLE JOHN	ANGLE
1	COOPER	LITTLE JOHN	REAR END, SLOW OR STOP
1	COOPER	LITTLE JOHN	FIXED OBJECT
1	COOPER	LITTLE JOHN	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
1	MARSH	QUITMAN	ANGLE
1	MARSH	QUITMAN	HEAD ON
1	MARSH	QUITMAN	PEDALCYCLIST
1	MARSH	QUITMAN	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
2	I 40	HILLSBORO	REAR END, SLOW OR STOP
1	I 40	HILLSBORO	SIDESWIPE, SAME DIRECTION
1	I 40	HILLSBORO	LEFT TURN, SAME ROADWAY
4	**Total Number of Accidents**		
2	GARNER	TANNER	REAR END, SLOW OR STOP
1	GARNER	TANNER	PARKED MOTOR VEHICLE
1	GARNER	TANNER	PEDESTRIAN
4	**Total Number of Accidents**		
1	MILLBROOK	WENDY HILL	ANGLE
1	MILLBROOK	WENDY HILL	LEFT TURN, SAME ROADWAY
1	MILLBROOK	WENDY HILL	REAR END, SLOW OR STOP
1	MILLBROOK	WENDY HILL	RAN OFF ROAD - RIGHT

Number of Crashes	Road A	Road B	Accident Type
4	**Total Number of Accidents**		
2	DURALEIGH	TOURNAMENT	LEFT TURN, DIFFERENT ROADWAYS
1	DURALEIGH	TOURNAMENT	REAR END, SLOW OR STOP
1	DURALEIGH	TOURNAMENT	PEDESTRIAN
4	**Total Number of Accidents**		
3	LAKE WOODARD	TRAWICK	REAR END, SLOW OR STOP
1	LAKE WOODARD	TRAWICK	SIDESWIPE, SAME DIRECTION
4	**Total Number of Accidents**		
2	LENOIR	PERSON	ANGLE
1	LENOIR	PERSON	SIDESWIPE, SAME DIRECTION
1	LENOIR	PERSON	FIXED OBJECT
4	**Total Number of Accidents**		
2	LUMLEY	ARNOLD PALMER	RAN OFF ROAD - STRAIGHT
2	LUMLEY	ARNOLD PALMER	SIDESWIPE, SAME DIRECTION
4	**Total Number of Accidents**		
1	DELANEY	GLASCOCK	SIDESWIPE, SAME DIRECTION
1	DELANEY	GLASCOCK	REAR END, TURN
1	DELANEY	GLASCOCK	RAN OFF ROAD - LEFT
1	DELANEY	GLASCOCK	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
1	MABRY MILL	WAKEFIELD PINES	SIDESWIPE, SAME DIRECTION
1	MABRY MILL	WAKEFIELD PINES	REAR END, SLOW OR STOP
1	MABRY MILL	WAKEFIELD PINES	MOVABLE OBJECT
1	MABRY MILL	WAKEFIELD PINES	PEDESTRIAN
4	**Total Number of Accidents**		
2	ERINBROOK	LEESVILLE	REAR END, SLOW OR STOP
2	ERINBROOK	LEESVILLE	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
2	LEAD MINE	MINE SHAFT	REAR END, SLOW OR STOP
2	LEAD MINE	MINE SHAFT	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
3	AYCOCK	FAIRVIEW	ANGLE
1	AYCOCK	FAIRVIEW	FIXED OBJECT
4	**Total Number of Accidents**		
2	KIRK	LAKE WHEELER	REAR END, SLOW OR STOP
1	KIRK	LAKE WHEELER	ANGLE
1	KIRK	LAKE WHEELER	RAN OFF ROAD - RIGHT
4	**Total Number of Accidents**		
2	BAEZ	WADE	ANGLE
1	BAEZ	WADE	SIDESWIPE, SAME DIRECTION
1	BAEZ	WADE	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
4	**Total Number of Accidents**		
2	GLENNWOOD	MOREHEAD	REAR END, SLOW OR STOP
1	GLENNWOOD	MOREHEAD	ANGLE
1	GLENNWOOD	MOREHEAD	SIDESWIPE, SAME DIRECTION
4	**Total Number of Accidents**		
3	HATTON	SKYCREST	REAR END, SLOW OR STOP
1	HATTON	SKYCREST	SIDESWIPE, SAME DIRECTION
4	**Total Number of Accidents**		
3	BASTION	LAKE WOODARD	REAR END, SLOW OR STOP
1	BASTION	LAKE WOODARD	LEFT TURN, SAME ROADWAY
4	**Total Number of Accidents**		
1	HILTON	HOLLENDEN	OTHER COLLISION WITH VEHICLE
1	HILTON	HOLLENDEN	BACKING UP
1	HILTON	HOLLENDEN	ANGLE
1	HILTON	HOLLENDEN	SIDESWIPE, SAME DIRECTION
4	**Total Number of Accidents**		
3	US 1	GRESHAM LAKE	REAR END, SLOW OR STOP
1	US 1	GRESHAM LAKE	RIGHT TURN, SAME ROADWAY
4	**Total Number of Accidents**		
1	MILLBROOK	MAGELLAN	SIDESWIPE, SAME DIRECTION
1	MILLBROOK	MAGELLAN	RIGHT TURN, DIFFERENT ROADWAYS
1	MILLBROOK	MAGELLAN	REAR END, SLOW OR STOP
1	MILLBROOK	MAGELLAN	FIXED OBJECT
4	**Total Number of Accidents**		
2	PAGE	WORLD TRADE	LEFT TURN, DIFFERENT ROADWAYS
1	PAGE	WORLD TRADE	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	EDENTON	SAINT AUGUSTINE	ANGLE
1	EDENTON	SAINT AUGUSTINE	LEFT TURN, SAME ROADWAY
1	EDENTON	SAINT AUGUSTINE	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	WEST	WEST	ANGLE
1	WEST	WEST	SIDESWIPE, SAME DIRECTION
1	WEST	WEST	LEFT TURN, DIFFERENT ROADWAYS
3	**Total Number of Accidents**		
3	MITCHELL	WADE	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	LOUISBURG	SAINT JAMES CH	ANGLE
1	LOUISBURG	SAINT JAMES CH	REAR END, SLOW OR STOP
1	LOUISBURG	SAINT JAMES CH	PEDALCYCLIST
3	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
2	BRIAR CREEK	VOGEL	ANGLE
1	BRIAR CREEK	VOGEL	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	CLARK BRANCH	FAIRBANKS	ANGLE
1	CLARK BRANCH	FAIRBANKS	LEFT TURN, DIFFERENT ROADWAYS
1	CLARK BRANCH	FAIRBANKS	FIXED OBJECT
3	**Total Number of Accidents**		
2	BUFFALO	TALLYHO	ANGLE
1	BUFFALO	TALLYHO	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
2	COOK	EDENTON	REAR END, SLOW OR STOP
1	COOK	EDENTON	SIDESWIPE, SAME DIRECTION
3	**Total Number of Accidents**		
2	DURALEIGH	WEAVER	ANGLE
1	DURALEIGH	WEAVER	OTHER COLLISION WITH VEHICLE
3	**Total Number of Accidents**		
1	ASHE	DEXTER	ANGLE
1	ASHE	DEXTER	REAR END, SLOW OR STOP
1	ASHE	DEXTER	PARKED MOTOR VEHICLE
3	**Total Number of Accidents**		
1	GARNER	HILLTOP	RIGHT TURN, DIFFERENT ROADWAYS
1	GARNER	HILLTOP	PARKED MOTOR VEHICLE
1	GARNER	HILLTOP	PEDESTRIAN
3	**Total Number of Accidents**		
1	HILLSBORO	POWELL	SIDESWIPE, SAME DIRECTION
1	HILLSBORO	POWELL	RIGHT TURN, DIFFERENT ROADWAYS
1	HILLSBORO	POWELL	RIGHT TURN, SAME ROADWAY
3	**Total Number of Accidents**		
2	BUS	POOLE	REAR END, SLOW OR STOP
1	BUS	POOLE	LEFT TURN, DIFFERENT ROADWAYS
3	**Total Number of Accidents**		
2	AVENT FERRY	AVENT FERRY	ANGLE
1	AVENT FERRY	AVENT FERRY	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	I 540	SR 1005	LEFT TURN, DIFFERENT ROADWAYS
1	I 540	SR 1005	REAR END, SLOW OR STOP
1	I 540	SR 1005	FIXED OBJECT
3	**Total Number of Accidents**		
3	SIX FORKS	REEDHAM	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	GLENNWOOD	THE	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
1	GLENNWOOD	THE	OTHER NON-COLLISION
3	**Total Number of Accidents**		
2	BRAGG	PERSON	ANGLE
1	BRAGG	PERSON	FIXED OBJECT
3	**Total Number of Accidents**		
1	WILDWOOD FOREST	FILBIN CREEK	RAN OFF ROAD - STRAIGHT
1	WILDWOOD FOREST	FILBIN CREEK	RIGHT TURN, DIFFERENT ROADWAYS
1	WILDWOOD FOREST	FILBIN CREEK	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	SOUTHGATE	HOPE DIAMOND	OTHER COLLISION WITH VEHICLE
1	SOUTHGATE	HOPE DIAMOND	ANGLE
1	SOUTHGATE	HOPE DIAMOND	SIDESWIPE, SAME DIRECTION
3	**Total Number of Accidents**		
1	MIDWAY	WESTGATE	BACKING UP
1	MIDWAY	WESTGATE	ANGLE
1	MIDWAY	WESTGATE	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	PERSON	WORTH	ANGLE
1	PERSON	WORTH	LEFT TURN, SAME ROADWAY
1	PERSON	WORTH	PARKED MOTOR VEHICLE
3	**Total Number of Accidents**		
1	MILLBROOK	NEW BERRY	SIDESWIPE, SAME DIRECTION
1	MILLBROOK	NEW BERRY	REAR END, SLOW OR STOP
1	MILLBROOK	NEW BERRY	FIXED OBJECT
3	**Total Number of Accidents**		
2	OLD WAKE FOREST	POYNER CENTER	ANGLE
1	OLD WAKE FOREST	POYNER CENTER	FIXED OBJECT
3	**Total Number of Accidents**		
2	BRAGG	EAST	ANGLE
1	BRAGG	EAST	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	I 540	CREEDMOOR	ANGLE
1	I 540	CREEDMOOR	MOVABLE OBJECT
3	**Total Number of Accidents**		
2	WAKEFIELD COMMONS	WAKEFIELD COMMONS	ANGLE
1	WAKEFIELD COMMONS	WAKEFIELD COMMONS	SIDESWIPE, OPPOSITE DIRECTION
3	**Total Number of Accidents**		
1	FAIRBANKS	PINECREST	ANGLE
1	FAIRBANKS	PINECREST	LEFT TURN, DIFFERENT ROADWAYS
1	FAIRBANKS	PINECREST	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
3	BEACON LAKE	NEW BERN	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	HILL	MILBURNIE	SIDESWIPE, SAME DIRECTION
1	HILL	MILBURNIE	PARKED MOTOR VEHICLE
1	HILL	MILBURNIE	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
2	COMPTON	LATIMER	PARKED MOTOR VEHICLE
1	COMPTON	LATIMER	ANGLE
3	**Total Number of Accidents**		
1	FALLS OF NEUSE	PADDOCK	SIDESWIPE, SAME DIRECTION
1	FALLS OF NEUSE	PADDOCK	LEFT TURN, DIFFERENT ROADWAYS
1	FALLS OF NEUSE	PADDOCK	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	JONES	STATE	SIDESWIPE, OPPOSITE DIRECTION
1	JONES	STATE	PARKED MOTOR VEHICLE
1	JONES	STATE	PEDESTRIAN
3	**Total Number of Accidents**		
3	BLOODWORTH	BRANCH	ANGLE
3	**Total Number of Accidents**		
2	ATLANTIC	WOLFPACK	REAR END, SLOW OR STOP
1	ATLANTIC	WOLFPACK	SIDESWIPE, SAME DIRECTION
3	**Total Number of Accidents**		
2	GARDNER	VANDYKE	ANGLE
1	GARDNER	VANDYKE	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	I 40	NEW BERN	REAR END, SLOW OR STOP
1	I 40	NEW BERN	ANGLE
3	**Total Number of Accidents**		
2	IVY	MILLBROOK	FIXED OBJECT
1	IVY	MILLBROOK	ANGLE
3	**Total Number of Accidents**		
3	FOX	JEFFREYS CREEK	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	ANSON	SIX FORKS	ANGLE
1	ANSON	SIX FORKS	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	HENDERSON	HILLSBORO	REAR END, SLOW OR STOP
1	HENDERSON	HILLSBORO	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
2	FALLS OF NEUSE	GARDEN HILL	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
1	FALLS OF NEUSE	GARDEN HILL	LEFT TURN, SAME ROADWAY
3	**Total Number of Accidents**		
2	HAMMELL	SAUNDERS	REAR END, SLOW OR STOP
1	HAMMELL	SAUNDERS	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
2	FALLS OF NEUSE	WIDE RIVER	REAR END, SLOW OR STOP
1	FALLS OF NEUSE	WIDE RIVER	FIXED OBJECT
3	**Total Number of Accidents**		
1	SR 1009	SR 1350	SIDESWIPE, SAME DIRECTION
1	SR 1009	SR 1350	LEFT TURN, DIFFERENT ROADWAYS
1	SR 1009	SR 1350	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	GARLAND	KENT	SIDESWIPE, SAME DIRECTION
1	GARLAND	KENT	RIGHT TURN, SAME ROADWAY
1	GARLAND	KENT	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	HICKORY GROV CH	AMORETTO	ANGLE
1	HICKORY GROV CH	AMORETTO	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	LEWISAND	TRAIL	BACKING UP
1	LEWISAND	TRAIL	SIDESWIPE, OPPOSITE DIRECTION
1	LEWISAND	TRAIL	SIDESWIPE, SAME DIRECTION
3	**Total Number of Accidents**		
1	SOUTH	WEST	RAN OFF ROAD - STRAIGHT
1	SOUTH	WEST	SIDESWIPE, SAME DIRECTION
1	SOUTH	WEST	PEDALCYCLIST
3	**Total Number of Accidents**		
2	GROVE BARTON	DOIE COPE	RAN OFF ROAD - LEFT
1	GROVE BARTON	DOIE COPE	RAN OFF ROAD - STRAIGHT
3	**Total Number of Accidents**		
1	JONES	NORTHWEST	SIDESWIPE, OPPOSITE DIRECTION
1	JONES	NORTHWEST	SIDESWIPE, SAME DIRECTION
1	JONES	NORTHWEST	FIXED OBJECT
3	**Total Number of Accidents**		
3	BLAIR	CENTENNIAL	ANIMAL
3	**Total Number of Accidents**		
2	DIXON	SNELLINGS	REAR END, SLOW OR STOP
1	DIXON	SNELLINGS	LEFT TURN, SAME ROADWAY
3	**Total Number of Accidents**		
2	MELVID	PEYTON	SIDESWIPE, OPPOSITE DIRECTION
1	MELVID	PEYTON	ANGLE

Number of Crashes	Road A	Road B	Accident Type
3	**Total Number of Accidents**		
2	AUBURN KNIGHTDALE	BATTLE BRIDGE	ANGLE
1	AUBURN KNIGHTDALE	BATTLE BRIDGE	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
2	NEW BERN	STAR	REAR END, SLOW OR STOP
1	NEW BERN	STAR	ANGLE
3	**Total Number of Accidents**		
2	CLARK	DAISEY	MOVABLE OBJECT
1	CLARK	DAISEY	PARKED MOTOR VEHICLE
3	**Total Number of Accidents**		
1	COMMERCE	MARTIN	BACKING UP
1	COMMERCE	MARTIN	ANGLE
1	COMMERCE	MARTIN	PARKED MOTOR VEHICLE
3	**Total Number of Accidents**		
1	DAN ALLEN	FAUCETTE	ANGLE
1	DAN ALLEN	FAUCETTE	LEFT TURN, DIFFERENT ROADWAYS
1	DAN ALLEN	FAUCETTE	PEDALCYCLIST
3	**Total Number of Accidents**		
1	OBERLIN	OBERLIN	ANGLE
1	OBERLIN	OBERLIN	REAR END, SLOW OR STOP
1	OBERLIN	OBERLIN	PARKED MOTOR VEHICLE
3	**Total Number of Accidents**		
1	GLASCOCK	LEHMAN	SIDESWIPE, SAME DIRECTION
1	GLASCOCK	LEHMAN	PARKED MOTOR VEHICLE
1	GLASCOCK	LEHMAN	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
2	LITCHFORD	MUIRFIELD CLUB	REAR END, SLOW OR STOP
1	LITCHFORD	MUIRFIELD CLUB	ANGLE
3	**Total Number of Accidents**		
1	DURALEIGH	PRINCETON CREEK	BACKING UP
1	DURALEIGH	PRINCETON CREEK	ANGLE
1	DURALEIGH	PRINCETON CREEK	LEFT TURN, SAME ROADWAY
3	**Total Number of Accidents**		
1	CHAPEL HILL	MOUNT VERNON	LEFT TURN, DIFFERENT ROADWAYS
1	CHAPEL HILL	MOUNT VERNON	LEFT TURN, SAME ROADWAY
1	CHAPEL HILL	MOUNT VERNON	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	GLENEDEN	VILLAGE GLENN	ANGLE
1	GLENEDEN	VILLAGE GLENN	HEAD ON
1	GLENEDEN	VILLAGE GLENN	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
2	HILLSBORO	WOLF WOOD	REAR END, SLOW OR STOP
1	HILLSBORO	WOLF WOOD	PEDALCYCLIST
3	**Total Number of Accidents**		
2	PEYTON	POOLE	ANGLE
1	PEYTON	POOLE	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	DONALD ROSS	KIDD	SIDESWIPE, OPPOSITE DIRECTION
1	DONALD ROSS	KIDD	SIDESWIPE, SAME DIRECTION
1	DONALD ROSS	KIDD	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	US 1	HUNTLEIGH	REAR END, SLOW OR STOP
1	US 1	HUNTLEIGH	SIDESWIPE, SAME DIRECTION
3	**Total Number of Accidents**		
2	POOLE	HERITAGE MANOR	ANIMAL
1	POOLE	HERITAGE MANOR	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	FAIRVIEW	SCALES	ANGLE
1	FAIRVIEW	SCALES	PARKED MOTOR VEHICLE
1	FAIRVIEW	SCALES	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	BRENTWOOD	WESTINGHOUSE	ANGLE
1	BRENTWOOD	WESTINGHOUSE	SIDESWIPE, SAME DIRECTION
1	BRENTWOOD	WESTINGHOUSE	LEFT TURN, SAME ROADWAY
3	**Total Number of Accidents**		
2	MARTIN	PARHAM	PARKED MOTOR VEHICLE
1	MARTIN	PARHAM	SIDESWIPE, SAME DIRECTION
3	**Total Number of Accidents**		
2	CREEDMOOR	MANOR PARK	ANGLE
1	CREEDMOOR	MANOR PARK	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	BRAGG	HOLMES	PEDESTRIAN
1	BRAGG	HOLMES	SIDESWIPE, OPPOSITE DIRECTION
3	**Total Number of Accidents**		
1	CHAMBERLAIN	CLARK	ANGLE
1	CHAMBERLAIN	CLARK	SIDESWIPE, SAME DIRECTION
1	CHAMBERLAIN	CLARK	PARKED MOTOR VEHICLE
3	**Total Number of Accidents**		
2	POOLE	LAKE TROUT	ANIMAL
1	POOLE	LAKE TROUT	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
3	BEECHRIDGE	WHITE OAK	ANGLE

Number of Crashes	Road A	Road B	Accident Type
3	**Total Number of Accidents**		
1	TRINITY	WADE PARK	ANGLE
1	TRINITY	WADE PARK	RAN OFF ROAD - LEFT
1	TRINITY	WADE PARK	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	ILEAGNES	WYNCOTE	SIDESWIPE, OPPOSITE DIRECTION
1	ILEAGNES	WYNCOTE	SIDESWIPE, SAME DIRECTION
1	ILEAGNES	WYNCOTE	RAN OFF ROAD - LEFT
3	**Total Number of Accidents**		
2	LAKE WHEELER	LAKE WHEELER	REAR END, SLOW OR STOP
1	LAKE WHEELER	LAKE WHEELER	FIXED OBJECT
3	**Total Number of Accidents**		
2	DIXIE	MEDLIN	RAN OFF ROAD - RIGHT
1	DIXIE	MEDLIN	SIDESWIPE, SAME DIRECTION
3	**Total Number of Accidents**		
1	FALLS OF NEUSE	PEMBERTON	BACKING UP
1	FALLS OF NEUSE	PEMBERTON	ANGLE
1	FALLS OF NEUSE	PEMBERTON	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
2	CARLISLE	LITTLE JOHN	ANGLE
1	CARLISLE	LITTLE JOHN	SIDESWIPE, SAME DIRECTION
3	**Total Number of Accidents**		
2	ACC	COURTNEY ESTATES	ANGLE
1	ACC	COURTNEY ESTATES	FIXED OBJECT
3	**Total Number of Accidents**		
1	EDWARDS MILLS	MILL VILLAGE	ANGLE
1	EDWARDS MILLS	MILL VILLAGE	LEFT TURN, DIFFERENT ROADWAYS
1	EDWARDS MILLS	MILL VILLAGE	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	BARMETTLER	BROOK	PARKED MOTOR VEHICLE
1	BARMETTLER	BROOK	ANGLE
3	**Total Number of Accidents**		
1	DEPARTURE	DISCOVERY	BACKING UP
1	DEPARTURE	DISCOVERY	REAR END, TURN
1	DEPARTURE	DISCOVERY	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	KING CHARLES	SHEFFIELD	ANGLE
1	KING CHARLES	SHEFFIELD	REAR END, SLOW OR STOP
1	KING CHARLES	SHEFFIELD	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
2	NOWELL	TRINITY	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
1	NOWELL	TRINITY	LEFT TURN, DIFFERENT ROADWAYS
3	**Total Number of Accidents**		
2	GULF	WESTGATE	ANGLE
1	GULF	WESTGATE	LEFT TURN, SAME ROADWAY
3	**Total Number of Accidents**		
1	NEW HOPE	ROLLING GREEN	ANGLE
1	NEW HOPE	ROLLING GREEN	REAR END, SLOW OR STOP
1	NEW HOPE	ROLLING GREEN	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	STRICKLAND	WINDJAMMER	ANGLE
1	STRICKLAND	WINDJAMMER	REAR END, TURN
1	STRICKLAND	WINDJAMMER	PARKED MOTOR VEHICLE
3	**Total Number of Accidents**		
1	MILBURNIE	SHANTA	ANGLE
1	MILBURNIE	SHANTA	REAR END, SLOW OR STOP
1	MILBURNIE	SHANTA	PARKED MOTOR VEHICLE
3	**Total Number of Accidents**		
3	LEAD MINE	OLD TOWN	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	BRANCH	MANGUM	ANGLE
1	BRANCH	MANGUM	SIDESWIPE, SAME DIRECTION
1	BRANCH	MANGUM	PEDALCYCLIST
3	**Total Number of Accidents**		
1	BLUE RIDGE	CRABTREE VIEW	BACKING UP
1	BLUE RIDGE	CRABTREE VIEW	LEFT TURN, DIFFERENT ROADWAYS
1	BLUE RIDGE	CRABTREE VIEW	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	ATLANTIC	COMFORT	REAR END, SLOW OR STOP
1	ATLANTIC	COMFORT	LEFT TURN, SAME ROADWAY
3	**Total Number of Accidents**		
2	I 40	LAKE DAM	RAN OFF ROAD - LEFT
1	I 40	LAKE DAM	FIXED OBJECT
3	**Total Number of Accidents**		
1	HARPS MILL	TANBARK	ANGLE
1	HARPS MILL	TANBARK	ANIMAL
1	HARPS MILL	TANBARK	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
2	CROWN OAKS	SIX FORKS	REAR END, SLOW OR STOP
1	CROWN OAKS	SIX FORKS	ANGLE
3	**Total Number of Accidents**		
1	HORNE	VANDERBILT	BACKING UP

Number of Crashes	Road A	Road B	Accident Type
1	HORNE	VANDERBILT	RIGHT TURN, DIFFERENT ROADWAYS
1	HORNE	VANDERBILT	PARKED MOTOR VEHICLE
3	**Total Number of Accidents**		
1	VOGEL	BRUCKHAUS	BACKING UP
1	VOGEL	BRUCKHAUS	ANGLE
1	VOGEL	BRUCKHAUS	SIDESWIPE, SAME DIRECTION
3	**Total Number of Accidents**		
2	KENNEDY	POOLE	REAR END, SLOW OR STOP
1	KENNEDY	POOLE	SIDESWIPE, SAME DIRECTION
3	**Total Number of Accidents**		
2	JONES FRANKLIN	MANDELL	REAR END, SLOW OR STOP
1	JONES FRANKLIN	MANDELL	ANIMAL
3	**Total Number of Accidents**		
2	KANGAROO	LITCHFORD	REAR END, SLOW OR STOP
1	KANGAROO	LITCHFORD	FIXED OBJECT
3	**Total Number of Accidents**		
3	KING CHARLES	NORWOOD	ANGLE
3	**Total Number of Accidents**		
2	ASBURY	WESTERN	ANGLE
1	ASBURY	WESTERN	PEDESTRIAN
3	**Total Number of Accidents**		
3	PLANTATION CENTER	CYPRESS PLANTATION	ANGLE
3	**Total Number of Accidents**		
2	BRENTWOOD	JULIAN	PARKED MOTOR VEHICLE
1	BRENTWOOD	JULIAN	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	JACKSON	METHOD	BACKING UP
1	JACKSON	METHOD	SIDESWIPE, SAME DIRECTION
1	JACKSON	METHOD	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	EBENEZER CHURCH	BRIDGETON PARK	REAR END, SLOW OR STOP
1	EBENEZER CHURCH	BRIDGETON PARK	LEFT TURN, SAME ROADWAY
3	**Total Number of Accidents**		
1	CRAFTSMAN	MARKET	ANGLE
1	CRAFTSMAN	MARKET	LEFT TURN, SAME ROADWAY
1	CRAFTSMAN	MARKET	FIXED OBJECT
3	**Total Number of Accidents**		
1	CONVERSE	HARDIMONT	RIGHT TURN, SAME ROADWAY
1	CONVERSE	HARDIMONT	LEFT TURN, DIFFERENT ROADWAYS
1	CONVERSE	HARDIMONT	RAN OFF ROAD - RIGHT

Number of Crashes	Road A	Road B	Accident Type
3	**Total Number of Accidents**		
2	BELTLINE	WAKE FOREST	REAR END, SLOW OR STOP
1	BELTLINE	WAKE FOREST	SIDESWIPE, SAME DIRECTION
3	**Total Number of Accidents**		
2	LINN	WILDERNESS	REAR END, SLOW OR STOP
1	LINN	WILDERNESS	SIDESWIPE, SAME DIRECTION
3	**Total Number of Accidents**		
2	HOLMES	MARTIN LUTHER KING	REAR END, SLOW OR STOP
1	HOLMES	MARTIN LUTHER KING	OTHER NON-COLLISION
3	**Total Number of Accidents**		
1	BROOK	VANDERBILT	ANGLE
1	BROOK	VANDERBILT	REAR END, SLOW OR STOP
1	BROOK	VANDERBILT	PARKED MOTOR VEHICLE
3	**Total Number of Accidents**		
2	HARGETT	SAINT MARY	SIDESWIPE, SAME DIRECTION
1	HARGETT	SAINT MARY	ANGLE
3	**Total Number of Accidents**		
1	NEW BERN	SAINT AUGUSTINE	RAN OFF ROAD - LEFT
1	NEW BERN	SAINT AUGUSTINE	MOVABLE OBJECT
1	NEW BERN	SAINT AUGUSTINE	OTHER NON-COLLISION
3	**Total Number of Accidents**		
1	MILLBROOK	WHITEHALL	ANGLE
1	MILLBROOK	WHITEHALL	LEFT TURN, SAME ROADWAY
1	MILLBROOK	WHITEHALL	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	RURITAN	PLANTATION CENTER	BACKING UP
1	RURITAN	PLANTATION CENTER	ANGLE
1	RURITAN	PLANTATION CENTER	LEFT TURN, DIFFERENT ROADWAYS
3	**Total Number of Accidents**		
1	DANIEL	SUTTON	ANGLE
1	DANIEL	SUTTON	SIDESWIPE, OPPOSITE DIRECTION
1	DANIEL	SUTTON	SIDESWIPE, SAME DIRECTION
3	**Total Number of Accidents**		
2	CHAPEL HILL	GERMANTOWN	REAR END, SLOW OR STOP
1	CHAPEL HILL	GERMANTOWN	RAN OFF ROAD - LEFT
3	**Total Number of Accidents**		
1	DRAPER	JACKLYN	REAR END, SLOW OR STOP
1	DRAPER	JACKLYN	PARKED MOTOR VEHICLE
1	DRAPER	JACKLYN	ANIMAL
3	**Total Number of Accidents**		
1	GORMAN	KELFORD	ANGLE

Number of Crashes	Road A	Road B	Accident Type
1	GORMAN	KELFORD	REAR END, SLOW OR STOP
1	GORMAN	KELFORD	FIXED OBJECT
3	**Total Number of Accidents**		
2	HUNTING RIDGE	LITCHFORD	ANGLE
1	HUNTING RIDGE	LITCHFORD	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	FALLS OF NEUSE	MANASSAS	LEFT TURN, SAME ROADWAY
1	FALLS OF NEUSE	MANASSAS	REAR END, SLOW OR STOP
1	FALLS OF NEUSE	MANASSAS	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	BRANCH	GARNER	SIDESWIPE, SAME DIRECTION
1	BRANCH	GARNER	PARKED MOTOR VEHICLE
1	BRANCH	GARNER	RAN OFF ROAD - LEFT
3	**Total Number of Accidents**		
1	PEACE	VAUGHN	OTHER COLLISION WITH VEHICLE
1	PEACE	VAUGHN	BACKING UP
1	PEACE	VAUGHN	PEDESTRIAN
3	**Total Number of Accidents**		
2	DOWLING	EVANS	BACKING UP
1	DOWLING	EVANS	PARKED MOTOR VEHICLE
3	**Total Number of Accidents**		
1	FARMGATE	GODWIN	SIDESWIPE, OPPOSITE DIRECTION
1	FARMGATE	GODWIN	PARKED MOTOR VEHICLE
1	FARMGATE	GODWIN	FIXED OBJECT
3	**Total Number of Accidents**		
1	FAYETTEVILLE	LEE	HEAD ON
1	FAYETTEVILLE	LEE	FIXED OBJECT
1	FAYETTEVILLE	LEE	PEDESTRIAN
3	**Total Number of Accidents**		
2	BAILEYWICK	CHANDLER	ANGLE
1	BAILEYWICK	CHANDLER	RIGHT TURN, DIFFERENT ROADWAYS
3	**Total Number of Accidents**		
1	LORD BERKLEY	NEW BERN	ANGLE
1	LORD BERKLEY	NEW BERN	LEFT TURN, SAME ROADWAY
1	LORD BERKLEY	NEW BERN	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	BLAKE	DAVIE	PARKED MOTOR VEHICLE
1	BLAKE	DAVIE	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	US 1	OLD WAKE FOREST	SIDESWIPE, SAME DIRECTION
1	US 1	OLD WAKE FOREST	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
3	**Total Number of Accidents**		
1	SPRING FOREST	REUNION POINT	LEFT TURN, SAME ROADWAY
1	SPRING FOREST	REUNION POINT	REAR END, TURN
1	SPRING FOREST	REUNION POINT	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	LAKEMONT	PINECROFT	LEFT TURN, DIFFERENT ROADWAYS
1	LAKEMONT	PINECROFT	PARKED MOTOR VEHICLE
1	LAKEMONT	PINECROFT	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	FOREST OAKS	QUAIL FOREST	RAN OFF ROAD - STRAIGHT
1	FOREST OAKS	QUAIL FOREST	LEFT TURN, SAME ROADWAY
1	FOREST OAKS	QUAIL FOREST	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	I 440	APPLIANCE	REAR END, TURN
1	I 440	APPLIANCE	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	CENTENNIAL	SPRING FOREST	ANGLE
1	CENTENNIAL	SPRING FOREST	SIDESWIPE, SAME DIRECTION
1	CENTENNIAL	SPRING FOREST	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	RIDGE	RIDGE	ANGLE
1	RIDGE	RIDGE	SIDESWIPE, SAME DIRECTION
1	RIDGE	RIDGE	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
2	CRABAPPLE	LEONARD	BACKING UP
1	CRABAPPLE	LEONARD	PARKED MOTOR VEHICLE
3	**Total Number of Accidents**		
2	GARNER	GARNER	REAR END, SLOW OR STOP
1	GARNER	GARNER	BACKING UP
3	**Total Number of Accidents**		
2	OAKWOOD	PERSON	SIDESWIPE, SAME DIRECTION
1	OAKWOOD	PERSON	PARKED MOTOR VEHICLE
3	**Total Number of Accidents**		
1	COMPATIBLE	VERSATILE	BACKING UP
1	COMPATIBLE	VERSATILE	ANGLE
1	COMPATIBLE	VERSATILE	PARKED MOTOR VEHICLE
3	**Total Number of Accidents**		
1	BARCLAY	BUCK JONES	ANGLE
1	BARCLAY	BUCK JONES	SIDESWIPE, OPPOSITE DIRECTION
1	BARCLAY	BUCK JONES	SIDESWIPE, SAME DIRECTION
3	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
1	FAIRMONT	SAWMILL	ANGLE
1	FAIRMONT	SAWMILL	REAR END, SLOW OR STOP
1	FAIRMONT	SAWMILL	PARKED MOTOR VEHICLE
3	**Total Number of Accidents**		
2	US 70	BRIAR CREEK	REAR END, SLOW OR STOP
1	US 70	BRIAR CREEK	SIDESWIPE, SAME DIRECTION
3	**Total Number of Accidents**		
1	LENOIR	STATE	ANGLE
1	LENOIR	STATE	PARKED MOTOR VEHICLE
1	LENOIR	STATE	FIXED OBJECT
3	**Total Number of Accidents**		
1	LINEBERRY	MELROSE CLUB	LEFT TURN, SAME ROADWAY
1	LINEBERRY	MELROSE CLUB	REAR END, SLOW OR STOP
1	LINEBERRY	MELROSE CLUB	FIXED OBJECT
3	**Total Number of Accidents**		
2	LEESVILLE	RENFIELD	REAR END, SLOW OR STOP
1	LEESVILLE	RENFIELD	ANGLE
3	**Total Number of Accidents**		
1	SR 1009	SR 1382	SIDESWIPE, SAME DIRECTION
1	SR 1009	SR 1382	RIGHT TURN, SAME ROADWAY
1	SR 1009	SR 1382	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	SIX FORKS	OFFICE CENTER DR	ANGLE
1	SIX FORKS	OFFICE CENTER DR	HEAD ON
1	SIX FORKS	OFFICE CENTER DR	LEFT TURN, DIFFERENT ROADWAYS
3	**Total Number of Accidents**		
1	RALEIGH	RALEIGH	ANGLE
1	RALEIGH	RALEIGH	LEFT TURN, SAME ROADWAY
1	RALEIGH	RALEIGH	FIXED OBJECT
3	**Total Number of Accidents**		
3	ANWOOD	BOYLAN	ANGLE
3	**Total Number of Accidents**		
2	CABARRUS	HARRINGTON	ANGLE
1	CABARRUS	HARRINGTON	BACKING UP
3	**Total Number of Accidents**		
1	CREECH	FOX HOLLOW	PARKED MOTOR VEHICLE
1	CREECH	FOX HOLLOW	FIXED OBJECT
1	CREECH	FOX HOLLOW	OTHER NON-COLLISION
3	**Total Number of Accidents**		
2	TRYON	TRYON	LEFT TURN, DIFFERENT ROADWAYS
1	TRYON	TRYON	BACKING UP

Number of Crashes	Road A	Road B	Accident Type
3	**Total Number of Accidents**		
2	SANDY FORKS	SHAWOOD	REAR END, SLOW OR STOP
1	SANDY FORKS	SHAWOOD	PEDESTRIAN
3	**Total Number of Accidents**		
1	IDLEWILD	LANE	BACKING UP
1	IDLEWILD	LANE	PARKED MOTOR VEHICLE
1	IDLEWILD	LANE	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	NEUSE CLUB	NEUSE COMMONS	BACKING UP
1	NEUSE CLUB	NEUSE COMMONS	ANGLE
1	NEUSE CLUB	NEUSE COMMONS	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	HIGH TOWER	VARDAMAN	ANGLE
1	HIGH TOWER	VARDAMAN	SIDESWIPE, OPPOSITE DIRECTION
1	HIGH TOWER	VARDAMAN	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	US 70	T W ALEXANDER	REAR END, SLOW OR STOP
1	US 70	T W ALEXANDER	SIDESWIPE, SAME DIRECTION
3	**Total Number of Accidents**		
3	HOCUTT	POOLE	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	CAROLINA PINES	OAK	ANGLE
1	CAROLINA PINES	OAK	LEFT TURN, SAME ROADWAY
1	CAROLINA PINES	OAK	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
3	US 1	SUMNER	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	FULTON	SOUTHGATE	ANGLE
1	FULTON	SOUTHGATE	PEDESTRIAN
1	FULTON	SOUTHGATE	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	SIX FORKS	WOODS REAM	ANGLE
1	SIX FORKS	WOODS REAM	REAR END, TURN
1	SIX FORKS	WOODS REAM	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	HARVEY	SAINT MARY	REAR END, SLOW OR STOP
1	HARVEY	SAINT MARY	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
2	HECK	LANE	PARKED MOTOR VEHICLE
1	HECK	LANE	ANGLE

Number of Crashes	Road A	Road B	Accident Type
3	**Total Number of Accidents**		
2	GREEN	HARGROVE	RAN OFF ROAD - RIGHT
1	GREEN	HARGROVE	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	MARTIN LUTHER KING	SAUNDERS	REAR END, SLOW OR STOP
1	MARTIN LUTHER KING	SAUNDERS	SIDESWIPE, SAME DIRECTION
3	**Total Number of Accidents**		
1	IDELWOOD VILLAGE	RICOCHET	SIDESWIPE, SAME DIRECTION
1	IDELWOOD VILLAGE	RICOCHET	LEFT TURN, SAME ROADWAY
1	IDELWOOD VILLAGE	RICOCHET	FIXED OBJECT
3	**Total Number of Accidents**		
1	MANOR CREST	SIX FORKS	ANGLE
1	MANOR CREST	SIX FORKS	SIDESWIPE, SAME DIRECTION
1	MANOR CREST	SIX FORKS	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	PIEDMONT	TRAWICK	REAR END, SLOW OR STOP
1	PIEDMONT	TRAWICK	PEDESTRIAN
1	PIEDMONT	TRAWICK	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
3	CHURCH	SAINT ALBANS	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
2	SARDIS	SUFFOLK	RAN OFF ROAD - STRAIGHT
1	SARDIS	SUFFOLK	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
2	FALLS OF NEUSE	WATERWOOD	REAR END, SLOW OR STOP
1	FALLS OF NEUSE	WATERWOOD	LEFT TURN, SAME ROADWAY
3	**Total Number of Accidents**		
1	JADE TREE	SPRING FOREST	REAR END, SLOW OR STOP
1	JADE TREE	SPRING FOREST	RAN OFF ROAD - LEFT
1	JADE TREE	SPRING FOREST	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	DANDRIDGE	ELKHART	SIDESWIPE, SAME DIRECTION
1	DANDRIDGE	ELKHART	HEAD ON
1	DANDRIDGE	ELKHART	PARKED MOTOR VEHICLE
3	**Total Number of Accidents**		
2	CARYA	POOLE	REAR END, SLOW OR STOP
1	CARYA	POOLE	BACKING UP
3	**Total Number of Accidents**		
1	LASSITER MILL	MARLOW	OVERTURN/ROLLOVER
1	LASSITER MILL	MARLOW	LEFT TURN, SAME ROADWAY
1	LASSITER MILL	MARLOW	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
3	**Total Number of Accidents**		
2	SOUTH	WYNN	PARKED MOTOR VEHICLE
1	SOUTH	WYNN	ANGLE
3	**Total Number of Accidents**		
1	MARSH	MACKINAC ISLAND	BACKING UP
1	MARSH	MACKINAC ISLAND	PARKED MOTOR VEHICLE
1	MARSH	MACKINAC ISLAND	ANIMAL
3	**Total Number of Accidents**		
1	RAY	THORNRIDGE	OTHER COLLISION WITH VEHICLE
1	RAY	THORNRIDGE	BACKING UP
1	RAY	THORNRIDGE	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
3	CURRITUCK	YADKIN	ANGLE
3	**Total Number of Accidents**		
1	MINE SHAFT	SAWMILL	ANGLE
1	MINE SHAFT	SAWMILL	LEFT TURN, SAME ROADWAY
1	MINE SHAFT	SAWMILL	PEDESTRIAN
3	**Total Number of Accidents**		
2	NEW BERN	WAKE MEDICAL CENTER	LEFT TURN, SAME ROADWAY
1	NEW BERN	WAKE MEDICAL CENTER	ANGLE
3	**Total Number of Accidents**		
1	ROGER	NEUSE VIEW	HEAD ON
1	ROGER	NEUSE VIEW	REAR END, SLOW OR STOP
1	ROGER	NEUSE VIEW	PARKED MOTOR VEHICLE
3	**Total Number of Accidents**		
1	APPLE BLOSSOM	AVENT FERRY	ANGLE
1	APPLE BLOSSOM	AVENT FERRY	REAR END, SLOW OR STOP
1	APPLE BLOSSOM	AVENT FERRY	FIXED OBJECT
3	**Total Number of Accidents**		
2	THORNTON	WILDWOOD FOREST	ANGLE
1	THORNTON	WILDWOOD FOREST	LEFT TURN, DIFFERENT ROADWAYS
3	**Total Number of Accidents**		
2	AMMONS	SIX FORKS	SIDESWIPE, SAME DIRECTION
1	AMMONS	SIX FORKS	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
3	CREEDMOOR	MANASSA POPE	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	BETHEL	OLD POOLE	ANGLE
1	BETHEL	OLD POOLE	SIDESWIPE, SAME DIRECTION
1	BETHEL	OLD POOLE	FIXED OBJECT

Number of Crashes	Road A	Road B	Accident Type
3	**Total Number of Accidents**		
3	AVENT FERRY	LILLY	ANGLE
3	**Total Number of Accidents**		
1	ATLANTIC	ELECTRONICS	RAN OFF ROAD - LEFT
1	ATLANTIC	ELECTRONICS	ANIMAL
1	ATLANTIC	ELECTRONICS	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	HUNT CLUB	WESTERN	SIDESWIPE, SAME DIRECTION
1	HUNT CLUB	WESTERN	PARKED MOTOR VEHICLE
1	HUNT CLUB	WESTERN	OTHER NON-COLLISION
3	**Total Number of Accidents**		
1	ALSTON	DAVIE	BACKING UP
1	ALSTON	DAVIE	PARKED MOTOR VEHICLE
1	ALSTON	DAVIE	FIXED OBJECT
3	**Total Number of Accidents**		
1	FISHER	OAKWOOD	ANGLE
1	FISHER	OAKWOOD	RIGHT TURN, SAME ROADWAY
1	FISHER	OAKWOOD	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	CREEDMOOR	MILL VILLAGE	REAR END, SLOW OR STOP
1	CREEDMOOR	MILL VILLAGE	SIDESWIPE, SAME DIRECTION
3	**Total Number of Accidents**		
2	CROSS LINK	LAODICEA	ANGLE
1	CROSS LINK	LAODICEA	ANIMAL
3	**Total Number of Accidents**		
2	PAR	PITCHING WEDGE	BACKING UP
1	PAR	PITCHING WEDGE	FIXED OBJECT
3	**Total Number of Accidents**		
1	NEWTON	VAN THOMAS	LEFT TURN, DIFFERENT ROADWAYS
1	NEWTON	VAN THOMAS	REAR END, SLOW OR STOP
1	NEWTON	VAN THOMAS	RAN OFF ROAD - LEFT
3	**Total Number of Accidents**		
1	ROYAL TROON	LONG COVE	BACKING UP
1	ROYAL TROON	LONG COVE	PARKED MOTOR VEHICLE
1	ROYAL TROON	LONG COVE	FIXED OBJECT
3	**Total Number of Accidents**		
3	AVENT FERRY	GLENCASTLE	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
2	PERRY CREEK	LISTON	REAR END, SLOW OR STOP
1	PERRY CREEK	LISTON	BACKING UP

Number of Crashes	Road A	Road B	Accident Type
3	**Total Number of Accidents**		
1	HARDIMONT	QUAIL HOLLOW	ANGLE
1	HARDIMONT	QUAIL HOLLOW	REAR END, SLOW OR STOP
1	HARDIMONT	QUAIL HOLLOW	PARKED MOTOR VEHICLE
3	**Total Number of Accidents**		
1	NAZARETH	CRUSADER	BACKING UP
1	NAZARETH	CRUSADER	ANGLE
1	NAZARETH	CRUSADER	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
2	LEAD MINE	TOWN AND COUNTRY	ANGLE
1	LEAD MINE	TOWN AND COUNTRY	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	GLENNWOOD	KODIAK	REAR END, SLOW OR STOP
1	GLENNWOOD	KODIAK	SIDESWIPE, SAME DIRECTION
3	**Total Number of Accidents**		
1	JAMAICA	SAUNDERS	REAR END, SLOW OR STOP
1	JAMAICA	SAUNDERS	PEDALCYCLIST
1	JAMAICA	SAUNDERS	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	BUFFALO	MEADOWRIDGE	ANGLE
1	BUFFALO	MEADOWRIDGE	LEFT TURN, SAME ROADWAY
1	BUFFALO	MEADOWRIDGE	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	COUNTRY	LEESVILLE	SIDESWIPE, SAME DIRECTION
1	COUNTRY	LEESVILLE	LEFT TURN, DIFFERENT ROADWAYS
1	COUNTRY	LEESVILLE	PEDALCYCLIST
3	**Total Number of Accidents**		
1	DURALEIGH	SHARP	ANGLE
1	DURALEIGH	SHARP	FIXED OBJECT
1	DURALEIGH	SHARP	ANIMAL
3	**Total Number of Accidents**		
2	MARTIN LUTHER KING	ROSE	ANGLE
1	MARTIN LUTHER KING	ROSE	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	SAINT ALBANS	TAR HEEL	REAR END, SLOW OR STOP
1	SAINT ALBANS	TAR HEEL	ANGLE
3	**Total Number of Accidents**		
3	LITTLE JOHN	SAINT GEORGE	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	SANDERFORD	SAVANNAH	LEFT TURN, DIFFERENT ROADWAYS
1	SANDERFORD	SAVANNAH	PARKED MOTOR VEHICLE

Number of Crashes	Road A	Road B	Accident Type
1	SANDERFORD	SAVANNAH	RAN OFF ROAD - LEFT
3	**Total Number of Accidents**		
1	PARNELL	POOLE	ANGLE
1	PARNELL	POOLE	OTHER NON-COLLISION
1	PARNELL	POOLE	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	CAROLINA PINES	MARBLE	BACKING UP
1	CAROLINA PINES	MARBLE	REAR END, SLOW OR STOP
1	CAROLINA PINES	MARBLE	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
2	GRANTLAND	SUNDIAL	SIDESWIPE, SAME DIRECTION
1	GRANTLAND	SUNDIAL	BACKING UP
3	**Total Number of Accidents**		
2	CRAB ORCHARD	UNIVERSITY	BACKING UP
1	CRAB ORCHARD	UNIVERSITY	ANGLE
3	**Total Number of Accidents**		
1	COWPER	FAIRVIEW	ANGLE
1	COWPER	FAIRVIEW	LEFT TURN, DIFFERENT ROADWAYS
1	COWPER	FAIRVIEW	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	BUFFALO	IRON HORSE	REAR END, SLOW OR STOP
1	BUFFALO	IRON HORSE	PARKED MOTOR VEHICLE
1	BUFFALO	IRON HORSE	ANIMAL
3	**Total Number of Accidents**		
1	POOLE	SUNBURY	LEFT TURN, SAME ROADWAY
1	POOLE	SUNBURY	PARKED MOTOR VEHICLE
1	POOLE	SUNBURY	PEDALCYCLIST
3	**Total Number of Accidents**		
1	NORTHCLIFT	WHITTIER	ANGLE
1	NORTHCLIFT	WHITTIER	REAR END, SLOW OR STOP
1	NORTHCLIFT	WHITTIER	RAN OFF ROAD - LEFT
3	**Total Number of Accidents**		
1	THORNTON	WADFORD	ANGLE
1	THORNTON	WADFORD	REAR END, SLOW OR STOP
1	THORNTON	WADFORD	FIXED OBJECT
3	**Total Number of Accidents**		
1	TRYON	TRYON PINES	BACKING UP
1	TRYON	TRYON PINES	REAR END, SLOW OR STOP
1	TRYON	TRYON PINES	FIXED OBJECT
3	**Total Number of Accidents**		
1	BOONE	RUSH	ANGLE

Number of Crashes	Road A	Road B	Accident Type
1	BOONE	RUSH	REAR END, SLOW OR STOP
1	BOONE	RUSH	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	OLDE STATION	STRICKLAND	ANGLE
1	OLDE STATION	STRICKLAND	REAR END, SLOW OR STOP
1	OLDE STATION	STRICKLAND	PARKED MOTOR VEHICLE
3	**Total Number of Accidents**		
2	CURFMAN	GRISSOM	PARKED MOTOR VEHICLE
1	CURFMAN	GRISSOM	BACKING UP
3	**Total Number of Accidents**		
1	HOLLOWELL	HOYLE	REAR END, TURN
1	HOLLOWELL	HOYLE	REAR END, SLOW OR STOP
1	HOLLOWELL	HOYLE	PARKED MOTOR VEHICLE
3	**Total Number of Accidents**		
1	BARRETT	HAWORTH	BACKING UP
1	BARRETT	HAWORTH	ANGLE
1	BARRETT	HAWORTH	RIGHT TURN, SAME ROADWAY
3	**Total Number of Accidents**		
1	BRENT	WHITFORD	OTHER COLLISION WITH VEHICLE
1	BRENT	WHITFORD	RAN OFF ROAD - STRAIGHT
1	BRENT	WHITFORD	SIDESWIPE, SAME DIRECTION
3	**Total Number of Accidents**		
2	DANTREE	MILLBROOK	RAN OFF ROAD - RIGHT
1	DANTREE	MILLBROOK	FIXED OBJECT
3	**Total Number of Accidents**		
2	LITCHFORD	SADDLEBROOK	REAR END, SLOW OR STOP
1	LITCHFORD	SADDLEBROOK	ANGLE
3	**Total Number of Accidents**		
2	POLK	WILMINGTON	BACKING UP
1	POLK	WILMINGTON	OVERTURN/ROLLOVER
3	**Total Number of Accidents**		
3	BLOODWORTH	HARGETT	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	BLOODWORTH	MARTIN LUTHER KING	ANGLE
1	BLOODWORTH	MARTIN LUTHER KING	SIDESWIPE, SAME DIRECTION
1	BLOODWORTH	MARTIN LUTHER KING	LEFT TURN, DIFFERENT ROADWAYS
3	**Total Number of Accidents**		
1	DIXIE	EVERETT	ANGLE
1	DIXIE	EVERETT	HEAD ON
1	DIXIE	EVERETT	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		

Number of Crashes	Road A	Road B	Accident Type
2	PLANTATION	SIX FORKS	REAR END, SLOW OR STOP
1	PLANTATION	SIX FORKS	LEFT TURN, DIFFERENT ROADWAYS
3	**Total Number of Accidents**		
1	LEADENHALL	LINEBERRY	ANGLE
1	LEADENHALL	LINEBERRY	LEFT TURN, DIFFERENT ROADWAYS
1	LEADENHALL	LINEBERRY	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	HARPS MILL	NEWTON	REAR END, SLOW OR STOP
1	HARPS MILL	NEWTON	SIDESWIPE, SAME DIRECTION
3	**Total Number of Accidents**		
1	GARNER	MCMACKIN	SIDESWIPE, SAME DIRECTION
1	GARNER	MCMACKIN	RIGHT TURN, DIFFERENT ROADWAYS
1	GARNER	MCMACKIN	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	LEAD MINE	OLD LEADMINE	HEAD ON
1	LEAD MINE	OLD LEADMINE	REAR END, SLOW OR STOP
1	LEAD MINE	OLD LEADMINE	MOVABLE OBJECT
3	**Total Number of Accidents**		
1	GORMAN	SULLIVAN	ANGLE
1	GORMAN	SULLIVAN	HEAD ON
1	GORMAN	SULLIVAN	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	BRANCH	KEETER CENTER	PARKED MOTOR VEHICLE
1	BRANCH	KEETER CENTER	BACKING UP
3	**Total Number of Accidents**		
1	PINECREST	GROVE BARTON	ANGLE
1	PINECREST	GROVE BARTON	RAN OFF ROAD - LEFT
1	PINECREST	GROVE BARTON	FIXED OBJECT
3	**Total Number of Accidents**		
2	CROSSROADS	JONES FRANKLIN	REAR END, SLOW OR STOP
1	CROSSROADS	JONES FRANKLIN	LEFT TURN, DIFFERENT ROADWAYS
3	**Total Number of Accidents**		
2	FOREST OAKS	OLD WAKE FOREST	REAR END, SLOW OR STOP
1	FOREST OAKS	OLD WAKE FOREST	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	BENT CREEK	ENGLISH IVY	ANGLE
1	BENT CREEK	ENGLISH IVY	FIXED OBJECT
1	BENT CREEK	ENGLISH IVY	PEDESTRIAN
3	**Total Number of Accidents**		
1	BENSON	NAVAHO	ANGLE
1	BENSON	NAVAHO	SIDESWIPE, SAME DIRECTION

Number of Crashes	Road A	Road B	Accident Type
1	BENSON	NAVAHO	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	WEXFORD	WYNCOTE	REAR END, SLOW OR STOP
1	WEXFORD	WYNCOTE	PARKED MOTOR VEHICLE
1	WEXFORD	WYNCOTE	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	FISHER	NEW BERN	BACKING UP
1	FISHER	NEW BERN	SIDESWIPE, SAME DIRECTION
1	FISHER	NEW BERN	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	BUFFALO	DURWOOD	REAR END, SLOW OR STOP
1	BUFFALO	DURWOOD	ANIMAL
1	BUFFALO	DURWOOD	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	FALLS OF NEUSE	LOGGER	ANGLE
1	FALLS OF NEUSE	LOGGER	RIGHT TURN, DIFFERENT ROADWAYS
1	FALLS OF NEUSE	LOGGER	LEFT TURN, SAME ROADWAY
3	**Total Number of Accidents**		
1	DIXIE	LEWIS FARM	ANGLE
1	DIXIE	LEWIS FARM	PARKED MOTOR VEHICLE
1	DIXIE	LEWIS FARM	RAN OFF ROAD - LEFT
3	**Total Number of Accidents**		
1	LENOIR	ROCK QUARRY	OVERTURN/ROLLOVER
1	LENOIR	ROCK QUARRY	HEAD ON
1	LENOIR	ROCK QUARRY	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	LAKE FRONT	LEESVILLE	HEAD ON
1	LAKE FRONT	LEESVILLE	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	BLEDSOE	BLOUNT	ANGLE
1	BLEDSOE	BLOUNT	SIDESWIPE, SAME DIRECTION
1	BLEDSOE	BLOUNT	ANIMAL
3	**Total Number of Accidents**		
1	RUNNING CEDAR	STRICKLAND	PEDALCYCLIST
1	RUNNING CEDAR	STRICKLAND	PEDESTRIAN
1	RUNNING CEDAR	STRICKLAND	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
2	BOYER	PETTIGREW	ANGLE
1	BOYER	PETTIGREW	SIDESWIPE, OPPOSITE DIRECTION
3	**Total Number of Accidents**		
1	CRESTLINE	FAIRWAY	ANGLE

Number of Crashes	Road A	Road B	Accident Type
1	CRESTLINE	FAIRWAY	RAN OFF ROAD - LEFT
1	CRESTLINE	FAIRWAY	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
2	BEDFORD	LATTA	ANGLE
1	BEDFORD	LATTA	SIDESWIPE, SAME DIRECTION
3	**Total Number of Accidents**		
1	GLENNWOOD	VICK	SIDESWIPE, SAME DIRECTION
1	GLENNWOOD	VICK	REAR END, SLOW OR STOP
1	GLENNWOOD	VICK	OTHER NON-COLLISION
3	**Total Number of Accidents**		
1	LENOIR	QUARRY	BACKING UP
1	LENOIR	QUARRY	SIDESWIPE, SAME DIRECTION
1	LENOIR	QUARRY	FIXED OBJECT
3	**Total Number of Accidents**		
1	SUNNYBROOK	SUNNYBROOK	ANGLE
1	SUNNYBROOK	SUNNYBROOK	SIDESWIPE, OPPOSITE DIRECTION
1	SUNNYBROOK	SUNNYBROOK	SIDESWIPE, SAME DIRECTION
3	**Total Number of Accidents**		
2	FIELDS	MARSH CREEK	REAR END, SLOW OR STOP
1	FIELDS	MARSH CREEK	BACKING UP
3	**Total Number of Accidents**		
1	HARGETT	STATE	PARKED MOTOR VEHICLE
1	HARGETT	STATE	PEDALCYCLIST
1	HARGETT	STATE	PEDESTRIAN
3	**Total Number of Accidents**		
2	TRINITY	SUNDAY	REAR END, SLOW OR STOP
1	TRINITY	SUNDAY	OTHER NON-COLLISION
3	**Total Number of Accidents**		
1	BOYER	CARVER	ANGLE
1	BOYER	CARVER	FIXED OBJECT
1	BOYER	CARVER	PEDESTRIAN
3	**Total Number of Accidents**		
2	TRYON	SILVER MOON	REAR END, SLOW OR STOP
1	TRYON	SILVER MOON	SIDESWIPE, SAME DIRECTION
3	**Total Number of Accidents**		
2	PULLEN	BAVER	SIDESWIPE, SAME DIRECTION
1	PULLEN	BAVER	RAN OFF ROAD - LEFT
3	**Total Number of Accidents**		
1	FREEMAN	MARTIN	ANGLE
1	FREEMAN	MARTIN	SIDESWIPE, SAME DIRECTION
1	FREEMAN	MARTIN	LEFT TURN, SAME ROADWAY

Number of Crashes	Road A	Road B	Accident Type
3	**Total Number of Accidents**		
2	LEESVILLE	LYNN COVE	REAR END, SLOW OR STOP
1	LEESVILLE	LYNN COVE	LEFT TURN, DIFFERENT ROADWAYS
3	**Total Number of Accidents**		
1	DURANT	RIO WILD	REAR END, SLOW OR STOP
1	DURANT	RIO WILD	RAN OFF ROAD - LEFT
1	DURANT	RIO WILD	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	BERNARD	MILL	OVERTURN/ROLLOVER
1	BERNARD	MILL	SIDESWIPE, SAME DIRECTION
1	BERNARD	MILL	PARKED MOTOR VEHICLE
3	**Total Number of Accidents**		
1	BUFFALO	WOOD CHURCH	REAR END, SLOW OR STOP
1	BUFFALO	WOOD CHURCH	FIXED OBJECT
1	BUFFALO	WOOD CHURCH	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	BELLWOOD	CAMERON	ANGLE
1	BELLWOOD	CAMERON	RIGHT TURN, SAME ROADWAY
1	BELLWOOD	CAMERON	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	I 540	BUFFALO	LEFT TURN, DIFFERENT ROADWAYS
1	I 540	BUFFALO	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	CURRITUCK	MACON	ANGLE
1	CURRITUCK	MACON	PARKED MOTOR VEHICLE
3	**Total Number of Accidents**		
2	BAREFOOT INDUSTRIAL	MARVINO	REAR END, SLOW OR STOP
1	BAREFOOT INDUSTRIAL	MARVINO	ANGLE
3	**Total Number of Accidents**		
2	BOLERO	FALLS OF NEUSE	REAR END, SLOW OR STOP
1	BOLERO	FALLS OF NEUSE	RIGHT TURN, SAME ROADWAY
3	**Total Number of Accidents**		
1	LOFT	RANGLEY	ANGLE
1	LOFT	RANGLEY	LEFT TURN, DIFFERENT ROADWAYS
1	LOFT	RANGLEY	PARKED MOTOR VEHICLE
3	**Total Number of Accidents**		
2	TURF GRASS	MARSH GRASS	PARKED MOTOR VEHICLE
1	TURF GRASS	MARSH GRASS	LEFT TURN, DIFFERENT ROADWAYS
3	**Total Number of Accidents**		
1	CLARK	MONTGOMERY	ANGLE
1	CLARK	MONTGOMERY	LEFT TURN, SAME ROADWAY

Number of Crashes	Road A	Road B	Accident Type
1	CLARK	MONTGOMERY	ANIMAL
3	**Total Number of Accidents**		
1	SPRING FOREST	SPRING PINES	LEFT TURN, DIFFERENT ROADWAYS
1	SPRING FOREST	SPRING PINES	REAR END, SLOW OR STOP
1	SPRING FOREST	SPRING PINES	FIXED OBJECT
3	**Total Number of Accidents**		
1	FAIRCLOTH	RUFFIN	ANGLE
1	FAIRCLOTH	RUFFIN	LEFT TURN, SAME ROADWAY
1	FAIRCLOTH	RUFFIN	RAN OFF ROAD - LEFT
3	**Total Number of Accidents**		
1	MARSH CREEK	VENUS	RAN OFF ROAD - STRAIGHT
1	MARSH CREEK	VENUS	LEFT TURN, SAME ROADWAY
1	MARSH CREEK	VENUS	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
2	US 1	THORNTON	REAR END, SLOW OR STOP
1	US 1	THORNTON	ANGLE
3	**Total Number of Accidents**		
1	EDWIN	ROCK QUARRY	ANGLE
1	EDWIN	ROCK QUARRY	SIDESWIPE, SAME DIRECTION
1	EDWIN	ROCK QUARRY	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	EBENEZER CHURCH	MASOTA	RAN OFF ROAD - LEFT
1	EBENEZER CHURCH	MASOTA	FIXED OBJECT
1	EBENEZER CHURCH	MASOTA	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
2	LANE	WILMINGTON	ANGLE
1	LANE	WILMINGTON	LEFT TURN, SAME ROADWAY
3	**Total Number of Accidents**		
2	US 64	ROGER	ANGLE
1	US 64	ROGER	SIDESWIPE, SAME DIRECTION
3	**Total Number of Accidents**		
2	ARROW WOOD	NEW HOPE CHURCH	REAR END, SLOW OR STOP
1	ARROW WOOD	NEW HOPE CHURCH	ANGLE
3	**Total Number of Accidents**		
1	EDWARDS MILLS	GLENNWOOD	BACKING UP
1	EDWARDS MILLS	GLENNWOOD	SIDESWIPE, SAME DIRECTION
1	EDWARDS MILLS	GLENNWOOD	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	GREEN	GREENOAKS	ANGLE
1	GREEN	GREENOAKS	REAR END, SLOW OR STOP
1	GREEN	GREENOAKS	RAN OFF ROAD - RIGHT

Number of Crashes	Road A	Road B	Accident Type
3	**Total Number of Accidents**		
1	DUNN	FALLS RIVER	RAN OFF ROAD - STRAIGHT
1	DUNN	FALLS RIVER	REAR END, SLOW OR STOP
1	DUNN	FALLS RIVER	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
2	GROVE	LINVILLE	PARKED MOTOR VEHICLE
1	GROVE	LINVILLE	BACKING UP
3	**Total Number of Accidents**		
3	JONES SAUSAGE	BITTERNUT	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	CRAFTSMAN	OLD WAKE FOREST	REAR END, SLOW OR STOP
1	CRAFTSMAN	OLD WAKE FOREST	MOVABLE OBJECT
3	**Total Number of Accidents**		
1	LINN	MAGNOLIA	RAN OFF ROAD - LEFT
1	LINN	MAGNOLIA	ANIMAL
1	LINN	MAGNOLIA	PEDALCYCLIST
3	**Total Number of Accidents**		
2	COURTLAND	WAKE FOREST	ANGLE
1	COURTLAND	WAKE FOREST	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	NEW HOPE	SUE ELLEN	REAR END, SLOW OR STOP
1	NEW HOPE	SUE ELLEN	SIDESWIPE, SAME DIRECTION
3	**Total Number of Accidents**		
1	FAIRVIEW	JARVIS	BACKING UP
1	FAIRVIEW	JARVIS	SIDESWIPE, SAME DIRECTION
1	FAIRVIEW	JARVIS	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	BOYLAN	LENOIR	ANGLE
1	BOYLAN	LENOIR	SIDESWIPE, SAME DIRECTION
1	BOYLAN	LENOIR	RAN OFF ROAD - LEFT
3	**Total Number of Accidents**		
2	CANDOR	HAYWOOD	PARKED MOTOR VEHICLE
1	CANDOR	HAYWOOD	ANGLE
3	**Total Number of Accidents**		
1	CRANBROOK	RAMPART	PARKED MOTOR VEHICLE
1	CRANBROOK	RAMPART	RAN OFF ROAD - LEFT
1	CRANBROOK	RAMPART	ANIMAL
3	**Total Number of Accidents**		
1	HARPS MILL	PLATEAU	ANGLE
1	HARPS MILL	PLATEAU	PARKED MOTOR VEHICLE
1	HARPS MILL	PLATEAU	FIXED OBJECT

Number of Crashes	Road A	Road B	Accident Type
3	**Total Number of Accidents**		
3	BLUFFRIDGE	SAWMILL	LEFT TURN, DIFFERENT ROADWAYS
3	**Total Number of Accidents**		
1	ATHENS	ATHENA WOODS	LEFT TURN, DIFFERENT ROADWAYS
1	ATHENS	ATHENA WOODS	REAR END, SLOW OR STOP
1	ATHENS	ATHENA WOODS	FIXED OBJECT
3	**Total Number of Accidents**		
2	ANDERSON	WHITE OAK	ANGLE
1	ANDERSON	WHITE OAK	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	BROADLANDS	TRAWICK	ANGLE
1	BROADLANDS	TRAWICK	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	FALLS RIVER	CARDINGTON	PEDALCYCLIST
1	FALLS RIVER	CARDINGTON	ANGLE
3	**Total Number of Accidents**		
1	MARCONY	QUITMAN	BACKING UP
1	MARCONY	QUITMAN	ANGLE
1	MARCONY	QUITMAN	SIDESWIPE, SAME DIRECTION
3	**Total Number of Accidents**		
2	BEDFORD	DIXIE	PARKED MOTOR VEHICLE
1	BEDFORD	DIXIE	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	FALLS OF NEUSE	HIGH HOLLY	REAR END, SLOW OR STOP
1	FALLS OF NEUSE	HIGH HOLLY	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	MARS	TRAWICK	RIGHT TURN, DIFFERENT ROADWAYS
1	MARS	TRAWICK	REAR END, SLOW OR STOP
1	MARS	TRAWICK	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	LINEBERRY	SIERRA	ANGLE
1	LINEBERRY	SIERRA	LEFT TURN, DIFFERENT ROADWAYS
1	LINEBERRY	SIERRA	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	HILLSBORO	PINE LIMB	ANGLE
1	HILLSBORO	PINE LIMB	REAR END, SLOW OR STOP
1	HILLSBORO	PINE LIMB	PEDESTRIAN
3	**Total Number of Accidents**		
2	CARL SANDBURG	SUNNYBROOK	REAR END, SLOW OR STOP
1	CARL SANDBURG	SUNNYBROOK	SIDESWIPE, SAME DIRECTION

Number of Crashes	Road A	Road B	Accident Type
3	**Total Number of Accidents**		
2	US 1	NEW FALLS OF THE NEUSE	REAR END, SLOW OR STOP
1	US 1	NEW FALLS OF THE NEUSE	ANGLE
3	**Total Number of Accidents**		
1	BROOK	VANDYKE	ANGLE
1	BROOK	VANDYKE	LEFT TURN, DIFFERENT ROADWAYS
1	BROOK	VANDYKE	FIXED OBJECT
3	**Total Number of Accidents**		
2	DAYTONA	SEABROOK	ANGLE
1	DAYTONA	SEABROOK	LEFT TURN, DIFFERENT ROADWAYS
3	**Total Number of Accidents**		
1	OAK PARK	ST GILES	BACKING UP
1	OAK PARK	ST GILES	LEFT TURN, DIFFERENT ROADWAYS
1	OAK PARK	ST GILES	PARKED MOTOR VEHICLE
3	**Total Number of Accidents**		
3	FRANKLIN	SEAMART	BACKING UP
3	**Total Number of Accidents**		
1	FAIRFAX	FALLS OF NEUSE	ANGLE
1	FAIRFAX	FALLS OF NEUSE	SIDESWIPE, SAME DIRECTION
1	FAIRFAX	FALLS OF NEUSE	OTHER NON-COLLISION
3	**Total Number of Accidents**		
2	LEAD MINE	LONGWOOD	REAR END, SLOW OR STOP
1	LEAD MINE	LONGWOOD	RAN OFF ROAD - LEFT
3	**Total Number of Accidents**		
1	COOPER	POOLE	SIDESWIPE, OPPOSITE DIRECTION
1	COOPER	POOLE	SIDESWIPE, SAME DIRECTION
1	COOPER	POOLE	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	SR 1822	SR 1829	RIGHT TURN, DIFFERENT ROADWAYS
1	SR 1822	SR 1829	LEFT TURN, SAME ROADWAY
1	SR 1822	SR 1829	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	GLASCOCK	STATE	REAR END, SLOW OR STOP
1	GLASCOCK	STATE	REAR END, TURN
3	**Total Number of Accidents**		
3	OBERLIN	PARK	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	GRISSOM	LAKE WHEELER	ANGLE
1	GRISSOM	LAKE WHEELER	SIDESWIPE, OPPOSITE DIRECTION
1	GRISSOM	LAKE WHEELER	FIXED OBJECT

Number of Crashes	Road A	Road B	Accident Type
3	**Total Number of Accidents**		
1	CHAVIS	MARTIN LUTHER KING	BACKING UP
1	CHAVIS	MARTIN LUTHER KING	ANGLE
1	CHAVIS	MARTIN LUTHER KING	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
3	FALLS OF NEUSE	KINGS GRANT	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	ROGER	ROGERS FARM	REAR END, SLOW OR STOP
1	ROGER	ROGERS FARM	LEFT TURN, SAME ROADWAY
3	**Total Number of Accidents**		
2	US 401	SR 2917	REAR END, SLOW OR STOP
1	US 401	SR 2917	ANGLE
3	**Total Number of Accidents**		
2	LINDEN	OAKWOOD	ANGLE
1	LINDEN	OAKWOOD	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	COUNTRY RIDGE	FALLS OF NEUSE	SIDESWIPE, SAME DIRECTION
1	COUNTRY RIDGE	FALLS OF NEUSE	RIGHT TURN, SAME ROADWAY
1	COUNTRY RIDGE	FALLS OF NEUSE	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	LENOIR	WEST	PARKED MOTOR VEHICLE
1	LENOIR	WEST	RIGHT TURN, SAME ROADWAY
3	**Total Number of Accidents**		
2	BELSAY	LEAD MINE	REAR END, SLOW OR STOP
1	BELSAY	LEAD MINE	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	HILL	NORTHCLIFT	LEFT TURN, DIFFERENT ROADWAYS
1	HILL	NORTHCLIFT	REAR END, TURN
1	HILL	NORTHCLIFT	ANIMAL
3	**Total Number of Accidents**		
1	BLUE RIDGE	WILLIAM MOORE	ANGLE
1	BLUE RIDGE	WILLIAM MOORE	REAR END, SLOW OR STOP
1	BLUE RIDGE	WILLIAM MOORE	ANIMAL
3	**Total Number of Accidents**		
1	FORESTVILLE	MEDLAR	ANGLE
1	FORESTVILLE	MEDLAR	SIDESWIPE, OPPOSITE DIRECTION
1	FORESTVILLE	MEDLAR	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	GLASCOCK	WATAUGA	ANGLE
1	GLASCOCK	WATAUGA	RAN OFF ROAD - RIGHT

Number of Crashes	Road A	Road B	Accident Type
3	**Total Number of Accidents**		
1	COLLEGE	SAINT MARY	SIDESWIPE, SAME DIRECTION
1	COLLEGE	SAINT MARY	REAR END, SLOW OR STOP
1	COLLEGE	SAINT MARY	PARKED MOTOR VEHICLE
3	**Total Number of Accidents**		
2	POOLE	ROCK	REAR END, TURN
1	POOLE	ROCK	ANGLE
3	**Total Number of Accidents**		
1	SIX FORKS	HARINGEY	ANGLE
1	SIX FORKS	HARINGEY	SIDESWIPE, SAME DIRECTION
1	SIX FORKS	HARINGEY	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	CHARLESTON PARK	BEAUFAIN	BACKING UP
1	CHARLESTON PARK	BEAUFAIN	REAR END, SLOW OR STOP
1	CHARLESTON PARK	BEAUFAIN	PARKED MOTOR VEHICLE
3	**Total Number of Accidents**		
2	DEEP HOLLOW	DURALEIGH	ANGLE
1	DEEP HOLLOW	DURALEIGH	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
1	I 40	TRENTON	SIDESWIPE, SAME DIRECTION
1	I 40	TRENTON	REAR END, SLOW OR STOP
1	I 40	TRENTON	MOVABLE OBJECT
3	**Total Number of Accidents**		
1	BRAGG	GREG	SIDESWIPE, SAME DIRECTION
1	BRAGG	GREG	REAR END, SLOW OR STOP
1	BRAGG	GREG	PARKED MOTOR VEHICLE
3	**Total Number of Accidents**		
1	BATTLEFORD	LINN	BACKING UP
1	BATTLEFORD	LINN	REAR END, TURN
1	BATTLEFORD	LINN	FIXED OBJECT
3	**Total Number of Accidents**		
2	POOLE	ROCK BRIDGE	REAR END, SLOW OR STOP
1	POOLE	ROCK BRIDGE	ANGLE
3	**Total Number of Accidents**		
3	LAKEHAVEN	LEAD MINE	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
2	CARRIAGE	EDWARDS MILLS	REAR END, SLOW OR STOP
1	CARRIAGE	EDWARDS MILLS	FIXED OBJECT
3	**Total Number of Accidents**		
1	CENTENNIAL	ACHIEVEMENT	ANGLE
1	CENTENNIAL	ACHIEVEMENT	REAR END, SLOW OR STOP

Number of Crashes	Road A	Road B	Accident Type
1	CENTENNIAL	ACHIEVEMENT	ANIMAL
3	**Total Number of Accidents**		
2	DURHAM	SHERWEE	PARKED MOTOR VEHICLE
1	DURHAM	SHERWEE	HEAD ON
3	**Total Number of Accidents**		
2	FALLS OF NEUSE	STONEGATE	REAR END, SLOW OR STOP
1	FALLS OF NEUSE	STONEGATE	ANIMAL
3	**Total Number of Accidents**		
1	GEORGE TOWN	WAKE FOREST	SIDESWIPE, SAME DIRECTION
1	GEORGE TOWN	WAKE FOREST	REAR END, SLOW OR STOP
1	GEORGE TOWN	WAKE FOREST	RAN OFF ROAD - RIGHT
3	**Total Number of Accidents**		
1	MONUMENT	SIX FORKS	ANGLE
1	MONUMENT	SIX FORKS	HEAD ON
1	MONUMENT	SIX FORKS	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		
3	VIEWMONT	TRASSACKS	ANGLE
3	**Total Number of Accidents**		
2	CAMELOT	ROWAN	LEFT TURN, DIFFERENT ROADWAYS
1	CAMELOT	ROWAN	ANGLE
3	**Total Number of Accidents**		
3	CREEDMOOR	KENDRICK	REAR END, SLOW OR STOP
3	**Total Number of Accidents**		

This is a preliminary summary report and should not be used for detailed site specific analysis or as an indication of danger
Special consideration should be given to locations that have coinciding routes, loop conditions or interchanges.

2012 NCDOT Highway Safety Improvement Program

2012

NORTH CAROLINA
HIGHWAY SAFETY IMPROVEMENT PROGRAM

TRAFFIC SAFETY SYSTEMS SECTION

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

INTRODUCTION

The purpose of the North Carolina Highway Safety Improvement Program (HSIP) is to provide a continuous and systematic procedure that identifies and reviews specific traffic safety concerns throughout the state. Within these areas are determined the potentially hazardous (PH) locations that are possibly deficient. The ultimate goal of the HSIP process is to reduce the number of traffic crashes, injuries, and fatalities by reducing the potential for these incidents on public roadways. The Traffic Safety Unit continuously strives to improve the identification of relevant traffic safety issues, minimum warranting criteria, and the location selection process.

The 2012 HSIP is a preliminary list of PH locations intended to be primarily utilized by engineers within the Transportation Mobility and Safety Division as well as NCDOT Division Operations personnel. However, other interested parties may also use the information presented here. These locations are divided into three categories: intersections, sections, and bicycle/pedestrian intersections. We encourage anyone using this information to contact us with any questions about the safety program.

It is important to understand what this preliminary list of statewide locations signifies. The following are a few key points regarding the 2012 HSIP that may help non-primary users:

- Each location listed has been flagged as potentially exceeding at least one safety warrant. This list is not based on frequency alone and this program is not an effort to list locations around the state that experience the highest number of crashes. Basically, each location listed has a targeted pattern of crashes that can be identified, analyzed, investigated, and recommended for appropriate countermeasures where applicable.

- Locations are weighted and prioritized using many factors. These factors are used to rank locations for analysis and investigation in a particular category.

- This list is not an effective "Top Ten Most Dangerous Locations in the State" type of list. Any effort to measure "danger" is subjective and the HSIP is an effort to remove subjectiveness from the selection of locations that may need to be analyzed and investigated.

SAFETY WARRANTS

The updated safety warrant criteria for the 2012 HSIP is based on non-PVA reportable crashes occurring between 2007 and 2011 (2002 through 2011 for warrants requiring 10 years of data). The following warrants are intended to identify a specific crash type, pattern, or condition and the warrant name is typically used as the identifying moniker. All safety warrants are based on five years of crash data (unless specifically noted otherwise).

Intersection Warrants

Warrant I-1: Frontal Impact

Locations with a minimum of 25% of the total crashes occurred in the last 2 years AND at least one of the following conditions:

(a) A minimum of 25 total crashes AND a minimum of 50% of all crashes were frontal impact crashes.

-OR-

(b) A minimum of 50 frontal impact crashes.

For the purposes of this warrant, a frontal impact crash is considered to be one of the following crash types:

- Angle
- Left Turn (same or different roads)
- Right Turn (same or different roads)
- Head On

Warrant I-2: Last Year Increase

Locations with a minimum of 25 total crashes AND a minimum of 35% of the total crashes occurred in the last year.

Warrant I-3: Frequency with a Severity Index Minimum

Locations with a minimum of 25 total crashes AND a minimum severity index of 6.0 AND a minimum of 40% of the total crashes occurred in the last 2 years.

Warrant I-4: Night Location

Locations with a minimum of 25% of the total crashes occurring in the last 2 years AND a minimum of 12 crashes occurring at night AND a minimum of 38% of the total crashes occurred at night.

Warrant I-5: Chronic Crossing Pattern

(NOTE – this warrant is only used if none of warrants I-1 through I-4 are met)
(NOTE – this warrant is based on ten years of data)

Locations with a minimum of 20 crashes, 15% of the total crashes occurring in the last 3 years AND a minimum of 80% of the total crashes were crossing pattern crashes. For the purposes of this warrant, a crossing pattern crash is considered to be on the following crash types:

- All Left Turn
- Angle
- Head On

Section Warrants

For each valid warrant location, it is required that for the analysis period of 5 years, a minimum number of crashes and crashes/per mile rates are met. These minimum required values were defined by facility type as follows:

Facility Type	Minimum Total Crashes	Minimum Crashes/ Mile Rate
All Freeway Sections	30	60
US Non-Freeway Route	20	40
NC Non-Freeway Route	15	30
SR Non-Freeway Route	15	30
City Non-Freeway Street	20	40

For the purposes of warrants F-1, F-2, N-1 and N-2, a run off road (ROR) type crash is considered to be one of the following crash types:

- Run Off Road (right, left or straight)
- Fixed Object
- Overturn/Rollover

In addition, the following crash types are reviewed and may be considered as run off road crashes during the analysis.

- Sideswipe Opposite Direction
- Parked Motor Vehicle
- Head On

Currently, the animal crash type has been removed from the section warrant analysis to assist in identifying target crash locations. This is done because animal crashes, predominately deer crashes on rural routes, are not applicable to the current warrants. Eliminating these crashes helps to focus the attention on to crash locations that counter measures can be applied based upon the current warrants.

Warrant F-1: Run Off Road during Wet Road Conditions (Freeway)

Freeway locations that met the minimum total crash and crash rate for freeways AND a minimum of 50% of the total crashes were run off road crashes occurring during wet road conditions.

Warrant F-2: Run Off Road (Freeway)

Freeway locations that met the minimum total crash and crash rate for freeways AND a minimum of 75% of the total crashes were run off road crashes.

Warrant F-3: Wet Road Condition (Freeway)

Freeway locations that met the minimum total crash and crash rate for freeways AND a minimum of 60% of the total crashes occurred during wet road conditions.

Warrant F-4: Night Location (Freeway)

Freeway locations that met the minimum total crash and crash rate for freeways AND a minimum of 45% of the total crashes occurred during dark lighting conditions.

Warrant N-1: Run Off Road during Wet Road Conditions (Non-Freeway)

Non-freeway locations that met the minimum total crash and crash rate for the respective facility type AND a minimum of 35% of the total crashes were run off road crashes occurring during wet road conditions.

Warrant N-2: Run Off Road (Non-Freeway)

Non-freeway locations that met the minimum total crash and crash rate for the respective facility type AND a minimum of 60% of the total crashes were run off road crashes.

Warrant N-3: Wet Road Condition (Non-Freeway)

Non-freeway locations that met the minimum total crash and crash rate for the respective facility type AND a minimum of 50% of the total crashes occurred during wet road conditions.

Warrant N-4: Non-Intersection Night Location (Non-Freeway)

Non-freeway locations that met the minimum total crash and crash rate for the respective facility type AND a minimum of 45% of the total non-intersection crashes occurred during dark lighting conditions.

Bicycle / Pedestrian Intersection Warrant

Warrant BP-1: Chronic Location

Locations with a minimum of 5 crashes involving pedestrians or bicyclists reported in the last 10 years AND a minimum of 50% of all crashes involving pedestrians or bicyclists must have occurred in the last 5 years.

North Carolina Highway Safety Improvement Program

Potentially Hazardous Intersection Locations in North Carolina - Statewide Rank of 400 or Higher

2012 Cycle

PH Number / State Rank	Total Weight	Divison SHP Troop	Region	Location	Overall Crashes Severity Index	WARRANT INFORMATION Warrant	Crashes	Percent	Severity	Weight
25I00471		6	SANDHILLS	CUMBERLAND (RURAL)	133	I-1	52	39.1%	6.44	2.21
105	2.21	B		NC 24 AT SR 3147 * POSSIBLE LOOP *	4.92					
Excluded: ☐ Comments:										
25I00469		6	SANDHILLS	CUMBERLAND (RURAL)	133	I-1	52	39.1%	6.44	2.21
105	2.21	B		NC 24 AT SR 3828 * POSSIBLE LOOP *	4.92					
Excluded: ☐ Comments:										
25I00417		6	SANDHILLS	CUMBERLAND (RURAL)	133	I-1	52	39.1%	6.44	2.21
105	2.21	B		NC 24 AT ROWAN * POSSIBLE LOOP *	4.92					
Excluded: ☐ Comments:										
63I00147		4	EASTERN	NASH (RURAL)	49	I-1	27	55.1%	6.48	1.16
110	2.2	C		US 301 (MP 14.37) AT SR 1545 (MP 1.20)	6.78	I-3	20	40.8%	6.78	1.04
Excluded: ☐ Comments:										
24I00064		2	EASTERN	CRAVEN (RURAL)	231	I-1	81	35.1%	4.11	2.20
110	2.2	A		US 17 (MP 9.48) AT US 17BUS (MP 26.57) * POSSIBLE LOOP *	3.7					
Excluded: ☐ Comments:										
13I00072		11	SHELBY	CALDWELL (RURAL)	30	I-1	23	76.7%	8.8	1.34
110	2.2	F		US 321 (MP 19.73) AT NC 268 (MP 0.02)	7.47	I-3	15	50.0%	7.47	0.86
Excluded: ☐ Comments:										
25I00510		6	SANDHILLS	CUMBERLAND (FAYETTEVILLE)	27	I-1	25	92.6%	8.18	1.35
113	2.17	B		SR 1103 (MP 0.47) AT SR 1112 (MP 7.35)	7.64	I-3	14	51.9%	7.64	0.82
Excluded: ☐ Comments:										
91I01112		5	CAPITAL	WAKE (RALEIGH)	25	I-1	15	60.0%	9.01	0.89
114	2.16	C		SR 2026 (MP 3.60) AT HOKE (MP 0.31)	6.4	I-2	9	36.0%	3.47	0.53
Excluded: ☐ Comments:				Person St at Hoke St		I-3	15	60.0%	6.4	0.74
22I00140		12	SHELBY	CLEVELAND (KINGS MOUNTAIN)	31	I-2	11	35.5%	5.71	1.07
114	2.16	H		US 74 (MP 10.80) AT HAMRICK	9.47	I-3	15	48.4%	9.47	1.09
Excluded: ☐ Comments:										

North Carolina Highway Safety Improvement Program

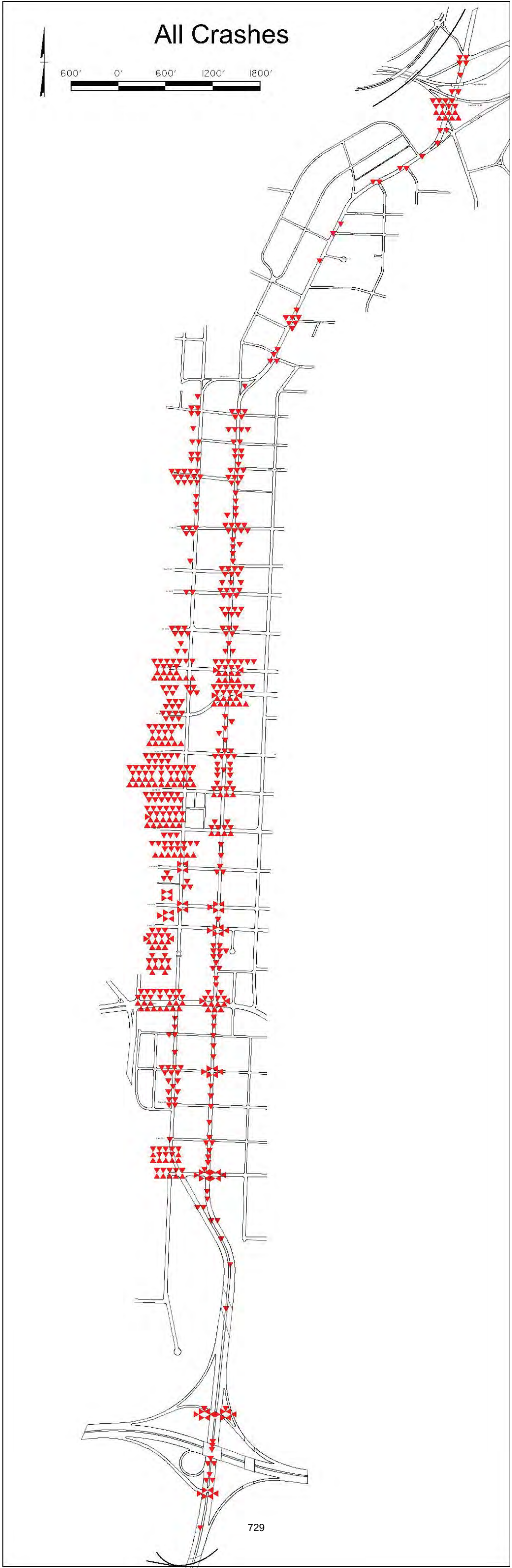
Potentially Hazardous Bicycle and Pedestrian Intersection Locations in North Carolina

2012 Cycle

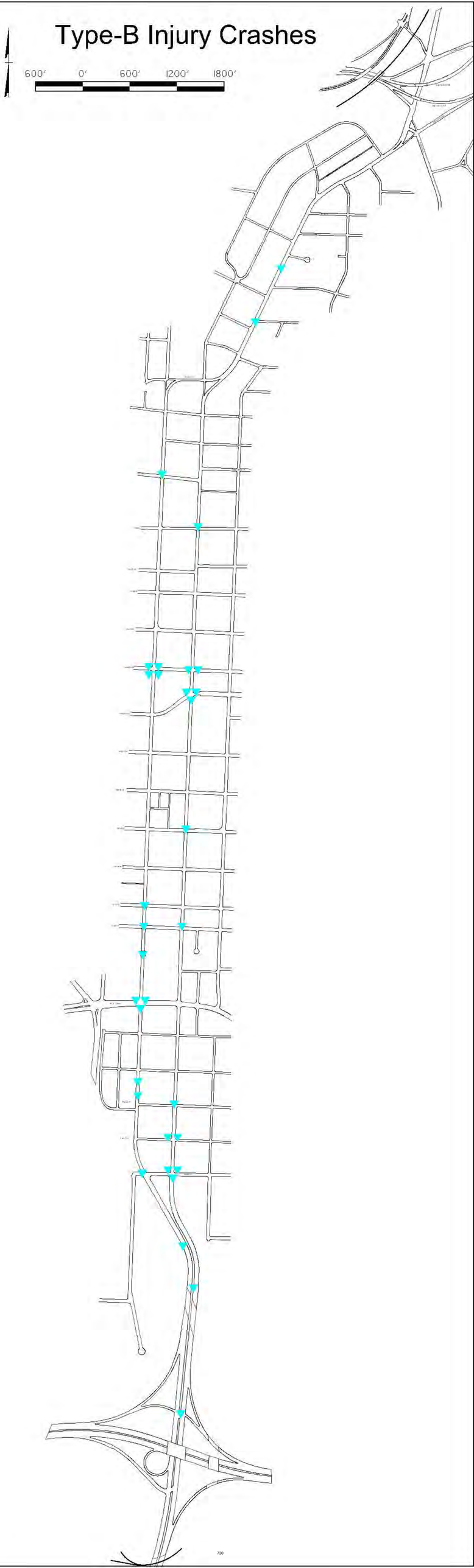
State Rank	Total Weight	SHP Troop	Region	Divison	Location	10 yrs BP Crashes	Severity Index	Last 5 Yrs Percent	PH Number
83	0.63	C	CAPITAL	5	WAKE (RALEIGH) US 1 (MP 30.17) AT SR 2108 (MP 1.48)	5		80.0%	91X00105
Excluded:		*Comments:*							
83	0.63	H	METROLINA	10	MECKLENBURG (CHARLOTTE) I 85 (MP 10.14) AT BEATTIES FORD (MP 1.90)	5		80.0%	59X00148
Excluded:		*Comments:*							
83	0.63	C	CAPITAL	5	WAKE (RALEIGH) HILLSBORO (MP 0.59) AT SAINT MARY (MP 0.14)	5		80.0%	91X00111
Excluded:		*Comments:*							
83	0.63	C	CAPITAL	5	WAKE (RALEIGH) SR 2298 (MP 0.98) AT SR 3670 (MP 0.71)	5		60.0%	91X00113
Excluded:		*Comments:*			Edenton St at Blount St				
83	0.63	C	CAPITAL	5	WAKE (RALEIGH) SR 3007 (MP 1.97) AT PULLEN (MP 0.54)	5		60.0%	91X00115
Excluded:		*Comments:*							
96	0.52	B	SANDHILLS	6	CUMBERLAND (FAYETTEVILLE) US 401 (MP 12.03) AT NC 210 (MP 31.52)	6		66.7%	25X00013
Excluded:		*Comments:*							
97	0.5	H	METROLINA	10	MECKLENBURG (CHARLOTTE) HASKINS AT ROZZELLS FERRY (MP 2.34)	5		80.0%	59X00132
Excluded:		*Comments:*							
97	0.5	B	CAPE FEAR	3	NEW HANOVER (WRIGHTSVILLE BEACH) US 74 (MP 12.15) AT SR 1452 (MP 0.59)	5		60.0%	64X00036
Excluded:		*Comments:*							
97	0.5	B	SANDHILLS	6	CUMBERLAND (FAYETTEVILLE) SR 1437 (MP 1.81) AT COMANCHE	5		60.0%	25P00028
Excluded:		*Comments:*							

City of Raleigh Crash Location Maps

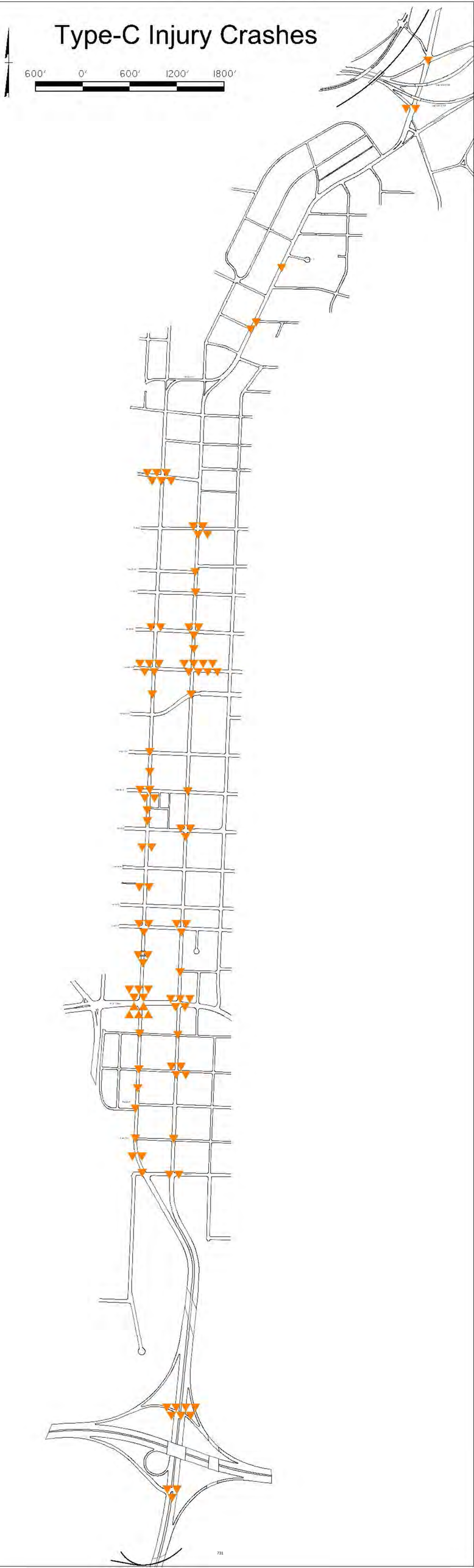
All Crashes



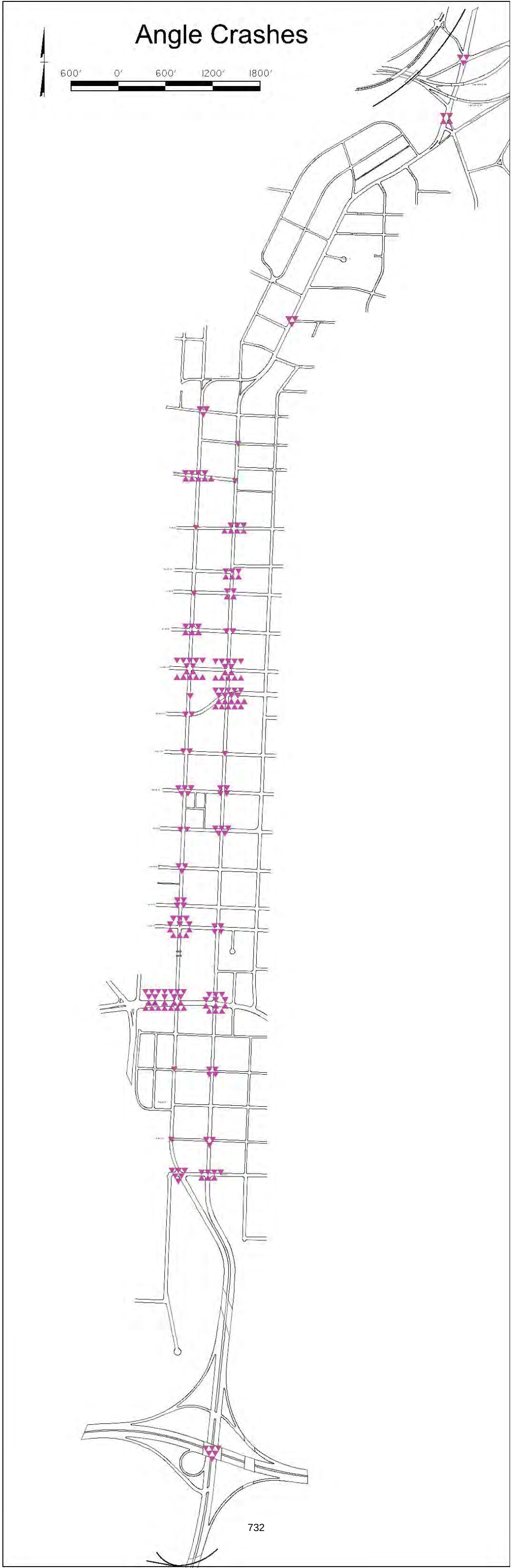
Type-B Injury Crashes



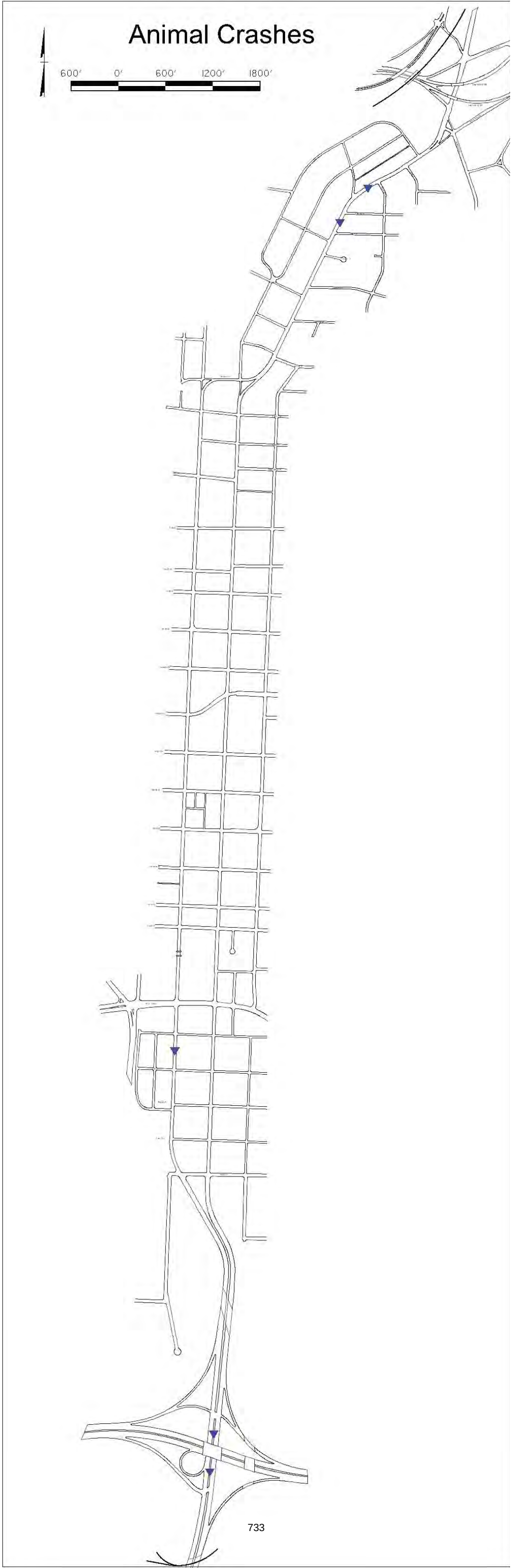
Type-C Injury Crashes



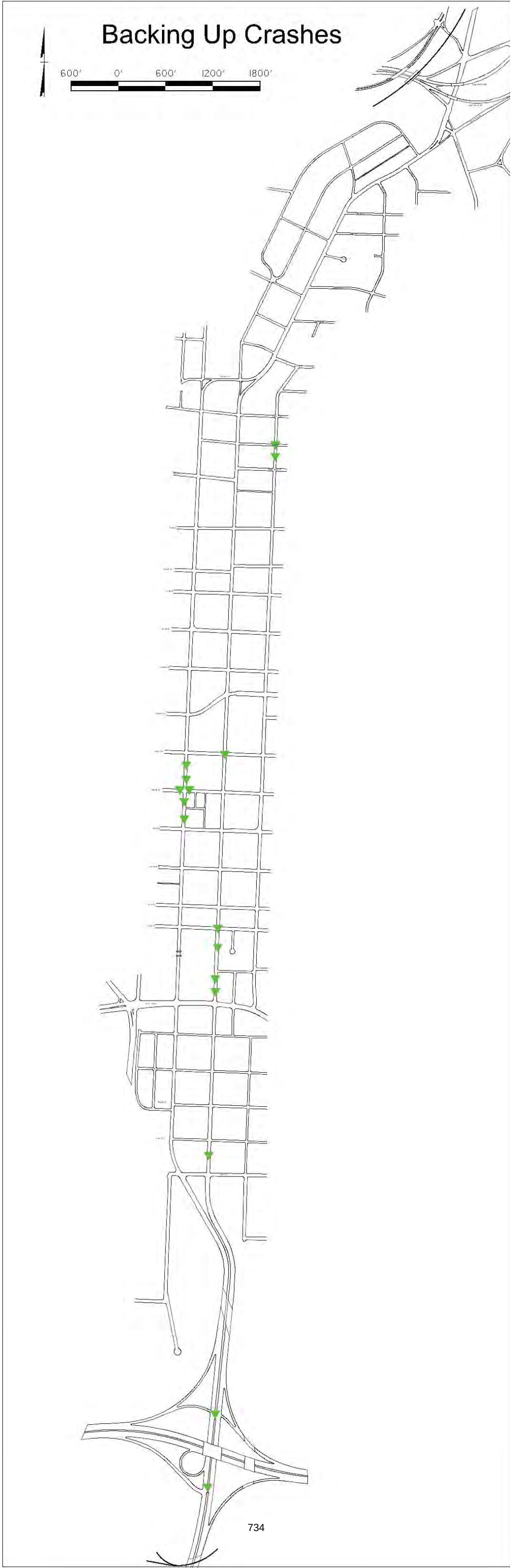
Angle Crashes



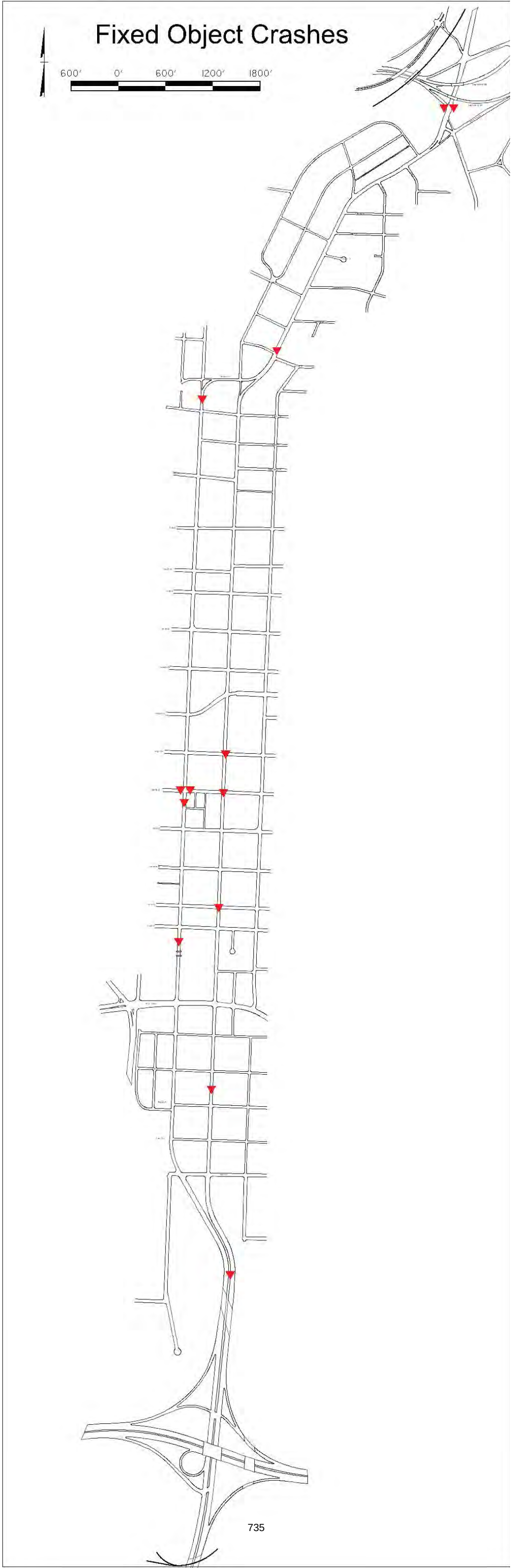
Animal Crashes



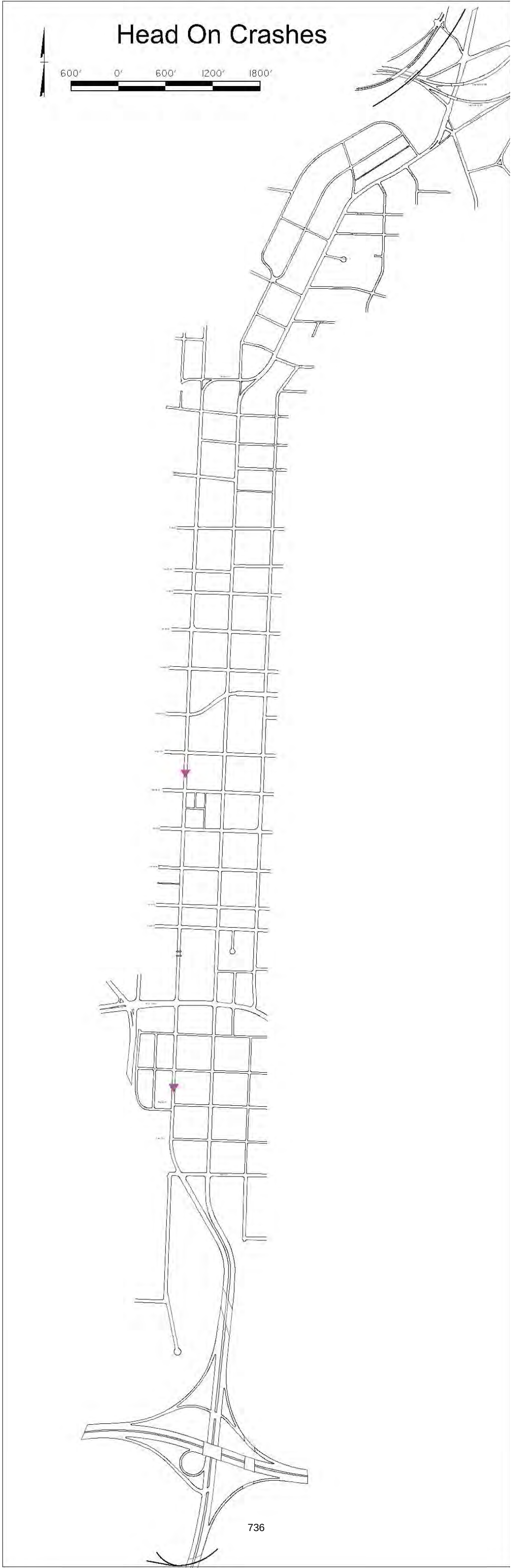
Backing Up Crashes



Fixed Object Crashes



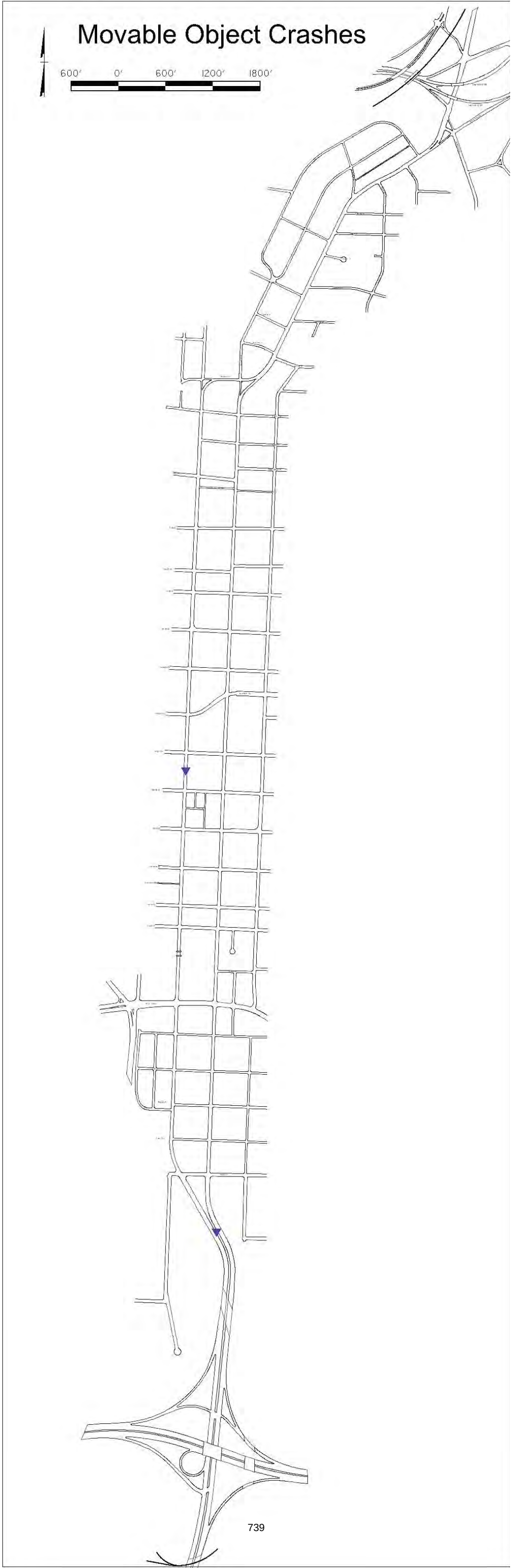
Head On Crashes



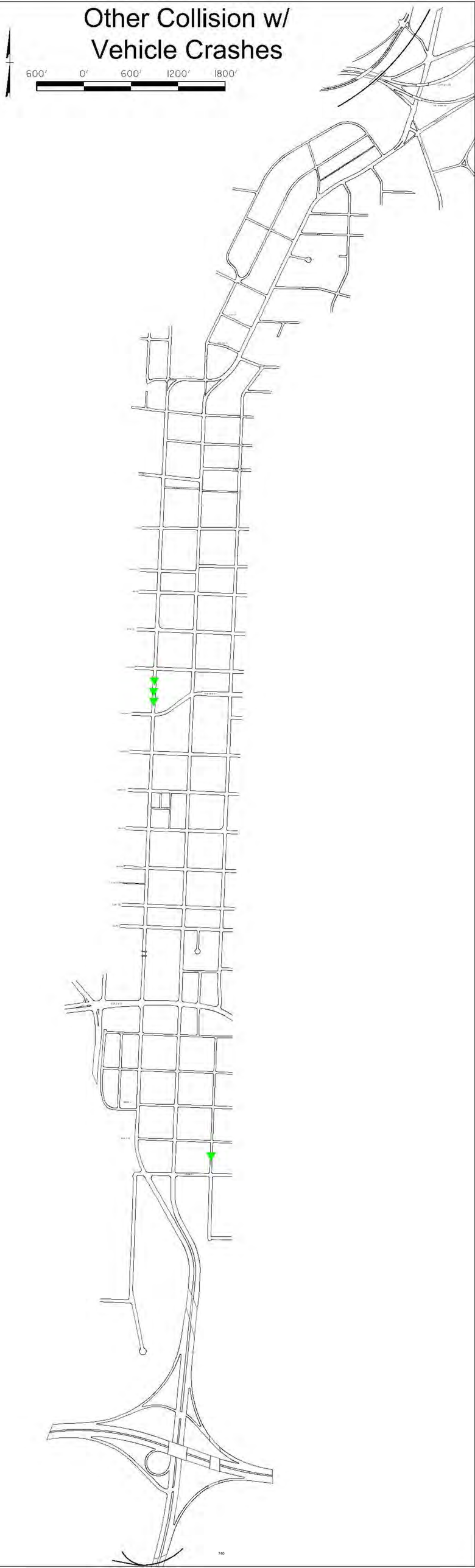
Left Turn, Different Roads Crashes

Left Turn, Same Road Crashes

Movable Object Crashes

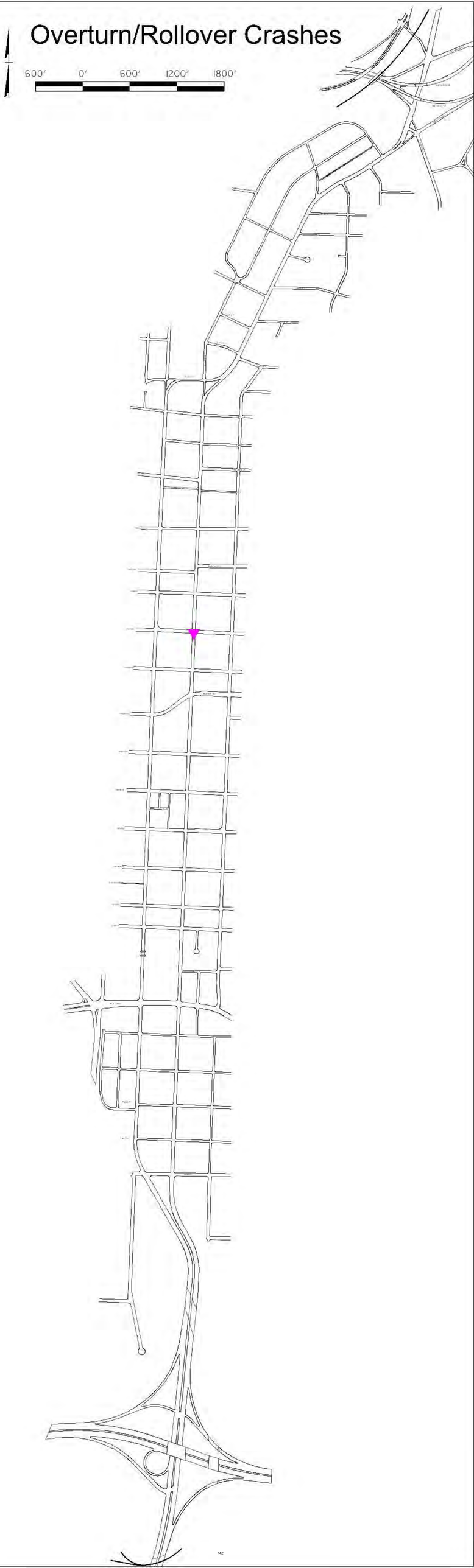


Other Collision w/ Vehicle Crashes

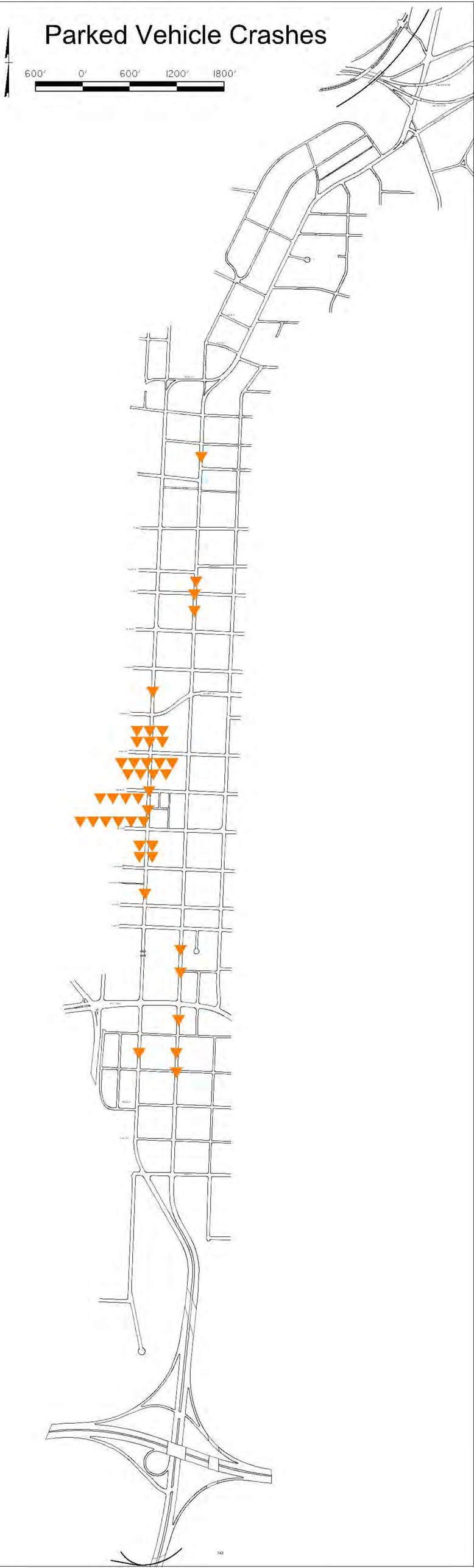


Other Non-Collision

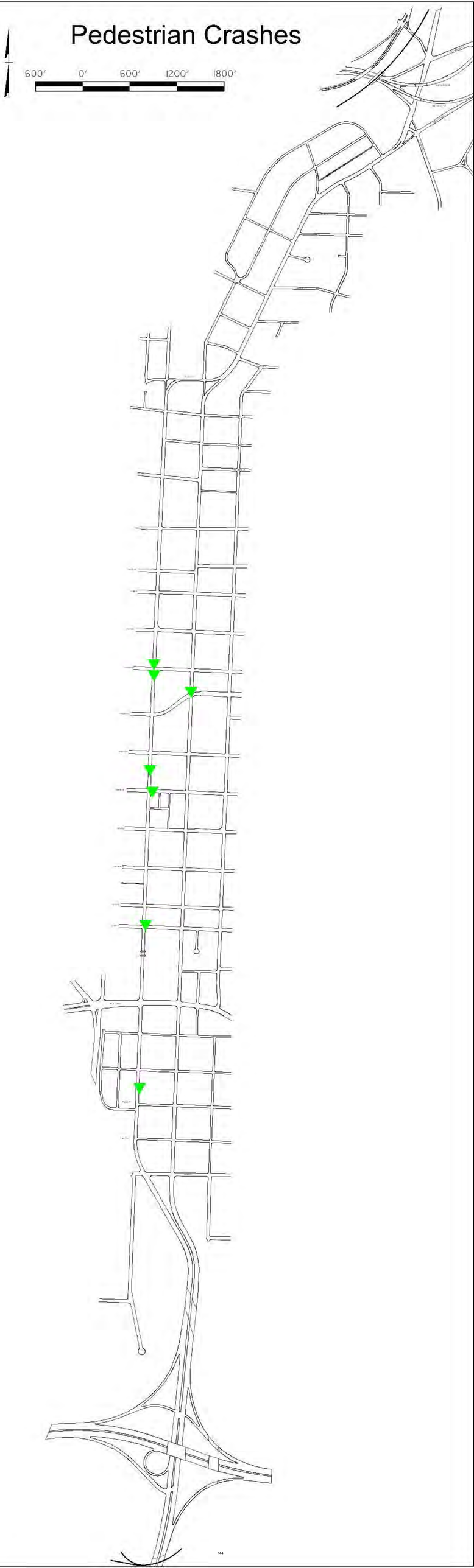
Overturn/Rollover Crashes



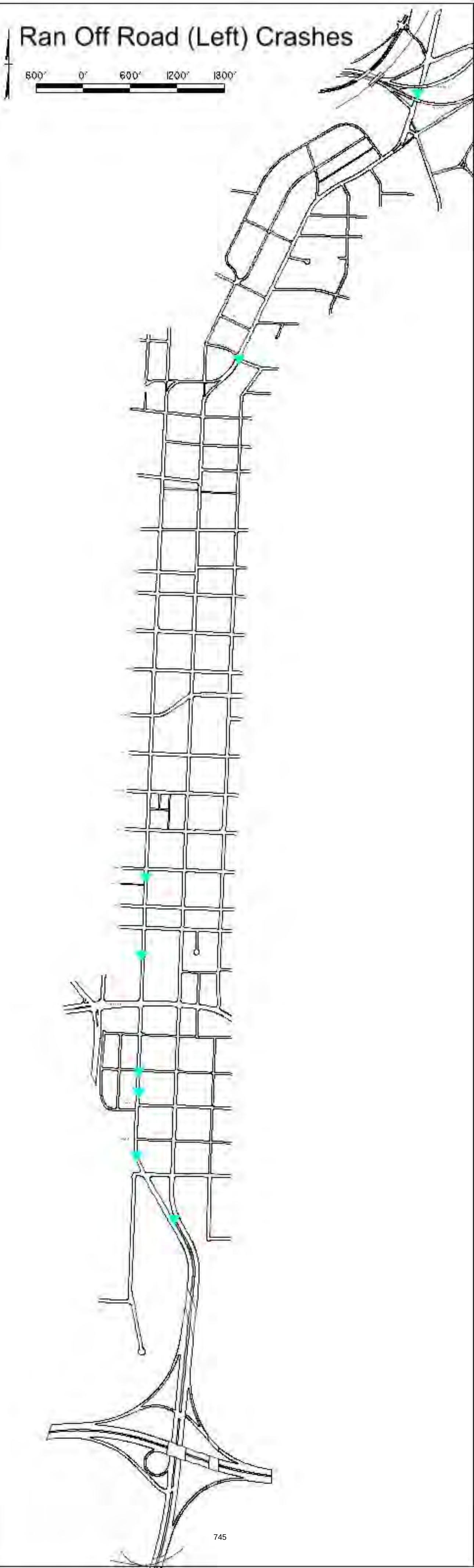
Parked Vehicle Crashes



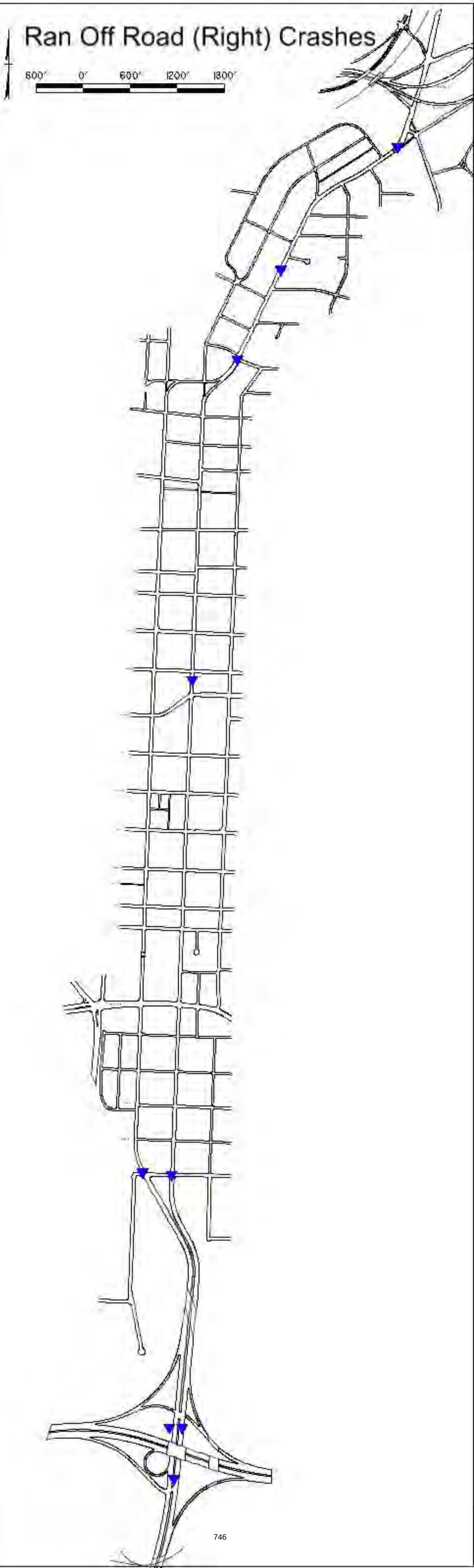
Pedestrian Crashes



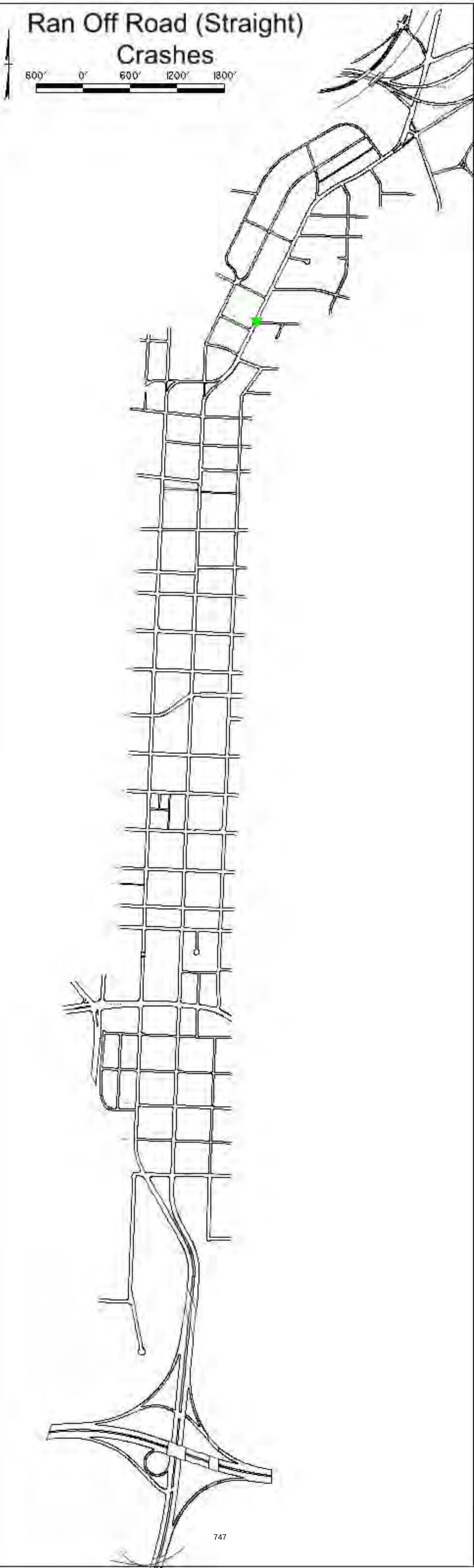
Ran Off Road (Left) Crashes



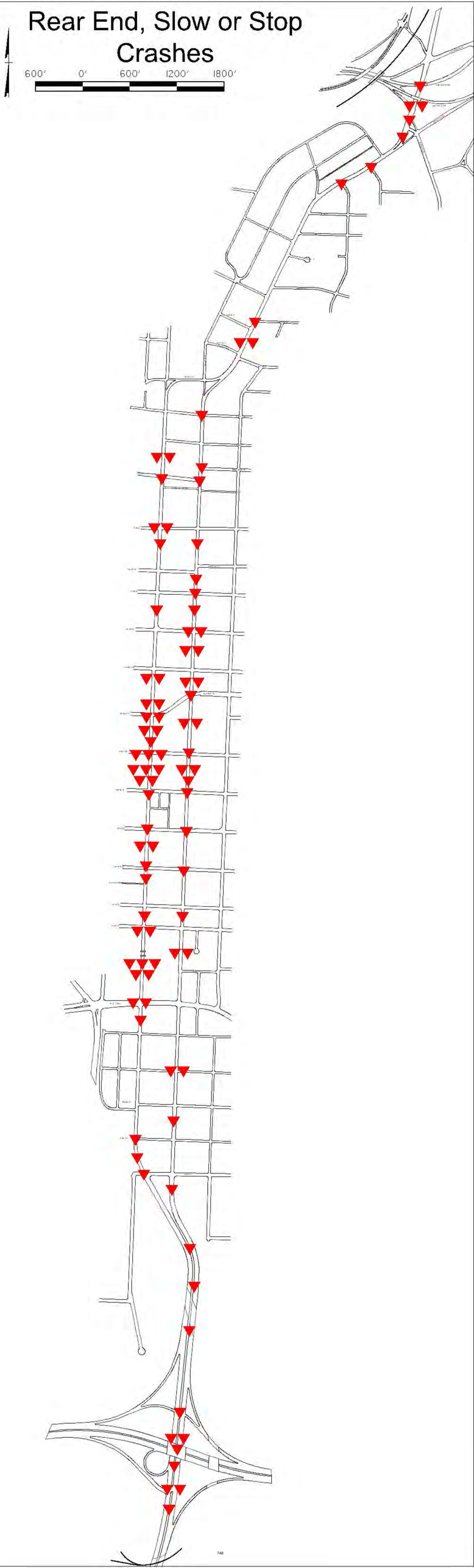
Ran Off Road (Right) Crashes



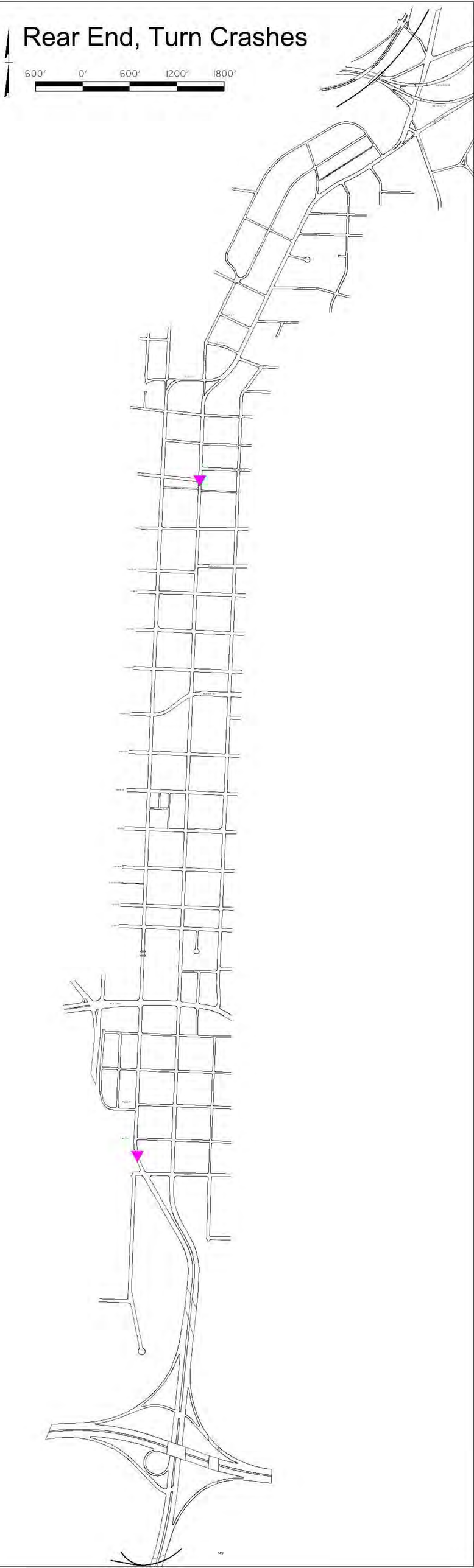
Ran Off Road (Straight) Crashes



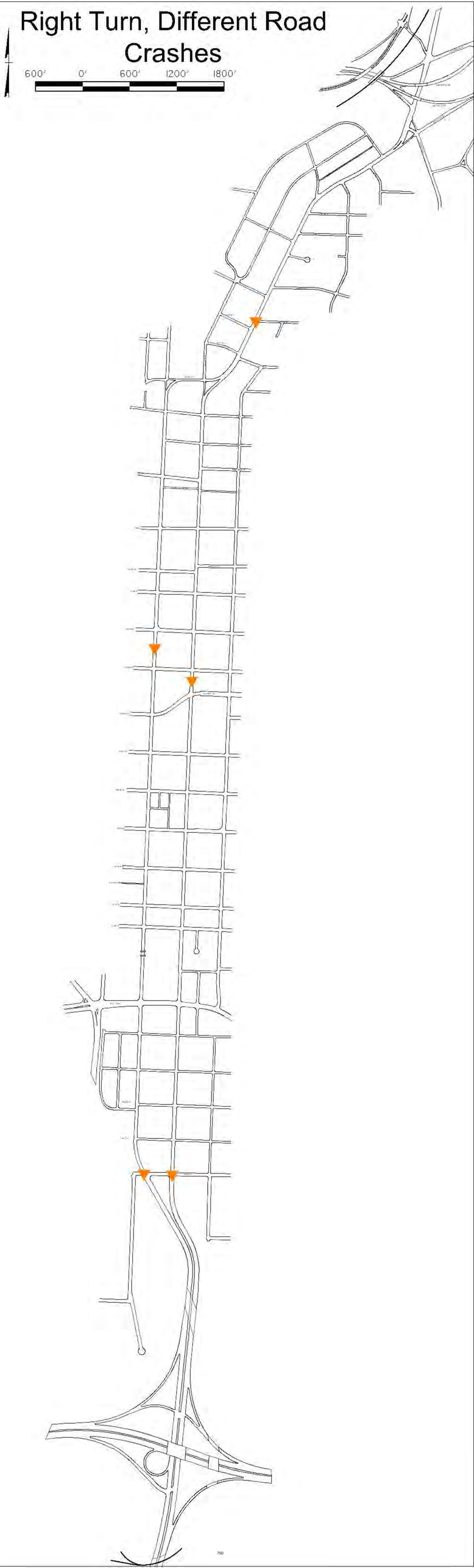
Rear End, Slow or Stop Crashes



Rear End, Turn Crashes

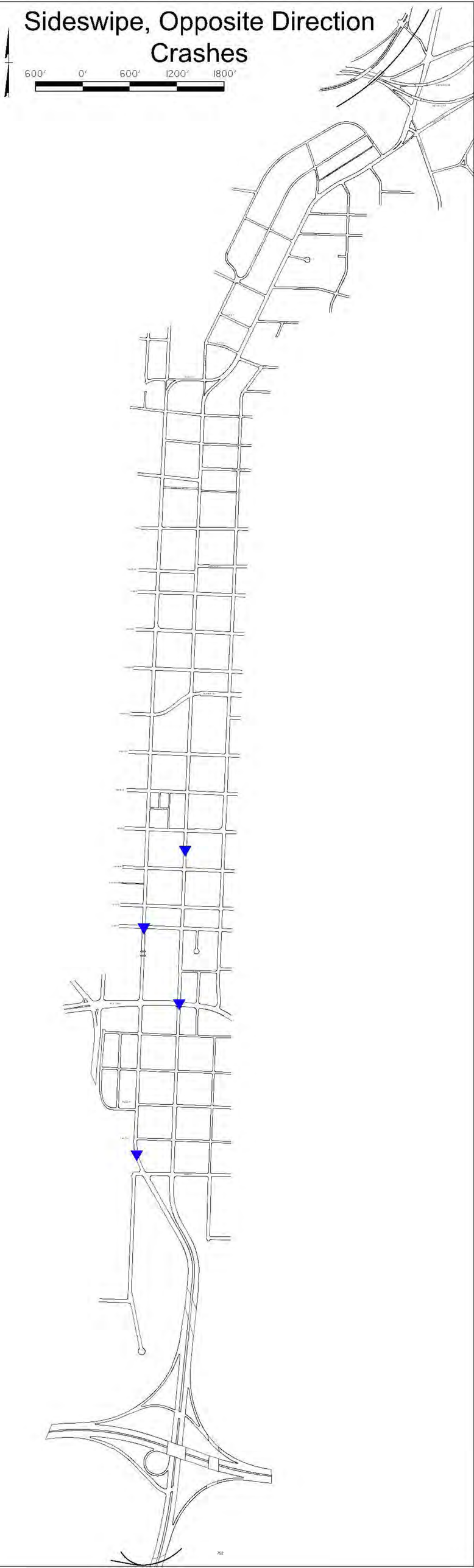


Right Turn, Different Road Crashes

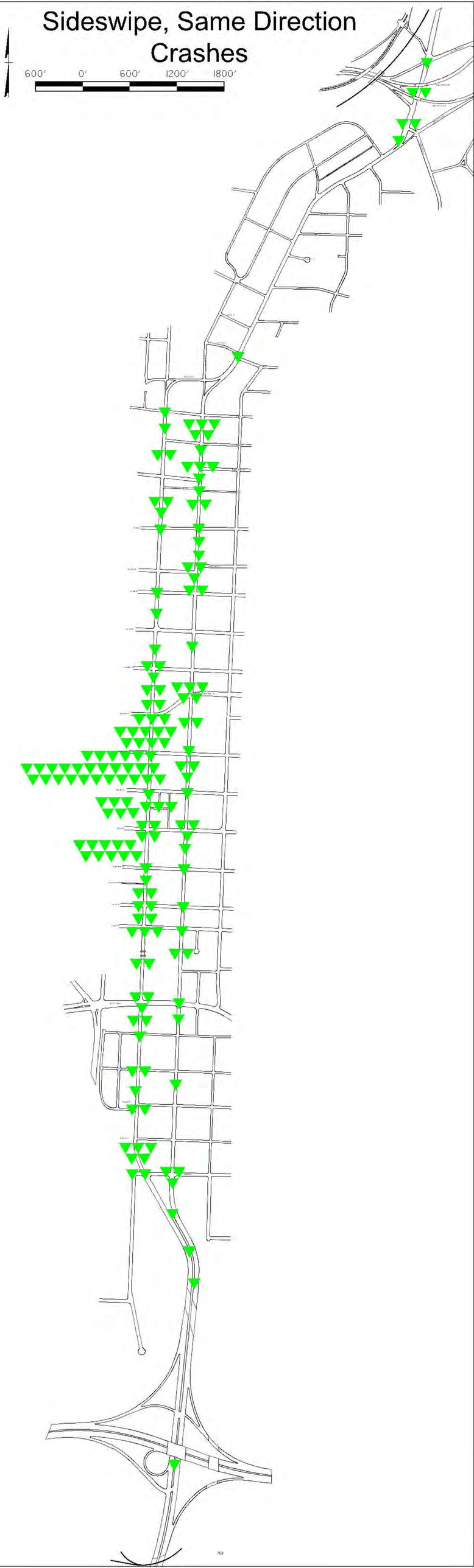


Right Turn, Same Road Crashes

Sideswipe, Opposite Direction Crashes



Sideswipe, Same Direction Crashes



APPENDIX E – ARTPLAN 2009 Multimodal Reports

ARTPLAN 2009 Mulimodal Results

AM – Hammond Road from I-40 WB Ramp to Hoke Street

ARTPLAN 2009: Other Urbanized Area - [LOS Results (Multimodal)]

File View Help

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Peak Direction | Off-Peak Direction

	Segment	Bike Score	Bike LOS	Ped LOS SubSeg (1)	Ped LOS SubSeg (2)	Ped LOS SubSeg (3)	Ped Score Segment	Ped LOS Segment	Adj. Buses	Bus LOS
1	I-40 WB Ramp-I-40 EB Ramp	2.62	C	D			4.47	D	0.00	F
2	I-40 EB Ramp-Hoke Street	2.86	C	E			5.12	E	0.00	F

Bike Score 2.82 Pedestrian Score 5.02 Adj. Buses 0.00

Bike LOS C Pedestrian LOS E Bus LOS F

<<-- | Properties | Intersection | Segment (Auto) | Segment (MM) | Ped SubSegment | LOS Results (Auto) | LOS Results (MM) | Service Volumes | -->>

AM – Person Street from Hoke Street to Franklin Street

ARTPLAN 2009: Other Urbanized Area - [LOS Results (Multimodal)]

File View Help

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Peak Direction | Off-Peak Direction

	Segment	Bike Score	Bike LOS	Ped LOS SubSeg (1)	Ped LOS SubSeg (2)	Ped LOS SubSeg (3)	Ped Score Segment	Ped LOS Segment	Adj. Buses	Bus LOS
1	Hoke Street-MLK Blvd	4.39	D	C	D		3.40	C	2.27	D
2	MLK Blvd-South Street	4.33	D	C	C		3.24	C	2.84	D
3	South Street-Lenoir Street	4.34	D	C			3.16	C	2.27	D
4	Lenoir Street-Cabarrus Street	4.32	D	C			3.07	C	2.27	D
5	Cabarrus Street-Davie Street	4.26	D	C			2.89	C	2.27	D
6	Davie Street-Martin Street	4.30	D	C	C		3.20	C	2.27	D
7	Martin Street-Hargett Street	4.29	D	C	C		3.17	C	1.51	E
8	Hargett Street-New Bern Ave	4.31	D	C	C		2.87	C	1.51	E
9	New Bern Ave-Edenton Street	4.02	D	B	C		2.78	C	0.00	F
10	Edenton Street-Jones Street	3.81	D	B	C		2.61	C	0.00	F
11	Jones Street-Lane Street	3.73	D	B	C		2.48	B	0.00	F
12	Lane Street-Peace Street	3.90	D	B	C		2.65	C	0.00	F
13	Peace Street-Franklin Street	3.35	C	B	B		2.26	B	2.31	D

Bike Score 4.15 Pedestrian Score 3.01 Adj. Buses 1.63

Bike LOS D Pedestrian LOS C Bus LOS E

<<-- | Properties | Intersection | Segment (Auto) | Segment (MM) | Ped SubSegment | LOS Results (Auto) | LOS Results (MM) | Service Volumes | -->>

AM – Wake Forest Road from Old Louisburg Road to Glascock Street

ARTPLAN 2009: Other Urbanized Area - [LOS Results (Multimodal)]

File View Help

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Peak Direction | Off-Peak Direction

	Segment	Bike Score	Bike LOS	Ped LOS SubSeg (1)	Ped LOS SubSeg (2)	Ped LOS SubSeg (3)	Ped Score Segment	Ped LOS Segment	Adj. Buses	Bus LOS
1	Old Louisburg Rd-Capital Blvd NB Ramp	4.19	D	E			4.62	E	1.87	E
2	Capital Blvd NB Ramp-Brookside Drive	4.26	D	E			4.80	E	1.87	E
3	Brookside Drive-Glascock Street	4.13	D	C			2.95	C	2.32	D

Bike Score	4.15	Pedestrian Score	3.49	Adj. Buses	2.22
Bike LOS	D	Pedestrian LOS	C	Bus LOS	D

<<-- | Properties | Intersection | Segment (Auto) | Segment (MM) | Ped SubSegment | LOS Results (Auto) | LOS Results (MM) | Service Volumes | -->>

AM – Wake Forest Road/Blount Street from Glascock Street to MLK Boulevard

ARTPLAN 2009: Other Urbanized Area - [LOS Results (Multimodal)]

File View Help

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Peak Direction | Off-Peak Direction

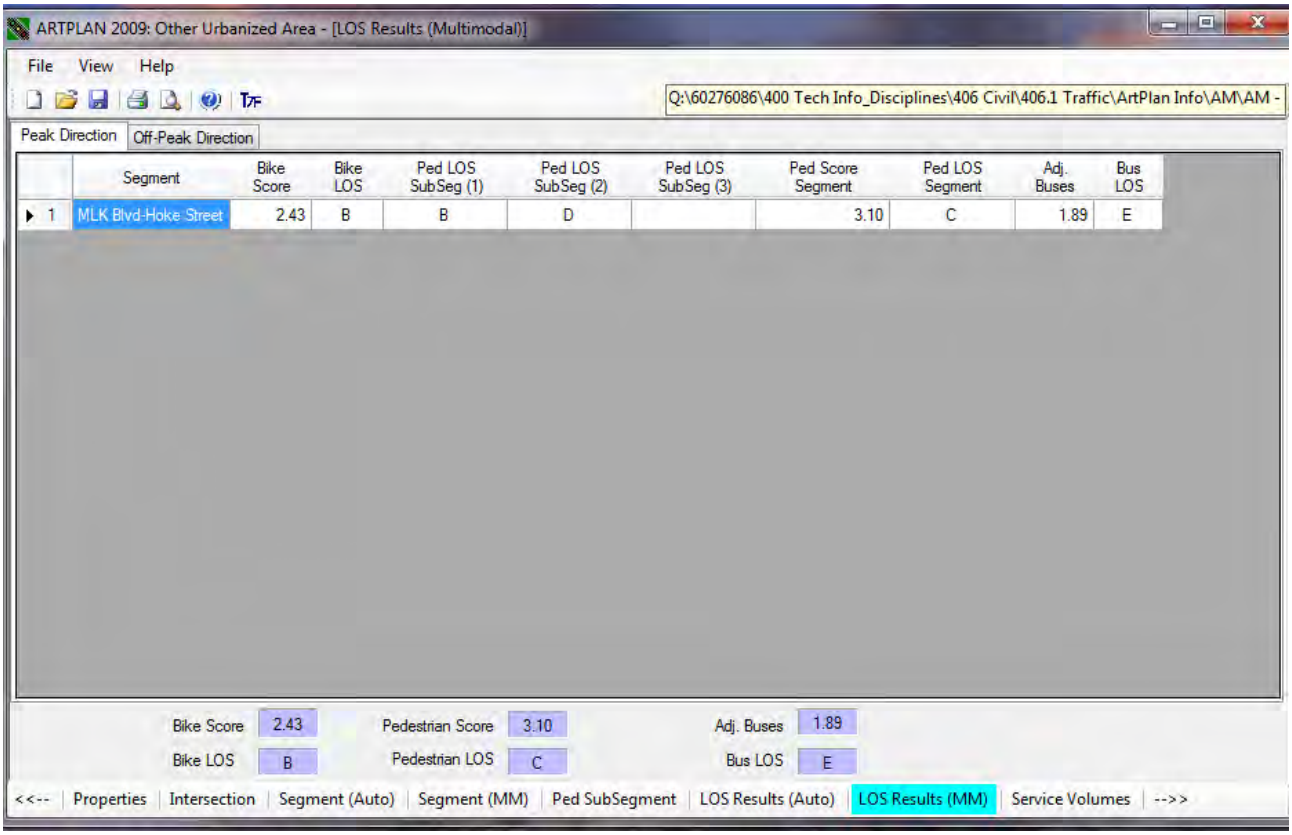
	Segment	Bike Score	Bike LOS	Ped LOS SubSeg (1)	Ped LOS SubSeg (2)	Ped LOS SubSeg (3)	Ped Score Segment	Ped LOS Segment	Adj. Buses	Bus LOS
1	Glascock Street-Peace Street	4.20	D	C			2.74	C	2.32	D
2	Peace Street-Polk Street	4.24	D	C			2.83	C	2.32	D
3	Polk Street-Lane Street	4.12	D	C	C		2.76	C	2.21	D
4	Lane Street-Jones Street	4.00	D	B	C		2.68	C	1.76	E
5	Jones Street-Edenton Street	3.42	C	C			2.64	C	1.76	E
6	Edenton Street-Morgan Street	3.68	D	B	C		2.46	B	1.85	E
7	Morgan Street-Hargett Street	3.83	D	B	C		2.52	C	1.76	E
8	Hargett Street-Martin Street	3.44	C	B	C		2.38	B	1.85	E
9	Martin Street-Davie Street	3.22	C	B	C		2.41	B	3.17	C
10	Davie Street-Cabarrus Street	3.00	C	B	C		2.25	B	3.17	C
11	Cabarrus Street-Lenoir Street	2.69	C	B			2.06	B	3.96	C
12	Lenoir Street-South Street	2.59	C	B	B		2.24	B	3.17	C
13	South Street-MLK Blvd	3.26	C	C	C		2.60	C	3.02	C

Bike Score 3.79 Pedestrian Score 2.60 Adj. Buses 2.44

Bike LOS D Pedestrian LOS C Bus LOS D

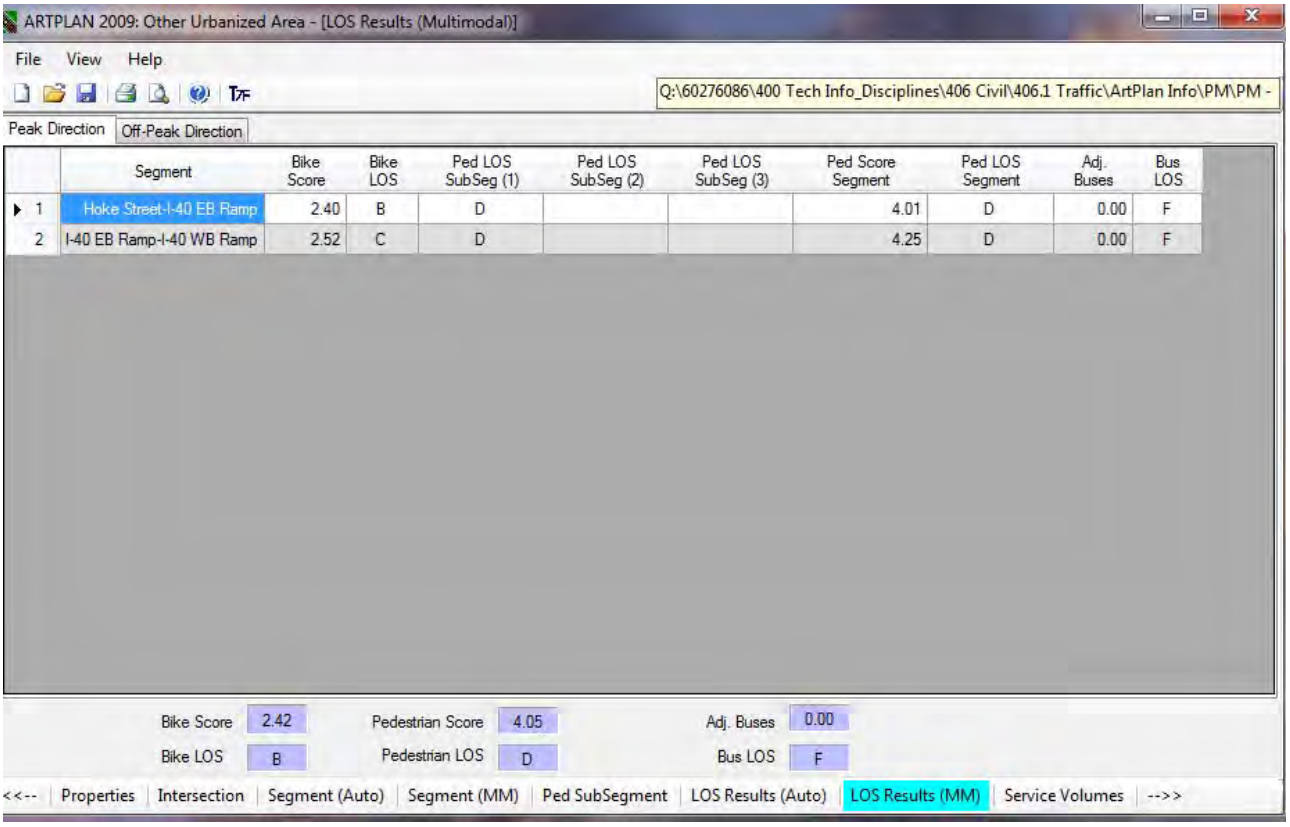
<<-- | Properties | Intersection | Segment (Auto) | Segment (MM) | Ped SubSegment | LOS Results (Auto) | LOS Results (MM) | Service Volumes | -->>

AM – Blount Street from MLK Boulevard to Hoke Street



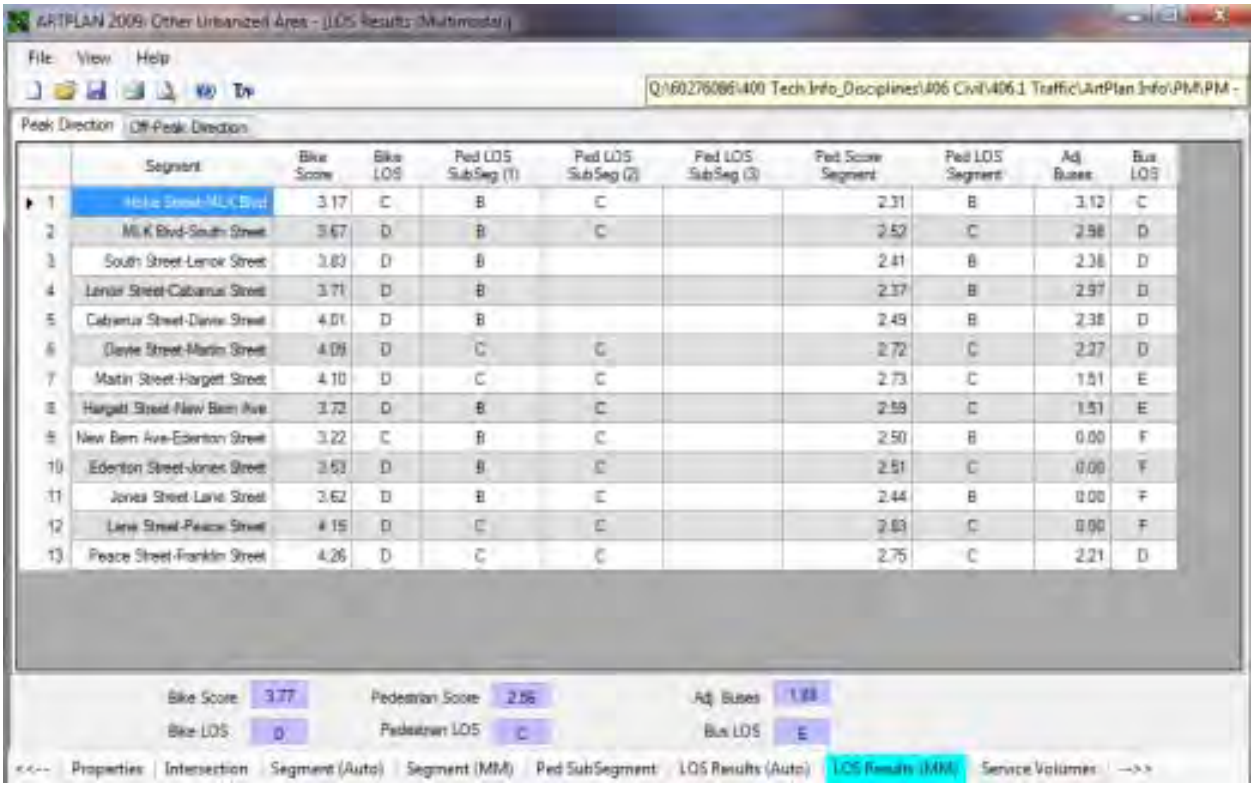
	Segment	Bike Score	Bike LOS	Ped LOS SubSeg (1)	Ped LOS SubSeg (2)	Ped LOS SubSeg (3)	Ped Score Segment	Ped LOS Segment	Adj. Buses	Bus LOS
1	MLK Blvd-Hoke Street	2.43	B	B	D		3.10	C	1.89	E

PM – Hammond Road from Hoke Street to I-40 WB Ramp



	Segment	Bike Score	Bike LOS	Ped LOS SubSeg (1)	Ped LOS SubSeg (2)	Ped LOS SubSeg (3)	Ped Score Segment	Ped LOS Segment	Adj. Buses	Bus LOS
1	Hoke Street-I-40 EB Ramp	2.40	B	D			4.01	D	0.00	F
2	I-40 EB Ramp-I-40 WB Ramp	2.52	C	D			4.25	D	0.00	F

PM – Person Street from Hoke Street to Franklin Street



ARTPLAN 2009: Other Urbanized Area - [LOS Results (Multimodal)]

File View Help

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Peak Direction | Off-Peak Direction

	Segment	Bike Score	Bike LOS	Ped LOS SubSeg (1)	Ped LOS SubSeg (2)	Ped LOS SubSeg (3)	Ped Score Segment	Ped LOS Segment	Adj. Buses	Bus LOS
1	Hoke Street-MLK Blvd	3.17	C	B	C		2.31	B	3.12	C
2	MLK Blvd-South Street	3.67	D	B	C		2.52	C	2.98	D
3	South Street-Lenoir Street	3.83	D	B			2.41	B	2.36	D
4	Lenoir Street-Cabarrus Street	3.71	D	B			2.37	B	2.97	D
5	Cabarrus Street-Davie Street	4.01	D	B			2.49	B	2.38	D
6	Davie Street-Martin Street	4.09	D	C	C		2.72	C	2.27	D
7	Martin Street-Hargett Street	4.10	D	C	C		2.73	C	1.51	E
8	Hargett Street-New Bern Ave	3.72	D	B	C		2.59	C	1.51	E
9	New Bern Ave-Edenton Street	3.22	C	B	C		2.50	B	0.00	F
10	Edenton Street-Jones Street	3.53	D	B	C		2.51	C	0.00	F
11	Jones Street-Lane Street	3.62	D	B	C		2.44	B	0.00	F
12	Lane Street-Peace Street	4.15	D	C	C		2.63	C	0.00	F
13	Peace Street-Franklin Street	4.26	D	C	C		2.75	C	2.21	D

Bike Score 3.77 Pedestrian Score 2.56 Adj. Buses 1.88

Bike LOS D Pedestrian LOS C Bus LOS E

<<-- Properties | Intersection | Segment (Auto) | Segment (MM) | Ped SubSegment | LOS Results (Auto) | LOS Results (MM) | Service Volumes -->>

PM – Wake Forest Road from Franklin Street to Old Louisburg Road

ARTPLAN 2009: Other Urbanized Area - [LOS Results (Multimodal)]

File View Help

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Peak Direction | Off-Peak Direction

	Segment	Bike Score	Bike LOS	Ped LOS SubSeg (1)	Ped LOS SubSeg (2)	Ped LOS SubSeg (3)	Ped Score Segment	Ped LOS Segment	Adj. Buses	Bus LOS
1	Franklin Street-Glascock Street	4.09	D	C			2.98	C	2.32	D
2	Glascock Street-Brookside Drive	3.97	D	C			2.81	C	2.32	D
3	Brookside Drive-Capital NB Off Ramp	4.13	D	E			4.51	E	1.87	E
4	Capital NB Off Ramp-Old Louisburg Rd	4.30	D	E			4.92	E	1.79	E

Bike Score 4.05 Pedestrian Score 3.40 Adj. Buses 2.22

Bike LOS D Pedestrian LOS C Bus LOS D

<<-- | Properties | Intersection | Segment (Auto) | Segment (MM) | Ped SubSegment | LOS Results (Auto) | LOS Results (MM) | Service Volumes | -->>

PM – Blount Street from Glascock Street to MLK Boulevard

ARTPLAN 2009: Other Urbanized Area - [LOS Results (Multimodal)]

File View Help

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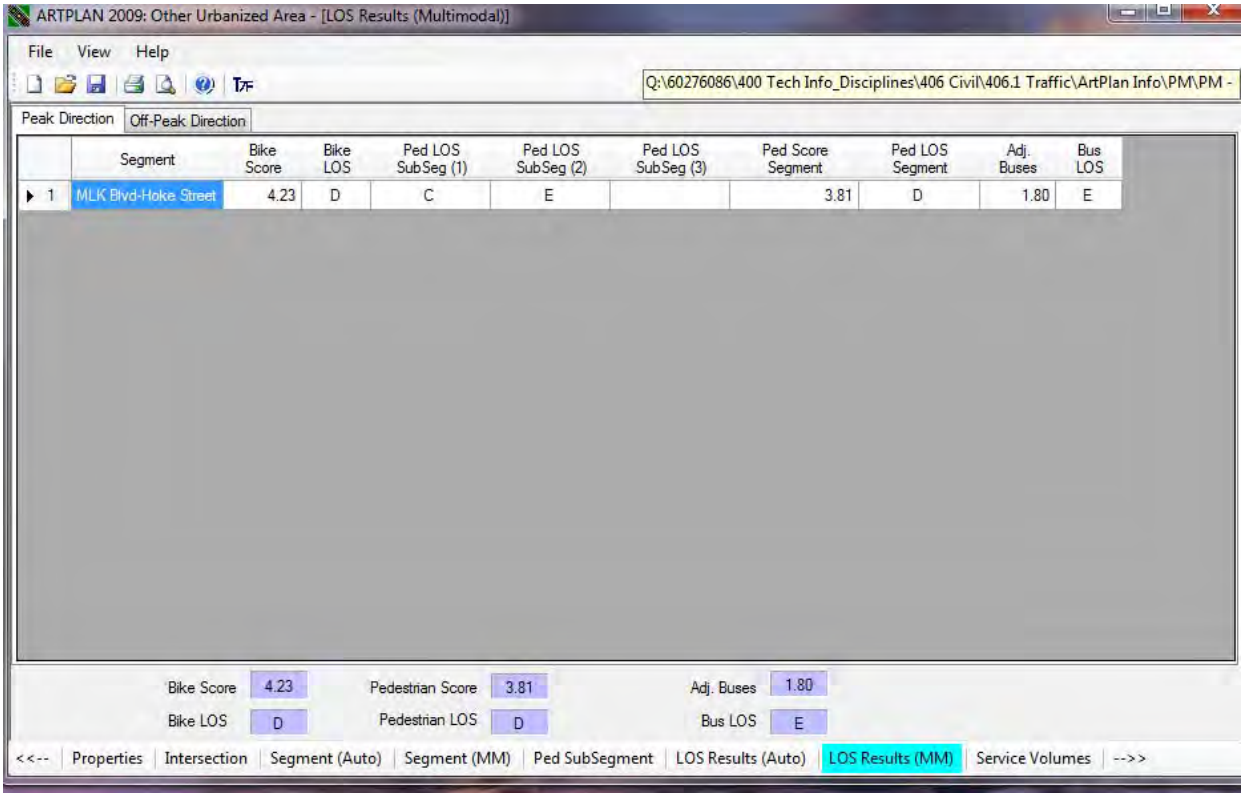
Peak Direction | Off-Peak Direction

	Segment	Bike Score	Bike LOS	Ped LOS SubSeg (1)	Ped LOS SubSeg (2)	Ped LOS SubSeg (3)	Ped Score Segment	Ped LOS Segment	Adj. Buses	Bus LOS
1	Glascock Street-Peace Street	3.75	D	B			2.40	B	2.43	D
2	Peace Street-Polk Street	3.99	D	B			2.48	B	2.43	D
3	Polk Street-Lane Street	4.12	D	C	C		2.76	C	2.21	D
4	Lane Street-Jones Street	4.12	D	C	C		2.76	C	1.76	E
5	Jones Street-Edenton Street	4.10	D	C			2.91	C	1.76	E
6	Edenton Street-Morgan Street	4.13	D	C	C		2.68	C	1.76	E
7	Morgan Street-Hargett Street	4.04	D	C	C		2.60	C	1.76	E
8	Hargett Street-Martin Street	4.12	D	C	C		2.67	C	1.76	E
9	Martin Street-Davie Street	4.14	D	C	C		2.81	C	3.02	C
10	Davie Street-Cabarrus Street	4.18	D	C	C		2.79	C	3.02	C
11	Cabarrus Street-Lenoir Street	4.22	D	C			2.80	C	3.02	C
12	Lenoir Street-South Street	4.23	D	C	C		3.02	C	3.02	C
13	South Street-MLK Blvd	4.45	D	D	D		3.97	D	2.88	D

Bike Score	4.06	Pedestrian Score	2.84	Adj. Buses	2.38
Bike LOS	D	Pedestrian LOS	C	Bus LOS	D

<<-- | Properties | Intersection | Segment (Auto) | Segment (MM) | Ped SubSegment | LOS Results (Auto) | LOS Results (MM) | Service Volumes | -->>

PM – Blount Street from MLK Boulevard to Hoke Street



	Segment	Bike Score	Bike LOS	Ped LOS SubSeg (1)	Ped LOS SubSeg (2)	Ped LOS SubSeg (3)	Ped Score Segment	Ped LOS Segment	Adj. Buses	Bus LOS
1	MLK Blvd-Hoke Street	4.23	D	C	E		3.81	D	1.80	E

APPENDIX F – Synchro & SimTraffic Reports

2012 Existing Synchro Reports

Lanes, Volumes, Timings
1: Hargett St & Blount St

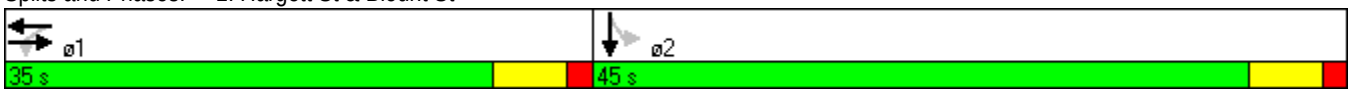
11/5/2012

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	87	32	16	230	0	0	0	0	29	728	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor		0.99			1.00						0.98	
Frt		0.964									0.969	
Flt Protected					0.997						0.998	
Satd. Flow (prot)	0	1602	0	0	1671	0	0	0	0	0	4072	0
Flt Permitted					0.979						0.998	
Satd. Flow (perm)	0	1602	0	0	1639	0	0	0	0	0	4049	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26									117	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		483			489			499			473	
Travel Time (s)		9.4			9.5			9.7			9.2	
Confl. Peds. (#/hr)			11	11						58		21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Parking (#/hr)											16	
Adj. Flow (vph)	0	95	35	17	250	0	0	0	0	32	791	218
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	130	0	0	267	0	0	0	0	0	1041	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.24	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		22.0		22.0	22.0					22.0	22.0	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0
Total Split (%)	0.0%	43.8%	0.0%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)		4.5		4.5	4.5					4.5	4.5	
All-Red Time (s)		1.5		1.5	1.5					1.5	1.5	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	4.0	6.0	6.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Act Effct Green (s)		29.0			29.0						39.0	
Actuated g/C Ratio		0.36			0.36						0.49	
v/c Ratio		0.22			0.45						0.51	
Control Delay		15.2			24.1						11.0	
Queue Delay		0.0			0.0						0.0	
Total Delay		15.2			24.1						11.0	
LOS		B			C						B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		15.2			24.1						11.0	
Approach LOS		B			C						B	
Queue Length 50th (ft)		35			98						149	
Queue Length 95th (ft)		73			m152						174	
Internal Link Dist (ft)		403			409			419			393	
Turn Bay Length (ft)												
Base Capacity (vph)		597			594						2034	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.22			0.45						0.51	

Intersection Summary	
Area Type:	CBD
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 66 (83%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 13.9	Intersection LOS: B
Intersection Capacity Utilization 52.8%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 1: Hargett St & Blount St



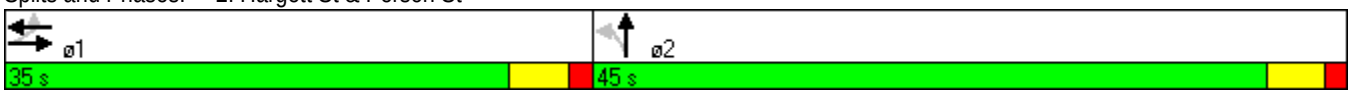
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	90	0	0	139	73	107	996	25	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.99			0.97			0.99				
Frt					0.954			0.997				
Flt Protected		0.989						0.995				
Satd. Flow (prot)	0	1658	0	0	1551	0	0	2935	0	0	0	0
Flt Permitted		0.909						0.995				
Satd. Flow (perm)	0	1507	0	0	1551	0	0	2913	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					38			4				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		489			484			491			748	
Travel Time (s)		9.5			9.4			9.6			14.6	
Confl. Peds. (#/hr)	45					45	25		13			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)								8				
Adj. Flow (vph)	28	98	0	0	151	79	116	1083	27	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	126	0	0	230	0	0	1226	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.0	21.0			21.0		20.9	20.9				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	0.0%	43.8%	0.0%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.6	3.6			3.6		3.5	3.5				
All-Red Time (s)	1.4	1.4			1.4		1.4	1.4				
Lost Time Adjust (s)	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 Lost Time (s)	5.0	5.0	4.0	4.0	5.0	4.0	4.9	4.9	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Act Effct Green (s)		30.0			30.0			40.1				
Actuated g/C Ratio		0.38			0.38			0.50				
v/c Ratio		0.22			0.38			0.84				
Control Delay		18.7			17.3			6.3				
Queue Delay		0.0			0.0			0.0				
Total Delay		18.7			17.3			6.4				
LOS		B			B			A				
Approach Delay		18.7			17.3			6.4				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			A				
Queue Length 50th (ft)		48			67			26				
Queue Length 95th (ft)		94			125			m33				
Internal Link Dist (ft)		409			404			411			668	
Turn Bay Length (ft)												
Base Capacity (vph)		565			605			1462				
Starvation Cap Reductn		0			0			1				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.22			0.38			0.84				

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 23 (29%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 8.9 Intersection LOS: A
Intersection Capacity Utilization 68.6% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Hargett St & Person St



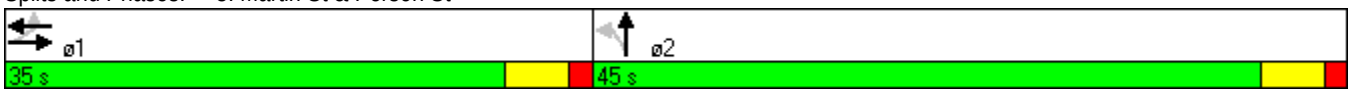
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	81	0	0	49	26	60	1070	22	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.98			0.97			1.00				
Frt					0.953			0.997				
Flt Protected		0.986						0.997				
Satd. Flow (prot)	0	1653	0	0	1547	0	0	2942	0	0	0	0
Flt Permitted		0.914						0.997				
Satd. Flow (perm)	0	1501	0	0	1547	0	0	2939	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					28			3				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		483			487			481			491	
Travel Time (s)		9.4			9.5			9.4			9.6	
Confl. Peds. (#/hr)	44					44	7		6			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)								8				
Adj. Flow (vph)	35	88	0	0	53	28	65	1163	24	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	123	0	0	81	0	0	1252	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.2	21.2			21.2		21.2	21.2				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	0.0%	43.8%	0.0%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.8	3.8			3.8		3.8	3.8				
All-Red Time (s)	1.4	1.4			1.4		1.4	1.4				
Lost Time Adjust (s)	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 Lost Time (s)	5.2	5.2	4.0	4.0	5.2	4.0	5.2	5.2	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Act Effct Green (s)		29.8			29.8			39.8				
Actuated g/C Ratio		0.37			0.37			0.50				
v/c Ratio		0.22			0.14			0.86				
Control Delay		22.7			12.5			11.2				
Queue Delay		0.0			0.0			0.0				
Total Delay		22.7			12.5			11.3				
LOS		C			B			B				
Approach Delay		22.7			12.5			11.3				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			B				
Queue Length 50th (ft)		46			17			64				
Queue Length 95th (ft)		92			45			#112				
Internal Link Dist (ft)		403			407			401			411	
Turn Bay Length (ft)												
Base Capacity (vph)		559			594			1464				
Starvation Cap Reductn		0			0			2				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.22			0.14			0.86				

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 15 (19%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 12.3 Intersection LOS: B
Intersection Capacity Utilization 57.6% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Martin St & Person St

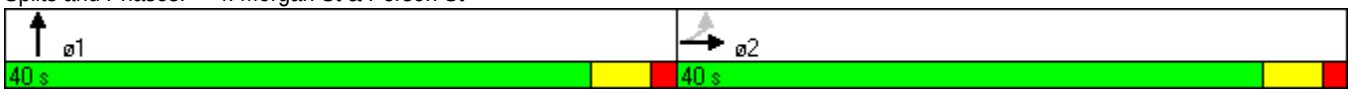


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	441	0	0	0	0	0	1008	87	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	12	12
Storage Length (ft)	130		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	125		25	25		25	25		25	25		25
Lane Util. Factor	0.86	0.86	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00						1.00				
Frt								0.988				
Flt Protected	0.950	0.999										
Satd. Flow (prot)	1370	4321	0	0	0	0	0	4216	0	0	0	0
Flt Permitted	0.950	0.999										
Satd. Flow (perm)	1351	4320	0	0	0	0	0	4216	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	37	2						22				
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		570			474			748			316	
Travel Time (s)		11.1			9.2			14.6			7.2	
Confl. Peds. (#/hr)	8								1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	479	0	0	0	0	0	1096	95	0	0	0
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	49	484	0	0	0	0	0	1191	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm											
Protected Phases		2						1				
Permitted Phases	2											
Minimum Split (s)	21.1	21.1						22.1				
Total Split (s)	40.0	40.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.5	3.5						3.5				
All-Red Time (s)	1.6	1.6						1.6				
Lost Time Adjust (s)	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 Lost Time (s)	5.1	5.1	4.0	4.0	4.0	4.0	4.0	5.1	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag						Lead				
Lead-Lag Optimize?	Yes	Yes						Yes				
Act Effct Green (s)	34.9	34.9						34.9				
Actuated g/C Ratio	0.44	0.44						0.44				
v/c Ratio	0.08	0.26						0.64				
Control Delay	4.7	11.8						20.6				
Queue Delay	0.0	0.0						0.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	4.7	11.8						20.6				
LOS	A	B						C				
Approach Delay		11.2						20.6				
Approach LOS		B						C				
Queue Length 50th (ft)	2	37						222				
Queue Length 95th (ft)	m10	48						268				
Internal Link Dist (ft)		490			394			668			236	
Turn Bay Length (ft)	130											
Base Capacity (vph)	610	1886						1852				
Starvation Cap Reductn	0	0						0				
Spillback Cap Reductn	0	0						42				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.08	0.26						0.66				

Intersection Summary	
Area Type: CBD	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 26 (33%), Referenced to phase 2:EBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 70.9%	ICU Level of Service C
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 4: Morgan St & Person St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	344	218	0	0	0	0	0	0	147	740	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Ped Bike Factor		0.99									1.00	
Frt		0.942										
Flt Protected											0.992	
Satd. Flow (prot)	0	4273	0	0	0	0	0	0	0	0	4256	0
Flt Permitted											0.992	
Satd. Flow (perm)	0	4273	0	0	0	0	0	0	0	0	4247	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		123									73	
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		473			570			473			295	
Travel Time (s)		9.2			11.1			9.2			6.7	
Confl. Peds. (#/hr)			6							8		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Parking (#/hr)											16	
Adj. Flow (vph)	0	374	237	0	0	0	0	0	0	160	804	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	611	0	0	0	0	0	0	0	0	964	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.24	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type										Perm		
Protected Phases		2									1	
Permitted Phases										1		
Minimum Split (s)		22.0								22.0	22.0	
Total Split (s)	0.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0
Total Split (%)	0.0%	43.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)		4.0								4.0	4.0	
All-Red Time (s)		2.0								2.0	2.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0
Lead/Lag		Lag								Lead	Lead	
Lead-Lag Optimize?		Yes								Yes	Yes	
Act Effct Green (s)		29.0									39.0	
Actuated g/C Ratio		0.36									0.49	
v/c Ratio		0.38									0.46	
Control Delay		15.6									18.8	
Queue Delay		0.0									0.0	
Total Delay		15.6									18.8	
LOS		B									B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		15.6									18.8	
Approach LOS		B									B	
Queue Length 50th (ft)		63									138	
Queue Length 95th (ft)		92									178	
Internal Link Dist (ft)		393			490			393			215	
Turn Bay Length (ft)												
Base Capacity (vph)		1627									2108	
Starvation Cap Reductn		0									0	
Spillback Cap Reductn		0									0	
Storage Cap Reductn		0									0	
Reduced v/c Ratio		0.38									0.46	

Intersection Summary	
Area Type:	CBD
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 18 (23%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay: 17.6	Intersection LOS: B
Intersection Capacity Utilization 42.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Morgan St & Blount St

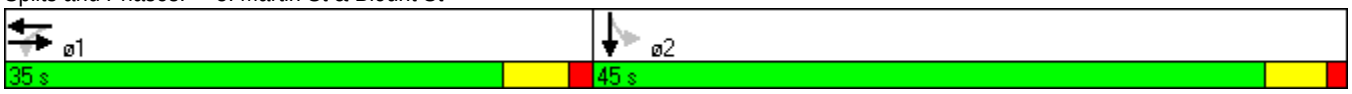
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	59	83	32	77	0	0	0	0	54	651	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor		0.98			0.99						0.99	
Frt		0.921									0.986	
Flt Protected					0.986						0.997	
Satd. Flow (prot)	0	1512	0	0	1653	0	0	0	0	0	4219	0
Flt Permitted					0.892						0.997	
Satd. Flow (perm)	0	1512	0	0	1487	0	0	0	0	0	4209	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		90									30	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		460			483			210			499	
Travel Time (s)		9.0			9.4			4.1			9.7	
Confl. Peds. (#/hr)			14	14						12		14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Parking (#/hr)											12	
Adj. Flow (vph)	0	64	90	35	84	0	0	0	0	59	708	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	154	0	0	119	0	0	0	0	0	844	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.23	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		21.3		21.3	21.3					21.0	21.0	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0
Total Split (%)	0.0%	43.8%	0.0%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)		3.9		3.9	3.9					3.7	3.7	
All-Red Time (s)		1.4		1.4	1.4					1.3	1.3	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.3	4.0	5.3	5.3	4.0	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Act Effct Green (s)		29.7			29.7						40.0	
Actuated g/C Ratio		0.37			0.37						0.50	
v/c Ratio		0.25			0.22						0.40	
Control Delay		9.1			19.7						2.7	
Queue Delay		0.0			0.0						0.0	
Total Delay		9.1			19.7						2.7	
LOS		A			B						A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		9.1			19.7						2.7	
Approach LOS		A			B						A	
Queue Length 50th (ft)		21			39						15	
Queue Length 95th (ft)		60			m60						17	
Internal Link Dist (ft)		380			403			130			419	
Turn Bay Length (ft)												
Base Capacity (vph)		618			552						2120	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.25			0.22						0.40	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 74 (93%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.40
Intersection Signal Delay: 5.4 Intersection LOS: A
Intersection Capacity Utilization 48.2% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Martin St & Blount St



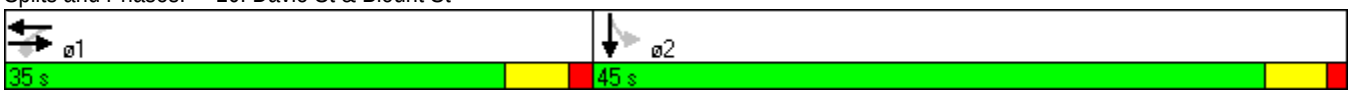
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	74	59	46	197	0	0	0	0	26	596	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor			0.97		1.00						0.99	
Frt			0.850								0.986	
Flt Protected					0.991						0.998	
Satd. Flow (prot)	0	1676	1425	0	1661	0	0	0	0	0	4243	0
Flt Permitted					0.933						0.998	
Satd. Flow (perm)	0	1676	1380	0	1559	0	0	0	0	0	4233	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			64								31	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		455			488			226			274	
Travel Time (s)		8.9			9.5			4.4			5.3	
Confl. Peds. (#/hr)			11	11						21		30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	1	0
Parking (#/hr)											8	
Adj. Flow (vph)	0	80	64	50	214	0	0	0	0	28	648	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	80	64	0	264	0	0	0	0	0	746	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.22	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm	Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases			1	1						2		
Minimum Split (s)		21.2	21.2	21.2	21.2					21.0	21.0	
Total Split (s)	0.0	35.0	35.0	35.0	35.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0
Total Split (%)	0.0%	43.8%	43.8%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)		3.8	3.8	3.8	3.8					3.7	3.7	
All-Red Time (s)		1.4	1.4	1.4	1.4					1.3	1.3	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.2	5.2	5.2	5.2	4.0	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag		Lead	Lead	Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes					Yes	Yes	
Act Effct Green (s)		29.8	29.8		29.8						40.0	
Actuated g/C Ratio		0.37	0.37		0.37						0.50	
v/c Ratio		0.13	0.12		0.45						0.35	
Control Delay		17.3	5.3		16.1						3.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0		0.0						0.0	
Total Delay		17.3	5.3		16.1						3.6	
LOS		B	A		B						A	
Approach Delay		12.0			16.1						3.6	
Approach LOS		B			B						A	
Queue Length 50th (ft)		26	0		58						17	
Queue Length 95th (ft)		55	24		m117						25	
Internal Link Dist (ft)		375			408			146			194	
Turn Bay Length (ft)			120									
Base Capacity (vph)		624	554		581						2132	
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		0.13	0.12		0.45						0.35	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 2 (3%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.45
Intersection Signal Delay: 7.5 Intersection LOS: A
Intersection Capacity Utilization 53.2% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Davie St & Blount St

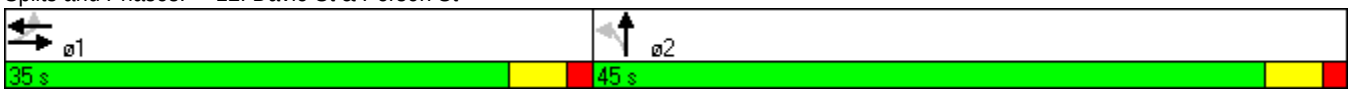


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	76	0	0	176	156	67	972	13	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.99			0.97			1.00				
Frt					0.936			0.998				
Flt Protected		0.988						0.997				
Satd. Flow (prot)	0	1656	0	0	1516	0	0	2867	0	0	0	0
Flt Permitted		0.880						0.997				
Satd. Flow (perm)	0	1466	0	0	1516	0	0	2860	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					64			2				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		488			486			496			481	
Travel Time (s)		9.5			9.5			9.7			9.4	
Confl. Peds. (#/hr)	33					33	12					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	0	0	0	0
Parking (#/hr)								16				
Adj. Flow (vph)	26	83	0	0	191	170	73	1057	14	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	109	0	0	361	0	0	1144	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.30	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.0	21.0			21.0		21.0	21.0				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	0.0%	43.8%	0.0%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5				
All-Red Time (s)	1.5	1.5			1.5		1.5	1.5				
Lost Time Adjust (s)	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 Lost Time (s)	5.0	5.0	4.0	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Act Effct Green (s)		30.0			30.0			40.0				
Actuated g/C Ratio		0.38			0.38			0.50				
v/c Ratio		0.20			0.59			0.80				
Control Delay		10.5			21.1			4.1				
Queue Delay		0.0			0.0			0.2				
Total Delay		10.5			21.1			4.3				
LOS		B			C			A				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		10.5			21.1			4.3				
Approach LOS		B			C			A				
Queue Length 50th (ft)		18			116			22				
Queue Length 95th (ft)		33			204			m25				
Internal Link Dist (ft)		408			406			416			401	
Turn Bay Length (ft)												
Base Capacity (vph)		550			609			1431				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			34				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.20			0.59			0.82				

Intersection Summary	
Area Type:	CBD
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 7 (9%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 55	
Control Type: Pretimed	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 8.5	Intersection LOS: A
Intersection Capacity Utilization 68.5%	ICU Level of Service C
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 12: Davie St & Person St



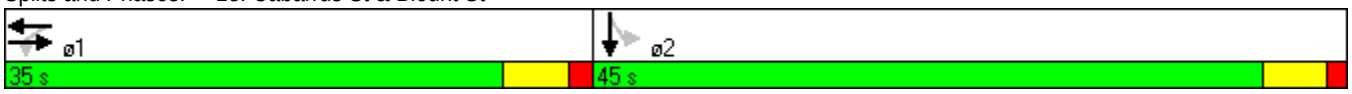
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	22	9	10	212	0	0	0	0	37	472	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor		0.99			1.00						0.98	
Frt		0.960									0.977	
Flt Protected					0.998						0.997	
Satd. Flow (prot)	0	1599	0	0	1673	0	0	0	0	0	4162	0
Flt Permitted					0.991						0.997	
Satd. Flow (perm)	0	1599	0	0	1661	0	0	0	0	0	4145	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10									65	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		456			485			480			264	
Travel Time (s)		8.9			9.4			9.4			5.1	
Confl. Peds. (#/hr)			6	6						23		25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)											12	
Adj. Flow (vph)	0	24	10	11	230	0	0	0	0	40	513	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	34	0	0	241	0	0	0	0	0	653	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14	1.14	1.23	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		21.3		21.3	21.3					21.1	21.1	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0
Total Split (%)	0.0%	43.8%	0.0%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)		3.9		3.9	3.9					3.8	3.8	
All-Red Time (s)		1.4		1.4	1.4					1.3	1.3	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.3	4.0	5.3	5.3	4.0	4.0	4.0	4.0	5.1	5.1	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Act Effct Green (s)		29.7			29.7						39.9	
Actuated g/C Ratio		0.37			0.37						0.50	
v/c Ratio		0.06			0.39						0.31	
Control Delay		13.0			30.4						2.4	
Queue Delay		0.0			0.0						0.0	
Total Delay		13.0			30.4						2.4	
LOS		B			C						A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		13.0			30.4						2.4	
Approach LOS		B			C						A	
Queue Length 50th (ft)		8			127						10	
Queue Length 95th (ft)		25			m148						16	
Internal Link Dist (ft)		376			405			400			184	
Turn Bay Length (ft)												
Base Capacity (vph)		600			617						2100	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.06			0.39						0.31	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 10 (13%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.39
Intersection Signal Delay: 10.1 Intersection LOS: B
Intersection Capacity Utilization 41.9% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Cabarrus St & Blount St



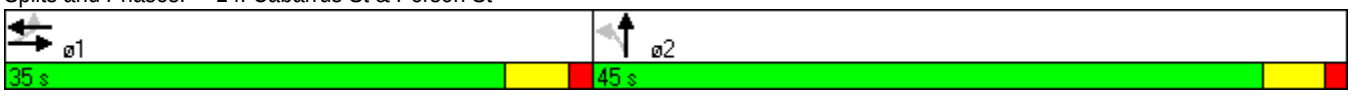
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	38	0	0	38	12	184	1019	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.99				
Frt					0.968			0.999				
Flt Protected		0.982						0.992				
Satd. Flow (prot)	0	1646	0	0	1603	0	0	2873	0	0	0	0
Flt Permitted		0.915						0.992				
Satd. Flow (perm)	0	1514	0	0	1603	0	0	2856	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					13			1				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		485			493			484			496	
Travel Time (s)		9.4			9.6			9.4			9.7	
Confl. Peds. (#/hr)	21					21	12					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)								16				
Adj. Flow (vph)	23	41	0	0	41	13	200	1108	9	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	54	0	0	1317	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.29	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.2	21.2			21.2		21.1	21.1				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	0.0%	43.8%	0.0%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.8	3.8			3.8		3.7	3.7				
All-Red Time (s)	1.4	1.4			1.4		1.4	1.4				
Lost Time Adjust (s)	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 Lost Time (s)	5.2	5.2	4.0	4.0	5.2	4.0	5.1	5.1	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Act Effct Green (s)		29.8			29.8			39.9				
Actuated g/C Ratio		0.37			0.37			0.50				
v/c Ratio		0.11			0.09			0.92				
Control Delay		14.4			13.7			7.7				
Queue Delay		0.0			0.0			0.0				
Total Delay		14.4			13.7			7.7				
LOS		B			B			A				
Approach Delay		14.4			13.7			7.7				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			A				
Queue Length 50th (ft)		22			13			6				
Queue Length 95th (ft)		48			36			m21				
Internal Link Dist (ft)		405			413			404			416	
Turn Bay Length (ft)												
Base Capacity (vph)		564			605			1425				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.11			0.09			0.92				

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 79 (99%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 8.3 Intersection LOS: A
Intersection Capacity Utilization 56.9% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Cabarrus St & Person St



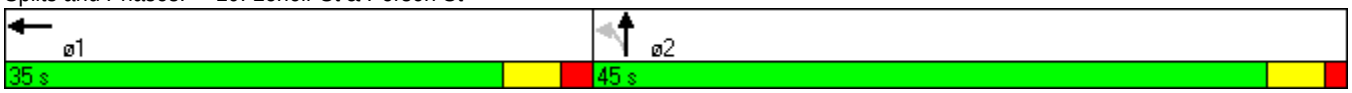
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	75	16	93	1195	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00			1.00				
Frt					0.974							
Flt Protected								0.996				
Satd. Flow (prot)	0	0	0	0	3089	0	0	2901	0	0	0	0
Flt Permitted								0.996				
Satd. Flow (perm)	0	0	0	0	3089	0	0	2901	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)					17			14				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		487			491			259			484	
Travel Time (s)		13.3			13.4			5.0			9.4	
Confl. Peds. (#/hr)						7	1					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	0	0	0	0
Parking (#/hr)								12				
Adj. Flow (vph)	0	0	0	0	82	17	101	1299	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	99	0	0	1400	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.28	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type							Perm					
Protected Phases					1			2				
Permitted Phases							2					
Minimum Split (s)					21.4		20.9	20.9				
Total Split (s)	0.0	0.0	0.0	0.0	35.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	0.0%	43.8%	0.0%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)					3.5		3.5	3.5				
All-Red Time (s)					1.9		1.4	1.4				
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	4.0	5.4	4.0	4.9	4.9	4.0	4.0	4.0	4.0
Lead/Lag					Lead		Lag	Lag				
Lead-Lag Optimize?					Yes		Yes	Yes				
Act Effct Green (s)					29.6			40.1				
Actuated g/C Ratio					0.37			0.50				
v/c Ratio					0.09			0.96				
Control Delay					14.0			18.7				
Queue Delay					0.0			17.7				
Total Delay					14.0			36.4				
LOS					B			D				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay					14.0			36.4				
Approach LOS					B			D				
Queue Length 50th (ft)					13			25				
Queue Length 95th (ft)					29			m#479				
Internal Link Dist (ft)		407			411			179			404	
Turn Bay Length (ft)												
Base Capacity (vph)					1154			1461				
Starvation Cap Reductn					0			110				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.09			1.04				

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 71 (89%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 34.9 Intersection LOS: C
Intersection Capacity Utilization 59.1% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 19: Lenoir St & Person St



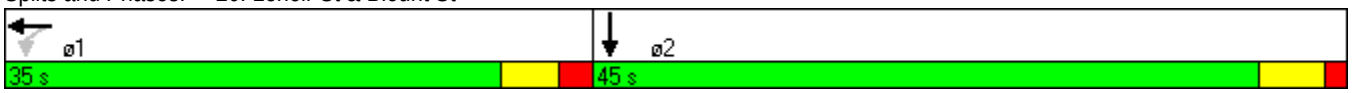
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	36	132	0	0	0	0	0	424	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91
Ped Bike Factor											1.00	
Frt											0.979	
Flt Protected					0.989							
Satd. Flow (prot)	0	0	0	0	3150	0	0	0	0	0	3890	0
Flt Permitted					0.989							
Satd. Flow (perm)	0	0	0	0	3150	0	0	0	0	0	3890	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)					39						53	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		464			487			271			480	
Travel Time (s)		12.7			13.3			5.3			9.4	
Confl. Peds. (#/hr)												11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	5	0
Parking (#/hr)											16	
Adj. Flow (vph)	0	0	0	39	143	0	0	0	0	0	461	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	182	0	0	0	0	0	534	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14	1.14	1.36	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm								
Protected Phases					1						2	
Permitted Phases				1								
Minimum Split (s)				21.5	21.5						21.3	
Total Split (s)	0.0	0.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	0.0	45.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	0.0%	56.3%	0.0%
Yellow Time (s)				3.5	3.5						3.9	
All-Red Time (s)				2.0	2.0						1.4	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	5.5	5.5	4.0	4.0	4.0	4.0	4.0	5.3	4.0
Lead/Lag				Lead	Lead						Lag	
Lead-Lag Optimize?				Yes	Yes						Yes	
Act Effct Green (s)					29.5						39.7	
Actuated g/C Ratio					0.37						0.50	
v/c Ratio					0.15						0.27	
Control Delay					18.0						1.8	
Queue Delay					0.0						0.0	
Total Delay					18.0						1.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS					B						A	
Approach Delay					18.0						1.8	
Approach LOS					B						A	
Queue Length 50th (ft)					33						5	
Queue Length 95th (ft)					m47						7	
Internal Link Dist (ft)		384			407			191			400	
Turn Bay Length (ft)												
Base Capacity (vph)					1186						1957	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.15						0.27	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 18 (23%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.27
Intersection Signal Delay: 5.9 Intersection LOS: A
Intersection Capacity Utilization 27.5% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: Lenoir St & Blount St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	94	65	0	0	0	0	0	1194	17	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.92						1.00				
Frt								0.998				
Flt Protected		0.971										
Satd. Flow (prot)	0	3093	0	0	0	0	0	2936	0	0	0	0
Flt Permitted		0.971										
Satd. Flow (perm)	0	2849	0	0	0	0	0	2936	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33						2				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		490			490			556			259	
Travel Time (s)		13.4			13.4			10.8			5.0	
Confl. Peds. (#/hr)	78								64			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)								10				
Adj. Flow (vph)	102	71	0	0	0	0	0	1298	18	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	173	0	0	0	0	0	1316	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.26	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm											
Protected Phases		4						2				
Permitted Phases	4											
Minimum Split (s)	21.4	21.4						20.9				
Total Split (s)	35.0	35.0	0.0	0.0	0.0	0.0	0.0	45.0	0.0	0.0	0.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	0.0%	56.3%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.5	3.5						3.5				
All-Red Time (s)	1.9	1.9						1.4				
Lost Time Adjust (s)	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 Lost Time (s)	5.4	5.4	4.0	4.0	4.0	4.0	4.0	4.9	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		29.6						40.1				
Actuated g/C Ratio		0.37						0.50				
v/c Ratio		0.16						0.89				
Control Delay		16.1						36.5				
Queue Delay		0.0						27.6				
Total Delay		16.1						64.1				
LOS		B						E				
Approach Delay		16.1						64.1				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B						E				
Queue Length 50th (ft)		35						353				
Queue Length 95th (ft)		63						m293				
Internal Link Dist (ft)		410			410			476			179	
Turn Bay Length (ft)												
Base Capacity (vph)		1075						1473				
Starvation Cap Reductn		0						0				
Spillback Cap Reductn		1						223				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.16						1.05				

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 63 (79%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 58.5 Intersection LOS: E
Intersection Capacity Utilization 54.3% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

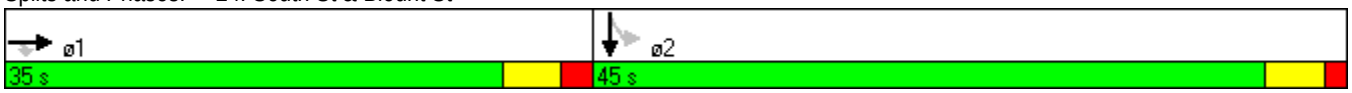
Splits and Phases: 23: South St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	135	53	0	0	0	0	0	0	24	436	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt			0.850									
Flt Protected											0.997	
Satd. Flow (prot)	0	3185	1425	0	0	0	0	0	0	0	4053	0
Flt Permitted											0.997	
Satd. Flow (perm)	0	3185	1425	0	0	0	0	0	0	0	4053	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			58								15	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		443			490			970			271	
Travel Time (s)		12.1			13.4			18.9			5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	4	0
Parking (#/hr)											6	
Adj. Flow (vph)	0	147	58	0	0	0	0	0	0	26	474	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	147	58	0	0	0	0	0	0	0	500	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.33	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm							Perm		
Protected Phases		1									2	
Permitted Phases			1							2		
Minimum Split (s)		21.4	21.4							21.0	21.0	
Total Split (s)	0.0	35.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0
Total Split (%)	0.0%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)		3.5	3.5							3.6	3.6	
All-Red Time (s)		1.9	1.9							1.4	1.4	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.4	5.4	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag		Lead	Lead							Lag	Lag	
Lead-Lag Optimize?		Yes	Yes							Yes	Yes	
Act Effct Green (s)		29.6	29.6								40.0	
Actuated g/C Ratio		0.37	0.37								0.50	
v/c Ratio		0.12	0.10								0.25	
Control Delay		17.0	5.5								3.7	
Queue Delay		0.0	0.0								0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		17.0	5.5								3.7	
LOS		B	A								A	
Approach Delay		13.8									3.7	
Approach LOS		B									A	
Queue Length 50th (ft)		25	0								9	
Queue Length 95th (ft)		44	23								12	
Internal Link Dist (ft)		363			410			890			191	
Turn Bay Length (ft)			100									
Base Capacity (vph)		1178	564								2034	
Starvation Cap Reductn		0	0								0	
Spillback Cap Reductn		0	0								0	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.12	0.10								0.25	

Intersection Summary	
Area Type: CBD	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 26 (33%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.25	
Intersection Signal Delay: 6.6	Intersection LOS: A
Intersection Capacity Utilization 22.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 24: South St & Blount St



HCM Unsignalized Intersection Capacity Analysis
27: Worth St & Person St

11/5/2012

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	25	1186	25	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	27	1289	27	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			408			556
pX, platoon unblocked	0.65	0.65			0.65	
vC, conflicting volume	1303	658			1316	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	391	0			412	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	96			100	
cM capacity (veh/h)	381	706			744	

Direction, Lane #	WB 1	NB 1	NB 2
Volume Total	27	859	457
Volume Left	0	0	0
Volume Right	27	0	27
cSH	706	1700	1700
Volume to Capacity	0.04	0.51	0.27
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.3	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.3	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	43.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	51	502	0	0	716	129	216	1143	39	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor								1.00				
Frt					0.977			0.996				
Flt Protected	0.950							0.992				
Satd. Flow (prot)	1770	3539	0	0	3458	0	0	3220	0	0	0	0
Flt Permitted	0.235							0.992				
Satd. Flow (perm)	438	3539	0	0	3458	0	0	3220	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					11			4				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		490			493			411			408	
Travel Time (s)		9.5			9.6			8.0			7.9	
Confl. Peds. (#/hr)									2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Parking (#/hr)								10				
Adj. Flow (vph)	55	546	0	0	778	140	235	1242	42	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	546	0	0	918	0	0	1519	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		4			4			2				
Permitted Phases	4						2					
Minimum Split (s)	20.8	20.8			20.8		21.0	21.0				
Total Split (s)	45.0	45.0	0.0	0.0	45.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0
Total Split (%)	56.3%	56.3%	0.0%	0.0%	56.3%	0.0%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.5	3.5			3.5		4.0	4.0				
All-Red Time (s)	1.3	1.3			1.3		1.0	1.0				
Lost Time Adjust (s)	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 Lost Time (s)	4.8	4.8	4.0	4.0	4.8	4.0	5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	40.2	40.2			40.2			30.0				
Actuated g/C Ratio	0.50	0.50			0.50			0.38				
v/c Ratio	0.25	0.31			0.53			1.26				
Control Delay	12.0	9.3			14.7			147.4				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0			0.0				
Total Delay	12.0	9.3			14.7			147.4				
LOS	B	A			B			F				
Approach Delay		9.6			14.7			147.4				
Approach LOS		A			B			F				
Queue Length 50th (ft)	11	57			152			~512				
Queue Length 95th (ft)	27	75			204			#645				
Internal Link Dist (ft)		410			413			331			328	
Turn Bay Length (ft)	100											
Base Capacity (vph)	220	1778			1743			1210				
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	0.25	0.31			0.53			1.26				

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 2 (3%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed
Maximum v/c Ratio: 1.26
Intersection Signal Delay: 80.0 Intersection LOS: F
Intersection Capacity Utilization 83.5% 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: 29: Martin Luther King Jr Blvd & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	487	83	31	901	0	0	0	0	66	279	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor			0.97	0.99							1.00	0.98
Frt			0.850									0.850
Flt Protected				0.950							0.990	
Satd. Flow (prot)	0	3539	1583	1770	3539	0	0	0	0	0	3241	1583
Flt Permitted				0.438							0.990	
Satd. Flow (perm)	0	3539	1543	811	3539	0	0	0	0	0	3238	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			90									75
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		569			490			388			970	
Travel Time (s)		11.1			9.5			7.6			18.9	
Confl. Peds. (#/hr)			12	12						4		5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)											10	
Adj. Flow (vph)	0	529	90	34	979	0	0	0	0	72	303	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	529	90	34	979	0	0	0	0	0	375	130
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		1			1						2	
Permitted Phases			1	1						2		2
Minimum Split (s)		27.0	27.0	27.0	27.0					23.0	23.0	23.0
Total Split (s)	0.0	45.0	45.0	45.0	45.0	0.0	0.0	0.0	0.0	35.0	35.0	35.0
Total Split (%)	0.0%	56.3%	56.3%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%	43.8%	43.8%	43.8%
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	6.0	6.0	6.0	4.0	4.0	4.0	4.0	6.0	6.0	6.0
Lead/Lag		Lead	Lead	Lead	Lead					Lag	Lag	Lag
Lead-Lag Optimize?		Yes	Yes	Yes	Yes					Yes	Yes	Yes
Act Effct Green (s)		39.0	39.0	39.0	39.0						29.0	29.0
Actuated g/C Ratio		0.49	0.49	0.49	0.49						0.36	0.36
v/c Ratio		0.31	0.11	0.09	0.57						0.32	0.21
Control Delay		13.0	3.1	8.1	14.3						25.7	16.8
Queue Delay		0.0	0.0	0.0	0.0						0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		13.0	3.1	8.1	14.3						25.7	16.8
LOS		B	A	A	B						C	B
Approach Delay		11.5			14.1						23.4	
Approach LOS		B			B						C	
Queue Length 50th (ft)		80	0	6	224						63	21
Queue Length 95th (ft)		112	22	m11	m259						108	64
Internal Link Dist (ft)		489			410			308			890	
Turn Bay Length (ft)				100								
Base Capacity (vph)		1725	798	395	1725						1174	611
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		0.31	0.11	0.09	0.57						0.32	0.21

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 20 (25%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 50	
Control Type: Pretimed	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 15.6	Intersection LOS: B
Intersection Capacity Utilization 83.5%	ICU Level of Service E
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 30: Martin Luther King Jr Blvd & Blount St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	4	0	0	12	8	4	1382	4	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	4	0	0	13	9	4	1502	4	0	0	0
Pedestrians		8			7						1	
Lane Width (ft)		12.0			12.0						0.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		1			1						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											411	
pX, platoon unblocked												
vC, conflicting volume	784	1530	8	1522	1528	761	8			1514		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	784	1530	8	1522	1528	761	8			1514		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	96	100	100	89	97	100			100		
cM capacity (veh/h)	248	114	1065	77	115	346	1600			435		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	13	22	755	755
Volume Left	9	0	4	0
Volume Right	0	9	0	4
cSH	178	156	1600	1700
Volume to Capacity	0.07	0.14	0.00	0.44
Queue Length 95th (ft)	6	12	0	0
Control Delay (s)	26.8	31.7	0.1	0.0
Lane LOS	D	D	A	
Approach Delay (s)	26.8	31.7	0.0	
Approach LOS	D	D		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	52.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	6	4	12	4	0	0	0	0	6	383	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	7	4	13	4	0	0	0	0	7	416	4
Pedestrians		5			3			2				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			0			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											388	
pX, platoon unblocked	0.96	0.96	0.96	0.96	0.96		0.96					
vC, conflicting volume	439	440	217	234	442	3	426			3		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	343	344	114	131	346	3	330			3		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	100	98	99	100	100			100		
cM capacity (veh/h)	555	551	881	779	549	1077	1178			1613		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	11	17	215	212
Volume Left	0	13	7	0
Volume Right	4	0	0	4
cSH	648	705	1613	1700
Volume to Capacity	0.02	0.02	0.00	0.13
Queue Length 95th (ft)	1	2	0	0
Control Delay (s)	10.7	10.2	0.3	0.0
Lane LOS	B	B	A	
Approach Delay (s)	10.7	10.2	0.1	
Approach LOS	B	B		

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	25.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	4	4	5	4	0	0	0	0	6	389	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	4	4	5	4	0	0	0	0	7	423	4
Pedestrians		6			6			1				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			1			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											850	
pX, platoon unblocked												
vC, conflicting volume	446	450	221	238	452	6	433			6		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	446	450	221	238	452	6	433			6		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	99	99	99	100	100			100		
cM capacity (veh/h)	485	496	779	677	495	1069	1117			1605		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	9	10	218	216
Volume Left	0	5	7	0
Volume Right	4	0	0	4
cSH	606	582	1605	1700
Volume to Capacity	0.01	0.02	0.00	0.13
Queue Length 95th (ft)	1	1	0	0
Control Delay (s)	11.0	11.3	0.2	0.0
Lane LOS	B	B	A	
Approach Delay (s)	11.0	11.3	0.1	
Approach LOS	B	B		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	22.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	5	0	0	5	4	4	1381	4	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	5	0	0	5	4	4	1501	4	0	0	0
Pedestrians		6			4						1	
Lane Width (ft)		12.0			12.0						0.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		1			0						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											866	
pX, platoon unblocked												
vC, conflicting volume	773	1524	6	1519	1522	758	6			1509		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	773	1524	6	1519	1522	758	6			1509		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	95	100	100	95	99	100			100		
cM capacity (veh/h)	271	116	1069	78	116	349	1605			438		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	11	10	755	755
Volume Left	5	0	4	0
Volume Right	0	4	0	4
cSH	162	165	1605	1700
Volume to Capacity	0.07	0.06	0.00	0.44
Queue Length 95th (ft)	5	5	0	0
Control Delay (s)	28.8	28.2	0.1	0.0
Lane LOS	D	D	A	
Approach Delay (s)	28.8	28.2	0.0	
Approach LOS	D	D		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	49.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	23	0	0	0	8	390
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	0	0	0	9	424
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			909			1291
pX, platoon unblocked						
vC, conflicting volume	229	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	229	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			99	
cM capacity (veh/h)	734	1084			1622	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	25	150	283
Volume Left	25	9	0
Volume Right	0	0	0
cSH	734	1622	1700
Volume to Capacity	0.03	0.01	0.17
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.1	0.5	0.0
Lane LOS	B	A	
Approach Delay (s)	10.1	0.2	
Approach LOS	B		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	21.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	4	0	0	19	14	4	1371	10	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	0	0	21	15	4	1490	11	0	0	0
Pedestrians		1									14	
Lane Width (ft)		12.0									0.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		0									0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								882			1307	
pX, platoon unblocked	0.70	0.70		0.70	0.70	0.70				0.70		
vC, conflicting volume	794	1511	1	1507	1505	765	1			1501		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	863	1	857	855	0	1			849		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	98	100	100	90	98	100			100		
cM capacity (veh/h)	642	202	1082	172	204	756	1619			547		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	9	36	749	756
Volume Left	4	0	4	0
Volume Right	0	15	0	11
cSH	307	296	1619	1700
Volume to Capacity	0.03	0.12	0.00	0.44
Queue Length 95th (ft)	2	10	0	0
Control Delay (s)	17.1	18.8	0.1	0.0
Lane LOS	C	C	A	
Approach Delay (s)	17.1	18.8	0.0	
Approach LOS	C	C		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	52.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	7	0	0	7	5	4	1370	6	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	8	0	0	8	5	4	1489	7	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								452				
pX, platoon unblocked	0.70	0.70		0.70	0.70	0.70				0.70		
vC, conflicting volume	762	1504	0	1505	1501	748	0			1496		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	848	0	849	843	0	0			836		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	96	100	100	96	99	100			100		
cM capacity (veh/h)	685	206	1084	171	207	754	1622			552		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	18	13	749	751
Volume Left	11	0	4	0
Volume Right	0	5	0	7
cSH	350	297	1622	1700
Volume to Capacity	0.05	0.04	0.00	0.44
Queue Length 95th (ft)	4	3	0	0
Control Delay (s)	15.9	17.7	0.1	0.0
Lane LOS	C	C	A	
Approach Delay (s)	15.9	17.7	0.0	
Approach LOS	C	C		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	52.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	4	0	0	409	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	4	0	0	445	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				841		
pX, platoon unblocked						
vC, conflicting volume	447	224	449			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	447	224	449			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	540	779	1108			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	4	296	153
Volume Left	0	0	0
Volume Right	4	0	4
cSH	779	1700	1700
Volume to Capacity	0.01	0.17	0.09
Queue Length 95th (ft)	0	0	0
Control Delay (s)	9.6	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.6	0.0	
Approach LOS	A		

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	21.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	11	0	0	0	17	396
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	0	0	0	18	430
Pedestrians	5					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			477			
pX, platoon unblocked						
vC, conflicting volume	257	5			5	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	257	5			5	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			99	
cM capacity (veh/h)	699	1072			1608	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	12	162	287
Volume Left	12	18	0
Volume Right	0	0	0
cSH	699	1608	1700
Volume to Capacity	0.02	0.01	0.17
Queue Length 95th (ft)	1	1	0
Control Delay (s)	10.2	0.9	0.0
Lane LOS	B	A	
Approach Delay (s)	10.2	0.3	
Approach LOS	B		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	21.4%	ICU Level of Service	A
Analysis Period (min)	15		

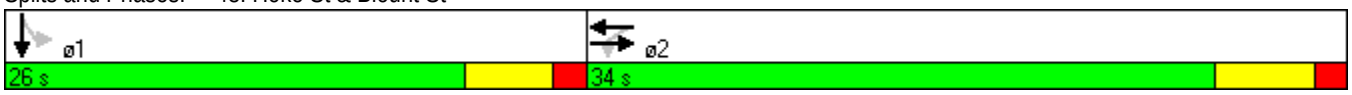
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	37	33	73	109	0	0	0	0	56	303	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Frt		0.936									0.982	
Flt Protected				0.950							0.993	
Satd. Flow (prot)	0	1744	0	1770	1863	0	0	0	0	0	4946	0
Flt Permitted				0.708							0.993	
Satd. Flow (perm)	0	1744	0	1319	1863	0	0	0	0	0	4946	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36									43	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		174			353			697			477	
Travel Time (s)		3.4			6.9			13.6			9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Adj. Flow (vph)	0	40	36	79	118	0	0	0	0	61	329	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	79	118	0	0	0	0	0	442	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	
Detector Template										Left		
Leading Detector (ft)		55		55	55					20	126	
Trailing Detector (ft)		-5		-5	-5					0	120	
Detector 1 Position(ft)		-5		-5	-5					0	120	
Detector 1 Size(ft)		60		60	60					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		3.0		0.0	5.0					0.0	0.0	
Turn Type				Perm						Perm		
Protected Phases		2			2						1	
Permitted Phases				2						1		
Detector Phase		2		2	2					1	1	
Switch Phase												
Minimum Initial (s)		12.0		12.0	12.0					7.0	7.0	
Minimum Split (s)		18.0		18.0	18.0					12.5	12.5	
Total Split (s)	0.0	34.0	0.0	34.0	34.0	0.0	0.0	0.0	0.0	26.0	26.0	0.0
Total Split (%)	0.0%	56.7%	0.0%	56.7%	56.7%	0.0%	0.0%	0.0%	0.0%	43.3%	43.3%	0.0%
Yellow Time (s)		4.5		4.5	4.5					4.0	4.0	
All-Red Time (s)		1.5		1.5	1.5					1.5	1.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	4.0	6.0	6.0	4.0	4.0	4.0	4.0	5.5	5.5	4.0
Lead/Lag		Lag		Lag	Lag					Lead	Lead	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Recall Mode		C-Min		C-Min	C-Min					None	None	
Act Effct Green (s)		40.2		40.2	40.2						8.3	
Actuated g/C Ratio		0.67		0.67	0.67						0.14	
v/c Ratio		0.06		0.09	0.09						0.61	
Control Delay		2.6		10.8	10.4						25.5	
Queue Delay		0.0		0.0	0.0						0.0	
Total Delay		2.6		10.8	10.4						25.5	
LOS		A		B	B						C	
Approach Delay		2.6			10.6						25.5	
Approach LOS		A			B						C	
Queue Length 50th (ft)		4		17	28						50	
Queue Length 95th (ft)		16		52	68						74	
Internal Link Dist (ft)		94			273			617			397	
Turn Bay Length (ft)												
Base Capacity (vph)		1179		883	1247						1718	
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		0.06		0.09	0.09						0.26	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 1 (2%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 18.9 Intersection LOS: B
Intersection Capacity Utilization 68.3% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 48: Hoke St & Blount St



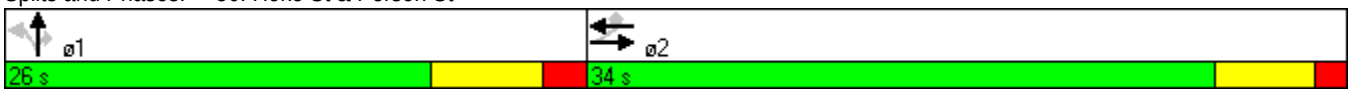
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	38	55	0	0	112	46	70	1296	84	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		160	0		215	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	25		25	25		100	25		250	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	1863	0	0	1863	1583	1770	3345	1583	0	0	0
Flt Permitted	0.679						0.950					
Satd. Flow (perm)	1265	1863	0	0	1863	1583	1770	3345	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						2			91			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		353			477			599			452	
Travel Time (s)		6.9			9.3			11.7			8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)								2				
Adj. Flow (vph)	41	60	0	0	122	50	76	1409	91	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	60	0	0	122	50	76	1409	91	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.08	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	1	0			
Detector Template												
Leading Detector (ft)	35	35			55	55	56	56	0			
Trailing Detector (ft)	-5	-5			-5	-5	50	50	0			
Detector 1 Position(ft)	-5	-5			-5	-5	50	50	0			
Detector 1 Size(ft)	40	40			60	60	6	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	3.0	0.0			0.0	15.0	0.0	0.0	0.0			
Turn Type	Perm					Perm	Perm		Perm			
Protected Phases		2			2			1				
Permitted Phases	2					2	1		1			
Detector Phase	2	2			2	2	1	1	1			
Switch Phase												
Minimum Initial (s)	10.0	10.0			10.0	10.0	7.0	7.0	7.0			
Minimum Split (s)	16.0	16.0			16.0	16.0	14.0	14.0	14.0			
Total Split (s)	34.0	34.0	0.0	0.0	34.0	34.0	26.0	26.0	26.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	56.7%	56.7%	0.0%	0.0%	56.7%	56.7%	43.3%	43.3%	43.3%	0.0%	0.0%	0.0%
Yellow Time (s)	4.5	4.5			4.5	4.5	5.0	5.0	5.0			
All-Red Time (s)	1.5	1.5			1.5	1.5	2.0	2.0	2.0			
Lost Time Adjust (s)	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 Lost Time (s)	6.0	6.0	4.0	4.0	6.0	6.0	7.0	7.0	7.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag			Lag	Lag	Lead	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes	Yes	Yes			
Recall Mode	C-Min	C-Min			C-Min	C-Min	None	None	None			
Act Effct Green (s)	10.9	10.9			10.9	10.9	36.1	36.1	36.1			
Actuated g/C Ratio	0.18	0.18			0.18	0.18	0.60	0.60	0.60			
v/c Ratio	0.18	0.18			0.36	0.17	0.07	0.70	0.09			
Control Delay	30.5	30.0			24.4	21.1	5.7	11.0	1.9			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	30.5	30.0			24.4	21.1	5.7	11.0	1.9			
LOS	C	C			C	C	A	B	A			
Approach Delay		30.2			23.4			10.2				
Approach LOS		C			C			B				
Queue Length 50th (ft)	15	22			40	15	9	151	0			
Queue Length 95th (ft)	41	53			76	38	27	262	16			
Internal Link Dist (ft)		273			397			519			372	
Turn Bay Length (ft)						160			215			
Base Capacity (vph)	590	869			869	740	1065	2013	989			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.07	0.07			0.14	0.07	0.07	0.70	0.09			

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 5 (8%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 12.5 Intersection LOS: B
Intersection Capacity Utilization 68.3% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 50: Hoke St & Person St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	472	0	0	587	1021	0	0	227	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt												
Flt Protected				0.950	0.950		0.950					
Satd. Flow (prot)	0	0	0	1681	1681	0	1770	5085	0	0	5085	0
Flt Permitted				0.950	0.950		0.592					
Satd. Flow (perm)	0	0	0	1681	1681	0	1103	5085	0	0	5085	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		562			348			658			507	
Travel Time (s)		12.8			7.9			10.0			7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	513	0	0	638	1110	0	0	247	0
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	0	256	257	0	638	1110	0	0	247	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1		1	2			2	
Detector Template												
Leading Detector (ft)				60	60		60	306			306	
Trailing Detector (ft)				0	0		0	90			90	
Detector 1 Position(ft)				0	0		0	90			90	
Detector 1 Size(ft)				60	60		60	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)								300			300	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								1.6			1.6	
Turn Type				Perm			pm+pt					
Protected Phases					3		1	2			2	
Permitted Phases				3			2					
Detector Phase				3	3		1	2			2	
Switch Phase												
Minimum Initial (s)				12.0	12.0		7.0	15.0			15.0	
Minimum Split (s)				19.6	19.6		14.0	22.0			22.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	0.0	0.0	0.0	30.0	30.0	0.0	40.0	30.0	0.0	0.0	30.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	30.0%	30.0%	0.0%	40.0%	30.0%	0.0%	0.0%	30.0%	0.0%
Yellow Time (s)				5.0	5.0		5.0	5.0			5.0	
All-Red Time (s)				2.6	2.6		2.0	2.0			2.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	7.6	7.6	4.0	7.0	7.0	4.0	4.0	7.0	4.0
Lead/Lag							Lead	Lag			Lag	
Lead-Lag Optimize?							Yes	Yes			Yes	
Recall Mode				None	None		None	C-Min			C-Min	
Act Effct Green (s)				18.7	18.7		59.7	33.7			33.7	
Actuated g/C Ratio				0.19	0.19		0.60	0.34			0.34	
v/c Ratio				0.82	0.82		0.77	0.65			0.14	
Control Delay				58.9	59.2		18.6	24.8			26.0	
Queue Delay				0.0	0.0		0.0	0.0			0.0	
Total Delay				58.9	59.2		18.6	24.8			26.0	
LOS				E	E		B	C			C	
Approach Delay					59.1			22.5			26.0	
Approach LOS					E			C			C	
Queue Length 50th (ft)				164	165		143	171			40	
Queue Length 95th (ft)				250	251		285	#339			70	
Internal Link Dist (ft)		482			268			578			427	
Turn Bay Length (ft)												
Base Capacity (vph)				377	377		930	1715			1715	
Starvation Cap Reductn				0	0		0	0			0	
Spillback Cap Reductn				0	0		0	0			0	
Storage Cap Reductn				0	0		0	0			0	
Reduced v/c Ratio				0.68	0.68		0.69	0.65			0.14	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 85 (85%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 30.3 Intersection LOS: C
Intersection Capacity Utilization 76.1% 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: 58: I-40 EB On Ramp & Hammond Rd

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	433	202	0	1175	631	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300	0	0			0
Storage Lanes	2	1	0			0
Taper Length (ft)	300	25	25			25
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	3433	1583	0	5085	5085	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	1583	0	5085	5085	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		220				
Link Speed (mph)	30			45	45	
Link Distance (ft)	1815			1032	355	
Travel Time (s)	41.3			15.6	5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	471	220	0	1277	686	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	471	220	0	1277	686	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			20	20	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	
Detector Template						
Leading Detector (ft)	55	55		411	411	
Trailing Detector (ft)	-5	-5		110	110	
Detector 1 Position(ft)	-5	-5		110	110	
Detector 1 Size(ft)	60	60		6	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	15.0		0.0	0.0	
Detector 2 Position(ft)				405	405	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				3.0	3.0	
Turn Type		Perm				
Protected Phases	1			2	2	
Permitted Phases		1				
Detector Phase	1	1		2	2	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	7.0	7.0		15.0	15.0	
Minimum Split (s)	14.2	14.2		21.1	21.1	
Total Split (s)	30.0	30.0	0.0	70.0	70.0	0.0
Total Split (%)	30.0%	30.0%	0.0%	70.0%	70.0%	0.0%
Yellow Time (s)	4.2	4.2		5.0	5.0	
All-Red Time (s)	3.0	3.0		1.1	1.1	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	7.2	4.0	6.1	6.1	4.0
Lead/Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Recall Mode	None	None		C-Min	C-Min	
Act Effct Green (s)	19.4	19.4		67.3	67.3	
Actuated g/C Ratio	0.19	0.19		0.67	0.67	
v/c Ratio	0.71	0.45		0.37	0.20	
Control Delay	43.4	7.7		7.9	9.3	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	43.4	7.7		7.9	9.3	
LOS	D	A		A	A	
Approach Delay	32.1			7.9	9.3	
Approach LOS	C			A	A	
Queue Length 50th (ft)	144	0		117	52	
Queue Length 95th (ft)	191	58		158	90	
Internal Link Dist (ft)	1735			952	275	
Turn Bay Length (ft)	300					
Base Capacity (vph)	783	531		3420	3420	
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	0.60	0.41		0.37	0.20	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 75 (75%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 14.5 Intersection LOS: B
Intersection Capacity Utilization 46.1% ICU Level of Service A
Analysis Period (min) 15

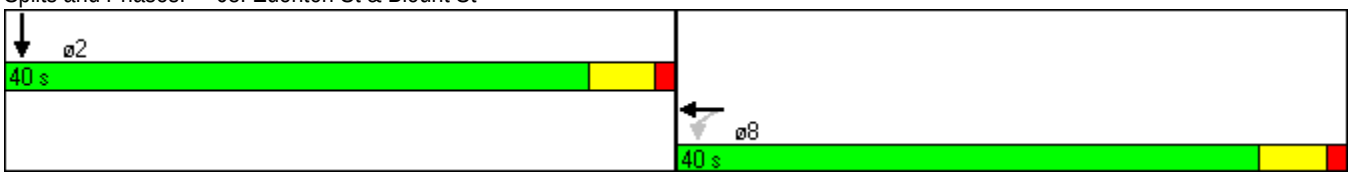
Splits and Phases: 64: I-40 WB Off Ramp & Hammond Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	230	1015	0	0	0	0	0	668	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.91	0.91
Ped Bike Factor					0.99						0.99	
Frt											0.981	
Flt Protected					0.991							
Satd. Flow (prot)	0	0	0	0	4536	0	0	0	0	0	4170	0
Flt Permitted					0.991							
Satd. Flow (perm)	0	0	0	0	4489	0	0	0	0	0	4170	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)					81						35	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		484			483			293			497	
Travel Time (s)		9.4			9.4			6.7			11.3	
Confl. Peds. (#/hr)				28								41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)											16	
Adj. Flow (vph)	0	0	0	250	1103	0	0	0	0	0	726	108
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1353	0	0	0	0	0	834	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.24	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm								
Protected Phases					8						2	
Permitted Phases				8								
Minimum Split (s)				21.3	21.3						21.2	
Total Split (s)	0.0	0.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%
Yellow Time (s)				4.0	4.0						3.9	
All-Red Time (s)				1.3	1.3						1.3	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	5.3	5.3	4.0	4.0	4.0	4.0	4.0	5.2	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					34.7						34.8	
Actuated g/C Ratio					0.43						0.44	
v/c Ratio					0.68						0.45	
Control Delay					7.0						3.7	
Queue Delay					0.0						0.0	
Total Delay					7.0						3.7	
LOS					A						A	
Approach Delay					7.0						3.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS					A						A	
Queue Length 50th (ft)					37						14	
Queue Length 95th (ft)					48						25	
Internal Link Dist (ft)		404			403			213			417	
Turn Bay Length (ft)												
Base Capacity (vph)					1993						1834	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.68						0.45	

Intersection Summary	
Area Type:	CBD
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 46 (58%), Referenced to phase 8:WBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 5.8	Intersection LOS: A
Intersection Capacity Utilization 53.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 68: Edenton St & Blount St

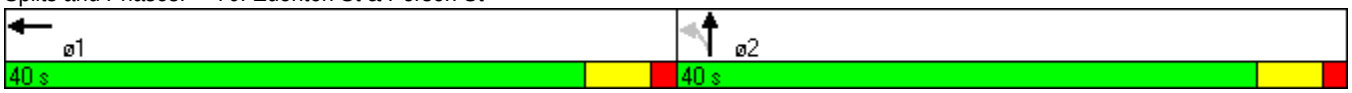


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	1048	188	197	861	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.977							
Flt Protected								0.991				
Satd. Flow (prot)	0	0	0	0	4471	0	0	4536	0	0	0	0
Flt Permitted								0.991				
Satd. Flow (perm)	0	0	0	0	4471	0	0	4536	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)					56			31				
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		483			486			316			249	
Travel Time (s)		9.4			9.5			7.2			5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	1139	204	214	936	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1343	0	0	1150	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type							Perm					
Protected Phases					1			2				
Permitted Phases							2					
Minimum Split (s)					21.5		21.5	21.5				
Total Split (s)	0.0	0.0	0.0	0.0	40.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)					4.0		4.0	4.0				
All-Red Time (s)					1.5		1.5	1.5				
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	4.0	5.5	4.0	5.5	5.5	4.0	4.0	4.0	4.0
Lead/Lag					Lead		Lag	Lag				
Lead-Lag Optimize?					Yes		Yes	Yes				
Act Effct Green (s)					34.5			34.5				
Actuated g/C Ratio					0.43			0.43				
v/c Ratio					0.69			0.58				
Control Delay					19.7			5.5				
Queue Delay					0.0			0.4				
Total Delay					19.7			5.9				
LOS					B			A				
Approach Delay					19.7			5.9				
Approach LOS					B			A				
Queue Length 50th (ft)					183			5				
Queue Length 95th (ft)					233			9				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		403			406			236			169	
Turn Bay Length (ft)												
Base Capacity (vph)					1960			1974				
Starvation Cap Reductn					0			317				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.69			0.69				

Intersection Summary	
Area Type:	CBD
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 38 (48%), Referenced to phase 1:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 13.3	Intersection LOS: B
Intersection Capacity Utilization 59.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 70: Edenton St & Person St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	85	106	0	0	0	0	0	0	40	661	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25		25	25		25	25		25	300		25
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor		0.97								0.99		
Frt		0.917										
Flt Protected										0.950		
Satd. Flow (prot)	0	4089	0	0	0	0	0	0	0	1593	2962	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	4089	0	0	0	0	0	0	0	1577	2962	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		115								43		
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		491			487			497			474	
Travel Time (s)		9.6			9.5			11.3			10.8	
Confl. Peds. (#/hr)			19							7		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)											8	
Adj. Flow (vph)	0	92	115	0	0	0	0	0	0	43	718	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	207	0	0	0	0	0	0	0	43	718	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type										Perm		
Protected Phases		4									2	
Permitted Phases										2		
Minimum Split (s)		22.0								23.0	23.0	
Total Split (s)	0.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0
Total Split (%)	0.0%	43.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)		4.0								4.0	4.0	
All-Red Time (s)		2.0								2.0	2.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		29.0								39.0	39.0	
Actuated g/C Ratio		0.36								0.49	0.49	
v/c Ratio		0.13								0.05	0.50	
Control Delay		8.2								0.1	2.2	
Queue Delay		0.0								0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		8.2								0.1	2.2	
LOS		A								A	A	
Approach Delay		8.2									2.0	
Approach LOS		A									A	
Queue Length 50th (ft)		10								0	7	
Queue Length 95th (ft)		26								m0	8	
Internal Link Dist (ft)		411			407			417			394	
Turn Bay Length (ft)										150		
Base Capacity (vph)		1556								791	1444	
Starvation Cap Reductn		0								0	0	
Spillback Cap Reductn		0								0	0	
Storage Cap Reductn		0								0	0	
Reduced v/c Ratio		0.13								0.05	0.50	

Intersection Summary	
Area Type:	CBD
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 78 (98%), Referenced to phase 2:SBTL and 6:, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 3.4	Intersection LOS: A
Intersection Capacity Utilization 41.1%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 73: Jones St & Blount St

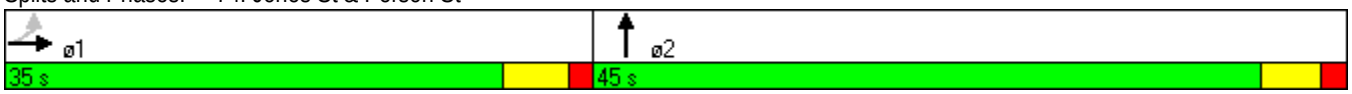
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	38	87	0	0	0	0	0	932	17	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor	0.99							1.00				
Frt								0.997				
Flt Protected	0.950											
Satd. Flow (prot)	1593	3185	0	0	0	0	0	4349	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1572	3185	0	0	0	0	0	4349	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	41							4				
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		487			488			241			488	
Travel Time (s)		9.5			13.3			5.5			11.1	
Confl. Peds. (#/hr)	8								4			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)								8				
Adj. Flow (vph)	41	95	0	0	0	0	0	1013	18	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	95	0	0	0	0	0	1031	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.22	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm											
Protected Phases		1						2				
Permitted Phases	1											
Minimum Split (s)	21.3	21.3						21.2				
Total Split (s)	35.0	35.0	0.0	0.0	0.0	0.0	0.0	45.0	0.0	0.0	0.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	0.0%	56.3%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.9	3.9						3.5				
All-Red Time (s)	1.4	1.4						1.7				
Lost Time Adjust (s)	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 Lost Time (s)	5.3	5.3	4.0	4.0	4.0	4.0	4.0	5.2	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead						Lag				
Lead-Lag Optimize?	Yes	Yes						Yes				
Act Effct Green (s)	29.7	29.7						39.8				
Actuated g/C Ratio	0.37	0.37						0.50				
v/c Ratio	0.07	0.08						0.48				
Control Delay	4.7	14.3						5.1				
Queue Delay	0.0	0.0						0.0				
Total Delay	4.7	14.3						5.1				
LOS	A	B						A				
Approach Delay		11.4						5.1				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B						A				
Queue Length 50th (ft)	2	14						38				
Queue Length 95th (ft)	11	24						46				
Internal Link Dist (ft)		407			408			161			408	
Turn Bay Length (ft)												
Base Capacity (vph)	609	1182						2166				
Starvation Cap Reductn	0	0						0				
Spillback Cap Reductn	0	0						0				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.07	0.08						0.48				

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 5 (6%), Referenced to phase 2:NBT and 6:, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.48
Intersection Signal Delay: 5.8 Intersection LOS: A
Intersection Capacity Utilization 65.9% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 74: Jones St & Person St



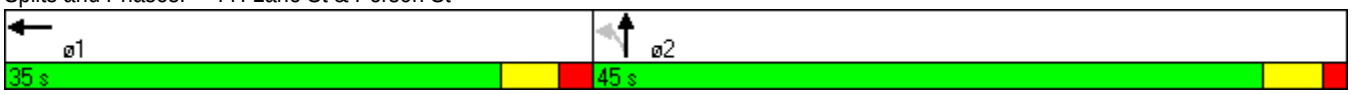
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	36	51	205	765	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor					0.99			1.00				
Frt					0.912							
Flt Protected								0.990				
Satd. Flow (prot)	0	0	0	0	2882	0	0	4320	0	0	0	0
Flt Permitted								0.990				
Satd. Flow (perm)	0	0	0	0	2882	0	0	4312	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)					55			121				
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		477			486			488			277	
Travel Time (s)		9.3			13.3			11.1			6.3	
Confl. Peds. (#/hr)						1	14					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)								8				
Adj. Flow (vph)	0	0	0	0	39	55	223	832	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	94	0	0	1055	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.22	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type							Perm					
Protected Phases					1			2				
Permitted Phases							2					
Minimum Split (s)					21.5		21.1	21.1				
Total Split (s)	0.0	0.0	0.0	0.0	35.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	0.0%	43.8%	0.0%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)					3.5		3.5	3.5				
All-Red Time (s)					2.0		1.6	1.6				
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	4.0	5.5	4.0	5.1	5.1	4.0	4.0	4.0	4.0
Lead/Lag					Lead		Lag	Lag				
Lead-Lag Optimize?					Yes		Yes	Yes				
Act Effct Green (s)					29.5			39.9				
Actuated g/C Ratio					0.37			0.50				
v/c Ratio					0.09			0.48				
Control Delay					8.5			0.7				
Queue Delay					0.0			0.0				
Total Delay					8.5			0.7				
LOS					A			A				
Approach Delay					8.5			0.7				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS					A			A				
Queue Length 50th (ft)					6			0				
Queue Length 95th (ft)					21			0				
Internal Link Dist (ft)		397			406			408			197	
Turn Bay Length (ft)												
Base Capacity (vph)					1097			2211				
Starvation Cap Reductn					0			0				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.09			0.48				

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 11 (14%), Referenced to phase 2:NBTL and 6:, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.48
Intersection Signal Delay: 1.4 Intersection LOS: A
Intersection Capacity Utilization 40.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 77: Lane St & Person St

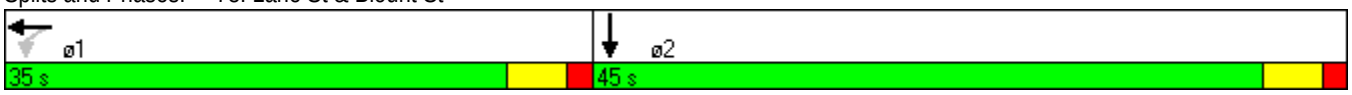


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	16	225	0	0	0	0	0	685	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00						1.00	
Frt											0.984	
Flt Protected					0.997							
Satd. Flow (prot)	0	0	0	0	3176	0	0	0	0	0	2906	0
Flt Permitted					0.997							
Satd. Flow (perm)	0	0	0	0	3172	0	0	0	0	0	2906	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)					10						22	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		511			477			474			276	
Travel Time (s)		10.0			9.3			10.8			6.3	
Confl. Peds. (#/hr)				9								18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Parking (#/hr)											6	
Adj. Flow (vph)	0	0	0	17	245	0	0	0	0	0	745	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	262	0	0	0	0	0	832	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm								
Protected Phases					1						2	
Permitted Phases				1								
Minimum Split (s)				21.1	21.1						21.1	
Total Split (s)	0.0	0.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	0.0	45.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	0.0%	56.3%	0.0%
Yellow Time (s)				3.5	3.5						3.5	
All-Red Time (s)				1.6	1.6						1.6	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	5.1	5.1	4.0	4.0	4.0	4.0	4.0	5.1	4.0
Lead/Lag				Lead	Lead						Lag	
Lead-Lag Optimize?				Yes	Yes						Yes	
Act Effct Green (s)					29.9						39.9	
Actuated g/C Ratio					0.37						0.50	
v/c Ratio					0.22						0.57	
Control Delay					7.4						23.3	
Queue Delay					0.0						0.0	
Total Delay					7.4						23.3	
LOS					A						C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay					7.4						23.3	
Approach LOS					A						C	
Queue Length 50th (ft)					24						225	
Queue Length 95th (ft)					44						278	
Internal Link Dist (ft)		431			397			394			196	
Turn Bay Length (ft)												
Base Capacity (vph)					1192						1460	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.22						0.57	

Intersection Summary	
Area Type: CBD	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 70 (88%), Referenced to phase 2:SBT and 6:, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 19.5	Intersection LOS: B
Intersection Capacity Utilization 41.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 78: Lane St & Blount St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	45	0	50	840	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	0	54	913	0	0
Pedestrians	4				2	
Lane Width (ft)	12.0				0.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	0				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				277	1167	
pX, platoon unblocked	0.90					
vC, conflicting volume	419	4	4			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	4	4			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	100	97			
cM capacity (veh/h)	887	1074	1611			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3
Volume Total	49	237	365	365
Volume Left	49	54	0	0
Volume Right	0	0	0	0
cSH	887	1611	1700	1700
Volume to Capacity	0.06	0.03	0.21	0.21
Queue Length 95th (ft)	4	3	0	0
Control Delay (s)	9.3	1.9	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.3	0.5		
Approach LOS	A			

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	27.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	15	18	8	42	0	0	0	0	30	807	12
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	16	20	9	46	0	0	0	0	33	877	13
Pedestrians		14			9			10				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			1			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								276				
pX, platoon unblocked												
vC, conflicting volume	986	972	469	551	978	9	904			9		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	986	972	469	551	978	9	904			9		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	93	96	98	81	100	100			98		
cM capacity (veh/h)	166	241	534	367	239	1062	739			1597		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	36	54	471	452
Volume Left	0	9	33	0
Volume Right	20	0	0	13
cSH	344	253	1597	1700
Volume to Capacity	0.10	0.21	0.02	0.27
Queue Length 95th (ft)	9	20	2	0
Control Delay (s)	16.7	23.1	0.7	0.0
Lane LOS	C	C	A	
Approach Delay (s)	16.7	23.1	0.4	
Approach LOS	C	C		

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	39.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	107	855	30	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	116	929	33	0	0
Pedestrians	6					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			350			1094
pX, platoon unblocked	0.94	0.94			0.94	
vC, conflicting volume	952	332			968	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	730	71			747	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	87			100	
cM capacity (veh/h)	335	914			803	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3
Volume Total	116	372	372	218
Volume Left	0	0	0	0
Volume Right	116	0	0	33
cSH	914	1700	1700	1700
Volume to Capacity	0.13	0.22	0.22	0.13
Queue Length 95th (ft)	11	0	0	0
Control Delay (s)	9.5	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	9.5	0.0		
Approach LOS	A			

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	30.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	14	0	0	13	50	41	914	7	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	15	0	0	14	54	45	993	8	0	0	0
Pedestrians		2			8						1	
Lane Width (ft)		12.0			12.0						0.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		0			1						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								825			619	
pX, platoon unblocked												
vC, conflicting volume	485	1100	2	1102	1096	344	2			1009		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	485	1100	2	1102	1096	344	2			1009		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	93	100	100	93	92	97			100		
cM capacity (veh/h)	392	203	1079	151	204	648	1616			678		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3
Volume Total	33	68	293	497	256
Volume Left	17	0	45	0	0
Volume Right	0	54	0	0	8
cSH	274	447	1616	1700	1700
Volume to Capacity	0.12	0.15	0.03	0.29	0.15
Queue Length 95th (ft)	10	13	2	0	0
Control Delay (s)	19.9	14.5	1.3	0.0	0.0
Lane LOS	C	B	A		
Approach Delay (s)	19.9	14.5	0.4		
Approach LOS	C	B			

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	33.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	5	13	10	44	0	0	0	0	25	926	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00						1.00	
Frt		0.901									0.992	
Flt Protected					0.991						0.999	
Satd. Flow (prot)	0	1657	0	0	1846	0	0	0	0	0	3173	0
Flt Permitted					0.930						0.999	
Satd. Flow (perm)	0	1657	0	0	1731	0	0	0	0	0	3172	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14									13	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		395			485			268			515	
Travel Time (s)		7.7			9.4			6.1			11.7	
Confl. Peds. (#/hr)			4	4						8		7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Parking (#/hr)											16	
Adj. Flow (vph)	0	5	14	11	48	0	0	0	0	27	1007	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	59	0	0	0	0	0	1093	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.13	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	
Detector Template				Left						Left		
Leading Detector (ft)		25		20	25					20	76	
Trailing Detector (ft)		-5		0	-5					0	70	
Detector 1 Position(ft)		-5		0	-5					0	70	
Detector 1 Size(ft)		30		20	30					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		10.0		0.0	3.0					0.0	0.0	
Turn Type				Perm						Perm		
Protected Phases		8			4						2	
Permitted Phases				4						2		
Detector Phase		8		4	4					2	2	
Switch Phase												
Minimum Initial (s)		7.0		7.0	7.0					10.0	10.0	
Minimum Split (s)		24.5		24.5	24.5					23.5	23.5	
Total Split (s)	0.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	55.0	55.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	0.0%	31.3%	0.0%	31.3%	31.3%	0.0%	0.0%	0.0%	0.0%	68.8%	68.8%	0.0%
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		1.5		1.5	1.5					1.5	1.5	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.5	4.0	5.5	5.5	4.0	4.0	4.0	4.0	5.5	5.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		None		None	None					C-Min	C-Min	
Act Effct Green (s)		9.5			9.5						66.7	
Actuated g/C Ratio		0.12			0.12						0.83	
v/c Ratio		0.09			0.29						0.41	
Control Delay		17.1			33.2						6.2	
Queue Delay		0.0			0.0						0.0	
Total Delay		17.1			33.2						6.2	
LOS		B			C						A	
Approach Delay		17.1			33.2						6.2	
Approach LOS		B			C						A	
Queue Length 50th (ft)		2			30						15	
Queue Length 95th (ft)		18			m61						270	
Internal Link Dist (ft)		315			405			188			435	
Turn Bay Length (ft)												
Base Capacity (vph)		414			422						2647	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.05			0.14						0.41	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 58 (73%), Referenced to phase 2:SBTL and 6:, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.41
Intersection Signal Delay: 7.7 Intersection LOS: A
Intersection Capacity Utilization 46.8% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 90: Polk St & Blount St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	0	0	0	0	20	3	957	20	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	0	0	0	0	22	3	1040	22	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								1314			130	
pX, platoon unblocked												
vC, conflicting volume	375	1068	0	1058	1058	358	0			1062		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	375	1068	0	1058	1058	358	0			1062		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	100	100	100	97	100			100		
cM capacity (veh/h)	537	220	1084	179	223	639	1622			652		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3
Volume Total	12	22	263	520	282
Volume Left	12	0	3	0	0
Volume Right	0	22	0	0	22
cSH	537	639	1622	1700	1700
Volume to Capacity	0.02	0.03	0.00	0.31	0.17
Queue Length 95th (ft)	2	3	0	0	0
Control Delay (s)	11.9	10.8	0.1	0.0	0.0
Lane LOS	B	B	A		
Approach Delay (s)	11.9	10.8	0.0		
Approach LOS	B	B			

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	37.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	136	310	25	492	0	0	0	0	9	662	232
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		150
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		150
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.896										0.850
Flt Protected					0.998						0.999	
Satd. Flow (prot)	0	3171	0	0	3532	0	0	0	0	0	3217	1583
Flt Permitted					0.916						0.999	
Satd. Flow (perm)	0	3171	0	0	3242	0	0	0	0	0	3217	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		167										168
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		442			484			146			462	
Travel Time (s)		8.6			9.4			3.3			10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)											16	
Adj. Flow (vph)	0	148	337	27	535	0	0	0	0	10	720	252
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	485	0	0	562	0	0	0	0	0	730	252
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.13	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Minimum Split (s)		21.2		21.0	21.0					20.7	20.7	20.7
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	45.0	45.0	45.0
Total Split (%)	0.0%	43.8%	0.0%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	56.3%
Yellow Time (s)		3.8		3.9	3.9					3.7	3.7	3.7
All-Red Time (s)		1.4		1.1	1.1					1.0	1.0	1.0
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.2	4.0	5.0	5.0	4.0	4.0	4.0	4.0	4.7	4.7	4.7
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		29.8			30.0						40.3	40.3
Actuated g/C Ratio		0.37			0.38						0.50	0.50
v/c Ratio		0.38			0.46						0.45	0.29
Control Delay		12.6			33.9						13.9	5.0
Queue Delay		0.0			0.0						0.0	0.0
Total Delay		12.6			33.9						13.9	5.0
LOS		B			C						B	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		12.6			33.9						11.6	
Approach LOS		B			C						B	
Queue Length 50th (ft)		57			159						116	21
Queue Length 95th (ft)		94			216						160	59
Internal Link Dist (ft)		362			404			66			382	
Turn Bay Length (ft)												150
Base Capacity (vph)		1286			1216						1621	881
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		0.38			0.46						0.45	0.29

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 41 (51%), Referenced to phase 4:EBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 18.0 Intersection LOS: B
Intersection Capacity Utilization 58.8% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 94: Peace St & Blount St

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	145	0	517	471	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	0.91	0.91	1.00	1.00
Ped Bike Factor	0.99			1.00		
Frt						
Flt Protected	0.950			0.975		
Satd. Flow (prot)	3433	0	0	4768	0	0
Flt Permitted	0.950			0.975		
Satd. Flow (perm)	3404	0	0	4763	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	35			30	30	
Link Distance (ft)	484			130	148	
Travel Time (s)	9.4			3.0	3.4	
Confl. Peds. (#/hr)	5		1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)				3		
Adj. Flow (vph)	158	0	562	512	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	0	1074	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.05	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type			Perm			
Protected Phases	4			2		
Permitted Phases			2			
Minimum Split (s)	21.4		21.0	21.0		
Total Split (s)	25.0	0.0	55.0	55.0	0.0	0.0
Total Split (%)	31.3%	0.0%	68.8%	68.8%	0.0%	0.0%
Yellow Time (s)	3.0		3.8	3.8		
All-Red Time (s)	2.4		1.2	1.2		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	4.0	5.0	5.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Act Effct Green (s)	19.6			50.0		
Actuated g/C Ratio	0.24			0.62		
v/c Ratio	0.19			0.36		
Control Delay	14.6			15.7		
Queue Delay	0.0			0.0		
Total Delay	14.6			15.7		
LOS	B			B		
Approach Delay	14.6			15.7		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Approach LOS	B			B		
Queue Length 50th (ft)	17			171		
Queue Length 95th (ft)	25			209		
Internal Link Dist (ft)	404			50	68	
Turn Bay Length (ft)						
Base Capacity (vph)	841			2977		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			0		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.19			0.36		

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 49 (61%), Referenced to phase 4:EBL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 15.6	Intersection LOS: B
Intersection Capacity Utilization 43.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 95: Peace St & Person St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	6	0	0	7	21	28	558	30	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	7	0	0	8	23	30	607	33	0	0	0
Pedestrians					6							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					4.0							
Percent Blockage					1							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								148			680	
pX, platoon unblocked												
vC, conflicting volume	290	706	0	693	690	224	0			645		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	290	706	0	693	690	224	0			645		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	98	100	100	98	97	98			100		
cM capacity (veh/h)	600	350	1084	318	358	775	1622			931		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3
Volume Total	30	30	182	303	184
Volume Left	24	0	30	0	0
Volume Right	0	23	0	0	33
cSH	521	600	1622	1700	1700
Volume to Capacity	0.06	0.05	0.02	0.18	0.11
Queue Length 95th (ft)	5	4	1	0	0
Control Delay (s)	12.3	11.3	1.3	0.0	0.0
Lane LOS	B	B	A		
Approach Delay (s)	12.3	11.3	0.4		
Approach LOS	B	B			

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	27.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	4	0	0	0	0	0	586	15	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	4	0	0	0	0	0	637	16	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								464			364	
pX, platoon unblocked												
vC, conflicting volume	212	653	0	647	645	220	0			653		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	212	653	0	647	645	220	0			653		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	100	100	100	100	100			100		
cM capacity (veh/h)	726	385	1084	353	389	783	1622			929		

Direction, Lane #	EB 1	NB 1	NB 2	NB 3
Volume Total	12	255	255	144
Volume Left	8	0	0	0
Volume Right	0	0	0	16
cSH	549	1700	1700	1700
Volume to Capacity	0.02	0.15	0.15	0.08
Queue Length 95th (ft)	2	0	0	0
Control Delay (s)	11.7	0.0	0.0	0.0
Lane LOS	B			
Approach Delay (s)	11.7	0.0		
Approach LOS	B			

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	21.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	5	5	0	0	0	0	0	0	6	898	14
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	5	5	0	0	0	0	0	0	7	976	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								462				
pX, platoon unblocked												
vC, conflicting volume	997	997	496	509	1004	0	991			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	997	997	496	509	1004	0	991			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	98	99	100	100	100	100			100		
cM capacity (veh/h)	198	242	520	433	239	1084	693			1622		

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	11	495	503
Volume Left	0	7	0
Volume Right	5	0	15
cSH	330	1622	1700
Volume to Capacity	0.03	0.00	0.30
Queue Length 95th (ft)	3	0	0
Control Delay (s)	16.3	0.1	0.0
Lane LOS	C	A	
Approach Delay (s)	16.3	0.1	
Approach LOS	C		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	35.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	9	0	0	43	14	26	563	4	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor								1.00				
Frt					0.967			0.999				
Flt Protected		0.984						0.998				
Satd. Flow (prot)	0	1833	0	0	1801	0	0	4659	0	0	0	0
Flt Permitted		0.941						0.998				
Satd. Flow (perm)	0	1753	0	0	1801	0	0	4653	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					15			2				
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		474			478			364			238	
Travel Time (s)		9.2			9.3			8.3			5.4	
Confl. Peds. (#/hr)							7		2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Parking (#/hr)								8				
Adj. Flow (vph)	5	10	0	0	47	15	28	612	4	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	62	0	0	644	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	20.9	20.9			21.2		21.0	21.0				
Total Split (s)	25.0	25.0	0.0	0.0	25.0	0.0	55.0	55.0	0.0	0.0	0.0	0.0
Total Split (%)	31.3%	31.3%	0.0%	0.0%	31.3%	0.0%	68.8%	68.8%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.1	3.1			3.9		4.0	4.0				
All-Red Time (s)	1.8	1.8			1.3		1.0	1.0				
Lost Time Adjust (s)	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 Lost Time (s)	4.9	4.9	4.0	4.0	5.2	4.0	5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		20.1			19.8			50.0				
Actuated g/C Ratio		0.25			0.25			0.62				
v/c Ratio		0.03			0.14			0.22				
Control Delay		23.0			19.9			3.9				
Queue Delay		0.0			0.0			0.0				
Total Delay		23.0			19.9			3.9				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C			B			A				
Approach Delay		23.0			19.9			3.9				
Approach LOS		C			B			A				
Queue Length 50th (ft)		6			18			34				
Queue Length 95th (ft)		20			48			41				
Internal Link Dist (ft)		394			398			284			158	
Turn Bay Length (ft)												
Base Capacity (vph)		440			457			2909				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.03			0.14			0.22				

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.22
Intersection Signal Delay: 5.7 Intersection LOS: A
Intersection Capacity Utilization 25.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 103: Franklin St & Person St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	4	6	65	4	0	0	0	0	10	847	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	4	7	71	4	0	0	0	0	11	921	7
Pedestrians		5						1				
Lane Width (ft)		12.0						0.0				
Walking Speed (ft/s)		4.0						4.0				
Percent Blockage		0						0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								830				
pX, platoon unblocked												
vC, conflicting volume	953	951	470	492	954	0	932			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	953	951	470	492	954	0	932			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	98	99	84	98	100	100			99		
cM capacity (veh/h)	208	256	538	445	255	1084	727			1622		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	11	75	471	467
Volume Left	0	71	11	0
Volume Right	7	0	0	7
cSH	373	426	1622	1700
Volume to Capacity	0.03	0.18	0.01	0.27
Queue Length 95th (ft)	2	16	1	0
Control Delay (s)	14.9	15.2	0.2	0.0
Lane LOS	B	C	A	
Approach Delay (s)	14.9	15.2	0.1	
Approach LOS	B	C		

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	41.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	159	49	411	58	48	714
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.968		0.981			
Flt Protected	0.963					0.997
Satd. Flow (prot)	1736	0	3458	0	0	3514
Flt Permitted	0.963					0.891
Satd. Flow (perm)	1736	0	3458	0	0	3141
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	17		31			
Link Speed (mph)	25		30			35
Link Distance (ft)	362		114			347
Travel Time (s)	9.9		2.6			6.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	2	0	0	2
Adj. Flow (vph)	173	53	447	63	52	776
Shared Lane Traffic (%)						
Lane Group Flow (vph)	226	0	510	0	0	828
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.00	1.00	1.01
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		0		1	0
Detector Template					Left	
Leading Detector (ft)	60		0		20	0
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	60		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	5.0		0.0		0.0	0.0
Turn Type					Perm	
Protected Phases	4		2			6
Permitted Phases					6	
Detector Phase	4		2		6	6
Switch Phase						
Minimum Initial (s)	7.0		10.0		10.0	10.0
Minimum Split (s)	21.3		21.2		21.1	21.1
Total Split (s)	30.0	0.0	60.0	0.0	60.0	60.0
Total Split (%)	33.3%	0.0%	66.7%	0.0%	66.7%	66.7%
Yellow Time (s)	3.0		4.0		3.7	3.7
All-Red Time (s)	2.3		1.2		1.4	1.4

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	4.0	5.2	4.0	5.1	5.1
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		Max		Max	Max
Act Effct Green (s)	12.9		55.0			55.1
Actuated g/C Ratio	0.16		0.70			0.70
v/c Ratio	0.75		0.21			0.38
Control Delay	44.8		4.6			5.8
Queue Delay	0.0		0.0			0.0
Total Delay	44.8		4.6			5.8
LOS	D		A			A
Approach Delay	44.8		4.6			5.8
Approach LOS	D		A			A
Queue Length 50th (ft)	98		35			71
Queue Length 95th (ft)	170		70			132
Internal Link Dist (ft)	282		34			267
Turn Bay Length (ft)						
Base Capacity (vph)	560		2434			2207
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.40		0.21			0.38

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 78.4	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 11.1	Intersection LOS: B
Intersection Capacity Utilization 59.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 114: Glascock St & Wake Forest Rd

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	10	35	434	7	39	834
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	38	472	8	42	907
Pedestrians	1					5
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						534
pX, platoon unblocked	0.94					
vC, conflicting volume	1015	246			480	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	890	246			480	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	95			96	
cM capacity (veh/h)	255	751			1078	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	49	314	165	345	604
Volume Left	11	0	0	42	0
Volume Right	38	0	8	0	0
cSH	524	1700	1700	1078	1700
Volume to Capacity	0.09	0.18	0.10	0.04	0.36
Queue Length 95th (ft)	8	0	0	3	0
Control Delay (s)	12.6	0.0	0.0	1.4	0.0
Lane LOS	B			A	
Approach Delay (s)	12.6	0.0		0.5	
Approach LOS	B				

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	36	14	16	444	748	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	39	15	17	483	813	33
Pedestrians				2		
Lane Width (ft)				12.0		
Walking Speed (ft/s)				4.0		
Percent Blockage				0		
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				347		
pX, platoon unblocked	0.98					
vC, conflicting volume	1105	425	846			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1065	425	846			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	81	97	98			
cM capacity (veh/h)	208	577	787			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	54	178	322	542	304
Volume Left	39	17	0	0	0
Volume Right	15	0	0	0	33
cSH	254	787	1700	1700	1700
Volume to Capacity	0.21	0.02	0.19	0.32	0.18
Queue Length 95th (ft)	20	2	0	0	0
Control Delay (s)	23.0	1.2	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	23.0	0.4		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	34.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	10	5	471	9	16	768
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	5	512	10	17	835
Pedestrians						4
Lane Width (ft)						12.0
Walking Speed (ft/s)						4.0
Percent Blockage						0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			484			
pX, platoon unblocked						
vC, conflicting volume	969	265			522	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	969	265			522	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	99			98	
cM capacity (veh/h)	247	731			1041	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	16	341	180	296	557
Volume Left	11	0	0	17	0
Volume Right	5	0	10	0	0
cSH	317	1700	1700	1041	1700
Volume to Capacity	0.05	0.20	0.11	0.02	0.33
Queue Length 95th (ft)	4	0	0	1	0
Control Delay (s)	17.0	0.0	0.0	0.7	0.0
Lane LOS	C			A	
Approach Delay (s)	17.0	0.0		0.2	
Approach LOS	C				

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	43.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	11	10	473	3	3	773
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	11	514	3	3	840
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			930			
pX, platoon unblocked						
vC, conflicting volume	942	259			517	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	942	259			517	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	99			100	
cM capacity (veh/h)	260	740			1045	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	23	343	175	283	560
Volume Left	12	0	0	3	0
Volume Right	11	0	3	0	0
cSH	377	1700	1700	1045	1700
Volume to Capacity	0.06	0.20	0.10	0.00	0.33
Queue Length 95th (ft)	5	0	0	0	0
Control Delay (s)	15.2	0.0	0.0	0.1	0.0
Lane LOS	C			A	
Approach Delay (s)	15.2	0.0		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	33.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	12	4	4	479	772	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	4	4	521	839	4
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				1130		
pX, platoon unblocked						
vC, conflicting volume	1111	422	843			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1111	422	843			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	99	99			
cM capacity (veh/h)	202	580	788			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	17	178	347	559	284
Volume Left	13	4	0	0	0
Volume Right	4	0	0	0	4
cSH	241	788	1700	1700	1700
Volume to Capacity	0.07	0.01	0.20	0.33	0.17
Queue Length 95th (ft)	6	0	0	0	0
Control Delay (s)	21.1	0.3	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	21.1	0.1		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	31.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	6	4	487	4	4	770
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	4	529	4	4	837
Pedestrians	6		2			
Lane Width (ft)	12.0		12.0			
Walking Speed (ft/s)	4.0		4.0			
Percent Blockage	1		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			1243			
pX, platoon unblocked						
vC, conflicting volume	967	273			540	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	967	273			540	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	99			100	
cM capacity (veh/h)	249	721			1020	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	11	353	181	283	558
Volume Left	7	0	0	4	0
Volume Right	4	0	4	0	0
cSH	338	1700	1700	1020	1700
Volume to Capacity	0.03	0.21	0.11	0.00	0.33
Queue Length 95th (ft)	2	0	0	0	0
Control Delay (s)	16.0	0.0	0.0	0.2	0.0
Lane LOS	C			A	
Approach Delay (s)	16.0	0.0		0.1	
Approach LOS	C				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	34.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	4	4	487	4	4	770
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	529	4	4	837
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	959	267			534	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	959	267			534	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	99			100	
cM capacity (veh/h)	254	731			1030	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	9	353	181	283	558
Volume Left	4	0	0	4	0
Volume Right	4	0	4	0	0
cSH	377	1700	1700	1030	1700
Volume to Capacity	0.02	0.21	0.11	0.00	0.33
Queue Length 95th (ft)	2	0	0	0	0
Control Delay (s)	14.8	0.0	0.0	0.2	0.0
Lane LOS	B			A	
Approach Delay (s)	14.8	0.0		0.1	
Approach LOS	B				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	34.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	35	11	4	487	763	6
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	12	4	529	829	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1106	418	836			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1106	418	836			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	81	98	99			
cM capacity (veh/h)	204	584	794			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	50	181	353	553	283
Volume Left	38	4	0	0	0
Volume Right	12	0	0	0	7
cSH	241	794	1700	1700	1700
Volume to Capacity	0.21	0.01	0.21	0.33	0.17
Queue Length 95th (ft)	19	0	0	0	0
Control Delay (s)	23.8	0.3	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	23.8	0.1		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	31.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	518	4	8	763	6	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	563	4	9	829	7	9
Pedestrians				2		
Lane Width (ft)				10.0		
Walking Speed (ft/s)				4.0		
Percent Blockage				0		
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				1102		
pX, platoon unblocked						
vC, conflicting volume			567		997	286
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			567		997	286
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		97	99
cM capacity (veh/h)			1001		239	710

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	NW 1
Volume Total	375	192	285	553	15
Volume Left	0	0	9	0	7
Volume Right	0	4	0	0	9
cSH	1700	1700	1001	1700	385
Volume to Capacity	0.22	0.11	0.01	0.33	0.04
Queue Length 95th (ft)	0	0	1	0	3
Control Delay (s)	0.0	0.0	0.3	0.0	14.7
Lane LOS			A		B
Approach Delay (s)	0.0		0.1		14.7
Approach LOS					B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	37.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	518	8	55	767	4	31
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	563	9	60	834	4	34
Pedestrians				2		
Lane Width (ft)				10.0		
Walking Speed (ft/s)				4.0		
Percent Blockage				0		
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				705		
pX, platoon unblocked					0.99	
vC, conflicting volume			572		1104	288
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			572		1093	288
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		98	95
cM capacity (veh/h)			997		195	708

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	NW 1
Volume Total	375	196	338	556	38
Volume Left	0	0	60	0	4
Volume Right	0	9	0	0	34
cSH	1700	1700	997	1700	544
Volume to Capacity	0.22	0.12	0.06	0.33	0.07
Queue Length 95th (ft)	0	0	5	0	6
Control Delay (s)	0.0	0.0	2.1	0.0	12.1
Lane LOS			A		B
Approach Delay (s)	0.0		0.8		12.1
Approach LOS					B

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	6	543	808	9	60	14
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	590	878	10	65	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			493			
pX, platoon unblocked	0.97				0.97	0.97
vC, conflicting volume	888				1191	444
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	824				1137	367
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				65	98
cM capacity (veh/h)	778				188	612

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SE 1
Volume Total	203	393	586	303	80
Volume Left	7	0	0	0	65
Volume Right	0	0	0	10	15
cSH	778	1700	1700	1700	216
Volume to Capacity	0.01	0.23	0.34	0.18	0.37
Queue Length 95th (ft)	1	0	0	0	40
Control Delay (s)	0.4	0.0	0.0	0.0	31.1
Lane LOS	A				D
Approach Delay (s)	0.1		0.0		31.1
Approach LOS					D

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	33.5%	ICU Level of Service	A
Analysis Period (min)	15		

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: RHG
Agency/Co.: AECOM
Date Performed: 11/7/2012
Analysis Time Period: AM
Intersection: Brookside Dr at Automotive Way
Jurisdiction: City of Raleigh
Units: U. S. Customary
Analysis Year: 2012
Project ID:
East/West Street: Automotive Way
North/South Street: Brookside Drive
Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		260	79	36	224	
Peak-Hour Factor, PHF		1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR		260	79	36	224	
Percent Heavy Vehicles		--	--	2	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR		LT	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	4		10	3	126	8
Peak Hour Factor, PHF	1.00		1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	4		10	3	126	8
Percent Heavy Vehicles	2		0	2	2	2
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			No /
Lanes	0	0		0	1	0
Configuration		LR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR			LTR	
v (vph)		36		14			137	
C(m) (vph)		1220		495			396	
v/c		0.03		0.03			0.35	
95% queue length		0.09		0.09			1.57	
Control Delay		8.0		12.5			18.9	
LOS		A		B			C	
Approach Delay				12.5			18.9	
Approach LOS				B			C	

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: RHG
Agency/Co.: AECOM
Date Performed: 11/7/2012
Analysis Time Period: AM
Intersection: Brookside Dr at Automotive Way
Jurisdiction: City of Raleigh
Units: U. S. Customary
Analysis Year: 2012
Project ID:
East/West Street: Automotive Way
North/South Street: Brookside Drive
Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		260	79	36	224	
Peak-Hour Factor, PHF		1.00	1.00	1.00	1.00	
Peak-15 Minute Volume		65	20	9	56	
Hourly Flow Rate, HFR		260	79	36	224	
Percent Heavy Vehicles		--	--	2	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR	LT		
Upstream Signal?		No			No	

Minor Street Movements	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	4		10	3	126	8
Peak Hour Factor, PHF	1.00		1.00	1.00	1.00	1.00
Peak-15 Minute Volume	1		2	1	32	2
Hourly Flow Rate, HFR	4		10	3	126	8
Percent Heavy Vehicles	2		0	2	2	2
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No	/		No /
RT Channelized?						
Lanes	0	0	0	1	0	
Configuration		LR			LTR	

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	4	4	20	4	0	4	454	7	249	793	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	12
Storage Length (ft)	0		0	0		0	50		0	0		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.955						0.998			0.998	
Flt Protected		0.984			0.959		0.950			0.950		
Satd. Flow (prot)	0	1750	0	0	1786	0	1770	3518	0	1652	3283	0
Flt Permitted		0.920			0.998		0.325			0.436		
Satd. Flow (perm)	0	1637	0	0	1859	0	605	3518	0	758	3283	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4						3			4	
Link Speed (mph)		15			35			35			35	
Link Distance (ft)		159			141			238			132	
Travel Time (s)		7.2			2.7			4.6			2.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	2	0
Adj. Flow (vph)	4	4	4	22	4	0	4	493	8	271	862	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	26	0	4	501	0	271	872	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.00	1.09	1.10	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		0	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	60		0	96		60	96	
Trailing Detector (ft)	0	-10		0	0		0	90		0	90	
Detector 1 Position(ft)	0	-10		0	0		0	90		0	90	
Detector 1 Size(ft)	20	60		20	60		20	6		60	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	5.0		0.0	0.0		0.0	0.0		15.0	0.0	
Turn Type	Perm			Perm			Perm			pm+pt		
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		7.0	10.0	
Minimum Split (s)	13.2	13.2		12.4	12.4		15.2	15.2		12.3	15.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	15.0	15.0	0.0	15.0	15.0	0.0	64.0	64.0	0.0	21.0	85.0	0.0
Total Split (%)	15.0%	15.0%	0.0%	15.0%	15.0%	0.0%	64.0%	64.0%	0.0%	21.0%	85.0%	0.0%
Yellow Time (s)	4.0	4.0		3.8	3.8		4.1	4.1		3.0	3.7	
All-Red Time (s)	2.2	2.2		1.6	1.6		1.1	1.1		2.3	1.6	
Lost Time Adjust (s)	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 Lost Time (s)	6.2	6.2	4.0	5.4	5.4	4.0	5.2	5.2	4.0	5.3	5.3	4.0
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
Act Effct Green (s)		7.1			7.4		75.0	75.0		89.4	92.5	
Actuated g/C Ratio		0.07			0.07		0.75	0.75		0.89	0.92	
v/c Ratio		0.10			0.19		0.01	0.19		0.36	0.29	
Control Delay		37.8			46.7		6.5	5.1		2.3	0.7	
Queue Delay		0.0			0.0		0.0	0.0		0.1	0.0	
Total Delay		37.8			46.7		6.5	5.1		2.3	0.7	
LOS		D			D		A	A		A	A	
Approach Delay		37.8			46.7			5.1			1.1	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)		5			16		0	24		1	0	
Queue Length 95th (ft)		23			42		5	96		15	22	
Internal Link Dist (ft)		79			61			158			52	
Turn Bay Length (ft)							50					
Base Capacity (vph)		148			178		453	2639		818	3038	
Starvation Cap Reductn		0			0		0	0		71	244	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.08			0.15		0.01	0.19		0.36	0.31	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 16 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 3.3	Intersection LOS: A
Intersection Capacity Utilization 50.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 143: Driveway01 & Wake Forest Rd

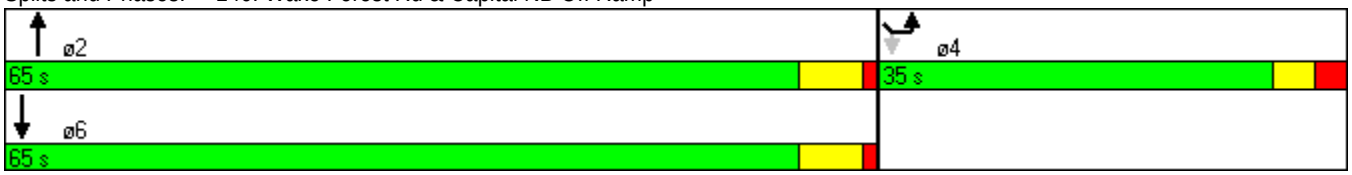
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	0	718	897	0	218	154
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3539	3525	0	3433	1583
Flt Permitted					0.950	
Satd. Flow (perm)	0	3539	3525	0	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						123
Link Speed (mph)		35	35		35	
Link Distance (ft)		174	603		487	
Travel Time (s)		3.4	11.7		9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	2	0	0	0
Adj. Flow (vph)	0	780	975	0	237	167
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	780	975	0	237	167
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors		1	2		1	1
Detector Template						
Leading Detector (ft)		96	306		60	60
Trailing Detector (ft)		90	90		0	0
Detector 1 Position(ft)		90	90		0	0
Detector 1 Size(ft)		6	6		60	60
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0		0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0	15.0
Detector 2 Position(ft)			300			
Detector 2 Size(ft)			6			
Detector 2 Type			Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)			1.8			
Turn Type						Perm
Protected Phases		2	6		4	
Permitted Phases						4
Detector Phase		2	6		4	4
Switch Phase						
Minimum Initial (s)		12.0	12.0		7.0	7.0

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Minimum Split (s)		20.0	20.0		20.0	20.0
Total Split (s)	0.0	65.0	65.0	0.0	35.0	35.0
Total Split (%)	0.0%	65.0%	65.0%	0.0%	35.0%	35.0%
Yellow Time (s)		4.7	4.7		3.0	3.0
All-Red Time (s)		1.2	1.2		2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.9	5.9	4.0	5.6	5.6
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min		None	None
Act Effct Green (s)		78.1	78.1		10.4	10.4
Actuated g/C Ratio		0.78	0.78		0.10	0.10
v/c Ratio		0.28	0.35		0.66	0.61
Control Delay		2.5	2.3		52.0	23.2
Queue Delay		0.2	0.0		0.0	0.0
Total Delay		2.7	2.3		52.0	23.2
LOS		A	A		D	C
Approach Delay		2.7	2.3		40.1	
Approach LOS		A	A		D	
Queue Length 50th (ft)		43	43		76	26
Queue Length 95th (ft)		37	55		111	89
Internal Link Dist (ft)		94	523		407	
Turn Bay Length (ft)						
Base Capacity (vph)		2763	2752		1009	552
Starvation Cap Reductn		1127	0		0	0
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0.48	0.35		0.23	0.30

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 2 (2%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 9.5 Intersection LOS: A
Intersection Capacity Utilization 43.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 146: Wake Forest Rd & Capital NB Off Ramp



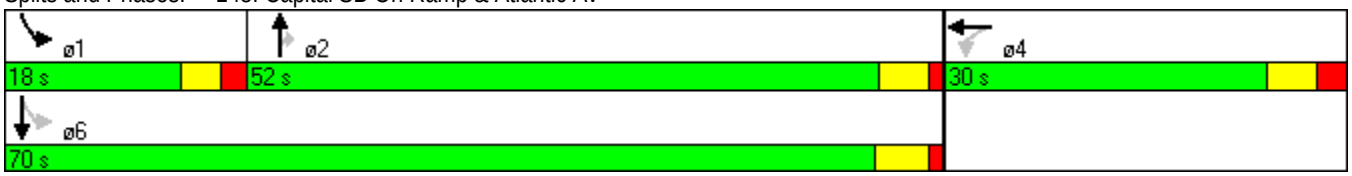
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	344	49	76	0	781	155	47	553	443
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	250		0
Storage Lanes	0		0	1		0	0		1	1		0
Taper Length (ft)	25		25	25		25	25		125	100		25
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.951				0.850		0.933	
Flt Protected				0.950	0.978					0.950		
Satd. Flow (prot)	0	0	0	1681	1646	0	0	3539	1583	1770	3302	0
Flt Permitted				0.950	0.978					0.264		
Satd. Flow (perm)	0	0	0	1681	1646	0	0	3539	1583	492	3302	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					23				128		411	
Link Speed (mph)		30			35			35			35	
Link Distance (ft)		564			583			603			527	
Travel Time (s)		12.8			11.4			11.7			10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	374	53	83	0	849	168	51	601	482
Shared Lane Traffic (%)				31%								
Lane Group Flow (vph)	0	0	0	258	252	0	0	849	168	51	1083	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				3	3			1	1	1	1	
Detector Template												
Leading Detector (ft)				90	90			75	75	50	75	
Trailing Detector (ft)				-5	-5			69	69	35	69	
Detector 1 Position(ft)				-5	-5			69	69	35	69	
Detector 1 Size(ft)				25	25			6	6	15	6	
Detector 1 Type				Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0			0.0	0.0	0.0	0.0	
Detector 1 Queue (s)				0.0	0.0			0.0	0.0	0.0	0.0	
Detector 1 Delay (s)				3.0	0.0			0.0	0.0	10.0	0.0	
Detector 2 Position(ft)				30	30							
Detector 2 Size(ft)				25	25							
Detector 2 Type				Cl+Ex	Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0							
Detector 3 Position(ft)				65	65							
Detector 3 Size(ft)				25	25							
Detector 3 Type				Cl+Ex	Cl+Ex							
Detector 3 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Extend (s)				0.0	0.0							
Turn Type				Perm					Perm	pm+pt		
Protected Phases					4			2		1	6	
Permitted Phases				4					2	6		
Detector Phase				4	4			2	2	1	6	
Switch Phase												
Minimum Initial (s)				7.0	7.0			10.0	10.0	7.0	10.0	
Minimum Split (s)				22.1	22.1			20.9	20.9	11.9	21.2	
Total Split (s)	0.0	0.0	0.0	30.0	30.0	0.0	0.0	52.0	52.0	18.0	70.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	30.0%	30.0%	0.0%	0.0%	52.0%	52.0%	18.0%	70.0%	0.0%
Yellow Time (s)				3.7	3.7			3.7	3.7	3.0	4.0	
All-Red Time (s)				2.4	2.4			1.2	1.2	1.9	1.2	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	6.1	6.1	4.0	4.0	4.9	4.9	4.9	5.2	4.0
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Recall Mode				None	None			C-Min	C-Min	None	C-Min	
Act Effct Green (s)				18.8	18.8			60.7	60.7	70.2	69.9	
Actuated g/C Ratio				0.19	0.19			0.61	0.61	0.70	0.70	
v/c Ratio				0.82	0.77			0.40	0.17	0.12	0.45	
Control Delay				58.6	49.9			14.5	6.2	6.4	4.8	
Queue Delay				0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay				58.6	49.9			14.5	6.2	6.4	4.8	
LOS				E	D			B	A	A	A	
Approach Delay					54.3			13.1			4.9	
Approach LOS					D			B			A	
Queue Length 50th (ft)				167	147			192	32	9	75	
Queue Length 95th (ft)				241	220			268	18	25	143	
Internal Link Dist (ft)		484			503			523			447	
Turn Bay Length (ft)									100	250		
Base Capacity (vph)				408	417			2148	1011	513	2443	
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				0.63	0.60			0.40	0.17	0.10	0.44	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 9 (9%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 17.5 Intersection LOS: B
Intersection Capacity Utilization 53.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 148: Capital SB On Ramp & Atlantic Av



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	828	4	42	6	0	0	0	34
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	900	4	46	7	0	0	0	37
Pedestrians		2									3	
Lane Width (ft)		0.0									12.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		0									0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	907			0			489	907	0	908	905	457
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	907			0			489	907	0	908	905	457
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			89	98	100	100	100	93
cM capacity (veh/h)	744			1622			430	273	1084	225	274	549

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	600	304	52	37
Volume Left	0	0	46	0
Volume Right	0	4	0	37
cSH	1700	1700	401	549
Volume to Capacity	0.35	0.18	0.13	0.07
Queue Length 95th (ft)	0	0	11	5
Control Delay (s)	0.0	0.0	15.3	12.0
Lane LOS			C	B
Approach Delay (s)	0.0		15.3	12.0
Approach LOS			C	B

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	40.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	0	8	0	54	50	0	0	0	0	55	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	0	9	0	59	54	0	0	0	0	60	4
Pedestrians		6									5	
Lane Width (ft)		12.0									12.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		1									0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	157	68	68	71	70	5	70			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	157	68	68	71	70	5	70			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	99	100	93	95	100			100		
cM capacity (veh/h)	717	819	990	909	816	1074	1523			1623		

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	13	113	64
Volume Left	4	0	0
Volume Right	9	54	4
cSH	879	923	1700
Volume to Capacity	0.01	0.12	0.04
Queue Length 95th (ft)	1	10	0
Control Delay (s)	9.2	9.4	0.0
Lane LOS	A	A	
Approach Delay (s)	9.2	9.4	0.0
Approach LOS	A	A	

Intersection Summary			
Average Delay	6.2		
Intersection Capacity Utilization	19.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	6	15	12	5	0	0	0	0	4	860	34
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	7	16	13	5	0	0	0	0	4	935	37
Pedestrians		30			2			5				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		3			0			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								295			293	
pX, platoon unblocked	0.91	0.91	0.91	0.91	0.91		0.91					
vC, conflicting volume	995	994	365	347	1012	2	1002			2		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	649	648	0	0	669	2	657			2		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	98	98	99	98	100	100			100		
cM capacity (veh/h)	304	342	962	880	333	1079	822			1616		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3
Volume Total	23	18	238	467	271
Volume Left	0	13	4	0	0
Volume Right	16	0	0	0	37
cSH	634	594	1616	1700	1700
Volume to Capacity	0.04	0.03	0.00	0.27	0.16
Queue Length 95th (ft)	3	2	0	0	0
Control Delay (s)	10.9	11.3	0.2	0.0	0.0
Lane LOS	B	B	A		
Approach Delay (s)	10.9	11.3	0.0		
Approach LOS	B	B			

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	33.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	6	4	0	0	0	0	0	4	676	86
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	7	4	0	0	0	0	0	4	735	93
Pedestrians		37			15			1				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		3			1			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								274			210	
pX, platoon unblocked	0.91	0.91	0.91	0.91	0.91		0.91					
vC, conflicting volume	827	842	330	276	889	15	865			15		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	479	495	0	0	546	15	520			15		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	100	100	100	100			100		
cM capacity (veh/h)	402	413	960	884	387	1047	922			1581		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3
Volume Total	7	4	188	367	277
Volume Left	0	4	4	0	0
Volume Right	7	0	0	0	93
cSH	960	884	1581	1700	1700
Volume to Capacity	0.01	0.00	0.00	0.22	0.16
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	8.8	9.1	0.2	0.0	0.0
Lane LOS	A	A	A		
Approach Delay (s)	8.8	9.1	0.0		
Approach LOS	A	A			

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	34.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lanes, Volumes, Timings
1: Hargett St & Blount St

11/5/2012

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	103	117	55	86	0	0	0	0	26	992	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor		0.97			0.99						0.98	
Frt		0.928									0.992	
Flt Protected					0.981						0.999	
Satd. Flow (prot)	0	1504	0	0	1645	0	0	0	0	0	4186	0
Flt Permitted					0.797						0.999	
Satd. Flow (perm)	0	1504	0	0	1319	0	0	0	0	0	4177	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53									14	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		483			489			499			473	
Travel Time (s)		9.4			9.5			9.7			9.2	
Confl. Peds. (#/hr)			25	25						26		75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Parking (#/hr)											16	
Adj. Flow (vph)	0	112	127	60	93	0	0	0	0	28	1078	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	239	0	0	153	0	0	0	0	0	1166	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.24	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		22.0		22.0	22.0					22.0	22.0	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	55.0	55.0	0.0
Total Split (%)	0.0%	38.9%	0.0%	38.9%	38.9%	0.0%	0.0%	0.0%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)		4.5		4.5	4.5					4.5	4.5	
All-Red Time (s)		1.5		1.5	1.5					1.5	1.5	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	4.0	6.0	6.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Act Effct Green (s)		29.0			29.0						49.0	
Actuated g/C Ratio		0.32			0.32						0.54	
v/c Ratio		0.46			0.36						0.51	
Control Delay		22.0			23.0						6.1	
Queue Delay		0.0			0.0						0.0	
Total Delay		22.0			23.0						6.1	
LOS		C			C						A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		22.0			23.0						6.1	
Approach LOS		C			C						A	
Queue Length 50th (ft)		82			54						49	
Queue Length 95th (ft)		151			86						58	
Internal Link Dist (ft)		403			409			419			393	
Turn Bay Length (ft)												
Base Capacity (vph)		521			425						2281	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.46			0.36						0.51	

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 34 (38%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 10.2	Intersection LOS: B
Intersection Capacity Utilization 62.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: Hargett St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	98	0	0	79	41	62	653	23	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.98			0.97			0.99				
Frt					0.954			0.995				
Flt Protected		0.988						0.996				
Satd. Flow (prot)	0	1656	0	0	1546	0	0	2930	0	0	0	0
Flt Permitted		0.913						0.996				
Satd. Flow (perm)	0	1504	0	0	1546	0	0	2909	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					31			6				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		489			484			491			748	
Travel Time (s)		9.5			9.4			9.6			14.6	
Confl. Peds. (#/hr)	45					45	25		13			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)								8				
Adj. Flow (vph)	34	107	0	0	86	45	67	710	25	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	141	0	0	131	0	0	802	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.0	21.0			21.0		20.9	20.9				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	55.0	55.0	0.0	0.0	0.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	0.0%	38.9%	0.0%	61.1%	61.1%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.6	3.6			3.6		3.5	3.5				
All-Red Time (s)	1.4	1.4			1.4		1.4	1.4				
Lost Time Adjust (s)	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 Lost Time (s)	5.0	5.0	4.0	4.0	5.0	4.0	4.9	4.9	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Act Effct Green (s)		30.0			30.0			50.1				
Actuated g/C Ratio		0.33			0.33			0.56				
v/c Ratio		0.28			0.24			0.49				
Control Delay		15.1			17.9			3.9				
Queue Delay		0.0			0.0			0.0				
Total Delay		15.1			17.9			3.9				
LOS		B			B			A				
Approach Delay		15.1			17.9			3.9				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			A				
Queue Length 50th (ft)		33			40			27				
Queue Length 95th (ft)		53			84			36				
Internal Link Dist (ft)		409			404			411			668	
Turn Bay Length (ft)												
Base Capacity (vph)		501			536			1622				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.28			0.24			0.49				

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 32 (36%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 7.1 Intersection LOS: A
Intersection Capacity Utilization 45.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: Hargett St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	130	0	0	52	30	62	663	9	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.99			0.98			1.00				
Frt					0.951			0.998				
Flt Protected		0.987						0.996				
Satd. Flow (prot)	0	1655	0	0	1567	0	0	2943	0	0	0	0
Flt Permitted		0.907						0.996				
Satd. Flow (perm)	0	1508	0	0	1567	0	0	2930	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					33			2				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		483			487			481			491	
Travel Time (s)		9.4			9.5			9.4			9.6	
Confl. Peds. (#/hr)	17					17	16		8			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)								8				
Adj. Flow (vph)	49	141	0	0	57	33	67	721	10	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	190	0	0	90	0	0	798	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.2	21.2			21.2		21.2	21.2				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	55.0	55.0	0.0	0.0	0.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	0.0%	38.9%	0.0%	61.1%	61.1%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.8	3.8			3.8		3.8	3.8				
All-Red Time (s)	1.4	1.4			1.4		1.4	1.4				
Lost Time Adjust (s)	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 Lost Time (s)	5.2	5.2	4.0	4.0	5.2	4.0	5.2	5.2	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Act Effct Green (s)		29.8			29.8			49.8				
Actuated g/C Ratio		0.33			0.33			0.55				
v/c Ratio		0.38			0.17			0.49				
Control Delay		29.1			15.2			4.9				
Queue Delay		0.0			0.0			0.0				
Total Delay		29.1			15.2			4.9				
LOS		C			B			A				
Approach Delay		29.1			15.2			4.9				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			A				
Queue Length 50th (ft)		86			22			35				
Queue Length 95th (ft)		155			57			43				
Internal Link Dist (ft)		403			407			401			411	
Turn Bay Length (ft)												
Base Capacity (vph)		499			541			1622				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.38			0.17			0.49				

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 25 (28%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 10.1 Intersection LOS: B
Intersection Capacity Utilization 48.4% ICU Level of Service A
Analysis Period (min) 15

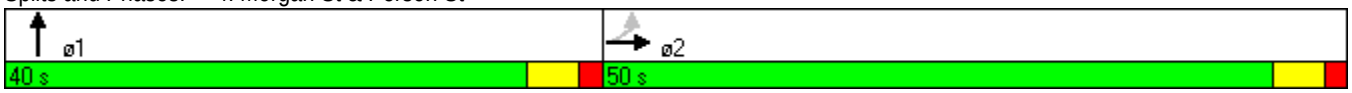
Splits and Phases: 3: Martin St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	108	1062	0	0	0	0	0	576	149	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	12	12
Storage Length (ft)	130		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	125		25	25		25	25		25	25		25
Lane Util. Factor	0.86	0.86	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00						1.00				
Frt								0.969				
Flt Protected	0.950	0.999										
Satd. Flow (prot)	1370	4321	0	0	0	0	0	4121	0	0	0	0
Flt Permitted	0.950	0.999										
Satd. Flow (perm)	1349	4320	0	0	0	0	0	4121	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	105	2						49				
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		570			474			748			316	
Travel Time (s)		11.1			9.2			14.6			7.2	
Confl. Peds. (#/hr)	8								6			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	117	1154	0	0	0	0	0	626	162	0	0	0
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	105	1166	0	0	0	0	0	788	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm											
Protected Phases		2						1				
Permitted Phases	2											
Minimum Split (s)	21.1	21.1						22.1				
Total Split (s)	50.0	50.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0
Total Split (%)	55.6%	55.6%	0.0%	0.0%	0.0%	0.0%	0.0%	44.4%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.5	3.5						3.5				
All-Red Time (s)	1.6	1.6						1.6				
Lost Time Adjust (s)	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 Lost Time (s)	5.1	5.1	4.0	4.0	4.0	4.0	4.0	5.1	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag						Lead				
Lead-Lag Optimize?	Yes	Yes						Yes				
Act Effct Green (s)	44.9	44.9						34.9				
Actuated g/C Ratio	0.50	0.50						0.39				
v/c Ratio	0.14	0.54						0.48				
Control Delay	0.8	10.2						7.8				
Queue Delay	0.0	0.0						0.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	0.8	10.2						7.8				
LOS	A	B						A				
Approach Delay		9.4						7.8				
Approach LOS		A						A				
Queue Length 50th (ft)	0	73						30				
Queue Length 95th (ft)	m2	86						39				
Internal Link Dist (ft)		490			394			668			236	
Turn Bay Length (ft)	130											
Base Capacity (vph)	726	2156						1628				
Starvation Cap Reductn	0	0						0				
Spillback Cap Reductn	0	0						0				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.14	0.54						0.48				

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 85 (94%), Referenced to phase 2:EBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 8.8	Intersection LOS: A
Intersection Capacity Utilization 91.0%	ICU Level of Service F
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 4: Morgan St & Person St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	866	200	0	0	0	0	0	0	304	873	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Ped Bike Factor		0.99									0.99	
Frt		0.972										
Flt Protected											0.987	
Satd. Flow (prot)	0	4417	0	0	0	0	0	0	0	0	4235	0
Flt Permitted											0.987	
Satd. Flow (perm)	0	4417	0	0	0	0	0	0	0	0	4212	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		67									38	
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		473			570			473			295	
Travel Time (s)		9.2			11.1			9.2			6.7	
Confl. Peds. (#/hr)			13							11		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Parking (#/hr)											16	
Adj. Flow (vph)	0	941	217	0	0	0	0	0	0	330	949	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1158	0	0	0	0	0	0	0	0	1279	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.24	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type										Perm		
Protected Phases		2									1	
Permitted Phases										1		
Minimum Split (s)		22.0								22.0	22.0	
Total Split (s)	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0
Total Split (%)	0.0%	44.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	55.6%	55.6%	0.0%
Yellow Time (s)		4.0								4.0	4.0	
All-Red Time (s)		2.0								2.0	2.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0
Lead/Lag		Lag								Lead	Lead	
Lead-Lag Optimize?		Yes								Yes	Yes	
Act Effct Green (s)		34.0									44.0	
Actuated g/C Ratio		0.38									0.49	
v/c Ratio		0.68									0.62	
Control Delay		24.4									10.4	
Queue Delay		0.0									0.0	
Total Delay		24.4									10.4	
LOS		C									B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		24.4									10.4	
Approach LOS		C									B	
Queue Length 50th (ft)		186									236	
Queue Length 95th (ft)		236									295	
Internal Link Dist (ft)		393			490			393			215	
Turn Bay Length (ft)												
Base Capacity (vph)		1710									2079	
Starvation Cap Reductn		0									0	
Spillback Cap Reductn		0									0	
Storage Cap Reductn		0									0	
Reduced v/c Ratio		0.68									0.62	

Intersection Summary	
Area Type:	CBD
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 77 (86%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 50	
Control Type: Pretimed	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 17.0	Intersection LOS: B
Intersection Capacity Utilization 59.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Morgan St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	103	91	39	75	0	0	0	0	72	1025	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor		0.94			0.98						0.99	
Frt		0.937									0.991	
Flt Protected					0.983						0.997	
Satd. Flow (prot)	0	1484	0	0	1648	0	0	0	0	0	4245	0
Flt Permitted					0.850						0.997	
Satd. Flow (perm)	0	1484	0	0	1390	0	0	0	0	0	4229	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53									17	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		460			483			213			499	
Travel Time (s)		9.0			9.4			4.1			9.7	
Confl. Peds. (#/hr)			56	56						19		37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Parking (#/hr)											10	
Adj. Flow (vph)	0	112	99	42	82	0	0	0	0	78	1114	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	211	0	0	124	0	0	0	0	0	1265	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.23	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		21.3		21.3	21.3					21.0	21.0	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	55.0	55.0	0.0
Total Split (%)	0.0%	38.9%	0.0%	38.9%	38.9%	0.0%	0.0%	0.0%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)		3.9		3.9	3.9					3.7	3.7	
All-Red Time (s)		1.4		1.4	1.4					1.3	1.3	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.3	4.0	5.3	5.3	4.0	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Act Effct Green (s)		29.7			29.7						50.0	
Actuated g/C Ratio		0.33			0.33						0.56	
v/c Ratio		0.40			0.27						0.54	
Control Delay		19.9			32.3						4.5	
Queue Delay		0.0			0.0						0.0	
Total Delay		19.9			32.3						4.5	
LOS		B			C						A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		19.9			32.3						4.5	
Approach LOS		B			C						A	
Queue Length 50th (ft)		67			65						38	
Queue Length 95th (ft)		129			120						46	
Internal Link Dist (ft)		380			403			133			419	
Turn Bay Length (ft)												
Base Capacity (vph)		525			459						2357	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.40			0.27						0.54	

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 41 (46%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 8.7	Intersection LOS: A
Intersection Capacity Utilization 59.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: Martin St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	145	105	31	64	0	0	0	0	65	1083	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor			0.97		0.99						0.99	
Frt			0.850								0.992	
Flt Protected					0.984						0.997	
Satd. Flow (prot)	0	1676	1425	0	1650	0	0	0	0	0	4281	0
Flt Permitted					0.879						0.997	
Satd. Flow (perm)	0	1676	1376	0	1465	0	0	0	0	0	4264	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			55								16	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		455			488			252			271	
Travel Time (s)		8.9			9.5			4.9			5.3	
Confl. Peds. (#/hr)			11	11						21		30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	1	0
Parking (#/hr)											8	
Adj. Flow (vph)	0	158	114	34	70	0	0	0	0	71	1177	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	158	114	0	104	0	0	0	0	0	1321	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.22	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm	Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases			1	1						2		
Minimum Split (s)		21.2	21.2	21.2	21.2					21.0	21.0	
Total Split (s)	0.0	35.0	35.0	35.0	35.0	0.0	0.0	0.0	0.0	55.0	55.0	0.0
Total Split (%)	0.0%	38.9%	38.9%	38.9%	38.9%	0.0%	0.0%	0.0%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)		3.8	3.8	3.8	3.8					3.7	3.7	
All-Red Time (s)		1.4	1.4	1.4	1.4					1.3	1.3	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.2	5.2	5.2	5.2	4.0	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag		Lead	Lead	Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes					Yes	Yes	
Act Effct Green (s)		29.8	29.8		29.8						50.0	
Actuated g/C Ratio		0.33	0.33		0.33						0.56	
v/c Ratio		0.28	0.23		0.21						0.56	
Control Delay		24.0	13.5		21.6						4.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0		0.0						0.0	
Total Delay		24.0	13.5		21.6						4.1	
LOS		C	B		C						A	
Approach Delay		19.6			21.6						4.1	
Approach LOS		B			C						A	
Queue Length 50th (ft)		66	23		42						36	
Queue Length 95th (ft)		116	63		86						46	
Internal Link Dist (ft)		375			408			172			191	
Turn Bay Length (ft)			120									
Base Capacity (vph)		555	492		485						2376	
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		0.28	0.23		0.21						0.56	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 47 (52%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 7.7 Intersection LOS: A
Intersection Capacity Utilization 55.8% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 10: Davie St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	68	142	0	0	53	19	42	647	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.97			0.97			0.99				
Frt					0.964			0.997				
Flt Protected		0.984						0.997				
Satd. Flow (prot)	0	1650	0	0	1567	0	0	2864	0	0	0	0
Flt Permitted		0.877						0.997				
Satd. Flow (perm)	0	1426	0	0	1567	0	0	2847	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					21			4				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		488			486			496			481	
Travel Time (s)		9.5			9.5			9.7			9.4	
Confl. Peds. (#/hr)	50					50	28					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	0	0	0	0
Parking (#/hr)								16				
Adj. Flow (vph)	74	154	0	0	58	21	46	703	16	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	228	0	0	79	0	0	765	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.30	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.0	21.0			21.0		21.0	21.0				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	55.0	55.0	0.0	0.0	0.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	0.0%	38.9%	0.0%	61.1%	61.1%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5				
All-Red Time (s)	1.5	1.5			1.5		1.5	1.5				
Lost Time Adjust (s)	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 Lost Time (s)	5.0	5.0	4.0	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Act Effct Green (s)		30.0			30.0			50.0				
Actuated g/C Ratio		0.33			0.33			0.56				
v/c Ratio		0.48			0.15			0.48				
Control Delay		42.6			17.0			6.9				
Queue Delay		0.0			0.0			0.0				
Total Delay		42.6			17.0			6.9				
LOS		D			B			A				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		42.6			17.0			6.9				
Approach LOS		D			B			A				
Queue Length 50th (ft)		132			23			52				
Queue Length 95th (ft)		207			55			64				
Internal Link Dist (ft)		408			406			416			401	
Turn Bay Length (ft)												
Base Capacity (vph)		475			536			1583				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.48			0.15			0.48				

Intersection Summary	
Area Type:	CBD
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 18 (20%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay: 15.2	Intersection LOS: B
Intersection Capacity Utilization 49.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 12: Davie St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	142	192	40	31	0	0	0	0	27	1228	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor		0.98			1.00						0.99	
Frt		0.922									0.993	
Flt Protected					0.973						0.999	
Satd. Flow (prot)	0	1517	0	0	1631	0	0	0	0	0	4276	0
Flt Permitted					0.654						0.999	
Satd. Flow (perm)	0	1517	0	0	1092	0	0	0	0	0	4270	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37									14	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		456			485			480			238	
Travel Time (s)		8.9			9.4			9.4			4.6	
Confl. Peds. (#/hr)			10	10						21		27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)											12	
Adj. Flow (vph)	0	154	209	43	34	0	0	0	0	29	1335	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	363	0	0	77	0	0	0	0	0	1434	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.23	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		21.3		21.3	21.3					21.1	21.1	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	55.0	55.0	0.0
Total Split (%)	0.0%	38.9%	0.0%	38.9%	38.9%	0.0%	0.0%	0.0%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)		3.9		3.9	3.9					3.8	3.8	
All-Red Time (s)		1.4		1.4	1.4					1.3	1.3	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.3	4.0	5.3	5.3	4.0	4.0	4.0	4.0	5.1	5.1	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Act Effct Green (s)		29.7			29.7						49.9	
Actuated g/C Ratio		0.33			0.33						0.55	
v/c Ratio		0.69			0.21						0.60	
Control Delay		31.4			24.8						5.0	
Queue Delay		0.0			0.0						0.0	
Total Delay		31.4			24.8						5.0	
LOS		C			C						A	
Approach Delay		31.4			24.8						5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C						A	
Queue Length 50th (ft)		160			34						42	
Queue Length 95th (ft)		262			71						52	
Internal Link Dist (ft)		376			405			400			158	
Turn Bay Length (ft)												
Base Capacity (vph)		525			360						2374	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.69			0.21						0.60	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 54 (60%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 11.0 Intersection LOS: B
Intersection Capacity Utilization 68.0% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 13: Cabarrus St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	131	38	0	0	50	7	21	566	13	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.95			0.99			1.00				
Frt					0.983			0.997				
Flt Protected		0.963						0.998				
Satd. Flow (prot)	0	1614	0	0	1632	0	0	2884	0	0	0	0
Flt Permitted		0.733						0.998				
Satd. Flow (perm)	0	1171	0	0	1632	0	0	2875	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					8			4				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		485			493			484			496	
Travel Time (s)		9.4			9.6			9.4			9.7	
Confl. Peds. (#/hr)	32					32	26					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)								16				
Adj. Flow (vph)	142	41	0	0	54	8	23	615	14	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	183	0	0	62	0	0	652	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.29	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.2	21.2			21.2		21.1	21.1				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	55.0	55.0	0.0	0.0	0.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	0.0%	38.9%	0.0%	61.1%	61.1%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.8	3.8			3.8		3.7	3.7				
All-Red Time (s)	1.4	1.4			1.4		1.4	1.4				
Lost Time Adjust (s)	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 Lost Time (s)	5.2	5.2	4.0	4.0	5.2	4.0	5.1	5.1	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Act Effct Green (s)		29.8			29.8			49.9				
Actuated g/C Ratio		0.33			0.33			0.55				
v/c Ratio		0.47			0.11			0.41				
Control Delay		32.0			19.5			2.2				
Queue Delay		0.0			0.0			0.0				
Total Delay		32.0			19.5			2.2				
LOS		C			B			A				
Approach Delay		32.0			19.5			2.2				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			A				
Queue Length 50th (ft)		102			21			11				
Queue Length 95th (ft)		m155			50			13				
Internal Link Dist (ft)		405			413			404			416	
Turn Bay Length (ft)												
Base Capacity (vph)		388			546			1596				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.47			0.11			0.41				

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 11 (12%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 9.5 Intersection LOS: A
Intersection Capacity Utilization 44.1% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Cabarrus St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	107	22	61	578	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor					0.99			1.00				
Frt					0.974							
Flt Protected								0.995				
Satd. Flow (prot)	0	0	0	0	3072	0	0	2898	0	0	0	0
Flt Permitted								0.995				
Satd. Flow (perm)	0	0	0	0	3072	0	0	2891	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)					24			20				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		487			491			259			484	
Travel Time (s)		13.3			13.4			5.0			9.4	
Confl. Peds. (#/hr)						22	13					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	0	0	0	0
Parking (#/hr)								12				
Adj. Flow (vph)	0	0	0	0	116	24	66	628	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	140	0	0	694	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.28	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type							Perm					
Protected Phases					1			2				
Permitted Phases							2					
Minimum Split (s)					21.4		20.9	20.9				
Total Split (s)	0.0	0.0	0.0	0.0	35.0	0.0	55.0	55.0	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	0.0%	38.9%	0.0%	61.1%	61.1%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)					3.5		3.5	3.5				
All-Red Time (s)					1.9		1.4	1.4				
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	4.0	5.4	4.0	4.9	4.9	4.0	4.0	4.0	4.0
Lead/Lag					Lead		Lag	Lag				
Lead-Lag Optimize?					Yes		Yes	Yes				
Act Effct Green (s)					29.6			50.1				
Actuated g/C Ratio					0.33			0.56				
v/c Ratio					0.14			0.43				
Control Delay					18.0			4.8				
Queue Delay					0.0			0.2				
Total Delay					18.0			5.0				
LOS					B			A				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay					18.0			5.0				
Approach LOS					B			A				
Queue Length 50th (ft)					24			27				
Queue Length 95th (ft)					45			33				
Internal Link Dist (ft)		407			411			179			404	
Turn Bay Length (ft)												
Base Capacity (vph)					1026			1618				
Starvation Cap Reductn					0			269				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.14			0.51				

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 5 (6%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.43	
Intersection Signal Delay: 7.1	Intersection LOS: A
Intersection Capacity Utilization 39.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 19: Lenoir St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	90	78	0	0	0	0	0	1405	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91
Ped Bike Factor											1.00	
Frt											0.994	
Flt Protected					0.974							
Satd. Flow (prot)	0	0	0	0	3102	0	0	0	0	0	3950	0
Flt Permitted					0.974							
Satd. Flow (perm)	0	0	0	0	3102	0	0	0	0	0	3950	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)					26						10	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		464			487			271			480	
Travel Time (s)		12.7			13.3			5.3			9.4	
Confl. Peds. (#/hr)												53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	5	0
Parking (#/hr)											16	
Adj. Flow (vph)	0	0	0	98	85	0	0	0	0	0	1527	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	183	0	0	0	0	0	1587	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.36	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm								
Protected Phases					1						2	
Permitted Phases				1								
Minimum Split (s)				21.5	21.5						21.3	
Total Split (s)	0.0	0.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	0.0	55.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	38.9%	38.9%	0.0%	0.0%	0.0%	0.0%	0.0%	61.1%	0.0%
Yellow Time (s)				3.5	3.5						3.9	
All-Red Time (s)				2.0	2.0						1.4	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	5.5	5.5	4.0	4.0	4.0	4.0	4.0	5.3	4.0
Lead/Lag				Lead	Lead						Lag	
Lead-Lag Optimize?				Yes	Yes						Yes	
Act Effct Green (s)					29.5						49.7	
Actuated g/C Ratio					0.33						0.55	
v/c Ratio					0.18						0.73	
Control Delay					21.8						8.7	
Queue Delay					0.0						0.0	
Total Delay					21.8						8.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS					C						A	
Approach Delay					21.8						8.7	
Approach LOS					C						A	
Queue Length 50th (ft)					31						64	
Queue Length 95th (ft)					56						73	
Internal Link Dist (ft)		384			407			191			400	
Turn Bay Length (ft)												
Base Capacity (vph)					1034						2186	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.18						0.73	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 60 (67%), Referenced to phase 2:SBT, Start of Green
Natural Cycle: 55
Control Type: Pretimed
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 10.0 Intersection LOS: B
Intersection Capacity Utilization 46.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 20: Lenoir St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	89	130	0	0	0	0	0	550	34	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.94						0.99				
Frt								0.991				
Flt Protected		0.980										
Satd. Flow (prot)	0	3122	0	0	0	0	0	2897	0	0	0	0
Flt Permitted		0.980										
Satd. Flow (perm)	0	2930	0	0	0	0	0	2897	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		97						11				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		490			490			556			259	
Travel Time (s)		13.4			13.4			10.8			5.0	
Confl. Peds. (#/hr)	78								64			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)								10				
Adj. Flow (vph)	97	141	0	0	0	0	0	598	37	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	238	0	0	0	0	0	635	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.26	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm											
Protected Phases		4						2				
Permitted Phases	4											
Minimum Split (s)	21.4	21.4						20.9				
Total Split (s)	35.0	35.0	0.0	0.0	0.0	0.0	0.0	55.0	0.0	0.0	0.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	0.0%	0.0%	0.0%	0.0%	61.1%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.5	3.5						3.5				
All-Red Time (s)	1.9	1.9						1.4				
Lost Time Adjust (s)	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 Lost Time (s)	5.4	5.4	4.0	4.0	4.0	4.0	4.0	4.9	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		29.6						50.1				
Actuated g/C Ratio		0.33						0.56				
v/c Ratio		0.23						0.39				
Control Delay		10.9						19.2				
Queue Delay		0.0						0.0				
Total Delay		10.9						19.2				
LOS		B						B				
Approach Delay		10.9						19.2				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B						B				
Queue Length 50th (ft)		51						126				
Queue Length 95th (ft)		m82						165				
Internal Link Dist (ft)		410			410			476			179	
Turn Bay Length (ft)												
Base Capacity (vph)		1029						1618				
Starvation Cap Reductn		0						0				
Spillback Cap Reductn		0						7				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.23						0.39				

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 2 (2%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.39
Intersection Signal Delay: 17.0 Intersection LOS: B
Intersection Capacity Utilization 35.3% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: South St & Person St

HCM Unsignalized Intersection Capacity Analysis
27: Worth St & Person St

11/5/2012

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	20	564	20	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	22	613	22	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			408			556
pX, platoon unblocked	0.99	0.99			0.99	
vC, conflicting volume	624	317			635	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	603	294			614	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	97			100	
cM capacity (veh/h)	427	696			953	

Direction, Lane #	WB 1	NB 1	NB 2
Volume Total	22	409	226
Volume Left	0	0	0
Volume Right	22	0	22
cSH	696	1700	1700
Volume to Capacity	0.03	0.24	0.13
Queue Length 95th (ft)	2	0	0
Control Delay (s)	10.3	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.3	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	26.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	191	94	0	0	0	0	0	0	28	1467	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Frt			0.850									
Flt Protected											0.999	
Satd. Flow (prot)	0	3185	1425	0	0	0	0	0	0	0	4061	0
Flt Permitted											0.999	
Satd. Flow (perm)	0	3185	1425	0	0	0	0	0	0	0	4061	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)			22								5	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		443			490			970			271	
Travel Time (s)		12.1			13.4			18.9			5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	4	0
Parking (#/hr)											6	
Adj. Flow (vph)	0	208	102	0	0	0	0	0	0	30	1595	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	208	102	0	0	0	0	0	0	0	1625	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.33	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm							Perm		
Protected Phases		1									2	
Permitted Phases			1							2		
Minimum Split (s)		21.4	21.4							21.0	21.0	
Total Split (s)	0.0	35.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	55.0	55.0	0.0
Total Split (%)	0.0%	38.9%	38.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)		3.5	3.5							3.6	3.6	
All-Red Time (s)		1.9	1.9							1.4	1.4	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.4	5.4	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag		Lead	Lead							Lag	Lag	
Lead-Lag Optimize?		Yes	Yes							Yes	Yes	
Act Effct Green (s)		29.6	29.6								50.0	
Actuated g/C Ratio		0.33	0.33								0.56	
v/c Ratio		0.20	0.21								0.72	
Control Delay		22.3	18.4								3.7	
Queue Delay		0.0	0.0								0.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		22.3	18.4								3.9	
LOS		C	B								A	
Approach Delay		21.0									3.9	
Approach LOS		C									A	
Queue Length 50th (ft)		44	32								26	
Queue Length 95th (ft)		71	70								30	
Internal Link Dist (ft)		363			410			890			191	
Turn Bay Length (ft)			100									
Base Capacity (vph)		1048	483								2258	
Starvation Cap Reductn		0	0								90	
Spillback Cap Reductn		0	0								0	
Storage Cap Reductn		0	0								0	
Reduced v/c Ratio		0.20	0.21								0.75	

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 63 (70%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 55	
Control Type: Pretimed	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 6.6	Intersection LOS: A
Intersection Capacity Utilization 47.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 24: South St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	89	886	0	0	606	67	69	310	65	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00			1.00				
Frt					0.985			0.978				
Flt Protected	0.950							0.992				
Satd. Flow (prot)	1770	3539	0	0	3480	0	0	3155	0	0	0	0
Flt Permitted	0.266							0.992				
Satd. Flow (perm)	495	3539	0	0	3480	0	0	3155	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					15			31				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		490			493			411			408	
Travel Time (s)		9.5			9.6			8.0			7.9	
Confl. Peds. (#/hr)	3					3			3			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Parking (#/hr)								10				
Adj. Flow (vph)	97	963	0	0	659	73	75	337	71	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	963	0	0	732	0	0	483	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		4			4			2				
Permitted Phases	4						2					
Minimum Split (s)	20.8	20.8			20.8		21.0	21.0				
Total Split (s)	40.0	40.0	0.0	0.0	40.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0
Total Split (%)	44.4%	44.4%	0.0%	0.0%	44.4%	0.0%	55.6%	55.6%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.5	3.5			3.5		4.0	4.0				
All-Red Time (s)	1.3	1.3			1.3		1.0	1.0				
Lost Time Adjust (s)	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 Lost Time (s)	4.8	4.8	4.0	4.0	4.8	4.0	5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	35.2	35.2			35.2			45.0				
Actuated g/C Ratio	0.39	0.39			0.39			0.50				
v/c Ratio	0.50	0.70			0.53			0.30				
Control Delay	21.1	17.3			22.4			13.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.1			0.0			0.0				
Total Delay	21.1	17.4			22.4			13.0				
LOS	C	B			C			B				
Approach Delay		17.7			22.4			13.0				
Approach LOS		B			C			B				
Queue Length 50th (ft)	46	257			161			75				
Queue Length 95th (ft)	m87	m308			216			108				
Internal Link Dist (ft)		410			413			331			328	
Turn Bay Length (ft)	100											
Base Capacity (vph)	194	1384			1370			1593				
Starvation Cap Reductn	0	34			0			0				
Spillback Cap Reductn	0	0			0			0				
Storage Cap Reductn	0	0			0			0				
Reduced v/c Ratio	0.50	0.71			0.53			0.30				

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 34 (38%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 18.2 Intersection LOS: B
Intersection Capacity Utilization 78.4% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Martin Luther King Jr Blvd & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B	B	B	B						F	B
Approach Delay		16.3			12.1						70.2	
Approach LOS		B			B						E	
Queue Length 50th (ft)		167	60	13	58						~519	141
Queue Length 95th (ft)		220	105	m39	110						#658	m234
Internal Link Dist (ft)		489			410			308			890	
Turn Bay Length (ft)				100								
Base Capacity (vph)		1730	753	232	1730						1326	695
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		0.50	0.26	0.34	0.38						1.10	0.50

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 25 (28%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 1.10
Intersection Signal Delay: 42.5 Intersection LOS: D
Intersection Capacity Utilization 78.4% ICU Level of Service D
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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 30: Martin Luther King Jr Blvd & Blount St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	6	0	0	14	6	16	429	4	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	7	0	0	15	7	17	466	4	0	0	0
Pedestrians		11			4						3	
Lane Width (ft)		12.0			12.0						0.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		1			0						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											411	
pX, platoon unblocked												
vC, conflicting volume	296	520	11	511	518	242	11			475		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	296	520	11	511	518	242	11			475		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	99	100	100	97	99	99			100		
cM capacity (veh/h)	596	448	1057	432	449	756	1592			1080		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	16	22	251	238
Volume Left	10	0	17	0
Volume Right	0	7	0	4
cSH	526	512	1592	1700
Volume to Capacity	0.03	0.04	0.01	0.14
Queue Length 95th (ft)	2	3	1	0
Control Delay (s)	12.1	12.3	0.6	0.0
Lane LOS	B	B	A	
Approach Delay (s)	12.1	12.3	0.3	
Approach LOS	B	B		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	26.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	7	4	26	4	0	0	0	0	8	1402	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	8	4	28	4	0	0	0	0	9	1524	5
Pedestrians		11			18			8				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			1			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											388	
pX, platoon unblocked	0.64	0.64	0.64	0.64	0.64		0.64					
vC, conflicting volume	1557	1573	784	814	1576	18	1540			18		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	730	755	0	0	759	18	704			18		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	96	99	95	98	100	100			99		
cM capacity (veh/h)	188	207	683	605	206	1040	560			1573		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	12	33	771	767
Volume Left	0	28	9	0
Volume Right	4	0	0	5
cSH	278	481	1573	1700
Volume to Capacity	0.04	0.07	0.01	0.45
Queue Length 95th (ft)	3	5	0	0
Control Delay (s)	18.5	13.0	0.2	0.0
Lane LOS	C	B	A	
Approach Delay (s)	18.5	13.0	0.1	
Approach LOS	C	B		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	54.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	16	4	10	4	0	0	0	0	11	1415	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	17	4	11	4	0	0	0	0	12	1538	7
Pedestrians		12			37			8				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			3			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											850	
pX, platoon unblocked	0.65	0.65	0.65	0.65	0.65		0.65					
vC, conflicting volume	1579	1614	792	851	1617	37	1557			37		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	817	871	0	0	876	37	782			37		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	90	99	98	98	100	100			99		
cM capacity (veh/h)	163	178	699	572	177	995	536			1523		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	22	15	781	776
Volume Left	0	11	12	0
Volume Right	4	0	0	7
cSH	210	349	1523	1700
Volume to Capacity	0.10	0.04	0.01	0.46
Queue Length 95th (ft)	9	3	1	0
Control Delay (s)	24.2	15.8	0.2	0.0
Lane LOS	C	C	A	
Approach Delay (s)	24.2	15.8	0.1	
Approach LOS	C	C		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	53.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	18	9	0	0	9	4	5	427	4	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	10	0	0	10	4	5	464	4	0	0	0
Pedestrians		11			6						2	
Lane Width (ft)		12.0			12.0						0.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		1			1						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											866	
pX, platoon unblocked												
vC, conflicting volume	265	496	11	488	494	242	11			474		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	265	496	11	488	494	242	11			474		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	98	100	100	98	99	100			100		
cM capacity (veh/h)	637	465	1057	447	467	755	1592			1078		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	29	14	238	236
Volume Left	20	0	5	0
Volume Right	0	4	0	4
cSH	567	529	1592	1700
Volume to Capacity	0.05	0.03	0.00	0.14
Queue Length 95th (ft)	4	2	0	0
Control Delay (s)	11.7	12.0	0.2	0.0
Lane LOS	B	B	A	
Approach Delay (s)	11.7	12.0	0.1	
Approach LOS	B	B		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	27.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	18	0	0	0	16	1413
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	0	0	0	17	1536
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			909			1291
pX, platoon unblocked	0.67					
vC, conflicting volume	803	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			99	
cM capacity (veh/h)	677	1084			1622	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	20	529	1024
Volume Left	20	17	0
Volume Right	0	0	0
cSH	677	1622	1700
Volume to Capacity	0.03	0.01	0.60
Queue Length 95th (ft)	2	1	0
Control Delay (s)	10.5	0.3	0.0
Lane LOS	B	A	
Approach Delay (s)	10.5	0.1	
Approach LOS	B		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	11	0	0	12	6	6	425	4	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	12	0	0	13	7	7	462	4	0	0	0
Pedestrians		1									17	
Lane Width (ft)		12.0									0.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		0									0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								882			1307	
pX, platoon unblocked												
vC, conflicting volume	275	480	1	483	478	250	1			466		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	275	480	1	483	478	250	1			466		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	98	100	100	97	99	100			100		
cM capacity (veh/h)	634	481	1082	456	483	750	1619			1091		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	17	20	238	235
Volume Left	5	0	7	0
Volume Right	0	7	0	4
cSH	520	548	1619	1700
Volume to Capacity	0.03	0.04	0.00	0.14
Queue Length 95th (ft)	3	3	0	0
Control Delay (s)	12.2	11.8	0.2	0.0
Lane LOS	B	B	A	
Approach Delay (s)	12.2	11.8	0.1	
Approach LOS	B	B		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	26.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	4	0	0	8	4	11	416	4	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	4	0	0	9	4	12	452	4	0	0	0
Pedestrians					1							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					4.0							
Percent Blockage					0							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								452				
pX, platoon unblocked	0.94	0.94		0.94	0.94	0.94				0.94		
vC, conflicting volume	259	481	0	481	479	229	0			458		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	74	312	0	312	309	42	0			286		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	99	100	100	98	100	99			100		
cM capacity (veh/h)	832	559	1084	571	561	954	1622			1192		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	21	13	238	230
Volume Left	16	0	12	0
Volume Right	0	4	0	4
cSH	754	650	1622	1700
Volume to Capacity	0.03	0.02	0.01	0.14
Queue Length 95th (ft)	2	2	1	0
Control Delay (s)	9.9	10.6	0.4	0.0
Lane LOS	A	B	A	
Approach Delay (s)	9.9	10.6	0.2	
Approach LOS	A	B		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	26.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	4	0	0	1427	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	4	0	0	1551	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				841		
pX, platoon unblocked						
vC, conflicting volume	1553	778	1555			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1553	778	1555			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	104	339	422			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	4	1034	521
Volume Left	0	0	0
Volume Right	4	0	4
cSH	339	1700	1700
Volume to Capacity	0.01	0.61	0.31
Queue Length 95th (ft)	1	0	0
Control Delay (s)	15.7	0.0	0.0
Lane LOS	C		
Approach Delay (s)	15.7	0.0	
Approach LOS	C		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	19	0	0	0	19	1412
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	21	0	0	0	21	1535
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			477			
pX, platoon unblocked						
vC, conflicting volume	810	1			1	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	810	1			1	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	100			99	
cM capacity (veh/h)	314	1082			1619	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	21	532	1023
Volume Left	21	21	0
Volume Right	0	0	0
cSH	314	1619	1700
Volume to Capacity	0.07	0.01	0.60
Queue Length 95th (ft)	5	1	0
Control Delay (s)	17.3	0.4	0.0
Lane LOS	C	A	
Approach Delay (s)	17.3	0.1	
Approach LOS	C		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	91	53	97	48	0	0	0	0	61	1334	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Frt		0.950									0.996	
Flt Protected				0.950							0.998	
Satd. Flow (prot)	0	1770	0	1770	1863	0	0	0	0	0	5041	0
Flt Permitted				0.657							0.998	
Satd. Flow (perm)	0	1770	0	1224	1863	0	0	0	0	0	5041	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)											6	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		174			353			697			477	
Travel Time (s)		3.4			6.9			13.6			9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Adj. Flow (vph)	0	99	58	105	52	0	0	0	0	66	1450	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	157	0	105	52	0	0	0	0	0	1555	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	
Detector Template										Left		
Leading Detector (ft)		55		55	55					20	126	
Trailing Detector (ft)		-5		-5	-5					0	120	
Detector 1 Position(ft)		-5		-5	-5					0	120	
Detector 1 Size(ft)		60		60	60					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		3.0		0.0	5.0					0.0	0.0	
Turn Type				Perm						Perm		
Protected Phases		2			2						1	
Permitted Phases				2						1		
Detector Phase		2		2	2					1	1	
Switch Phase												
Minimum Initial (s)		12.0		12.0	12.0					7.0	7.0	
Minimum Split (s)		18.0		18.0	18.0					12.5	12.5	
Total Split (s)	0.0	40.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0
Total Split (%)	0.0%	66.7%	0.0%	66.7%	66.7%	0.0%	0.0%	0.0%	0.0%	33.3%	33.3%	0.0%
Yellow Time (s)		4.5		4.5	4.5					4.0	4.0	
All-Red Time (s)		1.5		1.5	1.5					1.5	1.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	4.0	6.0	6.0	4.0	4.0	4.0	4.0	5.5	5.5	4.0
Lead/Lag		Lag		Lag	Lag					Lead	Lead	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Recall Mode		C-Min		C-Min	C-Min					None	None	
Act Effct Green (s)		20.6		20.6	20.6						27.9	
Actuated g/C Ratio		0.34		0.34	0.34						0.46	
v/c Ratio		0.26		0.25	0.08						0.66	
Control Delay		14.1		20.0	17.1						15.0	
Queue Delay		0.0		0.0	0.0						0.0	
Total Delay		14.1		20.0	17.1						15.0	
LOS		B		B	B						B	
Approach Delay		14.1			19.0						15.0	
Approach LOS		B			B						B	
Queue Length 50th (ft)		37		32	15						162	
Queue Length 95th (ft)		71		73	42						218	
Internal Link Dist (ft)		94			273			617			397	
Turn Bay Length (ft)												
Base Capacity (vph)		1003		694	1056						2351	
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		0.16		0.15	0.05						0.66	

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 5 (8%), Referenced to phase 2:EBWB, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 15.3	Intersection LOS: B
Intersection Capacity Utilization 62.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 48: Hoke St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	86	0	0	88	52	57	313	54	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		160	0		215	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	25		25	25		100	25		250	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98					0.97						
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	1863	0	0	1863	1583	1770	3539	1583	0	0	0
Flt Permitted	0.695						0.950					
Satd. Flow (perm)	1274	1863	0	0	1863	1536	1770	3539	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						57			59			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		353			477			599			452	
Travel Time (s)		6.9			9.3			11.7			8.8	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	72	93	0	0	96	57	62	340	59	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	93	0	0	96	57	62	340	59	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	1	0			
Detector Template												
Leading Detector (ft)	35	35			55	55	56	56	0			
Trailing Detector (ft)	-5	-5			-5	-5	50	50	0			
Detector 1 Position(ft)	-5	-5			-5	-5	50	50	0			
Detector 1 Size(ft)	40	40			60	60	6	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	3.0	0.0			0.0	15.0	0.0	0.0	0.0			
Turn Type	Perm					Perm	Perm		Perm			
Protected Phases		2			2			1				
Permitted Phases	2					2	1		1			
Detector Phase	2	2			2	2	1	1	1			
Switch Phase												
Minimum Initial (s)	10.0	10.0			10.0	10.0	7.0	7.0	7.0			
Minimum Split (s)	16.0	16.0			16.0	16.0	14.0	14.0	14.0			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	40.0	40.0	0.0	0.0	40.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0
Total Split (%)	66.7%	66.7%	0.0%	0.0%	66.7%	66.7%	33.3%	33.3%	33.3%	0.0%	0.0%	0.0%
Yellow Time (s)	4.5	4.5			4.5	4.5	5.0	5.0	5.0			
All-Red Time (s)	1.5	1.5			1.5	1.5	2.0	2.0	2.0			
Lost Time Adjust (s)	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 Lost Time (s)	6.0	6.0	4.0	4.0	6.0	6.0	7.0	7.0	7.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag			Lag	Lag	Lead	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes	Yes	Yes			
Recall Mode	C-Min	C-Min			C-Min	C-Min	None	None	None			
Act Effct Green (s)	37.0	37.0			37.0	37.0	10.0	10.0	10.0			
Actuated g/C Ratio	0.62	0.62			0.62	0.62	0.17	0.17	0.17			
v/c Ratio	0.09	0.08			0.08	0.06	0.21	0.57	0.19			
Control Delay	3.7	3.5			5.6	2.1	22.3	26.6	8.0			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	3.7	3.5			5.6	2.1	22.3	26.6	8.0			
LOS	A	A			A	A	C	C	A			
Approach Delay		3.6			4.3			23.7				
Approach LOS		A			A			C				
Queue Length 50th (ft)	4	5			12	0	20	60	0			
Queue Length 95th (ft)	m14	m17			31	12	45	91	25			
Internal Link Dist (ft)		273			397			519			372	
Turn Bay Length (ft)						160			215			
Base Capacity (vph)	785	1148			1148	968	384	767	389			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.09	0.08			0.08	0.06	0.16	0.44	0.15			

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 15.6	Intersection LOS: B
Intersection Capacity Utilization 62.4%	ICU Level of Service B
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 50: Hoke St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	776	0	0	303	343	0	0	1079	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt												
Flt Protected				0.950	0.950		0.950					
Satd. Flow (prot)	0	0	0	1681	1681	0	1770	5085	0	0	5085	0
Flt Permitted				0.950	0.950		0.143					
Satd. Flow (perm)	0	0	0	1681	1681	0	266	5085	0	0	5085	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		562			348			658			507	
Travel Time (s)		12.8			7.9			10.0			7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	843	0	0	329	373	0	0	1173	0
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	0	421	422	0	329	373	0	0	1173	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	1		1	2			2	
Detector Template												
Leading Detector (ft)				60	60		60	306			306	
Trailing Detector (ft)				0	0		0	90			90	
Detector 1 Position(ft)				0	0		0	90			90	
Detector 1 Size(ft)				60	60		60	6			6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0			0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0			0.0	
Detector 2 Position(ft)								300			300	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								1.6			1.6	
Turn Type				Perm			pm+pt					
Protected Phases					3		1	2			2	
Permitted Phases				3			2					
Detector Phase				3	3		1	2			2	
Switch Phase												
Minimum Initial (s)				12.0	12.0		7.0	15.0			15.0	
Minimum Split (s)				19.6	19.6		14.0	22.0			22.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	0.0	0.0	0.0	28.0	28.0	0.0	21.0	36.0	0.0	0.0	36.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	32.9%	32.9%	0.0%	24.7%	42.4%	0.0%	0.0%	42.4%	0.0%
Yellow Time (s)				5.0	5.0		5.0	5.0			5.0	
All-Red Time (s)				2.6	2.6		2.0	2.0			2.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	7.6	7.6	4.0	7.0	7.0	4.0	4.0	7.0	4.0
Lead/Lag							Lead	Lag			Lag	
Lead-Lag Optimize?							Yes	Yes			Yes	
Recall Mode				None	None		None	C-Min			C-Min	
Act Effct Green (s)				22.0	22.0		41.4	28.0			28.0	
Actuated g/C Ratio				0.26	0.26		0.49	0.33			0.33	
v/c Ratio				0.97	0.97		0.90	0.22			0.70	
Control Delay				71.0	71.5		59.8	14.9			27.3	
Queue Delay				0.0	0.0		0.0	0.0			0.0	
Total Delay				71.0	71.5		59.8	14.9			27.3	
LOS				E	E		E	B			C	
Approach Delay					71.3			36.0			27.3	
Approach LOS					E			D			C	
Queue Length 50th (ft)				~260	~261		144	31			193	
Queue Length 95th (ft)				#444	#446		#274	44			242	
Internal Link Dist (ft)		482			268			578			427	
Turn Bay Length (ft)												
Base Capacity (vph)				434	434		379	1735			1735	
Starvation Cap Reductn				0	0		0	0			0	
Spillback Cap Reductn				0	0		0	0			0	
Storage Cap Reductn				0	0		0	0			0	
Reduced v/c Ratio				0.97	0.97		0.87	0.21			0.68	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 30 (35%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 43.2 Intersection LOS: D
Intersection Capacity Utilization 77.1% ICU Level of Service D
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: 58: I-40 EB On Ramp & Hammond Rd

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (vph)	0	646	1300	555	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			250	0	0
Storage Lanes	0			1	0	0
Taper Length (ft)	25			150	25	25
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	5085	5085	1583	0	0
Flt Permitted						
Satd. Flow (perm)	0	5085	5085	1583	0	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		355	658		549	
Travel Time (s)		5.4	10.0		12.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	702	1413	603	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	702	1413	603	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		20	20		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 63.6%	ICU Level of Service B
Analysis Period (min) 15	

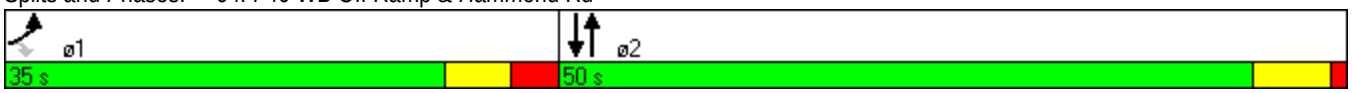
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	132	443	0	514	1300	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300	0	0			0
Storage Lanes	2	1	0			0
Taper Length (ft)	300	25	25			25
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	3433	1583	0	5085	5085	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	1583	0	5085	5085	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		27				
Link Speed (mph)	30			45	45	
Link Distance (ft)	1815			1032	355	
Travel Time (s)	41.3			15.6	5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	143	482	0	559	1413	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	143	482	0	559	1413	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			20	20	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	
Detector Template						
Leading Detector (ft)	55	55		411	411	
Trailing Detector (ft)	-5	-5		110	110	
Detector 1 Position(ft)	-5	-5		110	110	
Detector 1 Size(ft)	60	60		6	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	15.0		0.0	0.0	
Detector 2 Position(ft)				405	405	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				3.0	3.0	
Turn Type		Perm				
Protected Phases	1			2	2	
Permitted Phases		1				
Detector Phase	1	1		2	2	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Switch Phase						
Minimum Initial (s)	7.0	7.0		15.0	15.0	
Minimum Split (s)	14.2	14.2		21.1	21.1	
Total Split (s)	35.0	35.0	0.0	50.0	50.0	0.0
Total Split (%)	41.2%	41.2%	0.0%	58.8%	58.8%	0.0%
Yellow Time (s)	4.2	4.2		5.0	5.0	
All-Red Time (s)	3.0	3.0		1.1	1.1	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	7.2	4.0	6.1	6.1	4.0
Lead/Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Recall Mode	None	None		C-Min	C-Min	
Act Effct Green (s)	26.8	26.8		44.9	44.9	
Actuated g/C Ratio	0.32	0.32		0.53	0.53	
v/c Ratio	0.13	0.93		0.21	0.53	
Control Delay	20.7	53.8		11.1	12.6	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	20.7	53.8		11.1	12.6	
LOS	C	D		B	B	
Approach Delay	46.2			11.1	12.6	
Approach LOS	D			B	B	
Queue Length 50th (ft)	27	231		56	149	
Queue Length 95th (ft)	48	#417		76	m188	
Internal Link Dist (ft)	1735			952	275	
Turn Bay Length (ft)	300					
Base Capacity (vph)	1123	536		2686	2686	
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	0.13	0.90		0.21	0.53	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 20 (24%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 20.4 Intersection LOS: C
Intersection Capacity Utilization 63.6% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 64: I-40 WB Off Ramp & Hammond Rd

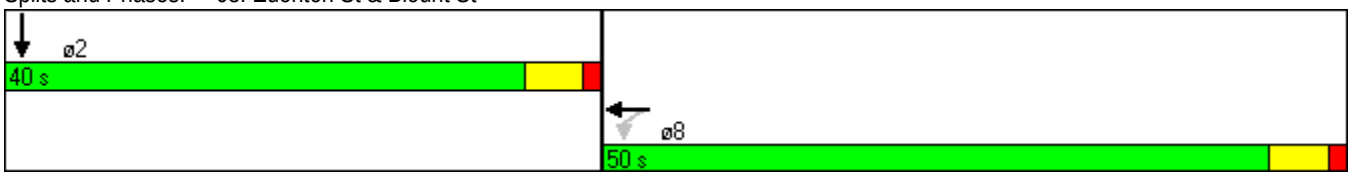


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	152	538	0	0	0	0	0	993	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.91	0.91
Ped Bike Factor					0.99						1.00	
Frt											0.983	
Flt Protected					0.989							
Satd. Flow (prot)	0	0	0	0	4526	0	0	0	0	0	4481	0
Flt Permitted					0.989							
Satd. Flow (perm)	0	0	0	0	4484	0	0	0	0	0	4481	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)					25						30	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		484			483			293			278	
Travel Time (s)		9.4			9.4			6.7			6.3	
Confl. Peds. (#/hr)				19								10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	165	585	0	0	0	0	0	1079	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	750	0	0	0	0	0	1220	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm								
Protected Phases					8						2	
Permitted Phases				8								
Minimum Split (s)				21.3	21.3						21.2	
Total Split (s)	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	55.6%	55.6%	0.0%	0.0%	0.0%	0.0%	0.0%	44.4%	0.0%
Yellow Time (s)				4.0	4.0						3.9	
All-Red Time (s)				1.3	1.3						1.3	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	5.3	5.3	4.0	4.0	4.0	4.0	4.0	5.2	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					44.7						34.8	
Actuated g/C Ratio					0.50						0.39	
v/c Ratio					0.33						0.70	
Control Delay					4.8						19.9	
Queue Delay					0.0						0.0	
Total Delay					4.8						19.9	
LOS					A						B	
Approach Delay					4.8						19.9	
Approach LOS					A						B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)					20						206	
Queue Length 95th (ft)					26						242	
Internal Link Dist (ft)		404			403			213			198	
Turn Bay Length (ft)												
Base Capacity (vph)					2240						1751	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.33						0.70	

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 45 (50%), Referenced to phase 8:WBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 14.1	Intersection LOS: B
Intersection Capacity Utilization 48.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 68: Edenton St & Blount St

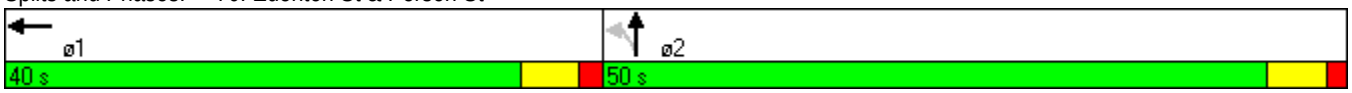


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	599	124	91	593	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.974							
Flt Protected								0.993				
Satd. Flow (prot)	0	0	0	0	4458	0	0	4545	0	0	0	0
Flt Permitted								0.993				
Satd. Flow (perm)	0	0	0	0	4458	0	0	4545	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)					57			45				
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		483			486			316			261	
Travel Time (s)		9.4			9.5			7.2			5.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	651	135	99	645	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	786	0	0	744	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type							Perm					
Protected Phases					1			2				
Permitted Phases							2					
Minimum Split (s)					21.5		21.5	21.5				
Total Split (s)	0.0	0.0	0.0	0.0	40.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	0.0%	44.4%	0.0%	55.6%	55.6%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)					4.0		4.0	4.0				
All-Red Time (s)					1.5		1.5	1.5				
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	4.0	5.5	4.0	5.5	5.5	4.0	4.0	4.0	4.0
Lead/Lag					Lead		Lag	Lag				
Lead-Lag Optimize?					Yes		Yes	Yes				
Act Effct Green (s)					34.5			44.5				
Actuated g/C Ratio					0.38			0.49				
v/c Ratio					0.45			0.33				
Control Delay					20.1			17.9				
Queue Delay					0.0			0.6				
Total Delay					20.1			18.5				
LOS					C			B				
Approach Delay					20.1			18.5				
Approach LOS					C			B				
Queue Length 50th (ft)					110			139				
Queue Length 95th (ft)					145			179				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		403			406			236			181	
Turn Bay Length (ft)												
Base Capacity (vph)					1744			2270				
Starvation Cap Reductn					0			1054				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.45			0.61				

Intersection Summary	
Area Type:	CBD
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 38 (42%), Referenced to phase 1:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 19.3	Intersection LOS: B
Intersection Capacity Utilization 39.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 70: Edenton St & Person St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	234	315	0	0	0	0	0	0	61	708	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25		25	25		25	25		25	300		25
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor		0.97								0.99		
Frt		0.914										
Flt Protected										0.950		
Satd. Flow (prot)	0	4071	0	0	0	0	0	0	0	1593	2962	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	4071	0	0	0	0	0	0	0	1583	2962	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		170								66		
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		491			487			219			474	
Travel Time (s)		9.6			9.5			5.0			10.8	
Confl. Peds. (#/hr)			17							4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)											8	
Adj. Flow (vph)	0	254	342	0	0	0	0	0	0	66	770	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	596	0	0	0	0	0	0	0	66	770	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type										Perm		
Protected Phases		4									2	
Permitted Phases										2		
Minimum Split (s)		22.0								23.0	23.0	
Total Split (s)	0.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55.0	55.0	0.0
Total Split (%)	0.0%	38.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)		4.0								4.0	4.0	
All-Red Time (s)		2.0								2.0	2.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		29.0								49.0	49.0	
Actuated g/C Ratio		0.32								0.54	0.54	
v/c Ratio		0.42								0.07	0.48	
Control Delay		17.7								0.2	3.7	
Queue Delay		0.0								0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		17.7								0.2	3.7	
LOS		B								A	A	
Approach Delay		17.7									3.4	
Approach LOS		B									A	
Queue Length 50th (ft)		66								0	20	
Queue Length 95th (ft)		99								m0	26	
Internal Link Dist (ft)		411			407			139			394	
Turn Bay Length (ft)										150		
Base Capacity (vph)		1427								892	1613	
Starvation Cap Reductn		0								0	0	
Spillback Cap Reductn		0								0	0	
Storage Cap Reductn		0								0	0	
Reduced v/c Ratio		0.42								0.07	0.48	

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 79 (88%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay: 9.4	Intersection LOS: A
Intersection Capacity Utilization 45.6%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 73: Jones St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	129	166	0	0	0	0	0	785	32	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor	0.98							1.00				
Frt								0.994				
Flt Protected	0.950											
Satd. Flow (prot)	1593	3185	0	0	0	0	0	4334	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	1558	3185	0	0	0	0	0	4334	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	140							11				
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		487			488			229			488	
Travel Time (s)		9.5			13.3			5.2			11.1	
Confl. Peds. (#/hr)	12								4			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)								8				
Adj. Flow (vph)	140	180	0	0	0	0	0	853	35	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	140	180	0	0	0	0	0	888	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.22	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm											
Protected Phases		1						2				
Permitted Phases	1											
Minimum Split (s)	21.3	21.3						21.2				
Total Split (s)	35.0	35.0	0.0	0.0	0.0	0.0	0.0	55.0	0.0	0.0	0.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	0.0%	0.0%	0.0%	0.0%	61.1%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.9	3.9						3.5				
All-Red Time (s)	1.4	1.4						1.7				
Lost Time Adjust (s)	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 Lost Time (s)	5.3	5.3	4.0	4.0	4.0	4.0	4.0	5.2	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead						Lag				
Lead-Lag Optimize?	Yes	Yes						Yes				
Act Effct Green (s)	29.7	29.7						49.8				
Actuated g/C Ratio	0.33	0.33						0.55				
v/c Ratio	0.23	0.17						0.37				
Control Delay	1.1	12.0						6.1				
Queue Delay	0.0	0.0						0.0				
Total Delay	1.1	12.0						6.1				
LOS	A	B						A				
Approach Delay		7.2						6.1				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		A						A				
Queue Length 50th (ft)	0	20						42				
Queue Length 95th (ft)	4	29						52				
Internal Link Dist (ft)		407			408			149			408	
Turn Bay Length (ft)												
Base Capacity (vph)	608	1051						2403				
Starvation Cap Reductn	0	0						0				
Spillback Cap Reductn	0	0						0				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.23	0.17						0.37				

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 85 (94%), Referenced to phase 2:NBT, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.37	
Intersection Signal Delay: 6.4	Intersection LOS: A
Intersection Capacity Utilization 67.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 74: Jones St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	31	55	34	880	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor					0.99			1.00				
Frt					0.904							
Flt Protected								0.998				
Satd. Flow (prot)	0	0	0	0	2854	0	0	4354	0	0	0	0
Flt Permitted								0.998				
Satd. Flow (perm)	0	0	0	0	2854	0	0	4353	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)					60			12				
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		477			486			488			277	
Travel Time (s)		9.3			13.3			11.1			6.3	
Confl. Peds. (#/hr)						1	14					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)								8				
Adj. Flow (vph)	0	0	0	0	34	60	37	957	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	94	0	0	994	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.22	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type							Perm					
Protected Phases					1			2				
Permitted Phases							2					
Minimum Split (s)					21.5		21.1	21.1				
Total Split (s)	0.0	0.0	0.0	0.0	30.0	0.0	60.0	60.0	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	66.7%	66.7%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)					3.5		3.5	3.5				
All-Red Time (s)					2.0		1.6	1.6				
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	4.0	5.5	4.0	5.1	5.1	4.0	4.0	4.0	4.0
Lead/Lag					Lead		Lag	Lag				
Lead-Lag Optimize?					Yes		Yes	Yes				
Act Effct Green (s)					24.5			54.9				
Actuated g/C Ratio					0.27			0.61				
v/c Ratio					0.11			0.37				
Control Delay					11.5			2.4				
Queue Delay					0.0			0.0				
Total Delay					11.5			2.4				
LOS					B			A				
Approach Delay					11.5			2.4				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS					B			A				
Queue Length 50th (ft)					7			20				
Queue Length 95th (ft)					26			25				
Internal Link Dist (ft)		397			406			408			197	
Turn Bay Length (ft)												
Base Capacity (vph)					821			2660				
Starvation Cap Reductn					0			0				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.11			0.37				

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 2 (2%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.37	
Intersection Signal Delay: 3.2	Intersection LOS: A
Intersection Capacity Utilization 39.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 77: Lane St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	33	32	0	0	0	0	0	736	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor					0.99						1.00	
Frt											0.995	
Flt Protected					0.975							
Satd. Flow (prot)	0	0	0	0	3106	0	0	0	0	0	2949	0
Flt Permitted					0.975							
Satd. Flow (perm)	0	0	0	0	3083	0	0	0	0	0	2949	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)					36						6	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		511			477			474			276	
Travel Time (s)		10.0			9.3			10.8			6.3	
Confl. Peds. (#/hr)				7								6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Parking (#/hr)											6	
Adj. Flow (vph)	0	0	0	36	35	0	0	0	0	0	800	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	71	0	0	0	0	0	827	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm								
Protected Phases					1						2	
Permitted Phases				1								
Minimum Split (s)				21.1	21.1						21.1	
Total Split (s)	0.0	0.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	0.0	55.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	38.9%	38.9%	0.0%	0.0%	0.0%	0.0%	0.0%	61.1%	0.0%
Yellow Time (s)				3.5	3.5						3.5	
All-Red Time (s)				1.6	1.6						1.6	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	5.1	5.1	4.0	4.0	4.0	4.0	4.0	5.1	4.0
Lead/Lag				Lead	Lead						Lag	
Lead-Lag Optimize?				Yes	Yes						Yes	
Act Effct Green (s)					29.9						49.9	
Actuated g/C Ratio					0.33						0.55	
v/c Ratio					0.07						0.50	
Control Delay					16.5						11.2	
Queue Delay					0.0						0.0	
Total Delay					16.5						11.2	
LOS					B						B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay					16.5						11.2	
Approach LOS					B						B	
Queue Length 50th (ft)					9						152	
Queue Length 95th (ft)					31						98	
Internal Link Dist (ft)		431			397			394			196	
Turn Bay Length (ft)												
Base Capacity (vph)					1048						1638	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.07						0.50	

Intersection Summary	
Area Type:	CBD
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 72 (80%), Referenced to phase 2:SBT, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 11.6	Intersection LOS: B
Intersection Capacity Utilization 45.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 78: Lane St & Blount St

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	77	0	22	1066	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	84	0	24	1159	0	0
Pedestrians	6				2	
Lane Width (ft)	12.0				0.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				277	1167	
pX, platoon unblocked	0.91					
vC, conflicting volume	442	6	6			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	31	6	6			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	90	100	99			
cM capacity (veh/h)	871	1069	1605			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3
Volume Total	84	256	463	463
Volume Left	84	24	0	0
Volume Right	0	0	0	0
cSH	871	1605	1700	1700
Volume to Capacity	0.10	0.01	0.27	0.27
Queue Length 95th (ft)	8	1	0	0
Control Delay (s)	9.6	0.8	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.6	0.2		
Approach LOS	A			

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	32.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	36	43	11	11	0	0	0	0	41	663	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	39	47	12	12	0	0	0	0	45	721	10
Pedestrians		14			18			9				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			1			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								276			543	
pX, platoon unblocked	0.97	0.97	0.97	0.97	0.97		0.97					
vC, conflicting volume	835	847	388	543	852	18	744			18		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	763	776	302	462	781	18	670			18		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	87	93	97	96	100	100			97		
cM capacity (veh/h)	261	300	664	370	297	1040	876			1573		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	86	24	405	370
Volume Left	0	12	45	0
Volume Right	47	0	0	10
cSH	427	330	1573	1700
Volume to Capacity	0.20	0.07	0.03	0.22
Queue Length 95th (ft)	19	6	2	0
Control Delay (s)	15.5	16.8	1.0	0.0
Lane LOS	C	C	A	
Approach Delay (s)	15.5	16.8	0.5	
Approach LOS	C	C		

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	34.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	5	49	11	7	0	0	0	0	7	1117	21
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	5	53	12	8	0	0	0	0	8	1214	23
Pedestrians		23			8			11				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		2			1			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								295			293	
pX, platoon unblocked	0.80	0.80	0.80	0.80	0.80		0.80					
vC, conflicting volume	1268	1272	450	495	1283	8	1260			8		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	464	469	0	0	483	8	454			8		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	94	98	98	100	100			100		
cM capacity (veh/h)	364	381	852	737	374	1065	866			1600		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3
Volume Total	59	20	311	607	326
Volume Left	0	12	8	0	0
Volume Right	53	0	0	0	23
cSH	764	535	1600	1700	1700
Volume to Capacity	0.08	0.04	0.00	0.36	0.19
Queue Length 95th (ft)	6	3	0	0	0
Control Delay (s)	10.1	12.0	0.2	0.0	0.0
Lane LOS	B	B	A		
Approach Delay (s)	10.1	12.0	0.1		
Approach LOS	B	B			

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	39.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	88	1071	72	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	96	1164	78	0	0
Pedestrians	12					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			350			1094
pX, platoon unblocked	0.92	0.92			0.92	
vC, conflicting volume	1215	439			1254	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	919	73			961	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	89			100	
cM capacity (veh/h)	246	885			646	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3
Volume Total	96	466	466	311
Volume Left	0	0	0	0
Volume Right	96	0	0	78
cSH	885	1700	1700	1700
Volume to Capacity	0.11	0.27	0.27	0.18
Queue Length 95th (ft)	9	0	0	0
Control Delay (s)	9.6	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	9.6	0.0		
Approach LOS	A			

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	34.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	66	48	0	0	16	44	9	1131	19	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	72	52	0	0	17	48	10	1229	21	0	0	0
Pedestrians		4			8						3	
Lane Width (ft)		12.0			12.0						0.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		0			1						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								825			619	
pX, platoon unblocked	1.00	1.00		1.00	1.00	1.00				1.00		
vC, conflicting volume	493	1282	4	1293	1271	431	4			1258		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	483	1274	4	1286	1264	421	4			1250		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	81	68	100	100	89	92	99			100		
cM capacity (veh/h)	386	163	1074	90	165	576	1611			547		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3
Volume Total	124	65	317	615	328
Volume Left	72	0	10	0	0
Volume Right	0	48	0	0	21
cSH	245	346	1611	1700	1700
Volume to Capacity	0.51	0.19	0.01	0.36	0.19
Queue Length 95th (ft)	65	17	0	0	0
Control Delay (s)	33.9	17.8	0.3	0.0	0.0
Lane LOS	D	C	A		
Approach Delay (s)	33.9	17.8	0.1		
Approach LOS	D	C			

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	42.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	91	58	6	19	0	0	0	0	23	649	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00						1.00	
Frt		0.947									0.995	
Flt Protected					0.988						0.998	
Satd. Flow (prot)	0	1741	0	0	1840	0	0	0	0	0	3183	0
Flt Permitted					0.900						0.998	
Satd. Flow (perm)	0	1741	0	0	1669	0	0	0	0	0	3182	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32									8	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		395			485			543			511	
Travel Time (s)		7.7			9.4			12.3			11.6	
Confl. Peds. (#/hr)			16	16						3		3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Parking (#/hr)											16	
Adj. Flow (vph)	0	99	63	7	21	0	0	0	0	25	705	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	162	0	0	28	0	0	0	0	0	754	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.13	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1		1	1					1	1	
Detector Template				Left						Left		
Leading Detector (ft)		25		20	25					20	76	
Trailing Detector (ft)		-5		0	-5					0	70	
Detector 1 Position(ft)		-5		0	-5					0	70	
Detector 1 Size(ft)		30		20	30					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		10.0		0.0	3.0					0.0	0.0	
Turn Type				Perm						Perm		
Protected Phases		8			4						2	
Permitted Phases				4						2		
Detector Phase		8		4	4					2	2	
Switch Phase												
Minimum Initial (s)		7.0		7.0	7.0					10.0	10.0	
Minimum Split (s)		24.5		24.5	24.5					23.5	23.5	
Total Split (s)	0.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	65.0	65.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	0.0%	27.8%	0.0%	27.8%	27.8%	0.0%	0.0%	0.0%	0.0%	72.2%	72.2%	0.0%
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		1.5		1.5	1.5					1.5	1.5	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.5	4.0	5.5	5.5	4.0	4.0	4.0	4.0	5.5	5.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		None		None	None					C-Min	C-Min	
Act Effct Green (s)		11.4			11.4						67.6	
Actuated g/C Ratio		0.13			0.13						0.75	
v/c Ratio		0.65			0.13						0.32	
Control Delay		41.3			31.3						4.5	
Queue Delay		0.0			0.0						0.0	
Total Delay		41.3			31.3						4.5	
LOS		D			C						A	
Approach Delay		41.3			31.3						4.5	
Approach LOS		D			C						A	
Queue Length 50th (ft)		72			14						54	
Queue Length 95th (ft)		123			m29						114	
Internal Link Dist (ft)		315			405			463			431	
Turn Bay Length (ft)												
Base Capacity (vph)		402			362						2391	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.40			0.08						0.32	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 13 (14%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 11.6 Intersection LOS: B
Intersection Capacity Utilization 40.3% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 90: Polk St & Blount St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	0	0	0	0	25	15	1187	39	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	0	0	0	0	27	16	1290	42	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								1314			130	
pX, platoon unblocked												
vC, conflicting volume	490	1365	0	1344	1344	451	0			1333		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	490	1365	0	1344	1344	451	0			1333		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	100	100	100	95	99			100		
cM capacity (veh/h)	435	145	1084	109	149	555	1622			514		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3
Volume Total	9	27	339	645	365
Volume Left	9	0	16	0	0
Volume Right	0	27	0	0	42
cSH	435	555	1622	1700	1700
Volume to Capacity	0.02	0.05	0.01	0.38	0.21
Queue Length 95th (ft)	2	4	1	0	0
Control Delay (s)	13.4	11.8	0.4	0.0	0.0
Lane LOS	B	B	A		
Approach Delay (s)	13.4	11.8	0.1		
Approach LOS	B	B			

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	43.5%	ICU Level of Service	A
Analysis Period (min)	15		

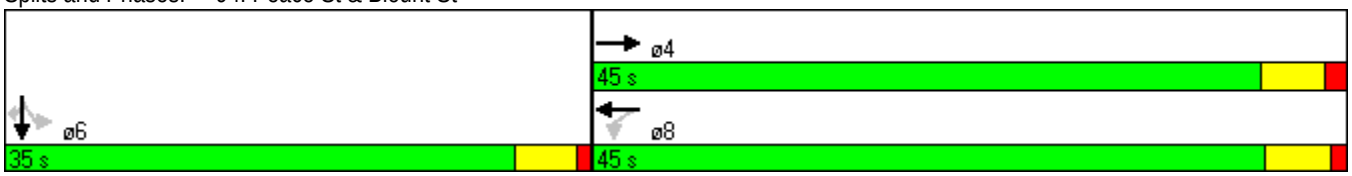
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	447	284	13	366	0	0	0	0	21	404	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		150
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		150
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.942										0.850
Flt Protected					0.998						0.998	
Satd. Flow (prot)	0	3334	0	0	3532	0	0	0	0	0	3214	1583
Flt Permitted					0.923						0.998	
Satd. Flow (perm)	0	3334	0	0	3267	0	0	0	0	0	3214	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		241										199
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		442			484			150			462	
Travel Time (s)		8.6			9.4			3.4			10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Parking (#/hr)											16	
Adj. Flow (vph)	0	486	309	14	398	0	0	0	0	23	439	199
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	795	0	0	412	0	0	0	0	0	462	199
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.13	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Minimum Split (s)		21.2		21.0	21.0					20.7	20.7	20.7
Total Split (s)	0.0	45.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0	35.0	35.0	35.0
Total Split (%)	0.0%	56.3%	0.0%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%	43.8%	43.8%	43.8%
Yellow Time (s)		3.8		3.9	3.9					3.7	3.7	3.7
All-Red Time (s)		1.4		1.1	1.1					1.0	1.0	1.0
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.2	4.0	5.0	5.0	4.0	4.0	4.0	4.0	4.7	4.7	4.7
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		39.8			40.0						30.3	30.3
Actuated g/C Ratio		0.50			0.50						0.38	0.38
v/c Ratio		0.45			0.25						0.38	0.28
Control Delay		9.6			13.9						19.2	3.8
Queue Delay		0.0			0.0						0.0	0.0
Total Delay		9.6			13.9						19.2	3.8
LOS		A			B						B	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		9.6			13.9						14.5	
Approach LOS		A			B						B	
Queue Length 50th (ft)		84			86						86	0
Queue Length 95th (ft)		126			128						124	40
Internal Link Dist (ft)		362			404			70			382	
Turn Bay Length (ft)												150
Base Capacity (vph)		1780			1634						1217	723
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			0.25						0.38	0.28

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 29 (36%), Referenced to phase 4:EBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.45
Intersection Signal Delay: 12.3 Intersection LOS: B
Intersection Capacity Utilization 41.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 94: Peace St & Blount St



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Approach LOS	B			B		
Queue Length 50th (ft)	111			126		
Queue Length 95th (ft)	158			157		
Internal Link Dist (ft)	404			50	68	
Turn Bay Length (ft)						
Base Capacity (vph)	970			2826		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			0		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.52			0.47		

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 48 (60%), Referenced to phase 4:EBL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 12.5	Intersection LOS: B
Intersection Capacity Utilization 46.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 95: Peace St & Person St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	4	0	0	4	24	4	1203	102	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	0	0	4	26	4	1308	111	0	0	0
Pedestrians					10							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					4.0							
Percent Blockage					1							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								148			680	
pX, platoon unblocked	0.89	0.89		0.89	0.89	0.89				0.89		
vC, conflicting volume	473	1437	0	1384	1382	501	0			1428		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	1046	0	986	983	0	0			1036		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	98	100	100	98	97	100			100		
cM capacity (veh/h)	861	199	1084	173	217	953	1622			586		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3
Volume Total	9	30	331	654	438
Volume Left	4	0	4	0	0
Volume Right	0	26	0	0	111
cSH	323	642	1622	1700	1700
Volume to Capacity	0.03	0.05	0.00	0.38	0.26
Queue Length 95th (ft)	2	4	0	0	0
Control Delay (s)	16.4	10.9	0.1	0.0	0.0
Lane LOS	C	B	A		
Approach Delay (s)	16.4	10.9	0.0		
Approach LOS	C	B			

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	36.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	32	13	0	0	0	0	0	1199	32	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	35	14	0	0	0	0	0	1303	35	0	0	0
Pedestrians											1	
Lane Width (ft)											0.0	
Walking Speed (ft/s)											4.0	
Percent Blockage											0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								464			364	
pX, platoon unblocked												
vC, conflicting volume	435	1338	0	1328	1321	453	0			1338		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	435	1338	0	1328	1321	453	0			1338		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	91	100	100	100	100	100			100		
cM capacity (veh/h)	505	152	1084	105	155	554	1622			511		

Direction, Lane #	EB 1	NB 1	NB 2	NB 3
Volume Total	49	521	521	295
Volume Left	35	0	0	0
Volume Right	0	0	0	35
cSH	302	1700	1700	1700
Volume to Capacity	0.16	0.31	0.31	0.17
Queue Length 95th (ft)	14	0	0	0
Control Delay (s)	19.2	0.0	0.0	0.0
Lane LOS	C			
Approach Delay (s)	19.2	0.0		
Approach LOS	C			

Intersection Summary				
Average Delay		0.7		
Intersection Capacity Utilization		33.9%	ICU Level of Service	A
Analysis Period (min)		15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	15	15	0	0	0	0	0	0	30	593	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	16	16	0	0	0	0	0	0	33	645	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								462				
pX, platoon unblocked												
vC, conflicting volume	714	714	326	412	717	0	652			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	714	714	326	412	717	0	652			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	95	98	100	100	100	100			98		
cM capacity (veh/h)	314	348	670	486	346	1084	930			1622		

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	33	355	330
Volume Left	0	33	0
Volume Right	16	0	8
cSH	458	1622	1700
Volume to Capacity	0.07	0.02	0.19
Queue Length 95th (ft)	6	2	0
Control Delay (s)	13.5	0.8	0.0
Lane LOS	B	A	
Approach Delay (s)	13.5	0.4	
Approach LOS	B		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	27.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	11	0	0	27	18	43	1151	37	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			1.00				
Frt					0.945			0.996				
Flt Protected		0.968						0.998				
Satd. Flow (prot)	0	1803	0	0	1746	0	0	4641	0	0	0	0
Flt Permitted		0.824						0.998				
Satd. Flow (perm)	0	1528	0	0	1746	0	0	4634	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					20			13				
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		474			478			364			238	
Travel Time (s)		9.2			9.3			8.3			5.4	
Confl. Peds. (#/hr)	4					4	11		4			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Parking (#/hr)								8				
Adj. Flow (vph)	24	12	0	0	29	20	47	1251	40	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	0	0	49	0	0	1338	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	18.9	18.9			18.2		15.0	15.0				
Total Split (s)	20.0	20.0	0.0	0.0	20.0	0.0	60.0	60.0	0.0	0.0	0.0	0.0
Total Split (%)	25.0%	25.0%	0.0%	0.0%	25.0%	0.0%	75.0%	75.0%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.1	3.1			3.9		4.0	4.0				
All-Red Time (s)	1.8	1.8			1.3		1.0	1.0				
Lost Time Adjust (s)	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 Lost Time (s)	4.9	4.9	4.0	4.0	5.2	4.0	5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		15.1			14.8			55.0				
Actuated g/C Ratio		0.19			0.18			0.69				
v/c Ratio		0.12			0.14			0.42				
Control Delay		28.4			19.9			3.4				
Queue Delay		0.0			0.0			0.0				
Total Delay		28.4			19.9			3.4				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C			B			A				
Approach Delay		28.4			19.9			3.4				
Approach LOS		C			B			A				
Queue Length 50th (ft)		15			12			50				
Queue Length 95th (ft)		40			40			59				
Internal Link Dist (ft)		394			398			284			158	
Turn Bay Length (ft)												
Base Capacity (vph)		288			339			3190				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.13			0.14			0.42				

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 64 (80%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 40	
Control Type: Pretimed	
Maximum v/c Ratio: 0.42	
Intersection Signal Delay: 4.6	Intersection LOS: A
Intersection Capacity Utilization 43.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 103: Franklin St & Person St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	4	10	53	17	0	0	0	0	29	567	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	4	11	58	18	0	0	0	0	32	616	4
Pedestrians					2			1				
Lane Width (ft)					12.0			0.0				
Walking Speed (ft/s)					4.0			4.0				
Percent Blockage					0			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								830				
pX, platoon unblocked												
vC, conflicting volume	691	684	311	387	686	2	621			2		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	691	684	311	387	686	2	621			2		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	98	89	95	100	100			98		
cM capacity (veh/h)	313	362	684	523	361	1079	956			1616		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	15	76	340	312
Volume Left	0	58	32	0
Volume Right	11	0	0	4
cSH	546	472	1616	1700
Volume to Capacity	0.03	0.16	0.02	0.18
Queue Length 95th (ft)	2	14	1	0
Control Delay (s)	11.8	14.1	0.8	0.0
Lane LOS	B	B	A	
Approach Delay (s)	11.8	14.1	0.4	
Approach LOS	B	B		

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	33.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	8	8	8	905	586	11
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	9	9	984	637	12
Pedestrians					3	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					114	
pX, platoon unblocked	0.96	0.96	0.96			
vC, conflicting volume	1155	324	649			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1075	208	546			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	99	99			
cM capacity (veh/h)	203	765	976			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	17	337	656	425	224
Volume Left	9	9	0	0	0
Volume Right	9	0	0	0	12
cSH	321	976	1700	1700	1700
Volume to Capacity	0.05	0.01	0.39	0.25	0.13
Queue Length 95th (ft)	4	1	0	0	0
Control Delay (s)	16.9	0.3	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	16.9	0.1		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	40.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	4	4	4	909	589	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	4	988	640	5
Pedestrians	2			1		
Lane Width (ft)	12.0			12.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	0			0		
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					459	
pX, platoon unblocked						
vC, conflicting volume	1148	326	648			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1148	326	648			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	99	100			
cM capacity (veh/h)	191	668	932			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	9	334	659	427	219
Volume Left	4	4	0	0	0
Volume Right	4	0	0	0	5
cSH	297	932	1700	1700	1700
Volume to Capacity	0.03	0.00	0.39	0.25	0.13
Queue Length 95th (ft)	2	0	0	0	0
Control Delay (s)	17.5	0.2	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	17.5	0.1		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	38.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Yellow Time (s)	3.0		4.0		3.7	3.7
All-Red Time (s)	2.3		1.2		1.4	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	4.0	5.2	4.0	5.1	5.1
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		Max		Max	Max
Act Effct Green (s)	9.0		58.9			58.9
Actuated g/C Ratio	0.12		0.79			0.79
v/c Ratio	0.55		0.36			0.24
Control Delay	34.9		3.8			3.4
Queue Delay	0.0		0.0			0.0
Total Delay	34.9		3.8			3.4
LOS	C		A			A
Approach Delay	34.9		3.8			3.4
Approach LOS	C		A			A
Queue Length 50th (ft)	46		61			32
Queue Length 95th (ft)	95		121			68
Internal Link Dist (ft)	282		34			267
Turn Bay Length (ft)						
Base Capacity (vph)	583		2738			2438
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.21		0.36			0.24

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 74.9	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 5.9	Intersection LOS: A
Intersection Capacity Utilization 50.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 114: Glascock St & Wake Forest Rd

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	15	36	877	88	136	457
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	39	953	96	148	497
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						534
pX, platoon unblocked						
vC, conflicting volume	1545	524			1049	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1545	524			1049	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	80	92			78	
cM capacity (veh/h)	82	498			659	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	55	636	413	313	331
Volume Left	16	0	0	148	0
Volume Right	39	0	96	0	0
cSH	199	1700	1700	659	1700
Volume to Capacity	0.28	0.37	0.24	0.22	0.19
Queue Length 95th (ft)	27	0	0	21	0
Control Delay (s)	29.9	0.0	0.0	7.3	0.0
Lane LOS	D			A	
Approach Delay (s)	29.9	0.0		3.5	
Approach LOS	D				

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	47	24	23	828	517	34
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	51	26	25	900	562	37
Pedestrians				2	1	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				347		
pX, platoon unblocked	0.92					
vC, conflicting volume	1081	301	599			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	915	301	599			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	79	96	97			
cM capacity (veh/h)	244	693	974			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	77	325	600	375	224
Volume Left	51	25	0	0	0
Volume Right	26	0	0	0	37
cSH	312	974	1700	1700	1700
Volume to Capacity	0.25	0.03	0.35	0.22	0.13
Queue Length 95th (ft)	24	2	0	0	0
Control Delay (s)	20.3	0.9	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	20.3	0.3		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	4	4	862	13	4	547
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	937	14	4	595
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			484			
pX, platoon unblocked	0.94	0.94			0.94	
vC, conflicting volume	1250	476			951	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1129	301			810	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	99			99	
cM capacity (veh/h)	184	650			759	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	9	625	326	203	396
Volume Left	4	0	0	4	0
Volume Right	4	0	14	0	0
cSH	287	1700	1700	759	1700
Volume to Capacity	0.03	0.37	0.19	0.01	0.23
Queue Length 95th (ft)	2	0	0	0	0
Control Delay (s)	18.0	0.0	0.0	0.3	0.0
Lane LOS	C			A	
Approach Delay (s)	18.0	0.0		0.1	
Approach LOS	C				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	34.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	8	8	851	15	14	543
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	9	925	16	15	590
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			930			
pX, platoon unblocked						
vC, conflicting volume	1259	471			941	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1259	471			941	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	98			98	
cM capacity (veh/h)	159	539			724	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	17	617	325	212	393
Volume Left	9	0	0	15	0
Volume Right	9	0	16	0	0
cSH	246	1700	1700	724	1700
Volume to Capacity	0.07	0.36	0.19	0.02	0.23
Queue Length 95th (ft)	6	0	0	2	0
Control Delay (s)	20.8	0.0	0.0	0.9	0.0
Lane LOS	C			A	
Approach Delay (s)	20.8	0.0		0.3	
Approach LOS	C				

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	35.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	4	4	4	855	553	10
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	4	929	601	11
Pedestrians					3	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				1130		
pX, platoon unblocked						
vC, conflicting volume	1083	306	612			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1083	306	612			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	99	100			
cM capacity (veh/h)	210	690	963			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	9	314	620	401	211
Volume Left	4	4	0	0	0
Volume Right	4	0	0	0	11
cSH	322	963	1700	1700	1700
Volume to Capacity	0.03	0.00	0.36	0.24	0.12
Queue Length 95th (ft)	2	0	0	0	0
Control Delay (s)	16.5	0.2	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	16.5	0.1		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	36.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	8	4	855	4	5	555
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	4	929	4	5	603
Pedestrians	1		2			
Lane Width (ft)	12.0		12.0			
Walking Speed (ft/s)	4.0		4.0			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			1243			
pX, platoon unblocked						
vC, conflicting volume	1247	468			935	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1247	468			935	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	99			99	
cM capacity (veh/h)	164	541			728	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	13	620	314	207	402
Volume Left	9	0	0	5	0
Volume Right	4	0	4	0	0
cSH	214	1700	1700	728	1700
Volume to Capacity	0.06	0.36	0.18	0.01	0.24
Queue Length 95th (ft)	5	0	0	1	0
Control Delay (s)	23.0	0.0	0.0	0.3	0.0
Lane LOS	C			A	
Approach Delay (s)	23.0	0.0		0.1	
Approach LOS	C				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	33.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	4	4	855	4	4	556
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	929	4	4	604
Pedestrians	3					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1245	470			937	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1245	470			937	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	99			99	
cM capacity (veh/h)	165	539			725	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	9	620	314	206	403
Volume Left	4	0	0	4	0
Volume Right	4	0	4	0	0
cSH	252	1700	1700	725	1700
Volume to Capacity	0.03	0.36	0.18	0.01	0.24
Queue Length 95th (ft)	3	0	0	0	0
Control Delay (s)	19.8	0.0	0.0	0.3	0.0
Lane LOS	C			A	
Approach Delay (s)	19.8	0.0		0.1	
Approach LOS	C				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	33.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	13	9	11	848	551	9
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	10	12	922	599	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1089	304	609			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1089	304	609			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	99	99			
cM capacity (veh/h)	207	692	966			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	24	319	614	399	209
Volume Left	14	12	0	0	0
Volume Right	10	0	0	0	10
cSH	291	966	1700	1700	1700
Volume to Capacity	0.08	0.01	0.36	0.23	0.12
Queue Length 95th (ft)	7	1	0	0	0
Control Delay (s)	18.5	0.5	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	18.5	0.2		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	41.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	856	5	4	556	4	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	930	5	4	604	4	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				1102		
pX, platoon unblocked						
vC, conflicting volume			936		1244	468
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			936		1244	468
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		97	99
cM capacity (veh/h)			728		165	542

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	NW 1
Volume Total	620	316	206	403	9
Volume Left	0	0	4	0	4
Volume Right	0	5	0	0	4
cSH	1700	1700	728	1700	253
Volume to Capacity	0.36	0.19	0.01	0.24	0.03
Queue Length 95th (ft)	0	0	0	0	3
Control Delay (s)	0.0	0.0	0.3	0.0	19.7
Lane LOS			A		C
Approach Delay (s)	0.0		0.1		19.7
Approach LOS					C

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	33.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	835	25	7	556	4	15
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	908	27	8	604	4	16
Pedestrians				2	3	
Lane Width (ft)				10.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				705		
pX, platoon unblocked						
vC, conflicting volume			938		1242	472
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			938		1242	472
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		97	97
cM capacity (veh/h)			725		165	536

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	NW 1
Volume Total	605	330	209	403	21
Volume Left	0	0	8	0	4
Volume Right	0	27	0	0	16
cSH	1700	1700	725	1700	364
Volume to Capacity	0.36	0.19	0.01	0.24	0.06
Queue Length 95th (ft)	0	0	1	0	4
Control Delay (s)	0.0	0.0	0.5	0.0	15.5
Lane LOS			A		C
Approach Delay (s)	0.0		0.2		15.5
Approach LOS					C

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	34.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	17	833	549	17	20	14
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	905	597	18	22	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			493			
pX, platoon unblocked						
vC, conflicting volume	615				1096	308
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	615				1096	308
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				89	98
cM capacity (veh/h)	960				204	688

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SE 1
Volume Total	320	604	398	217	37
Volume Left	18	0	0	0	22
Volume Right	0	0	0	18	15
cSH	960	1700	1700	1700	287
Volume to Capacity	0.02	0.36	0.23	0.13	0.13
Queue Length 95th (ft)	1	0	0	0	11
Control Delay (s)	0.7	0.0	0.0	0.0	19.4
Lane LOS	A				C
Approach Delay (s)	0.2		0.0		19.4
Approach LOS					C

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	45.1%	ICU Level of Service	A
Analysis Period (min)	15		

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: RHG
Agency/Co.: AECOM
Date Performed: 11/7/2012
Analysis Time Period: PM
Intersection: Brookside Dr at Automotive Way
Jurisdiction: City of Raleigh
Units: U. S. Customary
Analysis Year: 2012
Project ID: 2012 Existing Condition - PM Brookside Dr at Automotive Way
East/West Street: Automotive Way
North/South Street: Brookside Drive
Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		167	97	86	321	
Peak-Hour Factor, PHF		1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR		167	97	86	321	
Percent Heavy Vehicles		--	--	2	--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR		LT	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	10		10	4	203	7
Peak Hour Factor, PHF	1.00		1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	10		10	4	203	7
Percent Heavy Vehicles	2		0	2	2	2
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No /			No /
Lanes	0	0		0	1	0
Configuration		LR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT		LR			LTR	
v (vph)		86		20			214	
C(m) (vph)		1300		228			316	
v/c		0.07		0.09			0.68	
95% queue length		0.21		0.29			5.66	
Control Delay		8.0		22.3			39.4	
LOS		A		C			E	
Approach Delay				22.3			39.4	
Approach LOS				C			E	

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: RHG
Agency/Co.: AECOM
Date Performed: 11/7/2012
Analysis Time Period: PM
Intersection: Brookside Dr at Automotive Way
Jurisdiction: City of Raleigh
Units: U. S. Customary
Analysis Year: 2012
Project ID: 2012 Existing Condition - PM Brookside Dr at Automotive Way
East/West Street: Automotive Way
North/South Street: Brookside Drive
Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		167	97	86	321	
Peak-Hour Factor, PHF		1.00	1.00	1.00	1.00	
Peak-15 Minute Volume		42	24	22	80	
Hourly Flow Rate, HFR		167	97	86	321	
Percent Heavy Vehicles		--	--	2	--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR	LT		
Upstream Signal?		No			No	

Minor Street Movements	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	10		10	4	203	7
Peak Hour Factor, PHF	1.00		1.00	1.00	1.00	1.00
Peak-15 Minute Volume	2		2	1	51	2
Hourly Flow Rate, HFR	10		10	4	203	7
Percent Heavy Vehicles	2		0	2	2	2
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			No	/		No /
RT Channelized?						
Lanes	0	0	0	1	0	
Configuration		LR			LTR	

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	5	5	8	11	0	5	629	5	397	553	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	12	12
Storage Length (ft)	0		0	0		0	50		0	0		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.962						0.999			0.998	
Flt Protected		0.978			0.979		0.950			0.950		
Satd. Flow (prot)	0	1753	0	0	1824	0	1770	3287	0	1770	3518	0
Flt Permitted					0.853		0.422			0.336		
Satd. Flow (perm)	0	1792	0	0	1589	0	786	3287	0	626	3518	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5						1			4	
Link Speed (mph)		15			35			35			35	
Link Distance (ft)		159			141			238			132	
Travel Time (s)		7.2			2.7			4.6			2.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	2	0
Adj. Flow (vph)	8	5	5	9	12	0	5	684	5	432	601	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	21	0	5	689	0	432	608	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.01	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		0	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	50		20	60		0	96		60	96	
Trailing Detector (ft)	0	-10		0	0		0	90		0	90	
Detector 1 Position(ft)	0	-10		0	0		0	90		0	90	
Detector 1 Size(ft)	20	60		20	60		20	6		60	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	5.0		0.0	0.0		0.0	0.0		15.0	0.0	
Turn Type	Perm			Perm			Perm			pm+pt		
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		7.0	10.0	
Minimum Split (s)	13.2	13.2		12.4	12.4		15.2	15.2		12.3	15.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	15.0	15.0	0.0	15.0	15.0	0.0	55.0	55.0	0.0	30.0	85.0	0.0
Total Split (%)	15.0%	15.0%	0.0%	15.0%	15.0%	0.0%	55.0%	55.0%	0.0%	30.0%	85.0%	0.0%
Yellow Time (s)	4.0	4.0		3.8	3.8		4.1	4.1		3.0	3.7	
All-Red Time (s)	2.2	2.2		1.6	1.6		1.1	1.1		2.3	1.6	
Lost Time Adjust (s)	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 Lost Time (s)	6.2	6.2	4.0	5.4	5.4	4.0	5.2	5.2	4.0	5.3	5.3	4.0
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		None	Min	
Act Effct Green (s)		7.0			7.3		66.7	66.7		89.4	92.6	
Actuated g/C Ratio		0.07			0.07		0.67	0.67		0.89	0.93	
v/c Ratio		0.14			0.18		0.01	0.31		0.57	0.19	
Control Delay		37.9			47.2		11.6	10.0		8.0	0.7	
Queue Delay		0.0			0.0		0.0	0.0		0.1	0.0	
Total Delay		37.9			47.2		11.6	10.0		8.2	0.7	
LOS		D			D		B	B		A	A	
Approach Delay		37.9			47.2			10.0			3.8	
Approach LOS		D			D			B			A	
Queue Length 50th (ft)		8			13		1	70		36	0	
Queue Length 95th (ft)		30			37		8	194		52	21	
Internal Link Dist (ft)		79			61			158			52	
Turn Bay Length (ft)							50					
Base Capacity (vph)		162			153		527	2207		851	3258	
Starvation Cap Reductn		0			0		0	0		51	429	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.11			0.14		0.01	0.31		0.54	0.21	

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 97 (97%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 7.1	Intersection LOS: A
Intersection Capacity Utilization 59.3%	ICU Level of Service B
Analysis Period (min) 15	

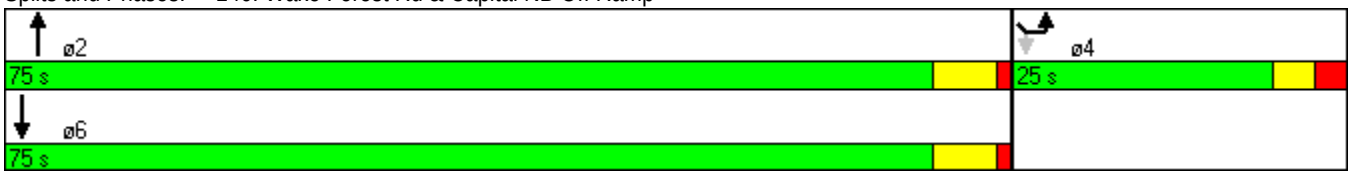
Splits and Phases: 143: Driveway01 & Wake Forest Rd

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	0	798	767	0	354	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3539	3539	0	3433	1583
Flt Permitted					0.950	
Satd. Flow (perm)	0	3539	3539	0	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						205
Link Speed (mph)		35	35		35	
Link Distance (ft)		174	603		487	
Travel Time (s)		3.4	11.7		9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	867	834	0	385	205
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	867	834	0	385	205
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors		1	2		1	1
Detector Template						
Leading Detector (ft)		96	306		60	60
Trailing Detector (ft)		90	90		0	0
Detector 1 Position(ft)		90	90		0	0
Detector 1 Size(ft)		6	6		60	60
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0		0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0	15.0
Detector 2 Position(ft)			300			
Detector 2 Size(ft)			6			
Detector 2 Type			Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)			1.8			
Turn Type						Perm
Protected Phases		2	6		4	
Permitted Phases						4
Detector Phase		2	6		4	4
Switch Phase						
Minimum Initial (s)		12.0	12.0		7.0	7.0
Minimum Split (s)		20.0	20.0		20.0	20.0

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Total Split (s)	0.0	75.0	75.0	0.0	25.0	25.0
Total Split (%)	0.0%	75.0%	75.0%	0.0%	25.0%	25.0%
Yellow Time (s)		4.7	4.7		3.0	3.0
All-Red Time (s)		1.2	1.2		2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.9	5.9	4.0	5.6	5.6
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	Min		None	None
Act Effct Green (s)		73.9	73.9		14.6	14.6
Actuated g/C Ratio		0.74	0.74		0.15	0.15
v/c Ratio		0.33	0.32		0.77	0.50
Control Delay		2.1	4.3		51.5	9.9
Queue Delay		0.1	0.0		0.0	0.0
Total Delay		2.3	4.3		51.5	9.9
LOS		A	A		D	A
Approach Delay		2.3	4.3		37.0	
Approach LOS		A	A		D	
Queue Length 50th (ft)		26	47		123	0
Queue Length 95th (ft)		30	74		164	59
Internal Link Dist (ft)		94	523		407	
Turn Bay Length (ft)						
Base Capacity (vph)		2615	2615		666	472
Starvation Cap Reductn		686	0		0	0
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0.45	0.32		0.58	0.43

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 93 (93%), Referenced to phase 2:NBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 11.9	Intersection LOS: B
Intersection Capacity Utilization 42.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 146: Wake Forest Rd & Capital NB Off Ramp



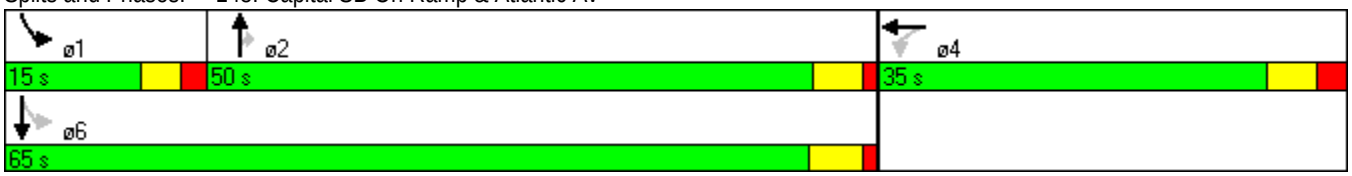
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	169	4	23	0	1066	86	247	598	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	250		0
Storage Lanes	0		0	1		0	0		1	1		0
Taper Length (ft)	25		25	25		25	25		125	100		25
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.964				0.850		0.997	
Flt Protected				0.950	0.965					0.950		
Satd. Flow (prot)	0	0	0	1681	1646	0	0	3539	1583	1770	3529	0
Flt Permitted				0.950	0.965					0.159		
Satd. Flow (perm)	0	0	0	1681	1646	0	0	3539	1583	296	3529	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					16				50		4	
Link Speed (mph)		30			35			35			35	
Link Distance (ft)		564			583			603			527	
Travel Time (s)		12.8			11.4			11.7			10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	184	4	25	0	1159	93	268	650	15
Shared Lane Traffic (%)				41%								
Lane Group Flow (vph)	0	0	0	109	104	0	0	1159	93	268	665	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				3	3			1	1	1	1	
Detector Template												
Leading Detector (ft)				90	90			75	75	50	75	
Trailing Detector (ft)				-5	-5			69	69	35	69	
Detector 1 Position(ft)				-5	-5			69	69	35	69	
Detector 1 Size(ft)				25	25			6	6	15	6	
Detector 1 Type				Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0			0.0	0.0	0.0	0.0	
Detector 1 Queue (s)				0.0	0.0			0.0	0.0	0.0	0.0	
Detector 1 Delay (s)				3.0	0.0			0.0	0.0	10.0	0.0	
Detector 2 Position(ft)				30	30							
Detector 2 Size(ft)				25	25							
Detector 2 Type				Cl+Ex	Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)				0.0	0.0							
Detector 3 Position(ft)				65	65							
Detector 3 Size(ft)				25	25							
Detector 3 Type				Cl+Ex	Cl+Ex							
Detector 3 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 3 Extend (s)				0.0	0.0							
Turn Type				Perm					Perm	pm+pt		
Protected Phases					4			2		1	6	
Permitted Phases				4					2	6		
Detector Phase				4	4			2	2	1	6	
Switch Phase												
Minimum Initial (s)				7.0	7.0			10.0	10.0	7.0	10.0	
Minimum Split (s)				22.1	22.1			20.9	20.9	11.9	21.2	
Total Split (s)	0.0	0.0	0.0	35.0	35.0	0.0	0.0	50.0	50.0	15.0	65.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	35.0%	35.0%	0.0%	0.0%	50.0%	50.0%	15.0%	65.0%	0.0%
Yellow Time (s)				3.7	3.7			3.7	3.7	3.0	4.0	
All-Red Time (s)				2.4	2.4			1.2	1.2	1.9	1.2	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	6.1	6.1	4.0	4.0	4.9	4.9	4.9	5.2	4.0
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?												
Recall Mode				None	None			C-Min	C-Min	None	Min	
Act Effct Green (s)				10.4	10.4			57.7	57.7	78.6	78.3	
Actuated g/C Ratio				0.10	0.10			0.58	0.58	0.79	0.78	
v/c Ratio				0.62	0.56			0.57	0.10	0.57	0.24	
Control Delay				57.7	46.8			18.4	8.2	11.3	3.4	
Queue Delay				0.0	0.0			0.2	0.0	0.0	0.0	
Total Delay				57.7	46.8			18.6	8.2	11.3	3.4	
LOS				E	D			B	A	B	A	
Approach Delay					52.4			17.8			5.6	
Approach LOS					D			B			A	
Queue Length 50th (ft)				71	56			306	8	33	45	
Queue Length 95th (ft)				124	109			415	m29	114	79	
Internal Link Dist (ft)		484			503			523			447	
Turn Bay Length (ft)									100	250		
Base Capacity (vph)				486	487			2041	934	469	2763	
Starvation Cap Reductn				0	0			217	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				0.22	0.21			0.64	0.10	0.57	0.24	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 90 (90%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 16.2 Intersection LOS: B
Intersection Capacity Utilization 62.2% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 148: Capital SB On Ramp & Atlantic Av



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	544	4	32	44	0	0	0	23
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	591	4	35	48	0	0	0	25
Pedestrians		3									3	
Lane Width (ft)		0.0									12.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		0									0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	599			0			324	599	0	620	596	304
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	599			0			324	599	0	620	596	304
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			94	88	100	100	100	96
cM capacity (veh/h)	972			1622			583	413	1084	337	414	690

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	394	201	83	25
Volume Left	0	0	35	0
Volume Right	0	4	0	25
cSH	1700	1700	471	690
Volume to Capacity	0.23	0.12	0.18	0.04
Queue Length 95th (ft)	0	0	16	3
Control Delay (s)	0.0	0.0	14.3	10.4
Lane LOS			B	B
Approach Delay (s)	0.0		14.3	10.4
Approach LOS			B	B

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	33.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	0	30	4	35	50	0	0	0	0	56	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	0	33	4	38	54	0	0	0	0	61	4
Pedestrians		7						2			5	
Lane Width (ft)		12.0						0.0			12.0	
Walking Speed (ft/s)		4.0						4.0			4.0	
Percent Blockage		1						0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	148	70	72	98	72	5	72			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	148	70	72	98	72	5	72			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	97	99	95	95	100			100		
cM capacity (veh/h)	740	816	984	851	813	1074	1519			1623		

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	38	97	65
Volume Left	5	4	0
Volume Right	33	54	4
cSH	940	944	1700
Volume to Capacity	0.04	0.10	0.04
Queue Length 95th (ft)	3	9	0
Control Delay (s)	9.0	9.2	0.0
Lane LOS	A	A	
Approach Delay (s)	9.0	9.2	0.0
Approach LOS	A	A	

Intersection Summary			
Average Delay	6.2		
Intersection Capacity Utilization	19.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	58	13	0	0	0	0	0	4	1144	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	63	14	0	0	0	0	0	4	1243	8
Pedestrians		55			45			6				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		5			4			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								271			213	
pX, platoon unblocked	0.84	0.84	0.84	0.84	0.84		0.84					
vC, conflicting volume	1311	1356	479	537	1360	45	1306			45		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	692	746	0	0	750	45	686			45		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	93	98	100	100	100			100		
cM capacity (veh/h)	247	261	866	715	259	977	722			1503		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3
Volume Total	63	14	315	622	318
Volume Left	0	14	4	0	0
Volume Right	63	0	0	0	8
cSH	866	715	1503	1700	1700
Volume to Capacity	0.07	0.02	0.00	0.37	0.19
Queue Length 95th (ft)	6	2	0	0	0
Control Delay (s)	9.5	10.1	0.1	0.0	0.0
Lane LOS	A	B	A		
Approach Delay (s)	9.5	10.1	0.0		
Approach LOS	A	B			

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	44.4%	ICU Level of Service	A
Analysis Period (min)	15		

2020 No-Build Synchro Reports

Lanes, Volumes, Timings
1: Hargett St & Blount St

3/1/2013

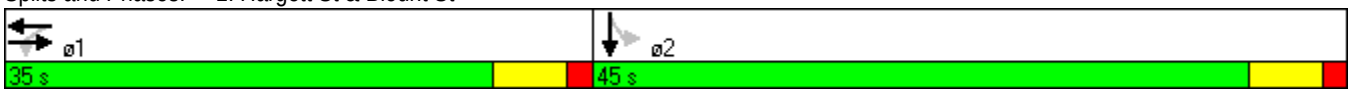
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	87	31	16	230	0	0	0	0	29	728	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor		0.99			1.00						0.98	
Frt		0.965									0.969	
Flt Protected					0.997						0.998	
Satd. Flow (prot)	0	1604	0	0	1671	0	0	0	0	0	4071	0
Flt Permitted					0.978						0.998	
Satd. Flow (perm)	0	1604	0	0	1638	0	0	0	0	0	4049	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25									117	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		483			489			499			473	
Travel Time (s)		9.4			9.5			9.7			9.2	
Confl. Peds. (#/hr)			11	11						58		21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Parking (#/hr)											16	
Adj. Flow (vph)	0	96	34	18	255	0	0	0	0	32	807	223
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	130	0	0	273	0	0	0	0	0	1062	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.24	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		22.0		22.0	22.0					22.0	22.0	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0
Total Split (%)	0.0%	43.8%	0.0%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)		4.5		4.5	4.5					4.5	4.5	
All-Red Time (s)		1.5		1.5	1.5					1.5	1.5	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	4.0	6.0	6.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Act Effct Green (s)		29.0			29.0						39.0	
Actuated g/C Ratio		0.36			0.36						0.49	
v/c Ratio		0.22			0.46						0.52	
Control Delay		15.3			24.4						11.3	
Queue Delay		0.0			0.0						0.0	
Total Delay		15.3			24.4						11.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B			C						B	
Approach Delay		15.3			24.4						11.3	
Approach LOS		B			C						B	
Queue Length 50th (ft)		35			102						165	
Queue Length 95th (ft)		74			m154						184	
Internal Link Dist (ft)		403			409			419			393	
Turn Bay Length (ft)												
Base Capacity (vph)		597			594						2034	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.22			0.46						0.52	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 66 (83%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 14.1 Intersection LOS: B
Intersection Capacity Utilization 60.7% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Hargett St & Blount St



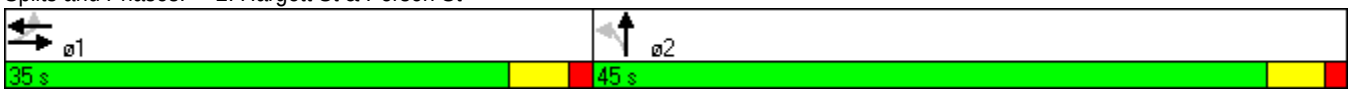
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	90	0	0	139	73	107	996	25	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.99			0.97			0.99				
Frt					0.953			0.997				
Flt Protected		0.989						0.995				
Satd. Flow (prot)	0	1658	0	0	1549	0	0	2935	0	0	0	0
Flt Permitted		0.906						0.995				
Satd. Flow (perm)	0	1502	0	0	1549	0	0	2913	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					38			4				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		489			484			491			748	
Travel Time (s)		9.5			9.4			9.6			14.6	
Confl. Peds. (#/hr)	45					45	25		13			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								8				
Adj. Flow (vph)	29	100	0	0	154	81	119	1104	28	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	129	0	0	235	0	0	1251	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.0	21.0			21.0		20.9	20.9				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	0.0%	43.8%	0.0%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.6	3.6			3.6		3.5	3.5				
All-Red Time (s)	1.4	1.4			1.4		1.4	1.4				
Lost Time Adjust (s)	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 Lost Time (s)	5.0	5.0	4.0	4.0	5.0	4.0	4.9	4.9	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Act Effct Green (s)		30.0			30.0			40.1				
Actuated g/C Ratio		0.38			0.38			0.50				
v/c Ratio		0.23			0.39			0.86				
Control Delay		19.0			17.5			6.7				
Queue Delay		0.0			0.0			0.0				
Total Delay		19.0			17.5			6.8				
LOS		B			B			A				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		19.0			17.5			6.8				
Approach LOS		B			B			A				
Queue Length 50th (ft)		50			69			22				
Queue Length 95th (ft)		96			128			m33				
Internal Link Dist (ft)		409			404			411			668	
Turn Bay Length (ft)												
Base Capacity (vph)		563			605			1462				
Starvation Cap Reductn		0			0			1				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.23			0.39			0.86				

Intersection Summary	
Area Type: CBD	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 23 (29%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 9.3	Intersection LOS: A
Intersection Capacity Utilization 69.7%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Hargett St & Person St



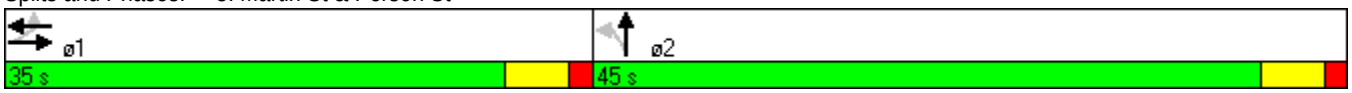
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	81	0	0	50	26	60	1070	22	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.98			0.97			1.00				
Frt					0.953			0.997				
Flt Protected		0.986						0.997				
Satd. Flow (prot)	0	1653	0	0	1547	0	0	2943	0	0	0	0
Flt Permitted		0.914						0.997				
Satd. Flow (perm)	0	1501	0	0	1547	0	0	2939	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					29			3				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		483			487			481			491	
Travel Time (s)		9.4			9.5			9.4			9.6	
Confl. Peds. (#/hr)	44					44	7		6			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								8				
Adj. Flow (vph)	35	90	0	0	55	29	67	1186	24	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	125	0	0	84	0	0	1277	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.2	21.2			21.2		21.2	21.2				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	0.0%	43.8%	0.0%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.8	3.8			3.8		3.8	3.8				
All-Red Time (s)	1.4	1.4			1.4		1.4	1.4				
Lost Time Adjust (s)	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 Lost Time (s)	5.2	5.2	4.0	4.0	5.2	4.0	5.2	5.2	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Act Effct Green (s)		29.8			29.8			39.8				
Actuated g/C Ratio		0.37			0.37			0.50				
v/c Ratio		0.22			0.14			0.87				
Control Delay		22.6			12.5			12.0				
Queue Delay		0.0			0.0			0.0				
Total Delay		22.6			12.5			12.0				
LOS		C			B			B				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		22.6			12.5			12.0				
Approach LOS		C			B			B				
Queue Length 50th (ft)		47			18			66				
Queue Length 95th (ft)		93			47			#183				
Internal Link Dist (ft)		403			407			401			411	
Turn Bay Length (ft)												
Base Capacity (vph)		559			594			1464				
Starvation Cap Reductn		0			0			2				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.22			0.14			0.87				

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 15 (19%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 13.0 Intersection LOS: B
Intersection Capacity Utilization 58.5% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Martin St & Person St



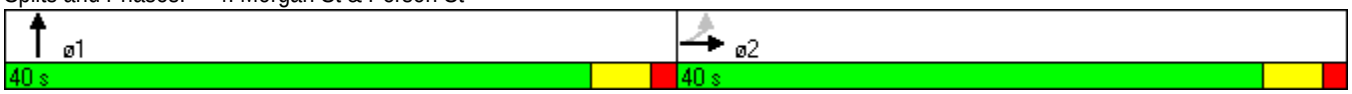
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	441	0	0	0	0	0	1008	87	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	12	12
Storage Length (ft)	130		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	125		25	25		25	25		25	25		25
Lane Util. Factor	0.86	0.86	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00						1.00				
Frt								0.988				
Flt Protected	0.950	0.999										
Satd. Flow (prot)	1370	4321	0	0	0	0	0	4216	0	0	0	0
Flt Permitted	0.950	0.999										
Satd. Flow (perm)	1351	4320	0	0	0	0	0	4216	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	34	3						22				
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		570			474			748			316	
Travel Time (s)		11.1			9.2			14.6			7.2	
Confl. Peds. (#/hr)	8								1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	55	489	0	0	0	0	0	1118	96	0	0	0
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	49	495	0	0	0	0	0	1214	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm											
Protected Phases		2						1				
Permitted Phases	2											
Minimum Split (s)	21.1	21.1						22.1				
Total Split (s)	40.0	40.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.5	3.5						3.5				
All-Red Time (s)	1.6	1.6						1.6				
Lost Time Adjust (s)	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 Lost Time (s)	5.1	5.1	4.0	4.0	4.0	4.0	4.0	5.1	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag						Lead				
Lead-Lag Optimize?	Yes	Yes						Yes				
Act Effct Green (s)	34.9	34.9						34.9				
Actuated g/C Ratio	0.44	0.44						0.44				
v/c Ratio	0.08	0.26						0.66				
Control Delay	5.1	11.6						20.6				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0						0.1				
Total Delay	5.1	11.6						20.7				
LOS	A	B						C				
Approach Delay		11.1						20.7				
Approach LOS		B						C				
Queue Length 50th (ft)	2	37						226				
Queue Length 95th (ft)	m13	49						m269				
Internal Link Dist (ft)		490			394			668			236	
Turn Bay Length (ft)	130											
Base Capacity (vph)	609	1886						1852				
Starvation Cap Reductn	0	0						0				
Spillback Cap Reductn	0	0						44				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.08	0.26						0.67				

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 26 (33%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 17.7 Intersection LOS: B
Intersection Capacity Utilization 72.0% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Morgan St & Person St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	344	219	0	0	0	0	0	0	147	740	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Ped Bike Factor		0.99									1.00	
Frt		0.942										
Flt Protected											0.992	
Satd. Flow (prot)	0	4273	0	0	0	0	0	0	0	0	4256	0
Flt Permitted											0.992	
Satd. Flow (perm)	0	4273	0	0	0	0	0	0	0	0	4247	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		118									73	
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		473			570			473			295	
Travel Time (s)		9.2			11.1			9.2			6.7	
Confl. Peds. (#/hr)			6							8		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Parking (#/hr)											16	
Adj. Flow (vph)	0	381	243	0	0	0	0	0	0	163	820	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	624	0	0	0	0	0	0	0	0	983	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.24	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type										Perm		
Protected Phases		2									1	
Permitted Phases										1		
Minimum Split (s)		22.0								22.0	22.0	
Total Split (s)	0.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0
Total Split (%)	0.0%	43.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)		4.0								4.0	4.0	
All-Red Time (s)		2.0								2.0	2.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0
Lead/Lag		Lag								Lead	Lead	
Lead-Lag Optimize?		Yes								Yes	Yes	
Act Effct Green (s)		29.0									39.0	
Actuated g/C Ratio		0.36									0.49	
v/c Ratio		0.38									0.47	
Control Delay		15.9									19.0	
Queue Delay		0.0									0.0	
Total Delay		15.9									19.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B									B	
Approach Delay		15.9									19.0	
Approach LOS		B									B	
Queue Length 50th (ft)		65									142	
Queue Length 95th (ft)		95									183	
Internal Link Dist (ft)		393			490			393			215	
Turn Bay Length (ft)												
Base Capacity (vph)		1624									2108	
Starvation Cap Reductn		0									0	
Spillback Cap Reductn		0									0	
Storage Cap Reductn		0									0	
Reduced v/c Ratio		0.38									0.47	

Intersection Summary	
Area Type: CBD	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 18 (23%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay: 17.8	Intersection LOS: B
Intersection Capacity Utilization 42.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 7: Morgan St & Blount St

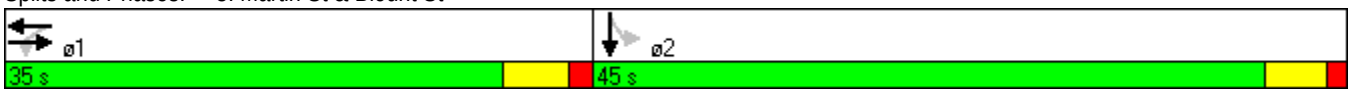
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	60	83	32	77	0	0	0	0	54	651	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor		0.98			0.99						0.99	
Frt		0.922									0.986	
Flt Protected					0.986						0.997	
Satd. Flow (prot)	0	1514	0	0	1653	0	0	0	0	0	4219	0
Flt Permitted					0.892						0.997	
Satd. Flow (perm)	0	1514	0	0	1487	0	0	0	0	0	4209	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		92									30	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		460			483			210			499	
Travel Time (s)		9.0			9.4			4.1			9.7	
Confl. Peds. (#/hr)			14	14						12		14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Parking (#/hr)											12	
Adj. Flow (vph)	0	67	92	35	85	0	0	0	0	60	722	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	159	0	0	120	0	0	0	0	0	861	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.23	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		21.3		21.3	21.3					21.0	21.0	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0
Total Split (%)	0.0%	43.8%	0.0%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)		3.9		3.9	3.9					3.7	3.7	
All-Red Time (s)		1.4		1.4	1.4					1.3	1.3	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.3	4.0	5.3	5.3	4.0	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Act Effct Green (s)		29.7			29.7						40.0	
Actuated g/C Ratio		0.37			0.37						0.50	
v/c Ratio		0.26			0.22						0.41	
Control Delay		9.2			19.6						2.7	
Queue Delay		0.0			0.0						0.0	
Total Delay		9.2			19.6						2.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A			B						A	
Approach Delay		9.2			19.6						2.7	
Approach LOS		A			B						A	
Queue Length 50th (ft)		22			39						15	
Queue Length 95th (ft)		61			m60						17	
Internal Link Dist (ft)		380			403			130			419	
Turn Bay Length (ft)												
Base Capacity (vph)		620			552						2120	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.26			0.22						0.41	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 74 (93%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.41
Intersection Signal Delay: 5.4 Intersection LOS: A
Intersection Capacity Utilization 48.7% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Martin St & Blount St

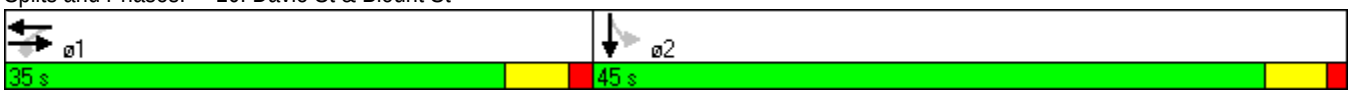


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	74	59	46	197	0	0	0	0	26	596	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor			0.97		1.00						0.99	
Frt			0.850								0.986	
Flt Protected					0.991						0.998	
Satd. Flow (prot)	0	1676	1425	0	1661	0	0	0	0	0	4244	0
Flt Permitted					0.932						0.998	
Satd. Flow (perm)	0	1676	1380	0	1557	0	0	0	0	0	4233	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			65								31	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		455			488			226			274	
Travel Time (s)		8.9			9.5			4.4			5.3	
Confl. Peds. (#/hr)			11	11						21		30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	1	0
Parking (#/hr)											8	
Adj. Flow (vph)	0	82	65	51	218	0	0	0	0	29	661	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	82	65	0	269	0	0	0	0	0	761	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.22	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm	Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases			1	1						2		
Minimum Split (s)		21.2	21.2	21.2	21.2					21.0	21.0	
Total Split (s)	0.0	35.0	35.0	35.0	35.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0
Total Split (%)	0.0%	43.8%	43.8%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)		3.8	3.8	3.8	3.8					3.7	3.7	
All-Red Time (s)		1.4	1.4	1.4	1.4					1.3	1.3	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.2	5.2	5.2	5.2	4.0	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag		Lead	Lead	Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes					Yes	Yes	
Act Effct Green (s)		29.8	29.8		29.8						40.0	
Actuated g/C Ratio		0.37	0.37		0.37						0.50	
v/c Ratio		0.13	0.12		0.46						0.36	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		17.3	5.3		16.5						3.6	
Queue Delay		0.0	0.0		0.0						0.0	
Total Delay		17.3	5.3		16.5						3.6	
LOS		B	A		B						A	
Approach Delay		12.0			16.5						3.6	
Approach LOS		B			B						A	
Queue Length 50th (ft)		26	0		58						17	
Queue Length 95th (ft)		56	24		m121						25	
Internal Link Dist (ft)		375			408			146			194	
Turn Bay Length (ft)			120									
Base Capacity (vph)		624	555		580						2132	
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		0.13	0.12		0.46						0.36	

Intersection Summary	
Area Type: CBD	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 2 (3%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay: 7.6	Intersection LOS: A
Intersection Capacity Utilization 53.8%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 10: Davie St & Blount St



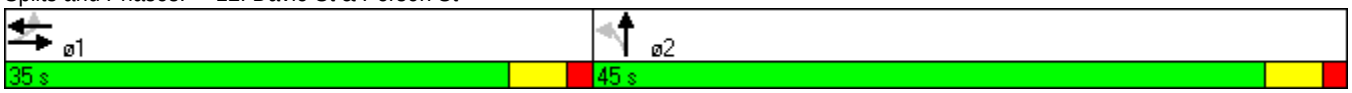
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	76	0	0	176	156	67	972	13	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.99			0.97			1.00				
Frt					0.937			0.998				
Flt Protected		0.988						0.997				
Satd. Flow (prot)	0	1656	0	0	1518	0	0	2867	0	0	0	0
Flt Permitted		0.875						0.997				
Satd. Flow (perm)	0	1458	0	0	1518	0	0	2860	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					61			2				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		488			486			496			481	
Travel Time (s)		9.5			9.5			9.7			9.4	
Confl. Peds. (#/hr)	33					33	12					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	0	0	0	0
Parking (#/hr)								16				
Adj. Flow (vph)	27	84	0	0	195	173	74	1078	14	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	111	0	0	368	0	0	1166	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.30	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.0	21.0			21.0		21.0	21.0				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	0.0%	43.8%	0.0%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5				
All-Red Time (s)	1.5	1.5			1.5		1.5	1.5				
Lost Time Adjust (s)	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 Lost Time (s)	5.0	5.0	4.0	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Act Effct Green (s)		30.0			30.0			40.0				
Actuated g/C Ratio		0.38			0.38			0.50				
v/c Ratio		0.20			0.61			0.81				
Control Delay		10.4			21.7			4.1				
Queue Delay		0.0			0.0			0.4				
Total Delay		10.4			21.7			4.4				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B			C			A				
Approach Delay		10.4			21.7			4.4				
Approach LOS		B			C			A				
Queue Length 50th (ft)		18			121			11				
Queue Length 95th (ft)		34			211			m24				
Internal Link Dist (ft)		408			406			416			401	
Turn Bay Length (ft)												
Base Capacity (vph)		547			607			1431				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			1			43				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.20			0.61			0.84				

Intersection Summary	
Area Type: CBD	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 7 (9%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 55	
Control Type: Pretimed	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 8.7	Intersection LOS: A
Intersection Capacity Utilization 69.7%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Davie St & Person St



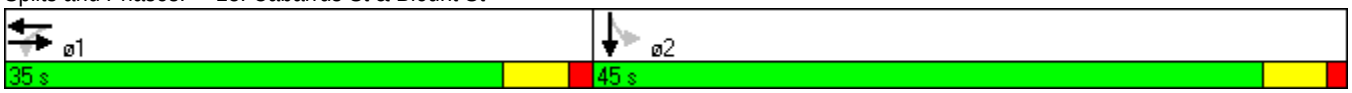
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	22	9	10	213	0	0	0	0	37	472	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor		0.99			1.00						0.98	
Frt		0.960									0.977	
Flt Protected					0.998						0.997	
Satd. Flow (prot)	0	1599	0	0	1673	0	0	0	0	0	4162	0
Flt Permitted					0.991						0.997	
Satd. Flow (perm)	0	1599	0	0	1661	0	0	0	0	0	4145	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10									64	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		456			485			480			264	
Travel Time (s)		8.9			9.4			9.4			5.1	
Confl. Peds. (#/hr)			6	6						23		25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)											12	
Adj. Flow (vph)	0	24	10	11	236	0	0	0	0	41	523	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	34	0	0	247	0	0	0	0	0	666	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14	1.14	1.23	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		21.3		21.3	21.3					21.1	21.1	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0
Total Split (%)	0.0%	43.8%	0.0%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)		3.9		3.9	3.9					3.8	3.8	
All-Red Time (s)		1.4		1.4	1.4					1.3	1.3	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.3	4.0	5.3	5.3	4.0	4.0	4.0	4.0	5.1	5.1	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Act Effct Green (s)		29.7			29.7						39.9	
Actuated g/C Ratio		0.37			0.37						0.50	
v/c Ratio		0.06			0.40						0.32	
Control Delay		13.0			30.9						2.4	
Queue Delay		0.0			0.0						0.0	
Total Delay		13.0			30.9						2.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B			C						A	
Approach Delay		13.0			30.9						2.4	
Approach LOS		B			C						A	
Queue Length 50th (ft)		8			130						10	
Queue Length 95th (ft)		25			m150						16	
Internal Link Dist (ft)		376			405			400			184	
Turn Bay Length (ft)												
Base Capacity (vph)		600			617						2099	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.06			0.40						0.32	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 10 (13%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.40
Intersection Signal Delay: 10.2 Intersection LOS: B
Intersection Capacity Utilization 42.5% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Cabarrus St & Blount St



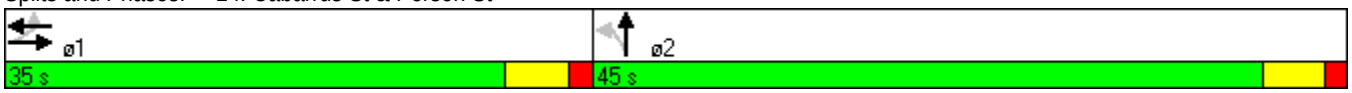
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	38	0	0	38	12	184	1019	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.99				
Frt					0.968			0.999				
Flt Protected		0.983						0.992				
Satd. Flow (prot)	0	1648	0	0	1604	0	0	2873	0	0	0	0
Flt Permitted		0.915						0.992				
Satd. Flow (perm)	0	1514	0	0	1604	0	0	2856	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					13			1				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		485			493			484			496	
Travel Time (s)		9.4			9.6			9.4			9.7	
Confl. Peds. (#/hr)	21					21	12					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								16				
Adj. Flow (vph)	23	42	0	0	42	13	204	1130	9	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	65	0	0	55	0	0	1343	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.29	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.2	21.2			21.2		21.1	21.1				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	0.0%	43.8%	0.0%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.8	3.8			3.8		3.7	3.7				
All-Red Time (s)	1.4	1.4			1.4		1.4	1.4				
Lost Time Adjust (s)	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 Lost Time (s)	5.2	5.2	4.0	4.0	5.2	4.0	5.1	5.1	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Act Effct Green (s)		29.8			29.8			39.9				
Actuated g/C Ratio		0.37			0.37			0.50				
v/c Ratio		0.12			0.09			0.94				
Control Delay		14.4			13.8			11.7				
Queue Delay		0.0			0.0			1.5				
Total Delay		14.4			13.8			13.2				
LOS		B			B			B				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		14.4			13.8			13.2				
Approach LOS		B			B			B				
Queue Length 50th (ft)		23			13			16				
Queue Length 95th (ft)		49			36			m#43				
Internal Link Dist (ft)		405			413			404			416	
Turn Bay Length (ft)												
Base Capacity (vph)		564			606			1425				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			25				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.12			0.09			0.96				

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 79 (99%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 13.3 Intersection LOS: B
Intersection Capacity Utilization 57.7% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Cabarrus St & Person St



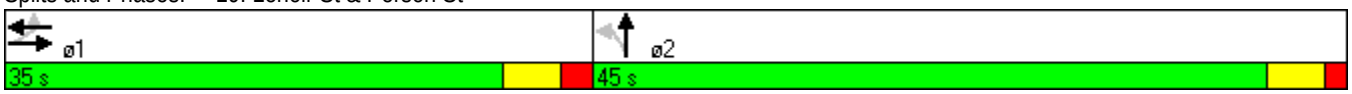
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	47	32	0	0	38	8	48	1156	9	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor					1.00			1.00				
Frt					0.976			0.999				
Flt Protected		0.971						0.998				
Satd. Flow (prot)	0	1628	0	0	1629	0	0	2904	0	0	0	0
Flt Permitted		0.831						0.998				
Satd. Flow (perm)	0	1393	0	0	1629	0	0	2904	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					9			1				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		487			491			259			484	
Travel Time (s)		13.3			13.4			5.0			9.4	
Confl. Peds. (#/hr)						7	1					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	0	0	0	0
Parking (#/hr)								12				
Adj. Flow (vph)	52	35	0	0	42	9	53	1282	10	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	87	0	0	51	0	0	1345	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.28	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.4	21.4			21.4		20.9	20.9				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	0.0%	43.8%	0.0%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5				
All-Red Time (s)	1.9	1.9			1.9		1.4	1.4				
Lost Time Adjust (s)	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 Lost Time (s)	5.4	5.4	4.0	4.0	5.4	4.0	4.9	4.9	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Act Effct Green (s)		29.6			29.6			40.1				
Actuated g/C Ratio		0.37			0.37			0.50				
v/c Ratio		0.17			0.08			0.92				
Control Delay		28.5			14.7			12.6				
Queue Delay		0.0			0.0			13.7				
Total Delay		28.5			14.7			26.2				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C			B			C				
Approach Delay		28.5			14.7			26.2				
Approach LOS		C			B			C				
Queue Length 50th (ft)		38			13			16				
Queue Length 95th (ft)		84			36			m#427				
Internal Link Dist (ft)		407			411			179			404	
Turn Bay Length (ft)												
Base Capacity (vph)		515			608			1456				
Starvation Cap Reductn		0			0			132				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.17			0.08			1.02				

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 71 (89%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 26.0 Intersection LOS: C
Intersection Capacity Utilization 58.2% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 19: Lenoir St & Person St

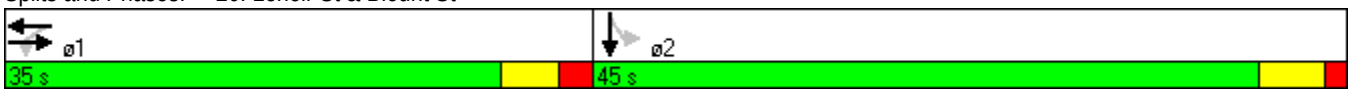


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	68	26	18	69	0	0	0	0	12	445	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor											1.00	
Frt		0.962									0.990	
Flt Protected					0.990						0.999	
Satd. Flow (prot)	0	1613	0	0	1660	0	0	0	0	0	3932	0
Flt Permitted					0.941						0.999	
Satd. Flow (perm)	0	1613	0	0	1578	0	0	0	0	0	3932	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28									20	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		464			487			271			480	
Travel Time (s)		12.7			13.3			5.3			9.4	
Confl. Peds. (#/hr)												11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	5	0
Parking (#/hr)											16	
Adj. Flow (vph)	0	75	29	20	76	0	0	0	0	13	493	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	104	0	0	96	0	0	0	0	0	543	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14	1.14	1.36	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		21.5		21.5	21.5					21.3	21.3	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0
Total Split (%)	0.0%	43.8%	0.0%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)		3.5		3.5	3.5					3.9	3.9	
All-Red Time (s)		2.0		2.0	2.0					1.4	1.4	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.5	4.0	5.5	5.5	4.0	4.0	4.0	4.0	5.3	5.3	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Act Effct Green (s)		29.5			29.5						39.7	
Actuated g/C Ratio		0.37			0.37						0.50	
v/c Ratio		0.17			0.16						0.28	
Control Delay		13.6			22.5						2.4	
Queue Delay		0.0			0.0						0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		13.6			22.5						2.4	
LOS		B			C						A	
Approach Delay		13.6			22.5						2.4	
Approach LOS		B			C						A	
Queue Length 50th (ft)		25			41						8	
Queue Length 95th (ft)		58			m61						9	
Internal Link Dist (ft)		384			407			191			400	
Turn Bay Length (ft)												
Base Capacity (vph)		612			582						1961	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.17			0.16						0.28	

Intersection Summary	
Area Type: CBD	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 18 (23%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.28	
Intersection Signal Delay: 6.6	Intersection LOS: A
Intersection Capacity Utilization 34.2%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 20: Lenoir St & Blount St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	47	32	0	0	38	10	47	1156	9	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.93						1.00				
Frt					0.972			0.999				
Flt Protected		0.971						0.998				
Satd. Flow (prot)	0	1628	0	0	1630	0	0	2933	0	0	0	0
Flt Permitted		0.830						0.998				
Satd. Flow (perm)	0	1288	0	0	1630	0	0	2933	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					11			1				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		490			490			556			259	
Travel Time (s)		13.4			13.4			10.8			5.0	
Confl. Peds. (#/hr)	78								64			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								10				
Adj. Flow (vph)	52	35	0	0	42	11	52	1282	10	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	87	0	0	53	0	0	1344	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.26	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		4			4			2				
Permitted Phases	4						2					
Minimum Split (s)	21.4	21.4			21.4		20.9	20.9				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	0.0%	43.8%	0.0%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5				
All-Red Time (s)	1.9	1.9			1.9		1.4	1.4				
Lost Time Adjust (s)	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 Lost Time (s)	5.4	5.4	4.0	4.0	5.4	4.0	4.9	4.9	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		29.6			29.6			40.1				
Actuated g/C Ratio		0.37			0.37			0.50				
v/c Ratio		0.18			0.09			0.91				
Control Delay		18.7			14.3			37.1				
Queue Delay		0.0			0.0			21.0				
Total Delay		18.7			14.3			58.1				
LOS		B			B			E				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		18.7			14.3			58.1				
Approach LOS		B			B			E				
Queue Length 50th (ft)		35			13			362				
Queue Length 95th (ft)		77			36			m295				
Internal Link Dist (ft)		410			410			476			179	
Turn Bay Length (ft)												
Base Capacity (vph)		477			610			1471				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			175				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.18			0.09			1.04				

Intersection Summary	
Area Type: CBD	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 63 (79%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 54.2	Intersection LOS: D
Intersection Capacity Utilization 58.2%	ICU Level of Service B
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 23: South St & Person St

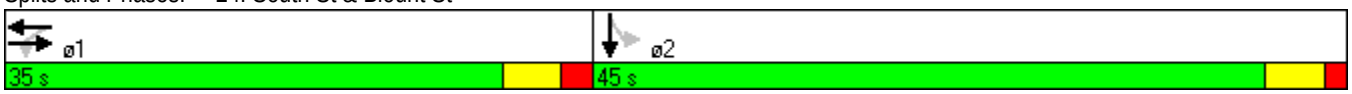
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	68	26	18	68	0	0	0	0	12	444	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Frt		0.962									0.990	
Flt Protected					0.990						0.999	
Satd. Flow (prot)	0	1613	0	0	1660	0	0	0	0	0	4020	0
Flt Permitted					0.941						0.999	
Satd. Flow (perm)	0	1613	0	0	1578	0	0	0	0	0	4020	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28									21	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		443			490			970			271	
Travel Time (s)		12.1			13.4			18.9			5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	4	0
Parking (#/hr)											6	
Adj. Flow (vph)	0	75	29	20	75	0	0	0	0	13	492	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	104	0	0	95	0	0	0	0	0	542	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.33	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		21.4		21.4	21.4					21.0	21.0	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0
Total Split (%)	0.0%	43.8%	0.0%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)		3.5		3.5	3.5					3.6	3.6	
All-Red Time (s)		1.9		1.9	1.9					1.4	1.4	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.4	4.0	5.4	5.4	4.0	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Act Effct Green (s)		29.6			29.6						40.0	
Actuated g/C Ratio		0.37			0.37						0.50	
v/c Ratio		0.17			0.16						0.27	
Control Delay		13.5			20.2						3.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0						0.0	
Total Delay		13.5			20.2						3.6	
LOS		B			C						A	
Approach Delay		13.5			20.2						3.6	
Approach LOS		B			C						A	
Queue Length 50th (ft)		25			31						8	
Queue Length 95th (ft)		57			m50						12	
Internal Link Dist (ft)		363			410			890			191	
Turn Bay Length (ft)												
Base Capacity (vph)		614			584						2021	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.17			0.16						0.27	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 26 (33%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.27
Intersection Signal Delay: 7.1 Intersection LOS: A
Intersection Capacity Utilization 31.3% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: South St & Blount St



HCM Unsignalized Intersection Capacity Analysis
27: Worth St & Person St

3/1/2013

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	25	1186	25	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	28	1315	28	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			408			556
pX, platoon unblocked	0.65	0.65			0.65	
vC, conflicting volume	1329	671			1343	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	423	0			444	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	96			100	
cM capacity (veh/h)	363	703			721	

Direction, Lane #	WB 1	NB 1	NB 2
Volume Total	28	877	466
Volume Left	0	0	0
Volume Right	28	0	28
cSH	703	1700	1700
Volume to Capacity	0.04	0.52	0.27
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.3	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.3	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	51	502	0	0	717	129	216	1143	39	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor								1.00				
Frt					0.977			0.996				
Flt Protected	0.950							0.992				
Satd. Flow (prot)	1770	3539	0	0	3458	0	0	3220	0	0	0	0
Flt Permitted	0.227							0.992				
Satd. Flow (perm)	423	3539	0	0	3458	0	0	3220	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10			4				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		490			493			411			408	
Travel Time (s)		9.5			9.6			8.0			7.9	
Confl. Peds. (#/hr)									2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Parking (#/hr)								10				
Adj. Flow (vph)	57	557	0	0	795	143	239	1267	43	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	557	0	0	938	0	0	1549	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		4			4			2				
Permitted Phases	4						2					
Minimum Split (s)	20.8	20.8			20.8		21.0	21.0				
Total Split (s)	45.0	45.0	0.0	0.0	45.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0
Total Split (%)	56.3%	56.3%	0.0%	0.0%	56.3%	0.0%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.5	3.5			3.5		4.0	4.0				
All-Red Time (s)	1.3	1.3			1.3		1.0	1.0				
Lost Time Adjust (s)	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 Lost Time (s)	4.8	4.8	4.0	4.0	4.8	4.0	5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	40.2	40.2			40.2			30.0				
Actuated g/C Ratio	0.50	0.50			0.50			0.38				
v/c Ratio	0.27	0.31			0.54			1.28				

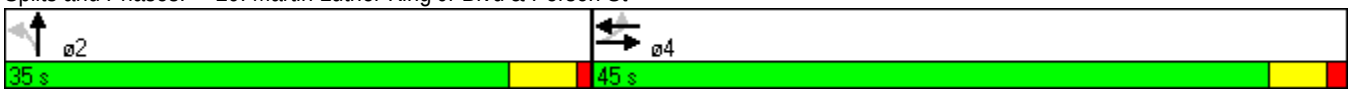
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	13.2	9.4			14.8			158.0				
Queue Delay	0.0	0.0			0.0			0.0				
Total Delay	13.2	9.4			14.8			158.0				
LOS	B	A			B			F				
Approach Delay		9.8			14.8			158.0				
Approach LOS		A			B			F				
Queue Length 50th (ft)	11	59			157			~528				
Queue Length 95th (ft)	30	76			210			#663				
Internal Link Dist (ft)		410			413			331			328	
Turn Bay Length (ft)	100											
Base Capacity (vph)	213	1778			1743			1210				
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	0.27	0.31			0.54			1.28				

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 2 (3%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 1.28	
Intersection Signal Delay: 85.3	Intersection LOS: F
Intersection Capacity Utilization 84.8%	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: 29: Martin Luther King Jr Blvd & Person St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	487	82	31	901	0	0	0	0	66	279	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor			0.97	0.99							1.00	0.98
Frt			0.850									0.850
Flt Protected				0.950							0.991	
Satd. Flow (prot)	0	3539	1583	1770	3539	0	0	0	0	0	3244	1583
Flt Permitted				0.431							0.991	
Satd. Flow (perm)	0	3539	1543	798	3539	0	0	0	0	0	3241	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			91									71
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		569			490			388			970	
Travel Time (s)		11.1			9.5			7.6			18.9	
Confl. Peds. (#/hr)			12	12						4		5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)											10	
Adj. Flow (vph)	0	540	91	34	999	0	0	0	0	73	309	133
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	540	91	34	999	0	0	0	0	0	382	133
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		1			1						2	
Permitted Phases			1	1						2		2
Minimum Split (s)		27.0	27.0	27.0	27.0					23.0	23.0	23.0
Total Split (s)	0.0	45.0	45.0	45.0	45.0	0.0	0.0	0.0	0.0	35.0	35.0	35.0
Total Split (%)	0.0%	56.3%	56.3%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%	43.8%	43.8%	43.8%
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	6.0	6.0	6.0	4.0	4.0	4.0	4.0	6.0	6.0	6.0
Lead/Lag		Lead	Lead	Lead	Lead					Lag	Lag	Lag
Lead-Lag Optimize?		Yes	Yes	Yes	Yes					Yes	Yes	Yes
Act Effct Green (s)		39.0	39.0	39.0	39.0						29.0	29.0
Actuated g/C Ratio		0.49	0.49	0.49	0.49						0.36	0.36
v/c Ratio		0.31	0.11	0.09	0.58						0.33	0.22
Control Delay		13.0	3.1	8.1	14.4						26.5	18.1

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
Total Delay		13.0	3.1	8.1	14.4						26.5	18.1
LOS		B	A	A	B						C	B
Approach Delay		11.6			14.2						24.3	
Approach LOS		B			B						C	
Queue Length 50th (ft)		81	0	6	230						68	24
Queue Length 95th (ft)		114	22	m10	m265						113	70
Internal Link Dist (ft)		489			410			308			890	
Turn Bay Length (ft)				100								
Base Capacity (vph)		1725	799	389	1725						1175	608
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		0.31	0.11	0.09	0.58						0.33	0.22

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 20 (25%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 15.8 Intersection LOS: B
Intersection Capacity Utilization 84.8% ICU Level of Service E
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 30: Martin Luther King Jr Blvd & Blount St

HCM Unsignalized Intersection Capacity Analysis
27: Worth St & Person St

3/1/2013

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	25	1186	25	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	28	1315	28	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			408			556
pX, platoon unblocked	0.65	0.65			0.65	
vC, conflicting volume	1329	671			1343	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	423	0			444	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	96			100	
cM capacity (veh/h)	363	703			721	

Direction, Lane #	WB 1	NB 1	NB 2
Volume Total	28	877	466
Volume Left	0	0	0
Volume Right	28	0	28
cSH	703	1700	1700
Volume to Capacity	0.04	0.52	0.27
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.3	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.3	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	4	0	0	12	8	4	1382	4	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	4	0	0	13	9	4	1532	4	0	0	0
Pedestrians		8			7						1	
Lane Width (ft)		12.0			12.0						0.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		1			1						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											411	
pX, platoon unblocked												
vC, conflicting volume	800	1561	8	1553	1558	776	8			1544		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	800	1561	8	1553	1558	776	8			1544		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	96	100	100	88	97	100			100		
cM capacity (veh/h)	240	109	1065	73	110	338	1600			424		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	13	22	771	771
Volume Left	9	0	4	0
Volume Right	0	9	0	4
cSH	172	150	1600	1700
Volume to Capacity	0.08	0.15	0.00	0.45
Queue Length 95th (ft)	6	13	0	0
Control Delay (s)	27.7	33.0	0.1	0.0
Lane LOS	D	D	A	
Approach Delay (s)	27.7	33.0	0.0	
Approach LOS	D	D		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	53.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	6	4	12	4	0	0	0	0	6	383	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	7	4	13	4	0	0	0	0	7	425	4
Pedestrians		5			3			2				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			0			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											388	
pX, platoon unblocked	0.96	0.96	0.96	0.96	0.96		0.96					
vC, conflicting volume	447	448	222	238	450	3	434			3		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	346	347	111	129	349	3	332			3		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	99	98	99	100	100			100		
cM capacity (veh/h)	551	547	882	780	546	1077	1172			1613		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	11	18	219	217
Volume Left	0	13	7	0
Volume Right	4	0	0	4
cSH	645	704	1613	1700
Volume to Capacity	0.02	0.03	0.00	0.13
Queue Length 95th (ft)	1	2	0	0
Control Delay (s)	10.7	10.2	0.3	0.0
Lane LOS	B	B	A	
Approach Delay (s)	10.7	10.2	0.1	
Approach LOS	B	B		

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	25.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	4	4	5	4	0	0	0	0	6	389	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	4	4	6	4	0	0	0	0	7	431	4
Pedestrians		6			6			1				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			1			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											850	
pX, platoon unblocked												
vC, conflicting volume	455	459	225	243	461	6	442			6		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	455	459	225	243	461	6	442			6		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	99	99	99	100	100			100		
cM capacity (veh/h)	478	490	774	672	489	1069	1109			1605		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	9	10	222	220
Volume Left	0	6	7	0
Volume Right	4	0	0	4
cSH	600	576	1605	1700
Volume to Capacity	0.01	0.02	0.00	0.13
Queue Length 95th (ft)	1	1	0	0
Control Delay (s)	11.1	11.4	0.3	0.0
Lane LOS	B	B	A	
Approach Delay (s)	11.1	11.4	0.1	
Approach LOS	B	B		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	23.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	5	0	0	5	4	4	1381	4	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	6	6	0	0	6	4	4	1531	4	0	0	0
Pedestrians		6			4						1	
Lane Width (ft)		12.0			12.0						0.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		1			0						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											866	
pX, platoon unblocked												
vC, conflicting volume	789	1554	6	1549	1552	773	6			1540		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	789	1554	6	1549	1552	773	6			1540		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	95	100	100	95	99	100			100		
cM capacity (veh/h)	263	111	1069	74	111	341	1605			426		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	11	10	770	770
Volume Left	6	0	4	0
Volume Right	0	4	0	4
cSH	156	159	1605	1700
Volume to Capacity	0.07	0.06	0.00	0.45
Queue Length 95th (ft)	6	5	0	0
Control Delay (s)	29.8	29.2	0.1	0.0
Lane LOS	D	D	A	
Approach Delay (s)	29.8	29.2	0.0	
Approach LOS	D	D		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	50.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	23	0	0	0	8	390
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	0	0	0	9	432
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			909			1291
pX, platoon unblocked						
vC, conflicting volume	234	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	234	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			99	
cM capacity (veh/h)	730	1084			1622	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	26	153	288
Volume Left	26	9	0
Volume Right	0	0	0
cSH	730	1622	1700
Volume to Capacity	0.03	0.01	0.17
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.1	0.5	0.0
Lane LOS	B	A	
Approach Delay (s)	10.1	0.2	
Approach LOS	B		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	21.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	4	0	0	19	15	4	1371	10	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	0	0	21	17	4	1520	11	0	0	0
Pedestrians		1									14	
Lane Width (ft)		12.0									0.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		0									0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								882			1307	
pX, platoon unblocked	0.68	0.68		0.68	0.68	0.68				0.68		
vC, conflicting volume	811	1541	1	1537	1535	780	1			1531		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	864	1	857	855	0	1			849		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	98	100	100	89	98	100			100		
cM capacity (veh/h)	626	198	1082	168	200	741	1619			536		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	9	38	764	771
Volume Left	4	0	4	0
Volume Right	0	17	0	11
cSH	301	295	1619	1700
Volume to Capacity	0.03	0.13	0.00	0.45
Queue Length 95th (ft)	2	11	0	0
Control Delay (s)	17.3	19.0	0.1	0.0
Lane LOS	C	C	A	
Approach Delay (s)	17.3	19.0	0.0	
Approach LOS	C	C		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	52.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	7	0	0	7	5	4	1370	7	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	8	0	0	8	6	4	1519	8	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								452				
pX, platoon unblocked	0.68	0.68		0.68	0.68	0.68				0.68		
vC, conflicting volume	778	1536	0	1536	1532	763	0			1527		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	856	0	856	850	0	0			843		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	96	100	100	96	99	100			100		
cM capacity (veh/h)	671	200	1084	166	202	741	1622			539		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	19	13	764	767
Volume Left	11	0	4	0
Volume Right	0	6	0	8
cSH	341	289	1622	1700
Volume to Capacity	0.06	0.05	0.00	0.45
Queue Length 95th (ft)	4	4	0	0
Control Delay (s)	16.2	18.0	0.1	0.0
Lane LOS	C	C	A	
Approach Delay (s)	16.2	18.0	0.0	
Approach LOS	C	C		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	53.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	4	0	0	409	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	4	0	0	453	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				841		
pX, platoon unblocked						
vC, conflicting volume	456	229	458			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	456	229	458			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	533	774	1099			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	4	302	156
Volume Left	0	0	0
Volume Right	4	0	4
cSH	774	1700	1700
Volume to Capacity	0.01	0.18	0.09
Queue Length 95th (ft)	0	0	0
Control Delay (s)	9.7	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.7	0.0	
Approach LOS	A		

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	21.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	11	0	0	0	17	396
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	0	0	0	19	439
Pedestrians	5					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			477			
pX, platoon unblocked						
vC, conflicting volume	262	5			5	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	262	5			5	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			99	
cM capacity (veh/h)	693	1072			1608	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	12	165	293
Volume Left	12	19	0
Volume Right	0	0	0
cSH	693	1608	1700
Volume to Capacity	0.02	0.01	0.17
Queue Length 95th (ft)	1	1	0
Control Delay (s)	10.3	0.9	0.0
Lane LOS	B	A	
Approach Delay (s)	10.3	0.3	
Approach LOS	B		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	21.7%	ICU Level of Service	A
Analysis Period (min)	15		

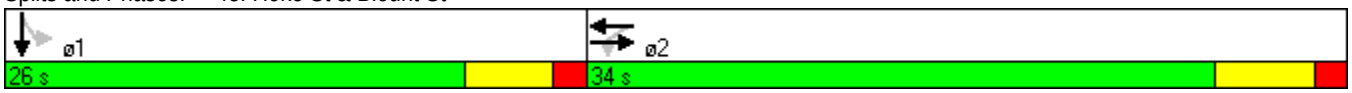
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	37	34	73	109	0	0	0	0	56	303	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Frt		0.935									0.982	
Flt Protected				0.950							0.993	
Satd. Flow (prot)	0	1742	0	1770	1863	0	0	0	0	0	4946	0
Flt Permitted				0.706							0.993	
Satd. Flow (perm)	0	1742	0	1315	1863	0	0	0	0	0	4946	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38									43	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		174			353			697			477	
Travel Time (s)		3.4			6.9			13.6			9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Adj. Flow (vph)	0	41	38	81	121	0	0	0	0	62	336	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	0	81	121	0	0	0	0	0	451	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		2			2						1	
Permitted Phases				2						1		
Detector Phase		2		2	2					1	1	
Switch Phase												
Minimum Initial (s)		12.0		12.0	12.0					7.0	7.0	
Minimum Split (s)		18.0		18.0	18.0					12.5	12.5	
Total Split (s)	0.0	34.0	0.0	34.0	34.0	0.0	0.0	0.0	0.0	26.0	26.0	0.0
Total Split (%)	0.0%	56.7%	0.0%	56.7%	56.7%	0.0%	0.0%	0.0%	0.0%	43.3%	43.3%	0.0%
Yellow Time (s)		4.5		4.5	4.5					4.0	4.0	
All-Red Time (s)		1.5		1.5	1.5					1.5	1.5	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	4.0	6.0	6.0	4.0	4.0	4.0	4.0	5.5	5.5	4.0
Lead/Lag		Lag		Lag	Lag					Lead	Lead	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Recall Mode		C-Min		C-Min	C-Min					None	None	
Act Effct Green (s)		40.1		40.1	40.1						8.4	
Actuated g/C Ratio		0.67		0.67	0.67						0.14	
v/c Ratio		0.07		0.09	0.10						0.62	
Control Delay		2.6		10.9	10.5						25.6	
Queue Delay		0.0		0.0	0.0						0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		2.6		10.9	10.5						25.6	
LOS		A		B	B						C	
Approach Delay		2.6			10.6						25.6	
Approach LOS		A			B						C	
Queue Length 50th (ft)		4		19	29						52	
Queue Length 95th (ft)		17		52	70						76	
Internal Link Dist (ft)		94			273			617			397	
Turn Bay Length (ft)												
Base Capacity (vph)		1176		878	1245						1718	
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		0.07		0.09	0.10						0.26	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 1 (2%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 19.0 Intersection LOS: B
Intersection Capacity Utilization 69.0% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 48: Hoke St & Blount St



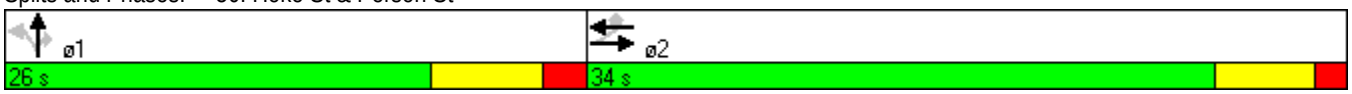
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	38	55	0	0	112	46	70	1296	84	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		160	0		215	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	25		25	25		100	25		250	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	1863	0	0	1863	1583	1770	3345	1583	0	0	0
Flt Permitted	0.677						0.950					
Satd. Flow (perm)	1261	1863	0	0	1863	1583	1770	3345	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						2			93			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		353			477			599			452	
Travel Time (s)		6.9			9.3			11.7			8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								2				
Adj. Flow (vph)	42	61	0	0	124	51	78	1437	93	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	61	0	0	124	51	78	1437	93	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.08	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm					Perm	Perm		Perm			
Protected Phases		2			2			1				
Permitted Phases	2					2	1		1			
Detector Phase	2	2			2	2	1	1	1			
Switch Phase												
Minimum Initial (s)	10.0	10.0			10.0	10.0	7.0	7.0	7.0			
Minimum Split (s)	16.0	16.0			16.0	16.0	14.0	14.0	14.0			
Total Split (s)	34.0	34.0	0.0	0.0	34.0	34.0	26.0	26.0	26.0	0.0	0.0	0.0
Total Split (%)	56.7%	56.7%	0.0%	0.0%	56.7%	56.7%	43.3%	43.3%	43.3%	0.0%	0.0%	0.0%
Yellow Time (s)	4.5	4.5			4.5	4.5	5.0	5.0	5.0			
All-Red Time (s)	1.5	1.5			1.5	1.5	2.0	2.0	2.0			
Lost Time Adjust (s)	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 Lost Time (s)	6.0	6.0	4.0	4.0	6.0	6.0	7.0	7.0	7.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag			Lag	Lag	Lead	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes	Yes	Yes			
Recall Mode	C-Min	C-Min			C-Min	C-Min	None	None	None			
Act Effct Green (s)	10.9	10.9			10.9	10.9	36.1	36.1	36.1			
Actuated g/C Ratio	0.18	0.18			0.18	0.18	0.60	0.60	0.60			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.18	0.18			0.36	0.18	0.07	0.71	0.09			
Control Delay	30.7	30.0			24.4	21.0	5.7	11.3	1.9			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	30.7	30.0			24.4	21.0	5.7	11.3	1.9			
LOS	C	C			C	C	A	B	A			
Approach Delay		30.3			23.4			10.5				
Approach LOS		C			C			B				
Queue Length 50th (ft)	15	23			41	15	10	156	0			
Queue Length 95th (ft)	42	54			76	38	28	273	16			
Internal Link Dist (ft)		273			397			519			372	
Turn Bay Length (ft)						160			215			
Base Capacity (vph)	588	869			869	740	1064	2010	989			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.07	0.07			0.14	0.07	0.07	0.71	0.09			

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 5 (8%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 12.8 Intersection LOS: B
Intersection Capacity Utilization 69.0% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 50: Hoke St & Person St



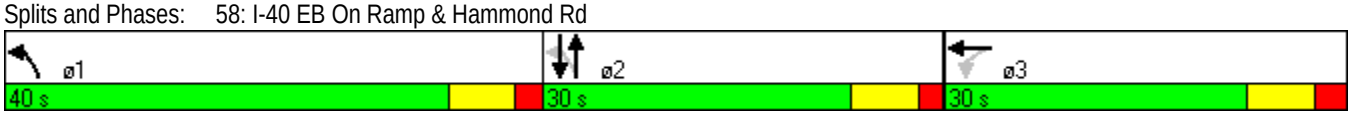
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	472	0	0	587	1021	0	0	227	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt												
Flt Protected				0.950	0.950		0.950					
Satd. Flow (prot)	0	0	0	1681	1681	0	1770	5085	0	0	5085	0
Flt Permitted				0.950	0.950		0.589					
Satd. Flow (perm)	0	0	0	1681	1681	0	1097	5085	0	0	5085	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		562			348			658			507	
Travel Time (s)		12.8			7.9			10.0			7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	0	0	523	0	0	651	1132	0	0	252	0
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	0	261	262	0	651	1132	0	0	252	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm			pm+pt					
Protected Phases					3		1	2			2	
Permitted Phases				3			2					
Detector Phase				3	3		1	2			2	
Switch Phase												
Minimum Initial (s)				12.0	12.0		7.0	15.0			15.0	
Minimum Split (s)				19.6	19.6		14.0	22.0			22.0	
Total Split (s)	0.0	0.0	0.0	30.0	30.0	0.0	40.0	30.0	0.0	0.0	30.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	30.0%	30.0%	0.0%	40.0%	30.0%	0.0%	0.0%	30.0%	0.0%
Yellow Time (s)				5.0	5.0		5.0	5.0			5.0	
All-Red Time (s)				2.6	2.6		2.0	2.0			2.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	7.6	7.6	4.0	7.0	7.0	4.0	4.0	7.0	4.0
Lead/Lag							Lead	Lag			Lag	
Lead-Lag Optimize?							Yes	Yes			Yes	
Recall Mode				None	None		None	C-Min			C-Min	
Act Effct Green (s)				18.9	18.9		59.5	33.1			33.1	
Actuated g/C Ratio				0.19	0.19		0.60	0.33			0.33	
v/c Ratio				0.82	0.82		0.78	0.67			0.15	
Control Delay				59.4	59.8		19.6	25.7			26.5	
Queue Delay				0.0	0.0		0.0	0.0			0.0	
Total Delay				59.4	59.8		19.6	25.7			26.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				E	E		B	C			C	
Approach Delay					59.6			23.5			26.5	
Approach LOS					E			C			C	
Queue Length 50th (ft)				167	168		156	175			42	
Queue Length 95th (ft)				#256	#260		308	#349			71	
Internal Link Dist (ft)		482			268			578			427	
Turn Bay Length (ft)												
Base Capacity (vph)				377	377		922	1683			1683	
Starvation Cap Reductn				0	0		0	0			0	
Spillback Cap Reductn				0	0		0	0			0	
Storage Cap Reductn				0	0		0	0			0	
Reduced v/c Ratio				0.69	0.69		0.71	0.67			0.15	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 85 (85%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 31.2 Intersection LOS: C
Intersection Capacity Utilization 77.0% 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: 58: I-40 EB On Ramp & Hammond Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Control Delay	43.5	7.7		8.0	9.6	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	43.5	7.7		8.0	9.6	
LOS	D	A		A	A	
Approach Delay	32.1			8.0	9.6	
Approach LOS	C			A	A	
Queue Length 50th (ft)	147	0		121	54	
Queue Length 95th (ft)	195	59		161	91	
Internal Link Dist (ft)	1735			952	275	
Turn Bay Length (ft)	300					
Base Capacity (vph)	783	534		3412	3412	
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	0.61	0.42		0.38	0.21	

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 75 (75%), Referenced to phase 2:NBSB, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 14.7	Intersection LOS: B
Intersection Capacity Utilization 46.8%	ICU Level of Service A
Analysis Period (min) 15	

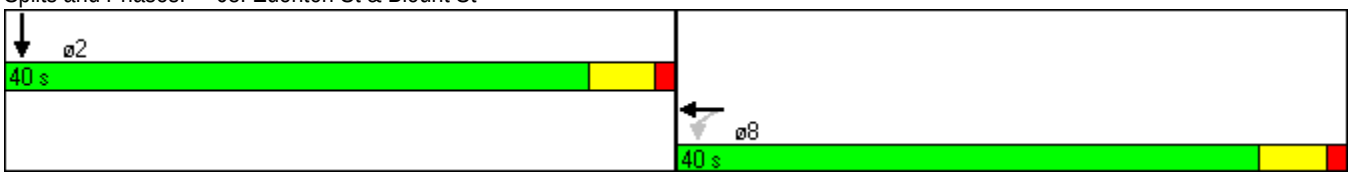
Splits and Phases: 64: I-40 WB Off Ramp & Hammond Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	230	1015	0	0	0	0	0	668	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.91	0.91
Ped Bike Factor					0.99						0.99	
Frt											0.981	
Flt Protected					0.991							
Satd. Flow (prot)	0	0	0	0	4536	0	0	0	0	0	4170	0
Flt Permitted					0.991							
Satd. Flow (perm)	0	0	0	0	4489	0	0	0	0	0	4170	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)					81						33	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		484			483			293			278	
Travel Time (s)		9.4			9.4			6.7			6.3	
Confl. Peds. (#/hr)				28								41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)											16	
Adj. Flow (vph)	0	0	0	255	1125	0	0	0	0	0	741	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1380	0	0	0	0	0	851	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.24	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm								
Protected Phases					8						2	
Permitted Phases				8								
Minimum Split (s)				21.3	21.3						21.2	
Total Split (s)	0.0	0.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%
Yellow Time (s)				4.0	4.0						3.9	
All-Red Time (s)				1.3	1.3						1.3	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	5.3	5.3	4.0	4.0	4.0	4.0	4.0	5.2	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					34.7						34.8	
Actuated g/C Ratio					0.43						0.44	
v/c Ratio					0.69						0.46	
Control Delay					7.1						3.1	
Queue Delay					0.0						0.0	
Total Delay					7.1						3.1	
LOS					A						A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay					7.1						3.1	
Approach LOS					A						A	
Queue Length 50th (ft)					38						10	
Queue Length 95th (ft)					49						19	
Internal Link Dist (ft)		404			403			213			198	
Turn Bay Length (ft)												
Base Capacity (vph)					1993						1833	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.69						0.46	

Intersection Summary	
Area Type: CBD	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 46 (58%), Referenced to phase 8:WBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 5.6	Intersection LOS: A
Intersection Capacity Utilization 53.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 68: Edenton St & Blount St

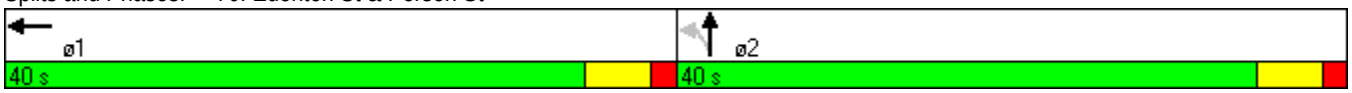


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	1048	188	197	861	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.977							
Flt Protected								0.991				
Satd. Flow (prot)	0	0	0	0	4471	0	0	4536	0	0	0	0
Flt Permitted								0.991				
Satd. Flow (perm)	0	0	0	0	4471	0	0	4536	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)					56			28				
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		483			486			316			249	
Travel Time (s)		9.4			9.5			7.2			5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	0	0	0	1162	208	218	955	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1370	0	0	1173	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type							Perm					
Protected Phases					1			2				
Permitted Phases							2					
Minimum Split (s)					21.5		21.5	21.5				
Total Split (s)	0.0	0.0	0.0	0.0	40.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)					4.0		4.0	4.0				
All-Red Time (s)					1.5		1.5	1.5				
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	4.0	5.5	4.0	5.5	5.5	4.0	4.0	4.0	4.0
Lead/Lag					Lead		Lag	Lag				
Lead-Lag Optimize?					Yes		Yes	Yes				
Act Effct Green (s)					34.5			34.5				
Actuated g/C Ratio					0.43			0.43				
v/c Ratio					0.70			0.59				
Control Delay					20.0			5.6				
Queue Delay					0.0			0.4				
Total Delay					20.0			6.0				
LOS					C			A				
Approach Delay					20.0			6.0				
Approach LOS					C			A				
Queue Length 50th (ft)					189			6				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)					240			9				
Internal Link Dist (ft)		403			406			236			169	
Turn Bay Length (ft)												
Base Capacity (vph)					1960			1972				
Starvation Cap Reductn					0			317				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.70			0.71				

Intersection Summary	
Area Type: CBD	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 38 (48%), Referenced to phase 1:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 13.6	Intersection LOS: B
Intersection Capacity Utilization 60.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 70: Edenton St & Person St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	43	52	8	113	0	0	0	0	21	707	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25		25	25		25	25		25	300		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor		0.97								0.98		
Frt		0.926									0.992	
Flt Protected					0.997					0.950		
Satd. Flow (prot)	0	1513	0	0	1671	0	0	0	0	1593	2939	0
Flt Permitted					0.983					0.950		
Satd. Flow (perm)	0	1513	0	0	1648	0	0	0	0	1566	2939	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		58									10	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		491			487			219			474	
Travel Time (s)		9.6			9.5			5.0			10.8	
Confl. Peds. (#/hr)			19							7		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)											8	
Adj. Flow (vph)	0	48	58	9	125	0	0	0	0	23	784	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	106	0	0	134	0	0	0	0	23	828	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		4			4						2	
Permitted Phases				4						2		
Minimum Split (s)		22.0		22.0	22.0					23.0	23.0	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0
Total Split (%)	0.0%	43.8%	0.0%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	4.0	6.0	6.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		29.0			29.0					39.0	39.0	
Actuated g/C Ratio		0.36			0.36					0.49	0.49	
v/c Ratio		0.18			0.22					0.03	0.58	
Control Delay		9.9			19.3					1.9	3.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0					0.0	0.0	
Total Delay		9.9			19.3					1.9	3.2	
LOS		A			B					A	A	
Approach Delay		9.9			19.3						3.2	
Approach LOS		A			B						A	
Queue Length 50th (ft)		16			67					1	14	
Queue Length 95th (ft)		48			117					m2	22	
Internal Link Dist (ft)		411			407			139			394	
Turn Bay Length (ft)										150		
Base Capacity (vph)		585			597					763	1438	
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		0.18			0.22					0.03	0.58	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 78 (98%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 5.8 Intersection LOS: A
Intersection Capacity Utilization 47.5% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 73: Jones St & Blount St

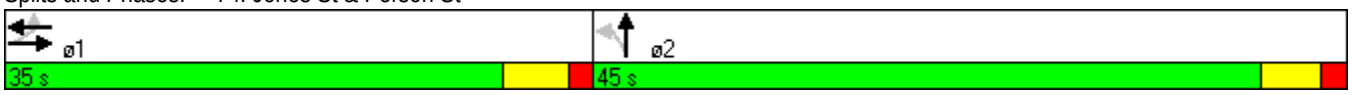
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	44	0	0	19	25	102	838	9	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor		1.00						1.00				
Frt					0.923			0.999				
Flt Protected		0.985						0.995				
Satd. Flow (prot)	0	1651	0	0	1547	0	0	4336	0	0	0	0
Flt Permitted		0.927						0.995				
Satd. Flow (perm)	0	1548	0	0	1547	0	0	4336	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					28			2				
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		487			488			241			488	
Travel Time (s)		9.5			13.3			5.5			11.1	
Confl. Peds. (#/hr)	8								4			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								8				
Adj. Flow (vph)	22	49	0	0	21	28	113	929	10	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	71	0	0	49	0	0	1052	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.22	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.3	21.3			21.3		21.2	21.2				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	0.0%	43.8%	0.0%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.9	3.9			3.9		3.5	3.5				
All-Red Time (s)	1.4	1.4			1.4		1.7	1.7				
Lost Time Adjust (s)	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 Lost Time (s)	5.3	5.3	4.0	4.0	5.3	4.0	5.2	5.2	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Act Effct Green (s)		29.7			29.7			39.8				
Actuated g/C Ratio		0.37			0.37			0.50				
v/c Ratio		0.12			0.08			0.49				
Control Delay		15.1			9.8			5.1				
Queue Delay		0.0			0.0			0.0				
Total Delay		15.1			9.8			5.1				
LOS		B			A			A				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		15.1			9.8			5.1				
Approach LOS		B			A			A				
Queue Length 50th (ft)		22			7			38				
Queue Length 95th (ft)		37			28			46				
Internal Link Dist (ft)		407			408			161			408	
Turn Bay Length (ft)												
Base Capacity (vph)		575			592			2158				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.12			0.08			0.49				

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 5 (6%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 5.9 Intersection LOS: A
Intersection Capacity Utilization 40.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 74: Jones St & Person St

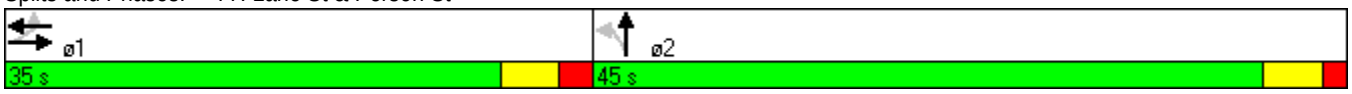


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	44	0	0	18	25	103	773	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor					0.99			1.00				
Frt					0.921			0.999				
Flt Protected		0.985						0.994				
Satd. Flow (prot)	0	1651	0	0	1532	0	0	4333	0	0	0	0
Flt Permitted		0.929						0.994				
Satd. Flow (perm)	0	1557	0	0	1532	0	0	4326	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					28			2				
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		477			486			488			277	
Travel Time (s)		9.3			13.3			11.1			6.3	
Confl. Peds. (#/hr)						1	14					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								8				
Adj. Flow (vph)	21	49	0	0	20	28	114	857	9	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	70	0	0	48	0	0	980	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.22	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.5	21.5			21.5		21.1	21.1				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	0.0%	43.8%	0.0%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5				
All-Red Time (s)	2.0	2.0			2.0		1.6	1.6				
Lost Time Adjust (s)	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 Lost Time (s)	5.5	5.5	4.0	4.0	5.5	4.0	5.1	5.1	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Act Effct Green (s)		29.5			29.5			39.9				
Actuated g/C Ratio		0.37			0.37			0.50				
v/c Ratio		0.12			0.08			0.45				
Control Delay		19.0			9.8			1.7				
Queue Delay		0.0			0.0			0.0				
Total Delay		19.0			9.8			1.7				
LOS		B			A			A				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		19.0			9.8			1.7				
Approach LOS		B			A			A				
Queue Length 50th (ft)		26			6			8				
Queue Length 95th (ft)		m57			27			11				
Internal Link Dist (ft)		397			406			408			197	
Turn Bay Length (ft)												
Base Capacity (vph)		574			583			2159				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.12			0.08			0.45				

Intersection Summary	
Area Type:	CBD
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 11 (14%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 3.1	Intersection LOS: A
Intersection Capacity Utilization 39.2%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 77: Lane St & Person St



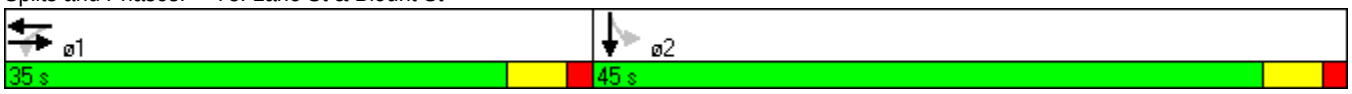
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	43	55	8	113	0	0	0	0	20	705	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor					1.00						1.00	
Frt		0.924									0.992	
Flt Protected					0.997						0.999	
Satd. Flow (prot)	0	1549	0	0	1671	0	0	0	0	0	2929	0
Flt Permitted					0.985						0.999	
Satd. Flow (perm)	0	1549	0	0	1650	0	0	0	0	0	2929	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		61									10	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		511			477			474			276	
Travel Time (s)		10.0			9.3			10.8			6.3	
Confl. Peds. (#/hr)				9								18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Parking (#/hr)											6	
Adj. Flow (vph)	0	48	61	9	125	0	0	0	0	22	782	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	109	0	0	134	0	0	0	0	0	848	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		21.1		21.1	21.1					21.1	21.1	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0
Total Split (%)	0.0%	43.8%	0.0%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)		3.5		3.5	3.5					3.5	3.5	
All-Red Time (s)		1.6		1.6	1.6					1.6	1.6	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.1	4.0	5.1	5.1	4.0	4.0	4.0	4.0	5.1	5.1	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Act Effct Green (s)		29.9			29.9						39.9	
Actuated g/C Ratio		0.37			0.37						0.50	
v/c Ratio		0.18			0.22						0.58	
Control Delay		9.3			8.5						23.0	
Queue Delay		0.0			0.0						0.0	
Total Delay		9.3			8.5						23.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A			A						C	
Approach Delay		9.3			8.5						23.0	
Approach LOS		A			A						C	
Queue Length 50th (ft)		15			27						232	
Queue Length 95th (ft)		48			58						243	
Internal Link Dist (ft)		431			397			394			196	
Turn Bay Length (ft)												
Base Capacity (vph)		617			617						1466	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.18			0.22						0.58	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 70 (88%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 19.9 Intersection LOS: B
Intersection Capacity Utilization 46.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 78: Lane St & Blount St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	45	0	50	840	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	50	0	55	931	0	0
Pedestrians	4				2	
Lane Width (ft)	12.0				0.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	0				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				277	1167	
pX, platoon unblocked	0.89					
vC, conflicting volume	427	4	4			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	4	4			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	100	97			
cM capacity (veh/h)	880	1074	1611			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3
Volume Total	50	242	373	373
Volume Left	50	55	0	0
Volume Right	0	0	0	0
cSH	880	1611	1700	1700
Volume to Capacity	0.06	0.03	0.22	0.22
Queue Length 95th (ft)	4	3	0	0
Control Delay (s)	9.3	1.9	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.3	0.5		
Approach LOS	A			

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	27.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	45	0	50	840	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	50	0	55	931	0	0
Pedestrians	4				2	
Lane Width (ft)	12.0				0.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	0				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				277	1167	
pX, platoon unblocked	0.89					
vC, conflicting volume	427	4	4			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	4	4			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	100	97			
cM capacity (veh/h)	880	1074	1611			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3
Volume Total	50	242	373	373
Volume Left	50	55	0	0
Volume Right	0	0	0	0
cSH	880	1611	1700	1700
Volume to Capacity	0.06	0.03	0.22	0.22
Queue Length 95th (ft)	4	3	0	0
Control Delay (s)	9.3	1.9	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.3	0.5		
Approach LOS	A			

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	27.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	107	855	30	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	119	948	33	0	0
Pedestrians	6					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			350			1094
pX, platoon unblocked	0.92	0.92			0.92	
vC, conflicting volume	971	339			987	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	652	0			670	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	88			100	
cM capacity (veh/h)	366	990			836	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3
Volume Total	119	379	379	223
Volume Left	0	0	0	0
Volume Right	119	0	0	33
cSH	990	1700	1700	1700
Volume to Capacity	0.12	0.22	0.22	0.13
Queue Length 95th (ft)	10	0	0	0
Control Delay (s)	9.1	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	9.1	0.0		
Approach LOS	A			

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	31.0%	ICU Level of Service	A
Analysis Period (min)	15		

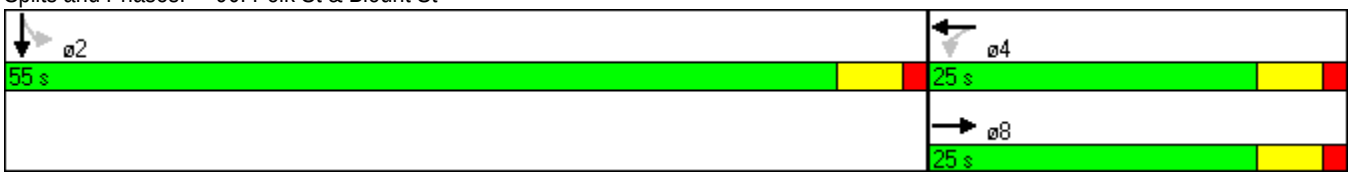
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	5	13	10	44	0	0	0	0	25	926	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00						1.00	
Frt		0.906									0.992	
Flt Protected					0.991						0.999	
Satd. Flow (prot)	0	1668	0	0	1846	0	0	0	0	0	3173	0
Flt Permitted					0.931						0.999	
Satd. Flow (perm)	0	1668	0	0	1733	0	0	0	0	0	3172	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14									13	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		395			485			268			515	
Travel Time (s)		7.7			9.4			6.1			11.7	
Confl. Peds. (#/hr)			4	4						8		7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Parking (#/hr)											16	
Adj. Flow (vph)	0	6	14	11	49	0	0	0	0	28	1027	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	60	0	0	0	0	0	1114	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.13	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		8			4						2	
Permitted Phases				4						2		
Detector Phase		8		4	4					2	2	
Switch Phase												
Minimum Initial (s)		7.0		7.0	7.0					10.0	10.0	
Minimum Split (s)		24.5		24.5	24.5					23.5	23.5	
Total Split (s)	0.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	55.0	55.0	0.0
Total Split (%)	0.0%	31.3%	0.0%	31.3%	31.3%	0.0%	0.0%	0.0%	0.0%	68.8%	68.8%	0.0%
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		1.5		1.5	1.5					1.5	1.5	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.5	4.0	5.5	5.5	4.0	4.0	4.0	4.0	5.5	5.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		None		None	None					C-Min	C-Min	
Act Effct Green (s)		9.5			9.5						66.7	
Actuated g/C Ratio		0.12			0.12						0.83	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.10			0.29						0.42	
Control Delay		17.7			34.3						6.7	
Queue Delay		0.0			0.0						0.0	
Total Delay		17.7			34.3						6.7	
LOS		B			C						A	
Approach Delay		17.7			34.3						6.7	
Approach LOS		B			C						A	
Queue Length 50th (ft)		3			31						15	
Queue Length 95th (ft)		19			65						312	
Internal Link Dist (ft)		315			405			188			435	
Turn Bay Length (ft)												
Base Capacity (vph)		417			422						2647	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.05			0.14						0.42	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 58 (73%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.42
Intersection Signal Delay: 8.3 Intersection LOS: A
Intersection Capacity Utilization 47.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 90: Polk St & Blount St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	0	0	0	0	20	3	957	20	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	0	0	0	0	22	3	1061	22	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								1314			130	
pX, platoon unblocked												
vC, conflicting volume	382	1090	0	1079	1079	365	0			1083		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	382	1090	0	1079	1079	365	0			1083		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	100	100	100	96	100			100		
cM capacity (veh/h)	530	213	1084	173	217	632	1622			640		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3
Volume Total	12	22	269	531	287
Volume Left	12	0	3	0	0
Volume Right	0	22	0	0	22
cSH	530	632	1622	1700	1700
Volume to Capacity	0.02	0.04	0.00	0.31	0.17
Queue Length 95th (ft)	2	3	0	0	0
Control Delay (s)	12.0	10.9	0.1	0.0	0.0
Lane LOS	B	B	A		
Approach Delay (s)	12.0	10.9	0.0		
Approach LOS	B	B			

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	38.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	136	310	25	491	0	0	0	0	9	662	232
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		150
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		150
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.896										0.850
Flt Protected					0.998						0.999	
Satd. Flow (prot)	0	3171	0	0	3532	0	0	0	0	0	3217	1583
Flt Permitted					0.914						0.999	
Satd. Flow (perm)	0	3171	0	0	3235	0	0	0	0	0	3217	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		161										162
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		442			484			146			462	
Travel Time (s)		8.6			9.4			3.3			10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)											16	
Adj. Flow (vph)	0	151	344	28	544	0	0	0	0	10	734	257
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	495	0	0	572	0	0	0	0	0	744	257
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.13	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Minimum Split (s)		21.2		21.0	21.0					20.7	20.7	20.7
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	45.0	45.0	45.0
Total Split (%)	0.0%	43.8%	0.0%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	56.3%
Yellow Time (s)		3.8		3.9	3.9					3.7	3.7	3.7
All-Red Time (s)		1.4		1.1	1.1					1.0	1.0	1.0
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.2	4.0	5.0	5.0	4.0	4.0	4.0	4.0	4.7	4.7	4.7
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		29.8			30.0						40.3	40.3
Actuated g/C Ratio		0.37			0.38						0.50	0.50
v/c Ratio		0.39			0.47						0.46	0.29
Control Delay		13.1			34.5						14.0	5.4
Queue Delay		0.0			0.0						0.0	0.0
Total Delay		13.1			34.5						14.0	5.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B			C						B	A
Approach Delay		13.1			34.5						11.8	
Approach LOS		B			C						B	
Queue Length 50th (ft)		60			163						119	24
Queue Length 95th (ft)		98			220						163	63
Internal Link Dist (ft)		362			404			66			382	
Turn Bay Length (ft)												150
Base Capacity (vph)		1282			1213						1621	878
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		0.39			0.47						0.46	0.29

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 41 (51%), Referenced to phase 4:EBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 18.4 Intersection LOS: B
Intersection Capacity Utilization 59.8% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 94: Peace St & Blount St

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	145	0	517	471	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	0.91	0.91	1.00	1.00
Ped Bike Factor	0.99			1.00		
Frt						
Flt Protected	0.950			0.975		
Satd. Flow (prot)	3433	0	0	4768	0	0
Flt Permitted	0.950			0.975		
Satd. Flow (perm)	3404	0	0	4763	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	35			30	30	
Link Distance (ft)	484			130	148	
Travel Time (s)	9.4			3.0	3.4	
Confl. Peds. (#/hr)	5		1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%
Parking (#/hr)				3		
Adj. Flow (vph)	161	0	573	522	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	161	0	0	1095	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.05	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type			Perm			
Protected Phases	4			2		
Permitted Phases			2			
Minimum Split (s)	21.4		21.0	21.0		
Total Split (s)	25.0	0.0	55.0	55.0	0.0	0.0
Total Split (%)	31.3%	0.0%	68.8%	68.8%	0.0%	0.0%
Yellow Time (s)	3.0		3.8	3.8		
All-Red Time (s)	2.4		1.2	1.2		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	4.0	5.0	5.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Act Effct Green (s)	19.6			50.0		
Actuated g/C Ratio	0.24			0.62		
v/c Ratio	0.19			0.37		
Control Delay	14.3			16.6		
Queue Delay	0.0			0.0		
Total Delay	14.3			16.6		
LOS	B			B		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Approach Delay	14.3			16.6		
Approach LOS	B			B		
Queue Length 50th (ft)	17			179		
Queue Length 95th (ft)	24			219		
Internal Link Dist (ft)	404			50	68	
Turn Bay Length (ft)						
Base Capacity (vph)	841			2977		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			0		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.19			0.37		

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 49 (61%), Referenced to phase 4:EBL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.37	
Intersection Signal Delay: 16.4	Intersection LOS: B
Intersection Capacity Utilization 43.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 95: Peace St & Person St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	6	0	0	7	21	28	558	29	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	7	0	0	8	23	31	619	32	0	0	0
Pedestrians					6							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					4.0							
Percent Blockage					1							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								148			680	
pX, platoon unblocked												
vC, conflicting volume	295	719	0	706	703	228	0			657		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	295	719	0	706	703	228	0			657		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	98	100	100	98	97	98			100		
cM capacity (veh/h)	594	344	1084	311	352	770	1622			922		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3
Volume Total	31	31	186	309	187
Volume Left	24	0	31	0	0
Volume Right	0	23	0	0	32
cSH	514	594	1622	1700	1700
Volume to Capacity	0.06	0.05	0.02	0.18	0.11
Queue Length 95th (ft)	5	4	1	0	0
Control Delay (s)	12.5	11.4	1.3	0.0	0.0
Lane LOS	B	B	A		
Approach Delay (s)	12.5	11.4	0.4		
Approach LOS	B	B			

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	27.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	4	0	0	0	0	0	586	14	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	4	0	0	0	0	0	650	16	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								464			364	
pX, platoon unblocked												
vC, conflicting volume	217	665	0	660	657	224	0			665		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	217	665	0	660	657	224	0			665		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	100	100	100	100	100			100		
cM capacity (veh/h)	721	379	1084	345	383	779	1622			920		

Direction, Lane #	EB 1	NB 1	NB 2	NB 3
Volume Total	12	260	260	145
Volume Left	8	0	0	0
Volume Right	0	0	0	16
cSH	543	1700	1700	1700
Volume to Capacity	0.02	0.15	0.15	0.09
Queue Length 95th (ft)	2	0	0	0
Control Delay (s)	11.8	0.0	0.0	0.0
Lane LOS	B			
Approach Delay (s)	11.8	0.0		
Approach LOS	B			

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	21.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	5	5	0	0	0	0	0	0	6	898	14
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	6	6	0	0	0	0	0	0	7	996	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								462				
pX, platoon unblocked												
vC, conflicting volume	1017	1017	506	519	1024	0	1011			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1017	1017	506	519	1024	0	1011			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	98	99	100	100	100	100			100		
cM capacity (veh/h)	191	235	512	426	233	1084	681			1622		

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	11	504	513
Volume Left	0	7	0
Volume Right	6	0	16
cSH	322	1622	1700
Volume to Capacity	0.03	0.00	0.30
Queue Length 95th (ft)	3	0	0
Control Delay (s)	16.6	0.1	0.0
Lane LOS	C	A	
Approach Delay (s)	16.6	0.1	
Approach LOS	C		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	36.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	9	0	0	43	15	26	563	4	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor								1.00				
Frt					0.965			0.999				
Flt Protected		0.982						0.998				
Satd. Flow (prot)	0	1829	0	0	1798	0	0	4659	0	0	0	0
Flt Permitted		0.931						0.998				
Satd. Flow (perm)	0	1734	0	0	1798	0	0	4653	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					17			2				
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		474			478			364			238	
Travel Time (s)		9.2			9.3			8.3			5.4	
Confl. Peds. (#/hr)							7		2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Parking (#/hr)								8				
Adj. Flow (vph)	6	10	0	0	48	17	29	624	4	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	65	0	0	657	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	20.9	20.9			21.2		21.0	21.0				
Total Split (s)	25.0	25.0	0.0	0.0	25.0	0.0	55.0	55.0	0.0	0.0	0.0	0.0
Total Split (%)	31.3%	31.3%	0.0%	0.0%	31.3%	0.0%	68.8%	68.8%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.1	3.1			3.9		4.0	4.0				
All-Red Time (s)	1.8	1.8			1.3		1.0	1.0				
Lost Time Adjust (s)	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 Lost Time (s)	4.9	4.9	4.0	4.0	5.2	4.0	5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		20.1			19.8			50.0				
Actuated g/C Ratio		0.25			0.25			0.62				
v/c Ratio		0.04			0.14			0.23				
Control Delay		23.1			19.5			3.7				
Queue Delay		0.0			0.0			0.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		23.1			19.5			3.7				
LOS		C			B			A				
Approach Delay		23.1			19.5			3.7				
Approach LOS		C			B			A				
Queue Length 50th (ft)		6			19			34				
Queue Length 95th (ft)		21			49			39				
Internal Link Dist (ft)		394			398			284			158	
Turn Bay Length (ft)												
Base Capacity (vph)		436			458			2909				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.04			0.14			0.23				

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.23	
Intersection Signal Delay: 5.5	Intersection LOS: A
Intersection Capacity Utilization 26.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 103: Franklin St & Person St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	4	6	65	5	0	0	0	0	10	847	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	4	7	72	6	0	0	0	0	11	939	7
Pedestrians		5						1				
Lane Width (ft)		12.0						0.0				
Walking Speed (ft/s)		4.0						4.0				
Percent Blockage		0						0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								830				
pX, platoon unblocked												
vC, conflicting volume	972	970	479	502	973	0	951			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	972	970	479	502	973	0	951			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	98	99	84	98	100	100			99		
cM capacity (veh/h)	201	249	531	437	248	1084	715			1622		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	11	78	481	476
Volume Left	0	72	11	0
Volume Right	7	0	0	7
cSH	365	415	1622	1700
Volume to Capacity	0.03	0.19	0.01	0.28
Queue Length 95th (ft)	2	17	1	0
Control Delay (s)	15.2	15.7	0.2	0.0
Lane LOS	C	C	A	
Approach Delay (s)	15.2	15.7	0.1	
Approach LOS	C	C		

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	8	8	8	461	865	8
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	9	9	511	959	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					114	
pX, platoon unblocked	0.91	0.91	0.91			
vC, conflicting volume	1237	484	968			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1060	232	764			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	99	99			
cM capacity (veh/h)	197	700	768			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	18	179	341	639	329
Volume Left	9	9	0	0	0
Volume Right	9	0	0	0	9
cSH	307	768	1700	1700	1700
Volume to Capacity	0.06	0.01	0.20	0.38	0.19
Queue Length 95th (ft)	5	1	0	0	0
Control Delay (s)	17.4	0.6	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	17.4	0.2		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	34.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	4	4	5	465	869	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	6	516	963	4
Pedestrians	2				1	
Lane Width (ft)	12.0				11.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	0				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					459	
pX, platoon unblocked	0.93	0.93	0.93			
vC, conflicting volume	1238	486	970			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1102	293	814			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	99	99			
cM capacity (veh/h)	189	653	750			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	9	177	344	642	326
Volume Left	4	6	0	0	0
Volume Right	4	0	0	0	4
cSH	293	750	1700	1700	1700
Volume to Capacity	0.03	0.01	0.20	0.38	0.19
Queue Length 95th (ft)	2	1	0	0	0
Control Delay (s)	17.6	0.4	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	17.6	0.1		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	34.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	10	35	434	7	38	834
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	39	481	8	42	925
Pedestrians	1					5
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						534
pX, platoon unblocked	0.94					
vC, conflicting volume	1033	250			490	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	900	250			490	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	95			96	
cM capacity (veh/h)	250	746			1069	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	50	321	168	350	616
Volume Left	11	0	0	42	0
Volume Right	39	0	8	0	0
cSH	518	1700	1700	1069	1700
Volume to Capacity	0.10	0.19	0.10	0.04	0.36
Queue Length 95th (ft)	8	0	0	3	0
Control Delay (s)	12.7	0.0	0.0	1.4	0.0
Lane LOS	B			A	
Approach Delay (s)	12.7	0.0		0.5	
Approach LOS	B				

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	52.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	159	49	411	58	48	714
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.968		0.982			
Flt Protected	0.963					0.997
Satd. Flow (prot)	1736	0	3462	0	0	3514
Flt Permitted	0.963					0.890
Satd. Flow (perm)	1736	0	3462	0	0	3137
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	17		31			
Link Speed (mph)	25		30			35
Link Distance (ft)	362		114			347
Travel Time (s)	9.9		2.6			6.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	2	0	0	2
Adj. Flow (vph)	176	54	456	64	53	792
Shared Lane Traffic (%)						
Lane Group Flow (vph)	230	0	520	0	0	845
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.00	1.00	1.01
Turning Speed (mph)	15	9		9	15	
Turn Type					Perm	
Protected Phases	4		2			6
Permitted Phases					6	
Detector Phase	4		2		6	6
Switch Phase						
Minimum Initial (s)	7.0		10.0		10.0	10.0
Minimum Split (s)	21.3		21.2		21.1	21.1
Total Split (s)	30.0	0.0	60.0	0.0	60.0	60.0
Total Split (%)	33.3%	0.0%	66.7%	0.0%	66.7%	66.7%
Yellow Time (s)	3.0		4.0		3.7	3.7
All-Red Time (s)	2.3		1.2		1.4	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	4.0	5.2	4.0	5.1	5.1
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		Max		Max	Max
Act Effct Green (s)	13.1		55.0			55.1
Actuated g/C Ratio	0.17		0.70			0.70
v/c Ratio	0.76		0.21			0.38
Control Delay	45.0		4.7			6.0
Queue Delay	0.0		0.0			0.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Total Delay	45.0		4.7			6.0
LOS	D		A			A
Approach Delay	45.0		4.7			6.0
Approach LOS	D		A			A
Queue Length 50th (ft)	100		36			73
Queue Length 95th (ft)	173		72			138
Internal Link Dist (ft)	282		34			267
Turn Bay Length (ft)						
Base Capacity (vph)	559		2431			2198
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.41		0.21			0.38

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 78.6	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 11.2	Intersection LOS: B
Intersection Capacity Utilization 60.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 114: Glascock St & Wake Forest Rd

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	10	35	434	7	38	834
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	39	481	8	42	925
Pedestrians	1					5
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						534
pX, platoon unblocked	0.94					
vC, conflicting volume	1033	250			490	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	900	250			490	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	95			96	
cM capacity (veh/h)	250	746			1069	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	50	321	168	350	616
Volume Left	11	0	0	42	0
Volume Right	39	0	8	0	0
cSH	518	1700	1700	1069	1700
Volume to Capacity	0.10	0.19	0.10	0.04	0.36
Queue Length 95th (ft)	8	0	0	3	0
Control Delay (s)	12.7	0.0	0.0	1.4	0.0
Lane LOS	B			A	
Approach Delay (s)	12.7	0.0		0.5	
Approach LOS	B				

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	52.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	36	14	16	444	748	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	40	16	18	492	829	33
Pedestrians				2		
Lane Width (ft)				12.0		
Walking Speed (ft/s)				4.0		
Percent Blockage				0		
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				347		
pX, platoon unblocked	0.98					
vC, conflicting volume	1128	433	863			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1083	433	863			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	80	97	98			
cM capacity (veh/h)	202	570	775			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	55	182	328	553	310
Volume Left	40	18	0	0	0
Volume Right	16	0	0	0	33
cSH	247	775	1700	1700	1700
Volume to Capacity	0.22	0.02	0.19	0.33	0.18
Queue Length 95th (ft)	21	2	0	0	0
Control Delay (s)	23.8	1.2	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	23.8	0.4		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	35.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	11	5	472	9	16	768
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	6	523	10	18	851
Pedestrians						4
Lane Width (ft)						12.0
Walking Speed (ft/s)						4.0
Percent Blockage						0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			484			
pX, platoon unblocked						
vC, conflicting volume	990	271			533	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	990	271			533	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	99			98	
cM capacity (veh/h)	239	725			1031	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	18	349	184	302	568
Volume Left	12	0	0	18	0
Volume Right	6	0	10	0	0
cSH	303	1700	1700	1031	1700
Volume to Capacity	0.06	0.21	0.11	0.02	0.33
Queue Length 95th (ft)	5	0	0	1	0
Control Delay (s)	17.6	0.0	0.0	0.7	0.0
Lane LOS	C			A	
Approach Delay (s)	17.6	0.0		0.2	
Approach LOS	C				

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	44.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	11	10	474	3	3	773
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	11	526	3	3	857
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			930			
pX, platoon unblocked						
vC, conflicting volume	962	264			529	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	962	264			529	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	98			100	
cM capacity (veh/h)	253	734			1034	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	23	350	178	289	571
Volume Left	12	0	0	3	0
Volume Right	11	0	3	0	0
cSH	367	1700	1700	1034	1700
Volume to Capacity	0.06	0.21	0.10	0.00	0.34
Queue Length 95th (ft)	5	0	0	0	0
Control Delay (s)	15.5	0.0	0.0	0.1	0.0
Lane LOS	C			A	
Approach Delay (s)	15.5	0.0		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	33.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	12	4	4	479	772	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	4	4	531	856	4
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				1130		
pX, platoon unblocked						
vC, conflicting volume	1134	430	860			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1134	430	860			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	99	99			
cM capacity (veh/h)	195	573	777			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	18	181	354	571	290
Volume Left	13	4	0	0	0
Volume Right	4	0	0	0	4
cSH	234	777	1700	1700	1700
Volume to Capacity	0.08	0.01	0.21	0.34	0.17
Queue Length 95th (ft)	6	0	0	0	0
Control Delay (s)	21.7	0.3	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	21.7	0.1		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	31.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	6	4	487	4	4	770
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	4	540	4	4	854
Pedestrians	6		2			
Lane Width (ft)	12.0		12.0			
Walking Speed (ft/s)	4.0		4.0			
Percent Blockage	1		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			1243			
pX, platoon unblocked						
vC, conflicting volume	986	278			550	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	986	278			550	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	99			100	
cM capacity (veh/h)	242	715			1010	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	11	360	184	289	569
Volume Left	7	0	0	4	0
Volume Right	4	0	4	0	0
cSH	329	1700	1700	1010	1700
Volume to Capacity	0.03	0.21	0.11	0.00	0.33
Queue Length 95th (ft)	3	0	0	0	0
Control Delay (s)	16.3	0.0	0.0	0.2	0.0
Lane LOS	C			A	
Approach Delay (s)	16.3	0.0		0.1	
Approach LOS	C				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	34.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	4	4	487	4	4	770
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	540	4	4	854
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	978	272			544	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	978	272			544	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	99			100	
cM capacity (veh/h)	247	726			1021	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	9	360	184	289	569
Volume Left	4	0	0	4	0
Volume Right	4	0	4	0	0
cSH	368	1700	1700	1021	1700
Volume to Capacity	0.02	0.21	0.11	0.00	0.33
Queue Length 95th (ft)	2	0	0	0	0
Control Delay (s)	15.0	0.0	0.0	0.2	0.0
Lane LOS	C			A	
Approach Delay (s)	15.0	0.0		0.1	
Approach LOS	C				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	34.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	35	11	4	487	763	6
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	39	12	4	540	846	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1128	426	853			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1128	426	853			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	80	98	99			
cM capacity (veh/h)	197	577	782			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	51	184	360	564	289
Volume Left	39	4	0	0	0
Volume Right	12	0	0	0	7
cSH	234	782	1700	1700	1700
Volume to Capacity	0.22	0.01	0.21	0.33	0.17
Queue Length 95th (ft)	20	0	0	0	0
Control Delay (s)	24.7	0.3	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	24.7	0.1		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	31.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	518	5	8	763	6	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	574	6	9	846	7	9
Pedestrians				2		
Lane Width (ft)				10.0		
Walking Speed (ft/s)				4.0		
Percent Blockage				0		
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			580		1018	292
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			580		1018	292
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		97	99
cM capacity (veh/h)			990		231	704

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	NW 1
Volume Total	383	197	291	564	16
Volume Left	0	0	9	0	7
Volume Right	0	6	0	0	9
cSH	1700	1700	990	1700	375
Volume to Capacity	0.23	0.12	0.01	0.33	0.04
Queue Length 95th (ft)	0	0	1	0	3
Control Delay (s)	0.0	0.0	0.4	0.0	15.0
Lane LOS			A		C
Approach Delay (s)	0.0		0.1		15.0
Approach LOS					C

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	37.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	518	8	55	767	4	31
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	574	9	61	850	4	34
Pedestrians				2		
Lane Width (ft)				10.0		
Walking Speed (ft/s)				4.0		
Percent Blockage				0		
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			583		1126	294
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			583		1126	294
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		98	95
cM capacity (veh/h)			987		186	702

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	NW 1
Volume Total	383	200	344	567	39
Volume Left	0	0	61	0	4
Volume Right	0	9	0	0	34
cSH	1700	1700	987	1700	533
Volume to Capacity	0.23	0.12	0.06	0.33	0.07
Queue Length 95th (ft)	0	0	5	0	6
Control Delay (s)	0.0	0.0	2.1	0.0	12.3
Lane LOS			A		B
Approach Delay (s)	0.0		0.8		12.3
Approach LOS					B

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	52.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	6	543	808	11	60	14
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	602	896	12	67	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	908				1216	454
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	908				1216	454
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				61	97
cM capacity (veh/h)	745				172	553

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SE 1
Volume Total	207	401	597	311	82
Volume Left	7	0	0	0	67
Volume Right	0	0	0	12	16
cSH	745	1700	1700	1700	198
Volume to Capacity	0.01	0.24	0.35	0.18	0.42
Queue Length 95th (ft)	1	0	0	0	47
Control Delay (s)	0.4	0.0	0.0	0.0	35.6
Lane LOS	A				E
Approach Delay (s)	0.1		0.0		35.6
Approach LOS					E

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	34.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
Right Turn Channelized												
Volume (veh/h)	4	4	4	4	4	4	2	8	4	454	135	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	4	4	4	4	2	9	4	503	150	11
Approach Volume (veh/h)		18					20			669		
Crossing Volume (veh/h)		1184					816			294		
High Capacity (veh/h)		535					723			1100		
High v/c (veh/h)		0.03					0.03			0.61		
Low Capacity (veh/h)		408					570			903		
Low v/c (veh/h)		0.04					0.04			0.74		

Intersection Summary				
Maximum v/c High		0.87		
Maximum v/c Low		1.04		
Intersection Capacity Utilization		86.6%	ICU Level of Service	E

Movement	SBL2	SBL	SBT	SBR	NWL2	NWL	NWR	NWR2
Right Turn Channelized								
Volume (veh/h)	35	214	793	9	18	4	252	81
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	39	237	879	10	20	4	279	90
Approach Volume (veh/h)			1165			394		
Crossing Volume (veh/h)			40			705		
High Capacity (veh/h)			1342			792		
High v/c (veh/h)			0.87			0.50		
Low Capacity (veh/h)			1123			629		
Low v/c (veh/h)			1.04			0.63		

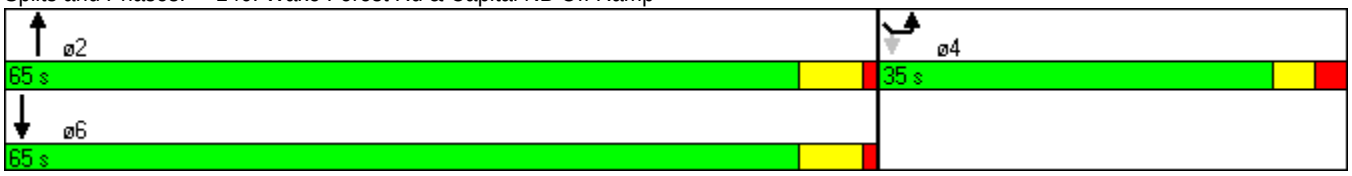
Intersection Summary

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	0	718	897	0	219	154
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3539	3525	0	3433	1583
Flt Permitted					0.950	
Satd. Flow (perm)	0	3539	3525	0	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						118
Link Speed (mph)		35	35		35	
Link Distance (ft)		306	603		487	
Travel Time (s)		6.0	11.7		9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	2	0	0	0
Adj. Flow (vph)	0	796	994	0	243	171
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	796	994	0	243	171
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type						Perm
Protected Phases		2	6		4	
Permitted Phases						4
Detector Phase		2	6		4	4
Switch Phase						
Minimum Initial (s)		12.0	12.0		7.0	7.0
Minimum Split (s)		20.0	20.0		20.0	20.0
Total Split (s)	0.0	65.0	65.0	0.0	35.0	35.0
Total Split (%)	0.0%	65.0%	65.0%	0.0%	35.0%	35.0%
Yellow Time (s)		4.7	4.7		3.0	3.0
All-Red Time (s)		1.2	1.2		2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.9	5.9	4.0	5.6	5.6
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min		None	None
Act Effct Green (s)		77.9	77.9		10.6	10.6
Actuated g/C Ratio		0.78	0.78		0.11	0.11
v/c Ratio		0.29	0.36		0.67	0.63
Control Delay		3.6	2.4		52.1	25.6
Queue Delay		0.0	0.0		0.0	0.0

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Total Delay		3.6	2.4		52.1	25.6
LOS		A	A		D	C
Approach Delay		3.6	2.4		41.1	
Approach LOS		A	A		D	
Queue Length 50th (ft)		60	43		78	32
Queue Length 95th (ft)		95	57		113	96
Internal Link Dist (ft)		226	523		407	
Turn Bay Length (ft)						
Base Capacity (vph)		2758	2748		1009	549
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		0.29	0.36		0.24	0.31

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 2 (2%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 10.1	Intersection LOS: B
Intersection Capacity Utilization 44.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 146: Wake Forest Rd & Capital NB Off Ramp

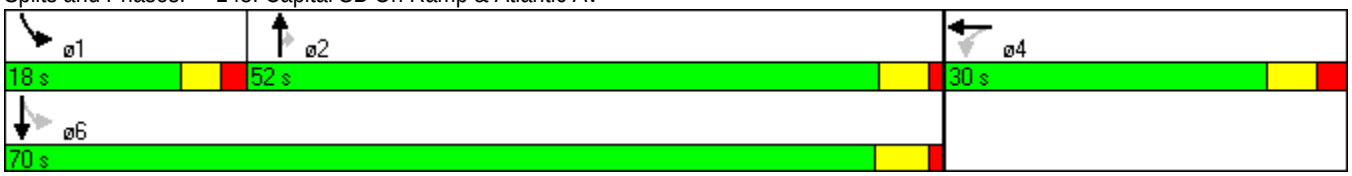


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	344	49	76	0	781	155	47	553	443
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	250		0
Storage Lanes	0		0	1		0	0		1	1		0
Taper Length (ft)	25		25	25		25	25		125	100		25
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.951				0.850		0.933	
Flt Protected				0.950	0.977					0.950		
Satd. Flow (prot)	0	0	0	1681	1644	0	0	3539	1583	1770	3302	0
Flt Permitted				0.950	0.977					0.257		
Satd. Flow (perm)	0	0	0	1681	1644	0	0	3539	1583	479	3302	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					23				128		412	
Link Speed (mph)		30			35			35			35	
Link Distance (ft)		564			583			603			527	
Travel Time (s)		12.8			11.4			11.7			10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	0	0	381	54	84	0	866	172	52	613	491
Shared Lane Traffic (%)				31%								
Lane Group Flow (vph)	0	0	0	263	256	0	0	866	172	52	1104	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm					Perm	pm+pt		
Protected Phases					4			2		1	6	
Permitted Phases				4					2	6		
Detector Phase				4	4			2	2	1	6	
Switch Phase												
Minimum Initial (s)				7.0	7.0			10.0	10.0	7.0	10.0	
Minimum Split (s)				22.1	22.1			20.9	20.9	11.9	21.2	
Total Split (s)	0.0	0.0	0.0	30.0	30.0	0.0	0.0	52.0	52.0	18.0	70.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	30.0%	30.0%	0.0%	0.0%	52.0%	52.0%	18.0%	70.0%	0.0%
Yellow Time (s)				3.7	3.7			3.7	3.7	3.0	4.0	
All-Red Time (s)				2.4	2.4			1.2	1.2	1.9	1.2	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	6.1	6.1	4.0	4.0	4.9	4.9	4.9	5.2	4.0
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Recall Mode				None	None			C-Min	C-Min	None	C-Min	
Act Effct Green (s)				19.1	19.1			60.4	60.4	69.9	69.6	
Actuated g/C Ratio				0.19	0.19			0.60	0.60	0.70	0.70	
v/c Ratio				0.82	0.77			0.41	0.17	0.12	0.46	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay				58.3	49.7			16.2	7.9	6.5	5.0	
Queue Delay				0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay				58.3	49.7			16.2	7.9	6.5	5.0	
LOS				E	D			B	A	A	A	
Approach Delay					54.1			14.8			5.1	
Approach LOS					D			B			A	
Queue Length 50th (ft)				170	149			198	34	9	80	
Queue Length 95th (ft)				244	223			276	76	26	151	
Internal Link Dist (ft)		484			503			523			447	
Turn Bay Length (ft)									100	250		
Base Capacity (vph)				410	418			2137	1006	504	2437	
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				0.64	0.61			0.41	0.17	0.10	0.45	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 9 (9%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 18.2	Intersection LOS: B
Intersection Capacity Utilization 54.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 148: Capital SB On Ramp & Atlantic Av



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	827	4	42	6	0	0	0	34
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	917	4	47	7	0	0	0	38
Pedestrians		2									3	
Lane Width (ft)		0.0									12.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		0									0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	924			0			498	924	0	925	922	466
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	924			0			498	924	0	925	922	466
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			89	98	100	100	100	93
cM capacity (veh/h)	733			1622			423	267	1084	219	268	542

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	611	310	53	38
Volume Left	0	0	47	0
Volume Right	0	4	0	38
cSH	1700	1700	394	542
Volume to Capacity	0.36	0.18	0.14	0.07
Queue Length 95th (ft)	0	0	12	6
Control Delay (s)	0.0	0.0	15.6	12.1
Lane LOS			C	B
Approach Delay (s)	0.0		15.6	12.1
Approach LOS			C	B

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	40.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	0	8	0	54	50	0	0	0	0	55	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	0	9	0	60	55	0	0	0	0	61	4
Pedestrians		6									5	
Lane Width (ft)		12.0									12.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		1									0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	160	69	69	72	71	5	71			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	160	69	69	72	71	5	71			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	99	100	93	95	100			100		
cM capacity (veh/h)	712	817	989	907	815	1074	1521			1623		

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	13	115	65
Volume Left	4	0	0
Volume Right	9	55	4
cSH	875	922	1700
Volume to Capacity	0.02	0.13	0.04
Queue Length 95th (ft)	1	11	0
Control Delay (s)	9.2	9.5	0.0
Lane LOS	A	A	
Approach Delay (s)	9.2	9.5	0.0
Approach LOS	A	A	

Intersection Summary			
Average Delay		6.3	
Intersection Capacity Utilization		19.2%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	6	16	12	5	0	0	0	0	4	860	34
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	7	18	13	6	0	0	0	0	4	953	38
Pedestrians		30			2			5				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		3			0			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								295			293	
pX, platoon unblocked	0.91	0.91	0.91	0.91	0.91		0.91					
vC, conflicting volume	1014	1013	372	355	1032	2	1021			2		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	655	654	0	0	675	2	663			2		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	98	98	98	98	100	100			100		
cM capacity (veh/h)	300	338	959	875	329	1079	815			1616		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3
Volume Total	24	19	243	477	276
Volume Left	0	13	4	0	0
Volume Right	18	0	0	0	38
cSH	639	588	1616	1700	1700
Volume to Capacity	0.04	0.03	0.00	0.28	0.16
Queue Length 95th (ft)	3	2	0	0	0
Control Delay (s)	10.9	11.3	0.2	0.0	0.0
Lane LOS	B	B	A		
Approach Delay (s)	10.9	11.3	0.0		
Approach LOS	B	B			

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	34.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	6	4	0	0	0	0	0	4	676	86
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	7	4	0	0	0	0	0	4	749	95
Pedestrians		37			15			1				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		3			1			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								274			210	
pX, platoon unblocked	0.91	0.91	0.91	0.91	0.91		0.91					
vC, conflicting volume	843	858	336	281	906	15	882			15		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	482	498	0	0	551	15	525			15		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	99	100	100	100			100		
cM capacity (veh/h)	398	410	956	881	383	1047	916			1581		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3
Volume Total	7	4	192	375	283
Volume Left	0	4	4	0	0
Volume Right	7	0	0	0	95
cSH	956	881	1581	1700	1700
Volume to Capacity	0.01	0.01	0.00	0.22	0.17
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	8.8	9.1	0.2	0.0	0.0
Lane LOS	A	A	A		
Approach Delay (s)	8.8	9.1	0.0		
Approach LOS	A	A			

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	34.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	11	0	0	0	3	994
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	0	0	0	3	1102
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			515			146
pX, platoon unblocked	0.86					
vC, conflicting volume	558	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	151	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			100	
cM capacity (veh/h)	706	1084			1622	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	12	371	735
Volume Left	12	3	0
Volume Right	0	0	0
cSH	706	1622	1700
Volume to Capacity	0.02	0.00	0.43
Queue Length 95th (ft)	1	0	0
Control Delay (s)	10.2	0.1	0.0
Lane LOS	B	A	
Approach Delay (s)	10.2	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	38.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lanes, Volumes, Timings
1: Hargett St & Blount St

3/1/2013

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	103	117	55	86	0	0	0	0	26	992	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor		0.97			0.99						0.98	
Frt		0.928									0.992	
Flt Protected					0.981						0.999	
Satd. Flow (prot)	0	1504	0	0	1645	0	0	0	0	0	4187	0
Flt Permitted					0.792						0.999	
Satd. Flow (perm)	0	1504	0	0	1311	0	0	0	0	0	4178	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50									14	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		483			489			499			473	
Travel Time (s)		9.4			9.5			9.7			9.2	
Confl. Peds. (#/hr)			25	25						26		75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Parking (#/hr)											16	
Adj. Flow (vph)	0	114	130	61	95	0	0	0	0	29	1100	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	244	0	0	156	0	0	0	0	0	1190	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.24	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		22.0		22.0	22.0					22.0	22.0	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	55.0	55.0	0.0
Total Split (%)	0.0%	38.9%	0.0%	38.9%	38.9%	0.0%	0.0%	0.0%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)		4.5		4.5	4.5					4.5	4.5	
All-Red Time (s)		1.5		1.5	1.5					1.5	1.5	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	4.0	6.0	6.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Act Effct Green (s)		29.0			29.0						49.0	
Actuated g/C Ratio		0.32			0.32						0.54	
v/c Ratio		0.47			0.37						0.52	
Control Delay		22.7			23.1						6.2	
Queue Delay		0.0			0.0						0.0	
Total Delay		22.7			23.1						6.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C			C						A	
Approach Delay		22.7			23.1						6.2	
Approach LOS		C			C						A	
Queue Length 50th (ft)		86			54						50	
Queue Length 95th (ft)		157			87						59	
Internal Link Dist (ft)		403			409			419			393	
Turn Bay Length (ft)												
Base Capacity (vph)		519			422						2281	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.47			0.37						0.52	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 34 (38%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 10.4 Intersection LOS: B
Intersection Capacity Utilization 63.0% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: Hargett St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	98	0	0	79	41	62	653	24	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.98			0.97			0.99				
Frt					0.954			0.995				
Flt Protected		0.988						0.996				
Satd. Flow (prot)	0	1656	0	0	1547	0	0	2930	0	0	0	0
Flt Permitted		0.914						0.996				
Satd. Flow (perm)	0	1506	0	0	1547	0	0	2908	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					31			6				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		489			484			491			748	
Travel Time (s)		9.5			9.4			9.6			14.6	
Confl. Peds. (#/hr)	45					45	25		13			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								8				
Adj. Flow (vph)	34	109	0	0	88	45	69	724	27	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	143	0	0	133	0	0	820	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.0	21.0			21.0		20.9	20.9				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	55.0	55.0	0.0	0.0	0.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	0.0%	38.9%	0.0%	61.1%	61.1%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.6	3.6			3.6		3.5	3.5				
All-Red Time (s)	1.4	1.4			1.4		1.4	1.4				
Lost Time Adjust (s)	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 Lost Time (s)	5.0	5.0	4.0	4.0	5.0	4.0	4.9	4.9	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Act Effct Green (s)		30.0			30.0			50.1				
Actuated g/C Ratio		0.33			0.33			0.56				
v/c Ratio		0.28			0.25			0.51				
Control Delay		14.9			18.0			3.9				
Queue Delay		0.0			0.0			0.0				
Total Delay		14.9			18.0			3.9				
LOS		B			B			A				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		14.9			18.0			3.9				
Approach LOS		B			B			A				
Queue Length 50th (ft)		33			41			28				
Queue Length 95th (ft)		52			85			36				
Internal Link Dist (ft)		409			404			411			668	
Turn Bay Length (ft)												
Base Capacity (vph)		502			536			1621				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.28			0.25			0.51				

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 32 (36%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 7.1	Intersection LOS: A
Intersection Capacity Utilization 55.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Hargett St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	130	0	0	53	30	62	663	9	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.99			0.98			1.00				
Frt					0.952			0.998				
Flt Protected		0.987						0.996				
Satd. Flow (prot)	0	1655	0	0	1569	0	0	2943	0	0	0	0
Flt Permitted		0.906						0.996				
Satd. Flow (perm)	0	1507	0	0	1569	0	0	2930	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					33			2				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		483			487			481			491	
Travel Time (s)		9.4			9.5			9.4			9.6	
Confl. Peds. (#/hr)	17					17	16		8			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								8				
Adj. Flow (vph)	50	144	0	0	59	33	69	735	10	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	194	0	0	92	0	0	814	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.2	21.2			21.2		21.2	21.2				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	55.0	55.0	0.0	0.0	0.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	0.0%	38.9%	0.0%	61.1%	61.1%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.8	3.8			3.8		3.8	3.8				
All-Red Time (s)	1.4	1.4			1.4		1.4	1.4				
Lost Time Adjust (s)	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 Lost Time (s)	5.2	5.2	4.0	4.0	5.2	4.0	5.2	5.2	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Act Effct Green (s)		29.8			29.8			49.8				
Actuated g/C Ratio		0.33			0.33			0.55				
v/c Ratio		0.39			0.17			0.50				
Control Delay		29.5			15.4			4.9				
Queue Delay		0.0			0.0			0.0				
Total Delay		29.5			15.4			4.9				
LOS		C			B			A				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		29.5			15.4			4.9				
Approach LOS		C			B			A				
Queue Length 50th (ft)		89			23			35				
Queue Length 95th (ft)		159			58			44				
Internal Link Dist (ft)		403			407			401			411	
Turn Bay Length (ft)												
Base Capacity (vph)		499			542			1622				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.39			0.17			0.50				

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 25 (28%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 10.1	Intersection LOS: B
Intersection Capacity Utilization 49.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: Martin St & Person St

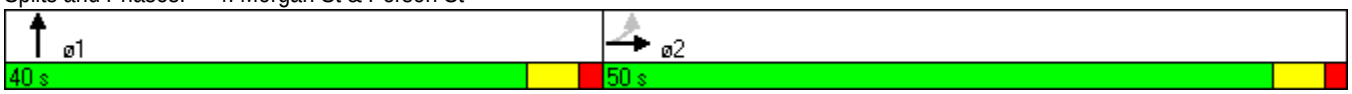
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	108	1062	0	0	0	0	0	576	149	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	12	12
Storage Length (ft)	130		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	125		25	25		25	25		25	25		25
Lane Util. Factor	0.86	0.86	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00						1.00				
Frt								0.969				
Flt Protected	0.950	0.999										
Satd. Flow (prot)	1370	4321	0	0	0	0	0	4121	0	0	0	0
Flt Permitted	0.950	0.999										
Satd. Flow (perm)	1349	4320	0	0	0	0	0	4121	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	108	2						46				
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		570			474			748			316	
Travel Time (s)		11.1			9.2			14.6			7.2	
Confl. Peds. (#/hr)	8								6			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	120	1177	0	0	0	0	0	639	165	0	0	0
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	108	1189	0	0	0	0	0	804	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm											
Protected Phases		2						1				
Permitted Phases	2											
Minimum Split (s)	21.1	21.1						22.1				
Total Split (s)	50.0	50.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0
Total Split (%)	55.6%	55.6%	0.0%	0.0%	0.0%	0.0%	0.0%	44.4%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.5	3.5						3.5				
All-Red Time (s)	1.6	1.6						1.6				
Lost Time Adjust (s)	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 Lost Time (s)	5.1	5.1	4.0	4.0	4.0	4.0	4.0	5.1	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag						Lead				
Lead-Lag Optimize?	Yes	Yes						Yes				
Act Effct Green (s)	44.9	44.9						34.9				
Actuated g/C Ratio	0.50	0.50						0.39				
v/c Ratio	0.15	0.55						0.49				
Control Delay	0.8	10.3						8.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0						0.0				
Total Delay	0.8	10.3						8.0				
LOS	A	B						A				
Approach Delay		9.5						8.0				
Approach LOS		A						A				
Queue Length 50th (ft)	0	75						31				
Queue Length 95th (ft)	m1	87						40				
Internal Link Dist (ft)		490			394			668			236	
Turn Bay Length (ft)	130											
Base Capacity (vph)	727	2156						1626				
Starvation Cap Reductn	0	0						0				
Spillback Cap Reductn	0	0						0				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.15	0.55						0.49				

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 85 (94%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 8.9 Intersection LOS: A
Intersection Capacity Utilization 92.7% ICU Level of Service F
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Morgan St & Person St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	866	201	0	0	0	0	0	0	304	873	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Ped Bike Factor		0.99									0.99	
Frt		0.972										
Flt Protected											0.987	
Satd. Flow (prot)	0	4416	0	0	0	0	0	0	0	0	4235	0
Flt Permitted											0.987	
Satd. Flow (perm)	0	4416	0	0	0	0	0	0	0	0	4212	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		68									35	
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		473			570			473			295	
Travel Time (s)		9.2			11.1			9.2			6.7	
Confl. Peds. (#/hr)			13							11		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Parking (#/hr)											16	
Adj. Flow (vph)	0	960	223	0	0	0	0	0	0	337	968	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1183	0	0	0	0	0	0	0	0	1305	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.24	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type										Perm		
Protected Phases		2									1	
Permitted Phases										1		
Minimum Split (s)		22.0								22.0	22.0	
Total Split (s)	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0
Total Split (%)	0.0%	44.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	55.6%	55.6%	0.0%
Yellow Time (s)		4.0								4.0	4.0	
All-Red Time (s)		2.0								2.0	2.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0
Lead/Lag		Lag								Lead	Lead	
Lead-Lag Optimize?		Yes								Yes	Yes	
Act Effct Green (s)		34.0									44.0	
Actuated g/C Ratio		0.38									0.49	
v/c Ratio		0.69									0.63	
Control Delay		24.7									10.6	
Queue Delay		0.0									0.0	
Total Delay		24.7									10.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C									B	
Approach Delay		24.7									10.6	
Approach LOS		C									B	
Queue Length 50th (ft)		192									244	
Queue Length 95th (ft)		243									304	
Internal Link Dist (ft)		393			490			393			215	
Turn Bay Length (ft)												
Base Capacity (vph)		1711									2077	
Starvation Cap Reductn		0									0	
Spillback Cap Reductn		0									0	
Storage Cap Reductn		0									0	
Reduced v/c Ratio		0.69									0.63	

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 77 (86%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 55	
Control Type: Pretimed	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 17.3	Intersection LOS: B
Intersection Capacity Utilization 60.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 7: Morgan St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	104	91	39	75	0	0	0	0	72	1025	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor		0.94			0.98						0.99	
Frt		0.937									0.991	
Flt Protected					0.983						0.997	
Satd. Flow (prot)	0	1484	0	0	1648	0	0	0	0	0	4245	0
Flt Permitted					0.847						0.997	
Satd. Flow (perm)	0	1484	0	0	1385	0	0	0	0	0	4229	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		52									17	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		460			483			213			499	
Travel Time (s)		9.0			9.4			4.1			9.7	
Confl. Peds. (#/hr)			56	56						19		37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Parking (#/hr)											10	
Adj. Flow (vph)	0	115	101	43	83	0	0	0	0	80	1136	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	216	0	0	126	0	0	0	0	0	1290	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.23	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		21.3		21.3	21.3					21.0	21.0	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	55.0	55.0	0.0
Total Split (%)	0.0%	38.9%	0.0%	38.9%	38.9%	0.0%	0.0%	0.0%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)		3.9		3.9	3.9					3.7	3.7	
All-Red Time (s)		1.4		1.4	1.4					1.3	1.3	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.3	4.0	5.3	5.3	4.0	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Act Effct Green (s)		29.7			29.7						50.0	
Actuated g/C Ratio		0.33			0.33						0.56	
v/c Ratio		0.41			0.28						0.55	
Control Delay		20.3			32.3						4.6	
Queue Delay		0.0			0.0						0.0	
Total Delay		20.3			32.3						4.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C			C						A	
Approach Delay		20.3			32.3						4.6	
Approach LOS		C			C						A	
Queue Length 50th (ft)		70			67						39	
Queue Length 95th (ft)		133			121						47	
Internal Link Dist (ft)		380			403			133			419	
Turn Bay Length (ft)												
Base Capacity (vph)		525			457						2357	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.41			0.28						0.55	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 41 (46%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 8.8 Intersection LOS: A
Intersection Capacity Utilization 60.4% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 8: Martin St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	145	105	31	64	0	0	0	0	65	1083	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor			0.97		0.99						0.99	
Frt			0.850								0.992	
Flt Protected					0.984						0.997	
Satd. Flow (prot)	0	1676	1425	0	1650	0	0	0	0	0	4281	0
Flt Permitted					0.879						0.997	
Satd. Flow (perm)	0	1676	1376	0	1465	0	0	0	0	0	4264	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			52								16	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		455			488			226			271	
Travel Time (s)		8.9			9.5			4.4			5.3	
Confl. Peds. (#/hr)			11	11						21		30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	1	0
Parking (#/hr)											8	
Adj. Flow (vph)	0	161	116	34	71	0	0	0	0	72	1201	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	161	116	0	105	0	0	0	0	0	1347	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.22	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm	Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases			1	1						2		
Minimum Split (s)		21.2	21.2	21.2	21.2					21.0	21.0	
Total Split (s)	0.0	35.0	35.0	35.0	35.0	0.0	0.0	0.0	0.0	55.0	55.0	0.0
Total Split (%)	0.0%	38.9%	38.9%	38.9%	38.9%	0.0%	0.0%	0.0%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)		3.8	3.8	3.8	3.8					3.7	3.7	
All-Red Time (s)		1.4	1.4	1.4	1.4					1.3	1.3	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.2	5.2	5.2	5.2	4.0	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag		Lead	Lead	Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes					Yes	Yes	
Act Effct Green (s)		29.8	29.8		29.8						50.0	
Actuated g/C Ratio		0.33	0.33		0.33						0.56	
v/c Ratio		0.29	0.24		0.22						0.57	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		24.1	14.1		21.7						4.2	
Queue Delay		0.0	0.0		0.0						0.0	
Total Delay		24.1	14.1		21.7						4.2	
LOS		C	B		C						A	
Approach Delay		19.9			21.7						4.2	
Approach LOS		B			C						A	
Queue Length 50th (ft)		67	25		41						37	
Queue Length 95th (ft)		118	65		87						47	
Internal Link Dist (ft)		375			408			146			191	
Turn Bay Length (ft)			120									
Base Capacity (vph)		555	490		485						2376	
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		0.29	0.24		0.22						0.57	

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 47 (52%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 7.8	Intersection LOS: A
Intersection Capacity Utilization 56.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 10: Davie St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	68	142	0	0	53	19	42	647	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.97			0.97			0.99				
Frt					0.965			0.997				
Flt Protected		0.984						0.997				
Satd. Flow (prot)	0	1650	0	0	1569	0	0	2864	0	0	0	0
Flt Permitted		0.877						0.997				
Satd. Flow (perm)	0	1426	0	0	1569	0	0	2847	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					21			4				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		488			486			496			481	
Travel Time (s)		9.5			9.5			9.7			9.4	
Confl. Peds. (#/hr)	50					50	28					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	0	0	0	0
Parking (#/hr)								16				
Adj. Flow (vph)	75	157	0	0	59	21	47	717	17	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	232	0	0	80	0	0	781	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.30	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.0	21.0			21.0		21.0	21.0				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	55.0	55.0	0.0	0.0	0.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	0.0%	38.9%	0.0%	61.1%	61.1%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5				
All-Red Time (s)	1.5	1.5			1.5		1.5	1.5				
Lost Time Adjust (s)	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 Lost Time (s)	5.0	5.0	4.0	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Act Effct Green (s)		30.0			30.0			50.0				
Actuated g/C Ratio		0.33			0.33			0.56				
v/c Ratio		0.49			0.15			0.49				
Control Delay		42.8			17.1			7.2				
Queue Delay		0.0			0.0			0.0				
Total Delay		42.8			17.1			7.2				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		D			B			A				
Approach Delay		42.8			17.1			7.2				
Approach LOS		D			B			A				
Queue Length 50th (ft)		135			23			52				
Queue Length 95th (ft)		209			55			65				
Internal Link Dist (ft)		408			406			416			401	
Turn Bay Length (ft)												
Base Capacity (vph)		475			537			1583				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.49			0.15			0.49				

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 18 (20%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 15.5	Intersection LOS: B
Intersection Capacity Utilization 49.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 12: Davie St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	142	192	40	31	0	0	0	0	27	1228	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor		0.98			1.00						0.99	
Frt		0.922									0.993	
Flt Protected					0.973						0.999	
Satd. Flow (prot)	0	1517	0	0	1631	0	0	0	0	0	4276	0
Flt Permitted					0.637						0.999	
Satd. Flow (perm)	0	1517	0	0	1063	0	0	0	0	0	4270	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35									14	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		456			485			480			264	
Travel Time (s)		8.9			9.4			9.4			5.1	
Confl. Peds. (#/hr)			10	10						21		27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)											12	
Adj. Flow (vph)	0	157	213	44	34	0	0	0	0	30	1361	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	370	0	0	78	0	0	0	0	0	1462	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14	1.14	1.23	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		21.3		21.3	21.3					21.1	21.1	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	55.0	55.0	0.0
Total Split (%)	0.0%	38.9%	0.0%	38.9%	38.9%	0.0%	0.0%	0.0%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)		3.9		3.9	3.9					3.8	3.8	
All-Red Time (s)		1.4		1.4	1.4					1.3	1.3	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.3	4.0	5.3	5.3	4.0	4.0	4.0	4.0	5.1	5.1	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Act Effct Green (s)		29.7			29.7						49.9	
Actuated g/C Ratio		0.33			0.33						0.55	
v/c Ratio		0.71			0.22						0.62	
Control Delay		32.3			25.2						5.1	
Queue Delay		0.0			0.0						0.0	
Total Delay		32.3			25.2						5.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C			C						A	
Approach Delay		32.3			25.2						5.1	
Approach LOS		C			C						A	
Queue Length 50th (ft)		165			35						43	
Queue Length 95th (ft)		271			74						53	
Internal Link Dist (ft)		376			405			400			184	
Turn Bay Length (ft)												
Base Capacity (vph)		524			351						2374	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.71			0.22						0.62	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 54 (60%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 11.2 Intersection LOS: B
Intersection Capacity Utilization 69.1% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 13: Cabarrus St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	131	38	0	0	51	7	21	566	14	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.95			0.99			1.00				
Frt					0.983			0.996				
Flt Protected		0.963						0.998				
Satd. Flow (prot)	0	1614	0	0	1632	0	0	2881	0	0	0	0
Flt Permitted		0.731						0.998				
Satd. Flow (perm)	0	1168	0	0	1632	0	0	2872	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					8			4				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		485			493			484			496	
Travel Time (s)		9.4			9.6			9.4			9.7	
Confl. Peds. (#/hr)	32					32	26					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								16				
Adj. Flow (vph)	145	42	0	0	57	8	23	628	16	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	187	0	0	65	0	0	667	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.29	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.2	21.2			21.2		21.1	21.1				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	55.0	55.0	0.0	0.0	0.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	0.0%	38.9%	0.0%	61.1%	61.1%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.8	3.8			3.8		3.7	3.7				
All-Red Time (s)	1.4	1.4			1.4		1.4	1.4				
Lost Time Adjust (s)	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 Lost Time (s)	5.2	5.2	4.0	4.0	5.2	4.0	5.1	5.1	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Act Effct Green (s)		29.8			29.8			49.9				
Actuated g/C Ratio		0.33			0.33			0.55				
v/c Ratio		0.48			0.12			0.42				
Control Delay		32.1			19.6			3.6				
Queue Delay		0.0			0.0			0.0				
Total Delay		32.1			19.6			3.6				
LOS		C			B			A				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		32.1			19.6			3.6				
Approach LOS		C			B			A				
Queue Length 50th (ft)		104			22			22				
Queue Length 95th (ft)		m155			51			28				
Internal Link Dist (ft)		405			413			404			416	
Turn Bay Length (ft)												
Base Capacity (vph)		387			546			1594				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.48			0.12			0.42				

Intersection Summary	
Area Type:	CBD
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 11 (12%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay: 10.6	Intersection LOS: B
Intersection Capacity Utilization 44.7%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Cabarrus St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	44	66	0	0	54	11	30	545	17	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor					0.99			1.00				
Frt					0.978			0.996				
Flt Protected		0.980						0.997				
Satd. Flow (prot)	0	1643	0	0	1624	0	0	2893	0	0	0	0
Flt Permitted		0.869						0.997				
Satd. Flow (perm)	0	1457	0	0	1624	0	0	2886	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					12			5				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		487			491			259			484	
Travel Time (s)		13.3			13.4			5.0			9.4	
Confl. Peds. (#/hr)						22	13					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	0	0	0	0
Parking (#/hr)								12				
Adj. Flow (vph)	49	73	0	0	60	12	33	604	19	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	122	0	0	72	0	0	656	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.28	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.4	21.4			21.4		20.9	20.9				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	55.0	55.0	0.0	0.0	0.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	0.0%	38.9%	0.0%	61.1%	61.1%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5				
All-Red Time (s)	1.9	1.9			1.9		1.4	1.4				
Lost Time Adjust (s)	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 Lost Time (s)	5.4	5.4	4.0	4.0	5.4	4.0	4.9	4.9	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Act Effct Green (s)		29.6			29.6			50.1				
Actuated g/C Ratio		0.33			0.33			0.56				
v/c Ratio		0.25			0.13			0.41				
Control Delay		21.8			19.0			3.6				
Queue Delay		0.0			0.0			0.2				
Total Delay		21.8			19.0			3.7				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C			B			A				
Approach Delay		21.8			19.0			3.7				
Approach LOS		C			B			A				
Queue Length 50th (ft)		64			24			21				
Queue Length 95th (ft)		m119			54			26				
Internal Link Dist (ft)		407			411			179			404	
Turn Bay Length (ft)												
Base Capacity (vph)		479			542			1609				
Starvation Cap Reductn		0			0			274				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.25			0.13			0.49				

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 5 (6%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.41	
Intersection Signal Delay: 7.6	Intersection LOS: A
Intersection Capacity Utilization 40.6%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 19: Lenoir St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	96	47	45	39	0	0	0	0	14	1419	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor											1.00	
Frt		0.956									0.997	
Flt Protected					0.974							
Satd. Flow (prot)	0	1603	0	0	1633	0	0	0	0	0	3964	0
Flt Permitted					0.795							
Satd. Flow (perm)	0	1603	0	0	1333	0	0	0	0	0	3964	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17									5	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		464			487			271			480	
Travel Time (s)		12.7			13.3			5.3			9.4	
Confl. Peds. (#/hr)												53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	5	0
Parking (#/hr)											16	
Adj. Flow (vph)	0	106	52	50	43	0	0	0	0	16	1573	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	158	0	0	93	0	0	0	0	0	1620	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14	1.14	1.36	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		21.5		21.5	21.5					21.3	21.3	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	55.0	55.0	0.0
Total Split (%)	0.0%	38.9%	0.0%	38.9%	38.9%	0.0%	0.0%	0.0%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)		3.5		3.5	3.5					3.9	3.9	
All-Red Time (s)		2.0		2.0	2.0					1.4	1.4	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.5	4.0	5.5	5.5	4.0	4.0	4.0	4.0	5.3	5.3	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Act Effct Green (s)		29.5			29.5						49.7	
Actuated g/C Ratio		0.33			0.33						0.55	
v/c Ratio		0.29			0.21						0.74	
Control Delay		21.8			26.8						9.0	
Queue Delay		0.0			0.0						0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		21.8			26.8						9.0	
LOS		C			C						A	
Approach Delay		21.8			26.8						9.0	
Approach LOS		C			C						A	
Queue Length 50th (ft)		59			42						67	
Queue Length 95th (ft)		109			86						76	
Internal Link Dist (ft)		384			407			191			400	
Turn Bay Length (ft)												
Base Capacity (vph)		537			437						2191	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						4	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.29			0.21						0.74	

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 60 (67%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 55	
Control Type: Pretimed	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 10.9	Intersection LOS: B
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 20: Lenoir St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	66	0	0	54	11	30	536	18	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.94						0.99				
Frt					0.978			0.995				
Flt Protected		0.980						0.997				
Satd. Flow (prot)	0	1643	0	0	1640	0	0	2903	0	0	0	0
Flt Permitted		0.866						0.997				
Satd. Flow (perm)	0	1371	0	0	1640	0	0	2903	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					12			6				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		490			490			556			259	
Travel Time (s)		13.4			13.4			10.8			5.0	
Confl. Peds. (#/hr)	78								64			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								10				
Adj. Flow (vph)	50	73	0	0	60	12	33	594	20	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	123	0	0	72	0	0	647	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.26	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		4			4			2				
Permitted Phases	4						2					
Minimum Split (s)	21.4	21.4			21.4		20.9	20.9				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	55.0	55.0	0.0	0.0	0.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	0.0%	38.9%	0.0%	61.1%	61.1%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5				
All-Red Time (s)	1.9	1.9			1.9		1.4	1.4				
Lost Time Adjust (s)	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 Lost Time (s)	5.4	5.4	4.0	4.0	5.4	4.0	4.9	4.9	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		29.6			29.6			50.1				
Actuated g/C Ratio		0.33			0.33			0.56				
v/c Ratio		0.27			0.13			0.40				
Control Delay		18.8			19.0			19.5				
Queue Delay		0.0			0.0			0.0				
Total Delay		18.8			19.0			19.5				
LOS		B			B			B				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		18.8			19.0			19.5				
Approach LOS		B			B			B				
Queue Length 50th (ft)		63			24			130				
Queue Length 95th (ft)		m114			54			169				
Internal Link Dist (ft)		410			410			476			179	
Turn Bay Length (ft)												
Base Capacity (vph)		451			547			1619				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.27			0.13			0.40				

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 2 (2%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.40	
Intersection Signal Delay: 19.3	Intersection LOS: B
Intersection Capacity Utilization 40.6%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 23: South St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	96	47	45	39	0	0	0	0	15	1469	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Frt		0.956									0.997	
Flt Protected					0.974						0.999	
Satd. Flow (prot)	0	1603	0	0	1633	0	0	0	0	0	4049	0
Flt Permitted					0.796						0.999	
Satd. Flow (perm)	0	1603	0	0	1334	0	0	0	0	0	4049	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20									5	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		443			490			970			271	
Travel Time (s)		12.1			13.4			18.9			5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	4	0
Parking (#/hr)											6	
Adj. Flow (vph)	0	106	52	50	43	0	0	0	0	17	1629	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	158	0	0	93	0	0	0	0	0	1676	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.33	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		21.4		21.4	21.4					21.0	21.0	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	55.0	55.0	0.0
Total Split (%)	0.0%	38.9%	0.0%	38.9%	38.9%	0.0%	0.0%	0.0%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)		3.5		3.5	3.5					3.6	3.6	
All-Red Time (s)		1.9		1.9	1.9					1.4	1.4	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.4	4.0	5.4	5.4	4.0	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Act Effct Green (s)		29.6			29.6						50.0	
Actuated g/C Ratio		0.33			0.33						0.56	
v/c Ratio		0.29			0.21						0.74	
Control Delay		21.3			30.7						3.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0						0.1	
Total Delay		21.3			30.7						4.1	
LOS		C			C						A	
Approach Delay		21.3			30.7						4.1	
Approach LOS		C			C						A	
Queue Length 50th (ft)		57			48						28	
Queue Length 95th (ft)		107			95						32	
Internal Link Dist (ft)		363			410			890			191	
Turn Bay Length (ft)												
Base Capacity (vph)		541			439						2252	
Starvation Cap Reductn		0			0						69	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.29			0.21						0.77	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 63 (70%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 6.8 Intersection LOS: A
Intersection Capacity Utilization 60.5% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 24: South St & Blount St

HCM Unsignalized Intersection Capacity Analysis
27: Worth St & Person St

3/1/2013

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	21	564	20	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	23	625	22	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			408			556
pX, platoon unblocked	0.99	0.99			0.99	
vC, conflicting volume	636	324			647	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	610	294			621	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	97			100	
cM capacity (veh/h)	421	695			945	

Direction, Lane #	WB 1	NB 1	NB 2
Volume Total	23	417	231
Volume Left	0	0	0
Volume Right	23	0	22
cSH	695	1700	1700
Volume to Capacity	0.03	0.25	0.14
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.4	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.4	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	26.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	89	886	0	0	606	67	69	310	66	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00			1.00				
Frt					0.985			0.978				
Flt Protected	0.950							0.992				
Satd. Flow (prot)	1770	3539	0	0	3480	0	0	3155	0	0	0	0
Flt Permitted	0.259							0.992				
Satd. Flow (perm)	482	3539	0	0	3480	0	0	3155	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					15			31				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		490			493			411			408	
Travel Time (s)		9.5			9.6			8.0			7.9	
Confl. Peds. (#/hr)	3					3			3			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Parking (#/hr)								10				
Adj. Flow (vph)	99	982	0	0	672	74	76	344	73	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	982	0	0	746	0	0	493	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		4			4			2				
Permitted Phases	4						2					
Minimum Split (s)	20.8	20.8			20.8		21.0	21.0				
Total Split (s)	40.0	40.0	0.0	0.0	40.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0
Total Split (%)	44.4%	44.4%	0.0%	0.0%	44.4%	0.0%	55.6%	55.6%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.5	3.5			3.5		4.0	4.0				
All-Red Time (s)	1.3	1.3			1.3		1.0	1.0				
Lost Time Adjust (s)	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 Lost Time (s)	4.8	4.8	4.0	4.0	4.8	4.0	5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	35.2	35.2			35.2			45.0				
Actuated g/C Ratio	0.39	0.39			0.39			0.50				
v/c Ratio	0.52	0.71			0.54			0.31				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	22.2	17.5			22.6			13.0				
Queue Delay	0.0	0.1			0.0			0.0				
Total Delay	22.2	17.6			22.6			13.0				
LOS	C	B			C			B				
Approach Delay		18.0			22.6			13.0				
Approach LOS		B			C			B				
Queue Length 50th (ft)	47	264			165			77				
Queue Length 95th (ft)	m90	m314			221			111				
Internal Link Dist (ft)		410			413			331			328	
Turn Bay Length (ft)	100											
Base Capacity (vph)	189	1384			1370			1593				
Starvation Cap Reductn	0	34			0			0				
Spillback Cap Reductn	0	0			0			0				
Storage Cap Reductn	0	0			0			0				
Reduced v/c Ratio	0.52	0.73			0.54			0.31				

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 34 (38%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 18.4	Intersection LOS: B
Intersection Capacity Utilization 79.6%	ICU Level of Service D
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Martin Luther King Jr Blvd & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	796	183	72	603	0	0	0	0	179	1160	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor			0.97	1.00							1.00	0.97
Frt			0.850									0.850
Flt Protected				0.950							0.993	
Satd. Flow (prot)	0	3539	1583	1770	3539	0	0	0	0	0	3514	1583
Flt Permitted				0.249							0.993	
Satd. Flow (perm)	0	3539	1530	462	3539	0	0	0	0	0	3509	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			9									181
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		569			490			388			970	
Travel Time (s)		11.1			9.5			7.6			18.9	
Confl. Peds. (#/hr)			17	17						7		14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	883	203	80	669	0	0	0	0	198	1286	357
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	883	203	80	669	0	0	0	0	0	1484	357
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		1			1						2	
Permitted Phases			1	1						2		2
Minimum Split (s)		27.0	27.0	27.0	27.0					23.0	23.0	23.0
Total Split (s)	0.0	50.0	50.0	50.0	50.0	0.0	0.0	0.0	0.0	40.0	40.0	40.0
Total Split (%)	0.0%	55.6%	55.6%	55.6%	55.6%	0.0%	0.0%	0.0%	0.0%	44.4%	44.4%	44.4%
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	6.0	6.0	6.0	4.0	4.0	4.0	4.0	6.0	6.0	6.0
Lead/Lag		Lead	Lead	Lead	Lead					Lag	Lag	Lag
Lead-Lag Optimize?		Yes	Yes	Yes	Yes					Yes	Yes	Yes
Act Effct Green (s)		44.0	44.0	44.0	44.0						34.0	34.0
Actuated g/C Ratio		0.49	0.49	0.49	0.49						0.38	0.38
v/c Ratio		0.51	0.27	0.35	0.39						1.12	0.52
Control Delay		17.0	14.1	17.3	12.0						90.5	16.8
Queue Delay		0.0	0.0	0.0	0.0						0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		17.0	14.1	17.3	12.0						90.5	16.8
LOS		B	B	B	B						F	B
Approach Delay		16.4			12.5						76.2	
Approach LOS		B			B						E	
Queue Length 50th (ft)		172	62	14	60						~537	147
Queue Length 95th (ft)		225	107	m41	115						#672	m232
Internal Link Dist (ft)		489			410			308			890	
Turn Bay Length (ft)				100								
Base Capacity (vph)		1730	753	226	1730						1326	691
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		0.51	0.27	0.35	0.39						1.12	0.52

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 25 (28%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay: 45.6	Intersection LOS: D
Intersection Capacity Utilization 79.6%	ICU Level of Service D
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.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 30: Martin Luther King Jr Blvd & Blount St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	6	0	0	15	6	16	429	4	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	7	0	0	17	7	18	476	4	0	0	0
Pedestrians		11			4						3	
Lane Width (ft)		12.0			12.0						0.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		1			0						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											411	
pX, platoon unblocked												
vC, conflicting volume	302	531	11	521	528	247	11			484		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	302	531	11	521	528	247	11			484		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	98	100	100	96	99	99			100		
cM capacity (veh/h)	588	442	1057	424	443	751	1592			1071		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	17	23	256	242
Volume Left	10	0	18	0
Volume Right	0	7	0	4
cSH	519	502	1592	1700
Volume to Capacity	0.03	0.05	0.01	0.14
Queue Length 95th (ft)	2	4	1	0
Control Delay (s)	12.2	12.5	0.6	0.0
Lane LOS	B	B	A	
Approach Delay (s)	12.2	12.5	0.3	
Approach LOS	B	B		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	26.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	7	4	26	4	0	0	0	0	8	1402	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	8	4	29	4	0	0	0	0	9	1554	6
Pedestrians		11			18			8				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			1			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											388	
pX, platoon unblocked	0.63	0.63	0.63	0.63	0.63		0.63					
vC, conflicting volume	1588	1604	799	829	1607	18	1571			18		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	773	798	0	0	802	18	746			18		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	96	99	95	98	100	100			99		
cM capacity (veh/h)	174	195	681	602	194	1040	539			1573		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	12	33	786	783
Volume Left	0	29	9	0
Volume Right	4	0	0	6
cSH	264	470	1573	1700
Volume to Capacity	0.05	0.07	0.01	0.46
Queue Length 95th (ft)	4	6	0	0
Control Delay (s)	19.3	13.2	0.2	0.0
Lane LOS	C	B	A	
Approach Delay (s)	19.3	13.2	0.1	
Approach LOS	C	B		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	54.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	16	4	10	4	0	0	0	0	11	1415	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	18	4	11	4	0	0	0	0	12	1569	8
Pedestrians		12			37			8				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			3			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											850	
pX, platoon unblocked	0.65	0.65	0.65	0.65	0.65		0.65					
vC, conflicting volume	1611	1646	808	867	1650	37	1589			37		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	856	910	0	0	916	37	821			37		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	89	99	98	97	100	100			99		
cM capacity (veh/h)	152	168	695	565	167	995	516			1523		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	22	16	797	792
Volume Left	0	11	12	0
Volume Right	4	0	0	8
cSH	198	336	1523	1700
Volume to Capacity	0.11	0.05	0.01	0.47
Queue Length 95th (ft)	9	4	1	0
Control Delay (s)	25.4	16.2	0.2	0.0
Lane LOS	D	C	A	
Approach Delay (s)	25.4	16.2	0.1	
Approach LOS	D	C		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	18	9	0	0	9	4	5	427	4	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	10	0	0	10	4	6	473	4	0	0	0
Pedestrians		11			6						2	
Lane Width (ft)		12.0			12.0						0.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		1			1						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											866	
pX, platoon unblocked												
vC, conflicting volume	270	506	11	498	504	247	11			484		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	270	506	11	498	504	247	11			484		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	98	100	100	98	99	100			100		
cM capacity (veh/h)	632	459	1057	440	461	749	1592			1070		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	30	14	242	241
Volume Left	20	0	6	0
Volume Right	0	4	0	4
cSH	561	523	1592	1700
Volume to Capacity	0.05	0.03	0.00	0.14
Queue Length 95th (ft)	4	2	0	0
Control Delay (s)	11.8	12.1	0.2	0.0
Lane LOS	B	B	A	
Approach Delay (s)	11.8	12.1	0.1	
Approach LOS	B	B		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	27.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	18	0	0	0	16	1413
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	0	0	0	18	1567
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			909			1291
pX, platoon unblocked	0.66					
vC, conflicting volume	819	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			99	
cM capacity (veh/h)	672	1084			1622	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	20	540	1044
Volume Left	20	18	0
Volume Right	0	0	0
cSH	672	1622	1700
Volume to Capacity	0.03	0.01	0.61
Queue Length 95th (ft)	2	1	0
Control Delay (s)	10.5	0.3	0.0
Lane LOS	B	A	
Approach Delay (s)	10.5	0.1	
Approach LOS	B		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	50.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	11	0	0	12	6	6	425	4	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	6	12	0	0	13	7	7	471	4	0	0	0
Pedestrians		1									17	
Lane Width (ft)		12.0									0.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		0									0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								882			1307	
pX, platoon unblocked												
vC, conflicting volume	280	490	1	493	488	255	1			476		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	280	490	1	493	488	255	1			476		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	97	100	100	97	99	100			100		
cM capacity (veh/h)	628	475	1082	448	476	744	1619			1083		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	18	20	242	240
Volume Left	6	0	7	0
Volume Right	0	7	0	4
cSH	514	541	1619	1700
Volume to Capacity	0.03	0.04	0.00	0.14
Queue Length 95th (ft)	3	3	0	0
Control Delay (s)	12.3	11.9	0.2	0.0
Lane LOS	B	B	A	
Approach Delay (s)	12.3	11.9	0.1	
Approach LOS	B	B		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	26.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	5	0	0	9	5	11	416	4	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	6	0	0	10	6	12	461	4	0	0	0
Pedestrians					1							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					4.0							
Percent Blockage					0							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								452				
pX, platoon unblocked	0.93	0.93		0.93	0.93	0.93				0.93		
vC, conflicting volume	266	491	0	492	489	234	0			467		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	75	316	0	317	314	41	0			290		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	99	100	100	98	99	99			100		
cM capacity (veh/h)	826	555	1084	564	557	954	1622			1185		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	22	16	243	235
Volume Left	17	0	12	0
Volume Right	0	6	0	4
cSH	736	654	1622	1700
Volume to Capacity	0.03	0.02	0.01	0.14
Queue Length 95th (ft)	2	2	1	0
Control Delay (s)	10.0	10.6	0.4	0.0
Lane LOS	B	B	A	
Approach Delay (s)	10.0	10.6	0.2	
Approach LOS	B	B		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	26.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	4	0	0	1427	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	4	0	0	1582	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				841		
pX, platoon unblocked						
vC, conflicting volume	1584	793	1587			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1584	793	1587			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	99	331	410			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	4	1055	532
Volume Left	0	0	0
Volume Right	4	0	4
cSH	331	1700	1700
Volume to Capacity	0.01	0.62	0.31
Queue Length 95th (ft)	1	0	0
Control Delay (s)	16.0	0.0	0.0
Lane LOS	C		
Approach Delay (s)	16.0	0.0	
Approach LOS	C		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	50.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	20	0	0	0	20	1412
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	0	0	0	22	1565
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			477			
pX, platoon unblocked						
vC, conflicting volume	828	1			1	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	828	1			1	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	100			99	
cM capacity (veh/h)	305	1082			1619	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	22	544	1044
Volume Left	22	22	0
Volume Right	0	0	0
cSH	305	1619	1700
Volume to Capacity	0.07	0.01	0.61
Queue Length 95th (ft)	6	1	0
Control Delay (s)	17.7	0.4	0.0
Lane LOS	C	A	
Approach Delay (s)	17.7	0.1	
Approach LOS	C		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	50.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	91	53	97	48	0	0	0	0	61	1334	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Frt		0.950									0.996	
Flt Protected				0.950							0.998	
Satd. Flow (prot)	0	1770	0	1770	1863	0	0	0	0	0	5041	0
Flt Permitted				0.656							0.998	
Satd. Flow (perm)	0	1770	0	1222	1863	0	0	0	0	0	5041	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)											6	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		174			353			697			477	
Travel Time (s)		3.4			6.9			13.6			9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Adj. Flow (vph)	0	101	59	108	53	0	0	0	0	68	1479	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	160	0	108	53	0	0	0	0	0	1587	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		2			2						1	
Permitted Phases				2						1		
Detector Phase		2		2	2					1	1	
Switch Phase												
Minimum Initial (s)		12.0		12.0	12.0					7.0	7.0	
Minimum Split (s)		18.0		18.0	18.0					12.5	12.5	
Total Split (s)	0.0	40.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0
Total Split (%)	0.0%	66.7%	0.0%	66.7%	66.7%	0.0%	0.0%	0.0%	0.0%	33.3%	33.3%	0.0%
Yellow Time (s)		4.5		4.5	4.5					4.0	4.0	
All-Red Time (s)		1.5		1.5	1.5					1.5	1.5	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	4.0	6.0	6.0	4.0	4.0	4.0	4.0	5.5	5.5	4.0
Lead/Lag		Lag		Lag	Lag					Lead	Lead	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Recall Mode		C-Min		C-Min	C-Min					None	None	
Act Effct Green (s)		19.9		19.9	19.9						28.6	
Actuated g/C Ratio		0.33		0.33	0.33						0.48	
v/c Ratio		0.27		0.27	0.09						0.66	
Control Delay		14.9		20.9	17.8						14.4	
Queue Delay		0.0		0.0	0.0						0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		14.9		20.9	17.8						14.4	
LOS		B		C	B						B	
Approach Delay		14.9			19.9						14.4	
Approach LOS		B			B						B	
Queue Length 50th (ft)		38		34	16						165	
Queue Length 95th (ft)		76		76	43						212	
Internal Link Dist (ft)		94			273			617			397	
Turn Bay Length (ft)												
Base Capacity (vph)		1003		692	1056						2408	
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		0.16		0.16	0.05						0.66	

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 5 (8%), Referenced to phase 2:EBWB, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 14.9	Intersection LOS: B
Intersection Capacity Utilization 63.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 48: Hoke St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	86	0	0	88	52	57	313	54	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		160	0		215	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	25		25	25		100	25		250	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98					0.97						
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	1863	0	0	1863	1583	1770	3539	1583	0	0	0
Flt Permitted	0.694						0.950					
Satd. Flow (perm)	1272	1863	0	0	1863	1536	1770	3539	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						58			60			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		353			477			599			452	
Travel Time (s)		6.9			9.3			11.7			8.8	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	73	95	0	0	98	58	63	347	60	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	95	0	0	98	58	63	347	60	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm					Perm	Perm		Perm			
Protected Phases		2			2			1				
Permitted Phases	2					2	1		1			
Detector Phase	2	2			2	2	1	1	1			
Switch Phase												
Minimum Initial (s)	10.0	10.0			10.0	10.0	7.0	7.0	7.0			
Minimum Split (s)	16.0	16.0			16.0	16.0	14.0	14.0	14.0			
Total Split (s)	40.0	40.0	0.0	0.0	40.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0
Total Split (%)	66.7%	66.7%	0.0%	0.0%	66.7%	66.7%	33.3%	33.3%	33.3%	0.0%	0.0%	0.0%
Yellow Time (s)	4.5	4.5			4.5	4.5	5.0	5.0	5.0			
All-Red Time (s)	1.5	1.5			1.5	1.5	2.0	2.0	2.0			
Lost Time Adjust (s)	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 Lost Time (s)	6.0	6.0	4.0	4.0	6.0	6.0	7.0	7.0	7.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag			Lag	Lag	Lead	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes	Yes	Yes			
Recall Mode	C-Min	C-Min			C-Min	C-Min	None	None	None			
Act Effct Green (s)	36.7	36.7			36.7	36.7	10.3	10.3	10.3			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.61	0.61			0.61	0.61	0.17	0.17	0.17			
v/c Ratio	0.09	0.08			0.09	0.06	0.21	0.57	0.19			
Control Delay	5.0	4.8			5.8	2.2	21.9	26.2	7.7			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	5.0	4.8			5.8	2.2	21.9	26.2	7.7			
LOS	A	A			A	A	C	C	A			
Approach Delay		4.9			4.5			23.3				
Approach LOS		A			A			C				
Queue Length 50th (ft)	4	6			12	0	20	61	0			
Queue Length 95th (ft)	m20	m25			33	13	45	90	24			
Internal Link Dist (ft)		273			397			519			372	
Turn Bay Length (ft)						160			215			
Base Capacity (vph)	782	1145			1145	967	390	779	395			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.09	0.08			0.09	0.06	0.16	0.45	0.15			

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay: 15.7	Intersection LOS: B
Intersection Capacity Utilization 63.0%	ICU Level of Service B
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 50: Hoke St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	776	0	0	303	343	0	0	1079	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt												
Flt Protected				0.950	0.950		0.950					
Satd. Flow (prot)	0	0	0	1681	1681	0	1770	5085	0	0	5085	0
Flt Permitted				0.950	0.950		0.142					
Satd. Flow (perm)	0	0	0	1681	1681	0	265	5085	0	0	5085	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		562			348			658			507	
Travel Time (s)		12.8			7.9			10.0			7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	0	0	860	0	0	336	380	0	0	1196	0
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	0	430	430	0	336	380	0	0	1196	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm			pm+pt					
Protected Phases					3		1	2			2	
Permitted Phases				3			2					
Detector Phase				3	3		1	2			2	
Switch Phase												
Minimum Initial (s)				12.0	12.0		7.0	15.0			15.0	
Minimum Split (s)				19.6	19.6		14.0	22.0			22.0	
Total Split (s)	0.0	0.0	0.0	28.0	28.0	0.0	21.0	36.0	0.0	0.0	36.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	32.9%	32.9%	0.0%	24.7%	42.4%	0.0%	0.0%	42.4%	0.0%
Yellow Time (s)				5.0	5.0		5.0	5.0			5.0	
All-Red Time (s)				2.6	2.6		2.0	2.0			2.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	7.6	7.6	4.0	7.0	7.0	4.0	4.0	7.0	4.0
Lead/Lag							Lead	Lag			Lag	
Lead-Lag Optimize?							Yes	Yes			Yes	
Recall Mode				None	None		None	C-Min			C-Min	
Act Effct Green (s)				21.7	21.7		41.7	28.1			28.1	
Actuated g/C Ratio				0.26	0.26		0.49	0.33			0.33	
v/c Ratio				1.00	1.00		0.91	0.23			0.71	
Control Delay				79.5	79.5		61.6	14.8			27.5	
Queue Delay				0.0	0.0		0.0	0.0			0.0	
Total Delay				79.5	79.5		61.6	14.8			27.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				E	E		E	B			C	
Approach Delay					79.5			36.8			27.5	
Approach LOS					E			D			C	
Queue Length 50th (ft)				~270	~270		149	32			199	
Queue Length 95th (ft)				#456	#456		#284	45			247	
Internal Link Dist (ft)		482			268			578			427	
Turn Bay Length (ft)												
Base Capacity (vph)				428	428		379	1735			1735	
Starvation Cap Reductn				0	0		0	0			0	
Spillback Cap Reductn				0	0		0	0			0	
Storage Cap Reductn				0	0		0	0			0	
Reduced v/c Ratio				1.00	1.00		0.89	0.22			0.69	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 30 (35%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 46.0 Intersection LOS: D
Intersection Capacity Utilization 78.3% ICU Level of Service D
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: 58: I-40 EB On Ramp & Hammond Rd

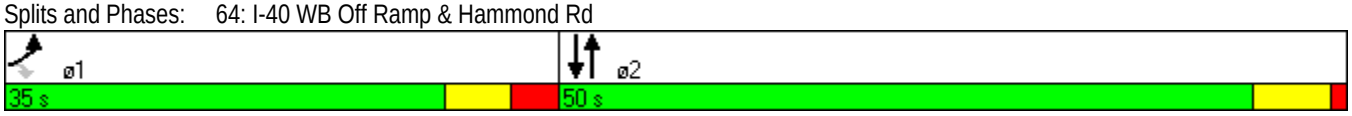
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	132	443	0	514	1300	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300	0	0			0
Storage Lanes	2	1	0			0
Taper Length (ft)	300	25	25			25
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	3433	1583	0	5085	5085	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	1583	0	5085	5085	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		25				
Link Speed (mph)	30			45	45	
Link Distance (ft)	1815			1032	355	
Travel Time (s)	41.3			15.6	5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	146	491	0	570	1441	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	146	491	0	570	1441	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			20	20	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type		Perm				
Protected Phases	1			2	2	
Permitted Phases		1				
Detector Phase	1	1		2	2	
Switch Phase						
Minimum Initial (s)	7.0	7.0		15.0	15.0	
Minimum Split (s)	14.2	14.2		21.1	21.1	
Total Split (s)	35.0	35.0	0.0	50.0	50.0	0.0
Total Split (%)	41.2%	41.2%	0.0%	58.8%	58.8%	0.0%
Yellow Time (s)	4.2	4.2		5.0	5.0	
All-Red Time (s)	3.0	3.0		1.1	1.1	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	7.2	4.0	6.1	6.1	4.0
Lead/Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Recall Mode	None	None		C-Min	C-Min	
Act Effct Green (s)	27.0	27.0		44.7	44.7	
Actuated g/C Ratio	0.32	0.32		0.53	0.53	
v/c Ratio	0.13	0.94		0.21	0.54	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Control Delay	20.7	55.9		11.2	12.9	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	20.7	55.9		11.2	12.9	
LOS	C	E		B	B	
Approach Delay	47.8			11.2	12.9	
Approach LOS	D			B	B	
Queue Length 50th (ft)	27	239		57	152	
Queue Length 95th (ft)	48	#430		77	m192	
Internal Link Dist (ft)	1735			952	275	
Turn Bay Length (ft)	300					
Base Capacity (vph)	1123	535		2672	2672	
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	0.13	0.92		0.21	0.54	

Intersection Summary	
Area Type: Other	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 20 (24%), Referenced to phase 2:NBSB, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 20.9	Intersection LOS: C
Intersection Capacity Utilization 64.7%	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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 64: I-40 WB Off Ramp & Hammond Rd



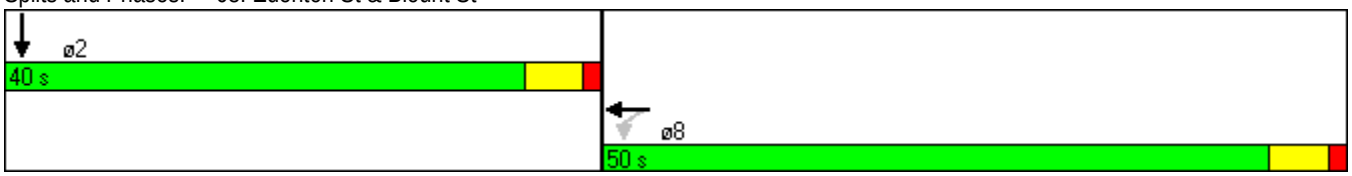
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	152	538	0	0	0	0	0	993	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.91	0.91
Ped Bike Factor					0.99						1.00	
Frt											0.983	
Flt Protected					0.989							
Satd. Flow (prot)	0	0	0	0	4526	0	0	0	0	0	4481	0
Flt Permitted					0.989							
Satd. Flow (perm)	0	0	0	0	4484	0	0	0	0	0	4481	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)					23						30	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		484			483			293			278	
Travel Time (s)		9.4			9.4			6.7			6.3	
Confl. Peds. (#/hr)				19								10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	0	0	169	596	0	0	0	0	0	1101	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	765	0	0	0	0	0	1244	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm								
Protected Phases					8						2	
Permitted Phases				8								
Minimum Split (s)				21.3	21.3						21.2	
Total Split (s)	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	55.6%	55.6%	0.0%	0.0%	0.0%	0.0%	0.0%	44.4%	0.0%
Yellow Time (s)				4.0	4.0						3.9	
All-Red Time (s)				1.3	1.3						1.3	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	5.3	5.3	4.0	4.0	4.0	4.0	4.0	5.2	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					44.7						34.8	
Actuated g/C Ratio					0.50						0.39	
v/c Ratio					0.34						0.71	
Control Delay					4.8						15.9	
Queue Delay					0.0						0.0	
Total Delay					4.8						15.9	
LOS					A						B	
Approach Delay					4.8						15.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS					A						B	
Queue Length 50th (ft)					21						184	
Queue Length 95th (ft)					27						199	
Internal Link Dist (ft)		404			403			213			198	
Turn Bay Length (ft)												
Base Capacity (vph)					2239						1751	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.34						0.71	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 45 (50%), Referenced to phase 8:WBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 11.7 Intersection LOS: B
Intersection Capacity Utilization 49.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 68: Edenton St & Blount St

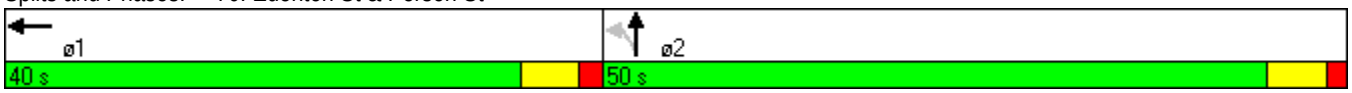


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	599	124	91	593	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	1.00	1.00	1.00	1.00
Frt					0.974							
Flt Protected								0.993				
Satd. Flow (prot)	0	0	0	0	4458	0	0	4545	0	0	0	0
Flt Permitted								0.993				
Satd. Flow (perm)	0	0	0	0	4458	0	0	4545	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)					57			45				
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		483			486			316			261	
Travel Time (s)		9.4			9.5			7.2			5.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	0	0	0	664	137	101	657	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	801	0	0	758	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type							Perm					
Protected Phases					1			2				
Permitted Phases							2					
Minimum Split (s)					21.5		21.5	21.5				
Total Split (s)	0.0	0.0	0.0	0.0	40.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	0.0%	44.4%	0.0%	55.6%	55.6%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)					4.0		4.0	4.0				
All-Red Time (s)					1.5		1.5	1.5				
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	4.0	5.5	4.0	5.5	5.5	4.0	4.0	4.0	4.0
Lead/Lag					Lead		Lag	Lag				
Lead-Lag Optimize?					Yes		Yes	Yes				
Act Effct Green (s)					34.5			44.5				
Actuated g/C Ratio					0.38			0.49				
v/c Ratio					0.46			0.33				
Control Delay					20.2			18.0				
Queue Delay					0.0			0.6				
Total Delay					20.2			18.6				
LOS					C			B				
Approach Delay					20.2			18.6				
Approach LOS					C			B				
Queue Length 50th (ft)					113			142				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)					149			183				
Internal Link Dist (ft)		403			406			236			181	
Turn Bay Length (ft)												
Base Capacity (vph)					1744			2270				
Starvation Cap Reductn					0			1052				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.46			0.62				

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 38 (42%), Referenced to phase 1:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay: 19.4	Intersection LOS: B
Intersection Capacity Utilization 40.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 70: Edenton St & Person St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	118	157	17	16	0	0	0	0	31	849	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25		25	25		25	25		25	300		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor		0.97								0.99		
Frt		0.923									0.998	
Flt Protected					0.975					0.950		
Satd. Flow (prot)	0	1506	0	0	1635	0	0	0	0	1593	2956	0
Flt Permitted					0.804					0.950		
Satd. Flow (perm)	0	1506	0	0	1348	0	0	0	0	1576	2956	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		78									3	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		491			487			219			474	
Travel Time (s)		9.6			9.5			5.0			10.8	
Confl. Peds. (#/hr)			17							4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)											8	
Adj. Flow (vph)	0	131	174	19	18	0	0	0	0	34	941	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	305	0	0	37	0	0	0	0	34	955	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		4			4						2	
Permitted Phases				4						2		
Minimum Split (s)		22.0		22.0	22.0					23.0	23.0	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	55.0	55.0	0.0
Total Split (%)	0.0%	38.9%	0.0%	38.9%	38.9%	0.0%	0.0%	0.0%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	4.0	6.0	6.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		29.0			29.0					49.0	49.0	
Actuated g/C Ratio		0.32			0.32					0.54	0.54	
v/c Ratio		0.57			0.09					0.04	0.59	
Control Delay		23.3			22.0					5.5	8.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0					0.0	0.0	
Total Delay		23.3			22.0					5.5	8.4	
LOS		C			C					A	A	
Approach Delay		23.3			22.0						8.3	
Approach LOS		C			C						A	
Queue Length 50th (ft)		105			16					4	65	
Queue Length 95th (ft)		189			36					m9	82	
Internal Link Dist (ft)		411			407			139			394	
Turn Bay Length (ft)										150		
Base Capacity (vph)		538			434					858	1611	
Starvation Cap Reductn		0			0					0	33	
Spillback Cap Reductn		0			0					0	0	
Storage Cap Reductn		0			0					0	0	
Reduced v/c Ratio		0.57			0.09					0.04	0.61	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 79 (88%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 12.1 Intersection LOS: B
Intersection Capacity Utilization 56.0% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 73: Jones St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	65	84	0	0	16	22	17	787	16	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor		0.99						1.00				
Frt					0.923			0.997				
Flt Protected		0.979						0.999				
Satd. Flow (prot)	0	1641	0	0	1547	0	0	4343	0	0	0	0
Flt Permitted		0.857						0.999				
Satd. Flow (perm)	0	1424	0	0	1547	0	0	4343	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					24			5				
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		487			488			229			488	
Travel Time (s)		9.5			13.3			5.2			11.1	
Confl. Peds. (#/hr)	12								4			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								8				
Adj. Flow (vph)	72	93	0	0	18	24	19	873	18	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	165	0	0	42	0	0	910	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.22	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.3	21.3			21.3		21.2	21.2				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	55.0	55.0	0.0	0.0	0.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	0.0%	38.9%	0.0%	61.1%	61.1%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.9	3.9			3.9		3.5	3.5				
All-Red Time (s)	1.4	1.4			1.4		1.7	1.7				
Lost Time Adjust (s)	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 Lost Time (s)	5.3	5.3	4.0	4.0	5.3	4.0	5.2	5.2	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Act Effct Green (s)		29.7			29.7			49.8				
Actuated g/C Ratio		0.33			0.33			0.55				
v/c Ratio		0.35			0.08			0.38				
Control Delay		14.7			12.5			6.2				
Queue Delay		0.0			0.0			0.0				
Total Delay		14.7			12.5			6.2				
LOS		B			B			A				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		14.7			12.5			6.2				
Approach LOS		B			B			A				
Queue Length 50th (ft)		37			7			44				
Queue Length 95th (ft)		53			29			54				
Internal Link Dist (ft)		407			408			149			408	
Turn Bay Length (ft)												
Base Capacity (vph)		470			527			2405				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.35			0.08			0.38				

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 85 (94%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay: 7.7	Intersection LOS: A
Intersection Capacity Utilization 42.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 74: Jones St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	82	0	0	16	23	18	840	16	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor					0.99			1.00				
Frt					0.920			0.997				
Flt Protected		0.978						0.999				
Satd. Flow (prot)	0	1640	0	0	1530	0	0	4346	0	0	0	0
Flt Permitted		0.846						0.999				
Satd. Flow (perm)	0	1418	0	0	1530	0	0	4345	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					26			5				
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		477			486			488			277	
Travel Time (s)		9.3			13.3			11.1			6.3	
Confl. Peds. (#/hr)						1	14					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								8				
Adj. Flow (vph)	73	91	0	0	18	26	20	931	18	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	164	0	0	44	0	0	969	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.22	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.5	21.5			21.5		21.1	21.1				
Total Split (s)	30.0	30.0	0.0	0.0	30.0	0.0	60.0	60.0	0.0	0.0	0.0	0.0
Total Split (%)	33.3%	33.3%	0.0%	0.0%	33.3%	0.0%	66.7%	66.7%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5				
All-Red Time (s)	2.0	2.0			2.0		1.6	1.6				
Lost Time Adjust (s)	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 Lost Time (s)	5.5	5.5	4.0	4.0	5.5	4.0	5.1	5.1	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Act Effct Green (s)		24.5			24.5			54.9				
Actuated g/C Ratio		0.27			0.27			0.61				
v/c Ratio		0.42			0.10			0.37				
Control Delay		24.6			14.4			2.4				
Queue Delay		0.0			0.0			0.0				
Total Delay		24.6			14.4			2.4				
LOS		C			B			A				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		24.6			14.4			2.4				
Approach LOS		C			B			A				
Queue Length 50th (ft)		85			8			19				
Queue Length 95th (ft)		152			33			24				
Internal Link Dist (ft)		397			406			408			197	
Turn Bay Length (ft)												
Base Capacity (vph)		386			435			2652				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.42			0.10			0.37				

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 2 (2%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.42	
Intersection Signal Delay: 6.0	Intersection LOS: A
Intersection Capacity Utilization 43.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 77: Lane St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	118	158	17	17	0	0	0	0	30	719	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor					1.00						1.00	
Frt		0.923									0.998	
Flt Protected					0.976						0.998	
Satd. Flow (prot)	0	1547	0	0	1636	0	0	0	0	0	2953	0
Flt Permitted					0.819						0.998	
Satd. Flow (perm)	0	1547	0	0	1368	0	0	0	0	0	2953	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		80									3	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		511			477			474			276	
Travel Time (s)		10.0			9.3			10.8			6.3	
Confl. Peds. (#/hr)				7								6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Parking (#/hr)											6	
Adj. Flow (vph)	0	131	175	19	19	0	0	0	0	33	797	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	306	0	0	38	0	0	0	0	0	844	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		21.1		21.1	21.1					21.1	21.1	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	55.0	55.0	0.0
Total Split (%)	0.0%	38.9%	0.0%	38.9%	38.9%	0.0%	0.0%	0.0%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)		3.5		3.5	3.5					3.5	3.5	
All-Red Time (s)		1.6		1.6	1.6					1.6	1.6	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.1	4.0	5.1	5.1	4.0	4.0	4.0	4.0	5.1	5.1	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Act Effct Green (s)		29.9			29.9						49.9	
Actuated g/C Ratio		0.33			0.33						0.55	
v/c Ratio		0.54			0.08						0.51	
Control Delay		21.9			26.0						11.4	
Queue Delay		0.0			0.0						0.0	
Total Delay		21.9			26.0						11.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C			C						B	
Approach Delay		21.9			26.0						11.4	
Approach LOS		C			C						B	
Queue Length 50th (ft)		102			20						156	
Queue Length 95th (ft)		184			52						103	
Internal Link Dist (ft)		431			397			394			196	
Turn Bay Length (ft)												
Base Capacity (vph)		567			454						1639	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.54			0.08						0.51	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 72 (80%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 14.5 Intersection LOS: B
Intersection Capacity Utilization 50.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 78: Lane St & Blount St

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	77	0	22	1066	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	85	0	24	1182	0	0
Pedestrians	6				2	
Lane Width (ft)	12.0				0.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				277	1167	
pX, platoon unblocked	0.91					
vC, conflicting volume	451	6	6			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	61	6	6			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	90	100	98			
cM capacity (veh/h)	839	1069	1605			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3
Volume Total	85	261	473	473
Volume Left	85	24	0	0
Volume Right	0	0	0	0
cSH	839	1605	1700	1700
Volume to Capacity	0.10	0.02	0.28	0.28
Queue Length 95th (ft)	8	1	0	0
Control Delay (s)	9.8	0.8	0.0	0.0
Lane LOS	A	A		
Approach Delay (s)	9.8	0.2		
Approach LOS	A			

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	32.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	36	43	11	11	0	0	0	0	41	663	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	40	48	12	12	0	0	0	0	45	735	10
Pedestrians		14			18			9				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			1			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								276				
pX, platoon unblocked												
vC, conflicting volume	851	863	396	553	868	18	759			18		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	851	863	396	553	868	18	759			18		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	85	92	96	96	100	100			97		
cM capacity (veh/h)	232	275	597	321	273	1040	838			1573		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	88	24	413	378
Volume Left	0	12	45	0
Volume Right	48	0	0	10
cSH	389	295	1573	1700
Volume to Capacity	0.23	0.08	0.03	0.22
Queue Length 95th (ft)	21	7	2	0
Control Delay (s)	16.9	18.3	1.1	0.0
Lane LOS	C	C	A	
Approach Delay (s)	16.9	18.3	0.5	
Approach LOS	C	C		

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	34.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	88	1071	73	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	98	1187	81	0	0
Pedestrians	12					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			350			1094
pX, platoon unblocked	0.92	0.92			0.92	
vC, conflicting volume	1240	448			1280	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	962	102			1005	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	89			100	
cM capacity (veh/h)	232	851			625	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3
Volume Total	98	475	475	318
Volume Left	0	0	0	0
Volume Right	98	0	0	81
cSH	851	1700	1700	1700
Volume to Capacity	0.11	0.28	0.28	0.19
Queue Length 95th (ft)	10	0	0	0
Control Delay (s)	9.8	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	9.8	0.0		
Approach LOS	A			

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	35.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	66	48	0	0	16	44	9	1131	19	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	73	53	0	0	18	49	10	1254	21	0	0	0
Pedestrians		4			8						3	
Lane Width (ft)		12.0			12.0						0.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		0			1						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								825			619	
pX, platoon unblocked												
vC, conflicting volume	503	1307	4	1319	1296	440	4			1283		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	503	1307	4	1319	1296	440	4			1283		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	80	66	100	100	89	91	99			100		
cM capacity (veh/h)	371	156	1074	83	158	561	1611			533		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3
Volume Total	126	67	323	627	335
Volume Left	73	0	10	0	0
Volume Right	0	49	0	0	21
cSH	235	334	1611	1700	1700
Volume to Capacity	0.54	0.20	0.01	0.37	0.20
Queue Length 95th (ft)	72	18	0	0	0
Control Delay (s)	36.9	18.4	0.3	0.0	0.0
Lane LOS	E	C	A		
Approach Delay (s)	36.9	18.4	0.1		
Approach LOS	E	C			

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	42.6%	ICU Level of Service	A
Analysis Period (min)	15		

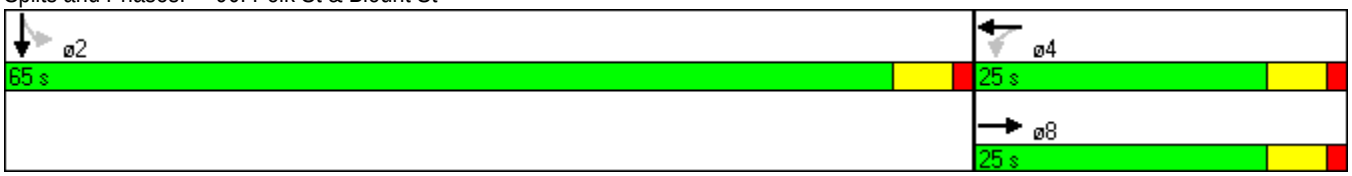
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	91	58	6	19	0	0	0	0	23	649	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00						1.00	
Frt		0.948									0.995	
Flt Protected					0.988						0.998	
Satd. Flow (prot)	0	1742	0	0	1840	0	0	0	0	0	3182	0
Flt Permitted					0.900						0.998	
Satd. Flow (perm)	0	1742	0	0	1669	0	0	0	0	0	3182	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32									8	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		395			485			268			511	
Travel Time (s)		7.7			9.4			6.1			11.6	
Confl. Peds. (#/hr)			16	16						3		3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Parking (#/hr)											16	
Adj. Flow (vph)	0	101	64	7	21	0	0	0	0	26	720	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	165	0	0	28	0	0	0	0	0	772	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.13	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		8			4						2	
Permitted Phases				4						2		
Detector Phase		8		4	4					2	2	
Switch Phase												
Minimum Initial (s)		7.0		7.0	7.0					10.0	10.0	
Minimum Split (s)		24.5		24.5	24.5					23.5	23.5	
Total Split (s)	0.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	65.0	65.0	0.0
Total Split (%)	0.0%	27.8%	0.0%	27.8%	27.8%	0.0%	0.0%	0.0%	0.0%	72.2%	72.2%	0.0%
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		1.5		1.5	1.5					1.5	1.5	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.5	4.0	5.5	5.5	4.0	4.0	4.0	4.0	5.5	5.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		None		None	None					C-Min	C-Min	
Act Effct Green (s)		11.5			11.5						67.5	
Actuated g/C Ratio		0.13			0.13						0.75	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.66			0.13						0.32	
Control Delay		41.7			31.3						4.6	
Queue Delay		0.0			0.0						0.0	
Total Delay		41.7			31.3						4.6	
LOS		D			C						A	
Approach Delay		41.7			31.3						4.6	
Approach LOS		D			C						A	
Queue Length 50th (ft)		74			14						57	
Queue Length 95th (ft)		125			m29						118	
Internal Link Dist (ft)		315			405			188			431	
Turn Bay Length (ft)												
Base Capacity (vph)		403			362						2388	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.41			0.08						0.32	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 13 (14%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 11.7 Intersection LOS: B
Intersection Capacity Utilization 40.8% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 90: Polk St & Blount St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	0	0	0	0	25	15	1187	39	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	0	0	0	0	28	17	1316	43	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								1314			130	
pX, platoon unblocked												
vC, conflicting volume	500	1393	0	1371	1371	460	0			1359		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	500	1393	0	1371	1371	460	0			1359		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	100	100	100	95	99			100		
cM capacity (veh/h)	428	139	1084	104	143	548	1622			502		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3
Volume Total	9	28	346	658	372
Volume Left	9	0	17	0	0
Volume Right	0	28	0	0	43
cSH	428	548	1622	1700	1700
Volume to Capacity	0.02	0.05	0.01	0.39	0.22
Queue Length 95th (ft)	2	4	1	0	0
Control Delay (s)	13.6	11.9	0.4	0.0	0.0
Lane LOS	B	B	A		
Approach Delay (s)	13.6	11.9	0.1		
Approach LOS	B	B			

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	44.4%	ICU Level of Service	A
Analysis Period (min)	15		

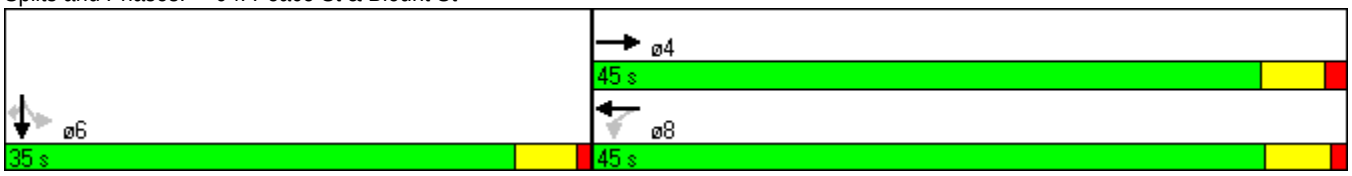
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	447	284	13	367	0	0	0	0	21	404	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		150
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		150
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.942										0.850
Flt Protected					0.998						0.998	
Satd. Flow (prot)	0	3334	0	0	3532	0	0	0	0	0	3214	1583
Flt Permitted					0.923						0.998	
Satd. Flow (perm)	0	3334	0	0	3267	0	0	0	0	0	3214	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		233										203
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		442			484			150			462	
Travel Time (s)		8.6			9.4			3.4			10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)											16	
Adj. Flow (vph)	0	496	315	14	407	0	0	0	0	23	448	203
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	811	0	0	421	0	0	0	0	0	471	203
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.13	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Minimum Split (s)		21.2		21.0	21.0					20.7	20.7	20.7
Total Split (s)	0.0	45.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0	35.0	35.0	35.0
Total Split (%)	0.0%	56.3%	0.0%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%	43.8%	43.8%	43.8%
Yellow Time (s)		3.8		3.9	3.9					3.7	3.7	3.7
All-Red Time (s)		1.4		1.1	1.1					1.0	1.0	1.0
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.2	4.0	5.0	5.0	4.0	4.0	4.0	4.0	4.7	4.7	4.7
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		39.8			40.0						30.3	30.3
Actuated g/C Ratio		0.50			0.50						0.38	0.38
v/c Ratio		0.46			0.26						0.39	0.28
Control Delay		9.9			13.9						19.3	3.8
Queue Delay		0.0			0.0						0.0	0.0
Total Delay		9.9			13.9						19.3	3.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A			B						B	A
Approach Delay		9.9			13.9						14.6	
Approach LOS		A			B						B	
Queue Length 50th (ft)		88			88						88	0
Queue Length 95th (ft)		133			131						127	40
Internal Link Dist (ft)		362			404			70			382	
Turn Bay Length (ft)												150
Base Capacity (vph)		1776			1634						1217	726
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		0.46			0.26						0.39	0.28

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 29 (36%), Referenced to phase 4:EBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 12.5 Intersection LOS: B
Intersection Capacity Utilization 42.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 94: Peace St & Blount St



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	468	0	379	841	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	0.91	0.91	1.00	1.00
Ped Bike Factor	0.99			1.00		
Frt						
Flt Protected	0.950			0.985		
Satd. Flow (prot)	3433	0	0	4817	0	0
Flt Permitted	0.950			0.985		
Satd. Flow (perm)	3409	0	0	4811	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	35			30	30	
Link Distance (ft)	484			130	148	
Travel Time (s)	9.4			3.0	3.4	
Confl. Peds. (#/hr)	4		2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%
Parking (#/hr)				3		
Adj. Flow (vph)	519	0	420	932	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	519	0	0	1352	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.05	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type			Perm			
Protected Phases	4			2		
Permitted Phases			2			
Minimum Split (s)	21.4		21.0	21.0		
Total Split (s)	28.0	0.0	52.0	52.0	0.0	0.0
Total Split (%)	35.0%	0.0%	65.0%	65.0%	0.0%	0.0%
Yellow Time (s)	3.0		3.8	3.8		
All-Red Time (s)	2.4		1.2	1.2		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	4.0	5.0	5.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Act Effct Green (s)	22.6			47.0		
Actuated g/C Ratio	0.28			0.59		
v/c Ratio	0.54			0.48		
Control Delay	18.6			10.2		
Queue Delay	0.0			0.0		
Total Delay	18.6			10.2		
LOS	B			B		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Approach Delay	18.6			10.2		
Approach LOS	B			B		
Queue Length 50th (ft)	114			129		
Queue Length 95th (ft)	161			161		
Internal Link Dist (ft)	404			50	68	
Turn Bay Length (ft)						
Base Capacity (vph)	970			2826		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			0		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.54			0.48		

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 48 (60%), Referenced to phase 4:EBL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 12.5	Intersection LOS: B
Intersection Capacity Utilization 46.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 95: Peace St & Person St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	4	0	0	4	24	4	1203	102	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	0	0	4	27	4	1334	113	0	0	0
Pedestrians					10							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					4.0							
Percent Blockage					1							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								148			680	
pX, platoon unblocked	0.88	0.88		0.88	0.88	0.88				0.88		
vC, conflicting volume	482	1466	0	1411	1409	511	0			1457		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	1061	0	1000	997	0	0			1051		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	98	100	100	98	97	100			100		
cM capacity (veh/h)	856	194	1084	168	212	949	1622			576		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3
Volume Total	9	31	338	667	447
Volume Left	4	0	4	0	0
Volume Right	0	27	0	0	113
cSH	316	634	1622	1700	1700
Volume to Capacity	0.03	0.05	0.00	0.39	0.26
Queue Length 95th (ft)	2	4	0	0	0
Control Delay (s)	16.7	11.0	0.1	0.0	0.0
Lane LOS	C	B	A		
Approach Delay (s)	16.7	11.0	0.0		
Approach LOS	C	B			

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	36.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	32	13	0	0	0	0	0	1199	31	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	35	14	0	0	0	0	0	1329	34	0	0	0
Pedestrians											1	
Lane Width (ft)											0.0	
Walking Speed (ft/s)											4.0	
Percent Blockage											0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								464			364	
pX, platoon unblocked												
vC, conflicting volume	444	1364	0	1354	1347	461	0			1364		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	444	1364	0	1354	1347	461	0			1364		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	90	100	100	100	100	100			100		
cM capacity (veh/h)	497	146	1084	100	150	547	1622			500		

Direction, Lane #	EB 1	NB 1	NB 2	NB 3
Volume Total	50	532	532	300
Volume Left	35	0	0	0
Volume Right	0	0	0	34
cSH	294	1700	1700	1700
Volume to Capacity	0.17	0.31	0.31	0.18
Queue Length 95th (ft)	15	0	0	0
Control Delay (s)	19.7	0.0	0.0	0.0
Lane LOS	C			
Approach Delay (s)	19.7	0.0		
Approach LOS	C			

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	34.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	15	15	0	0	0	0	0	0	30	593	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	17	17	0	0	0	0	0	0	33	657	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								462				
pX, platoon unblocked												
vC, conflicting volume	728	728	333	420	732	0	665			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	728	728	333	420	732	0	665			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	95	97	100	100	100	100			98		
cM capacity (veh/h)	306	342	663	478	340	1084	920			1622		

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	33	362	336
Volume Left	0	33	0
Volume Right	17	0	8
cSH	451	1622	1700
Volume to Capacity	0.07	0.02	0.20
Queue Length 95th (ft)	6	2	0
Control Delay (s)	13.6	0.8	0.0
Lane LOS	B	A	
Approach Delay (s)	13.6	0.4	
Approach LOS	B		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	27.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	12	0	0	27	19	43	1151	37	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			1.00				
Frt					0.944			0.995				
Flt Protected		0.969						0.998				
Satd. Flow (prot)	0	1805	0	0	1745	0	0	4636	0	0	0	0
Flt Permitted		0.827						0.998				
Satd. Flow (perm)	0	1534	0	0	1745	0	0	4629	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					21			13				
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		474			478			364			238	
Travel Time (s)		9.2			9.3			8.3			5.4	
Confl. Peds. (#/hr)	4					4	11		4			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Parking (#/hr)								8				
Adj. Flow (vph)	24	13	0	0	30	21	48	1276	41	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	0	51	0	0	1365	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	18.9	18.9			18.2		15.0	15.0				
Total Split (s)	20.0	20.0	0.0	0.0	20.0	0.0	60.0	60.0	0.0	0.0	0.0	0.0
Total Split (%)	25.0%	25.0%	0.0%	0.0%	25.0%	0.0%	75.0%	75.0%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.1	3.1			3.9		4.0	4.0				
All-Red Time (s)	1.8	1.8			1.3		1.0	1.0				
Lost Time Adjust (s)	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 Lost Time (s)	4.9	4.9	4.0	4.0	5.2	4.0	5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		15.1			14.8			55.0				
Actuated g/C Ratio		0.19			0.18			0.69				
v/c Ratio		0.13			0.15			0.43				
Control Delay		28.4			19.8			3.5				
Queue Delay		0.0			0.0			0.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		28.4			19.8			3.5				
LOS		C			B			A				
Approach Delay		28.4			19.8			3.5				
Approach LOS		C			B			A				
Queue Length 50th (ft)		16			13			52				
Queue Length 95th (ft)		41			42			60				
Internal Link Dist (ft)		394			398			284			158	
Turn Bay Length (ft)												
Base Capacity (vph)		290			340			3187				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.13			0.15			0.43				

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 64 (80%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 40	
Control Type: Pretimed	
Maximum v/c Ratio: 0.43	
Intersection Signal Delay: 4.7	Intersection LOS: A
Intersection Capacity Utilization 43.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 103: Franklin St & Person St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	4	11	53	18	0	0	0	0	29	567	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	4	12	59	20	0	0	0	0	32	629	4
Pedestrians					2			1				
Lane Width (ft)					12.0			0.0				
Walking Speed (ft/s)					4.0			4.0				
Percent Blockage					0			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								830				
pX, platoon unblocked												
vC, conflicting volume	705	697	318	396	699	2	633			2		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	705	697	318	396	699	2	633			2		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	98	89	94	100	100			98		
cM capacity (veh/h)	304	355	678	514	354	1079	946			1616		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	17	79	346	319
Volume Left	0	59	32	0
Volume Right	12	0	0	4
cSH	546	461	1616	1700
Volume to Capacity	0.03	0.17	0.02	0.19
Queue Length 95th (ft)	2	15	2	0
Control Delay (s)	11.8	14.4	0.8	0.0
Lane LOS	B	B	A	
Approach Delay (s)	11.8	14.4	0.4	
Approach LOS	B	B		

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	34.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	8	8	8	905	586	11
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	9	9	1003	650	12
Pedestrians					3	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					114	
pX, platoon unblocked	0.96	0.96	0.96			
vC, conflicting volume	1178	331	662			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1096	210	556			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	99	99			
cM capacity (veh/h)	196	761	967			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	18	343	669	433	229
Volume Left	9	9	0	0	0
Volume Right	9	0	0	0	12
cSH	312	967	1700	1700	1700
Volume to Capacity	0.06	0.01	0.39	0.25	0.13
Queue Length 95th (ft)	4	1	0	0	0
Control Delay (s)	17.2	0.3	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	17.2	0.1		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	41.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	4	4	5	909	589	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	6	1008	653	6
Pedestrians	2			1		
Lane Width (ft)	12.0			11.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	0			0		
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					459	
pX, platoon unblocked						
vC, conflicting volume	1173	332	661			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1173	332	661			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	99	99			
cM capacity (veh/h)	184	662	922			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	9	341	672	435	223
Volume Left	4	6	0	0	0
Volume Right	4	0	0	0	6
cSH	288	922	1700	1700	1700
Volume to Capacity	0.03	0.01	0.40	0.26	0.13
Queue Length 95th (ft)	2	0	0	0	0
Control Delay (s)	17.9	0.2	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	17.9	0.1		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	39.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	84	31	820	93	27	513
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor	0.99		1.00			1.00
Frt	0.964		0.985			
Flt Protected	0.965					0.998
Satd. Flow (prot)	1726	0	3478	0	0	3518
Flt Permitted	0.965					0.879
Satd. Flow (perm)	1721	0	3478	0	0	3098
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	20		24			
Link Speed (mph)	25		30			35
Link Distance (ft)	362		114			347
Travel Time (s)	9.9		2.6			6.8
Confl. Peds. (#/hr)	2	2		2	2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	2
Adj. Flow (vph)	93	34	909	103	30	569
Shared Lane Traffic (%)						
Lane Group Flow (vph)	127	0	1012	0	0	599
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.01
Turning Speed (mph)	15	9		9	15	
Turn Type					Perm	
Protected Phases	4		2			6
Permitted Phases					6	
Detector Phase	4		2		6	6
Switch Phase						
Minimum Initial (s)	7.0		10.0		10.0	10.0
Minimum Split (s)	21.3		21.2		21.1	21.1
Total Split (s)	30.0	0.0	60.0	0.0	60.0	60.0
Total Split (%)	33.3%	0.0%	66.7%	0.0%	66.7%	66.7%
Yellow Time (s)	3.0		4.0		3.7	3.7
All-Red Time (s)	2.3		1.2		1.4	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	4.0	5.2	4.0	5.1	5.1
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		Max		Max	Max
Act Effct Green (s)	9.1		58.5			58.6
Actuated g/C Ratio	0.12		0.79			0.79
v/c Ratio	0.56		0.37			0.25

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Control Delay	35.4		3.9			3.4
Queue Delay	0.0		0.0			0.0
Total Delay	35.4		3.9			3.4
LOS	D		A			A
Approach Delay	35.4		3.9			3.4
Approach LOS	D		A			A
Queue Length 50th (ft)	47		63			33
Queue Length 95th (ft)	97		125			70
Internal Link Dist (ft)	282		34			267
Turn Bay Length (ft)						
Base Capacity (vph)	586		2737			2437
Starvation Cap Reductn	0		0			0
Spillback Cap Reductn	0		0			0
Storage Cap Reductn	0		0			0
Reduced v/c Ratio	0.22		0.37			0.25

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 74.5	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 6.0	Intersection LOS: A
Intersection Capacity Utilization 50.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 114: Glascock St & Wake Forest Rd

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	15	36	877	88	136	457
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	40	972	98	151	507
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						534
pX, platoon unblocked						
vC, conflicting volume	1576	535			1070	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1576	535			1070	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	78	92			77	
cM capacity (veh/h)	77	490			647	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	57	648	422	320	338
Volume Left	17	0	0	151	0
Volume Right	40	0	98	0	0
cSH	190	1700	1700	647	1700
Volume to Capacity	0.30	0.38	0.25	0.23	0.20
Queue Length 95th (ft)	30	0	0	22	0
Control Delay (s)	31.8	0.0	0.0	7.4	0.0
Lane LOS	D			A	
Approach Delay (s)	31.8	0.0		3.6	
Approach LOS	D				

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	57.8%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	47	24	23	828	517	34
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	52	27	26	918	573	38
Pedestrians				2	1	
Lane Width (ft)				12.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				347		
pX, platoon unblocked	0.92					
vC, conflicting volume	1103	307	611			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	930	307	611			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	78	96	97			
cM capacity (veh/h)	237	687	964			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	79	332	612	382	229
Volume Left	52	26	0	0	0
Volume Right	27	0	0	0	38
cSH	305	964	1700	1700	1700
Volume to Capacity	0.26	0.03	0.36	0.22	0.13
Queue Length 95th (ft)	25	2	0	0	0
Control Delay (s)	20.9	0.9	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	20.9	0.3		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	4	4	862	14	4	547
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	956	16	4	606
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			484			
pX, platoon unblocked	0.93	0.93			0.93	
vC, conflicting volume	1276	486			971	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1149	301			822	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	99			99	
cM capacity (veh/h)	178	648			748	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	9	637	334	207	404
Volume Left	4	0	0	4	0
Volume Right	4	0	16	0	0
cSH	279	1700	1700	748	1700
Volume to Capacity	0.03	0.37	0.20	0.01	0.24
Queue Length 95th (ft)	2	0	0	0	0
Control Delay (s)	18.3	0.0	0.0	0.3	0.0
Lane LOS	C			A	
Approach Delay (s)	18.3	0.0		0.1	
Approach LOS	C				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	34.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	8	8	851	15	14	543
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	9	944	17	16	602
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			930			
pX, platoon unblocked	1.00	1.00			1.00	
vC, conflicting volume	1284	480			960	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1276	469			951	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	98			98	
cM capacity (veh/h)	154	538			715	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	18	629	331	216	401
Volume Left	9	0	0	16	0
Volume Right	9	0	17	0	0
cSH	240	1700	1700	715	1700
Volume to Capacity	0.07	0.37	0.19	0.02	0.24
Queue Length 95th (ft)	6	0	0	2	0
Control Delay (s)	21.2	0.0	0.0	1.0	0.0
Lane LOS	C			A	
Approach Delay (s)	21.2	0.0		0.3	
Approach LOS	C				

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	35.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	4	4	4	855	553	10
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	4	948	613	11
Pedestrians					3	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				1130		
pX, platoon unblocked						
vC, conflicting volume	1104	312	624			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1104	312	624			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	99	100			
cM capacity (veh/h)	204	684	953			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	9	320	632	409	215
Volume Left	4	4	0	0	0
Volume Right	4	0	0	0	11
cSH	314	953	1700	1700	1700
Volume to Capacity	0.03	0.00	0.37	0.24	0.13
Queue Length 95th (ft)	2	0	0	0	0
Control Delay (s)	16.8	0.2	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	16.8	0.1		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	37.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	8	4	855	4	5	555
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	4	948	4	6	615
Pedestrians	1		2			
Lane Width (ft)	12.0		12.0			
Walking Speed (ft/s)	4.0		4.0			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			1243			
pX, platoon unblocked						
vC, conflicting volume	1272	477			953	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1272	477			953	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	99			99	
cM capacity (veh/h)	158	534			716	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	13	632	320	211	410
Volume Left	9	0	0	6	0
Volume Right	4	0	4	0	0
cSH	206	1700	1700	716	1700
Volume to Capacity	0.06	0.37	0.19	0.01	0.24
Queue Length 95th (ft)	5	0	0	1	0
Control Delay (s)	23.7	0.0	0.0	0.4	0.0
Lane LOS	C			A	
Approach Delay (s)	23.7	0.0		0.1	
Approach LOS	C				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	34.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	4	4	855	4	4	556
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	948	4	4	616
Pedestrians	3					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1270	479			955	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1270	479			955	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	99			99	
cM capacity (veh/h)	158	531			713	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	9	632	320	210	411
Volume Left	4	0	0	4	0
Volume Right	4	0	4	0	0
cSH	244	1700	1700	713	1700
Volume to Capacity	0.04	0.37	0.19	0.01	0.24
Queue Length 95th (ft)	3	0	0	0	0
Control Delay (s)	20.3	0.0	0.0	0.3	0.0
Lane LOS	C			A	
Approach Delay (s)	20.3	0.0		0.1	
Approach LOS	C				

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	34.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	13	9	11	848	551	9
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	10	12	940	611	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1110	310	621			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1110	310	621			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	99	99			
cM capacity (veh/h)	201	685	956			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	24	326	627	407	214
Volume Left	14	12	0	0	0
Volume Right	10	0	0	0	10
cSH	282	956	1700	1700	1700
Volume to Capacity	0.09	0.01	0.37	0.24	0.13
Queue Length 95th (ft)	7	1	0	0	0
Control Delay (s)	18.9	0.5	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	18.9	0.2		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	41.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	856	5	4	556	4	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	949	6	4	616	4	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			955		1269	477
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			955		1269	477
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		97	99
cM capacity (veh/h)			716		159	534

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	NW 1
Volume Total	633	322	210	411	10
Volume Left	0	0	4	0	4
Volume Right	0	6	0	0	6
cSH	1700	1700	716	1700	261
Volume to Capacity	0.37	0.19	0.01	0.24	0.04
Queue Length 95th (ft)	0	0	0	0	3
Control Delay (s)	0.0	0.0	0.3	0.0	19.3
Lane LOS			A		C
Approach Delay (s)	0.0		0.1		19.3
Approach LOS					C

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	34.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	835	25	7	556	4	15
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	926	28	8	616	4	17
Pedestrians				2	3	
Lane Width (ft)				10.0	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	0	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			956		1266	482
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			956		1266	482
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		97	97
cM capacity (veh/h)			713		159	529

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	NW 1
Volume Total	617	336	213	411	21
Volume Left	0	0	8	0	4
Volume Right	0	28	0	0	17
cSH	1700	1700	713	1700	355
Volume to Capacity	0.36	0.20	0.01	0.24	0.06
Queue Length 95th (ft)	0	0	1	0	5
Control Delay (s)	0.0	0.0	0.5	0.0	15.8
Lane LOS			A		C
Approach Delay (s)	0.0		0.2		15.8
Approach LOS					C

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	35.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	17	833	549	21	20	14
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	19	924	609	23	22	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	632				1120	316
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	632				1120	316
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				89	98
cM capacity (veh/h)	947				196	680

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SE 1
Volume Total	327	616	406	226	38
Volume Left	19	0	0	0	22
Volume Right	0	0	0	23	16
cSH	947	1700	1700	1700	278
Volume to Capacity	0.02	0.36	0.24	0.13	0.14
Queue Length 95th (ft)	2	0	0	0	12
Control Delay (s)	0.7	0.0	0.0	0.0	20.0
Lane LOS	A				C
Approach Delay (s)	0.2		0.0		20.0
Approach LOS					C

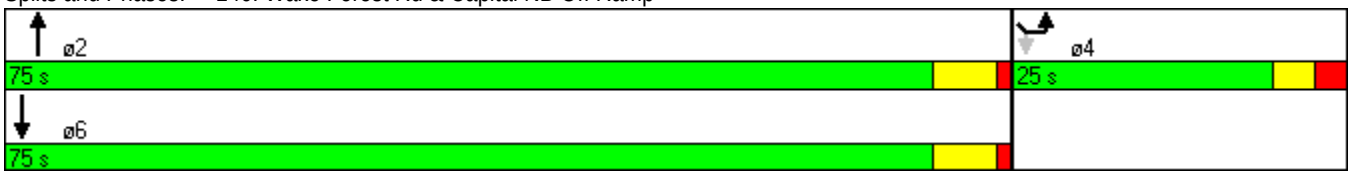
Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	0	798	767	0	354	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3539	3539	0	3433	1583
Flt Permitted					0.950	
Satd. Flow (perm)	0	3539	3539	0	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						210
Link Speed (mph)		35	35		35	
Link Distance (ft)		306	603		487	
Travel Time (s)		6.0	11.7		9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	885	850	0	392	210
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	885	850	0	392	210
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type						Perm
Protected Phases		2	6		4	
Permitted Phases						4
Detector Phase		2	6		4	4
Switch Phase						
Minimum Initial (s)		12.0	12.0		7.0	7.0
Minimum Split (s)		20.0	20.0		20.0	20.0
Total Split (s)	0.0	75.0	75.0	0.0	25.0	25.0
Total Split (%)	0.0%	75.0%	75.0%	0.0%	25.0%	25.0%
Yellow Time (s)		4.7	4.7		3.0	3.0
All-Red Time (s)		1.2	1.2		2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.9	5.9	4.0	5.6	5.6
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	Min		None	None
Act Effct Green (s)		73.7	73.7		14.8	14.8
Actuated g/C Ratio		0.74	0.74		0.15	0.15
v/c Ratio		0.34	0.33		0.77	0.51
Control Delay		5.3	4.3		51.4	9.7
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		5.3	4.3		51.4	9.7

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
LOS		A	A		D	A
Approach Delay		5.3	4.3		36.9	
Approach LOS		A	A		D	
Queue Length 50th (ft)		87	48		125	0
Queue Length 95th (ft)		136	83		167	60
Internal Link Dist (ft)		226	523		407	
Turn Bay Length (ft)						
Base Capacity (vph)		2608	2608		666	476
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		0.34	0.33		0.59	0.44

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 93 (93%), Referenced to phase 2:NBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 13.1	Intersection LOS: B
Intersection Capacity Utilization 43.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 146: Wake Forest Rd & Capital NB Off Ramp

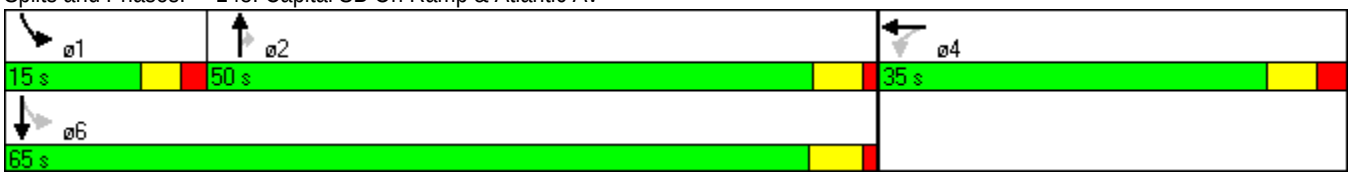


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	169	4	23	0	1066	86	247	598	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	250		0
Storage Lanes	0		0	1		0	0		1	1		0
Taper Length (ft)	25		25	25		25	25		125	100		25
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.964				0.850		0.996	
Flt Protected				0.950	0.965					0.950		
Satd. Flow (prot)	0	0	0	1681	1646	0	0	3539	1583	1770	3525	0
Flt Permitted				0.950	0.965					0.149		
Satd. Flow (perm)	0	0	0	1681	1646	0	0	3539	1583	278	3525	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					16				50		4	
Link Speed (mph)		30			35			35			35	
Link Distance (ft)		564			583			603			527	
Travel Time (s)		12.8			11.4			11.7			10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	0	0	187	4	26	0	1182	95	274	663	16
Shared Lane Traffic (%)				41%								
Lane Group Flow (vph)	0	0	0	110	107	0	0	1182	95	274	679	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm					Perm	pm+pt		
Protected Phases					4			2		1	6	
Permitted Phases				4					2	6		
Detector Phase				4	4			2	2	1	6	
Switch Phase												
Minimum Initial (s)				7.0	7.0			10.0	10.0	7.0	10.0	
Minimum Split (s)				22.1	22.1			20.9	20.9	11.9	21.2	
Total Split (s)	0.0	0.0	0.0	35.0	35.0	0.0	0.0	50.0	50.0	15.0	65.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	35.0%	35.0%	0.0%	0.0%	50.0%	50.0%	15.0%	65.0%	0.0%
Yellow Time (s)				3.7	3.7			3.7	3.7	3.0	4.0	
All-Red Time (s)				2.4	2.4			1.2	1.2	1.9	1.2	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	6.1	6.1	4.0	4.0	4.9	4.9	4.9	5.2	4.0
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?												
Recall Mode				None	None			C-Min	C-Min	None	Min	
Act Effct Green (s)				10.5	10.5			56.4	56.4	78.5	78.2	
Actuated g/C Ratio				0.10	0.10			0.56	0.56	0.78	0.78	
v/c Ratio				0.62	0.57			0.59	0.10	0.58	0.25	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay				57.9	47.7			23.4	11.6	12.5	3.4	
Queue Delay				0.0	0.0			0.2	0.0	0.0	0.0	
Total Delay				57.9	47.7			23.6	11.6	12.5	3.4	
LOS				E	D			C	B	B	A	
Approach Delay					52.9			22.7			6.0	
Approach LOS					D			C			A	
Queue Length 50th (ft)				72	58			317	26	34	46	
Queue Length 95th (ft)				126	111			441	m63	127	81	
Internal Link Dist (ft)		484			503			523			447	
Turn Bay Length (ft)									100	250		
Base Capacity (vph)				486	487			1997	915	475	2759	
Starvation Cap Reductn				0	0			216	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				0.23	0.22			0.66	0.10	0.58	0.25	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 90 (90%), Referenced to phase 2:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 18.9	Intersection LOS: B
Intersection Capacity Utilization 63.1%	ICU Level of Service B
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 148: Capital SB On Ramp & Atlantic Av



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	544	4	32	44	0	0	0	23
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	603	4	35	49	0	0	0	26
Pedestrians		3									3	
Lane Width (ft)		0.0									12.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		0									0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	611			0			330	611	0	633	608	310
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	611			0			330	611	0	633	608	310
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			94	88	100	100	100	96
cM capacity (veh/h)	962			1622			576	406	1084	329	408	684

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	402	205	84	26
Volume Left	0	0	35	0
Volume Right	0	4	0	26
cSH	1700	1700	464	684
Volume to Capacity	0.24	0.12	0.18	0.04
Queue Length 95th (ft)	0	0	16	3
Control Delay (s)	0.0	0.0	14.5	10.5
Lane LOS			B	B
Approach Delay (s)	0.0		14.5	10.5
Approach LOS			B	B

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	33.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	0	30	4	35	50	0	0	0	0	56	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	6	0	33	4	39	55	0	0	0	0	62	4
Pedestrians		7						2			5	
Lane Width (ft)		12.0						0.0			12.0	
Walking Speed (ft/s)		4.0						4.0			4.0	
Percent Blockage		1						0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	151	71	73	100	74	5	74			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	151	71	73	100	74	5	74			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	97	99	95	95	100			100		
cM capacity (veh/h)	735	814	983	848	812	1074	1517			1623		

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	39	99	67
Volume Left	6	4	0
Volume Right	33	55	4
cSH	938	943	1700
Volume to Capacity	0.04	0.10	0.04
Queue Length 95th (ft)	3	9	0
Control Delay (s)	9.0	9.3	0.0
Lane LOS	A	A	
Approach Delay (s)	9.0	9.3	0.0
Approach LOS	A	A	

Intersection Summary			
Average Delay	6.2		
Intersection Capacity Utilization	19.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	5	49	11	7	0	0	0	0	8	1117	21
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	6	54	12	8	0	0	0	0	9	1238	23
Pedestrians		23			8			11				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		2			1			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								295			293	
pX, platoon unblocked	0.79	0.79	0.79	0.79	0.79		0.79					
vC, conflicting volume	1295	1299	458	507	1310	8	1285			8		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	465	470	0	0	485	8	452			8		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	94	98	98	100	100			99		
cM capacity (veh/h)	360	377	845	729	370	1065	861			1600		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3
Volume Total	60	20	318	619	333
Volume Left	0	12	9	0	0
Volume Right	54	0	0	0	23
cSH	758	529	1600	1700	1700
Volume to Capacity	0.08	0.04	0.01	0.36	0.20
Queue Length 95th (ft)	6	3	0	0	0
Control Delay (s)	10.2	12.1	0.3	0.0	0.0
Lane LOS	B	B	A		
Approach Delay (s)	10.2	12.1	0.1		
Approach LOS	B	B			

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	39.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	58	13	0	0	0	0	0	5	1144	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	64	14	0	0	0	0	0	6	1268	8
Pedestrians		55			45			6				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		5			4			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								271			213	
pX, platoon unblocked	0.83	0.83	0.83	0.83	0.83		0.83					
vC, conflicting volume	1338	1383	488	549	1387	45	1331			45		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	700	754	0	0	759	45	691			45		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	93	98	100	100	100			100		
cM capacity (veh/h)	242	256	861	709	255	977	714			1503		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3
Volume Total	64	14	323	634	325
Volume Left	0	14	6	0	0
Volume Right	64	0	0	0	8
cSH	861	709	1503	1700	1700
Volume to Capacity	0.07	0.02	0.00	0.37	0.19
Queue Length 95th (ft)	6	2	0	0	0
Control Delay (s)	9.5	10.2	0.2	0.0	0.0
Lane LOS	A	B	A		
Approach Delay (s)	9.5	10.2	0.0		
Approach LOS	A	B			

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	45.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	8	0	0	0	15	686
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	0	0	0	17	761
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			511			150
pX, platoon unblocked	0.90					
vC, conflicting volume	414	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	139	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			99	
cM capacity (veh/h)	751	1084			1622	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	9	270	507
Volume Left	9	17	0
Volume Right	0	0	0
cSH	751	1622	1700
Volume to Capacity	0.01	0.01	0.30
Queue Length 95th (ft)	1	1	0
Control Delay (s)	9.8	0.5	0.0
Lane LOS	A	A	
Approach Delay (s)	9.8	0.2	
Approach LOS	A		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	57.7%	ICU Level of Service	B
Analysis Period (min)	15		

2020 Road Diet Synchro Reports

Lanes, Volumes, Timings
1: Hargett St & Blount St

3/1/2013

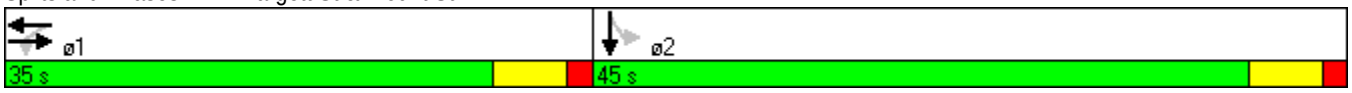
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	87	31	16	230	0	0	0	0	29	728	201
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00						0.98	
Frt		0.965									0.969	
Flt Protected					0.997						0.998	
Satd. Flow (prot)	0	1604	0	0	1671	0	0	0	0	0	2738	0
Flt Permitted					0.978						0.998	
Satd. Flow (perm)	0	1604	0	0	1638	0	0	0	0	0	2723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25									58	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		483			489			499			473	
Travel Time (s)		9.4			9.5			9.7			9.2	
Confl. Peds. (#/hr)			11	11						58		21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Parking (#/hr)											16	
Adj. Flow (vph)	0	96	34	18	255	0	0	0	0	32	807	223
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	130	0	0	273	0	0	0	0	0	1062	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.30	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		22.0		22.0	22.0					22.0	22.0	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0
Total Split (%)	0.0%	43.8%	0.0%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	0.0%
Maximum Green (s)		29.0		29.0	29.0					39.0	39.0	
Yellow Time (s)		4.5		4.5	4.5					4.5	4.5	
All-Red Time (s)		1.5		1.5	1.5					1.5	1.5	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	4.0	6.0	6.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Walk Time (s)		5.0		5.0	5.0					5.0	5.0	
Flash Dont Walk (s)		8.0		8.0	8.0					8.0	8.0	
Pedestrian Calls (#/hr)		51		51	51					79	79	
Act Effct Green (s)		29.0			29.0						39.0	
Actuated g/C Ratio		0.36			0.36						0.49	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.22			0.46						0.78	
Control Delay		15.3			24.4						16.6	
Queue Delay		0.0			0.0						0.0	
Total Delay		15.3			24.4						16.6	
LOS		B			C						B	
Approach Delay		15.3			24.4						16.6	
Approach LOS		B			C						B	
Queue Length 50th (ft)		35			102						288	
Queue Length 95th (ft)		74			m154						357	
Internal Link Dist (ft)		403			409			419			393	
Turn Bay Length (ft)												
Base Capacity (vph)		597			594						1357	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.22			0.46						0.78	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 66 (83%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 17.9 Intersection LOS: B
Intersection Capacity Utilization 70.1% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Hargett St & Blount St

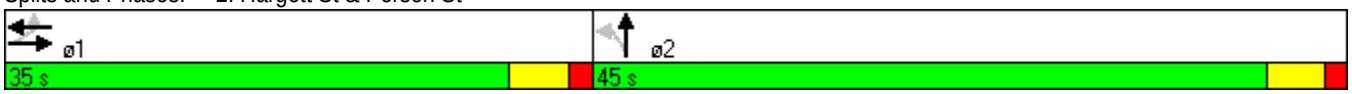


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	90	0	0	139	73	107	996	25	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.99			0.97			0.99				
Frt					0.953			0.997				
Flt Protected		0.989						0.995				
Satd. Flow (prot)	0	1658	0	0	1549	0	0	2935	0	0	0	0
Flt Permitted		0.906						0.995				
Satd. Flow (perm)	0	1502	0	0	1549	0	0	2913	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					38			4				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		489			484			491			748	
Travel Time (s)		9.5			9.4			9.6			14.6	
Confl. Peds. (#/hr)	45					45	25		13			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								8				
Adj. Flow (vph)	29	100	0	0	154	81	119	1104	28	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	129	0	0	235	0	0	1251	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.0	21.0			21.0		20.9	20.9				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	0.0%	43.8%	0.0%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	30.0	30.0			30.0		40.1	40.1				
Yellow Time (s)	3.6	3.6			3.6		3.5	3.5				
All-Red Time (s)	1.4	1.4			1.4		1.4	1.4				
Lost Time Adjust (s)	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 Lost Time (s)	5.0	5.0	4.0	4.0	5.0	4.0	4.9	4.9	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Walk Time (s)	5.0	5.0			5.0		5.0	5.0				
Flash Dont Walk (s)	9.0	9.0			9.0		8.0	8.0				
Pedestrian Calls (#/hr)	55	55			55		0	0				
Act Effct Green (s)		30.0			30.0			40.1				
Actuated g/C Ratio		0.38			0.38			0.50				
v/c Ratio		0.23			0.39			0.86				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		21.7			17.5			6.8				
Queue Delay		0.0			0.0			0.0				
Total Delay		21.7			17.5			6.8				
LOS		C			B			A				
Approach Delay		21.7			17.5			6.8				
Approach LOS		C			B			A				
Queue Length 50th (ft)		54			69			23				
Queue Length 95th (ft)		m98			128			m33				
Internal Link Dist (ft)		409			404			411			668	
Turn Bay Length (ft)												
Base Capacity (vph)		563			605			1462				
Starvation Cap Reductn		0			0			1				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.23			0.39			0.86				

Intersection Summary	
Area Type: CBD	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 23 (29%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 9.5	Intersection LOS: A
Intersection Capacity Utilization 69.7%	ICU Level of Service C
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 2: Hargett St & Person St



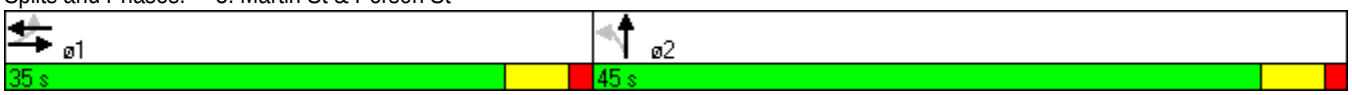
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	81	0	0	50	26	60	1070	22	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.98			0.97			1.00				
Frt					0.953			0.997				
Flt Protected		0.986						0.997				
Satd. Flow (prot)	0	1653	0	0	1547	0	0	2943	0	0	0	0
Flt Permitted		0.914						0.997				
Satd. Flow (perm)	0	1501	0	0	1547	0	0	2939	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					29			3				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		483			487			481			491	
Travel Time (s)		9.4			9.5			9.4			9.6	
Confl. Peds. (#/hr)	44					44	7		6			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								8				
Adj. Flow (vph)	35	90	0	0	55	29	67	1186	24	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	125	0	0	84	0	0	1277	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.2	21.2			21.2		21.2	21.2				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	0.0%	43.8%	0.0%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	29.8	29.8			29.8		39.8	39.8				
Yellow Time (s)	3.8	3.8			3.8		3.8	3.8				
All-Red Time (s)	1.4	1.4			1.4		1.4	1.4				
Lost Time Adjust (s)	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 Lost Time (s)	5.2	5.2	4.0	4.0	5.2	4.0	5.2	5.2	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Walk Time (s)	5.0	5.0			5.0		5.0	5.0				
Flash Dont Walk (s)	8.0	8.0			8.0		9.0	9.0				
Pedestrian Calls (#/hr)	57	57			57		13	13				
Act Effct Green (s)		29.8			29.8			39.8				
Actuated g/C Ratio		0.37			0.37			0.50				
v/c Ratio		0.22			0.14			0.87				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		22.6			12.5			12.0				
Queue Delay		0.0			0.0			0.0				
Total Delay		22.6			12.5			12.0				
LOS		C			B			B				
Approach Delay		22.6			12.5			12.0				
Approach LOS		C			B			B				
Queue Length 50th (ft)		50			18			66				
Queue Length 95th (ft)		m94			47			#183				
Internal Link Dist (ft)		403			407			401			411	
Turn Bay Length (ft)												
Base Capacity (vph)		559			594			1464				
Starvation Cap Reductn		0			0			2				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.22			0.14			0.87				

Intersection Summary	
Area Type: CBD	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 15 (19%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 13.0	Intersection LOS: B
Intersection Capacity Utilization 58.5%	ICU Level of Service B
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Martin St & Person St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	441	0	0	0	0	0	1008	87	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	12	12
Storage Length (ft)	130		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	125		25	25		25	25		25	25		25
Lane Util. Factor	0.86	0.86	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00						1.00				
Frt								0.988				
Flt Protected	0.950	0.999										
Satd. Flow (prot)	1370	4321	0	0	0	0	0	2934	0	0	0	0
Flt Permitted	0.950	0.999										
Satd. Flow (perm)	1351	4320	0	0	0	0	0	2934	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	34	3						14				
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		570			474			748			316	
Travel Time (s)		11.1			9.2			14.6			7.2	
Confl. Peds. (#/hr)	8								1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	55	489	0	0	0	0	0	1118	96	0	0	0
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	49	495	0	0	0	0	0	1214	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm											
Protected Phases		2						1				
Permitted Phases	2											
Minimum Split (s)	21.1	21.1						22.1				
Total Split (s)	40.0	40.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	34.9	34.9						34.9				
Yellow Time (s)	3.5	3.5						3.5				
All-Red Time (s)	1.6	1.6						1.6				
Lost Time Adjust (s)	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 Lost Time (s)	5.1	5.1	4.0	4.0	4.0	4.0	4.0	5.1	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag						Lead				
Lead-Lag Optimize?	Yes	Yes						Yes				
Walk Time (s)	5.0	5.0						5.0				
Flash Dont Walk (s)	9.0	9.0						12.0				
Pedestrian Calls (#/hr)	16	16						3				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	344	219	0	0	0	0	0	0	147	740	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.99									1.00	
Frt		0.942										
Flt Protected											0.992	
Satd. Flow (prot)	0	4273	0	0	0	0	0	0	0	0	2864	0
Flt Permitted											0.992	
Satd. Flow (perm)	0	4273	0	0	0	0	0	0	0	0	2857	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		118									40	
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		473			570			473			295	
Travel Time (s)		9.2			11.1			9.2			6.7	
Confl. Peds. (#/hr)			6							8		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Parking (#/hr)											16	
Adj. Flow (vph)	0	381	243	0	0	0	0	0	0	163	820	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	624	0	0	0	0	0	0	0	0	983	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.29	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type										Perm		
Protected Phases		2									1	
Permitted Phases										1		
Minimum Split (s)		22.0								22.0	22.0	
Total Split (s)	0.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0
Total Split (%)	0.0%	43.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	0.0%
Maximum Green (s)		29.0								39.0	39.0	
Yellow Time (s)		4.0								4.0	4.0	
All-Red Time (s)		2.0								2.0	2.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0
Lead/Lag		Lag								Lead	Lead	
Lead-Lag Optimize?		Yes								Yes	Yes	
Walk Time (s)		5.0								5.0	5.0	
Flash Dont Walk (s)		8.0								9.0	9.0	
Pedestrian Calls (#/hr)		14								10	10	
Act Effct Green (s)		29.0									39.0	
Actuated g/C Ratio		0.36									0.49	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.38									0.70	
Control Delay		15.9									24.7	
Queue Delay		0.0									0.0	
Total Delay		15.9									24.7	
LOS		B									C	
Approach Delay		15.9									24.7	
Approach LOS		B									C	
Queue Length 50th (ft)		65									241	
Queue Length 95th (ft)		95									306	
Internal Link Dist (ft)		393			490			393			215	
Turn Bay Length (ft)												
Base Capacity (vph)		1624									1413	
Starvation Cap Reductn		0									0	
Spillback Cap Reductn		0									0	
Storage Cap Reductn		0									0	
Reduced v/c Ratio		0.38									0.70	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 18 (23%), Referenced to phase 2:EBT, Start of Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 21.3 Intersection LOS: C
Intersection Capacity Utilization 51.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 7: Morgan St & Blount St

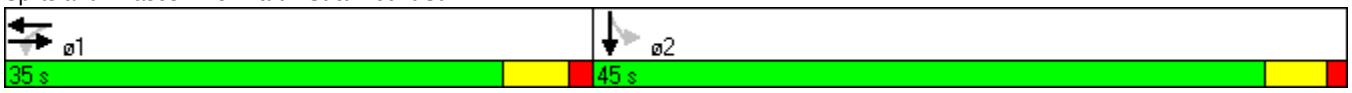
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	60	83	32	77	0	0	0	0	54	651	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor		0.98			0.99						0.99	
Frt		0.922									0.986	
Flt Protected					0.986						0.997	
Satd. Flow (prot)	0	1514	0	0	1653	0	0	0	0	0	2848	0
Flt Permitted					0.892						0.997	
Satd. Flow (perm)	0	1514	0	0	1487	0	0	0	0	0	2841	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		92									19	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		460			483			210			499	
Travel Time (s)		9.0			9.4			4.1			9.7	
Confl. Peds. (#/hr)			14	14						12		14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Parking (#/hr)											12	
Adj. Flow (vph)	0	67	92	35	85	0	0	0	0	60	722	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	159	0	0	120	0	0	0	0	0	861	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.28	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		21.3		21.3	21.3					21.0	21.0	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0
Total Split (%)	0.0%	43.8%	0.0%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	0.0%
Maximum Green (s)		29.7		29.7	29.7					40.0	40.0	
Yellow Time (s)		3.9		3.9	3.9					3.7	3.7	
All-Red Time (s)		1.4		1.4	1.4					1.3	1.3	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.3	4.0	5.3	5.3	4.0	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Walk Time (s)		5.0		5.0	5.0					5.0	5.0	
Flash Dont Walk (s)		9.0		9.0	9.0					9.0	9.0	
Pedestrian Calls (#/hr)		49		49	49					26	26	
Act Effct Green (s)		29.7			29.7						40.0	
Actuated g/C Ratio		0.37			0.37						0.50	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.26			0.22						0.60	
Control Delay		9.2			19.6						3.0	
Queue Delay		0.0			0.0						0.0	
Total Delay		9.2			19.6						3.0	
LOS		A			B						A	
Approach Delay		9.2			19.6						3.0	
Approach LOS		A			B						A	
Queue Length 50th (ft)		22			39						17	
Queue Length 95th (ft)		61			m60						23	
Internal Link Dist (ft)		380			403			130			419	
Turn Bay Length (ft)												
Base Capacity (vph)		620			552						1430	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.26			0.22						0.60	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 74 (93%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 5.6 Intersection LOS: A
Intersection Capacity Utilization 56.1% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Martin St & Blount St

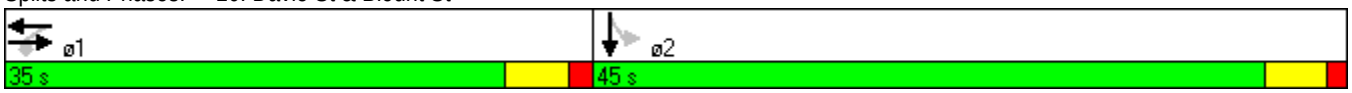


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	74	59	46	197	0	0	0	0	26	596	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		120	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			0.97		1.00						0.99	
Frt			0.850								0.986	
Flt Protected					0.991						0.998	
Satd. Flow (prot)	0	1676	1425	0	1661	0	0	0	0	0	2879	0
Flt Permitted					0.932						0.998	
Satd. Flow (perm)	0	1676	1380	0	1557	0	0	0	0	0	2872	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			65								19	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		455			488			226			274	
Travel Time (s)		8.9			9.5			4.4			5.3	
Confl. Peds. (#/hr)			11	11						21		30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	1	0
Parking (#/hr)											8	
Adj. Flow (vph)	0	82	65	51	218	0	0	0	0	29	661	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	82	65	0	269	0	0	0	0	0	761	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.26	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm	Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases			1	1						2		
Minimum Split (s)		21.2	21.2	21.2	21.2					21.0	21.0	
Total Split (s)	0.0	35.0	35.0	35.0	35.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0
Total Split (%)	0.0%	43.8%	43.8%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	0.0%
Maximum Green (s)		29.8	29.8	29.8	29.8					40.0	40.0	
Yellow Time (s)		3.8	3.8	3.8	3.8					3.7	3.7	
All-Red Time (s)		1.4	1.4	1.4	1.4					1.3	1.3	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.2	5.2	5.2	5.2	4.0	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag		Lead	Lead	Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes					Yes	Yes	
Walk Time (s)		5.0	5.0	5.0	5.0					5.0	5.0	
Flash Dont Walk (s)		8.0	8.0	8.0	8.0					8.0	8.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		86	86	86	86					51	51	
Act Effct Green (s)		29.8	29.8		29.8						40.0	
Actuated g/C Ratio		0.37	0.37		0.37						0.50	
v/c Ratio		0.13	0.12		0.46						0.53	
Control Delay		17.3	5.3		16.5						4.8	
Queue Delay		0.0	0.0		0.0						0.0	
Total Delay		17.3	5.3		16.5						4.8	
LOS		B	A		B						A	
Approach Delay		12.0			16.5						4.8	
Approach LOS		B			B						A	
Queue Length 50th (ft)		26	0		58						26	
Queue Length 95th (ft)		56	24		m121						45	
Internal Link Dist (ft)		375			408			146			194	
Turn Bay Length (ft)			120									
Base Capacity (vph)		624	555		580						1446	
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		0.13	0.12		0.46						0.53	

Intersection Summary	
Area Type: CBD	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 2 (3%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 8.4	Intersection LOS: A
Intersection Capacity Utilization 60.4%	ICU Level of Service B
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 10: Davie St & Blount St



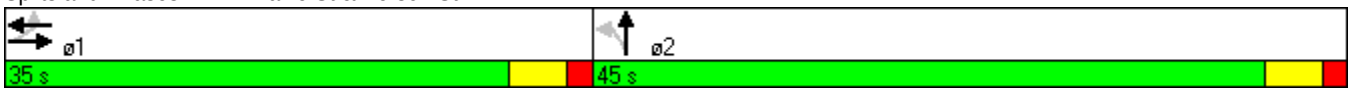
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	76	0	0	176	156	67	972	13	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.99			0.97			1.00				
Frt					0.937			0.998				
Flt Protected		0.988						0.997				
Satd. Flow (prot)	0	1656	0	0	1518	0	0	2867	0	0	0	0
Flt Permitted		0.875						0.997				
Satd. Flow (perm)	0	1458	0	0	1518	0	0	2860	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					61			2				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		488			486			496			481	
Travel Time (s)		9.5			9.5			9.7			9.4	
Confl. Peds. (#/hr)	33					33	12					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	0	0	0	0
Parking (#/hr)								16				
Adj. Flow (vph)	27	84	0	0	195	173	74	1078	14	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	111	0	0	368	0	0	1166	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.30	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.0	21.0			21.0		21.0	21.0				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	0.0%	43.8%	0.0%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	30.0	30.0			30.0		40.0	40.0				
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5				
All-Red Time (s)	1.5	1.5			1.5		1.5	1.5				
Lost Time Adjust (s)	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 Lost Time (s)	5.0	5.0	4.0	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Walk Time (s)	5.0	5.0			5.0		5.0	5.0				
Flash Dont Walk (s)	8.0	8.0			8.0		8.0	8.0				
Pedestrian Calls (#/hr)	33	33			33		12	12				
Act Effct Green (s)		30.0			30.0			40.0				
Actuated g/C Ratio		0.38			0.38			0.50				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.20			0.61			0.81				
Control Delay		9.5			21.7			4.1				
Queue Delay		0.0			0.0			0.4				
Total Delay		9.5			21.7			4.4				
LOS		A			C			A				
Approach Delay		9.5			21.7			4.4				
Approach LOS		A			C			A				
Queue Length 50th (ft)		18			121			11				
Queue Length 95th (ft)		33			211			m24				
Internal Link Dist (ft)		408			406			416			401	
Turn Bay Length (ft)												
Base Capacity (vph)		547			607			1431				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			1			43				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.20			0.61			0.84				

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 7 (9%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 8.6 Intersection LOS: A
Intersection Capacity Utilization 69.7% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Davie St & Person St



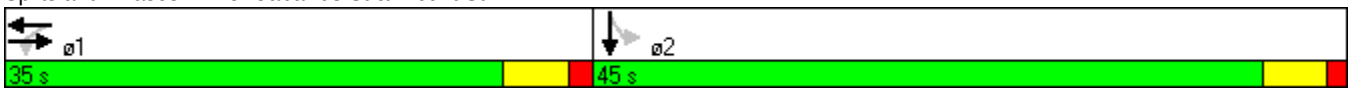
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	22	9	10	213	0	0	0	0	37	472	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00						0.98	
Frt		0.960									0.977	
Flt Protected					0.998						0.997	
Satd. Flow (prot)	0	1599	0	0	1673	0	0	0	0	0	2815	0
Flt Permitted					0.991						0.997	
Satd. Flow (perm)	0	1599	0	0	1661	0	0	0	0	0	2804	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10									37	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		456			485			480			264	
Travel Time (s)		8.9			9.4			9.4			5.1	
Confl. Peds. (#/hr)			6	6						23		25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)											12	
Adj. Flow (vph)	0	24	10	11	236	0	0	0	0	41	523	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	34	0	0	247	0	0	0	0	0	666	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14	1.14	1.27	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		21.3		21.3	21.3					21.1	21.1	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0
Total Split (%)	0.0%	43.8%	0.0%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	0.0%
Maximum Green (s)		29.7		29.7	29.7					39.9	39.9	
Yellow Time (s)		3.9		3.9	3.9					3.8	3.8	
All-Red Time (s)		1.4		1.4	1.4					1.3	1.3	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.3	4.0	5.3	5.3	4.0	4.0	4.0	4.0	5.1	5.1	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Walk Time (s)		5.0		5.0	5.0					5.0	5.0	
Flash Dont Walk (s)		8.0		8.0	8.0					9.0	9.0	
Pedestrian Calls (#/hr)		16		16	16					48	48	
Act Effct Green (s)		29.7			29.7						39.9	
Actuated g/C Ratio		0.37			0.37						0.50	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.06			0.40						0.47	
Control Delay		13.0			30.9						3.8	
Queue Delay		0.0			0.0						0.0	
Total Delay		13.0			30.9						3.8	
LOS		B			C						A	
Approach Delay		13.0			30.9						3.8	
Approach LOS		B			C						A	
Queue Length 50th (ft)		8			130						17	
Queue Length 95th (ft)		25			m150						35	
Internal Link Dist (ft)		376			405			400			184	
Turn Bay Length (ft)												
Base Capacity (vph)		600			617						1417	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.06			0.40						0.47	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 10 (13%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 11.2 Intersection LOS: B
Intersection Capacity Utilization 48.4% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Cabarrus St & Blount St



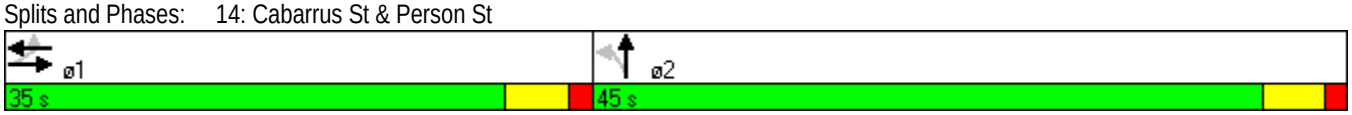
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	38	0	0	38	12	184	1019	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.99				
Frt					0.968			0.999				
Flt Protected		0.983						0.992				
Satd. Flow (prot)	0	1648	0	0	1604	0	0	2873	0	0	0	0
Flt Permitted		0.915						0.992				
Satd. Flow (perm)	0	1514	0	0	1604	0	0	2856	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					13			1				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		485			493			484			496	
Travel Time (s)		9.4			9.6			9.4			9.7	
Confl. Peds. (#/hr)	21					21	12					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								16				
Adj. Flow (vph)	23	42	0	0	42	13	204	1130	9	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	65	0	0	55	0	0	1343	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.29	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.2	21.2			21.2		21.1	21.1				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	0.0%	43.8%	0.0%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	29.8	29.8			29.8		39.9	39.9				
Yellow Time (s)	3.8	3.8			3.8		3.7	3.7				
All-Red Time (s)	1.4	1.4			1.4		1.4	1.4				
Lost Time Adjust (s)	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 Lost Time (s)	5.2	5.2	4.0	4.0	5.2	4.0	5.1	5.1	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Walk Time (s)	5.0	5.0			5.0		5.0	5.0				
Flash Dont Walk (s)	8.0	8.0			8.0		8.0	8.0				
Pedestrian Calls (#/hr)	21	21			21		12	12				
Act Effct Green (s)		29.8			29.8			39.9				
Actuated g/C Ratio		0.37			0.37			0.50				
v/c Ratio		0.12			0.09			0.94				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		12.8			13.8			11.7				
Queue Delay		0.0			0.0			1.5				
Total Delay		12.8			13.8			13.2				
LOS		B			B			B				
Approach Delay		12.8			13.8			13.2				
Approach LOS		B			B			B				
Queue Length 50th (ft)		20			13			16				
Queue Length 95th (ft)		m41			36			m#43				
Internal Link Dist (ft)		405			413			404			416	
Turn Bay Length (ft)												
Base Capacity (vph)		564			606			1425				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			25				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.12			0.09			0.96				

Intersection Summary	
Area Type: CBD	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 79 (99%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 13.2	Intersection LOS: B
Intersection Capacity Utilization 57.7%	ICU Level of Service B
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Cabarrus St & Person St



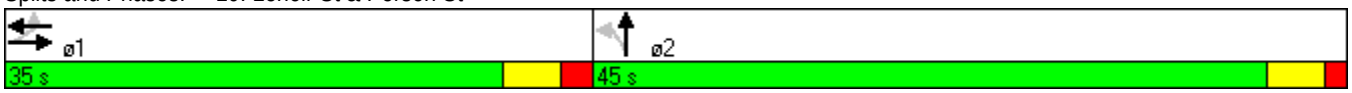
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	47	32	0	0	38	8	48	1156	9	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor					1.00			1.00				
Frt					0.976			0.999				
Flt Protected		0.971						0.998				
Satd. Flow (prot)	0	1628	0	0	1629	0	0	2904	0	0	0	0
Flt Permitted		0.831						0.998				
Satd. Flow (perm)	0	1393	0	0	1629	0	0	2904	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					9			1				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		487			491			259			484	
Travel Time (s)		13.3			13.4			5.0			9.4	
Confl. Peds. (#/hr)						7	1					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	0	0	0	0
Parking (#/hr)								12				
Adj. Flow (vph)	52	35	0	0	42	9	53	1282	10	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	87	0	0	51	0	0	1345	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.28	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.4	21.4			21.4		20.9	20.9				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	0.0%	43.8%	0.0%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	29.6	29.6			29.6		40.1	40.1				
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5				
All-Red Time (s)	1.9	1.9			1.9		1.4	1.4				
Lost Time Adjust (s)	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 Lost Time (s)	5.4	5.4	4.0	4.0	5.4	4.0	4.9	4.9	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Walk Time (s)	5.0	5.0			5.0		5.0	5.0				
Flash Dont Walk (s)	8.0	8.0			8.0		9.0	9.0				
Pedestrian Calls (#/hr)	7	7			7		0	0				
Act Effct Green (s)		29.6			29.6			40.1				
Actuated g/C Ratio		0.37			0.37			0.50				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.17			0.08			0.92				
Control Delay		28.4			14.7			12.6				
Queue Delay		0.0			0.0			13.7				
Total Delay		28.4			14.7			26.2				
LOS		C			B			C				
Approach Delay		28.4			14.7			26.2				
Approach LOS		C			B			C				
Queue Length 50th (ft)		38			13			16				
Queue Length 95th (ft)		82			36			m#427				
Internal Link Dist (ft)		407			411			179			404	
Turn Bay Length (ft)												
Base Capacity (vph)		515			608			1456				
Starvation Cap Reductn		0			0			132				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.17			0.08			1.02				

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 71 (89%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 26.0 Intersection LOS: C
Intersection Capacity Utilization 58.2% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 19: Lenoir St & Person St

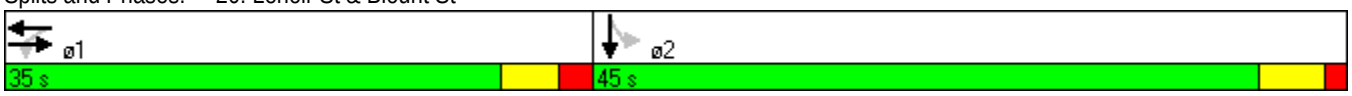


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	68	26	18	69	0	0	0	0	12	445	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	12	10	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor											1.00	
Frt		0.962									0.990	
Flt Protected					0.990						0.999	
Satd. Flow (prot)	0	1613	0	0	1660	0	0	0	0	0	2640	0
Flt Permitted					0.941						0.999	
Satd. Flow (perm)	0	1613	0	0	1578	0	0	0	0	0	2640	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28									13	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		464			487			271			480	
Travel Time (s)		12.7			13.3			5.3			9.4	
Confl. Peds. (#/hr)												11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	5	0
Parking (#/hr)											16	
Adj. Flow (vph)	0	75	29	20	76	0	0	0	0	13	493	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	104	0	0	96	0	0	0	0	0	543	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14	1.14	1.42	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		21.5		21.5	21.5					21.3	21.3	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0
Total Split (%)	0.0%	43.8%	0.0%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	0.0%
Maximum Green (s)		29.5		29.5	29.5					39.7	39.7	
Yellow Time (s)		3.5		3.5	3.5					3.9	3.9	
All-Red Time (s)		2.0		2.0	2.0					1.4	1.4	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.5	4.0	5.5	5.5	4.0	4.0	4.0	4.0	5.3	5.3	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Walk Time (s)		5.0		5.0	5.0					5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	
Pedestrian Calls (#/hr)		17		17	17					11	11	
Act Effct Green (s)		29.5			29.5						39.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.37			0.37						0.50	
v/c Ratio		0.17			0.16						0.41	
Control Delay		13.6			22.5						2.8	
Queue Delay		0.0			0.0						0.0	
Total Delay		13.6			22.5						2.8	
LOS		B			C						A	
Approach Delay		13.6			22.5						2.8	
Approach LOS		B			C						A	
Queue Length 50th (ft)		25			41						10	
Queue Length 95th (ft)		58			m61						15	
Internal Link Dist (ft)		384			407			191			400	
Turn Bay Length (ft)												
Base Capacity (vph)		612			582						1317	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.17			0.16						0.41	

Intersection Summary	
Area Type: CBD	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 18 (23%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.41	
Intersection Signal Delay: 6.9	Intersection LOS: A
Intersection Capacity Utilization 36.5%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 20: Lenoir St & Blount St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	47	32	0	0	38	10	47	1156	9	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.93						1.00				
Frt					0.972			0.999				
Flt Protected		0.971						0.998				
Satd. Flow (prot)	0	1628	0	0	1630	0	0	2933	0	0	0	0
Flt Permitted		0.830						0.998				
Satd. Flow (perm)	0	1288	0	0	1630	0	0	2933	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					11			1				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		490			490			556			259	
Travel Time (s)		13.4			13.4			10.8			5.0	
Confl. Peds. (#/hr)	78								64			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								10				
Adj. Flow (vph)	52	35	0	0	42	11	52	1282	10	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	87	0	0	53	0	0	1344	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.26	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		4			4			2				
Permitted Phases	4						2					
Minimum Split (s)	21.4	21.4			21.4		20.9	20.9				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	0.0%	43.8%	0.0%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	29.6	29.6			29.6		40.1	40.1				
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5				
All-Red Time (s)	1.9	1.9			1.9		1.4	1.4				
Lost Time Adjust (s)	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 Lost Time (s)	5.4	5.4	4.0	4.0	5.4	4.0	4.9	4.9	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0			5.0		5.0	5.0				
Flash Dont Walk (s)	9.0	9.0			9.0		9.0	9.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)		29.6			29.6			40.1				
Actuated g/C Ratio		0.37			0.37			0.50				
v/c Ratio		0.18			0.09			0.91				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		18.9			14.3			37.1				
Queue Delay		0.0			0.0			21.0				
Total Delay		18.9			14.3			58.1				
LOS		B			B			E				
Approach Delay		18.9			14.3			58.1				
Approach LOS		B			B			E				
Queue Length 50th (ft)		35			13			362				
Queue Length 95th (ft)		77			36			m295				
Internal Link Dist (ft)		410			410			476			179	
Turn Bay Length (ft)												
Base Capacity (vph)		477			610			1471				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			175				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.18			0.09			1.04				

Intersection Summary	
Area Type: CBD	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 63 (79%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 54.2	Intersection LOS: D
Intersection Capacity Utilization 58.2%	ICU Level of Service B
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 23: South St & Person St

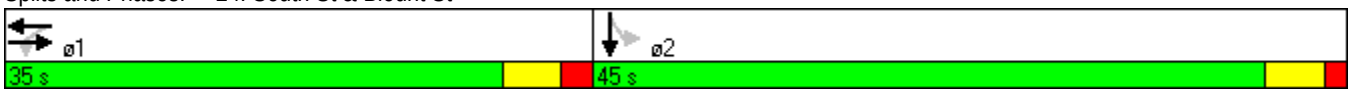
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	68	26	18	68	0	0	0	0	12	444	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	10	12
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.962									0.990	
Flt Protected					0.990						0.999	
Satd. Flow (prot)	0	1613	0	0	1660	0	0	0	0	0	2727	0
Flt Permitted					0.941						0.999	
Satd. Flow (perm)	0	1613	0	0	1578	0	0	0	0	0	2727	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28									13	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		443			490			970			271	
Travel Time (s)		12.1			13.4			18.9			5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	4	0
Parking (#/hr)											6	
Adj. Flow (vph)	0	75	29	20	75	0	0	0	0	13	492	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	104	0	0	95	0	0	0	0	0	542	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.37	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		21.4		21.4	21.4					21.0	21.0	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0
Total Split (%)	0.0%	43.8%	0.0%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	0.0%
Maximum Green (s)		29.6		29.6	29.6					40.0	40.0	
Yellow Time (s)		3.5		3.5	3.5					3.6	3.6	
All-Red Time (s)		1.9		1.9	1.9					1.4	1.4	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.4	4.0	5.4	5.4	4.0	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Walk Time (s)		5.0		5.0	5.0					5.0	5.0	
Flash Dont Walk (s)		9.0		9.0	9.0					7.0	7.0	
Pedestrian Calls (#/hr)		37		37	37					25	25	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)		29.6			29.6						40.0	
Actuated g/C Ratio		0.37			0.37						0.50	
v/c Ratio		0.17			0.16						0.40	
Control Delay		13.5			20.2						4.4	
Queue Delay		0.0			0.0						0.2	
Total Delay		13.5			20.2						4.6	
LOS		B			C						A	
Approach Delay		13.5			20.2						4.6	
Approach LOS		B			C						A	
Queue Length 50th (ft)		25			31						12	
Queue Length 95th (ft)		57			m50						17	
Internal Link Dist (ft)		363			410			890			191	
Turn Bay Length (ft)												
Base Capacity (vph)		614			584						1370	
Starvation Cap Reductn		0			0						274	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.17			0.16						0.49	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 26 (33%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.40
Intersection Signal Delay: 7.9 Intersection LOS: A
Intersection Capacity Utilization 36.0% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: South St & Blount St



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	25	1186	25	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	28	1315	28	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			408			556
pX, platoon unblocked	0.65	0.65			0.65	
vC, conflicting volume	1329	671			1343	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	423	0			444	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	96			100	
cM capacity (veh/h)	363	703			721	

Direction, Lane #	WB 1	NB 1	NB 2
Volume Total	28	877	466
Volume Left	0	0	0
Volume Right	28	0	28
cSH	703	1700	1700
Volume to Capacity	0.04	0.52	0.27
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.3	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.3	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	51	502	0	0	717	129	216	1143	39	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor								1.00				
Frt					0.977			0.996				
Flt Protected	0.950							0.992				
Satd. Flow (prot)	1770	3539	0	0	3458	0	0	3220	0	0	0	0
Flt Permitted	0.227							0.992				
Satd. Flow (perm)	423	3539	0	0	3458	0	0	3220	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10			4				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		490			493			411			408	
Travel Time (s)		9.5			9.6			8.0			7.9	
Confl. Peds. (#/hr)									2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Parking (#/hr)								10				
Adj. Flow (vph)	57	557	0	0	795	143	239	1267	43	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	557	0	0	938	0	0	1549	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		4			4			2				
Permitted Phases	4						2					
Minimum Split (s)	20.8	20.8			20.8		21.0	21.0				
Total Split (s)	45.0	45.0	0.0	0.0	45.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0
Total Split (%)	56.3%	56.3%	0.0%	0.0%	56.3%	0.0%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	40.2	40.2			40.2		30.0	30.0				
Yellow Time (s)	3.5	3.5			3.5		4.0	4.0				
All-Red Time (s)	1.3	1.3			1.3		1.0	1.0				
Lost Time Adjust (s)	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 Lost Time (s)	4.8	4.8	4.0	4.0	4.8	4.0	5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0			5.0		5.0	5.0				
Flash Dont Walk (s)	10.0	10.0			10.0		10.0	10.0				

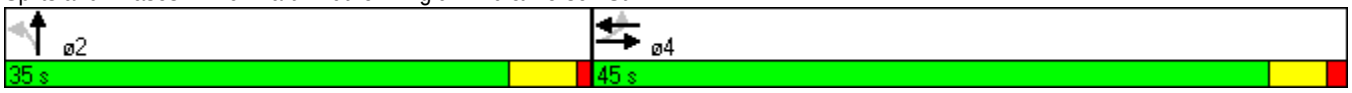
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)	2	2			2		0	0				
Act Effct Green (s)	40.2	40.2			40.2			30.0				
Actuated g/C Ratio	0.50	0.50			0.50			0.38				
v/c Ratio	0.27	0.31			0.54			1.28				
Control Delay	13.2	9.5			14.8			158.0				
Queue Delay	0.0	0.0			0.0			0.0				
Total Delay	13.2	9.5			14.8			158.0				
LOS	B	A			B			F				
Approach Delay		9.8			14.8			158.0				
Approach LOS		A			B			F				
Queue Length 50th (ft)	11	60			157			~528				
Queue Length 95th (ft)	31	76			210			#663				
Internal Link Dist (ft)		410			413			331			328	
Turn Bay Length (ft)	100											
Base Capacity (vph)	213	1778			1743			1210				
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	0.27	0.31			0.54			1.28				

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 2 (3%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 1.28	
Intersection Signal Delay: 85.4	Intersection LOS: F
Intersection Capacity Utilization 84.8%	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: 29: Martin Luther King Jr Blvd & Person St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	487	82	31	901	0	0	0	0	66	279	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	0		0	0		150
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor			0.97	0.99							1.00	0.98
Frt			0.850									0.850
Flt Protected				0.950							0.991	
Satd. Flow (prot)	0	3539	1583	1770	3539	0	0	0	0	0	3244	1583
Flt Permitted				0.431							0.991	
Satd. Flow (perm)	0	3539	1543	798	3539	0	0	0	0	0	3241	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			91									71
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		569			490			388			970	
Travel Time (s)		11.1			9.5			7.6			18.9	
Confl. Peds. (#/hr)			12	12						4		5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)											10	
Adj. Flow (vph)	0	540	91	34	999	0	0	0	0	73	309	133
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	540	91	34	999	0	0	0	0	0	382	133
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.11	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		1			1						2	
Permitted Phases			1	1						2		2
Minimum Split (s)		27.0	27.0	27.0	27.0					23.0	23.0	23.0
Total Split (s)	0.0	45.0	45.0	45.0	45.0	0.0	0.0	0.0	0.0	35.0	35.0	35.0
Total Split (%)	0.0%	56.3%	56.3%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%	43.8%	43.8%	43.8%
Maximum Green (s)		39.0	39.0	39.0	39.0					29.0	29.0	29.0
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	6.0	6.0	6.0	4.0	4.0	4.0	4.0	6.0	6.0	6.0
Lead/Lag		Lead	Lead	Lead	Lead					Lag	Lag	Lag
Lead-Lag Optimize?		Yes	Yes	Yes	Yes					Yes	Yes	Yes
Walk Time (s)		5.0	5.0	5.0	5.0					5.0	5.0	5.0
Flash Dont Walk (s)		16.0	16.0	16.0	16.0					12.0	12.0	12.0
Pedestrian Calls (#/hr)		9	9	9	9					16	16	16

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)		39.0	39.0	39.0	39.0						29.0	29.0
Actuated g/C Ratio		0.49	0.49	0.49	0.49						0.36	0.36
v/c Ratio		0.31	0.11	0.09	0.58						0.33	0.22
Control Delay		13.0	3.1	8.1	14.4						31.4	22.3
Queue Delay		0.0	0.0	0.0	0.0						0.0	0.0
Total Delay		13.0	3.1	8.1	14.4						31.4	22.3
LOS		B	A	A	B						C	C
Approach Delay		11.6			14.2						29.0	
Approach LOS		B			B						C	
Queue Length 50th (ft)		81	0	6	230						82	33
Queue Length 95th (ft)		114	22	m10	m265						126	81
Internal Link Dist (ft)		489			410			308			890	
Turn Bay Length (ft)				100								150
Base Capacity (vph)		1725	799	389	1725						1175	608
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		0.31	0.11	0.09	0.58						0.33	0.22

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 20 (25%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 16.9 Intersection LOS: B
Intersection Capacity Utilization 84.8% ICU Level of Service E
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 30: Martin Luther King Jr Blvd & Blount St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	4	0	0	12	8	4	1382	4	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	4	0	0	13	9	4	1532	4	0	0	0
Pedestrians		8			7						1	
Lane Width (ft)		12.0			12.0						0.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		1			1						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											411	
pX, platoon unblocked												
vC, conflicting volume	800	1561	8	1553	1558	776	8			1544		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	800	1561	8	1553	1558	776	8			1544		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	96	100	100	88	97	100			100		
cM capacity (veh/h)	240	109	1065	73	110	338	1600			424		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	13	22	771	771
Volume Left	9	0	4	0
Volume Right	0	9	0	4
cSH	172	150	1600	1700
Volume to Capacity	0.08	0.15	0.00	0.45
Queue Length 95th (ft)	6	13	0	0
Control Delay (s)	27.7	33.0	0.1	0.0
Lane LOS	D	D	A	
Approach Delay (s)	27.7	33.0	0.0	
Approach LOS	D	D		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	53.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	6	4	12	4	0	0	0	0	6	383	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	7	4	13	4	0	0	0	0	7	425	4
Pedestrians		5			3			2				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			0			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											388	
pX, platoon unblocked	0.96	0.96	0.96	0.96	0.96		0.96					
vC, conflicting volume	447	448	222	238	450	3	434			3		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	346	347	111	129	349	3	332			3		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	99	98	99	100	100			100		
cM capacity (veh/h)	551	547	882	780	546	1077	1172			1613		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	11	18	219	217
Volume Left	0	13	7	0
Volume Right	4	0	0	4
cSH	645	704	1613	1700
Volume to Capacity	0.02	0.03	0.00	0.13
Queue Length 95th (ft)	1	2	0	0
Control Delay (s)	10.7	10.2	0.3	0.0
Lane LOS	B	B	A	
Approach Delay (s)	10.7	10.2	0.1	
Approach LOS	B	B		

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	25.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	4	4	5	4	0	0	0	0	6	389	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	4	4	6	4	0	0	0	0	7	431	4
Pedestrians		6			6			1				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			1			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											850	
pX, platoon unblocked												
vC, conflicting volume	455	459	225	243	461	6	442			6		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	455	459	225	243	461	6	442			6		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	99	99	99	100	100			100		
cM capacity (veh/h)	478	490	774	672	489	1069	1109			1605		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	9	10	222	220
Volume Left	0	6	7	0
Volume Right	4	0	0	4
cSH	600	576	1605	1700
Volume to Capacity	0.01	0.02	0.00	0.13
Queue Length 95th (ft)	1	1	0	0
Control Delay (s)	11.1	11.4	0.3	0.0
Lane LOS	B	B	A	
Approach Delay (s)	11.1	11.4	0.1	
Approach LOS	B	B		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	23.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	5	0	0	5	4	4	1381	4	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	6	6	0	0	6	4	4	1531	4	0	0	0
Pedestrians		6			4						1	
Lane Width (ft)		12.0			12.0						0.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		1			0						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											866	
pX, platoon unblocked												
vC, conflicting volume	789	1554	6	1549	1552	773	6			1540		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	789	1554	6	1549	1552	773	6			1540		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	95	100	100	95	99	100			100		
cM capacity (veh/h)	263	111	1069	74	111	341	1605			426		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	11	10	770	770
Volume Left	6	0	4	0
Volume Right	0	4	0	4
cSH	156	159	1605	1700
Volume to Capacity	0.07	0.06	0.00	0.45
Queue Length 95th (ft)	6	5	0	0
Control Delay (s)	29.8	29.2	0.1	0.0
Lane LOS	D	D	A	
Approach Delay (s)	29.8	29.2	0.0	
Approach LOS	D	D		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	50.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	23	0	0	0	8	390
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	0	0	0	9	432
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			909			1291
pX, platoon unblocked						
vC, conflicting volume	234	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	234	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			99	
cM capacity (veh/h)	730	1084			1622	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	26	153	288
Volume Left	26	9	0
Volume Right	0	0	0
cSH	730	1622	1700
Volume to Capacity	0.03	0.01	0.17
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.1	0.5	0.0
Lane LOS	B	A	
Approach Delay (s)	10.1	0.2	
Approach LOS	B		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	21.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	4	0	0	19	15	4	1371	10	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	0	0	21	17	4	1520	11	0	0	0
Pedestrians		1									14	
Lane Width (ft)		12.0									0.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		0									0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								882			1307	
pX, platoon unblocked	0.68	0.68		0.68	0.68	0.68				0.68		
vC, conflicting volume	811	1541	1	1537	1535	780	1			1531		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	864	1	857	855	0	1			849		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	98	100	100	89	98	100			100		
cM capacity (veh/h)	626	198	1082	168	200	741	1619			536		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	9	38	764	771
Volume Left	4	0	4	0
Volume Right	0	17	0	11
cSH	301	295	1619	1700
Volume to Capacity	0.03	0.13	0.00	0.45
Queue Length 95th (ft)	2	11	0	0
Control Delay (s)	17.3	19.0	0.1	0.0
Lane LOS	C	C	A	
Approach Delay (s)	17.3	19.0	0.0	
Approach LOS	C	C		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	52.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	7	0	0	7	5	4	1370	7	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	8	0	0	8	6	4	1519	8	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								452				
pX, platoon unblocked	0.68	0.68		0.68	0.68	0.68				0.68		
vC, conflicting volume	778	1536	0	1536	1532	763	0			1527		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	856	0	856	850	0	0			843		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	96	100	100	96	99	100			100		
cM capacity (veh/h)	671	200	1084	166	202	741	1622			539		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	19	13	764	767
Volume Left	11	0	4	0
Volume Right	0	6	0	8
cSH	341	289	1622	1700
Volume to Capacity	0.06	0.05	0.00	0.45
Queue Length 95th (ft)	4	4	0	0
Control Delay (s)	16.2	18.0	0.1	0.0
Lane LOS	C	C	A	
Approach Delay (s)	16.2	18.0	0.0	
Approach LOS	C	C		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	53.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	4	0	0	409	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	4	0	0	453	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				841		
pX, platoon unblocked						
vC, conflicting volume	456	229	458			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	456	229	458			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	533	774	1099			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	4	302	156
Volume Left	0	0	0
Volume Right	4	0	4
cSH	774	1700	1700
Volume to Capacity	0.01	0.18	0.09
Queue Length 95th (ft)	0	0	0
Control Delay (s)	9.7	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.7	0.0	
Approach LOS	A		

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	21.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	11	0	0	0	17	396
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	0	0	0	19	439
Pedestrians	5					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			477			
pX, platoon unblocked						
vC, conflicting volume	262	5			5	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	262	5			5	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			99	
cM capacity (veh/h)	693	1072			1608	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	12	165	293
Volume Left	12	19	0
Volume Right	0	0	0
cSH	693	1608	1700
Volume to Capacity	0.02	0.01	0.17
Queue Length 95th (ft)	1	1	0
Control Delay (s)	10.3	0.9	0.0
Lane LOS	B	A	
Approach Delay (s)	10.3	0.3	
Approach LOS	B		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	21.7%	ICU Level of Service	A
Analysis Period (min)	15		

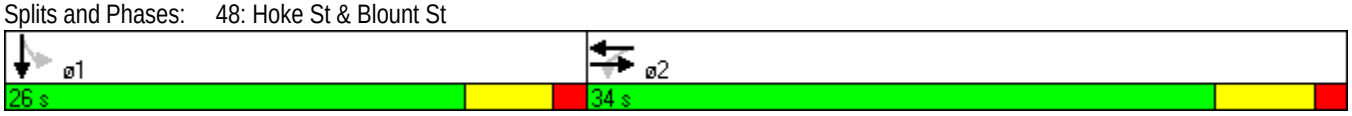
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	37	34	73	109	0	0	0	0	56	303	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.935									0.982	
Flt Protected				0.950							0.993	
Satd. Flow (prot)	0	1742	0	1770	1863	0	0	0	0	0	3437	0
Flt Permitted				0.706							0.993	
Satd. Flow (perm)	0	1742	0	1315	1863	0	0	0	0	0	3437	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38									26	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		174			353			697			477	
Travel Time (s)		3.4			6.9			13.6			9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Adj. Flow (vph)	0	41	38	81	121	0	0	0	0	62	336	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	0	81	121	0	0	0	0	0	451	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		2			2						1	
Permitted Phases				2						1		
Detector Phase		2		2	2					1	1	
Switch Phase												
Minimum Initial (s)		12.0		12.0	12.0					7.0	7.0	
Minimum Split (s)		18.0		18.0	18.0					12.5	12.5	
Total Split (s)	0.0	34.0	0.0	34.0	34.0	0.0	0.0	0.0	0.0	26.0	26.0	0.0
Total Split (%)	0.0%	56.7%	0.0%	56.7%	56.7%	0.0%	0.0%	0.0%	0.0%	43.3%	43.3%	0.0%
Maximum Green (s)		28.0		28.0	28.0					20.5	20.5	
Yellow Time (s)		4.5		4.5	4.5					4.0	4.0	
All-Red Time (s)		1.5		1.5	1.5					1.5	1.5	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	4.0	6.0	6.0	4.0	4.0	4.0	4.0	5.5	5.5	4.0
Lead/Lag		Lag		Lag	Lag					Lead	Lead	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		C-Min		C-Min	C-Min					None	None	
Walk Time (s)		1.0		1.0	1.0							
Flash Dont Walk (s)		1.0		1.0	1.0							
Pedestrian Calls (#/hr)		0		0	0							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)		37.8		37.8	37.8						10.7	
Actuated g/C Ratio		0.63		0.63	0.63						0.18	
v/c Ratio		0.07		0.10	0.10						0.71	
Control Delay		3.5		13.1	12.6						28.0	
Queue Delay		0.0		0.0	0.0						0.0	
Total Delay		3.5		13.1	12.6						28.0	
LOS		A		B	B						C	
Approach Delay		3.5			12.8						28.0	
Approach LOS		A			B						C	
Queue Length 50th (ft)		5		21	31						76	
Queue Length 95th (ft)		20		54	72						110	
Internal Link Dist (ft)		94			273			617			397	
Turn Bay Length (ft)												
Base Capacity (vph)		1112		829	1174						1191	
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		0.07		0.10	0.10						0.38	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 1 (2%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 21.2 Intersection LOS: C
Intersection Capacity Utilization 69.0% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 48: Hoke St & Blount St



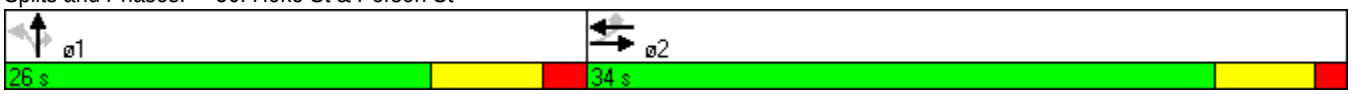
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	38	55	0	0	112	46	70	1296	84	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		160	0		215	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	25		25	25		100	25		250	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	1863	0	0	1863	1583	1770	3345	1583	0	0	0
Flt Permitted	0.677						0.950					
Satd. Flow (perm)	1261	1863	0	0	1863	1583	1770	3345	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						2			93			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		353			477			599			452	
Travel Time (s)		6.9			9.3			11.7			8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								2				
Adj. Flow (vph)	42	61	0	0	124	51	78	1437	93	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	61	0	0	124	51	78	1437	93	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.08	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm					Perm	Perm		Perm			
Protected Phases		2			2			1				
Permitted Phases	2					2	1		1			
Detector Phase	2	2			2	2	1	1	1			
Switch Phase												
Minimum Initial (s)	10.0	10.0			10.0	10.0	7.0	7.0	7.0			
Minimum Split (s)	16.0	16.0			16.0	16.0	14.0	14.0	14.0			
Total Split (s)	34.0	34.0	0.0	0.0	34.0	34.0	26.0	26.0	26.0	0.0	0.0	0.0
Total Split (%)	56.7%	56.7%	0.0%	0.0%	56.7%	56.7%	43.3%	43.3%	43.3%	0.0%	0.0%	0.0%
Maximum Green (s)	28.0	28.0			28.0	28.0	19.0	19.0	19.0			
Yellow Time (s)	4.5	4.5			4.5	4.5	5.0	5.0	5.0			
All-Red Time (s)	1.5	1.5			1.5	1.5	2.0	2.0	2.0			
Lost Time Adjust (s)	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 Lost Time (s)	6.0	6.0	4.0	4.0	6.0	6.0	7.0	7.0	7.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag			Lag	Lag	Lead	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	C-Min	C-Min			C-Min	C-Min	None	None	None			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Walk Time (s)	1.0	1.0			1.0	1.0						
Flash Dont Walk (s)	1.0	1.0			1.0	1.0						
Pedestrian Calls (#/hr)	0	0			0	0						
Act Effct Green (s)	10.9	10.9			10.9	10.9	36.1	36.1	36.1			
Actuated g/C Ratio	0.18	0.18			0.18	0.18	0.60	0.60	0.60			
v/c Ratio	0.18	0.18			0.36	0.18	0.07	0.71	0.09			
Control Delay	29.6	29.0			24.4	21.0	5.7	11.3	1.9			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	29.6	29.0			24.4	21.0	5.7	11.3	1.9			
LOS	C	C			C	C	A	B	A			
Approach Delay		29.3			23.4			10.5				
Approach LOS		C			C			B				
Queue Length 50th (ft)	16	23			41	15	10	156	0			
Queue Length 95th (ft)	m42	54			76	38	28	273	16			
Internal Link Dist (ft)		273			397			519			372	
Turn Bay Length (ft)						160			215			
Base Capacity (vph)	588	869			869	740	1064	2010	989			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.07	0.07			0.14	0.07	0.07	0.71	0.09			

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 5 (8%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 12.7 Intersection LOS: B
Intersection Capacity Utilization 69.0% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 50: Hoke St & Person St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	472	0	0	587	1021	0	0	227	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt												
Flt Protected				0.950	0.950		0.950					
Satd. Flow (prot)	0	0	0	1681	1681	0	1770	5085	0	0	5085	0
Flt Permitted				0.950	0.950		0.589					
Satd. Flow (perm)	0	0	0	1681	1681	0	1097	5085	0	0	5085	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		562			348			658			507	
Travel Time (s)		12.8			7.9			10.0			7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	0	0	523	0	0	651	1132	0	0	252	0
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	0	261	262	0	651	1132	0	0	252	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm			pm+pt					
Protected Phases					3		1	2			2	
Permitted Phases				3			2					
Detector Phase				3	3		1	2			2	
Switch Phase												
Minimum Initial (s)				12.0	12.0		7.0	15.0			15.0	
Minimum Split (s)				19.6	19.6		14.0	22.0			22.0	
Total Split (s)	0.0	0.0	0.0	30.0	30.0	0.0	40.0	30.0	0.0	0.0	30.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	30.0%	30.0%	0.0%	40.0%	30.0%	0.0%	0.0%	30.0%	0.0%
Maximum Green (s)				22.4	22.4		33.0	23.0			23.0	
Yellow Time (s)				5.0	5.0		5.0	5.0			5.0	
All-Red Time (s)				2.6	2.6		2.0	2.0			2.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	7.6	7.6	4.0	7.0	7.0	4.0	4.0	7.0	4.0
Lead/Lag							Lead	Lag			Lag	
Lead-Lag Optimize?							Yes	Yes			Yes	
Vehicle Extension (s)				2.0	2.0		2.0	2.0			2.0	
Recall Mode				None	None		None	C-Min			C-Min	
Walk Time (s)								1.0			1.0	
Flash Dont Walk (s)								1.0			1.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)				18.9	18.9		59.5	33.1			33.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio				0.19	0.19		0.60	0.33			0.33	
v/c Ratio				0.82	0.82		0.78	0.67			0.15	
Control Delay				59.4	59.8		19.6	25.7			26.5	
Queue Delay				0.0	0.0		0.0	0.0			0.0	
Total Delay				59.4	59.8		19.6	25.7			26.5	
LOS				E	E		B	C			C	
Approach Delay					59.6			23.5			26.5	
Approach LOS					E			C			C	
Queue Length 50th (ft)				167	168		156	175			42	
Queue Length 95th (ft)				#256	#260		308	#349			71	
Internal Link Dist (ft)		482			268			578			427	
Turn Bay Length (ft)												
Base Capacity (vph)				377	377		922	1683			1683	
Starvation Cap Reductn				0	0		0	0			0	
Spillback Cap Reductn				0	0		0	0			0	
Storage Cap Reductn				0	0		0	0			0	
Reduced v/c Ratio				0.69	0.69		0.71	0.67			0.15	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 85 (85%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 31.2 Intersection LOS: C
Intersection Capacity Utilization 77.0% 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: 58: I-40 EB On Ramp & Hammond Rd

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	432	202	0	1175	631	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300	0	0			0
Storage Lanes	2	1	0			0
Taper Length (ft)	300	25	25			25
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	3433	1583	0	5085	5085	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	1583	0	5085	5085	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		224				
Link Speed (mph)	30			45	45	
Link Distance (ft)	1815			1032	355	
Travel Time (s)	41.3			15.6	5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	479	224	0	1303	700	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	479	224	0	1303	700	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			20	20	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type		Perm				
Protected Phases	1			2	2	
Permitted Phases		1				
Detector Phase	1	1		2	2	
Switch Phase						
Minimum Initial (s)	7.0	7.0		15.0	15.0	
Minimum Split (s)	14.2	14.2		21.1	21.1	
Total Split (s)	30.0	30.0	0.0	70.0	70.0	0.0
Total Split (%)	30.0%	30.0%	0.0%	70.0%	70.0%	0.0%
Maximum Green (s)	22.8	22.8		63.9	63.9	
Yellow Time (s)	4.2	4.2		5.0	5.0	
All-Red Time (s)	3.0	3.0		1.1	1.1	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	7.2	4.0	6.1	6.1	4.0
Lead/Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		4.5	4.5	
Recall Mode	None	None		C-Min	C-Min	
Walk Time (s)				1.0	1.0	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Flash Dont Walk (s)				1.0	1.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	19.6	19.6		67.1	67.1	
Actuated g/C Ratio	0.20	0.20		0.67	0.67	
v/c Ratio	0.71	0.46		0.38	0.21	
Control Delay	43.5	7.7		8.0	9.6	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	43.5	7.7		8.0	9.6	
LOS	D	A		A	A	
Approach Delay	32.1			8.0	9.6	
Approach LOS	C			A	A	
Queue Length 50th (ft)	147	0		121	54	
Queue Length 95th (ft)	195	59		161	91	
Internal Link Dist (ft)	1735			952	275	
Turn Bay Length (ft)	300					
Base Capacity (vph)	783	534		3412	3412	
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	0.61	0.42		0.38	0.21	

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 75 (75%), Referenced to phase 2:NBSB, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 14.7	Intersection LOS: B
Intersection Capacity Utilization 46.8%	ICU Level of Service A
Analysis Period (min) 15	

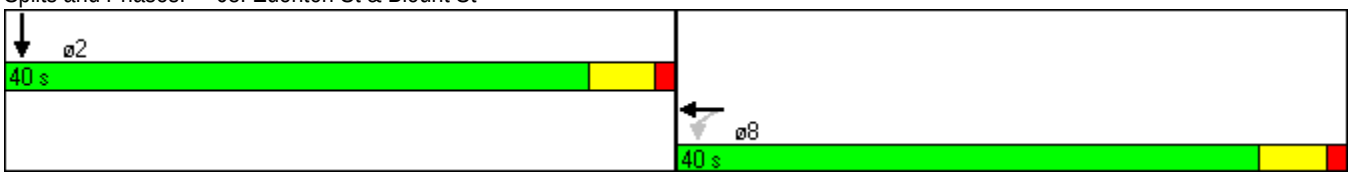
Splits and Phases: 64: I-40 WB Off Ramp & Hammond Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	230	1015	0	0	0	0	0	668	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor					0.99						0.99	
Frt											0.981	
Flt Protected					0.991							
Satd. Flow (prot)	0	0	0	0	4536	0	0	0	0	0	2810	0
Flt Permitted					0.991							
Satd. Flow (perm)	0	0	0	0	4489	0	0	0	0	0	2810	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)					81						26	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		484			483			293			278	
Travel Time (s)		9.4			9.4			6.7			6.3	
Confl. Peds. (#/hr)				28								41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)											16	
Adj. Flow (vph)	0	0	0	255	1125	0	0	0	0	0	741	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1380	0	0	0	0	0	851	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.29	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm								
Protected Phases					8						2	
Permitted Phases				8								
Minimum Split (s)				21.3	21.3						21.2	
Total Split (s)	0.0	0.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%
Maximum Green (s)				34.7	34.7						34.8	
Yellow Time (s)				4.0	4.0						3.9	
All-Red Time (s)				1.3	1.3						1.3	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	5.3	5.3	4.0	4.0	4.0	4.0	4.0	5.2	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				4.0	4.0						4.0	
Flash Dont Walk (s)				8.0	8.0						8.0	
Pedestrian Calls (#/hr)				63	63						74	
Act Effct Green (s)					34.7						34.8	
Actuated g/C Ratio					0.43						0.44	
v/c Ratio					0.69						0.69	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay					6.3						5.2	
Queue Delay					0.0						0.0	
Total Delay					6.3						5.2	
LOS					A						A	
Approach Delay					6.3						5.2	
Approach LOS					A						A	
Queue Length 50th (ft)					40						16	
Queue Length 95th (ft)					49						29	
Internal Link Dist (ft)		404			403			213			198	
Turn Bay Length (ft)												
Base Capacity (vph)					1993						1237	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.69						0.69	

Intersection Summary	
Area Type:	CBD
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 46 (58%), Referenced to phase 8:WBTL, Start of Green	
Natural Cycle: 50	
Control Type: Pretimed	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 5.9	Intersection LOS: A
Intersection Capacity Utilization 61.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 68: Edenton St & Blount St



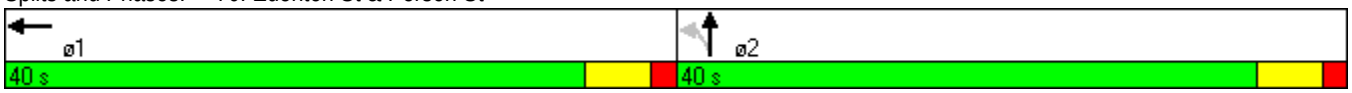
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	1048	188	197	861	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	0.95	0.95	1.00	1.00	1.00	1.00
Frt					0.977							
Flt Protected								0.991				
Satd. Flow (prot)	0	0	0	0	4471	0	0	3157	0	0	0	0
Flt Permitted								0.991				
Satd. Flow (perm)	0	0	0	0	4471	0	0	3157	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)					56			28				
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		483			486			316			249	
Travel Time (s)		9.4			9.5			7.2			5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	0	0	0	1162	208	218	955	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1370	0	0	1173	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type							Perm					
Protected Phases					1			2				
Permitted Phases							2					
Minimum Split (s)					21.5		21.5	21.5				
Total Split (s)	0.0	0.0	0.0	0.0	40.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)					34.5		34.5	34.5				
Yellow Time (s)					4.0		4.0	4.0				
All-Red Time (s)					1.5		1.5	1.5				
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	4.0	5.5	4.0	5.5	5.5	4.0	4.0	4.0	4.0
Lead/Lag					Lead		Lag	Lag				
Lead-Lag Optimize?					Yes		Yes	Yes				
Walk Time (s)					5.0		5.0	5.0				
Flash Dont Walk (s)					9.0		9.0	9.0				
Pedestrian Calls (#/hr)					0		0	0				
Act Effct Green (s)					34.5			34.5				
Actuated g/C Ratio					0.43			0.43				
v/c Ratio					0.70			0.85				
Control Delay					20.0			8.5				
Queue Delay					0.0			17.1				
Total Delay					20.0			25.6				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS					C			C				
Approach Delay					20.0			25.6				
Approach LOS					C			C				
Queue Length 50th (ft)					189			7				
Queue Length 95th (ft)					240			m11				
Internal Link Dist (ft)		403			406			236			169	
Turn Bay Length (ft)												
Base Capacity (vph)					1960			1377				
Starvation Cap Reductn					0			225				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.70			1.02				

Intersection Summary	
Area Type:	CBD
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 38 (48%), Referenced to phase 1:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 22.6	Intersection LOS: C
Intersection Capacity Utilization 70.3%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 70: Edenton St & Person St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	43	52	8	113	0	0	0	0	21	707	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	300		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor		0.97									1.00	
Frt		0.926									0.992	
Flt Protected					0.997						0.999	
Satd. Flow (prot)	0	1513	0	0	1671	0	0	0	0	0	2936	0
Flt Permitted					0.983						0.999	
Satd. Flow (perm)	0	1513	0	0	1648	0	0	0	0	0	2934	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		58									10	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		491			487			219			474	
Travel Time (s)		9.6			9.5			5.0			10.8	
Confl. Peds. (#/hr)			19							7		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)											8	
Adj. Flow (vph)	0	48	58	9	125	0	0	0	0	23	784	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	106	0	0	134	0	0	0	0	0	851	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		4			4						2	
Permitted Phases				4						2		
Minimum Split (s)		22.0		22.0	22.0					23.0	23.0	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0
Total Split (%)	0.0%	43.8%	0.0%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	0.0%
Maximum Green (s)		29.0		29.0	29.0					39.0	39.0	
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	4.0	6.0	6.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		5.0		5.0	5.0					5.0	5.0	
Flash Dont Walk (s)		8.0		8.0	8.0					12.0	12.0	
Pedestrian Calls (#/hr)		40		40	40					24	24	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)		29.0			29.0						39.0	
Actuated g/C Ratio		0.36			0.36						0.49	
v/c Ratio		0.18			0.22						0.59	
Control Delay		9.9			15.8						3.3	
Queue Delay		0.0			0.0						0.0	
Total Delay		9.9			15.8						3.3	
LOS		A			B						A	
Approach Delay		9.9			15.8						3.3	
Approach LOS		A			B						A	
Queue Length 50th (ft)		16			58						14	
Queue Length 95th (ft)		48			m76						22	
Internal Link Dist (ft)		411			407			139			394	
Turn Bay Length (ft)												
Base Capacity (vph)		585			597						1435	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.18			0.22						0.59	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 78 (98%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 5.5 Intersection LOS: A
Intersection Capacity Utilization 48.2% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

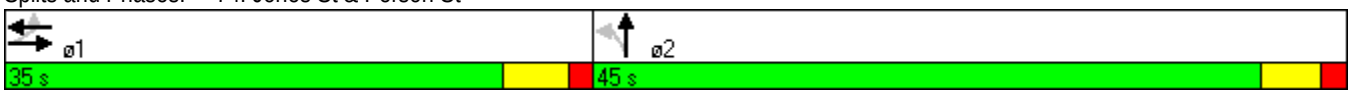
Splits and Phases: 73: Jones St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	44	0	0	19	25	102	838	9	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		1.00						1.00				
Frt					0.923			0.999				
Flt Protected		0.985						0.995				
Satd. Flow (prot)	0	1651	0	0	1547	0	0	2944	0	0	0	0
Flt Permitted		0.927						0.995				
Satd. Flow (perm)	0	1548	0	0	1547	0	0	2944	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					28			2				
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		487			488			241			488	
Travel Time (s)		9.5			13.3			5.5			11.1	
Confl. Peds. (#/hr)	8								4			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								8				
Adj. Flow (vph)	22	49	0	0	21	28	113	929	10	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	71	0	0	49	0	0	1052	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.3	21.3			21.3		21.2	21.2				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	0.0%	43.8%	0.0%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	29.7	29.7			29.7		39.8	39.8				
Yellow Time (s)	3.9	3.9			3.9		3.5	3.5				
All-Red Time (s)	1.4	1.4			1.4		1.7	1.7				
Lost Time Adjust (s)	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 Lost Time (s)	5.3	5.3	4.0	4.0	5.3	4.0	5.2	5.2	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Walk Time (s)	5.0	5.0			5.0		5.0	5.0				
Flash Dont Walk (s)	10.0	10.0			10.0		10.0	10.0				
Pedestrian Calls (#/hr)	15	15			15		8	8				
Act Effct Green (s)		29.7			29.7			39.8				
Actuated g/C Ratio		0.37			0.37			0.50				
v/c Ratio		0.12			0.08			0.72				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		15.1			9.8			6.5				
Queue Delay		0.0			0.0			0.0				
Total Delay		15.1			9.8			6.5				
LOS		B			A			A				
Approach Delay		15.1			9.8			6.5				
Approach LOS		B			A			A				
Queue Length 50th (ft)		22			7			56				
Queue Length 95th (ft)		m35			28			m66				
Internal Link Dist (ft)		407			408			161			408	
Turn Bay Length (ft)												
Base Capacity (vph)		575			592			1466				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.12			0.08			0.72				

Intersection Summary	
Area Type: CBD	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 5 (6%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 50	
Control Type: Pretimed	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 7.1	Intersection LOS: A
Intersection Capacity Utilization 49.2%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 74: Jones St & Person St

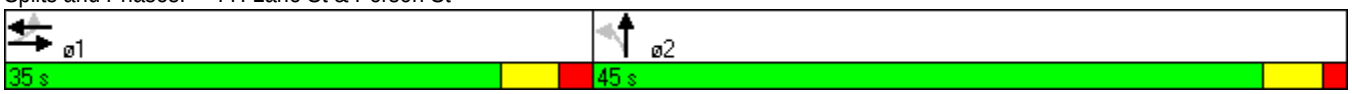


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	44	0	0	18	25	103	773	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor					0.99			1.00				
Frt					0.921			0.999				
Flt Protected		0.985						0.994				
Satd. Flow (prot)	0	1651	0	0	1532	0	0	2942	0	0	0	0
Flt Permitted		0.929						0.994				
Satd. Flow (perm)	0	1557	0	0	1532	0	0	2937	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					28			2				
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		477			486			488			277	
Travel Time (s)		9.3			9.5			11.1			6.3	
Confl. Peds. (#/hr)						1	14					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								8				
Adj. Flow (vph)	21	49	0	0	20	28	114	857	9	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	70	0	0	48	0	0	980	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.5	21.5			21.5		21.1	21.1				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	0.0%	43.8%	0.0%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	29.5	29.5			29.5		39.9	39.9				
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5				
All-Red Time (s)	2.0	2.0			2.0		1.6	1.6				
Lost Time Adjust (s)	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 Lost Time (s)	5.5	5.5	4.0	4.0	5.5	4.0	5.1	5.1	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Walk Time (s)	5.0	5.0			5.0							
Flash Dont Walk (s)	8.0	8.0			8.0							
Pedestrian Calls (#/hr)	0	0			0							
Act Effct Green (s)		29.5			29.5			39.9				
Actuated g/C Ratio		0.37			0.37			0.50				
v/c Ratio		0.12			0.08			0.67				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		19.0			9.8			4.1				
Queue Delay		0.0			0.0			0.0				
Total Delay		19.0			9.8			4.1				
LOS		B			A			A				
Approach Delay		19.0			9.8			4.1				
Approach LOS		B			A			A				
Queue Length 50th (ft)		26			6			12				
Queue Length 95th (ft)		m57			27			46				
Internal Link Dist (ft)		397			406			408			197	
Turn Bay Length (ft)												
Base Capacity (vph)		574			583			1466				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.12			0.08			0.67				

Intersection Summary	
Area Type: CBD	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 11 (14%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 50	
Control Type: Pretimed	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 5.3	Intersection LOS: A
Intersection Capacity Utilization 47.6%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 77: Lane St & Person St



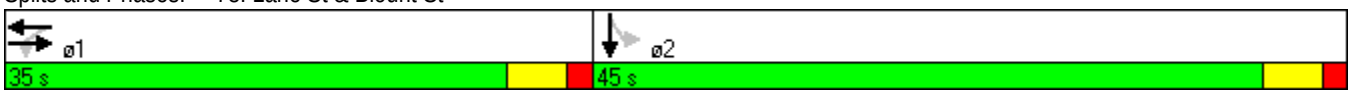
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	43	55	8	113	0	0	0	0	20	705	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor					1.00						1.00	
Frt		0.924									0.992	
Flt Protected					0.997						0.999	
Satd. Flow (prot)	0	1549	0	0	1671	0	0	0	0	0	2929	0
Flt Permitted					0.985						0.999	
Satd. Flow (perm)	0	1549	0	0	1650	0	0	0	0	0	2929	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		61									10	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		511			477			474			276	
Travel Time (s)		10.0			9.3			10.8			6.3	
Confl. Peds. (#/hr)				9								18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Parking (#/hr)											6	
Adj. Flow (vph)	0	48	61	9	125	0	0	0	0	22	782	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	109	0	0	134	0	0	0	0	0	848	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		21.1		21.1	21.1					21.1	21.1	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0
Total Split (%)	0.0%	43.8%	0.0%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	0.0%
Maximum Green (s)		29.9		29.9	29.9					39.9	39.9	
Yellow Time (s)		3.5		3.5	3.5					3.5	3.5	
All-Red Time (s)		1.6		1.6	1.6					1.6	1.6	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.1	4.0	5.1	5.1	4.0	4.0	4.0	4.0	5.1	5.1	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Walk Time (s)		5.0		5.0	5.0					5.0	5.0	
Flash Dont Walk (s)		8.0		8.0	8.0					9.0	9.0	
Pedestrian Calls (#/hr)		38		38	38					31	31	
Act Effct Green (s)		29.9			29.9						39.9	
Actuated g/C Ratio		0.37			0.37						0.50	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.18			0.22						0.58	
Control Delay		9.3			8.3						22.2	
Queue Delay		0.0			0.0						0.0	
Total Delay		9.3			8.3						22.2	
LOS		A			A						C	
Approach Delay		9.3			8.3						22.2	
Approach LOS		A			A						C	
Queue Length 50th (ft)		15			23						230	
Queue Length 95th (ft)		48			m48						239	
Internal Link Dist (ft)		431			397			394			196	
Turn Bay Length (ft)												
Base Capacity (vph)		617			617						1466	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.18			0.22						0.58	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 70 (88%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 19.2 Intersection LOS: B
Intersection Capacity Utilization 46.7% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 78: Lane St & Blount St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	45	0	50	840	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	50	0	55	931	0	0
Pedestrians	4				2	
Lane Width (ft)	12.0				0.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	0				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				277	1167	
pX, platoon unblocked	0.78					
vC, conflicting volume	583	4	4			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	4	4			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	100	97			
cM capacity (veh/h)	772	1074	1611			

Direction, Lane #	EB 1	NB 1	NB 2
Volume Total	50	366	621
Volume Left	50	55	0
Volume Right	0	0	0
cSH	772	1611	1700
Volume to Capacity	0.06	0.03	0.37
Queue Length 95th (ft)	5	3	0
Control Delay (s)	10.0	1.4	0.0
Lane LOS	A	A	
Approach Delay (s)	10.0	0.5	
Approach LOS	A		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	35.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	15	18	8	42	0	0	0	0	30	807	12
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	17	20	9	47	0	0	0	0	33	895	13
Pedestrians		14			9			10				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			1			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								276				
pX, platoon unblocked												
vC, conflicting volume	1005	991	478	561	998	9	922			9		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1005	991	478	561	998	9	922			9		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	93	96	98	80	100	100			98		
cM capacity (veh/h)	159	235	527	360	233	1062	728			1597		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	37	55	481	461
Volume Left	0	9	33	0
Volume Right	20	0	0	13
cSH	337	247	1597	1700
Volume to Capacity	0.11	0.22	0.02	0.27
Queue Length 95th (ft)	9	21	2	0
Control Delay (s)	17.0	23.8	0.7	0.0
Lane LOS	C	C	A	
Approach Delay (s)	17.0	23.8	0.4	
Approach LOS	C	C		

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	39.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	107	855	30	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	119	948	33	0	0
Pedestrians	6					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			350			1094
pX, platoon unblocked	0.81	0.81			0.81	
vC, conflicting volume	971	497			987	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	481	0			502	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	86			100	
cM capacity (veh/h)	412	869			849	

Direction, Lane #	WB 1	NB 1	NB 2
Volume Total	119	632	349
Volume Left	0	0	0
Volume Right	119	0	33
cSH	869	1700	1700
Volume to Capacity	0.14	0.37	0.21
Queue Length 95th (ft)	12	0	0
Control Delay (s)	9.8	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.8	0.0	
Approach LOS	A		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	38.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	15	0	0	13	50	41	914	7	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	17	0	0	14	55	45	1013	8	0	0	0
Pedestrians		2			8						1	
Lane Width (ft)		12.0			12.0						0.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		0			1						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								825			619	
pX, platoon unblocked	0.90	0.90		0.90	0.90	0.90				0.90		
vC, conflicting volume	663	1122	2	1124	1118	520	2			1029		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	395	907	2	909	902	235	2			803		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	93	100	100	94	92	97			100		
cM capacity (veh/h)	411	237	1079	189	239	683	1616			728		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	34	70	552	514
Volume Left	18	0	45	0
Volume Right	0	55	0	8
cSH	304	493	1616	1700
Volume to Capacity	0.11	0.14	0.03	0.30
Queue Length 95th (ft)	9	12	2	0
Control Delay (s)	18.4	13.5	0.9	0.0
Lane LOS	C	B	A	
Approach Delay (s)	18.4	13.5	0.4	
Approach LOS	C	B		

Intersection Summary				
Average Delay		1.8		
Intersection Capacity Utilization		42.3%	ICU Level of Service	A
Analysis Period (min)		15		

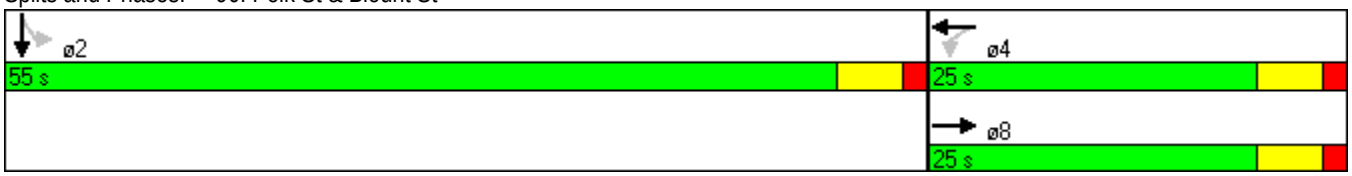
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	5	13	10	44	0	0	0	0	25	926	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00						1.00	
Frt		0.906									0.992	
Flt Protected					0.991						0.999	
Satd. Flow (prot)	0	1668	0	0	1846	0	0	0	0	0	3173	0
Flt Permitted					0.931						0.999	
Satd. Flow (perm)	0	1668	0	0	1733	0	0	0	0	0	3172	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14									13	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		395			485			268			515	
Travel Time (s)		7.7			9.4			6.1			11.7	
Confl. Peds. (#/hr)			4	4						8		7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Parking (#/hr)											16	
Adj. Flow (vph)	0	6	14	11	49	0	0	0	0	28	1027	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	60	0	0	0	0	0	1114	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.13	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		8			4						2	
Permitted Phases				4						2		
Detector Phase		8		4	4					2	2	
Switch Phase												
Minimum Initial (s)		7.0		7.0	7.0					10.0	10.0	
Minimum Split (s)		24.5		24.5	24.5					23.5	23.5	
Total Split (s)	0.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	55.0	55.0	0.0
Total Split (%)	0.0%	31.3%	0.0%	31.3%	31.3%	0.0%	0.0%	0.0%	0.0%	68.8%	68.8%	0.0%
Maximum Green (s)		19.5		19.5	19.5					49.5	49.5	
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		1.5		1.5	1.5					1.5	1.5	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.5	4.0	5.5	5.5	4.0	4.0	4.0	4.0	5.5	5.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		1.0		1.0	1.0					3.0	3.0	
Recall Mode		None		None	None					C-Min	C-Min	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)		12.0		12.0	12.0					11.0	11.0	
Pedestrian Calls (#/hr)		4		5	5					11	11	
Act Effct Green (s)		9.5			9.5						66.7	
Actuated g/C Ratio		0.12			0.12						0.83	
v/c Ratio		0.10			0.29						0.42	
Control Delay		17.7			33.2						5.6	
Queue Delay		0.0			0.0						0.0	
Total Delay		17.7			33.2						5.6	
LOS		B			C						A	
Approach Delay		17.7			33.2						5.6	
Approach LOS		B			C						A	
Queue Length 50th (ft)		3			30						18	
Queue Length 95th (ft)		19			m53						293	
Internal Link Dist (ft)		315			405			188			435	
Turn Bay Length (ft)												
Base Capacity (vph)		417			422						2647	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.05			0.14						0.42	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 58 (73%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.42
Intersection Signal Delay: 7.2 Intersection LOS: A
Intersection Capacity Utilization 47.4% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 90: Polk St & Blount St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	0	0	0	0	20	3	957	20	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	0	0	0	0	22	3	1061	22	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								1314			130	
pX, platoon unblocked												
vC, conflicting volume	559	1090	0	1079	1079	542	0			1083		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	559	1090	0	1079	1079	542	0			1083		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	100	100	100	100	95	100			100		
cM capacity (veh/h)	392	213	1084	173	217	485	1622			640		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	12	22	534	553
Volume Left	12	0	3	0
Volume Right	0	22	0	22
cSH	392	485	1622	1700
Volume to Capacity	0.03	0.05	0.00	0.33
Queue Length 95th (ft)	2	4	0	0
Control Delay (s)	14.5	12.8	0.1	0.0
Lane LOS	B	B	A	
Approach Delay (s)	14.5	12.8	0.0	
Approach LOS	B	B		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	44.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		13.1			30.9						15.1	
LOS		B			C						B	
Approach Delay		13.1			30.9						15.1	
Approach LOS		B			C						B	
Queue Length 50th (ft)		60			163						164	
Queue Length 95th (ft)		98			220						226	
Internal Link Dist (ft)		362			404			66			382	
Turn Bay Length (ft)												
Base Capacity (vph)		1282			1213						1602	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.39			0.47						0.62	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 41 (51%), Referenced to phase 4:EBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 19.0 Intersection LOS: B
Intersection Capacity Utilization 67.3% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 94: Peace St & Blount St

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	145	0	517	471	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor	0.99			1.00		
Frt						
Flt Protected	0.950			0.975		
Satd. Flow (prot)	3433	0	0	3252	0	0
Flt Permitted	0.950			0.975		
Satd. Flow (perm)	3384	0	0	3249	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	35			30	30	
Link Distance (ft)	484			130	148	
Travel Time (s)	9.4			3.0	3.4	
Confl. Peds. (#/hr)	5		1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%
Parking (#/hr)				3		
Adj. Flow (vph)	161	0	573	522	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	161	0	0	1095	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.08	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type			Perm			
Protected Phases	4			2		
Permitted Phases			2			
Minimum Split (s)	21.4		21.0	21.0		
Total Split (s)	25.0	0.0	55.0	55.0	0.0	0.0
Total Split (%)	31.3%	0.0%	68.8%	68.8%	0.0%	0.0%
Maximum Green (s)	19.6		50.0	50.0		
Yellow Time (s)	3.0		3.8	3.8		
All-Red Time (s)	2.4		1.2	1.2		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	4.0	5.0	5.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	4.0		4.0	4.0		
Flash Dont Walk (s)	10.0		9.0	9.0		
Pedestrian Calls (#/hr)	9		2	2		
Act Effct Green (s)	19.6			50.0		
Actuated g/C Ratio	0.24			0.62		
v/c Ratio	0.19			0.54		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Control Delay	14.2			19.4		
Queue Delay	0.0			0.0		
Total Delay	14.2			19.4		
LOS	B			B		
Approach Delay	14.2			19.4		
Approach LOS	B			B		
Queue Length 50th (ft)	17			275		
Queue Length 95th (ft)	m24			340		
Internal Link Dist (ft)	404			50	68	
Turn Bay Length (ft)						
Base Capacity (vph)	841			2031		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			0		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.19			0.54		

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 49 (61%), Referenced to phase 4:EBL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 18.7	Intersection LOS: B
Intersection Capacity Utilization 43.7%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 95: Peace St & Person St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	6	0	0	7	21	28	558	29	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	7	0	0	8	23	31	619	32	0	0	0
Pedestrians					6							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					4.0							
Percent Blockage					1							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								148			680	
pX, platoon unblocked												
vC, conflicting volume	399	719	0	706	703	331	0			657		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	399	719	0	706	703	331	0			657		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	98	100	100	98	96	98			100		
cM capacity (veh/h)	499	344	1084	311	352	661	1622			922		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	31	31	340	341
Volume Left	24	0	31	0
Volume Right	0	23	0	32
cSH	455	542	1622	1700
Volume to Capacity	0.07	0.06	0.02	0.20
Queue Length 95th (ft)	5	5	1	0
Control Delay (s)	13.5	12.0	0.8	0.0
Lane LOS	B	B	A	
Approach Delay (s)	13.5	12.0	0.4	
Approach LOS	B	B		

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	32.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	4	0	0	0	0	0	586	14	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	4	0	0	0	0	0	650	16	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								464			364	
pX, platoon unblocked												
vC, conflicting volume	325	665	0	660	657	333	0			665		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	325	665	0	660	657	333	0			665		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	100	100	100	100	100			100		
cM capacity (veh/h)	605	379	1084	345	383	663	1622			920		

Direction, Lane #	EB 1	NB 1	NB 2
Volume Total	12	433	232
Volume Left	8	0	0
Volume Right	0	0	16
cSH	497	1700	1700
Volume to Capacity	0.02	0.25	0.14
Queue Length 95th (ft)	2	0	0
Control Delay (s)	12.4	0.0	0.0
Lane LOS	B		
Approach Delay (s)	12.4	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	27.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	5	5	0	0	0	0	0	0	6	898	14
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	6	6	0	0	0	0	0	0	7	996	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								462				
pX, platoon unblocked												
vC, conflicting volume	1017	1017	506	519	1024	0	1011			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1017	1017	506	519	1024	0	1011			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	98	99	100	100	100	100			100		
cM capacity (veh/h)	191	235	512	426	233	1084	681			1622		

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	11	504	513
Volume Left	0	7	0
Volume Right	6	0	16
cSH	322	1622	1700
Volume to Capacity	0.03	0.00	0.30
Queue Length 95th (ft)	3	0	0
Control Delay (s)	16.6	0.1	0.0
Lane LOS	C	A	
Approach Delay (s)	16.6	0.1	
Approach LOS	C		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	36.0%	ICU Level of Service	A
Analysis Period (min)	15		

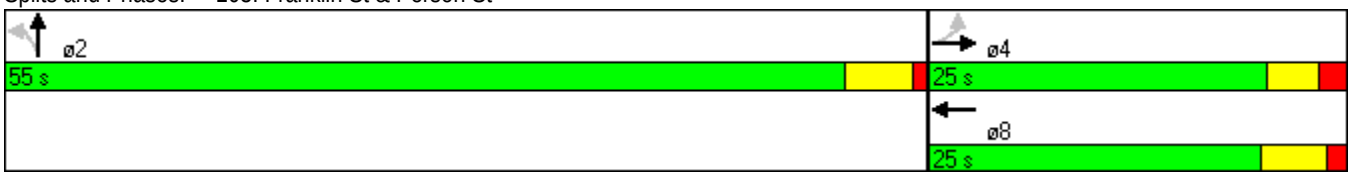
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	9	0	0	43	15	26	563	4	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor								1.00				
Frt					0.965			0.999				
Flt Protected		0.982						0.998				
Satd. Flow (prot)	0	1829	0	0	1798	0	0	3159	0	0	0	0
Flt Permitted		0.931						0.998				
Satd. Flow (perm)	0	1734	0	0	1798	0	0	3155	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					17			1				
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		474			478			364			238	
Travel Time (s)		9.2			9.3			8.3			5.4	
Confl. Peds. (#/hr)							7		2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Parking (#/hr)								8				
Adj. Flow (vph)	6	10	0	0	48	17	29	624	4	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	65	0	0	657	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.15	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	20.9	20.9			21.2		21.0	21.0				
Total Split (s)	25.0	25.0	0.0	0.0	25.0	0.0	55.0	55.0	0.0	0.0	0.0	0.0
Total Split (%)	31.3%	31.3%	0.0%	0.0%	31.3%	0.0%	68.8%	68.8%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	20.1	20.1			19.8		50.0	50.0				
Yellow Time (s)	3.1	3.1			3.9		4.0	4.0				
All-Red Time (s)	1.8	1.8			1.3		1.0	1.0				
Lost Time Adjust (s)	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 Lost Time (s)	4.9	4.9	4.0	4.0	5.2	4.0	5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	4.0	4.0			4.0		4.0	4.0				
Flash Dont Walk (s)	10.0	10.0			9.0		6.0	6.0				
Pedestrian Calls (#/hr)	0	0			0		9	9				
Act Effct Green (s)		20.1			19.8			50.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.25			0.25			0.62				
v/c Ratio		0.04			0.14			0.33				
Control Delay		23.1			19.5			4.1				
Queue Delay		0.0			0.0			0.0				
Total Delay		23.1			19.5			4.1				
LOS		C			B			A				
Approach Delay		23.1			19.5			4.1				
Approach LOS		C			B			A				
Queue Length 50th (ft)		6			19			50				
Queue Length 95th (ft)		21			49			64				
Internal Link Dist (ft)		394			398			284			158	
Turn Bay Length (ft)												
Base Capacity (vph)		436			458			1972				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.04			0.14			0.33				

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.33
Intersection Signal Delay: 5.9 Intersection LOS: A
Intersection Capacity Utilization 31.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 103: Franklin St & Person St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	4	6	65	5	0	0	0	0	10	847	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	4	7	72	6	0	0	0	0	11	939	7
Pedestrians		5						1				
Lane Width (ft)		12.0						0.0				
Walking Speed (ft/s)		4.0						4.0				
Percent Blockage		0						0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								830				
pX, platoon unblocked												
vC, conflicting volume	972	970	479	502	973	0	951			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	972	970	479	502	973	0	951			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	98	99	84	98	100	100			99		
cM capacity (veh/h)	201	249	531	437	248	1084	715			1622		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	11	78	481	476
Volume Left	0	72	11	0
Volume Right	7	0	0	7
cSH	365	415	1622	1700
Volume to Capacity	0.03	0.19	0.01	0.28
Queue Length 95th (ft)	2	17	1	0
Control Delay (s)	15.2	15.7	0.2	0.0
Lane LOS	C	C	A	
Approach Delay (s)	15.2	15.7	0.1	
Approach LOS	C	C		

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	8	8	8	461	865	8
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	9	9	511	959	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)					114	
pX, platoon unblocked	0.76	0.76	0.76			
vC, conflicting volume	1492	963	968			
vC1, stage 1 conf vol	963					
vC2, stage 2 conf vol	529					
vCu, unblocked vol	1490	797	803			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	97	99			
cM capacity (veh/h)	298	295	627			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	18	9	511	968
Volume Left	9	9	0	0
Volume Right	9	0	0	9
cSH	297	627	1700	1700
Volume to Capacity	0.06	0.01	0.30	0.57
Queue Length 95th (ft)	5	1	0	0
Control Delay (s)	17.9	10.8	0.0	0.0
Lane LOS	C	B		
Approach Delay (s)	17.9	0.2		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	4	4	5	465	869	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	6	516	963	4
Pedestrians	2				1	
Lane Width (ft)	12.0				11.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	0				0	
Right turn flare (veh)						
Median type				None	TWLTL	
Median storage veh)					2	
Upstream signal (ft)					459	
pX, platoon unblocked	0.74	0.74	0.74			
vC, conflicting volume	1495	968	970			
vC1, stage 1 conf vol	968					
vC2, stage 2 conf vol	528					
vCu, unblocked vol	1494	782	785			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	98	99			
cM capacity (veh/h)	295	292	617			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	9	521	968
Volume Left	4	6	0
Volume Right	4	0	4
cSH	293	617	1700
Volume to Capacity	0.03	0.01	0.57
Queue Length 95th (ft)	2	1	0
Control Delay (s)	17.7	0.3	0.0
Lane LOS	C	A	
Approach Delay (s)	17.7	0.3	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	159	49	411	58	48	714
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	100	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968		0.983			
Flt Protected	0.963				0.950	
Satd. Flow (prot)	1736	0	1816	0	1770	1848
Flt Permitted	0.963				0.434	
Satd. Flow (perm)	1736	0	1816	0	808	1848
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	17		14			
Link Speed (mph)	25		30			35
Link Distance (ft)	362		114			347
Travel Time (s)	9.9		2.6			6.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	2	0	0	2
Adj. Flow (vph)	176	54	456	64	53	792
Shared Lane Traffic (%)						
Lane Group Flow (vph)	230	0	520	0	53	792
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.01	1.00	1.00	1.01
Turning Speed (mph)	15	9		9	15	
Turn Type					Perm	
Protected Phases	4		2			6
Permitted Phases					6	
Detector Phase	4		2		6	6
Switch Phase						
Minimum Initial (s)	7.0		10.0		10.0	10.0
Minimum Split (s)	21.3		21.2		21.1	21.1
Total Split (s)	30.0	0.0	60.0	0.0	60.0	60.0
Total Split (%)	33.3%	0.0%	66.7%	0.0%	66.7%	66.7%
Maximum Green (s)	24.7		54.8		54.9	54.9
Yellow Time (s)	3.0		4.0		3.7	3.7
All-Red Time (s)	2.3		1.2		1.4	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	4.0	5.2	4.0	5.1	5.1
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	1.0		0.2		0.2	0.2
Recall Mode	None		Max		Max	Max

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Walk Time (s)	4.0					
Flash Dont Walk (s)	10.0					
Pedestrian Calls (#/hr)	4					
Act Effct Green (s)	13.1		55.0		55.1	55.1
Actuated g/C Ratio	0.17		0.70		0.70	0.70
v/c Ratio	0.76		0.41		0.09	0.61
Control Delay	45.0		6.7		5.3	9.6
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	45.0		6.7		5.3	9.6
LOS	D		A		A	A
Approach Delay	45.0		6.7			9.3
Approach LOS	D		A			A
Queue Length 50th (ft)	100		85		7	168
Queue Length 95th (ft)	173		183		23	356
Internal Link Dist (ft)	282		34			267
Turn Bay Length (ft)					100	
Base Capacity (vph)	559		1274		566	1295
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	0.41		0.41		0.09	0.61

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 78.6	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 13.6	Intersection LOS: B
Intersection Capacity Utilization 59.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 114: Glascock St & Wake Forest Rd

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	10	35	434	7	38	834
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	39	481	8	42	925
Pedestrians	1					5
Lane Width (ft)	12.0					12.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						534
pX, platoon unblocked	0.73					
vC, conflicting volume	1495	491			490	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1493	491			490	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	88	93			96	
cM capacity (veh/h)	95	575			1072	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	50	489	967
Volume Left	11	0	42
Volume Right	39	8	0
cSH	271	1700	1072
Volume to Capacity	0.18	0.29	0.04
Queue Length 95th (ft)	16	0	3
Control Delay (s)	21.2	0.0	1.1
Lane LOS	C		A
Approach Delay (s)	21.2	0.0	1.1
Approach LOS	C		

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	85.5%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	36	14	16	444	748	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	40	16	18	492	829	33
Pedestrians				2		
Lane Width (ft)				12.0		
Walking Speed (ft/s)				4.0		
Percent Blockage				0		
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)				347		
pX, platoon unblocked	0.89					
vC, conflicting volume	1374	848	863			
vC1, stage 1 conf vol	846					
vC2, stage 2 conf vol	528					
vCu, unblocked vol	1358	848	863			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	89	96	98			
cM capacity (veh/h)	358	361	780			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	55	18	492	863
Volume Left	40	18	0	0
Volume Right	16	0	0	33
cSH	359	780	1700	1700
Volume to Capacity	0.15	0.02	0.29	0.51
Queue Length 95th (ft)	14	2	0	0
Control Delay (s)	16.9	9.7	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	16.9	0.3		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	52.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	11	5	472	9	16	768
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	6	523	10	18	851
Pedestrians						4
Lane Width (ft)						12.0
Walking Speed (ft/s)						4.0
Percent Blockage						0
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)			484			
pX, platoon unblocked	0.90	0.90			0.90	
vC, conflicting volume	1415	532			533	
vC1, stage 1 conf vol	528					
vC2, stage 2 conf vol	887					
vCu, unblocked vol	1406	422			423	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	99			98	
cM capacity (veh/h)	343	565			1020	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	18	533	18	851
Volume Left	12	0	18	0
Volume Right	6	10	0	0
cSH	391	1700	1020	1700
Volume to Capacity	0.05	0.31	0.02	0.50
Queue Length 95th (ft)	4	0	1	0
Control Delay (s)	14.6	0.0	8.6	0.0
Lane LOS	B		A	
Approach Delay (s)	14.6	0.0	0.2	
Approach LOS	B			

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	11	10	474	3	3	773
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	11	526	3	3	857
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)			930			
pX, platoon unblocked	0.93	0.93			0.93	
vC, conflicting volume	1391	527			529	
vC1, stage 1 conf vol	527					
vC2, stage 2 conf vol	864					
vCu, unblocked vol	1383	459			461	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	98			100	
cM capacity (veh/h)	355	563			1028	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	23	529	3	857
Volume Left	12	0	3	0
Volume Right	11	3	0	0
cSH	431	1700	1028	1700
Volume to Capacity	0.05	0.31	0.00	0.50
Queue Length 95th (ft)	4	0	0	0
Control Delay (s)	13.8	0.0	8.5	0.0
Lane LOS	B		A	
Approach Delay (s)	13.8	0.0	0.0	
Approach LOS	B			

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	51.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	12	4	4	479	772	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	4	4	531	856	4
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)				1130		
pX, platoon unblocked	0.96					
vC, conflicting volume	1399	858	860			
vC1, stage 1 conf vol	858					
vC2, stage 2 conf vol	541					
vCu, unblocked vol	1395	858	860			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	99	99			
cM capacity (veh/h)	356	356	781			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	18	4	531	860
Volume Left	13	4	0	0
Volume Right	4	0	0	4
cSH	356	781	1700	1700
Volume to Capacity	0.05	0.01	0.31	0.51
Queue Length 95th (ft)	4	0	0	0
Control Delay (s)	15.6	9.6	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	15.6	0.1		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	6	4	487	4	4	770
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	4	540	4	4	854
Pedestrians	6		2			
Lane Width (ft)	12.0		12.0			
Walking Speed (ft/s)	4.0		4.0			
Percent Blockage	1		0			
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)			1243			
pX, platoon unblocked	0.98	0.98			0.98	
vC, conflicting volume	1413	548			550	
vC1, stage 1 conf vol	548					
vC2, stage 2 conf vol	865					
vCu, unblocked vol	1410	524			526	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	99			100	
cM capacity (veh/h)	352	537			1010	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	11	544	4	854
Volume Left	7	0	4	0
Volume Right	4	4	0	0
cSH	408	1700	1010	1700
Volume to Capacity	0.03	0.32	0.00	0.50
Queue Length 95th (ft)	2	0	0	0
Control Delay (s)	14.1	0.0	8.6	0.0
Lane LOS	B		A	
Approach Delay (s)	14.1	0.0	0.0	
Approach LOS	B			

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	4	4	487	4	4	770
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	540	4	4	854
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1405	542			544	
vC1, stage 1 conf vol	542					
vC2, stage 2 conf vol	863					
vCu, unblocked vol	1405	542			544	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			100	
cM capacity (veh/h)	355	540			1025	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	9	544	4	854
Volume Left	4	0	4	0
Volume Right	4	4	0	0
cSH	429	1700	1025	1700
Volume to Capacity	0.02	0.32	0.00	0.50
Queue Length 95th (ft)	2	0	0	0
Control Delay (s)	13.6	0.0	8.5	0.0
Lane LOS	B		A	
Approach Delay (s)	13.6	0.0	0.0	
Approach LOS	B			

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	35	11	4	487	763	6
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	39	12	4	540	846	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1398	849	853			
vC1, stage 1 conf vol	849					
vC2, stage 2 conf vol	549					
vCu, unblocked vol	1398	849	853			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	89	97	99			
cM capacity (veh/h)	359	361	786			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	51	4	540	853
Volume Left	39	4	0	0
Volume Right	12	0	0	7
cSH	359	786	1700	1700
Volume to Capacity	0.14	0.01	0.32	0.50
Queue Length 95th (ft)	12	0	0	0
Control Delay (s)	16.7	9.6	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	16.7	0.1		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	518	5	8	763	6	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	574	6	9	846	7	9
Pedestrians				2		
Lane Width (ft)				11.0		
Walking Speed (ft/s)				4.0		
Percent Blockage				0		
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			580		1441	579
vC1, stage 1 conf vol					577	
vC2, stage 2 conf vol					864	
vCu, unblocked vol			580		1441	579
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		98	98
cM capacity (veh/h)			994		348	514

Direction, Lane #	NB 1	SB 1	SB 2	NW 1
Volume Total	580	9	846	16
Volume Left	0	9	0	7
Volume Right	6	0	0	9
cSH	1700	994	1700	427
Volume to Capacity	0.34	0.01	0.50	0.04
Queue Length 95th (ft)	0	1	0	3
Control Delay (s)	0.0	8.7	0.0	13.7
Lane LOS		A		B
Approach Delay (s)	0.0	0.1		13.7
Approach LOS				B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	51.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	518	8	55	767	4	31
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	574	9	61	850	4	34
Pedestrians				2		
Lane Width (ft)				11.0		
Walking Speed (ft/s)				4.0		
Percent Blockage				0		
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			583		1551	581
vC1, stage 1 conf vol					579	
vC2, stage 2 conf vol					972	
vCu, unblocked vol			583		1551	581
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			94		99	93
cM capacity (veh/h)			991		303	513

Direction, Lane #	NB 1	SB 1	SB 2	NW 1
Volume Total	583	61	850	39
Volume Left	0	61	0	4
Volume Right	9	0	0	34
cSH	1700	991	1700	475
Volume to Capacity	0.34	0.06	0.50	0.08
Queue Length 95th (ft)	0	5	0	7
Control Delay (s)	0.0	8.9	0.0	13.2
Lane LOS		A		B
Approach Delay (s)	0.0	0.6		13.2
Approach LOS				B

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	51.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	6	543	808	11	60	14
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	602	896	12	67	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	None			
Median storage veh)		2				
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	908				1511	896
vC1, stage 1 conf vol					896	
vC2, stage 2 conf vol					615	
vCu, unblocked vol	908				1511	896
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				80	95
cM capacity (veh/h)	750				335	339

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SE 1
Volume Total	7	602	896	12	82
Volume Left	7	0	0	0	67
Volume Right	0	0	0	12	16
cSH	750	1700	1700	1700	335
Volume to Capacity	0.01	0.35	0.53	0.01	0.24
Queue Length 95th (ft)	1	0	0	0	24
Control Delay (s)	9.8	0.0	0.0	0.0	19.2
Lane LOS	A				C
Approach Delay (s)	0.1		0.0		19.2
Approach LOS					C

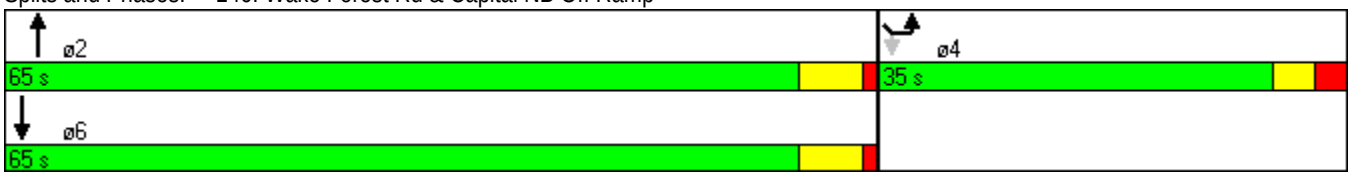
Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	54.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	0	718	897	0	219	154
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3539	3525	0	3433	1583
Flt Permitted					0.950	
Satd. Flow (perm)	0	3539	3525	0	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						118
Link Speed (mph)		35	35		35	
Link Distance (ft)		306	603		487	
Travel Time (s)		6.0	11.7		9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	2	0	0	0
Adj. Flow (vph)	0	796	994	0	243	171
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	796	994	0	243	171
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type						Perm
Protected Phases		2	6		4	
Permitted Phases						4
Detector Phase		2	6		4	4
Switch Phase						
Minimum Initial (s)		12.0	12.0		7.0	7.0
Minimum Split (s)		20.0	20.0		20.0	20.0
Total Split (s)	0.0	65.0	65.0	0.0	35.0	35.0
Total Split (%)	0.0%	65.0%	65.0%	0.0%	35.0%	35.0%
Maximum Green (s)		59.1	59.1		29.4	29.4
Yellow Time (s)		4.7	4.7		3.0	3.0
All-Red Time (s)		1.2	1.2		2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.9	5.9	4.0	5.6	5.6
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		2.0	2.0		1.0	1.0
Recall Mode		C-Min	C-Min		None	None
Act Effct Green (s)		77.9	77.9		10.6	10.6
Actuated g/C Ratio		0.78	0.78		0.11	0.11
v/c Ratio		0.29	0.36		0.67	0.63

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Control Delay		3.6	2.4		52.1	25.6
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		3.6	2.4		52.1	25.6
LOS		A	A		D	C
Approach Delay		3.6	2.4		41.1	
Approach LOS		A	A		D	
Queue Length 50th (ft)		60	43		78	32
Queue Length 95th (ft)		95	57		113	96
Internal Link Dist (ft)		226	523		407	
Turn Bay Length (ft)						
Base Capacity (vph)		2758	2748		1009	549
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		0.29	0.36		0.24	0.31

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 2 (2%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 10.1	Intersection LOS: B
Intersection Capacity Utilization 44.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 146: Wake Forest Rd & Capital NB Off Ramp

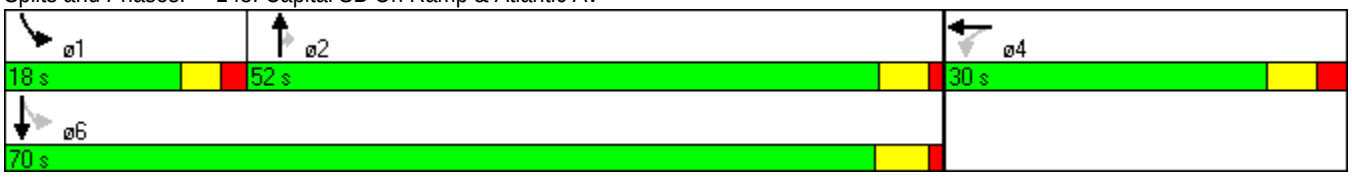


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	344	49	76	0	781	155	47	553	443
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	250		0
Storage Lanes	0		0	1		0	0		1	1		0
Taper Length (ft)	25		25	25		25	25		125	100		25
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.951				0.850		0.933	
Flt Protected				0.950	0.977					0.950		
Satd. Flow (prot)	0	0	0	1681	1644	0	0	3539	1583	1770	3302	0
Flt Permitted				0.950	0.977					0.257		
Satd. Flow (perm)	0	0	0	1681	1644	0	0	3539	1583	479	3302	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					23				128		412	
Link Speed (mph)		30			35			35			35	
Link Distance (ft)		564			583			603			527	
Travel Time (s)		12.8			11.4			11.7			10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	0	0	381	54	84	0	866	172	52	613	491
Shared Lane Traffic (%)				31%								
Lane Group Flow (vph)	0	0	0	263	256	0	0	866	172	52	1104	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm					Perm	pm+pt		
Protected Phases					4			2		1	6	
Permitted Phases				4					2	6		
Detector Phase				4	4			2	2	1	6	
Switch Phase												
Minimum Initial (s)				7.0	7.0			10.0	10.0	7.0	10.0	
Minimum Split (s)				22.1	22.1			20.9	20.9	11.9	21.2	
Total Split (s)	0.0	0.0	0.0	30.0	30.0	0.0	0.0	52.0	52.0	18.0	70.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	30.0%	30.0%	0.0%	0.0%	52.0%	52.0%	18.0%	70.0%	0.0%
Maximum Green (s)				23.9	23.9			47.1	47.1	13.1	64.8	
Yellow Time (s)				3.7	3.7			3.7	3.7	3.0	4.0	
All-Red Time (s)				2.4	2.4			1.2	1.2	1.9	1.2	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	6.1	6.1	4.0	4.0	4.9	4.9	4.9	5.2	4.0
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)				1.0	1.0			3.0	3.0	1.0	3.0	
Recall Mode				None	None			C-Min	C-Min	None	C-Min	
Act Effct Green (s)				19.1	19.1			60.4	60.4	69.9	69.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio				0.19	0.19			0.60	0.60	0.70	0.70	
v/c Ratio				0.82	0.77			0.41	0.17	0.12	0.46	
Control Delay				58.3	49.7			16.2	7.9	6.5	5.0	
Queue Delay				0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay				58.3	49.7			16.2	7.9	6.5	5.0	
LOS				E	D			B	A	A	A	
Approach Delay					54.1			14.8			5.1	
Approach LOS					D			B			A	
Queue Length 50th (ft)				170	149			198	34	9	80	
Queue Length 95th (ft)				244	223			276	76	26	151	
Internal Link Dist (ft)		484			503			523			447	
Turn Bay Length (ft)									100	250		
Base Capacity (vph)				410	418			2137	1006	504	2437	
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				0.64	0.61			0.41	0.17	0.10	0.45	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 9 (9%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 18.2	Intersection LOS: B
Intersection Capacity Utilization 54.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 148: Capital SB On Ramp & Atlantic Av



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	827	4	42	6	0	0	0	34
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	917	4	47	7	0	0	0	38
Pedestrians		2									3	
Lane Width (ft)		0.0									12.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		0									0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	924			0			959	924	0	925	922	924
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	924			0			959	924	0	925	922	924
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			78	98	100	100	100	88
cM capacity (veh/h)	737			1623			209	269	1085	244	269	326

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	921	53	38
Volume Left	0	47	0
Volume Right	4	0	38
cSH	1700	215	326
Volume to Capacity	0.54	0.25	0.12
Queue Length 95th (ft)	0	24	10
Control Delay (s)	0.0	27.2	17.5
Lane LOS		D	C
Approach Delay (s)	0.0	27.2	17.5
Approach LOS		D	C

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	62.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	0	8	0	54	50	0	0	0	0	55	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	0	9	0	60	55	0	0	0	0	61	4
Pedestrians		6									5	
Lane Width (ft)		12.0									12.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		1									0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	160	69	69	72	71	5	71			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	160	69	69	72	71	5	71			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	99	100	93	95	100			100		
cM capacity (veh/h)	712	817	989	907	815	1074	1521			1623		

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	13	115	65
Volume Left	4	0	0
Volume Right	9	55	4
cSH	875	922	1700
Volume to Capacity	0.02	0.13	0.04
Queue Length 95th (ft)	1	11	0
Control Delay (s)	9.2	9.5	0.0
Lane LOS	A	A	
Approach Delay (s)	9.2	9.5	0.0
Approach LOS	A	A	

Intersection Summary			
Average Delay		6.3	
Intersection Capacity Utilization		19.2%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	6	16	12	5	0	0	0	0	4	860	34
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	7	18	13	6	0	0	0	0	4	953	38
Pedestrians		30			2			5				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		3			0			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								295			293	
pX, platoon unblocked	0.80	0.80	0.80	0.80	0.80		0.80					
vC, conflicting volume	1014	1013	531	514	1032	2	1021			2		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	524	523	0	0	546	2	533			2		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	98	98	98	98	100	100			100		
cM capacity (veh/h)	330	356	848	773	345	1079	806			1616		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	24	19	481	514
Volume Left	0	13	4	0
Volume Right	18	0	0	38
cSH	616	566	1616	1700
Volume to Capacity	0.04	0.03	0.00	0.30
Queue Length 95th (ft)	3	3	0	0
Control Delay (s)	11.1	11.6	0.1	0.0
Lane LOS	B	B	A	
Approach Delay (s)	11.1	11.6	0.0	
Approach LOS	B	B		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	42.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	6	4	0	0	0	0	0	4	676	86
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	7	4	0	0	0	0	0	4	749	95
Pedestrians		37			15			1				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		3			1			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								274			210	
pX, platoon unblocked	0.82	0.82	0.82	0.82	0.82		0.82					
vC, conflicting volume	843	858	460	406	906	15	882			15		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	366	384	0	0	442	15	413			15		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	99	100	100	100			100		
cM capacity (veh/h)	433	428	861	792	397	1047	906			1581		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	7	4	379	470
Volume Left	0	4	4	0
Volume Right	7	0	0	95
cSH	861	792	1581	1700
Volume to Capacity	0.01	0.01	0.00	0.28
Queue Length 95th (ft)	1	0	0	0
Control Delay (s)	9.2	9.6	0.1	0.0
Lane LOS	A	A	A	
Approach Delay (s)	9.2	9.6	0.0	
Approach LOS	A	A		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	41.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	11	0	0	0	3	994
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	0	0	0	3	1102
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			515			146
pX, platoon unblocked	0.80					
vC, conflicting volume	558	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	817	1084			1622	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	12	371	735
Volume Left	12	3	0
Volume Right	0	0	0
cSH	817	1622	1700
Volume to Capacity	0.01	0.00	0.43
Queue Length 95th (ft)	1	0	0
Control Delay (s)	9.5	0.1	0.0
Lane LOS	A	A	
Approach Delay (s)	9.5	0.0	
Approach LOS	A		

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	44.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lanes, Volumes, Timings
1: Hargett St & Blount St

3/1/2013

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	103	117	55	86	0	0	0	0	26	992	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor		0.97			0.99						0.98	
Frt		0.928									0.992	
Flt Protected					0.981						0.999	
Satd. Flow (prot)	0	1504	0	0	1645	0	0	0	0	0	2721	0
Flt Permitted					0.792						0.999	
Satd. Flow (perm)	0	1504	0	0	1311	0	0	0	0	0	2715	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50									9	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		483			489			499			473	
Travel Time (s)		9.4			9.5			9.7			9.2	
Confl. Peds. (#/hr)			25	25						26		75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Parking (#/hr)											16	
Adj. Flow (vph)	0	114	130	61	95	0	0	0	0	29	1100	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	244	0	0	156	0	0	0	0	0	1190	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.35	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		22.0		22.0	22.0					22.0	22.0	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	55.0	55.0	0.0
Total Split (%)	0.0%	38.9%	0.0%	38.9%	38.9%	0.0%	0.0%	0.0%	0.0%	61.1%	61.1%	0.0%
Maximum Green (s)		29.0		29.0	29.0					49.0	49.0	
Yellow Time (s)		4.5		4.5	4.5					4.5	4.5	
All-Red Time (s)		1.5		1.5	1.5					1.5	1.5	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	4.0	6.0	6.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Walk Time (s)		5.0		5.0	5.0					5.0	5.0	
Flash Dont Walk (s)		8.0		8.0	8.0					8.0	8.0	
Pedestrian Calls (#/hr)		51		51	51					79	79	
Act Effct Green (s)		29.0			29.0						49.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.32			0.32						0.54	
v/c Ratio		0.47			0.37						0.80	
Control Delay		22.7			23.0						9.0	
Queue Delay		0.0			0.0						1.3	
Total Delay		22.7			23.0						10.4	
LOS		C			C						B	
Approach Delay		22.7			23.0						10.4	
Approach LOS		C			C						B	
Queue Length 50th (ft)		86			54						73	
Queue Length 95th (ft)		157			87						m78	
Internal Link Dist (ft)		403			409			419			393	
Turn Bay Length (ft)												
Base Capacity (vph)		519			422						1482	
Starvation Cap Reductn		0			0						130	
Spillback Cap Reductn		0			0						23	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.47			0.37						0.88	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 34 (38%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 13.5 Intersection LOS: B
Intersection Capacity Utilization 73.3% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Hargett St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	98	0	0	79	41	62	653	24	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.98			0.97			0.99				
Frt					0.954			0.995				
Flt Protected		0.988						0.996				
Satd. Flow (prot)	0	1656	0	0	1547	0	0	2832	0	0	0	0
Flt Permitted		0.914						0.996				
Satd. Flow (perm)	0	1506	0	0	1547	0	0	2811	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					31			6				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		489			484			491			748	
Travel Time (s)		9.5			9.4			9.6			14.6	
Confl. Peds. (#/hr)	45					45	25		13			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								8				
Adj. Flow (vph)	34	109	0	0	88	45	69	724	27	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	143	0	0	133	0	0	820	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.31	1.19	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.0	21.0			21.0		20.9	20.9				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	55.0	55.0	0.0	0.0	0.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	0.0%	38.9%	0.0%	61.1%	61.1%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	30.0	30.0			30.0		50.1	50.1				
Yellow Time (s)	3.6	3.6			3.6		3.5	3.5				
All-Red Time (s)	1.4	1.4			1.4		1.4	1.4				
Lost Time Adjust (s)	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 Lost Time (s)	5.0	5.0	4.0	4.0	5.0	4.0	4.9	4.9	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Walk Time (s)	5.0	5.0			5.0		5.0	5.0				
Flash Dont Walk (s)	9.0	9.0			9.0		8.0	8.0				
Pedestrian Calls (#/hr)	55	55			55		0	0				
Act Effct Green (s)		30.0			30.0			50.1				
Actuated g/C Ratio		0.33			0.33			0.56				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.28			0.25			0.52				
Control Delay		13.6			18.0			4.0				
Queue Delay		0.0			0.0			0.0				
Total Delay		13.6			18.0			4.0				
LOS		B			B			A				
Approach Delay		13.6			18.0			4.0				
Approach LOS		B			B			A				
Queue Length 50th (ft)		32			41			28				
Queue Length 95th (ft)		m46			85			36				
Internal Link Dist (ft)		409			404			411			668	
Turn Bay Length (ft)												
Base Capacity (vph)		502			536			1567				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.28			0.25			0.52				

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 32 (36%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 7.0 Intersection LOS: A
Intersection Capacity Utilization 55.3% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Hargett St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	130	0	0	53	30	62	663	9	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.99			0.98			1.00				
Frt					0.952			0.998				
Flt Protected		0.987						0.996				
Satd. Flow (prot)	0	1655	0	0	1569	0	0	2845	0	0	0	0
Flt Permitted		0.906						0.996				
Satd. Flow (perm)	0	1507	0	0	1569	0	0	2832	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					33			2				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		483			487			481			491	
Travel Time (s)		9.4			9.5			9.4			9.6	
Confl. Peds. (#/hr)	17					17	16		8			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								8				
Adj. Flow (vph)	50	144	0	0	59	33	69	735	10	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	194	0	0	92	0	0	814	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.31	1.19	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.2	21.2			21.2		21.2	21.2				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	55.0	55.0	0.0	0.0	0.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	0.0%	38.9%	0.0%	61.1%	61.1%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	29.8	29.8			29.8		49.8	49.8				
Yellow Time (s)	3.8	3.8			3.8		3.8	3.8				
All-Red Time (s)	1.4	1.4			1.4		1.4	1.4				
Lost Time Adjust (s)	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 Lost Time (s)	5.2	5.2	4.0	4.0	5.2	4.0	5.2	5.2	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Walk Time (s)	5.0	5.0			5.0		5.0	5.0				
Flash Dont Walk (s)	8.0	8.0			8.0		9.0	9.0				
Pedestrian Calls (#/hr)	57	57			57		13	13				
Act Effct Green (s)		29.8			29.8			49.8				
Actuated g/C Ratio		0.33			0.33			0.55				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.39			0.17			0.52				
Control Delay		26.8			15.4			5.0				
Queue Delay		0.0			0.0			0.0				
Total Delay		26.8			15.4			5.0				
LOS		C			B			A				
Approach Delay		26.8			15.4			5.0				
Approach LOS		C			B			A				
Queue Length 50th (ft)		80			23			35				
Queue Length 95th (ft)		m126			58			43				
Internal Link Dist (ft)		403			407			401			411	
Turn Bay Length (ft)												
Base Capacity (vph)		499			542			1568				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.39			0.17			0.52				

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 25 (28%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 9.7 Intersection LOS: A
Intersection Capacity Utilization 49.1% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Martin St & Person St

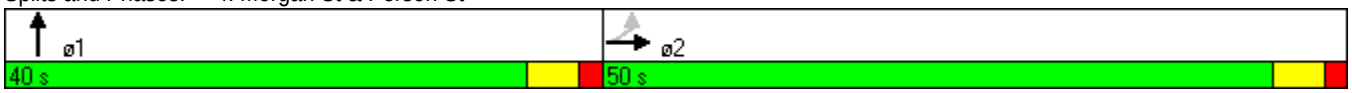
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	108	1062	0	0	0	0	0	576	149	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Storage Length (ft)	130		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	125		25	25		25	25		25	25		25
Lane Util. Factor	0.86	0.86	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00						1.00				
Frt								0.969				
Flt Protected	0.950	0.999										
Satd. Flow (prot)	1370	4321	0	0	0	0	0	2971	0	0	0	0
Flt Permitted	0.950	0.999										
Satd. Flow (perm)	1349	4320	0	0	0	0	0	2971	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	108	2						42				
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		570			474			748			316	
Travel Time (s)		11.1			9.2			14.6			7.2	
Confl. Peds. (#/hr)	8								6			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	120	1177	0	0	0	0	0	639	165	0	0	0
Shared Lane Traffic (%)	10%											
Lane Group Flow (vph)	108	1189	0	0	0	0	0	804	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.19	1.19	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm											
Protected Phases		2						1				
Permitted Phases	2											
Minimum Split (s)	21.1	21.1						22.1				
Total Split (s)	50.0	50.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0
Total Split (%)	55.6%	55.6%	0.0%	0.0%	0.0%	0.0%	0.0%	44.4%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	44.9	44.9						34.9				
Yellow Time (s)	3.5	3.5						3.5				
All-Red Time (s)	1.6	1.6						1.6				
Lost Time Adjust (s)	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 Lost Time (s)	5.1	5.1	4.0	4.0	4.0	4.0	4.0	5.1	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag						Lead				
Lead-Lag Optimize?	Yes	Yes						Yes				
Walk Time (s)	5.0	5.0						5.0				
Flash Dont Walk (s)	9.0	9.0						12.0				
Pedestrian Calls (#/hr)	16	16						3				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	44.9	44.9						34.9				
Actuated g/C Ratio	0.50	0.50						0.39				
v/c Ratio	0.15	0.55						0.68				
Control Delay	0.3	9.1						10.7				
Queue Delay	0.0	0.0						0.5				
Total Delay	0.3	9.1						11.2				
LOS	A	A						B				
Approach Delay		8.4						11.2				
Approach LOS		A						B				
Queue Length 50th (ft)	0	76						46				
Queue Length 95th (ft)	m0	m86						59				
Internal Link Dist (ft)		490			394			668			236	
Turn Bay Length (ft)	130											
Base Capacity (vph)	727	2156						1178				
Starvation Cap Reductn	0	0						0				
Spillback Cap Reductn	40	37						99				
Storage Cap Reductn	0	0						0				
Reduced v/c Ratio	0.16	0.56						0.75				

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 85 (94%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 9.4 Intersection LOS: A
Intersection Capacity Utilization 111.0% ICU Level of Service H
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Morgan St & Person St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	866	201	0	0	0	0	0	0	304	873	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.99									0.99	
Frt		0.972										
Flt Protected											0.987	
Satd. Flow (prot)	0	4416	0	0	0	0	0	0	0	0	2755	0
Flt Permitted											0.987	
Satd. Flow (perm)	0	4416	0	0	0	0	0	0	0	0	2739	0
Right Turn on Red			Yes			Yes			Yes	Yes		Yes
Satd. Flow (RTOR)		68									35	
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		473			570			473			295	
Travel Time (s)		9.2			11.1			9.2			6.7	
Confl. Peds. (#/hr)			13							11		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Parking (#/hr)											16	
Adj. Flow (vph)	0	960	223	0	0	0	0	0	0	337	968	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1183	0	0	0	0	0	0	0	0	1305	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.35	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type										Perm		
Protected Phases		2									1	
Permitted Phases										1		
Minimum Split (s)		22.0								22.0	22.0	
Total Split (s)	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0
Total Split (%)	0.0%	44.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	55.6%	55.6%	0.0%
Maximum Green (s)		34.0								44.0	44.0	
Yellow Time (s)		4.0								4.0	4.0	
All-Red Time (s)		2.0								2.0	2.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0
Lead/Lag		Lag								Lead	Lead	
Lead-Lag Optimize?		Yes								Yes	Yes	
Walk Time (s)		5.0								5.0	5.0	
Flash Dont Walk (s)		8.0								9.0	9.0	
Pedestrian Calls (#/hr)		14								10	10	
Act Effct Green (s)		34.0									44.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.38									0.49	
v/c Ratio		0.69									0.96	
Control Delay		24.7									22.6	
Queue Delay		0.0									3.7	
Total Delay		24.7									26.3	
LOS		C									C	
Approach Delay		24.7									26.3	
Approach LOS		C									C	
Queue Length 50th (ft)		192									387	
Queue Length 95th (ft)		243									m386	
Internal Link Dist (ft)		393			490			393			215	
Turn Bay Length (ft)												
Base Capacity (vph)		1711									1357	
Starvation Cap Reductn		0									0	
Spillback Cap Reductn		0									34	
Storage Cap Reductn		0									0	
Reduced v/c Ratio		0.69									0.99	

Intersection Summary	
Area Type:	CBD
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 77 (86%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 65	
Control Type: Pretimed	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 25.5	Intersection LOS: C
Intersection Capacity Utilization 71.6%	ICU Level of Service C
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 7: Morgan St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	104	91	39	75	0	0	0	0	72	1025	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor		0.94			0.98						0.99	
Frt		0.937									0.991	
Flt Protected					0.983						0.997	
Satd. Flow (prot)	0	1484	0	0	1648	0	0	0	0	0	2775	0
Flt Permitted					0.847						0.997	
Satd. Flow (perm)	0	1484	0	0	1385	0	0	0	0	0	2765	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		52									11	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		460			483			213			499	
Travel Time (s)		9.0			9.4			4.1			9.7	
Confl. Peds. (#/hr)			56	56						19		37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Parking (#/hr)											10	
Adj. Flow (vph)	0	115	101	43	83	0	0	0	0	80	1136	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	216	0	0	126	0	0	0	0	0	1290	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.33	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		21.3		21.3	21.3					21.0	21.0	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	55.0	55.0	0.0
Total Split (%)	0.0%	38.9%	0.0%	38.9%	38.9%	0.0%	0.0%	0.0%	0.0%	61.1%	61.1%	0.0%
Maximum Green (s)		29.7		29.7	29.7					50.0	50.0	
Yellow Time (s)		3.9		3.9	3.9					3.7	3.7	
All-Red Time (s)		1.4		1.4	1.4					1.3	1.3	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.3	4.0	5.3	5.3	4.0	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Walk Time (s)		5.0		5.0	5.0					5.0	5.0	
Flash Dont Walk (s)		9.0		9.0	9.0					9.0	9.0	
Pedestrian Calls (#/hr)		49		49	49					26	26	
Act Effct Green (s)		29.7			29.7						50.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.33			0.33						0.56	
v/c Ratio		0.41			0.28						0.84	
Control Delay		20.3			32.2						9.2	
Queue Delay		0.0			0.0						0.4	
Total Delay		20.3			32.2						9.5	
LOS		C			C						A	
Approach Delay		20.3			32.2						9.5	
Approach LOS		C			C						A	
Queue Length 50th (ft)		70			67						57	
Queue Length 95th (ft)		133			121						79	
Internal Link Dist (ft)		380			403			133			419	
Turn Bay Length (ft)												
Base Capacity (vph)		525			457						1541	
Starvation Cap Reductn		0			0						22	
Spillback Cap Reductn		0			0						39	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.41			0.28						0.86	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 41 (46%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 12.7 Intersection LOS: B
Intersection Capacity Utilization 71.5% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 8: Martin St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	145	105	31	64	0	0	0	0	65	1083	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Storage Length (ft)	0		120	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor			0.97		0.99						0.99	
Frt			0.850								0.992	
Flt Protected					0.984						0.997	
Satd. Flow (prot)	0	1676	1425	0	1650	0	0	0	0	0	2808	0
Flt Permitted					0.879						0.997	
Satd. Flow (perm)	0	1676	1376	0	1465	0	0	0	0	0	2797	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			52								10	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		455			488			226			271	
Travel Time (s)		8.9			9.5			4.4			5.3	
Confl. Peds. (#/hr)			11	11						21		30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	1	0
Parking (#/hr)											8	
Adj. Flow (vph)	0	161	116	34	71	0	0	0	0	72	1201	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	161	116	0	105	0	0	0	0	0	1347	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.31	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm	Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases			1	1						2		
Minimum Split (s)		21.2	21.2	21.2	21.2					21.0	21.0	
Total Split (s)	0.0	35.0	35.0	35.0	35.0	0.0	0.0	0.0	0.0	55.0	55.0	0.0
Total Split (%)	0.0%	38.9%	38.9%	38.9%	38.9%	0.0%	0.0%	0.0%	0.0%	61.1%	61.1%	0.0%
Maximum Green (s)		29.8	29.8	29.8	29.8					50.0	50.0	
Yellow Time (s)		3.8	3.8	3.8	3.8					3.7	3.7	
All-Red Time (s)		1.4	1.4	1.4	1.4					1.3	1.3	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.2	5.2	5.2	5.2	4.0	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag		Lead	Lead	Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes					Yes	Yes	
Walk Time (s)		5.0	5.0	5.0	5.0					5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		8.0	8.0	8.0	8.0					8.0	8.0	
Pedestrian Calls (#/hr)		86	86	86	86					51	51	
Act Effct Green (s)		29.8	29.8		29.8						50.0	
Actuated g/C Ratio		0.33	0.33		0.33						0.56	
v/c Ratio		0.29	0.24		0.22						0.86	
Control Delay		24.1	14.1		22.0						10.5	
Queue Delay		0.0	0.0		0.0						0.3	
Total Delay		24.1	14.1		22.0						10.8	
LOS		C	B		C						B	
Approach Delay		19.9			22.0						10.8	
Approach LOS		B			C						B	
Queue Length 50th (ft)		67	25		42						57	
Queue Length 95th (ft)		118	65		88						94	
Internal Link Dist (ft)		375			408			146			191	
Turn Bay Length (ft)			120									
Base Capacity (vph)		555	490		485						1558	
Starvation Cap Reductn		0	0		0						28	
Spillback Cap Reductn		0	0		0						0	
Storage Cap Reductn		0	0		0						0	
Reduced v/c Ratio		0.29	0.24		0.22						0.88	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 47 (52%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 12.9 Intersection LOS: B
Intersection Capacity Utilization 68.1% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 10: Davie St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	68	142	0	0	53	19	42	647	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.97			0.97			0.99				
Frt					0.965			0.997				
Flt Protected		0.984						0.997				
Satd. Flow (prot)	0	1650	0	0	1569	0	0	2768	0	0	0	0
Flt Permitted		0.877						0.997				
Satd. Flow (perm)	0	1426	0	0	1569	0	0	2752	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					21			4				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		488			486			496			481	
Travel Time (s)		9.5			9.5			9.7			9.4	
Confl. Peds. (#/hr)	50					50	28					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	0	0	0	0
Parking (#/hr)								16				
Adj. Flow (vph)	75	157	0	0	59	21	47	717	17	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	232	0	0	80	0	0	781	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.35	1.19	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.0	21.0			21.0		21.0	21.0				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	55.0	55.0	0.0	0.0	0.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	0.0%	38.9%	0.0%	61.1%	61.1%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	30.0	30.0			30.0		50.0	50.0				
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5				
All-Red Time (s)	1.5	1.5			1.5		1.5	1.5				
Lost Time Adjust (s)	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 Lost Time (s)	5.0	5.0	4.0	4.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Walk Time (s)	5.0	5.0			5.0		5.0	5.0				
Flash Dont Walk (s)	8.0	8.0			8.0		8.0	8.0				
Pedestrian Calls (#/hr)	33	33			33		12	12				
Act Effct Green (s)		30.0			30.0			50.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.33			0.33			0.56				
v/c Ratio		0.49			0.15			0.51				
Control Delay		41.8			17.1			7.4				
Queue Delay		0.0			0.0			0.0				
Total Delay		41.8			17.1			7.4				
LOS		D			B			A				
Approach Delay		41.8			17.1			7.4				
Approach LOS		D			B			A				
Queue Length 50th (ft)		127			23			52				
Queue Length 95th (ft)		m182			55			65				
Internal Link Dist (ft)		408			406			416			401	
Turn Bay Length (ft)												
Base Capacity (vph)		475			537			1531				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.49			0.15			0.51				

Intersection Summary	
Area Type:	CBD
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 18 (20%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 15.4	Intersection LOS: B
Intersection Capacity Utilization 49.9%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 12: Davie St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	142	192	40	31	0	0	0	0	27	1228	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor		0.98			1.00						0.99	
Frt		0.922									0.993	
Flt Protected					0.973						0.999	
Satd. Flow (prot)	0	1517	0	0	1631	0	0	0	0	0	2796	0
Flt Permitted					0.637						0.999	
Satd. Flow (perm)	0	1517	0	0	1063	0	0	0	0	0	2792	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35									9	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		456			485			480			264	
Travel Time (s)		8.9			9.4			9.4			5.1	
Confl. Peds. (#/hr)			10	10						21		27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)											12	
Adj. Flow (vph)	0	157	213	44	34	0	0	0	0	30	1361	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	370	0	0	78	0	0	0	0	0	1462	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14	1.19	1.32	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		21.3		21.3	21.3					21.1	21.1	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	55.0	55.0	0.0
Total Split (%)	0.0%	38.9%	0.0%	38.9%	38.9%	0.0%	0.0%	0.0%	0.0%	61.1%	61.1%	0.0%
Maximum Green (s)		29.7		29.7	29.7					49.9	49.9	
Yellow Time (s)		3.9		3.9	3.9					3.8	3.8	
All-Red Time (s)		1.4		1.4	1.4					1.3	1.3	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.3	4.0	5.3	5.3	4.0	4.0	4.0	4.0	5.1	5.1	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Walk Time (s)		5.0		5.0	5.0					5.0	5.0	
Flash Dont Walk (s)		8.0		8.0	8.0					9.0	9.0	
Pedestrian Calls (#/hr)		16		16	16					48	48	
Act Effct Green (s)		29.7			29.7						49.9	
Actuated g/C Ratio		0.33			0.33						0.55	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.71			0.22						0.94	
Control Delay		32.3			25.2						17.4	
Queue Delay		0.0			0.0						9.0	
Total Delay		32.4			25.2						26.3	
LOS		C			C						C	
Approach Delay		32.4			25.2						26.3	
Approach LOS		C			C						C	
Queue Length 50th (ft)		165			35						68	
Queue Length 95th (ft)		271			74						#551	
Internal Link Dist (ft)		376			405			400			184	
Turn Bay Length (ft)												
Base Capacity (vph)		524			351						1552	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		1			0						95	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.71			0.22						1.00	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 54 (60%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 70
Control Type: Pretimed
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 27.4 Intersection LOS: C
Intersection Capacity Utilization 81.6% 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: 13: Cabarrus St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	131	38	0	0	51	7	21	566	14	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.95			0.99			1.00				
Frt					0.983			0.996				
Flt Protected		0.963						0.998				
Satd. Flow (prot)	0	1614	0	0	1632	0	0	2785	0	0	0	0
Flt Permitted		0.731						0.998				
Satd. Flow (perm)	0	1168	0	0	1632	0	0	2777	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					8			4				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		485			493			484			496	
Travel Time (s)		9.4			9.6			9.4			9.7	
Confl. Peds. (#/hr)	32					32	26					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								16				
Adj. Flow (vph)	145	42	0	0	57	8	23	628	16	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	187	0	0	65	0	0	667	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.34	1.19	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.2	21.2			21.2		21.1	21.1				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	55.0	55.0	0.0	0.0	0.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	0.0%	38.9%	0.0%	61.1%	61.1%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	29.8	29.8			29.8		49.9	49.9				
Yellow Time (s)	3.8	3.8			3.8		3.7	3.7				
All-Red Time (s)	1.4	1.4			1.4		1.4	1.4				
Lost Time Adjust (s)	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 Lost Time (s)	5.2	5.2	4.0	4.0	5.2	4.0	5.1	5.1	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Walk Time (s)	5.0	5.0			5.0		5.0	5.0				
Flash Dont Walk (s)	8.0	8.0			8.0		8.0	8.0				
Pedestrian Calls (#/hr)	21	21			21		12	12				
Act Effct Green (s)		29.8			29.8			49.9				
Actuated g/C Ratio		0.33			0.33			0.55				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.48			0.12			0.43				
Control Delay		33.4			19.6			3.7				
Queue Delay		0.0			0.0			0.0				
Total Delay		33.4			19.6			3.7				
LOS		C			B			A				
Approach Delay		33.4			19.6			3.7				
Approach LOS		C			B			A				
Queue Length 50th (ft)		105			22			22				
Queue Length 95th (ft)		m148			51			28				
Internal Link Dist (ft)		405			413			404			416	
Turn Bay Length (ft)												
Base Capacity (vph)		387			546			1541				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.48			0.12			0.43				

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 11 (12%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.48
Intersection Signal Delay: 10.9 Intersection LOS: B
Intersection Capacity Utilization 44.7% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Cabarrus St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	44	66	0	0	54	11	30	545	17	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor					0.99			1.00				
Frt					0.978			0.996				
Flt Protected		0.980						0.997				
Satd. Flow (prot)	0	1643	0	0	1624	0	0	2796	0	0	0	0
Flt Permitted		0.869						0.997				
Satd. Flow (perm)	0	1457	0	0	1624	0	0	2790	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					12			5				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		487			491			259			484	
Travel Time (s)		13.3			13.4			5.0			9.4	
Confl. Peds. (#/hr)						22	13					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	0	0	0	0
Parking (#/hr)								12				
Adj. Flow (vph)	49	73	0	0	60	12	33	604	19	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	122	0	0	72	0	0	656	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.33	1.19	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.4	21.4			21.4		20.9	20.9				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	55.0	55.0	0.0	0.0	0.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	0.0%	38.9%	0.0%	61.1%	61.1%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	29.6	29.6			29.6		50.1	50.1				
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5				
All-Red Time (s)	1.9	1.9			1.9		1.4	1.4				
Lost Time Adjust (s)	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 Lost Time (s)	5.4	5.4	4.0	4.0	5.4	4.0	4.9	4.9	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Walk Time (s)	5.0	5.0			5.0		5.0	5.0				
Flash Dont Walk (s)	8.0	8.0			8.0		9.0	9.0				
Pedestrian Calls (#/hr)	7	7			7		0	0				
Act Effct Green (s)		29.6			29.6			50.1				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.33			0.33			0.56				
v/c Ratio		0.25			0.13			0.42				
Control Delay		22.1			19.0			3.6				
Queue Delay		0.0			0.0			0.1				
Total Delay		22.1			19.0			3.8				
LOS		C			B			A				
Approach Delay		22.1			19.0			3.8				
Approach LOS		C			B			A				
Queue Length 50th (ft)		66			24			21				
Queue Length 95th (ft)		m115			54			26				
Internal Link Dist (ft)		407			411			179			404	
Turn Bay Length (ft)												
Base Capacity (vph)		479			542			1555				
Starvation Cap Reductn		0			0			234				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.25			0.13			0.50				

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 5 (6%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.42	
Intersection Signal Delay: 7.7	Intersection LOS: A
Intersection Capacity Utilization 40.6%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 19: Lenoir St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	96	47	45	39	0	0	0	0	14	1419	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	10	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor											1.00	
Frt		0.956									0.997	
Flt Protected					0.974							
Satd. Flow (prot)	0	1603	0	0	1633	0	0	0	0	0	2757	0
Flt Permitted					0.795							
Satd. Flow (perm)	0	1603	0	0	1333	0	0	0	0	0	2757	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17									3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		464			487			271			480	
Travel Time (s)		12.7			13.3			5.3			9.4	
Confl. Peds. (#/hr)												53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	5	0
Parking (#/hr)											16	
Adj. Flow (vph)	0	106	52	50	43	0	0	0	0	16	1573	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	158	0	0	93	0	0	0	0	0	1620	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.14	1.19	1.36	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		21.5		21.5	21.5					21.3	21.3	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	55.0	55.0	0.0
Total Split (%)	0.0%	38.9%	0.0%	38.9%	38.9%	0.0%	0.0%	0.0%	0.0%	61.1%	61.1%	0.0%
Maximum Green (s)		29.5		29.5	29.5					49.7	49.7	
Yellow Time (s)		3.5		3.5	3.5					3.9	3.9	
All-Red Time (s)		2.0		2.0	2.0					1.4	1.4	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.5	4.0	5.5	5.5	4.0	4.0	4.0	4.0	5.3	5.3	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Walk Time (s)		5.0		5.0	5.0					5.0	5.0	
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	
Pedestrian Calls (#/hr)		17		17	17					11	11	
Act Effct Green (s)		29.5			29.5						49.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.33			0.33						0.55	
v/c Ratio		0.29			0.21						1.06	
Control Delay		21.8			26.7						47.8	
Queue Delay		0.0			0.0						3.4	
Total Delay		21.8			26.7						51.2	
LOS		C			C						D	
Approach Delay		21.8			26.7						51.2	
Approach LOS		C			C						D	
Queue Length 50th (ft)		59			42						~533	
Queue Length 95th (ft)		109			86						m#603	
Internal Link Dist (ft)		384			407			191			400	
Turn Bay Length (ft)												
Base Capacity (vph)		537			437						1524	
Starvation Cap Reductn		0			0						12	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.29			0.21						1.07	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 60 (67%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 75
Control Type: Pretimed
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 47.5 Intersection LOS: D
Intersection Capacity Utilization 73.7% ICU Level of Service D
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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: Lenoir St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	66	0	0	54	11	30	536	18	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.94						0.99				
Frt					0.978			0.995				
Flt Protected		0.980						0.997				
Satd. Flow (prot)	0	1643	0	0	1640	0	0	2806	0	0	0	0
Flt Permitted		0.866						0.997				
Satd. Flow (perm)	0	1371	0	0	1640	0	0	2806	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					12			6				
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		490			490			556			259	
Travel Time (s)		13.4			13.4			10.8			5.0	
Confl. Peds. (#/hr)	78								64			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								10				
Adj. Flow (vph)	50	73	0	0	60	12	33	594	20	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	123	0	0	72	0	0	647	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.32	1.19	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		4			4			2				
Permitted Phases	4						2					
Minimum Split (s)	21.4	21.4			21.4		20.9	20.9				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	55.0	55.0	0.0	0.0	0.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	0.0%	38.9%	0.0%	61.1%	61.1%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	29.6	29.6			29.6		50.1	50.1				
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5				
All-Red Time (s)	1.9	1.9			1.9		1.4	1.4				
Lost Time Adjust (s)	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 Lost Time (s)	5.4	5.4	4.0	4.0	5.4	4.0	4.9	4.9	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0			5.0		5.0	5.0				
Flash Dont Walk (s)	9.0	9.0			9.0		9.0	9.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)		29.6			29.6			50.1				
Actuated g/C Ratio		0.33			0.33			0.56				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.27			0.13			0.41				
Control Delay		18.8			19.0			19.7				
Queue Delay		0.0			0.0			0.0				
Total Delay		18.8			19.0			19.7				
LOS		B			B			B				
Approach Delay		18.8			19.0			19.7				
Approach LOS		B			B			B				
Queue Length 50th (ft)		64			24			130				
Queue Length 95th (ft)		m110			54			169				
Internal Link Dist (ft)		410			410			476			179	
Turn Bay Length (ft)												
Base Capacity (vph)		451			547			1565				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.27			0.13			0.41				

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 2 (2%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.41
Intersection Signal Delay: 19.5 Intersection LOS: B
Intersection Capacity Utilization 40.6% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: South St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	96	47	45	39	0	0	0	0	15	1469	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Storage Length (ft)	0		100	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.956									0.997	
Flt Protected					0.974						0.999	
Satd. Flow (prot)	0	1603	0	0	1633	0	0	0	0	0	2845	0
Flt Permitted					0.796						0.999	
Satd. Flow (perm)	0	1603	0	0	1334	0	0	0	0	0	2845	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20									3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		443			490			970			271	
Travel Time (s)		12.1			13.4			18.9			5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	4	0
Parking (#/hr)											6	
Adj. Flow (vph)	0	106	52	50	43	0	0	0	0	17	1629	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	158	0	0	93	0	0	0	0	0	1676	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.31	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		21.4		21.4	21.4					21.0	21.0	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	55.0	55.0	0.0
Total Split (%)	0.0%	38.9%	0.0%	38.9%	38.9%	0.0%	0.0%	0.0%	0.0%	61.1%	61.1%	0.0%
Maximum Green (s)		29.6		29.6	29.6					50.0	50.0	
Yellow Time (s)		3.5		3.5	3.5					3.6	3.6	
All-Red Time (s)		1.9		1.9	1.9					1.4	1.4	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.4	4.0	5.4	5.4	4.0	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Walk Time (s)		5.0		5.0	5.0					5.0	5.0	
Flash Dont Walk (s)		9.0		9.0	9.0					7.0	7.0	
Pedestrian Calls (#/hr)		37		37	37					25	25	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)		29.6			29.6						50.0	
Actuated g/C Ratio		0.33			0.33						0.56	
v/c Ratio		0.29			0.21						1.06	
Control Delay		21.3			30.6						36.7	
Queue Delay		0.0			0.0						17.0	
Total Delay		21.3			30.6						53.6	
LOS		C			C						D	
Approach Delay		21.3			30.6						53.6	
Approach LOS		C			C						D	
Queue Length 50th (ft)		57			48						~540	
Queue Length 95th (ft)		107			94						m#55	
Internal Link Dist (ft)		363			410			890			191	
Turn Bay Length (ft)												
Base Capacity (vph)		541			439						1582	
Starvation Cap Reductn		0			0						59	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.29			0.21						1.10	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 63 (70%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 70
Control Type: Pretimed
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 49.9 Intersection LOS: D
Intersection Capacity Utilization 74.8% ICU Level of Service D
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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: South St & Blount St

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	21	564	20	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	23	625	22	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			408			556
pX, platoon unblocked						
vC, conflicting volume	636	324			647	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	636	324			647	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	97			100	
cM capacity (veh/h)	410	672			934	

Direction, Lane #	WB 1	NB 1	NB 2
Volume Total	23	417	231
Volume Left	0	0	0
Volume Right	23	0	22
cSH	672	1700	1700
Volume to Capacity	0.03	0.25	0.14
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.5	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.5	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	26.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	89	886	0	0	606	67	69	310	66	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00			1.00				
Frt					0.985			0.978				
Flt Protected	0.950							0.992				
Satd. Flow (prot)	1770	3539	0	0	3480	0	0	3050	0	0	0	0
Flt Permitted	0.259							0.992				
Satd. Flow (perm)	482	3539	0	0	3480	0	0	3050	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					15			31				
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		490			493			411			408	
Travel Time (s)		9.5			9.6			8.0			7.9	
Confl. Peds. (#/hr)	3					3			3			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Parking (#/hr)								10				
Adj. Flow (vph)	99	982	0	0	672	74	76	344	73	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	982	0	0	746	0	0	493	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.16	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		4			4			2				
Permitted Phases	4						2					
Minimum Split (s)	20.8	20.8			20.8		21.0	21.0				
Total Split (s)	40.0	40.0	0.0	0.0	40.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0
Total Split (%)	44.4%	44.4%	0.0%	0.0%	44.4%	0.0%	55.6%	55.6%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	35.2	35.2			35.2		45.0	45.0				
Yellow Time (s)	3.5	3.5			3.5		4.0	4.0				
All-Red Time (s)	1.3	1.3			1.3		1.0	1.0				
Lost Time Adjust (s)	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 Lost Time (s)	4.8	4.8	4.0	4.0	4.8	4.0	5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0			5.0		5.0	5.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)	10.0	10.0			10.0		10.0	10.0				
Pedestrian Calls (#/hr)	2	2			2		0	0				
Act Effct Green (s)	35.2	35.2			35.2			45.0				
Actuated g/C Ratio	0.39	0.39			0.39			0.50				
v/c Ratio	0.52	0.71			0.54			0.32				
Control Delay	22.2	17.4			22.6			13.2				
Queue Delay	0.0	0.1			0.0			0.0				
Total Delay	22.2	17.5			22.6			13.2				
LOS	C	B			C			B				
Approach Delay		18.0			22.6			13.2				
Approach LOS		B			C			B				
Queue Length 50th (ft)	47	264			165			77				
Queue Length 95th (ft)	m90	m312			221			111				
Internal Link Dist (ft)		410			413			331			328	
Turn Bay Length (ft)	100											
Base Capacity (vph)	189	1384			1370			1541				
Starvation Cap Reductn	0	34			0			0				
Spillback Cap Reductn	0	0			0			0				
Storage Cap Reductn	0	0			0			0				
Reduced v/c Ratio	0.52	0.73			0.54			0.32				

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 34 (38%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 18.4 Intersection LOS: B
Intersection Capacity Utilization 79.6% ICU Level of Service D
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Martin Luther King Jr Blvd & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	796	183	72	603	0	0	0	0	179	1160	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Storage Length (ft)	100		0	100		0	0		0	0		150
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor			0.97	1.00							1.00	0.97
Frt			0.850									0.850
Flt Protected				0.950							0.993	
Satd. Flow (prot)	0	3539	1583	1770	3539	0	0	0	0	0	3397	1531
Flt Permitted				0.249							0.993	
Satd. Flow (perm)	0	3539	1530	462	3539	0	0	0	0	0	3392	1479
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			9									181
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		569			490			388			970	
Travel Time (s)		11.1			9.5			7.6			18.9	
Confl. Peds. (#/hr)			17	17						7		14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	883	203	80	669	0	0	0	0	198	1286	357
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	883	203	80	669	0	0	0	0	0	1484	357
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type			Perm	Perm						Perm		Perm
Protected Phases		1			1						2	
Permitted Phases			1	1						2		2
Minimum Split (s)		27.0	27.0	27.0	27.0					23.0	23.0	23.0
Total Split (s)	0.0	50.0	50.0	50.0	50.0	0.0	0.0	0.0	0.0	40.0	40.0	40.0
Total Split (%)	0.0%	55.6%	55.6%	55.6%	55.6%	0.0%	0.0%	0.0%	0.0%	44.4%	44.4%	44.4%
Maximum Green (s)		44.0	44.0	44.0	44.0					34.0	34.0	34.0
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	6.0	6.0	6.0	4.0	4.0	4.0	4.0	6.0	6.0	6.0
Lead/Lag		Lead	Lead	Lead	Lead					Lag	Lag	Lag
Lead-Lag Optimize?		Yes	Yes	Yes	Yes					Yes	Yes	Yes
Walk Time (s)		5.0	5.0	5.0	5.0					5.0	5.0	5.0
Flash Dont Walk (s)		16.0	16.0	16.0	16.0					12.0	12.0	12.0
Pedestrian Calls (#/hr)		9	9	9	9					16	16	16

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)		44.0	44.0	44.0	44.0						34.0	34.0
Actuated g/C Ratio		0.49	0.49	0.49	0.49						0.38	0.38
v/c Ratio		0.51	0.27	0.35	0.39						1.16	0.53
Control Delay		17.0	14.1	17.3	11.9						100.2	12.4
Queue Delay		0.0	0.0	0.0	0.0						0.0	0.0
Total Delay		17.0	14.1	17.3	11.9						100.2	12.4
LOS		B	B	B	B						F	B
Approach Delay		16.4			12.5						83.2	
Approach LOS		B			B						F	
Queue Length 50th (ft)		172	62	14	60						~552	116
Queue Length 95th (ft)		225	107	m41	115						m#515	m115
Internal Link Dist (ft)		489			410			308			890	
Turn Bay Length (ft)				100								150
Base Capacity (vph)		1730	753	226	1730						1281	671
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		0.51	0.27	0.35	0.39						1.16	0.53

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 25 (28%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 49.1 Intersection LOS: D
Intersection Capacity Utilization 79.6% ICU Level of Service D
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.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 30: Martin Luther King Jr Blvd & Blount St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	6	0	0	15	6	16	429	4	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	7	0	0	17	7	18	476	4	0	0	0
Pedestrians		11			4						3	
Lane Width (ft)		12.0			12.0						0.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		1			0						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											411	
pX, platoon unblocked												
vC, conflicting volume	302	531	11	521	528	247	11			484		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	302	531	11	521	528	247	11			484		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	98	100	100	96	99	99			100		
cM capacity (veh/h)	588	442	1057	424	443	751	1592			1071		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	17	23	256	242
Volume Left	10	0	18	0
Volume Right	0	7	0	4
cSH	519	502	1592	1700
Volume to Capacity	0.03	0.05	0.01	0.14
Queue Length 95th (ft)	2	4	1	0
Control Delay (s)	12.2	12.5	0.6	0.0
Lane LOS	B	B	A	
Approach Delay (s)	12.2	12.5	0.3	
Approach LOS	B	B		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	26.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	7	4	26	4	0	0	0	0	8	1402	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	8	4	29	4	0	0	0	0	9	1554	6
Pedestrians		11			18			8				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			1			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											388	
pX, platoon unblocked	0.63	0.63	0.63	0.63	0.63		0.63					
vC, conflicting volume	1588	1604	799	829	1607	18	1571			18		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	774	799	0	0	803	18	747			18		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	96	99	95	98	100	100			99		
cM capacity (veh/h)	174	195	681	602	194	1040	539			1573		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	12	33	786	783
Volume Left	0	29	9	0
Volume Right	4	0	0	6
cSH	264	470	1573	1700
Volume to Capacity	0.05	0.07	0.01	0.46
Queue Length 95th (ft)	4	6	0	0
Control Delay (s)	19.3	13.2	0.2	0.0
Lane LOS	C	B	A	
Approach Delay (s)	19.3	13.2	0.1	
Approach LOS	C	B		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	54.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	16	4	10	4	0	0	0	0	11	1415	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	18	4	11	4	0	0	0	0	12	1569	8
Pedestrians		12			37			8				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			3			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											850	
pX, platoon unblocked	0.65	0.65	0.65	0.65	0.65		0.65					
vC, conflicting volume	1611	1646	808	867	1650	37	1589			37		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	856	910	0	0	916	37	821			37		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	89	99	98	97	100	100			99		
cM capacity (veh/h)	152	168	695	565	167	995	516			1523		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	22	16	797	792
Volume Left	0	11	12	0
Volume Right	4	0	0	8
cSH	198	336	1523	1700
Volume to Capacity	0.11	0.05	0.01	0.47
Queue Length 95th (ft)	9	4	1	0
Control Delay (s)	25.4	16.2	0.2	0.0
Lane LOS	D	C	A	
Approach Delay (s)	25.4	16.2	0.1	
Approach LOS	D	C		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	18	9	0	0	9	4	5	427	4	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	10	0	0	10	4	6	473	4	0	0	0
Pedestrians		11			6						2	
Lane Width (ft)		12.0			12.0						0.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		1			1						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											866	
pX, platoon unblocked												
vC, conflicting volume	270	506	11	498	504	247	11			484		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	270	506	11	498	504	247	11			484		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	98	100	100	98	99	100			100		
cM capacity (veh/h)	632	459	1057	440	461	749	1592			1070		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	30	14	242	241
Volume Left	20	0	6	0
Volume Right	0	4	0	4
cSH	561	523	1592	1700
Volume to Capacity	0.05	0.03	0.00	0.14
Queue Length 95th (ft)	4	2	0	0
Control Delay (s)	11.8	12.1	0.2	0.0
Lane LOS	B	B	A	
Approach Delay (s)	11.8	12.1	0.1	
Approach LOS	B	B		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	27.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	18	0	0	0	16	1413
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	0	0	0	18	1567
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			909			1291
pX, platoon unblocked	0.66					
vC, conflicting volume	819	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			99	
cM capacity (veh/h)	672	1084			1622	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	20	540	1044
Volume Left	20	18	0
Volume Right	0	0	0
cSH	672	1622	1700
Volume to Capacity	0.03	0.01	0.61
Queue Length 95th (ft)	2	1	0
Control Delay (s)	10.5	0.3	0.0
Lane LOS	B	A	
Approach Delay (s)	10.5	0.1	
Approach LOS	B		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	50.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	11	0	0	12	6	6	425	4	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	6	12	0	0	13	7	7	471	4	0	0	0
Pedestrians		1									17	
Lane Width (ft)		12.0									0.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		0									0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								882			1307	
pX, platoon unblocked												
vC, conflicting volume	280	490	1	493	488	255	1			476		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	280	490	1	493	488	255	1			476		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	97	100	100	97	99	100			100		
cM capacity (veh/h)	628	475	1082	448	476	744	1619			1083		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	18	20	242	240
Volume Left	6	0	7	0
Volume Right	0	7	0	4
cSH	514	541	1619	1700
Volume to Capacity	0.03	0.04	0.00	0.14
Queue Length 95th (ft)	3	3	0	0
Control Delay (s)	12.3	11.9	0.2	0.0
Lane LOS	B	B	A	
Approach Delay (s)	12.3	11.9	0.1	
Approach LOS	B	B		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	26.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	5	0	0	9	5	11	416	4	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	6	0	0	10	6	12	461	4	0	0	0
Pedestrians					1							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					4.0							
Percent Blockage					0							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								452				
pX, platoon unblocked	0.94	0.94		0.94	0.94	0.94				0.94		
vC, conflicting volume	266	491	0	492	489	234	0			467		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	78	319	0	319	316	44	0			293		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	99	100	100	98	99	99			100		
cM capacity (veh/h)	823	554	1084	562	555	951	1622			1184		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	22	16	243	235
Volume Left	17	0	12	0
Volume Right	0	6	0	4
cSH	734	652	1622	1700
Volume to Capacity	0.03	0.02	0.01	0.14
Queue Length 95th (ft)	2	2	1	0
Control Delay (s)	10.1	10.7	0.4	0.0
Lane LOS	B	B	A	
Approach Delay (s)	10.1	10.7	0.2	
Approach LOS	B	B		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	26.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	4	0	0	1427	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	4	0	0	1582	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				841		
pX, platoon unblocked						
vC, conflicting volume	1584	793	1587			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1584	793	1587			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	99	331	410			

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	4	1055	532
Volume Left	0	0	0
Volume Right	4	0	4
cSH	331	1700	1700
Volume to Capacity	0.01	0.62	0.31
Queue Length 95th (ft)	1	0	0
Control Delay (s)	16.0	0.0	0.0
Lane LOS	C		
Approach Delay (s)	16.0	0.0	
Approach LOS	C		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	50.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	20	0	0	0	20	1412
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	0	0	0	22	1565
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			477			
pX, platoon unblocked						
vC, conflicting volume	828	1			1	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	828	1			1	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	93	100			99	
cM capacity (veh/h)	305	1082			1619	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	22	544	1044
Volume Left	22	22	0
Volume Right	0	0	0
cSH	305	1619	1700
Volume to Capacity	0.07	0.01	0.61
Queue Length 95th (ft)	6	1	0
Control Delay (s)	17.7	0.4	0.0
Lane LOS	C	A	
Approach Delay (s)	17.7	0.1	
Approach LOS	C		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	50.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	91	53	97	48	0	0	0	0	61	1334	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.950									0.996	
Flt Protected				0.950							0.998	
Satd. Flow (prot)	0	1770	0	1770	1863	0	0	0	0	0	3387	0
Flt Permitted				0.656							0.998	
Satd. Flow (perm)	0	1770	0	1222	1863	0	0	0	0	0	3387	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)											4	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		174			353			697			477	
Travel Time (s)		3.4			6.9			13.6			9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Adj. Flow (vph)	0	101	59	108	53	0	0	0	0	68	1479	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	160	0	108	53	0	0	0	0	0	1587	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.05	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		2			2						1	
Permitted Phases				2						1		
Detector Phase		2		2	2					1	1	
Switch Phase												
Minimum Initial (s)		12.0		12.0	12.0					7.0	7.0	
Minimum Split (s)		18.0		18.0	18.0					12.5	12.5	
Total Split (s)	0.0	40.0	0.0	40.0	40.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0
Total Split (%)	0.0%	66.7%	0.0%	66.7%	66.7%	0.0%	0.0%	0.0%	0.0%	33.3%	33.3%	0.0%
Maximum Green (s)		34.0		34.0	34.0					14.5	14.5	
Yellow Time (s)		4.5		4.5	4.5					4.0	4.0	
All-Red Time (s)		1.5		1.5	1.5					1.5	1.5	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	4.0	6.0	6.0	4.0	4.0	4.0	4.0	5.5	5.5	4.0
Lead/Lag		Lag		Lag	Lag					Lead	Lead	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		C-Min		C-Min	C-Min					None	None	
Walk Time (s)		1.0		1.0	1.0							
Flash Dont Walk (s)		1.0		1.0	1.0							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0		0	0							
Act Effct Green (s)		13.1		13.1	13.1						35.4	
Actuated g/C Ratio		0.22		0.22	0.22						0.59	
v/c Ratio		0.41		0.40	0.13						0.79	
Control Delay		23.2		31.0	25.1						14.5	
Queue Delay		0.0		0.0	0.0						0.0	
Total Delay		23.2		31.0	25.1						14.5	
LOS		C		C	C						B	
Approach Delay		23.2			29.0						14.5	
Approach LOS		C			C						B	
Queue Length 50th (ft)		51		39	18						191	
Queue Length 95th (ft)		89		82	46						#409	
Internal Link Dist (ft)		94			273			617			397	
Turn Bay Length (ft)												
Base Capacity (vph)		1003		692	1056						1999	
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		0.16		0.16	0.05						0.79	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 5 (8%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 16.4 Intersection LOS: B
Intersection Capacity Utilization 75.2% 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: 48: Hoke St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	86	0	0	88	52	57	313	54	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Storage Length (ft)	0		0	0		160	0		215	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	25		25	25		100	25		250	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98					0.97						
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	1863	0	0	1863	1583	1711	3421	1531	0	0	0
Flt Permitted	0.694						0.950					
Satd. Flow (perm)	1272	1863	0	0	1863	1536	1711	3421	1531	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						58			60			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		353			477			599			452	
Travel Time (s)		6.9			9.3			11.7			8.8	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	73	95	0	0	98	58	63	347	60	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	95	0	0	98	58	63	347	60	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm					Perm	Perm		Perm			
Protected Phases		2			2			1				
Permitted Phases	2					2	1		1			
Detector Phase	2	2			2	2	1	1	1			
Switch Phase												
Minimum Initial (s)	10.0	10.0			10.0	10.0	7.0	7.0	7.0			
Minimum Split (s)	16.0	16.0			16.0	16.0	14.0	14.0	14.0			
Total Split (s)	40.0	40.0	0.0	0.0	40.0	40.0	20.0	20.0	20.0	0.0	0.0	0.0
Total Split (%)	66.7%	66.7%	0.0%	0.0%	66.7%	66.7%	33.3%	33.3%	33.3%	0.0%	0.0%	0.0%
Maximum Green (s)	34.0	34.0			34.0	34.0	13.0	13.0	13.0			
Yellow Time (s)	4.5	4.5			4.5	4.5	5.0	5.0	5.0			
All-Red Time (s)	1.5	1.5			1.5	1.5	2.0	2.0	2.0			
Lost Time Adjust (s)	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 Lost Time (s)	6.0	6.0	4.0	4.0	6.0	6.0	7.0	7.0	7.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag			Lag	Lag	Lead	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes			Yes	Yes	Yes	Yes	Yes			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	C-Min	C-Min			C-Min	C-Min	None	None	None			
Walk Time (s)	1.0	1.0			1.0	1.0						
Flash Dont Walk (s)	1.0	1.0			1.0	1.0						
Pedestrian Calls (#/hr)	0	0			0	0						
Act Effct Green (s)	36.5	36.5			36.5	36.5	10.5	10.5	10.5			
Actuated g/C Ratio	0.61	0.61			0.61	0.61	0.18	0.18	0.18			
v/c Ratio	0.09	0.08			0.09	0.06	0.21	0.58	0.19			
Control Delay	13.1	12.8			5.9	2.2	21.7	26.2	7.7			
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	13.1	12.8			5.9	2.2	21.7	26.2	7.7			
LOS	B	B			A	A	C	C	A			
Approach Delay		13.0			4.6			23.3				
Approach LOS		B			A			C				
Queue Length 50th (ft)	18	24			12	0	20	61	0			
Queue Length 95th (ft)	m34	m42			34	13	45	90	24			
Internal Link Dist (ft)		273			397			519			372	
Turn Bay Length (ft)						160			215			
Base Capacity (vph)	778	1140			1140	963	378	756	385			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.09	0.08			0.09	0.06	0.17	0.46	0.16			

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 17.4	Intersection LOS: B
Intersection Capacity Utilization 75.2%	ICU Level of Service D
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 50: Hoke St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	776	0	0	303	343	0	0	1079	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt												
Flt Protected				0.950	0.950		0.950					
Satd. Flow (prot)	0	0	0	1681	1681	0	1770	5085	0	0	5085	0
Flt Permitted				0.950	0.950		0.142					
Satd. Flow (perm)	0	0	0	1681	1681	0	265	5085	0	0	5085	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		562			348			658			507	
Travel Time (s)		12.8			7.9			10.0			7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	0	0	860	0	0	336	380	0	0	1196	0
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	0	430	430	0	336	380	0	0	1196	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm			pm+pt					
Protected Phases					3		1	2			2	
Permitted Phases				3			2					
Detector Phase				3	3		1	2			2	
Switch Phase												
Minimum Initial (s)				12.0	12.0		7.0	15.0			15.0	
Minimum Split (s)				19.6	19.6		14.0	22.0			22.0	
Total Split (s)	0.0	0.0	0.0	28.0	28.0	0.0	21.0	36.0	0.0	0.0	36.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	32.9%	32.9%	0.0%	24.7%	42.4%	0.0%	0.0%	42.4%	0.0%
Maximum Green (s)				20.4	20.4		14.0	29.0			29.0	
Yellow Time (s)				5.0	5.0		5.0	5.0			5.0	
All-Red Time (s)				2.6	2.6		2.0	2.0			2.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	7.6	7.6	4.0	7.0	7.0	4.0	4.0	7.0	4.0
Lead/Lag							Lead	Lag			Lag	
Lead-Lag Optimize?							Yes	Yes			Yes	
Vehicle Extension (s)				2.0	2.0		2.0	2.0			2.0	
Recall Mode				None	None		None	C-Min			C-Min	
Walk Time (s)								1.0			1.0	
Flash Dont Walk (s)								1.0			1.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)				21.7	21.7		41.7	28.1			28.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio				0.26	0.26		0.49	0.33			0.33	
v/c Ratio				1.00	1.00		0.91	0.23			0.71	
Control Delay				79.5	79.5		61.6	14.8			27.5	
Queue Delay				0.0	0.0		0.0	0.0			0.0	
Total Delay				79.5	79.5		61.6	14.8			27.5	
LOS				E	E		E	B			C	
Approach Delay					79.5			36.8			27.5	
Approach LOS					E			D			C	
Queue Length 50th (ft)				~270	~270		149	32			199	
Queue Length 95th (ft)				#456	#456		#284	45			247	
Internal Link Dist (ft)		482			268			578			427	
Turn Bay Length (ft)												
Base Capacity (vph)				428	428		379	1735			1735	
Starvation Cap Reductn				0	0		0	0			0	
Spillback Cap Reductn				0	0		0	0			0	
Storage Cap Reductn				0	0		0	0			0	
Reduced v/c Ratio				1.00	1.00		0.89	0.22			0.69	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 30 (35%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 46.0 Intersection LOS: D
Intersection Capacity Utilization 78.3% ICU Level of Service D
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: 58: I-40 EB On Ramp & Hammond Rd

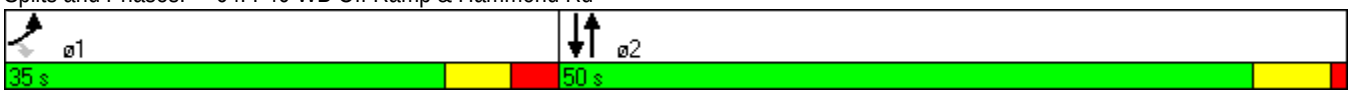
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	132	443	0	514	1300	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300	0	0			0
Storage Lanes	2	1	0			0
Taper Length (ft)	300	25	25			25
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	3433	1583	0	5085	5085	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	1583	0	5085	5085	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		25				
Link Speed (mph)	30			45	45	
Link Distance (ft)	1815			1032	355	
Travel Time (s)	41.3			15.6	5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	146	491	0	570	1441	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	146	491	0	570	1441	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			20	20	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type		Perm				
Protected Phases	1			2	2	
Permitted Phases		1				
Detector Phase	1	1		2	2	
Switch Phase						
Minimum Initial (s)	7.0	7.0		15.0	15.0	
Minimum Split (s)	14.2	14.2		21.1	21.1	
Total Split (s)	35.0	35.0	0.0	50.0	50.0	0.0
Total Split (%)	41.2%	41.2%	0.0%	58.8%	58.8%	0.0%
Maximum Green (s)	27.8	27.8		43.9	43.9	
Yellow Time (s)	4.2	4.2		5.0	5.0	
All-Red Time (s)	3.0	3.0		1.1	1.1	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	7.2	4.0	6.1	6.1	4.0
Lead/Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		4.5	4.5	
Recall Mode	None	None		C-Min	C-Min	
Walk Time (s)				1.0	1.0	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Flash Dont Walk (s)				1.0	1.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	27.0	27.0		44.7	44.7	
Actuated g/C Ratio	0.32	0.32		0.53	0.53	
v/c Ratio	0.13	0.94		0.21	0.54	
Control Delay	20.7	55.9		11.2	12.9	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	20.7	55.9		11.2	12.9	
LOS	C	E		B	B	
Approach Delay	47.8			11.2	12.9	
Approach LOS	D			B	B	
Queue Length 50th (ft)	27	239		57	152	
Queue Length 95th (ft)	48	#430		77	m192	
Internal Link Dist (ft)	1735			952	275	
Turn Bay Length (ft)	300					
Base Capacity (vph)	1123	535		2672	2672	
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	0.13	0.92		0.21	0.54	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 20 (24%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 20.9 Intersection LOS: C
Intersection Capacity Utilization 64.7% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 64: I-40 WB Off Ramp & Hammond Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	152	538	0	0	0	0	0	993	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor					0.99						1.00	
Frt											0.983	
Flt Protected					0.989							
Satd. Flow (prot)	0	0	0	0	4526	0	0	0	0	0	3015	0
Flt Permitted					0.989							
Satd. Flow (perm)	0	0	0	0	4484	0	0	0	0	0	3015	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)					23						18	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		484			483			293			278	
Travel Time (s)		9.4			9.4			6.7			6.3	
Confl. Peds. (#/hr)				19								10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	0	0	169	596	0	0	0	0	0	1101	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	765	0	0	0	0	0	1244	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.19	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm								
Protected Phases					8						2	
Permitted Phases				8								
Minimum Split (s)				21.3	21.3						21.2	
Total Split (s)	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	55.6%	55.6%	0.0%	0.0%	0.0%	0.0%	0.0%	44.4%	0.0%
Maximum Green (s)				44.7	44.7						34.8	
Yellow Time (s)				4.0	4.0						3.9	
All-Red Time (s)				1.3	1.3						1.3	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	5.3	5.3	4.0	4.0	4.0	4.0	4.0	5.2	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)				4.0	4.0						4.0	
Flash Dont Walk (s)				8.0	8.0						8.0	
Pedestrian Calls (#/hr)				63	63						74	
Act Effct Green (s)					44.7						34.8	
Actuated g/C Ratio					0.50						0.39	
v/c Ratio					0.34						1.06	

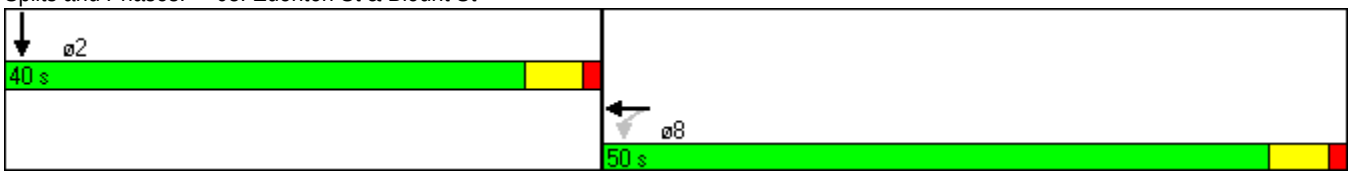
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay					4.8						60.7	
Queue Delay					0.0						0.0	
Total Delay					4.8						60.7	
LOS					A						E	
Approach Delay					4.8						60.7	
Approach LOS					A						E	
Queue Length 50th (ft)					22						~414	
Queue Length 95th (ft)					28						#547	
Internal Link Dist (ft)		404			403			213			198	
Turn Bay Length (ft)												
Base Capacity (vph)					2239						1177	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.34						1.06	

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 45 (50%), Referenced to phase 8:WBTL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 39.4	Intersection LOS: D
Intersection Capacity Utilization 59.9%	ICU Level of Service B
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: 68: Edenton St & Blount St

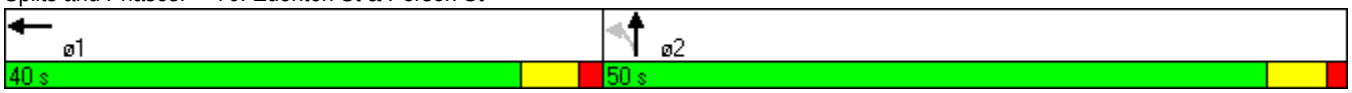


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	599	124	91	593	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	0.91	0.95	0.95	1.00	1.00	1.00	1.00
Frt					0.974							
Flt Protected								0.993				
Satd. Flow (prot)	0	0	0	0	4458	0	0	3058	0	0	0	0
Flt Permitted								0.993				
Satd. Flow (perm)	0	0	0	0	4458	0	0	3058	0	0	0	0
Right Turn on Red			Yes			Yes	Yes		Yes			Yes
Satd. Flow (RTOR)					57			27				
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		483			486			316			261	
Travel Time (s)		9.4			9.5			7.2			5.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	0	0	0	664	137	101	657	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	801	0	0	758	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.19	1.19	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type							Perm					
Protected Phases					1			2				
Permitted Phases							2					
Minimum Split (s)					21.5		21.5	21.5				
Total Split (s)	0.0	0.0	0.0	0.0	40.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	0.0%	44.4%	0.0%	55.6%	55.6%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)					34.5		44.5	44.5				
Yellow Time (s)					4.0		4.0	4.0				
All-Red Time (s)					1.5		1.5	1.5				
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	4.0	5.5	4.0	5.5	5.5	4.0	4.0	4.0	4.0
Lead/Lag					Lead		Lag	Lag				
Lead-Lag Optimize?					Yes		Yes	Yes				
Walk Time (s)					5.0		5.0	5.0				
Flash Dont Walk (s)					9.0		9.0	9.0				
Pedestrian Calls (#/hr)					0		0	0				
Act Effct Green (s)					34.5			44.5				
Actuated g/C Ratio					0.38			0.49				
v/c Ratio					0.46			0.50				
Control Delay					20.2			20.7				
Queue Delay					0.0			4.5				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay					20.2			25.2				
LOS					C			C				
Approach Delay					20.2			25.2				
Approach LOS					C			C				
Queue Length 50th (ft)					113			214				
Queue Length 95th (ft)					149			269				
Internal Link Dist (ft)		403			406			236			181	
Turn Bay Length (ft)												
Base Capacity (vph)					1744			1526				
Starvation Cap Reductn					0			677				
Spillback Cap Reductn					0			0				
Storage Cap Reductn					0			0				
Reduced v/c Ratio					0.46			0.89				

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 38 (42%), Referenced to phase 1:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 22.6	Intersection LOS: C
Intersection Capacity Utilization 47.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 70: Edenton St & Person St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	118	157	17	16	0	0	0	0	31	849	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Storage Length (ft)	0		0	0		0	0		0	150		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	300		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor		0.97									1.00	
Frt		0.923									0.998	
Flt Protected					0.975						0.998	
Satd. Flow (prot)	0	1506	0	0	1635	0	0	0	0	0	2852	0
Flt Permitted					0.804						0.998	
Satd. Flow (perm)	0	1506	0	0	1348	0	0	0	0	0	2851	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		78									2	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		491			487			219			474	
Travel Time (s)		9.6			9.5			5.0			10.8	
Confl. Peds. (#/hr)			17							4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)											8	
Adj. Flow (vph)	0	131	174	19	18	0	0	0	0	34	941	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	305	0	0	37	0	0	0	0	0	989	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.31	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		4			4						2	
Permitted Phases				4						2		
Minimum Split (s)		22.0		22.0	22.0					23.0	23.0	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	55.0	55.0	0.0
Total Split (%)	0.0%	38.9%	0.0%	38.9%	38.9%	0.0%	0.0%	0.0%	0.0%	61.1%	61.1%	0.0%
Maximum Green (s)		29.0		29.0	29.0					49.0	49.0	
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		2.0		2.0	2.0					2.0	2.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	6.0	4.0	6.0	6.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)		5.0		5.0	5.0					5.0	5.0	
Flash Dont Walk (s)		8.0		8.0	8.0					12.0	12.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		40		40	40					24	24	
Act Effct Green (s)		29.0			29.0						49.0	
Actuated g/C Ratio		0.32			0.32						0.54	
v/c Ratio		0.57			0.09						0.64	
Control Delay		23.3			19.8						9.2	
Queue Delay		0.0			0.0						0.0	
Total Delay		23.3			19.8						9.3	
LOS		C			B						A	
Approach Delay		23.3			19.8						9.3	
Approach LOS		C			B						A	
Queue Length 50th (ft)		105			16						68	
Queue Length 95th (ft)		189			m31						85	
Internal Link Dist (ft)		411			407			139			394	
Turn Bay Length (ft)												
Base Capacity (vph)		538			434						1553	
Starvation Cap Reductn		0			0						17	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.57			0.09						0.64	

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 79 (88%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 55	
Control Type: Pretimed	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 12.8	Intersection LOS: B
Intersection Capacity Utilization 57.0%	ICU Level of Service B
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 73: Jones St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	65	84	0	0	16	22	17	787	16	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.99						1.00				
Frt					0.923			0.997				
Flt Protected		0.979						0.999				
Satd. Flow (prot)	0	1641	0	0	1547	0	0	2850	0	0	0	0
Flt Permitted		0.857						0.999				
Satd. Flow (perm)	0	1424	0	0	1547	0	0	2850	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					24			3				
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		487			488			229			488	
Travel Time (s)		9.5			13.3			5.2			11.1	
Confl. Peds. (#/hr)	12								4			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								8				
Adj. Flow (vph)	72	93	0	0	18	24	19	873	18	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	165	0	0	42	0	0	910	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.31	1.19	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.3	21.3			21.3		21.2	21.2				
Total Split (s)	35.0	35.0	0.0	0.0	35.0	0.0	55.0	55.0	0.0	0.0	0.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	0.0%	38.9%	0.0%	61.1%	61.1%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	29.7	29.7			29.7		49.8	49.8				
Yellow Time (s)	3.9	3.9			3.9		3.5	3.5				
All-Red Time (s)	1.4	1.4			1.4		1.7	1.7				
Lost Time Adjust (s)	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 Lost Time (s)	5.3	5.3	4.0	4.0	5.3	4.0	5.2	5.2	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Walk Time (s)	5.0	5.0			5.0		5.0	5.0				
Flash Dont Walk (s)	10.0	10.0			10.0		10.0	10.0				
Pedestrian Calls (#/hr)	15	15			15		8	8				
Act Effct Green (s)		29.7			29.7			49.8				
Actuated g/C Ratio		0.33			0.33			0.55				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.35			0.08			0.58				
Control Delay		14.3			12.5			8.6				
Queue Delay		0.0			0.0			0.0				
Total Delay		14.3			12.5			8.6				
LOS		B			B			A				
Approach Delay		14.3			12.5			8.6				
Approach LOS		B			B			A				
Queue Length 50th (ft)		36			7			63				
Queue Length 95th (ft)		m53			29			77				
Internal Link Dist (ft)		407			408			149			408	
Turn Bay Length (ft)												
Base Capacity (vph)		470			527			1578				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.35			0.08			0.58				

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 85 (94%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 9.6 Intersection LOS: A
Intersection Capacity Utilization 50.3% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 74: Jones St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	82	0	0	16	23	18	840	16	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor					0.99			1.00				
Frt					0.920			0.997				
Flt Protected		0.978						0.999				
Satd. Flow (prot)	0	1640	0	0	1530	0	0	2852	0	0	0	0
Flt Permitted		0.846						0.999				
Satd. Flow (perm)	0	1418	0	0	1530	0	0	2851	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					26			4				
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		477			486			488			277	
Travel Time (s)		9.3			13.3			11.1			6.3	
Confl. Peds. (#/hr)						1	14					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								8				
Adj. Flow (vph)	73	91	0	0	18	26	20	931	18	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	164	0	0	44	0	0	969	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.31	1.19	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		1			1			2				
Permitted Phases	1						2					
Minimum Split (s)	21.5	21.5			21.5		21.1	21.1				
Total Split (s)	30.0	30.0	0.0	0.0	30.0	0.0	60.0	60.0	0.0	0.0	0.0	0.0
Total Split (%)	33.3%	33.3%	0.0%	0.0%	33.3%	0.0%	66.7%	66.7%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	24.5	24.5			24.5		54.9	54.9				
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5				
All-Red Time (s)	2.0	2.0			2.0		1.6	1.6				
Lost Time Adjust (s)	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 Lost Time (s)	5.5	5.5	4.0	4.0	5.5	4.0	5.1	5.1	4.0	4.0	4.0	4.0
Lead/Lag	Lead	Lead			Lead		Lag	Lag				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Walk Time (s)	5.0	5.0			5.0							
Flash Dont Walk (s)	8.0	8.0			8.0							
Pedestrian Calls (#/hr)	0	0			0							
Act Effct Green (s)		24.5			24.5			54.9				
Actuated g/C Ratio		0.27			0.27			0.61				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.42			0.10			0.56				
Control Delay		24.6			14.4			3.2				
Queue Delay		0.0			0.0			0.0				
Total Delay		24.6			14.4			3.3				
LOS		C			B			A				
Approach Delay		24.6			14.4			3.3				
Approach LOS		C			B			A				
Queue Length 50th (ft)		85			8			27				
Queue Length 95th (ft)		152			33			35				
Internal Link Dist (ft)		397			406			408			197	
Turn Bay Length (ft)												
Base Capacity (vph)		386			435			1741				
Starvation Cap Reductn		0			0			50				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.42			0.10			0.57				

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 2 (2%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 50	
Control Type: Pretimed	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 6.7	Intersection LOS: A
Intersection Capacity Utilization 52.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 77: Lane St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	118	158	17	17	0	0	0	0	30	719	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor					1.00						1.00	
Frt		0.923									0.998	
Flt Protected					0.976						0.998	
Satd. Flow (prot)	0	1547	0	0	1636	0	0	0	0	0	2854	0
Flt Permitted					0.819						0.998	
Satd. Flow (perm)	0	1547	0	0	1368	0	0	0	0	0	2854	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		80									3	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		511			477			474			276	
Travel Time (s)		10.0			9.3			10.8			6.3	
Confl. Peds. (#/hr)				7								6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Parking (#/hr)											6	
Adj. Flow (vph)	0	131	175	19	19	0	0	0	0	33	797	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	306	0	0	38	0	0	0	0	0	844	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.30	1.19
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		1			1						2	
Permitted Phases				1						2		
Minimum Split (s)		21.1		21.1	21.1					21.1	21.1	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	55.0	55.0	0.0
Total Split (%)	0.0%	38.9%	0.0%	38.9%	38.9%	0.0%	0.0%	0.0%	0.0%	61.1%	61.1%	0.0%
Maximum Green (s)		29.9		29.9	29.9					49.9	49.9	
Yellow Time (s)		3.5		3.5	3.5					3.5	3.5	
All-Red Time (s)		1.6		1.6	1.6					1.6	1.6	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.1	4.0	5.1	5.1	4.0	4.0	4.0	4.0	5.1	5.1	4.0
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Walk Time (s)		5.0		5.0	5.0					5.0	5.0	
Flash Dont Walk (s)		8.0		8.0	8.0					9.0	9.0	
Pedestrian Calls (#/hr)		38		38	38					31	31	
Act Effct Green (s)		29.9			29.9						49.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.33			0.33						0.55	
v/c Ratio		0.54			0.08						0.53	
Control Delay		21.9			24.1						11.6	
Queue Delay		0.0			0.0						0.0	
Total Delay		21.9			24.1						11.6	
LOS		C			C						B	
Approach Delay		21.9			24.1						11.6	
Approach LOS		C			C						B	
Queue Length 50th (ft)		102			17						158	
Queue Length 95th (ft)		184			m36						106	
Internal Link Dist (ft)		431			397			394			196	
Turn Bay Length (ft)												
Base Capacity (vph)		567			454						1584	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.54			0.08						0.53	

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 72 (80%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 50	
Control Type: Pretimed	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 14.7	Intersection LOS: B
Intersection Capacity Utilization 50.7%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 78: Lane St & Blount St

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	77	0	22	1066	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	85	0	24	1182	0	0
Pedestrians	6				2	
Lane Width (ft)	12.0				0.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				277	1167	
pX, platoon unblocked	0.82					
vC, conflicting volume	648	6	6			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	137	6	6			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	87	100	98			
cM capacity (veh/h)	678	1069	1605			

Direction, Lane #	EB 1	NB 1	NB 2
Volume Total	85	418	788
Volume Left	85	24	0
Volume Right	0	0	0
cSH	678	1605	1700
Volume to Capacity	0.13	0.02	0.46
Queue Length 95th (ft)	11	1	0
Control Delay (s)	11.1	0.6	0.0
Lane LOS	B	A	
Approach Delay (s)	11.1	0.2	
Approach LOS	B		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	36	43	11	11	0	0	0	0	41	663	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	40	48	12	12	0	0	0	0	45	735	10
Pedestrians		14			18			9				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			1			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								276				
pX, platoon unblocked												
vC, conflicting volume	851	863	396	553	868	18	759			18		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	851	863	396	553	868	18	759			18		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	85	92	96	96	100	100			97		
cM capacity (veh/h)	232	275	597	321	273	1040	838			1573		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	88	24	413	378
Volume Left	0	12	45	0
Volume Right	48	0	0	10
cSH	389	295	1573	1700
Volume to Capacity	0.23	0.08	0.03	0.22
Queue Length 95th (ft)	21	7	2	0
Control Delay (s)	16.9	18.3	1.1	0.0
Lane LOS	C	C	A	
Approach Delay (s)	16.9	18.3	0.5	
Approach LOS	C	C		

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	34.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	88	1071	73	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	98	1187	81	0	0
Pedestrians	12					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			350			1094
pX, platoon unblocked	0.83	0.83			0.83	
vC, conflicting volume	1240	646			1280	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	879	164			928	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	86			100	
cM capacity (veh/h)	236	700			602	

Direction, Lane #	WB 1	NB 1	NB 2
Volume Total	98	792	477
Volume Left	0	0	0
Volume Right	98	0	81
cSH	700	1700	1700
Volume to Capacity	0.14	0.47	0.28
Queue Length 95th (ft)	12	0	0
Control Delay (s)	11.0	0.0	0.0
Lane LOS	B		
Approach Delay (s)	11.0	0.0	
Approach LOS	B		

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	44.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	66	48	0	0	16	44	9	1131	19	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	73	53	0	0	18	49	10	1254	21	0	0	0
Pedestrians		4			8						3	
Lane Width (ft)		12.0			12.0						0.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		0			1						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								825			619	
pX, platoon unblocked	0.90	0.90		0.90	0.90	0.90				0.90		
vC, conflicting volume	712	1307	4	1319	1296	648	4			1283		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	454	1117	4	1130	1105	384	4			1090		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	80	71	100	100	90	91	99			100		
cM capacity (veh/h)	366	182	1074	108	185	548	1611			568		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	126	67	637	648
Volume Left	73	0	10	0
Volume Right	0	49	0	21
cSH	257	360	1611	1700
Volume to Capacity	0.49	0.18	0.01	0.38
Queue Length 95th (ft)	63	17	0	0
Control Delay (s)	31.9	17.2	0.2	0.0
Lane LOS	D	C	A	
Approach Delay (s)	31.9	17.2	0.1	
Approach LOS	D	C		

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	52.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	91	58	6	19	0	0	0	0	23	649	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00						1.00	
Frt		0.948									0.995	
Flt Protected					0.988						0.998	
Satd. Flow (prot)	0	1742	0	0	1840	0	0	0	0	0	3076	0
Flt Permitted					0.900						0.998	
Satd. Flow (perm)	0	1742	0	0	1669	0	0	0	0	0	3076	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32									8	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		395			485			268			511	
Travel Time (s)		7.7			9.4			6.1			11.6	
Confl. Peds. (#/hr)			16	16						3		3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Parking (#/hr)											16	
Adj. Flow (vph)	0	101	64	7	21	0	0	0	0	26	720	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	165	0	0	28	0	0	0	0	0	772	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.18	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		8			4						2	
Permitted Phases				4						2		
Detector Phase		8		4	4					2	2	
Switch Phase												
Minimum Initial (s)		7.0		7.0	7.0					10.0	10.0	
Minimum Split (s)		24.5		24.5	24.5					23.5	23.5	
Total Split (s)	0.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	65.0	65.0	0.0
Total Split (%)	0.0%	27.8%	0.0%	27.8%	27.8%	0.0%	0.0%	0.0%	0.0%	72.2%	72.2%	0.0%
Maximum Green (s)		19.5		19.5	19.5					59.5	59.5	
Yellow Time (s)		4.0		4.0	4.0					4.0	4.0	
All-Red Time (s)		1.5		1.5	1.5					1.5	1.5	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.5	4.0	5.5	5.5	4.0	4.0	4.0	4.0	5.5	5.5	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		1.0		1.0	1.0					3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode		None		None	None					C-Min	C-Min	
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)		12.0		12.0	12.0					11.0	11.0	
Pedestrian Calls (#/hr)		4		5	5					11	11	
Act Effct Green (s)		11.5			11.5						67.5	
Actuated g/C Ratio		0.13			0.13						0.75	
v/c Ratio		0.66			0.13						0.33	
Control Delay		41.7			33.9						4.7	
Queue Delay		0.0			0.0						0.0	
Total Delay		41.7			33.9						4.7	
LOS		D			C						A	
Approach Delay		41.7			33.9						4.7	
Approach LOS		D			C						A	
Queue Length 50th (ft)		74			14						57	
Queue Length 95th (ft)		125			m29						120	
Internal Link Dist (ft)		315			405			188			431	
Turn Bay Length (ft)												
Base Capacity (vph)		403			362						2308	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.41			0.08						0.33	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 13 (14%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 11.9 Intersection LOS: B
Intersection Capacity Utilization 40.8% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 90: Polk St & Blount St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	0	0	0	0	25	15	1187	39	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	0	0	0	0	28	17	1316	43	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								1314			130	
pX, platoon unblocked	0.99	0.99		0.99	0.99	0.99				0.99		
vC, conflicting volume	719	1393	0	1371	1371	680	0			1359		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	705	1383	0	1361	1361	665	0			1349		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	100	100	100	100	93	99			100		
cM capacity (veh/h)	297	140	1084	105	145	400	1622			503		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	9	28	675	701
Volume Left	9	0	17	0
Volume Right	0	28	0	43
cSH	297	400	1622	1700
Volume to Capacity	0.03	0.07	0.01	0.41
Queue Length 95th (ft)	2	6	1	0
Control Delay (s)	17.5	14.7	0.3	0.0
Lane LOS	C	B	A	
Approach Delay (s)	17.5	14.7	0.1	
Approach LOS	C	B		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	55.0%	ICU Level of Service	A
Analysis Period (min)	15		

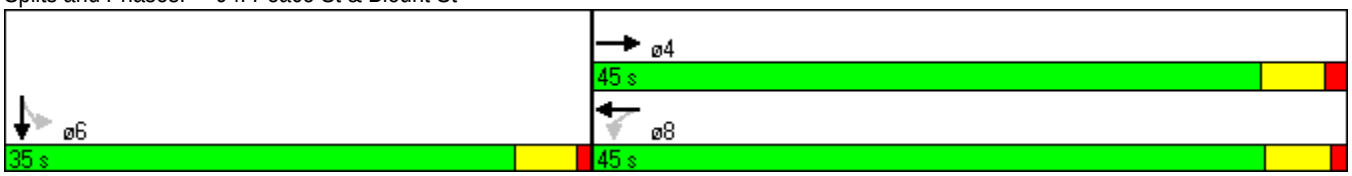
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	447	284	13	367	0	0	0	0	21	404	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Storage Length (ft)	0		0	0		0	0		0	0		150
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		150
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.942									0.955	
Flt Protected					0.998						0.998	
Satd. Flow (prot)	0	3334	0	0	3532	0	0	0	0	0	2967	0
Flt Permitted					0.923						0.998	
Satd. Flow (perm)	0	3334	0	0	3267	0	0	0	0	0	2967	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		233									97	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		442			484			150			462	
Travel Time (s)		8.6			9.4			3.4			10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)											16	
Adj. Flow (vph)	0	496	315	14	407	0	0	0	0	23	448	203
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	811	0	0	421	0	0	0	0	0	674	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.18	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		4			8						6	
Permitted Phases				8						6		
Minimum Split (s)		21.2		21.0	21.0					20.7	20.7	
Total Split (s)	0.0	45.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0	35.0	35.0	0.0
Total Split (%)	0.0%	56.3%	0.0%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%	43.8%	43.8%	0.0%
Maximum Green (s)		39.8		40.0	40.0					30.3	30.3	
Yellow Time (s)		3.8		3.9	3.9					3.7	3.7	
All-Red Time (s)		1.4		1.1	1.1					1.0	1.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.2	4.0	5.0	5.0	4.0	4.0	4.0	4.0	4.7	4.7	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		39.8			40.0						30.3	
Actuated g/C Ratio		0.50			0.50						0.38	
v/c Ratio		0.46			0.26						0.57	
Control Delay		9.9			11.1						18.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0						0.0	
Total Delay		9.9			11.1						18.9	
LOS		A			B						B	
Approach Delay		9.9			11.1						18.9	
Approach LOS		A			B						B	
Queue Length 50th (ft)		88			89						116	
Queue Length 95th (ft)		133			m107						170	
Internal Link Dist (ft)		362			404			70			382	
Turn Bay Length (ft)												
Base Capacity (vph)		1776			1634						1184	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.46			0.26						0.57	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 29 (36%), Referenced to phase 4:EBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 13.3 Intersection LOS: B
Intersection Capacity Utilization 48.1% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 94: Peace St & Blount St



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	468	0	379	841	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	12	12
Lane Util. Factor	0.97	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor	0.99			1.00		
Frt						
Flt Protected	0.950			0.985		
Satd. Flow (prot)	3433	0	0	3176	0	0
Flt Permitted	0.950			0.985		
Satd. Flow (perm)	3394	0	0	3173	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	35			30	30	
Link Distance (ft)	484			130	148	
Travel Time (s)	9.4			3.0	3.4	
Confl. Peds. (#/hr)	4		2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%
Parking (#/hr)				3		
Adj. Flow (vph)	519	0	420	932	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	519	0	0	1352	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.04	1.13	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type			Perm			
Protected Phases	4			2		
Permitted Phases			2			
Minimum Split (s)	21.4		21.0	21.0		
Total Split (s)	28.0	0.0	52.0	52.0	0.0	0.0
Total Split (%)	35.0%	0.0%	65.0%	65.0%	0.0%	0.0%
Maximum Green (s)	22.6		47.0	47.0		
Yellow Time (s)	3.0		3.8	3.8		
All-Red Time (s)	2.4		1.2	1.2		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	4.0	5.0	5.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Walk Time (s)	4.0		4.0	4.0		
Flash Dont Walk (s)	10.0		9.0	9.0		
Pedestrian Calls (#/hr)	9		2	2		
Act Effct Green (s)	22.6			47.0		
Actuated g/C Ratio	0.28			0.59		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
v/c Ratio	0.54			0.73		
Control Delay	18.4			14.7		
Queue Delay	0.0			0.0		
Total Delay	18.4			14.7		
LOS	B			B		
Approach Delay	18.4			14.7		
Approach LOS	B			B		
Queue Length 50th (ft)	114			233		
Queue Length 95th (ft)	161			312		
Internal Link Dist (ft)	404			50	68	
Turn Bay Length (ft)						
Base Capacity (vph)	970			1864		
Starvation Cap Reductn	0			0		
Spillback Cap Reductn	0			0		
Storage Cap Reductn	0			0		
Reduced v/c Ratio	0.54			0.73		

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 48 (60%), Referenced to phase 4:EBL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 15.8	Intersection LOS: B
Intersection Capacity Utilization 57.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 95: Peace St & Person St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	4	0	0	4	24	4	1203	102	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	0	0	4	27	4	1334	113	0	0	0
Pedestrians					10							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					4.0							
Percent Blockage					1							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								148			680	
pX, platoon unblocked	0.74	0.74		0.74	0.74	0.74				0.74		
vC, conflicting volume	705	1466	0	1411	1409	733	0			1457		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	925	0	851	848	0	0			913		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	98	100	100	98	97	100			100		
cM capacity (veh/h)	713	196	1084	181	217	795	1622			544		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	9	31	671	780
Volume Left	4	0	4	0
Volume Right	0	27	0	113
cSH	307	576	1622	1700
Volume to Capacity	0.03	0.05	0.00	0.46
Queue Length 95th (ft)	2	4	0	0
Control Delay (s)	17.1	11.6	0.1	0.0
Lane LOS	C	B	A	
Approach Delay (s)	17.1	11.6	0.0	
Approach LOS	C	B		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	48.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	32	13	0	0	0	0	0	1199	31	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	35	14	0	0	0	0	0	1329	34	0	0	0
Pedestrians											1	
Lane Width (ft)											0.0	
Walking Speed (ft/s)											4.0	
Percent Blockage											0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								464			364	
pX, platoon unblocked	0.96	0.96		0.96	0.96	0.96				0.96		
vC, conflicting volume	666	1364	0	1354	1347	683	0			1364		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	571	1297	0	1287	1279	589	0			1297		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	91	91	100	100	100	100	100			100		
cM capacity (veh/h)	388	154	1084	108	158	434	1622			509		

Direction, Lane #	EB 1	NB 1	NB 2
Volume Total	50	886	477
Volume Left	35	0	0
Volume Right	0	0	34
cSH	270	1700	1700
Volume to Capacity	0.18	0.52	0.28
Queue Length 95th (ft)	17	0	0
Control Delay (s)	21.3	0.0	0.0
Lane LOS	C		
Approach Delay (s)	21.3	0.0	
Approach LOS	C		

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	44.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	15	15	0	0	0	0	0	0	30	593	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	17	17	0	0	0	0	0	0	33	657	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								462				
pX, platoon unblocked												
vC, conflicting volume	728	728	333	420	732	0	665			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	728	728	333	420	732	0	665			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	95	97	100	100	100	100			98		
cM capacity (veh/h)	306	342	663	478	340	1084	920			1622		

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	33	362	336
Volume Left	0	33	0
Volume Right	17	0	8
cSH	451	1622	1700
Volume to Capacity	0.07	0.02	0.20
Queue Length 95th (ft)	6	2	0
Control Delay (s)	13.6	0.8	0.0
Lane LOS	B	A	
Approach Delay (s)	13.6	0.4	
Approach LOS	B		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	27.8%	ICU Level of Service	A
Analysis Period (min)	15		

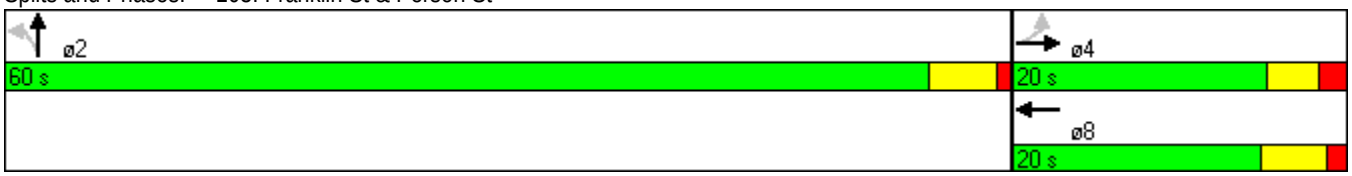
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	12	0	0	27	19	43	1151	37	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			1.00				
Frt					0.944			0.995				
Flt Protected		0.969						0.998				
Satd. Flow (prot)	0	1805	0	0	1745	0	0	3144	0	0	0	0
Flt Permitted		0.827						0.998				
Satd. Flow (perm)	0	1534	0	0	1745	0	0	3139	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					21			9				
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		474			478			364			238	
Travel Time (s)		9.2			9.3			8.3			5.4	
Confl. Peds. (#/hr)	4					4	11		4			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Parking (#/hr)								8				
Adj. Flow (vph)	24	13	0	0	30	21	48	1276	41	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	0	51	0	0	1365	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.15	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Minimum Split (s)	18.9	18.9			18.2		15.0	15.0				
Total Split (s)	20.0	20.0	0.0	0.0	20.0	0.0	60.0	60.0	0.0	0.0	0.0	0.0
Total Split (%)	25.0%	25.0%	0.0%	0.0%	25.0%	0.0%	75.0%	75.0%	0.0%	0.0%	0.0%	0.0%
Maximum Green (s)	15.1	15.1			14.8		55.0	55.0				
Yellow Time (s)	3.1	3.1			3.9		4.0	4.0				
All-Red Time (s)	1.8	1.8			1.3		1.0	1.0				
Lost Time Adjust (s)	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 Lost Time (s)	4.9	4.9	4.0	4.0	5.2	4.0	5.0	5.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	4.0	4.0			4.0		4.0	4.0				
Flash Dont Walk (s)	10.0	10.0			9.0		6.0	6.0				
Pedestrian Calls (#/hr)	0	0			0		9	9				
Act Effct Green (s)		15.1			14.8			55.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.19			0.18			0.69				
v/c Ratio		0.13			0.15			0.63				
Control Delay		28.4			19.8			6.8				
Queue Delay		0.0			0.0			0.0				
Total Delay		28.4			19.8			6.8				
LOS		C			B			A				
Approach Delay		28.4			19.8			6.8				
Approach LOS		C			B			A				
Queue Length 50th (ft)		16			13			76				
Queue Length 95th (ft)		41			42			277				
Internal Link Dist (ft)		394			398			284			158	
Turn Bay Length (ft)												
Base Capacity (vph)		290			340			2161				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.13			0.15			0.63				

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 64 (80%), Referenced to phase 2:NBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 7.8 Intersection LOS: A
Intersection Capacity Utilization 54.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 103: Franklin St & Person St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	4	11	53	18	0	0	0	0	29	567	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	4	12	59	20	0	0	0	0	32	629	4
Pedestrians					2			1				
Lane Width (ft)					12.0			0.0				
Walking Speed (ft/s)					4.0			4.0				
Percent Blockage					0			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								830				
pX, platoon unblocked												
vC, conflicting volume	705	697	318	396	699	2	633			2		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	705	697	318	396	699	2	633			2		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	98	89	94	100	100			98		
cM capacity (veh/h)	304	355	678	514	354	1079	946			1616		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	17	79	346	319
Volume Left	0	59	32	0
Volume Right	12	0	0	4
cSH	546	461	1616	1700
Volume to Capacity	0.03	0.17	0.02	0.19
Queue Length 95th (ft)	2	15	2	0
Control Delay (s)	11.8	14.4	0.8	0.0
Lane LOS	B	B	A	
Approach Delay (s)	11.8	14.4	0.4	
Approach LOS	B	B		

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	34.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	8	8	8	905	586	11
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	9	9	1003	650	12
Pedestrians					3	
Lane Width (ft)					10.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)					114	
pX, platoon unblocked	0.88	0.88	0.88			
vC, conflicting volume	1680	656	662			
vC1, stage 1 conf vol	656					
vC2, stage 2 conf vol	1024					
vCu, unblocked vol	1704	542	548			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	98	99			
cM capacity (veh/h)	289	476	899			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	18	9	1003	662
Volume Left	9	9	0	0
Volume Right	9	0	0	12
cSH	360	899	1700	1700
Volume to Capacity	0.05	0.01	0.59	0.39
Queue Length 95th (ft)	4	1	0	0
Control Delay (s)	15.5	9.0	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	15.5	0.1		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	58.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	4	4	5	909	589	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	6	1008	653	6
Pedestrians	2			1		
Lane Width (ft)	12.0			11.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	0			0		
Right turn flare (veh)						
Median type				None	TWLTL	
Median storage veh)					2	
Upstream signal (ft)					459	
pX, platoon unblocked	0.89	0.89	0.89			
vC, conflicting volume	1677	659	661			
vC1, stage 1 conf vol	658					
vC2, stage 2 conf vol	1019					
vCu, unblocked vol	1699	550	552			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	99	99			
cM capacity (veh/h)	291	472	900			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	9	1013	659
Volume Left	4	6	0
Volume Right	4	0	6
cSH	360	900	1700
Volume to Capacity	0.02	0.01	0.39
Queue Length 95th (ft)	2	0	0
Control Delay (s)	15.2	0.2	0.0
Lane LOS	C	A	
Approach Delay (s)	15.2	0.2	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	84	31	820	93	27	513
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	10
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		1.00		1.00	
Frt	0.964		0.986			
Flt Protected	0.965				0.950	
Satd. Flow (prot)	1721	0	1710	0	1711	1725
Flt Permitted	0.965				0.204	
Satd. Flow (perm)	1713	0	1710	0	367	1725
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	20		12			
Link Speed (mph)	25		30			35
Link Distance (ft)	362		114			347
Travel Time (s)	9.9		2.6			6.8
Confl. Peds. (#/hr)	2	2		2	2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	2
Adj. Flow (vph)	93	34	909	103	30	569
Shared Lane Traffic (%)						
Lane Group Flow (vph)	127	0	1012	0	30	569
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.09	1.09	1.04	1.10
Turning Speed (mph)	15	9		9	15	
Turn Type					Perm	
Protected Phases	4		2			6
Permitted Phases					6	
Detector Phase	4		2		6	6
Switch Phase						
Minimum Initial (s)	7.0		10.0		10.0	10.0
Minimum Split (s)	21.3		21.2		21.1	21.1
Total Split (s)	30.0	0.0	60.0	0.0	60.0	60.0
Total Split (%)	33.3%	0.0%	66.7%	0.0%	66.7%	66.7%
Maximum Green (s)	24.7		54.8		54.9	54.9
Yellow Time (s)	3.0		4.0		3.7	3.7
All-Red Time (s)	2.3		1.2		1.4	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	4.0	5.2	4.0	5.1	5.1
Lead/Lag						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lead-Lag Optimize?						
Vehicle Extension (s)	1.0		0.2		0.2	0.2
Recall Mode	None		Max		Max	Max
Walk Time (s)	4.0					
Flash Dont Walk (s)	10.0					
Pedestrian Calls (#/hr)	4					
Act Effct Green (s)	9.1		58.5		58.6	58.6
Actuated g/C Ratio	0.12		0.79		0.79	0.79
v/c Ratio	0.56		0.75		0.10	0.42
Control Delay	35.5		11.6		4.4	5.0
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	35.5		11.6		4.4	5.0
LOS	D		B		A	A
Approach Delay	35.5		11.6			5.0
Approach LOS	D		B			A
Queue Length 50th (ft)	47		212		3	73
Queue Length 95th (ft)	97		#665		14	170
Internal Link Dist (ft)	282		34			267
Turn Bay Length (ft)					50	
Base Capacity (vph)	585		1346		289	1357
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	0.22		0.75		0.10	0.42

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 74.5	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 11.1	Intersection LOS: B
Intersection Capacity Utilization 65.6%	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: 114: Glascock St & Wake Forest Rd

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	15	36	877	88	136	457
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	40	972	98	151	507
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						534
pX, platoon unblocked	0.97					
vC, conflicting volume	1829	1021			1070	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1841	1021			1070	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	73	86			77	
cM capacity (veh/h)	62	287			651	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	57	1070	151	507
Volume Left	17	0	151	0
Volume Right	40	98	0	0
cSH	138	1700	651	1700
Volume to Capacity	0.41	0.63	0.23	0.30
Queue Length 95th (ft)	44	0	22	0
Control Delay (s)	48.0	0.0	12.2	0.0
Lane LOS	E		B	
Approach Delay (s)	48.0	0.0	2.8	
Approach LOS	E			

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	73.5%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	47	24	23	828	517	34
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	52	27	26	918	573	38
Pedestrians				2	1	
Lane Width (ft)				10.5	10.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	0	
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)				347		
pX, platoon unblocked	0.63					
vC, conflicting volume	1562	594	611			
vC1, stage 1 conf vol	592					
vC2, stage 2 conf vol	970					
vCu, unblocked vol	1598	594	611			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	81	95	97			
cM capacity (veh/h)	274	504	968			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	79	26	918	611
Volume Left	52	26	0	0
Volume Right	27	0	0	38
cSH	324	968	1700	1700
Volume to Capacity	0.24	0.03	0.54	0.36
Queue Length 95th (ft)	23	2	0	0
Control Delay (s)	19.7	8.8	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	19.7	0.2		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	4	4	862	14	4	547
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	956	16	4	606
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)			484			
pX, platoon unblocked	0.63	0.63			0.63	
vC, conflicting volume	1579	963			971	
vC1, stage 1 conf vol	963					
vC2, stage 2 conf vol	615					
vCu, unblocked vol	1625	647			660	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	99			99	
cM capacity (veh/h)	279	296			584	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	9	971	4	606
Volume Left	4	0	4	0
Volume Right	4	16	0	0
cSH	287	1700	584	1700
Volume to Capacity	0.03	0.57	0.01	0.36
Queue Length 95th (ft)	2	0	1	0
Control Delay (s)	17.9	0.0	11.2	0.0
Lane LOS	C		B	
Approach Delay (s)	17.9	0.0	0.1	
Approach LOS	C			

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	8	8	851	15	14	543
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	9	944	17	16	602
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)			930			
pX, platoon unblocked	0.63	0.63			0.63	
vC, conflicting volume	1585	952			960	
vC1, stage 1 conf vol	952					
vC2, stage 2 conf vol	633					
vCu, unblocked vol	1636	623			637	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	97			97	
cM capacity (veh/h)	279	304			592	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	18	960	16	602
Volume Left	9	0	16	0
Volume Right	9	17	0	0
cSH	291	1700	592	1700
Volume to Capacity	0.06	0.56	0.03	0.35
Queue Length 95th (ft)	5	0	2	0
Control Delay (s)	18.2	0.0	11.2	0.0
Lane LOS	C		B	
Approach Delay (s)	18.2	0.0	0.3	
Approach LOS	C			

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	56.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	4	4	4	855	553	10
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	4	948	613	11
Pedestrians					3	
Lane Width (ft)					11.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)				1130		
pX, platoon unblocked	0.64					
vC, conflicting volume	1578	619	624			
vC1, stage 1 conf vol	619					
vC2, stage 2 conf vol	960					
vCu, unblocked vol	1622	619	624			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	99	100			
cM capacity (veh/h)	280	489	957			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	9	4	948	624
Volume Left	4	4	0	0
Volume Right	4	0	0	11
cSH	356	957	1700	1700
Volume to Capacity	0.02	0.00	0.56	0.37
Queue Length 95th (ft)	2	0	0	0
Control Delay (s)	15.4	8.8	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	15.4	0.0		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	8	4	855	4	5	555
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	4	948	4	6	615
Pedestrians	1		2			
Lane Width (ft)	12.0		10.0			
Walking Speed (ft/s)	4.0		4.0			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)			1243			
pX, platoon unblocked	0.64	0.64			0.64	
vC, conflicting volume	1580	951			953	
vC1, stage 1 conf vol	951					
vC2, stage 2 conf vol	628					
vCu, unblocked vol	1624	647			650	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	99			99	
cM capacity (veh/h)	282	303			602	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	13	952	4	617
Volume Left	9	0	4	2
Volume Right	4	4	0	0
cSH	289	1700	602	602
Volume to Capacity	0.05	0.56	0.01	0.01
Queue Length 95th (ft)	4	0	1	1
Control Delay (s)	18.1	0.0	11.0	0.2
Lane LOS	C		B	A
Approach Delay (s)	18.1	0.0	0.3	
Approach LOS	C			

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	56.1%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	4	4	855	4	4	556
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	948	4	4	616
Pedestrians	3					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1578	953			955	
vC1, stage 1 conf vol	953					
vC2, stage 2 conf vol	625					
vCu, unblocked vol	1578	953			955	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			99	
cM capacity (veh/h)	317	313			718	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	9	952	4	616
Volume Left	4	0	4	0
Volume Right	4	4	0	0
cSH	315	1700	718	1700
Volume to Capacity	0.03	0.56	0.01	0.36
Queue Length 95th (ft)	2	0	0	0
Control Delay (s)	16.7	0.0	10.0	0.0
Lane LOS	C		B	
Approach Delay (s)	16.7	0.0	0.1	
Approach LOS	C			

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	56.1%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	13	9	11	848	551	9
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	10	12	940	611	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1580	616	621			
vC1, stage 1 conf vol	616					
vC2, stage 2 conf vol	965					
vCu, unblocked vol	1580	616	621			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	98	99			
cM capacity (veh/h)	314	491	960			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	24	12	940	621
Volume Left	14	12	0	0
Volume Right	10	0	0	10
cSH	368	960	1700	1700
Volume to Capacity	0.07	0.01	0.55	0.37
Queue Length 95th (ft)	5	1	0	0
Control Delay (s)	15.5	8.8	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	15.5	0.1		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	856	5	4	556	4	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	949	6	4	616	4	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			955		1577	952
vC1, stage 1 conf vol					952	
vC2, stage 2 conf vol					625	
vCu, unblocked vol			955		1577	952
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	98
cM capacity (veh/h)			720		318	315

Direction, Lane #	NB 1	SB 1	SB 2	NW 1
Volume Total	955	4	616	10
Volume Left	0	4	0	4
Volume Right	6	0	0	6
cSH	1700	720	1700	316
Volume to Capacity	0.56	0.01	0.36	0.03
Queue Length 95th (ft)	0	0	0	2
Control Delay (s)	0.0	10.0	0.0	16.8
Lane LOS		B		C
Approach Delay (s)	0.0	0.1		16.8
Approach LOS				C

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	835	25	7	556	4	15
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	926	28	8	616	4	17
Pedestrians				2	3	
Lane Width (ft)				10.5	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	0	
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			956		1575	945
vC1, stage 1 conf vol					943	
vC2, stage 2 conf vol					632	
vCu, unblocked vol			956		1575	945
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	95
cM capacity (veh/h)			717		319	316

Direction, Lane #	NB 1	SB 1	SB 2	NW 1
Volume Total	953	8	616	21
Volume Left	0	8	0	4
Volume Right	28	0	0	17
cSH	1700	717	1700	317
Volume to Capacity	0.56	0.01	0.36	0.07
Queue Length 95th (ft)	0	1	0	5
Control Delay (s)	0.0	10.1	0.0	17.2
Lane LOS		B		C
Approach Delay (s)	0.0	0.1		17.2
Approach LOS				C

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	17	833	549	21	20	14
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	19	924	609	23	22	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	None			
Median storage veh)		2				
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	632				1570	609
vC1, stage 1 conf vol					609	
vC2, stage 2 conf vol					961	
vCu, unblocked vol	632				1570	609
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	98				93	97
cM capacity (veh/h)	951				314	495

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SE 1
Volume Total	19	924	609	23	38
Volume Left	19	0	0	0	22
Volume Right	0	0	0	23	16
cSH	951	1700	1700	1700	369
Volume to Capacity	0.02	0.54	0.36	0.01	0.10
Queue Length 95th (ft)	2	0	0	0	8
Control Delay (s)	8.9	0.0	0.0	0.0	15.9
Lane LOS	A				C
Approach Delay (s)	0.2		0.0		15.9
Approach LOS					C

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	54.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2
Right Turn Channelized												
Volume (veh/h)	7	4	4	5	10	4	4	10	5	629	216	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	4	4	6	11	4	4	11	6	697	239	8
Approach Volume (veh/h)		22					31			950		
Crossing Volume (veh/h)		1078					900			468		
High Capacity (veh/h)		584					675			958		
High v/c (veh/h)		0.04					0.05			0.99		
Low Capacity (veh/h)		450					528			776		
Low v/c (veh/h)		0.05					0.06			1.22		

Intersection Summary				
Maximum v/c High	0.99			
Maximum v/c Low	1.22			
Intersection Capacity Utilization	86.1%	ICU Level of Service	E	

Movement	SBL2	SBL	SBT	SBR	NWL2	NWL	NWR	NWR2
Right Turn Channelized								
Volume (veh/h)	77	320	553	6	8	11	152	97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	85	355	613	7	9	12	169	108
Approach Volume (veh/h)			1060			297		
Crossing Volume (veh/h)			47			1040		
High Capacity (veh/h)			1335			602		
High v/c (veh/h)			0.79			0.49		
Low Capacity (veh/h)			1116			465		
Low v/c (veh/h)			0.95			0.64		

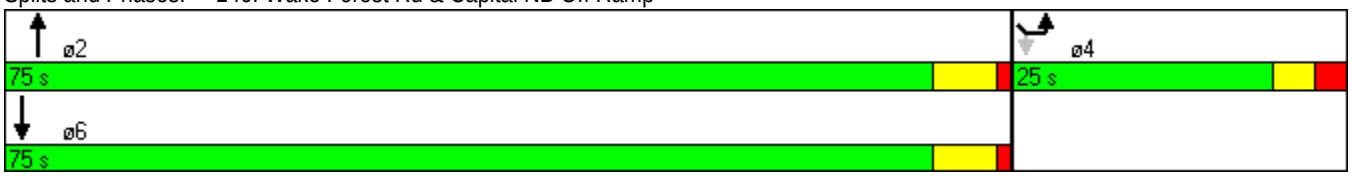
Intersection Summary

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	0	798	767	0	354	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	10	10	10	12	12
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3303	3303	0	3433	1583
Flt Permitted					0.950	
Satd. Flow (perm)	0	3303	3303	0	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						210
Link Speed (mph)		35	35		35	
Link Distance (ft)		306	603		487	
Travel Time (s)		6.0	11.7		9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	885	850	0	392	210
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	885	850	0	392	210
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.04	1.09	1.09	1.09	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type						Perm
Protected Phases		2	6		4	
Permitted Phases						4
Detector Phase		2	6		4	4
Switch Phase						
Minimum Initial (s)		12.0	12.0		7.0	7.0
Minimum Split (s)		20.0	20.0		20.0	20.0
Total Split (s)	0.0	75.0	75.0	0.0	25.0	25.0
Total Split (%)	0.0%	75.0%	75.0%	0.0%	25.0%	25.0%
Maximum Green (s)		69.1	69.1		19.4	19.4
Yellow Time (s)		4.7	4.7		3.0	3.0
All-Red Time (s)		1.2	1.2		2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.9	5.9	4.0	5.6	5.6
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		2.0	2.0		1.0	1.0
Recall Mode		C-Min	Min		None	None
Act Effct Green (s)		73.7	73.7		14.8	14.8
Actuated g/C Ratio		0.74	0.74		0.15	0.15
v/c Ratio		0.36	0.35		0.77	0.51

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Control Delay		5.5	4.3		51.4	9.7
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		5.5	4.3		51.4	9.7
LOS		A	A		D	A
Approach Delay		5.5	4.3		36.9	
Approach LOS		A	A		D	
Queue Length 50th (ft)		90	54		125	0
Queue Length 95th (ft)		141	79		167	60
Internal Link Dist (ft)		226	523		407	
Turn Bay Length (ft)						
Base Capacity (vph)		2434	2434		666	476
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		0.36	0.35		0.59	0.44

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 93 (93%), Referenced to phase 2:NBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 13.2	Intersection LOS: B
Intersection Capacity Utilization 43.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 146: Wake Forest Rd & Capital NB Off Ramp



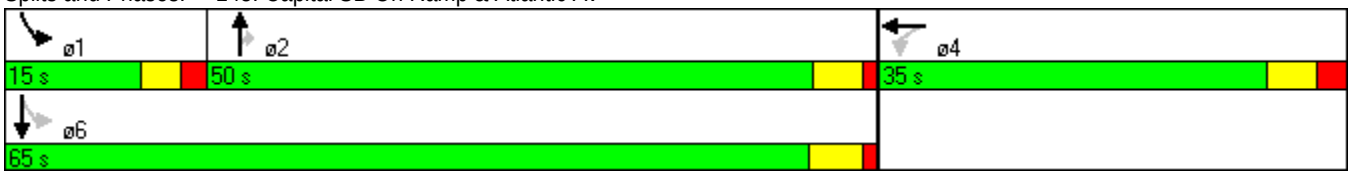
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	169	4	23	0	1066	86	247	598	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	11	10	10
Storage Length (ft)	0		0	0		0	0		100	250		0
Storage Lanes	0		0	1		0	0		1	1		0
Taper Length (ft)	25		25	25		25	25		125	100		25
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.964				0.850		0.996	
Flt Protected				0.950	0.965					0.950		
Satd. Flow (prot)	0	0	0	1681	1646	0	0	3303	1478	1711	3290	0
Flt Permitted				0.950	0.965					0.145		
Satd. Flow (perm)	0	0	0	1681	1646	0	0	3303	1478	261	3290	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					16				50		4	
Link Speed (mph)		30			35			35			35	
Link Distance (ft)		564			583			603			527	
Travel Time (s)		12.8			11.4			11.7			10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	0	0	187	4	26	0	1182	95	274	663	16
Shared Lane Traffic (%)				41%								
Lane Group Flow (vph)	0	0	0	110	107	0	0	1182	95	274	679	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.09	1.09	1.04	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm					Perm	pm+pt		
Protected Phases					4			2		1	6	
Permitted Phases				4					2	6		
Detector Phase				4	4			2	2	1	6	
Switch Phase												
Minimum Initial (s)				7.0	7.0			10.0	10.0	7.0	10.0	
Minimum Split (s)				22.1	22.1			20.9	20.9	11.9	21.2	
Total Split (s)	0.0	0.0	0.0	35.0	35.0	0.0	0.0	50.0	50.0	15.0	65.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	35.0%	35.0%	0.0%	0.0%	50.0%	50.0%	15.0%	65.0%	0.0%
Maximum Green (s)				28.9	28.9			45.1	45.1	10.1	59.8	
Yellow Time (s)				3.7	3.7			3.7	3.7	3.0	4.0	
All-Red Time (s)				2.4	2.4			1.2	1.2	1.9	1.2	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	6.1	6.1	4.0	4.0	4.9	4.9	4.9	5.2	4.0
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)				1.0	1.0			3.0	3.0	1.0	3.0	
Recall Mode				None	None			C-Min	C-Min	None	Min	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)				10.5	10.5			55.4	55.4	78.5	78.2	
Actuated g/C Ratio				0.10	0.10			0.55	0.55	0.78	0.78	
v/c Ratio				0.62	0.57			0.65	0.11	0.58	0.26	
Control Delay				57.9	47.7			25.9	12.3	13.9	3.5	
Queue Delay				0.0	0.0			0.2	0.0	0.0	0.0	
Total Delay				57.9	47.7			26.1	12.3	13.9	3.5	
LOS				E	D			C	B	B	A	
Approach Delay					52.9			25.1			6.5	
Approach LOS					D			C			A	
Queue Length 50th (ft)				72	58			327	27	41	47	
Queue Length 95th (ft)				126	111			451	m64	135	83	
Internal Link Dist (ft)		484			503			523			447	
Turn Bay Length (ft)									100	250		
Base Capacity (vph)				486	487			1831	841	469	2575	
Starvation Cap Reductn				0	0			138	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				0.23	0.22			0.70	0.11	0.58	0.26	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 90 (90%), Referenced to phase 2:NBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 20.3 Intersection LOS: C
Intersection Capacity Utilization 63.1% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 148: Capital SB On Ramp & Atlantic Av



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	544	4	32	44	0	0	0	23
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	603	4	35	49	0	0	0	26
Pedestrians		3									3	
Lane Width (ft)		0.0									12.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		0									0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	611			0			634	611	0	633	608	611
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	611			0			634	611	0	633	608	611
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			90	88	100	100	100	95
cM capacity (veh/h)	966			1623			371	408	1085	355	409	492

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	608	84	26
Volume Left	0	35	0
Volume Right	4	0	26
cSH	1700	391	492
Volume to Capacity	0.36	0.22	0.05
Queue Length 95th (ft)	0	20	4
Control Delay (s)	0.0	16.7	12.7
Lane LOS		C	B
Approach Delay (s)	0.0	16.7	12.7
Approach LOS		C	B

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	47.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	0	30	4	35	50	0	0	0	0	56	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	6	0	33	4	39	55	0	0	0	0	62	4
Pedestrians		7						2			5	
Lane Width (ft)		12.0						0.0			12.0	
Walking Speed (ft/s)		4.0						4.0			4.0	
Percent Blockage		1						0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	151	71	73	100	74	5	74			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	151	71	73	100	74	5	74			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	97	99	95	95	100			100		
cM capacity (veh/h)	735	814	983	848	812	1074	1517			1623		

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	39	99	67
Volume Left	6	4	0
Volume Right	33	55	4
cSH	938	943	1700
Volume to Capacity	0.04	0.10	0.04
Queue Length 95th (ft)	3	9	0
Control Delay (s)	9.0	9.3	0.0
Lane LOS	A	A	
Approach Delay (s)	9.0	9.3	0.0
Approach LOS	A	A	

Intersection Summary			
Average Delay	6.2		
Intersection Capacity Utilization	19.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	5	49	11	7	0	0	0	0	8	1117	21
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	6	54	12	8	0	0	0	0	9	1238	23
Pedestrians		23			8			11				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		2			1			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								295			293	
pX, platoon unblocked	0.64	0.64	0.64	0.64	0.64		0.64					
vC, conflicting volume	1295	1299	665	713	1310	8	1285			8		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	332	338	0	0	356	8	316			8		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	98	92	98	98	100	100			99		
cM capacity (veh/h)	360	360	680	576	352	1065	778			1600		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	60	20	628	642
Volume Left	0	12	9	0
Volume Right	54	0	0	23
cSH	628	462	1600	1700
Volume to Capacity	0.10	0.04	0.01	0.38
Queue Length 95th (ft)	8	3	0	0
Control Delay (s)	11.3	13.1	0.2	0.0
Lane LOS	B	B	A	
Approach Delay (s)	11.3	13.1	0.1	
Approach LOS	B	B		

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	50.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	58	13	0	0	0	0	0	5	1144	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	64	14	0	0	0	0	0	6	1268	8
Pedestrians		55			45			6				
Lane Width (ft)		12.0			12.0			0.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		5			4			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								271			213	
pX, platoon unblocked	0.64	0.64	0.64	0.64	0.64		0.64					
vC, conflicting volume	1338	1383	699	761	1387	45	1331			45		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	404	474	0	0	480	45	393			45		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	90	97	100	100	100			100		
cM capacity (veh/h)	303	285	662	532	283	977	710			1503		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	64	14	640	642
Volume Left	0	14	6	0
Volume Right	64	0	0	8
cSH	662	532	1503	1700
Volume to Capacity	0.10	0.03	0.00	0.38
Queue Length 95th (ft)	8	2	0	0
Control Delay (s)	11.0	12.0	0.1	0.0
Lane LOS	B	B	A	
Approach Delay (s)	11.0	12.0	0.1	
Approach LOS	B	B		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	8	0	0	0	15	686
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	0	0	0	17	761
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			511			150
pX, platoon unblocked						
vC, conflicting volume	414	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	414	0			0	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			99	
cM capacity (veh/h)	561	1084			1622	

Direction, Lane #	WB 1	SB 1	SB 2
Volume Total	9	270	507
Volume Left	9	17	0
Volume Right	0	0	0
cSH	561	1622	1700
Volume to Capacity	0.02	0.01	0.30
Queue Length 95th (ft)	1	1	0
Control Delay (s)	11.5	0.5	0.0
Lane LOS	B	A	
Approach Delay (s)	11.5	0.2	
Approach LOS	B		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		

2020 Two-Way Conversion Synchro Reports

Lanes, Volumes, Timings
1: Hargett St & Blount St

3/1/2013

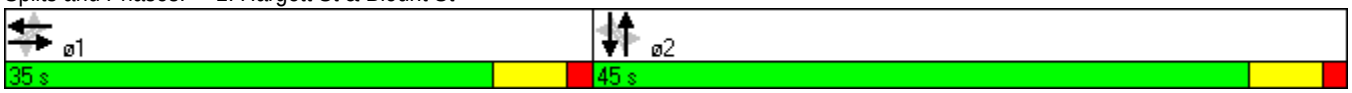
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	90	18	8	277	37	54	498	13	14	364	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	10	10	10
Storage Length (ft)	0		0	0		0	150		0	50		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor		0.99			1.00						0.98	
Frt		0.980			0.984			0.996			0.972	
Flt Protected		0.995			0.999		0.950				0.998	
Satd. Flow (prot)	0	1622	0	0	1648	0	1540	1558	0	0	1208	0
Flt Permitted		0.949			0.993		0.401				0.978	
Satd. Flow (perm)	0	1547	0	0	1637	0	650	1558	0	0	1181	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			9			2			23	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		483			489			499			473	
Travel Time (s)		9.4			9.5			9.7			9.2	
Confl. Peds. (#/hr)			11	11						101		21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Parking (#/hr)											16	
Adj. Flow (vph)	14	100	20	9	307	41	60	552	14	16	404	112
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	134	0	0	357	0	60	566	0	0	532	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.25	1.25	1.25	1.61	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	45.0	45.0	0.0	45.0	45.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	43.8%	43.8%	0.0%	56.3%	56.3%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	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 Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)		29.0			29.0		39.0	39.0			39.0	
Actuated g/C Ratio		0.36			0.36		0.49	0.49			0.49	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.24			0.60		0.19	0.74			0.90	
Control Delay		17.5			24.8		16.4	22.5			34.4	
Queue Delay		0.0			0.0		0.0	0.1			0.0	
Total Delay		17.5			24.8		16.4	22.5			34.4	
LOS		B			C		B	C			C	
Approach Delay		17.5			24.8			21.9			34.4	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)		42			120		16	152			58	
Queue Length 95th (ft)		82			m227		m21	m200			#454	
Internal Link Dist (ft)		403			409			419			393	
Turn Bay Length (ft)							150					
Base Capacity (vph)		568			599		317	761			588	
Starvation Cap Reductn		0			0		0	4			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.24			0.60		0.19	0.75			0.90	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 66 (83%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 26.2 Intersection LOS: C
Intersection Capacity Utilization 73.1% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Hargett St & Blount St



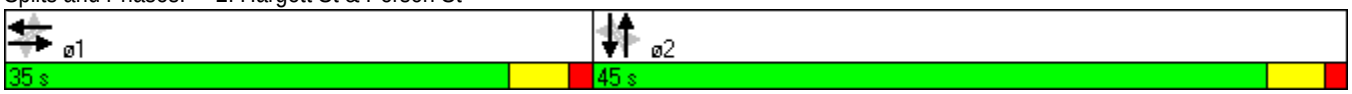
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	88	16	10	169	37	54	498	13	15	364	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	10	10	10
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor		0.99			0.97		0.98	1.00				
Frt		0.981			0.977			0.996			0.972	
Flt Protected		0.995			0.998		0.950				0.998	
Satd. Flow (prot)	0	1636	0	0	1594	0	1540	1338	0	0	1518	0
Flt Permitted		0.961			0.988		0.396				0.978	
Satd. Flow (perm)	0	1568	0	0	1578	0	628	1338	0	0	1487	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			15			2			24	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		489			484			491			748	
Travel Time (s)		9.5			9.4			9.6			14.6	
Confl. Peds. (#/hr)	45					45	25		13			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								8				
Adj. Flow (vph)	14	98	18	11	187	41	60	552	14	17	404	111
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	130	0	0	239	0	60	566	0	0	532	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.50	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Minimum Split (s)	21.0	21.0		21.0	21.0		20.9	20.9		20.9	20.9	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	45.0	45.0	0.0	45.0	45.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	43.8%	43.8%	0.0%	56.3%	56.3%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.4	1.4		1.4	1.4		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	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 Lost Time (s)	5.0	5.0	4.0	5.0	5.0	4.0	4.9	4.9	4.0	4.9	4.9	4.0
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)		30.0			30.0		40.1	40.1			40.1	
Actuated g/C Ratio		0.38			0.38		0.50	0.50			0.50	
v/c Ratio		0.22			0.40		0.19	0.84			0.70	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		21.4			19.6		3.0	10.7			20.6	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		21.4			19.6		3.0	10.7			20.6	
LOS		C			B		A	B			C	
Approach Delay		21.4			19.6			10.0			20.6	
Approach LOS		C			B			A			C	
Queue Length 50th (ft)		55			80		2	23			234	
Queue Length 95th (ft)		m97			141		m3	m28			372	
Internal Link Dist (ft)		409			404			411			668	
Turn Bay Length (ft)							150					
Base Capacity (vph)		596			601		315	672			757	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.22			0.40		0.19	0.84			0.70	

Intersection Summary	
Area Type: CBD	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 23 (29%), Referenced to phase 2:NBSB, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 16.2	Intersection LOS: B
Intersection Capacity Utilization 66.5%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Hargett St & Person St



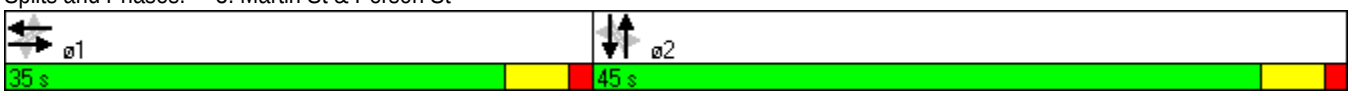
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	66	42	16	46	14	30	535	11	26	326	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	11	10	10
Storage Length (ft)	0		0	0		0	150		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor		0.98			0.97		0.99	1.00				
Frt		0.954			0.975			0.997			0.985	
Flt Protected		0.994			0.990		0.950			0.950		
Satd. Flow (prot)	0	1590	0	0	1572	0	1540	1341	0	1540	1541	0
Flt Permitted		0.965			0.938		0.442			0.270		
Satd. Flow (perm)	0	1519	0	0	1489	0	710	1341	0	438	1541	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			16			2			10	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		483			487			481			491	
Travel Time (s)		9.4			9.5			9.4			9.6	
Confl. Peds. (#/hr)	44					44	7		6			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								8				
Adj. Flow (vph)	18	73	47	18	51	16	33	593	12	29	361	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	138	0	0	85	0	33	605	0	29	401	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.50	1.25	1.19	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Minimum Split (s)	21.2	21.2		21.2	21.2		21.2	21.2		21.2	21.2	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	45.0	45.0	0.0	45.0	45.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	43.8%	43.8%	0.0%	56.3%	56.3%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)	3.8	3.8		3.8	3.8		3.8	3.8		3.8	3.8	
All-Red Time (s)	1.4	1.4		1.4	1.4		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	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 Lost Time (s)	5.2	5.2	4.0	5.2	5.2	4.0	5.2	5.2	4.0	5.2	5.2	4.0
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)		29.8			29.8		39.8	39.8		39.8	39.8	
Actuated g/C Ratio		0.37			0.37		0.50	0.50		0.50	0.50	
v/c Ratio		0.23			0.15		0.09	0.91		0.13	0.52	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		12.5			14.8		4.9	20.9		12.7	12.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		12.5			14.8		4.9	20.9		12.7	12.0	
LOS		B			B		A	C		B	B	
Approach Delay		12.5			14.8			20.0			12.1	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)		44			22		3	60		4	54	
Queue Length 95th (ft)		m90			52		m4	m#388		m11	141	
Internal Link Dist (ft)		403			407			401			411	
Turn Bay Length (ft)							150			150		
Base Capacity (vph)		589			565		353	668		218	772	
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		0.23			0.15		0.09	0.91		0.13	0.52	

Intersection Summary	
Area Type: CBD	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 15 (19%), Referenced to phase 2:NBSB, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 16.2	Intersection LOS: B
Intersection Capacity Utilization 52.2%	ICU Level of Service A
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Martin St & Person St



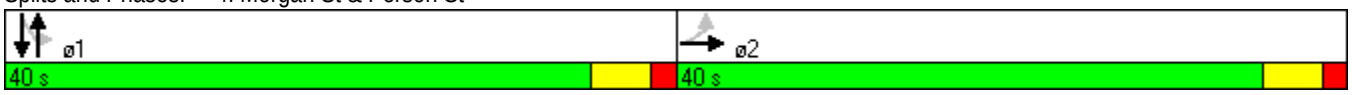
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	411	109	0	0	0	0	504	44	74	370	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	11	10	10
Storage Length (ft)	130		0	0		0	0		0	100		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	125		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98							1.00				
Frt		0.969						0.989				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1593	4435	0	0	0	0	0	1546	0	1540	1565	0
Flt Permitted	0.950									0.212		
Satd. Flow (perm)	1556	4435	0	0	0	0	0	1546	0	344	1565	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		106						7				
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		570			474			748			316	
Travel Time (s)		11.1			9.2			14.6			7.2	
Confl. Peds. (#/hr)	8								1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	29	456	121	0	0	0	0	559	49	82	410	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	577	0	0	0	0	0	608	0	82	410	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25	1.19	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm									Perm		
Protected Phases		2						1			1	
Permitted Phases	2									1		
Minimum Split (s)	21.1	21.1						22.1		22.1	22.1	
Total Split (s)	40.0	40.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	40.0	40.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	1.6	1.6						1.6		1.6	1.6	
Lost Time Adjust (s)	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 Lost Time (s)	5.1	5.1	4.0	4.0	4.0	4.0	4.0	5.1	4.0	5.1	5.1	4.0
Lead/Lag	Lag	Lag						Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes						Yes		Yes	Yes	
Act Effct Green (s)	34.9	34.9						34.9		34.9	34.9	
Actuated g/C Ratio	0.44	0.44						0.44		0.44	0.44	
v/c Ratio	0.04	0.29						0.90		0.55	0.60	
Control Delay	7.1	5.7						35.9		29.2	19.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0						3.8		0.0	0.7	
Total Delay	7.1	5.7						39.7		29.2	19.9	
LOS	A	A						D		C	B	
Approach Delay		5.8						39.7			21.5	
Approach LOS		A						D			C	
Queue Length 50th (ft)	4	19						332		22	111	
Queue Length 95th (ft)	m10	m27						m#428		m44	195	
Internal Link Dist (ft)		490			394			668			236	
Turn Bay Length (ft)	130									100		
Base Capacity (vph)	679	1995						678		150	683	
Starvation Cap Reductn	0	0						0		0	79	
Spillback Cap Reductn	0	0						33		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.04	0.29						0.94		0.55	0.68	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 26 (33%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 22.4 Intersection LOS: C
Intersection Capacity Utilization 71.7% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Morgan St & Person St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	428	109	0	0	0	0	504	44	74	370	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	11	10	10
Storage Length (ft)	0		0	0		0	0		0	100		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99										
Frt		0.971						0.989				
Flt Protected		0.998								0.950		
Satd. Flow (prot)	0	4402	0	0	0	0	0	1547	0	1540	1273	0
Flt Permitted		0.998								0.268		
Satd. Flow (perm)	0	4402	0	0	0	0	0	1547	0	434	1273	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		79						8				
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		473			570			473			295	
Travel Time (s)		9.2			11.1			9.2			6.7	
Confl. Peds. (#/hr)			6							8		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Parking (#/hr)											16	
Adj. Flow (vph)	28	475	121	0	0	0	0	559	49	82	410	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	624	0	0	0	0	0	608	0	82	410	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25	1.19	1.60	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm									Perm		
Protected Phases		2						1			1	
Permitted Phases	2									1		
Minimum Split (s)	22.0	22.0						22.0		22.0	22.0	
Total Split (s)	35.0	35.0	0.0	0.0	0.0	0.0	0.0	45.0	0.0	45.0	45.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	0.0%	56.3%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)	4.0	4.0						4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0						2.0		2.0	2.0	
Lost Time Adjust (s)	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 Lost Time (s)	6.0	6.0	4.0	4.0	4.0	4.0	4.0	6.0	4.0	6.0	6.0	4.0
Lead/Lag	Lag	Lag						Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes						Yes		Yes	Yes	
Act Effct Green (s)		29.0						39.0		39.0	39.0	
Actuated g/C Ratio		0.36						0.49		0.49	0.49	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.38						0.80		0.39	0.66	
Control Delay		17.1						30.9		22.9	26.1	
Queue Delay		0.0						0.0		0.0	0.0	
Total Delay		17.1						31.0		22.9	26.1	
LOS		B						C		C	C	
Approach Delay		17.1						31.0			25.6	
Approach LOS		B						C			C	
Queue Length 50th (ft)		71						215		34	193	
Queue Length 95th (ft)		101						#267		m48	m274	
Internal Link Dist (ft)		393			490			393			215	
Turn Bay Length (ft)										100		
Base Capacity (vph)		1646						758		212	621	
Starvation Cap Reductn		0						1		0	0	
Spillback Cap Reductn		0						0		0	0	
Storage Cap Reductn		0						0		0	0	
Reduced v/c Ratio		0.38						0.80		0.39	0.66	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 18 (23%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 24.4 Intersection LOS: C
Intersection Capacity Utilization 65.6% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Morgan St & Blount St

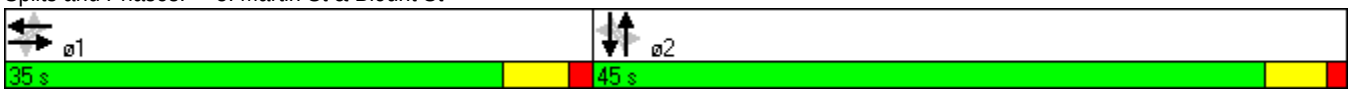
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	85	42	16	84	13	30	535	11	27	326	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	11	10	10
Storage Length (ft)	0		0	0		0	50		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor		0.98			1.00						0.99	
Frt		0.960			0.985			0.997			0.985	
Flt Protected		0.994			0.993		0.950			0.950		
Satd. Flow (prot)	0	1572	0	0	1640	0	1540	1560	0	1540	1272	0
Flt Permitted		0.964			0.953		0.442			0.270		
Satd. Flow (perm)	0	1524	0	0	1567	0	716	1560	0	438	1272	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			9			2			10	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		460			483			210			499	
Travel Time (s)		9.0			9.4			4.1			9.7	
Confl. Peds. (#/hr)			14	14						12		14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Parking (#/hr)											12	
Adj. Flow (vph)	19	94	47	18	93	14	33	593	12	30	361	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	160	0	0	125	0	33	605	0	30	400	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.25	1.25	1.19	1.56	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Minimum Split (s)	21.3	21.3		21.3	21.3		21.0	21.0		21.0	21.0	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	45.0	45.0	0.0	45.0	45.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	43.8%	43.8%	0.0%	56.3%	56.3%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)	3.9	3.9		3.9	3.9		3.7	3.7		3.7	3.7	
All-Red Time (s)	1.4	1.4		1.4	1.4		1.3	1.3		1.3	1.3	
Lost Time Adjust (s)	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 Lost Time (s)	5.3	5.3	4.0	5.3	5.3	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)		29.7			29.7		40.0	40.0		40.0	40.0	
Actuated g/C Ratio		0.37			0.37		0.50	0.50		0.50	0.50	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.27			0.21		0.09	0.77		0.14	0.62	
Control Delay		15.7			19.1		12.8	21.9		3.1	4.4	
Queue Delay		0.0			0.0		0.0	0.1		0.0	0.0	
Total Delay		15.7			19.1		12.8	22.0		3.1	4.4	
LOS		B			B		B	C		A	A	
Approach Delay		15.7			19.1			21.5			4.3	
Approach LOS		B			B			C			A	
Queue Length 50th (ft)		44			37		8	183		1	16	
Queue Length 95th (ft)		88			81		m12	#236		m2	m22	
Internal Link Dist (ft)		380			403			130			419	
Turn Bay Length (ft)							50			150		
Base Capacity (vph)		585			587		358	781		219	641	
Starvation Cap Reductn		0			0		0	7		0	0	
Spillback Cap Reductn		0			0		0	4		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.27			0.21		0.09	0.78		0.14	0.62	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 74 (93%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 15.2 Intersection LOS: B
Intersection Capacity Utilization 53.2% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Martin St & Blount St



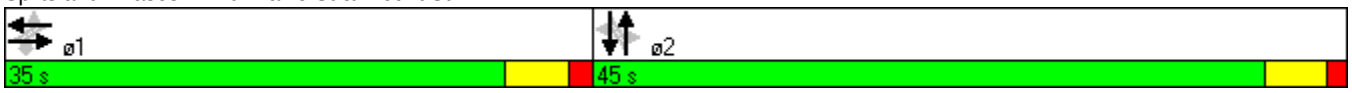
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	92	31	23	197	119	34	486	7	13	298	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	11	10	10
Storage Length (ft)	0		120	0		0	100		0	75		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor			0.95		1.00					0.98	0.99	
Frt			0.850		0.953			0.998			0.984	
Flt Protected		0.994			0.997		0.950			0.950		
Satd. Flow (prot)	0	1666	1425	0	1593	0	1540	1562	0	1540	1303	0
Flt Permitted		0.948			0.977		0.469			0.317		
Satd. Flow (perm)	0	1589	1349	0	1558	0	760	1562	0	506	1303	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			34		39			1			11	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		455			488			226			274	
Travel Time (s)		8.9			9.5			4.4			5.3	
Confl. Peds. (#/hr)			11	11						21		30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	1	0
Parking (#/hr)											8	
Adj. Flow (vph)	13	102	34	26	218	132	38	539	8	14	330	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	34	0	376	0	38	547	0	14	370	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.25	1.25	1.19	1.51	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		1			1			2			2	
Permitted Phases	1		1	1			2			2		
Minimum Split (s)	21.2	21.2	21.2	21.2	21.2		21.0	21.0		21.0	21.0	
Total Split (s)	35.0	35.0	35.0	35.0	35.0	0.0	45.0	45.0	0.0	45.0	45.0	0.0
Total Split (%)	43.8%	43.8%	43.8%	43.8%	43.8%	0.0%	56.3%	56.3%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)	3.8	3.8	3.8	3.8	3.8		3.7	3.7		3.7	3.7	
All-Red Time (s)	1.4	1.4	1.4	1.4	1.4		1.3	1.3		1.3	1.3	
Lost Time Adjust (s)	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 Lost Time (s)	5.2	5.2	5.2	5.2	5.2	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lead	Lead	Lead	Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)		29.8	29.8		29.8		40.0	40.0		40.0	40.0	
Actuated g/C Ratio		0.37	0.37		0.37		0.50	0.50		0.50	0.50	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.19	0.06		0.62		0.10	0.70		0.06	0.56	
Control Delay		18.1	6.5		18.1		14.5	19.5		5.3	7.9	
Queue Delay		0.0	0.0		0.0		0.0	0.2		0.0	0.0	
Total Delay		18.1	6.5		18.1		14.5	19.6		5.3	7.9	
LOS		B	A		B		B	B		A	A	
Approach Delay		15.5			18.1			19.3			7.8	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)		38	0		71		10	152		1	30	
Queue Length 95th (ft)		74	17		169		m14	m194		m3	52	
Internal Link Dist (ft)		375			408			146			194	
Turn Bay Length (ft)			120				100			75		
Base Capacity (vph)		592	524		605		380	782		253	657	
Starvation Cap Reductn		0	0		0		0	12		0	0	
Spillback Cap Reductn		0	0		0		0	17		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.19	0.06		0.62		0.10	0.72		0.06	0.56	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 2 (3%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 55
Control Type: Pretimed
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 15.7 Intersection LOS: B
Intersection Capacity Utilization 68.6% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Davie St & Blount St



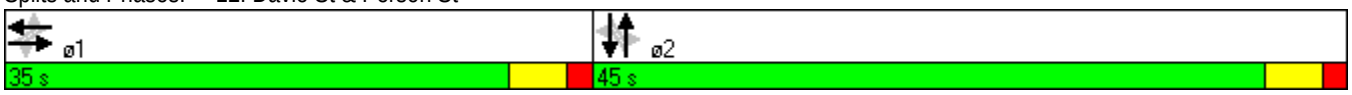
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	70	30	23	231	78	34	486	7	14	298	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	11	10	10
Storage Length (ft)	0		0	0		0	150		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor		1.00			0.97		0.98					
Frt		0.964			0.968			0.998			0.970	
Flt Protected		0.995			0.996		0.950			0.950		
Satd. Flow (prot)	0	1608	0	0	1571	0	1540	1265	0	1540	1518	0
Flt Permitted		0.953			0.976		0.432			0.317		
Satd. Flow (perm)	0	1534	0	0	1540	0	689	1265	0	514	1518	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			22			1			22	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		488			486			496			481	
Travel Time (s)		9.5			9.5			9.7			9.4	
Confl. Peds. (#/hr)	33					33	12					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	0	0	0	0
Parking (#/hr)								16				
Adj. Flow (vph)	13	78	33	26	256	86	38	539	8	16	330	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	124	0	0	368	0	38	547	0	16	411	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.61	1.25	1.19	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	45.0	45.0	0.0	45.0	45.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	43.8%	43.8%	0.0%	56.3%	56.3%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	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 Lost Time (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)		30.0			30.0		40.0	40.0		40.0	40.0	
Actuated g/C Ratio		0.38			0.38		0.50	0.50		0.50	0.50	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.21			0.62		0.11	0.86		0.06	0.53	
Control Delay		4.1			24.7		2.5	12.3		15.4	20.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		4.1			24.7		2.5	12.3		15.4	20.8	
LOS		A			C		A	B		B	C	
Approach Delay		4.1			24.7			11.7			20.6	
Approach LOS		A			C			B			C	
Queue Length 50th (ft)		6			138		2	21		5	135	
Queue Length 95th (ft)		m17			230		m2	m25		m9	151	
Internal Link Dist (ft)		408			406			416			401	
Turn Bay Length (ft)							150			150		
Base Capacity (vph)		592			591		345	633		257	770	
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		0.21			0.62		0.11	0.86		0.06	0.53	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 7 (9%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 16.8 Intersection LOS: B
Intersection Capacity Utilization 65.7% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Davie St & Person St

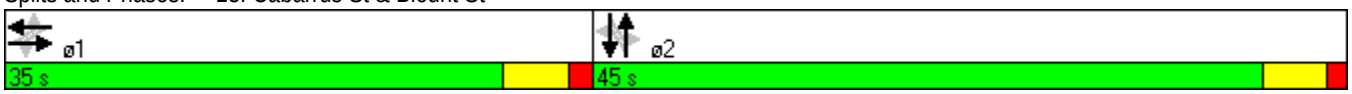


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	17	5	5	167	56	89	510	4	19	236	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	11	10	10
Storage Length (ft)	0		0	0		0	150		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00						0.99	
Frt		0.979			0.967			0.999			0.976	
Flt Protected		0.982			0.999		0.950	0.999		0.950		
Satd. Flow (prot)	0	1602	0	0	1620	0	1463	1483	0	1540	1272	0
Flt Permitted		0.885			0.996		0.522	0.994		0.266		
Satd. Flow (perm)	0	1444	0	0	1614	0	804	1476	0	431	1272	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			23			1			17	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		456			485			480			264	
Travel Time (s)		8.9			9.4			9.4			5.1	
Confl. Peds. (#/hr)			6	6						23		25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)											12	
Adj. Flow (vph)	14	19	6	6	185	62	99	565	4	21	262	51
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	0	39	0	0	253	0	89	579	0	21	313	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.25	1.25	1.19	1.54	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Minimum Split (s)	21.3	21.3		21.3	21.3		21.1	21.1		21.1	21.1	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	45.0	45.0	0.0	45.0	45.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	43.8%	43.8%	0.0%	56.3%	56.3%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)	3.9	3.9		3.9	3.9		3.8	3.8		3.8	3.8	
All-Red Time (s)	1.4	1.4		1.4	1.4		1.3	1.3		1.3	1.3	
Lost Time Adjust (s)	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 Lost Time (s)	5.3	5.3	4.0	5.3	5.3	4.0	5.1	5.1	4.0	5.1	5.1	4.0
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)		29.7			29.7		39.9	39.9		39.9	39.9	
Actuated g/C Ratio		0.37			0.37		0.50	0.50		0.50	0.50	
v/c Ratio		0.07			0.41		0.22	0.79		0.10	0.49	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		14.9			29.4		14.6	22.0		4.7	5.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		14.9			29.4		14.6	22.0		4.7	5.5	
LOS		B			C		B	C		A	A	
Approach Delay		14.9			29.4			21.0			5.4	
Approach LOS		B			C			C			A	
Queue Length 50th (ft)		10			109		21	137		1	16	
Queue Length 95th (ft)		30			195		m29	m187		m4	38	
Internal Link Dist (ft)		376			405			400			184	
Turn Bay Length (ft)							150			100		
Base Capacity (vph)		540			614		401	737		215	643	
Starvation Cap Reductn		0			0		0	1		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.07			0.41		0.22	0.79		0.10	0.49	

Intersection Summary	
Area Type: CBD	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 10 (13%), Referenced to phase 2:NBSB, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 18.4	Intersection LOS: B
Intersection Capacity Utilization 75.2%	ICU Level of Service D
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 13: Cabarrus St & Blount St

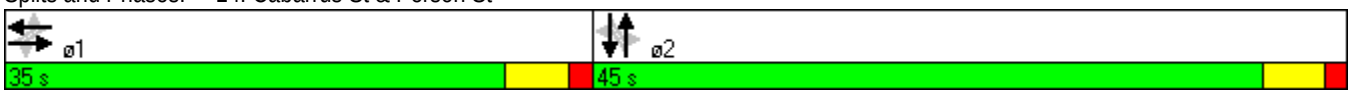


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	24	5	5	39	7	92	510	4	19	236	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	11	10	10
Storage Length (ft)	0		0	0		0	150		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor		0.98			0.99		0.98					
Frt		0.982			0.981			0.999			0.957	
Flt Protected		0.987			0.995		0.950			0.950		
Satd. Flow (prot)	0	1625	0	0	1617	0	1540	1282	0	1540	1497	0
Flt Permitted		0.947			0.983		0.471			0.299		
Satd. Flow (perm)	0	1534	0	0	1598	0	750	1282	0	485	1497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			8			1			36	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		485			493			484			496	
Travel Time (s)		9.4			9.6			9.4			9.7	
Confl. Peds. (#/hr)	21					21	12					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								16				
Adj. Flow (vph)	12	27	6	6	43	8	102	565	4	21	262	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	45	0	0	57	0	102	569	0	21	368	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.59	1.25	1.19	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Minimum Split (s)	21.2	21.2		21.2	21.2		21.1	21.1		21.1	21.1	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	45.0	45.0	0.0	45.0	45.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	43.8%	43.8%	0.0%	56.3%	56.3%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)	3.8	3.8		3.8	3.8		3.7	3.7		3.7	3.7	
All-Red Time (s)	1.4	1.4		1.4	1.4		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	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 Lost Time (s)	5.2	5.2	4.0	5.2	5.2	4.0	5.1	5.1	4.0	5.1	5.1	4.0
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)		29.8			29.8		39.9	39.9		39.9	39.9	
Actuated g/C Ratio		0.37			0.37		0.50	0.50		0.50	0.50	
v/c Ratio		0.08			0.10		0.27	0.89		0.09	0.48	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		10.0			15.1		3.0	11.8		10.4	10.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		10.0			15.1		3.0	11.8		10.4	10.3	
LOS		A			B		A	B		B	B	
Approach Delay		10.0			15.1			10.5			10.3	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)		10			16		4	23		3	47	
Queue Length 95th (ft)		m26			39		m5	m25		m9	120	
Internal Link Dist (ft)		405			413			404			416	
Turn Bay Length (ft)							150			150		
Base Capacity (vph)		575			600		374	640		242	765	
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		0.08			0.10		0.27	0.89		0.09	0.48	

Intersection Summary	
Area Type: CBD	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 79 (99%), Referenced to phase 2:NBSB, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 10.6	Intersection LOS: B
Intersection Capacity Utilization 62.7%	ICU Level of Service B
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 14: Cabarrus St & Person St



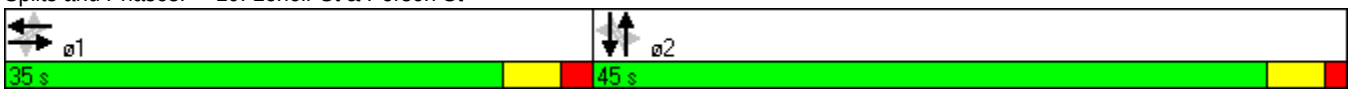
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	31	14	9	37	4	25	578	5	6	223	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	10	10	10
Storage Length (ft)	0		0	0		0	75		3	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor					1.00		1.00					
Frt		0.972			0.990			0.999			0.990	
Flt Protected		0.983			0.991		0.950				0.999	
Satd. Flow (prot)	0	1602	0	0	1640	0	1540	1297	0	0	1548	0
Flt Permitted		0.910			0.962		0.576				0.986	
Satd. Flow (perm)	0	1483	0	0	1592	0	932	1297	0	0	1527	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			4			1			7	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		487			491			259			484	
Travel Time (s)		13.3			13.4			5.0			9.4	
Confl. Peds. (#/hr)						7	1					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	100%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	0	0	0	0
Parking (#/hr)								12				
Adj. Flow (vph)	27	34	16	10	41	4	27	641	6	7	247	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	77	0	0	55	0	27	647	0	0	274	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.56	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Minimum Split (s)	21.4	21.4		21.4	21.4		20.9	20.9		20.9	20.9	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	45.0	45.0	0.0	45.0	45.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	43.8%	43.8%	0.0%	56.3%	56.3%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.9	1.9		1.9	1.9		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	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 Lost Time (s)	5.4	5.4	4.0	5.4	5.4	4.0	4.9	4.9	4.0	4.9	4.9	4.0
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)		29.6			29.6		40.1	40.1			40.1	
Actuated g/C Ratio		0.37			0.37		0.50	0.50			0.50	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.14			0.09		0.06	0.99			0.36	
Control Delay		26.8			16.1		1.6	31.7			15.8	
Queue Delay		0.0			0.0		0.0	25.0			0.0	
Total Delay		26.8			16.1		1.6	56.7			15.8	
LOS		C			B		A	E			B	
Approach Delay		26.8			16.1			54.5			15.8	
Approach LOS		C			B			D			B	
Queue Length 50th (ft)		31			16		1	15			76	
Queue Length 95th (ft)		m69			40		m1	m#403			97	
Internal Link Dist (ft)		407			411			179			404	
Turn Bay Length (ft)							75					
Base Capacity (vph)		559			592		467	651			769	
Starvation Cap Reductn		0			0		0	48			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.14			0.09		0.06	1.07			0.36	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 71 (89%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 65
Control Type: Pretimed
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 40.7 Intersection LOS: D
Intersection Capacity Utilization 54.2% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 19: Lenoir St & Person St



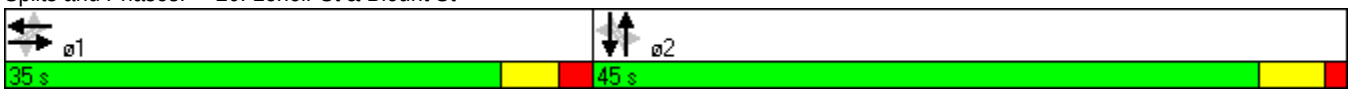
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	59	14	9	67	4	24	575	4	6	223	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	10	10	10
Storage Length (ft)	0		0	0		0	50		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor											1.00	
Frt		0.980			0.994			0.999			0.990	
Flt Protected		0.988			0.994		0.950				0.999	
Satd. Flow (prot)	0	1623	0	0	1656	0	1540	1563	0	0	1239	0
Flt Permitted		0.926			0.973		0.580				0.985	
Satd. Flow (perm)	0	1521	0	0	1621	0	940	1563	0	0	1222	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			3			1			7	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		464			487			271			480	
Travel Time (s)		12.7			13.3			5.3			9.4	
Confl. Peds. (#/hr)												11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	100%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	5	0
Parking (#/hr)											16	
Adj. Flow (vph)	27	65	16	10	74	4	26	638	4	7	247	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	108	0	0	88	0	26	642	0	0	274	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.25	1.25	1.25	1.63	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Minimum Split (s)	21.5	21.5		21.5	21.5		21.3	21.3		21.3	21.3	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	45.0	45.0	0.0	45.0	45.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	43.8%	43.8%	0.0%	56.3%	56.3%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.9	3.9		3.9	3.9	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	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 Lost Time (s)	5.5	5.5	4.0	5.5	5.5	4.0	5.3	5.3	4.0	5.3	5.3	4.0
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)		29.5			29.5		39.7	39.7			39.7	
Actuated g/C Ratio		0.37			0.37		0.50	0.50			0.50	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.19			0.15		0.06	0.83			0.45	
Control Delay		16.3			18.9		12.6	22.1			4.4	
Queue Delay		0.0			0.0		0.0	0.7			0.0	
Total Delay		16.3			18.9		12.6	22.8			4.4	
LOS		B			B		B	C			A	
Approach Delay		16.3			18.9			22.4			4.4	
Approach LOS		B			B			C			A	
Queue Length 50th (ft)		32			34		6	153			10	
Queue Length 95th (ft)		67			70		m7	m#162			17	
Internal Link Dist (ft)		384			407			191			400	
Turn Bay Length (ft)							50					
Base Capacity (vph)		568			600		466	776			610	
Starvation Cap Reductn		0			0		0	23			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.19			0.15		0.06	0.85			0.45	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 18 (23%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 17.2 Intersection LOS: B
Intersection Capacity Utilization 54.6% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: Lenoir St & Blount St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	34	14	9	38	4	24	577	5	6	223	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	11	11	11	10	10
Storage Length (ft)	0		0	0		0	150		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor		0.93						1.00				
Frt		0.974			0.990			0.999			0.989	
Flt Protected		0.983			0.991		0.950			0.950		
Satd. Flow (prot)	0	1605	0	0	1645	0	1486	1374	0	1540	1547	0
Flt Permitted		0.908			0.962		0.565			0.237		
Satd. Flow (perm)	0	1376	0	0	1597	0	884	1374	0	384	1547	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			4			1			7	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		490			490			556			259	
Travel Time (s)		13.4			13.4			10.8			5.0	
Confl. Peds. (#/hr)	78								64			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								10				
Adj. Flow (vph)	29	38	16	10	42	4	27	640	6	7	247	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	0	0	56	0	27	646	0	7	266	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.46	1.19	1.19	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	21.4	21.4		21.4	21.4		20.9	20.9		20.9	20.9	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	45.0	45.0	0.0	45.0	45.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	43.8%	43.8%	0.0%	56.3%	56.3%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.9	1.9		1.9	1.9		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	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 Lost Time (s)	5.4	5.4	4.0	5.4	5.4	4.0	4.9	4.9	4.0	4.9	4.9	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		29.6			29.6		40.1	40.1		40.1	40.1	
Actuated g/C Ratio		0.37			0.37		0.50	0.50		0.50	0.50	
v/c Ratio		0.16			0.09		0.06	0.94		0.04	0.34	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		16.9			16.1		22.2	40.1		12.0	11.9	
Queue Delay		0.0			0.0		0.0	50.2		0.0	0.3	
Total Delay		16.9			16.1		22.2	90.3		12.0	12.2	
LOS		B			B		C	F		B	B	
Approach Delay		16.9			16.1			87.5			12.2	
Approach LOS		B			B			F			B	
Queue Length 50th (ft)		31			17		12	332		1	40	
Queue Length 95th (ft)		m67			40		m13	m294		m5	94	
Internal Link Dist (ft)		410			410			476			179	
Turn Bay Length (ft)							150			75		
Base Capacity (vph)		519			593		443	689		192	779	
Starvation Cap Reductn		0			0		0	0		0	175	
Spillback Cap Reductn		1			0		0	109		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.16			0.09		0.06	1.11		0.04	0.44	

Intersection Summary	
Area Type: CBD	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 63 (79%), Referenced to phase 2:NBSB, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 59.5	Intersection LOS: E
Intersection Capacity Utilization 51.8%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 23: South St & Person St

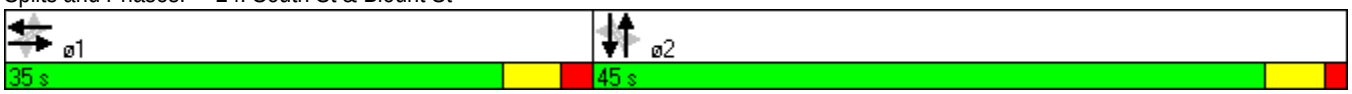
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	60	14	9	66	4	24	574	9	6	223	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	11	10	10
Storage Length (ft)	0		100	0		0	150		0	50		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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		0.981			0.994			0.998			0.989	
Flt Protected		0.988			0.994		0.950			0.950		
Satd. Flow (prot)	0	1625	0	0	1656	0	1540	1562	0	1540	1325	0
Flt Permitted		0.926			0.972		0.566			0.237		
Satd. Flow (perm)	0	1523	0	0	1620	0	917	1562	0	384	1325	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			3			1			7	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		443			490			970			271	
Travel Time (s)		12.1			13.4			18.9			5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	4	0
Parking (#/hr)											6	
Adj. Flow (vph)	28	67	16	10	73	4	27	636	10	7	247	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	111	0	0	87	0	27	646	0	7	266	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.25	1.25	1.19	1.51	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Minimum Split (s)	21.4	21.4		21.4	21.4		21.0	21.0		21.0	21.0	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	45.0	45.0	0.0	45.0	45.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	43.8%	43.8%	0.0%	56.3%	56.3%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.9	1.9		1.9	1.9		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	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 Lost Time (s)	5.4	5.4	4.0	5.4	5.4	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)		29.6			29.6		40.0	40.0		40.0	40.0	
Actuated g/C Ratio		0.37			0.37		0.50	0.50		0.50	0.50	
v/c Ratio		0.19			0.14		0.06	0.83		0.04	0.40	
Control Delay		16.3			15.5		4.8	12.6		3.3	5.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.3			0.0		0.0	0.7		0.0	0.4	
Total Delay		16.6			15.5		4.8	13.3		3.3	6.0	
LOS		B			B		A	B		A	A	
Approach Delay		16.6			15.5			13.0			5.9	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)		33			25		3	66		0	13	
Queue Length 95th (ft)		68			53		m3	m67		m1	21	
Internal Link Dist (ft)		363			410			890			191	
Turn Bay Length (ft)							150			50		
Base Capacity (vph)		571			601		459	782		192	666	
Starvation Cap Reductn		0			0		0	0		0	129	
Spillback Cap Reductn		169			0		0	22		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.28			0.14		0.06	0.85		0.04	0.50	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 26 (33%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 11.8 Intersection LOS: B
Intersection Capacity Utilization 54.9% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: South St & Blount St



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	12	13	593	13	12	233
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	14	657	14	13	258
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			408			556
pX, platoon unblocked	0.68	0.66			0.66	
vC, conflicting volume	950	665			672	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	523	229			240	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	97			98	
cM capacity (veh/h)	346	533			872	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	28	672	272
Volume Left	13	0	13
Volume Right	14	14	0
cSH	423	1700	872
Volume to Capacity	0.07	0.40	0.02
Queue Length 95th (ft)	5	0	1
Control Delay (s)	14.1	0.0	0.6
Lane LOS	B		A
Approach Delay (s)	14.1	0.0	0.6
Approach LOS	B		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	42.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	489	42	16	766	65	108	572	21	33	140	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	11	10	10
Storage Length (ft)	100		0	100		0	125		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00				
Frt		0.988			0.988			0.995			0.955	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3497	0	1770	3497	0	1711	1458	0	1711	1660	0
Flt Permitted	0.234			0.393			0.578			0.133		
Satd. Flow (perm)	436	3497	0	732	3497	0	1041	1458	0	239	1660	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			16			3			31	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		490			493			411			408	
Travel Time (s)		9.5			9.6			8.0			7.9	
Confl. Peds. (#/hr)									2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Parking (#/hr)								10				
Adj. Flow (vph)	29	542	47	18	849	72	120	634	23	37	155	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	589	0	18	921	0	120	657	0	37	222	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.35	1.09	1.04	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	20.8	20.8		20.8	20.8		21.0	21.0		21.0	21.0	
Total Split (s)	45.0	45.0	0.0	45.0	45.0	0.0	35.0	35.0	0.0	35.0	35.0	0.0
Total Split (%)	56.3%	56.3%	0.0%	56.3%	56.3%	0.0%	43.8%	43.8%	0.0%	43.8%	43.8%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.3	1.3		1.3	1.3		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.8	4.8	4.0	4.8	4.8	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	40.2	40.2		40.2	40.2		30.0	30.0		30.0	30.0	
Actuated g/C Ratio	0.50	0.50		0.50	0.50		0.38	0.38		0.38	0.38	

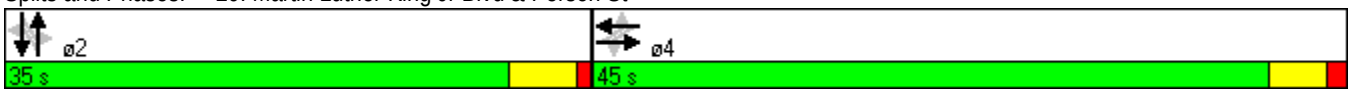
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.13	0.33		0.05	0.52		0.31	1.20		0.41	0.35	
Control Delay	9.8	9.2		10.7	14.5		20.4	131.6		31.2	14.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.8	9.2		10.7	14.5		20.4	131.6		31.2	14.5	
LOS	A	A		B	B		C	F		C	B	
Approach Delay		9.2			14.4			114.4			16.9	
Approach LOS		A			B			F			B	
Queue Length 50th (ft)	5	44		4	151		41	~406		0	33	
Queue Length 95th (ft)	m13	m62		15	202		84	#611		#48	63	
Internal Link Dist (ft)		410			413			331			328	
Turn Bay Length (ft)	100			100			125			150		
Base Capacity (vph)	219	1765		368	1765		390	549		90	642	
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	0.13	0.33		0.05	0.52		0.31	1.20		0.41	0.35	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 2 (3%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 1.20
Intersection Signal Delay: 43.4 Intersection LOS: D
Intersection Capacity Utilization 72.2% ICU Level of Service C
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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Martin Luther King Jr Blvd & Person St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	505	42	16	853	65	109	572	20	33	140	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	11	10	10
Storage Length (ft)	100		0	100		0	125		0	150		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.96	0.99								0.98
Frt			0.850		0.989			0.995				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3500	0	1711	1730	0	1711	1478	1478
Flt Permitted	0.199			0.419			0.659			0.138		
Satd. Flow (perm)	371	3539	1516	773	3500	0	1187	1730	0	248	1478	1450
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			47		14			2				67
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		569			490			388			970	
Travel Time (s)		11.1			9.5			7.6			18.9	
Confl. Peds. (#/hr)			12	12						4		5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)											10	
Adj. Flow (vph)	29	560	47	18	946	72	121	634	22	37	155	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	560	47	18	1018	0	121	656	0	37	155	67
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.09	1.09	1.04	1.34	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm		Perm	Perm			Perm			Perm		Perm
Protected Phases		1			1			2			2	
Permitted Phases	1		1	1			2			2		2
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0		23.0	23.0		23.0	23.0	23.0
Total Split (s)	45.0	45.0	45.0	45.0	45.0	0.0	35.0	35.0	0.0	35.0	35.0	35.0
Total Split (%)	56.3%	56.3%	56.3%	56.3%	56.3%	0.0%	43.8%	43.8%	0.0%	43.8%	43.8%	43.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
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)	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 Lost Time (s)	6.0	6.0	6.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lead	Lead		Lag	Lag		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Act Effct Green (s)	39.0	39.0	39.0	39.0	39.0		29.0	29.0		29.0	29.0	29.0
Actuated g/C Ratio	0.49	0.49	0.49	0.49	0.49		0.36	0.36		0.36	0.36	0.36
v/c Ratio	0.16	0.32	0.06	0.05	0.59		0.28	1.04		0.41	0.29	0.12

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	14.3	13.1	3.8	6.6	12.4		20.4	75.7		48.4	32.2	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	14.3	13.1	3.8	6.6	12.4		20.4	75.7		48.4	32.2	17.1
LOS	B	B	A	A	B		C	E		D	C	B
Approach Delay		12.5			12.3			67.1			30.6	
Approach LOS		B			B			E			C	
Queue Length 50th (ft)	8	85	0	2	216		42	~361		15	64	8
Queue Length 95th (ft)	24	119	16	m5	292		83	#566		m#45	121	43
Internal Link Dist (ft)		489			410			308			890	
Turn Bay Length (ft)	100			100			125			150		150
Base Capacity (vph)	181	1725	763	377	1713		430	628		90	536	568
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	0.16	0.32	0.06	0.05	0.59		0.28	1.04		0.41	0.29	0.12

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 20 (25%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 29.8 Intersection LOS: C
Intersection Capacity Utilization 81.4% ICU Level of Service D
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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 30: Martin Luther King Jr Blvd & Blount St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	3	2	6	10	5	2	691	3	4	192	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	3	2	7	11	6	2	766	3	4	213	2
Pedestrians		8			7						1	
Lane Width (ft)		12.0			12.0						10.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		1			1						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											411	
pX, platoon unblocked	0.99	0.99	0.99	0.99	0.99		0.99					
vC, conflicting volume	1015	1012	222	1006	1011	776	223			776		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1008	1004	203	998	1004	776	204			776		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	99	100	97	95	99	100			99		
cM capacity (veh/h)	201	233	820	212	234	395	1338			835		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	10	23	772	220
Volume Left	4	7	2	4
Volume Right	2	6	3	2
cSH	256	251	1338	835
Volume to Capacity	0.04	0.09	0.00	0.01
Queue Length 95th (ft)	3	8	0	0
Control Delay (s)	19.7	20.8	0.0	0.2
Lane LOS	C	C	A	A
Approach Delay (s)	19.7	20.8	0.0	0.2
Approach LOS	C	C		

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	48.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	4	2	6	4	4	3	691	2	3	192	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	6	4	2	7	4	4	3	766	2	3	213	3
Pedestrians		5			3			2				
Lane Width (ft)		12.0			12.0			10.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			0			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											388	
pX, platoon unblocked	0.96	0.96	0.96	0.96	0.96		0.96					
vC, conflicting volume	1007	1004	222	1004	1005	770	221			771		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	986	984	169	984	984	770	168			771		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	98	100	97	98	99	100			100		
cM capacity (veh/h)	209	236	836	212	235	399	1348			841		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	12	16	772	220
Volume Left	6	7	3	3
Volume Right	2	4	2	3
cSH	254	253	1348	841
Volume to Capacity	0.05	0.06	0.00	0.00
Queue Length 95th (ft)	4	5	0	0
Control Delay (s)	19.9	20.2	0.1	0.2
Lane LOS	C	C	A	A
Approach Delay (s)	19.9	20.2	0.1	0.2
Approach LOS	C	C		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	4	2	3	4	2	2	691	2	3	195	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	4	2	3	4	2	2	766	2	3	216	2
Pedestrians		6			6			1				
Lane Width (ft)		12.0			12.0			10.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			1			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											850	
pX, platoon unblocked												
vC, conflicting volume	1006	1009	224	1007	1009	773	224			774		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1006	1009	224	1007	1009	773	224			774		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	98	100	98	98	99	100			100		
cM capacity (veh/h)	212	237	811	212	237	397	1338			837		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	10	10	771	222
Volume Left	3	3	2	3
Volume Right	2	2	2	2
cSH	268	249	1338	837
Volume to Capacity	0.04	0.04	0.00	0.00
Queue Length 95th (ft)	3	3	0	0
Control Delay (s)	18.9	20.0	0.0	0.2
Lane LOS	C	C	A	A
Approach Delay (s)	18.9	20.0	0.0	0.2
Approach LOS	C	C		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	48.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	4	2	4	5	2	2	691	4	3	195	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	4	2	4	6	2	2	766	4	3	216	2
Pedestrians		6			4						1	
Lane Width (ft)		12.0			12.0						10.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		1			0						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											866	
pX, platoon unblocked												
vC, conflicting volume	1009	1009	223	1005	1008	773	224			775		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1009	1009	223	1005	1008	773	224			775		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	98	100	98	98	99	100			100		
cM capacity (veh/h)	210	237	812	213	237	397	1338			838		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	10	12	773	222
Volume Left	3	4	2	3
Volume Right	2	2	4	2
cSH	268	245	1338	838
Volume to Capacity	0.04	0.05	0.00	0.00
Queue Length 95th (ft)	3	4	0	0
Control Delay (s)	19.0	20.4	0.0	0.2
Lane LOS	C	C	A	A
Approach Delay (s)	19.0	20.4	0.0	0.2
Approach LOS	C	C		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	48.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	12	12	683	5	5	195
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	13	757	6	6	216
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			909			1291
pX, platoon unblocked	0.70	0.70			0.70	
vC, conflicting volume	987	760			763	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	764	438			442	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	97			99	
cM capacity (veh/h)	257	431			779	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	27	763	222
Volume Left	13	0	6
Volume Right	13	6	0
cSH	322	1700	779
Volume to Capacity	0.08	0.45	0.01
Queue Length 95th (ft)	7	0	1
Control Delay (s)	17.2	0.0	0.3
Lane LOS	C		A
Approach Delay (s)	17.2	0.0	0.3
Approach LOS	C		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	47.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	5	1	12	15	7	7	686	5	4	195	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	6	1	13	17	8	8	761	6	4	216	2
Pedestrians		1									14	
Lane Width (ft)		12.0									10.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		0									1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								882			1307	
pX, platoon unblocked	0.65	0.65		0.65	0.65	0.65				0.65		
vC, conflicting volume	1036	1009	218	1009	1007	777	219			766		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	785	743	218	743	740	386	219			369		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	97	100	94	92	98	99			99		
cM capacity (veh/h)	183	220	821	208	221	425	1349			772		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	11	38	774	223
Volume Left	4	13	8	4
Volume Right	1	8	6	2
cSH	218	239	1349	772
Volume to Capacity	0.05	0.16	0.01	0.01
Queue Length 95th (ft)	4	14	0	0
Control Delay (s)	22.4	22.8	0.2	0.3
Lane LOS	C	C	A	A
Approach Delay (s)	22.4	22.8	0.2	0.3
Approach LOS	C	C		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	54.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	5	2	6	6	6	2	685	3	9	198	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	6	2	7	7	7	2	759	3	10	220	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								452				
pX, platoon unblocked	0.64	0.64		0.64	0.64	0.64				0.64		
vC, conflicting volume	1016	1007	220	1011	1006	761	221			763		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	741	728	220	733	726	342	221			344		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	97	100	97	97	99	100			99		
cM capacity (veh/h)	202	220	820	208	221	447	1349			775		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	16	20	765	231
Volume Left	8	7	2	10
Volume Right	2	7	3	1
cSH	234	259	1349	775
Volume to Capacity	0.07	0.08	0.00	0.01
Queue Length 95th (ft)	5	6	0	1
Control Delay (s)	21.5	20.1	0.0	0.6
Lane LOS	C	C	A	A
Approach Delay (s)	21.5	20.1	0.0	0.6
Approach LOS	C	C		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	47.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	2	2	686	205	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	2	2	761	227	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				841		
pX, platoon unblocked	0.69					
vC, conflicting volume	993	228	230			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	770	228	230			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	256	811	1338			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	4	763	230
Volume Left	2	2	0
Volume Right	2	0	2
cSH	389	1338	1700
Volume to Capacity	0.01	0.00	0.14
Queue Length 95th (ft)	1	0	0
Control Delay (s)	14.4	0.0	0.0
Lane LOS	B	A	
Approach Delay (s)	14.4	0.0	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	48.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	6	3	685	5	9	198
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	3	759	6	10	220
Pedestrians	5					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			477			
pX, platoon unblocked	0.70	0.70			0.70	
vC, conflicting volume	1007	767			770	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	791	447			451	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	99			99	
cM capacity (veh/h)	245	424			769	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	10	765	230
Volume Left	7	0	10
Volume Right	3	6	0
cSH	285	1700	769
Volume to Capacity	0.03	0.45	0.01
Queue Length 95th (ft)	3	0	1
Control Delay (s)	18.1	0.0	0.6
Lane LOS	C		A
Approach Delay (s)	18.1	0.0	0.6
Approach LOS	C		

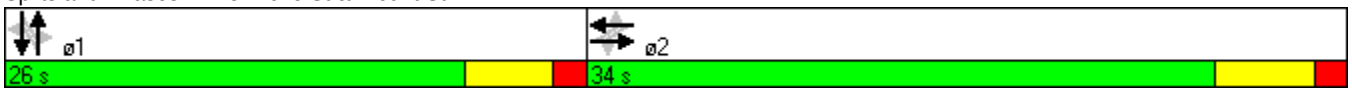
Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	47.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	35	17	37	98	23	35	648	42	28	152	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	10	10
Storage Length (ft)	0		0	0		0	0		0	100		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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		0.968			0.971			0.991			0.979	
Flt Protected		0.986		0.950			0.950			0.950		
Satd. Flow (prot)	0	1778	0	1770	1809	0	1770	1846	0	1711	1688	0
Flt Permitted		0.881		0.705			0.634			0.251		
Satd. Flow (perm)	0	1589	0	1313	1809	0	1181	1846	0	452	1688	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			26			6			15	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		174			353			697			477	
Travel Time (s)		3.4			6.9			13.6			9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Adj. Flow (vph)	22	39	19	41	109	26	39	718	47	31	169	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	80	0	41	135	0	39	765	0	31	196	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.10	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	18.0	18.0		18.0	18.0		12.5	12.5		12.5	12.5	
Total Split (s)	34.0	34.0	0.0	34.0	34.0	0.0	26.0	26.0	0.0	26.0	26.0	0.0
Total Split (%)	56.7%	56.7%	0.0%	56.7%	56.7%	0.0%	43.3%	43.3%	0.0%	43.3%	43.3%	0.0%
Yellow Time (s)	4.5	4.5		4.5	4.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	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 Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	5.5	5.5	4.0	5.5	5.5	4.0
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		12.2		12.2	12.2		36.3	36.3		36.3	36.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.20		0.20	0.20		0.60	0.60		0.60	0.60	
v/c Ratio		0.24		0.15	0.35		0.05	0.68		0.11	0.19	
Control Delay		18.2		32.1	30.0		5.2	11.9		6.4	5.5	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		18.2		32.1	30.0		5.2	11.9		6.4	5.5	
LOS		B		C	C		A	B		A	A	
Approach Delay		18.2			30.5			11.6			5.6	
Approach LOS		B			C			B			A	
Queue Length 50th (ft)		19		14	39		5	157		4	25	
Queue Length 95th (ft)		50		39	83		15	279		15	51	
Internal Link Dist (ft)		94			273			617			397	
Turn Bay Length (ft)										100		
Base Capacity (vph)		752		613	858		715	1120		274	1028	
Starvation Cap Reductn		0		0	0		0	0		0	0	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.11		0.07	0.16		0.05	0.68		0.11	0.19	

Intersection Summary	
Area Type: Other	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 1 (2%), Referenced to phase 2:EBWB, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 13.5	Intersection LOS: B
Intersection Capacity Utilization 68.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 48: Hoke St & Blount St



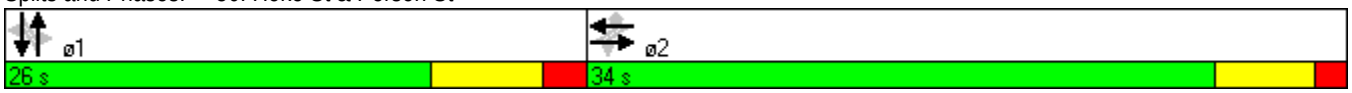
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	71	17	37	99	24	35	648	42	30	152	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	10	10
Storage Length (ft)	0		0	0		160	250		0	100		0
Storage Lanes	1		0	0		1	1		0	1		0
Taper Length (ft)	25		25	25		100	25		250	25		25
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		0.971				0.850		0.991			0.979	
Flt Protected	0.950				0.987		0.950			0.950		
Satd. Flow (prot)	1770	1809	0	0	1839	1583	1770	1643	0	1711	1702	0
Flt Permitted	0.661				0.875		0.634			0.253		
Satd. Flow (perm)	1231	1809	0	0	1630	1583	1181	1643	0	456	1702	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				27		6			14	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		353			477			599			452	
Travel Time (s)		6.9			9.3			11.7			8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								2				
Adj. Flow (vph)	21	79	19	41	110	27	39	718	47	33	169	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	98	0	0	151	27	39	765	0	33	196	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.16	1.00	1.04	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		2			2			1			1	
Permitted Phases	2			2		2	1			1		
Detector Phase	2	2		2	2	2	1	1		1	1	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	14.0	14.0		14.0	14.0	
Total Split (s)	34.0	34.0	0.0	34.0	34.0	34.0	26.0	26.0	0.0	26.0	26.0	0.0
Total Split (%)	56.7%	56.7%	0.0%	56.7%	56.7%	56.7%	43.3%	43.3%	0.0%	43.3%	43.3%	0.0%
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	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 Lost Time (s)	6.0	6.0	4.0	6.0	6.0	6.0	7.0	7.0	4.0	7.0	7.0	4.0
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	C-Min	C-Min		C-Min	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	11.9	11.9			11.9	11.9	35.1	35.1		35.1	35.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.20	0.20			0.20	0.20	0.58	0.58		0.58	0.58	
v/c Ratio	0.09	0.26			0.47	0.08	0.06	0.79		0.12	0.20	
Control Delay	18.9	17.9			25.7	8.4	6.6	19.2		8.1	6.6	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	18.9	17.9			25.7	8.4	6.6	19.2		8.1	6.6	
LOS	B	B			C	A	A	B		A	A	
Approach Delay		18.1			23.1			18.6			6.8	
Approach LOS		B			C			B			A	
Queue Length 50th (ft)	6	23			50	0	5	174		4	25	
Queue Length 95th (ft)	m15	m45			88	16	19	#454		19	64	
Internal Link Dist (ft)		273			397			519			372	
Turn Bay Length (ft)						160	250			100		
Base Capacity (vph)	574	854			761	753	692	965		267	1003	
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	0.04	0.11			0.20	0.04	0.06	0.79		0.12	0.20	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 5 (8%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 17.1 Intersection LOS: B
Intersection Capacity Utilization 69.9% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 50: Hoke St & Person St



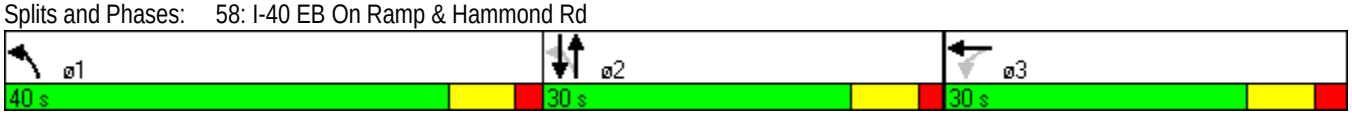
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	472	0	0	587	1021	0	0	227	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt												
Flt Protected				0.950	0.950		0.950					
Satd. Flow (prot)	0	0	0	1681	1681	0	1770	5085	0	0	5085	0
Flt Permitted				0.950	0.950		0.589					
Satd. Flow (perm)	0	0	0	1681	1681	0	1097	5085	0	0	5085	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		562			348			658			507	
Travel Time (s)		12.8			7.9			10.0			7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	0	0	523	0	0	651	1132	0	0	252	0
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	0	261	262	0	651	1132	0	0	252	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm			pm+pt					
Protected Phases					3		1	2			2	
Permitted Phases				3			2					
Detector Phase				3	3		1	2			2	
Switch Phase												
Minimum Initial (s)				12.0	12.0		7.0	15.0			15.0	
Minimum Split (s)				19.6	19.6		14.0	22.0			22.0	
Total Split (s)	0.0	0.0	0.0	30.0	30.0	0.0	40.0	30.0	0.0	0.0	30.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	30.0%	30.0%	0.0%	40.0%	30.0%	0.0%	0.0%	30.0%	0.0%
Yellow Time (s)				5.0	5.0		5.0	5.0			5.0	
All-Red Time (s)				2.6	2.6		2.0	2.0			2.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	7.6	7.6	4.0	7.0	7.0	4.0	4.0	7.0	4.0
Lead/Lag							Lead	Lag			Lag	
Lead-Lag Optimize?							Yes	Yes			Yes	
Recall Mode				None	None		None	C-Min			C-Min	
Act Effct Green (s)				18.9	18.9		59.5	33.1			33.1	
Actuated g/C Ratio				0.19	0.19		0.60	0.33			0.33	
v/c Ratio				0.82	0.82		0.78	0.67			0.15	
Control Delay				59.4	59.8		19.6	25.7			17.0	
Queue Delay				0.0	0.0		0.0	0.0			0.0	
Total Delay				59.4	59.8		19.6	25.7			17.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				E	E		B	C			B	
Approach Delay					59.6			23.5			17.0	
Approach LOS					E			C			B	
Queue Length 50th (ft)				167	168		156	175			24	
Queue Length 95th (ft)				#256	#260		308	#349			41	
Internal Link Dist (ft)		482			268			578			427	
Turn Bay Length (ft)												
Base Capacity (vph)				377	377		922	1683			1683	
Starvation Cap Reductn				0	0		0	0			0	
Spillback Cap Reductn				0	0		0	0			0	
Storage Cap Reductn				0	0		0	0			0	
Reduced v/c Ratio				0.69	0.69		0.71	0.67			0.15	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 85 (85%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 30.2 Intersection LOS: C
Intersection Capacity Utilization 77.0% 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: 58: I-40 EB On Ramp & Hammond Rd



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Volume (veh/h)	0	1608	631	68	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1783	700	75	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		355	658			
pX, platoon unblocked					0.89	
vC, conflicting volume	775				1294	233
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	775				893	233
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	837				250	769

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	SB 4
Volume Total	594	594	594	233	233	233	75
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	75
cSH	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.35	0.35	0.35	0.14	0.14	0.14	0.04
Queue Length 95th (ft)	0	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS							
Approach Delay (s)	0.0			0.0			
Approach LOS							

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	46.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	432	202	0	1175	631	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300	0	0			0
Storage Lanes	2	1	0			0
Taper Length (ft)	300	25	25			25
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	3433	1583	0	5085	5085	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	1583	0	5085	5085	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		224				
Link Speed (mph)	30			45	45	
Link Distance (ft)	1815			1032	355	
Travel Time (s)	41.3			15.6	5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	479	224	0	1303	700	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	479	224	0	1303	700	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			20	20	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type		Perm				
Protected Phases	1			2	2	
Permitted Phases		1				
Detector Phase	1	1		2	2	
Switch Phase						
Minimum Initial (s)	7.0	7.0		15.0	15.0	
Minimum Split (s)	14.2	14.2		21.1	21.1	
Total Split (s)	30.0	30.0	0.0	70.0	70.0	0.0
Total Split (%)	30.0%	30.0%	0.0%	70.0%	70.0%	0.0%
Yellow Time (s)	4.2	4.2		5.0	5.0	
All-Red Time (s)	3.0	3.0		1.1	1.1	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	7.2	4.0	6.1	6.1	4.0
Lead/Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Recall Mode	None	None		C-Min	C-Min	
Act Effct Green (s)	19.6	19.6		67.1	67.1	
Actuated g/C Ratio	0.20	0.20		0.67	0.67	
v/c Ratio	0.71	0.46		0.38	0.21	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Control Delay	43.5	7.7		8.0	9.6	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	43.5	7.7		8.0	9.6	
LOS	D	A		A	A	
Approach Delay	32.1			8.0	9.6	
Approach LOS	C			A	A	
Queue Length 50th (ft)	147	0		121	54	
Queue Length 95th (ft)	195	59		161	91	
Internal Link Dist (ft)	1735			952	275	
Turn Bay Length (ft)	300					
Base Capacity (vph)	783	534		3412	3412	
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	0.61	0.42		0.38	0.21	

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 75 (75%), Referenced to phase 2:NBSB, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 14.7	Intersection LOS: B
Intersection Capacity Utilization 46.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 64: I-40 WB Off Ramp & Hammond Rd

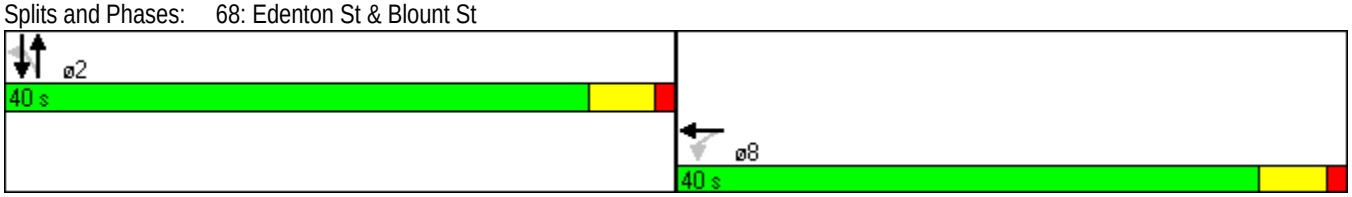
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	115	967	51	99	424	0	0	334	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	10	10	10
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					0.99						0.99	
Frt					0.993						0.983	
Flt Protected					0.995		0.950					
Satd. Flow (prot)	0	0	0	0	4522	0	1540	1565	0	0	1246	0
Flt Permitted					0.995		0.385					
Satd. Flow (perm)	0	0	0	0	4479	0	624	1565	0	0	1246	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					11						12	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		484			483			293			278	
Travel Time (s)		9.4			9.4			6.7			6.3	
Confl. Peds. (#/hr)				28								41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)											16	
Adj. Flow (vph)	0	0	0	128	1072	57	110	470	0	0	370	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1257	0	110	470	0	0	425	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.25	1.25	1.25	1.59	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm			Perm					
Protected Phases					8			2			2	
Permitted Phases				8			2					
Minimum Split (s)				21.3	21.3		21.2	21.2			21.2	
Total Split (s)	0.0	0.0	0.0	40.0	40.0	0.0	40.0	40.0	0.0	0.0	40.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	0.0%	50.0%	0.0%
Yellow Time (s)				4.0	4.0		3.9	3.9			3.9	
All-Red Time (s)				1.3	1.3		1.3	1.3			1.3	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	5.3	5.3	4.0	5.2	5.2	4.0	4.0	5.2	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					34.7		34.8	34.8			34.8	
Actuated g/C Ratio					0.43		0.44	0.44			0.44	
v/c Ratio					0.64		0.41	0.69			0.77	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay					6.1		13.4	17.6			14.8	
Queue Delay					0.0		0.0	0.0			0.0	
Total Delay					6.1		13.4	17.6			14.8	
LOS					A		B	B			B	
Approach Delay					6.1			16.8			14.8	
Approach LOS					A			B			B	
Queue Length 50th (ft)					37		31	227			20	
Queue Length 95th (ft)					44		m50	m317			#313	
Internal Link Dist (ft)		404			403			213			198	
Turn Bay Length (ft)							100					
Base Capacity (vph)					1949		271	681			549	
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					0.64		0.41	0.69			0.77	

Intersection Summary	
Area Type:	CBD
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 46 (58%), Referenced to phase 8:WBTL, Start of Green	
Natural Cycle: 50	
Control Type: Pretimed	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 10.5	Intersection LOS: B
Intersection Capacity Utilization 70.3%	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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 68: Edenton St & Blount St



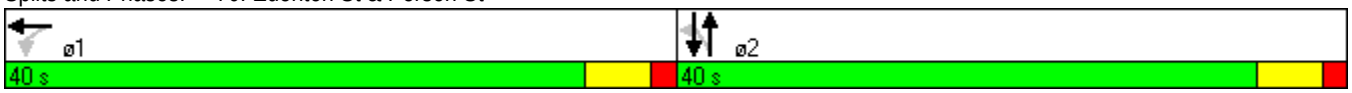
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	114	983	94	99	431	0	0	329	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	10	10	10
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.988						0.982	
Flt Protected					0.995		0.950					
Satd. Flow (prot)	0	0	0	0	4499	0	1540	1565	0	0	1537	0
Flt Permitted					0.995		0.392					
Satd. Flow (perm)	0	0	0	0	4499	0	635	1565	0	0	1537	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					22						12	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		483			486			316			249	
Travel Time (s)		9.4			9.5			7.2			5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	0	0	126	1090	104	110	478	0	0	365	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1320	0	110	478	0	0	420	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm			Perm					
Protected Phases					1			2			2	
Permitted Phases				1			2					
Minimum Split (s)				21.5	21.5		21.5	21.5			21.5	
Total Split (s)	0.0	0.0	0.0	40.0	40.0	0.0	40.0	40.0	0.0	0.0	40.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	0.0%	50.0%	0.0%
Yellow Time (s)				4.0	4.0		4.0	4.0			4.0	
All-Red Time (s)				1.5	1.5		1.5	1.5			1.5	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	5.5	5.5	4.0	5.5	5.5	4.0	4.0	5.5	4.0
Lead/Lag				Lead	Lead		Lag	Lag			Lag	
Lead-Lag Optimize?				Yes	Yes		Yes	Yes			Yes	
Act Effct Green (s)					34.5		34.5	34.5			34.5	
Actuated g/C Ratio					0.43		0.43	0.43			0.43	
v/c Ratio					0.68		0.40	0.71			0.63	
Control Delay					20.1		5.1	8.0			34.2	
Queue Delay					0.0		0.0	4.6			0.0	
Total Delay					20.1		5.1	12.6			34.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS					C		A	B			C	
Approach Delay					20.1			11.2			34.2	
Approach LOS					C			B			C	
Queue Length 50th (ft)					184		0	20			183	
Queue Length 95th (ft)					233		m0	m28			216	
Internal Link Dist (ft)		403			406			236			169	
Turn Bay Length (ft)							100					
Base Capacity (vph)					1953		274	675			670	
Starvation Cap Reductn					0		0	132			0	
Spillback Cap Reductn					0		0	0			0	
Storage Cap Reductn					0		0	0			0	
Reduced v/c Ratio					0.68		0.40	0.88			0.63	

Intersection Summary	
Area Type: CBD	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 38 (48%), Referenced to phase 1:WBTL, Start of Green	
Natural Cycle: 50	
Control Type: Pretimed	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 20.4	Intersection LOS: C
Intersection Capacity Utilization 71.7%	ICU Level of Service C
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 70: Edenton St & Person St



Lane Group	NBL	NBT	SBT	SBR	SEL	SER	ø6
Lane Configurations							
Volume (vph)	725	725	206	0	0	206	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	1.00	
Frt						0.865	
Flt Protected	0.950						
Satd. Flow (prot)	3433	1863	3539	0	0	1611	
Flt Permitted	0.955						
Satd. Flow (perm)	3451	1863	3539	0	0	1611	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)						247	
Link Speed (mph)		45	45		45		
Link Distance (ft)		1153	334		366		
Travel Time (s)		17.5	5.1		5.5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	102%	102%	102%	102%	102%	102%	
Adj. Flow (vph)	804	804	228	0	0	228	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	804	804	228	0	0	228	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	L NA	Right	Left	R NA	
Median Width(ft)		24	0		0		
Link Offset(ft)		0	-22		22		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	45	
Turn Type	Perm					custom	
Protected Phases		2	4				6
Permitted Phases	2	6				2	
Detector Phase	2	2	4			2	
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0			7.0	7.0
Minimum Split (s)	23.0	23.0	23.0			23.0	23.0
Total Split (s)	75.0	75.0	25.0	0.0	0.0	75.0	75.0
Total Split (%)	75.0%	75.0%	25.0%	0.0%	0.0%	75.0%	75%
Yellow Time (s)	5.0	5.0	5.0			5.0	5.0
All-Red Time (s)	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	2.0	2.0	5.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max	C-Max	Max			C-Max	C-Max
Act Effct Green (s)	70.0	70.0	20.0			70.0	
Actuated g/C Ratio	0.70	0.70	0.20			0.70	
v/c Ratio	0.33	0.62	0.32			0.19	
Control Delay	1.8	8.6	35.7			0.9	
Queue Delay	0.0	0.0	0.0			0.0	
Total Delay	1.8	8.6	35.7			0.9	

Lane Group	NBL	NBT	SBT	SBR	SEL	SER	ø6
LOS	A	A	D			A	
Approach Delay		5.2	35.7				
Approach LOS		A	D				
Queue Length 50th (ft)	22	183	65			0	
Queue Length 95th (ft)	27	252	101			16	
Internal Link Dist (ft)		1073	254		286		
Turn Bay Length (ft)							
Base Capacity (vph)	2416	1304	708			1202	
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	0.33	0.62	0.32			0.19	

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 91 (91%), Referenced to phase 2:NBTL and 6:NBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 8.1	Intersection LOS: A
Intersection Capacity Utilization 43.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 72: Hammond Rd & Hammond Rd SB

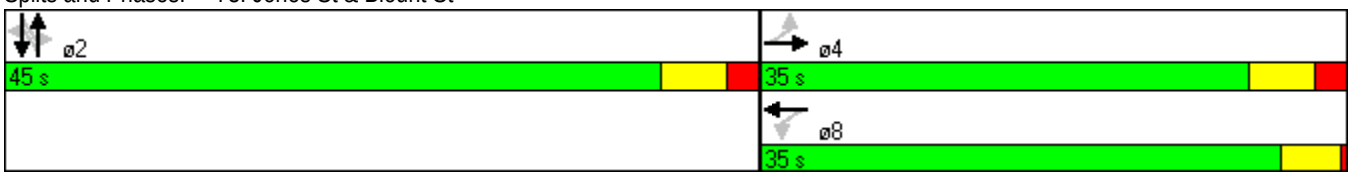
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	82	26	4	81	13	51	419	5	10	354	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	11	10	10
Storage Length (ft)	0		0	0		0	50		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	300		25
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
Ped Bike Factor		0.98								0.99		
Frt		0.970			0.983			0.998			0.992	
Flt Protected		0.995			0.998		0.950			0.950		
Satd. Flow (prot)	0	1591	0	0	1645	0	1540	1562	0	1540	1335	0
Flt Permitted		0.976			0.994		0.437			0.385		
Satd. Flow (perm)	0	1560	0	0	1638	0	708	1562	0	620	1335	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			11			1			5	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		491			487			219			474	
Travel Time (s)		9.6			9.5			5.0			10.8	
Confl. Peds. (#/hr)			19							7		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)											8	
Adj. Flow (vph)	12	91	29	4	90	14	57	465	6	11	392	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	0	0	108	0	57	471	0	11	414	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.25	1.25	1.19	1.50	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			2	
Permitted Phases	4			8			2			2		
Minimum Split (s)	22.0	22.0		20.0	20.0		23.0	23.0		23.0	23.0	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	45.0	45.0	0.0	45.0	45.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	43.8%	43.8%	0.0%	56.3%	56.3%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)	4.0	4.0		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		0.5	0.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	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 Lost Time (s)	6.0	6.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		29.0			31.0		39.0	39.0		39.0	39.0	
Actuated g/C Ratio		0.36			0.39		0.49	0.49		0.49	0.49	
v/c Ratio		0.23			0.17		0.17	0.62		0.04	0.63	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		16.2			12.1		11.8	12.6		2.2	5.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		16.2			12.1		11.8	12.6		2.2	5.9	
LOS		B			B		B	B		A	A	
Approach Delay		16.2			12.1			12.5			5.8	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)		38			36		8	66		0	16	
Queue Length 95th (ft)		77			m62		m21	167		m1	25	
Internal Link Dist (ft)		411			407			139			394	
Turn Bay Length (ft)							50			100		
Base Capacity (vph)		578			641		345	762		302	653	
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		0.23			0.17		0.17	0.62		0.04	0.63	

Intersection Summary	
Area Type: CBD	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 78 (98%), Referenced to phase 2:NBSB, Start of Green	
Natural Cycle: 50	
Control Type: Pretimed	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 10.5	Intersection LOS: B
Intersection Capacity Utilization 60.8%	ICU Level of Service B
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 73: Jones St & Blount St

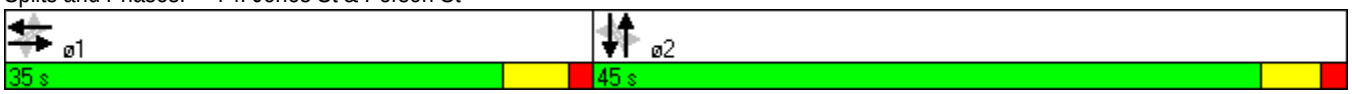


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	37	49	4	27	13	51	420	5	10	376	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	11	10	10
Storage Length (ft)	0		0	0		0	100		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor		1.00						1.00				
Frt		0.932			0.961			0.998			0.992	
Flt Protected		0.994			0.996		0.950			0.950		
Satd. Flow (prot)	0	1553	0	0	1605	0	1540	1342	0	1540	1552	0
Flt Permitted		0.977			0.985		0.409			0.380		
Satd. Flow (perm)	0	1523	0	0	1587	0	663	1342	0	616	1552	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		54			14			1			5	
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		487			488			241			488	
Travel Time (s)		9.5			13.3			5.5			11.1	
Confl. Peds. (#/hr)	8								4			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								8				
Adj. Flow (vph)	12	41	54	4	30	14	57	466	6	11	417	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	107	0	0	48	0	57	472	0	11	439	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.50	1.25	1.19	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Minimum Split (s)	21.3	21.3		21.3	21.3		21.2	21.2		21.2	21.2	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	45.0	45.0	0.0	45.0	45.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	43.8%	43.8%	0.0%	56.3%	56.3%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)	3.9	3.9		3.9	3.9		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.4	1.4		1.4	1.4		1.7	1.7		1.7	1.7	
Lost Time Adjust (s)	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 Lost Time (s)	5.3	5.3	4.0	5.3	5.3	4.0	5.2	5.2	4.0	5.2	5.2	4.0
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)		29.7			29.7		39.8	39.8		39.8	39.8	
Actuated g/C Ratio		0.37			0.37		0.50	0.50		0.50	0.50	
v/c Ratio		0.18			0.08		0.17	0.71		0.04	0.57	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		1.4			13.1		4.9	9.5		8.0	9.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		1.4			13.1		4.9	9.5		8.0	9.4	
LOS		A			B		A	A		A	A	
Approach Delay		1.4			13.1			9.0			9.3	
Approach LOS		A			B			A			A	
Queue Length 50th (ft)		1			11		5	47		1	41	
Queue Length 95th (ft)		m6			32		m8	63		m4	116	
Internal Link Dist (ft)		407			408			161			408	
Turn Bay Length (ft)							100			150		
Base Capacity (vph)		599			598		330	668		306	775	
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		0.18			0.08		0.17	0.71		0.04	0.57	

Intersection Summary	
Area Type: CBD	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 5 (6%), Referenced to phase 2:NBSB, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 8.6	Intersection LOS: A
Intersection Capacity Utilization 55.7%	ICU Level of Service B
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 74: Jones St & Person St

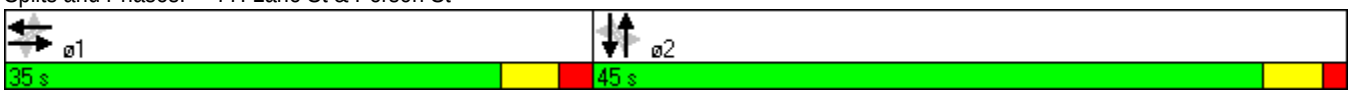


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	38	49	4	26	14	52	383	8	10	353	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	10	10	10
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor					0.99		0.99					
Frt		0.932			0.956			0.997			0.993	
Flt Protected		0.995			0.996		0.950				0.999	
Satd. Flow (prot)	0	1555	0	0	1584	0	1540	1342	0	0	1552	0
Flt Permitted		0.979			0.985		0.463				0.988	
Satd. Flow (perm)	0	1530	0	0	1567	0	745	1342	0	0	1535	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		54			16			2			5	
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		477			486			488			277	
Travel Time (s)		9.3			13.3			11.1			6.3	
Confl. Peds. (#/hr)						1	14					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								8				
Adj. Flow (vph)	11	42	54	4	29	16	58	425	9	11	391	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	107	0	0	49	0	58	434	0	0	425	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.50	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Minimum Split (s)	21.5	21.5		21.5	21.5		21.1	21.1		21.1	21.1	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	45.0	45.0	0.0	45.0	45.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	43.8%	43.8%	0.0%	56.3%	56.3%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.6	1.6		1.6	1.6	
Lost Time Adjust (s)	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 Lost Time (s)	5.5	5.5	4.0	5.5	5.5	4.0	5.1	5.1	4.0	5.1	5.1	4.0
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)		29.5			29.5		39.9	39.9			39.9	
Actuated g/C Ratio		0.37			0.37		0.50	0.50			0.50	
v/c Ratio		0.18			0.08		0.16	0.65			0.55	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		6.9			12.8		3.5	5.8			21.5	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		6.9			12.8		3.5	5.8			21.5	
LOS		A			B		A	A			C	
Approach Delay		6.9			12.8			5.5			21.5	
Approach LOS		A			B			A			C	
Queue Length 50th (ft)		29			10		1	10			158	
Queue Length 95th (ft)		m64			32		m7	51			226	
Internal Link Dist (ft)		397			406			408			197	
Turn Bay Length (ft)							150					
Base Capacity (vph)		598			588		372	670			768	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.18			0.08		0.16	0.65			0.55	

Intersection Summary	
Area Type: CBD	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 11 (14%), Referenced to phase 2:NBSB, Start of Green	
Natural Cycle: 55	
Control Type: Pretimed	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 12.3	Intersection LOS: B
Intersection Capacity Utilization 54.9%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 77: Lane St & Person St



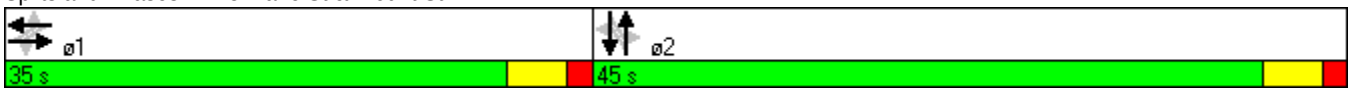
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	83	26	4	81	14	55	383	4	10	353	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	10	10	10
Storage Length (ft)	0		0	0		0	100		0	50		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor					1.00						1.00	
Frt		0.970			0.980			0.999			0.993	
Flt Protected		0.996			0.998		0.950				0.999	
Satd. Flow (prot)	0	1620	0	0	1640	0	1540	1563	0	0	1335	0
Flt Permitted		0.980			0.993		0.463				0.988	
Satd. Flow (perm)	0	1594	0	0	1630	0	750	1563	0	0	1320	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			12			1			5	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		511			477			474			276	
Travel Time (s)		10.0			9.3			10.8			6.3	
Confl. Peds. (#/hr)				9								18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Parking (#/hr)											6	
Adj. Flow (vph)	11	92	29	4	90	16	61	425	4	11	391	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	0	0	110	0	61	429	0	0	425	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.25	1.25	1.25	1.49	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Minimum Split (s)	21.1	21.1		21.1	21.1		21.1	21.1		21.1	21.1	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	45.0	45.0	0.0	45.0	45.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	43.8%	43.8%	0.0%	56.3%	56.3%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.6	1.6		1.6	1.6		1.6	1.6		1.6	1.6	
Lost Time Adjust (s)	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 Lost Time (s)	5.1	5.1	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.1	5.1	4.0
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)		29.9			29.9		39.9	39.9			39.9	
Actuated g/C Ratio		0.37			0.37		0.50	0.50			0.50	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.22			0.18		0.16	0.55			0.64	
Control Delay		15.6			11.6		19.7	25.6			24.5	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		15.6			11.6		19.7	25.6			24.5	
LOS		B			B		B	C			C	
Approach Delay		15.6			11.6			24.9			24.5	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)		37			23		23	161			221	
Queue Length 95th (ft)		76			m56		m27	164			108	
Internal Link Dist (ft)		431			397			394			196	
Turn Bay Length (ft)							100					
Base Capacity (vph)		608			617		374	780			661	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.22			0.18		0.16	0.55			0.64	

Intersection Summary

Area Type: CBD
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 70 (88%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 55
Control Type: Pretimed
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 22.4 Intersection LOS: C
Intersection Capacity Utilization 57.1% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 78: Lane St & Blount St



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	23	9	25	427	454	60
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	10	28	473	503	67
Pedestrians	4				2	
Lane Width (ft)	12.0				10.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	0				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				277	1167	
pX, platoon unblocked	0.79					
vC, conflicting volume	1071	541	574			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	960	541	574			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	88	98	97			
cM capacity (veh/h)	219	540	996			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	35	501	570
Volume Left	26	28	0
Volume Right	10	0	67
cSH	263	996	1700
Volume to Capacity	0.14	0.03	0.34
Queue Length 95th (ft)	12	2	0
Control Delay (s)	20.8	0.8	0.0
Lane LOS	C	A	
Approach Delay (s)	20.8	0.8	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	25	2	9	4	24	58	25	449	15	15	404	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	2	10	4	27	64	28	498	17	17	448	8
Pedestrians		14			9			10				
Lane Width (ft)		12.0			12.0			10.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			1			1				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								276			542	
pX, platoon unblocked	0.84	0.84	0.96	0.84	0.84	0.82	0.96			0.82		
vC, conflicting volume	1138	1078	476	1077	1073	515	470			523		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	959	887	431	886	882	303	424			313		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	82	99	98	98	88	89	97			98		
cM capacity (veh/h)	153	225	587	205	226	602	1074			1018		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	40	95	542	472
Volume Left	28	4	28	17
Volume Right	10	64	17	8
cSH	192	387	1074	1018
Volume to Capacity	0.21	0.25	0.03	0.02
Queue Length 95th (ft)	19	24	2	1
Control Delay (s)	28.6	17.3	0.7	0.5
Lane LOS	D	C	A	A
Approach Delay (s)	28.6	17.3	0.7	0.5
Approach LOS	D	C		

Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	52.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	54	47	435	15	15	460
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	60	52	482	17	17	510
Pedestrians	6					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			350			1094
pX, platoon unblocked	0.81	0.81			0.81	
vC, conflicting volume	1040	497			505	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	935	268			278	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	75	92			98	
cM capacity (veh/h)	235	624			1041	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	112	499	527
Volume Left	60	0	17
Volume Right	52	17	0
cSH	331	1700	1041
Volume to Capacity	0.34	0.29	0.02
Queue Length 95th (ft)	36	0	1
Control Delay (s)	21.3	0.0	0.5
Lane LOS	C		A
Approach Delay (s)	21.3	0.0	0.5
Approach LOS	C		

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	49.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	6	7	5	33	26	21	457	5	18	463	27
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	7	8	6	37	29	23	507	6	20	513	30
Pedestrians		2			8						1	
Lane Width (ft)		12.0			12.0						10.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		0			1						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								825			619	
pX, platoon unblocked	0.93	0.93	0.95	0.93	0.93	0.91	0.95			0.91		
vC, conflicting volume	1174	1137	530	1143	1149	518	545			520		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1028	988	479	995	1001	416	494			418		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	94	97	99	97	83	95	98			98		
cM capacity (veh/h)	157	219	556	192	215	572	1013			1026		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	23	71	536	563
Volume Left	9	6	23	20
Volume Right	8	29	6	30
cSH	231	284	1013	1026
Volume to Capacity	0.10	0.25	0.02	0.02
Queue Length 95th (ft)	8	24	2	1
Control Delay (s)	22.4	21.8	0.6	0.5
Lane LOS	C	C	A	A
Approach Delay (s)	22.4	21.8	0.6	0.5
Approach LOS	C	C		

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	4	8	5	51	25	22	457	4	13	463	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	50		0	200		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor		0.99			1.00						1.00	
Frt		0.947			0.958			0.999			0.993	
Flt Protected		0.979			0.997			0.998			0.999	
Satd. Flow (prot)	0	1708	0	0	1779	0	0	1733	0	0	1400	0
Flt Permitted		0.878			0.977			0.968			0.986	
Satd. Flow (perm)	0	1532	0	0	1743	0	0	1681	0	0	1382	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			26			1			7	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		395			485			268			362	
Travel Time (s)		7.7			9.4			6.1			8.2	
Confl. Peds. (#/hr)			4	4						8		7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Parking (#/hr)											16	
Adj. Flow (vph)	10	4	9	6	57	28	24	507	4	14	513	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	91	0	0	535	0	0	557	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.41	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	24.5	24.5		24.5	24.5		23.5	23.5		23.5	23.5	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	55.0	55.0	0.0	55.0	55.0	0.0
Total Split (%)	31.3%	31.3%	0.0%	31.3%	31.3%	0.0%	68.8%	68.8%	0.0%	68.8%	68.8%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	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 Lost Time (s)	5.5	5.5	4.0	5.5	5.5	4.0	5.5	5.5	4.0	5.5	5.5	4.0
Lead/Lag												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		9.6			9.6			63.0			63.0	
Actuated g/C Ratio		0.12			0.12			0.79			0.79	
v/c Ratio		0.12			0.39			0.40			0.51	
Control Delay		22.4			28.4			7.1			7.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		22.4			28.4			7.1			7.4	
LOS		C			C			A			A	
Approach Delay		22.4			28.4			7.1			7.4	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		7			33			36			15	
Queue Length 95th (ft)		23			m64			230			321	
Internal Link Dist (ft)		315			405			188			282	
Turn Bay Length (ft)												
Base Capacity (vph)		380			445			1324			1090	
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		0.06			0.20			0.40			0.51	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 58 (73%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 9.2 Intersection LOS: A
Intersection Capacity Utilization 51.5% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 90: Polk St & Blount St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	2	5	10	7	9	2	479	10	2	493	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	2	6	11	8	10	2	531	11	2	547	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								1316			128	
pX, platoon unblocked	0.87	0.87	0.87	0.87	0.87		0.87					
vC, conflicting volume	836	1099	548	1100	1094	271	549			542		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	734	1037	402	1039	1032	271	403			542		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	99	99	93	96	99	100			100		
cM capacity (veh/h)	255	198	519	157	200	727	999			1023		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1
Volume Total	14	29	268	277	551
Volume Left	7	11	2	0	2
Volume Right	6	10	0	11	2
cSH	300	234	999	1700	1023
Volume to Capacity	0.05	0.12	0.00	0.16	0.00
Queue Length 95th (ft)	4	10	0	0	0
Control Delay (s)	17.6	22.5	0.1	0.0	0.1
Lane LOS	C	C	A		A
Approach Delay (s)	17.6	22.5	0.0		0.1
Approach LOS	C	C			

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	38.2%	ICU Level of Service	A
Analysis Period (min)	15		

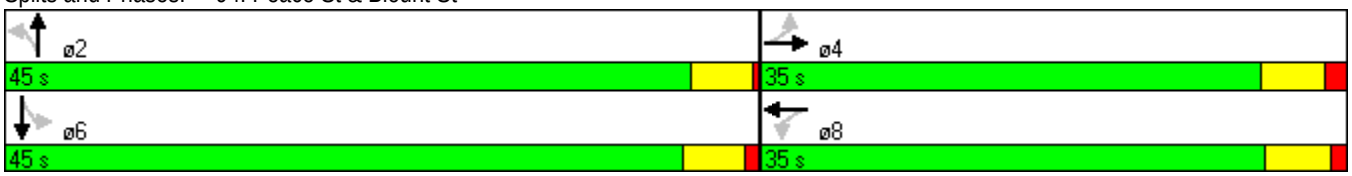
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	74	219	143	25	326	23	260	209	18	5	331	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	11	10	10
Storage Length (ft)	0		0	0		0	0		0	100		150
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		150
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.951			0.991			0.988			0.961	
Flt Protected		0.992			0.997		0.950			0.950		
Satd. Flow (prot)	0	3339	0	0	3497	0	1711	1718	0	1711	1370	0
Flt Permitted		0.802			0.902		0.359			0.570		
Satd. Flow (perm)	0	2699	0	0	3164	0	646	1718	0	1026	1370	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		119			10			8			32	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		442			484			146			462	
Travel Time (s)		8.6			9.4			3.3			10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)											16	
Adj. Flow (vph)	82	243	159	28	361	26	288	232	20	6	367	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	484	0	0	415	0	288	252	0	6	496	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.09	1.09	1.04	1.40	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	21.2	21.2		21.0	21.0		20.2	20.2		20.7	20.7	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	45.0	45.0	0.0	45.0	45.0	0.0
Total Split (%)	43.8%	43.8%	0.0%	43.8%	43.8%	0.0%	56.3%	56.3%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)	3.8	3.8		3.9	3.9		3.7	3.7		3.7	3.7	
All-Red Time (s)	1.4	1.4		1.1	1.1		0.5	0.5		1.0	1.0	
Lost Time Adjust (s)	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 Lost Time (s)	5.2	5.2	4.0	5.0	5.0	4.0	4.2	4.2	4.0	4.7	4.7	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		29.8			30.0		40.8	40.8		40.3	40.3	
Actuated g/C Ratio		0.37			0.38		0.51	0.51		0.50	0.50	
v/c Ratio		0.45			0.35		0.88	0.29		0.01	0.70	
Control Delay		15.5			23.8		50.2	14.0		10.0	20.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		15.5			23.8		50.2	14.0		10.0	20.8	
LOS		B			C		D	B		A	C	
Approach Delay		15.5			23.8			33.3			20.7	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)		68			111		114	79		1	168	
Queue Length 95th (ft)		110			161		#222	64		7	288	
Internal Link Dist (ft)		362			404			66			382	
Turn Bay Length (ft)										100		
Base Capacity (vph)		1080			1193		329	880		517	706	
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		0.45			0.35		0.88	0.29		0.01	0.70	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 41 (51%), Referenced to phase 4:EBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 23.6 Intersection LOS: C
Intersection Capacity Utilization 79.3% 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: 94: Peace St & Blount St



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	73	169	259	235	328	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		1.00			
Frt		0.850			0.965	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1711	1539	1678	0
Flt Permitted	0.950		0.422			
Satd. Flow (perm)	1744	1583	759	1539	1678	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		187			43	
Link Speed (mph)	35			30	30	
Link Distance (ft)	484			128	148	
Travel Time (s)	9.4			2.9	3.4	
Confl. Peds. (#/hr)	5		1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%
Parking (#/hr)				3		
Adj. Flow (vph)	81	187	287	261	364	129
Shared Lane Traffic (%)						
Lane Group Flow (vph)	81	187	287	261	493	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			11	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.04	1.27	1.09	1.09
Turning Speed (mph)	15	9	15			9
Turn Type		Perm	Perm			
Protected Phases	4			2	6	
Permitted Phases		4	2			
Minimum Split (s)	21.4	21.4	21.0	21.0	21.0	
Total Split (s)	25.0	25.0	55.0	55.0	55.0	0.0
Total Split (%)	31.3%	31.3%	68.8%	68.8%	68.8%	0.0%
Yellow Time (s)	3.0	3.0	3.8	3.8	3.8	
All-Red Time (s)	2.4	2.4	1.2	1.2	1.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.0	5.0	5.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Act Effct Green (s)	19.6	19.6	50.0	50.0	50.0	
Actuated g/C Ratio	0.24	0.24	0.62	0.62	0.62	
v/c Ratio	0.19	0.35	0.61	0.27	0.46	
Control Delay	14.2	1.9	26.4	14.5	7.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	14.2	1.9	26.4	14.5	7.2	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
LOS	B	A	C	B	A	
Approach Delay	5.6			20.7	7.2	
Approach LOS	A			C	A	
Queue Length 50th (ft)	16	1	139	109	73	
Queue Length 95th (ft)	29	4	223	177	114	
Internal Link Dist (ft)	404			48	68	
Turn Bay Length (ft)						
Base Capacity (vph)	434	529	474	962	1065	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.19	0.35	0.61	0.27	0.46	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 49 (61%), Referenced to phase 4:EBL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 12.6	Intersection LOS: B
Intersection Capacity Utilization 58.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 95: Peace St & Person St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	6	11	11	7	11	14	279	15	16	423	14
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	7	12	12	8	12	16	309	17	18	469	16
Pedestrians					6							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					4.0							
Percent Blockage					1							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								148			680	
pX, platoon unblocked	0.92	0.92	0.88	0.92	0.92	0.93	0.88			0.93		
vC, conflicting volume	877	875	477	882	875	324	484			332		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	659	657	341	665	656	241	350			250		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	98	98	96	98	98	99			99		
cM capacity (veh/h)	325	341	619	320	341	742	1067			1223		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	31	32	341	502
Volume Left	12	12	16	18
Volume Right	12	12	17	16
cSH	405	416	1067	1223
Volume to Capacity	0.08	0.08	0.01	0.01
Queue Length 95th (ft)	6	6	1	1
Control Delay (s)	14.6	14.4	0.5	0.4
Lane LOS	B	B	A	A
Approach Delay (s)	14.6	14.4	0.5	0.4
Approach LOS	B	B		

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	39.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	9	3	0	0	0	0	293	8	11	449	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	10	3	0	0	0	0	325	9	12	498	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								464			364	
pX, platoon unblocked	0.87	0.87	0.86	0.87	0.87	0.99	0.86			0.99		
vC, conflicting volume	851	856	498	860	851	329	498			334		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	718	723	336	727	718	313	336			318		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	97	99	100	100	100	100			99		
cM capacity (veh/h)	296	303	608	283	305	717	1053			1226		

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	18	334	510
Volume Left	4	0	12
Volume Right	3	9	0
cSH	332	1700	1226
Volume to Capacity	0.05	0.20	0.01
Queue Length 95th (ft)	4	0	1
Control Delay (s)	16.4	0.0	0.3
Lane LOS	C		A
Approach Delay (s)	16.4	0.0	0.3
Approach LOS	C		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	5	3	0	0	0	4	293	8	3	449	14
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	6	3	0	0	0	4	325	9	3	498	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								462				
pX, platoon unblocked	0.95	0.95		0.95	0.95	0.95				0.95		
vC, conflicting volume	850	855	506	856	858	329	513			334		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	819	824	506	825	827	273	513			277		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	98	99	100	100	100	100			100		
cM capacity (veh/h)	279	292	567	271	291	731	1052			1226		

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	13	338	517
Volume Left	4	4	3
Volume Right	3	9	16
cSH	327	1052	1226
Volume to Capacity	0.04	0.00	0.00
Queue Length 95th (ft)	3	0	0
Control Delay (s)	16.5	0.2	0.1
Lane LOS	C	A	A
Approach Delay (s)	16.5	0.2	0.1
Approach LOS	C		

Intersection Summary			
Average Delay		0.4	
Intersection Capacity Utilization		36.7%	ICU Level of Service A
Analysis Period (min)		15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		20.8			23.7			4.9			9.4	
LOS		C			C			A			A	
Approach Delay		20.8			23.7			4.9			9.4	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		4			27			49			111	
Queue Length 95th (ft)		m17			61			67			173	
Internal Link Dist (ft)		394			398			284			158	
Turn Bay Length (ft)												
Base Capacity (vph)		431			401			905			1080	
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		0.03			0.19			0.36			0.44	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 9.1	Intersection LOS: A
Intersection Capacity Utilization 40.5%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 103: Franklin St & Person St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	5	9	33	4	7	13	282	2	5	424	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	6	10	37	4	8	14	313	2	6	470	3
Pedestrians		5						1				
Lane Width (ft)		12.0						10.0				
Walking Speed (ft/s)		4.0						4.0				
Percent Blockage		0						0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								830				
pX, platoon unblocked												
vC, conflicting volume	840	832	478	839	832	314	478			315		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	840	832	478	839	832	314	478			315		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	98	98	87	99	99	99			100		
cM capacity (veh/h)	273	298	585	272	298	727	1079			1245		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	19	49	329	479
Volume Left	3	37	14	6
Volume Right	10	8	2	3
cSH	394	304	1079	1245
Volume to Capacity	0.05	0.16	0.01	0.00
Queue Length 95th (ft)	4	14	1	0
Control Delay (s)	14.6	19.1	0.5	0.1
Lane LOS	B	C	A	A
Approach Delay (s)	14.6	19.1	0.5	0.1
Approach LOS	B	C		

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	39.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	8	8	8	461	865	8
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	9	9	511	959	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	TWLTL	
Median storage veh)					2	
Upstream signal (ft)					114	
pX, platoon unblocked	0.74	0.74	0.74			
vC, conflicting volume	1492	963	968			
vC1, stage 1 conf vol	963					
vC2, stage 2 conf vol	529					
vCu, unblocked vol	1490	772	778			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	97	99			
cM capacity (veh/h)	296	294	618			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	18	9	511	968
Volume Left	9	9	0	0
Volume Right	9	0	0	9
cSH	295	618	1700	1700
Volume to Capacity	0.06	0.01	0.30	0.57
Queue Length 95th (ft)	5	1	0	0
Control Delay (s)	18.0	10.9	0.0	0.0
Lane LOS	C	B		
Approach Delay (s)	18.0	0.2		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	4	4	4	465	869	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	4	516	963	4
Pedestrians	2				1	
Lane Width (ft)	12.0				10.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	0				0	
Right turn flare (veh)						
Median type				TWLTL	None	
Median storage veh)				2		
Upstream signal (ft)					459	
pX, platoon unblocked	0.72	0.72	0.72			
vC, conflicting volume	1235	968	970			
vC1, stage 1 conf vol	968					
vC2, stage 2 conf vol	268					
vCu, unblocked vol	1134	764	767			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	98	99			
cM capacity (veh/h)	288	250	608			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	9	176	344	968
Volume Left	4	4	0	0
Volume Right	4	0	0	4
cSH	268	608	1700	1700
Volume to Capacity	0.03	0.01	0.20	0.57
Queue Length 95th (ft)	3	1	0	0
Control Delay (s)	18.9	0.4	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	18.9	0.1		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	159	49	411	58	48	714
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	10
Storage Length (ft)	0	0		0	100	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.968		0.983			
Flt Protected	0.963				0.950	
Satd. Flow (prot)	1736	0	1695	0	1711	1725
Flt Permitted	0.963				0.434	
Satd. Flow (perm)	1736	0	1695	0	781	1725
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	17		14			
Link Speed (mph)	25		30			35
Link Distance (ft)	362		114			347
Travel Time (s)	9.9		2.6			6.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	2	0	0	2
Adj. Flow (vph)	176	54	456	64	53	792
Shared Lane Traffic (%)						
Lane Group Flow (vph)	230	0	520	0	53	792
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.10	1.09	1.04	1.10
Turning Speed (mph)	15	9		9	15	
Turn Type					Perm	
Protected Phases	4		2			6
Permitted Phases					6	
Detector Phase	4		2		6	6
Switch Phase						
Minimum Initial (s)	7.0		10.0		10.0	10.0
Minimum Split (s)	21.3		21.2		21.1	21.1
Total Split (s)	30.0	0.0	60.0	0.0	60.0	60.0
Total Split (%)	33.3%	0.0%	66.7%	0.0%	66.7%	66.7%
Yellow Time (s)	3.0		4.0		3.7	3.7
All-Red Time (s)	2.3		1.2		1.4	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	4.0	5.2	4.0	5.1	5.1
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		Max		Max	Max
Act Effct Green (s)	13.1		55.0		55.1	55.1

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Actuated g/C Ratio	0.17		0.70		0.70	0.70
v/c Ratio	0.76		0.44		0.10	0.66
Control Delay	45.0		7.1		5.3	10.8
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	45.0		7.1		5.3	10.8
LOS	D		A		A	B
Approach Delay	45.0		7.1			10.4
Approach LOS	D		A			B
Queue Length 50th (ft)	100		88		7	177
Queue Length 95th (ft)	173		192		24	387
Internal Link Dist (ft)	282		34			267
Turn Bay Length (ft)					100	
Base Capacity (vph)	559		1190		547	1209
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	0.41		0.44		0.10	0.66

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 78.6	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 14.3	Intersection LOS: B
Intersection Capacity Utilization 59.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 114: Glascock St & Wake Forest Rd

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	10	34	434	7	38	834
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	38	481	8	42	925
Pedestrians	1					5
Lane Width (ft)	12.0					10.0
Walking Speed (ft/s)	4.0					4.0
Percent Blockage	0					0
Right turn flare (veh)						
Median type			None			TWLTL
Median storage veh)						2
Upstream signal (ft)						534
pX, platoon unblocked	0.72					
vC, conflicting volume	1495	250			490	
vC1, stage 1 conf vol	486					
vC2, stage 2 conf vol	1009					
vCu, unblocked vol	1493	250			490	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	95			96	
cM capacity (veh/h)	248	746			1069	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	49	321	168	967
Volume Left	11	0	0	42
Volume Right	38	0	8	0
cSH	512	1700	1700	1069
Volume to Capacity	0.10	0.19	0.10	0.04
Queue Length 95th (ft)	8	0	0	3
Control Delay (s)	12.8	0.0	0.0	1.1
Lane LOS	B			A
Approach Delay (s)	12.8	0.0		1.1
Approach LOS	B			

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	36	14	16	444	748	29
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	40	16	18	492	829	32
Pedestrians				2		
Lane Width (ft)				10.5		
Walking Speed (ft/s)				4.0		
Percent Blockage				0		
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)				347		
pX, platoon unblocked	0.89					
vC, conflicting volume	1373	847	861			
vC1, stage 1 conf vol	845					
vC2, stage 2 conf vol	528					
vCu, unblocked vol	1357	847	861			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	89	96	98			
cM capacity (veh/h)	358	361	780			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	55	18	492	861
Volume Left	40	18	0	0
Volume Right	16	0	0	32
cSH	359	780	1700	1700
Volume to Capacity	0.15	0.02	0.29	0.51
Queue Length 95th (ft)	14	2	0	0
Control Delay (s)	16.9	9.7	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	16.9	0.3		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	52.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	10	5	471	10	16	768
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	6	522	11	18	851
Pedestrians						4
Lane Width (ft)						10.5
Walking Speed (ft/s)						4.0
Percent Blockage						0
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)			484			
pX, platoon unblocked	0.89	0.89			0.89	
vC, conflicting volume	1415	532			533	
vC1, stage 1 conf vol	528					
vC2, stage 2 conf vol	887					
vCu, unblocked vol	1405	418			419	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	99			98	
cM capacity (veh/h)	343	567			1020	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	17	533	18	851
Volume Left	11	0	18	0
Volume Right	6	11	0	0
cSH	395	1700	1020	1700
Volume to Capacity	0.04	0.31	0.02	0.50
Queue Length 95th (ft)	3	0	1	0
Control Delay (s)	14.5	0.0	8.6	0.0
Lane LOS	B		A	
Approach Delay (s)	14.5	0.0	0.2	
Approach LOS	B			

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	11	11	473	3	3	773
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	12	524	3	3	857
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)			930			
pX, platoon unblocked	0.94	0.94			0.94	
vC, conflicting volume	1390	526			528	
vC1, stage 1 conf vol	526					
vC2, stage 2 conf vol	864					
vCu, unblocked vol	1382	462			463	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	98			100	
cM capacity (veh/h)	356	563			1030	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	24	528	3	857
Volume Left	12	0	3	0
Volume Right	12	3	0	0
cSH	436	1700	1030	1700
Volume to Capacity	0.06	0.31	0.00	0.50
Queue Length 95th (ft)	4	0	0	0
Control Delay (s)	13.7	0.0	8.5	0.0
Lane LOS	B		A	
Approach Delay (s)	13.7	0.0	0.0	
Approach LOS	B			

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	51.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	12	4	4	479	772	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	4	4	531	856	4
Pedestrians					1	
Lane Width (ft)					10.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)				1130		
pX, platoon unblocked	0.97					
vC, conflicting volume	1399	858	860			
vC1, stage 1 conf vol	858					
vC2, stage 2 conf vol	541					
vCu, unblocked vol	1396	858	860			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	99	99			
cM capacity (veh/h)	356	356	781			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	18	4	531	860
Volume Left	13	4	0	0
Volume Right	4	0	0	4
cSH	356	781	1700	1700
Volume to Capacity	0.05	0.01	0.31	0.51
Queue Length 95th (ft)	4	0	0	0
Control Delay (s)	15.6	9.6	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	15.6	0.1		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	6	4	487	4	4	770
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	4	540	4	4	854
Pedestrians	6		2			
Lane Width (ft)	12.0		10.0			
Walking Speed (ft/s)	4.0		4.0			
Percent Blockage	1		0			
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)			1243			
pX, platoon unblocked	0.98	0.98			0.98	
vC, conflicting volume	1413	548			550	
vC1, stage 1 conf vol	548					
vC2, stage 2 conf vol	865					
vCu, unblocked vol	1411	531			533	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	99			100	
cM capacity (veh/h)	352	536			1011	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	11	544	4	854
Volume Left	7	0	4	0
Volume Right	4	4	0	0
cSH	408	1700	1011	1700
Volume to Capacity	0.03	0.32	0.00	0.50
Queue Length 95th (ft)	2	0	0	0
Control Delay (s)	14.1	0.0	8.6	0.0
Lane LOS	B		A	
Approach Delay (s)	14.1	0.0	0.0	
Approach LOS	B			

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	4	4	487	4	4	770
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	540	4	4	854
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1405	542			544	
vC1, stage 1 conf vol	542					
vC2, stage 2 conf vol	863					
vCu, unblocked vol	1405	542			544	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			100	
cM capacity (veh/h)	355	540			1025	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	9	544	4	854
Volume Left	4	0	4	0
Volume Right	4	4	0	0
cSH	429	1700	1025	1700
Volume to Capacity	0.02	0.32	0.00	0.50
Queue Length 95th (ft)	2	0	0	0
Control Delay (s)	13.6	0.0	8.5	0.0
Lane LOS	B		A	
Approach Delay (s)	13.6	0.0	0.0	
Approach LOS	B			

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	35	11	4	487	763	6
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	39	12	4	540	846	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1398	849	853			
vC1, stage 1 conf vol	849					
vC2, stage 2 conf vol	549					
vCu, unblocked vol	1398	849	853			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	89	97	99			
cM capacity (veh/h)	359	361	786			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	51	4	540	853
Volume Left	39	4	0	0
Volume Right	12	0	0	7
cSH	359	786	1700	1700
Volume to Capacity	0.14	0.01	0.32	0.50
Queue Length 95th (ft)	12	0	0	0
Control Delay (s)	16.7	9.6	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	16.7	0.1		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	518	5	8	763	6	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	574	6	9	846	7	9
Pedestrians				2		
Lane Width (ft)				10.5		
Walking Speed (ft/s)				4.0		
Percent Blockage				0		
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			580		1441	579
vC1, stage 1 conf vol					577	
vC2, stage 2 conf vol					864	
vCu, unblocked vol			580		1441	579
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		98	98
cM capacity (veh/h)			994		348	514

Direction, Lane #	NB 1	SB 1	SB 2	NW 1
Volume Total	580	9	846	16
Volume Left	0	9	0	7
Volume Right	6	0	0	9
cSH	1700	994	1700	427
Volume to Capacity	0.34	0.01	0.50	0.04
Queue Length 95th (ft)	0	1	0	3
Control Delay (s)	0.0	8.7	0.0	13.7
Lane LOS		A		B
Approach Delay (s)	0.0	0.1		13.7
Approach LOS				B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	51.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	518	8	55	767	4	31
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	574	9	61	850	4	34
Pedestrians				2		
Lane Width (ft)				10.5		
Walking Speed (ft/s)				4.0		
Percent Blockage				0		
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			583		1551	581
vC1, stage 1 conf vol					579	
vC2, stage 2 conf vol					972	
vCu, unblocked vol			583		1551	581
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			94		99	93
cM capacity (veh/h)			991		303	513

Direction, Lane #	NB 1	SB 1	SB 2	NW 1
Volume Total	583	61	850	39
Volume Left	0	61	0	4
Volume Right	9	0	0	34
cSH	1700	991	1700	475
Volume to Capacity	0.34	0.06	0.50	0.08
Queue Length 95th (ft)	0	5	0	7
Control Delay (s)	0.0	8.9	0.0	13.2
Lane LOS		A		B
Approach Delay (s)	0.0	0.6		13.2
Approach LOS				B

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	51.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	6	543	808	11	60	14
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	602	896	12	67	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	None			
Median storage veh)		2				
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	908				1511	896
vC1, stage 1 conf vol					896	
vC2, stage 2 conf vol					615	
vCu, unblocked vol	908				1511	896
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				80	95
cM capacity (veh/h)	750				335	339

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SE 1
Volume Total	7	602	896	12	82
Volume Left	7	0	0	0	67
Volume Right	0	0	0	12	16
cSH	750	1700	1700	1700	335
Volume to Capacity	0.01	0.35	0.53	0.01	0.24
Queue Length 95th (ft)	1	0	0	0	24
Control Delay (s)	9.8	0.0	0.0	0.0	19.2
Lane LOS	A				C
Approach Delay (s)	0.1		0.0		19.2
Approach LOS					C

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	54.3%	ICU Level of Service	A
Analysis Period (min)	15		

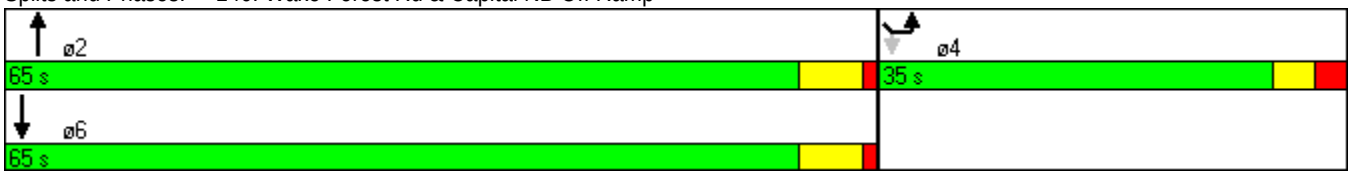
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	0	718	897	0	219	154
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3539	3525	0	3433	1583
Flt Permitted					0.950	
Satd. Flow (perm)	0	3539	3525	0	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						118
Link Speed (mph)		35	35		35	
Link Distance (ft)		306	603		487	
Travel Time (s)		6.0	11.7		9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	2	0	0	0
Adj. Flow (vph)	0	796	994	0	243	171
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	796	994	0	243	171
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.01	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type						Perm
Protected Phases		2	6		4	
Permitted Phases						4
Detector Phase		2	6		4	4
Switch Phase						
Minimum Initial (s)		12.0	12.0		7.0	7.0
Minimum Split (s)		20.0	20.0		20.0	20.0
Total Split (s)	0.0	65.0	65.0	0.0	35.0	35.0
Total Split (%)	0.0%	65.0%	65.0%	0.0%	35.0%	35.0%
Yellow Time (s)		4.7	4.7		3.0	3.0
All-Red Time (s)		1.2	1.2		2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.9	5.9	4.0	5.6	5.6
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min		None	None
Act Effct Green (s)		77.9	77.9		10.6	10.6
Actuated g/C Ratio		0.78	0.78		0.11	0.11
v/c Ratio		0.29	0.36		0.67	0.63
Control Delay		3.6	2.4		52.1	25.6
Queue Delay		0.0	0.0		0.0	0.0

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Total Delay		3.6	2.4		52.1	25.6
LOS		A	A		D	C
Approach Delay		3.6	2.4		41.1	
Approach LOS		A	A		D	
Queue Length 50th (ft)		60	43		78	32
Queue Length 95th (ft)		95	57		113	96
Internal Link Dist (ft)		226	523		407	
Turn Bay Length (ft)						
Base Capacity (vph)		2758	2748		1009	549
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		0.29	0.36		0.24	0.31

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 2 (2%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 40
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 10.1 Intersection LOS: B
Intersection Capacity Utilization 44.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 146: Wake Forest Rd & Capital NB Off Ramp

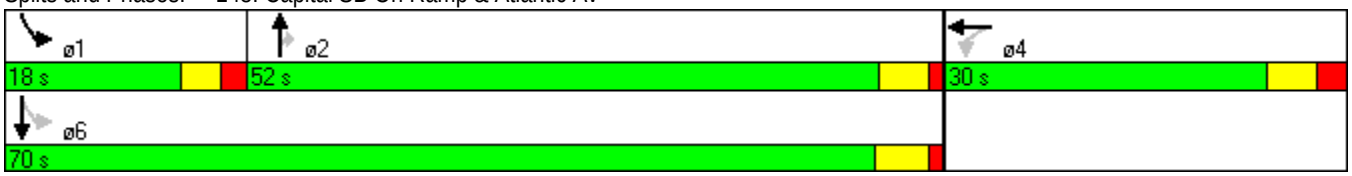


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	344	49	76	0	781	155	47	553	443
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	250		0
Storage Lanes	0		0	1		0	0		1	1		0
Taper Length (ft)	25		25	25		25	25		125	100		25
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.951				0.850		0.933	
Flt Protected				0.950	0.977					0.950		
Satd. Flow (prot)	0	0	0	1681	1644	0	0	3539	1583	1770	3302	0
Flt Permitted				0.950	0.977					0.257		
Satd. Flow (perm)	0	0	0	1681	1644	0	0	3539	1583	479	3302	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					23				128		412	
Link Speed (mph)		30			35			35			35	
Link Distance (ft)		564			583			603			527	
Travel Time (s)		12.8			11.4			11.7			10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	0	0	381	54	84	0	866	172	52	613	491
Shared Lane Traffic (%)				31%								
Lane Group Flow (vph)	0	0	0	263	256	0	0	866	172	52	1104	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm					Perm	pm+pt		
Protected Phases					4			2		1	6	
Permitted Phases				4					2	6		
Detector Phase				4	4			2	2	1	6	
Switch Phase												
Minimum Initial (s)				7.0	7.0			10.0	10.0	7.0	10.0	
Minimum Split (s)				22.1	22.1			20.9	20.9	11.9	21.2	
Total Split (s)	0.0	0.0	0.0	30.0	30.0	0.0	0.0	52.0	52.0	18.0	70.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	30.0%	30.0%	0.0%	0.0%	52.0%	52.0%	18.0%	70.0%	0.0%
Yellow Time (s)				3.7	3.7			3.7	3.7	3.0	4.0	
All-Red Time (s)				2.4	2.4			1.2	1.2	1.9	1.2	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	6.1	6.1	4.0	4.0	4.9	4.9	4.9	5.2	4.0
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Recall Mode				None	None			C-Min	C-Min	None	C-Min	
Act Effct Green (s)				19.1	19.1			60.4	60.4	69.9	69.6	
Actuated g/C Ratio				0.19	0.19			0.60	0.60	0.70	0.70	
v/c Ratio				0.82	0.77			0.41	0.17	0.12	0.46	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay				58.3	49.7			16.2	7.9	6.5	5.0	
Queue Delay				0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay				58.3	49.7			16.2	7.9	6.5	5.0	
LOS				E	D			B	A	A	A	
Approach Delay					54.1			14.8			5.1	
Approach LOS					D			B			A	
Queue Length 50th (ft)				170	149			198	34	9	80	
Queue Length 95th (ft)				244	223			276	76	26	151	
Internal Link Dist (ft)		484			503			523			447	
Turn Bay Length (ft)									100	250		
Base Capacity (vph)				410	418			2137	1006	504	2437	
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				0.64	0.61			0.41	0.17	0.10	0.45	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 9 (9%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 18.2	Intersection LOS: B
Intersection Capacity Utilization 54.5%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 148: Capital SB On Ramp & Atlantic Av



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Volume (veh/h)	0	0	292	0	418	4	0	34	21	0
Sign Control		Free			Free		Stop		Yield	
Grade		0%			0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	324	0	463	4	0	38	23	0
Pedestrians		2					3			
Lane Width (ft)		10.0					12.0			
Walking Speed (ft/s)		4.0					4.0			
Percent Blockage		0					0			
Right turn flare (veh)										
Median type		None			None					
Median storage veh)										
Upstream signal (ft)										
pX, platoon unblocked										
vC, conflicting volume	466			324			792	471	468	466
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	466			324			792	471	468	466
tC, single (s)	4.1			4.1			6.5	6.2	7.1	6.5
tC, 2 stage (s)										
tF (s)	2.2			2.2			4.0	3.3	3.5	4.0
p0 queue free %	100			100			100	94	95	100
cM capacity (veh/h)	1092			1236			321	591	472	493

Direction, Lane #	EB 1	WB 1	SB 1	NW 1
Volume Total	324	468	38	23
Volume Left	0	0	0	23
Volume Right	324	4	38	0
cSH	1700	1700	591	472
Volume to Capacity	0.19	0.28	0.06	0.05
Queue Length 95th (ft)	0	0	5	4
Control Delay (s)	0.0	0.0	11.5	13.0
Lane LOS			B	B
Approach Delay (s)	0.0	0.0	11.5	13.0
Approach LOS			B	B

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	40.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	0	8	0	54	50	0	0	0	0	55	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	0	9	0	60	55	0	0	0	0	61	4
Pedestrians		6									5	
Lane Width (ft)		12.0									12.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		1									0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	160	69	69	72	71	5	71			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	160	69	69	72	71	5	71			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	99	100	93	95	100			100		
cM capacity (veh/h)	712	817	989	907	815	1074	1521			1623		

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	13	115	65
Volume Left	4	0	0
Volume Right	9	55	4
cSH	875	922	1700
Volume to Capacity	0.02	0.13	0.04
Queue Length 95th (ft)	1	11	0
Control Delay (s)	9.2	9.5	0.0
Lane LOS	A	A	
Approach Delay (s)	9.2	9.5	0.0
Approach LOS	A	A	

Intersection Summary			
Average Delay		6.3	
Intersection Capacity Utilization		19.2%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	6	8	5	5	6	18	510	2	2	430	17
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	7	9	6	6	7	20	565	2	2	477	19
Pedestrians		30			2			5				
Lane Width (ft)		12.0			12.0			10.5				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		3			0			0				
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh)								2			2	
Upstream signal (ft)								295			293	
pX, platoon unblocked	0.80	0.80	0.78	0.80	0.80	0.69	0.78			0.69		
vC, conflicting volume	1135	1130	521	1107	1138	569	526			570		
vC1, stage 1 conf vol	521	521		608	608							
vC2, stage 2 conf vol	615	610		498	530							
vCu, unblocked vol	427	420	247	391	431	148	253			150		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	99	99	99	99	99	98			100		
cM capacity (veh/h)	480	459	601	497	453	618	1000			985		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	23	18	20	568	2	496
Volume Left	8	6	20	0	2	0
Volume Right	9	7	0	2	0	19
cSH	512	519	1000	1700	985	1700
Volume to Capacity	0.05	0.03	0.02	0.33	0.00	0.29
Queue Length 95th (ft)	4	3	2	0	0	0
Control Delay (s)	12.4	12.2	8.7	0.0	8.7	0.0
Lane LOS	B	B	A		A	
Approach Delay (s)	12.4	12.2	0.3		0.0	
Approach LOS	B	B				

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	42.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	0	6	2	0	3	43	571	3	2	339	43
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	0	7	2	0	3	48	633	3	2	376	48
Pedestrians		37			15			1				
Lane Width (ft)		12.0			12.0			10.5				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		3			1			0				
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh)								2			2	
Upstream signal (ft)								274			210	
pX, platoon unblocked	0.84	0.84	0.81	0.84	0.84	0.74	0.81			0.74		
vC, conflicting volume	1173	1188	438	1133	1210	650	461			651		
vC1, stage 1 conf vol	441	441		745	745							
vC2, stage 2 conf vol	732	747		388	465							
vCu, unblocked vol	599	616	186	551	643	358	215			361		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	99	99	100	99	96			100		
cM capacity (veh/h)	389	371	670	384	369	504	1062			881		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	10	6	48	636	2	424
Volume Left	3	2	48	0	2	0
Volume Right	7	3	0	3	0	48
cSH	540	448	1062	1700	881	1700
Volume to Capacity	0.02	0.01	0.04	0.37	0.00	0.25
Queue Length 95th (ft)	1	1	4	0	0	0
Control Delay (s)	11.8	13.1	8.5	0.0	9.1	0.0
Lane LOS	B	B	A		A	
Approach Delay (s)	11.8	13.1	0.6		0.0	
Approach LOS	B	B				

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	6	5	481	10	3	497
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	6	533	11	3	551
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			515			146
pX, platoon unblocked	0.80					
vC, conflicting volume	1096	272			544	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	996	272			544	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	99			100	
cM capacity (veh/h)	192	726			1021	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	12	356	189	554
Volume Left	7	0	0	3
Volume Right	6	0	11	0
cSH	289	1700	1700	1021
Volume to Capacity	0.04	0.21	0.11	0.00
Queue Length 95th (ft)	3	0	0	0
Control Delay (s)	18.0	0.0	0.0	0.1
Lane LOS	C			A
Approach Delay (s)	18.0	0.0		0.1
Approach LOS	C			

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	39.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lanes, Volumes, Timings
1: Hargett St & Blount St

3/1/2013

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	147	59	28	83	21	31	327	12	13	496	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	10	10	10
Storage Length (ft)	0		0	0		0	150		0	50		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor		0.98			0.99						0.99	
Frt		0.964			0.979			0.995			0.993	
Flt Protected		0.996			0.989		0.950				0.999	
Satd. Flow (prot)	0	1572	0	0	1623	0	1540	1557	0	0	1253	0
Flt Permitted		0.976			0.908		0.386				0.989	
Satd. Flow (perm)	0	1540	0	0	1479	0	626	1557	0	0	1230	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			11			3			5	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		483			489			499			473	
Travel Time (s)		9.4			9.5			9.7			9.2	
Confl. Peds. (#/hr)			25	25						496		13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Parking (#/hr)											16	
Adj. Flow (vph)	19	163	65	31	92	23	34	363	13	14	550	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	247	0	0	146	0	34	376	0	0	595	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.25	1.25	1.25	1.61	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Minimum Split (s)	20.0	20.0		20.0	20.0		22.0	22.0		22.0	22.0	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	55.0	55.0	0.0	55.0	55.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	38.9%	38.9%	0.0%	61.1%	61.1%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Act Effct Green (s)		31.0			31.0		49.0	49.0			49.0	
Actuated g/C Ratio		0.34			0.34		0.54	0.54			0.54	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.45			0.28		0.10	0.44			0.89	
Control Delay		24.0			15.4		9.0	10.0			22.4	
Queue Delay		0.0			0.0		0.0	0.0			4.0	
Total Delay		24.0			15.4		9.0	10.0			26.4	
LOS		C			B		A	B			C	
Approach Delay		24.0			15.4			10.0			26.4	
Approach LOS		C			B			A			C	
Queue Length 50th (ft)		98			39		5	59			67	
Queue Length 95th (ft)		167			m68		m16	114			#524	
Internal Link Dist (ft)		403			409			419			393	
Turn Bay Length (ft)							150					
Base Capacity (vph)		545			517		341	849			672	
Starvation Cap Reductn		0			0		0	0			38	
Spillback Cap Reductn		0			0		0	0			28	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.45			0.28		0.10	0.44			0.94	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 34 (38%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 20.0 Intersection LOS: C
Intersection Capacity Utilization 68.0% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Hargett St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	97	59	28	73	22	31	327	12	13	496	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	10	10	10
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor		0.99			0.97		0.98	1.00				
Frt		0.954			0.976			0.995			0.993	
Flt Protected		0.995			0.989		0.950				0.999	
Satd. Flow (prot)	0	1591	0	0	1572	0	1540	1336	0	0	1552	0
Flt Permitted		0.970			0.908		0.382				0.989	
Satd. Flow (perm)	0	1536	0	0	1443	0	606	1336	0	0	1537	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			13			3			5	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		489			484			491			748	
Travel Time (s)		9.5			9.4			9.6			14.6	
Confl. Peds. (#/hr)	45					45	25		13			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								8				
Adj. Flow (vph)	18	108	65	31	81	24	34	363	13	14	550	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	191	0	0	136	0	34	376	0	0	595	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.50	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Minimum Split (s)	21.0	21.0		21.0	21.0		20.9	20.9		20.9	20.9	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	55.0	55.0	0.0	55.0	55.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	38.9%	38.9%	0.0%	61.1%	61.1%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)	3.6	3.6		3.6	3.6		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.4	1.4		1.4	1.4		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	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 Lost Time (s)	5.0	5.0	4.0	5.0	5.0	4.0	4.9	4.9	4.0	4.9	4.9	4.0
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)		30.0			30.0		50.1	50.1			50.1	
Actuated g/C Ratio		0.33			0.33		0.56	0.56			0.56	
v/c Ratio		0.36			0.28		0.10	0.50			0.69	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		9.0			21.7		3.5	5.2			14.6	
Queue Delay		0.0			0.0		0.0	0.0			0.1	
Total Delay		9.0			21.7		3.5	5.2			14.7	
LOS		A			C		A	A			B	
Approach Delay		9.0			21.7			5.1			14.7	
Approach LOS		A			C			A			B	
Queue Length 50th (ft)		21			50		2	26			123	
Queue Length 95th (ft)		m37			97		m5	37			m226	
Internal Link Dist (ft)		409			404			411			668	
Turn Bay Length (ft)							150					
Base Capacity (vph)		533			490		337	745			858	
Starvation Cap Reductn		0			0		0	0			0	
Spillback Cap Reductn		0			0		0	0			12	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.36			0.28		0.10	0.50			0.70	

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 32 (36%), Referenced to phase 2:NBSB, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 11.7	Intersection LOS: B
Intersection Capacity Utilization 66.9%	ICU Level of Service C
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 2: Hargett St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	101	72	25	48	16	31	332	5	36	513	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	11	10	10
Storage Length (ft)	0		0	0		0	150		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor		0.99			0.99			1.00				
Frt		0.950			0.975			0.998			0.991	
Flt Protected		0.994			0.986		0.950			0.950		
Satd. Flow (prot)	0	1583	0	0	1589	0	1540	1342	0	1540	1551	0
Flt Permitted		0.961			0.885		0.302			0.481		
Satd. Flow (perm)	0	1522	0	0	1426	0	489	1342	0	780	1551	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			13			1			6	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		483			487			481			491	
Travel Time (s)		9.4			9.5			9.4			9.6	
Confl. Peds. (#/hr)	17					17	16		8			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								8				
Adj. Flow (vph)	26	112	80	28	53	18	34	368	6	40	569	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	218	0	0	99	0	34	374	0	40	607	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.50	1.25	1.19	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Minimum Split (s)	21.2	21.2		21.2	21.2		21.2	21.2		21.2	21.2	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	55.0	55.0	0.0	55.0	55.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	38.9%	38.9%	0.0%	61.1%	61.1%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)	3.8	3.8		3.8	3.8		3.8	3.8		3.8	3.8	
All-Red Time (s)	1.4	1.4		1.4	1.4		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	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 Lost Time (s)	5.2	5.2	4.0	5.2	5.2	4.0	5.2	5.2	4.0	5.2	5.2	4.0
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)		29.8			29.8		49.8	49.8		49.8	49.8	
Actuated g/C Ratio		0.33			0.33		0.55	0.55		0.55	0.55	
v/c Ratio		0.41			0.21		0.13	0.50		0.09	0.70	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		27.6			20.1		4.3	6.0		13.7	23.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.3	
Total Delay		27.6			20.1		4.3	6.0		13.7	23.3	
LOS		C			C		A	A		B	C	
Approach Delay		27.6			20.1			5.8			22.7	
Approach LOS		C			C			A			C	
Queue Length 50th (ft)		79			35		3	31		12	209	
Queue Length 95th (ft)		151			73		m6	44		m16	220	
Internal Link Dist (ft)		403			407			401			411	
Turn Bay Length (ft)							150			150		
Base Capacity (vph)		527			481		271	743		432	861	
Starvation Cap Reductn		0			0		0	0		0	30	
Spillback Cap Reductn		0			0		0	0		0	1	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.41			0.21		0.13	0.50		0.09	0.73	

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 25 (28%), Referenced to phase 2:NBSB, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 18.3	Intersection LOS: B
Intersection Capacity Utilization 56.3%	ICU Level of Service B
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 3: Martin St & Person St

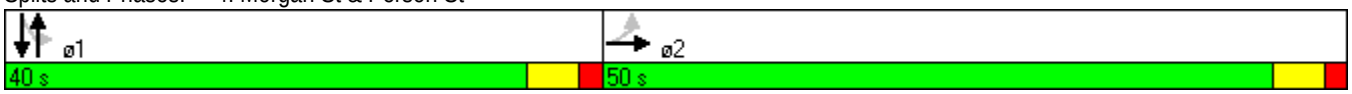
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	54	985	100	0	0	0	0	288	76	136	437	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	11	10	10
Storage Length (ft)	130		0	0		0	0		0	100		0
Storage Lanes	1		0	0		0	0		0	1		0
Taper Length (ft)	125		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.97							1.00				
Frt		0.986						0.972				
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1593	4513	0	0	0	0	0	1514	0	1540	1565	0
Flt Permitted	0.950									0.363		
Satd. Flow (perm)	1552	4513	0	0	0	0	0	1514	0	588	1565	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27						17				
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		570			474			748			316	
Travel Time (s)		11.1			9.2			14.6			7.2	
Confl. Peds. (#/hr)	8								6			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	60	1092	111	0	0	0	0	319	84	151	484	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	1203	0	0	0	0	0	403	0	151	484	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25	1.19	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm									Perm		
Protected Phases		2						1			1	
Permitted Phases	2									1		
Minimum Split (s)	21.1	21.1						22.1		22.1	22.1	
Total Split (s)	50.0	50.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	40.0	40.0	0.0
Total Split (%)	55.6%	55.6%	0.0%	0.0%	0.0%	0.0%	0.0%	44.4%	0.0%	44.4%	44.4%	0.0%
Yellow Time (s)	3.5	3.5						3.5		3.5	3.5	
All-Red Time (s)	1.6	1.6						1.6		1.6	1.6	
Lost Time Adjust (s)	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 Lost Time (s)	5.1	5.1	4.0	4.0	4.0	4.0	4.0	5.1	4.0	5.1	5.1	4.0
Lead/Lag	Lag	Lag						Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes						Yes		Yes	Yes	
Act Effct Green (s)	44.9	44.9						34.9		34.9	34.9	
Actuated g/C Ratio	0.50	0.50						0.39		0.39	0.39	
v/c Ratio	0.08	0.53						0.67		0.66	0.80	
Control Delay	5.8	6.6						14.7		46.3	44.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0						0.5		0.0	80.9	
Total Delay	5.8	6.6						15.2		46.3	125.7	
LOS	A	A						B		D	F	
Approach Delay		6.6						15.2			106.8	
Approach LOS		A						B			F	
Queue Length 50th (ft)	7	48						49		92	296	
Queue Length 95th (ft)	m11	59						77		m119	m372	
Internal Link Dist (ft)		490			394			668			236	
Turn Bay Length (ft)	130									100		
Base Capacity (vph)	774	2265						598		228	607	
Starvation Cap Reductn	0	0						0		0	193	
Spillback Cap Reductn	37	0						31		0	0	
Storage Cap Reductn	0	0						0		0	0	
Reduced v/c Ratio	0.08	0.53						0.71		0.66	1.17	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 85 (94%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 35.7 Intersection LOS: D
Intersection Capacity Utilization 72.3% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Morgan St & Person St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	54	912	100	0	0	0	0	289	75	152	437	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	11	10	10
Storage Length (ft)	0		0	0		0	0		0	100		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99								0.99		
Frt		0.986						0.972				
Flt Protected		0.997								0.950		
Satd. Flow (prot)	0	4472	0	0	0	0	0	1521	0	1540	1273	0
Flt Permitted		0.997								0.438		
Satd. Flow (perm)	0	4472	0	0	0	0	0	1521	0	703	1273	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22						20				
Link Speed (mph)		35			35			35			30	
Link Distance (ft)		473			570			473			295	
Travel Time (s)		9.2			11.1			9.2			6.7	
Confl. Peds. (#/hr)			13							11		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Parking (#/hr)											16	
Adj. Flow (vph)	60	1011	111	0	0	0	0	320	83	169	484	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1182	0	0	0	0	0	403	0	169	484	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.25	1.25	1.19	1.60	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm									Perm		
Protected Phases		2						1			1	
Permitted Phases	2									1		
Minimum Split (s)	22.0	22.0						22.0		22.0	22.0	
Total Split (s)	40.0	40.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	50.0	0.0
Total Split (%)	44.4%	44.4%	0.0%	0.0%	0.0%	0.0%	0.0%	55.6%	0.0%	55.6%	55.6%	0.0%
Yellow Time (s)	4.0	4.0						4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0						2.0		2.0	2.0	
Lost Time Adjust (s)	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 Lost Time (s)	6.0	6.0	4.0	4.0	4.0	4.0	4.0	6.0	4.0	6.0	6.0	4.0
Lead/Lag	Lag	Lag						Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes						Yes		Yes	Yes	
Act Effct Green (s)		34.0						44.0		44.0	44.0	
Actuated g/C Ratio		0.38						0.49		0.49	0.49	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.69						0.53		0.49	0.78	
Control Delay		25.8						19.1		8.8	15.3	
Queue Delay		0.0						0.1		0.0	0.0	
Total Delay		25.8						19.2		8.8	15.3	
LOS		C						B		A	B	
Approach Delay		25.8						19.2			13.6	
Approach LOS		C						B			B	
Queue Length 50th (ft)		200						124		29	221	
Queue Length 95th (ft)		250						143		m38	m280	
Internal Link Dist (ft)		393			490			393			215	
Turn Bay Length (ft)										100		
Base Capacity (vph)		1703						754		344	622	
Starvation Cap Reductn		0						19		0	0	
Spillback Cap Reductn		0						0		0	0	
Storage Cap Reductn		0						0		0	0	
Reduced v/c Ratio		0.69						0.55		0.49	0.78	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 77 (86%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 21.0 Intersection LOS: C
Intersection Capacity Utilization 70.8% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Morgan St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	126	46	20	79	15	31	332	32	36	513	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	11	10	10
Storage Length (ft)	0		0	0		0	50		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor		0.95			0.98					0.97	0.99	
Frt		0.968			0.982			0.987			0.991	
Flt Protected		0.994			0.991		0.950			0.950		
Satd. Flow (prot)	0	1539	0	0	1631	0	1540	1544	0	1540	1291	0
Flt Permitted		0.956			0.930		0.301			0.456		
Satd. Flow (perm)	0	1480	0	0	1504	0	488	1544	0	719	1291	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			9			9			6	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		460			483			213			499	
Travel Time (s)		9.0			9.4			4.1			9.7	
Confl. Peds. (#/hr)			56	56						19		37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Parking (#/hr)											10	
Adj. Flow (vph)	27	140	51	22	88	17	34	368	35	40	569	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	218	0	0	127	0	34	403	0	40	607	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.25	1.25	1.19	1.54	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Minimum Split (s)	21.3	21.3		21.3	21.3		21.0	21.0		21.0	21.0	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	55.0	55.0	0.0	55.0	55.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	38.9%	38.9%	0.0%	61.1%	61.1%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)	3.9	3.9		3.9	3.9		3.7	3.7		3.7	3.7	
All-Red Time (s)	1.4	1.4		1.4	1.4		1.3	1.3		1.3	1.3	
Lost Time Adjust (s)	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 Lost Time (s)	5.3	5.3	4.0	5.3	5.3	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)		29.7			29.7		50.0	50.0		50.0	50.0	
Actuated g/C Ratio		0.33			0.33		0.56	0.56		0.56	0.56	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.44			0.25		0.13	0.47		0.10	0.84	
Control Delay		24.9			26.8		7.8	9.1		4.5	13.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	1.8	
Total Delay		24.9			26.8		7.8	9.1		4.5	15.7	
LOS		C			C		A	A		A	B	
Approach Delay		24.9			26.8			9.0			15.0	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)		88			63		6	68		3	53	
Queue Length 95th (ft)		154			m109		m12	96		m5	m76	
Internal Link Dist (ft)		380			403			133			419	
Turn Bay Length (ft)							50			150		
Base Capacity (vph)		500			502		271	862		399	720	
Starvation Cap Reductn		0			0		0	0		0	13	
Spillback Cap Reductn		0			0		0	0		0	36	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.44			0.25		0.13	0.47		0.10	0.89	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 41 (46%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 15.7 Intersection LOS: B
Intersection Capacity Utilization 58.4% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Martin St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	164	52	16	77	10	23	324	58	33	542	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	11	10	10
Storage Length (ft)	0		120	0		0	100		0	75		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor			0.94		1.00					0.97	0.99	
Frt			0.850		0.987			0.977			0.991	
Flt Protected		0.991			0.992		0.950			0.950		
Satd. Flow (prot)	0	1661	1425	0	1641	0	1540	1529	0	1540	1319	0
Flt Permitted		0.936			0.940		0.279			0.440		
Satd. Flow (perm)	0	1569	1343	0	1549	0	452	1529	0	692	1319	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			58		6			16			6	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		455			488			226			271	
Travel Time (s)		8.9			9.5			4.4			5.3	
Confl. Peds. (#/hr)			11	11						21		30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	1	0
Parking (#/hr)											8	
Adj. Flow (vph)	38	182	58	18	85	11	26	359	64	37	601	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	220	58	0	114	0	26	423	0	37	639	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.25	1.25	1.19	1.51	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		1			1			2			2	
Permitted Phases	1		1	1			2			2		
Minimum Split (s)	21.2	21.2	21.2	21.2	21.2		21.0	21.0		21.0	21.0	
Total Split (s)	35.0	35.0	35.0	35.0	35.0	0.0	55.0	55.0	0.0	55.0	55.0	0.0
Total Split (%)	38.9%	38.9%	38.9%	38.9%	38.9%	0.0%	61.1%	61.1%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)	3.8	3.8	3.8	3.8	3.8		3.7	3.7		3.7	3.7	
All-Red Time (s)	1.4	1.4	1.4	1.4	1.4		1.3	1.3		1.3	1.3	
Lost Time Adjust (s)	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 Lost Time (s)	5.2	5.2	5.2	5.2	5.2	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lead	Lead	Lead	Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)		29.8	29.8		29.8		50.0	50.0		50.0	50.0	
Actuated g/C Ratio		0.33	0.33		0.33		0.56	0.56		0.56	0.56	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.42	0.12		0.22		0.10	0.49		0.10	0.87	
Control Delay		26.5	6.7		23.4		10.8	14.2		5.0	17.1	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.5	
Total Delay		26.5	6.7		23.4		10.8	14.2		5.0	17.6	
LOS		C	A		C		B	B		A	B	
Approach Delay		22.4			23.4			14.0			16.9	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)		96	0		49		7	132		3	53	
Queue Length 95th (ft)		162	26		m85		20	209		m6	m#464	
Internal Link Dist (ft)		375			408			146			191	
Turn Bay Length (ft)			120				100			75		
Base Capacity (vph)		520	483		517		251	857		384	735	
Starvation Cap Reductn		0	0		0		0	0		0	10	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.42	0.12		0.22		0.10	0.49		0.10	0.88	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 47 (52%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 17.5 Intersection LOS: B
Intersection Capacity Utilization 64.8% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Davie St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	119	102	16	48	11	21	324	9	33	542	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	11	10	10
Storage Length (ft)	0		0	0		0	150		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor		0.98			0.97							
Frt		0.946			0.980			0.996			0.991	
Flt Protected		0.993			0.989		0.950			0.950		
Satd. Flow (prot)	0	1575	0	0	1580	0	1540	1263	0	1540	1551	0
Flt Permitted		0.954			0.911		0.279			0.484		
Satd. Flow (perm)	0	1482	0	0	1456	0	452	1263	0	784	1551	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		40			10			3			6	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		488			486			496			481	
Travel Time (s)		9.5			9.5			9.7			9.4	
Confl. Peds. (#/hr)	50					50	28					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	0	0	0	0
Parking (#/hr)								16				
Adj. Flow (vph)	38	132	113	18	53	12	23	359	10	37	601	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	283	0	0	83	0	23	369	0	37	639	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.61	1.25	1.19	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	55.0	55.0	0.0	55.0	55.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	38.9%	38.9%	0.0%	61.1%	61.1%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	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 Lost Time (s)	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)		30.0			30.0		50.0	50.0		50.0	50.0	
Actuated g/C Ratio		0.33			0.33		0.56	0.56		0.56	0.56	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.54			0.17		0.09	0.52		0.08	0.74	
Control Delay		37.7			19.8		5.3	8.4		7.7	12.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.4	
Total Delay		37.7			19.8		5.3	8.4		7.7	13.0	
LOS		D			B		A	A		A	B	
Approach Delay		37.7			19.8			8.2			12.7	
Approach LOS		D			B			A			B	
Queue Length 50th (ft)		141			29		3	41		6	96	
Queue Length 95th (ft)		224			63		m6	60		m13	196	
Internal Link Dist (ft)		408			406			416			401	
Turn Bay Length (ft)							150			150		
Base Capacity (vph)		521			492		251	703		436	864	
Starvation Cap Reductn		0			0		0	0		0	24	
Spillback Cap Reductn		0			0		0	0		0	32	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.54			0.17		0.09	0.52		0.08	0.77	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 18 (20%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 16.8 Intersection LOS: B
Intersection Capacity Utilization 62.3% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Davie St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	173	98	20	54	4	11	283	7	15	614	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	11	10	10
Storage Length (ft)	0		0	0		0	150		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor		0.98			1.00					0.96	0.99	
Frt		0.961			0.994			0.996			0.993	
Flt Protected		0.990			0.987		0.950			0.950		
Satd. Flow (prot)	0	1570	0	0	1645	0	1540	1558	0	1540	1298	0
Flt Permitted		0.919			0.883		0.225			0.524		
Satd. Flow (perm)	0	1457	0	0	1467	0	365	1558	0	817	1298	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			3			2			5	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		456			485			480			264	
Travel Time (s)		8.9			9.4			9.4			5.1	
Confl. Peds. (#/hr)			10	10						21		27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)											12	
Adj. Flow (vph)	73	192	109	22	60	4	12	314	8	17	681	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	374	0	0	86	0	12	322	0	17	716	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.25	1.25	1.19	1.54	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Minimum Split (s)	21.3	21.3		21.3	21.3		21.1	21.1		21.1	21.1	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	55.0	55.0	0.0	55.0	55.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	38.9%	38.9%	0.0%	61.1%	61.1%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)	3.9	3.9		3.9	3.9		3.8	3.8		3.8	3.8	
All-Red Time (s)	1.4	1.4		1.4	1.4		1.3	1.3		1.3	1.3	
Lost Time Adjust (s)	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 Lost Time (s)	5.3	5.3	4.0	5.3	5.3	4.0	5.1	5.1	4.0	5.1	5.1	4.0
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)		29.7			29.7		49.9	49.9		49.9	49.9	
Actuated g/C Ratio		0.33			0.33		0.55	0.55		0.55	0.55	
v/c Ratio		0.75			0.18		0.06	0.37		0.04	0.99	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		36.2			22.4		5.5	6.0		3.9	35.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	46.2	
Total Delay		36.2			22.4		5.5	6.0		3.9	81.7	
LOS		D			C		A	A		A	F	
Approach Delay		36.2			22.4			5.9			79.9	
Approach LOS		D			C			A			E	
Queue Length 50th (ft)		176			30		1	31		1	50	
Queue Length 95th (ft)		#312			m55		m4	59		m2	m#558	
Internal Link Dist (ft)		376			405			400			184	
Turn Bay Length (ft)							150			100		
Base Capacity (vph)		498			486		202	865		453	722	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		1			0		0	0		0	85	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.75			0.18		0.06	0.37		0.04	1.12	

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 54 (60%), Referenced to phase 2:NBSB, Start of Green	
Natural Cycle: 80	
Control Type: Pretimed	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 49.8	Intersection LOS: D
Intersection Capacity Utilization 74.0%	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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Cabarrus St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	32	96	22	34	4	11	283	7	14	614	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	11	10	10
Storage Length (ft)	0		0	0		0	150		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor		0.97			0.99							
Frt		0.933			0.992			0.996			0.993	
Flt Protected		0.983			0.982		0.950			0.950		
Satd. Flow (prot)	0	1538	0	0	1620	0	1540	1278	0	1540	1554	0
Flt Permitted		0.876			0.867		0.225			0.524		
Satd. Flow (perm)	0	1323	0	0	1431	0	365	1278	0	849	1554	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		59			4			2			5	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		485			493			484			496	
Travel Time (s)		9.4			9.6			9.4			9.7	
Confl. Peds. (#/hr)	32					32	26					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								16				
Adj. Flow (vph)	73	35	106	24	38	4	12	314	8	16	681	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	214	0	0	66	0	12	322	0	16	716	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.59	1.25	1.19	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Minimum Split (s)	21.2	21.2		21.2	21.2		21.1	21.1		21.1	21.1	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	55.0	55.0	0.0	55.0	55.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	38.9%	38.9%	0.0%	61.1%	61.1%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)	3.8	3.8		3.8	3.8		3.7	3.7		3.7	3.7	
All-Red Time (s)	1.4	1.4		1.4	1.4		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	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 Lost Time (s)	5.2	5.2	4.0	5.2	5.2	4.0	5.1	5.1	4.0	5.1	5.1	4.0
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)		29.8			29.8		49.9	49.9		49.9	49.9	
Actuated g/C Ratio		0.33			0.33		0.55	0.55		0.55	0.55	
v/c Ratio		0.45			0.14		0.06	0.45		0.03	0.83	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		26.6			21.1		3.4	4.9		10.7	21.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.8	
Total Delay		26.6			21.1		3.4	4.9		10.7	22.3	
LOS		C			C		A	A		B	C	
Approach Delay		26.6			21.1			4.9			22.1	
Approach LOS		C			C			A			C	
Queue Length 50th (ft)		101			24		1	20		4	191	
Queue Length 95th (ft)		m148			55		m2	31		m5	#540	
Internal Link Dist (ft)		405			413			404			416	
Turn Bay Length (ft)							150			150		
Base Capacity (vph)		478			476		202	709		471	864	
Starvation Cap Reductn		0			0		0	0		0	16	
Spillback Cap Reductn		1			0		0	0		0	30	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.45			0.14		0.06	0.45		0.03	0.86	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 11 (12%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 18.5 Intersection LOS: B
Intersection Capacity Utilization 63.6% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Cabarrus St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	67	24	23	36	6	16	273	8	7	711	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	10	10	10
Storage Length (ft)	0		0	0		0	75		3	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor					0.99							
Frt		0.971			0.987			0.996			0.997	
Flt Protected		0.990			0.983		0.950					
Satd. Flow (prot)	0	1612	0	0	1612	0	1540	1293	0	0	1560	0
Flt Permitted		0.940			0.887		0.287				0.997	
Satd. Flow (perm)	0	1530	0	0	1454	0	465	1293	0	0	1555	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			6			3			2	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		487			491			259			484	
Travel Time (s)		13.3			13.4			5.0			9.4	
Confl. Peds. (#/hr)						22	13					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	0	0	0	0
Parking (#/hr)								12				
Adj. Flow (vph)	26	74	27	26	40	7	18	303	9	8	788	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	127	0	0	73	0	18	312	0	0	812	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.56	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Minimum Split (s)	21.4	21.4		21.4	21.4		20.9	20.9		20.9	20.9	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	55.0	55.0	0.0	55.0	55.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	38.9%	38.9%	0.0%	61.1%	61.1%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.9	1.9		1.9	1.9		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	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 Lost Time (s)	5.4	5.4	4.0	5.4	5.4	4.0	4.9	4.9	4.0	4.9	4.9	4.0
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)		29.6			29.6		50.1	50.1			50.1	
Actuated g/C Ratio		0.33			0.33		0.56	0.56			0.56	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.25			0.15		0.07	0.43			0.94	
Control Delay		18.5			20.7		3.2	4.9			27.4	
Queue Delay		0.5			0.3		0.0	0.3			3.5	
Total Delay		19.0			21.0		3.2	5.2			30.9	
LOS		B			C		A	A			C	
Approach Delay		19.0			21.0			5.1			30.9	
Approach LOS		B			C			A			C	
Queue Length 50th (ft)		62			27		1	19			153	
Queue Length 95th (ft)		m117			59		m3	28			m#645	
Internal Link Dist (ft)		407			411			179			404	
Turn Bay Length (ft)							75					
Base Capacity (vph)		514			482		259	721			867	
Starvation Cap Reductn		0			0		0	97			8	
Spillback Cap Reductn		156			148		0	0			27	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.35			0.22		0.07	0.50			0.97	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 5 (6%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 65
Control Type: Pretimed
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 22.9 Intersection LOS: C
Intersection Capacity Utilization 69.1% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 19: Lenoir St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	98	1	23	37	6	16	273	8	7	710	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	10	10	10
Storage Length (ft)	0		0	0		0	50		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor											1.00	
Frt		0.999			0.987			0.996			0.997	
Flt Protected		0.991			0.983		0.950					
Satd. Flow (prot)	0	1660	0	0	1627	0	1540	1558	0	0	1249	0
Flt Permitted		0.943			0.886		0.288				0.997	
Satd. Flow (perm)	0	1579	0	0	1466	0	467	1558	0	0	1246	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					6			3			2	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		464			487			271			480	
Travel Time (s)		12.7			13.3			5.3			9.4	
Confl. Peds. (#/hr)												53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	5	0
Parking (#/hr)											16	
Adj. Flow (vph)	26	109	1	26	41	7	18	303	9	8	787	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	136	0	0	74	0	18	312	0	0	812	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.25	1.25	1.25	1.63	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Minimum Split (s)	21.5	21.5		21.5	21.5		21.3	21.3		21.3	21.3	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	55.0	55.0	0.0	55.0	55.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	38.9%	38.9%	0.0%	61.1%	61.1%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.9	3.9		3.9	3.9	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	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 Lost Time (s)	5.5	5.5	4.0	5.5	5.5	4.0	5.3	5.3	4.0	5.3	5.3	4.0
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)		29.5			29.5		49.7	49.7			49.7	
Actuated g/C Ratio		0.33			0.33		0.55	0.55			0.55	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.26			0.15		0.07	0.36			1.18	
Control Delay		24.0			24.2		3.9	4.7			101.4	
Queue Delay		0.0			0.3		0.0	0.4			9.1	
Total Delay		24.0			24.5		3.9	5.1			110.5	
LOS		C			C		A	A			F	
Approach Delay		24.0			24.5			5.0			110.5	
Approach LOS		C			C			A			F	
Queue Length 50th (ft)		56			32		0	26			~550	
Queue Length 95th (ft)		102			m55		m4	37			m#593	
Internal Link Dist (ft)		384			407			191			400	
Turn Bay Length (ft)							50					
Base Capacity (vph)		518			485		258	862			689	
Starvation Cap Reductn		0			0		0	204			0	
Spillback Cap Reductn		0			151		0	0			12	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.26			0.22		0.07	0.47			1.20	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 60 (67%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 90
Control Type: Pretimed
Maximum v/c Ratio: 1.18
Intersection Signal Delay: 71.3 Intersection LOS: E
Intersection Capacity Utilization 67.1% ICU Level of Service C
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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: Lenoir St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	67	24	23	36	6	16	268	9	7	735	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	11	11	11	10	10
Storage Length (ft)	0		0	0		0	150		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor		0.95						0.99				
Frt		0.971			0.987			0.995			0.997	
Flt Protected		0.990			0.983		0.950			0.950		
Satd. Flow (prot)	0	1612	0	0	1627	0	1486	1361	0	1540	1560	0
Flt Permitted		0.940			0.887		0.146			0.536		
Satd. Flow (perm)	0	1459	0	0	1468	0	228	1361	0	869	1560	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			6			3			2	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		490			490			556			259	
Travel Time (s)		13.4			13.4			10.8			5.0	
Confl. Peds. (#/hr)	78								64			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								10				
Adj. Flow (vph)	26	74	27	26	40	7	18	297	10	8	815	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	127	0	0	73	0	18	307	0	8	832	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.25	1.46	1.19	1.19	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	21.4	21.4		21.4	21.4		20.9	20.9		20.9	20.9	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	55.0	55.0	0.0	55.0	55.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	38.9%	38.9%	0.0%	61.1%	61.1%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.9	1.9		1.9	1.9		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	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 Lost Time (s)	5.4	5.4	4.0	5.4	5.4	4.0	4.9	4.9	4.0	4.9	4.9	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		29.6			29.6		50.1	50.1		50.1	50.1	
Actuated g/C Ratio		0.33			0.33		0.56	0.56		0.56	0.56	
v/c Ratio		0.26			0.15		0.14	0.40		0.02	0.96	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		14.1			20.7		19.6	20.7		6.4	21.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	4.3	
Total Delay		14.1			20.7		19.6	20.7		6.4	26.0	
LOS		B			C		B	C		A	C	
Approach Delay		14.1			20.7			20.6			25.8	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)		58			27		6	116		1	80	
Queue Length 95th (ft)		112			59		m21	183		m1	m#134	
Internal Link Dist (ft)		410			410			476			179	
Turn Bay Length (ft)							150			75		
Base Capacity (vph)		491			487		127	759		484	869	
Starvation Cap Reductn		0			0		0	0		0	24	
Spillback Cap Reductn		0			0		0	4		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.26			0.15		0.14	0.41		0.02	0.98	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 2 (2%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 70
Control Type: Pretimed
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 23.2 Intersection LOS: C
Intersection Capacity Utilization 61.8% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: South St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	97	2	23	38	6	16	268	9	7	713	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	11	10	10
Storage Length (ft)	0		100	0		0	150		0	50		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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		0.998			0.987			0.995			0.997	
Flt Protected		0.991			0.983		0.950			0.950		
Satd. Flow (prot)	0	1658	0	0	1627	0	1540	1557	0	1540	1335	0
Flt Permitted		0.943			0.888		0.163			0.536		
Satd. Flow (perm)	0	1578	0	0	1469	0	264	1557	0	869	1335	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			6			3			2	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		443			490			970			271	
Travel Time (s)		12.1			13.4			18.9			5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	4	0
Parking (#/hr)											6	
Adj. Flow (vph)	26	108	2	26	42	7	18	297	10	8	790	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	136	0	0	75	0	18	307	0	8	806	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.25	1.25	1.19	1.51	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Minimum Split (s)	21.4	21.4		21.4	21.4		21.0	21.0		21.0	21.0	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	55.0	55.0	0.0	55.0	55.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	38.9%	38.9%	0.0%	61.1%	61.1%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.9	1.9		1.9	1.9		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)	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 Lost Time (s)	5.4	5.4	4.0	5.4	5.4	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)		29.6			29.6		50.0	50.0		50.0	50.0	
Actuated g/C Ratio		0.33			0.33		0.56	0.56		0.56	0.56	
v/c Ratio		0.26			0.15		0.12	0.35		0.02	1.08	
Control Delay		23.7			26.3		14.5	15.7		2.3	49.9	

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	30.5	
Total Delay		23.7			26.3		14.5	15.7		2.3	80.4	
LOS		C			C		B	B		A	F	
Approach Delay		23.7			26.3			15.7			79.6	
Approach LOS		C			C			B			E	
Queue Length 50th (ft)		56			33		7	122		0	~503	
Queue Length 95th (ft)		102			m62		m21	187		m0	m31	
Internal Link Dist (ft)		363			410			890			191	
Turn Bay Length (ft)							150			50		
Base Capacity (vph)		520			487		147	866		483	743	
Starvation Cap Reductn		0			0		0	0		0	47	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.26			0.15		0.12	0.35		0.02	1.16	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 63 (70%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 80
Control Type: Pretimed
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 55.6 Intersection LOS: E
Intersection Capacity Utilization 60.5% ICU Level of Service B
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 24: South St & Blount St

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	10	10	282	10	11	771
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	11	313	11	12	855
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			408			556
pX, platoon unblocked	0.50	0.98			0.98	
vC, conflicting volume	1197	318			324	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	812	296			302	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	98			99	
cM capacity (veh/h)	173	730			1236	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	22	324	867
Volume Left	11	0	12
Volume Right	11	11	0
cSH	279	1700	1236
Volume to Capacity	0.08	0.19	0.01
Queue Length 95th (ft)	6	0	1
Control Delay (s)	19.0	0.0	0.3
Lane LOS	C		A
Approach Delay (s)	19.0	0.0	0.3
Approach LOS	C		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	60.4%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	829	92	36	605	34	35	155	33	90	580	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	11	10	10
Storage Length (ft)	100		0	100		0	125		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00			1.00				
Frt		0.985			0.992			0.973			0.967	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3486	0	1770	3505	0	1711	1422	0	1711	1681	0
Flt Permitted	0.279			0.133			0.097			0.614		
Satd. Flow (perm)	519	3486	0	248	3505	0	175	1422	0	1106	1681	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			7			17			22	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		490			493			411			408	
Travel Time (s)		9.5			9.6			8.0			7.9	
Confl. Peds. (#/hr)	3					3			3			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Parking (#/hr)								10				
Adj. Flow (vph)	50	919	102	40	671	38	39	172	37	100	643	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	1021	0	40	709	0	39	209	0	100	821	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.35	1.09	1.04	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	20.8	20.8		20.8	20.8		21.0	21.0		21.0	21.0	
Total Split (s)	40.0	40.0	0.0	40.0	40.0	0.0	50.0	50.0	0.0	50.0	50.0	0.0
Total Split (%)	44.4%	44.4%	0.0%	44.4%	44.4%	0.0%	55.6%	55.6%	0.0%	55.6%	55.6%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.3	1.3		1.3	1.3		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.8	4.8	4.0	4.8	4.8	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)	35.2	35.2		35.2	35.2		45.0	45.0		45.0	45.0	
Actuated g/C Ratio	0.39	0.39		0.39	0.39		0.50	0.50		0.50	0.50	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.25	0.74		0.41	0.52		0.44	0.29		0.18	0.96	
Control Delay	11.7	17.2		35.6	22.3		34.3	13.4		4.5	28.5	
Queue Delay	0.0	0.1		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.7	17.4		35.6	22.3		34.3	13.4		4.5	28.5	
LOS	B	B		D	C		C	B		A	C	
Approach Delay		17.1			23.0			16.7			25.9	
Approach LOS		B			C			B			C	
Queue Length 50th (ft)	12	270		16	156		14	60		14	451	
Queue Length 95th (ft)	m26	345		52	210		#60	106		m17	m#546	
Internal Link Dist (ft)		410			413			331			328	
Turn Bay Length (ft)	100			100			125			150		
Base Capacity (vph)	203	1373		97	1375		88	720		553	852	
Starvation Cap Reductn	0	30		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	0.25	0.76		0.41	0.52		0.44	0.29		0.18	0.96	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 34 (38%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 65
Control Type: Pretimed
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 21.3 Intersection LOS: C
Intersection Capacity Utilization 95.8% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 29: Martin Luther King Jr Blvd & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	843	92	36	730	34	35	147	33	90	580	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	11	10	10
Storage Length (ft)	100		0	100		0	125		0	150		150
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.94	0.99						0.99		0.97
Frt			0.850		0.993			0.972				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3514	0	1711	1690	0	1711	1739	1478
Flt Permitted	0.264			0.227			0.118			0.614		
Satd. Flow (perm)	492	3539	1495	420	3514	0	212	1690	0	1097	1739	1428
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102		7			15				123
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		569			490			388			970	
Travel Time (s)		11.1			9.5			7.6			18.9	
Confl. Peds. (#/hr)			17	17						7		14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	50	935	102	40	809	38	39	163	37	100	643	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	935	102	40	847	0	39	200	0	100	643	178
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.09	1.09	1.04	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm		Perm	Perm			Perm			Perm		Perm
Protected Phases		1			1			2			2	
Permitted Phases	1		1	1			2			2		2
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0		23.0	23.0		23.0	23.0	23.0
Total Split (s)	50.0	50.0	50.0	50.0	50.0	0.0	40.0	40.0	0.0	40.0	40.0	40.0
Total Split (%)	55.6%	55.6%	55.6%	55.6%	55.6%	0.0%	44.4%	44.4%	0.0%	44.4%	44.4%	44.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
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)	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 Lost Time (s)	6.0	6.0	6.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lead	Lead		Lag	Lag		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Act Effct Green (s)	44.0	44.0	44.0	44.0	44.0		34.0	34.0		34.0	34.0	34.0
Actuated g/C Ratio	0.49	0.49	0.49	0.49	0.49		0.38	0.38		0.38	0.38	0.38
v/c Ratio	0.21	0.54	0.13	0.20	0.49		0.49	0.31		0.24	0.98	0.29
Control Delay	16.0	17.4	3.1	11.9	10.8		46.1	19.8		15.0	43.2	8.0

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	16.0	17.4	3.1	11.9	10.8		46.1	19.8		15.0	43.2	8.0
LOS	B	B	A	B	B		D	B		B	D	A
Approach Delay		16.0			10.9			24.1			33.3	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	15	186	0	7	83		17	72		39	397	37
Queue Length 95th (ft)	40	242	25	m16	m130		#65	126		m42	m381	m38
Internal Link Dist (ft)		489			410			308			890	
Turn Bay Length (ft)	100			100			125			150		150
Base Capacity (vph)	241	1730	783	205	1722		80	648		414	657	616
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	0.21	0.54	0.13	0.20	0.49		0.49	0.31		0.24	0.98	0.29

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 25 (28%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 20.3 Intersection LOS: C
Intersection Capacity Utilization 87.4% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 30: Martin Luther King Jr Blvd & Blount St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	4	2	14	8	4	8	215	2	5	701	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	6	4	2	16	9	4	9	238	2	6	777	3
Pedestrians		11			4						3	
Lane Width (ft)		12.0			12.0						10.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		1			0						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											411	
pX, platoon unblocked	0.55	0.55	0.55	0.55	0.55		0.55					
vC, conflicting volume	1070	1063	790	1056	1064	246	792			245		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	721	709	214	695	710	246	217			245		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	98	100	92	95	99	99			100		
cM capacity (veh/h)	175	193	452	188	192	788	740			1317		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	12	29	249	786
Volume Left	6	16	9	6
Volume Right	2	4	2	3
cSH	205	214	740	1317
Volume to Capacity	0.06	0.13	0.01	0.00
Queue Length 95th (ft)	5	11	1	0
Control Delay (s)	23.7	24.4	0.5	0.1
Lane LOS	C	C	A	A
Approach Delay (s)	23.7	24.4	0.5	0.1
Approach LOS	C	C		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	50.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	5	3	13	2	4	8	207	2	4	701	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	6	6	3	14	2	4	9	230	2	4	777	4
Pedestrians		11			18			8				
Lane Width (ft)		12.0			12.0			10.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			1			1				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											388	
pX, platoon unblocked	0.64	0.64	0.64	0.64	0.64		0.64					
vC, conflicting volume	1053	1067	798	1069	1068	249	793			250		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	802	823	404	827	825	249	395			250		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	97	99	92	99	99	99			100		
cM capacity (veh/h)	183	190	408	172	189	778	738			1296		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	14	21	241	786
Volume Left	6	14	9	4
Volume Right	3	4	2	4
cSH	213	208	738	1296
Volume to Capacity	0.07	0.10	0.01	0.00
Queue Length 95th (ft)	5	8	1	0
Control Delay (s)	23.1	24.3	0.5	0.1
Lane LOS	C	C	A	A
Approach Delay (s)	23.1	24.3	0.5	0.1
Approach LOS	C	C		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	51.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	9	9	5	5	2	3	206	2	6	708	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	10	10	6	6	2	3	228	2	7	785	3
Pedestrians		12			37			8				
Lane Width (ft)		12.0			12.0			10.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			3			1				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											850	
pX, platoon unblocked	0.65	0.65	0.65	0.65	0.65		0.65					
vC, conflicting volume	1053	1086	807	1096	1087	266	800			268		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	816	867	439	882	868	266	429			268		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	94	94	97	96	97	100	100			99		
cM capacity (veh/h)	179	181	398	151	180	748	731			1256		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	30	13	234	795
Volume Left	10	6	3	7
Volume Right	10	2	2	3
cSH	220	189	731	1256
Volume to Capacity	0.14	0.07	0.00	0.01
Queue Length 95th (ft)	12	6	0	0
Control Delay (s)	23.9	25.5	0.2	0.1
Lane LOS	C	D	A	A
Approach Delay (s)	23.9	25.5	0.2	0.1
Approach LOS	C	D		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	6	2	7	6	2	3	214	4	6	708	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	7	2	8	7	2	3	237	4	7	785	3
Pedestrians		11			6						2	
Lane Width (ft)		12.0			12.0						10.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		1			1						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											866	
pX, platoon unblocked	0.60	0.60	0.60	0.60	0.60		0.60					
vC, conflicting volume	1065	1065	798	1058	1065	247	799			248		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	771	772	324	759	771	247	327			248		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	94	97	99	96	97	100	100			99		
cM capacity (veh/h)	179	193	424	183	193	786	730			1312		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	19	17	245	795
Volume Left	10	8	3	7
Volume Right	2	2	4	3
cSH	197	208	730	1312
Volume to Capacity	0.10	0.08	0.00	0.01
Queue Length 95th (ft)	8	6	0	0
Control Delay (s)	25.2	23.8	0.2	0.1
Lane LOS	D	C	A	A
Approach Delay (s)	25.2	23.8	0.2	0.1
Approach LOS	D	C		

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	9	3	208	2	15	707
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	3	231	2	17	784
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			909			1291
pX, platoon unblocked	0.67					
vC, conflicting volume	1049	232			233	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	827	232			233	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	100			99	
cM capacity (veh/h)	226	807			1335	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	13	233	800
Volume Left	10	0	17
Volume Right	3	2	0
cSH	276	1700	1335
Volume to Capacity	0.05	0.14	0.01
Queue Length 95th (ft)	4	0	1
Control Delay (s)	18.7	0.0	0.3
Lane LOS	C		A
Approach Delay (s)	18.7	0.0	0.3
Approach LOS	C		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	60.2%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	11	1	9	6	3	4	213	8	8	707	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	6	12	1	10	7	3	4	236	9	9	784	2
Pedestrians		1									17	
Lane Width (ft)		12.0									10.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		0									1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								882			1307	
pX, platoon unblocked	0.65	0.65	0.65	0.65	0.65		0.65					
vC, conflicting volume	1077	1058	786	1059	1054	258	787			245		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	844	814	393	817	809	258	395			245		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	94	100	94	97	100	99			99		
cM capacity (veh/h)	173	199	423	179	200	772	750			1321		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	19	20	249	795
Volume Left	6	10	4	9
Volume Right	1	3	9	2
cSH	196	214	750	1321
Volume to Capacity	0.10	0.09	0.01	0.01
Queue Length 95th (ft)	8	8	0	1
Control Delay (s)	25.3	23.5	0.2	0.2
Lane LOS	D	C	A	A
Approach Delay (s)	25.3	23.5	0.2	0.2
Approach LOS	D	C		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	56.7%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	3	1	10	5	2	6	208	3	10	706	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	3	1	11	6	2	7	231	3	11	783	1
Pedestrians					1							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					4.0							
Percent Blockage					0							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								452				
pX, platoon unblocked												
vC, conflicting volume	1056	1054	783	1055	1053	233	784			235		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1056	1054	783	1055	1053	233	784			235		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	92	99	100	94	98	100	99			99		
cM capacity (veh/h)	196	222	394	198	222	805	834			1331		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	21	19	241	795
Volume Left	17	11	7	11
Volume Right	1	2	3	1
cSH	205	225	834	1331
Volume to Capacity	0.10	0.08	0.01	0.01
Queue Length 95th (ft)	8	7	1	1
Control Delay (s)	24.5	22.4	0.3	0.2
Lane LOS	C	C	A	A
Approach Delay (s)	24.5	22.4	0.3	0.2
Approach LOS	C	C		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	3	2	3	207	714	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	2	3	230	792	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				841		
pX, platoon unblocked						
vC, conflicting volume	1029	793	794			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1029	793	794			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	100			
cM capacity (veh/h)	258	389	827			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	6	233	794
Volume Left	3	3	0
Volume Right	2	0	2
cSH	298	827	1700
Volume to Capacity	0.02	0.00	0.47
Queue Length 95th (ft)	1	0	0
Control Delay (s)	17.3	0.2	0.0
Lane LOS	C	A	
Approach Delay (s)	17.3	0.2	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	48.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	10	2	208	9	10	706
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	2	231	10	11	783
Pedestrians	1					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			477			
pX, platoon unblocked						
vC, conflicting volume	1042	237			242	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1042	237			242	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	100			99	
cM capacity (veh/h)	252	802			1324	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	13	241	794
Volume Left	11	0	11
Volume Right	2	10	0
cSH	285	1700	1324
Volume to Capacity	0.05	0.14	0.01
Queue Length 95th (ft)	4	0	1
Control Delay (s)	18.3	0.0	0.2
Lane LOS	C		A
Approach Delay (s)	18.3	0.0	0.2
Approach LOS	C		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	56.1%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	85	27	49	38	26	29	157	27	31	667	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	10	10
Storage Length (ft)	0		0	0		0	0		0	100		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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		0.975			0.939			0.978			0.996	
Flt Protected		0.989		0.950			0.950			0.950		
Satd. Flow (prot)	0	1796	0	1770	1749	0	1770	1822	0	1711	1718	0
Flt Permitted		0.906		0.703			0.249			0.630		
Satd. Flow (perm)	0	1645	0	1310	1749	0	464	1822	0	1134	1718	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			29			14			2	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		174			353			697			477	
Travel Time (s)		3.4			6.9			13.6			9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Adj. Flow (vph)	37	94	30	54	42	29	32	174	30	34	740	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	161	0	54	71	0	32	204	0	34	760	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.10	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	18.0	18.0		18.0	18.0		12.5	12.5		12.5	12.5	
Total Split (s)	40.0	40.0	0.0	40.0	40.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0
Total Split (%)	66.7%	66.7%	0.0%	66.7%	66.7%	0.0%	33.3%	33.3%	0.0%	33.3%	33.3%	0.0%
Yellow Time (s)	4.5	4.5		4.5	4.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	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 Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	5.5	5.5	4.0	5.5	5.5	4.0
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		12.7		12.7	12.7		35.8	35.8		35.8	35.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio		0.21		0.21	0.21		0.60	0.60		0.60	0.60	
v/c Ratio		0.45		0.19	0.18		0.12	0.19		0.05	0.74	
Control Delay		22.5		13.6	8.0		7.0	5.9		5.7	15.3	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		22.5		13.6	8.0		7.0	5.9		5.7	15.3	
LOS		C		B	A		A	A		A	B	
Approach Delay		22.5			10.4			6.0			14.9	
Approach LOS		C			B			A			B	
Queue Length 50th (ft)		46		9	5		4	26		4	165	
Queue Length 95th (ft)		89		m22	m18		17	59		15	#408	
Internal Link Dist (ft)		94			273			617			397	
Turn Bay Length (ft)										100		
Base Capacity (vph)		940		742	1004		277	1093		677	1026	
Starvation Cap Reductn		0		0	0		0	0		0	0	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.17		0.07	0.07		0.12	0.19		0.05	0.74	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 5 (8%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 13.8 Intersection LOS: B
Intersection Capacity Utilization 61.3% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 48: Hoke St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	83	27	49	67	26	29	157	27	32	667	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	10	10
Storage Length (ft)	0		0	0		160	250		0	100		0
Storage Lanes	1		0	0		1	1		0	1		0
Taper Length (ft)	25		25	25		100	25		250	25		25
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
Ped Bike Factor	0.97					0.95						
Frt		0.963				0.850		0.978			0.996	
Flt Protected	0.950				0.979		0.950			0.950		
Satd. Flow (prot)	1770	1794	0	0	1824	1583	1770	1822	0	1711	1732	0
Flt Permitted	0.675				0.807		0.261			0.630		
Satd. Flow (perm)	1226	1794	0	0	1503	1505	486	1822	0	1134	1732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				29		13			2	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		353			477			599			452	
Travel Time (s)		6.9			9.3			11.7			8.8	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	37	92	30	54	74	29	32	174	30	35	740	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	122	0	0	128	29	32	204	0	35	760	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		2			2			1			1	
Permitted Phases	2			2		2	1			1		
Detector Phase	2	2		2	2	2	1	1		1	1	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	14.0	14.0		14.0	14.0	
Total Split (s)	40.0	40.0	0.0	40.0	40.0	40.0	20.0	20.0	0.0	20.0	20.0	0.0
Total Split (%)	66.7%	66.7%	0.0%	66.7%	66.7%	66.7%	33.3%	33.3%	0.0%	33.3%	33.3%	0.0%
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	5.0	5.0		5.0	5.0	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	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 Lost Time (s)	6.0	6.0	4.0	6.0	6.0	6.0	7.0	7.0	4.0	7.0	7.0	4.0
Lead/Lag	Lag	Lag		Lag	Lag	Lag	Lead	Lead		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	C-Min	C-Min		C-Min	C-Min	C-Min	None	None		None	None	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	11.5	11.5			11.5	11.5	35.5	35.5		35.5	35.5	
Actuated g/C Ratio	0.19	0.19			0.19	0.19	0.59	0.59		0.59	0.59	
v/c Ratio	0.16	0.35			0.44	0.09	0.11	0.19		0.05	0.74	
Control Delay	30.2	31.4			26.0	8.5	7.5	6.3		6.3	16.1	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	30.2	31.4			26.0	8.5	7.5	6.3		6.3	16.1	
LOS	C	C			C	A	A	A		A	B	
Approach Delay		31.1			22.8			6.5			15.7	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)	14	44			43	0	4	25		4	161	
Queue Length 95th (ft)	32	70			78	16	18	64		17	#426	
Internal Link Dist (ft)		273			397			519			372	
Turn Bay Length (ft)						160	250			100		
Base Capacity (vph)	695	1021			852	865	288	1083		670	1025	
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	0.05	0.12			0.15	0.03	0.11	0.19		0.05	0.74	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 16.7 Intersection LOS: B
Intersection Capacity Utilization 60.8% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 50: Hoke St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	776	0	0	303	343	0	0	1079	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt												
Flt Protected				0.950	0.950		0.950					
Satd. Flow (prot)	0	0	0	1681	1681	0	1770	5085	0	0	5085	0
Flt Permitted				0.950	0.950		0.142					
Satd. Flow (perm)	0	0	0	1681	1681	0	265	5085	0	0	5085	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		562			348			658			507	
Travel Time (s)		12.8			7.9			10.0			7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	0	0	860	0	0	336	380	0	0	1196	0
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	0	430	430	0	336	380	0	0	1196	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			20			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm			pm+pt					
Protected Phases					3		1	2			2	
Permitted Phases				3			2					
Detector Phase				3	3		1	2			2	
Switch Phase												
Minimum Initial (s)				12.0	12.0		7.0	15.0			15.0	
Minimum Split (s)				19.6	19.6		14.0	22.0			22.0	
Total Split (s)	0.0	0.0	0.0	28.0	28.0	0.0	21.0	36.0	0.0	0.0	36.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	32.9%	32.9%	0.0%	24.7%	42.4%	0.0%	0.0%	42.4%	0.0%
Yellow Time (s)				5.0	5.0		5.0	5.0			5.0	
All-Red Time (s)				2.6	2.6		2.0	2.0			2.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	7.6	7.6	4.0	7.0	7.0	4.0	4.0	7.0	4.0
Lead/Lag							Lead	Lag			Lag	
Lead-Lag Optimize?							Yes	Yes			Yes	
Recall Mode				None	None		None	C-Min			C-Min	
Act Effct Green (s)				21.7	21.7		41.7	28.1			28.1	
Actuated g/C Ratio				0.26	0.26		0.49	0.33			0.33	
v/c Ratio				1.00	1.00		0.91	0.23			0.71	
Control Delay				79.5	79.5		61.6	14.8			18.6	
Queue Delay				0.0	0.0		0.0	0.0			0.0	
Total Delay				79.5	79.5		61.6	14.8			18.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS				E	E		E	B			B	
Approach Delay					79.5			36.8			18.6	
Approach LOS					E			D			B	
Queue Length 50th (ft)				~270	~270		149	32			128	
Queue Length 95th (ft)				#456	#456		#284	45			m150	
Internal Link Dist (ft)		482			268			578			427	
Turn Bay Length (ft)												
Base Capacity (vph)				428	428		379	1735			1735	
Starvation Cap Reductn				0	0		0	0			0	
Spillback Cap Reductn				0	0		0	0			0	
Storage Cap Reductn				0	0		0	0			0	
Reduced v/c Ratio				1.00	1.00		0.89	0.22			0.69	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 30 (35%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 42.2 Intersection LOS: D
Intersection Capacity Utilization 78.3% ICU Level of Service D
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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 58: I-40 EB On Ramp & Hammond Rd

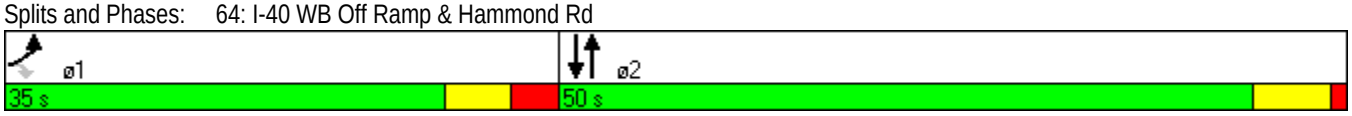
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	132	443	0	514	1300	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300	0	0			0
Storage Lanes	2	1	0			0
Taper Length (ft)	300	25	25			25
Lane Util. Factor	0.97	1.00	1.00	0.91	0.91	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	3433	1583	0	5085	5085	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	1583	0	5085	5085	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		25				
Link Speed (mph)	30			45	45	
Link Distance (ft)	1815			1032	355	
Travel Time (s)	41.3			15.6	5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	146	491	0	570	1441	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	146	491	0	570	1441	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			20	20	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type		Perm				
Protected Phases	1			2	2	
Permitted Phases		1				
Detector Phase	1	1		2	2	
Switch Phase						
Minimum Initial (s)	7.0	7.0		15.0	15.0	
Minimum Split (s)	14.2	14.2		21.1	21.1	
Total Split (s)	35.0	35.0	0.0	50.0	50.0	0.0
Total Split (%)	41.2%	41.2%	0.0%	58.8%	58.8%	0.0%
Yellow Time (s)	4.2	4.2		5.0	5.0	
All-Red Time (s)	3.0	3.0		1.1	1.1	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	7.2	4.0	6.1	6.1	4.0
Lead/Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	
Recall Mode	None	None		C-Min	C-Min	
Act Effct Green (s)	27.0	27.0		44.7	44.7	
Actuated g/C Ratio	0.32	0.32		0.53	0.53	
v/c Ratio	0.13	0.94		0.21	0.54	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Control Delay	20.7	55.9		11.2	13.6	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	20.7	55.9		11.2	13.6	
LOS	C	E		B	B	
Approach Delay	47.8			11.2	13.6	
Approach LOS	D			B	B	
Queue Length 50th (ft)	27	239		57	163	
Queue Length 95th (ft)	48	#430		77	m192	
Internal Link Dist (ft)	1735			952	275	
Turn Bay Length (ft)	300					
Base Capacity (vph)	1123	535		2672	2672	
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	0.13	0.92		0.21	0.54	

Intersection Summary	
Area Type: Other	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 20 (24%), Referenced to phase 2:NBSB, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 21.3	Intersection LOS: C
Intersection Capacity Utilization 64.7%	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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 64: I-40 WB Off Ramp & Hammond Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	76	557	61	62	297	0	0	497	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	10	10	10
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					0.99						1.00	
Frt					0.987						0.984	
Flt Protected					0.995		0.950					
Satd. Flow (prot)	0	0	0	0	4495	0	1540	1565	0	0	1534	0
Flt Permitted					0.995		0.132					
Satd. Flow (perm)	0	0	0	0	4460	0	214	1565	0	0	1534	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					25						9	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		484			483			293			278	
Travel Time (s)		9.4			9.4			6.7			6.3	
Confl. Peds. (#/hr)				19								10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	0	0	84	618	68	69	329	0	0	551	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	770	0	69	329	0	0	624	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm			Perm					
Protected Phases					8			2			2	
Permitted Phases				8			2					
Minimum Split (s)				21.3	21.3		21.2	21.2			21.2	
Total Split (s)	0.0	0.0	0.0	50.0	50.0	0.0	40.0	40.0	0.0	0.0	40.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	55.6%	55.6%	0.0%	44.4%	44.4%	0.0%	0.0%	44.4%	0.0%
Yellow Time (s)				4.0	4.0		3.9	3.9			3.9	
All-Red Time (s)				1.3	1.3		1.3	1.3			1.3	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	5.3	5.3	4.0	5.2	5.2	4.0	4.0	5.2	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)					44.7		34.8	34.8			34.8	
Actuated g/C Ratio					0.50		0.39	0.39			0.39	
v/c Ratio					0.35		0.83	0.54			1.04	
Control Delay					4.3		100.4	41.0			66.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay					0.0		0.0	0.0			0.0	
Total Delay					4.3		100.4	41.0			66.4	
LOS					A		F	D			E	
Approach Delay					4.3			51.3			66.4	
Approach LOS					A			D			E	
Queue Length 50th (ft)					21		42	190			~390	
Queue Length 95th (ft)					m29		m#104	279			#587	
Internal Link Dist (ft)		404			403			213			198	
Turn Bay Length (ft)							100					
Base Capacity (vph)					2228		83	605			599	
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					0.35		0.83	0.54			1.04	

Intersection Summary

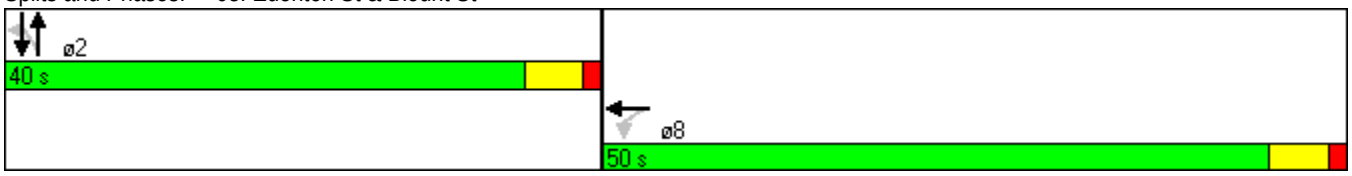
Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 45 (50%), Referenced to phase 8:WBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 36.4 Intersection LOS: D
Intersection Capacity Utilization 71.2% ICU Level of Service C
Analysis 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.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 68: Edenton St & Blount St



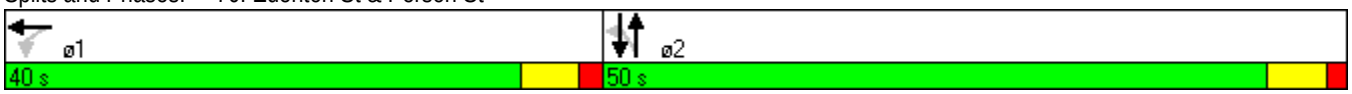
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	76	584	62	45	297	0	0	497	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	10	10	10
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.987						0.984	
Flt Protected					0.995		0.950					
Satd. Flow (prot)	0	0	0	0	4495	0	1540	1565	0	0	1540	0
Flt Permitted					0.995		0.250					
Satd. Flow (perm)	0	0	0	0	4495	0	405	1565	0	0	1540	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					20						10	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		483			486			316			261	
Travel Time (s)		9.4			9.5			7.2			5.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	0	0	84	647	69	50	329	0	0	551	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	800	0	50	329	0	0	623	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.25	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm			Perm					
Protected Phases					1			2			2	
Permitted Phases				1			2					
Minimum Split (s)				21.5	21.5		21.5	21.5			21.5	
Total Split (s)	0.0	0.0	0.0	40.0	40.0	0.0	50.0	50.0	0.0	0.0	50.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	44.4%	44.4%	0.0%	55.6%	55.6%	0.0%	0.0%	55.6%	0.0%
Yellow Time (s)				4.0	4.0		4.0	4.0			4.0	
All-Red Time (s)				1.5	1.5		1.5	1.5			1.5	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	5.5	5.5	4.0	5.5	5.5	4.0	4.0	5.5	4.0
Lead/Lag				Lead	Lead		Lag	Lag			Lag	
Lead-Lag Optimize?				Yes	Yes		Yes	Yes			Yes	
Act Effct Green (s)					34.5		44.5	44.5			44.5	
Actuated g/C Ratio					0.38		0.49	0.49			0.49	
v/c Ratio					0.46		0.25	0.43			0.81	
Control Delay					21.3		18.7	19.9			24.9	
Queue Delay					0.3		0.0	4.3			22.6	
Total Delay					21.5		18.7	24.3			47.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS					C		B	C			D	
Approach Delay					21.5			23.5			47.5	
Approach LOS					C			C			D	
Queue Length 50th (ft)					119		25	173			173	
Queue Length 95th (ft)					155		m42	255			#433	
Internal Link Dist (ft)		403			406			236			181	
Turn Bay Length (ft)							100					
Base Capacity (vph)					1735		200	774			767	
Starvation Cap Reductn					0		0	361			0	
Spillback Cap Reductn					342		0	0			157	
Storage Cap Reductn					0		0	0			0	
Reduced v/c Ratio					0.57		0.25	0.80			1.02	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 38 (42%), Referenced to phase 1:WBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 30.9 Intersection LOS: C
Intersection Capacity Utilization 72.3% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 70: Edenton St & Person St



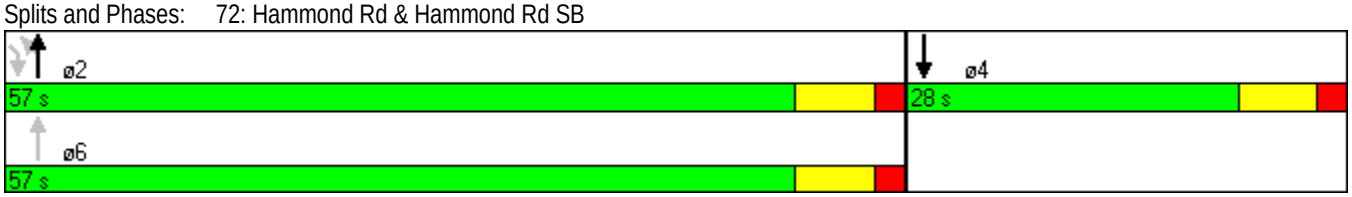
Lane Group	NBL	NBT	SBT	SBR	SEL	SER	ø6
Lane Configurations							
Volume (vph)	214	214	743	0	0	743	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	1.00	
Frt						0.865	
Flt Protected	0.950						
Satd. Flow (prot)	3433	1863	3539	0	0	1611	
Flt Permitted	0.955						
Satd. Flow (perm)	3451	1863	3539	0	0	1611	
Right Turn on Red				Yes		Yes	
Satd. Flow (RTOR)						17	
Link Speed (mph)		45	45		45		
Link Distance (ft)		1153	334		366		
Travel Time (s)		17.5	5.1		5.5		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Growth Factor	102%	102%	102%	102%	102%	102%	
Adj. Flow (vph)	237	237	824	0	0	824	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	237	237	824	0	0	824	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	L NA	Right	Left	R NA	
Median Width(ft)		24	0		0		
Link Offset(ft)		0	-22		22		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15			9	15	45	
Turn Type	Perm					custom	
Protected Phases		2	4				6
Permitted Phases	2	6				2	
Detector Phase	2	2	4			2	
Switch Phase							
Minimum Initial (s)	12.0	12.0	12.0			12.0	7.0
Minimum Split (s)	23.0	23.0	23.0			23.0	23.0
Total Split (s)	57.0	57.0	28.0	0.0	0.0	57.0	57.0
Total Split (%)	67.1%	67.1%	32.9%	0.0%	0.0%	67.1%	67%
Yellow Time (s)	5.0	5.0	5.0			5.0	5.0
All-Red Time (s)	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	2.0	2.0	5.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max	C-Max	None			C-Max	C-Max
Act Effct Green (s)	52.1	52.1	22.9			52.1	
Actuated g/C Ratio	0.61	0.61	0.27			0.61	
v/c Ratio	0.11	0.21	0.86			0.83	
Control Delay	3.2	3.8	40.7			22.0	
Queue Delay	0.0	0.0	0.0			0.0	
Total Delay	3.2	3.8	40.7			22.0	

Lane Group	NBL	NBT	SBT	SBR	SEL	SER	ø6
LOS	A	A	D			C	
Approach Delay		3.5	40.7				
Approach LOS		A	D				
Queue Length 50th (ft)	9	19	220			309	
Queue Length 95th (ft)	14	29	#319			#584	
Internal Link Dist (ft)		1073	254		286		
Turn Bay Length (ft)							
Base Capacity (vph)	2115	1142	958			994	
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	0.11	0.21	0.86			0.83	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 31 (36%), Referenced to phase 2:NBTL and 6:NBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 25.1 Intersection LOS: C
Intersection Capacity Utilization 76.2% 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: 72: Hammond Rd & Hammond Rd SB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	170	78	8	14	14	8	393	8	15	425	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	11	10	10
Storage Length (ft)	0		0	0		0	50		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	300		25
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
Ped Bike Factor		0.98								1.00		
Frt		0.962			0.947			0.997			0.998	
Flt Protected		0.995			0.989		0.950			0.950		
Satd. Flow (prot)	0	1570	0	0	1570	0	1540	1560	0	1540	1343	0
Flt Permitted		0.966			0.919		0.402			0.428		
Satd. Flow (perm)	0	1524	0	0	1459	0	651	1560	0	691	1343	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			16			2			1	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		491			487			219			474	
Travel Time (s)		9.6			9.5			5.0			10.8	
Confl. Peds. (#/hr)			17							4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)											8	
Adj. Flow (vph)	34	188	86	9	16	16	9	436	9	17	471	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	308	0	0	41	0	9	445	0	17	478	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.25	1.25	1.19	1.50	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Minimum Split (s)	22.0	22.0		22.0	22.0		23.0	23.0		23.0	23.0	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	55.0	55.0	0.0	55.0	55.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	38.9%	38.9%	0.0%	61.1%	61.1%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	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 Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		29.0			29.0		49.0	49.0		49.0	49.0	
Actuated g/C Ratio		0.32			0.32		0.54	0.54		0.54	0.54	
v/c Ratio		0.61			0.09		0.03	0.52		0.05	0.65	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		29.7			10.9		6.5	8.4		6.3	12.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.1	
Total Delay		29.7			10.9		6.5	8.4		6.3	12.2	
LOS		C			B		A	A		A	B	
Approach Delay		29.7			10.9			8.3			12.0	
Approach LOS		C			B			A			B	
Queue Length 50th (ft)		135			8		1	56		2	68	
Queue Length 95th (ft)		224			m23		m4	131		m5	173	
Internal Link Dist (ft)		411			407			139			394	
Turn Bay Length (ft)							50			100		
Base Capacity (vph)		507			481		354	850		376	732	
Starvation Cap Reductn		0			0		0	0		0	15	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.61			0.09		0.03	0.52		0.05	0.67	

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 79 (88%), Referenced to phase 2:NBSB, Start of Green	
Natural Cycle: 55	
Control Type: Pretimed	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 14.9	Intersection LOS: B
Intersection Capacity Utilization 56.1%	ICU Level of Service B
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 73: Jones St & Blount St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	80	79	9	22	14	8	393	8	16	424	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	11	10	10
Storage Length (ft)	0		0	0		0	100		0	150		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor		0.99						1.00				
Frt		0.944			0.957			0.997			0.998	
Flt Protected		0.992			0.990		0.950			0.950		
Satd. Flow (prot)	0	1570	0	0	1588	0	1540	1341	0	1540	1562	0
Flt Permitted		0.950			0.940		0.399			0.424		
Satd. Flow (perm)	0	1495	0	0	1508	0	647	1341	0	687	1562	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42			16			2			1	
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		487			488			229			488	
Travel Time (s)		9.5			13.3			5.2			11.1	
Confl. Peds. (#/hr)	12								4			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								8				
Adj. Flow (vph)	35	89	88	10	24	16	9	436	9	18	470	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	212	0	0	50	0	9	445	0	18	477	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.50	1.25	1.19	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Minimum Split (s)	21.3	21.3		21.3	21.3		21.2	21.2		21.2	21.2	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	55.0	55.0	0.0	55.0	55.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	38.9%	38.9%	0.0%	61.1%	61.1%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)	3.9	3.9		3.9	3.9		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.4	1.4		1.4	1.4		1.7	1.7		1.7	1.7	
Lost Time Adjust (s)	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 Lost Time (s)	5.3	5.3	4.0	5.3	5.3	4.0	5.2	5.2	4.0	5.2	5.2	4.0
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)		29.7			29.7		49.8	49.8		49.8	49.8	
Actuated g/C Ratio		0.33			0.33		0.55	0.55		0.55	0.55	
v/c Ratio		0.41			0.10		0.03	0.60		0.05	0.55	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		4.6			16.3		5.0	11.9		7.6	11.7	
Queue Delay		0.0			0.0		0.0	0.1		0.0	0.1	
Total Delay		4.6			16.3		5.0	12.0		7.6	11.8	
LOS		A			B		A	B		A	B	
Approach Delay		4.6			16.3			11.9			11.7	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)		6			13		1	57		4	113	
Queue Length 95th (ft)		18			39		m3	341		m7	155	
Internal Link Dist (ft)		407			408			149			408	
Turn Bay Length (ft)							100			150		
Base Capacity (vph)		521			508		358	743		380	865	
Starvation Cap Reductn		0			0		0	17		0	42	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.41			0.10		0.03	0.61		0.05	0.58	

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 85 (94%), Referenced to phase 2:NBSB, Start of Green	
Natural Cycle: 55	
Control Type: Pretimed	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 10.7	Intersection LOS: B
Intersection Capacity Utilization 50.0%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 74: Jones St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	75	78	9	23	15	9	423	8	16	358	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	10	10	10
Storage Length (ft)	0		0	0		0	150		0	0		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor					0.99		0.99					
Frt		0.943			0.957			0.997			0.997	
Flt Protected		0.991			0.991		0.950				0.998	
Satd. Flow (prot)	0	1567	0	0	1578	0	1540	1342	0	0	1557	0
Flt Permitted		0.944			0.938		0.498				0.975	
Satd. Flow (perm)	0	1492	0	0	1494	0	802	1342	0	0	1521	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		40			17			2			2	
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		477			486			488			277	
Travel Time (s)		9.3			13.3			11.1			6.3	
Confl. Peds. (#/hr)						1	14					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)								8				
Adj. Flow (vph)	35	83	86	10	26	17	10	469	9	18	397	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	204	0	0	53	0	10	478	0	0	423	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.50	1.25	1.25	1.25	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Minimum Split (s)	21.5	21.5		21.5	21.5		21.1	21.1		21.1	21.1	
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	60.0	60.0	0.0	60.0	60.0	0.0
Total Split (%)	33.3%	33.3%	0.0%	33.3%	33.3%	0.0%	66.7%	66.7%	0.0%	66.7%	66.7%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.6	1.6		1.6	1.6	
Lost Time Adjust (s)	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 Lost Time (s)	5.5	5.5	4.0	5.5	5.5	4.0	5.1	5.1	4.0	5.1	5.1	4.0
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)		24.5			24.5		54.9	54.9			54.9	
Actuated g/C Ratio		0.27			0.27		0.61	0.61			0.61	
v/c Ratio		0.47			0.13		0.02	0.58			0.46	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		14.5			19.3		1.9	4.5			11.4	
Queue Delay		0.0			0.0		0.0	0.1			0.0	
Total Delay		14.5			19.3		1.9	4.5			11.4	
LOS		B			B		A	A			B	
Approach Delay		14.5			19.3			4.5			11.4	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		91			15		0	26			118	
Queue Length 95th (ft)		169			44		m1	38			185	
Internal Link Dist (ft)		397			406			408			197	
Turn Bay Length (ft)							150					
Base Capacity (vph)		435			419		489	819			929	
Starvation Cap Reductn		0			0		0	21			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.47			0.13		0.02	0.60			0.46	

Intersection Summary	
Area Type: CBD	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 2 (2%), Referenced to phase 2:NBSB, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 9.4	Intersection LOS: A
Intersection Capacity Utilization 60.9%	ICU Level of Service B
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 77: Lane St & Person St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	167	79	9	15	15	9	422	8	16	358	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	10	10	10
Storage Length (ft)	0		0	0		0	100		0	50		0
Storage Lanes	0		0	0		0	1		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor					1.00						1.00	
Frt		0.961			0.948			0.997			0.997	
Flt Protected		0.994			0.989		0.950				0.998	
Satd. Flow (prot)	0	1601	0	0	1572	0	1540	1560	0	0	1343	0
Flt Permitted		0.966			0.920		0.480				0.974	
Satd. Flow (perm)	0	1556	0	0	1459	0	778	1560	0	0	1310	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			17			2			2	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		511			477			474			276	
Travel Time (s)		10.0			9.3			10.8			6.3	
Confl. Peds. (#/hr)				7								6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Parking (#/hr)											6	
Adj. Flow (vph)	35	185	88	10	17	17	10	468	9	18	397	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	308	0	0	44	0	10	477	0	0	423	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.19	1.25	1.25	1.25	1.49	1.25
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		1			1			2			2	
Permitted Phases	1			1			2			2		
Minimum Split (s)	21.1	21.1		21.1	21.1		21.1	21.1		21.1	21.1	
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	55.0	55.0	0.0	55.0	55.0	0.0
Total Split (%)	38.9%	38.9%	0.0%	38.9%	38.9%	0.0%	61.1%	61.1%	0.0%	61.1%	61.1%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.6	1.6		1.6	1.6		1.6	1.6		1.6	1.6	
Lost Time Adjust (s)	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 Lost Time (s)	5.1	5.1	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.1	5.1	4.0
Lead/Lag	Lead	Lead		Lead	Lead		Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Act Effct Green (s)		29.9			29.9		49.9	49.9			49.9	
Actuated g/C Ratio		0.33			0.33		0.55	0.55			0.55	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.58			0.09		0.02	0.55			0.58	
Control Delay		28.0			25.4		15.7	22.7			14.0	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		28.0			25.4		15.7	22.8			14.0	
LOS		C			C		B	C			B	
Approach Delay		28.0			25.4			22.6			14.0	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)		132			15		3	174			85	
Queue Length 95th (ft)		218			m44		m6	207			161	
Internal Link Dist (ft)		431			397			394			196	
Turn Bay Length (ft)							100					
Base Capacity (vph)		533			496		431	866			727	
Starvation Cap Reductn		0			0		0	10			0	
Spillback Cap Reductn		0			0		0	0			0	
Storage Cap Reductn		0			0		0	0			0	
Reduced v/c Ratio		0.58			0.09		0.02	0.56			0.58	

Intersection Summary

Area Type: CBD
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 72 (80%), Referenced to phase 2:NBSB, Start of Green
Natural Cycle: 55
Control Type: Pretimed
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 21.1 Intersection LOS: C
Intersection Capacity Utilization 64.9% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 78: Lane St & Blount St

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	39	22	11	533	376	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	43	24	12	591	417	6
Pedestrians	6				2	
Lane Width (ft)	12.0				10.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	1				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				277	1167	
pX, platoon unblocked	0.81					
vC, conflicting volume	1043	426	428			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	938	426	428			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	82	96	99			
cM capacity (veh/h)	235	626	1125			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	68	603	422
Volume Left	43	12	0
Volume Right	24	0	6
cSH	303	1125	1700
Volume to Capacity	0.22	0.01	0.25
Queue Length 95th (ft)	21	1	0
Control Delay (s)	20.3	0.3	0.0
Lane LOS	C	A	
Approach Delay (s)	20.3	0.3	0.0
Approach LOS	C		

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	47.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	43	20	22	6	5	5	11	533	21	21	332	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	48	22	24	7	6	6	12	591	23	23	368	6
Pedestrians		14			18			9				
Lane Width (ft)		12.0			12.0			10.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		1			1			1				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								276				
pX, platoon unblocked	0.81	0.81		0.81	0.81	0.81				0.81		
vC, conflicting volume	1067	1088	394	1107	1079	621	388			632		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	968	994	394	1018	984	421	388			435		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	72	88	96	95	97	99	99			97		
cM capacity (veh/h)	173	187	643	144	190	508	1157			903		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	94	18	626	397
Volume Left	48	7	12	23
Volume Right	24	6	23	6
cSH	218	205	1157	903
Volume to Capacity	0.43	0.09	0.01	0.03
Queue Length 95th (ft)	50	7	1	2
Control Delay (s)	33.5	24.2	0.3	0.8
Lane LOS	D	C	A	A
Approach Delay (s)	33.5	24.2	0.3	0.8
Approach LOS	D	C		

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	48.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	44	44	537	35	22	337
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	49	595	39	24	374
Pedestrians	12					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			350			1094
pX, platoon unblocked	0.82	0.82			0.82	
vC, conflicting volume	1049	627			646	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	953	440			463	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	79	90			97	
cM capacity (veh/h)	228	503			895	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	98	634	398
Volume Left	49	0	24
Volume Right	49	39	0
cSH	314	1700	895
Volume to Capacity	0.31	0.37	0.03
Queue Length 95th (ft)	32	0	2
Control Delay (s)	21.6	0.0	0.9
Lane LOS	C		A
Approach Delay (s)	21.6	0.0	0.9
Approach LOS	C		

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	48.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	47	29	4	35	23	5	566	11	12	325	11
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	37	52	32	4	39	26	6	628	12	13	360	12
Pedestrians		4			8						3	
Lane Width (ft)		12.0			12.0						10.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		0			1						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								825			619	
pX, platoon unblocked	0.91	0.91		0.91	0.91	0.91				0.91		
vC, conflicting volume	1090	1056	370	1104	1056	645	377			648		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1047	1010	370	1063	1010	557	377			560		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	75	75	95	97	82	95	100			99		
cM capacity (veh/h)	148	211	673	137	211	477	1178			911		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	121	69	645	386
Volume Left	37	4	6	13
Volume Right	32	26	12	12
cSH	223	255	1178	911
Volume to Capacity	0.54	0.27	0.00	0.01
Queue Length 95th (ft)	72	27	0	1
Control Delay (s)	38.8	24.3	0.1	0.5
Lane LOS	E	C	A	A
Approach Delay (s)	38.8	24.3	0.1	0.5
Approach LOS	E	C		

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	52.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	88	29	3	26	22	6	566	10	12	325	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	50		0	200		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		25
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
Ped Bike Factor		0.99			1.00						1.00	
Frt		0.977			0.942			0.998			0.996	
Flt Protected		0.986			0.997			0.999			0.998	
Satd. Flow (prot)	0	1777	0	0	1749	0	0	1733	0	0	1405	0
Flt Permitted		0.881			0.985			0.996			0.977	
Satd. Flow (perm)	0	1587	0	0	1726	0	0	1728	0	0	1375	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			24			2			3	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		395			485			268			352	
Travel Time (s)		7.7			9.4			6.1			8.0	
Confl. Peds. (#/hr)			16	16						3		3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	2	0
Parking (#/hr)											16	
Adj. Flow (vph)	54	98	32	3	29	24	7	628	11	13	360	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	184	0	0	56	0	0	646	0	0	384	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.41	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	24.5	24.5		24.5	24.5		23.5	23.5		23.5	23.5	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	65.0	65.0	0.0	65.0	65.0	0.0
Total Split (%)	27.8%	27.8%	0.0%	27.8%	27.8%	0.0%	72.2%	72.2%	0.0%	72.2%	72.2%	0.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	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 Lost Time (s)	5.5	5.5	4.0	5.5	5.5	4.0	5.5	5.5	4.0	5.5	5.5	4.0
Lead/Lag												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		C-Min	C-Min	
Act Effct Green (s)		13.3			13.3			65.7			65.7	
Actuated g/C Ratio		0.15			0.15			0.73			0.73	
v/c Ratio		0.75			0.20			0.51			0.38	
Control Delay		53.1			21.3			7.7			6.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		53.1			21.3			7.7			6.6	
LOS		D			C			A			A	
Approach Delay		53.1			21.3			7.7			6.6	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)		96			15			131			67	
Queue Length 95th (ft)		155			m44			263			145	
Internal Link Dist (ft)		315			405			188			272	
Turn Bay Length (ft)												
Base Capacity (vph)		352			393			1262			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		0.52			0.14			0.51			0.38	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 13 (14%), Referenced to phase 2:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 14.6 Intersection LOS: B
Intersection Capacity Utilization 58.8% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 90: Polk St & Blount St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	23	1	4	4	13	2	594	25	20	343	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	26	1	4	4	14	2	659	28	22	380	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								1314			130	
pX, platoon unblocked	0.92	0.92	0.92	0.92	0.92		0.92					
vC, conflicting volume	776	1116	381	1116	1104	343	382			686		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	714	1084	285	1084	1070	343	287			686		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	87	100	97	98	98	100			98		
cM capacity (veh/h)	276	193	655	139	197	653	1172			903		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1
Volume Total	31	23	332	357	405
Volume Left	4	4	2	0	22
Volume Right	1	14	0	28	2
cSH	207	304	1172	1700	903
Volume to Capacity	0.15	0.08	0.00	0.21	0.02
Queue Length 95th (ft)	13	6	0	0	2
Control Delay (s)	25.4	17.8	0.1	0.0	0.8
Lane LOS	D	C	A		A
Approach Delay (s)	25.4	17.8	0.0		0.8
Approach LOS	D	C			

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	45.2%	ICU Level of Service	A
Analysis Period (min)	15		

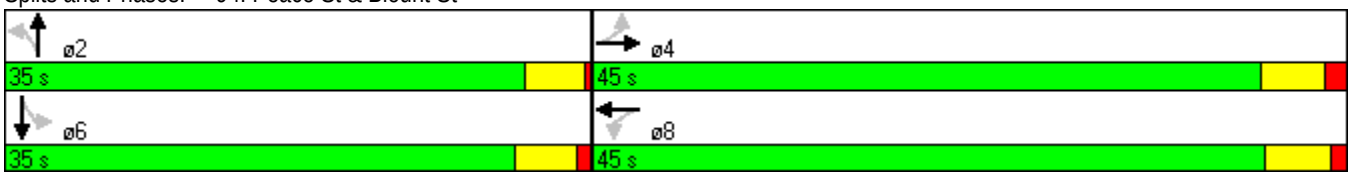
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	234	356	142	7	243	32	190	421	10	11	202	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	10	10	11	10	10
Storage Length (ft)	0		0	0		0	0		0	100		150
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		150
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971			0.983			0.997			0.953	
Flt Protected		0.984			0.999		0.950			0.950		
Satd. Flow (prot)	0	3382	0	0	3476	0	1711	1733	0	1711	1359	0
Flt Permitted		0.736			0.936		0.449			0.268		
Satd. Flow (perm)	0	2529	0	0	3256	0	808	1733	0	483	1359	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		52			24			2			33	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		442			484			150			462	
Travel Time (s)		8.6			9.4			3.4			10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)											16	
Adj. Flow (vph)	259	395	157	8	269	35	211	467	11	12	224	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	811	0	0	312	0	211	478	0	12	326	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.09	1.09	1.04	1.40	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	21.2	21.2		21.0	21.0		20.0	20.0		20.7	20.7	
Total Split (s)	45.0	45.0	0.0	45.0	45.0	0.0	35.0	35.0	0.0	35.0	35.0	0.0
Total Split (%)	56.3%	56.3%	0.0%	56.3%	56.3%	0.0%	43.8%	43.8%	0.0%	43.8%	43.8%	0.0%
Yellow Time (s)	3.8	3.8		3.9	3.9		3.5	3.5		3.7	3.7	
All-Red Time (s)	1.4	1.4		1.1	1.1		0.5	0.5		1.0	1.0	
Lost Time Adjust (s)	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 Lost Time (s)	5.2	5.2	4.0	5.0	5.0	4.0	4.0	4.0	4.0	4.7	4.7	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		39.8			40.0		31.0	31.0		30.3	30.3	
Actuated g/C Ratio		0.50			0.50		0.39	0.39		0.38	0.38	
v/c Ratio		0.63			0.19		0.67	0.71		0.07	0.61	
Control Delay		16.4			12.6		33.4	27.6		17.2	23.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		16.4			12.6		33.4	27.6		17.2	23.8	
LOS		B			B		C	C		B	C	
Approach Delay		16.4			12.6			29.4			23.5	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)		137			60		85	196		4	115	
Queue Length 95th (ft)		198			94		#187	308		15	203	
Internal Link Dist (ft)		362			404			70			382	
Turn Bay Length (ft)										100		
Base Capacity (vph)		1284			1640		313	673		183	535	
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		0.63			0.19		0.67	0.71		0.07	0.61	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 29 (36%), Referenced to phase 4:EBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 21.1 Intersection LOS: C
Intersection Capacity Utilization 77.0% 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: 94: Peace St & Blount St



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	234	142	190	421	223	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		1.00			
Frt		0.850			0.961	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1711	1539	1671	0
Flt Permitted	0.950		0.517			
Satd. Flow (perm)	1749	1583	929	1539	1671	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		157			45	
Link Speed (mph)	35			30	30	
Link Distance (ft)	484			130	148	
Travel Time (s)	9.4			3.0	3.4	
Confl. Peds. (#/hr)	4		2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%
Parking (#/hr)				3		
Adj. Flow (vph)	259	157	211	467	247	102
Shared Lane Traffic (%)						
Lane Group Flow (vph)	259	157	211	467	349	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			11	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.04	1.27	1.09	1.09
Turning Speed (mph)	15	9	15			9
Turn Type		Perm	Perm			
Protected Phases	4			2	2	
Permitted Phases		4	2			
Minimum Split (s)	21.4	21.4	21.0	21.0	21.0	
Total Split (s)	28.0	28.0	52.0	52.0	52.0	0.0
Total Split (%)	35.0%	35.0%	65.0%	65.0%	65.0%	0.0%
Yellow Time (s)	3.0	3.0	3.8	3.8	3.8	
All-Red Time (s)	2.4	2.4	1.2	1.2	1.2	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	5.4	5.0	5.0	5.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Act Effct Green (s)	22.6	22.6	47.0	47.0	47.0	
Actuated g/C Ratio	0.28	0.28	0.59	0.59	0.59	
v/c Ratio	0.52	0.28	0.39	0.52	0.35	
Control Delay	15.0	2.4	11.4	12.3	6.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	15.0	2.4	11.4	12.3	6.2	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
LOS	B	A	B	B	A	
Approach Delay	10.3			12.0	6.2	
Approach LOS	B			B	A	
Queue Length 50th (ft)	78	10	51	126	45	
Queue Length 95th (ft)	m118	m14	98	203	71	
Internal Link Dist (ft)	404			50	68	
Turn Bay Length (ft)						
Base Capacity (vph)	500	560	546	904	1000	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.52	0.28	0.39	0.52	0.35	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 48 (60%), Referenced to phase 4:EBL, Start of Green
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 10.1 Intersection LOS: B
Intersection Capacity Utilization 54.5% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 95: Peace St & Person St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	4	2	12	4	32	22	582	51	51	301	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	4	2	13	4	35	24	645	57	57	334	2
Pedestrians					10							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					4.0							
Percent Blockage					1							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								148			680	
pX, platoon unblocked	0.83	0.83		0.83	0.83	0.83				0.83		
vC, conflicting volume	1208	1208	335	1185	1181	684	336			712		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1147	1148	335	1119	1115	513	336			548		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	97	100	90	97	92	98			93		
cM capacity (veh/h)	122	149	707	137	156	460	1223			839		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	9	53	726	392
Volume Left	2	13	24	57
Volume Right	2	35	57	2
cSH	174	262	1223	839
Volume to Capacity	0.05	0.20	0.02	0.07
Queue Length 95th (ft)	4	19	2	5
Control Delay (s)	26.8	22.2	0.5	2.1
Lane LOS	D	C	A	A
Approach Delay (s)	26.8	22.2	0.5	2.1
Approach LOS	D	C		

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	50.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	34	53	0	0	0	0	600	17	16	301	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	38	59	0	0	0	0	665	19	18	334	0
Pedestrians											3	
Lane Width (ft)											10.0	
Walking Speed (ft/s)											4.0	
Percent Blockage											0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								464			364	
pX, platoon unblocked	0.89	0.89	0.95	0.89	0.89	0.87	0.95			0.87		
vC, conflicting volume	1047	1053	334	1121	1044	678	334			684		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	862	869	270	945	859	551	270			559		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	85	92	100	100	100	100			98		
cM capacity (veh/h)	241	254	729	173	257	462	1226			877		

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	114	684	351
Volume Left	18	0	18
Volume Right	59	19	0
cSH	377	1700	877
Volume to Capacity	0.30	0.40	0.02
Queue Length 95th (ft)	31	0	2
Control Delay (s)	18.6	0.0	0.7
Lane LOS	C		A
Approach Delay (s)	18.6	0.0	0.7
Approach LOS	C		

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	46.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	17	7	8	0	0	0	6	600	81	15	297	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	19	8	9	0	0	0	7	665	90	17	329	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								462				
pX, platoon unblocked	0.77	0.77		0.77	0.77	0.77				0.77		
vC, conflicting volume	1089	1134	332	1101	1092	710	335			755		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	966	1025	332	983	970	475	335			533		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	96	99	100	100	100	99			98		
cM capacity (veh/h)	177	176	710	164	190	454	1224			797		

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	35	762	351
Volume Left	19	7	17
Volume Right	9	90	6
cSH	217	1224	797
Volume to Capacity	0.16	0.01	0.02
Queue Length 95th (ft)	14	0	2
Control Delay (s)	24.8	0.1	0.7
Lane LOS	C	A	A
Approach Delay (s)	24.8	0.1	0.7
Approach LOS	C		

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	49.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	22	5	27	29	9	22	576	18	15	284	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	10	10	10	10	10	10
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
Ped Bike Factor		1.00			1.00			1.00				
Frt		0.981			0.981			0.996			0.999	
Flt Protected		0.986			0.980			0.998			0.997	
Satd. Flow (prot)	0	1802	0	0	1783	0	0	1473	0	0	1732	0
Flt Permitted		0.922			0.871			0.983			0.962	
Satd. Flow (perm)	0	1680	0	0	1585	0	0	1450	0	0	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			9			4			1	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		474			478			364			238	
Travel Time (s)		9.2			9.3			8.3			5.4	
Confl. Peds. (#/hr)	4					4	11		4			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Parking (#/hr)								8				
Adj. Flow (vph)	12	24	6	30	32	10	24	639	20	17	315	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	42	0	0	72	0	0	683	0	0	334	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.33	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	18.9	18.9		18.2	18.2		15.0	15.0		21.0	21.0	
Total Split (s)	20.0	20.0	0.0	20.0	20.0	0.0	60.0	60.0	0.0	60.0	60.0	0.0
Total Split (%)	25.0%	25.0%	0.0%	25.0%	25.0%	0.0%	75.0%	75.0%	0.0%	75.0%	75.0%	0.0%
Yellow Time (s)	3.1	3.1		3.9	3.9		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.8	1.8		1.3	1.3		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.9	4.9	4.0	5.2	5.2	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		15.1			14.8			55.0			55.0	
Actuated g/C Ratio		0.19			0.18			0.69			0.69	
v/c Ratio		0.13			0.24			0.68			0.29	
Control Delay		23.7			27.4			8.4			5.7	
Queue Delay		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		23.7			27.4			8.4			5.7	
LOS		C			C			A			A	
Approach Delay		23.7			27.4			8.4			5.7	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		16			27			74			55	
Queue Length 95th (ft)		m32			63			188			89	
Internal Link Dist (ft)		394			398			284			158	
Turn Bay Length (ft)												
Base Capacity (vph)		322			301			998			1149	
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		0.13			0.24			0.68			0.29	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 64 (80%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 9.4	Intersection LOS: A
Intersection Capacity Utilization 58.9%	ICU Level of Service B
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 103: Franklin St & Person St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	4	5	27	17	9	22	576	19	15	284	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	4	6	30	19	10	24	639	21	17	315	2
Pedestrians					2			1				
Lane Width (ft)					12.0			10.0				
Walking Speed (ft/s)					4.0			4.0				
Percent Blockage					0			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								830				
pX, platoon unblocked	0.82	0.82		0.82	0.82	0.82				0.82		
vC, conflicting volume	1067	1060	317	1058	1050	651	317			662		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	975	966	317	964	955	471	317			484		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	98	99	84	91	98	98			98		
cM capacity (veh/h)	168	202	723	183	205	488	1243			889		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	22	59	684	334
Volume Left	12	30	24	17
Volume Right	6	10	21	2
cSH	217	213	1243	889
Volume to Capacity	0.10	0.28	0.02	0.02
Queue Length 95th (ft)	8	27	2	1
Control Delay (s)	23.5	28.3	0.5	0.7
Lane LOS	C	D	A	A
Approach Delay (s)	23.5	28.3	0.5	0.7
Approach LOS	C	D		

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	49.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	8	8	8	905	586	11
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	9	9	1003	650	12
Pedestrians					3	
Lane Width (ft)					10.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type				None	TWLTL	
Median storage veh)					2	
Upstream signal (ft)					114	
pX, platoon unblocked	0.88	0.88	0.88			
vC, conflicting volume	1680	656	662			
vC1, stage 1 conf vol	656					
vC2, stage 2 conf vol	1024					
vCu, unblocked vol	1704	542	548			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	98	99			
cM capacity (veh/h)	289	476	899			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	18	9	1003	662
Volume Left	9	9	0	0
Volume Right	9	0	0	12
cSH	360	899	1700	1700
Volume to Capacity	0.05	0.01	0.59	0.39
Queue Length 95th (ft)	4	1	0	0
Control Delay (s)	15.5	9.0	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	15.5	0.1		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	58.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	4	4	5	909	589	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	6	1008	653	6
Pedestrians	2			1		
Lane Width (ft)	12.0			10.0		
Walking Speed (ft/s)	4.0			4.0		
Percent Blockage	0			0		
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)					459	
pX, platoon unblocked	0.89	0.89	0.89			
vC, conflicting volume	1173	659	661			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1132	554	556			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	99	99			
cM capacity (veh/h)	174	422	897			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	9	341	672	659
Volume Left	4	6	0	0
Volume Right	4	0	0	6
cSH	246	897	1700	1700
Volume to Capacity	0.04	0.01	0.40	0.39
Queue Length 95th (ft)	3	0	0	0
Control Delay (s)	20.2	0.2	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	20.2	0.1		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	42.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	84	31	820	93	27	513
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	10	10	11	10
Storage Length (ft)	0	0		0	100	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		1.00		1.00	
Frt	0.964		0.986			
Flt Protected	0.965				0.950	
Satd. Flow (prot)	1721	0	1710	0	1711	1725
Flt Permitted	0.965				0.204	
Satd. Flow (perm)	1713	0	1710	0	367	1725
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	20		12			
Link Speed (mph)	25		30			35
Link Distance (ft)	362		114			347
Travel Time (s)	9.9		2.6			6.8
Confl. Peds. (#/hr)	2	2		2	2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	2
Adj. Flow (vph)	93	34	909	103	30	569
Shared Lane Traffic (%)						
Lane Group Flow (vph)	127	0	1012	0	30	569
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		11			11
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.09	1.09	1.04	1.10
Turning Speed (mph)	15	9		9	15	
Turn Type					Perm	
Protected Phases	4		2			6
Permitted Phases					6	
Detector Phase	4		2		6	6
Switch Phase						
Minimum Initial (s)	7.0		10.0		10.0	10.0
Minimum Split (s)	21.3		21.2		21.1	21.1
Total Split (s)	30.0	0.0	60.0	0.0	60.0	60.0
Total Split (%)	33.3%	0.0%	66.7%	0.0%	66.7%	66.7%
Yellow Time (s)	3.0		4.0		3.7	3.7
All-Red Time (s)	2.3		1.2		1.4	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	4.0	5.2	4.0	5.1	5.1
Lead/Lag						
Lead-Lag Optimize?						

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Recall Mode	None		Max		Max	Max
Act Effct Green (s)	9.1		58.5		58.6	58.6
Actuated g/C Ratio	0.12		0.79		0.79	0.79
v/c Ratio	0.56		0.75		0.10	0.42
Control Delay	35.5		11.6		4.4	5.0
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	35.5		11.6		4.4	5.0
LOS	D		B		A	A
Approach Delay	35.5		11.6			5.0
Approach LOS	D		B			A
Queue Length 50th (ft)	47		212		3	73
Queue Length 95th (ft)	97		#665		14	170
Internal Link Dist (ft)	282		34			267
Turn Bay Length (ft)					100	
Base Capacity (vph)	585		1346		289	1357
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	0.22		0.75		0.10	0.42

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 74.5	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 11.1	Intersection LOS: B
Intersection Capacity Utilization 65.6%	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: 114: Glascock St & Wake Forest Rd

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	15	36	877	88	136	457
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	40	972	98	151	507
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						534
pX, platoon unblocked	0.90					
vC, conflicting volume	1829	535			1070	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1868	535			1070	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	62	92			77	
cM capacity (veh/h)	44	490			647	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	57	648	422	657
Volume Left	17	0	0	151
Volume Right	40	0	98	0
cSH	123	1700	1700	647
Volume to Capacity	0.46	0.38	0.25	0.23
Queue Length 95th (ft)	51	0	0	22
Control Delay (s)	57.0	0.0	0.0	5.9
Lane LOS	F			A
Approach Delay (s)	57.0	0.0		5.9
Approach LOS	F			

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	73.1%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	47	24	23	828	517	34
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	52	27	26	918	573	38
Pedestrians				2	1	
Lane Width (ft)				10.5	10.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	0	
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)				347		
pX, platoon unblocked	0.63					
vC, conflicting volume	1562	594	611			
vC1, stage 1 conf vol	592					
vC2, stage 2 conf vol	970					
vCu, unblocked vol	1598	594	611			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	81	95	97			
cM capacity (veh/h)	274	504	968			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	79	26	918	611
Volume Left	52	26	0	0
Volume Right	27	0	0	38
cSH	324	968	1700	1700
Volume to Capacity	0.24	0.03	0.54	0.36
Queue Length 95th (ft)	23	2	0	0
Control Delay (s)	19.7	8.8	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	19.7	0.2		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	4	4	862	14	4	547
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	956	16	4	606
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)			484			
pX, platoon unblocked	0.63	0.63			0.63	
vC, conflicting volume	1579	963			971	
vC1, stage 1 conf vol	963					
vC2, stage 2 conf vol	615					
vCu, unblocked vol	1625	647			660	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	99			99	
cM capacity (veh/h)	279	296			584	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	9	971	4	606
Volume Left	4	0	4	0
Volume Right	4	16	0	0
cSH	287	1700	584	1700
Volume to Capacity	0.03	0.57	0.01	0.36
Queue Length 95th (ft)	2	0	1	0
Control Delay (s)	17.9	0.0	11.2	0.0
Lane LOS	C		B	
Approach Delay (s)	17.9	0.0	0.1	
Approach LOS	C			

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	8	8	851	15	14	543
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	9	944	17	16	602
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)			930			
pX, platoon unblocked	0.63	0.63			0.63	
vC, conflicting volume	1585	952			960	
vC1, stage 1 conf vol	952					
vC2, stage 2 conf vol	633					
vCu, unblocked vol	1636	623			637	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	97			97	
cM capacity (veh/h)	279	304			592	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	18	960	16	602
Volume Left	9	0	16	0
Volume Right	9	17	0	0
cSH	291	1700	592	1700
Volume to Capacity	0.06	0.56	0.03	0.35
Queue Length 95th (ft)	5	0	2	0
Control Delay (s)	18.2	0.0	11.2	0.0
Lane LOS	C		B	
Approach Delay (s)	18.2	0.0	0.3	
Approach LOS	C			

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	56.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	4	4	4	855	553	10
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	4	948	613	11
Pedestrians					3	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)				1130		
pX, platoon unblocked	0.64					
vC, conflicting volume	1578	619	624			
vC1, stage 1 conf vol	619					
vC2, stage 2 conf vol	960					
vCu, unblocked vol	1622	619	624			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	99	100			
cM capacity (veh/h)	279	489	957			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	9	4	948	624
Volume Left	4	4	0	0
Volume Right	4	0	0	11
cSH	356	957	1700	1700
Volume to Capacity	0.02	0.00	0.56	0.37
Queue Length 95th (ft)	2	0	0	0
Control Delay (s)	15.4	8.8	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	15.4	0.0		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	8	4	855	4	5	555
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	4	948	4	6	615
Pedestrians	1		2			
Lane Width (ft)	12.0		10.0			
Walking Speed (ft/s)	4.0		4.0			
Percent Blockage	0		0			
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)			1243			
pX, platoon unblocked	0.64	0.64			0.64	
vC, conflicting volume	1580	951			953	
vC1, stage 1 conf vol	951					
vC2, stage 2 conf vol	628					
vCu, unblocked vol	1624	647			650	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	99			99	
cM capacity (veh/h)	282	303			602	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	13	952	6	615
Volume Left	9	0	6	0
Volume Right	4	4	0	0
cSH	289	1700	602	1700
Volume to Capacity	0.05	0.56	0.01	0.36
Queue Length 95th (ft)	4	0	1	0
Control Delay (s)	18.1	0.0	11.0	0.0
Lane LOS	C		B	
Approach Delay (s)	18.1	0.0	0.1	
Approach LOS	C			

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	56.1%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	4	4	855	4	4	556
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	948	4	4	616
Pedestrians	3					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1578	953			955	
vC1, stage 1 conf vol	953					
vC2, stage 2 conf vol	625					
vCu, unblocked vol	1578	953			955	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			99	
cM capacity (veh/h)	317	313			718	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	9	952	4	616
Volume Left	4	0	4	0
Volume Right	4	4	0	0
cSH	315	1700	718	1700
Volume to Capacity	0.03	0.56	0.01	0.36
Queue Length 95th (ft)	2	0	0	0
Control Delay (s)	16.7	0.0	10.0	0.0
Lane LOS	C		B	
Approach Delay (s)	16.7	0.0	0.1	
Approach LOS	C			

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	56.1%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	13	9	11	848	551	9
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	10	12	940	611	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage veh)				2	2	
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1580	616	621			
vC1, stage 1 conf vol	616					
vC2, stage 2 conf vol	965					
vCu, unblocked vol	1580	616	621			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	98	99			
cM capacity (veh/h)	314	491	960			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	24	12	940	621
Volume Left	14	12	0	0
Volume Right	10	0	0	10
cSH	368	960	1700	1700
Volume to Capacity	0.07	0.01	0.55	0.37
Queue Length 95th (ft)	5	1	0	0
Control Delay (s)	15.5	8.8	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	15.5	0.1		0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	856	5	4	556	4	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	949	6	4	616	4	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			955		1577	952
vC1, stage 1 conf vol					952	
vC2, stage 2 conf vol					625	
vCu, unblocked vol			955		1577	952
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	98
cM capacity (veh/h)			720		318	315

Direction, Lane #	NB 1	SB 1	SB 2	NW 1
Volume Total	955	4	616	10
Volume Left	0	4	0	4
Volume Right	6	0	0	6
cSH	1700	720	1700	316
Volume to Capacity	0.56	0.01	0.36	0.03
Queue Length 95th (ft)	0	0	0	2
Control Delay (s)	0.0	10.0	0.0	16.8
Lane LOS		B		C
Approach Delay (s)	0.0	0.1		16.8
Approach LOS				C

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Volume (veh/h)	835	25	7	556	4	15
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	926	28	8	616	4	17
Pedestrians				2	3	
Lane Width (ft)				10.5	12.0	
Walking Speed (ft/s)				4.0	4.0	
Percent Blockage				0	0	
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			956		1575	945
vC1, stage 1 conf vol					943	
vC2, stage 2 conf vol					632	
vCu, unblocked vol			956		1575	945
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	95
cM capacity (veh/h)			717		319	316

Direction, Lane #	NB 1	SB 1	SB 2	NW 1
Volume Total	953	8	616	21
Volume Left	0	8	0	4
Volume Right	28	0	0	17
cSH	1700	717	1700	317
Volume to Capacity	0.56	0.01	0.36	0.07
Queue Length 95th (ft)	0	1	0	5
Control Delay (s)	0.0	10.1	0.0	17.2
Lane LOS		B		C
Approach Delay (s)	0.0	0.1		17.2
Approach LOS				C

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (veh/h)	17	833	549	21	20	14
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	19	924	609	23	22	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	None			
Median storage veh)		2				
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	632				1570	609
vC1, stage 1 conf vol					609	
vC2, stage 2 conf vol					961	
vCu, unblocked vol	632				1570	609
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	98				93	97
cM capacity (veh/h)	951				314	495

Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SE 1
Volume Total	19	924	609	23	38
Volume Left	19	0	0	0	22
Volume Right	0	0	0	23	16
cSH	951	1700	1700	1700	369
Volume to Capacity	0.02	0.54	0.36	0.01	0.10
Queue Length 95th (ft)	2	0	0	0	8
Control Delay (s)	8.9	0.0	0.0	0.0	15.9
Lane LOS	A				C
Approach Delay (s)	0.2		0.0		15.9
Approach LOS					C

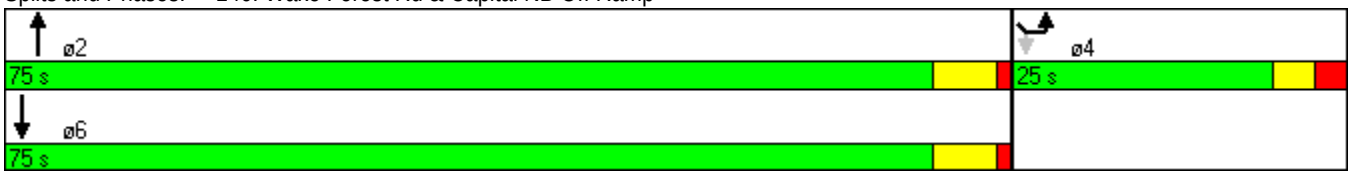
Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	54.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Volume (vph)	0	798	767	0	354	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3539	3539	0	3433	1583
Flt Permitted					0.950	
Satd. Flow (perm)	0	3539	3539	0	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						210
Link Speed (mph)		35	35		35	
Link Distance (ft)		306	603		487	
Travel Time (s)		6.0	11.7		9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	885	850	0	392	210
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	885	850	0	392	210
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Turn Type						Perm
Protected Phases		2	6		4	
Permitted Phases						4
Detector Phase		2	6		4	4
Switch Phase						
Minimum Initial (s)		12.0	12.0		7.0	7.0
Minimum Split (s)		20.0	20.0		20.0	20.0
Total Split (s)	0.0	75.0	75.0	0.0	25.0	25.0
Total Split (%)	0.0%	75.0%	75.0%	0.0%	25.0%	25.0%
Yellow Time (s)		4.7	4.7		3.0	3.0
All-Red Time (s)		1.2	1.2		2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.9	5.9	4.0	5.6	5.6
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	Min		None	None
Act Effct Green (s)		73.7	73.7		14.8	14.8
Actuated g/C Ratio		0.74	0.74		0.15	0.15
v/c Ratio		0.34	0.33		0.77	0.51
Control Delay		5.3	4.3		51.4	9.7
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		5.3	4.3		51.4	9.7

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
LOS		A	A		D	A
Approach Delay		5.3	4.3		36.9	
Approach LOS		A	A		D	
Queue Length 50th (ft)		87	48		125	0
Queue Length 95th (ft)		136	83		167	60
Internal Link Dist (ft)		226	523		407	
Turn Bay Length (ft)						
Base Capacity (vph)		2608	2608		666	476
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		0.34	0.33		0.59	0.44

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 93 (93%), Referenced to phase 2:NBT, Start of Green	
Natural Cycle: 40	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 13.1	Intersection LOS: B
Intersection Capacity Utilization 43.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 146: Wake Forest Rd & Capital NB Off Ramp

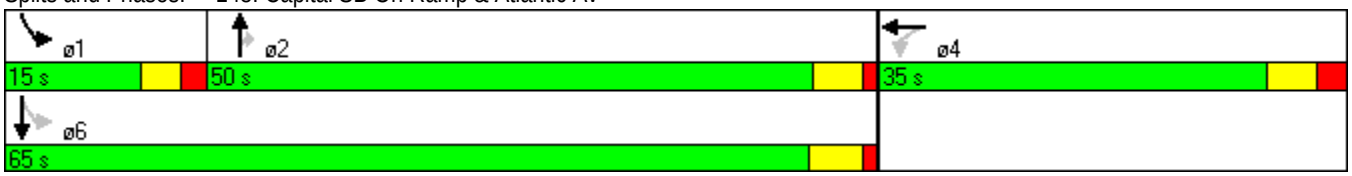


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	169	4	23	0	1066	86	247	598	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		100	250		0
Storage Lanes	0		0	1		0	0		1	1		0
Taper Length (ft)	25		25	25		25	25		125	100		25
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt					0.964				0.850		0.996	
Flt Protected				0.950	0.965					0.950		
Satd. Flow (prot)	0	0	0	1681	1646	0	0	3539	1583	1770	3525	0
Flt Permitted				0.950	0.965					0.149		
Satd. Flow (perm)	0	0	0	1681	1646	0	0	3539	1583	278	3525	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					16				50		4	
Link Speed (mph)		30			35			35			35	
Link Distance (ft)		564			583			603			527	
Travel Time (s)		12.8			11.4			11.7			10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	0	0	0	187	4	26	0	1182	95	274	663	16
Shared Lane Traffic (%)				41%								
Lane Group Flow (vph)	0	0	0	110	107	0	0	1182	95	274	679	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm					Perm	pm+pt		
Protected Phases					4			2		1	6	
Permitted Phases				4					2	6		
Detector Phase				4	4			2	2	1	6	
Switch Phase												
Minimum Initial (s)				7.0	7.0			10.0	10.0	7.0	10.0	
Minimum Split (s)				22.1	22.1			20.9	20.9	11.9	21.2	
Total Split (s)	0.0	0.0	0.0	35.0	35.0	0.0	0.0	50.0	50.0	15.0	65.0	0.0
Total Split (%)	0.0%	0.0%	0.0%	35.0%	35.0%	0.0%	0.0%	50.0%	50.0%	15.0%	65.0%	0.0%
Yellow Time (s)				3.7	3.7			3.7	3.7	3.0	4.0	
All-Red Time (s)				2.4	2.4			1.2	1.2	1.9	1.2	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	4.0	4.0	6.1	6.1	4.0	4.0	4.9	4.9	4.9	5.2	4.0
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?												
Recall Mode				None	None			C-Min	C-Min	None	Min	
Act Effct Green (s)				10.5	10.5			56.4	56.4	78.5	78.2	
Actuated g/C Ratio				0.10	0.10			0.56	0.56	0.78	0.78	
v/c Ratio				0.62	0.57			0.59	0.10	0.58	0.25	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay				57.9	47.7			23.4	11.6	12.5	3.4	
Queue Delay				0.0	0.0			0.2	0.0	0.0	0.0	
Total Delay				57.9	47.7			23.6	11.6	12.5	3.4	
LOS				E	D			C	B	B	A	
Approach Delay					52.9			22.7			6.0	
Approach LOS					D			C			A	
Queue Length 50th (ft)				72	58			317	26	34	46	
Queue Length 95th (ft)				126	111			441	m63	127	81	
Internal Link Dist (ft)		484			503			523			447	
Turn Bay Length (ft)									100	250		
Base Capacity (vph)				486	487			1997	915	475	2759	
Starvation Cap Reductn				0	0			216	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				0.23	0.22			0.66	0.10	0.58	0.25	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 90 (90%), Referenced to phase 2:NBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 18.9	Intersection LOS: B
Intersection Capacity Utilization 63.1%	ICU Level of Service B
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 148: Capital SB On Ramp & Atlantic Av



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Volume (veh/h)	0	0	596	0	261	4	0	24	16	0
Sign Control		Free			Free		Stop		Yield	
Grade		0%			0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	661	0	289	4	0	27	18	0
Pedestrians		3					3			
Lane Width (ft)		10.0					12.0			
Walking Speed (ft/s)		4.0					4.0			
Percent Blockage		0					0			
Right turn flare (veh)										
Median type		None			None					
Median storage veh)										
Upstream signal (ft)										
pX, platoon unblocked										
vC, conflicting volume	292			661			955	298	295	292
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	292			661			955	298	295	292
tC, single (s)	4.1			4.1			6.5	6.2	7.1	6.5
tC, 2 stage (s)										
tF (s)	2.2			2.2			4.0	3.3	3.5	4.0
p0 queue free %	100			100			100	96	97	100
cM capacity (veh/h)	1266			928			258	738	631	617

Direction, Lane #	EB 1	WB 1	SB 1	NW 1
Volume Total	661	294	27	18
Volume Left	0	0	0	18
Volume Right	661	4	27	0
cSH	1700	1700	738	631
Volume to Capacity	0.39	0.17	0.04	0.03
Queue Length 95th (ft)	0	0	3	2
Control Delay (s)	0.0	0.0	10.1	10.9
Lane LOS			B	B
Approach Delay (s)	0.0	0.0	10.1	10.9
Approach LOS			B	B

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	41.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	0	30	4	35	50	0	0	0	0	56	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	6	0	33	4	39	55	0	0	0	0	62	4
Pedestrians		7						2			5	
Lane Width (ft)		12.0						0.0			12.0	
Walking Speed (ft/s)		4.0						4.0			4.0	
Percent Blockage		1						0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	151	71	73	100	74	5	74			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	151	71	73	100	74	5	74			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	97	99	95	95	100			100		
cM capacity (veh/h)	735	814	983	848	812	1074	1517			1623		

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	39	99	67
Volume Left	6	4	0
Volume Right	33	55	4
cSH	938	943	1700
Volume to Capacity	0.04	0.10	0.04
Queue Length 95th (ft)	3	9	0
Control Delay (s)	9.0	9.3	0.0
Lane LOS	A	A	
Approach Delay (s)	9.0	9.3	0.0
Approach LOS	A	A	

Intersection Summary			
Average Delay	6.2		
Intersection Capacity Utilization	19.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	24	5	25	5	7	6	10	329	4	4	559	11
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	6	28	6	8	7	11	365	4	4	620	12
Pedestrians		23			8			11				
Lane Width (ft)		12.0			12.0			10.5				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		2			1			1				
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh)								2			2	
Upstream signal (ft)								295			293	
pX, platoon unblocked	0.71	0.71	0.64	0.71	0.71	0.86	0.64			0.86		
vC, conflicting volume	1055	1057	660	1067	1061	375	655			377		
vC1, stage 1 conf vol	658	658		397	397							
vC2, stage 2 conf vol	397	399		670	664							
vCu, unblocked vol	426	429	180	443	434	193	172			195		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	94	99	95	99	98	99	99			100		
cM capacity (veh/h)	476	442	534	440	432	726	877			1178		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	60	20	11	369	4	632
Volume Left	27	6	11	0	4	0
Volume Right	28	7	0	4	0	12
cSH	498	502	877	1700	1178	1700
Volume to Capacity	0.12	0.04	0.01	0.22	0.00	0.37
Queue Length 95th (ft)	10	3	1	0	0	0
Control Delay (s)	13.2	12.5	9.2	0.0	8.1	0.0
Lane LOS	B	B	A		A	
Approach Delay (s)	13.2	12.5	0.3		0.1	
Approach LOS	B	B				

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	49.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
161: Parking Deck & Blount St

3/1/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	26	0	33	9	0	7	3	363	2	4	568	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	29	0	37	10	0	8	3	402	2	4	630	8
Pedestrians		55			45			6				
Lane Width (ft)		12.0			12.0			10.5				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		5			4			0				
Right turn flare (veh)												
Median type								TWLTL			TWLTL	
Median storage veh)								2			2	
Upstream signal (ft)								271			213	
pX, platoon unblocked	0.70	0.70	0.63	0.70	0.70	0.86	0.63			0.86		
vC, conflicting volume	1114	1154	695	1136	1157	449	692			450		
vC1, stage 1 conf vol	697	697		455	455							
vC2, stage 2 conf vol	417	456		681	701							
vCu, unblocked vol	488	544	223	519	548	270	220			272		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	100	93	98	100	99	100			100		
cM capacity (veh/h)	432	397	489	417	393	632	812			1063		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	65	18	3	405	4	638
Volume Left	29	10	3	0	4	0
Volume Right	37	8	0	2	0	8
cSH	462	490	812	1700	1063	1700
Volume to Capacity	0.14	0.04	0.00	0.24	0.00	0.38
Queue Length 95th (ft)	12	3	0	0	0	0
Control Delay (s)	14.1	12.6	9.5	0.0	8.4	0.0
Lane LOS	B	B	A		A	
Approach Delay (s)	14.1	12.6	0.1		0.1	
Approach LOS	B	B				

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	47.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	4	4	617	20	8	343
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	684	22	9	380
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			511			150
pX, platoon unblocked						
vC, conflicting volume	1093	353			706	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1093	353			706	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	99			99	
cM capacity (veh/h)	207	643			888	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	9	456	250	389
Volume Left	4	0	0	9
Volume Right	4	0	22	0
cSH	313	1700	1700	888
Volume to Capacity	0.03	0.27	0.15	0.01
Queue Length 95th (ft)	2	0	0	1
Control Delay (s)	16.9	0.0	0.0	0.3
Lane LOS	C			A
Approach Delay (s)	16.9	0.0		0.3
Approach LOS	C			

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	35.0%	ICU Level of Service	A
Analysis Period (min)	15		

2020 Partial Two-Way Conversion Synchro Reports

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	136	310	109	491	0	0	0	0	9	578	232
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		150
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		150
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.896									0.958	
Flt Protected					0.991						0.999	
Satd. Flow (prot)	0	3171	0	0	3507	0	0	0	0	0	3082	0
Flt Permitted					0.714						0.999	
Satd. Flow (perm)	0	3171	0	0	2527	0	0	0	0	0	3082	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		207									105	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		442			484			146			462	
Travel Time (s)		8.6			9.4			3.3			10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)											16	
Adj. Flow (vph)	0	151	344	121	544	0	0	0	0	10	641	257
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	495	0	0	665	0	0	0	0	0	908	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.13	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		4			8						6	
Permitted Phases				8						6		
Minimum Split (s)		21.2		21.0	21.0					20.7	20.7	
Total Split (s)	0.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	45.0	45.0	0.0
Total Split (%)	0.0%	43.8%	0.0%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	0.0%
Yellow Time (s)		3.8		3.9	3.9					3.7	3.7	
All-Red Time (s)		1.4		1.1	1.1					1.0	1.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.2	4.0	5.0	5.0	4.0	4.0	4.0	4.0	4.7	4.7	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		29.8			30.0						40.3	
Actuated g/C Ratio		0.37			0.38						0.50	
v/c Ratio		0.38			0.70						0.57	
Control Delay		11.2			35.2						13.7	
Queue Delay		0.0			0.0						0.0	
Total Delay		11.2			35.2						13.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B			D						B	
Approach Delay		11.2			35.2						13.7	
Approach LOS		B			D						B	
Queue Length 50th (ft)		51			189						136	
Queue Length 95th (ft)		88			246						192	
Internal Link Dist (ft)		362			404			66			382	
Turn Bay Length (ft)												
Base Capacity (vph)		1311			948						1605	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.38			0.70						0.57	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 41 (51%), Referenced to phase 4:EBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 20.0 Intersection LOS: C
Intersection Capacity Utilization 67.7% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 94: Peace St & Blount St

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	145	0	517	471	0	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor	0.99			1.00		
Frt						0.865
Flt Protected	0.950			0.975		
Satd. Flow (prot)	3433	0	0	3252	0	1611
Flt Permitted	0.950			0.975		
Satd. Flow (perm)	3384	0	0	3249	0	1611
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						1091
Link Speed (mph)	35			30	30	
Link Distance (ft)	484			130	148	
Travel Time (s)	9.4			3.0	3.4	
Confl. Peds. (#/hr)	5		1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%
Parking (#/hr)				3		
Adj. Flow (vph)	161	0	573	522	0	92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	161	0	0	1095	0	92
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.08	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type			Perm			custom
Protected Phases	4			2		
Permitted Phases			2			6
Minimum Split (s)	21.4		21.0	21.0		21.0
Total Split (s)	25.0	0.0	55.0	55.0	0.0	55.0
Total Split (%)	31.3%	0.0%	68.8%	68.8%	0.0%	68.8%
Yellow Time (s)	3.0		3.8	3.8		3.8
All-Red Time (s)	2.4		1.2	1.2		1.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	4.0	5.0	5.0	4.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Act Effct Green (s)	19.6			50.0		50.0
Actuated g/C Ratio	0.24			0.62		0.62
v/c Ratio	0.19			0.54		0.06
Control Delay	15.6			19.4		0.1
Queue Delay	0.0			0.0		0.0
Total Delay	15.6			19.4		0.1
LOS	B			B		A

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Approach Delay	15.6			19.4		
Approach LOS	B			B		
Queue Length 50th (ft)	19			275		0
Queue Length 95th (ft)	27			340		0
Internal Link Dist (ft)	404			50	68	
Turn Bay Length (ft)						
Base Capacity (vph)	841			2031		1416
Starvation Cap Reductn	0			0		0
Spillback Cap Reductn	0			0		0
Storage Cap Reductn	0			0		0
Reduced v/c Ratio	0.19			0.54		0.06

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 49 (61%), Referenced to phase 4:EBL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 17.6	Intersection LOS: B
Intersection Capacity Utilization 45.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 95: Peace St & Person St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	6	4	4	7	21	28	558	29	4	75	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	7	4	4	8	23	31	619	32	4	83	4
Pedestrians					6							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					4.0							
Percent Blockage					1							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								148			680	
pX, platoon unblocked												
vC, conflicting volume	493	813	85	805	799	331	88			657		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	493	813	85	805	799	331	88			657		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	94	98	100	98	97	96	98			100		
cM capacity (veh/h)	424	302	956	260	307	661	1506			922		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1
Volume Total	35	35	340	341	92
Volume Left	24	4	31	0	4
Volume Right	4	23	0	32	4
cSH	422	458	1506	1700	922
Volume to Capacity	0.08	0.08	0.02	0.20	0.00
Queue Length 95th (ft)	7	6	2	0	0
Control Delay (s)	14.3	13.5	0.8	0.0	0.5
Lane LOS	B	B	A		A
Approach Delay (s)	14.3	13.5	0.4		0.5
Approach LOS	B	B			

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	34.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	4	4	0	0	0	0	586	14	4	79	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	4	4	0	0	0	0	650	16	4	88	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								464			364	
pX, platoon unblocked												
vC, conflicting volume	421	762	88	761	754	333	88			665		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	421	762	88	761	754	333	88			665		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	99	100	100	100	100	100			100		
cM capacity (veh/h)	514	332	953	289	335	663	1506			920		

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	17	433	232	92
Volume Left	8	0	0	4
Volume Right	4	0	16	0
cSH	502	1700	1700	920
Volume to Capacity	0.03	0.25	0.14	0.00
Queue Length 95th (ft)	3	0	0	0
Control Delay (s)	12.4	0.0	0.0	0.5
Lane LOS	B			A
Approach Delay (s)	12.4	0.0		0.5
Approach LOS	B			

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	27.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	9	5	0	0	0	0	0	0	6	815	14
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	10	6	0	0	0	0	0	0	7	904	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								462				
pX, platoon unblocked												
vC, conflicting volume	925	925	460	476	932	0	919			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	925	925	460	476	932	0	919			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	96	99	100	100	100	100			100		
cM capacity (veh/h)	223	267	549	453	264	1084	738			1622		

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	16	458	467
Volume Left	0	7	0
Volume Right	6	0	16
cSH	327	1622	1700
Volume to Capacity	0.05	0.00	0.27
Queue Length 95th (ft)	4	0	0
Control Delay (s)	16.6	0.1	0.0
Lane LOS	C	A	
Approach Delay (s)	16.6	0.1	
Approach LOS	C		

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	33.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	9	4	4	39	15	26	563	4	4	75	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor								1.00				
Frt		0.973			0.964			0.999			0.994	
Flt Protected		0.985			0.997			0.998			0.998	
Satd. Flow (prot)	0	1785	0	0	1790	0	0	3159	0	0	1848	0
Flt Permitted		0.943			0.989			0.942			0.980	
Satd. Flow (perm)	0	1709	0	0	1776	0	0	2980	0	0	1815	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			17			1			4	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		474			478			364			238	
Travel Time (s)		9.2			9.3			8.3			5.4	
Confl. Peds. (#/hr)							7		2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Parking (#/hr)								8				
Adj. Flow (vph)	6	10	4	4	43	17	29	624	4	4	83	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	64	0	0	657	0	0	91	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.15	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.9	20.9		21.2	21.2		21.0	21.0		21.0	21.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	55.0	55.0	0.0	55.0	55.0	0.0
Total Split (%)	31.3%	31.3%	0.0%	31.3%	31.3%	0.0%	68.8%	68.8%	0.0%	68.8%	68.8%	0.0%
Yellow Time (s)	3.1	3.1		3.9	3.9		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.8	1.8		1.3	1.3		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.9	4.9	4.0	5.2	5.2	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		20.1			19.8			50.0			50.0	
Actuated g/C Ratio		0.25			0.25			0.62			0.62	
v/c Ratio		0.05			0.14			0.35			0.08	
Control Delay		20.1			19.5			4.3			5.9	
Queue Delay		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		20.1			19.5			4.3			5.9	
LOS		C			B			A			A	
Approach Delay		20.1			19.5			4.3			5.9	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)		6			18			50			15	
Queue Length 95th (ft)		23			49			65			32	
Internal Link Dist (ft)		394			398			284			158	
Turn Bay Length (ft)												
Base Capacity (vph)		432			452			1863			1136	
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		0.05			0.14			0.35			0.08	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.35	
Intersection Signal Delay: 6.0	Intersection LOS: A
Intersection Capacity Utilization 34.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 103: Franklin St & Person St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	8	6	65	5	0	0	0	0	10	764	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	9	7	72	6	0	0	0	0	11	847	7
Pedestrians		5						1				
Lane Width (ft)		12.0						0.0				
Walking Speed (ft/s)		4.0						4.0				
Percent Blockage		0						0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								830				
pX, platoon unblocked												
vC, conflicting volume	880	878	433	458	881	0	859			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	880	878	433	458	881	0	859			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	97	99	85	98	100	100			99		
cM capacity (veh/h)	235	282	569	465	281	1084	775			1622		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	16	78	435	430
Volume Left	0	72	11	0
Volume Right	7	0	0	7
cSH	360	444	1622	1700
Volume to Capacity	0.04	0.17	0.01	0.25
Queue Length 95th (ft)	3	16	1	0
Control Delay (s)	15.5	14.8	0.2	0.0
Lane LOS	C	B	A	
Approach Delay (s)	15.5	14.8	0.1	
Approach LOS	C	B		

Intersection Summary				
Average Delay		1.6		
Intersection Capacity Utilization		39.3%	ICU Level of Service	A
Analysis Period (min)		15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	83	744	4	42	6	0	0	0	34
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	92	825	4	47	7	0	0	0	38
Pedestrians		2									3	
Lane Width (ft)		0.0									12.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		0									0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	832			0			1051	1016	0	1017	1014	832
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	832			0			1051	1016	0	1017	1014	832
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			94			73	97	100	100	100	90
cM capacity (veh/h)	798			1623			176	224	1085	201	224	368

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	921	53	38
Volume Left	92	47	0
Volume Right	4	0	38
cSH	1623	180	368
Volume to Capacity	0.06	0.29	0.10
Queue Length 95th (ft)	5	29	8
Control Delay (s)	1.5	33.1	15.9
Lane LOS	A	D	C
Approach Delay (s)	1.5	33.1	15.9
Approach LOS		D	C

Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	62.2%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	0	8	0	54	50	0	0	0	0	55	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	0	9	0	60	55	0	0	0	0	61	4
Pedestrians		6									5	
Lane Width (ft)		12.0									12.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		1									0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	160	69	69	72	71	5	71			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	160	69	69	72	71	5	71			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	99	100	93	95	100			100		
cM capacity (veh/h)	712	817	989	907	815	1074	1521			1623		

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	13	115	65
Volume Left	4	0	0
Volume Right	9	55	4
cSH	875	922	1700
Volume to Capacity	0.02	0.13	0.04
Queue Length 95th (ft)	1	11	0
Control Delay (s)	9.2	9.5	0.0
Lane LOS	A	A	
Approach Delay (s)	9.2	9.5	0.0
Approach LOS	A	A	

Intersection Summary			
Average Delay		6.3	
Intersection Capacity Utilization		19.2%	ICU Level of Service A
Analysis Period (min)		15	

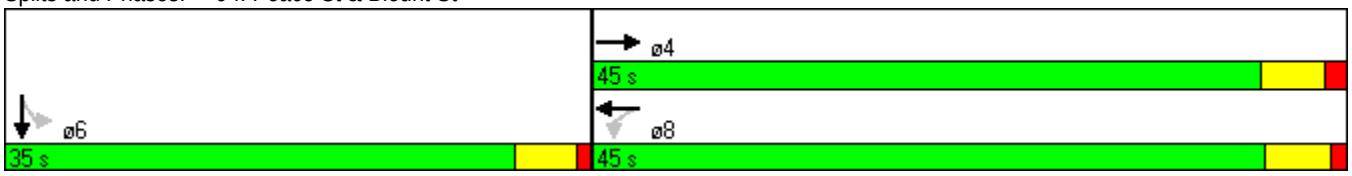
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	447	284	68	367	0	0	0	0	21	349	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Storage Length (ft)	0		0	0		0	0		0	0		150
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25		25	25		25	25		25	25		150
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.942									0.950	
Flt Protected					0.992						0.998	
Satd. Flow (prot)	0	3334	0	0	3511	0	0	0	0	0	2952	0
Flt Permitted					0.734						0.998	
Satd. Flow (perm)	0	3334	0	0	2598	0	0	0	0	0	2952	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		252									123	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		442			484			150			462	
Travel Time (s)		8.6			9.4			3.4			10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)											16	
Adj. Flow (vph)	0	496	315	75	407	0	0	0	0	23	387	203
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	811	0	0	482	0	0	0	0	0	613	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.18	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type				Perm						Perm		
Protected Phases		4			8						6	
Permitted Phases				8						6		
Minimum Split (s)		21.2		21.0	21.0					20.7	20.7	
Total Split (s)	0.0	45.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0	35.0	35.0	0.0
Total Split (%)	0.0%	56.3%	0.0%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%	43.8%	43.8%	0.0%
Yellow Time (s)		3.8		3.9	3.9					3.7	3.7	
All-Red Time (s)		1.4		1.1	1.1					1.0	1.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.0	5.2	4.0	5.0	5.0	4.0	4.0	4.0	4.0	4.7	4.7	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		39.8			40.0						30.3	
Actuated g/C Ratio		0.50			0.50						0.38	
v/c Ratio		0.45			0.37						0.51	
Control Delay		9.5			13.9						16.8	
Queue Delay		0.0			0.0						0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		9.5			13.9						16.8	
LOS		A			B						B	
Approach Delay		9.5			13.9						16.8	
Approach LOS		A			B						B	
Queue Length 50th (ft)		85			105						95	
Queue Length 95th (ft)		128			154						143	
Internal Link Dist (ft)		362			404			70			382	
Turn Bay Length (ft)												
Base Capacity (vph)		1785			1299						1194	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.45			0.37						0.51	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 29 (36%), Referenced to phase 4:EBT, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 13.0 Intersection LOS: B
Intersection Capacity Utilization 63.1% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 94: Peace St & Blount St



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	468	0	379	841	0	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	12	12
Lane Util. Factor	0.97	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor	0.99			1.00		
Frt						0.865
Flt Protected	0.950			0.985		
Satd. Flow (prot)	3433	0	0	3176	0	1611
Flt Permitted	0.950			0.985		
Satd. Flow (perm)	3394	0	0	3173	0	1611
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						1091
Link Speed (mph)	35			30	30	
Link Distance (ft)	484			130	148	
Travel Time (s)	9.4			3.0	3.4	
Confl. Peds. (#/hr)	4		2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%
Parking (#/hr)				3		
Adj. Flow (vph)	519	0	420	932	0	61
Shared Lane Traffic (%)						
Lane Group Flow (vph)	519	0	0	1352	0	61
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.04	1.13	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type			Perm			custom
Protected Phases	4			2		
Permitted Phases			2			6
Minimum Split (s)	21.4		21.0	21.0		21.0
Total Split (s)	27.0	0.0	53.0	53.0	0.0	53.0
Total Split (%)	33.8%	0.0%	66.3%	66.3%	0.0%	66.3%
Yellow Time (s)	3.0		3.8	3.8		3.8
All-Red Time (s)	2.4		1.2	1.2		1.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	4.0	5.0	5.0	4.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Act Effct Green (s)	21.6			48.0		48.0
Actuated g/C Ratio	0.27			0.60		0.60
v/c Ratio	0.56			0.71		0.04
Control Delay	19.9			13.8		0.1
Queue Delay	0.0			0.0		0.0
Total Delay	19.9			13.8		0.1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
LOS	B			B		A
Approach Delay	19.9			13.8		
Approach LOS	B			B		
Queue Length 50th (ft)	115			224		0
Queue Length 95th (ft)	164			300		0
Internal Link Dist (ft)	404			50	68	
Turn Bay Length (ft)						
Base Capacity (vph)	927			1904		1403
Starvation Cap Reductn	0			0		0
Spillback Cap Reductn	0			0		0
Storage Cap Reductn	0			0		0
Reduced v/c Ratio	0.56			0.71		0.04

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 48 (60%), Referenced to phase 4:EBL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 15.0	Intersection LOS: B
Intersection Capacity Utilization 57.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 95: Peace St & Person St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	4	4	4	4	24	4	1203	102	4	47	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	4	4	4	27	4	1334	113	4	52	4
Pedestrians					10							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					4.0							
Percent Blockage					1							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								148			680	
pX, platoon unblocked	0.75	0.75		0.75	0.75	0.75				0.75		
vC, conflicting volume	768	1529	54	1479	1475	733	57			1457		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	18	1035	54	968	962	0	57			939		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	97	100	97	98	97	100			99		
cM capacity (veh/h)	695	169	1001	149	187	805	1546			539		

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1
Volume Total	13	4	31	671	780	61
Volume Left	4	4	0	4	0	4
Volume Right	4	0	27	0	113	4
cSH	359	149	547	1546	1700	539
Volume to Capacity	0.04	0.03	0.06	0.00	0.46	0.01
Queue Length 95th (ft)	3	2	5	0	0	1
Control Delay (s)	15.4	30.0	12.0	0.1	0.0	0.9
Lane LOS	C	D	B	A		A
Approach Delay (s)	15.4	14.2		0.0		0.9
Approach LOS	C	B				

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	48.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	32	13	4	0	0	0	0	1199	31	4	51	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	35	14	4	0	0	0	0	1329	34	4	57	0
Pedestrians											1	
Lane Width (ft)											12.0	
Walking Speed (ft/s)											4.0	
Percent Blockage											0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								464			364	
pX, platoon unblocked	0.97	0.97		0.97	0.97	0.97				0.97		
vC, conflicting volume	731	1429	57	1424	1412	683	57			1364		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	662	1381	57	1375	1363	612	57			1314		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	90	100	100	100	100	100			99		
cM capacity (veh/h)	335	137	998	92	141	423	1546			507		

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	54	886	477	61
Volume Left	35	0	0	4
Volume Right	4	0	34	0
cSH	252	1700	1700	507
Volume to Capacity	0.22	0.52	0.28	0.01
Queue Length 95th (ft)	20	0	0	1
Control Delay (s)	23.1	0.0	0.0	1.0
Lane LOS	C			A
Approach Delay (s)	23.1	0.0		1.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	44.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	19	15	0	0	0	0	0	0	30	538	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	21	17	0	0	0	0	0	0	33	596	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								462				
pX, platoon unblocked												
vC, conflicting volume	667	667	302	392	671	0	604			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	667	667	302	392	671	0	604			0		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	94	98	100	100	100	100			98		
cM capacity (veh/h)	339	370	694	498	368	1084	970			1622		

Direction, Lane #	EB 1	SB 1	SB 2
Volume Total	38	332	306
Volume Left	0	33	0
Volume Right	17	0	8
cSH	466	1622	1700
Volume to Capacity	0.08	0.02	0.18
Queue Length 95th (ft)	7	2	0
Control Delay (s)	13.4	0.9	0.0
Lane LOS	B	A	
Approach Delay (s)	13.4	0.5	
Approach LOS	B		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	26.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	12	4	4	24	19	43	1151	37	4	47	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			1.00				
Frt		0.987			0.945			0.995			0.991	
Flt Protected		0.972			0.996			0.998			0.997	
Satd. Flow (prot)	0	1787	0	0	1740	0	0	3144	0	0	1840	0
Flt Permitted		0.840			0.983			0.943			0.938	
Satd. Flow (perm)	0	1538	0	0	1717	0	0	2968	0	0	1732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			21			9			4	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		474			478			364			238	
Travel Time (s)		9.2			9.3			8.3			5.4	
Confl. Peds. (#/hr)	4					4	11		4			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Parking (#/hr)								8				
Adj. Flow (vph)	24	13	4	4	27	21	48	1276	41	4	52	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	41	0	0	52	0	0	1365	0	0	60	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.15	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	18.9	18.9		18.2	18.2		15.0	15.0		21.0	21.0	
Total Split (s)	20.0	20.0	0.0	20.0	20.0	0.0	60.0	60.0	0.0	60.0	60.0	0.0
Total Split (%)	25.0%	25.0%	0.0%	25.0%	25.0%	0.0%	75.0%	75.0%	0.0%	75.0%	75.0%	0.0%
Yellow Time (s)	3.1	3.1		3.9	3.9		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.8	1.8		1.3	1.3		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.9	4.9	4.0	5.2	5.2	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		15.1			14.8			55.0			55.0	
Actuated g/C Ratio		0.19			0.18			0.69			0.69	
v/c Ratio		0.14			0.16			0.67			0.05	
Control Delay		26.5			20.0			7.1			4.0	
Queue Delay		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		26.5			20.0			7.1			4.0	
LOS		C			C			A			A	
Approach Delay		26.5			20.0			7.1			4.0	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		16			13			75			8	
Queue Length 95th (ft)		42			43			275			18	
Internal Link Dist (ft)		394			398			284			158	
Turn Bay Length (ft)												
Base Capacity (vph)		294			335			2043			1192	
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		0.14			0.16			0.67			0.05	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 64 (80%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 55	
Control Type: Pretimed	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 7.9	Intersection LOS: A
Intersection Capacity Utilization 57.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 103: Franklin St & Person St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	8	11	53	18	0	0	0	0	29	512	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	9	12	59	20	0	0	0	0	32	568	4
Pedestrians					2			1				
Lane Width (ft)					12.0			0.0				
Walking Speed (ft/s)					4.0			4.0				
Percent Blockage					0			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								830				
pX, platoon unblocked												
vC, conflicting volume	644	636	287	368	638	2	572			2		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	644	636	287	368	638	2	572			2		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	98	98	89	95	100	100			98		
cM capacity (veh/h)	338	385	710	534	384	1079	997			1616		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	21	79	316	288
Volume Left	0	59	32	0
Volume Right	12	0	0	4
cSH	524	486	1616	1700
Volume to Capacity	0.04	0.16	0.02	0.17
Queue Length 95th (ft)	3	14	2	0
Control Delay (s)	12.2	13.8	0.9	0.0
Lane LOS	B	B	A	
Approach Delay (s)	12.2	13.8	0.5	
Approach LOS	B	B		

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	32.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	55	489	4	32	44	0	0	0	23
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	61	542	4	35	49	0	0	0	26
Pedestrians		3									3	
Lane Width (ft)		0.0									12.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		0									0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	550			0			695	672	0	694	669	550
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	550			0			695	672	0	694	669	550
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			89	87	100	100	100	95
cM capacity (veh/h)	1018			1623			329	362	1085	310	363	533

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	608	84	26
Volume Left	61	35	0
Volume Right	4	0	26
cSH	1623	348	533
Volume to Capacity	0.04	0.24	0.05
Queue Length 95th (ft)	3	23	4
Control Delay (s)	1.1	18.6	12.1
Lane LOS	A	C	B
Approach Delay (s)	1.1	18.6	12.1
Approach LOS		C	B

Intersection Summary			
Average Delay		3.5	
Intersection Capacity Utilization		48.1%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	0	30	4	35	50	0	0	0	0	56	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	6	0	33	4	39	55	0	0	0	0	62	4
Pedestrians		7						2			5	
Lane Width (ft)		12.0						0.0			12.0	
Walking Speed (ft/s)		4.0						4.0			4.0	
Percent Blockage		1						0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	151	71	73	100	74	5	74			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	151	71	73	100	74	5	74			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	97	99	95	95	100			100		
cM capacity (veh/h)	735	814	983	848	812	1074	1517			1623		

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	39	99	67
Volume Left	6	4	0
Volume Right	33	55	4
cSH	938	943	1700
Volume to Capacity	0.04	0.10	0.04
Queue Length 95th (ft)	3	9	0
Control Delay (s)	9.0	9.3	0.0
Lane LOS	A	A	
Approach Delay (s)	9.0	9.3	0.0
Approach LOS	A	A	

Intersection Summary			
Average Delay	6.2		
Intersection Capacity Utilization	19.2%	ICU Level of Service	A
Analysis Period (min)	15		

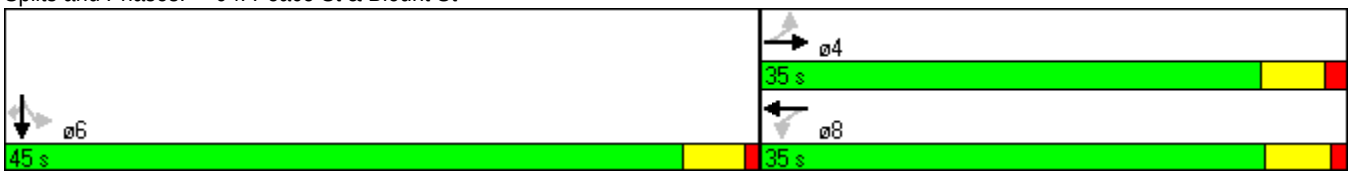
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	18	119	310	55	491	54	0	0	0	9	578	232
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		150
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		150
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.896			0.986							0.850
Flt Protected		0.998			0.995						0.999	
Satd. Flow (prot)	0	3165	0	0	3472	0	0	0	0	0	1526	1583
Flt Permitted		0.915			0.856						0.999	
Satd. Flow (perm)	0	2902	0	0	2987	0	0	0	0	0	1526	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		207			15							162
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		442			484			146			462	
Travel Time (s)		8.6			9.4			3.3			10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)											16	
Adj. Flow (vph)	20	132	344	61	544	60	0	0	0	10	641	257
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	496	0	0	665	0	0	0	0	0	651	257
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.29	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm						Perm		Perm
Protected Phases		4			8						6	
Permitted Phases	4			8						6		6
Minimum Split (s)	21.2	21.2		21.0	21.0					20.7	20.7	20.7
Total Split (s)	35.0	35.0	0.0	35.0	35.0	0.0	0.0	0.0	0.0	45.0	45.0	45.0
Total Split (%)	43.8%	43.8%	0.0%	43.8%	43.8%	0.0%	0.0%	0.0%	0.0%	56.3%	56.3%	56.3%
Yellow Time (s)	3.8	3.8		3.9	3.9					3.7	3.7	3.7
All-Red Time (s)	1.4	1.4		1.1	1.1					1.0	1.0	1.0
Lost Time Adjust (s)	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 Lost Time (s)	5.2	5.2	4.0	5.0	5.0	4.0	4.0	4.0	4.0	4.7	4.7	4.7
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		29.8			30.0						40.3	40.3
Actuated g/C Ratio		0.37			0.38						0.50	0.50
v/c Ratio		0.41			0.59						0.85	0.29
Control Delay		11.6			31.6						30.0	5.4
Queue Delay		0.0			0.0						0.0	0.0
Total Delay		11.6			31.6						30.0	5.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B			C						C	A
Approach Delay		11.6			31.6						23.0	
Approach LOS		B			C						C	
Queue Length 50th (ft)		52			184						266	24
Queue Length 95th (ft)		91			241						#481	63
Internal Link Dist (ft)		362			404			66			382	
Turn Bay Length (ft)												150
Base Capacity (vph)		1211			1130						769	878
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		0.41			0.59						0.85	0.29

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 41 (51%), Referenced to phase 4:EBTL, Start of Green
Natural Cycle: 55
Control Type: Pretimed
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 23.0 Intersection LOS: C
Intersection Capacity Utilization 75.3% 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: 94: Peace St & Blount St



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	127	0	517	417	0	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor	0.99			1.00		
Frt						0.865
Flt Protected	0.950			0.973		
Satd. Flow (prot)	3433	0	0	3246	0	1611
Flt Permitted	0.950			0.973		
Satd. Flow (perm)	3384	0	0	3242	0	1611
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						1091
Link Speed (mph)	35			30	30	
Link Distance (ft)	484			130	148	
Travel Time (s)	9.4			3.0	3.4	
Confl. Peds. (#/hr)	5		1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%
Parking (#/hr)				3		
Adj. Flow (vph)	141	0	573	462	0	92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	141	0	0	1035	0	92
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.08	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type			Perm			custom
Protected Phases	4			2		
Permitted Phases			2			6
Minimum Split (s)	21.4		21.0	21.0		21.0
Total Split (s)	25.0	0.0	55.0	55.0	0.0	55.0
Total Split (%)	31.3%	0.0%	68.8%	68.8%	0.0%	68.8%
Yellow Time (s)	3.0		3.8	3.8		3.8
All-Red Time (s)	2.4		1.2	1.2		1.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	4.0	5.0	5.0	4.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Act Effct Green (s)	19.6			50.0		50.0
Actuated g/C Ratio	0.24			0.62		0.62
v/c Ratio	0.17			0.51		0.06
Control Delay	15.3			18.7		0.1
Queue Delay	0.0			0.0		0.0
Total Delay	15.3			18.7		0.1
LOS	B			B		A

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Approach Delay	15.3			18.7		
Approach LOS	B			B		
Queue Length 50th (ft)	17			255		0
Queue Length 95th (ft)	m24			321		0
Internal Link Dist (ft)	404			50	68	
Turn Bay Length (ft)						
Base Capacity (vph)	841			2026		1416
Starvation Cap Reductn	0			0		0
Spillback Cap Reductn	0			0		0
Storage Cap Reductn	0			0		0
Reduced v/c Ratio	0.17			0.51		0.06

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 49 (61%), Referenced to phase 4:EBL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 17.0	Intersection LOS: B
Intersection Capacity Utilization 45.9%	ICU Level of Service A
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 95: Peace St & Person St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	6	4	4	7	21	28	486	29	4	75	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	7	4	4	8	23	31	539	32	4	83	4
Pedestrians					6							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					4.0							
Percent Blockage					1							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								148			680	
pX, platoon unblocked												
vC, conflicting volume	453	733	85	725	719	291	88			577		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	453	733	85	725	719	291	88			577		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	98	100	99	98	97	98			100		
cM capacity (veh/h)	455	336	956	298	342	701	1506			988		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1
Volume Total	35	35	300	302	92
Volume Left	24	4	31	0	4
Volume Right	4	23	0	32	4
cSH	455	501	1506	1700	988
Volume to Capacity	0.08	0.07	0.02	0.18	0.00
Queue Length 95th (ft)	6	6	2	0	0
Control Delay (s)	13.6	12.7	0.9	0.0	0.5
Lane LOS	B	B	A		A
Approach Delay (s)	13.6	12.7	0.5		0.5
Approach LOS	B	B			

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	32.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	4	4	0	0	0	0	515	14	4	79	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	4	4	0	0	0	0	571	16	4	88	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								464			364	
pX, platoon unblocked												
vC, conflicting volume	382	683	88	682	675	293	88			586		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	382	683	88	682	675	293	88			586		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	100	100	100	100	100			100		
cM capacity (veh/h)	549	368	953	330	372	703	1506			984		

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	17	381	206	92
Volume Left	8	0	0	4
Volume Right	4	0	16	0
cSH	539	1700	1700	984
Volume to Capacity	0.03	0.22	0.12	0.00
Queue Length 95th (ft)	2	0	0	0
Control Delay (s)	11.9	0.0	0.0	0.5
Lane LOS	B			A
Approach Delay (s)	11.9	0.0		0.5
Approach LOS	B			

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	25.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	5	5	0	0	0	4	64	4	6	815	14
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	6	6	0	0	0	4	71	4	7	904	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								462				
pX, platoon unblocked												
vC, conflicting volume	1007	1009	911	1015	1014	73	919			75		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1007	1009	911	1015	1014	73	919			75		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	98	98	100	100	100	99			100		
cM capacity (veh/h)	218	238	332	208	236	989	743			1524		

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	11	80	926
Volume Left	0	4	7
Volume Right	6	4	16
cSH	277	743	1524
Volume to Capacity	0.04	0.01	0.00
Queue Length 95th (ft)	3	0	0
Control Delay (s)	18.5	0.6	0.1
Lane LOS	C	A	A
Approach Delay (s)	18.5	0.6	0.1
Approach LOS	C		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	9	4	4	39	15	26	491	4	4	75	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor								1.00				
Frt		0.973			0.964			0.999			0.994	
Flt Protected		0.985			0.997			0.997			0.998	
Satd. Flow (prot)	0	1785	0	0	1790	0	0	3156	0	0	1848	0
Flt Permitted		0.943			0.989			0.940			0.983	
Satd. Flow (perm)	0	1709	0	0	1776	0	0	2973	0	0	1820	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			17			2			4	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		474			478			364			238	
Travel Time (s)		9.2			9.3			8.3			5.4	
Confl. Peds. (#/hr)							7		2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Parking (#/hr)								8				
Adj. Flow (vph)	6	10	4	4	43	17	29	544	4	4	83	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	64	0	0	577	0	0	91	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.15	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.9	20.9		21.2	21.2		21.0	21.0		21.0	21.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	55.0	55.0	0.0	55.0	55.0	0.0
Total Split (%)	31.3%	31.3%	0.0%	31.3%	31.3%	0.0%	68.8%	68.8%	0.0%	68.8%	68.8%	0.0%
Yellow Time (s)	3.1	3.1		3.9	3.9		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.8	1.8		1.3	1.3		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.9	4.9	4.0	5.2	5.2	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		20.1			19.8			50.0			50.0	
Actuated g/C Ratio		0.25			0.25			0.62			0.62	
v/c Ratio		0.05			0.14			0.31			0.08	
Control Delay		22.3			19.5			4.1			5.9	
Queue Delay		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		22.3			19.5			4.1			5.9	
LOS		C			B			A			A	
Approach Delay		22.3			19.5			4.1			5.9	
Approach LOS		C			B			A			A	
Queue Length 50th (ft)		6			18			43			15	
Queue Length 95th (ft)		m21			49			56			32	
Internal Link Dist (ft)		394			398			284			158	
Turn Bay Length (ft)												
Base Capacity (vph)		432			452			1859			1139	
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		0.05			0.14			0.31			0.08	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 45	
Control Type: Pretimed	
Maximum v/c Ratio: 0.31	
Intersection Signal Delay: 6.1	Intersection LOS: A
Intersection Capacity Utilization 32.4%	ICU Level of Service A
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 103: Franklin St & Person St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	4	6	65	5	0	4	56	4	10	764	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	4	7	72	6	0	4	62	4	11	847	7
Pedestrians		5						1				
Lane Width (ft)		12.0						12.0				
Walking Speed (ft/s)		4.0						4.0				
Percent Blockage		0						0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								830				
pX, platoon unblocked												
vC, conflicting volume	953	953	856	956	954	64	859			67		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	953	953	856	956	954	64	859			67		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	98	98	68	98	100	99			99		
cM capacity (veh/h)	231	255	355	227	254	1000	779			1535		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	11	78	71	865
Volume Left	0	72	4	11
Volume Right	7	0	4	7
cSH	307	229	779	1535
Volume to Capacity	0.04	0.34	0.01	0.01
Queue Length 95th (ft)	3	36	0	1
Control Delay (s)	17.2	28.6	0.7	0.2
Lane LOS	C	D	A	A
Approach Delay (s)	17.2	28.6	0.7	0.2
Approach LOS	C	D		

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Volume (veh/h)	0	0	56	0	744	4	0	34	42	6
Sign Control		Free			Free		Stop		Stop	
Grade		0%			0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	62	0	825	4	0	38	47	7
Pedestrians		2					3			
Lane Width (ft)		12.0					12.0			
Walking Speed (ft/s)		4.0					4.0			
Percent Blockage		0					0			
Right turn flare (veh)										
Median type		None			None					
Median storage veh)										
Upstream signal (ft)										
pX, platoon unblocked										
vC, conflicting volume	832			62			892	832	867	832
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	832			62			892	832	867	832
tC, single (s)	4.1			4.1			6.5	6.2	7.1	6.5
tC, 2 stage (s)										
tF (s)	2.2			2.2			4.0	3.3	3.5	4.0
p0 queue free %	100			100			100	90	81	98
cM capacity (veh/h)	798			1541			280	367	244	304

Direction, Lane #	EB 1	WB 1	SB 1	NW 1
Volume Total	62	829	38	53
Volume Left	0	0	0	47
Volume Right	62	4	38	0
cSH	1700	1700	367	250
Volume to Capacity	0.04	0.49	0.10	0.21
Queue Length 95th (ft)	0	0	9	20
Control Delay (s)	0.0	0.0	15.9	23.2
Lane LOS			C	C
Approach Delay (s)	0.0	0.0	15.9	23.2
Approach LOS			C	C

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	0	8	0	54	50	0	0	0	0	55	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	0	9	0	60	55	0	0	0	0	61	4
Pedestrians		6									5	
Lane Width (ft)		12.0									12.0	
Walking Speed (ft/s)		4.0									4.0	
Percent Blockage		1									0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	160	69	69	72	71	5	71			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	160	69	69	72	71	5	71			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	99	100	93	95	100			100		
cM capacity (veh/h)	712	817	989	907	815	1074	1521			1623		

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	13	115	65
Volume Left	4	0	0
Volume Right	9	55	4
cSH	875	922	1700
Volume to Capacity	0.02	0.13	0.04
Queue Length 95th (ft)	1	11	0
Control Delay (s)	9.2	9.5	0.0
Lane LOS	A	A	
Approach Delay (s)	9.2	9.5	0.0
Approach LOS	A	A	

Intersection Summary			
Average Delay		6.3	
Intersection Capacity Utilization		19.2%	ICU Level of Service A
Analysis Period (min)		15	

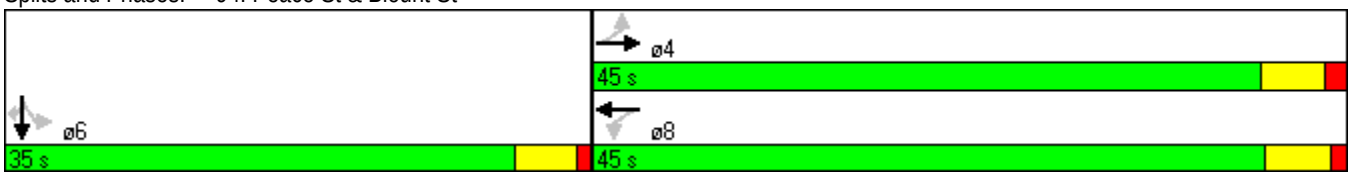
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	47	400	284	34	367	33	0	0	0	21	349	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	11	11
Storage Length (ft)	0		0	0		0	0		0	0		150
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25		25	25		25	25		25	25		150
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.942			0.988							0.850
Flt Protected		0.997			0.996						0.997	
Satd. Flow (prot)	0	3324	0	0	3483	0	0	0	0	0	1472	1531
Flt Permitted		0.890			0.851						0.997	
Satd. Flow (perm)	0	2967	0	0	2976	0	0	0	0	0	1472	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		254			15							203
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		442			484			150			462	
Travel Time (s)		8.6			9.4			3.4			10.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Parking (#/hr)											16	
Adj. Flow (vph)	52	443	315	38	407	37	0	0	0	23	387	203
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	810	0	0	482	0	0	0	0	0	410	203
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.34	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm						Perm		Perm
Protected Phases		4			8						6	
Permitted Phases	4			8						6		6
Minimum Split (s)	21.2	21.2		21.0	21.0					20.7	20.7	20.7
Total Split (s)	45.0	45.0	0.0	45.0	45.0	0.0	0.0	0.0	0.0	35.0	35.0	35.0
Total Split (%)	56.3%	56.3%	0.0%	56.3%	56.3%	0.0%	0.0%	0.0%	0.0%	43.8%	43.8%	43.8%
Yellow Time (s)	3.8	3.8		3.9	3.9					3.7	3.7	3.7
All-Red Time (s)	1.4	1.4		1.1	1.1					1.0	1.0	1.0
Lost Time Adjust (s)	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 Lost Time (s)	5.2	5.2	4.0	5.0	5.0	4.0	4.0	4.0	4.0	4.7	4.7	4.7
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		39.8			40.0						30.3	30.3
Actuated g/C Ratio		0.50			0.50						0.38	0.38
v/c Ratio		0.50			0.32						0.73	0.29
Control Delay		10.1			7.6						31.0	3.9
Queue Delay		0.0			0.0						0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		10.1			7.6						31.0	3.9
LOS		B			A						C	A
Approach Delay		10.1			7.6						22.0	
Approach LOS		B			A						C	
Queue Length 50th (ft)		87			31						172	0
Queue Length 95th (ft)		135			49						#293	40
Internal Link Dist (ft)		362			404			70			382	
Turn Bay Length (ft)												150
Base Capacity (vph)		1604			1496						558	706
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		0.50			0.32						0.73	0.29

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 29 (36%), Referenced to phase 4:EBTL, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 13.3 Intersection LOS: B
Intersection Capacity Utilization 66.7% 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: 94: Peace St & Blount St



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	421	0	379	810	0	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	12	12
Lane Util. Factor	0.97	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor	0.99			1.00		
Frt						0.865
Flt Protected	0.950			0.984		
Satd. Flow (prot)	3433	0	0	3173	0	1611
Flt Permitted	0.950			0.984		
Satd. Flow (perm)	3394	0	0	3169	0	1611
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						1091
Link Speed (mph)	35			30	30	
Link Distance (ft)	484			130	148	
Travel Time (s)	9.4			3.0	3.4	
Confl. Peds. (#/hr)	4		2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%
Parking (#/hr)				3		
Adj. Flow (vph)	467	0	420	898	0	61
Shared Lane Traffic (%)						
Lane Group Flow (vph)	467	0	0	1318	0	61
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.04	1.13	1.00	1.00
Turning Speed (mph)	15	9	15			9
Turn Type			Perm			custom
Protected Phases	4			2		
Permitted Phases			2			6
Minimum Split (s)	21.4		21.0	21.0		21.0
Total Split (s)	28.0	0.0	52.0	52.0	0.0	52.0
Total Split (%)	35.0%	0.0%	65.0%	65.0%	0.0%	65.0%
Yellow Time (s)	3.0		3.8	3.8		3.8
All-Red Time (s)	2.4		1.2	1.2		1.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.4	4.0	5.0	5.0	4.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Act Effct Green (s)	22.6			47.0		47.0
Actuated g/C Ratio	0.28			0.59		0.59
v/c Ratio	0.48			0.71		0.04
Control Delay	31.8			14.3		0.1
Queue Delay	0.0			0.0		0.0
Total Delay	31.8			14.3		0.1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
LOS	C			B		A
Approach Delay	31.8			14.3		
Approach LOS	C			B		
Queue Length 50th (ft)	118			222		1
Queue Length 95th (ft)	169			298		0
Internal Link Dist (ft)	404			50	68	
Turn Bay Length (ft)						
Base Capacity (vph)	970			1862		1397
Starvation Cap Reductn	0			0		0
Spillback Cap Reductn	0			0		0
Storage Cap Reductn	0			0		0
Reduced v/c Ratio	0.48			0.71		0.04

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 4:EBL, Start of Green	
Natural Cycle: 55	
Control Type: Pretimed	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 18.3	Intersection LOS: B
Intersection Capacity Utilization 55.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 95: Peace St & Person St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	4	4	4	4	24	4	1125	101	4	47	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	4	4	4	4	27	4	1247	112	4	52	4
Pedestrians					10							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					4.0							
Percent Blockage					1							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								148			680	
pX, platoon unblocked	0.76	0.76		0.76	0.76	0.76				0.76		
vC, conflicting volume	725	1441	54	1392	1388	690	57			1369		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	938	54	873	867	0	57			842		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	98	100	97	98	97	100			99		
cM capacity (veh/h)	726	195	1001	177	215	813	1546			591		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1
Volume Total	13	35	628	736	61
Volume Left	4	4	4	0	4
Volume Right	4	27	0	112	4
cSH	400	452	1546	1700	591
Volume to Capacity	0.03	0.08	0.00	0.43	0.01
Queue Length 95th (ft)	3	6	0	0	1
Control Delay (s)	14.3	13.6	0.1	0.0	0.9
Lane LOS	B	B	A		A
Approach Delay (s)	14.3	13.6	0.0		0.9
Approach LOS	B	B			

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	45.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	32	13	4	0	0	0	0	1122	31	4	51	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	35	14	4	0	0	0	0	1244	34	4	57	0
Pedestrians											1	
Lane Width (ft)											12.0	
Walking Speed (ft/s)											4.0	
Percent Blockage											0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								464			364	
pX, platoon unblocked												
vC, conflicting volume	688	1344	57	1338	1327	640	57			1278		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	688	1344	57	1338	1327	640	57			1278		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	90	100	100	100	100	100			99		
cM capacity (veh/h)	330	149	998	102	153	418	1546			539		

Direction, Lane #	EB 1	NB 1	NB 2	SB 1
Volume Total	54	829	449	61
Volume Left	35	0	0	4
Volume Right	4	0	34	0
cSH	261	1700	1700	539
Volume to Capacity	0.21	0.49	0.26	0.01
Queue Length 95th (ft)	19	0	0	1
Control Delay (s)	22.4	0.0	0.0	0.9
Lane LOS	C			A
Approach Delay (s)	22.4	0.0		0.9
Approach LOS	C			

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	42.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	15	15	0	0	0	4	73	4	30	538	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	17	17	0	0	0	4	81	4	33	596	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								462				
pX, platoon unblocked												
vC, conflicting volume	759	761	600	784	763	83	604			85		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	759	761	600	784	763	83	604			85		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	95	97	100	100	100	100			98		
cM capacity (veh/h)	317	326	501	283	325	976	974			1511		

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	33	90	638
Volume Left	0	4	33
Volume Right	17	4	8
cSH	395	974	1511
Volume to Capacity	0.08	0.00	0.02
Queue Length 95th (ft)	7	0	2
Control Delay (s)	14.9	0.5	0.6
Lane LOS	B	A	A
Approach Delay (s)	14.9	0.5	0.6
Approach LOS	B		

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	47.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	12	4	4	24	19	43	1074	37	4	47	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			1.00				
Frt		0.987			0.945			0.995			0.991	
Flt Protected		0.972			0.996			0.998			0.997	
Satd. Flow (prot)	0	1787	0	0	1740	0	0	3143	0	0	1840	0
Flt Permitted		0.840			0.983			0.942			0.943	
Satd. Flow (perm)	0	1538	0	0	1717	0	0	2964	0	0	1741	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			21			9			4	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		474			478			364			238	
Travel Time (s)		9.2			9.3			8.3			5.4	
Confl. Peds. (#/hr)	4					4	11		4			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	2	0	0	0	0
Parking (#/hr)								8				
Adj. Flow (vph)	24	13	4	4	27	21	48	1191	41	4	52	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	41	0	0	52	0	0	1280	0	0	60	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.15	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	18.9	18.9		18.2	18.2		15.0	15.0		21.0	21.0	
Total Split (s)	20.0	20.0	0.0	20.0	20.0	0.0	60.0	60.0	0.0	60.0	60.0	0.0
Total Split (%)	25.0%	25.0%	0.0%	25.0%	25.0%	0.0%	75.0%	75.0%	0.0%	75.0%	75.0%	0.0%
Yellow Time (s)	3.1	3.1		3.9	3.9		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.8	1.8		1.3	1.3		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	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 Lost Time (s)	4.9	4.9	4.0	5.2	5.2	4.0	5.0	5.0	4.0	5.0	5.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		15.1			14.8			55.0			55.0	
Actuated g/C Ratio		0.19			0.18			0.69			0.69	
v/c Ratio		0.14			0.16			0.63			0.05	
Control Delay		27.9			20.0			8.1			4.0	
Queue Delay		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		27.9			20.0			8.1			4.0	
LOS		C			C			A			A	
Approach Delay		27.9			20.0			8.1			4.0	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		16			13			189			8	
Queue Length 95th (ft)		m42			43			226			18	
Internal Link Dist (ft)		394			398			284			158	
Turn Bay Length (ft)												
Base Capacity (vph)		294			335			2041			1198	
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		0.14			0.16			0.63			0.05	

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 64 (80%), Referenced to phase 2:NBTL, Start of Green	
Natural Cycle: 55	
Control Type: Pretimed	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 8.9	Intersection LOS: A
Intersection Capacity Utilization 55.4%	ICU Level of Service B
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 103: Franklin St & Person St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	4	11	53	18	0	4	65	4	29	512	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	4	12	59	20	0	4	72	4	32	568	4
Pedestrians					2			1				
Lane Width (ft)					12.0			12.0				
Walking Speed (ft/s)					4.0			4.0				
Percent Blockage					0			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								830				
pX, platoon unblocked												
vC, conflicting volume	727	722	571	735	722	76	572			78		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	727	722	571	735	722	76	572			78		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	98	81	94	100	100			98		
cM capacity (veh/h)	318	344	520	317	344	983	1001			1517		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	17	79	81	604
Volume Left	0	59	4	32
Volume Right	12	0	4	4
cSH	457	323	1001	1517
Volume to Capacity	0.04	0.24	0.00	0.02
Queue Length 95th (ft)	3	23	0	2
Control Delay (s)	13.2	19.7	0.5	0.6
Lane LOS	B	C	A	A
Approach Delay (s)	13.2	19.7	0.5	0.6
Approach LOS	B	C		

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Volume (veh/h)	0	0	65	0	489	4	0	23	32	44
Sign Control		Free			Free		Stop		Stop	
Grade		0%			0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	72	0	542	4	0	26	35	49
Pedestrians		3					3			
Lane Width (ft)		12.0					12.0			
Walking Speed (ft/s)		4.0					4.0			
Percent Blockage		0					0			
Right turn flare (veh)										
Median type		None			None					
Median storage veh)										
Upstream signal (ft)										
pX, platoon unblocked										
vC, conflicting volume	550			72			619	550	573	550
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	550			72			619	550	573	550
tC, single (s)	4.1			4.1			6.5	6.2	7.1	6.5
tC, 2 stage (s)										
tF (s)	2.2			2.2			4.0	3.3	3.5	4.0
p0 queue free %	100			100			100	95	91	89
cM capacity (veh/h)	1018			1528			403	532	408	442

Direction, Lane #	EB 1	WB 1	SB 1	NW 1
Volume Total	72	547	26	84
Volume Left	0	0	0	35
Volume Right	72	4	26	0
cSH	1700	1700	532	427
Volume to Capacity	0.04	0.32	0.05	0.20
Queue Length 95th (ft)	0	0	4	18
Control Delay (s)	0.0	0.0	12.1	15.5
Lane LOS			B	C
Approach Delay (s)	0.0	0.0	12.1	15.5
Approach LOS			B	C

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	45.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	0	30	4	35	50	0	0	0	0	56	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	6	0	33	4	39	55	0	0	0	0	62	4
Pedestrians		7						2			5	
Lane Width (ft)		12.0						0.0			12.0	
Walking Speed (ft/s)		4.0						4.0			4.0	
Percent Blockage		1						0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	151	71	73	100	74	5	74			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	151	71	73	100	74	5	74			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	97	99	95	95	100			100		
cM capacity (veh/h)	735	814	983	848	812	1074	1517			1623		

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	39	99	67
Volume Left	6	4	0
Volume Right	33	55	4
cSH	938	943	1700
Volume to Capacity	0.04	0.10	0.04
Queue Length 95th (ft)	3	9	0
Control Delay (s)	9.0	9.3	0.0
Lane LOS	A	A	
Approach Delay (s)	9.0	9.3	0.0
Approach LOS	A	A	

Intersection Summary			
Average Delay	6.2		
Intersection Capacity Utilization	19.2%	ICU Level of Service	A
Analysis Period (min)	15		

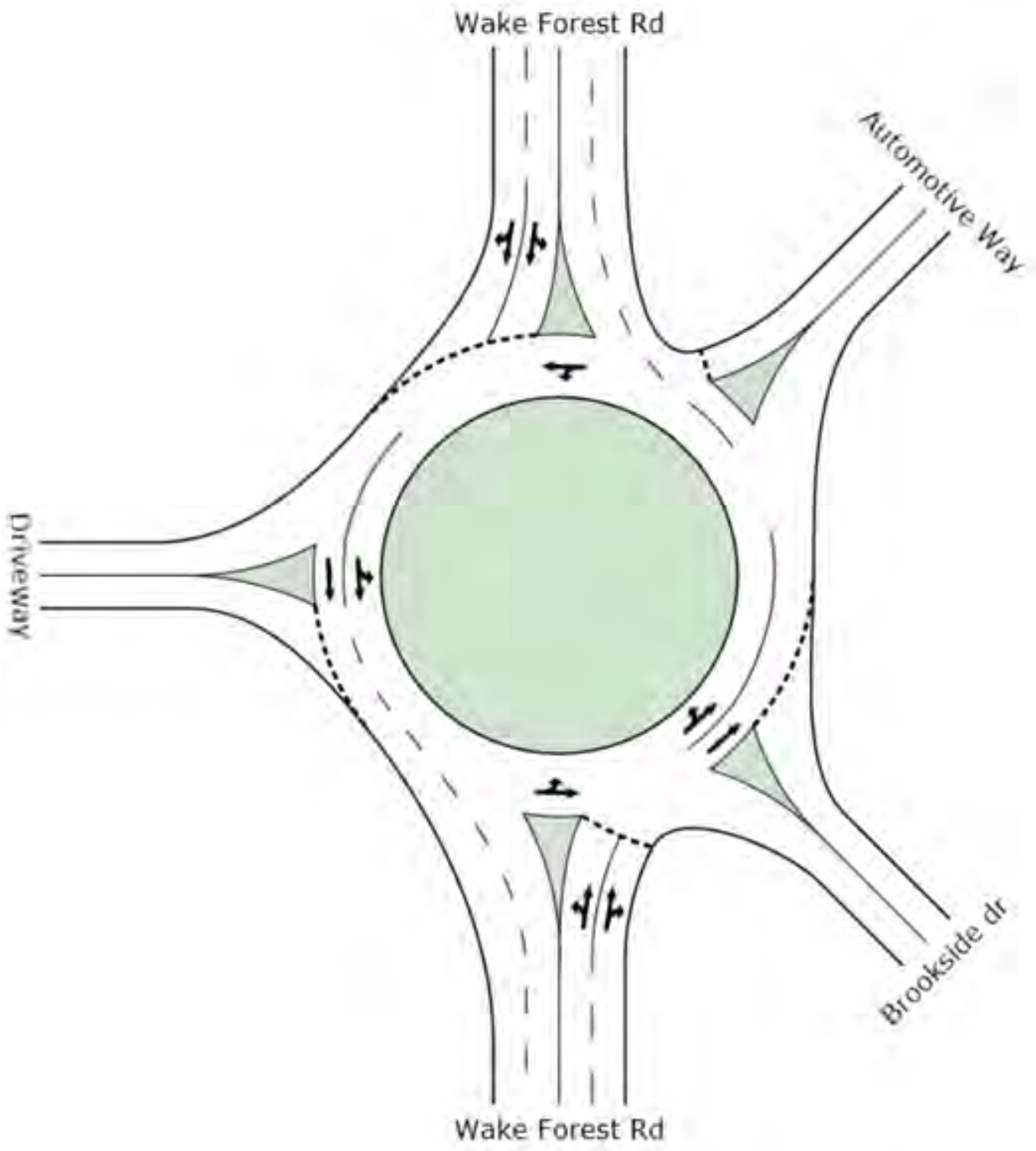
SimTraffic Summary Tables

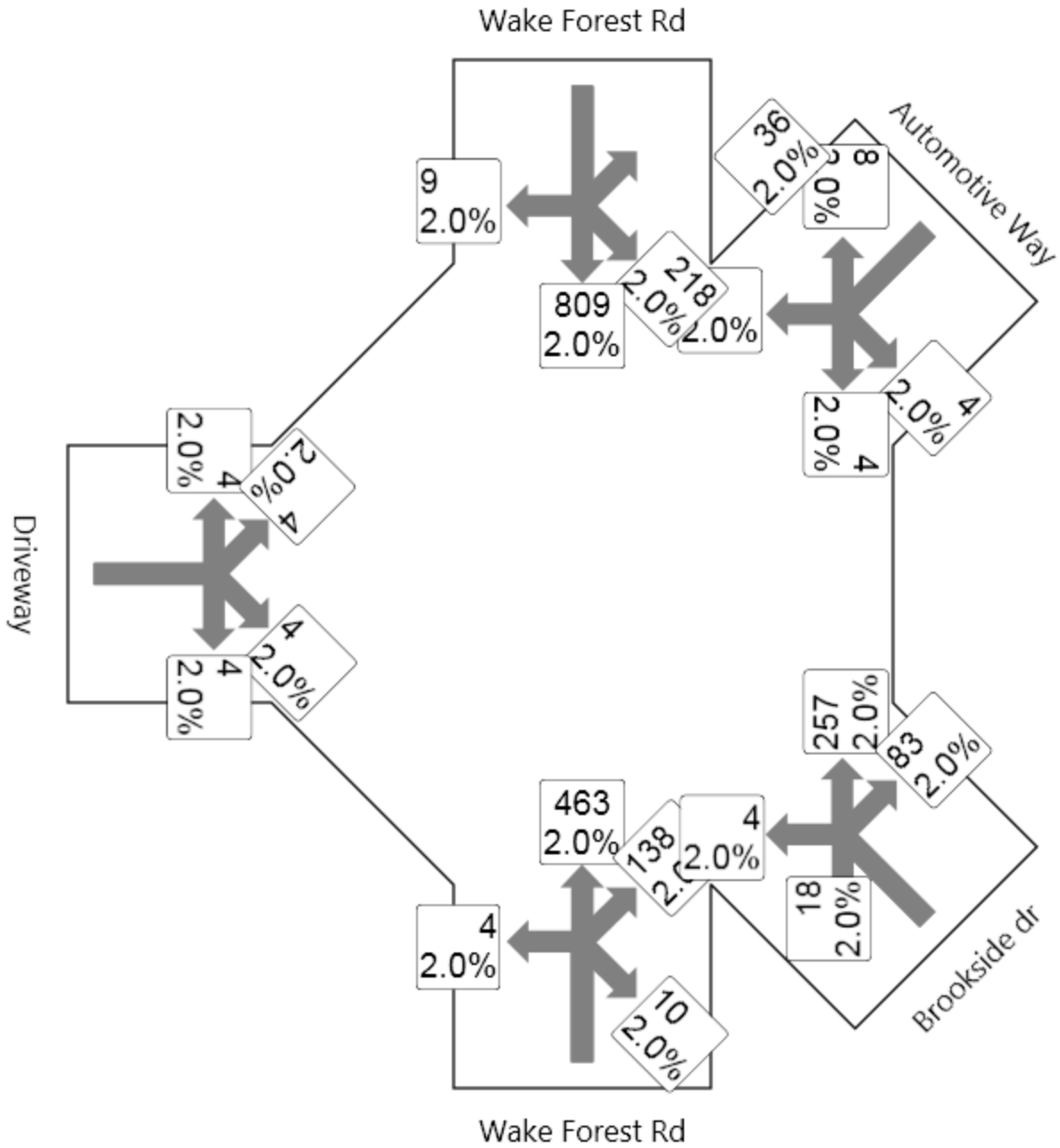
SimTraffic Summary Table

AM Peak Hour											
SimTraffic Network MOEs: 2020 No-Build	**AM 11**	**AM 12**	**AM 13**	**AM 14**	**AM 15**	**AM 16**	**AM 17**	**AM 18**	**AM 19**	**AM 20**	**AM Avg**
Total Delay/Veh (sec)	82	78	109	107	95	93	93	97	84	105	**95**
Stops/Veh	2.16	2.08	2.29	2.29	2.20	2.21	2.19	2.21	2.15	2.34	**2.22**
Travel Distance (mi)	9,646	9,712	9,642	9,759	9,613	9,719	9,573	9,802	9,734	9,761	**9,696**
Travel Time (hr)	597	586	696	693	644	637	635	660	608	687	**644**
Avg Speed (mph)	16	17	14	14	15	15	15	15	16	14	**15**
Fuel Efficiency (mpg)	23	23	22	22	22	22	22	22	23	22	**22**
Density (ft/veh)	292	298	251	252	271	275	275	265	287	254	**271**
SimTraffic Network MOEs: 2020 Road Diet	**AM 11**	**AM 12**	**AM 13**	**AM 14**	**AM 15**	**AM 16**	**AM 17**	**AM 18**	**AM 19**	**AM 20**	**AM Avg**
Total Delay/Veh (sec)	101	87	79	81	105	90	88	90	94	97	**91**
Stops/Veh	2.30	2.18	2.08	2.08	2.29	2.14	2.16	2.19	2.21	2.22	**2.19**
Travel Distance (mi)	9,836	9,697	9,760	9,581	9,699	9,782	9,667	9,632	9,694	9,736	**9,708**
Travel Time (hr)	676	620	593	586	678	638	616	624	640	650	**632**
Avg Speed (mph)	15	16	17	16	14	15	16	15	15	15	**15**
Fuel Efficiency (mpg)	22	22	23	23	22	22	22	22	22	22	**22**
Density (ft/veh)	236	257	268	271	235	251	259	255	250	245	**252**
SimTraffic Network MOEs: 2020 Full Two-Way Conversion	**AM 11**	**AM 12**	**AM 13**	**AM 14**	**AM 15**	**AM 16**	**AM 17**	**AM 18**	**AM 19**	**AM 20**	**AM Avg**
Total Delay/Veh (sec)	89	101	78	94	92	86	84	87	89	95	**90**
Stops/Veh	2.33	2.50	2.15	2.40	2.38	2.28	2.20	2.28	2.32	2.36	**2.33**
Travel Distance (mi)	9,884	9,940	9,878	9,886	9,974	9,747	9,883	9,855	9,996	9,724	**9,877**
Travel Time (hr)	640	683	600	660	655	620	626	632	648	653	**642**
Avg Speed (mph)	15	15	17	15	15	16	16	16	15	15	**15**
Fuel Efficiency (mpg)	22	22	23	22	22	22	22	22	22	22	**22**
Density (ft/veh)	276	259	295	268	270	285	282	280	273	271	**275**
PM Peak Hour											
SimTraffic Network MOEs: 2020 No-Build	**PM 11**	**PM 12**	**PM 13**	**PM 14**	**PM 15**	**PM 16**	**PM 17**	**PM 18**	**PM 19**	**PM 20**	**PM Avg**
Total Delay/Veh (sec)	69	75	70	71	75	68	69	65	104	64	**73**
Stops/Veh	1.96	2.05	1.98	2.03	2.03	1.96	1.96	1.92	2.03	1.89	**1.99**
Travel Distance (mi)	10,390	10,463	10,342	10,481	10,279	10,270	10,430	10,410	9,877	10,291	**10,323**
Travel Time (hr)	623	648	618	617	655	600	620	592	751	581	**631**
Avg Speed (mph)	18	17	17	17	17	17	17	18	14	18	**17**
Fuel Efficiency (mpg)	23	22	23	23	22	23	23	23	21	23	**22**
Density (ft/veh)	295	280	292	286	283	296	292	300	246	304	**287**
SimTraffic Network MOEs: 2020 Road Diet	**PM 11**	**PM 12**	**PM 13**	**PM 14**	**PM 15**	**PM 16**	**PM 17**	**PM 18**	**PM 19**	**PM 20**	**PM Avg**
Total Delay/Veh (sec)	83	87	83	82	69	83	81	79	82	78	**81**
Stops/Veh	2.22	2.28	2.20	2.22	1.99	2.24	2.22	2.16	2.21	2.15	**2.20**
Travel Distance (mi)	10,338	10,463	10,096	10,391	10,265	10,284	10,389	10,278	10,322	10,262	**10,309**
Travel Time (hr)	655	687	659	664	594	654	667	642	665	634	**652**
Avg Speed (mph)	16	16	16	16	17	16	16	16	16	16	**16**
Fuel Efficiency (mpg)	22	22	22	22	23	22	22	22	22	23	**22**
Density (ft/veh)	246	239	251	246	269	248	248	254	247	255	**250**
SimTraffic Network MOEs: 2020 Full Two-Way Conversion	**PM 11**	**PM 12**	**PM 13**	**PM 14**	**PM 15**	**PM 16**	**PM 17**	**PM 18**	**PM 19**	**PM 20**	**PM Avg**
Total Delay/Veh (sec)	90	92	91	95	87	81	95	89	85	95	**90**
Stops/Veh	2.39	2.42	2.41	2.45	2.34	2.32	2.48	2.40	2.36	2.44	**2.41**
Travel Distance (mi)	10,378	10,607	10,571	10,537	10,552	10,468	10,397	10,402	10,452	10,487	**10,485**
Travel Time (hr)	704	727	724	749	728	662	726	708	680	732	**714**
Avg Speed (mph)	15	15	15	15	15	16	15	15	16	15	**15**
Fuel Efficiency (mpg)	22	22	22	21	22	22	22	22	22	22	**22**
Density (ft/veh)	256	252	251	247	257	268	249	257	264	249	**255**

APPENDIX G – Sidra Reports

Wake Forest Road at Automotive Way/Brookside Drive


Wake Forest Rd
Automotive Way
Brookside dr
Wake Forest Rd
Driveway



xxx = vehicles per hour (vph)
x% = heavy truck percentage

MOVEMENT SUMMARY

Site: 2020 AM Peak

Automotive Way & Brookside Dr (2020 AM Peak) - Two Way Conversion
Roundabout
Flow Scale Analysis (Practical Capacity): Results for Flow Scale (chosen as largest for any movement) = 114.0 %

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Wake Forest Rd											
3L	L	5	2.0	0.381	8.6	LOS A	3.1	78.8	0.61	0.90	22.1
8T	T	574	2.0	0.391	3.1	LOS A	3.1	79.4	0.60	0.44	22.8
8R	R	183	2.0	0.391	3.2	LOS A	3.1	79.4	0.60	0.45	22.9
Approach		762	2.0	0.391	3.2	LOS A	3.1	79.4	0.60	0.45	22.8
South East: Brookside dr											
11L	L	27	2.0	0.826	20.5	LOS C	9.1	231.2	0.90	1.33	18.6
16R	R	421	2.0	0.833	14.8	LOS B	9.1	231.2	0.90	1.24	19.1
Approach		449	2.0	0.833	15.1	LOS C	9.1	231.2	0.90	1.25	19.1
North East: Automotive Way											
17L	L	10	2.0	0.046	10.9	LOS B	0.2	6.1	0.65	0.81	20.8
14R	R	12	2.0	0.046	7.3	LOS A	0.2	6.1	0.65	0.68	21.6
Approach		22	2.0	0.046	8.9	LOS B	0.2	6.1	0.65	0.74	21.2
North: Wake Forest Rd											
7L	L	315	2.0	0.470	6.0	LOS A	4.9	124.4	0.27	0.63	22.3
4T	T	1002	2.0	0.471	1.0	LOS A	4.9	125.3	0.26	0.14	23.8
4R	R	11	2.0	0.465	2.6	LOS A	4.9	125.3	0.26	0.36	23.4
Approach		1328	2.0	0.471	2.2	LOS A	4.9	125.3	0.26	0.26	23.4
West: Driveway											
5L	L	10	2.0	0.045	11.6	LOS B	0.2	5.2	0.66	0.88	20.7
2R	R	10	2.0	0.045	7.0	LOS A	0.2	5.2	0.66	0.70	21.5
Approach		20	2.0	0.045	9.3	LOS B	0.2	5.2	0.66	0.79	21.1
All Vehicles		2581	2.0	0.833	4.8	LOS A	9.1	231.2	0.48	0.50	22.3

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).
Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).
Approach LOS values are based on the worst delay for any vehicle movement.
Roundabout LOS Method: Same as Signalised Intersections.
Roundabout Capacity Model: SIDRA Standard.

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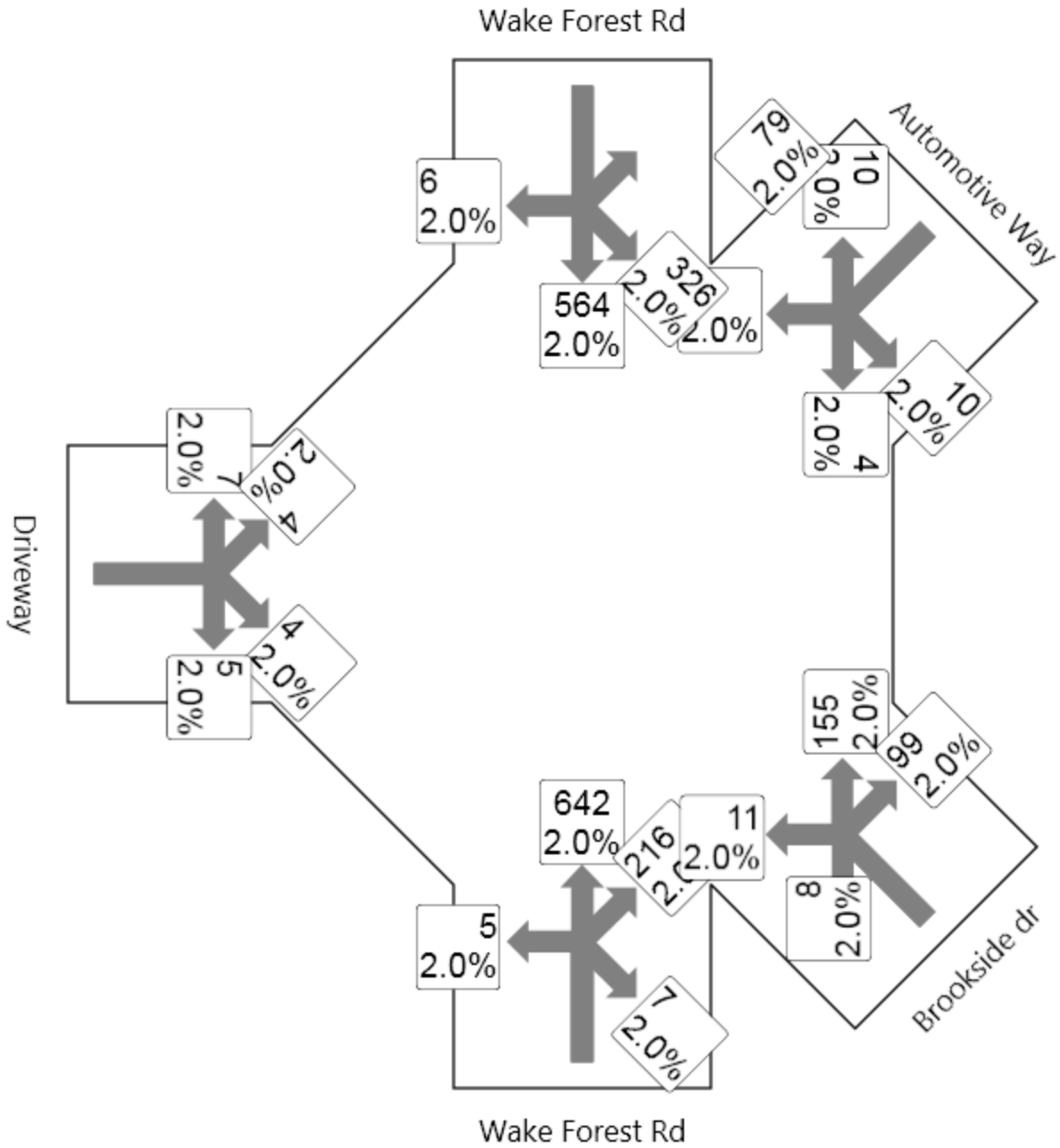

xxx = vehicles per hour (vph)
x% = heavy truck percentage

MOVEMENT SUMMARY

Site: 2020 PM Peak

Automotive Way & Brookside Dr (2020 PM Peak) - Two Way Conversion
Roundabout
Flow Scale Analysis (Practical Capacity): Results for Flow Scale (chosen as largest for any movement) = 110.0 %

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Wake Forest Rd											
3L	L	6	2.0	0.598	13.5	LOS B	7.3	185.2	0.84	1.10	20.6
8T	T	768	2.0	0.626	7.8	LOS A	7.4	187.9	0.84	0.93	21.5
8R	R	267	2.0	0.626	7.6	LOS A	7.4	187.9	0.84	0.92	21.6
Approach		1040	2.0	0.625	7.8	LOS B	7.4	187.9	0.84	0.93	21.5
South East: Brookside dr											
11L	L	23	2.0	0.841	23.5	LOS C	7.8	197.7	0.92	1.31	17.7
16R	R	304	2.0	0.828	18.5	LOS B	7.8	197.7	0.92	1.25	18.0
Approach		326	2.0	0.828	18.9	LOS C	7.8	197.7	0.92	1.25	18.0
North East: Automotive Way											
17L	L	17	2.0	0.077	11.2	LOS B	0.4	10.6	0.70	0.87	20.7
14R	R	17	2.0	0.077	7.2	LOS A	0.4	10.6	0.70	0.75	21.5
Approach		33	2.0	0.077	9.2	LOS B	0.4	10.6	0.70	0.81	21.1
North: Wake Forest Rd											
7L	L	484	2.0	0.419	6.1	LOS A	3.9	99.9	0.26	0.54	22.1
4T	T	674	2.0	0.419	1.0	LOS A	4.0	100.5	0.25	0.14	23.8
4R	R	7	2.0	0.422	2.6	LOS A	4.0	100.5	0.25	0.36	23.4
Approach		1166	2.0	0.419	3.1	LOS A	4.0	100.5	0.26	0.31	23.1
West: Driveway											
5L	L	13	2.0	0.050	11.0	LOS B	0.2	5.7	0.63	0.86	20.8
2R	R	11	2.0	0.050	6.3	LOS A	0.2	5.7	0.63	0.67	21.8
Approach		24	2.0	0.050	8.9	LOS B	0.2	5.7	0.63	0.78	21.2
All Vehicles		2590	2.0	0.828	7.1	LOS A	7.8	197.7	0.58	0.69	21.6

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).
Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).
Approach LOS values are based on the worst delay for any vehicle movement.
Roundabout LOS Method: Same as Signalised Intersections.
Roundabout Capacity Model: SIDRA Standard.

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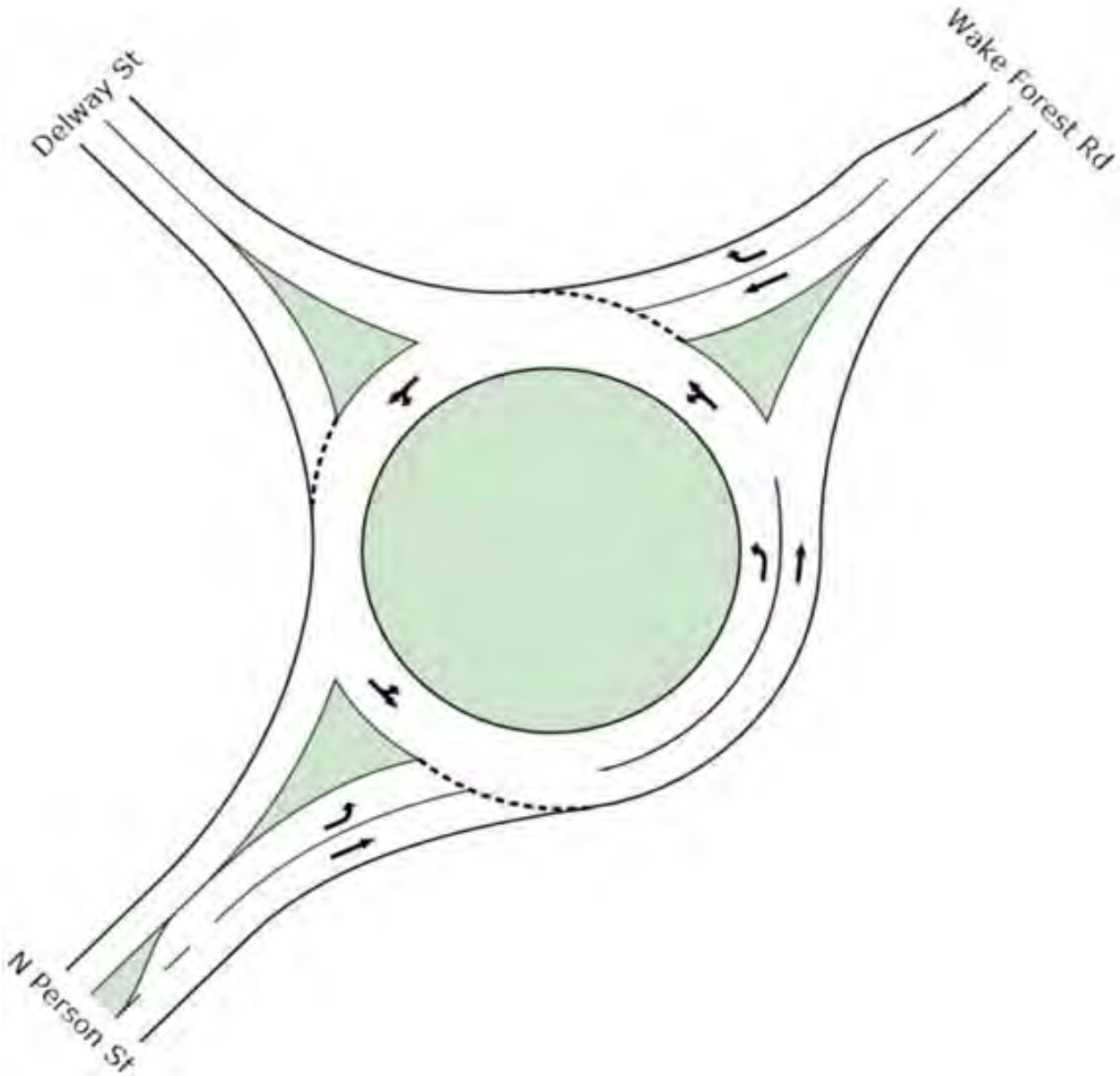
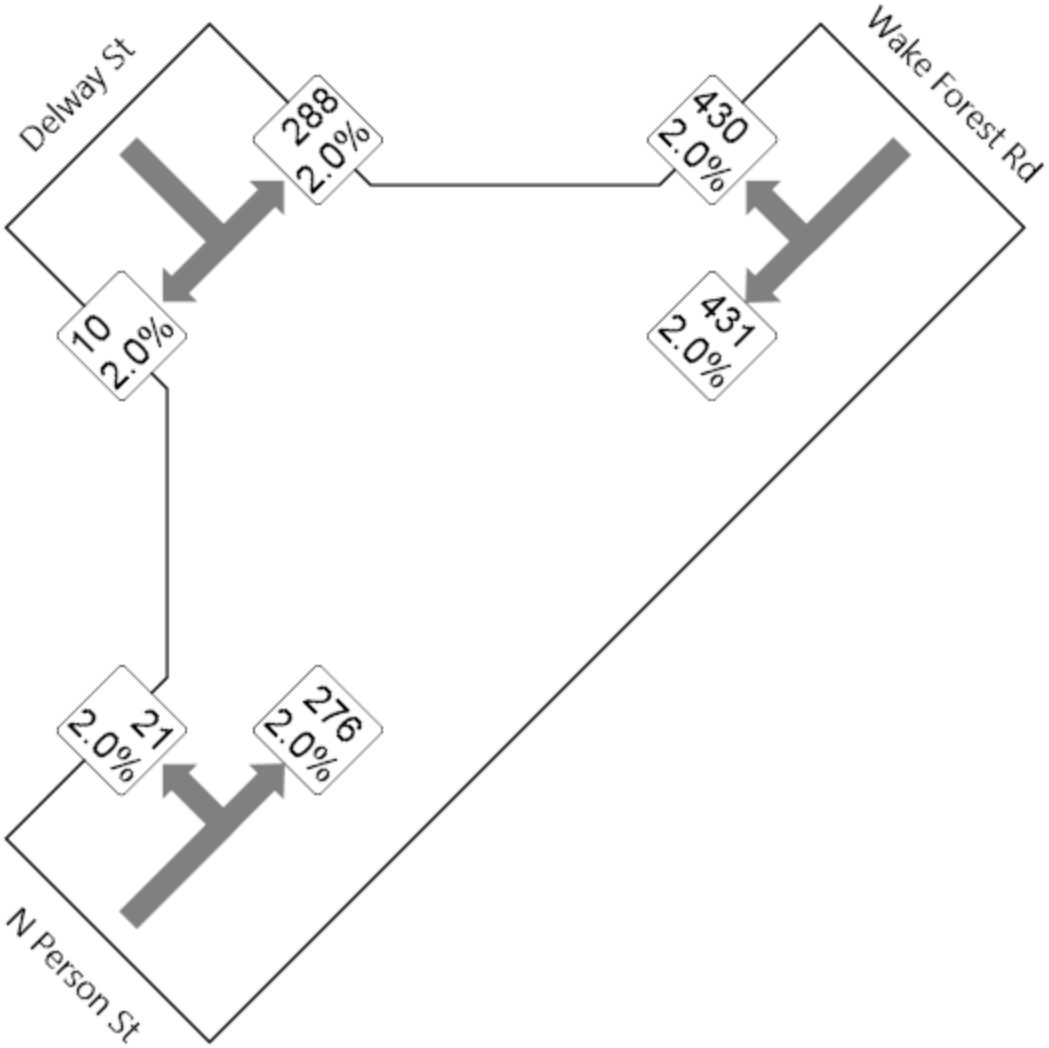
Wake Forest Road at Delway Street (Full Two-Way Conversion)


Delway St
Wake Forest Rd
N Person St



xxx = vehicles per hour (vph)
x% = heavy truck percentage

MOVEMENT SUMMARY

Site: 2020 AM Peak

Person St & Wake Forest Rd (2020 AM Peak) - Two Way Conversion No Slip Alt
Roundabout
Flow Scale Analysis (Practical Capacity): Results for Flow Scale (chosen as largest for any movement) = 138.0 %

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
North East: Wake Forest Rd											
14T	T	647	2.0	0.426	0.7	LOS A	4.4	110.7	0.20	0.09	24.1
14R	R	645	2.0	0.627	3.3	LOS A	4.9	124.6	0.98	0.34	21.6
Approach		1292	2.0	0.627	2.0	LOS A	4.9	124.6	0.59	0.22	22.8
North West: Delway St											
15L	L	432	2.0	0.738	21.7	LOS C	10.0	253.9	0.94	1.29	17.7
12R	R	15	2.0	0.750	17.4	LOS B	10.0	253.9	0.94	1.27	18.0
Approach		447	2.0	0.738	21.5	LOS C	10.0	253.9	0.94	1.29	17.7
South West: N Person St											
13L	L	32	2.0	0.067	11.0	LOS B	0.4	10.7	0.65	0.73	20.6
18T	T	414	2.0	0.491	4.2	LOS A	4.8	122.0	0.79	0.62	22.4
Approach		446	2.0	0.490	4.6	LOS B	4.8	122.0	0.78	0.62	22.2
All Vehicles		2184	2.0	0.738	6.5	LOS A	10.0	253.9	0.70	0.52	21.3

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).
Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).
Approach LOS values are based on the worst delay for any vehicle movement.
Roundabout LOS Method: Same as Signalised Intersections.
Roundabout Capacity Model: SIDRA Standard.

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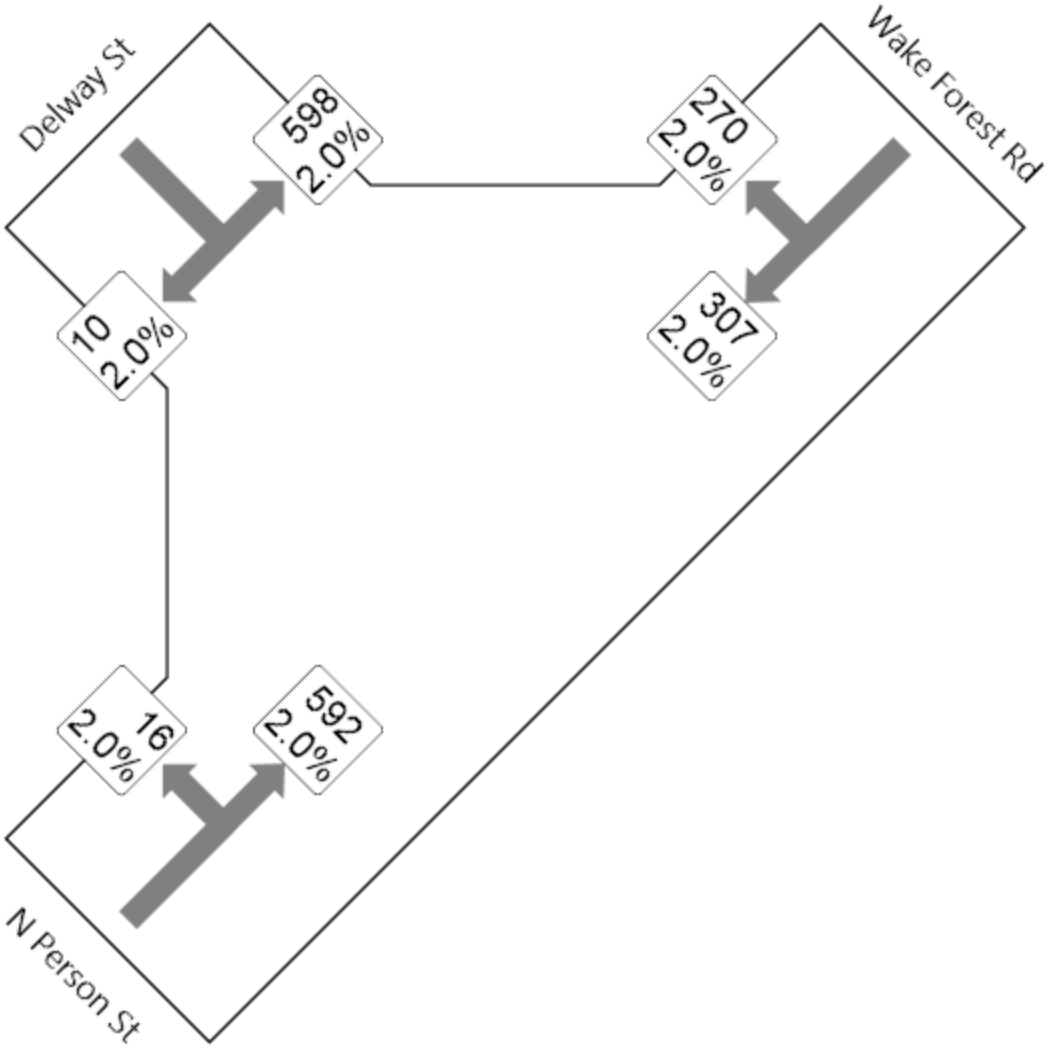

xxx = vehicles per hour (vph)
x% = heavy truck percentage

MOVEMENT SUMMARY

Site: 2020 PM Peak

Person St & Wake Forest Rd (2020 PM Peak) - Two Way Conversion No Slip Alt
Roundabout
Flow Scale Analysis (Practical Capacity): Results for Flow Scale (chosen as largest for any movement) = 100.0 %

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
North East: Wake Forest Rd											
14T	T	334	2.0	0.218	0.5	LOS A	1.9	49.2	0.12	0.08	24.4
14R	R	293	2.0	0.302	2.6	LOS A	1.8	46.4	0.45	0.27	22.8
Approach		627	2.0	0.302	1.5	LOS A	1.9	49.2	0.28	0.17	23.6
North West: Delway St											
15L	L	650	2.0	0.776	15.3	LOS B	12.4	315.3	0.90	1.06	19.3
12R	R	11	2.0	0.776	11.0	LOS B	12.4	315.3	0.90	1.03	19.9
Approach		661	2.0	0.775	15.3	LOS B	12.4	315.3	0.90	1.06	19.3
South West: N Person St											
13L	L	17	2.0	0.915	31.1	LOS C	19.6	497.8	1.00	1.62	16.2
18T	T	643	2.0	0.906	23.6	LOS C	19.6	497.8	0.98	1.54	16.7
Approach		661	2.0	0.906	23.8	LOS C	19.6	497.8	0.98	1.54	16.7
All Vehicles		1949	2.0	0.906	13.7	LOS B	19.6	497.8	0.73	0.94	19.4

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).
Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).
Approach LOS values are based on the worst delay for any vehicle movement.
Roundabout LOS Method: Same as Signalised Intersections.
Roundabout Capacity Model: SIDRA Standard.
The specified Flow Scale Analysis Target was exceeded in all future years or upper limit was too low. Results are reported for the current conditions.

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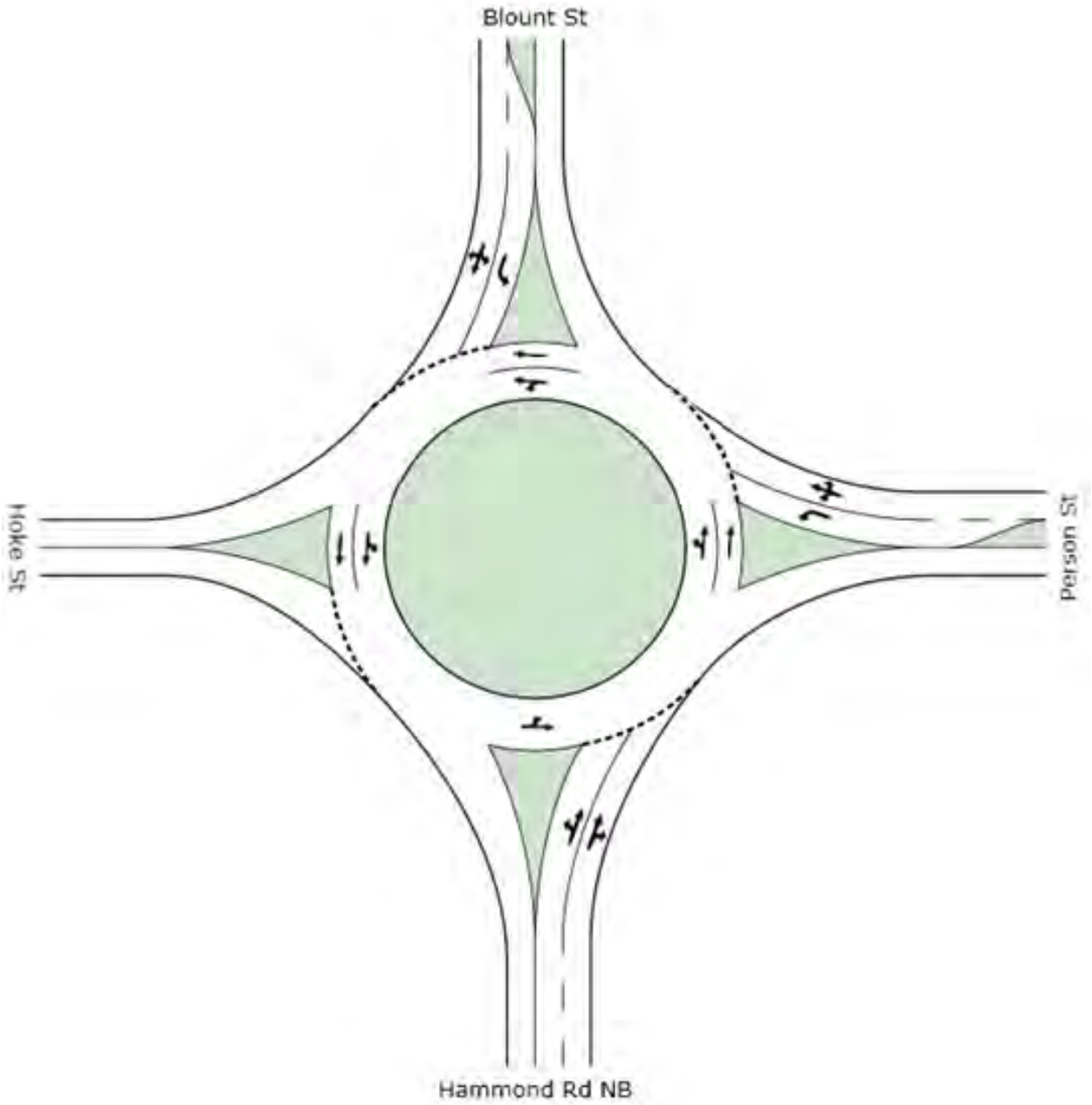
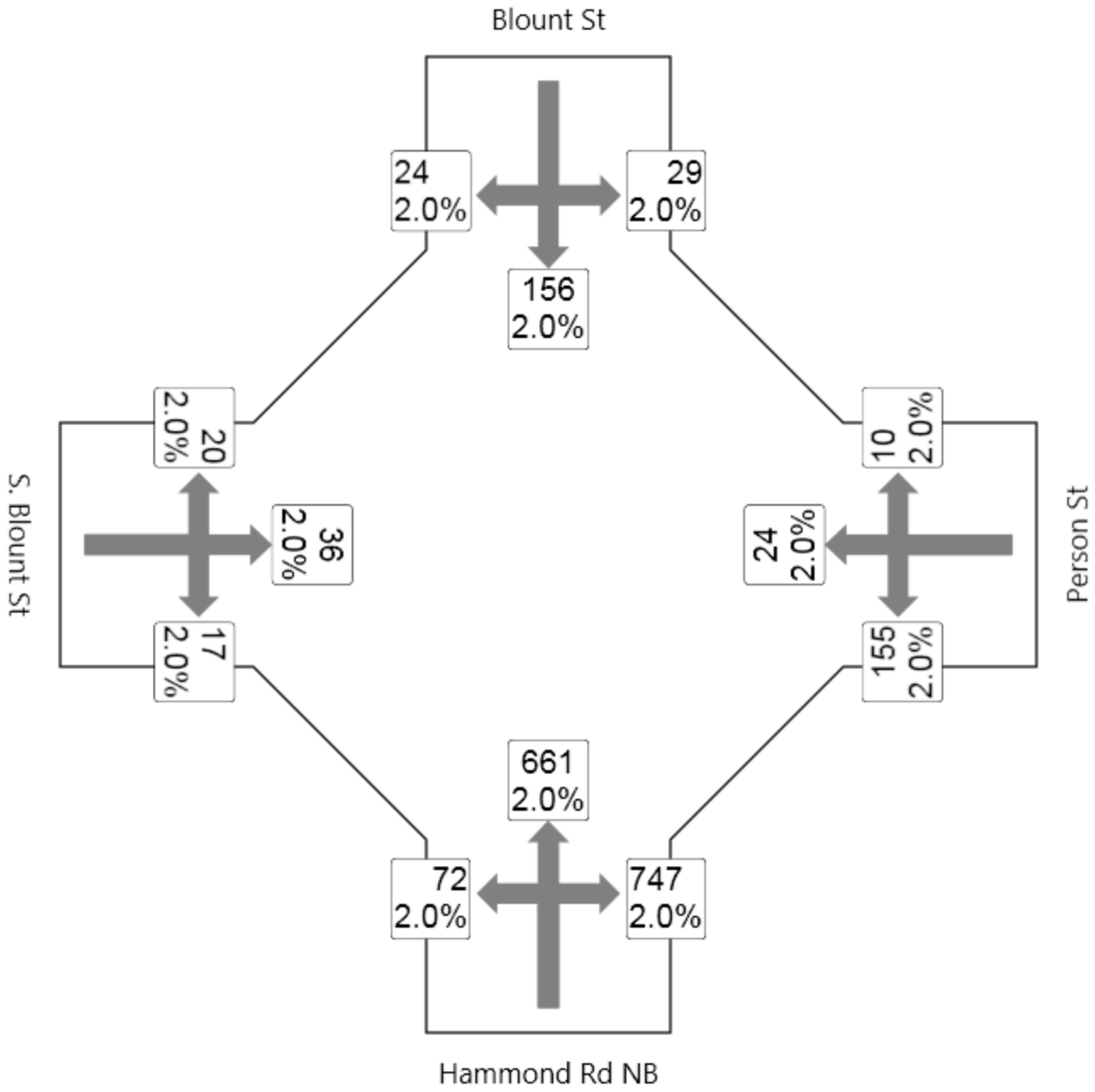
Hammond Road at Person/Blount Street


Hoke St
Blount St
Person St
Hammond Rd NB



xxx = vehicles per hour (vph)
x% = heavy truck percentage

MOVEMENT SUMMARY

Site: 2020 AM Peak - Dual Approach

Hammond Rd & Person-Blount (2020 AM Peak) - Dual Approach RAB
Roundabout
Flow Scale Analysis (Practical Capacity): Results for Flow Scale (chosen as largest for any movement) = 132.0 %

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Hammond Rd NB											
3L	L	103	2.0	0.847	8.5	LOS A	15.7	398.2	0.86	0.67	22.3
8T	T	948	2.0	0.847	3.1	LOS A	15.7	398.2	0.86	0.46	22.1
8R	R	1072	2.0	0.806	4.1	LOS A	13.3	337.0	0.74	0.52	22.1
Approach		2123	2.0	0.847	3.8	LOS A	15.7	398.2	0.80	0.50	22.1
East: Person St											
1L	L	222	2.0	0.420	19.0	LOS B	3.7	95.1	0.97	1.05	18.4
6T	T	34	2.0	0.420	13.3	LOS B	3.7	95.1	0.98	1.04	19.0
6R	R	14	2.0	0.422	14.7	LOS B	3.7	95.1	0.98	1.04	19.0
Approach		271	2.0	0.420	18.1	LOS B	3.7	95.1	0.97	1.05	18.5
North: Blount St											
7L	L	42	2.0	0.169	7.7	LOS A	1.0	24.8	0.49	0.83	22.2
4T	T	224	2.0	0.169	2.2	LOS A	1.0	24.8	0.49	0.33	23.1
4R	R	34	2.0	0.170	3.6	LOS A	1.0	24.8	0.49	0.47	23.0
Approach		300	2.0	0.169	3.1	LOS A	1.0	24.8	0.49	0.41	22.9
West: S. Blount St											
5L	L	29	2.0	0.153	8.8	LOS A	0.8	19.7	0.53	0.86	21.7
2T	T	52	2.0	0.154	3.3	LOS A	0.8	19.7	0.53	0.48	22.8
2R	R	24	2.0	0.153	4.3	LOS A	0.8	19.7	0.53	0.58	22.8
Approach		105	2.0	0.154	5.0	LOS A	0.8	19.7	0.53	0.61	22.5
All Vehicles		2799	2.0	0.847	5.2	LOS A	15.7	398.2	0.77	0.55	21.8

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).
Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).
Approach LOS values are based on the worst delay for any vehicle movement.
Roundabout LOS Method: Same as Signalised Intersections.
Roundabout Capacity Model: SIDRA Standard.

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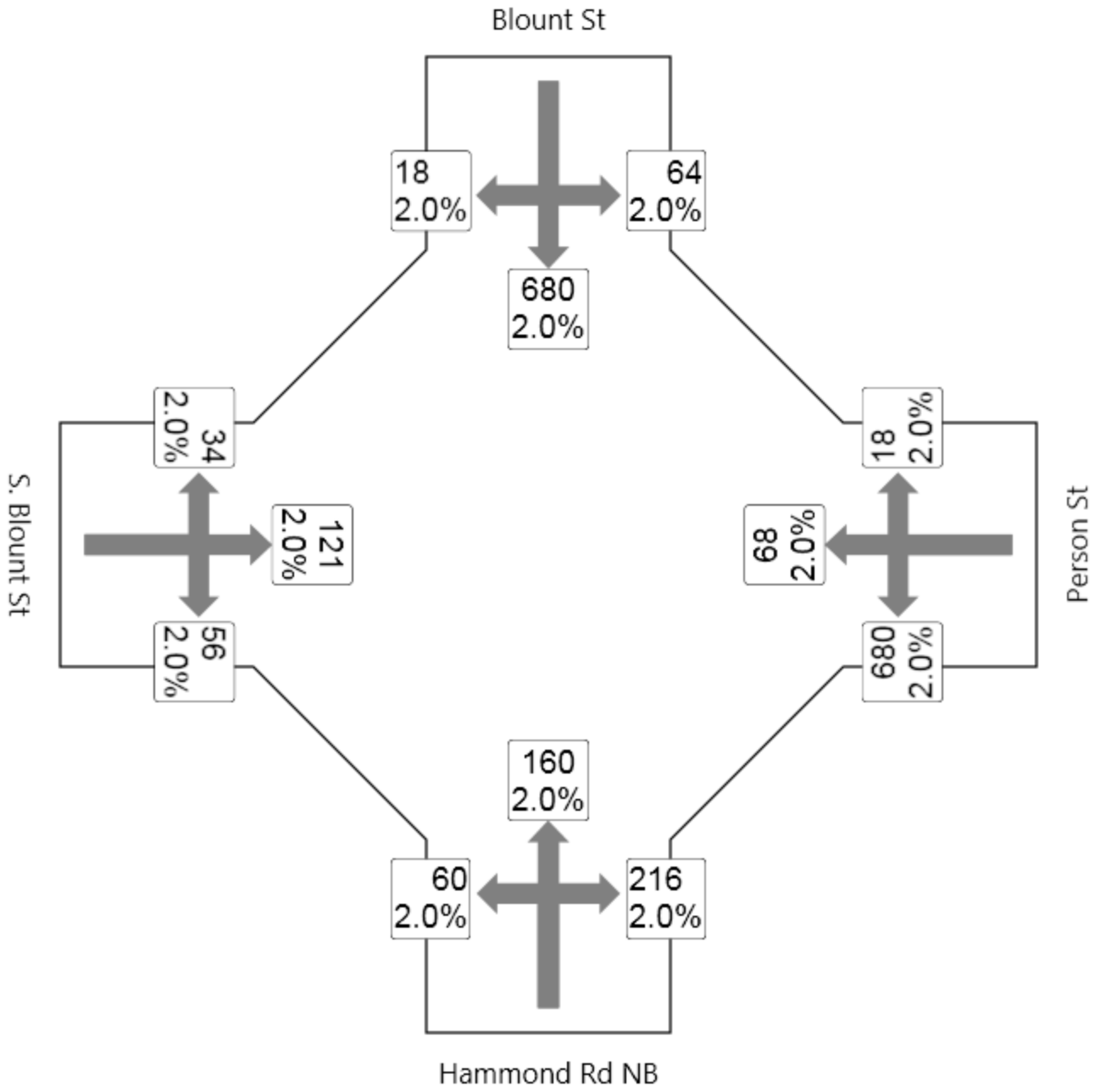

xxx = vehicles per hour (vph)
x% = heavy truck percentage

MOVEMENT SUMMARY

Site: 2020 PM Peak - Dual Approach

Hammond Rd & Person-Blount (2020 PM Peak) - Dual Approach RAB
Roundabout
Flow Scale Analysis (Practical Capacity): Results for Flow Scale (chosen as largest for any movement) = 114.0 %

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Hammond Rd NB											
3L	L	74	2.0	0.268	7.8	LOS A	2.1	53.5	0.54	0.79	22.1
8T	T	198	2.0	0.269	2.3	LOS A	2.1	53.5	0.54	0.35	22.9
8R	R	268	2.0	0.270	4.1	LOS A	2.1	53.5	0.54	0.52	22.6
Approach		540	2.0	0.270	3.9	LOS A	2.1	53.5	0.54	0.50	22.6
East: Person St											
1L	L	843	2.0	0.521	8.5	LOS A	4.3	110.3	0.61	0.74	21.5
6T	T	84	2.0	0.520	3.1	LOS A	4.3	110.3	0.62	0.49	22.2
6R	R	22	2.0	0.519	4.5	LOS A	4.3	110.3	0.62	0.60	22.3
Approach		949	2.0	0.521	7.9	LOS A	4.3	110.3	0.61	0.72	21.5
North: Blount St											
7L	L	79	2.0	0.785	17.2	LOS B	7.9	199.8	0.89	1.26	19.4
4T	T	843	2.0	0.789	11.5	LOS B	8.0	202.6	0.89	1.16	20.1
4R	R	22	2.0	0.797	12.7	LOS B	8.0	202.6	0.89	1.19	20.2
Approach		944	2.0	0.789	12.0	LOS B	8.0	202.6	0.89	1.17	20.0
West: S. Blount St											
5L	L	42	2.0	0.826	32.1	LOS C	7.1	179.6	0.95	1.37	15.8
2T	T	150	2.0	0.828	26.7	LOS C	7.1	179.6	0.95	1.33	15.9
2R	R	69	2.0	0.826	27.7	LOS C	7.1	179.6	0.95	1.34	15.9
Approach		261	2.0	0.830	27.8	LOS C	7.1	179.6	0.95	1.34	15.9
All Vehicles		2695	2.0	0.830	10.5	LOS B	8.0	202.6	0.73	0.89	20.5

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).
Level of Service (Worst Movement): LOS C. LOS Method for individual vehicle movements: Delay (HCM).
Approach LOS values are based on the worst delay for any vehicle movement.
Roundabout LOS Method: Same as Signalised Intersections.
Roundabout Capacity Model: SIDRA Standard.

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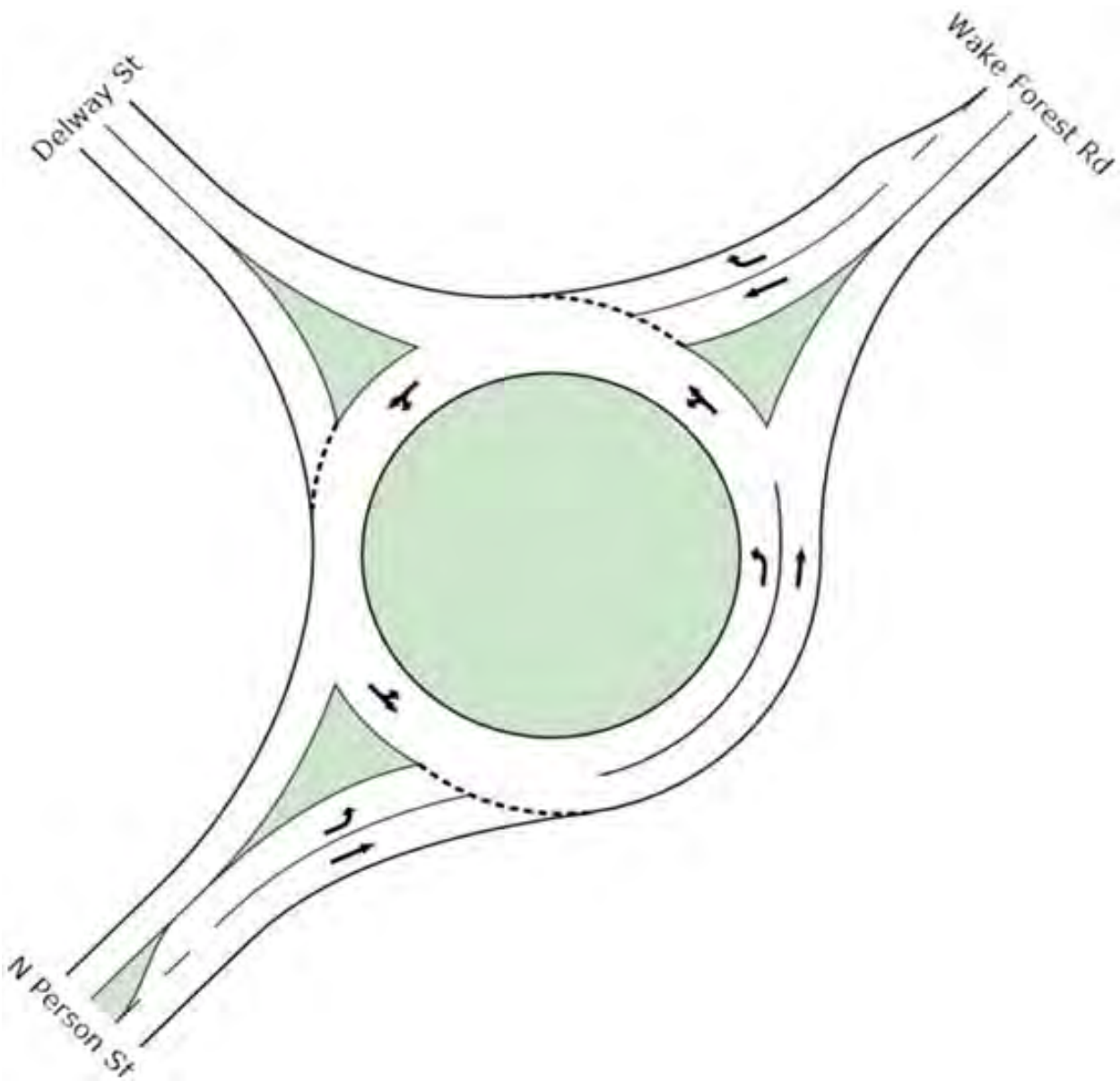
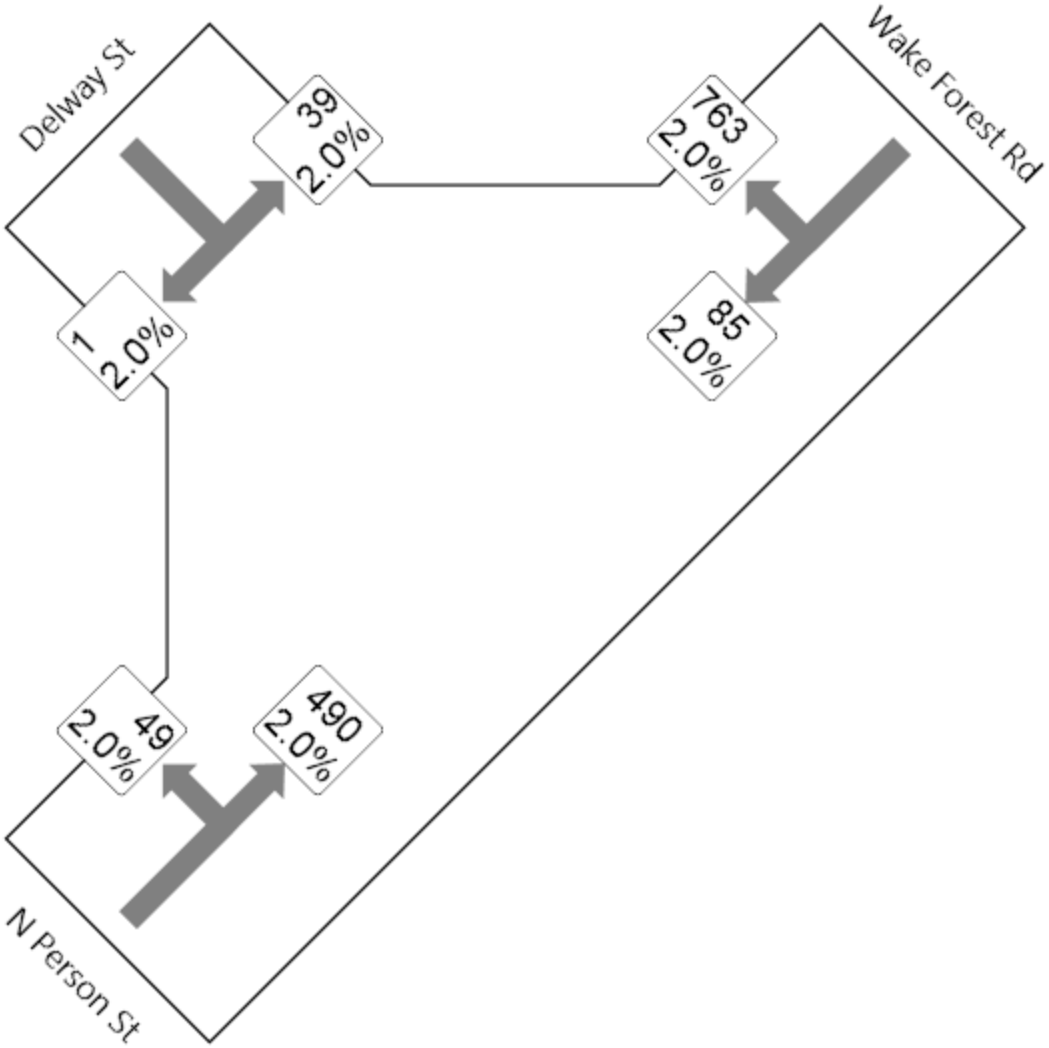
Wake Forest Road at Delway Street (Partial Two-Way Conversion)


Delway St
Wake Forest Rd
N Person St



xxx = vehicles per hour (vph)
x% = heavy truck percentage

MOVEMENT SUMMARY

Site: 2020 AM Peak

Person St & Wake Forest Rd (2020 AM Peak) - Two Way Conversion No Slip
Roundabout
Flow Scale Analysis (Practical Capacity): Results for Flow Scale (chosen as largest for any movement) = 138.0 %

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
North East: Wake Forest Rd											
14T	T	128	2.0	0.159	1.4	LOS A	1.0	26.3	0.29	0.19	23.8
14R	R	1145	2.0	0.828	3.6	LOS A	13.7	349.2	0.74	0.43	22.1
Approach		1272	2.0	0.828	3.4	LOS A	13.7	349.2	0.70	0.41	22.3
North West: Delway St											
15L	L	59	2.0	0.061	7.1	LOS A	0.4	9.5	0.32	0.56	21.8
12R	R	2	2.0	0.060	2.7	LOS A	0.4	9.5	0.32	0.30	23.0
Approach		60	2.0	0.061	7.0	LOS A	0.4	9.5	0.32	0.55	21.8
South West: N Person St											
13L	L	74	2.0	0.103	6.9	LOS A	0.6	14.6	0.25	0.54	21.9
18T	T	735	2.0	0.510	1.0	LOS A	5.3	134.0	0.30	0.14	23.8
Approach		809	2.0	0.510	1.5	LOS A	5.3	134.0	0.30	0.18	23.6
All Vehicles		2141	2.0	0.828	2.8	LOS A	13.7	349.2	0.53	0.33	22.7

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).
Level of Service (Worst Movement): LOS A. LOS Method for individual vehicle movements: Delay (HCM).
Approach LOS values are based on the worst delay for any vehicle movement.
Roundabout LOS Method: Same as Signalised Intersections.
Roundabout Capacity Model: SIDRA Standard.

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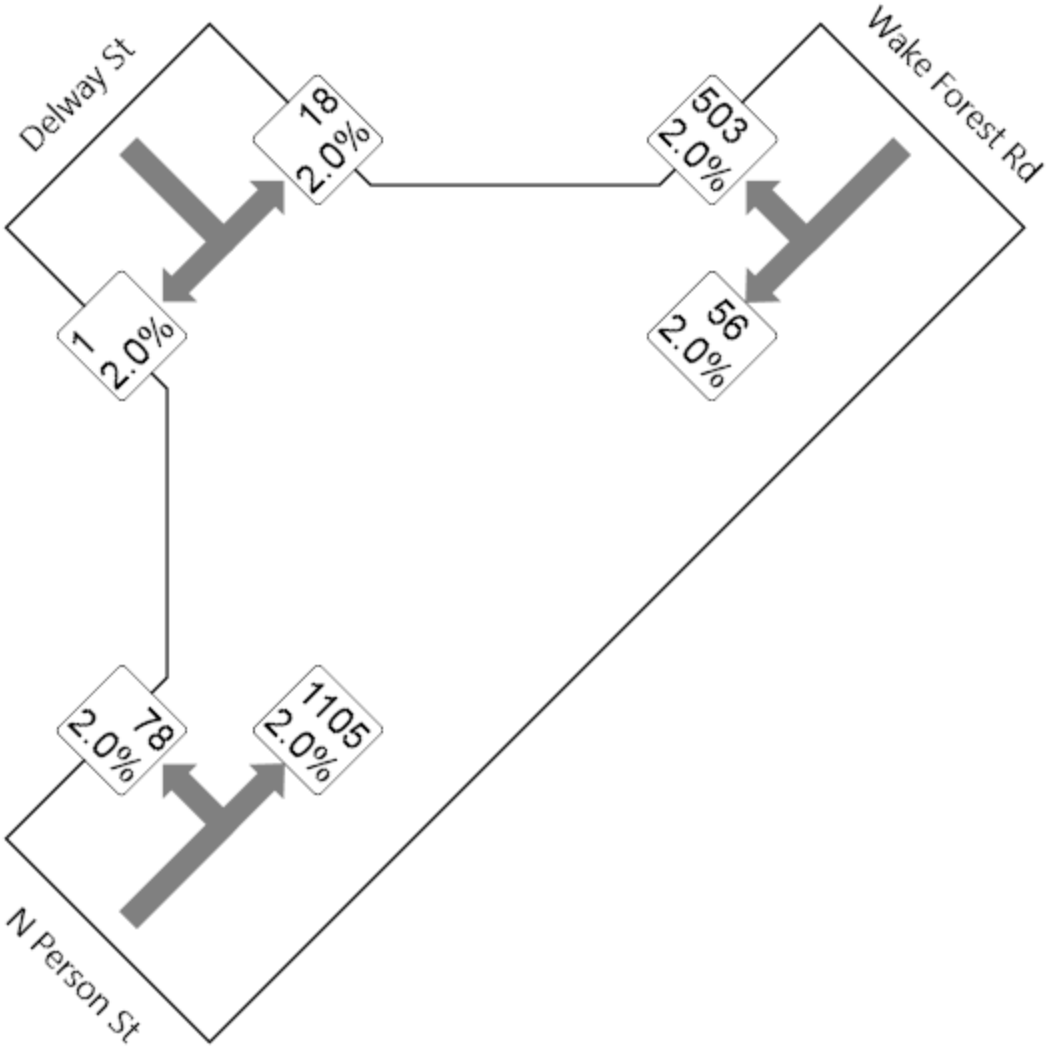

xxx = vehicles per hour (vph)
x% = heavy truck percentage

MOVEMENT SUMMARY

Site: 2020 PM Peak

Person St & Wake Forest Rd (2020 PM Peak) - Two Way Conversion No Slip
Roundabout
Flow Scale Analysis (Practical Capacity): Results for Flow Scale (chosen as largest for any movement) = 104.0 %

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
North East: Wake Forest Rd											
14T	T	63	2.0	0.085	1.5	LOS A	0.6	14.5	0.33	0.22	23.7
14R	R	569	2.0	0.448	2.8	LOS A	4.5	113.5	0.39	0.37	22.9
Approach		632	2.0	0.449	2.7	LOS A	4.5	113.5	0.38	0.35	23.0
North West: Delway St											
15L	L	20	2.0	0.020	6.6	LOS A	0.1	3.1	0.21	0.53	22.0
12R	R	1	2.0	0.020	2.3	LOS A	0.1	3.1	0.21	0.24	23.4
Approach		21	2.0	0.020	6.4	LOS A	0.1	3.1	0.21	0.52	22.0
South West: N Person St											
13L	L	88	2.0	0.840	7.8	LOS A	11.5	292.8	1.00	0.29	22.5
18T	T	1249	2.0	0.841	2.0	LOS A	11.5	292.8	0.88	0.26	22.0
Approach		1337	2.0	0.841	2.3	LOS A	11.5	292.8	0.89	0.26	22.1
All Vehicles		1991	2.0	0.841	2.5	LOS A	11.5	292.8	0.72	0.29	22.4

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).
Level of Service (Worst Movement): LOS A. LOS Method for individual vehicle movements: Delay (HCM).
Approach LOS values are based on the worst delay for any vehicle movement.
Roundabout LOS Method: Same as Signalised Intersections.
Roundabout Capacity Model: SIDRA Standard.

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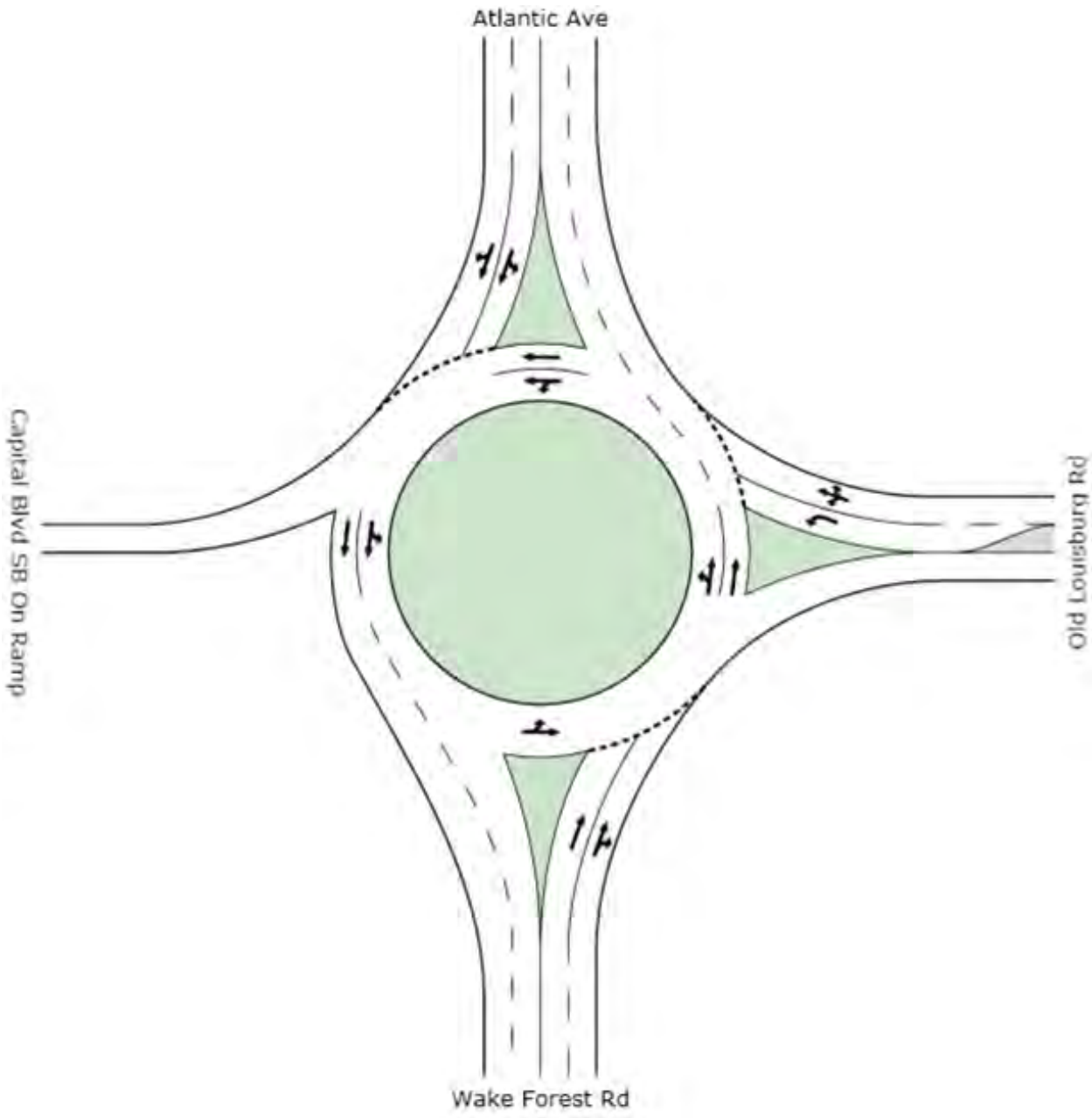
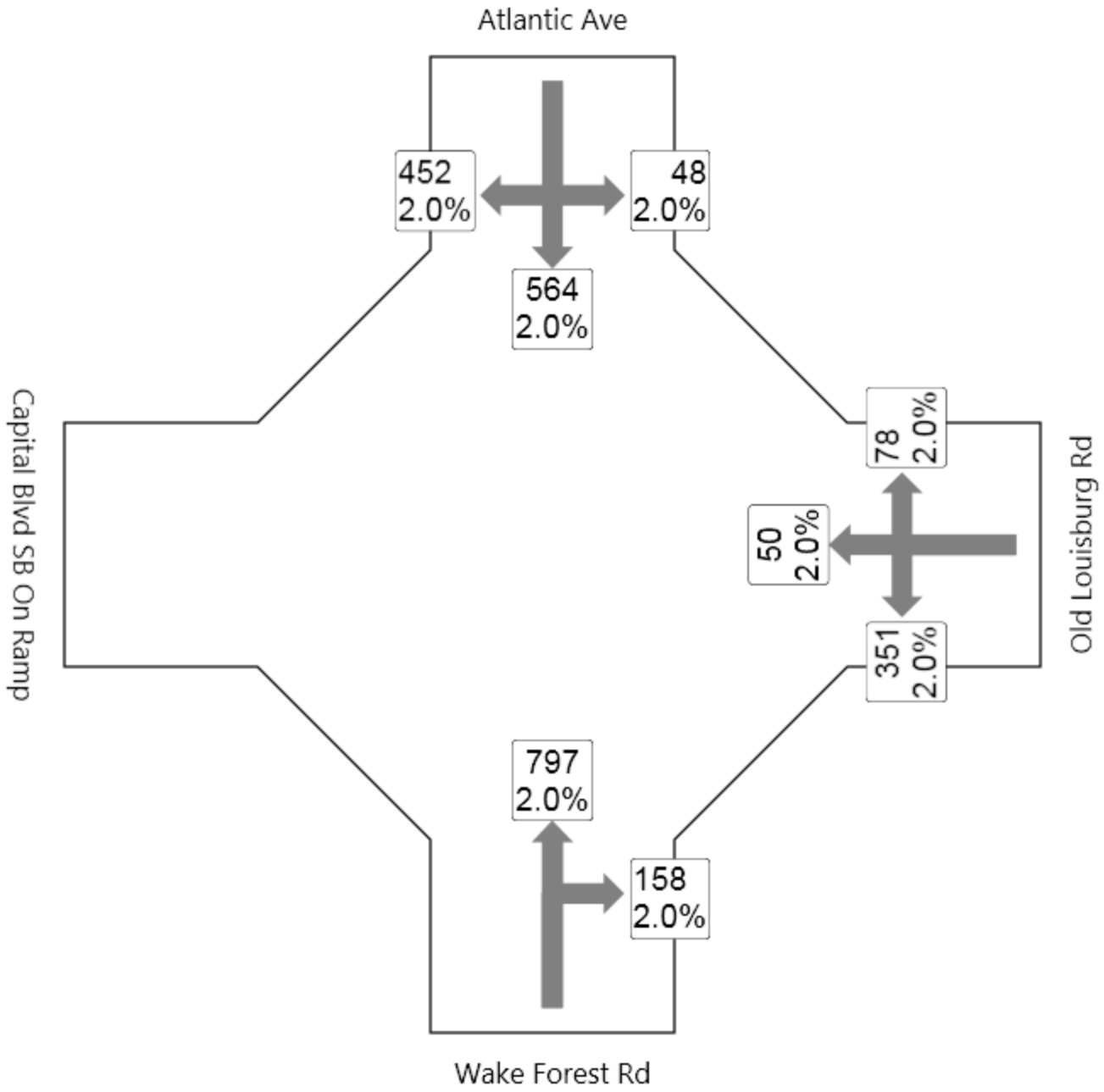
Wake Forest Road at Capital Boulevard/Old Louisburg Road Ramp


Old Louisburg Rd
Wake Forest Rd
Capital Blvd SB On Ramp
Atlantic Ave



xxx = vehicles per hour (vph)
x% = heavy truck percentage

MOVEMENT SUMMARY

Site: 2020 AM Peak - Dual Lane

Wake Forest Rd & Capital Blvd SB On Ramp (2020 AM Peak) - Dual Lane RAB
Roundabout
Flow Scale Analysis (Practical Capacity): Results for Flow Scale (chosen as largest for any movement) = 116.0 %

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Wake Forest Rd											
8T	T	1005	2.0	0.444	1.1	LOS A	4.8	121.9	0.33	0.16	23.6
8R	R	199	2.0	0.445	2.7	LOS A	4.8	121.9	0.32	0.35	23.2
Approach		1204	2.0	0.444	1.4	LOS A	4.8	121.9	0.33	0.19	23.6
East: Old Louisburg Rd											
1L	L	443	2.0	0.469	11.6	LOS B	3.1	78.1	0.73	0.96	20.5
6T	T	63	2.0	0.470	6.1	LOS A	3.1	78.1	0.73	0.82	21.7
6R	R	98	2.0	0.468	7.4	LOS A	3.1	78.1	0.73	0.87	21.6
Approach		604	2.0	0.469	10.4	LOS B	3.1	78.1	0.73	0.93	20.8
North: Atlantic Ave											
7L	L	61	2.0	0.829	14.7	LOS B	11.4	290.2	0.92	1.25	20.2
4T	T	711	2.0	0.832	9.2	LOS A	11.4	290.2	0.92	1.18	20.8
4R	R	570	2.0	0.832	10.6	LOS B	11.4	290.2	0.92	1.20	20.6
Approach		1342	2.0	0.832	10.1	LOS B	11.4	290.2	0.92	1.19	20.7
All Vehicles		3150	2.0	0.832	6.8	LOS A	11.4	290.2	0.66	0.76	21.7

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).
Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).
Approach LOS values are based on the worst delay for any vehicle movement.
Roundabout LOS Method: Same as Signalised Intersections.
Roundabout Capacity Model: SIDRA Standard.

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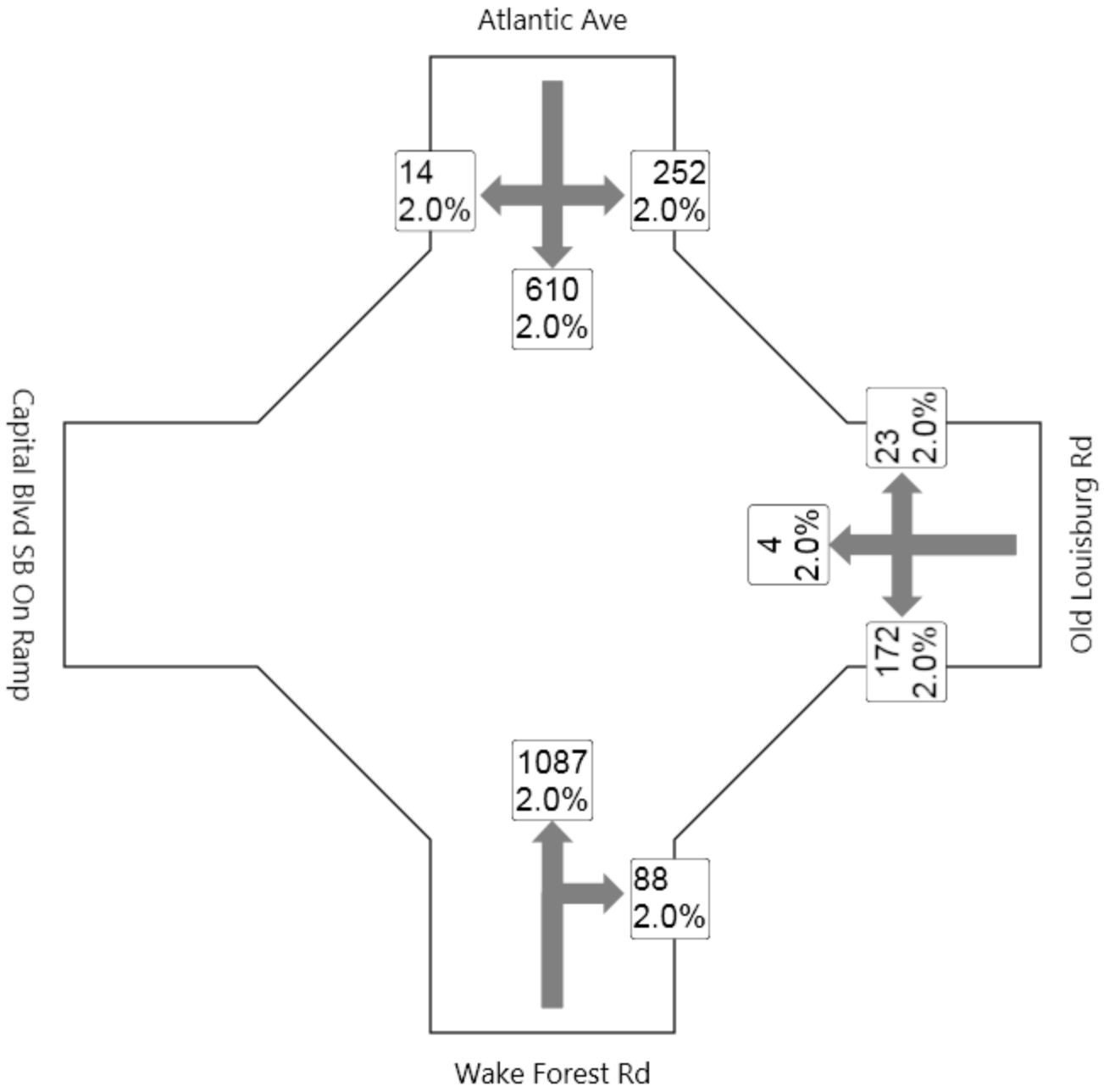

xxx = vehicles per hour (vph)
x% = heavy truck percentage

MOVEMENT SUMMARY

Site: 2020 PM Peak - Dual Lane

Wake Forest Rd & Capital Blvd SB On Ramp (2020 PM Peak) - Dual Lane RAB
Roundabout
Flow Scale Analysis (Practical Capacity): Results for Flow Scale (chosen as largest for any movement) = 126.0 %

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Wake Forest Rd											
8T	T	1489	2.0	0.838	10.5	LOS B	16.8	426.1	1.00	1.13	20.5
8R	R	121	2.0	0.837	11.8	LOS B	16.8	426.1	1.00	1.11	20.6
Approach		1609	2.0	0.838	10.6	LOS B	16.8	426.1	1.00	1.13	20.5
East: Old Louisburg Rd											
1L	L	236	2.0	0.405	14.1	LOS B	2.6	66.5	0.85	0.98	19.7
6T	T	5	2.0	0.391	8.3	LOS A	2.6	66.5	0.86	0.91	20.6
6R	R	32	2.0	0.404	9.7	LOS A	2.6	66.5	0.86	0.93	20.6
Approach		273	2.0	0.404	13.5	LOS B	2.6	66.5	0.86	0.98	19.8
North: Atlantic Ave											
7L	L	345	2.0	0.594	8.0	LOS A	5.6	143.4	0.64	0.78	21.8
4T	T	835	2.0	0.594	2.5	LOS A	5.6	143.4	0.64	0.39	22.6
4R	R	19	2.0	0.599	3.9	LOS A	5.6	143.4	0.64	0.50	22.8
Approach		1200	2.0	0.594	4.1	LOS A	5.6	143.4	0.64	0.50	22.4
All Vehicles		3082	2.0	0.838	8.4	LOS A	16.8	426.1	0.85	0.87	21.1

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (HCM).
Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (HCM).
Approach LOS values are based on the worst delay for any vehicle movement.
Roundabout LOS Method: Same as Signalised Intersections.
Roundabout Capacity Model: SIDRA Standard.

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APPENDIX H – Travel Time Tables

APPENDIX H – Travel Time Tables

	SimTraffic Travel Time Per Vehicle											
	2020 No-Build				2020 Road Diet				2020 Full 2-Way Conversion			
	Northbound		Southbound		Northbound		Southbound		Northbound		Southbound	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Wake Forest Road	127.8	134.2	124.4	126.5	132.6	153.6	134.5	135.9	133.0	153.5	132.3	137.3
Blount Street			382.7	549.3			389.0	579.4			411.9	622.1
Person Street	606.7	318.7			597.8	345.8			542.4	351.3		
Hammond Road	121.1	93.3	70.3	74.5	108.6	93.5	68.2	74.8	111.3	96.2	94.6	89.7
Total (seconds)	855.6	546.2	577.4	750.3	839.0	592.9	591.7	790.1	786.7	601.0	638.8	849.1
Total (minutes)	**14.26**	**9.10**	**9.62**	**12.51**	**13.98**	**9.88**	**9.86**	**13.17**	**13.11**	**10.02**	**10.65**	**14.15**

	2020 No-Build vs 2020 Road Diet				2020 No-Build vs 2020 Two-Way				2020 Road Diet vs 2020 Two-Way			
	Northbound		Southbound		Northbound		Southbound		Northbound		Southbound	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Total	-1.94%	8.55%	2.48%	5.30%	-8.05%	10.03%	10.63%	13.17%	-6.23%	1.37%	7.96%	7.47%

Blount Street – Person Street Corridor Study
Traffic Capacity Analysis Report

An Analysis of Existing, 2020 Future No-Build and 2020 Build Conditions

For:

City of Raleigh

By:

AECOM

Final Draft

April 2013

AECOM Technical Services of North Carolina, Inc.
701 Corporate Center Drive, #475, Raleigh, North Carolina 27607

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1. Introduction

At the request of the City of Raleigh, AECOM has performed a capacity and multimodal analysis for the Blount Street - Person Street Corridor. This analysis included the entire corridor, from a point 400 feet north of the intersection of Wake Forest Road at Old Louisburg Road to a point 800 feet south of the intersection of Hammond Road at the I-40 WB Ramp. The study area consists of 5.92 miles of roadway. The study area and the 2011 Annual Average Daily Traffic (AADT) volumes are shown in **Figure 1**.

The Blount Street - Person Street Corridor is a major north-south thoroughfare that carries traffic through downtown Raleigh. The study corridor consists of four distinct roadways, with different traffic patterns, characteristics, and traffic volumes. Hammond Road is a six-lane median divided roadway through the study area with a 2011 AADT of 16,000 vpd. Person Street and Blount Street are both one-way streets having cross sections that vary from two to three lanes with 2011 AADT's of 7,100 vpd and 7,900 vpd, respectively. Wake Forest Road is a 4 lane undivided roadway with a 2011 AADT of 11,000.

2. Scope

This report includes an evaluation of the 2012 existing, 2020 No-Build, 2020 Road Diet, 2020 Two-Way Restoration, and 2020 Partial Two-Way Restoration scenarios at the study intersections during the AM and PM peak hours, as well as multimodal segment analysis along each corridor. The analysis included 71 study intersections (34 signalized and 37 unsignalized). Using traffic and pedestrian counts provided by the City of Raleigh and AECOM (**Appendix A**), bus information provided by Capital Area Transit (CAT) and Triangle Transit Authority (TTA) (**Appendix B**), and parking and pedestrian facility information provided by AECOM's sub consultant Alta/Greenways Inc. (**Appendix C**), a capacity analysis was performed using Synchro (and Sim Traffic) and a multimodal analysis was performed using ARTPLAN 2009.

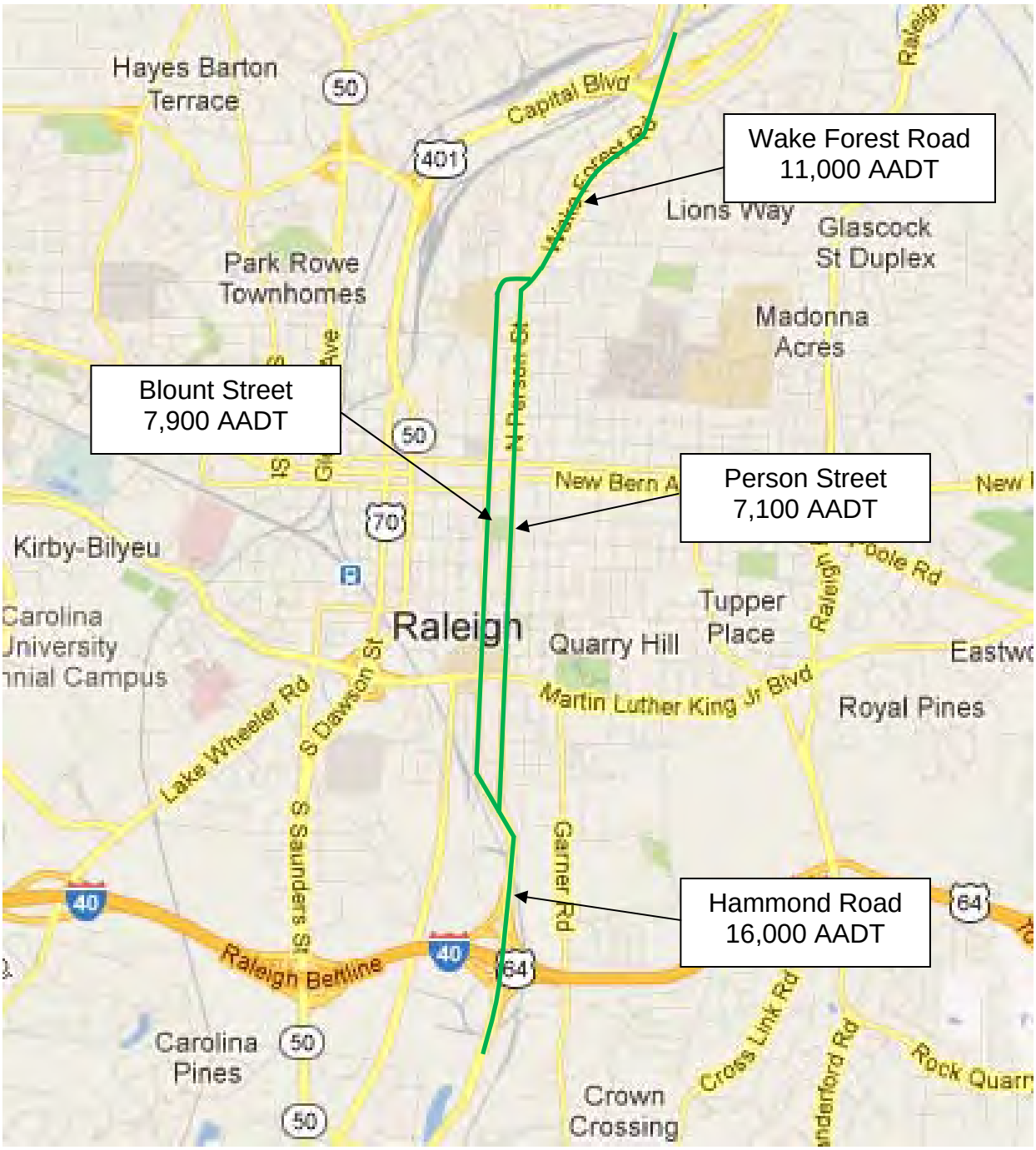


Figure 1 – Project Vicinity Map

3.0 Crash Analysis

Using the Traffic Engineering Accident Analysis System (TEAAS) reports (provided by NCDOT) between August 1, 2009 and July 31, 2012 four separate strip analyses (crash segment analysis) were performed in the study area. The segments analyzed were Hammond Road, Person Street, Blount Street and Wake Forest Road. The crash segment analyses were conducted to determine if a significant crash rate or crash severity index exists along any of the corridors in comparison to other North Carolina or Wake County secondary roadways. The crash rate is a measure of total crashes per 100 million vehicle miles traveled (MVMT). A severity index of a crash is equal to the total equivalent property damage only (EPDO) divided by the number of crashes. A severity index of 8.4 is the NCDOT threshold for locations that have crashes that are more serious.

The limits of the segment analysis are as follows:

- Hammond Road from I-40 WB Ramp to Hoke Street
- Person Street from Hoke Street to Mordecai Drive/Wake Forest Road
- Blount Street from Delway Street to Hoke Street
- Wake Forest Road from Mordecai Drive to Old Louisburg Road

The crash rate on Hammond Road from the I-40 WB Ramp to Hoke Street was 191.40 crashes per 100 MVMT with a crash severity index of 3.66. The crash rate on Person Street from Hoke Street to Mordecai Drive/Wake Forest Road was 1661.74 crashes per 100 MVMT with a crash severity index of 2.67. The crash rate on Blount Street from Delway Street to Hoke Street was 2080.23 crashes per 100 MVMT with a crash severity index of 2.39. The crash rate on Wake Forest Road from Mordecai Drive to Old Louisburg Road was 490.59 crashes per 100 MVMT with a crash severity index of 2.23.

Table 1 shows average crash rates and severity indexes for other secondary roads in North Carolina and Wake County. Detailed TEAAS crash reports are located in **Appendix D**. It should be noted that Person Street at Hoke Street and Blount Street at Edenton Street are listed on the NCDOT's 2012 Highway Safety Improvement Program, which is also located in **Appendix D**.

Table 1 – Crash Analysis Comparison

Category	Crash Rate per 100 MVMT	Severity Index
Hammond Road (study limits)	191.40	3.66
Person Street (study limits)	1661.74	2.67
Blount Street (study limits)	2080.23	2.39
Wake Forest Road (study limits)	490.59	2.23
North Carolina Average	404.22	4.11
Wake County Average	328.68	3.00

As indicated in **Table 1**, Person Street and Blount Streets have a much higher frequency of crashes in comparison to other secondary roads in the North Carolina as well as in Wake County. The crash severity index on Person Street, Blount Street, and Wake Forest Road is lower than the North Carolina and Wake County averages, while Hammond Road is slightly higher. It should be noted that there were no fatal crashes along the corridor in the 3-year study period.

Person Street has a crash rate approximately four times higher than the North Carolina Average. The majority of the crashes along Person Street were angle (103 crashes, 45% of total) and sideswipe, same direction (50 crashes, 22% of total). Blount Street has a crash rate approximately five times higher than the North Carolina Average. The majority of the crashes along Blount Street were angle crashes (93 crashes, 27% of total) and sideswipe, same direction crashes (112 crashes, 32% of total). It should be noted that the severity index along Person and Blount Street are lower than the North Carolina and Wake County averages.

On Wake Forest Rd, there is a cluster of crashes near the south end of the Capital Boulevard interchange. This location is recommended for a further detailed intersection crash study with crash diagrams to determine the crash pattern that are present at this location, so that crash mitigation can be applied to address the patterns shown.

On Person Street, there are clusters of crashes at Martin Luther King Boulevard, Davie Street, Martin Street, New Bern Avenue and Edenton Street intersections. These specific locations are also recommended for further detailed intersection crash studies with crash diagrams in order to determine the crash patterns that are present at this location, so that crash mitigation can be applied to address the patterns shown.

On Blount Street, there are clusters of crashes at Peace Street, Edenton Street, Hargett Street, Martin Street, South Street, Martin Luther King Boulevard, and Hammond Road. These specific locations are also recommended for further detailed intersection crash studies with crash diagrams to determine the crash patterns that are present at this location, so that crash mitigation can be applied to address the pattern shown.

Additionally, there is an area of crashes along Blount Street between Morgan Street and South Street. On-street parking is present along most of this section of Blount Street. It is recommended that a strip safety study with crash diagrams be completed in the future in order to determine the crash patterns that are present at this location, so that crash mitigation can be applied to address the patterns shown.

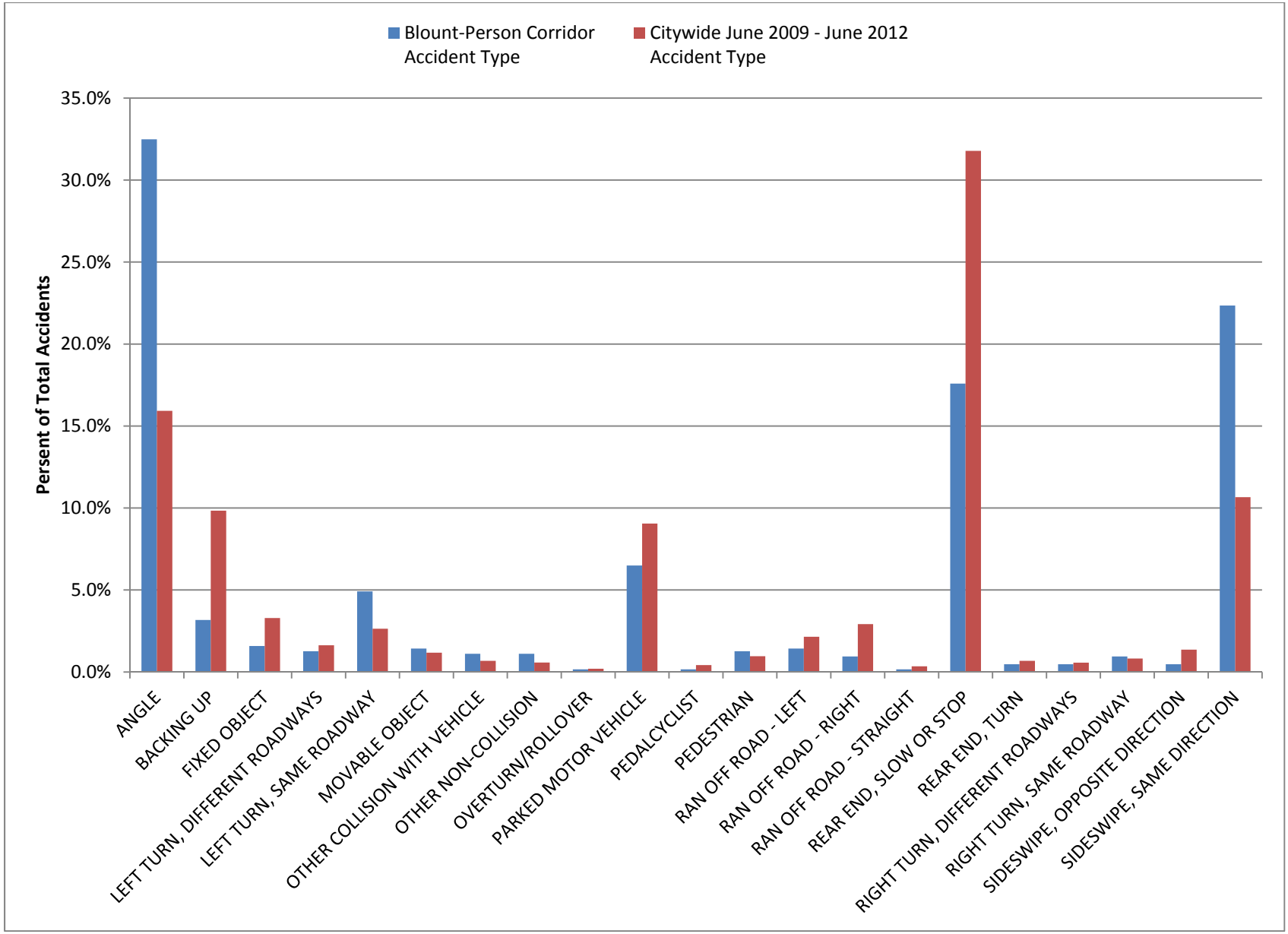
Some crash mitigations that may be considered appropriate along the corridor include:

- additional lane guidance (marking or signage) if sideswipes are due to lane changes
- wider lanes if possible where lanes are narrow adjacent to parking or other obstructions if supported by crash data
- greater separation between travel lane and parking to reduce parked car crashes if supported by crash data
- increase traffic signal visibility by adding additional heads depending on angle and rear end crash patterns along the corridor
- Install red light cameras if crash data indicates red light running as an issue

Detailed further crash studies will be needed to determine the appropriateness of application to each high crash locations mentioned. Additional crash mitigation options may be applicable; however, these additional options cannot be determined until the detailed studies are completed.

Additional crash information was provided by the City of Raleigh, which was used to create the following figures. **Figure 2A** shows a graphical representation of how the accident types of the Person and Blount Corridors compare with the Raleigh citywide accident types. **Figure 2B** shows a graphical representation of accident contributing circumstances and **Figure 2C** shows a graphical representation of injury accidents by type. There are also crash location figures for each type of crash located in the **Appendix D**.

Figure 2A


Blount-Person Corridor Accident Type
Citywide June 2009 - June 2012 Accident Type
Persent of Total Accidents
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
ANGLE
BACKING UP
FIXED OBJECT
LEFT TURN, DIFFERENT ROADWAYS
LEFT TURN, SAME ROADWAY
MOVABLE OBJECT
OTHER COLLISION WITH VEHICLE
OTHER NON-COLLISION
OVERTURN/ROLLOVER
PARKED MOTOR VEHICLE
PEDALCYCLIST
PEDESTRIAN
RAN OFF ROAD - LEFT
RAN OFF ROAD - RIGHT
RAN OFF ROAD - STRAIGHT
REAR END, SLOW OR STOP
REAR END, TURN
RIGHT TURN, DIFFERENT ROADWAYS
RIGHT TURN, SAME ROADWAY
SIDESWIPE, OPPOSITE DIRECTION
SIDESWIPE, SAME DIRECTION

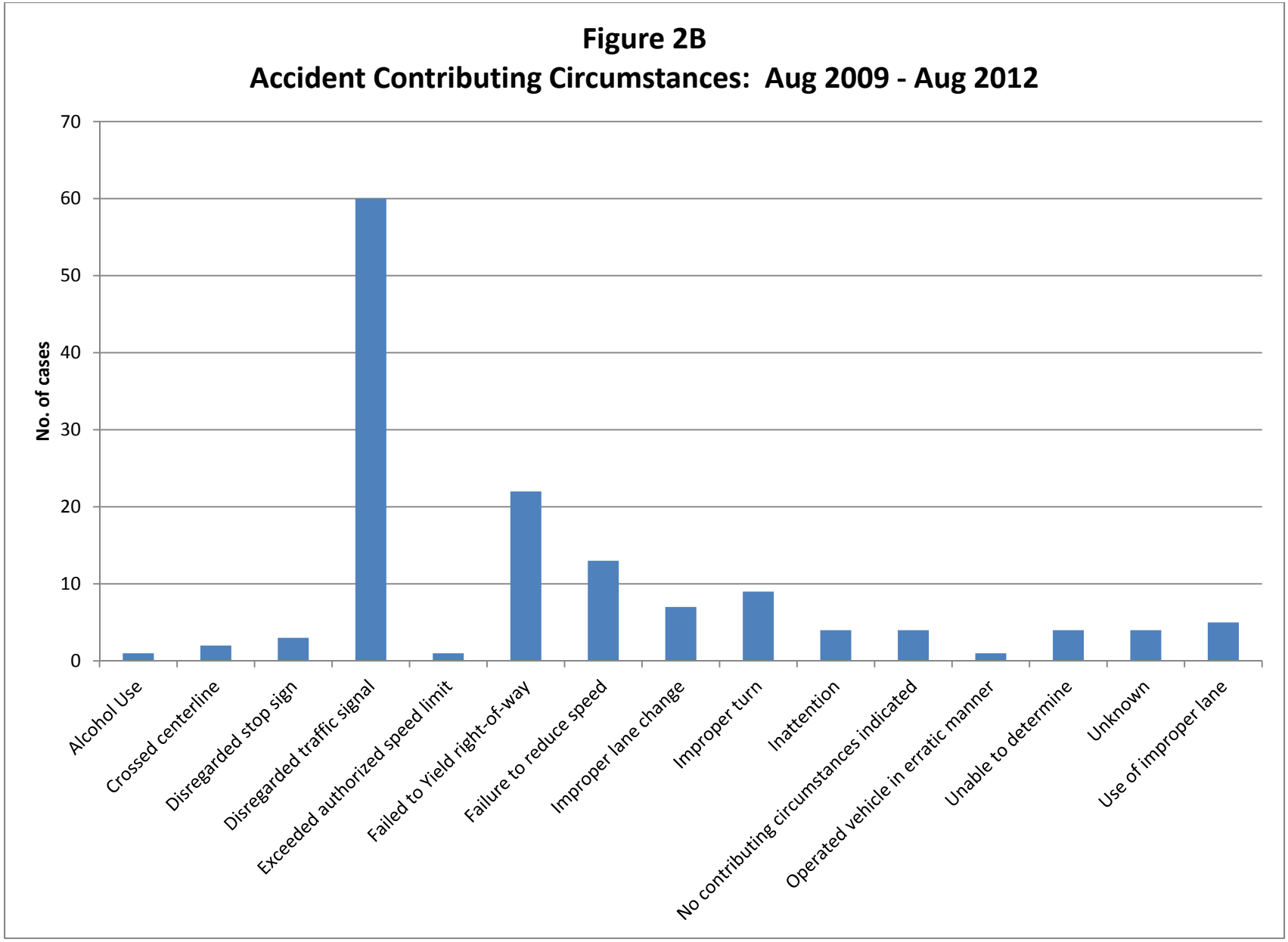


Figure 2B
Accident Contributing Circumstances: Aug 2009 - Aug 2012
No. of cases
70
60
50
40
30
20
10
0
Alcohol Use
Crossed centerline
Disregarded stop sign
Disregarded traffic signal
Exceeded authorized speed limit
Failed to Yield right-of-way
Failure to reduce speed
Improper lane change
Improper turn
Inattention
No contributing circumstances indicated
Operated vehicle in erratic manner
Unable to determine
Unknown
Use of improper lane

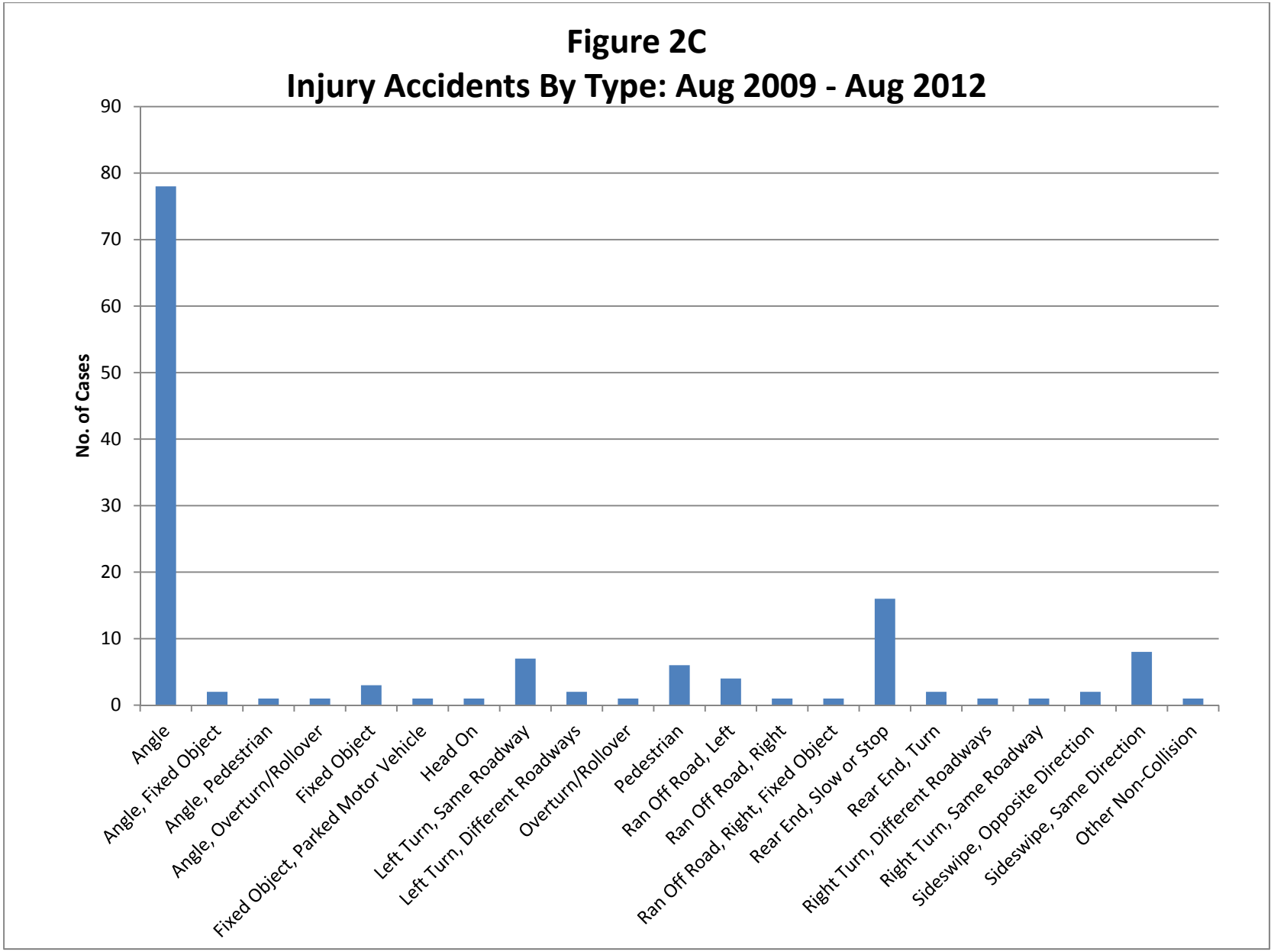


Figure 2C
Injury Accidents By Type: Aug 2009 - Aug 2012
No. of Cases
90
80
70
60
50
40
30
20
10
0
Angle
Angle, Fixed Object
Angle, Pedestrian
Angle, Overturn/Rollover
Fixed Object
Fixed Object, Parked Motor Vehicle
Head On
Left Turn, Same Roadway
Left Turn, Different Roadways
Overturn/Rollover
Pedestrian
Ran Off Road, Left
Ran Off Road, Right
Ran Off Road, Right, Fixed Object
Rear End, Slow or Stop
Rear End, Turn
Right Turn, Different Roadways
Right Turn, Same Roadway
Sideswipe, Opposite Direction
Sideswipe, Same Direction
Other Non-Collision

4.0 Multimodal Analysis

ARTPLAN 2009 software was used to complete the multimodal analysis. ARTPLAN 2009 is a multimodal planning and preliminary engineering software for signalized roadways created by the Florida Department Transportation (FDOT). ARTPLAN is multimodal in structure with the facility's roadway, traffic and control characteristics calculated simultaneously to determine the LOS for the automobile, bicycle, pedestrian and bus modes. As quality of service of one mode improves, a positive, neutral or negative effect on the other modes may occur. For example, as running speed of automobiles increases, the LOS may improve for automobiles, but the LOS for bicyclists may decrease. **Figure 3** illustrates the LOS for each mode for urban roadways. **Table 2** shows the results from ARTPLAN for each roadway segment analyzed. Detailed ARTPLAN reports are located in **Appendix E**. It should be noted that ARTPLAN does give an automobile LOS; however, it was not included as part of the report and instead, Synchro was used for all traffic analyses.

Figure 3 – Examples of LOS by Mode for Urban Roadways

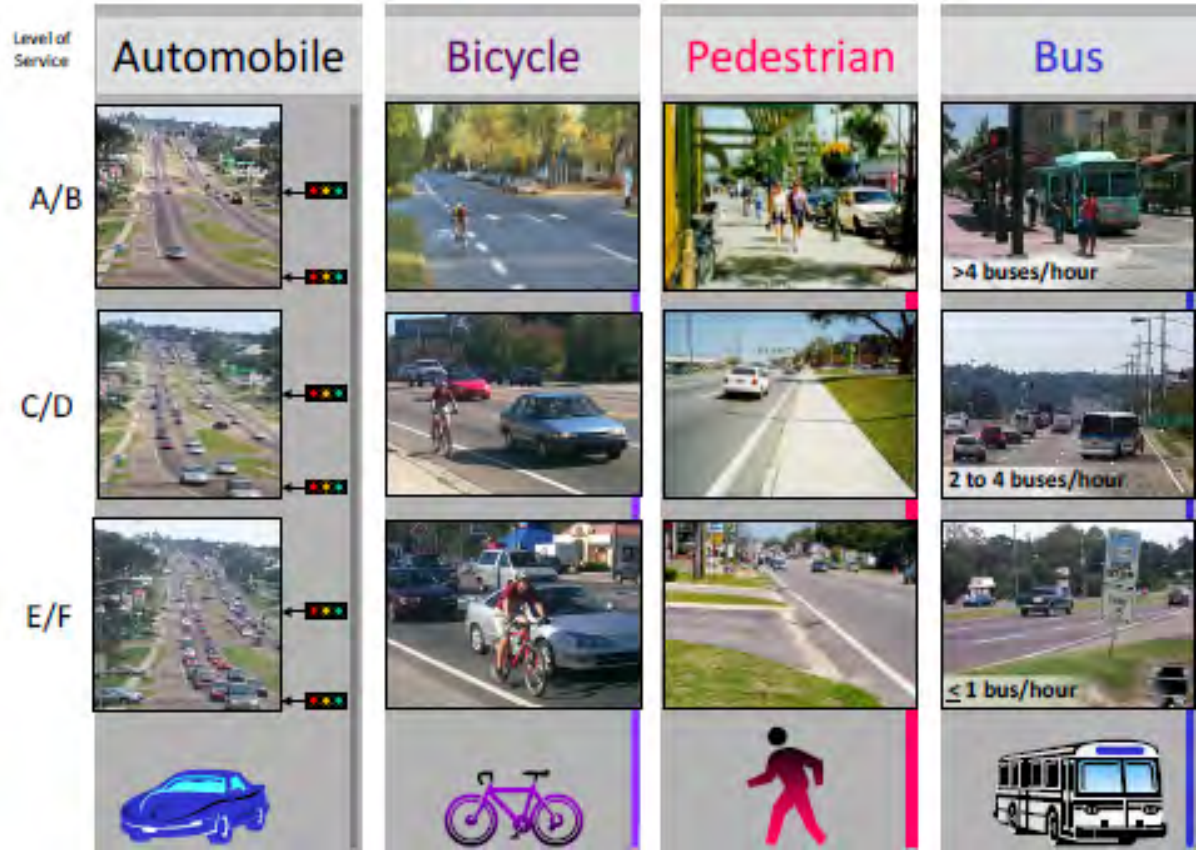


Table 2 - Multimodal LOS using ARTPLAN 2009

		2012 Existing/2020 No Build						2020 Road Diet						2020 Two Way Conversion					
		AM LOS			PM LOS			AM LOS			PM LOS			AM LOS			PM LOS		
	Roadway Segment	Ped	Bike	Bus	Ped	Bike	Bus	Ped	Bike	Bus	Ped	Bike	Bus	Ped	Bike	Bus	Ped	Bike	Bus
Wake Forest Rd	Franklin Street to Glascock Street	C	C	D	B	C	D	B	B	D	C	B	D	B	B	D	C	B	D
	Glascock Street to Brookside Drive	C	C	D	B	C	D	B	B	D	C	B	D	B	B	D	C	B	D
	Brookside Drive to Capital Blvd NB Ramp	D	D	D	D	C	D	E	D	E	D	C	D	E	D	E	E	D	E
	Capital Blvd NB Ramp to Old Louisburg Rd	C	D	D	D	D	D	D	C	D	D	D	D	D	C	D	E	D	E

		2012 Existing/2020 No Build						2020 Road Diet						2020 Two Way Conversion					
		AM LOS			PM LOS			AM LOS			PM LOS			AM LOS			PM LOS		
	Roadway Segment	Ped	Bike	Bus	Ped	Bike	Bus	Ped	Bike	Bus	Ped	Bike	Bus	Ped	Bike	Bus	Ped	Bike	Bus
Blount Street	Hoke Street to MLK Blvd	B	B	E	C	D	E	B	A	E	C	C	E	B	B	E	B	B	E
	MLK Boulevard to South Street	C	C	C	D	D	D	B	A	C	C	C	C	B	D	C	B	D	C
	South Street to Lenoir Street	B	C	C	C	D	C	B	A	C	C	C	C	B	D	C	B	D	C
	Lenoir Street to Cabarrus Street	B	C	C	C	D	C	B	A	C	C	C	C	B	D	C	B	D	C
	Cabarrus Street to Davie Street	B	C	C	C	D	C	B	B	C	C	C	C	B	D	C	B	D	C
	Davie Street to Martin Street	B	C	C	C	D	C	B	B	C	C	C	C	B	D	C	B	D	C
	Martin Street to Hargett Street	B	C	E	C	D	E	B	B	E	C	C	E	B	D	E	B	D	D
	Hargett Street to Morgan Street	B	D	E	C	D	E	C	C	E	C	C	E	B	D	E	B	D	D
	Morgan Street to Edenton Street	B	D	E	C	D	E	C	B	E	C	C	E	B	D	E	B	D	E
	Edenton Street to Jones Street	C	C	E	C	D	E	C	B	E	C	C	E	B	D	E	B	D	E
	Jones Street to Lane Street	B	D	E	C	D	E	B	B	E	B	B	E	B	D	E	B	D	D
	Lane Street to Polk Street	C	D	D	C	D	D	B	B	D	B	B	D	B	D	D	B	D	D
	Polk Street to Peace Street	C	D	D	B	D	D	C	C	D	B	B	D	B	D	D	B	D	D
	Peace Street to Glascock Street	C	D	D	B	D	D	C	C	D	B	B	D	B	D	D	B	D	D

		2012 Existing/2020 No Build						2020 Road Diet						2020 Two Way Conversion					
		AM LOS			PM LOS			AM LOS			PM LOS			AM LOS			PM LOS		
	Roadway Segment	Ped	Bike	Bus	Ped	Bike	Bus	Ped	Bike	Bus	Ped	Bike	Bus	Ped	Bike	Bus	Ped	Bike	Bus
Person Street	Hoke Street to MLK Blvd	C	D	D	B	C	C	C	C	D	B	A	C	B	B	C	B	B	C
	MLK Boulevard to South Street	C	D	D	B	D	D	C	C	D	B	B	C	B	B	C	B	B	C
	South Street to Lenoir Street	C	D	D	B	D	D	C	C	D	B	B	D	B	B	D	B	B	D
	Lenoir Street to Cabarrus Street	C	D	D	B	D	D	C	C	D	B	B	D	B	B	D	B	B	D
	Cabarrus Street to Davie Street	C	D	D	B	D	D	C	C	D	B	B	D	B	B	D	B	B	D
	Davie Street to Martin Street	C	D	D	C	D	D	C	C	D	B	B	D	B	B	D	B	B	D
	Martin Street to Hargett Street	C	D	E	C	D	E	C	C	E	B	B	E	B	B	E	B	B	E
	Hargett Street to New Bern Ave	C	D	E	B	D	E	C	C	E	B	C	E	B	C	E	B	C	E
	New Bern Ave to Edenton Street	B	D	F	B	C	F	C	C	F	B	B	F	B	B	F	B	B	F
	Edenton Street to Jones Street	B	D	F	B	D	F	C	C	F	C	B	F	B	B	F	B	B	F
	Jones Street to Lane Street	B	D	F	B	D	F	C	B	F	B	B	F	B	B	F	B	B	F
	Lane Street to Peace Street	B	D	F	C	D	F	C	C	F	C	C	F	B	B	F	B	B	F
	Peace Street to Franklin Street	B	C	D	C	D	D	B	B	D	C	C	D	B	B	D	B	B	D

		2012 Existing/2020 No Build						2020 Road Diet						2020 Two Way Conversion					
		AM LOS			PM LOS			AM LOS			PM LOS			AM LOS			PM LOS		
	Roadway Segment	Ped	Bike	Bus	Ped	Bike	Bus	Ped	Bike	Bus	Ped	Bike	Bus	Ped	Bike	Bus	Ped	Bike	Bus
Hammond Rd	I-40 WB Ramps to I-40 EB Ramps	D	B	F	D	B	F	D	B	F	D	B	F	D	B	F	D	B	F
	I-40 EB Ramps to Hoke Street	D	C	F	D	B	F	D	C	F	D	B	F	D	C	F	D	B	F

4.1 Wake Forest Road Corridor

The 2020 Road Diet and 2020 Two-Way restoration scenarios improve the multimodal LOS for bicycles along the Wake Forest Road corridor. The 2012 Existing and 2020 No-Build scenarios have a multimodal bicycle LOS C for the majority of the corridor, while the both the 2020 Road Diet and 2020 Two-Way restoration scenarios have a multimodal LOS B for the majority of the corridor. The improvement in the multimodal bicycle LOS is primarily due to both scenarios adding a dedicated bicycle lane on Wake Forest Road.

The multimodal pedestrian LOS for the AM Peak also improved for the majority of the corridor for the 2020 Road Diet and 2020 Two-Way restoration scenarios (PM Peak LOS either remained the same or marginally decreased). The 2012 Existing and 2020 No-Build scenarios have a multimodal pedestrian LOS C, while both the Road Diet and Two-Way restoration scenarios have a LOS B for the AM peak. The improvement in multimodal pedestrian LOS is due to the addition of the bicycle lane and the narrowing of the roadway from four-lanes to three-lanes. The bicycle lane provides and additional buffer between the sidewalk and the vehicles, hence improving the LOS for the pedestrians.

The multimodal bus LOS is primarily based on the number of bus stops per hour along the roadway segment. None of the proposed scenarios alters the current bus routes or stops; therefore, very few changes in the multimodal bus LOS occurred along the corridor between various scenarios.

4.2 Blount Street Corridor

The Road Diet scenario improves the multimodal bicycle LOS on the Blount Street corridor. The 2012 Existing and 2020 No-Build scenarios have a multimodal bicycle LOS C/D for the majority of the corridor, while the Road Diet scenario improves the multimodal bicycle LOS to B/C. The improvement in bicycle LOS is primarily due to the Road Diet adding a dedicated bicycle lane on Blount Street. The Two-Way restoration scenario has a detrimental effect on the bicycle LOS on Blount Street. The 2012 Existing and 2020 No-Build scenarios have a bicycle LOS C/D, while the Two-Way Restoration scenario has a LOS D. This is primarily due to Blount Street not having a dedicated lane for bicycles and bicyclists having to share the lane with motor vehicles.

The 2020 Road Diet scenario did not have a substantial effect on the multimodal pedestrian LOS, while the 2020 Two-Way restoration improved the pedestrian LOS on Blount Street. The 2012 Existing and 2020 No-Build scenarios have a pedestrian LOS B/C for the majority of the corridor, while the Two-Way restoration improved the pedestrian to LOS B. This improvement is primarily due to the decrease in the amount of traffic on Blount Street (based on the assumed traffic rerouting for the two-way) that will be directly adjacent to the pedestrians. The addition of on-street parking also helped improve the LOS, because it adds more of a buffer between the vehicles and pedestrians.

The multimodal bus LOS is primarily based on the number of bus stops per hour along the roadway segment. None of the proposed scenarios alters the current bus routes or stops; therefore, very few changes in the multimodal bus LOS occurred along the corridor between various scenarios.

4.3 Person Street Corridor

The 2020 Road Diet and 2020 Two-Way restoration scenarios improve the multimodal LOS for bicycles along the Person Street corridor. The 2012 Existing and 2020 No-Build scenarios have a multimodal bicycle LOS D for the majority of the corridor, while the Road Diet and Two-Way restoration scenarios have a bicycle LOS B/C. The improvement in the multimodal bicycle LOS is primarily due to both scenarios adding a dedicated bicycle lane on Wake Forest Road.

The 2020 Road Diet scenario did not have a substantial effect on the multimodal pedestrian LOS, while the 2020 Two-Way restoration improved the pedestrian LOS on Person Street. The 2012 Existing and 2020 No-Build scenarios have a pedestrian LOS B/C for the majority of the corridor, while the Two-Way restoration improved the pedestrian to LOS B. This improvement is primarily due to the decrease in the amount of traffic on Blount Street (based on the assumed traffic rerouting for the two-way)that will be directly adjacent to the pedestrian traffic. The addition of on-street parking also helped improve the LOS, because it adds more of a buffer between the vehicles and pedestrians.

The multimodal bus LOS is primarily based on the number of bus stops per hour along the roadway segment. None of the proposed scenarios alters the current bus routes or stops; therefore, very few changes in the multimodal bus LOS occurred along the corridor between various scenarios.

4.4 Hammond Street Corridor

None of the proposed scenarios will affect the multimodal LOS on the Hammond Road Corridor.

5.0 Capacity Method of Analysis

The highway capacity analyses performed are based on methodologies from the *Highway Capacity Manual (HCM 2000), Special Report 209*. Traffic modeling software used in the capacity analyses were *Synchro 7.0* and *SimTraffic 7.0, Version 7 (Build 773, Rev 8)*.

The traffic carrying ability of a roadway is described by levels of service (LOS) that range from LOS A to LOS F. LOS A represents unrestricted maneuverability and operating speeds. LOS B represents reduced maneuverability and operating speeds. LOS C represents restricted maneuverability and operating speeds closer to the speed limit. LOS D represents severely restricted maneuverability and unstable, low operating speeds. This LOS (LOS D) is considered acceptable in developed urban areas. LOS E represents operating conditions at or near the capacity level. LOS F represents breakdown conditions characterized by stop and go travel. **Table 3** defines the traffic flow conditions and approximate driver comfort level at each level of service.

Note that the delays associated with LOS for signalized intersections are different from those associated with unsignalized intersections. The Highway Capacity Manual explains that drivers perceive that a signalized intersection is designed to carry higher traffic volumes and therefore expect to experience greater delays at signalized intersections. A signalized intersection is described by a single LOS. Unsignalized intersections are assigned a LOS for each minor movement. Typically, LOS D is considered the minimum acceptable level of service at an intersection (signalized or unsignalized).

Table 3 – Level of Service (LOS) Index

LOS	Traffic Flow Conditions	Delay (seconds) Signalized Intersections	Delay (seconds) Unsignalized Intersections
A	Progression is extremely favorable and most vehicles do not stop at all.	0-10	0-10
B	Good progression, some delay.	10-20	10-15
C	Fair progression, higher delay.	20-35	15-25
D	Unfavorable progression, congestion becomes apparent.	35-55	25-35
E	Poor progression, significant delay.	55-80	35-50
F	Poor progression, extreme delay.	>80	>50

For the queue analysis, simulation runs (using SimTraffic) were performed to analyze the queuing and blocking problems. For the purpose of this analysis, if the average or maximum queues exceeded the storage length provided for the movement by less than 100 ft, then the queuing was classified as “mild queuing”. If the average or maximum queue exceeded the storage provided for the movement by 100 ft–200 ft, then the queuing was classified as “moderate queuing”. If the average or maximum queue is greater than 200 ft of the storage provided for the movement, then the queuing was classified as “excessive queuing”.

6.0 2012 Existing Analysis

The Blount-Person Corridor traverses downtown Raleigh and in order to account for urban factors it was necessary to incorporate traffic volumes, pedestrian volumes, on - street parking, bicycle facilities, and bus data into our existing traffic models. The following are assumptions and methodologies used to build the traffic model for the capacity and multimodal analyses.

6.1 Traffic Volume Assumptions

After analyzing the traffic data for the Person and Blount Corridor it was determined that there were major traffic imbalances between the volumes provided by the City of Raleigh (signalized intersections), and the traffic volumes taken by AECOM and City of Raleigh (unsignalized intersections). These imbalances are typical as the traffic counts were performed in different years (i.e., 2009, 2010, 2011 and 2012). To accommodate for these imbalances it was appropriate to balance the traffic across the network.

A linear approach of carrying imbalances through the network was not feasible since hundreds of vehicles would be added to the through movements as you advance through the corridor. Based on the detailed discussions with City of Raleigh and NCDOT on the traffic balancing, it was determined that using a “zoned” approach would be the more beneficial. The network was divided into 4 zones based on the characteristics of each part of downtown area.

Zone 1 – Atlantic Avenue at Old Louisburg Road to Wake Forest Road at Sasser Street (residential area north of downtown)

Zone 2 – Mordecai Drive at Delway Street to North Street (Blount St and Person St) (transition area between residential and downtown)

Zone 3 – Lane Street (Blount Street and Person Street) to MLK Boulevard (Person Street and Blount Street) (downtown area)

Zone 4 – MLK Boulevard (Person Street and Blount Street) to I-40 WB Ramp at Hammond Road (area south of downtown)

Each zone was analyzed to determine which intersection(s) would be used as control points. After the control points were determined, the traffic volumes were balanced along the network while the control point intersections were not changed. The volumes were added/subtracted based on the ratio of existing traffic at each intersection. The volumes between each zone were not balanced; however, an effort was made to keep these imbalances as low as possible. The existing traffic counts and the traffic balancing figures are provided in **Appendix A**.

6.2 Transit Assumptions

In order to account for the effect that buses utilizing the roadway network it was necessary to account for buses stopping in the roadway to board and drop off passengers. These bus blockages were calculated using the bus data provided by City of Raleigh Transit (CATS) and the Triangle Transit Authority (TTA). Per the HCM, the data was analyzed to determine the bus blockages within 250 feet upstream or downstream of each intersection. The bus routes, ridership, and boarding and alighting times were used to determine these blockages. Bus information and a more detailed methodology is provided in **Appendix B**.

It was also necessary to calculate the bus frequency and span of service in order to perform a multimodal analysis. This information was calculated using the bus data provided by City of Raleigh Transit (CATS) and the Triangle Transit Authority (TTA), which included bus schedules and bus route information. Bus information and a more detailed methodology is provided in **Appendix B**.

6.3 Parking and Pedestrian Facility Assumptions

AECOM's subconsultant (Alta/Greenways Inc.) collected on-street parking and pedestrian facility information. This information was collected during a sidewalk survey of the entire corridor, which is provided in **Appendix C**. In order to perform a multimodal analysis it was necessary to determine the extent of the pedestrian facilities along the corridor, including sidewalk location and width. This information was collected during the sidewalk survey.

In order to account for the effect parking vehicles would have on the roadway network it was necessary to determine the parking maneuvers per hour. Per the HCM, it was necessary to determine the number of parking maneuvers within 250' upstream of the intersection. The number of parking spots available were estimated by dividing the measured parking area by 25' (length assumed for a typical vehicle). For the area south of MLK Boulevard it was assumed that 50% of the parking spots available would be used in the peak hour; therefore, the total number of parking spots available were multiplied by 0.50 to determine parking maneuvers per hour. For the rest of the network it was assumed that 75% of the parking spots would be used in the peak hour; therefore, the total number of parking spots available were multiplied by 0.75 to determine parking maneuvers per hour.

6.4 Analysis Findings

Capacity analyses were performed in the AM and PM peak periods for the 2012 Existing Scenario for all intersections in the study area. Levels of service and delays for intersections are shown in **Figure 3-6**. Detailed Synchro and SimTraffic Reports are located in **Appendix F**.

6.4.1 Intersection Analysis

All of the study intersections performed at a LOS D or better in the AM and PM peak hours except for the following intersections:

Automotive Way at Brookside Drive

Capacity Analysis: The minor approach at this unsignalized intersection currently operates at a LOS C in the AM peak hour and a LOS E during the PM peak hour.

Queue Analysis: Significant queuing is not projected at this intersection.

Person Street at MLK Boulevard

Capacity Analysis: This signalized intersection currently operates at a LOS F in the AM peak hour and a LOS B during the PM peak hour.

Queue Analysis: Excessive queuing is projected on the northbound through movement in the AM peak hour. The queue is projected to be in excess of 700' and queue beyond the intersections to the south in the AM peak hour. The northbound through movement has a v/c = 1.26. The major factor for the poor LOS and excessive queuing is the large amount of through traffic on Person Street.

Person Street at South Street

Capacity Analysis: This signalized intersection currently operates at a LOS E in the AM peak hour and a LOS B during the PM peak hour.

Queue Analysis: Excessive queuing is projected on the northbound through movement in the AM peak hour. The queue is projected to exceed 300' in the AM peak hour. The major factor for the poor LOS and excessive queuing is the large amount of through traffic on Person Street.

6.4.2 Person and Blount at MLK Boulevard Intersections

MLK Boulevard at Person Street and MLK Boulevard at Blount Street are both important intersections in the downtown network. Person Street is the first large intersection entering the downtown from the south and Blount Street is the last large intersection leaving downtown from the north. Person Street at MLK performs poorly in the AM peak hour and Blount Street at MLK performs poorly in the PM peak hour. There is currently a high amount of through traffic on Person Street in the AM peak and Blount Street in the PM peak. The signals at these intersections are coordinated east-west for MLK Boulevard and it appears there may not be enough green time given to the through movement on Person and Blount Street to allow the through movements to perform adequately.

FIGURE 3

Existing (2012)-
Level of Service AM + Travel Time

A traffic conditions analysis was conducted for the corridor's intersections using 2012 traffic volume data during the AM and PM peak hours and included 71 study intersections (34 signalized and 37 unsignalized). This analysis produced existing conditions (2012) intersection and corridor-wide delay and level-of-service measures and incorporates existing traffic and pedestrian counts, bus operations, and on-street parking operations.

The traffic carrying ability of an intersection and road segment is measured in time of delay. A Level of Service (LOS) Index summarizes delay into ranges from LOS A to LOS F.

- LOS A represents unrestricted maneuverability and operating speeds.
- LOS B represents reduced maneuverability and operating speeds.
- LOS C represents restricted maneuverability and operating speeds closer to the speed limit.
- LOS D represents restricted maneuverability and low operating speeds (typically considered acceptable in developed urban areas).
- LOS E represents operating conditions at or near the capacity level.
- LOS F represents breakdown conditions characterized by stop and go travel.

LOS	Traffic Flow Conditions	Delay (seconds) Signalized Intersections	Delay (seconds) Unsignalized Intersections
A	Represents unrestricted maneuverability and operating speeds and most vehicles do not stop at all.	0-10	0-10
B	Represents reduced maneuverability and operating speeds	10-20	10-15
C	Represents restricted maneuverability and operating speeds closer to the speed limit	20-35	15-25
D	Represents restricted maneuverability and low operating speeds (typically considered acceptable in developed urban areas)	35-55	25-35
E	Represents operating conditions at or near the capacity level	55-80	35-50
F	Represents breakdown conditions characterized by stop and go travel	>80	>50

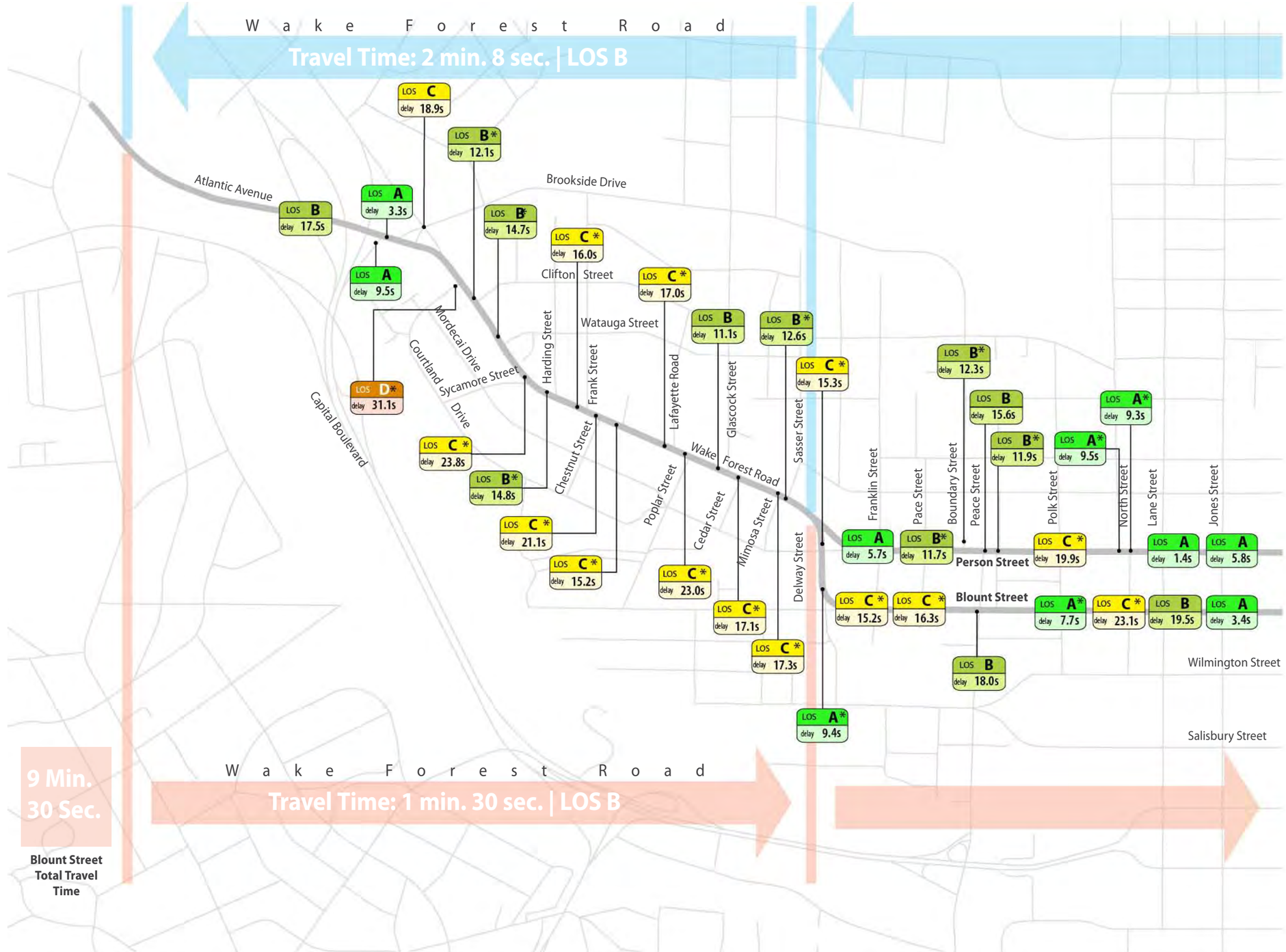
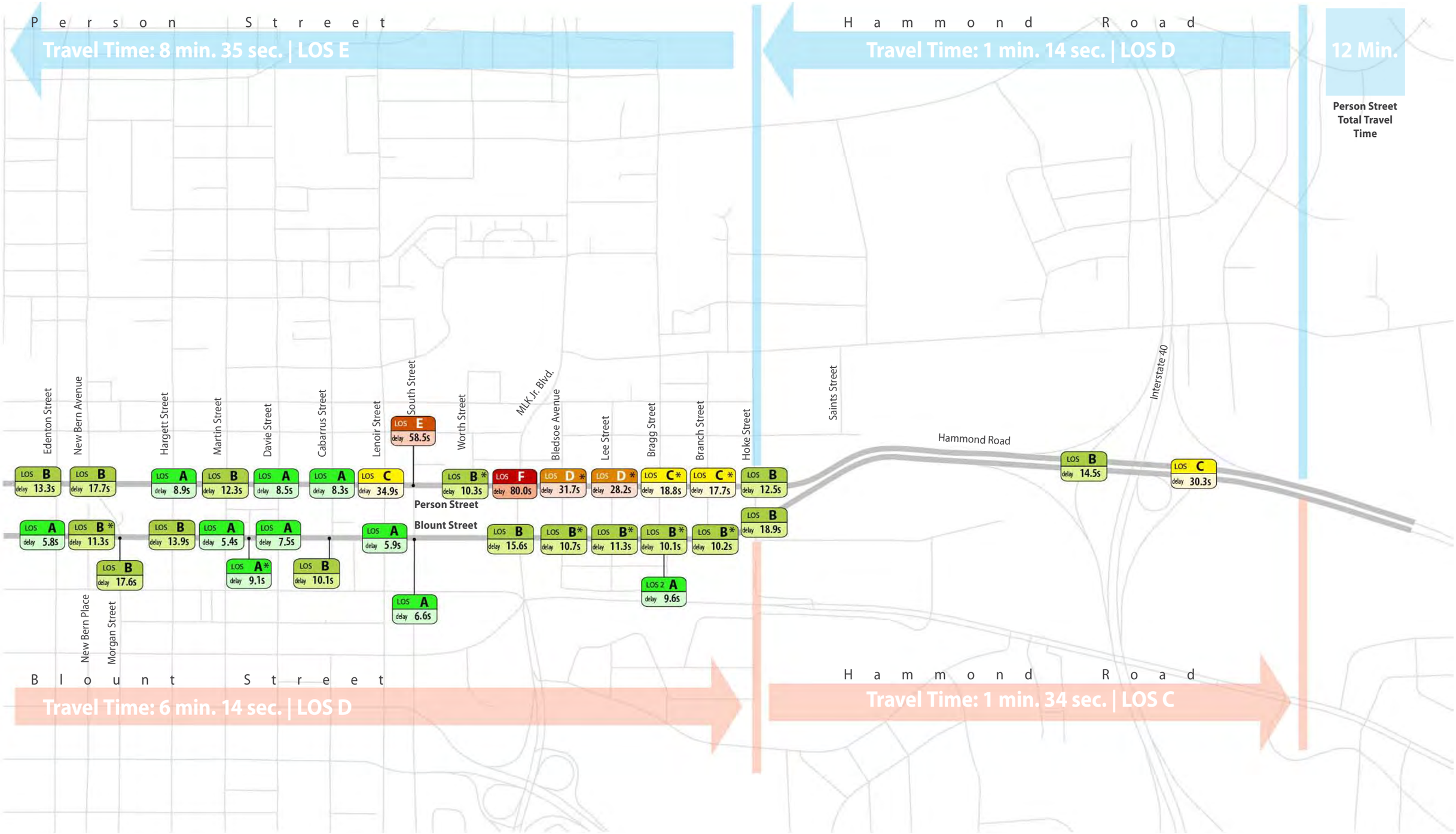


FIGURE 4



* Unsignalized Intersection

FIGURE 5

Existing (2012)-
Level of Service PM + Travel Time

A traffic conditions analysis was conducted for the corridor's intersections using 2012 traffic volume data during the AM and PM peak hours and included 71 study intersections (34 signalized and 37 unsignalized). This analysis produced existing conditions (2012) intersection and corridor-wide delay and level-of-service measures and incorporates existing traffic and pedestrian counts, bus operations, and on-street parking operations.

The traffic carrying ability of an intersection and road segment is measured in time of delay. A Level of Service (LOS) Index summarizes delay into ranges from LOS A to LOS F.

- LOS A represents unrestricted maneuverability and operating speeds.
- LOS B represents reduced maneuverability and operating speeds.
- LOS C represents restricted maneuverability and operating speeds closer to the speed limit.
- LOS D represents restricted maneuverability and low operating speeds (typically considered acceptable in developed urban areas).
- LOS E represents operating conditions at or near the capacity level.
- LOS F represents breakdown conditions characterized by stop and go travel.

LOS	Traffic Flow Conditions	Delay (seconds) Signalized Intersections	Delay (seconds) Unsignalized Intersections
A	Represents unrestricted maneuverability and operating speeds and most vehicles do not stop at all.	0-10	0-10
B	Represents reduced maneuverability and operating speeds	10-20	10-15
C	Represents restricted maneuverability and operating speeds closer to the speed limit	20-35	15-25
D	Represents restricted maneuverability and low operating speeds (typically considered acceptable in developed urban areas)	35-55	25-35
E	Represents operating conditions at or near the capacity level	55-80	35-50
F	Represents breakdown conditions characterized by stop and go travel	>80	>50

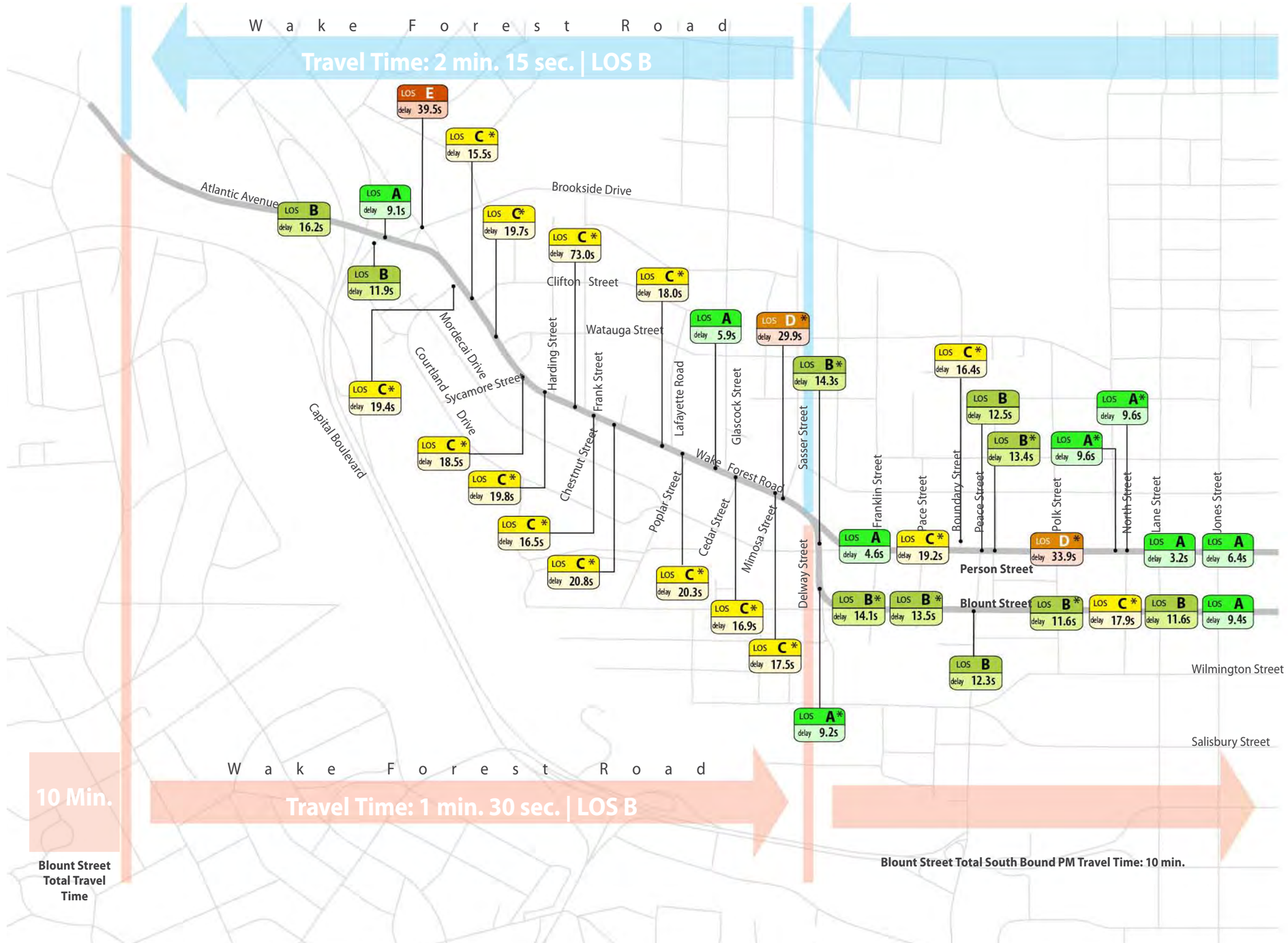
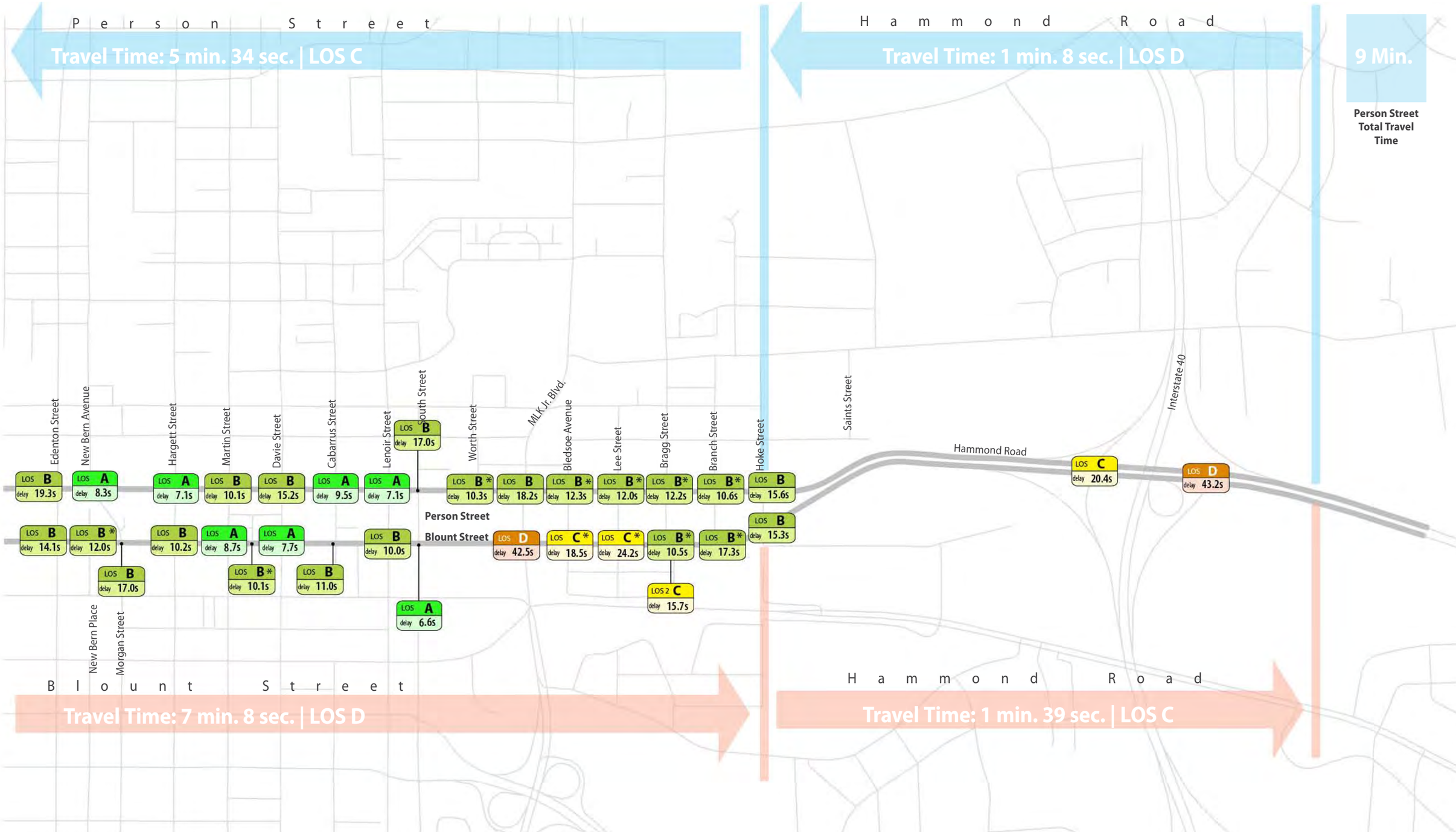


FIGURE 6



* Unsignalized Intersection

7.0 2020 No-Build Analysis

The 2020 No-Build Scenario assumes the existing lane configurations and signal timing operation. The scenario is the base condition and is a representation of how the corridor will operate in the year 2020 with no changes.

7.1 Growth Rate

After discussion with the NCDOT's Congestion Management Staff and the City of Raleigh's Transportation Department's staff, it was determined that a growth rate of 0.25% per year would be used to grow the existing traffic for 8 years to reach the 2020 design year. A 0.25% growth rate is based on the historical AADT data in the study area; In fact, AADT's have decreased slightly over the past 10 years along Blount-Person Corridor.

7.2 Signal Timing

Per the City of Raleigh, the existing signal timings were used for all of the scenarios analyzed. This assumption provides a better "apple to apple" comparison between various traffic analyses scenarios.

7.3 Two-Way Street Restorations

Several existing one-way streets in the downtown area are proposed to be converted to two-way traffic by the 2020 design year. Per the City of Raleigh, Jones Street, Lane Street, Lenoir Street and South Street are scheduled to be converted for two-way traffic by the 2020 design year:. The 2020 No-Build analysis and all subsequent scenarios were analyzed with these streets as two-way streets.

7.4 Automotive Way/Brookside Drive Roundabout

The Capital Boulevard Corridor Study (conducted by the City of Raleigh) recommended that the existing multi-leg intersection at Wake Forest Road, Brookside Drive, and Automotive Way be converted to a roundabout. Based on the recommendations from the Capital Boulevard Study, this intersection was assumed to be roundabout in the 2020 design year and was analyzed as such in subsequent scenarios. Further discussion of this roundabout is located in **Section 11.0**.

7.5 Analysis Findings

Capacity analyses were performed for the AM and PM peak periods for the 2020 No-Build Scenario for all intersections in the study area. Levels of service and delays for intersections are shown in **Figure 7-8**. Detailed Synchro and SimTraffic Reports are located in **Appendix F**.

FIGURE 7

No Build (2020) - Intersection / Corridor LOS + Delay

The Existing Conditions (2020) Alternative assumes the current lane configuration and operation. This is the base condition from which the other alternatives are compared and is a representation of how the corridor will operate in 2020 with no changes.

Key Observations:

- Overall the Existing Conditions (2020) Alternative operates at similar conditions and delay as the existing (2012) conditions with minor differences in intersection delay.
- **Blount Street at MLK Jr. Boulevard** – Operates at LOS D in the PM peak hour, a result of the volume of southbound traffic leaving downtown in the evening.
- **Person Street at MLK Jr. Boulevard** – Operates at LOS F in the AM peak hour, a result of the volume of northbound traffic entering downtown in the morning, with a significant queue (700 feet) for northbound traffic on Person Street. It should be noted that this is the same LOS as exists today (2012).
- **Person Street at South Street** – Operates at LOS D in the AM peak hour. This is a reduction in delay from the 2012 condition (LOS E), potentially due to the restoration of two-way traffic operation on South Street.

LOS	Traffic Flow Conditions	Delay (seconds) Signalized Intersections	Delay (seconds) Unsignalized Intersections
A	Represents unrestricted maneuverability and operating speeds and most vehicles do not stop at all.	0-10	0-10
B	Represents reduced maneuverability and operating speeds	10-20	10-15
C	Represents restricted maneuverability and operating speeds closer to the speed limit	20-35	15-25
D	Represents restricted maneuverability and low operating speeds (typically considered acceptable in developed urban areas)	35-55	25-35
E	Represents operating conditions at or near the capacity level	55-80	35-50
F	Represents breakdown conditions characterized by stop and go travel	>80	>50

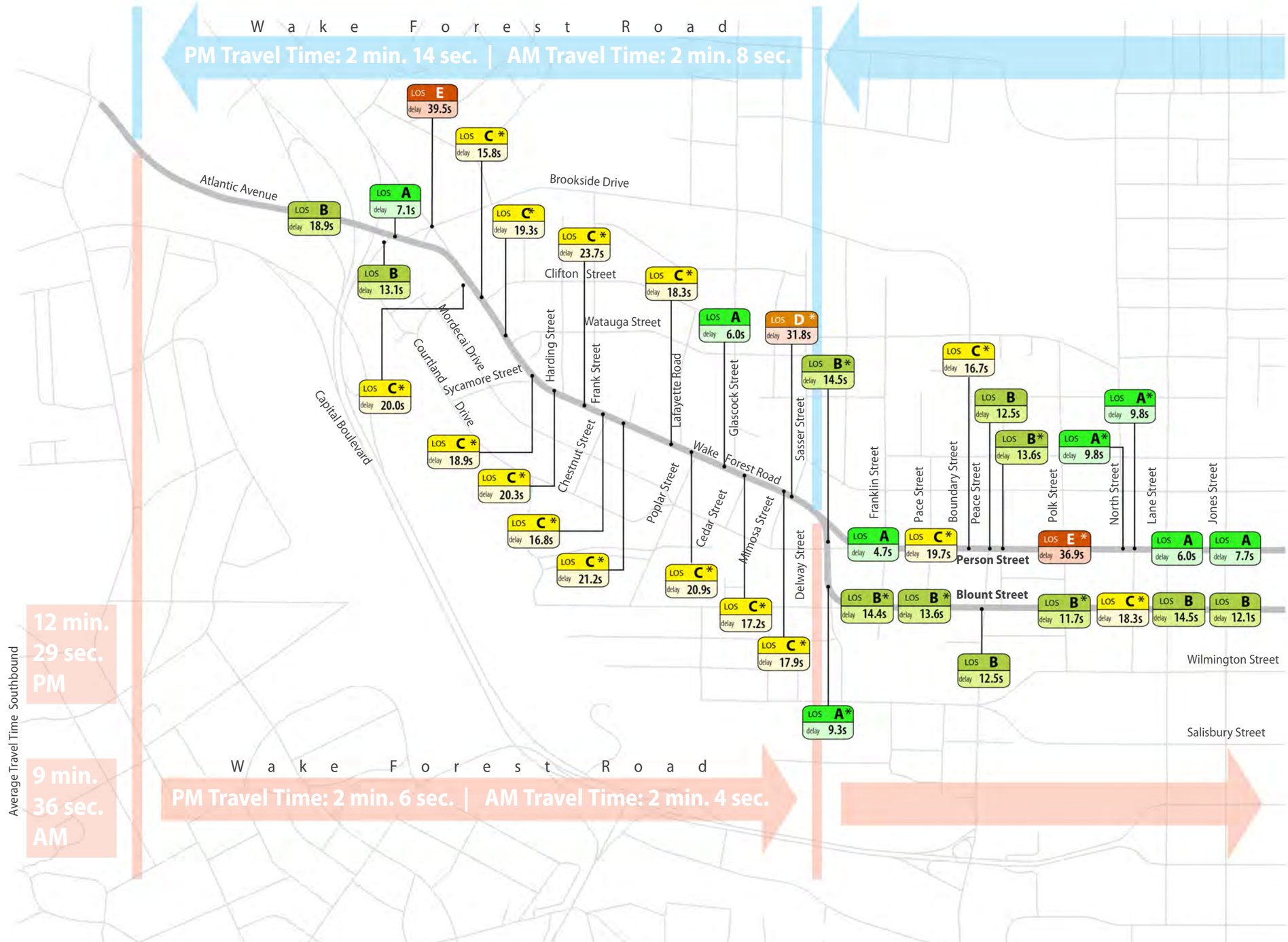
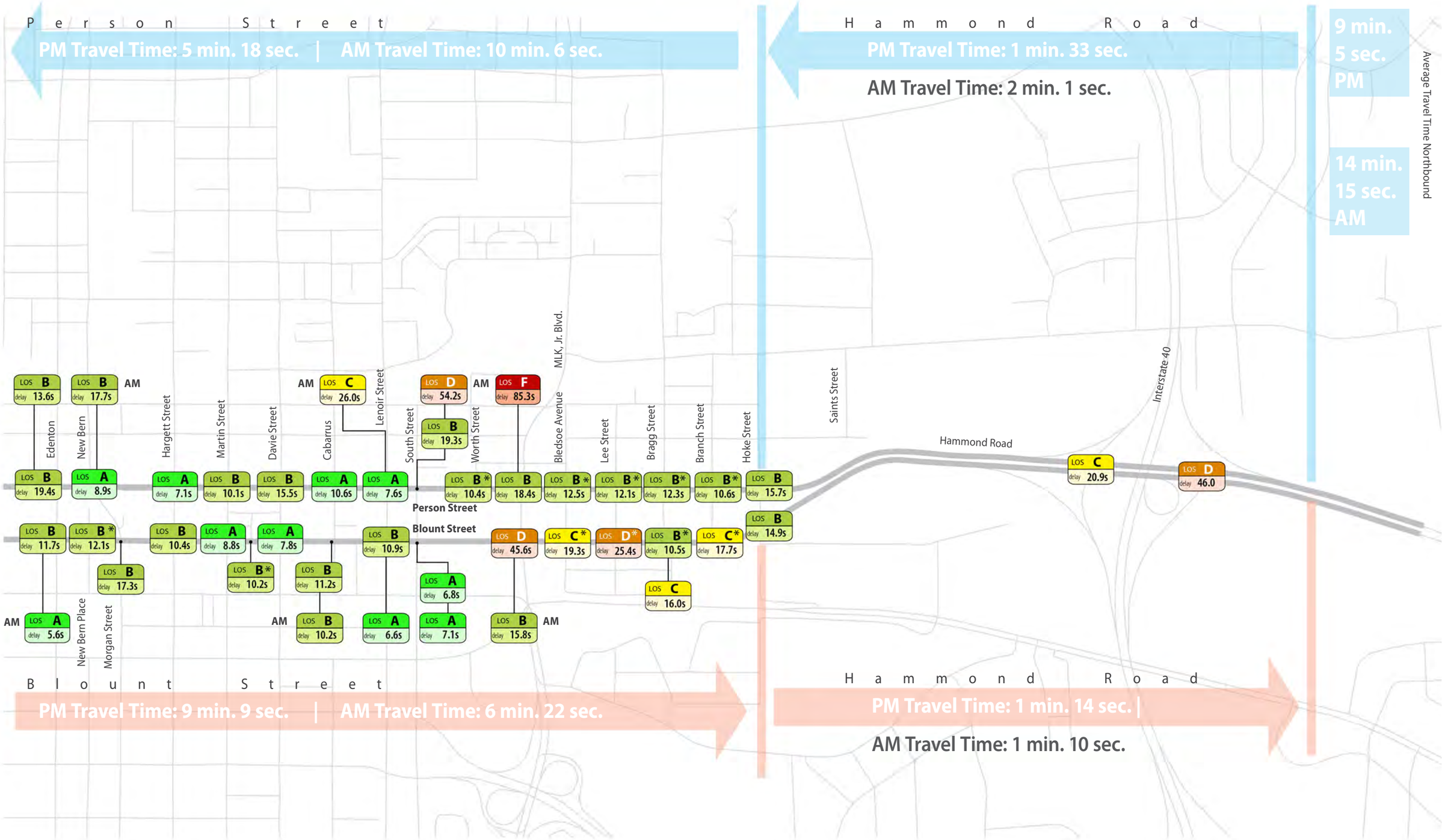


FIGURE 8



* Unsignalized Intersection

7.5.1 Intersection Analysis

All of the study intersections performed at a LOS D or better in the AM and PM peak hours with no significant queuing except for the following intersections:

Person Street at Polk Street

Capacity Analysis: The minor approach at this unsignalized intersection is projected to operate at a LOS C in the AM peak hour and a LOS E during the PM peak hour.

Queue Analysis: Significant queuing is not expected at this intersection.

Person Street at MLK Boulevard

Capacity Analysis: This signalized intersection is projected to operate at a LOS F in the AM peak hour and a LOS B during the PM peak hour.

Queue Analysis: Excessive queuing is projected on the northbound through movement in the AM peak hour. The queue is projected to be in excess of 700' and queue beyond the intersections to the south in the AM peak hour. The major factor for the poor LOS and excessive queuing is the large amount of through traffic on Person Street. The northbound through movement has a v/c = 1.28.

Person Street at South Street

Capacity Analysis: The AM peak hour improved at this intersection from a LOS E in the 2012 Existing Scenario to a LOS D in the 2020 No-Build Scenario. This improvement is potentially due to South Street being converted to two-way traffic.

Queue Analysis: Excessive queuing is projected on the northbound through movement in the AM peak hour. The queue is projected to exceed 300' in the AM peak hour. The major factor for the excessive queuing is the large amount of through traffic on Person Street.

7.5.2 Person and Blount at MLK Boulevard Intersections

MLK Boulevard at Person Street and MLK Boulevard at Blount Street are both important intersections in the downtown network. Person Street is the first large intersection entering the downtown from the south and Blount Street is the last large intersection leaving downtown from the north. Person Street at MLK performs poorly in the AM peak hour and Blount Street at MLK performs poorly in the PM peak hour. There is currently a high amount of through traffic on Person Street in the AM peak and Blount Street in the PM peak. The signals at these intersections are coordinated east-west for MLK Boulevard and it appears there may not be enough green time given to the through movement on Person and Blount Street to allow the through movements to perform adequately.

It should be noted that neither the road diet scenario nor the two-way restoration scenario should increase the delay or queuing at the MLK Boulevard intersections with Person and Blount Streets. The two-way restoration should improve Person Street in the AM peak and Blount Street in the PM peak. In the

two-way restoration scenario, the existing through traffic will be split over two-intersections; therefore, potentially allowing for better traffic flow for the through movements at both of these intersections.

7.5.3 Arterial Analysis

In order to provide an additional measure of effectiveness, an arterial level-of-service analysis (based on SimTraffic) was performed on each study corridor. This additional analysis helps compare the different scenarios in order to determine what affects the proposed changes will have on each arterial. **Table 4** summarizes the SimTraffic arterial delay, travel time and arterial speed for each corridor during the AM and PM peak periods.

The Person Street corridor operates with an arterial LOS E in the AM peak hour, with 393 seconds of signal delay, a travel time of 607 seconds and an arterial speed of 12 mph. An arterial LOS E is characterized by unstable operation and significant delay. All of the other corridors operated with an arterial LOS D or better in both the AM and PM peak periods.

Table 4				
Wake Forest Rd 2020 No-Build				
SimTraffic MOE: Arterial AM	**AM Avg**		**SimTraffic MOE: Arterial PM**	**PM Avg**
Northbound Signal Delay (sec)	24.5		Northbound Signal Delay (sec)	37.2
Northbound Travel Time (sec)	127.8		Northbound Travel Time (sec)	134.2
Northbound Arterial Speed (mph)	27		Northbound Arterial Speed (mph)	25
Northbound Arterial LOS	B		Northbound Arterial LOS	B
Southbound Signal Delay (sec)	21.1		Southbound Signal Delay (sec)	23.8
Southbound Travel Time (sec)	124.4		Southbound Travel Time (sec)	126.5
Southbound Arterial Speed (mph)	27		Southbound Arterial Speed (mph)	27
Southbound Arterial LOS	B		Southbound Arterial LOS	B
SB Blount St 2020 No-Build				
SimTraffic MOE: Arterial AM	**AM Avg**		**SimTraffic MOE: Arterial PM**	**PM Avg**
Southbound Signal Delay (sec)	161.2		Southbound Signal Delay (sec)	281.9
Southbound Travel Time (sec)	382.7		Southbound Travel Time (sec)	549.3
Southbound Arterial Speed (mph)	19		Southbound Arterial Speed (mph)	14
Southbound Arterial LOS	C		Southbound Arterial LOS	D
NB Person St 2020 No-Build				
SimTraffic MOE: Arterial AM	**AM Avg**		**SimTraffic MOE: Arterial PM**	**PM Avg**
Northbound Signal Delay (sec)	393.4		Northbound Signal Delay (sec)	106.2
Northbound Travel Time (sec)	606.7		Northbound Travel Time (sec)	318.7
Northbound Arterial Speed (mph)	12		Northbound Arterial Speed (mph)	22
Northbound Arterial LOS	E		Northbound Arterial LOS	C
Hammond Rd 2020 No-Build				
SimTraffic MOE: Arterial AM	**AM Avg**		**SimTraffic MOE: Arterial PM**	**PM Avg**
Northbound Signal Delay (sec)	57.4		Northbound Signal Delay (sec)	29.4
Northbound Travel Time (sec)	121.1		Northbound Travel Time (sec)	93.3
Northbound Arterial Speed (mph)	24		Northbound Arterial Speed (mph)	31
Northbound Arterial LOS	B		Northbound Arterial LOS	A
Southbound Signal Delay (sec)	37.6		Southbound Signal Delay (sec)	43.8
Southbound Travel Time (sec)	70.3		Southbound Travel Time (sec)	74.5
Southbound Arterial Speed (mph)	31		Southbound Arterial Speed (mph)	29
Southbound Arterial LOS	A		Southbound Arterial LOS	B

8.0 2020 Road Diet Analysis

8.1 Road Diet Assumptions

The 2020 Road Diet Scenario proposes to reduce existing laneage on Person Street, Blount Street and Wake Forest Road to provide additional room for on-street parking and bicycle lanes. Wake Forest Road is proposed to be converted from a four-lane undivided cross section to a three-lane section from Delway Street to

Courtland Drive. The three-lane section will consist of one through lane in each direction and a two-way left-turn lane. A lane is also proposed to be removed on Person Street from Hargett Street to Wake Forest Road, and on Blount Street from Jones Street to MLK Boulevard.

8.2 Signal Timing

Per the City of Raleigh, the existing signal timings were used for all of the scenarios analyzed. This assumption provides a better "apple to apple" comparison between various traffic analyses scenarios.

8.3 Analysis Findings

Capacity analyses were performed in the AM and PM peak periods for the 2020 No-Build Scenario for all intersections in the study area. Levels of service and delays for intersections are shown in **Figure 9-10**. Detailed Synchro and SimTraffic Reports are located in **Appendix F**.

8.3.1 Intersection Analysis

All of the study intersections performed at a LOS D or better in the AM and PM peak hours with no significant queuing except for the following intersections:

Person Street at Sasser Street

Capacity Analysis: The minor approach at this unsignalized intersection is projected to operate at a LOS C in the AM peak hour and a LOS E during the PM peak hour.

Queue Analysis: Significant queuing is not expected at this intersection.

Person Street at MLK Boulevard

Capacity Analysis: This signalized intersection is projected to operate at a LOS F in the AM peak hour and a LOS B during the PM peak hour.

Queue Analysis: Excessive queuing is projected on the northbound through movement in the AM peak hour. The queue is projected to be in excess of 700' and queue beyond the intersections to the south in the AM peak hour. The major factor for the poor LOS and excessive queuing is the large amount of through traffic on Person Street. The northbound through movement has a v/c = 1.28. It should be noted that the 2012 Existing Scenario has the LOS and v/c ratio.

8.3.2 Arterial Analysis

In order to provide an additional measure of effectiveness, an arterial level-of-service analysis (based on SimTraffic) was performed on each study corridor. This additional analysis helps compare the different scenarios in order to determine what affects the proposed changes will have on each arterial. **Table 5** summarizes the SimTraffic arterial delay, travel time and arterial speed for each corridor during the AM and PM peak periods.

FIGURE 9

Road Diet (2020) -
Intersection / Corridor LOS + Delay

The Road Diet Alternative maintains the one-way operation of Blount Street and Person Street but reconfigures each street by eliminating a lane in certain sections to create a consistent two-lane cross section in each direction. Wake Forest Road is converted from four-lanes to three-lanes (one lane in each direction and a center left turn lane).

Key Observations:

Wake Forest Road

- **Intersection Operation** - No significant change from the Existing Conditions (2020) Alternative.
- **Average Corridor Travel Time** - No significant change from the Existing Conditions (2020) Alternative.

Blount/Person Street

- **Delway Street to Jones Street** - No significant change from the Existing Conditions (2020) Alternative.
- **Edenton/New Bern Intersections** – Added delay in PM (LOS D at Edenton/Blount) and AM (LOS D at New Bern/Person) over the Existing Conditions (2020) Alternative. This is the anticipated result of eliminating one lane of throughput on Blount Street and Person Street without adjusting the existing signal timing.
- **South/Lenoir Street Intersections** – Added delay in PM (LOS D) on Blount Street at Lenoir Street and South Street. This is the anticipated result of eliminating one lane of throughput on Blount Street without adjusting the existing signal timing.
- **MLK Jr. Boulevard Intersections** - No significant change from the Existing Conditions (2020) Alternative.
- **MLK Jr. Boulevard to Hoke Street** - No significant change from the Existing Conditions (2020) Alternative (except at unsignalized intersections).
- **Average Corridor Travel Time (Person Street)** – Increase (+) 27 seconds (PM) from the Existing Conditions (2020) Alternative.
- **Average Corridor Travel Time (Blount Street)** – Increase (+) 30 seconds (PM) from the Existing Conditions (2020) Alternative.

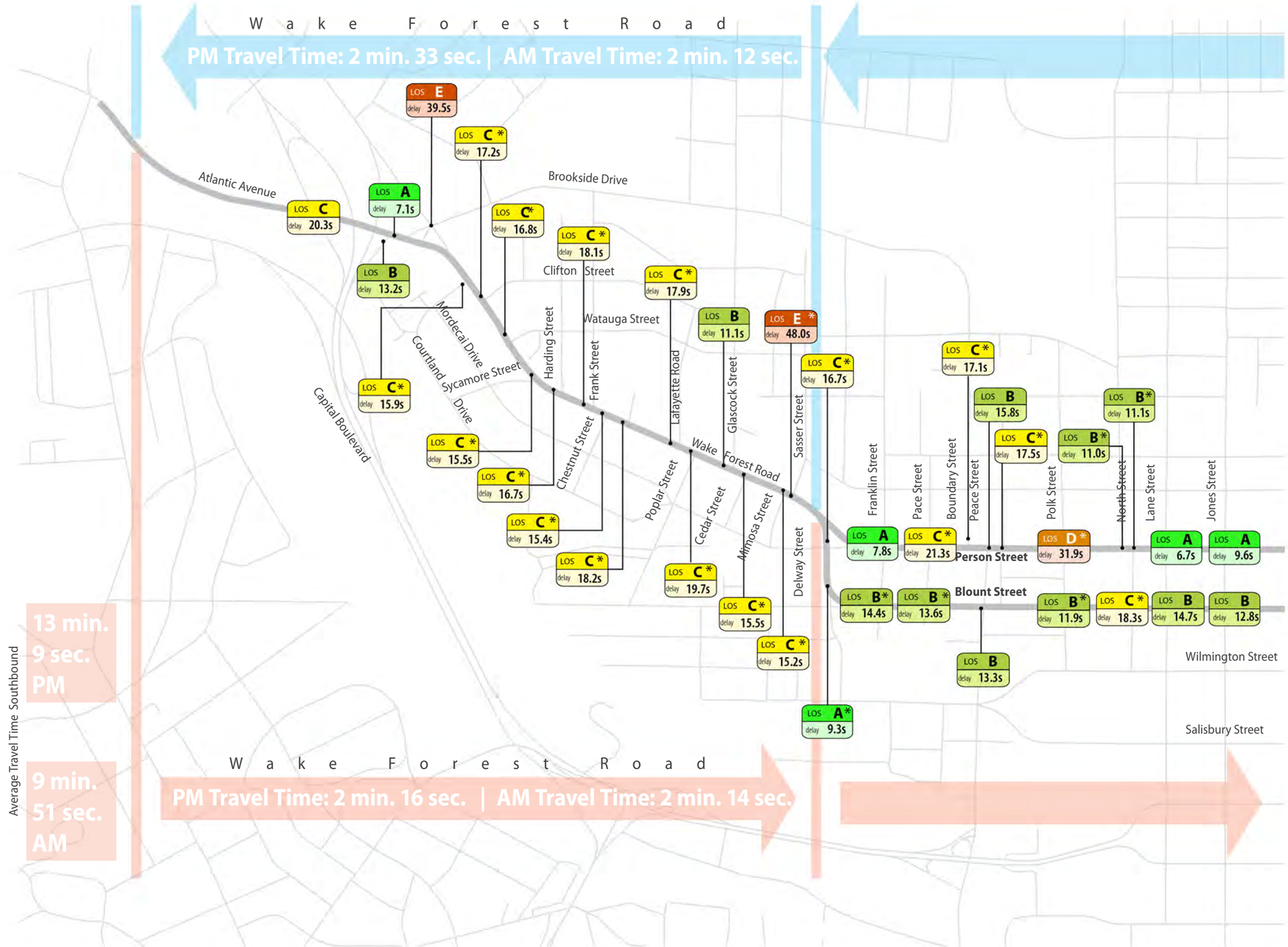
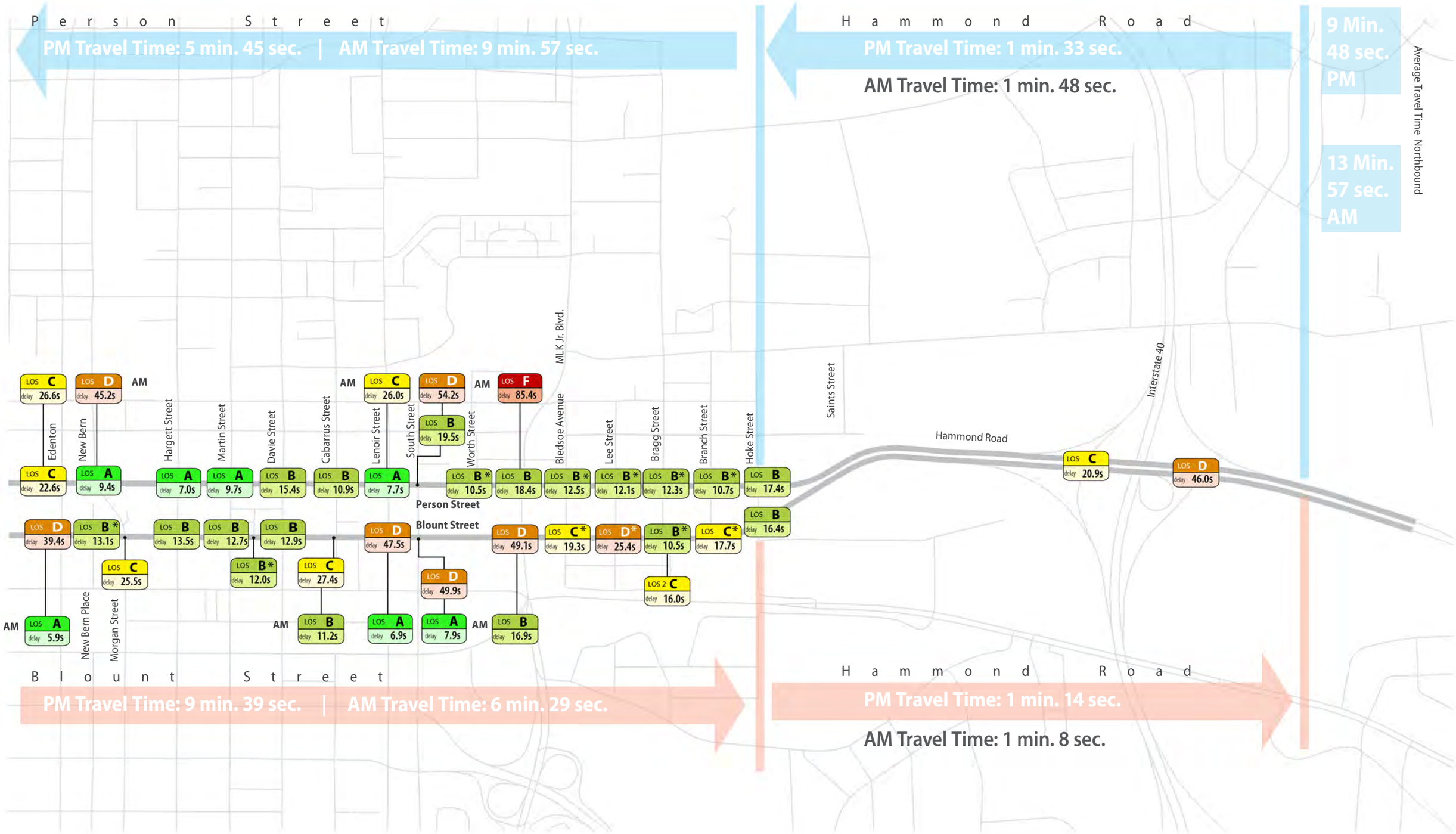


FIGURE 10


Person Street
PM Travel Time: 5 min. 45 sec. | AM Travel Time: 9 min. 57 sec.
Hammond Road
PM Travel Time: 1 min. 33 sec.
AM Travel Time: 1 min. 48 sec.
9 Min. 48 sec. PM
13 Min. 57 sec. AM
Average Travel Time Northbound
Edenton
New Bern
Hargett Street
Martin Street
Davie Street
Cabarrus Street
Lenoir Street
South Street
Worth Street
MLK Jr. Blvd.
Bledsoe Avenue
Lee Street
Bragg Street
Branch Street
Hoke Street
Saints Street
Interstate 40
Hammond Road
Person Street
Blount Street
New Bern Place
Morgan Street
Blount Street
PM Travel Time: 9 min. 39 sec. | AM Travel Time: 6 min. 29 sec.
Hammond Road
PM Travel Time: 1 min. 14 sec.
AM Travel Time: 1 min. 8 sec.

The Person Street corridor operates with an arterial LOS E in the AM peak hour, with 385 seconds of signal delay, a travel time of 598 seconds and an arterial speed of 12 mph. The Blount Street corridor operates with an arterial LOS E in the PM peak hour, with 330 seconds of signal delay, a travel time of 580 seconds and arterial speed of 13 mph. An arterial LOS E is characterized by unstable operation and significant delay. All of the other corridors operated with an arterial LOS D or better in both the AM and PM peak periods.

Table 5				
Wake Forest Rd 2020 Road Diet				
SimTraffic MOE: Arterial AM	**AM Avg**		**SimTraffic MOE: Arterial PM**	**PM Avg**
Northbound Signal Delay (sec)	29.4		Northbound Signal Delay (sec)	50.2
Northbound Travel Time (sec)	132.6		Northbound Travel Time (sec)	153.6
Northbound Arterial Speed (mph)	26		Northbound Arterial Speed (mph)	22
Northbound Arterial LOS	B		Northbound Arterial LOS	C
Southbound Signal Delay (sec)	31.2		Southbound Signal Delay (sec)	32.9
Southbound Travel Time (sec)	134.5		Southbound Travel Time (sec)	135.9
Southbound Arterial Speed (mph)	25		Southbound Arterial Speed (mph)	25
Southbound Arterial LOS	B		Southbound Arterial LOS	B
Blount St 2020 Road Diet				
SimTraffic MOE: Arterial AM	**AM Avg**		**SimTraffic MOE: Arterial PM**	**PM Avg**
Southbound Signal Delay (sec)	176.2		Southbound Signal Delay (sec)	329.8
Southbound Travel Time (sec)	398.0		Southbound Travel Time (sec)	579.4
Southbound Arterial Speed (mph)	18		Southbound Arterial Speed (mph)	13
Southbound Arterial LOS	C		Southbound Arterial LOS	E
Person St 2020 Road Diet				
SimTraffic MOE: Arterial AM	**AM Avg**		**SimTraffic MOE: Arterial PM**	**PM Avg**
Northbound Signal Delay (sec)	384.6		Northbound Signal Delay (sec)	133.5
Northbound Travel Time (sec)	597.8		Northbound Travel Time (sec)	345.8
Northbound Arterial Speed (mph)	12		Northbound Arterial Speed (mph)	20
Northbound Arterial LOS	E		Northbound Arterial LOS	C
Hammond Rd 2020 Road Diet				
SimTraffic MOE: Arterial AM	**AM Avg**		**SimTraffic MOE: Arterial PM**	**PM Avg**
Northbound Signal Delay (sec)	44.8		Northbound Signal Delay (sec)	29.8
Northbound Travel Time (sec)	108.6		Northbound Travel Time (sec)	93.5
Northbound Arterial Speed (mph)	26		Northbound Arterial Speed (mph)	31
Northbound Arterial LOS	B		Northbound Arterial LOS	A
Southbound Signal Delay (sec)	36.2		Southbound Signal Delay (sec)	44.1
Southbound Travel Time (sec)	68.2		Southbound Travel Time (sec)	74.8
Southbound Arterial Speed (mph)	32		Southbound Arterial Speed (mph)	29
Southbound Arterial LOS	A		Southbound Arterial LOS	B

Table 6 shows a comparison of arterial measures of effectiveness between the 2020 No-Build and 2020 Road Diet Scenarios.

Corridor Measures of Effectiveness			Table 6 – Differences between No-Build and Road Diet Scenarios
	Average Corridor Travel Time (PM)	North-bound	+ 9% (47 seconds)
		South-bound	+5% (40 seconds)
	Average Corridor Travel Time (AM)	North-bound	No significant difference
		South-bound	+2% (14 seconds)
	Intersection Delay	Blount	Increase at: Edenton, Lenoir, South
		Person	Increase at: New Bern

9.0 2020 Two-Way Restoration Analysis

The Two-Way Restoration Scenario proposes to implement two-way traffic operation on both Blount Street and Person Street from Wake Forest Road to Hoke Street. Wake Forest Road is assumed to be converted from four-lanes to three-lanes (one lane in each direction and a two-way left- turn lane).

9.1 Two-Way Restoration Assumptions

The 2020 Two Way Restoration scenario proposes to convert both Person Street and Blount Street to full two-way streets. With the two-way restoration, a percentage of the traffic currently using Person Street will be diverted to Blount Street and vice versa. Per discussion with City of Raleigh and NCDOT, to simplify the projected traffic usage after two-way restoration, it was determined that a 50/50 split would be used. 50% percent of the traffic currently using Person Street was diverted to Blount Street, and 50% of the traffic currently using Person Street was diverted to Blount Street.

9.2 Transition Point Roundabouts

With the restoration of Person and Blount Street to two-way traffic, a transition point will be required at both ends of each corridor. The transitions are necessary because once the streets are converted there will be a couple of two-way streets

that have to connect to one two-way street, i.e., Delway Street at Wake Forest Road, Person and Blount Street at Hammond Road. Due to the location of the transition points, signalized intersections would not be desirable; therefore, our analysis assumed both of the transition points were roundabouts. Further discussion of this roundabout is located in **Section 11.0**.

9.3 Signal Timing

Per the City of Raleigh, the existing signal timings were used for all of the scenarios analyzed. The existing signal timings are based on Person and Blount Street being one-way corridors and it is likely that a two-way restoration would require changes to existing cycle lengths, splits, and offsets on most of the signals along Person and Blount Street. In order to accurately determine the appropriate future timings based on two-way streets you would need to consider the signal timings for the entire downtown signal network, with several interconnected one-way pairs. Signal timing of this scale for the entire downtown is out of the scope of this project, so the decision was made to keep the existing timings in place for all scenarios. AECOM feels that using the existing signal timings for the two-way restoration provides a more conservative analysis and that future performance will likely be better than what the analysis reports. This assumption also provides a better “apple to apple” comparison between various traffic analyses scenarios.

9.4 Analysis Findings

Capacity analyses were performed in the AM and PM peak periods for the 2020 Two-Way restoration scenario for all intersections in the study area. Levels of service and delays for intersections are shown in **Figure 11-12**. Detailed Synchro and SimTraffic Reports are located in **Appendix F**.

9.4.1 Intersection Analysis

All of the study intersections performed at a LOS D or better in the AM and PM peak hours with no significant queuing except for the intersections listed below.

Wake Forest Road at Sasser Street

Capacity Analysis: The minor approach at this unsignalized intersection is projected to operate at a LOS B in the AM peak hour and a LOS F during the PM peak hour.

Queue Analysis: Mild queuing is projected on Sasser Street in the PM peak hour.

Person Street at Polk Street

Capacity Analysis: The minor approach at this unsignalized intersection is projected to operate at a LOS C in the AM peak hour and a LOS E during the PM peak hour.

Queue Analysis: Significant queuing is not projected at this intersection.

FIGURE 11

Two-Way Restoration (2020) - Intersection / Corridor LOS + Delay

The Two-Way Restoration Alternative restores two-way traffic operation on both Blount Street and Person Street from Wake Forest Road to Hoke Street. Wake Forest Road is converted from four-lanes to three-lanes (one lane in each direction and a center left turn lane).

Key Observations:

Wake Forest Road (same configuration as Road Diet Alternative)

- **Intersection Operation** - No significant change from the Existing Conditions (2020) Alternative.
- **Average Travel Time** - No significant change from the Existing Conditions (2020) Alternative.

Blount/Person Street

- **Delway Street to Jones Street** - No significant change from the Existing Conditions (2020) Alternative (except at unsignalized intersections).
- **Edenton/New Bern Intersections** – Added delay in PM (LOS D at Edenton/Blount) and AM (LOS D at New Bern/Person) over the Existing Conditions (2020) Alternative. This is the anticipated result of eliminating one lane of throughput on Blount Street and Person Street without adjusting the existing signal timing. Similar traffic operation to the Road Diet Alternative but with more balanced peak traffic flows between Blount Street and Person Street (result of two-way operation).
- **Cabarrus/South/Lenoir Street Intersections (Blount Street)** – Added delay in PM over the Existing Conditions (2020) Alternative. This is the anticipated result of the existing signal timing, high southbound traffic flow, and only one lane of southbound throughput. Potential modifications to this alternative could include creating an additional southbound lane (by eliminating one side of on-street parking) from Cabarrus Street south, ending in a right-turn lane at MLK Jr. Boulevard.
- **South/Lenoir Street Intersections (Person Street)** – Some added delay in PM (LOS C) and AM (LOS D/E) over the Existing Conditions (2020) Alternative. This is the anticipated result of eliminating one lane of throughput on Person Street without adjusting the existing signal timing.
- **MLK Jr. Boulevard Intersections** – Decrease in delay (AM peak at Person Street, PM peak at Blount Street) from the Existing Conditions (2020) Alternative. This is the anticipated result of balancing peak traffic flows between Blount Street and Person Street and is an anticipated positive result of two-way restoration.
- **MLK Jr. Boulevard to Hoke Street** - No significant change from the Existing Conditions (2020) Alternative (except at unsignalized intersections).
- **Average Corridor Travel Time (Blount Street southbound)** – Increase (+) 30 seconds (AM) and (+) 1 minute, 10 seconds (PM) over the Existing Conditions (2020) Alternative.
- **Average Corridor Travel Time (Person Street northbound)** – Decrease of (–) 1 minute (AM) and increase of (+) 30 seconds (PM) over the Existing Conditions (2020) Alternative.

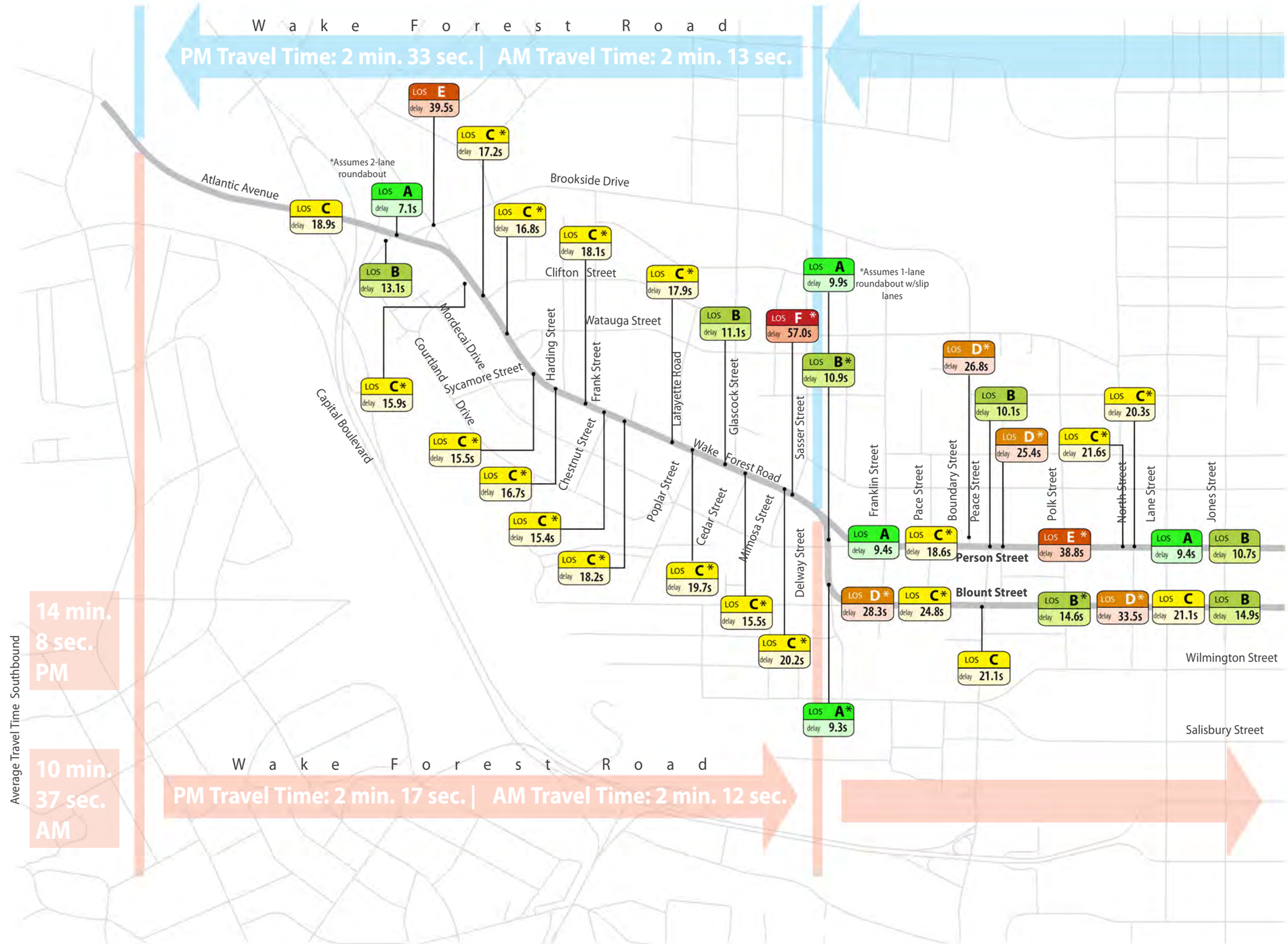
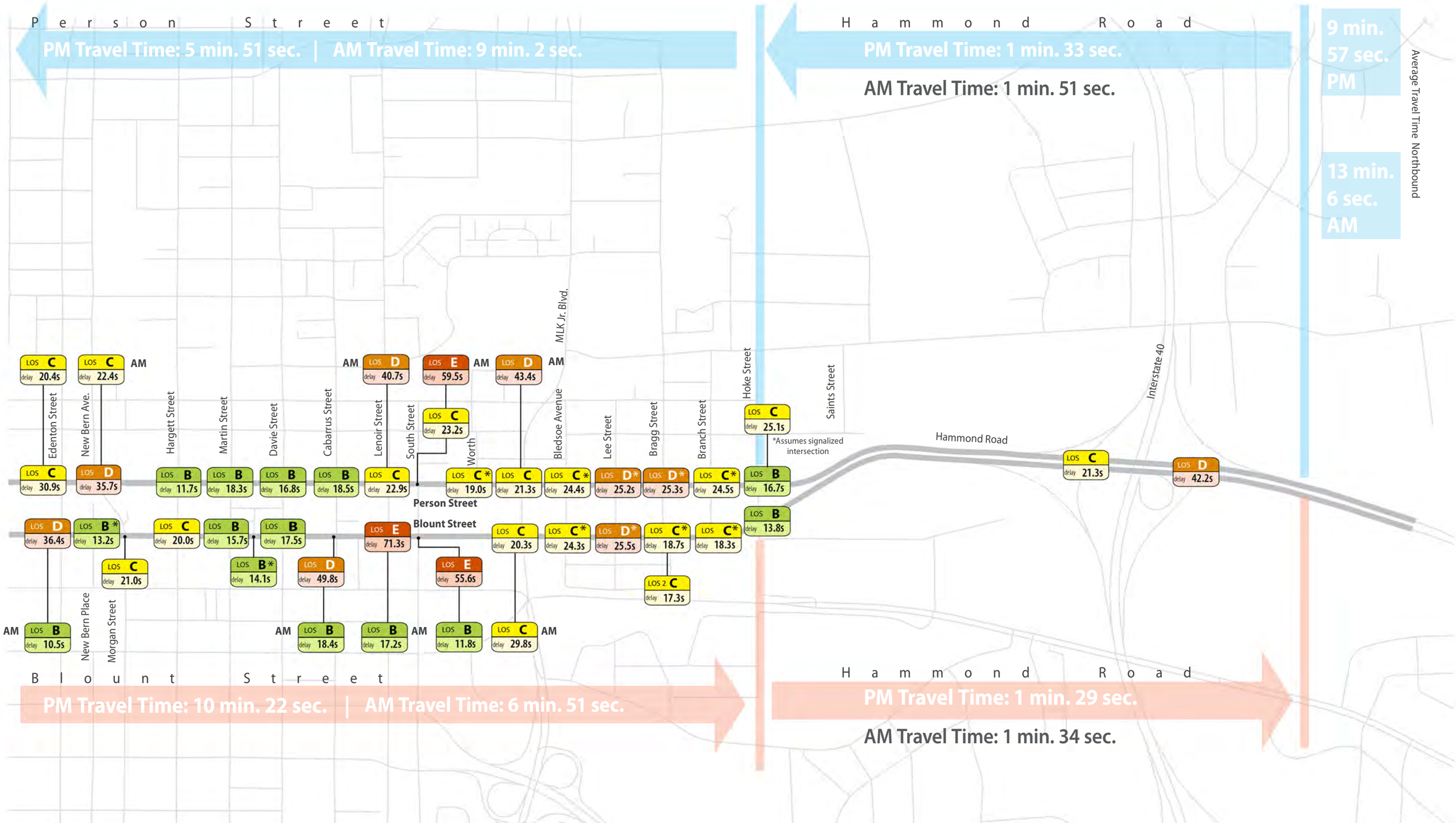


FIGURE 12


Person Street
PM Travel Time: 5 min. 51 sec. | AM Travel Time: 9 min. 2 sec.
Hammond Road
PM Travel Time: 1 min. 33 sec.
AM Travel Time: 1 min. 51 sec.
9 min. 57 sec. PM
13 min. 6 sec. AM
Average Travel Time Northbound
MLK Jr. Blvd.
Hoke Street
Saints Street
Interstate 40
Edenton Street
New Bern Ave.
Hargett Street
Martin Street
Davie Street
Cabarrus Street
Lenoir Street
South Street
Worth
Bledsoe Avenue
Lee Street
Bragg Street
Branch Street
*Assumes signalized intersection
Hammond Road
Person Street
Blount Street
New Bern Place
Morgan Street
Blount Street
PM Travel Time: 10 min. 22 sec. | AM Travel Time: 6 min. 51 sec.
Hammond Road
PM Travel Time: 1 min. 29 sec.
AM Travel Time: 1 min. 34 sec.

Person Street at South Street

Capacity Analysis: This signalized intersection is projected to operate at a LOS E in the AM peak hour and a LOS C during the PM peak hour.

Queue Analysis: Excessive queuing is projected on the northbound through movement in the AM peak hour. The queue is projected to be in excess of 350'. The major factor for the poor LOS and excessive queuing is the large amount of through traffic on Person Street. The northbound through movement operates at LOS F; however, it has a v/c = 0.94

Blount Street at Lenoir Street

Capacity Analysis: This signalized intersection is projected to operate at a LOS B in the AM peak hour and a LOS E during the PM peak hour.

Queue Analysis: Excessive queuing is projected on the southbound through movement in the PM peak hour. The queue is projected to be in excess of 600' and queue beyond the intersection to the north in the PM peak hour. The major factor for the poor LOS and excessive queuing is the large amount of through traffic on Person Street. The northbound through movement has a v/c = 1.18.

Blount Street at South Street

Capacity Analysis: This signalized intersection is projected to operate at a LOS B in the AM peak hour and a LOS E during the PM peak hour.

Queue Analysis: Excessive queuing is projected on the southbound through movement in the PM peak hour. The queue is projected to be in excess of 500' and queue beyond the intersection to the north in the PM peak hour. The major factor for the poor LOS and excessive queuing is the large amount of through traffic on Person Street. The northbound through movement has a v/c = 1.08.

9.4.2 Arterial Analysis

In order to provide an additional measure of effectiveness, an arterial level-of-service analysis (based on SimTraffic) was performed on each study corridor. This additional analysis helps compare the different scenarios in order to determine what affects the proposed changes will have on each arterial. **Table 7** summarizes the SimTraffic arterial delay, travel time and arterial speed for each corridor during the AM and PM peak periods.

The Person Street corridor operates with an arterial LOS E in the AM peak hour, with 320 seconds of signal delay, a travel time of 542 seconds and an arterial speed of 13 mph. The Blount Street corridor operates with an arterial LOS E in the PM peak hour, with 346 seconds of signal delay, a travel time of 622 seconds and arterial speed of 13 mph. An arterial LOS E is characterized by unstable operation and significant delay. All of the other corridors operated with an arterial LOS D or better in both the AM and PM peak periods.

Table 7				
Wake Forest Rd 2020 Full Two-Way Conversion				
SimTraffic MOE: Arterial AM	**AM Avg**		**SimTraffic MOE: Arterial PM**	**PM Avg**
Northbound Signal Delay (sec)	28.9		Northbound Signal Delay (sec)	49.5
Northbound Travel Time (sec)	133.0		Northbound Travel Time (sec)	153.5
Northbound Arterial Speed (mph)	26		Northbound Arterial Speed (mph)	22
Northbound Arterial LOS	B		Northbound Arterial LOS	C
Southbound Signal Delay (sec)	29.1		Southbound Signal Delay (sec)	35.0
Southbound Travel Time (sec)	132.3		Southbound Travel Time (sec)	137.3
Southbound Arterial Speed (mph)	26		Southbound Arterial Speed (mph)	25
Southbound Arterial LOS	B		Southbound Arterial LOS	B
Blount St 2020 Full Two-Way Conversion				
SimTraffic MOE: Arterial AM	**AM Avg**		**SimTraffic MOE: Arterial PM**	**PM Avg**
Southbound Signal Delay (sec)	190.3		Southbound Signal Delay (sec)	346.2
Southbound Travel Time (sec)	411.9		Southbound Travel Time (sec)	622.1
Southbound Arterial Speed (mph)	18		Southbound Arterial Speed (mph)	13
Southbound Arterial LOS	C		Southbound Arterial LOS	E
Person St 2020 Full Two-Way Conversion				
SimTraffic MOE: Arterial AM	**AM Avg**		**SimTraffic MOE: Arterial PM**	**PM Avg**
Northbound Signal Delay (sec)	319.8		Northbound Signal Delay (sec)	130.3
Northbound Travel Time (sec)	542.4		Northbound Travel Time (sec)	351.3
Northbound Arterial Speed (mph)	13		Northbound Arterial Speed (mph)	20
Northbound Arterial LOS	E		Northbound Arterial LOS	C
Hammond Rd 2020 Full Two-Way Conversion				
SimTraffic MOE: Arterial AM	**AM Avg**		**SimTraffic MOE: Arterial PM**	**PM Avg**
Northbound Signal Delay (sec)	47.6		Northbound Signal Delay (sec)	32.7
Northbound Travel Time (sec)	111.3		Northbound Travel Time (sec)	96.2
Northbound Arterial Speed (mph)	26		Northbound Arterial Speed (mph)	30
Northbound Arterial LOS	B		Northbound Arterial LOS	A
Southbound Signal Delay (sec)	45.5		Southbound Signal Delay (sec)	40.2
Southbound Travel Time (sec)	94.6		Southbound Travel Time (sec)	89.7
Southbound Arterial Speed (mph)	23		Southbound Arterial Speed (mph)	24
Southbound Arterial LOS	C		Southbound Arterial LOS	B

Table 8 shows a comparison of arterial measures of effectiveness between the 2020 No-Build and 2020 Two-Way Restoration Scenarios.

Corridor Measures of Effectiveness			Table 8 – Differences between No-Build and Two-Way Restoration
	Average Corridor Travel Time (PM)	North-bound	+10% (55 seconds)
		South-bound	+13% (98 seconds)
	Average Corridor Travel Time (AM)	North-bound	No significant difference
		South-bound	+11% (62 seconds)
	Intersection Delay	Blount	Increase at: Edenton, Cabarrus, Lenoir, South
		Person	Increase at: Edenton, New Bern, Lenoir, South

10.0 2020 Partial Two-Way Restoration Analysis

10.1 Partial Two-Way Restoration Assumptions

The 2020 Partial Two-Way Restoration scenario proposes to convert Person Street and Blount Street to two-way, only from Peace Street to Delway Street. As part of this scenario, two alternatives were analyzed. Alternative #1 proposes to convert Person Street to two-way traffic and keep Blount Street as a one-way street. Alternative #2 proposes to convert both Person and Blount Street to two-way traffic. The Partial Two-Way restoration only analyzes the area from Peace Street to Delway Street; therefore, arterial analysis and network summaries are not provided for these scenarios.

Alternative #1

Alternative #1 proposes to convert Person Street to two-way traffic and keep Blount Street as a one-way street. AECOM assumed (and approved by the City of Raleigh) that 10% of the current traffic traveling southbound on Blount Street would be diverted to Person Street once it is converted for the two-way traffic. The 10% of traffic was assumed to travel southbound along Person Street and turn right onto Peace Street and then make a left-turn onto Blount Street. For this scenario, it was assumed the current three-lane section on Person Street would be kept in place and

two lanes would be used for northbound traffic and one lane would be used for southbound traffic.

Alternative #2

Alternative #2 proposes to convert both Person and Blount Street to two-way traffic. AECOM assumed (and approved by the City of Raleigh) that 10% of the current traffic traveling southbound on Blount Street would be diverted to Person Street once it is converted for two-way traffic. Since this scenario proposes to convert both Person and Blount Street to two-way, some traffic must be diverted to use Person Street to travel northbound. To account for this movement 5% of the traffic turning on Peace would turn right and travel northbound on Blount Street and the other 5% would turn left onto Blount Street to travel south. Additionally, we assumed that 10% of the traffic that turns left from Peace Street onto Person Street would now be turning left from Peace Street onto Blount Street. It should be noted that for this alternative, it would be necessary to have a transition point at the Delway Street and Wake Forest Road intersection. It was assumed that a roundabout would be constructed at this transition point and was analyzed as such. Further discussion of this roundabout is located in **Section 11**.

10.2 Analysis Findings

Capacity analyses were performed in the AM and PM peak periods for the 2020 Partial Two-Way Restoration Scenario for the intersections on Person and Blount Street from Peace Street to Delway Street. Levels of service and delays for intersections are shown in **Figure 13**. Detailed Synchro and SimTraffic Reports are located in **Appendix F**.

10.2.1 Intersection Analysis

All of the study intersections on Person Street and Blount Street from Peace Street to Delway Street performed at a LOS D or better in the AM and PM peak hours and no significant queuing is projected.

10.2.1 Arterial Analysis

Since this scenario only analyzes Person Street and Blount Street from Peace Street to Delway Street, an arterial analysis was not provided.

FIGURE 13

Partial Two-Way Evaluation

As part of the alternatives development, the concept of a partial two-way restoration was identified. This partial two-way restoration is focused on the section of Blount Street and Person Street between Delway Street and Peace Street. This alternative is specifically targeted to the Person Street Business District to create two-way visibility and access for businesses along the street.

Alternative #1:

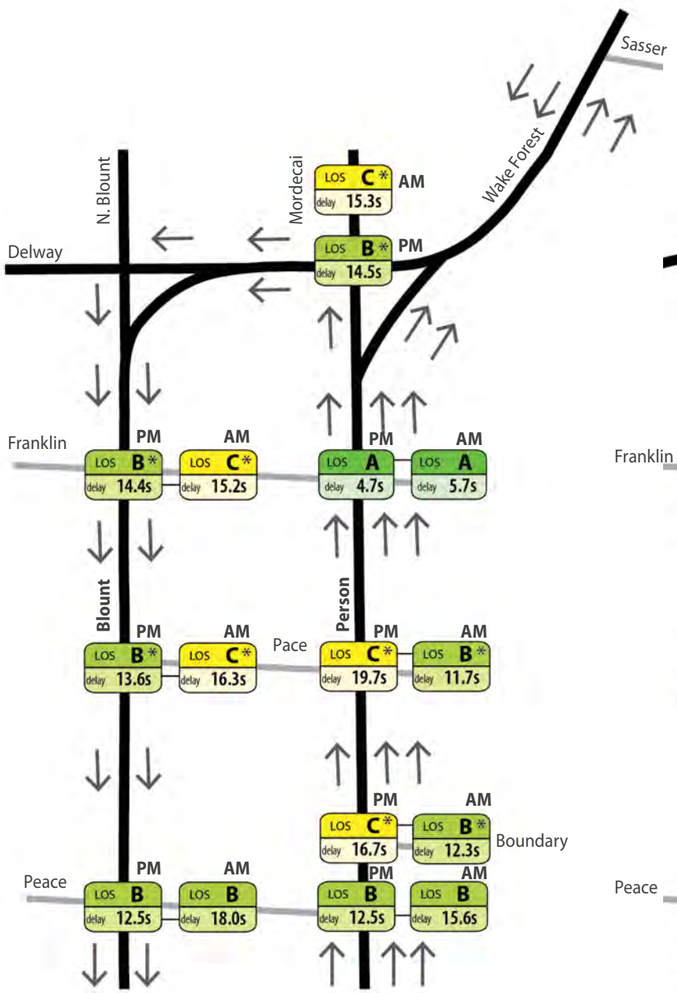
- **Person Street (Delway to Peace)** - Restores two-way operation with two lanes northbound and one lane southbound. Analysis assumed 10% of southbound Blount Street traffic would utilize southbound Person Street.
- **Mordecai Drive** – Makes the segment south of Delway Street two-way, allowing southbound traffic from Wake Forest Road to turn left at Mordecai Drive and head south on Person Street.
- **Peace Street Intersection** – Southbound lane on Person Street becomes right turn lane onto westbound Peace Street.
- **Intersection Operation** – No significant change from the Existing Conditions (2020) Alternative (except at unsignalized intersections of Delway/Mordecai Drive and Person/Boundary Street).
- **Long-term Two-Way Restoration** - Compatible with long-term potential restoration of two-way traffic on corridor, the three lanes of traffic on Person Street would be reconfigured into one lane in each direction and additional on-street parking.

Alternative #2:

- **Person Street (Delway to Peace)** - Restores two-way operation with two lanes northbound and one lane southbound. Analysis assumed 10% of southbound Blount Street traffic would utilize southbound Person Street.
- **Mordecai Drive** – Makes the segment south of Delway Street two-way, allowing southbound traffic from Wake Forest Road to turn left at Mordecai Drive and head south on Person Street.
- **Peace Street Intersection** – Southbound lane on Person Street becomes right turn lane onto westbound Peace Street.
- **Blount Street (Delway to Peace)** – Restores two-way operation with one lane in each direction. Analysis assumes 10% of traffic turning left at Peace/Person would use Blount Street northbound.
- **Transition at Delway and Wake Forest Road** – Assumes a roundabout at this location to allow northbound traffic from Blount Street to continue onto Wake Forest Road.
- **Intersection Operation** – No significant change from the Existing Conditions (2020) Alternative (except at unsignalized intersection of Blount/Franklin Street).
- **Long-term Two-Way Restoration** - Compatible with long-term potential restoration of two-way traffic on corridor, the three lanes of traffic on Person Street would be made into one lane in each direction and additional on-street parking.

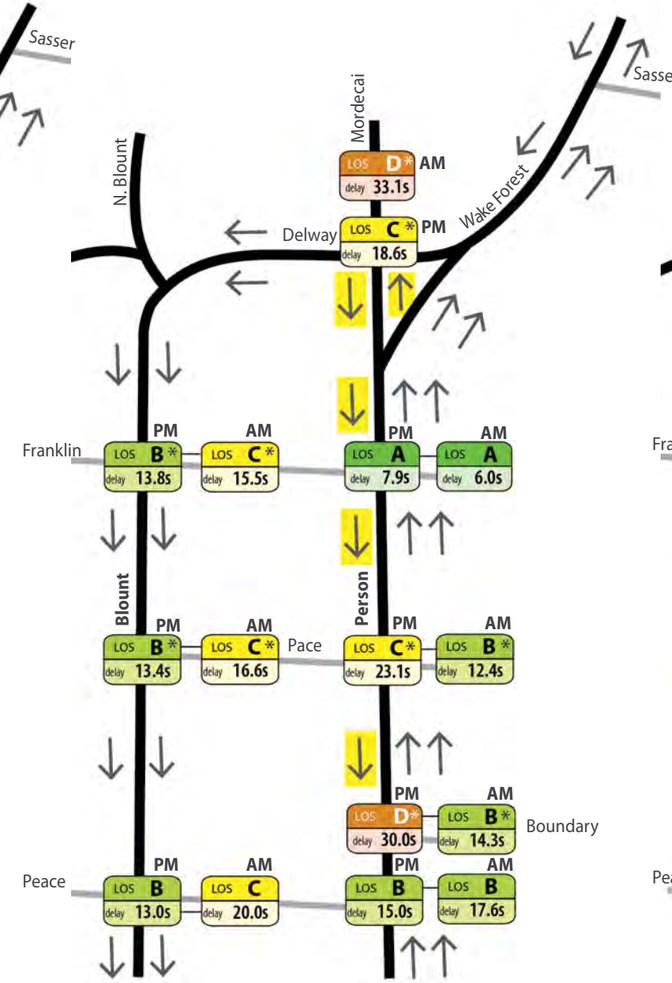
Partial Two-Way Evaluation

Existing (No Build 2020)



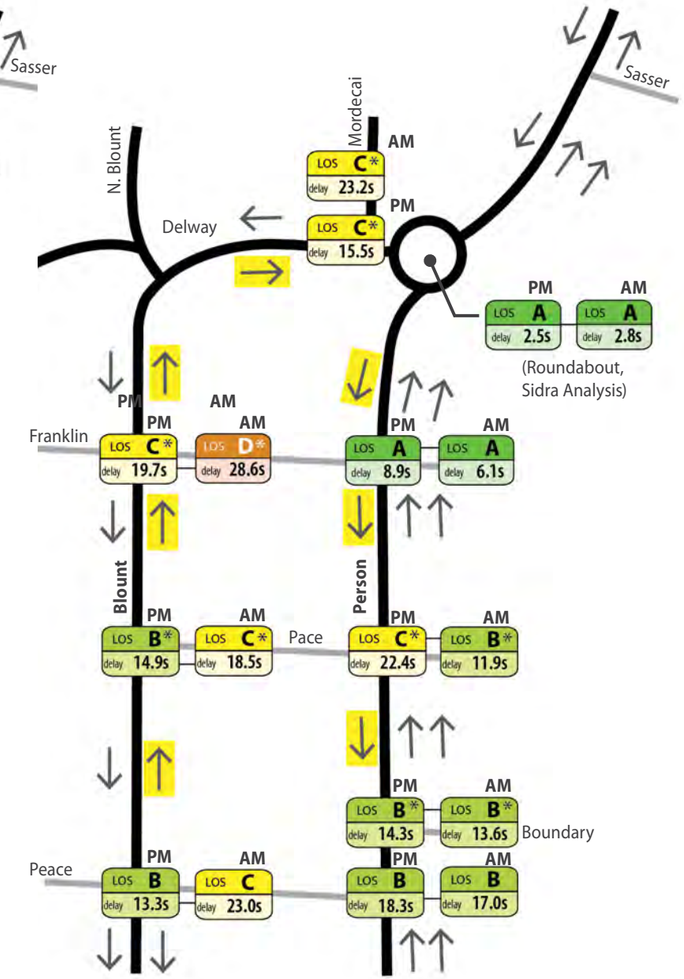
Alternative # 1

Partial Two-Way Restoration (2020) (Person to Peace)



Alternative # 2

Partial Two-Way Restoration (2020) (Blount and Person to Peace)

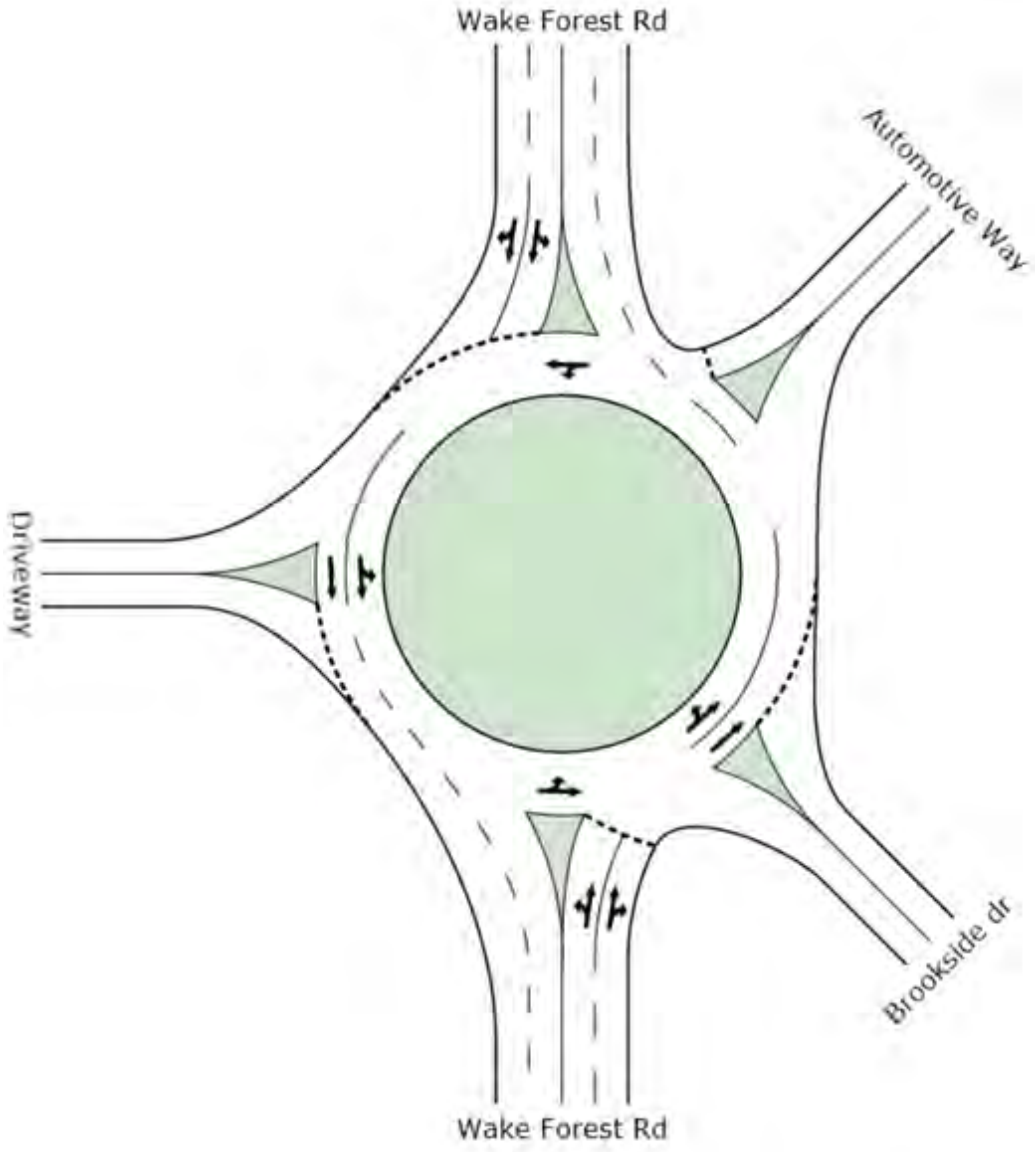


* Unsignalized Intersection

11.0 Roundabouts

11.1 Wake Forest Road at Automotive Way/Brookside Drive

As previously noted, the Capital Boulevard Corridor Study (completed by the City of Raleigh) recommended that the existing intersection at Wake Forest Road, Brookside Drive, and Automotive Way be converted to a roundabout. To be consistent with that previous study, this intersection was assumed as a roundabout in all of the 2020 design year scenarios. Based on our analysis, a multi-lane roundabout is necessary and is projected to operate at LOS A in both the AM and PM peak hours. Significant queuing is not expected at the roundabout. A schematic of the roundabout is shown below and detailed Sidra Reports are located in **Appendix G**. The schematic below shows laneage used for preliminary engineering analysis and is for illustration purposes only; furthermore, it should not be used for final design. Please refer to MUTCD Chapter 3C for guidance.

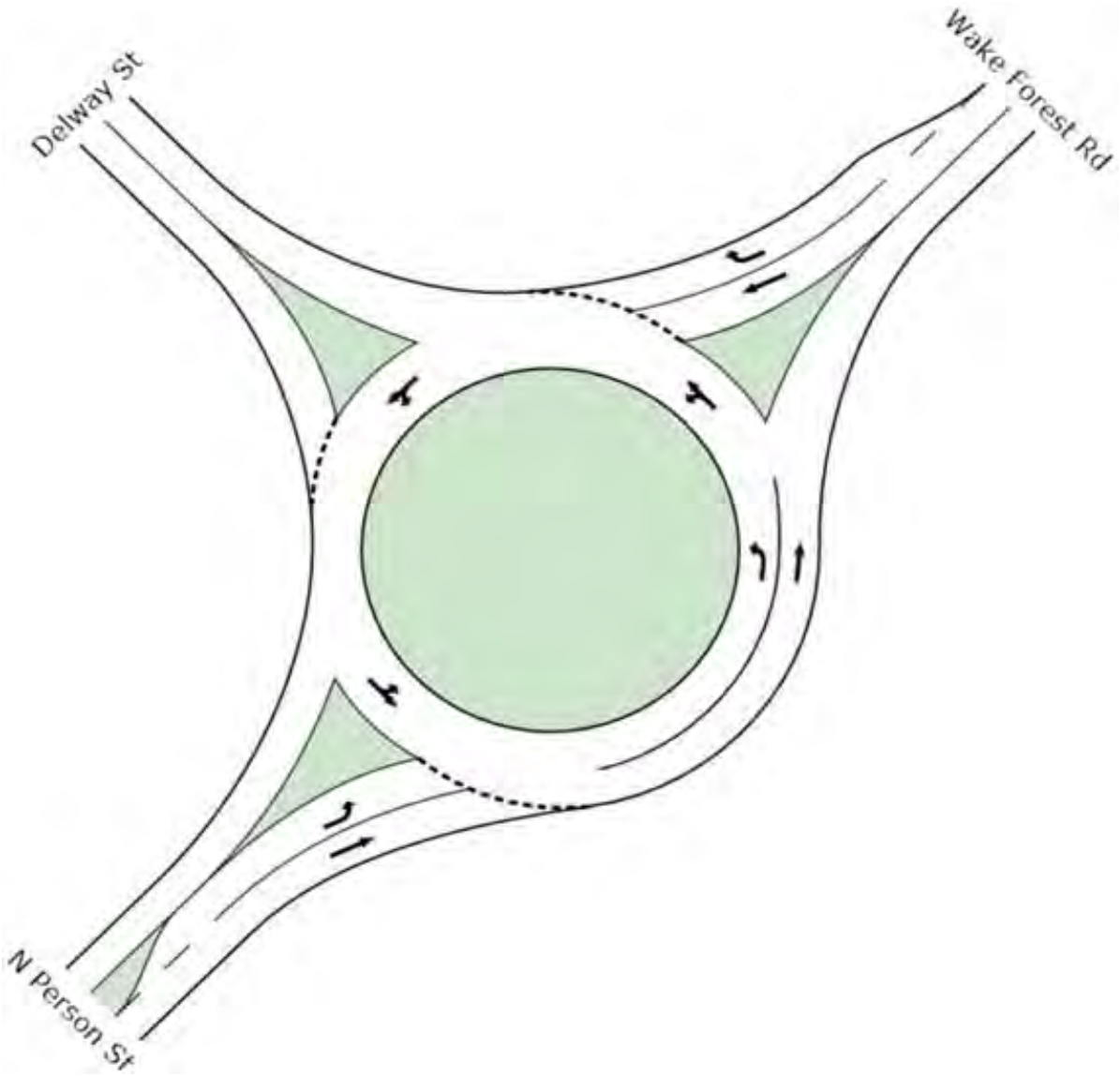


11.2 Full Two-Way Restoration Transition Points

As previously noted, the restorations of Person and Blount Street to two-way traffic will necessitate transition points at both ends of each corridor. Due to the location of the transition points, signalized intersections would not be desirable, so our analysis assumed both of the transition points to be roundabouts.

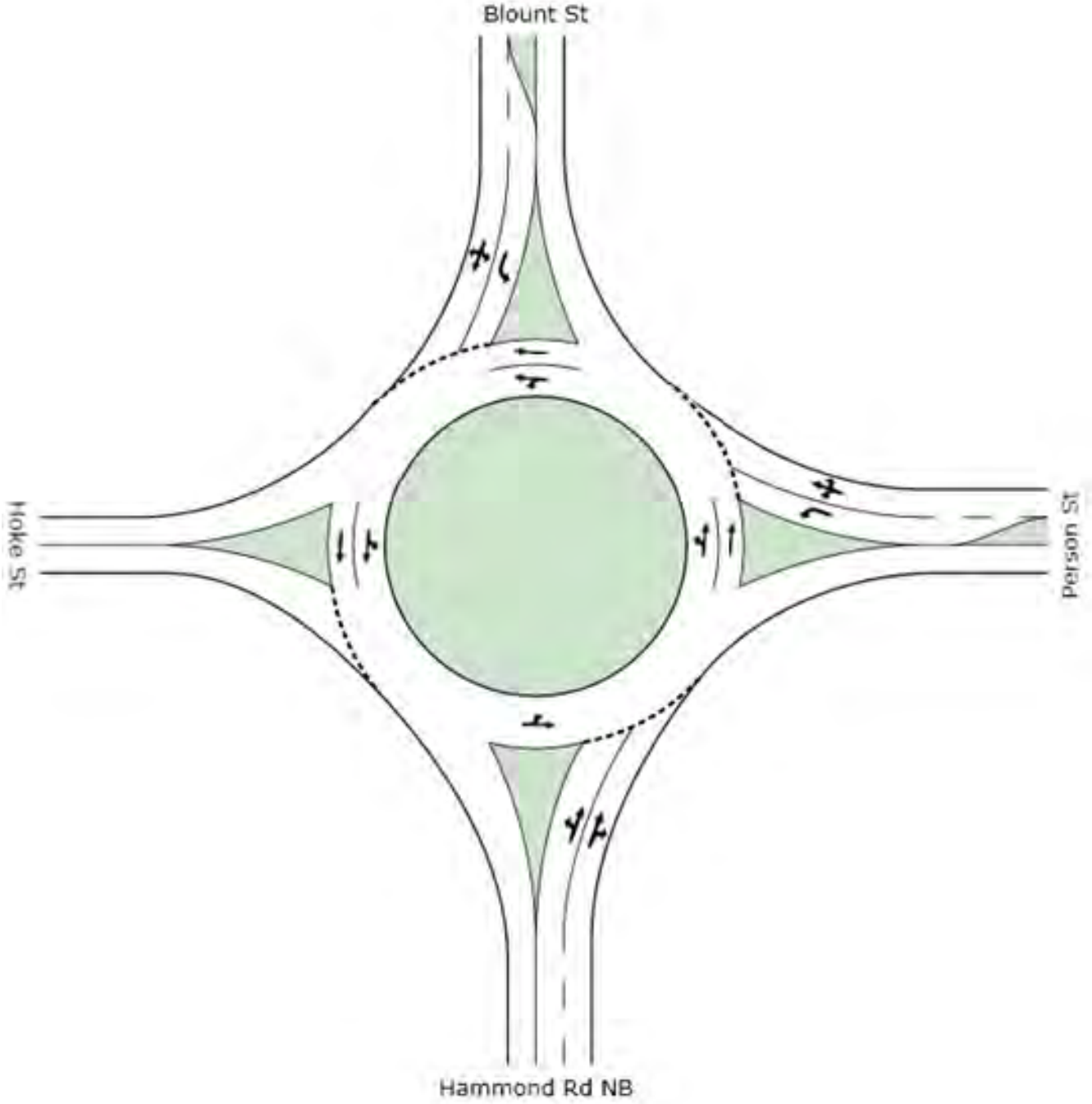
11.2.1 Wake Forest Road at Delway Street Transition

Based on our analysis, a multi-lane roundabout is necessary and is projected to operate at LOS A in the AM peak hour and LOS B in the PM peak hour. Moderate queuing is projected on the northbound leg in the PM peak hour. A schematic of the roundabout is shown below and Sidra Reports are located in **Appendix G**. The schematic below shows laneage used for preliminary engineering analysis and is for illustration purposes only; furthermore, it should not be used for final design. Please refer to MUTCD Chapter 3C for guidance.



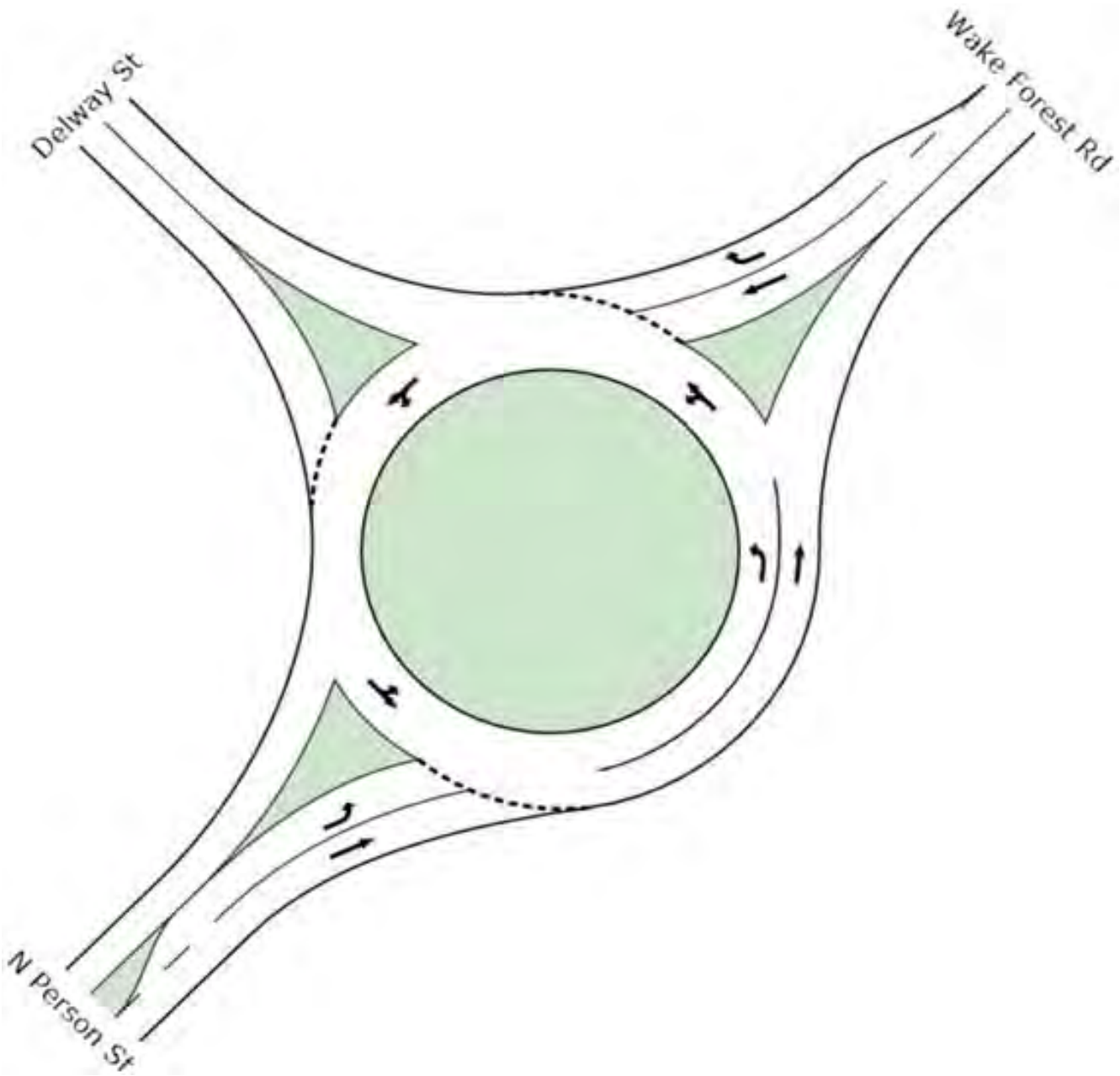
11.2.2 Hammond Road Transition

Based on our analysis, a multi-lane roundabout is necessary and is projected to operate at LOS A in both the AM peak hour and LOS B in the PM peak hour. Moderate queuing is projected on the northbound leg in the AM peak hour. A schematic of the roundabout is shown below and Sidra Reports are located in **Appendix G**. The schematic below shows laneage used for preliminary engineering analysis and is for illustration purposes only; furthermore, it should not be used for final design. Please refer to MUTCD Chapter 3C for guidance.



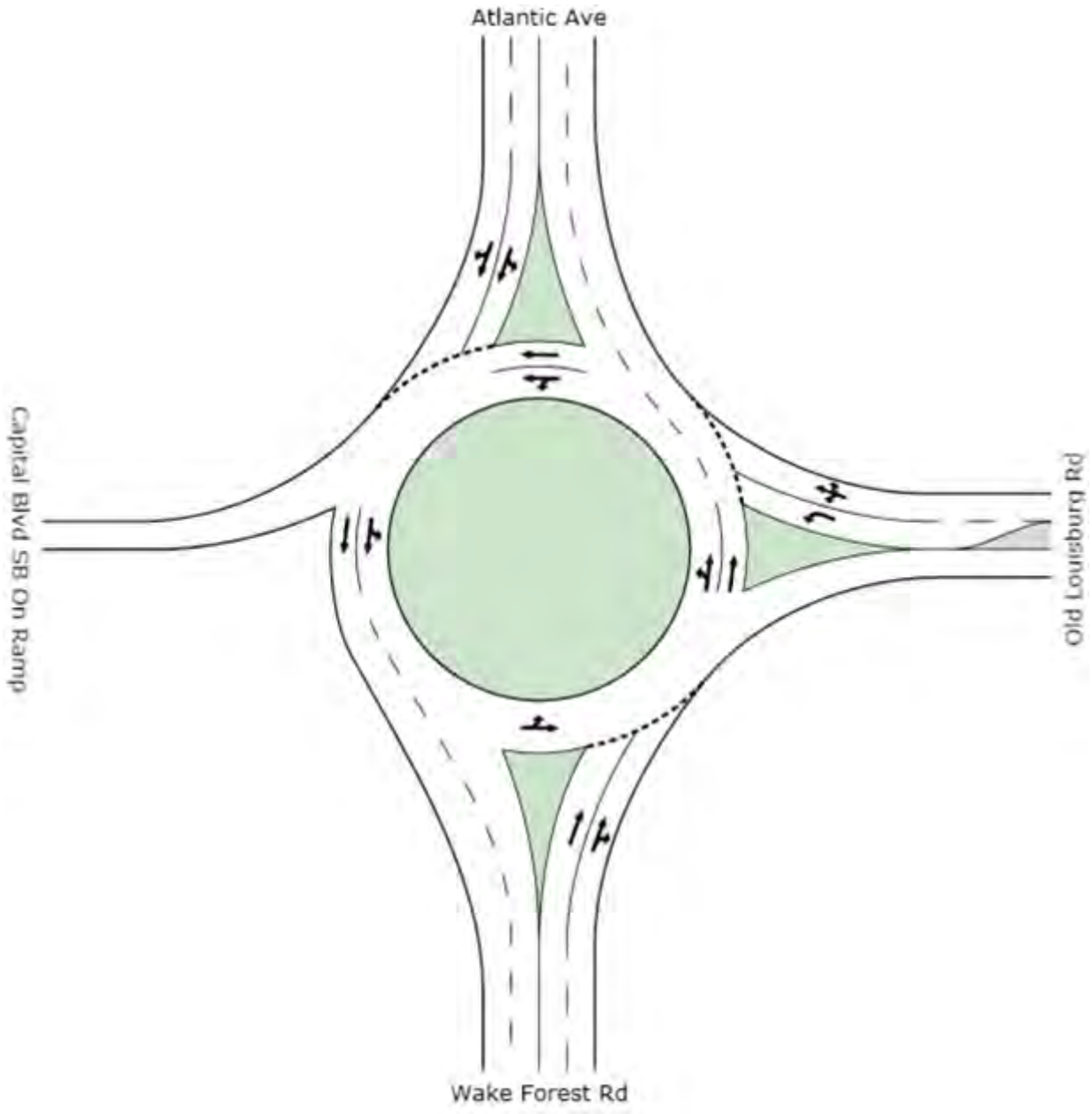
11.3 Wake Forest Road at Delway Street (Partial 2-Way Restoration)

As previously noted, Alternative #2 of the partial two-way restoration will necessitate a transition point at the Delway Street and Wake Forest Road intersection. Based on our analysis, a multi-lane roundabout is necessary and is projected to operate at LOS A in both the AM and PM peak hours. Significant queuing is not expected at the roundabout. A schematic of the roundabout is shown below and Sidra Reports are located in **Appendix G**. The schematic below shows laneage used for preliminary engineering analysis and is for illustration purposes only; furthermore, it should not be used for final design. Please refer to MUTCD Chapter 3C for guidance.



11.4 Wake Forest Road at Capital Blvd Ramp/Old Louisburg Road

As part of the public design workshops for this project, a proposal was made to construct a roundabout at the Atlantic Road/Wake Forest Road at Capital Boulevard Ramp/Louisburg Road intersection. Based on our analysis, a multi-lane roundabout is necessary and is projected to operate at LOS A in both the AM and PM peak hours. Moderate queuing is projected on the northbound leg in the PM peak hour. A schematic of the roundabout is shown below and Sidra Reports are located in **Appendix G**. The schematic below shows laneage used for preliminary engineering analysis and is for illustration purposes only; furthermore, it should not be used for final design. Please refer to MUTCD Chapter 3C for guidance.



12.0 Network Delay Analysis

In order to provide an additional measure of effectiveness, a network delay summary was performed for the entire study area using SimTraffic software. This additional analysis helps compare the different scenarios in order to determine what affects the proposed changes will have on the network as a whole. **Tables 9-11** summarize the SimTraffic total network delay, delay per vehicle, stops per vehicle, travel distance, network travel time, average speed, fuel efficiency, and density for the network during the AM and PM peak periods.

Table 9 - 2020 Full Network Delay Analysis (No-Build vs Road Diet)

	AM			PM		
	No-Build	**Road Diet**	**% Change**	**No-Build**	**Road Diet**	**% Change**
Total Delay (hr)	333	321	-3.60%	269	306	13.75%
Total Delay/Veh (sec)	95	91	-4.21%	73	81	10.96%
Stops/Veh	2.22	2.19	-1.35%	1.99	2.20	10.55%
Travel Distance (mi)	9,696	9,708	0.12%	10,323	10,309	-0.14%
Travel Time (hr)	644	632	-1.86%	631	625	-0.95%
Avg Speed (mph)	15	15	0.00%	17	16	-5.88%
Fuel Efficiency (mpg)	22	22	0.00%	22	22	0.00%
Density (ft/veh)	271	252	-7.01%	287	250	-12.89%

Table 10 - 2020 Full Network Delay Analysis (No-Build vs Two-Way)

	AM			PM		
	No-Build	**Two-Way**	**% Change**	**No-Build**	**Two-Way**	**% Change**
Total Delay (hr)	333	319	-4.20%	269	348	29.37%
Total Delay/Veh (sec)	95	90	-5.26%	73	90	23.29%
Stops/Veh	2.22	2.33	4.95%	1.99	2.41	21.11%
Travel Distance (mi)	9,696	9,877	1.87%	10,323	10,485	1.57%
Travel Time (hr)	644	642	-0.31%	631	714	13.15%
Avg Speed (mph)	15	15	0.00%	17	15	-11.76%
Fuel Efficiency (mpg)	22	22	0.00%	22	22	0.00%
Density (ft/veh)	271	275	1.48%	287	255	-11.15%

Table 11 - 2020 Full Network Delay Analysis (Road Diet vs Two-Way)

	AM			PM		
	Road Diet	**Two-Way**	**% Change**	**Road Diet**	**Two-Way**	**% Change**
Total Delay (hr)	321	319	-0.62%	306	348	13.73%
Total Delay/Veh (sec)	91	90	-1.10%	81	90	11.11%
Stops/Veh	2.19	2.33	6.39%	2.20	2.41	9.55%
Travel Distance (mi)	9,708	9,877	1.74%	10,309	10,485	1.71%
Travel Time (hr)	632	642	1.58%	625	714	14.24%
Avg Speed (mph)	15	15	0.00%	16	15	-6.25%
Fuel Efficiency (mpg)	22	22	0.00%	22	22	0.00%
Density (ft/veh)	252	275	9.13%	250	255	2.00%

12.1 No-Build vs Road Diet

The total network analysis shows that there are moderate changes between the 2020 No-Build and 2020 Road Diet Scenarios, primarily in the PM peak hour. There is a 13.75% increase in total network delay, a 10.96% increase in delay per vehicle, a 12.89% decrease in the density, and a 10.55% increase in stops per vehicle in the PM peak hour. The AM peak hour changes are not significantly different. **Table 12** shows a comparison between the 2020 No-Build Scenario and the 2020 Road Diet Scenario.

			Table 12 – Differences between No-Build and Road Diet Scenarios
Network Measures	Total Network Delay	AM	No significant difference
		PM	+ 14%
	Delay Per Vehicle	AM	No significant difference
		PM	No significant difference
	Total Network Travel Time	AM	No significant difference
		PM	No significant difference
	Total Network Stops	AM	No significant difference
		PM	+10%

The northbound travel time per vehicle is 9 minutes and 10 seconds in the 2020 No-Build Scenario and 9 minutes 53 seconds in the 2020 Road Diet Scenario in the PM peak hour. Based on our analysis, it would take the average driver an additional 43 seconds to traverse the entire network, which is an 8.55% increase, during the PM peak period. The southbound travel time per vehicle is 12 minutes and 32 seconds in the 2020 No-Build Scenario and 13 minutes and 10 seconds in the 2020 Road Diet Scenario in the PM peak hour. Based on our analysis, it would take the average driver an additional 38 seconds to traverse the entire network, which is a 5.30% increase. The AM travel times for the northbound and southbound directions are not significantly different. A detailed summary of travel time per vehicle is located in **Appendix H**.

12.2 No-Build vs Two-Way Restoration

The total network analysis shows that there are some substantial differences between the 2020 No-Build and 2020 Two-Way Restoration Scenarios, primarily in the PM peak hour. There is a 29.37% increase in total network delay, a 23.29% increase in delay per vehicle, a 21.11% increase in stops per vehicle, an 11.15% decrease in the density, an 11.76% decrease in average speed and a 13.15% increase in travel time in the PM peak hour. The AM peak hour changes are not significantly different. **Table 13** shows a comparison between the No-Build Scenario and the Two-Way Restoration Scenario.

			Table 13 – Differences between No-Build and Two-Way Restoration
Network Measures	Total Network Delay	AM	No significant difference
		PM	+30%
	Delay Per Vehicle	AM	No significant difference
		PM	+23%
	Total Network Travel Time	AM	No significant difference
		PM	+13%
	Total Network Stops	AM	+6%
		PM	+22%

The northbound travel time per vehicle is 14 minutes and 16 seconds in the 2020 No-Build Scenario and 13 minutes 7 seconds in the 2020 Two-Way Scenario in the AM peak hour. Based on our analysis, it would take the average driver 1 minute 9 seconds less to traverse the entire network, which is an 8.05% decrease. The southbound travel time per vehicle is 9 minutes and 37 seconds in the 2020 No-Build Scenario and 10 minutes 39 seconds in the 2020 Two-Way Scenario in the AM peak hour. Based on our analysis, it would take the average driver an additional 1 minute 2 seconds to traverse the entire network, which is a 10.63% increase.

The northbound travel time per vehicle is 9 minutes and 6 seconds in the 2020 No-Build Scenario and 10 minutes 1 second in the 2020 Two-Way Scenario in the PM peak hour. Based on our analysis, it would take the average driver an additional 55 seconds to traverse the entire network, which is a 10.03% increase. The southbound travel time per vehicle is 12 minutes and 32 seconds in the 2020 No-Build Scenario and 14 minutes and 9 seconds in the 2020 Two-Way Restoration Scenario in the PM peak hour. Based on our analysis, it would take the average driver an additional 1 minute 37 seconds to traverse the entire network, which is a 13.17% increase. A detailed summary of travel time per vehicle is located in **Appendix H**.

12.3 Road Diet vs Two-Way Restoration

The total network analysis shows that there are moderate differences between the 2020 Road Diet and 2020 Two-Way Restoration Scenarios, primarily in the PM peak hour. There is a 13.73% increase in total network delay, a 11.11% increase in delay per vehicle, a 9.55% increase in stops per vehicle, and a 14.24% increase in travel time in the PM peak hour. The AM peak hour changes are not significantly different. Based on our analysis, the total network in the 2020 Road Diet Scenario performs

slightly better than the 2020 Two-Way Restoration Scenario. **Table 14** shows a comparison between the No-Build Scenario and the Two-Way Restoration Scenario.

			Table 14 – Differences between Road Diet and Two-Way Restoration
Network Measures	Total Network Delay	AM	No significant difference
		PM	+14
	Delay Per Vehicle	AM	No significant difference
		PM	+11
	Total Network Travel Time	AM	No significant difference
		PM	+14
	Total Network Stops	AM	No significant difference
		PM	+10%

The northbound travel time per vehicle is 13 minutes and 59 seconds in the 2020 Road Diet Scenario and 13 minutes 7 seconds in the 2020 Two-Way Scenario in the AM peak hour. Based on our analysis, it would take the average driver 42 seconds less to traverse the entire network, which is a 6.23% decrease. The southbound travel time per vehicle is 9 minutes and 52 seconds in the 2020 Road Diet Scenario and 10 minutes 39 seconds in the 2020 Two-Way Scenario in the AM peak hour. Based on our analysis, it would take the average driver an additional 47 seconds to traverse the entire network, which is a 7.96% increase.

The southbound travel time per vehicle is 13 minutes and 10 seconds in the 2020 No-Road Diet Scenario and 14 minutes 9 seconds in the 2020 Two-Way Scenario in the PM peak hour. Based on our analysis, it would take the average driver an additional 59 seconds to traverse the entire network, which is a 7.47% increase. The PM travel time for the northbound direction is not significantly different. A detailed summary of travel time per vehicle is located in **Appendix H**.

13.0 Conclusions

13.1 2020 No-Build Scenario

Key Observations:

- Overall, the 2020 No-Build Scenario operates at similar conditions and delay as the 2012 existing conditions, with minor differences in intersection delay.
- Person Street at MLK Jr. Boulevard – Operates at LOS F in the AM peak hour, a result of the volume of northbound traffic entering downtown in the AM peak hour, with a significant queue (700+ feet) for northbound traffic on Person Street. It should be noted that this is the same LOS and queue that currently exists in the 2012 Existing condition.
- Blount Street at MLK Boulevard – Operates at LOD D in the PM peak hour, a result of the volume of southbound traffic leaving downtown in the PM peak hour.
- Person Street at South Street – Operates at LOS D in the AM peak hour. This is a reduction in delay from the 2012 existing condition (LOS E), potentially due to the restoration of two-way traffic operation on South Street.

13.2 2020 Road Diet Scenario

Network Measures of Delay

- Overall - Relatively little change from the 2020 No-Build Scenario.
- 14% increase in total network delay in PM peak hour.
- 10% increase in total stops in PM peak hour.
- No significant increases in the AM peak hour.

Corridor Measures - Blount/Person

- Average Corridor Travel Time – Additional 40-47 seconds of delay in the PM peak hour from the 2020 No-Build Scenario. Relatively little change in the AM peak hour.
- Intersection Delay – Notable increases at Edenton, New Bern, Lenoir, and South intersections from the 2020 No-Build Scenario.

Corridor Measures - Wake Forest Road

- Average Corridor Travel Time - No significant change from the 2020 No-Build Scenario.
- Intersection Operation - No significant change from the 2020 No-Build Scenario.

Key Observations:

Wake Forest Road

- Intersection Operation - No significant change from the 2020 No-Build Scenario.

- Average Corridor Travel Time - No significant change from the 2020 No-Build Scenario.

Blount/Person Street

- Delway Street to Jones Street - No significant change from the 2020 No-Build Scenario.
- Edenton/New Bern Intersections – Added delay in PM (LOS D at Edenton/Blount) and AM (LOS D at New Bern/Person) over the2020 No-Build Scenario. This is the anticipated result of eliminating one of the existing through lanes on Blount Street and Person Street.
- South/Lenoir Street Intersections – Added delay in PM (LOS D) on Blount Street at Lenoir Street and South Street. This is the anticipated result of eliminating one of the existing through lanes on Blount Street.
- MLK Boulevard Intersections - No significant change from the 2020 No-Build Scenario.
- MLK Boulevard to Hoke Street - No significant change from the 2020 No-Build Scenario, only small changes at unsignalized intersections.
- Average Corridor Travel Time (Person Street) – Increase (+) 27 seconds (PM) from the 2020 No-Build Scenario.
- Average Corridor Travel Time (Blount Street) – Increase (+) 30 seconds (PM) from the 2020 No-Build Scenario.

13.3 2020 Two-Way Restoration Scenario

Network Measures of Delay

- Relatively little change in AM peak hour operation from the 2020 No-Build Scenario.
- 30% increase in total network delay in PM peak hour.
- 23% increase in delay per vehicle in the PM peak hour.
- 13% increase in the total network travel time in the PM peak hour.
- 22% increase in total stops in PM peak hour.

Corridor Measures

- Average Corridor Travel Time – Additional 55-98 seconds of delay (10% -13% increase) in the PM peak hour from the 2020 No-Build Scenario.
- Intersection Delay – Notable increases at Edenton, New Bern, Cabarrus, Lenoir, and South intersections from the 2020 No-Build Scenario. These are all intersections with crossing one-way pair corridors where the assumption of maintaining the existing signal timing has a significant effect on the intersection operation. Future operation with signal retiming may likely be better than what this analysis reports.

Key Observations:

Wake Forest Road (same configuration as Road Diet Alternative)

- Intersection Operation - No significant change from the 2020 No-Build Scenario.
- Average Travel Time - No significant change from the 2020 No-Build Scenario.

Blount/Person Street

- Delway Street to Jones Street - No significant change from the 2020 No-Build Scenario (except at unsignalized intersections).
- Edenton/New Bern Intersections – Added delay in PM (LOS D at Edenton/Blount) and AM (LOS D at New Bern/Person) over the 2020 No-Build Scenario. This is an anticipated result of converting Blount Street and Person Street to two-way without adjusting the existing signal timing. Similar traffic operation to the Road Diet Alternative but with more balanced peak traffic flows between Blount Street and Person Street (result of two-way operation).
- Cabarrus/South/Lenoir Street Intersections (Blount Street) – Added delay in PM over the 2020 No-Build Scenario. This is the anticipated result of the existing signal timing, high southbound traffic flow, and only one southbound through lane. Potential modifications to this alternative could include creating an additional southbound lane (by eliminating one side of on-street parking) from Cabarrus Street south, ending in a right-turn lane at MLK Boulevard.
- South/Lenoir Street Intersections (Person Street) – Some added delay in PM (LOS C) and AM (LOS D/E) over the 2020 No-Build Scenario. This is the anticipated result of a two-way restoration without adjusting the existing signal timing.
- MLK Boulevard Intersections – Decrease in delay (AM peak at Person Street, PM peak at Blount Street) from the 2020 No-Build Scenario. This is the anticipated result of balancing peak traffic flows between Blount Street and Person Street and is an anticipated positive result of two-way restoration.
- MLK Boulevard to Hoke Street - No significant change from the 2020 No-Build Scenario (except at unsignalized intersections).
- Average Corridor Travel Time (Blount Street southbound) – Increase (+) 30 seconds (AM) and (+) 1 minute, 10 seconds (PM) over the 2020 No-Build Scenario.
- Average Corridor Travel Time (Person Street northbound) – Decrease of (–) 1 minute (AM) and increase of (+) 30 seconds (PM) over the 2020 No-Build Scenario.