WEGMANS SUPERMARKET

STATE EMPLOYEES CREDIT UNION (SECU) PROPERTY

ACCESS DRIVEWAY

TRAFFIC IMPACT STUDY

Prepared for:

The Town of Chapel Hill
Public Works Department - Engineering

Prepared by:

HNTB North Carolina, PC

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Raleigh, NC 27609

NCBELS License #: C-1554

November 2019

HNTB

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I. 2019 EXISTING CONDITIONS

A. Project Overview

A new access plan for the Chapel Hill Wegmans Supermarket along US 15-501 (Durham-Chapel Hill Boulevard) near Old Durham Road is being proposed by the Applicant. The project proposes to modify the existing approved access plan for Wegmans to include intersection improvements and full access for Wegmans site traffic at the US 15-501 intersection with Eastowne Drive / US 15-501 Service Road. **Figure 1** (found in ***Appendix A***) shows the general location of the Wegmans site and access modification location. The Wegmans Supermarket is anticipated to be fully complete by late 2020 / early 2021. This report analyzes the transportation impacts for the access modification scenario for the year 2022 (one full year after anticipated completion), the no-build scenario (assuming Wegmans is complete with the current approved access configuration) for 2022, as well as 2019 existing base year traffic conditions.

The proposed site concept plan shows several substantial transportation network changes from existing conditions, including improvements to Old Durham Road at its intersection with US 15-501, a restriction of access to/from Scarlett Drive, and a new roundabout to serve on-site parking lots along Old Durham Road. Vehicular access from the site will be provided along the existing Service Road for inbound-only traffic. **Figure 2A** displays the concept plan of the Wegmans Supermarket development, transportation network changes, and nearby land uses and roadways. **Figure 2B** shows the proposed access modification at the US 15-501 and Eastowne Drive / Service Road intersection that allow direct entering and existing traffic access for Wegmans along with potential future access points for the SECU property.

B. Site Location and Study Area

This report analyzes and presents the transportation impacts that the Wegmans Supermarket development revised access plan will have on the following existing intersections in the project study area:

1. US 15-501 Northbound and Erwin/Europa Superstreet Southern U-Turn
2. US 15-501 Northbound and Europa Road
3. US 15-501 Southbound and Erwin/Europa Superstreet Northern U-Turn
4. US 15-501 Southbound and Erwin Road
5. US 15-501 and Sage Road/Scarlett Drive
6. US 15-501 and Eastowne Drive (South)
7. US 15-501 and Eastowne Drive (North) / Lakeview Drive
8. US 15-501 and I-40 Eastbound Ramps
9. US 15-501 and I-40 Westbound Ramps
10. Scarlett Drive and Service Road / Cemetery Access Road
11. Scarlett Drive and Old Durham Road
12. Old Durham Road and Cooper Street
13. Old Durham Road and Standish Drive
14. Old Durham Road/Old Chapel Hill Road and Lakeview Drive
15. Old Chapel Hill Road and White Oak Drive
16. Scarlett Drive and Legion Road / Legion Road Extension
17. US 15-501 Service Road and Eastowne Drive / SECU Visitors Circle Access

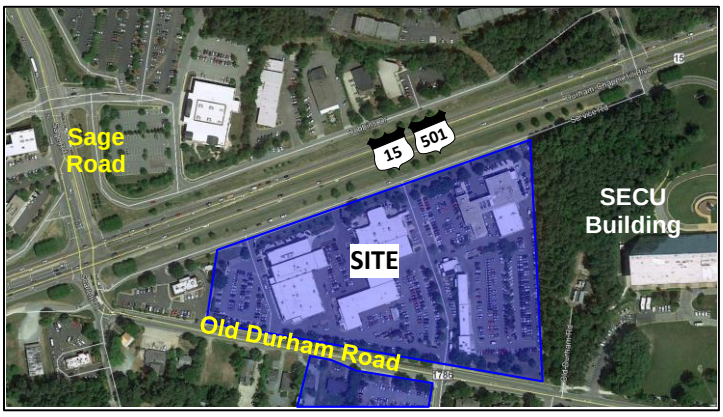
Additional site-related driveway access changes and network modifications to existing intersections to create new and/or realigned intersections will be discussed in **Sections IV.C and IV.D** of this report.

The impacts of the proposed site at the study area intersections will be evaluated during typical weekday AM, noon, and PM peak hours. The following study is based on background traffic for the existing base year when the project was initiated, 2019, the year following the estimated site build out year of 2021, as well as the estimated site-generated traffic produced by full occupancy of the proposed development distributed per the current approved access plan and modified for the details in the proposed access redesign.

There are several Town-approved and under construction development projects both inside and just outside the immediate project study area that were considered to be fully built-out by 2022 that are expected to potentially generate additional background traffic to the project study area. To account for any potential background traffic from these sites and overall regional traffic growth, an area-wide ambient future traffic growth percentage of 1.4 percent per year was applied to existing traffic volumes, based on conservative projections of historical average annual daily traffic (AADT) growth rate data provided by the Town of Chapel Hill and the North Carolina Department of Transportation (NCDOT). Specific traffic generation estimates were made and included in this analysis for the adjacent UNC Health Care Phase 1 Medical Office Building project.

C. Site Description

The existing Wegmans site currently is under construction and graded for the eventual building footprint and surface parking lots. The site borders residential neighborhoods to the south and commercial development to the west, east, and north across the US 15-501 corridor. It is located immediately adjacent to the existing SECU Data Center / former Blue Cross-Blue Shield building to the east and a Hardees Restaurant to the west. The proposed access modification intersection remains open to traffic.



Current vehicular access plans allow site-related traffic for Wegmans to enter and exit the site at proposed full access site driveways along Old Durham Road, with inbound-only access along the US 15-501 Service Road that connects to the US 15-501 / Eastowne Drive intersection. All parking will be provided on-site or at an additional surface lot to the south of the proposed site across Old Durham Road, with a grand total of approximately 750 parking spaces for customers and employees, with 24 handicap spaces. An additional five loading spaces are proposed in the rear of the property that will connect to a truck-only delivery driveway along Old Durham Road. Approximately 175 parking spaces are proposed on the parking lot on Old Durham Road and 575 parking spaces proposed on the main parking lot. A total of 14 bicycle spaces are also proposed. The proposed site plan, shown in **Figure 2A**, shows the location of the local access streets, internal driveway network and adjacent transportation facilities. **Figure 2B** highlights modifications to the current approved access plan.

D. Existing and Proposed Uses in Vicinity of Site

The land uses and development in the study area along US 15-501 and Old Durham Road are a mixture of single-family and multi-family residential uses, with commercial development along the Old Durham Road and US 15-501 (Durham-Chapel Hill Boulevard) corridors. The Existing Land Use Plan shown in the 2020 *Town of Chapel Hill Comprehensive Plan* and adopted November 25, 2012, indicates that the existing site is designated as “commercial” and remains this designation in Future Land Use Plan, that is

also a part of the Town Comprehensive Plan. The site was zoned "CC-C", designated as "Community Commercial – Conditional Use" prior to the Wegmans Special Use Permit process.

E. Existing and Committed Surface Transportation Network

Roadways

The Wegmans Supermarket with Proposed SECU Access project study area features the US 15-501 major arterial roadway serving areas throughout the Town of Chapel Hill and points beyond, as well as several minor arterial roadways and smaller collector and local access streets. **Table 1** summarizes pertinent information on the study area roadway facilities. Average Annual Daily Traffic (AADT) data was taken from recent AADT mapping produced by the NCDOT Traffic Survey Unit or collected as part of other recent Town planning studies in the area. **Figures 3 and 3A** show the existing lane configuration, traffic control, and speed limits for these study area roadways.

Table 1. Existing Study Area Roadways

Road Name	Functional Classification*	Study Area Cross-Section	Recent AADT	Speed Limit	Sidewalk	On-Street Parking
US 15-501 (Fordham Boulevard / Durham – Chapel Hill Boulevard)	Other Freeway	4 lane divided	43,000-49,000	45	N	N
Erwin Road (SR 1734)	Major Collector	2 lane undivided with auxiliary turn lanes	7,200	35	S	N
Europa Drive	Local	2 lane undivided with auxiliary turn lanes	2,500**	25	Y	N
Sage Road (SR 1741)	Minor Arterial	3 lane undivided with TWLTL	9,900-14,500	35	Y	N
Scarlett Drive	Local	2 lane undivided	2,500**	25	S	N
Old Durham Road / Old Chapel Hill Road (SR 1838)	Minor Arterial	3 lane undivided with TWLTL & 2 lane undivided with auxiliary turn lanes	5,600	35	S	N
Eastowne Drive	Local	2 lane undivided	5,200**	25	Y	Y
Lakeview Drive	Local	2 lane undivided	3,100**	25	S	N
Legion Road	Local	2 lane undivided	5,900**	35	Y	N
Cooper Street	Local	2 lane undivided	N/A	25	Y	N
Standish Drive	Local	2 lane undivided	N/A	25	Y	S
US 15-501 Service Road	Local	2 lane undivided	N/A	25	S	S

TWLTL – Two-Way Center Left-turn Lane S – Some Sidewalk/On-Street Parking Present
* - *NCDOT Urban Functional Classification Map (2019). https://ncdot.maps.arcgis.com/home/webmap/viewer.html*
** - From Recent 2016 48 Hour Volume/Classification Count/13 Hour Turning Movement Count Data

Detailed descriptions of the major study area roadways are as follows:

- **US 15-501** is a major east-west arterial in the project study area that provides regional connectivity between Chapel Hill and Durham. In the study area, US 15-501 is a four-lane median divided facility and features a 45 mph speed limit.

- **Erwin Road** is a minor arterial/collector street that provides access to residential neighborhoods and development in north Chapel Hill. It is primarily a two-lane facility with auxiliary turn lanes at most major intersections with a posted speed limit of 35 mph in the study area. On-street parking is not permitted.
- **Europa Drive** is a collector street that provides access to commercial development south of the US 15-501 corridor. It is primarily a two-lane facility with auxiliary turn lanes at major intersections with a posted speed limit of 25 mph in the study area. On-street parking is not permitted.
- **Sage Road** is a minor arterial/collector street that provides connectivity to areas north of the US 15-501 corridor in north Chapel Hill. It is a three-lane undivided facility with a two-way center turn lane and buffered bicycle lanes, with a posted speed limit of 35 mph in the study area. On-street parking is not permitted.
- **Old Durham Road/Old Chapel Hill Road** is a minor arterial/collector street that provides access to residential and commercial development in north Chapel Hill, linking to areas of southern Durham. It is primarily a two-lane facility with auxiliary turn lanes at most major intersections with a posted speed limit of 35 mph in the study area. On-street parking is not permitted and sidewalk is present near the Wegmans site.
- **Scarlett Drive** is a collector street providing access to commercial and residential properties south and west of the existing site. It also provides connection to the Legion Road corridor south of the project study area. Scarlett Drive has a 35 mph posted speed limit with on-street parking allowed and limited sidewalk is present.
- **Legion Road** is a collector street providing access to residential neighborhoods, multi-family developments and commercial developments to the east of the US 15-501 corridor. Legion Road has a 35 mph speed limit, with no on-street parking allowed and some sections of sidewalks and bicycle lanes between Scarlett Drive and Ephesus Church Road.
- **Cooper Street** is a local street that provides access to residential and commercial development south of the Wegmans site. It is a two-lane facility with a posted speed limit of 25 mph. On-street parking is not permitted and sidewalk is present on one side of the road.
- **Standish Drive** is a local street that provides direct access to residential neighborhoods south of the proposed redevelopment**.** It is a two-lane facility with a posted speed limit of 25 mph in the study area. On-street parking is permitted in some areas on this street and sidewalk is present on one side of the street.
- **Eastowne Drive** is a two-lane collector street which divided and undivided cross-sections that primarily serves the Eastowne Office Park and several multi-family residential developments adjacent to the US 15-501 corridor. The street has a 25 mph posted speed limit and areas for on-street parking. Sidewalk is present on at least one side of the street**.**
- **Lakeview Drive** is a two-lane local access street that provides a connection between US 15-501 and Old Chapel Hill Road. It also serves as a connection for the main parking facilities for the SECU Data Center Building. Lakeview Drive has a 25 mph posted speed limit with no sidewalk facilities or on-street parking.
- **US 15-501 Service Road** is a local frontage road facility paralleling the US 15-501 corridor in the project study area. It has a posted speed limit of 25 mph and serves existing commercial development with no sidewalk present.

Intersections

Table 2 summarizes all seventeen existing study area intersections, traffic control features, and pedestrian amenities at each. Laneage details and intersection turn bay lengths are also detailed on **Figures 3 and 3A**.

The US 15-501 intersection with Erwin Road and Europa Drive is a superstreet-type design, with no direct access for crossing traffic between Erwin Road and Europa Drive. Four traffic signals control all through, right-turn and U-turn movements and operate in directional pairs along US 15-501.

Table 2. Existing Study Area Intersection Details

ID	Intersection	Traffic Control	Signal Inv #	Signal Phases	Signal Operation	Cross walk	Ped Signals
1	US 15-501 (Fordham Boulevard) Northbound and Southbound U-Turn	Signal	07-2067	2	Coord	No	No
2	US 15-501 (Fordham Boulevard) Northbound and Europa Drive	Signal	07-2066	3	Coord	Yes	Yes (1)
3	US 15-501 (Fordham Boulevard) Southbound and Northbound U-Turn	Signal	07-2065	2	Coord	No	No
4	US 15-501 (Fordham Boulevard) Southbound and Erwin Road	Signal	07-0382	3	Coord	Yes	Yes (1)
5	US 15-501 and Sage Road/Scarlett Drive	Signal	07-0370	8	Coord	No	No
6	US 15-501 and Eastowne Drive (South) / SECU Visitors Driveway	Signal	07-0211	5	Coord	Yes	Yes (1)
7	US 15-501 and Eastowne Drive (North) / Lakeview Drive	Signal	07-1011	5	Coord	No	No
8	US 15-501 and I-40 Eastbound Ramps	Signal	05-0958	3	Coord	No	No
9	US 15-501 and I-40 Westbound Ramps	Signal	05-0959	3	Coord	No	No
10	Scarlett Drive and US 15-501 Service Road (Right-Out Only) / Cemetery Access Road	TWSC	N/A	N/A	N/A	No	No
11	Scarlett Drive and Old Durham Road	TWSC	N/A	N/A	N/A	No	No
12	Old Durham Road and Cooper Street	TWSC	N/A	N/A	N/A	Yes	No
13	Old Durham Road and Standish Drive	TWSC	N/A	N/A	N/A	No	No
14	Old Chapel Hill Road and Lakeview Drive	TWSC	N/A	N/A	N/A	No	No
15	Old Chapel Hill Road and White Oak Drive	TWSC	N/A	N/A	N/A	No	No
16	Scarlett Drive and Legion Road / Legion Road Extension	AWSC	N/A	N/A	N/A	Yes	No
17	US 15-501 Service Road and Eastowne Drive/Blue Cross-Blue Shield Access	TWSC	N/A	N/A	N/A	No	No

Signal – Signalized, TWSC – Two-Way Stop Controlled, AWSC – All-Way Stop Controlled
Coord = Coordinated Signal Operation Ped Signals (Number of Approaches Featuring Signals)

Bicycle Routes and Sidewalks

Bicycle facilities (bike lanes) are present in the immediate study area along Sage Road north of US 15-501 with connections to additional bike lanes on Old Sterling Road. Short segments of bicycle lanes are present on Old Durham Road. Pedestrian sidewalk exists along on at least one side of the street for most of the local collector and residential access streets. Crosswalks and pedestrian signals are present across the US 15-501 superstreet intersections at the Erwin Road and Europa Drive approaches and at

one quadrant of the Eastowne Drive South intersection. Unsignalized crosswalks are also present across Old Durham Road at Cooper Street. **Figure 4** displays a schematic of existing pedestrian/bicycle facilities in the project study area.

Transit Routes

Current Chapel Hill Transit (CHT) local Routes D, and CL serve the project study area along several major roadways with weekday bus service. Several bus stops, with a range of amenities (shelters, benches), are present in the study area. **Table 3** details the two current CHT routes serving the study area. Most buses run on 15, 30, or 60 minute headways during weekday peak service periods. Weekend Saturday Service is provided on the D Route with 65 minute headways.

Go Triangle provides regional bus service to the immediate study area via the 400 and 405 Routes that run along US 15-501 (Fordham Boulevard) between Chapel Hill and Durham. Service for these routes occurs at 30 minute headways during peak weekday periods. **Figure 5** displays transit routes and bus stops that currently exist in the project study area. Transit trips that would potentially be generated by the Wegmans Supermarket are discussed in the following sections of this report.

Table 3. Current Study Area Weekday Transit Service

Route	Headways (minutes)			Study Area Stops	Destinations
	AM Peak	PM Peak	Off Peak		
CHT Local Service*					
D**	15	15	30	• Cooper Street • Old Durham Road • Eastowne	• Downtown Chapel Hill / UNC • Eastgate • Culbreth Road/South Chapel Hill
CL	55-70	70	N/A	• Standish Drive/Colony Lake • Old Durham Road • Sage Road	• Eastgate • Downtown Chapel Hill / UNC
GoTriangle*					
400	30	30	60	• US 15-501 (Durham-Chapel Hill Road)	• Durham • Patterson Place / New Hope Commons • Downtown Chapel Hill / UNC
405	30	30	N/A		

* - Sources: Chapel Hill Transit 2019 Fall Ride Guide, GoTriangle System Map (Fall 2019)
** - D Route Also Offers Saturday Service on 65 Minute Headways

Recommended/Committed Surface Transportation Improvement Projects

There are several committed/programmed NCDOT STIP projects, Town of Chapel Hill transportation improvement projects, and private development-related projects that potentially may affect roadway facilities in the study area that are expected to be complete by 2022 or in the near future. They are described below:

NCDOT Projects

Planning studies for the US 15-501 corridor between Ephesus Church Road and I-40 (NCDOT STIP U-5304F) are currently underway, but no recommendations have been implemented from the studies and the current STIP schedule lists right-of-way acquisition for this project to be in 2026, with construction beginning in 2028. The study will include corridor-wide improvements to major signalized full access intersections along the corridor. In conjunction with the capacity upgrades, NCDOT STIP EB-5998

proposes the construction of multi-use paths along the US 15-501 corridor from Willow Drive to SR 1838 (Old Durham Road). The schedule for EB-5998 proposes construction beginning in 2024.

Town of Chapel Hill Projects
The Town of Chapel Hill is in the process of constructing bicycle and pedestrian corridor improvements to the Old Durham Road/Old Chapel Hill Road corridor under NCDOT STIP EB-4707. These improvements will enhance and add to existing sidewalks and add bicycle lanes along the corridor along with intersection crossing amenities (signals, actuation) for both pedestrians and bicycles. It is not expected that the proposed improvements will cause significant changes to traffic patterns/operations, other than to improve safety for all transportation modes. Implementation of these improvements is expected over the next several years.

Private Development Projects
A redevelopment of existing UNC Health Care office buildings in the Eastowne Office Park is currently underway with a first phase medical-office facility being built near the US 15-501 intersection with Eastowne Drive / Service Road. As part of the redevelopment, transportation improvements recommended in the *UNC Health Care MOB Phase 1 Traffic Impact Study* (HNTB, 2018) are assumed to be complete by the 2022 analysis year for this study. These include local intersection improvements at the US 15-501 intersection with Eastowne Drive / Service Road.

This study will evaluate the existing approved Wegmans access plan, which also has committed improvements to study area intersections and access improvements along Old Durham Road. These were considered to be complete by 2022, as well.

F. Existing 2019 Base Year Traffic Conditions

Figures 6, 6A, 7, and 7A show recent weekday AM, noon, and PM peak hour traffic volumes for the study area intersections. The counts used to determine these volumes were collected in April and September 2019 for all existing study area intersections during the weekday periods 7:00 - 9:00 AM, 11:30 AM – 1:30 PM, and 4:00 – 6:00 PM and are highlighted in **Table 4**. The turning movement count output for all study area intersections is found in ***Appendix B***.

Traffic count information shows that traffic flows on US 15-501 (Fordham Boulevard/Durham-Chapel Hill Boulevard) were heavy during all peak count periods, with southbound/westbound flows into downtown Chapel Hill heaviest in the AM peak and northbound/eastbound return flows heaviest in the PM peak. Traffic on the minor arterial and collector street facilities such as Erwin Road, Sage Road, and Old Durham Road was moderate during the AM and PM peak commuting periods, with lower noon peak volumes in comparison. Traffic flows were light to moderate on the remaining study area roadways that function as local access streets.

Volume Balancing
For the intersection capacity analyses, peak hour count data was examined to determine the need for volume balancing along US 15-501 through the entire project study area. Since there was only a small variability in turning movement counts between intersections and since some count data was taken on different days and had slightly different 15 minute peak time period offsets, it was decided to leave the count volumes unadjusted, except for traffic flows between the paired directional intersections in the US 15-501 superstreet intersection with Erwin Road/Europa Drive. In other areas of the network, traffic flows were also not balanced in the capacity analyses, due to expected variations in the data such as traffic counts taken on different days, differing specific peak hour time periods, and the presence of side streets / driveways in between counted intersections. In most cases, turning movement counts for adjacent intersections do provide closely balanced results.

Table 4. Traffic Count Information

ID	Traffic Count Location	Period Counted	Peak Hour	Count Date
1 - 4	US 15-501 (Fordham Boulevard) and Erwin Road / Europa Drive	AM Peak	7:45 – 8:45 AM	4/3/19
		Noon Peak	12:00 – 1:00 PM	
		PM Peak	4:15 – 5:15 PM	
5	US 15-501 and Sage Road / Scarlett Drive	AM Peak	7:45 – 8:45 AM	9/17/19
		Noon Peak	12:15 – 1:15 PM	
		PM Peak	4:45 – 5:45 PM	
6	US 15-501 and Eastowne Drive (South)	AM Peak	7:30 – 8:30 AM	9/17/19
		Noon Peak	12:15 – 1:15 PM	
		PM Peak	4:45 – 5:45 PM	
7	US 15-501 and Eastowne Drive (North) / Lakeview Drive	AM Peak	7:30 – 8:30 AM	9/17/19
		Noon Peak	12:00 – 1:00 PM	
		PM Peak	4:45 – 5:45 PM	
8	US 15-501 and I-40 Eastbound Ramps	AM Peak	7:30 – 8:30 AM	9/17/19
		Noon Peak	12:00 – 1:00 PM	
		PM Peak	4:45 – 5:45 PM	
9	US 15-501 and I-40 Westbound Ramps	AM Peak	7:30 – 8:30 AM	9/17/19
		Noon Peak	12:15 – 1:15 PM	
		PM Peak	4:45 – 5:45 PM	
10	Scarlett Drive and Cemetery Access Road / US 15-501 Service Road (Right-Out Only)**	AM Peak	8:00 – 9:00 AM	9/17/19
		Noon Peak	12:00 – 1:00 PM	
		PM Peak	4:30 – 5:30 PM	
11	Scarlett Drive and Old Durham Road	AM Peak	8:00 – 9:00 AM	9/17/19
		Noon Peak	12:00 – 1:00 PM	
		PM Peak	4:30 – 5:30 PM	
12	Old Durham Road and Cooper Street	AM Peak	8:00 – 9:00 AM	9/17/19
		Noon Peak	12:00 – 1:00 PM	
		PM Peak	5:00 – 6:00 PM	
13	Old Durham Road and Standish Drive	AM Peak	8:00 – 9:00 AM	9/17/19
		Noon Peak	12:00 – 1:00 PM	
		PM Peak	5:00 – 6:00 PM	
14	Old Durham Road and Lakeview Drive	AM Peak	7:45 – 8:45 AM	9/17/19
		Noon Peak	12:15 – 1:15 PM	
		PM Peak	5:00 – 6:00 PM	
15	Old Durham Road and White Oak Drive	AM Peak	7:45 – 8:45 AM	9/17/19
		Noon Peak	12:00 – 1:00 PM	
		PM Peak	5:00 – 6:00 PM	
16	Scarlett Drive and Legion Road / Legion Road Extension	AM Peak	8:00 – 9:00 AM	9/17/19
		Noon Peak	12:15 – 1:15 PM	
		PM Peak	5:00 – 6:00 PM	
17	US 15-501 Service Road and Eastowne Drive / SECU Visitor Driveway	AM Peak	7:30 – 8:30 AM	9/17/19
		Noon Peak	11:30 – 12:30 PM	
		PM Peak	4:45 – 5:45 PM	

II. 2022 BUILD-OUT YEAR+1 CONDITIONS

A. Future Ambient Area-Wide Traffic Growth Estimation

Based on information on average daily traffic collected by the Town of Chapel Hill and the NCDOT, a yearly ambient traffic growth rate of 1.4 percent per year was used for the short-term 2022 design year capacity analyses and was kept constant from previous traffic studies for the Wegmans development. This rate is based on previous and anticipated growth trends for this area from Town and NCDOT average annual daily traffic (AADT) information from the period 1990-2017. In some cases, AADT's on study area roadways have actually declined over the last 10 years. However, to conservatively account for any background development projects beyond the immediate project study area and potential traffic increases in the future, a positive growth rate was selected.

B. Approved Background Development Traffic Estimation

Per information from Town of Chapel Hill staff and information from the Town's Planning Department Development Activity Map (current as of October 2019), several Town-approved developments that are either currently approved, under construction, or are expected to be built out and fully operational by the 2022 design analysis year, potentially impact peak hour operations within the specific project study area. The amount of weekday peak hour traffic from the developments is expected to be accounted for in the conservative ambient growth projections, as described previously, with the exception of the UNC Health Care Phase 1 Medical Office Building development. Projected background site traffic from this development was added to the ambient area-wide growth data for use in 2022 design year analyses.

Appendix C contains traffic volume data reflecting the detailed application of ambient area-wide traffic growth and the UNC Health Care Phase 1 Medical Office Building specific background traffic generator to produce the estimated 2022 Build-out Year+1 peak hour total traffic volume projections on the existing project study area transportation network without Wegmans site development traffic.

C. Proposed Project Traffic

i. Trip Generation

Projected trips for the proposed redevelopment were originally generated from the *ITE Trip Generation Manual* (Institute of Transportation Engineers, 9th Edition, 2013) for previous traffic study analyses for the Wegmans project and remain unaltered in this analysis. Adjustments to trip generation rates (due to internal trips, pass-by trips, transit trips, pedestrian/bicycle trips) were included to account for projected reductions in vehicular trips due to these factors. NCDOT recommended procedures for trip generating variables and generation methodology (use of average rates or linear regression equations) were applied to ITE calculations. The original studies included removal of Performance Motors site trips that were present during the original study 2016 base year but no longer exist due to the demolition of the Performance Motors site.

Table 5 shows the number of vehicular trips generated by the Wegmans Supermarket development during the weekday AM, noon, and PM peak hours of adjacent streets, based on the ITE generation methodologies described above. Daily weekday estimates are also provided. A peak hour truck percentage of two percent was estimated for all site-generated traffic.

Table 5. Weekday Vehicle Trip Generation Summary
Wegmans Supermarket

Trip Designation	% Reduction	Daily			AM Peak Hour			Noon Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Raw ITE Vehicular Calculation – LUC 850 (Supermarket) – 140,000 Square Feet		5,383	5,383	10,766	295	181	476	302	252	554	509	490	999
Transit	5%	-269	-269	-538	-15	-9	-24	-15	-13	-28	-25	-25	-50
Ped/Bike	5%	-269	-269	-538	-15	-9	-24	-15	-13	-28	-25	-25	-50
Total Vehicle Trips		4,845	4,845	9,690	265	163	428	272	226	498	459	440	899
Pass-By Trips	18% AM&NN / 36%PM	1,454	1,454	2,908	48	29	77	49	41	90	165	158	323
Balanced Pass-by Trips		**1,454**	**1,454**	**2,908**	**39**	**39**	**78**	**45**	**45**	**90**	**162**	**162**	**324**
New Site Trips		**3,391**	**3,391**	**6,782**	**217**	**134**	**351**	**223**	**185**	**408**	**294**	**282**	**576**

Notes: No ITE Data for Noon Peak Hour - Assume 75% of Average Between AM and PM Peak Raw Generation Data and 50% of PM Peak Pass-by Data

ii.) Adjustments to Trip Generation Rates

Typically, raw ITE trip generation estimates for daily and peak hour trips have the potential to be adjusted for the following factors to reduce raw trip generation estimates to actual estimated vehicular trips produced by the Wegmans Supermarket development. The following discussion highlights this process.

a.) Internal Capture
The singular land use proposed for Wegmans Supermarket would not exhibit the potential for internally-captured trips for on-site uses, as ITE internal capture methodologies typically require some combination of residential, office, and/or commercial mixed-use land uses. No modifications or reductions were made to trip generation results to account for internal capture.

b.) Modal Split
The study area is well served by several CHT fixed bus routes with frequent existing service and has facilities for pedestrians and bicyclists with adequate connectivity to trip generators or attractions in areas of northern Chapel Hill. Trip reductions for transit, pedestrians, and bicycles were made for this analysis, based on estimates for each land use type that were consistent with other data from recent traffic impact studies for development in the Town of Chapel Hill and based on input from Town of Chapel Hill Planning Department staff. Count observations for pedestrians and bicyclists indicate that these modes only account for a small portion of existing trips in the project study area.

c.) Pass-by Trips
The proposed Wegmans Supermarket development is a land use type that would typically generate pass-by trips. Pass-by trip reductions were applied using ITE and NCDOT recommended pass-by trip percentages for the supermarket land use type for this study and aggregated totals were balanced to keep driveway pass-by traffic flows in the trip distribution and assignment process constant.

d.) Trip Generation Budget
Current information from the Applicant related to the Wegmans Supermarket project indicates that the project will be built out in one phase. No adjustments or recommendations for a trip generation budget are made for this study if the development is ultimately built to the density (supermarket size) listed by the Applicant.

iii.) Trip Distribution

The trip distribution process included two types of trips – adding new site trips and adding site pass-by trips and was kept consistent from original studies to assess trip distribution differences for the Current Site Access Plan and the Proposed SECU Driveway Access scenario.

- Trip distribution for Wegmans Supermarket site-related traffic was based on existing daily and peak hour traffic patterns on major study area thoroughfares, and engineering judgment, to determine the directional peak hour characteristics of traffic to and from the site from the major study area thoroughfares. Small portions of local trips to/from lower volume collector and residential streets were estimated for several facilities exhibiting comparably high enough peak hour traffic volumes to warrant a small distribution percentage of site trips. Trips were also distributed based on the potential "regional" attraction of a large supermarket. Trips were distributed "internally" to each proposed site access driveway based on spatial relationship and ease of access to external study area roadways. No specific distribution was assumed based on parking lot space availability, since the site has two parking lot options, and no specific distribution was estimated for employee trips and parking. Proportionally, only a small percentage of site-

related trips was distributed to the auxiliary lot across Old Durham Road from the proposed building. This percentage could increase if the main surface parking lot reaches capacity, or if this lot is completely dedicated to employee parking. Trip distribution percentages for new site trips were assumed not to vary depending on peak period.

- Trip distribution for pass-by trips (trips not newly generated by the site, but altering an existing trip into/out of the project study area to access the site) was based primarily on existing traffic volumes and peak hour directional distributions along US 15-501 and Old Durham Road – the two facilities exhibiting the greatest potential to generate pass-by trips. Proportions of peak hour traffic, by direction, were estimated from the existing traffic volumes and then applied to nearby site driveways. Some directional percentages were broken up between multiple access locations to account for some pass-by trips being generated at each access point along US 15-501 or Old Durham Road.

Both the distribution of new site trips and pass-by trips assumes the proposed roadway network improvements shown in **Figure 2A** are completed for the Current Wegmans Access Scenario and modified for the Proposed Wegmans – SECU Driveway Access scenario, where the major change would be to allow trips exiting the Wegmans site to directly access US 15-501 at the Service Road / SECU Driveway approach to that intersection along US 15-501 as shown in **Figure 2B**. **Figure 8** presents the projected trip distribution traffic percentages for "new" trips external to the site and changes between the two access scenarios. **Figure 9** shows internal site trip distribution percentages for site driveways and roadways immediately adjacent to the site, given the Current Access Plan. **Figure 9A** shows internal site trip distribution percentage for the Proposed Wegmans – SECU Driveway Access Plan, with new Site Access Driveway #6 directly connecting to the realigned Service Road and allowing traffic to exit the site directly to US 15-501.

Similarly, **Figure 10** shows pass-by trip distribution percentages assumed under the Current Wegmans Access Plan scenario, and **Figure 10A** displays assumed pass-by trip distributions expected to occur with the Proposed Wegmans – SECU Driveway access scenario. With regards to "new" site trip and "pass-by" site trip distribution percentages, the net effect of the Proposed Access Scenario is a removal of both types of site traffic along Old Durham Road and its connections back to US 15-501 due to the increased accessibility of exiting Wegmans site traffic using the proposed new connections to US 15-501 at the Eastowne Drive – Service Road intersection.

iv.) Trip Assignment

Figures 11 and 11A show the corresponding weekday AM, noon, and PM peak hour site "new trip" traffic volumes distributed on the 2022 study area network for the Current Wegmans Access Plan Scenario. Total volumes into and out of the site correspond to total external vehicular trips generated, based on the trip generation and distribution methodologies developed previously. **Figures 12 and 12A** represent external and internal traffic assignment of "new" trips for the Proposed Wegmans – SECU Access Driveway Scenario.

Similarly, **Figure 13** shows the corresponding pass-by trips generated by the site for all three peak hour periods for the Current Wegmans Access Plan Scenario and **Figure 13A** highlights pass-by trip assignment for the Proposed Wegmans – SECU Access Driveway Scenario. ***Appendix C*** shows detailed spreadsheet summations of 2022 site trip distributions and assignments for both scenarios using methodologies described above.

D. Future Traffic Forecasts for Current and Proposed Access Scenarios

Figures 14, 14A, 15, and 15A display the 2022 Build-out+1 year projected study area AM, noon, and PM peak hour traffic volumes with Wegmans site traffic added and given the Current Wegmans Access Scenario. These traffic volumes represent the aggregate traffic growth over existing traffic volumes for ambient traffic growth and estimated site traffic assignments for the Wegmans Supermarket site. The volumes also account for the proposed network changes including:

1) Limitation of the Scarlett Drive and Old Durham Road intersection to restrict northbound through traffic on Scarlett Drive and left-turning traffic from Old Durham Road. These traffic volumes were rerouted via a proposed/recommended roundabout located at the Site Driveway #2/#3 access point (to serve northbound Scarlett Drive traffic and give them access to US 15-501) and through Cooper Street to connect to the Legion Road Extension (to serve westbound Old Durham Road left-turning traffic).

2) Limitation of Wegmans site traffic volumes to "inbound" only at the US 15-501 intersection with Eastowne Drive – Service Road. Service Road to remain as two-way traffic, but no exit from Wegmans parking lot access points along the Service Road allowed.

Figures 16, 16A, 17 and 17A display the 2022 Build-out+1 year projected study area AM, noon, and PM peak hour traffic volumes with the Wegmans site and the design changes proposed for the Wegmans – SECU Driveway Access Scenario, which include the ability for Wegmans site traffic to exit the main parking lot and access US 15-501 directly at Eastowne Drive / Service Road and for Wegmans site access Driveway #5 to exit to this location as well.

Appendix C contains the detailed breakout of all trip distribution estimates, resulting site traffic assignments, new net traffic increases and overall total scenario volume calculations within the Wegmans study area.

III. IMPACT ANALYSES

A. Peak Hour Intersection Level of Service Analysis

i.) Methodology

Evaluation of traffic operations on suburban arterials and surface streets is most effective through the determination of level of service (LOS) criteria. The concept of level of service correlates qualitative aspects of traffic flow to quantitative terms. This enables transportation professionals to take the qualitative issues, such as congestion and substandard geometrics, and translate them into measurable quantities, such as operating speeds and vehicular delays. The 2016 *Highway Capacity Manual 6th Edition* (HCM 6) characterizes level of service by letter designations A through F. Level of service A represents ideal low-volume traffic operations, and level of service F represents over-saturated high-volume traffic operations. Level of service is measured differently for various roadway facilities, but in general, level of service letter designations are described by the following in **Table 6**.

The *Synchro Professional Version 10* operations analysis software was used to analyze peak hour conditions at signalized intersections. The Synchro HCM 2010 unsignalized intersection report module, and *SIDRA Intersection Version 7.0* were used to analyze peak hour conditions at unsignalized intersections and the proposed roundabout on Old Durham Road. The minimum acceptable peak hour intersection LOS established for this project is LOS D for signalized

intersections or LOS E for critical movements at unsignalized intersections, or no increase in delay for signalized intersections operating below LOS D or unsignalized intersection critical movements operating below LOS E without the inclusion of site traffic.

Table 6. Level of Service (LOS) Characteristics

Level of Service Description	Per Vehicle Delay at Signal	Per Vehicle Delay at Stop Sign
LOS A ➢ Free flow ➢ Freedom to select desired speed and to maneuver is extremely high ➢ General level of comfort and convenience for motorists is excellent	**< 10.0 sec**	**< 10.0 sec**
LOS B ➢ Stable flow ➢ Other vehicles in the traffic stream become noticeable ➢ Reduction in freedom to maneuver from LOS A	**10.0 – 20.0 sec**	**10.0 – 15.0 sec**
LOS C ➢ Stable flow ➢ Maneuverability and operating speed are significantly affected by other vehicles ➢ General level of comfort and convenience declines noticeably	**20.0 – 35.0 sec**	**15.0 – 25.0 sec**
LOS D ➢ High density but stable flow ➢ Speed/freedom to maneuver are very restricted ➢ General level of comfort / convenience is poor ➢ Small increases in traffic will generally cause operational problems	**35.0 – 55.0 sec**	**25.0 – 35.0 sec**
LOS E ➢ Unstable flow ➢ Speed reduced to lower but relatively uniform value ➢ Volumes at or near capacity level ➢ Comfort and convenience are extremely poor ➢ Small flow increases or minor traffic stream disturbances will cause breakdowns	**55.0 – 80.0 sec**	**35.0 – 50.0 sec**
LOS F ➢ Forced or breakdown flow ➢ Volumes exceed roadway capacity ➢ Formation of unstable queues ➢ Stoppages for long periods of time because of traffic congestion	**> 80.0 sec**	**> 50.0 sec**

The following three conditions were evaluated in this report:

Condition 1 - 2019 Existing Traffic
Condition 2 - 2022 Background Growth Traffic with Wegmans Site Traffic Volumes Added and Current Access Plan
Condition 3 – 2022 Background Growth Traffic with Wegmans Site Traffic Volumes Added and Proposed Wegmans – SECU Access Driveway Modification
Condition 4 - 2022 Traffic with Wegmans Site Traffic and Necessary Improvements to Mitigate Impacts for the Proposed Wegmans – SECU Access Driveway Modification

The results of this analysis are based on the procedures presented in the *HCM 2010* and performed with the corresponding capacity analysis software described previously. The methodology of evaluating each condition for signalized intersections is presented below:

- **Condition 1** – Use current Town of Chapel Hill data for the cycle length, splits and offsets of individual signalized intersections and report LOS and delay values from Synchro.
- **Conditions 2 and 3** – Reoptimize the cycle lengths and splits of individual intersections in Synchro per recommended committed improvements contained in the original Wegmans Traffic Impact Study. Adjust cycle lengths, splits, and offsets, if necessary, if the signal is currently operating in a coordinated system. The optimized signal timing information will be held constant from Condition 2, if possible, for Condition 3, to provide a means to compare effects of the proposed background traffic growth. Condition 3 traffic volume and access shifts necessitated a retiming of several individual traffic signals along the US 15-501 corridor.
- **Condition 4** – Optimize coordinated traffic signals for effects of proposed improvements by the Applicant and/or recommended mitigation strategies that change existing/committed changes to lane geometrics. Evaluate the potential for different signal phasing schemes (left-turn lag phases, for example). Retain existing split minimums and any pedestrian timing values. Recommendations, if warranted, will be made to obtain at least LOS D for the intersection as a whole.

The net effect of this process is that direct comparisons, by movement, of delay and LOS between each of the five conditions are impossible because splits and cycle lengths can and do change between conditions. The pertinent statistic of this analysis is the *overall intersection level of service and delay*. Improvements to deficient intersections in Condition 3 were made by first attempting to adjust signal operations via changes in cycle lengths, splits and/or with acceptable adjustments to signal phasing. If that did not produce satisfactory results for all intersections, geometric improvements to improve intersection capacity were considered for the deficient intersections. Condition 4 assumes proposed geometric and signalized control changes were implemented in the network and that the entire US 15-501 corridor would be retimed to account for these changes. ***Appendix D*** contains the Synchro output for all four conditions (where applicable).

The existing study area unsignalized intersections were analyzed directly using HCM unsignalized methodologies for Conditions 1 and 2. Their results were evaluated on a per-movement basis, since the HCM does not produce an overall intersection LOS for unsignalized intersections. Thus, intersections with deficient (LOS F) movements in Condition 2 would need to be evaluated for improvements in Condition 3. This methodology differs from signalized intersections, where one or more movements at an intersection may be deficient in Condition 2, but as long as the overall intersection level of service does not fall below LOS D, no intersection improvements are deemed necessary. Unsignalized intersection analyses for this Condition were conducted within the Synchro software tool, using the HCM 2010 two-way stop-control reports. ***Appendix E*** contains the Synchro unsignalized output for all unsignalized intersections under study. SIDRA output for a roundabout studied in Conditions 2 and 3 is contained in ***Appendix F***.

ii.) 2019 Base Year Existing Conditions Results

Table 7 presents the results for the 2019 base year traffic conditions as compiled from field data. The table lists LOS and delay values for those movements that are in existence at this time. It also only lists data for individual movements encountering delay at the stop-controlled intersection (which does not have an overall intersection delay value produced by HCM methodologies).

Currently, all study area signalized intersections operate at acceptable overall levels of service for the analyzed 2019 AM, noon, and PM peak hours, though several are near or at capacity in at least one peak hour. At the US 15-501 superstreet intersection, minor movements (U-turns and right-turns from the side streets) operate at LOS E or F, due to coordinated signal timing operations along the US 15-501 mainline. This is also true for several minor street movements and approaches along the US 15-501 corridor, particularly at Sage Road/Scarlett Drive, Eastowne Drive/Lakeview Drive, and at the I-40 Eastbound and Westbound Ramps. All unsignalized intersections have critical movement LOS and delays (typically a stop-controlled minor street movement) that are an acceptable LOS A-E.

Table 7. Capacity Analysis Results for Study Area Intersections
Condition 1 – 2019 Existing Peak Hour Traffic

ID	Intersection Name	LOS			Average Delay (sec/veh)		
		AM	Noon	PM	AM	Noon	PM
1	US 15-501 Northbound & Southbound U-Turn / Service Road Access	A	A	B	7.8	8.9	10.1
2	US 15-501 Northbound & Europa Drive	B	B	B	14.3	10.9	12.1
3	US 15-501 Southbound & Northbound U-Turn	B	B	B	15.4	17.1	19.8
4	US 15-501 Southbound & Erwin Road	C	C	C	24.1	21.3	30.8
5	US 15-501 & Sage Road / Scarlett Drive	D	D	D	43.8	50.3	49.0
6	US 15-501 & Eastowne Drive / Service Road Access	A	A	B	6.9	9.8	11.4
7	US 15-501 & Eastowne Drive / Lakeview Drive	B	B	C	19.8	19.1	32.5
8	US 15-501 & I-40 Eastbound Ramps	D	C	C	44.5	26.0	24.8
9	US 15-501 & I-40 Westbound Ramps	D	C	D	52.8	31.9	39.2
10	Old Durham Road & Service Road / Cemetery Driveway@	B	B	B	10.7	10.6	10.8
11	Old Durham Road & Scarlett Drive@	A	A	A	9.5	9.9	9.6
12	Old Durham Road & Cooper Street@	B	B	B	11.5	10.2	13.2
13	Old Durham Road & Standish Drive@	B	B	C	12.3	10.3	15.1
14	Old Chapel Hill Road & Lakeview Drive@	C	B	C	19.3	14.7	23.4
15	Old Chapel Hill Road & White Oak Lane@	C	B	D	16.7	11.7	25.0
16	Scarlett Drive & Legion Road / Legion Road Ext**	A	A	A	8.5	8.1	9.0
17	Eastowne Drive & Service Road / SECU Visitor Driveway Access@	A	A	A	8.6	9.1	8.6

@ - Two-Way Stop Controlled Intersection, LOS/Delay Values Correspond to Worst-Case Critical Movement
** - All-Way Stop Controlled Intersection, LOS/Delay Values Correspond to Overall Average

iii.) <u>2022 Current Wegmans Access Plan Scenario (Condition 2) Results</u>

Table 8 presents the results for the 2022 Build-out+1 analysis year estimated traffic conditions with the impacts of site-related traffic and the current Wegmans approved access plan and site driveway locations. **Figures 18 and 18A** display the LOS results for all three peak periods for all 2022 Current and Proposed Access Plan Scenario analyses.

During Condition 2 - 2022 With Current Access Plan Traffic, all signalized study area intersections are expected to operate at acceptable levels of service for all analyzed peak hours, due to mitigation commitments from Wegmans and UNC Health Care MOB Phase 1 recommendations, which include signal retiming of the US 15-501 corridor in the project study area, along with numerous geometric improvements to three primary US 15-501 intersections – Sage Road/Scarlett Drive, Eastowne

Drive/Service Road and Eastowne Drive/Lakeview Drive. The two-way stop controlled intersection at Old Chapel Hill Road and Lakeview Drive falls to a LOS F in the 2022 PM peak hour, primarily due to additional site traffic routed through the intersection under the current access plan.

Table 8. Capacity Analysis Results for Study Area Intersections
Condition 2 – 2022 Peak Hour Traffic With Current Wegmans Access Plan

ID	Intersection Name	LOS			Average Delay (sec/veh)		
		AM	Noon	PM	AM	Noon	PM
1	US 15-501 Northbound & Southbound U-Turn / Service Road Access	A	A	B	8.2	9.7	14.4
2	US 15-501 Northbound & Europa Drive	B	B	B	10.4	10.5	10.7
3	US 15-501 Southbound & Northbound U-Turn	B	B	B	15.1	14.9	18.4
4	US 15-501 Southbound & Erwin Road	C	B	C	22.9	15.6	20.0
5	US 15-501 & Sage Road / Scarlett Drive	D	D	D	52.3	41.1	54.8
6	US 15-501 & Eastowne Drive / Service Road Access	B	B	B	13.4	13.3	12.6
7	US 15-501 & Eastowne Drive / Lakeview Drive	B	B	C	15.9	18.4	28.1
8	US 15-501 & I-40 Eastbound Ramps	C	C	C	31.9	20.4	30.7
9	US 15-501 & I-40 Westbound Ramps	D	C	D	51.6	33.8	38.8
10	Old Durham Road & Service Road / Cemetery Driveway@	A	B	B	12.4	12.5	13.8
11	Old Durham Road & Scarlett Drive@	A	B	A	9.7	10.1	9.8
12	Old Durham Road & Cooper Street@	B	B	C	13.4	11.7	19.8
13	Old Durham Road & Standish Drive@	B	B	C	14.7	11.6	21.1
14	Old Chapel Hill Road & Lakeview Drive@	D	C	***F***	33.1	22.0	***85.2***
15	Old Chapel Hill Road & White Oak Lane@	C	B	D	16.7	12.1	30.3
16	Scarlett Drive & Legion Road / Legion Road Ext**	A	A	B	8.3	8.6	10.1
17	Eastowne Drive & Service Road / SECU Visitor Driveway Access@	A	A	A	9.0	9.8	9.3
18	Old Durham Road & Site Driveway 1@	C	C	E	17.8	17.7	36.1
19	Old Durham Road & Site Driveways 2 & 3$	A	A	A	5.4	5.8	7.7
20	Cooper Street & Site Driveway 4 / Commercial Driveway@	A	A	B	9.8	9.7	11.1
21	Service Road & Site Driveway 5 (Left-Turn In Only)@	A	A	A	6.9	6.9	7.4

BOLD/ITALICS – Movement or Overall Intersection is over capacity as defined by Town of Chapel Hill TIS Standards
@ - Two-Way Stop Controlled Intersection, LOS/Delay Values Correspond to Worst-Case Critical Movement
** - All-Way Stop Controlled Intersection, LOS/Delay Values Correspond to Overall Average
$ - Proposed Roundabout, LOS/Delay Values Correspond to Overall Intersection average from SIDRA software

iv.) 2022 Proposed Wegmans – SECU Access Driveway Scenario (Condition 3) Results

Table 9 presents results for 2022 Build-out+1 year estimated traffic conditions, including impacts of the proposed driveway access improvements and traffic redistributions due to the provision of exiting site traffic access directly to US 15-501 at Eastowne Drive / Service Road. It was assumed for the Proposed Access Scenario that signal timings along the US 15-501 corridor would be held constant except for intersections where traffic volumes were expected to experience changes and where geometrics were being altered by the proposed design.

Table 9. Capacity Analysis Results for Study Area Intersections
Condition 3 – 2022 Peak Hour Traffic With Proposed Wegmans-SECU Driveway Full Access

ID	Intersection Name	LOS			Average Delay (sec/veh)		
		AM	Noon	PM	AM	Noon	PM
1	US 15-501 Northbound & Southbound U-Turn / Service Road Access	A	A	B	8.3	9.7	14.5
2	US 15-501 Northbound & Europa Drive	B	B	B	10.4	10.9	13.5
3	US 15-501 Southbound & Northbound U-Turn	B	B	B	15.1	15.1	18.9
4	US 15-501 Southbound & Erwin Road	C	B	B	22.5	16.8	18.6
5	US 15-501 & Sage Road / Scarlett Drive	D	D	D	48.2	37.0	42.8
6	**US 15-501 & Eastowne Drive / Service Road With Proposed Full Wegmans Access**	C	B	C	21.7	19.9	30.2
7	US 15-501 & Eastowne Drive / Lakeview Drive	B	B	C	15.5	17.4	21.4
8	US 15-501 & I-40 Eastbound Ramps	C	C	C	32.1	21.0	33.2
9	US 15-501 & I-40 Westbound Ramps	D	C	D	51.6	34.2	36.7
10	Old Durham Road & Service Road / Cemetery Driveway@	B	B	B	11.7	11.6	12.3
11	Old Durham Road & Scarlett Drive@	A	B	A	9.7	10.1	9.8
12	Old Durham Road & Cooper Street@	B	B	C	12.4	10.7	15.1
13	Old Durham Road & Standish Drive@	B	B	C	13.7	10.9	17.3
14	Old Chapel Hill Road & Lakeview Drive@	D	C	***F***	25.4	16.9	***52.4***
15	Old Chapel Hill Road & White Oak Lane@	C	B	D	16.7	12.1	30.3
16	Scarlett Drive & Legion Road / Legion Road Ext**	A	A	A	8.2	8.6	10.0
17	**Eastowne Drive & Service Road / SECU Visitor Driveway Access@**	A	B	A	9.0	10.2	9.9
18	Old Durham Road & Site Driveway 1@	B	B	C	14.6	14.1	18.1
19	Old Durham Road & Site Driveways 2 & 3$	A	A	A	5.0	5.1	6.1
20	Cooper Street & Site Driveway 4 / Commercial Driveway@	A	A	B	9.8	9.7	11.0
21	**Service Road & Site Driveway 5 (Left-Turn In / Right-Turn Out Only)@**	A	A	A	8.5	8.6	8.7
22	**Service Road & Site Driveway 6****	A	A	A	7.8	8.0	9.4

BLUE – New and/or Modified Geometrics Intersections
BOLD/ITALICS – Movement or Overall Intersection is over capacity as defined by Town of Chapel Hill TIS Standards
@ - Two-Way Stop Controlled Intersection, LOS/Delay Values Correspond to Worst-Case Critical Movement
** - All-Way Stop Controlled Intersection, LOS/Delay Values Correspond to Overall Average
$ - Proposed Roundabout, LOS/Delay Values Correspond to Overall Intersection average from SIDRA software

In general, the proposed impacts in the Proposed Access Scenario cause a shift of intersection delay along the US 15-501 corridor from the Sage Road / Scarlett Drive and Eastowne Drive / Lakeview Drive intersections to the redesigned Eastowne Drive / Service Road intersection, which still will operate acceptably (LOS C or better) in all 2022 analysis peak hours. Other study area intersections along Old Durham Road are also expected to operate marginally better in the Proposed Access Scenario, as some exiting traffic from the Wegmans site is shifted away from this corridor. Results and comparison for the AM and noon peak hours are found in **Figures 18 and 18A.** A detailed operations and queue/storage analysis for the three primary signalized intersections along US 15-501 most impacted by the proposed access changes are shown in **Table 10.**

Table 10. Detailed 2022 Peak Hour LOS, Delay and Queue Analysis for Select Intersections Affected by Proposed Access Changes

Intersections [ID] / Movements	LOS			Average Vehicular Delay (sec/veh)			Synchro 95th% Queue Length (Ft)			SimTraffic Maximum Queue Length (Ft)			Existing/ Proposed Storage (Ft)
	AM	Noon	PM	AM	Noon	PM	AM	Noon	PM	AM	Noon	PM	
US 15-501 & Sage Road / Scarlett Drive [5]	D	D	D	48.2	37.0	42.8							
EB LT	***F***	***F***	***F***	***111.9***	***80.2***	***93.5***	***#350***	250	#325	***350***	***350***	***350***	325D
EB THRU	C	C	C	25.5	27.5	27.8	600	825	750	725	550	750	
EB RT	A	A	A	5.6	4.8	5.0	75	50	100	***275***	***275***	***275***	250
WB LT	***E***	***E***	***F***	***75.0***	***69.1***	***101.8***	m200	m150	m#175	350	175	325	**400**
WB THRU	C	B	C	31.2	15.0	23.5	900	425	725	500	375	625	
WB RT	A	A	A	3.7	4.9	6.1	m50	75	m75	***275***	***275***	***275***	250
NB LT	***F***	***F***	***F***	***100.6***	***91.3***	***100.3***	175	175	#225	200	175	175	**225D**
NB THRU	***F***	***F***	***F***	***138.4***	***91.6***	***91.6***	#300	225	225	100	150	100	
NB RT	D	***E***	***E***	53.2	***57.0***	***61.2***	75	***100***	***100***	75	***100***	***100***	**75**
SB LT	***F***	***F***	***F***	***105.7***	***85.2***	***93.2***	***#275***	***175***	***#225***	***200***	***200***	***200***	175D
SB THRU	***F***	***F***	***F***	***110.6***	***89.3***	***114.1***	#325	275	#350	525	525	525	
SB RT	***E***	***E***	***E***	***60.4***	***57.1***	***57.2***	***250***	***300***	***275***	***150***	***150***	***150***	125
US 15-501 & Eastowne Drive / Service Road – Proposed Full Wegmans Access [6]	C	B	C	21.7	19.9	30.2							
EB LT	***F***	***F***	***E***	***156.7***	***81.5***	***74.3***	m#225	m200	m100	225	200	400	**400**
EB THRU	A	A	C	4.6	8.0	23.1	275	325	#1525	225	225	675	
EB RT	A	A	A	1.0	3.4	2.4	m25	m25	m50	150	75	***250***	**225**
WB LT	***E***	***E***	***F***	***65.6***	***79.5***	***112.8***	m125	m200	m#300	250	225	325	**400**
WB THRU	B	A	B	17.5	7.4	10.0	800	350	250	550	350	400	
WB RT	A	A	A	4.7	1.5	3.8	m50	m25	m25	***250***	125	225	225
NB LT	***F***	***F***	***F***	***88.9***	***89.3***	***108.3***	75	75	125	100	125	200	**200D**
NB THRU	***F***	***F***	***F***	***85.4***	***82.4***	***83.1***	50	50	50	50	75	325	
NB RT	***E***	***E***	***F***	***67.4***	***57.5***	***85.4***	125	125	***275***	150	175	***200***	**175**
SB LT	***F***	***E***	***E***	***97.8***	***87.1***	***77.1***	150	125	175	175	150	250	**300**
SB THRU-RT	***F***	***F***	***F***	***100.3***	***100.0***	***100.4***	150	175	250	150	200	325	
US 15-501 & Eastowne Drive / Lakeview Drive [7]	B	B	C	15.5	17.4	21.4							
EB LT	***E***	***E***	***E***	***72.1***	***67.9***	***63.9***	m50	m50	m25	75	100	75	100
EB THRU-RT	A	A	B	3.1	7.0	10.8	100	150	m250	150	250	375	
WB LT	***F***	***F***	***F***	***102.7***	***115.3***	***113.2***	m150	150	m200	150	150	175	875
WB THRU	B	A	A	13.1	7.9	9.2	300	250	275	250	300	450	
WB RT	A	A	A	1.4	1.9	0.9	50	50	m25	100	75	75	950
NB LT	***F***	***F***	***F***	***97.3***	***87.3***	***99.2***	75	50	75	100	100	100	100
NB THRU	***F***	***F***	***F***	***95.0***	***91.6***	***94.8***	75	75	100	125	125	175	
NB RT	***F***	***E***	***F***	***87.2***	***76.6***	***86.0***	225	150	250	250	200	325	**350**
SB LT	***F***	***F***	***F***	***95.0***	***85.8***	***89.4***	100	150	250	175	225	***375***	**300D**
SB THRU-RT	***E***	***E***	***E***	***68.8***	***62.1***	***57.2***	50	75	80	50	75	200	

RED BOLD/ITALICS – Movement or Overall Intersection is over capacity per Town of Chapel Hill TIS Guidelines
PURPLE – Synchro or SimTraffic Estimated Maximum Queue Length Potentially Exceeds Existing/Future Storage
m = Volume for 95th % queue is metered by upstream signal
# = Volume for 95% queue exceeds capacity and queue may be longer

Storage Coding
BLUE – CURRENT COMMITTED WEGMANS IMPROVEMENTS
ORANGE – COMMITTED UNC HEALTH CARE MOB PHASE 1 IMPROVEMENTS
GREEN – PROPOSED WEGMANS FULL ACCESS IMPROVEMENTS

As shown in **Table 10**, overall intersection LOS for the three signalized intersections most affected by the proposed access and site traffic volume redistribution changes is expected to remain at a LOS D or better for all 2022 peak hours. Numerous side street or left-turn movements along the US 15-501 corridor are not expected to operate at a LOS D, but that is currently occurring and is expected to occur on high volume arterial facilities which run coordinated signal operations with cycle lengths that are up to 180 seconds in length. Evaluation of projected maximum queue lengths in comparison to existing or proposed improvements to auxiliary turn lane storage bays shows that in most cases, projected worst case queues can be accommodated at each intersection. In most cases where improvements to storage bays lengths have been previously recommended by other traffic studies or are being proposed at the Service Road connection in this analysis, the provided storage bay length can accommodate projected worst-case queues. In several instances, turn bay storage for movements unaffected by proposed site traffic is projected to be insufficient for at least one peak hour in 2022. These cases would also occur for existing 2019 and 2022 conditions with the Current Wegmans Access Plan. Detailed SimTraffic microsimulation queue and blocking analyses were conducted using five runs of each 2022 Proposed Access Scenario peak hour models and averaged results are shown in **Table 10** and are included in ***Appendix G***.

B. Proposed Revised Access Analysis

In the Current Wegmans Access Scenario, vehicular site access is to be accommodated by four proposed full movement access driveways, three connecting to Old Durham Road and one connecting to Cooper Street for the auxiliary surface parking lot. Additional inbound-only access to the site was proposed via the Service Road connecting to US 15-501 at Eastowne Drive. Access for delivery trucks was also proposed along the rear of the supermarket building that would connect with Old Durham Road. All proposed connections are shown on the site plan in **Figure 2A**. All issues regarding access design details for these driveways was documented in previous traffic studies for the Wegmans project.

The proposed access modification design (see **Figure 2B**) realigns the existing Service Road to provide a new access connections for the SECU Property Visitors parking area in front of the SECU Building, along with additional access locations within the SECU property for a frontage parcel along US 15-501 and an internal parcel that has been previous studied for a potential future parking deck on that site. The realignment would terminate at a four-legged intersection adjacent to the Wegmans building. The west leg would serve internal parking lots. The north leg would connect to the existing Service Road alignment. The south leg would serve the delivery truck access to the rear of the supermarket.

The proposed Wegmans driveway throat lengths for this design modification is approximately 200 feet, which should be sufficient based on Town of Chapel Hill and NCDOT standards. Other driveway throat lengths on the SECU property are either part of future design improvements or currently would access areas that serve little to no site traffic. Driveway separation distances along the realigned Service Road from its intersection with US 15-501 to the Wegmans parking lot terminus are approximately 100-350 feet or more between driveways and adjacent streets and are acceptable, based on recommendations of 100 foot minimum corner clearance as set forth in the 2003 *NCDOT Policy on Street and Driveway Access to North Carolina Highways* and 50 feet of separation recommended for local street facilities in Table 3.2 of the *Town of Chapel Hill Design Manual.*

Access to the site for pedestrians and bicyclists would be improved, based on details provided on the design plan in **Figure 2B**. Sidewalk would extend from the Wegmans building on one side of the proposed realigned Service Road to the signalized intersection, where a pedestrian cross-walk would be implemented. The existing Service Road alignment would be converted to a multi-use path along US 15-501 in the area of realignment.

C. Signal Warrant Analysis

Based on projected 2022 traffic volumes, operational LOS/delay results, and current/proposed access plans, one study area intersection was tested for the warranting of an installation of a traffic signal, based on the methodology found in the *2009 Manual on Uniform Traffic Control Devices (MUTCD)*. This location was tested to determine the potential need for signalized traffic control and results are found in ***Appendix H***. Details are described below.

- **Old Chapel Hill Road and Lakeview Drive**
  This intersection was analyzed as being unsignalized for all 2022 Current and Proposed Access Plan Scenarios, per current geometrics and traffic control. In both Conditions, the southbound minor stop-controlled approach is expected to experience excessive delays and poor LOS for the PM peak hour in the 2022 analysis year. For the purposes of the signal warrant analysis, the existing intersection geometrics were unaltered, and the intersection was analyzed as a two-way stop controlled intersection, with stop control for the northbound and southbound Lakeview Drive approaches. Results from the MUTCD Peak Hour Warrant analysis indicate that, given projected 2022 Current Access Scenario or Proposed Access Scenario peak hour traffic volumes, the intersection would not warrant a traffic signal for either access scenario. Additional discussion regarding the proposed signal at this location is found in **Section IV.D**.

D. Sight Distance Analysis

In general, sight distance issues for the Wegmans Supermarket – SECU Access driveway should be minimal. Visibility along the proposed roadway connection should be adequate as no significant vertical curvature is present currently or would be present due to design modifications. The driveway has some horizontal curvature, but with a low design speed and the presence of traffic control at both ends of the driveway connection – stop control at the Wegmans Parking Lot entrance and the signalized intersection at US 15-501 – low travel speeds should be maintained along the facility and sight distance issues should not present a safety problem.

E. Crash Analysis

Data from the NCDOT Traffic Safety Unit was collected in the original Wegmans Supermarket Traffic Impact Study for the five year period 6/1/2011 to 5/31/2016 for the project study area. This information included crash segment data along US 15-501 and Old Durham Road and crash reports for the Sage Road/Scarlett Drive and Eastowne Drive/Service Road – SECU Visitors Center Driveway intersections with US 15-501 adjacent to the site. Raw intersection and corridor segment crash data from the original Wegmans study is located in ***Appendix I*** and results are shown in **Tables 11, 12, and 13**.

<u>US 15-501 Corridor</u>
Table 11 presents a comparison between the US 15-501 corridor study area crash rates and the latest North Carolina statewide rates for the period 2015-2017 (compiled by NCDOT Traffic Safety Unit). Overall, the crash rate along US 15-501 in the project study area was considerably higher than statewide averages for similar facilities for all crash characteristic categories. Rear-end crashes were by far the most common crash type – with 444 of the 613 crashes reported along the 1.54 mile segment being rear-end crashes (72%). Other prominent crash types were angle and sideswipe crashes. The statistics are indicative of a corridor with high peak periods of congestion throughout the day and multiple traffic signals. Spatial and directional distribution of crashes along the corridor was markedly even, with highest numbers at intersection locations, but considerable numbers of crashes between intersections, as well.

Table 11. Study Area Crash Rate Comparison – US 15-501 Corridor

Statistic	Crashes Per 100 Million Vehicle Miles	
	US 15-501 E. Franklin Street to I-40 Interchange	NC Statewide Average Urban Four-Lane Divided US Route (No Access Control)
Total Crash Rate	509.05	321.99
Fatal Crash Rate	0.00	0.92
Non-Fatal (Injury) Crash Rate	139.51	90.41
Night Crash Rate	94.67	68.56
Wet Crash Rate	85.53	46.82

Old Durham Road Corridor

Table 12 presents a comparison between the 0.54 mile Old Durham Road corridor study area crash rates and the latest North Carolina statewide rates for the period 2015-2017 (compiled by NCDOT Traffic Safety Unit). Overall, the crash rate along Old Durham Road in the project study area was higher than statewide averages for similar facilities for all characteristic categories by a high margin. Primary crash types of the 46 crashes reported were angle and left-turn crashes, typical of a higher volume two-lane facility with no signalized intersections. 28 of the 46 crashes occurred in the congested area near the intersection of Scarlett Drive, Old Durham Road and the US 15-501 corridor. 11 crashes occurred at the Lakeview Drive intersection.

Table 12. Study Area Crash Rate Comparison – Old Durham Road Corridor

Statistic	Crashes Per 100 Million Vehicle Miles		
	Old Durham Road US 15-501 to Lakeview Drive	NC Statewide Average	
		Urban Two-Lane Undivided Secondary Route	Urban Two-Lane Undivided Secondary Route with Center Left-Turn Lane
Total Crash Rate	614.30	255.33	318.88
Fatal Crash Rate	0.00	1.09	1.08
Non-Fatal (Injury) Crash Rate	213.67	76.91	94.22
Night Crash Rate	120.19	66.47	76.64
Wet Crash Rate	80.13	41.11	49.98

Study Area Intersections

In addition to the crash comparison for the US 15-501 project study corridor, individual intersection crash data in the vicinity of the proposed site for the same five year period was provided by NCDOT and results are shown in **Table 13**. The crash data also reveals that, in addition to having similar numbers of crashes and crash rates, the two intersections also have almost identical crash type patterns – with a predominance of rear-end crashes and some angle and sideswipe collisions. Similar data patterns are found in the US 15-501 corridor strip crash analysis for other upstream and downstream intersections.

Table 13. Study Area Intersection Crash Summary

Intersection	Number of Total Crashes	Crashes Per 100 Million Vehicles Entered
US 15-501 and Sage Road/Scarlett Drive	54	60.07
US 15-501 and Eastowne Drive/Service Road – Blue Cross/Blue Shield Driveway	50	62.20

As described in the Old Durham Road strip crash analysis results, the total number of crashes in the vicinity of the Old Durham Road/Scarlett Drive intersection immediately adjacent to the US 15-501 corridor (28 crashes) is over 50 percent of the total number of crashes at the two US 15-501 intersections shown in **Table 13**, even though the amount of traffic at this intersection is about 25 percent of the traffic using the two US 15-501 intersections. This indicates that there are significant crash issues at the Old Durham Road / Scarlett Drive intersections – a fact that was considered in the proposed improvements to limit access and reduce vehicular conflicts at this location.

F. Other Transportation-Related Analyses

Other transportation-related analyses relevant to the 2001 Town of Chapel Hill Guidelines for the preparation of Traffic Impact Studies were completed, as appropriate. The topics listed in **Table 14** are germane to the scope of this study.

Table 14. Other Transportation-Related Analyses

Analysis	Comment
Turn Lane Storage Requirements	Storage bay lengths at study area intersections were analyzed using Synchro 95th percentile (max) queue length estimates for the 2022 Proposed Access Scenario. No unsignalized intersection is expected to have excessive peak hour queues or conditions that exceed existing turn lane storage. The US 15-501 superstreet intersection has estimated queues that exceed existing storage for Europa Drive and exceed the distance between US 15-501 and Dobbins Drive along southbound Erwin Road. Several other minor street approaches along US 15-501 face the same issues. Recommendations in the original Wegmans TIS to improve turn lane storage were made for the Sage Road/Old Durham Road and Eastowne Drive/Lakeview Drive intersections – as these locations had the highest degree of site traffic impact. With the Proposed Access Plan, the design reviewed in this study provides adequate storage for the US 15-501 intersection with Eastowne Drive / Service Road. Storage issues not due to site-related traffic impacts are not easily correctable, given the high traffic volumes along the US 15-501 corridor.
Appropriateness of Acceleration/ Deceleration Lanes	Left and right-turn auxiliary deceleration lanes exist along US 15-501 at all major signalized intersections. No additional acceleration/deceleration lanes were investigated for the proposed access plan design as the Service Road realignment would be a low speed (25 mph) facility. No other specific acceleration/deceleration lane issues were analyzed in the project study area.
Pedestrian and Bicycle Analysis	Pedestrian and bicycle analyses were highlighted in the original Wegmans TIS and the same issues, comments and recommendations remain the same in this analysis. The Proposed Access Scenario design provides for additional pedestrian connectivity and a portion of multi-use path along US 15-501 in addition to previously committed improvements.
Public Transportation Analysis	No changes to public transportation analyses, results and recommendations previously completed for the original Wegmans TIS would change due to the Proposed Access Scenario studied in this report.

G. Special Analysis/Issues Related to Project

Based on discussions with Town of Chapel Hill staff, there are no special issues or analyses beyond the ones already discussed for this proposed project.

IV. MITIGATION MEASURES/RECOMMENDATIONS

A. Planned Improvements

The North Carolina Department of Transportation is studying the US 15-501 corridor through the project study area for comprehensive improvements to manage access and increase vehicular capacity. This STIP project (U-530F) is in the planning stages and was not considered to be complete by 2022. The proposed Applicant Committed Improvements and Necessary Improvements outlined in **Sections IV. C and D** below, were developed to minimize future changes that may be necessary due to future designs of access changes and potentially limitations that may be recommended in the U-5304 project.

The Town of Chapel Hill is constructing improvements to the Sage Road and Old Durham Road corridors to enhance pedestrian and bicycle facilities. The current NCDOT project, STIP EB-4707, is providing bicycle and pedestrian improvements along Old Durham Road from the Scarlett Drive/Sage Road/Old Durham Road and US 15-501 Fordham Boulevard intersection into Durham County (as schematically shown on **Figure 19**). The improvements will add sidewalks along the entire length as well as bicycle lanes on both sides.

B. Background Committed Improvements

An adjacent redevelopment project along US 15-501 and Eastowne Drive, known as UNC Health Care Medical Office Building Phase 1, is currently under construction. As part of that project's infrastructure improvements, several recommended improvements from the corresponding traffic impact study were considered to be built by the 2022 analysis year. These are highlighted on **Figure 19**.

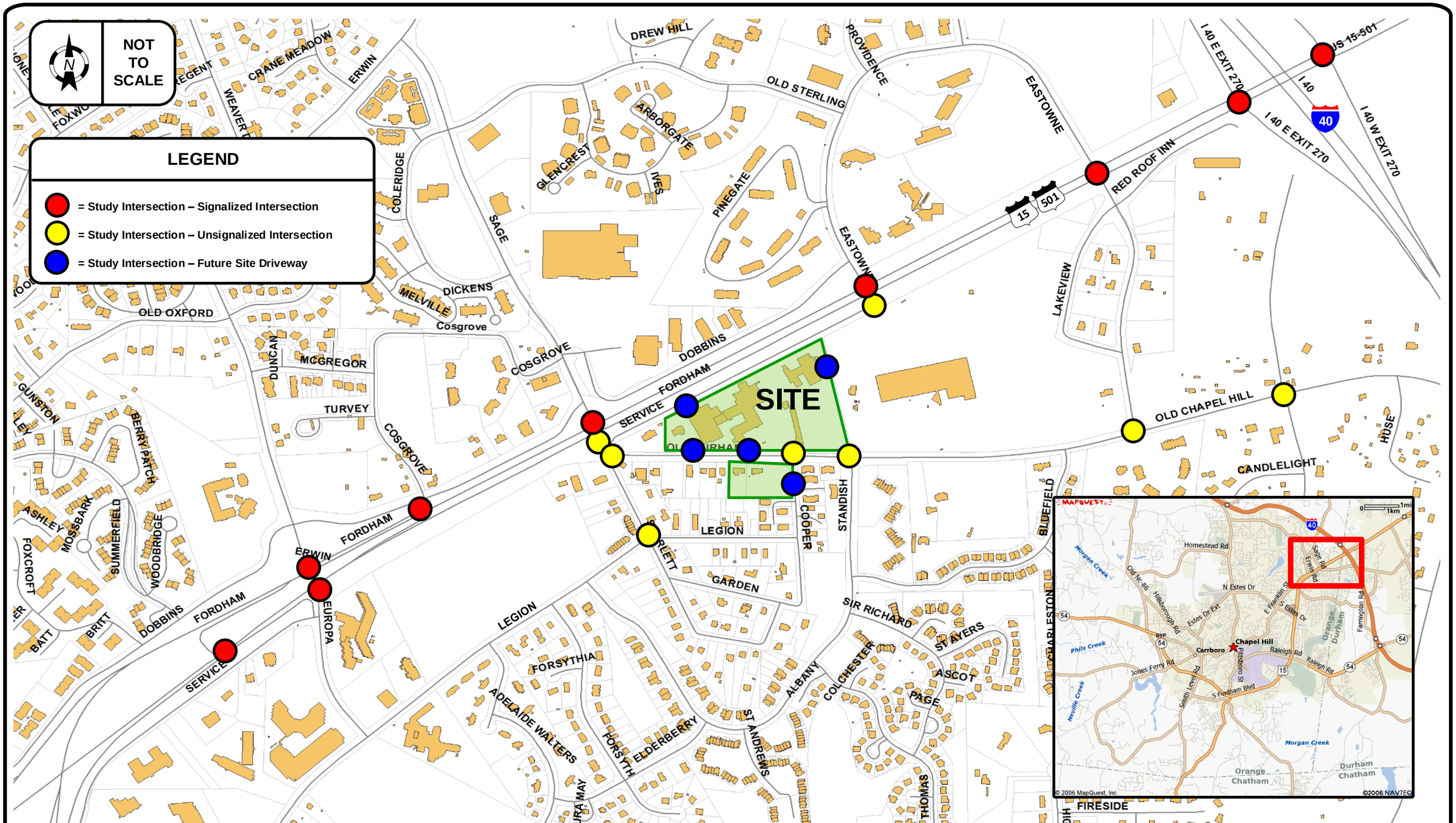
C. Applicant Committed Improvements

The current Wegmans site access plan that has been approved by the Town of Chapel Hill and all transportation recommendations based on that plan, as highlighted in **Figures 19 and 19A**, were considered to be committed improvements for this analysis.

D. Necessary/Proposed Improvements

Based on traffic capacity analyses for the 2022 design year for the Proposed Wegmans – SECU Access Driveway Scenario, and in consideration that all previous Background Committed and Applicant Committed improvements are completed by the 2022 design year, the proposed access modification and intersection improvements, as designed in **Figure 2B** and schematically shown in **Figure 19**, should provide adequate traffic operations for the study area network. This access modification should provide some operational benefit to adjacent signalized intersections along US 15-501, which were forced to accommodate all the exiting Wegmans site traffic in the Current Access Scenario. It should also reduce site-related traffic along Old Durham Road. Additional monitoring of the existing two-way stop controlled intersection at Old Chapel Hill Road and Lakeview Drive once the Wegmans site is open to traffic is recommended to evaluate the warrant for a traffic signal at this location.

Appendix A – Figures



HNTB

TOWN OF CHAPEL HILL

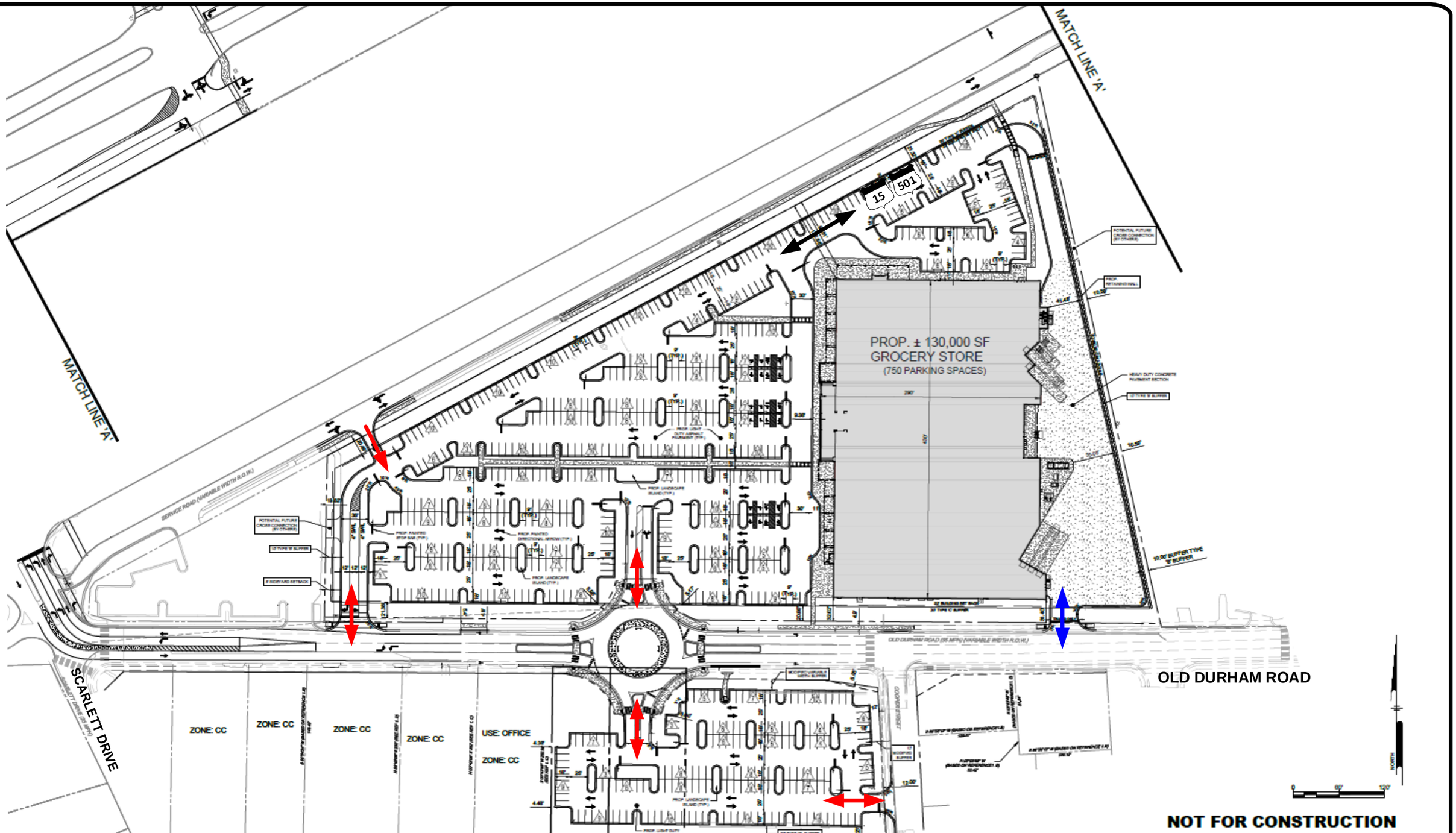
Wegmans - SECU Driveway Access

Traffic Impact Study

PROJECT STUDY AREA

DATE: November 2019

FIGURE 1



HNTB

NOT TO SCALE

LEGEND

= PROPOSED SITE ACCESS

= PROPOSED DELIVERY TRUCK-ONLY ACCESS

Wegmans - SECU Driveway Access

Traffic Impact Study

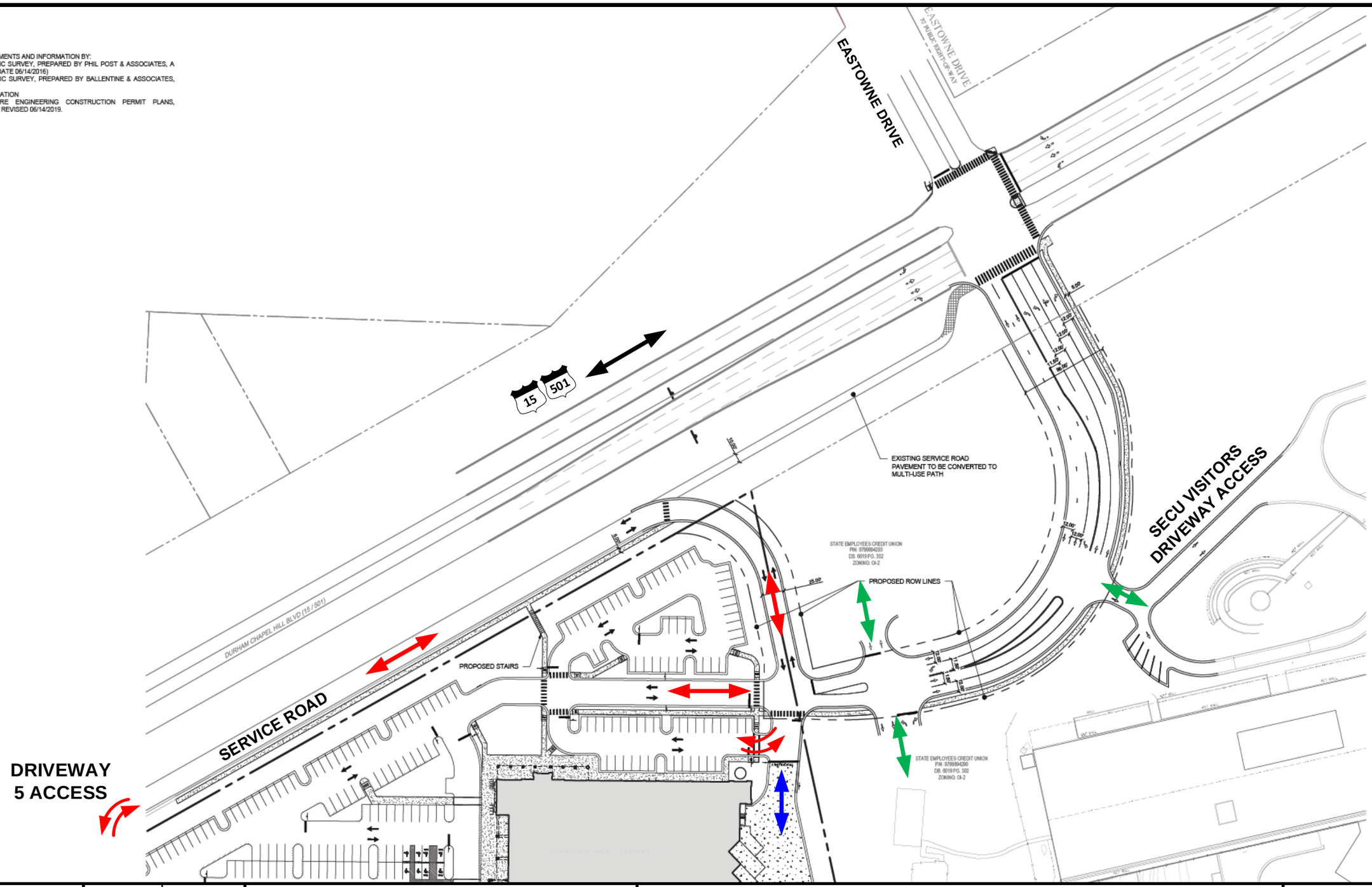
CURRENT SITE CONCEPT PLAN

DATE: November 2019

FIGURE 2A

NOTES:

1. THIS PLAN REFERENCES DOCUMENTS AND INFORMATION BY:
   A. BOUNDARY AND TOPOGRAPHIC SURVEY, PREPARED BY PHIL POST & ASSOCIATES, A DIVISION OF PENNONI (FIELD DATE 06/14/2016)
   B. BOUNDARY AND TOPOGRAPHIC SURVEY, PREPARED BY BALLENTINE & ASSOCIATES, P.A.; DATED 01/20/2017
   C. ORANGE COUNTY GIS INFORMATION
   D. PROPOSED GROCERY STORE ENGINEERING CONSTRUCTION PERMIT PLANS, PREPARED BY PENNONI; LAST REVISED 06/14/2019.



HNTB

TOWN OF CHAPEL HILL

N

NOT TO SCALE

LEGEND

= PROPOSED SITE ACCESS

= PROPOSED DELIVERY TRUCK-ONLY ACCESS

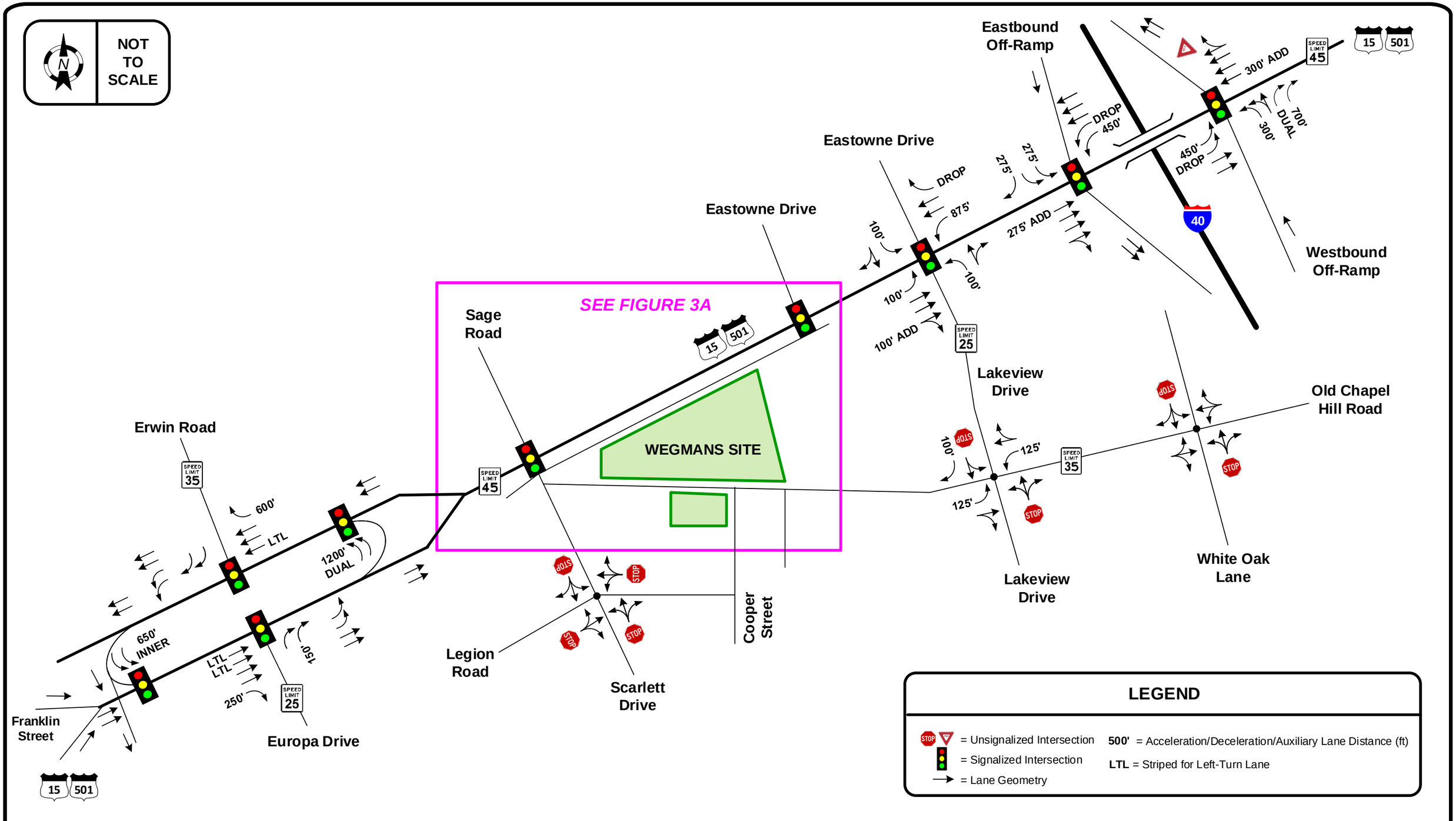
= PROPOSED FUTURE SECU PROPERTY ACCESS

Wegmans - SECU Driveway Access
Traffic Impact Study

SITE CONCEPT PLAN – PROPOSED ACCESS MODIFICATION

DATE: November 2019

FIGURE 2B



HNTB

TOWN OF CHAPEL HILL

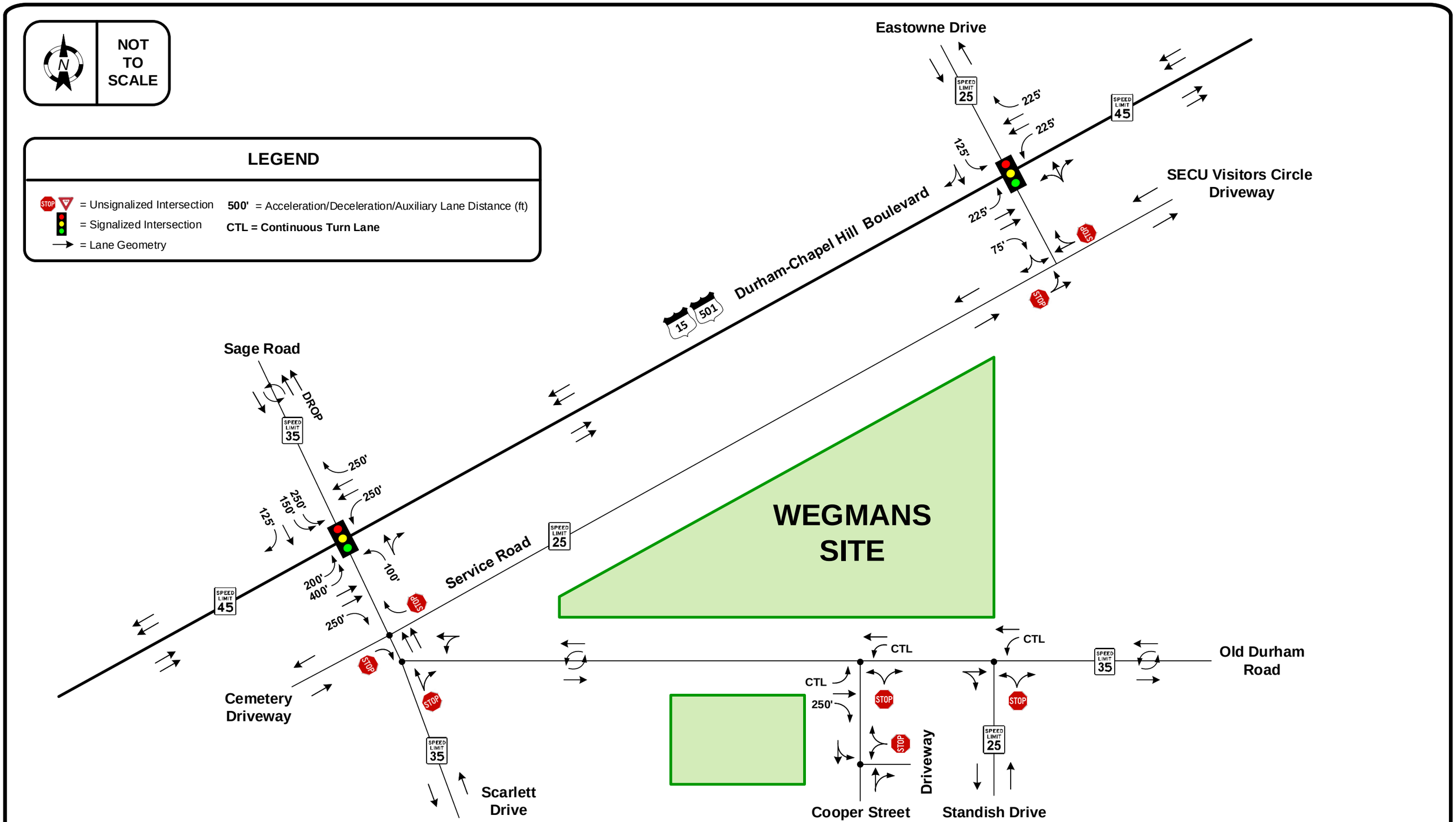
Wegmans - SECU Driveway Access

Traffic Impact Study

EXISTING LANEAGE AND GEOMETRICS

DATE: November 2019

FIGURE 3



HNTB

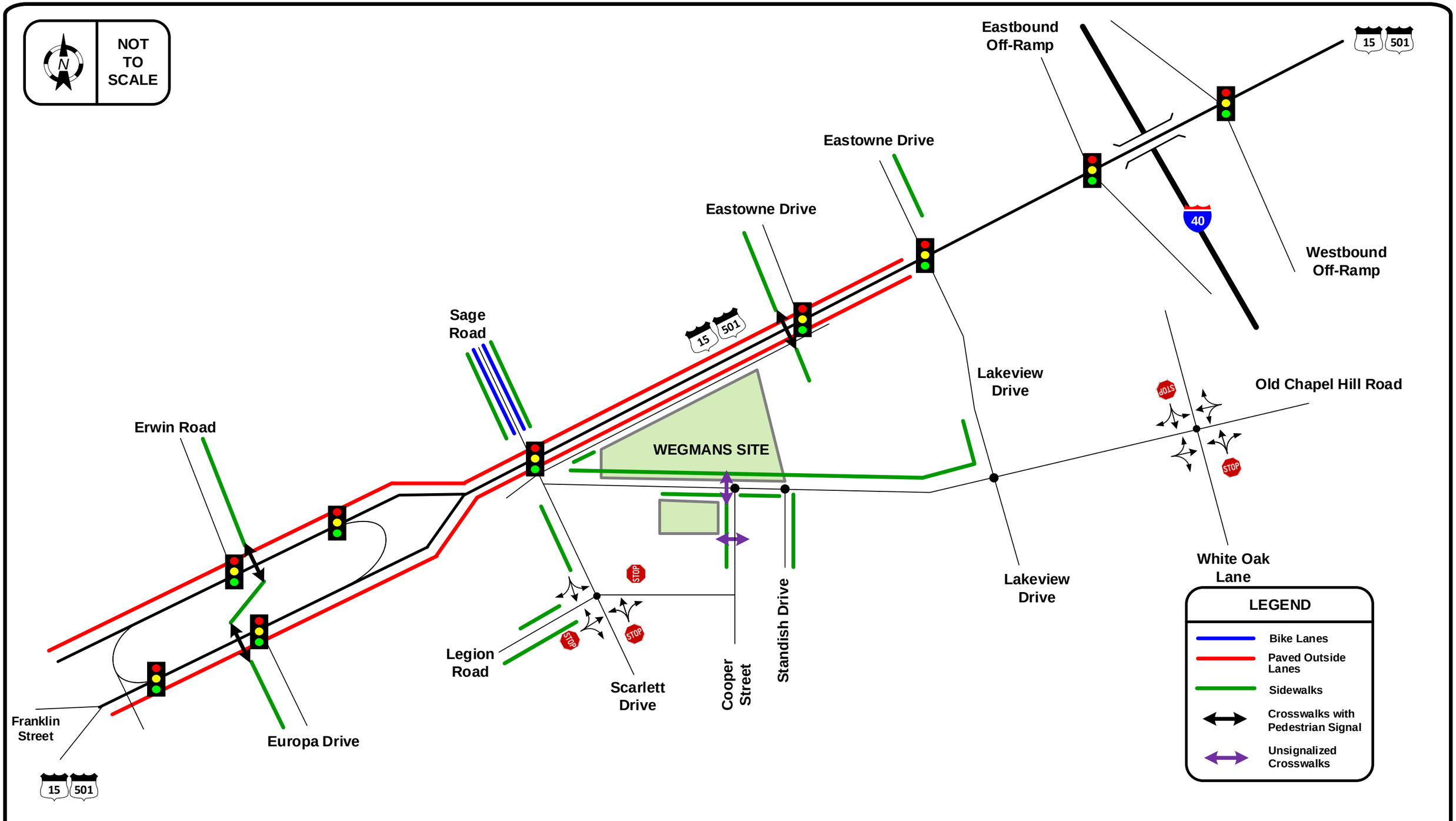
TOWN OF CHAPEL HILL

Wegmans - SECU Driveway Access
Traffic Impact Study

EXISTING LANEAGE AND GEOMETRICS

DATE: November 2019

FIGURE 3A



HNTB

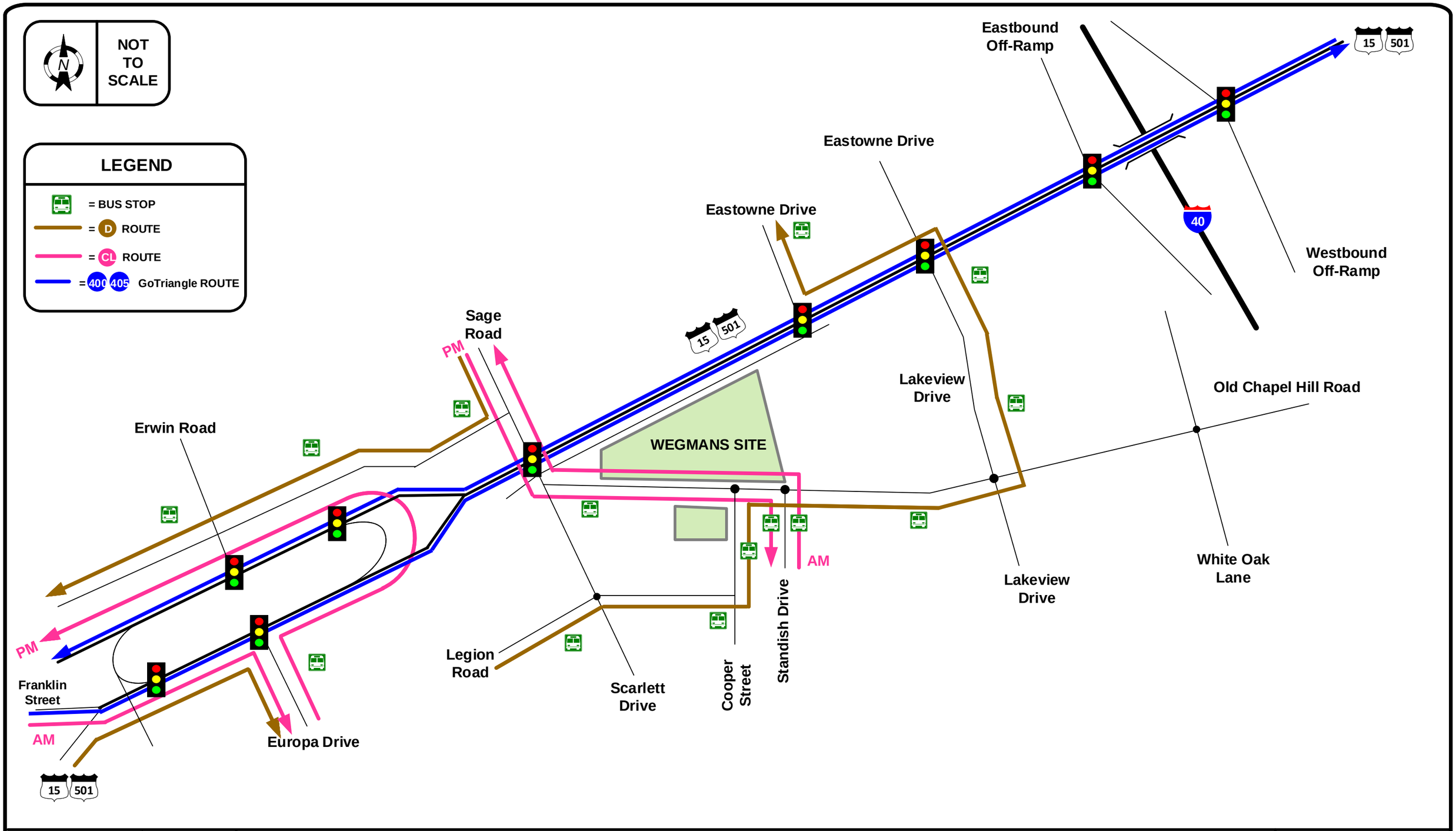
TOWN OF CHAPEL HILL

Wegmans - SECU Driveway Access
Traffic Impact Study

STUDY AREA PEDESTRIAN AND BICYCLE FACILITIES

DATE: November 2019

FIGURE 4



HNTB

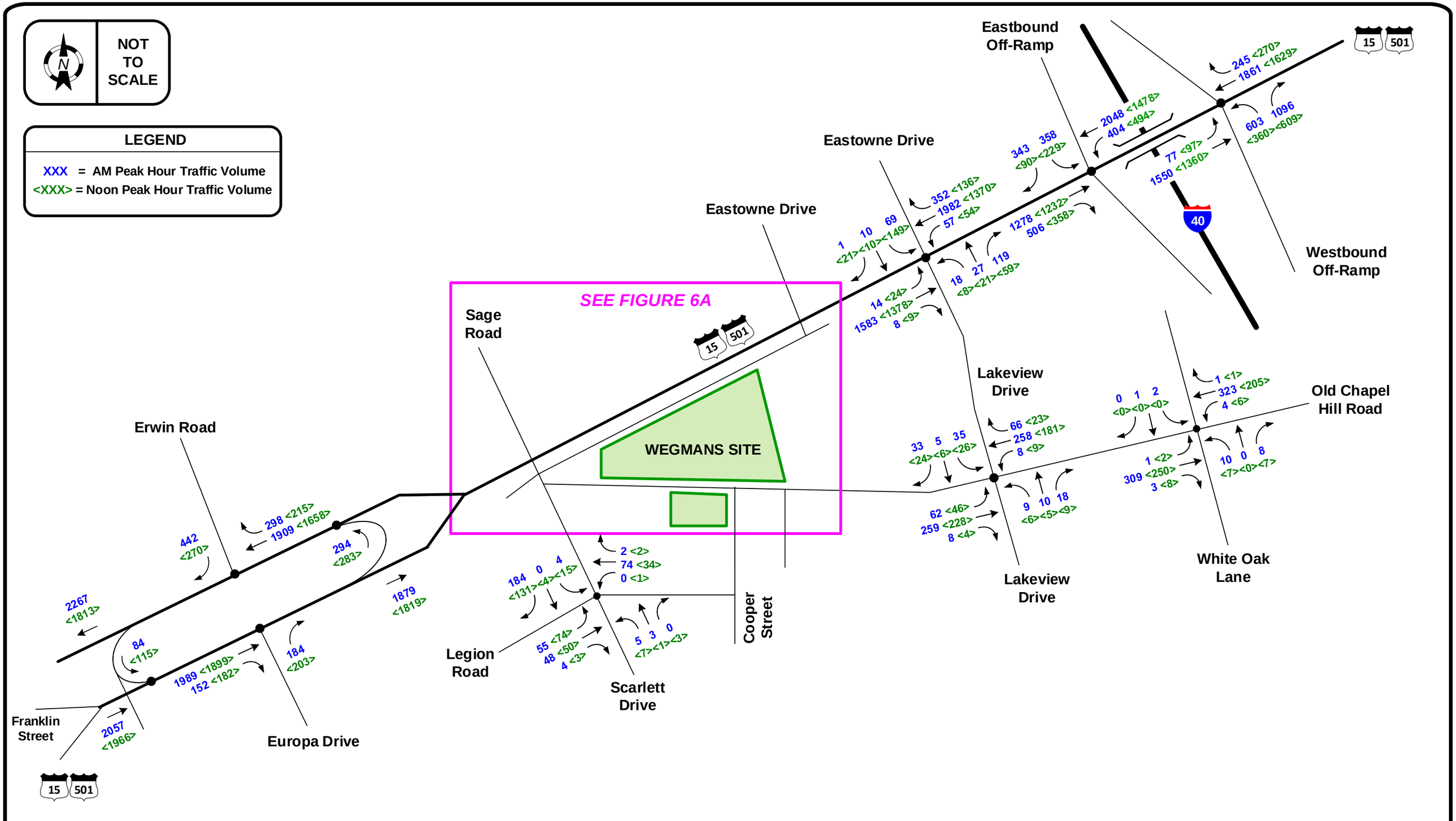
TOWN OF CHAPEL HILL

Wegmans - SECU Driveway Access
Traffic Impact Study

STUDY AREA TRANSIT ROUTES AND STOPS

DATE: November 2019

FIGURE 5



HNTB

TOWN OF CHAPEL HILL

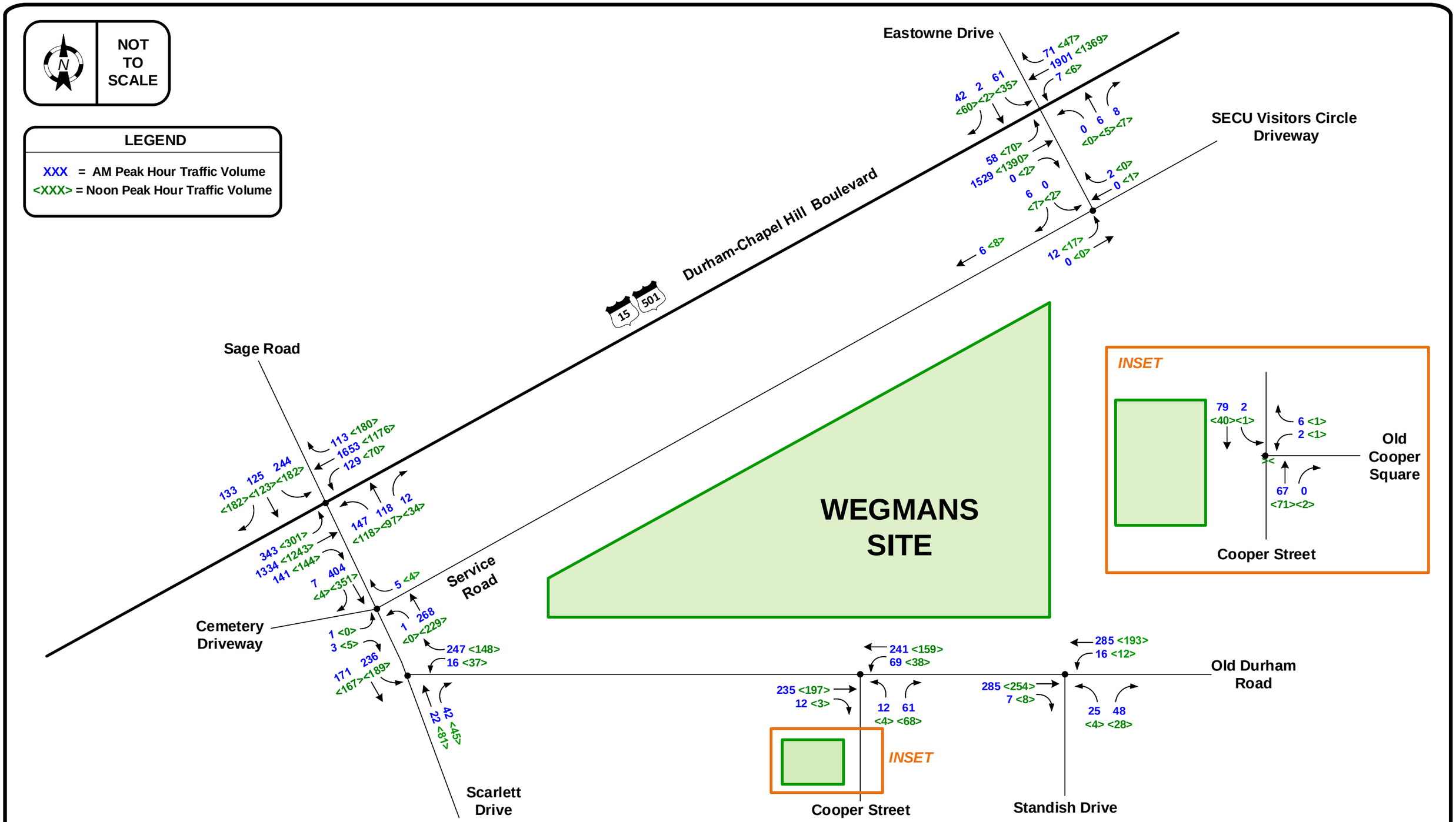
Wegmans - SECU Driveway Access

Traffic Impact Study

2019 EXISTING YEAR AM & NOON PEAK HOUR TRAFFIC VOLUMES

DATE: November 2019

FIGURE 6



HNTB

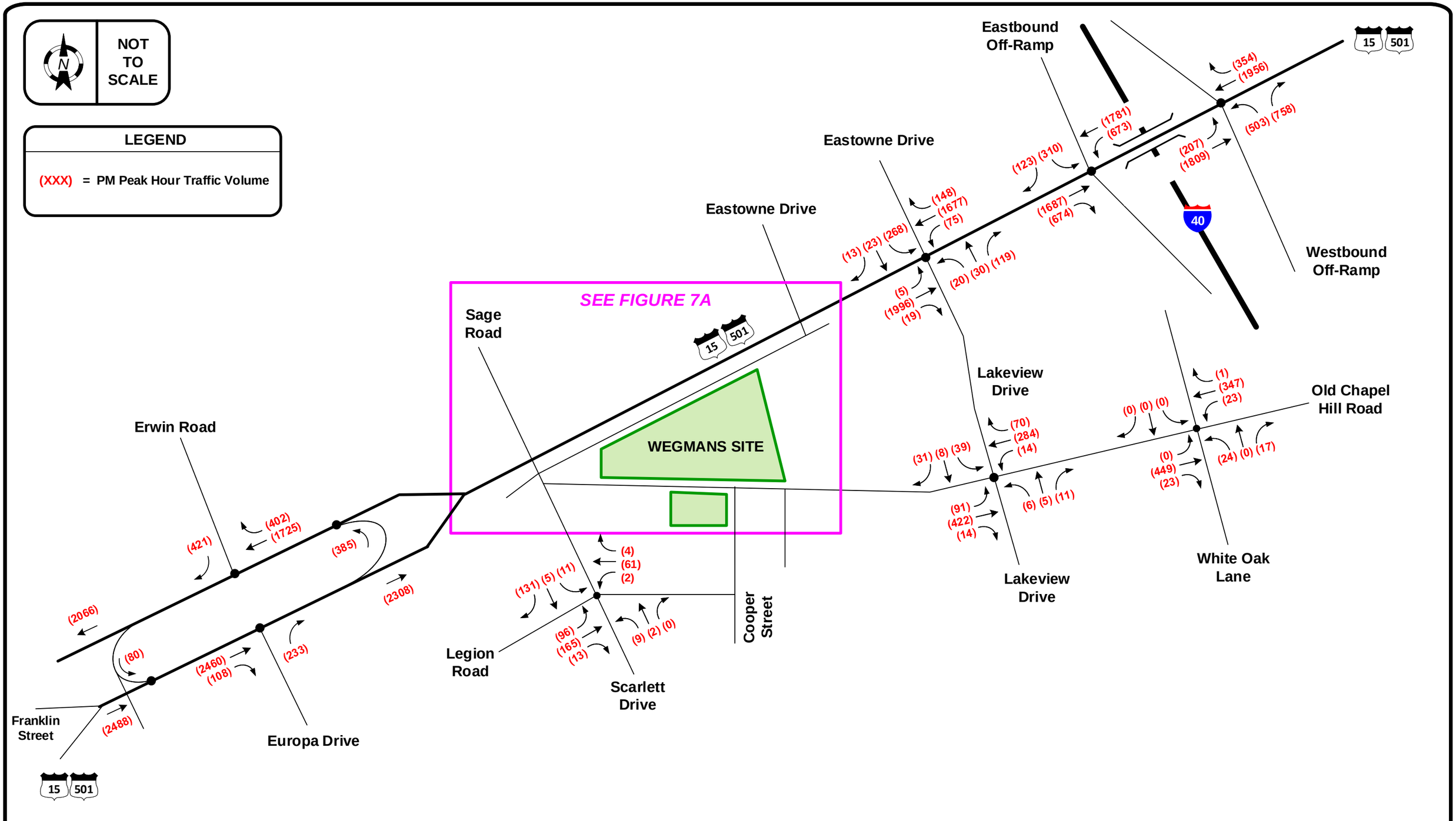
TOWN OF CHAPEL HILL

Wegmans - SECU Driveway Access
Traffic Impact Study

2019 EXISTING YEAR AM & NOON PEAK HOUR TRAFFIC VOLUMES

DATE: November 2019

FIGURE 6A

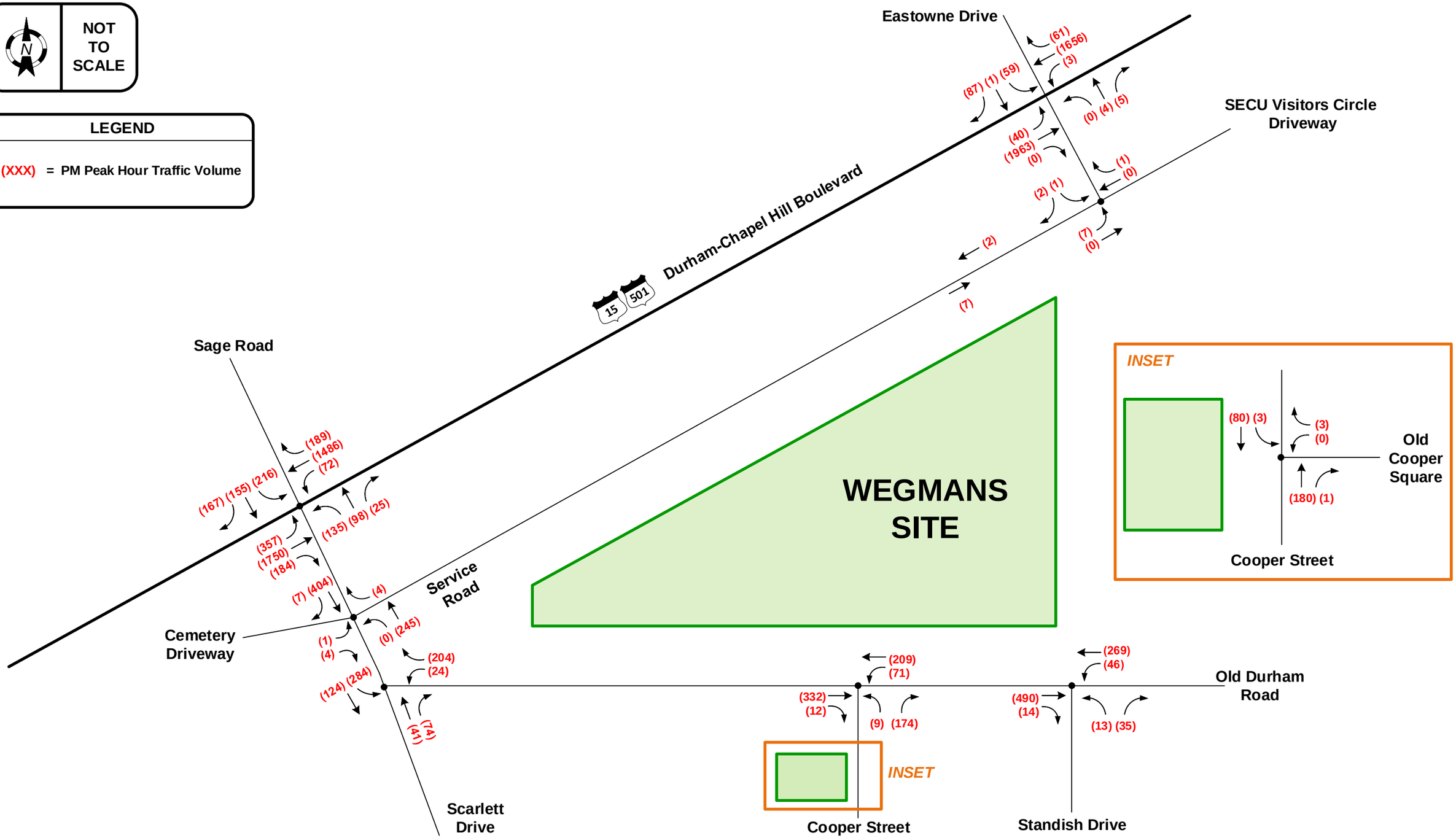


Wegmans - SECU Driveway Access
Traffic Impact Study

2019 EXISTING YEAR PM PEAK HOUR TRAFFIC VOLUMES

DATE: November 2019

FIGURE 7



HNTB

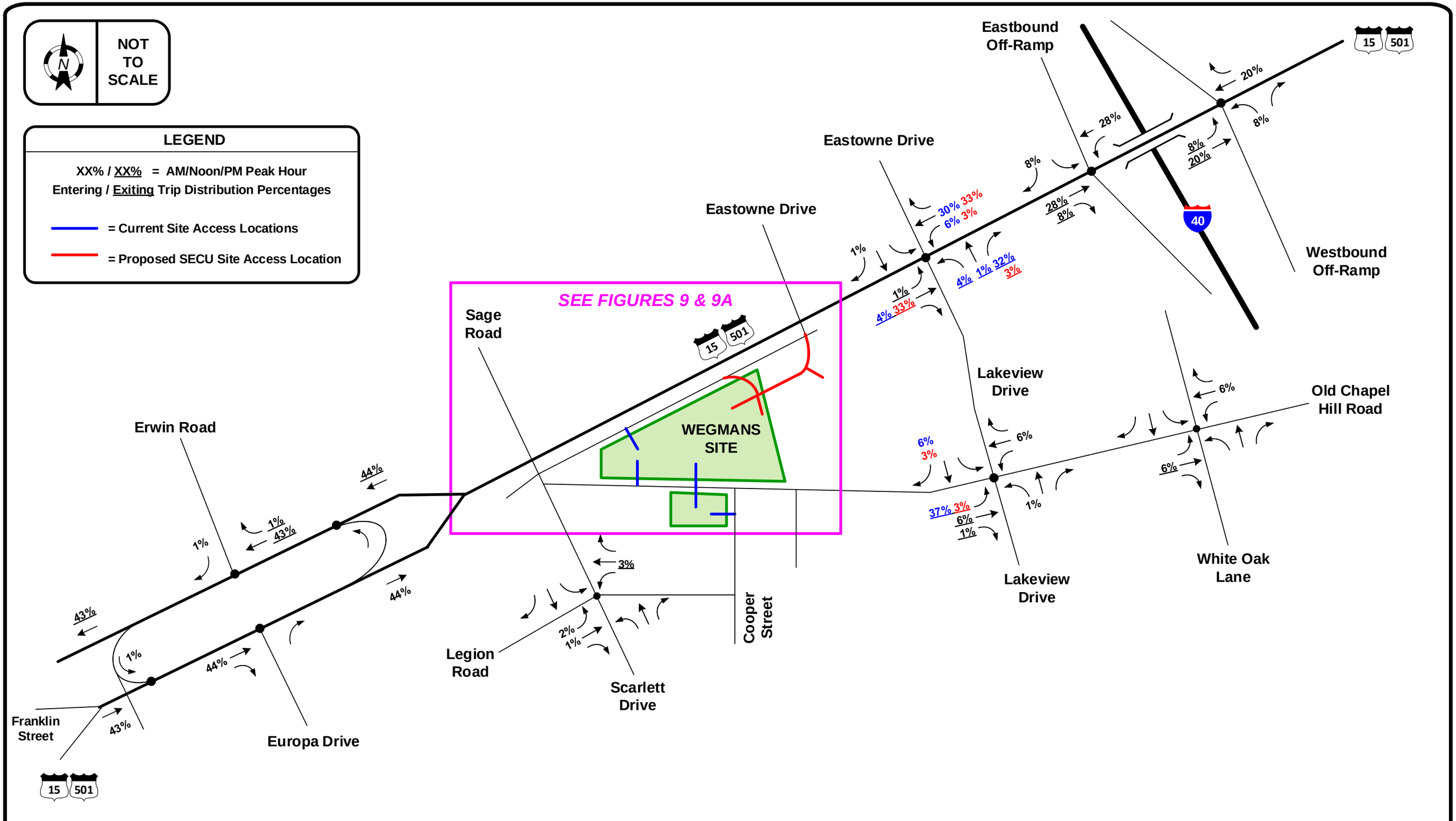
TOWN OF CHAPEL HILL

Wegmans - SECU Driveway Access
Traffic Impact Study

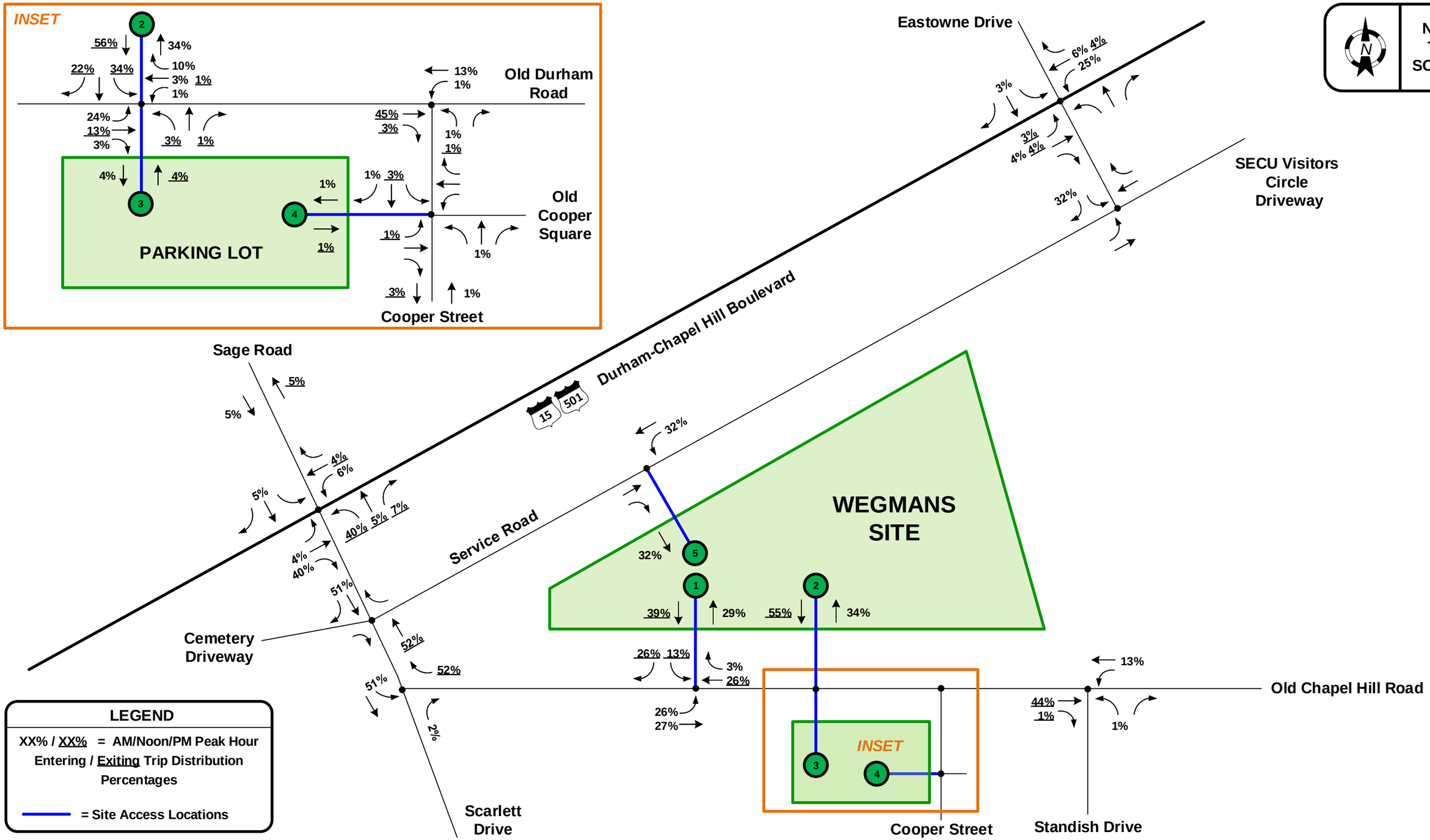
2019 EXISTING YEAR PM PEAK HOUR TRAFFIC VOLUMES

DATE: November 2019

FIGURE 7A



HNTB	Wegmans - SECU Driveway Access Traffic Impact Study	DATE: November 2019
	EXTERNAL SITE TRIP DISTIBUTION PERCENTAGES – NEW TRIPS	FIGURE 8



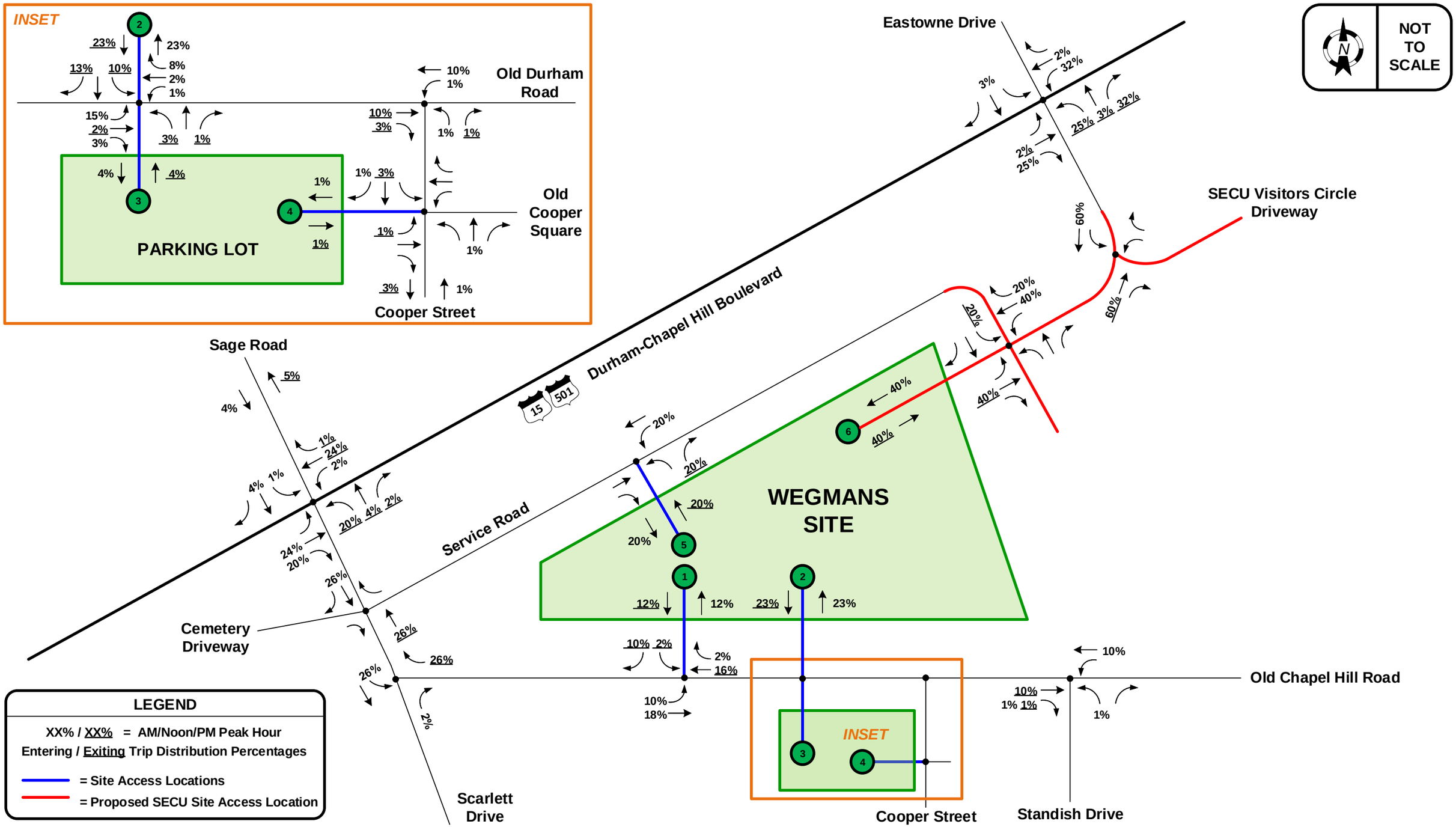
HNTB

Wegmans - SECU Driveway Access
Traffic Impact Study

INTERNAL SITE TRIP DISTRIBUTION PERCENTAGES – NEW TRIPS – CURRENT SITE PLAN

DATE: November 2019

FIGURE 9



HNTB

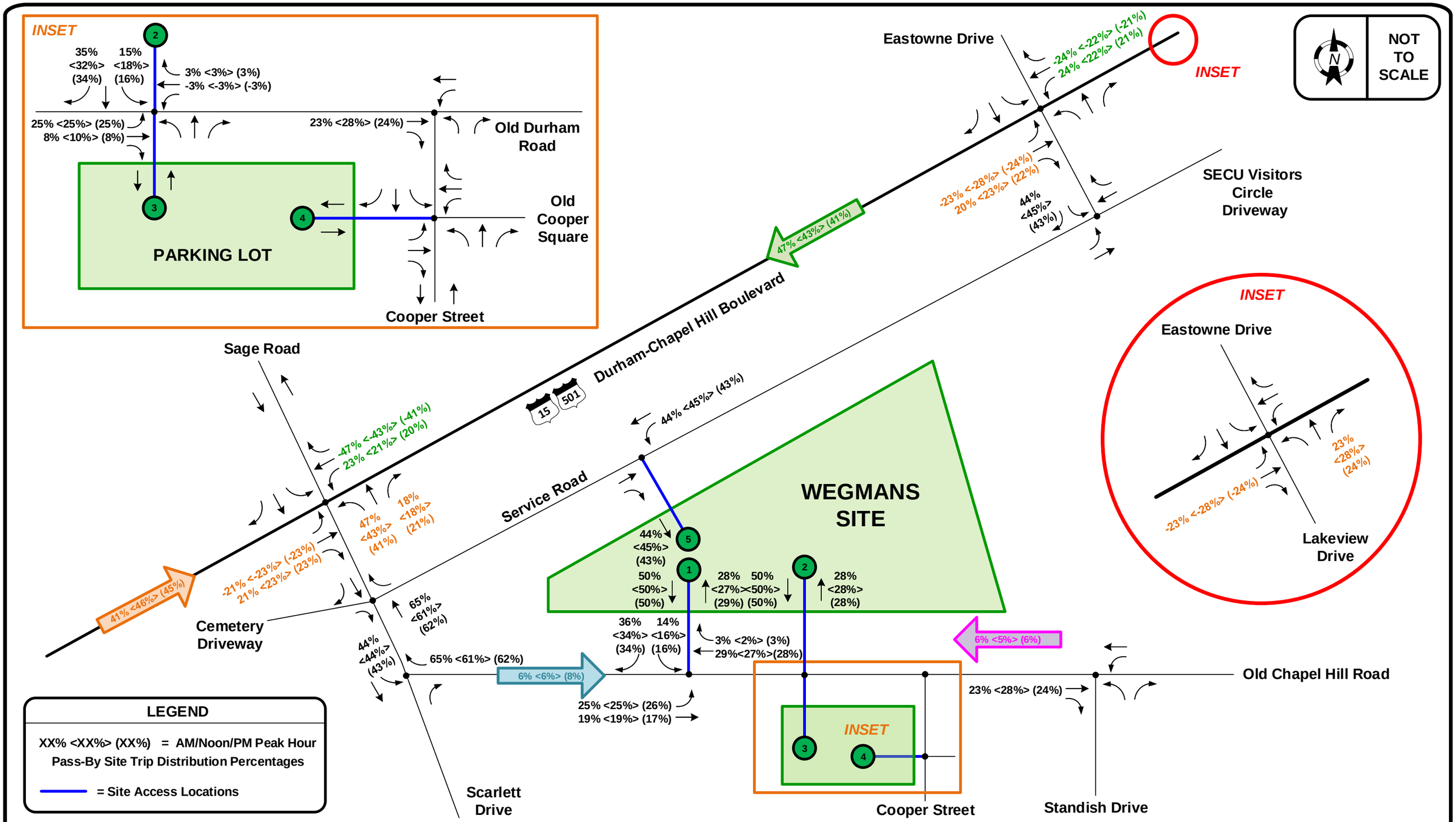
TOWN OF CHAPEL HILL

Wegmans - SECU Driveway Access
Traffic Impact Study

DATE: November 2019

INTERNAL SITE TRIP DISTRIBUTION PERCENTAGES – NEW TRIPS – PROPOSED SECU ACCESS

FIGURE 9A



HNTB

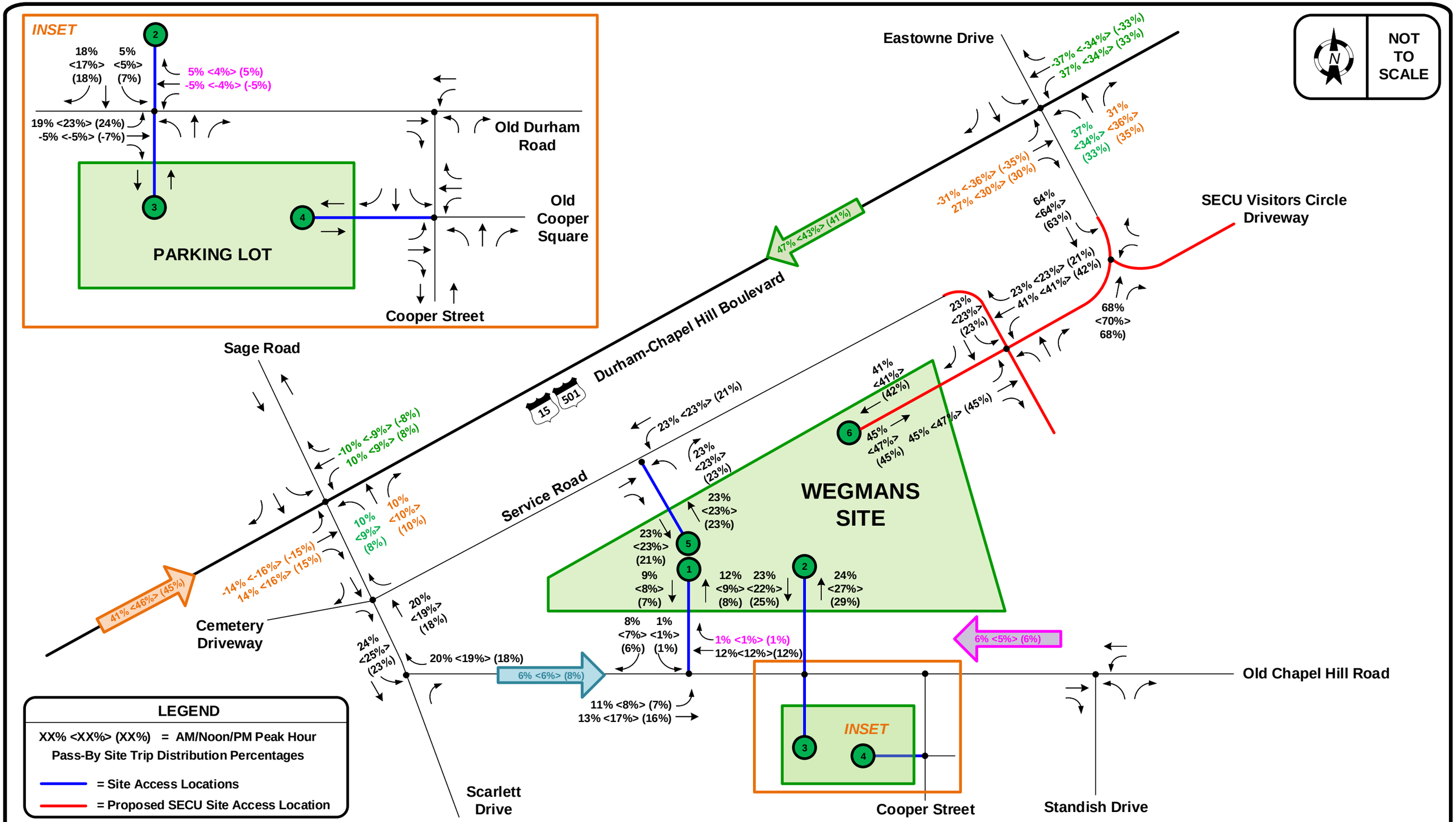
TOWN OF CHAPEL HILL

Wegmans - SECU Driveway Access
Traffic Impact Study

PASS-BY SITE TRIP DISTRIBUTION PERCENTAGES – CURRENT SITE PLAN

DATE: November 2019

FIGURE 10



HNTB

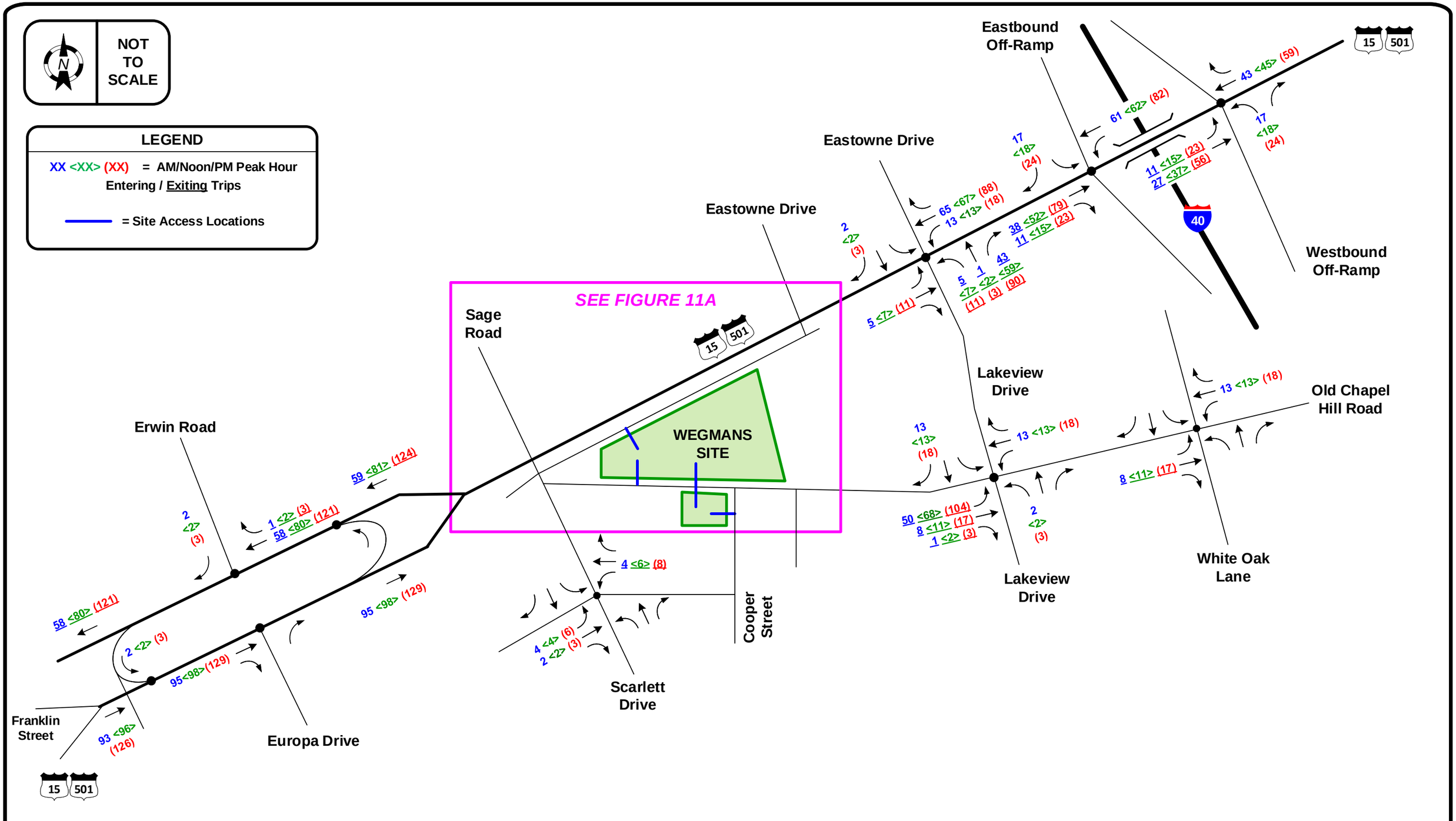
TOWN OF CHAPEL HILL

Wegmans - SECU Driveway Access
Traffic Impact Study

PASS-BY SITE TRIP DISTRIBUTION PERCENTAGES – PROPOSED SECU ACCESS

DATE: November 2019

FIGURE 10A



HNTB

TOWN OF CHAPEL HILL

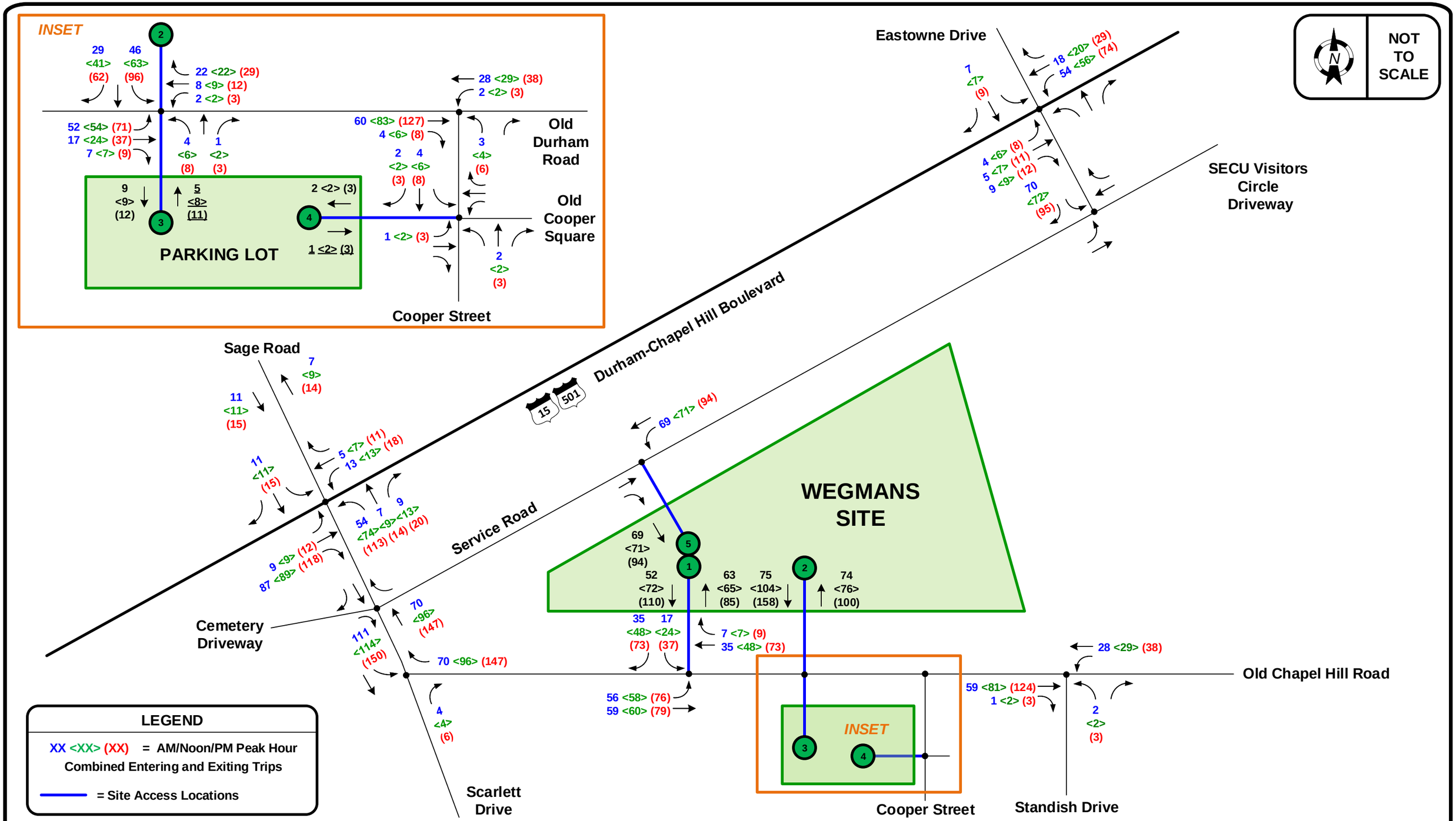
Wegmans - SECU Driveway Access

Traffic Impact Study

EXTERNAL SITE TRAFFIC ASSIGNMENT – NEW TRIPS – CURRENT SITE PLAN

DATE: November 2019

FIGURE 11



HNTB

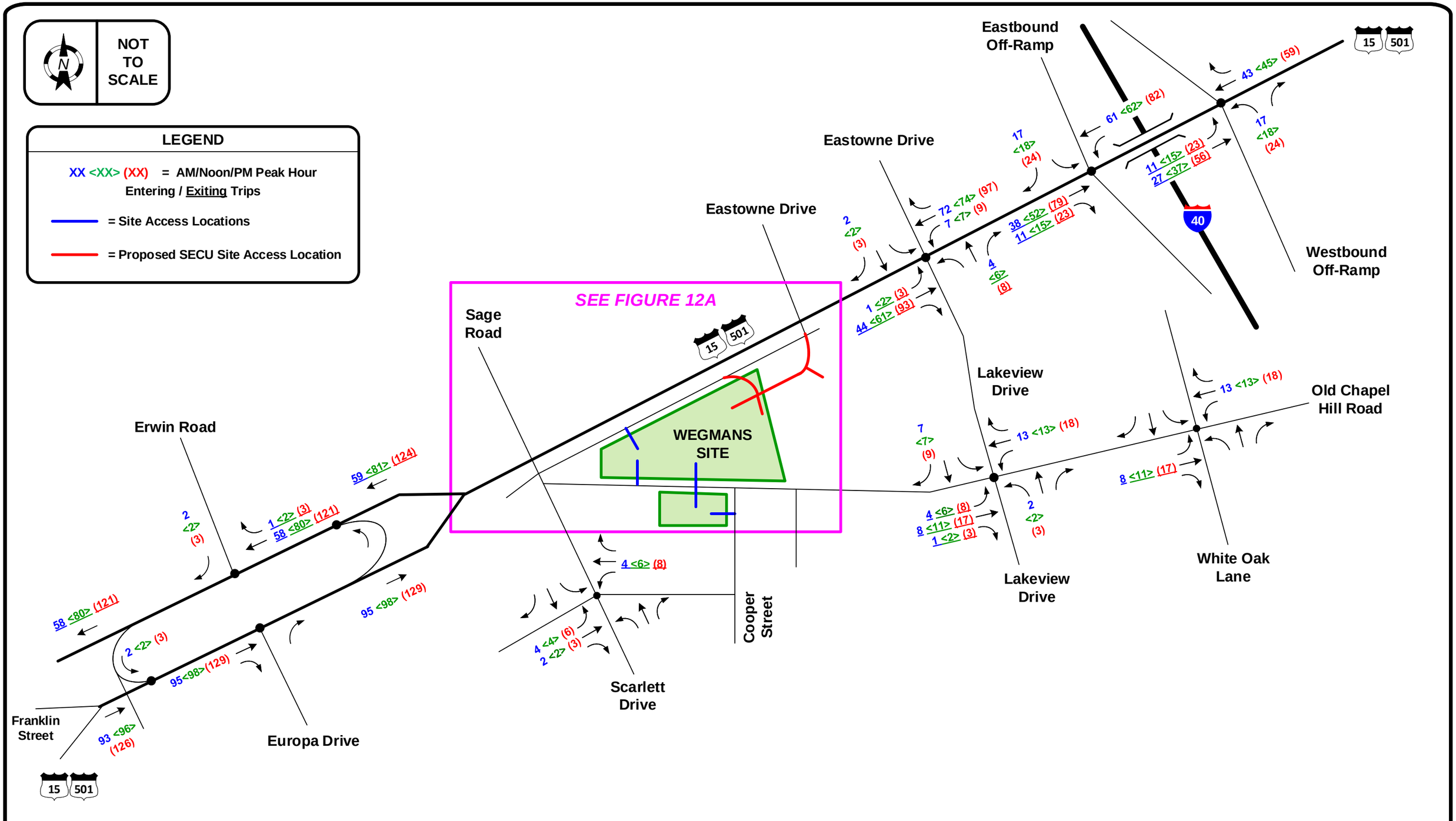
TOWN OF CHAPEL HILL

Wegmans - SECU Driveway Access
Traffic Impact Study

INTERNAL SITE TRAFFIC ASSIGNMENT – NEW TRIPS – CURRENT SITE PLAN

DATE: November 2019

FIGURE 11A



HNTB

TOWN OF CHAPEL HILL

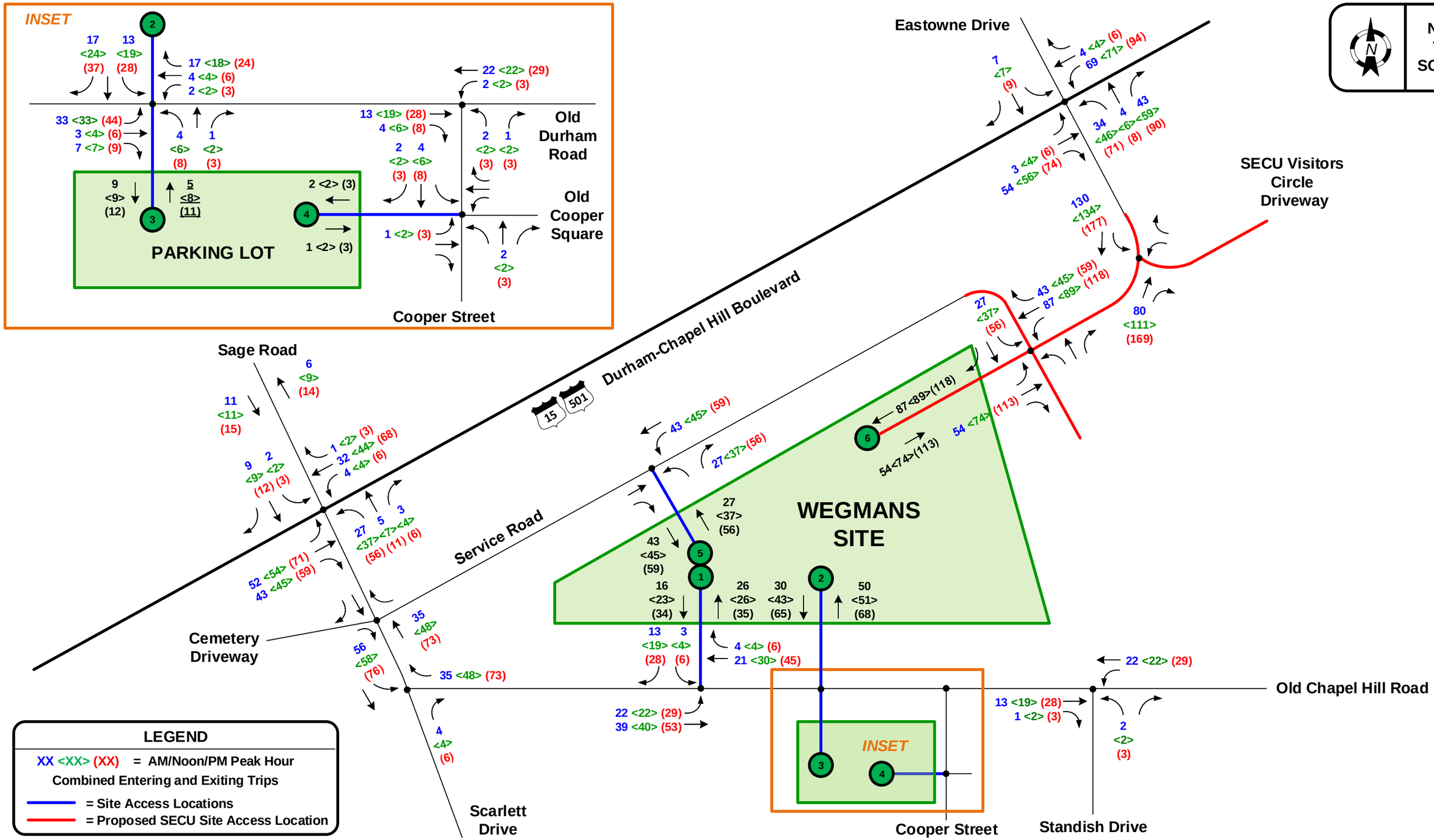
Wegmans - SECU Driveway Access

Traffic Impact Study

EXTERNAL SITE TRAFFIC ASSIGNMENT – NEW TRIPS – PROPOSED SECU ACCESS

DATE: November 2019

FIGURE 12



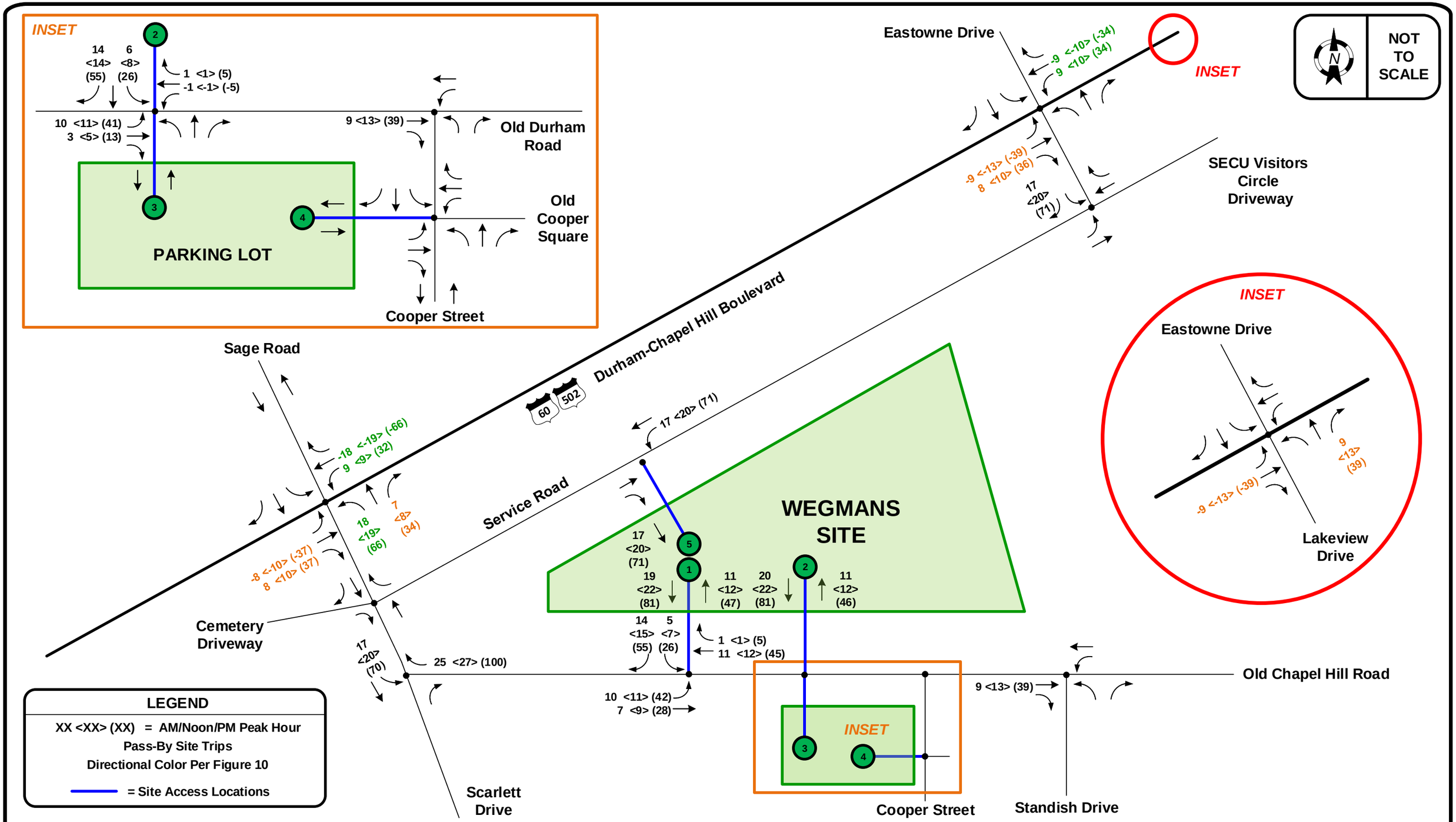
HNTB

Wegmans - SECU Driveway Access
Traffic Impact Study

INTERNAL SITE TRAFFIC ASSIGNMENT – NEW TRIPS – PROPOSED SECU ACCESS

DATE: November 2019

FIGURE 12A



HNTB

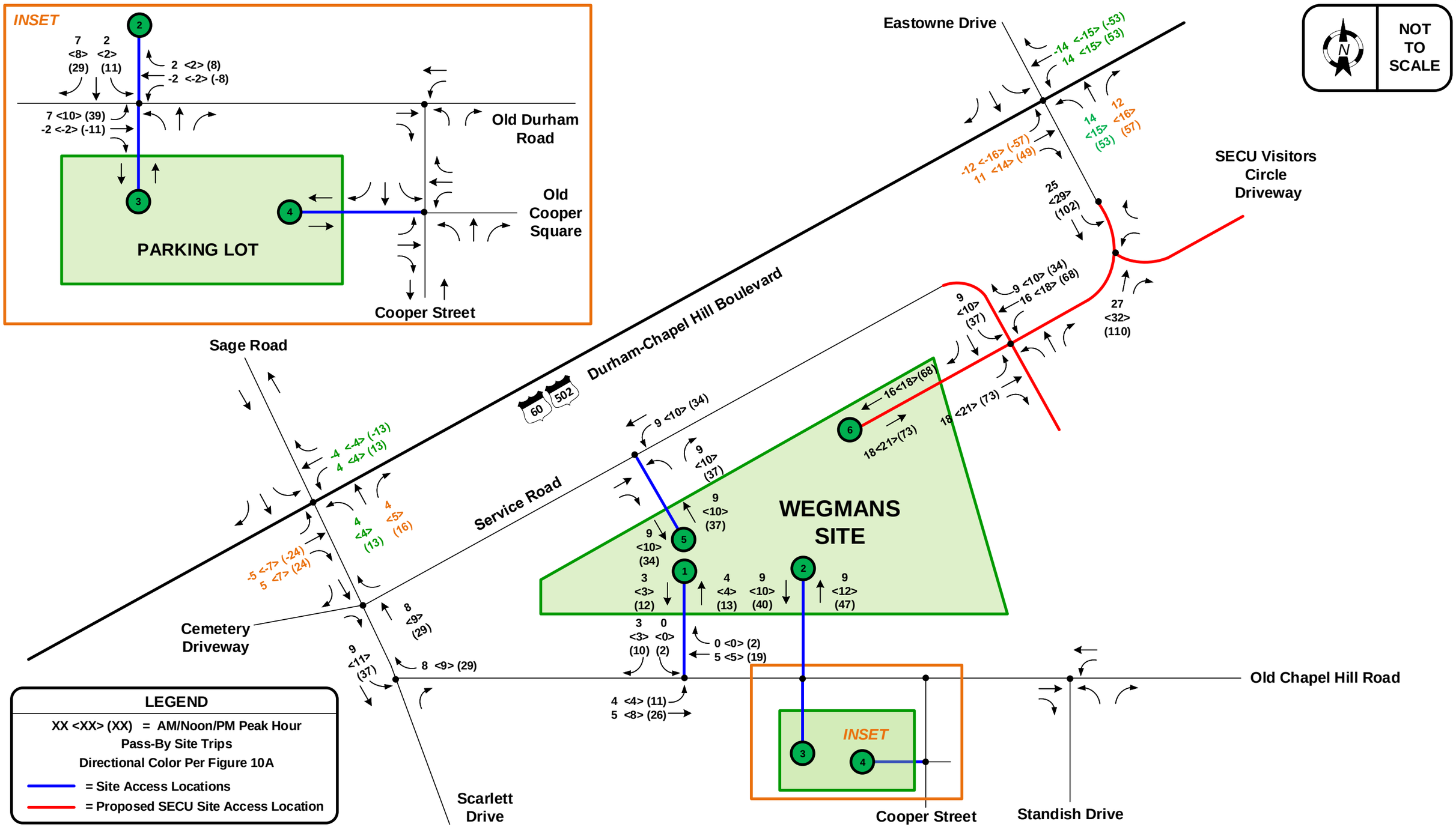
TOWN OF CHAPEL HILL

Wegmans - SECU Driveway Access
Traffic Impact Study

PASS-BY SITE TRAFFIC ASSIGNMENT – CURRENT SITE PLAN

DATE: November 2019

FIGURE 13



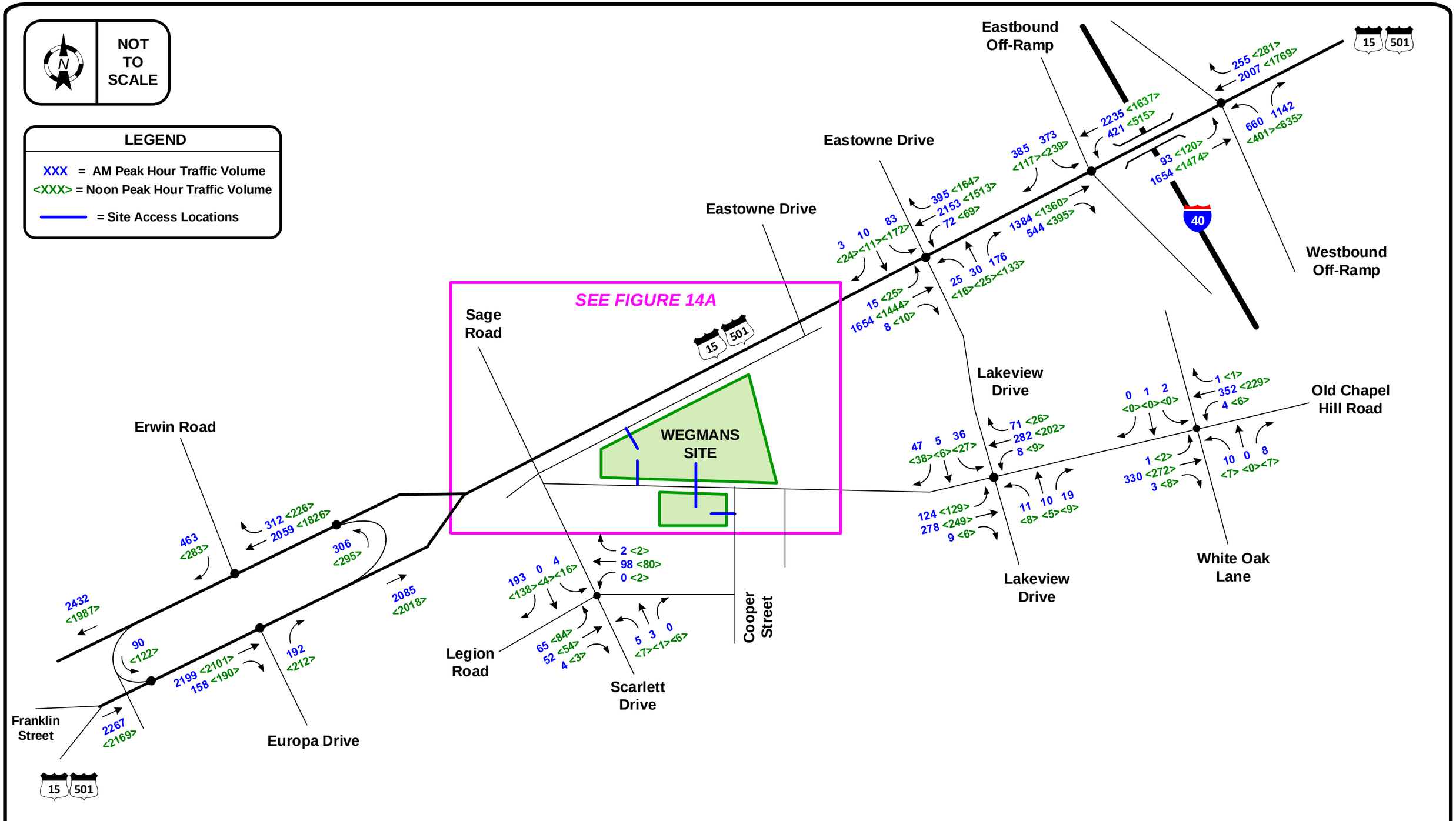
HNTB

Wegmans - SECU Driveway Access
Traffic Impact Study

PASS-BY SITE TRAFFIC ASSIGNMENT – PROPOSED SECU ACCESS

DATE: November 2019

FIGURE 13



HNTB

TOWN OF CHAPEL HILL

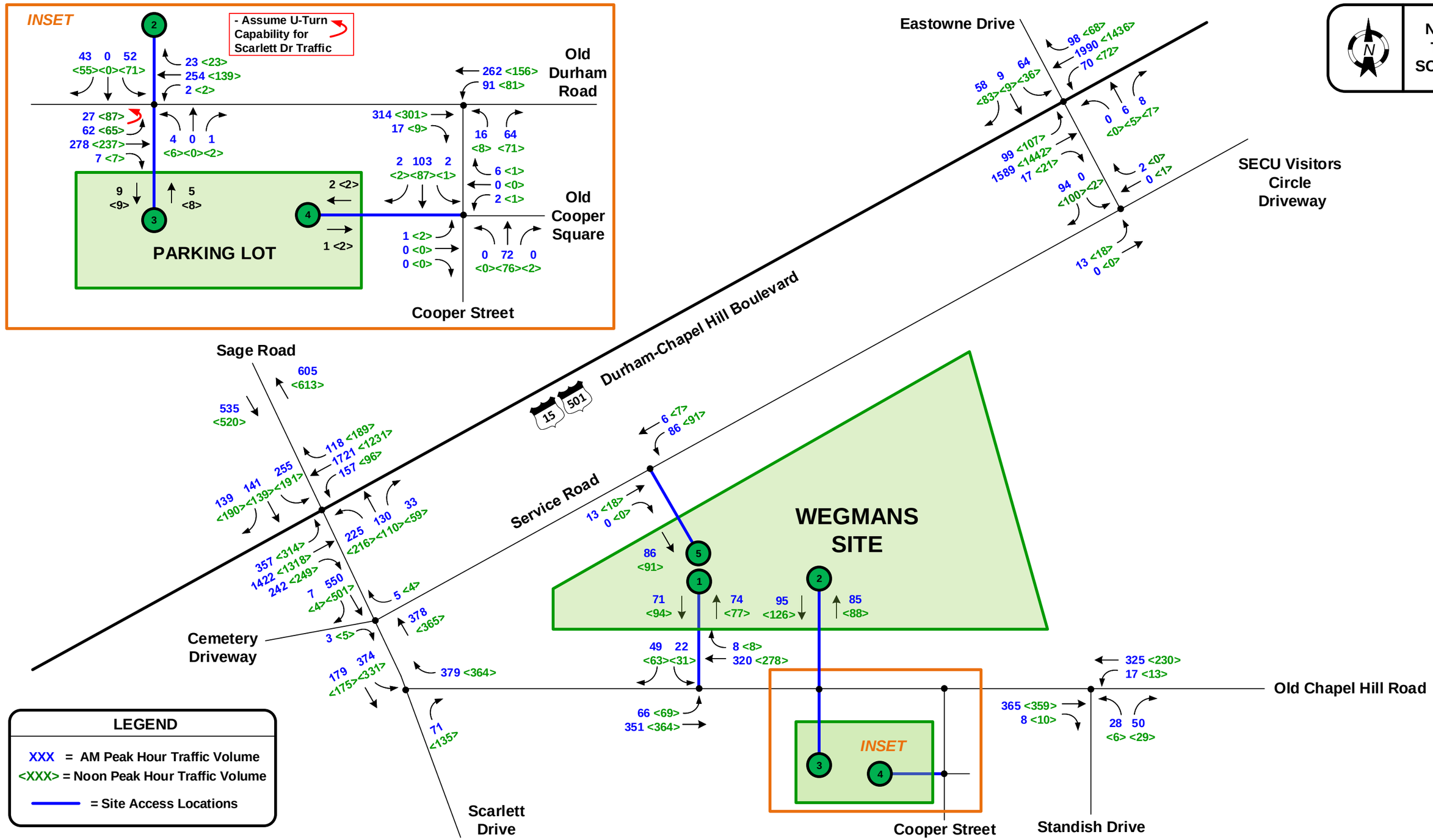
Wegmans - SECU Driveway Access

Traffic Impact Study

2022 NO-BUILD SCENARIO - AM & NOON PEAK HOUR TRAFFIC VOLUMES – CURRENT SITE PLAN

DATE: November 2019

FIGURE 14



HNTB

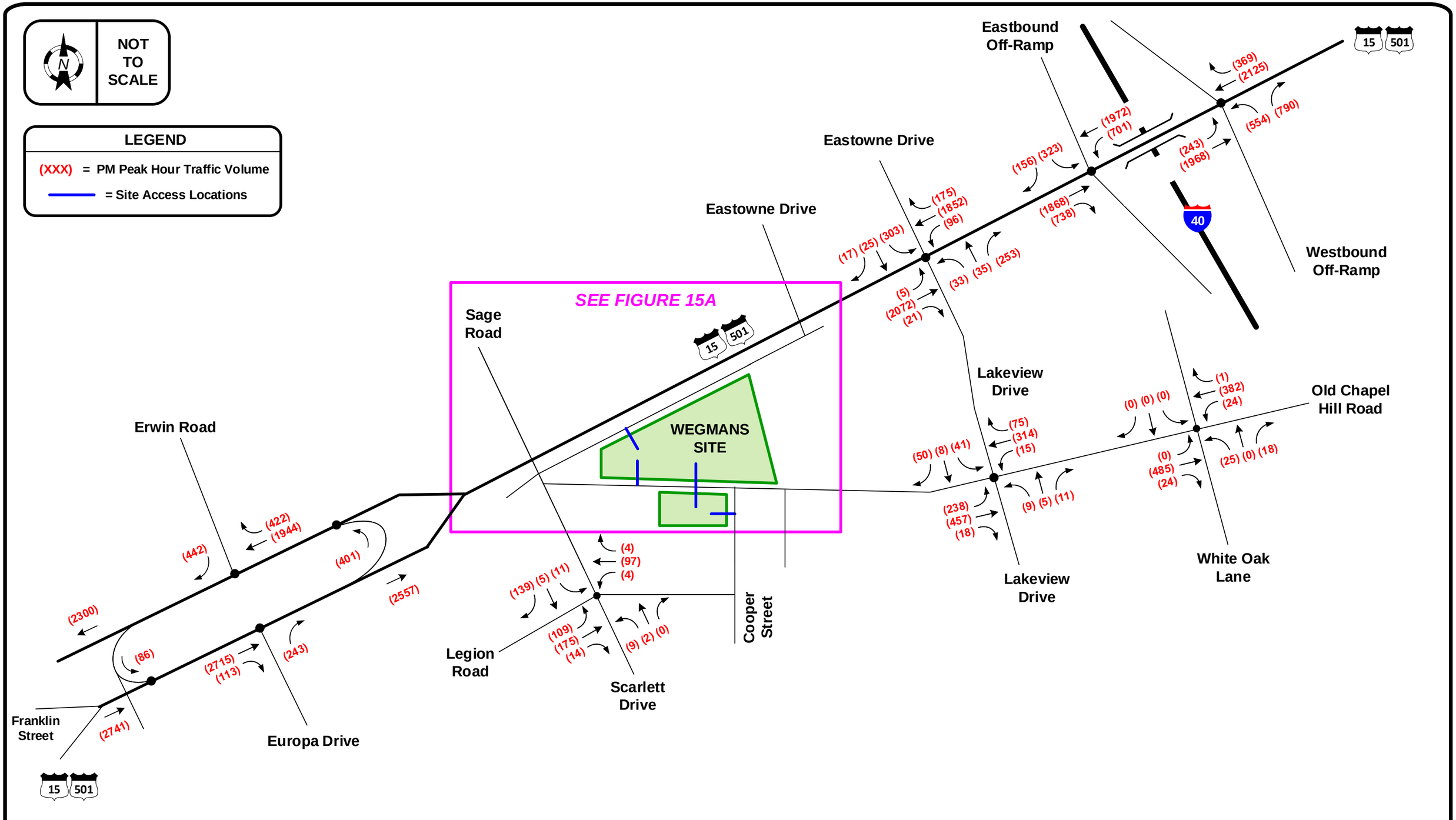
TOWN OF CHAPEL HILL

Wegmans - SECU Driveway Access
Traffic Impact Study

DATE: November 2019

2022 NO-BUILD SCENARIO - AM & NOON PEAK HOUR TRAFFIC VOLUMES – CURRENT SITE PLAN

FIGURE 14A



HNTB

TOWN OF CHAPEL HILL

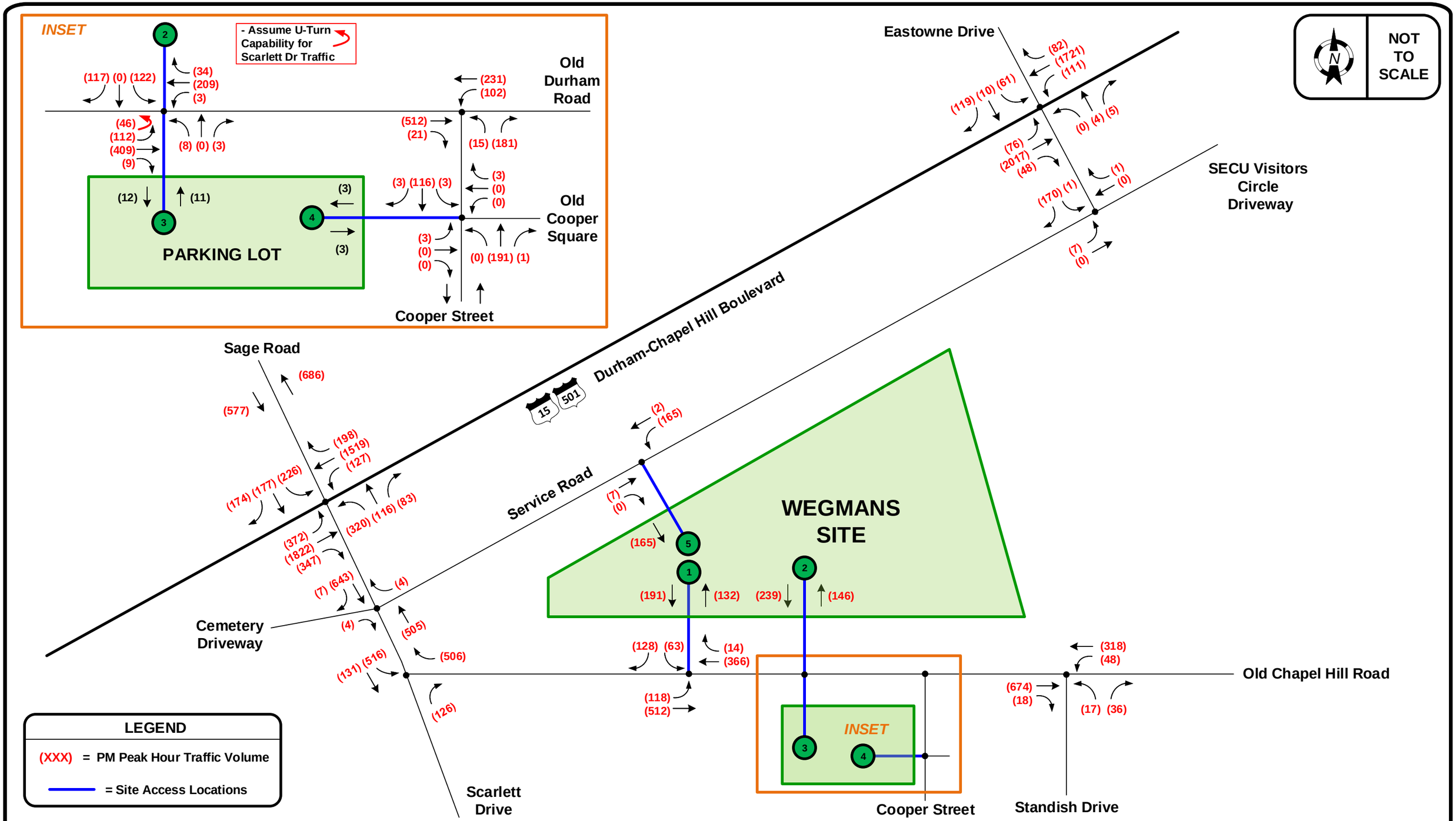
Wegmans - SECU Driveway Access

Traffic Impact Study

2022 NO-BUILD SCENARIO - PM PEAK HOUR TRAFFIC VOLUMES – CURRENT SITE PLAN

DATE: November 2019

FIGURE 15



HNTB

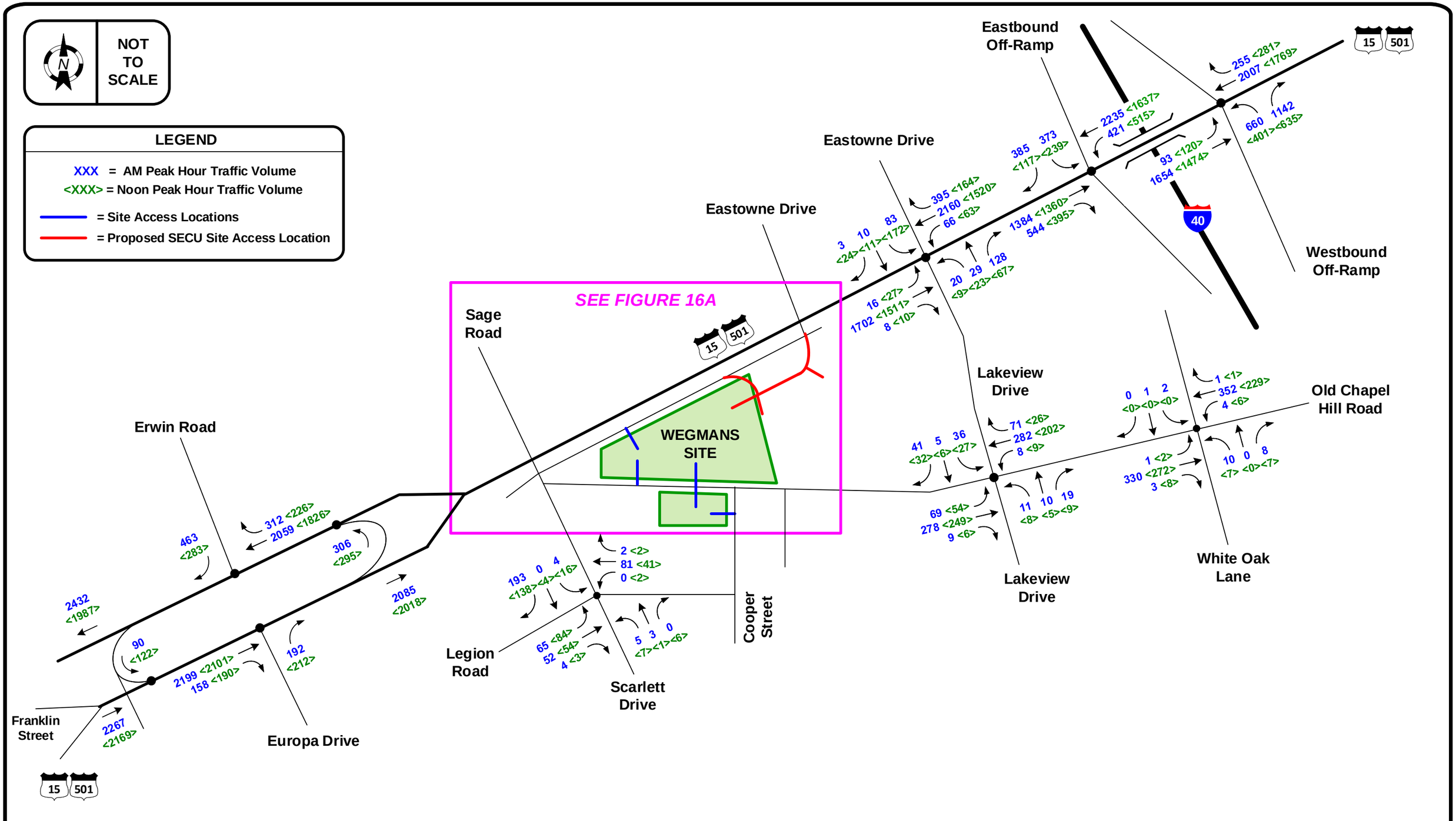
TOWN OF CHAPEL HILL

Wegmans - SECU Driveway Access
Traffic Impact Study

2022 NO-BUILD SCENARIO - PM PEAK HOUR TRAFFIC VOLUMES – CURRENT SITE PLAN

DATE: November 2019

FIGURE 15A

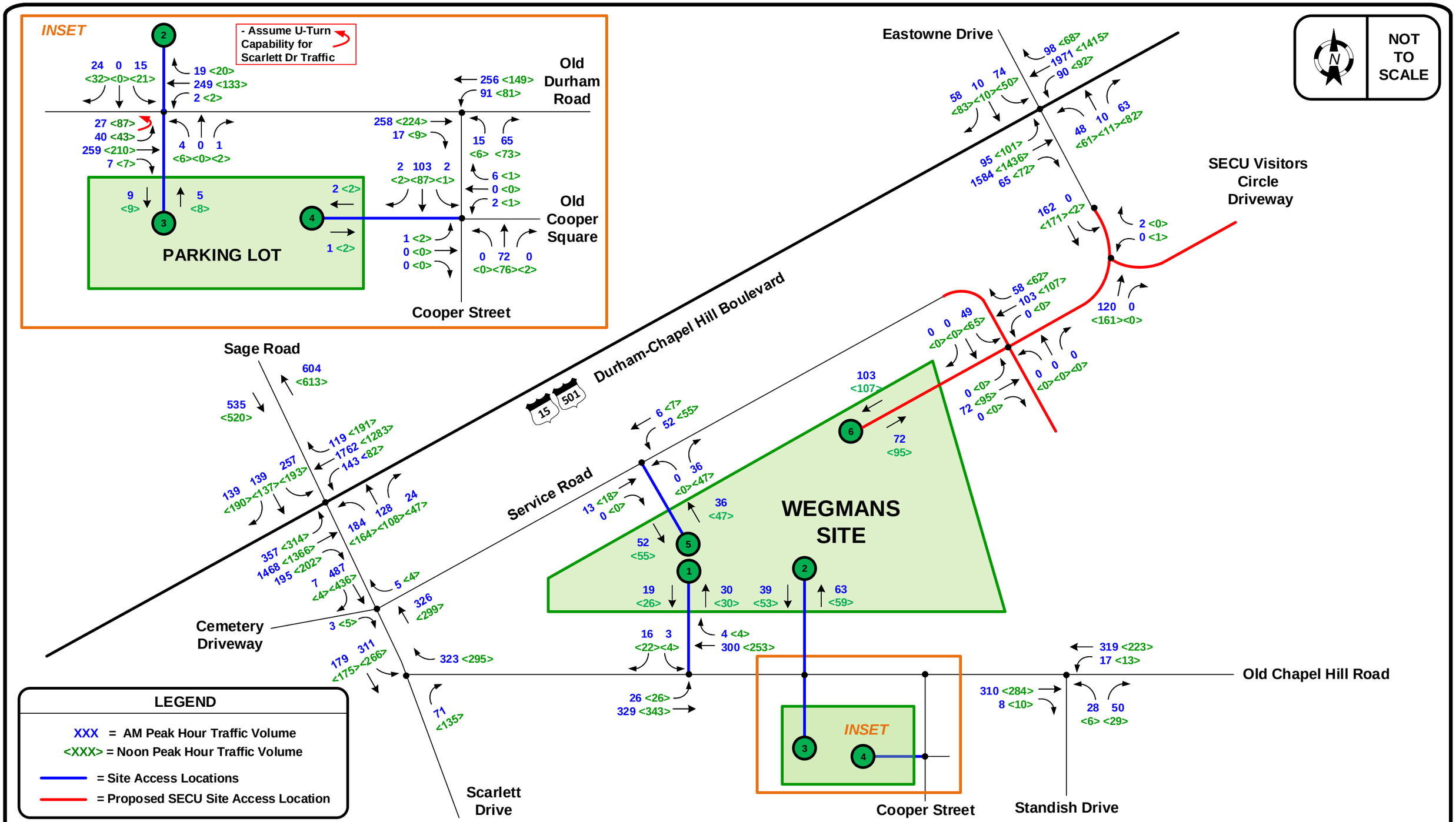


Wegmans - SECU Driveway Access
Traffic Impact Study

2022 BUILD SCENARIO - AM & NOON PEAK HOUR TRAFFIC VOLUMES – PROPOSED SECU ACCESS

DATE: November 2019

FIGURE 16



HNTB

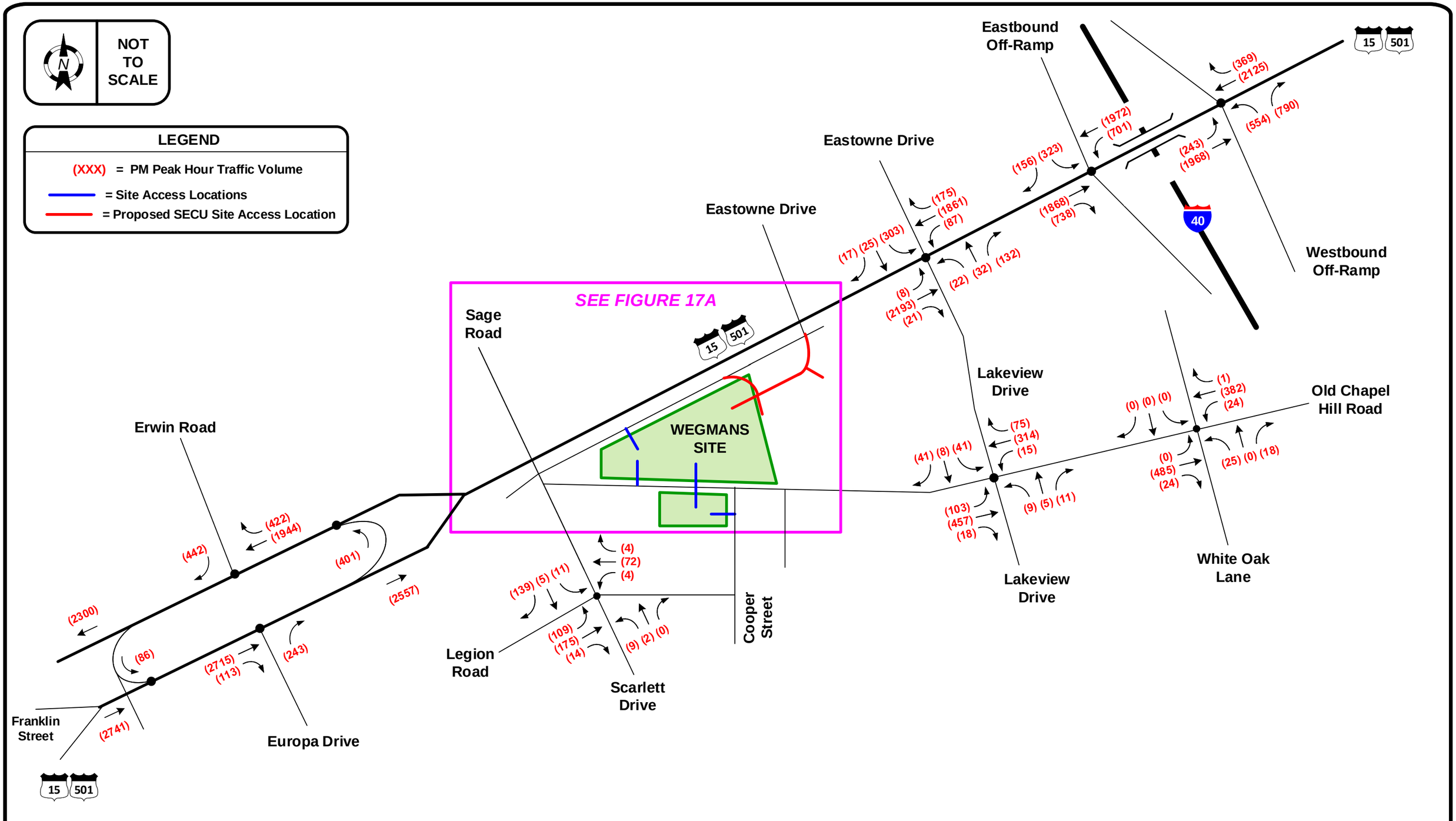
TOWN OF CHAPEL HILL

Wegmans - SECU Driveway Access
Traffic Impact Study

DATE: November 2019

2022 BUILD SCENARIO - AM & NOON PEAK HOUR TRAFFIC VOLUMES – PROPOSED SECU ACCESS

FIGURE 16A



HNTB

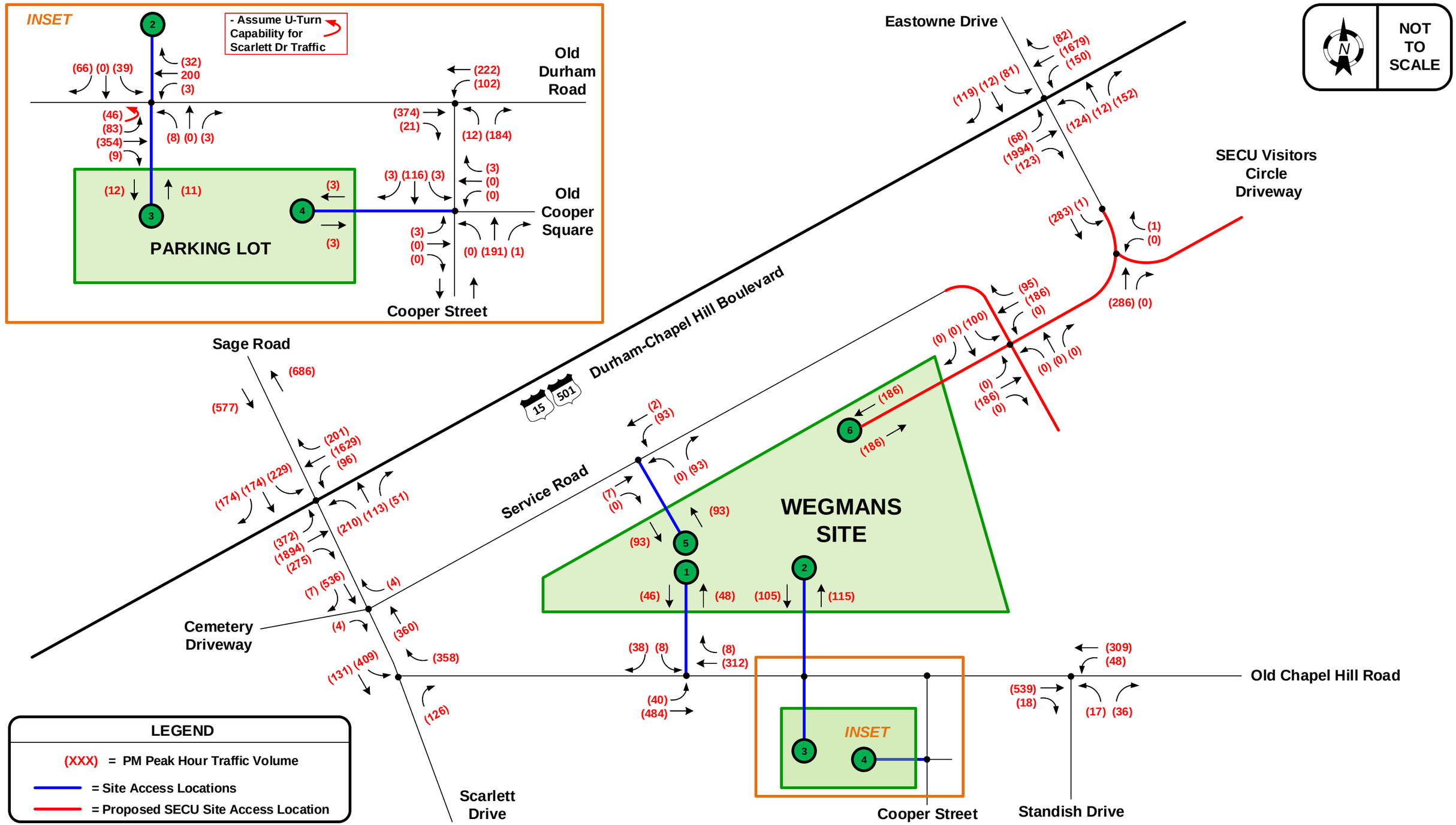
TOWN OF CHAPEL HILL

Wegmans - SECU Driveway Access
Traffic Impact Study

2022 BUILD SCENARIO - PM PEAK HOUR TRAFFIC VOLUMES – PROPOSED SECU ACCESS

DATE: November 2019

FIGURE 17



HNTB

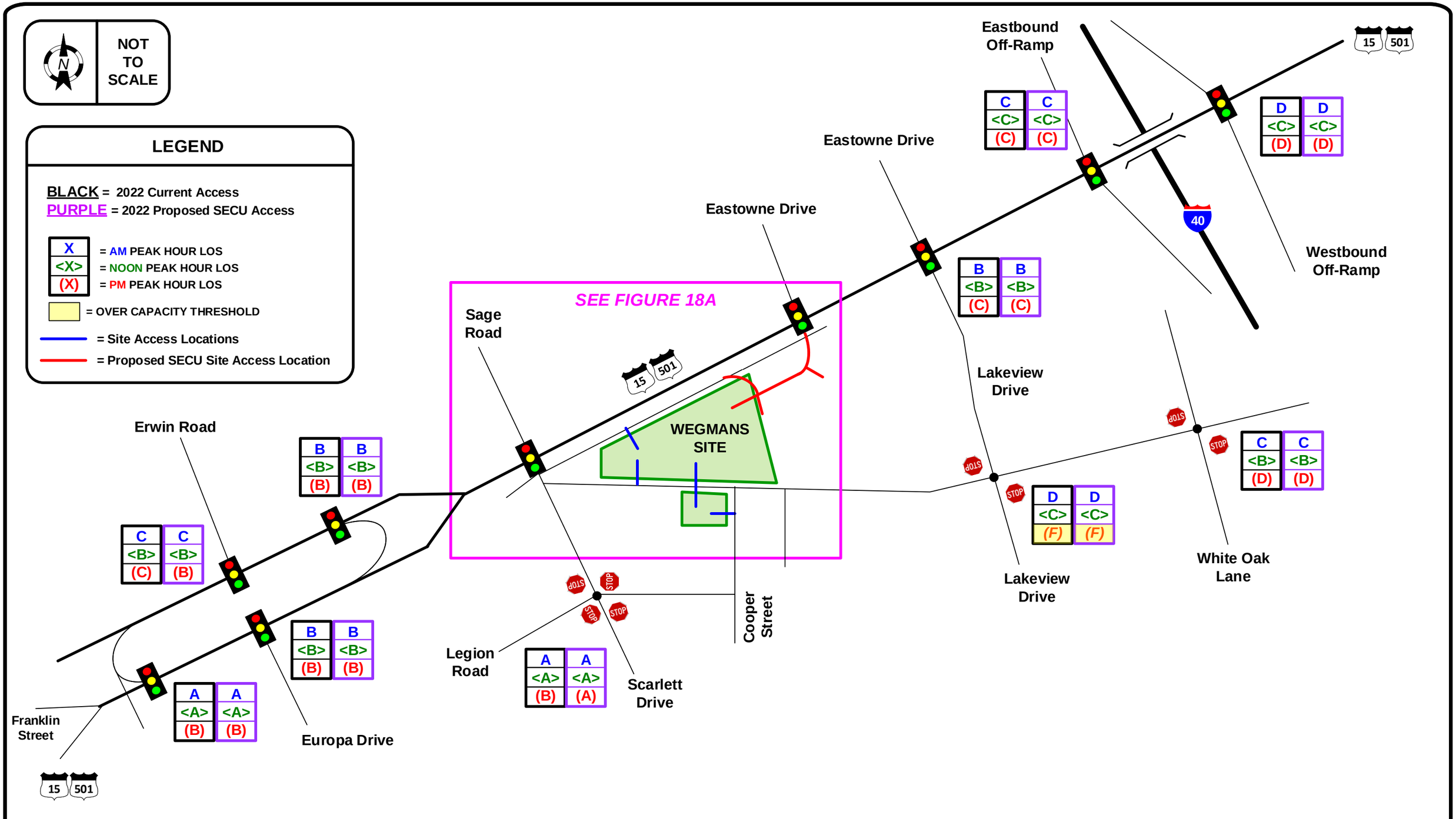
TOWN OF CHAPEL HILL

Wegmans - SECU Driveway Access
Traffic Impact Study

2022 BUILD SCENARIO - PM PEAK HOUR TRAFFIC VOLUMES – PROPOSED SECU ACCESS

DATE: November 2019

FIGURE 17A



HNTB

TOWN OF CHAPEL HILL

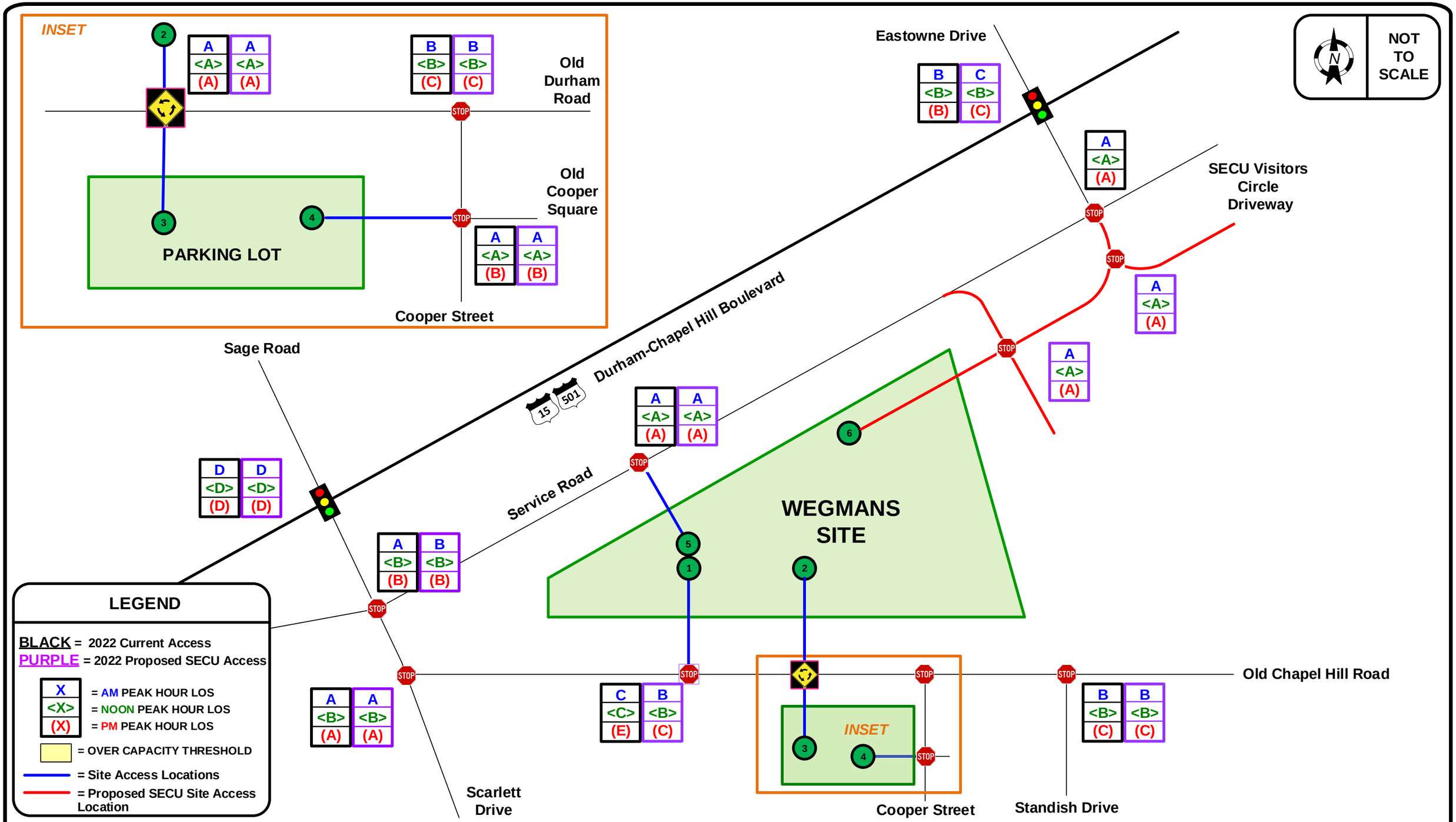
Wegmans - SECU Driveway Access

Traffic Impact Study

2022 ANALYSIS SCENARIOS - PEAK HOUR LOS RESULTS

DATE: November 2019

FIGURE 18



HNTB

TOWN OF CHAPEL HILL

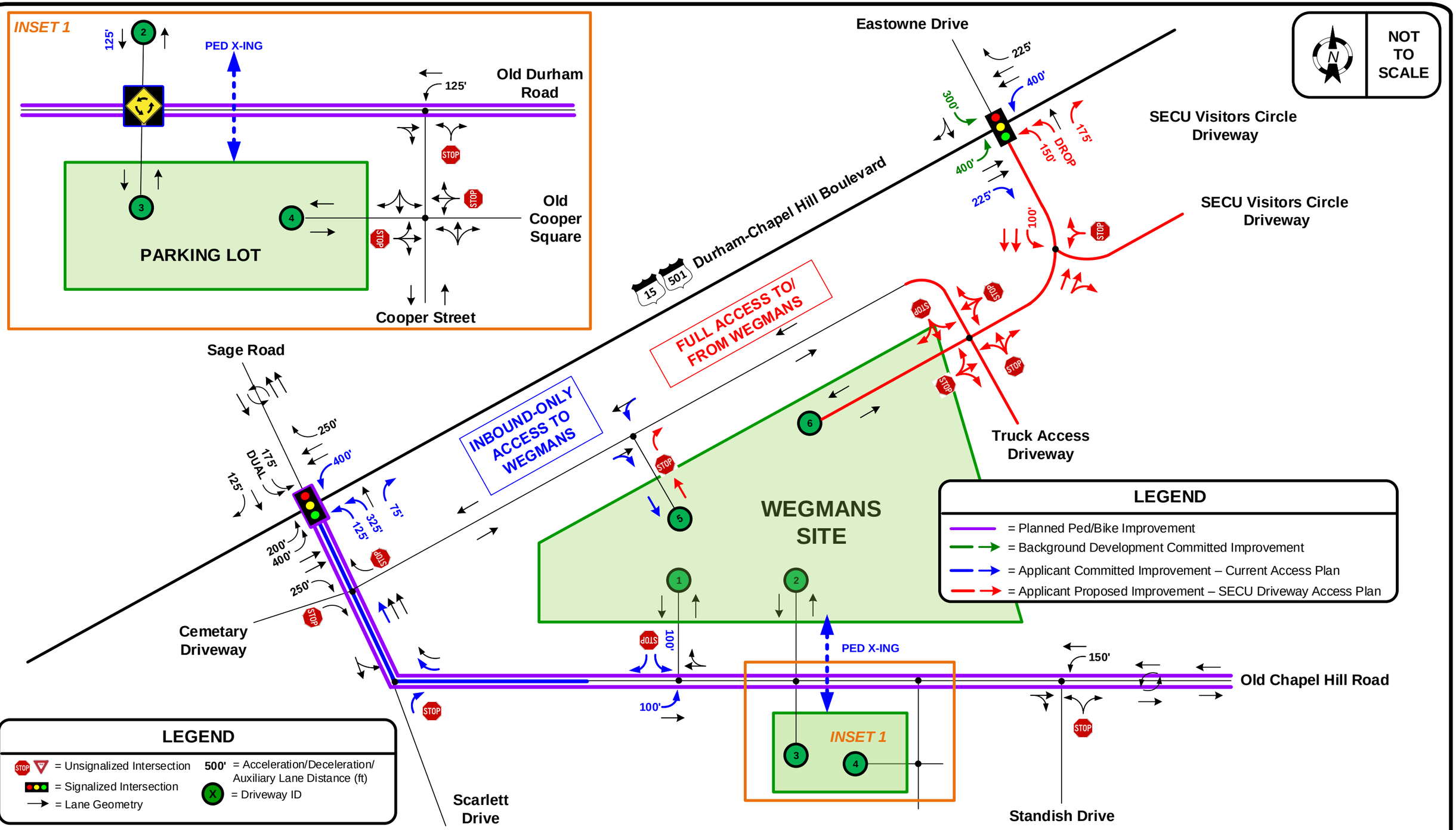
Wegmans - SECU Driveway Access

Traffic Impact Study

2022 ANALYSIS SCENARIOS - PEAK HOUR LOS RESULTS

DATE: November 2019

FIGURE 18A



HNTB

TOWN OF CHAPEL HILL

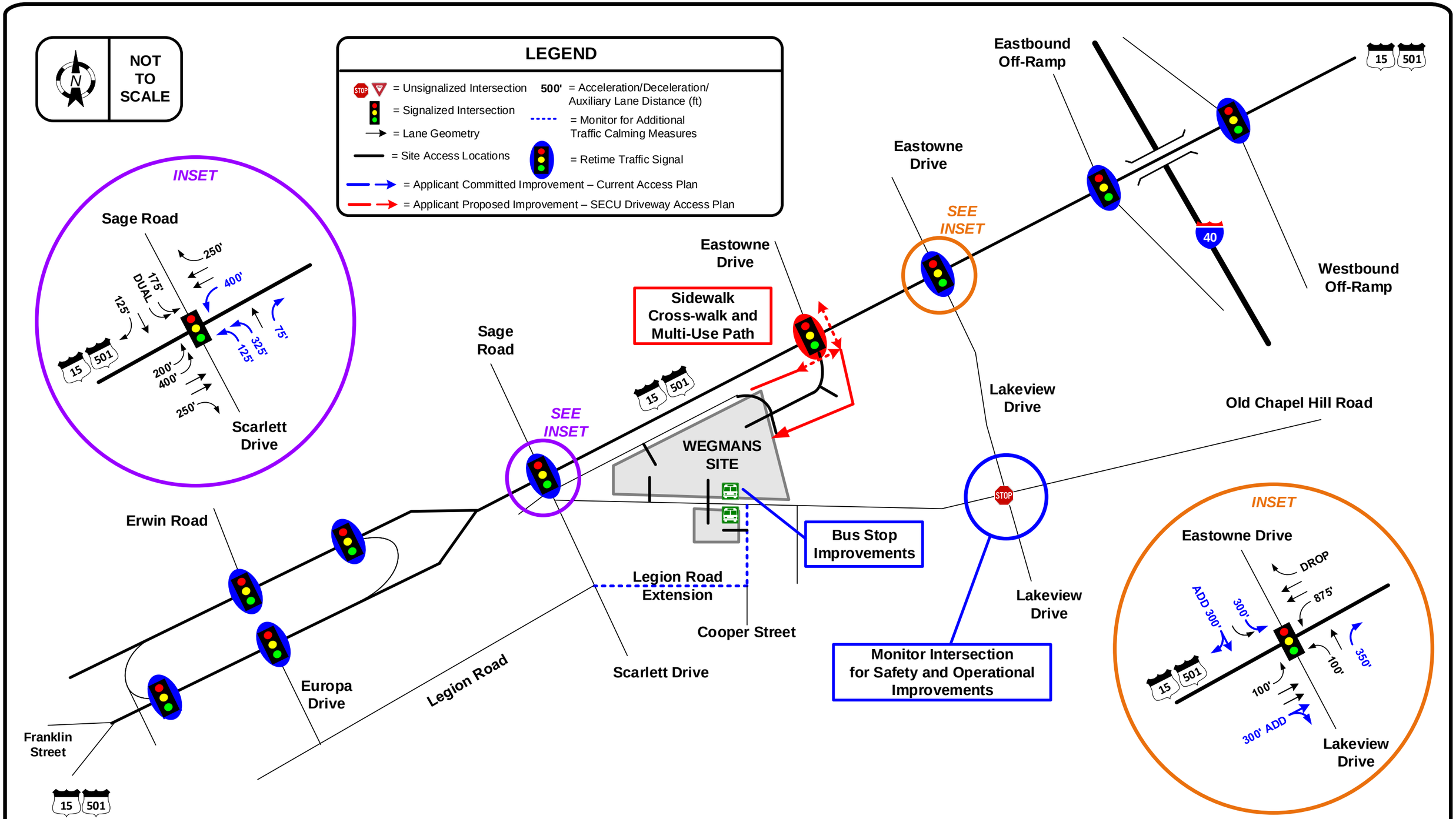
Wegmans - SECU Driveway Access

Traffic Impact Study

COMMITTED AND PROPOSED IMPROVEMENTS

DATE: November 2019

FIGURE 19



HNTB

TOWN OF CHAPEL HILL

Wegmans - SECU Driveway Access

Traffic Impact Study

COMMITTED AND PROPOSED IMPROVEMENTS

DATE: November 2019

FIGURE 19A

Appendix B – Traffic Count Data

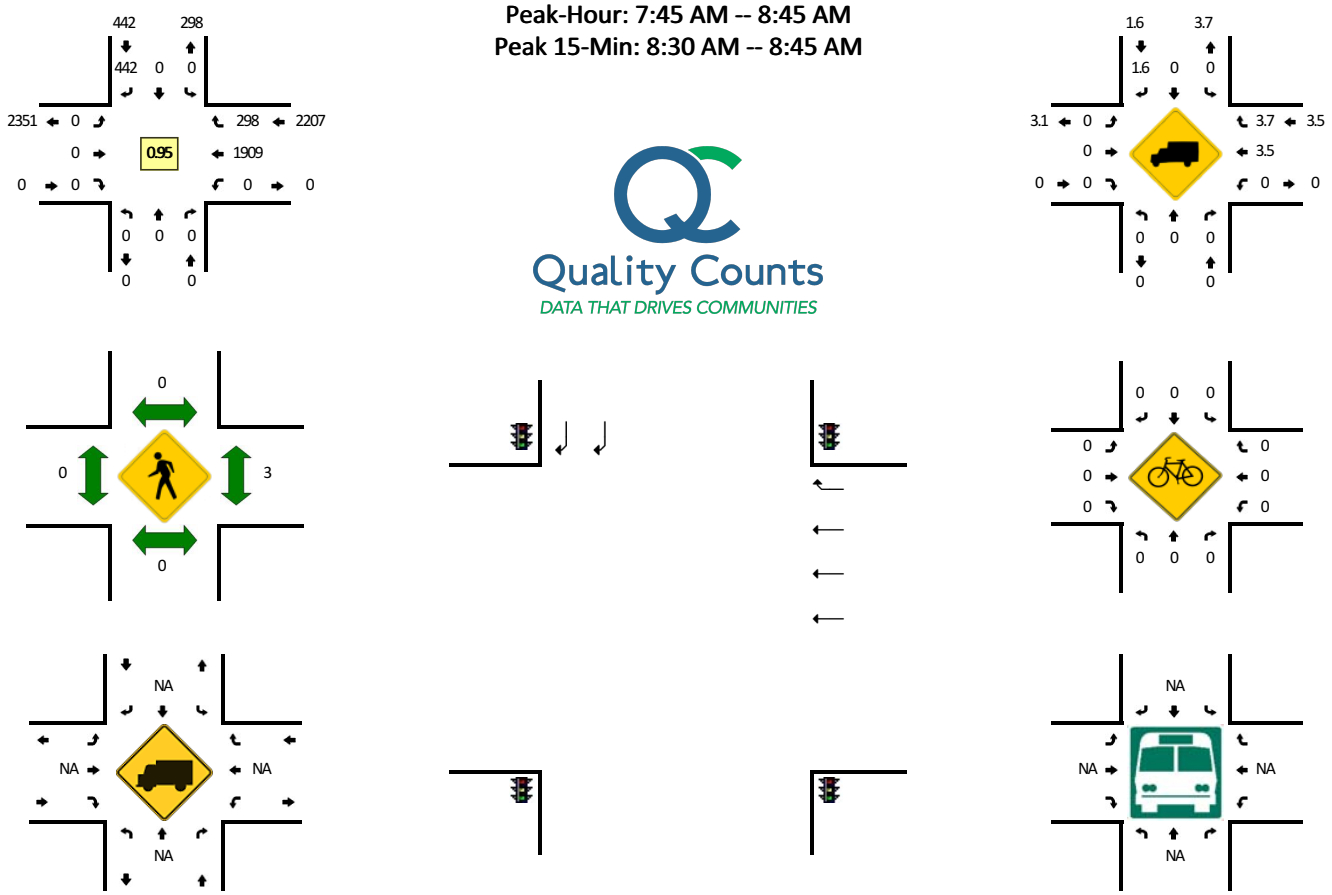
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Erwin Rd -- US 15-501
CITY/STATE: Chapel Hill, NC

QC JOB #: 14938010
DATE: Wed, Apr 3 2019

Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:30 AM -- 8:45 AM



Quality Counts
DATA THAT DRIVES COMMUNITIES

15-Min Count Period Beginning At	Erwin Rd (Northbound)				Erwin Rd (Southbound)				US 15-501 (Eastbound)				US 15-501 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	62	0	0	0	0	0	0	327	18	0	407	
7:15 AM	0	0	0	0	0	0	85	0	0	0	0	0	0	382	24	0	491	
7:30 AM	0	0	0	0	0	0	129	0	0	0	0	0	0	429	40	0	598	
7:45 AM	0	0	0	0	0	0	98	0	0	0	0	0	0	476	68	0	642	2138
8:00 AM	0	0	0	0	0	0	88	0	0	0	0	0	0	503	55	0	646	2377
8:15 AM	0	0	0	0	0	0	116	0	0	0	0	0	0	464	86	0	666	2552
8:30 AM	0	0	0	0	0	0	140	0	0	0	0	0	0	466	89	0	695	2649
8:45 AM	0	0	0	0	0	0	103	0	0	0	0	0	0	478	50	0	631	2638

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	560	0	0	0	0	0	0	1864	356	0	2780
Heavy Trucks	0	0	0		0	0	16		0	0	0		0	60	16		92
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 4/12/2019 2:15 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

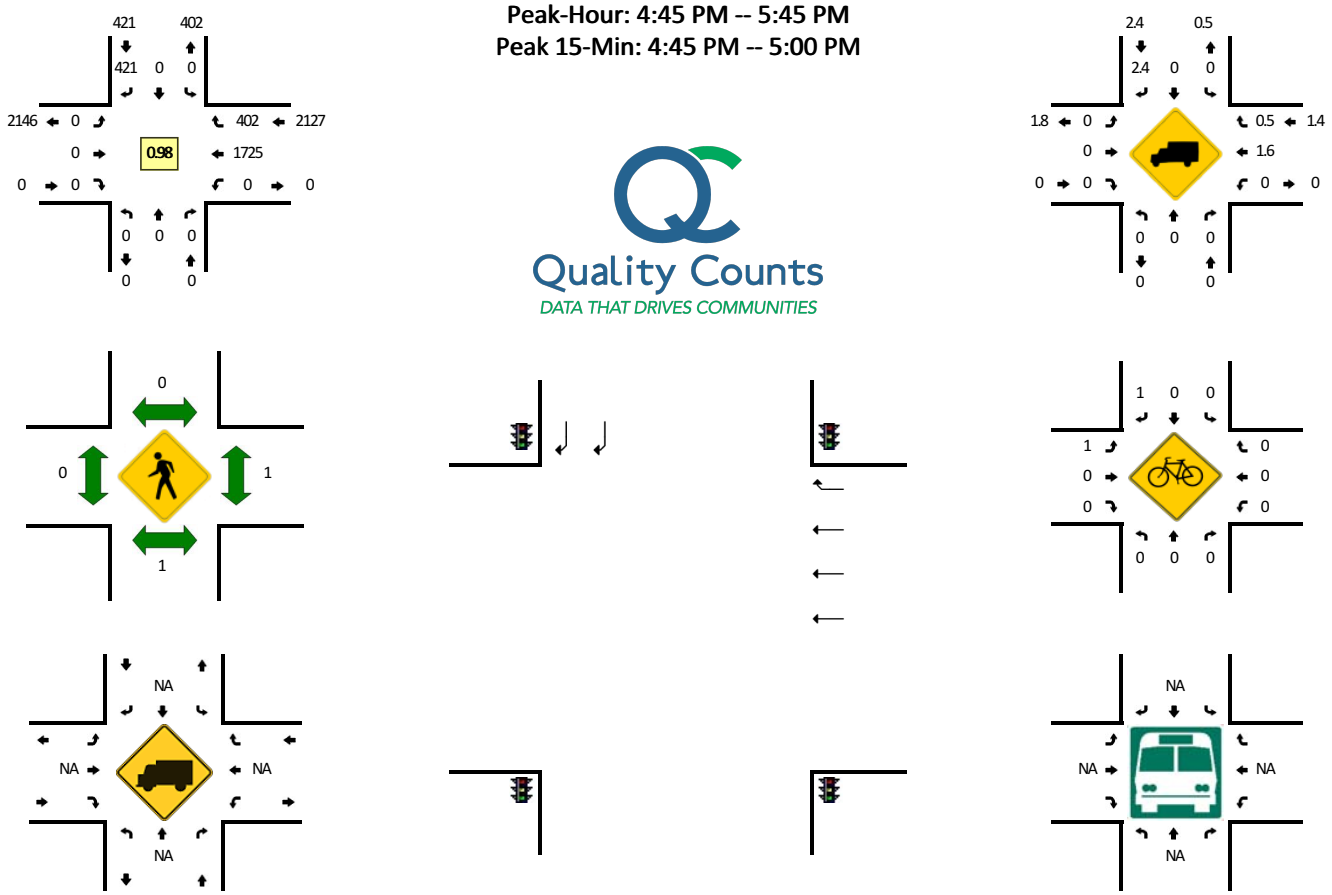
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Erwin Rd -- US 15-501
CITY/STATE: Chapel Hill, NC

QC JOB #: 14938011
DATE: Wed, Apr 3 2019

Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 4:45 PM -- 5:00 PM



15-Min Count Period Beginning At	Erwin Rd (Northbound)				Erwin Rd (Southbound)				US 15-501 (Eastbound)				US 15-501 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	126	0	0	0	0	0	0	400	58	0	584	
4:15 PM	0	0	0	0	0	0	97	0	0	0	0	0	0	397	73	0	567	
4:30 PM	0	0	0	0	0	0	79	0	0	0	0	0	0	437	68	0	584	
4:45 PM	0	0	0	0	0	0	108	0	0	0	0	0	0	459	82	0	649	2384
5:00 PM	0	0	0	0	0	0	109	0	0	0	0	0	0	418	107	0	634	2434
5:15 PM	0	0	0	0	0	0	98	0	0	0	0	0	0	413	112	0	623	2490
5:30 PM	0	0	0	0	0	0	106	0	0	0	0	0	0	435	101	0	642	2548
5:45 PM	0	0	0	0	0	0	123	0	0	0	0	0	0	419	87	0	629	2528

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	432	0	0	0	0	0	0	1836	328	0	2596
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	24	4		28
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		1	0	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 4/12/2019 2:15 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

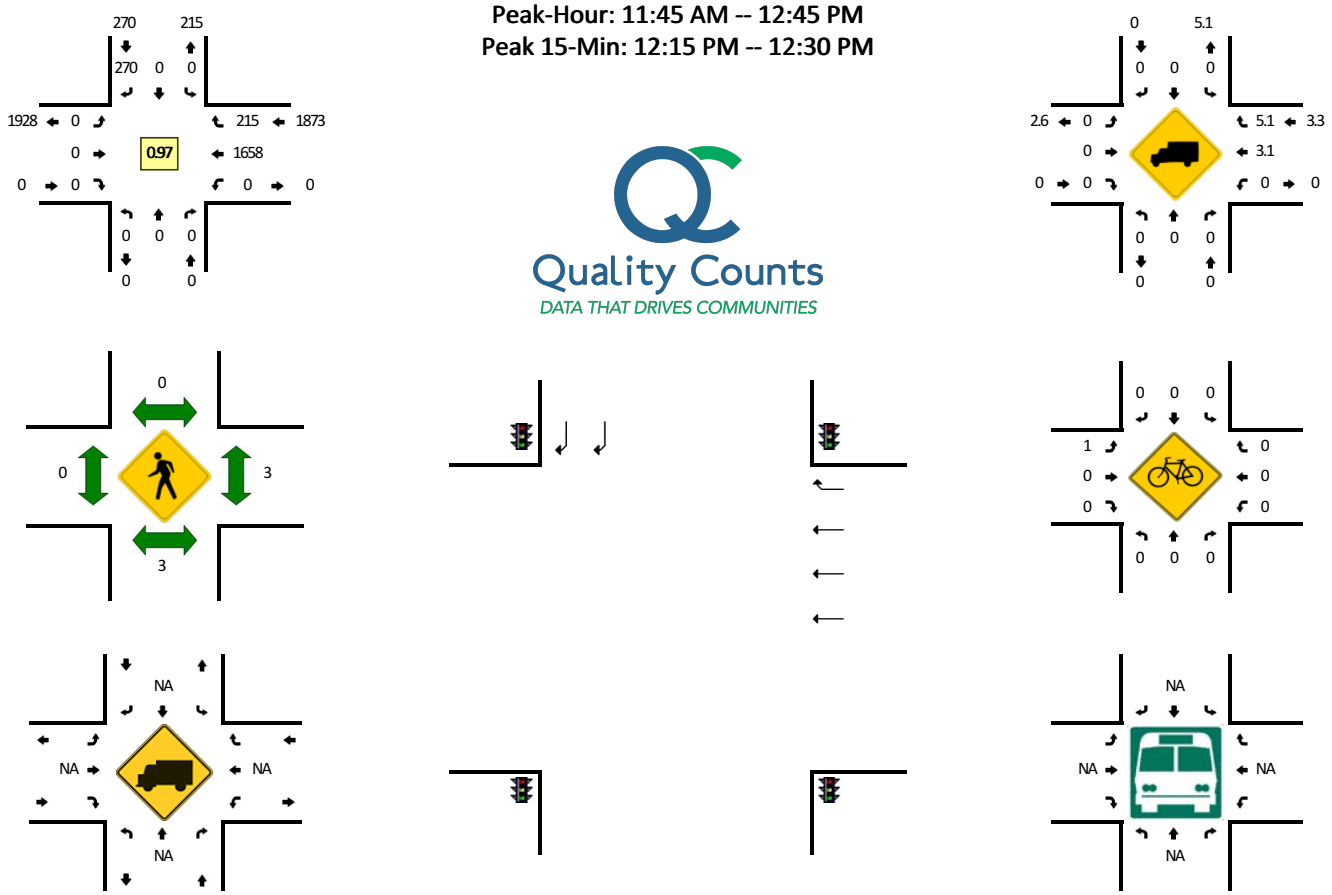
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Erwin Rd -- US 15-501
CITY/STATE: Chapel Hill, NC

QC JOB #: 14938012
DATE: Wed, Apr 3 2019

Peak-Hour: 11:45 AM -- 12:45 PM
Peak 15-Min: 12:15 PM -- 12:30 PM



15-Min Count Period Beginning At	Erwin Rd (Northbound)				Erwin Rd (Southbound)				US 15-501 (Eastbound)				US 15-501 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	0	0	0	0	0	0	75	0	0	0	0	0	0	384	36	0	495	
11:45 AM	0	0	0	0	0	0	82	0	0	0	0	0	0	406	54	0	542	
12:00 PM	0	0	0	0	0	0	52	0	0	0	0	0	0	413	61	0	526	
12:15 PM	0	0	0	0	0	0	64	0	0	0	0	0	0	428	58	0	550	2113
12:30 PM	0	0	0	0	0	0	72	0	0	0	0	0	0	411	42	0	525	2143
12:45 PM	0	0	0	0	0	0	77	0	0	0	0	0	0	395	62	0	534	2135
1:00 PM	0	0	0	0	0	0	62	0	0	0	0	0	0	351	77	0	490	2099
1:15 PM	0	0	0	0	0	0	74	0	0	0	0	0	0	398	60	0	532	2081

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	256	0	0	0	0	0	0	1712	232	0	2200
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	48	8		56
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 4/12/2019 2:15 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

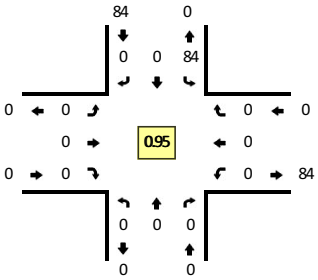
Type of peak hour being reported: Intersection Peak

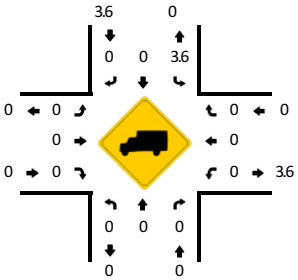
Method for determining peak hour: Total Entering Volume

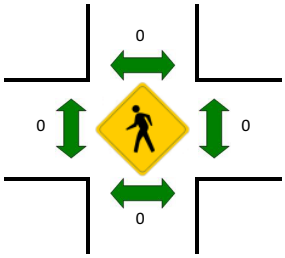
LOCATION: WB U-Turn Junction -- US 15-501
CITY/STATE: Chapel Hill, NC

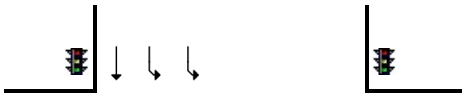
QC JOB #: 14938013
DATE: Wed, Apr 3 2019

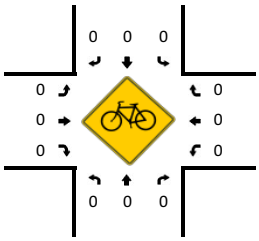
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

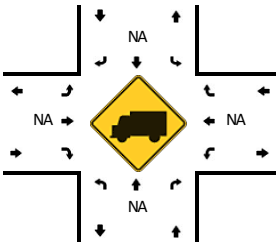


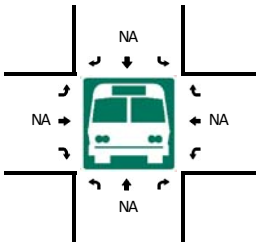












15-Min Count Period Beginning At	WB U-Turn Junction (Northbound)				WB U-Turn Junction (Southbound)				US 15-501 (Eastbound)				US 15-501 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	17	1	0	0	0	0	0	0	0	0	0	0	18	
7:15 AM	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	17	
7:30 AM	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	15	
7:45 AM	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	16	66
8:00 AM	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	22	70
8:15 AM	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	22	75
8:30 AM	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	22	82
8:45 AM	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	18	84

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	88	0	0	0	0	0	0	0	0	0	0	0	88
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 4/12/2019 2:15 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

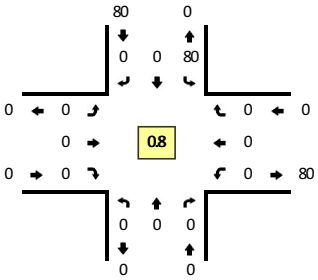
Type of peak hour being reported: Intersection Peak

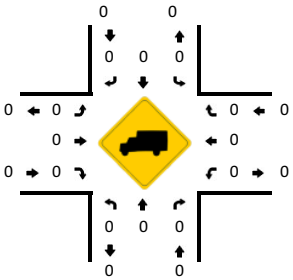
Method for determining peak hour: Total Entering Volume

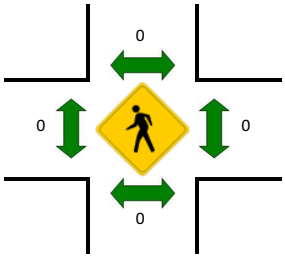
LOCATION: WB U-Turn Junction -- US 15-501
CITY/STATE: Chapel Hill, NC

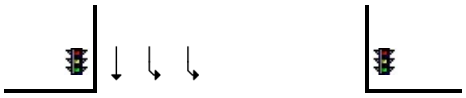
QC JOB #: 14938014
DATE: Wed, Apr 3 2019

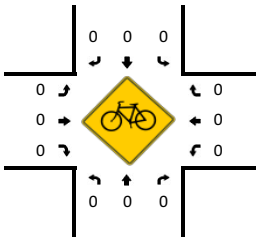
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

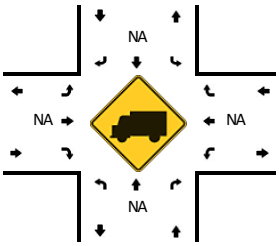


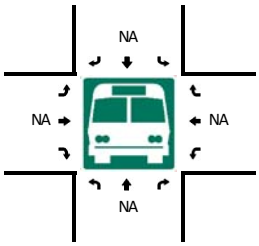












15-Min Count Period Beginning At	WB U-Turn Junction (Northbound)				WB U-Turn Junction (Southbound)				US 15-501 (Eastbound)				US 15-501 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	25	
4:15 PM	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	20	
4:30 PM	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	17	
4:45 PM	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	18	80
5:00 PM	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	25	80
5:15 PM	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	14	74
5:30 PM	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	10	67
5:45 PM	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	13	62

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	72	0	0	0	0	0	0	0	0	0	0	0	72
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 4/12/2019 2:15 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

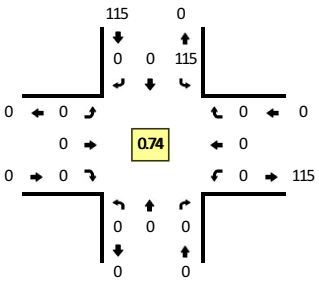
Type of peak hour being reported: Intersection Peak

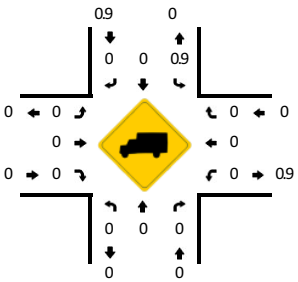
Method for determining peak hour: Total Entering Volume

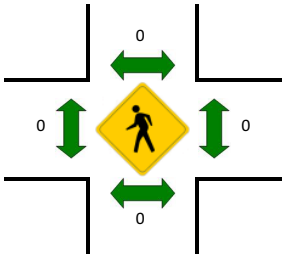
LOCATION: WB U-Turn Junction -- US 15-501
CITY/STATE: Chapel Hill, NC

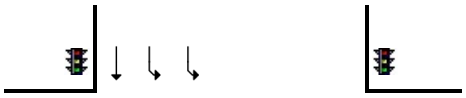
QC JOB #: 14938015
DATE: Wed, Apr 3 2019

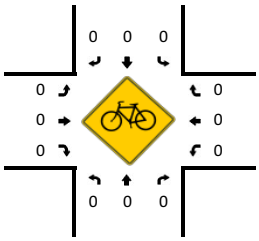
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:00 PM -- 12:15 PM

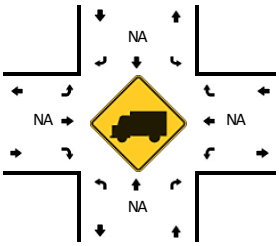


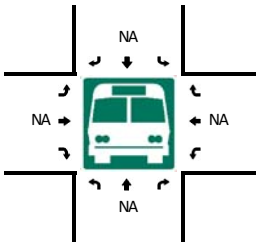












15-Min Count Period Beginning At	WB U-Turn Junction (Northbound)				WB U-Turn Junction (Southbound)				US 15-501 (Eastbound)				US 15-501 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	16	
11:45 AM	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	24	
12:00 PM	0	0	0	0	39	0	0	0	0	0	0	0	0	0	0	0	39	
12:15 PM	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	25	104
12:30 PM	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	21	109
12:45 PM	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	30	115
1:00 PM	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	19	95
1:15 PM	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	24	94

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	156	0	0	0	0	0	0	0	0	0	0	0	156
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 4/12/2019 2:15 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

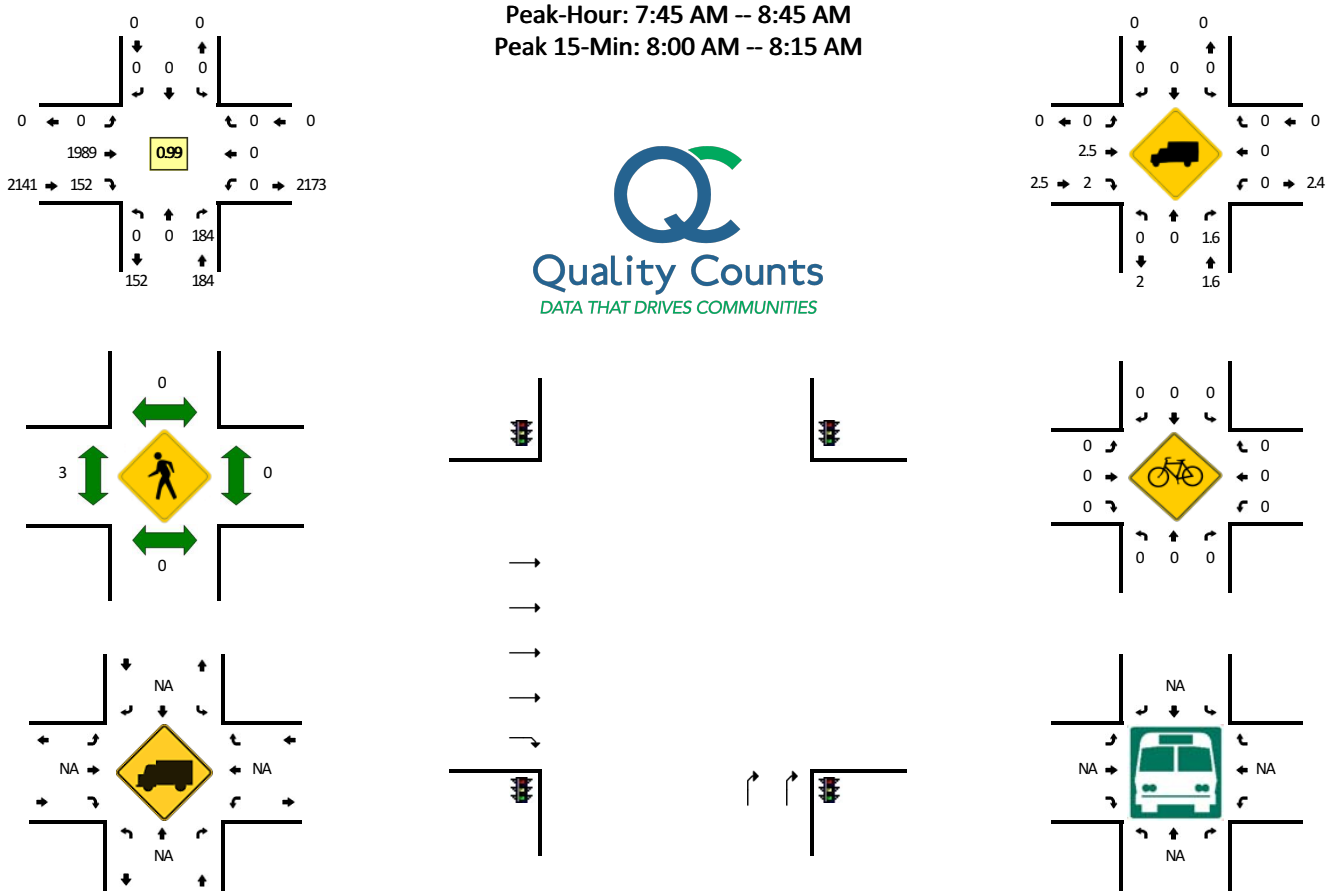
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Europa Dr -- US 15-501
CITY/STATE: Chapel Hill, NC

QC JOB #: 14938016
DATE: Wed, Apr 3 2019

Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:00 AM -- 8:15 AM



15-Min Count Period Beginning At	Europa Dr (Northbound)				Europa Dr (Southbound)				US 15-501 (Eastbound)				US 15-501 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	23	0	0	0	0	0	0	301	19	0	0	0	0	0	343	
7:15 AM	0	0	23	0	0	0	0	0	0	353	33	0	0	0	0	0	409	
7:30 AM	0	0	32	0	0	0	0	0	0	439	24	0	0	0	0	0	495	
7:45 AM	0	0	34	0	0	0	0	0	0	512	36	0	0	0	0	0	582	1829
8:00 AM	0	0	48	0	0	0	0	0	0	495	46	0	0	0	0	0	589	2075
8:15 AM	0	0	56	0	0	0	0	0	0	490	41	0	0	0	0	0	587	2253
8:30 AM	0	0	46	0	0	0	0	0	0	492	29	0	0	0	0	0	567	2325
8:45 AM	0	0	34	0	0	0	0	0	0	441	30	0	0	0	0	0	505	2248

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	192	0	0	0	0	0	0	1980	184	0	0	0	0	0	2356
Heavy Trucks	0	0	4		0	0	0		0	32	0		0	0	0		36
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 4/12/2019 2:15 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

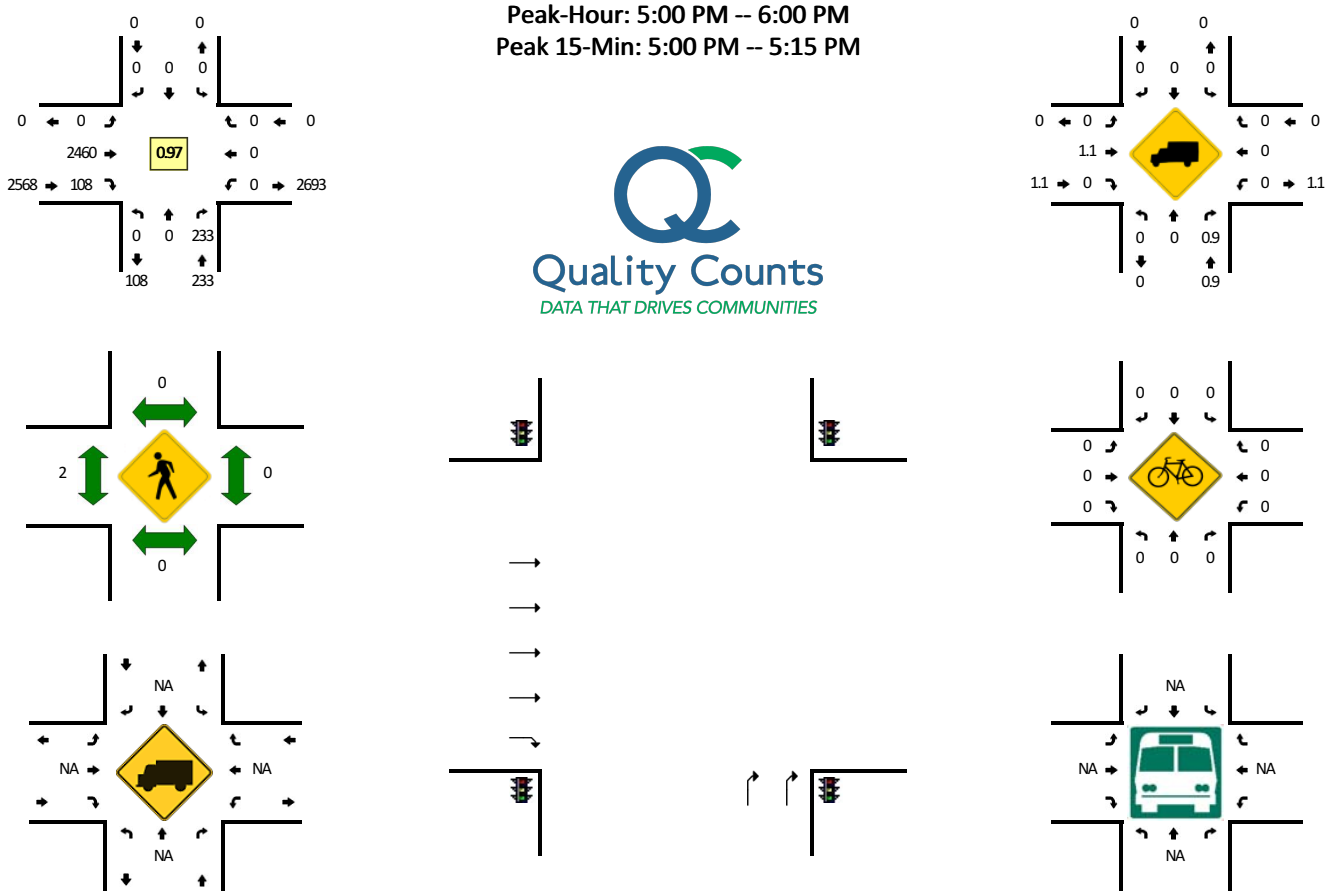
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Europa Dr -- US 15-501
CITY/STATE: Chapel Hill, NC

QC JOB #: 14938017
DATE: Wed, Apr 3 2019

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM



15-Min Count Period Beginning At	Europa Dr (Northbound)				Europa Dr (Southbound)				US 15-501 (Eastbound)				US 15-501 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	36	0	0	0	0	0	0	554	30	0	0	0	0	0	620	
4:15 PM	0	0	35	0	0	0	0	0	0	567	28	0	0	0	0	0	630	
4:30 PM	0	0	43	0	0	0	0	0	0	573	27	0	0	0	0	0	643	
4:45 PM	0	0	26	0	0	0	0	0	0	621	24	0	0	0	0	0	671	2564
5:00 PM	0	0	55	0	0	0	0	0	0	633	32	0	0	0	0	0	720	2664
5:15 PM	0	0	61	0	0	0	0	0	0	630	24	0	0	0	0	0	715	2749
5:30 PM	0	0	57	0	0	0	0	0	0	604	23	0	0	0	0	0	684	2790
5:45 PM	0	0	60	0	0	0	0	0	0	593	29	0	0	0	0	0	682	2801

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	220	0	0	0	0	0	0	2532	128	0	0	0	0	0	2880
Heavy Trucks	0	0	0		0	0	0		0	40	0		0	0	0		40
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 4/12/2019 2:15 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

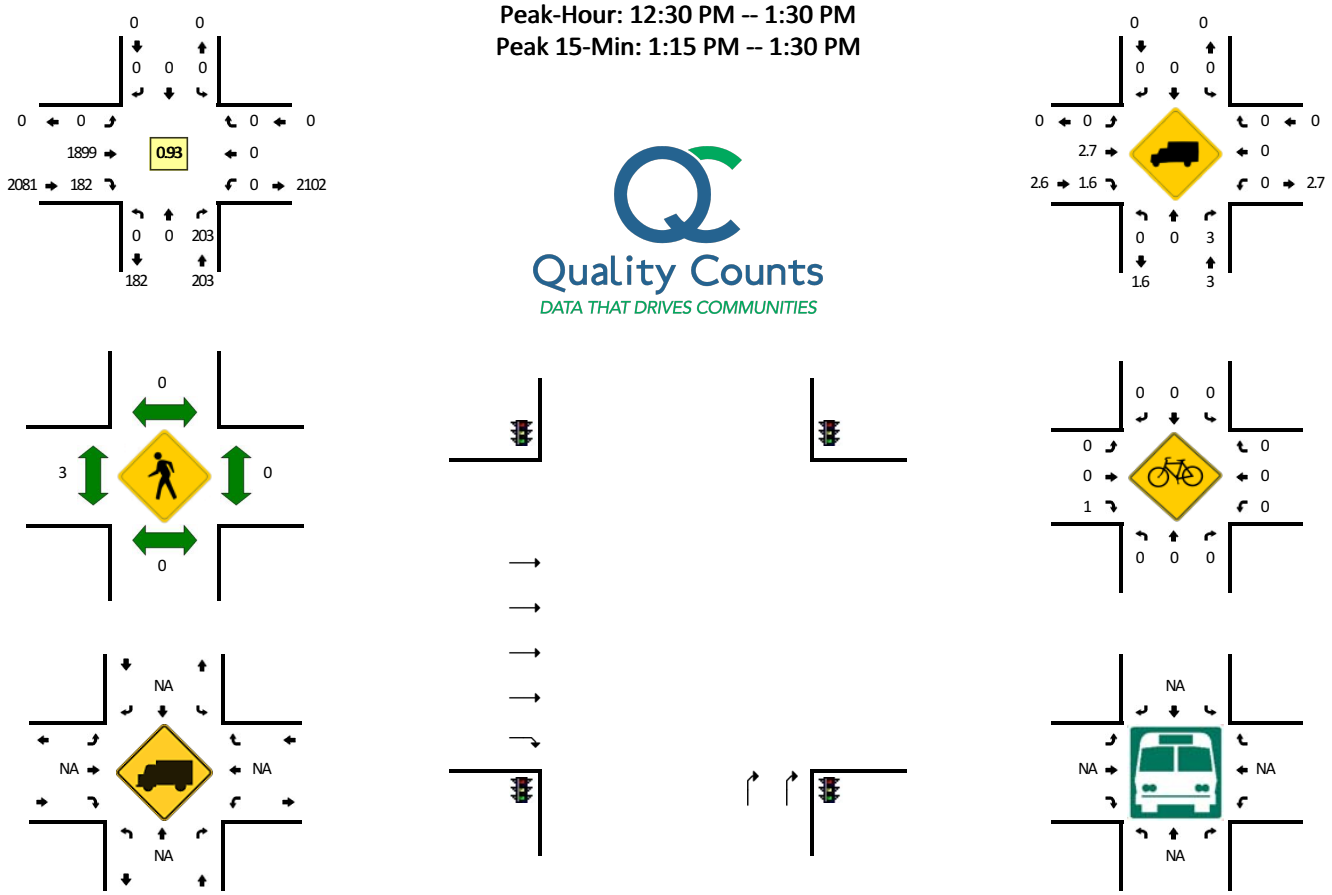
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Europa Dr -- US 15-501
CITY/STATE: Chapel Hill, NC

QC JOB #: 14938018
DATE: Wed, Apr 3 2019

Peak-Hour: 12:30 PM -- 1:30 PM
Peak 15-Min: 1:15 PM -- 1:30 PM



15-Min Count Period Beginning At	Europa Dr (Northbound)				Europa Dr (Southbound)				US 15-501 (Eastbound)				US 15-501 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	0	0	37	0	0	0	0	0	0	414	43	0	0	0	0	0	494	
11:45 AM	0	0	56	0	0	0	0	0	0	420	53	0	0	0	0	0	529	
12:00 PM	0	0	59	0	0	0	0	0	0	468	65	0	0	0	0	0	592	
12:15 PM	0	0	45	0	0	0	0	0	0	435	56	0	0	0	0	0	536	2151
12:30 PM	0	0	53	0	0	0	0	0	0	448	46	0	0	0	0	0	547	2204
12:45 PM	0	0	48	0	0	0	0	0	0	485	51	0	0	0	0	0	584	2259
1:00 PM	0	0	50	0	0	0	0	0	0	456	35	0	0	0	0	0	541	2208
1:15 PM	0	0	52	0	0	0	0	0	0	510	50	0	0	0	0	0	612	2284

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	208	0	0	0	0	0	0	2040	200	0	0	0	0	0	2448
Heavy Trucks	0	0	12		0	0	0		0	56	4		0	0	0		72
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	1		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 4/12/2019 2:15 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

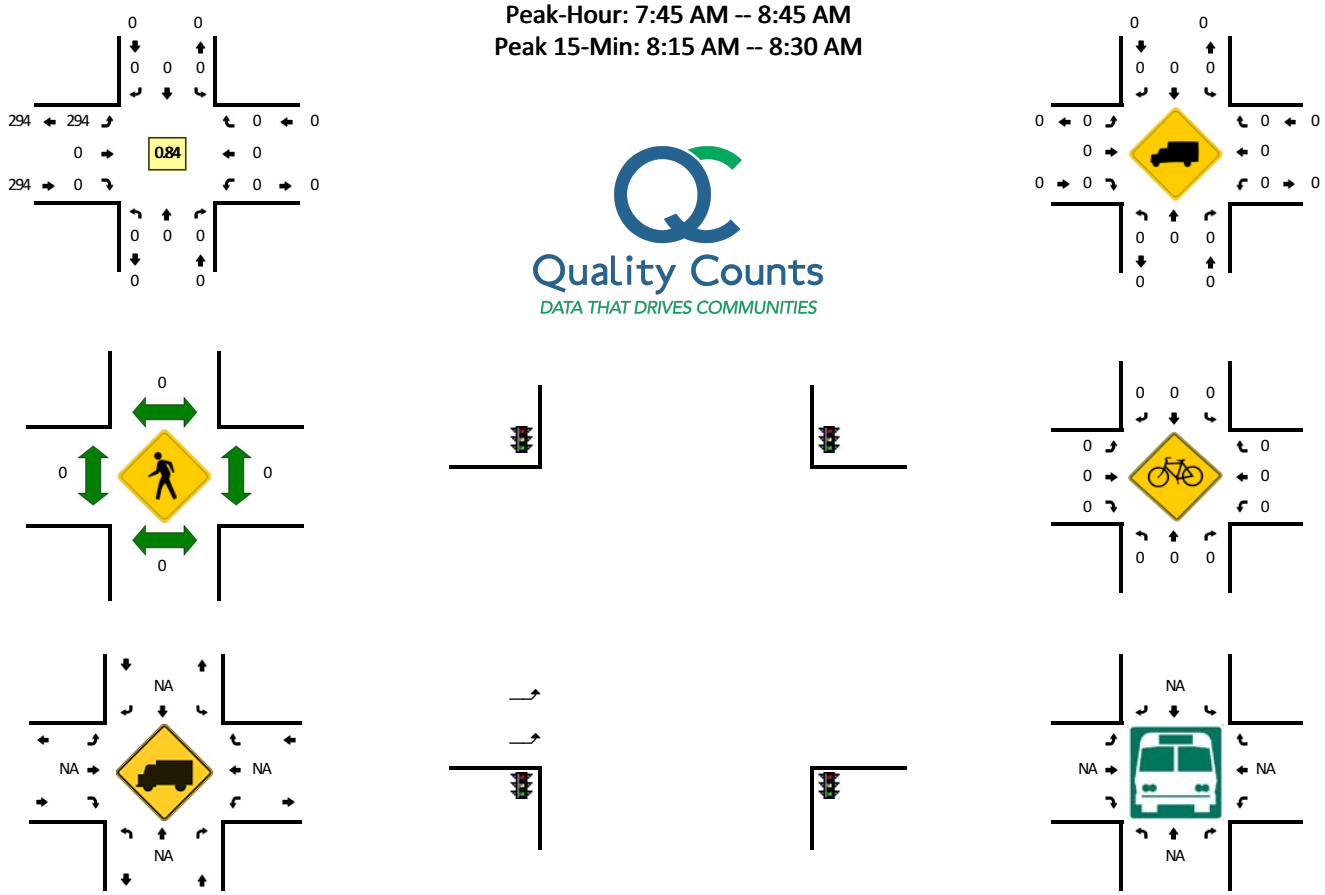
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: EB U-Turn Junction -- US 15-501
CITY/STATE: Chapel Hill, NC

QC JOB #: 14938019
DATE: Wed, Apr 3 2019

Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:15 AM -- 8:30 AM



Quality Counts
DATA THAT DRIVES COMMUNITIES

15-Min Count Period Beginning At	EB U-Turn Junction (Northbound)				EB U-Turn Junction (Southbound)				US 15-501 (Eastbound)				US 15-501 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	25	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	33	0	0	0	0	33	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	65	0	0	0	0	65	139
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	59	0	0	0	0	59	182
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	88	0	0	0	0	88	245
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	82	0	0	0	0	82	294
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	52	0	0	0	0	52	281

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	0	0	352	0	0	0	0	352
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 4/12/2019 2:15 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

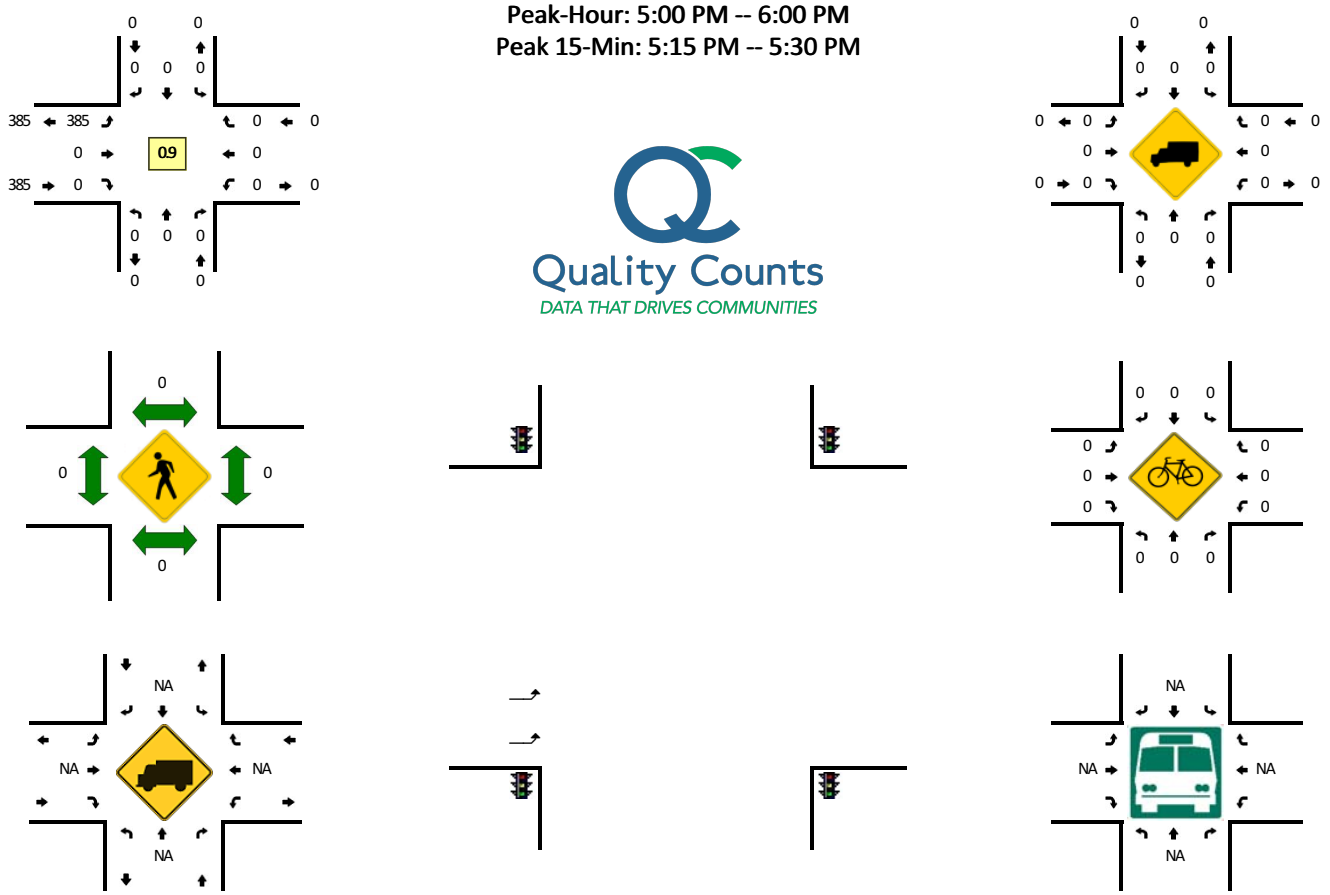
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: EB U-Turn Junction -- US 15-501
CITY/STATE: Chapel Hill, NC

QC JOB #: 14938020
DATE: Wed, Apr 3 2019

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM



15-Min Count Period Beginning At	EB U-Turn Junction (Northbound)				EB U-Turn Junction (Southbound)				US 15-501 (Eastbound)				US 15-501 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	53	0	0	0	0	53	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	72	0	0	0	0	72	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	69	0	0	0	0	69	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	80	0	0	0	0	80	274
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	91	0	0	0	0	91	312
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	107	0	0	0	0	107	347
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	100	378
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	87	0	0	0	0	87	385

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	0	0	428	0	0	0	0	428
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 4/12/2019 2:15 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

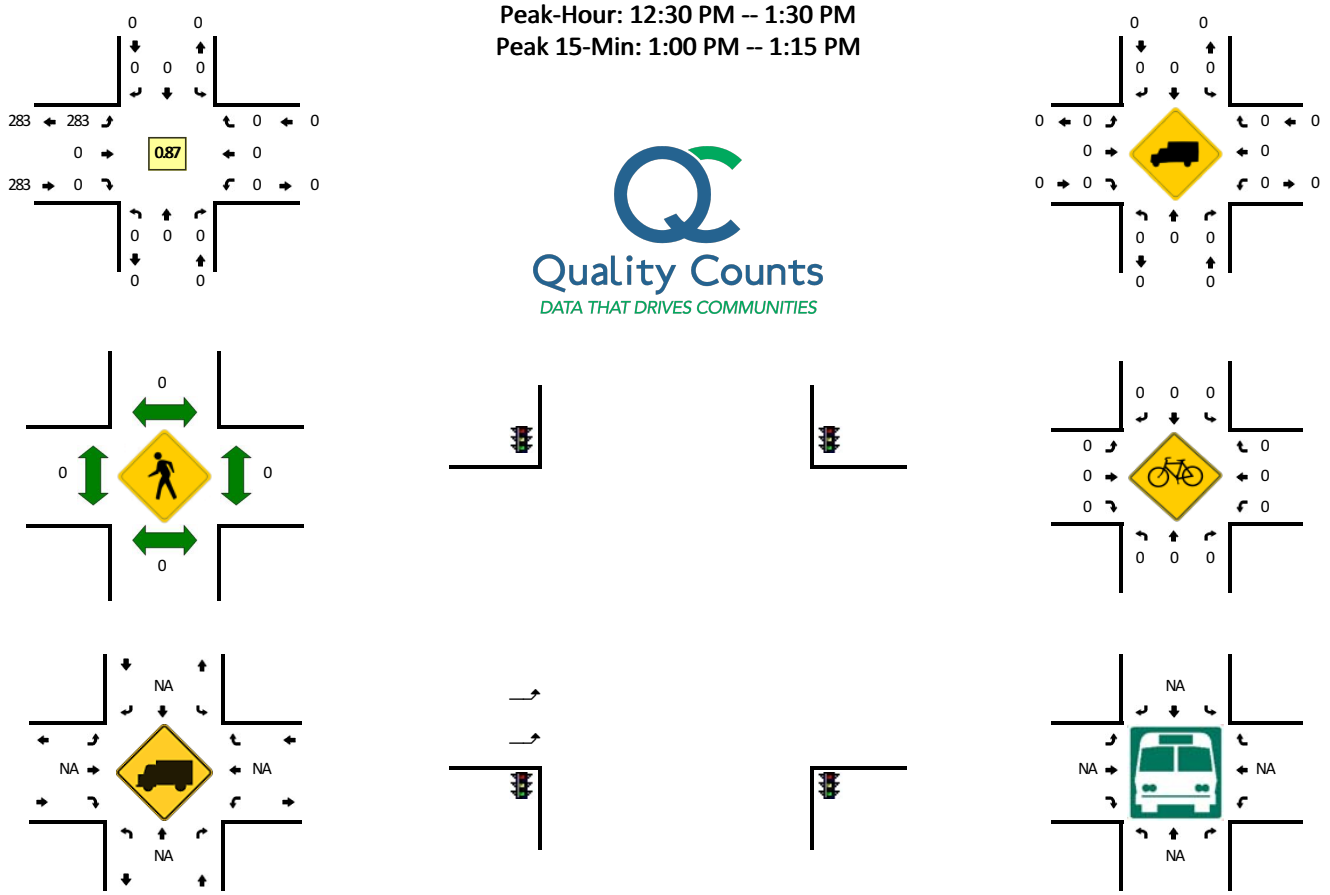
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: EB U-Turn Junction -- US 15-501
CITY/STATE: Chapel Hill, NC

QC JOB #: 14938021
DATE: Wed, Apr 3 2019

Peak-Hour: 12:30 PM -- 1:30 PM
Peak 15-Min: 1:00 PM -- 1:15 PM



15-Min Count Period Beginning At	EB U-Turn Junction (Northbound)				EB U-Turn Junction (Southbound)				US 15-501 (Eastbound)				US 15-501 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	38	0	0	0	0	38	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	59	0	0	0	0	59	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	75	0	0	0	0	75	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	61	0	0	0	0	61	233
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	55	0	0	0	0	55	250
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	75	0	0	0	0	75	266
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	81	0	0	0	0	81	272
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	72	0	0	0	0	72	283

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	0	0	324	0	0	0	0	324
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 4/12/2019 2:15 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

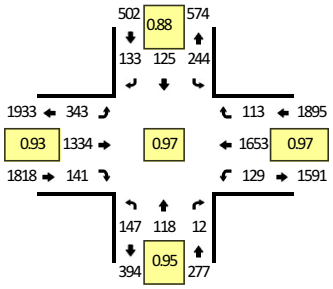
Type of peak hour being reported: Intersection Peak

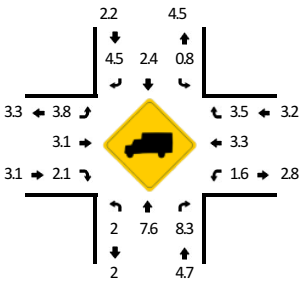
Method for determining peak hour: Total Entering Volume

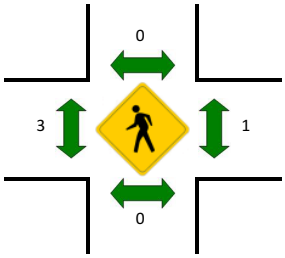
LOCATION: Sage Rd -- US 15-501
CITY/STATE: Orange, NC

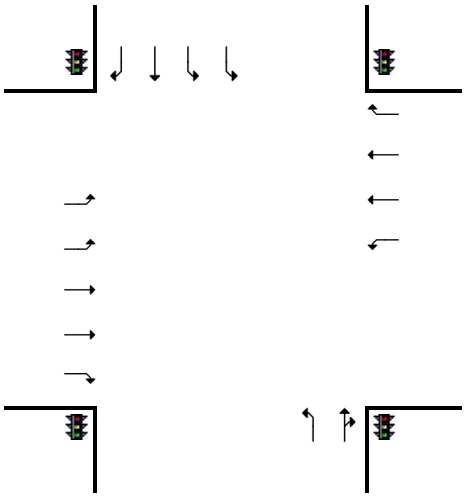
QC JOB #: 15069001
DATE: Tue, Sep 17 2019

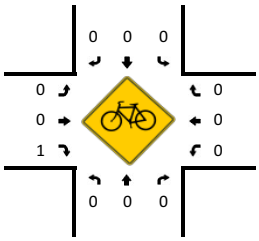
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

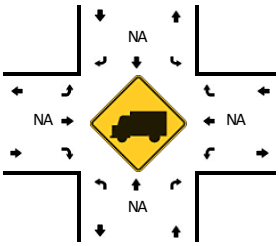


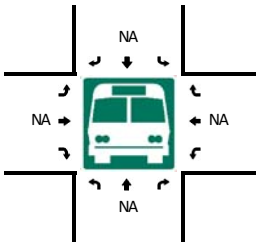












15-Min Count Period Beginning At	Sage Rd (Northbound)				Sage Rd (Southbound)				US 15-501 (Eastbound)				US 15-501 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	23	6	9	0	46	11	21	0	18	286	13	0	22	335	15	0	805	
7:15 AM	14	9	3	0	41	22	23	0	33	335	17	0	28	354	21	0	900	
7:30 AM	39	13	2	0	57	29	30	0	61	362	25	0	36	402	18	0	1074	
7:45 AM	36	27	5	0	52	26	25	0	99	347	33	0	31	414	18	1	1114	3893
8:00 AM	40	23	3	0	66	25	38	0	72	347	37	0	24	432	33	0	1140	4228
8:15 AM	44	25	4	0	56	35	36	0	80	281	34	0	44	412	26	0	1077	4405
8:30 AM	27	43	0	0	70	39	34	0	92	359	37	0	29	395	36	0	1161	4492
8:45 AM	42	24	4	0	68	40	37	0	80	314	36	0	28	404	34	0	1111	4489

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	108	172	0	0	280	156	136	0	368	1436	148	0	116	1580	144	0	4644
Heavy Trucks	0	16	0		4	4	8		20	36	4		0	68	12		172
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

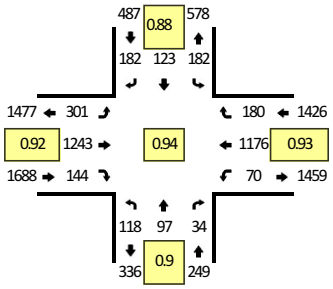
Type of peak hour being reported: Intersection Peak

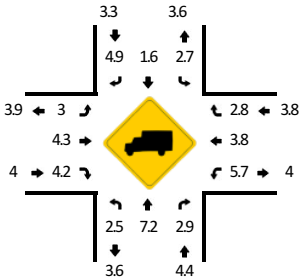
Method for determining peak hour: Total Entering Volume

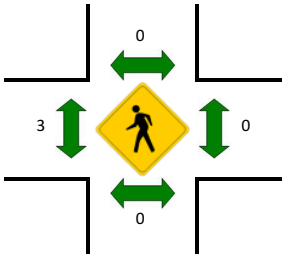
LOCATION: Sage Rd -- US 15-501
CITY/STATE: Orange, NC

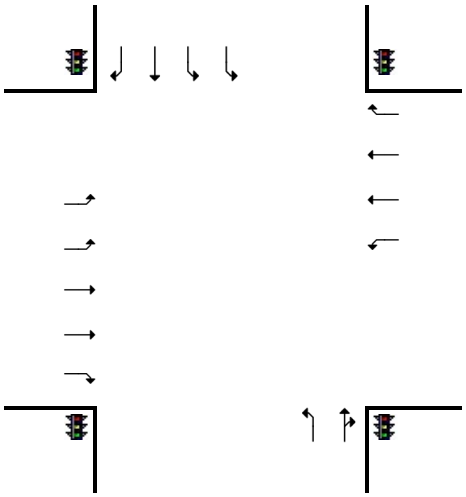
QC JOB #: 15069002
DATE: Tue, Sep 17 2019

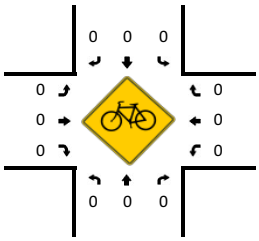
Peak-Hour: 12:15 PM -- 1:15 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

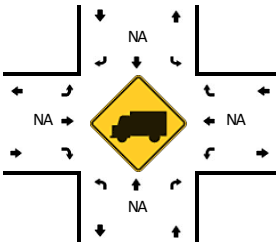


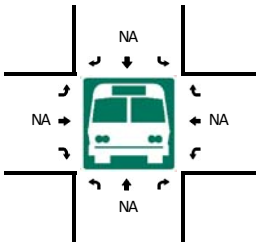












15-Min Count Period Beginning At	Sage Rd (Northbound)				Sage Rd (Southbound)				US 15-501 (Eastbound)				US 15-501 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	30	12	8	0	55	24	56	0	55	301	22	0	14	283	26	0	886	
11:45 AM	30	17	14	0	56	23	64	0	74	281	27	0	23	286	36	1	932	
12:00 PM	24	16	11	0	53	29	61	0	68	264	40	0	26	267	30	0	889	
12:15 PM	21	37	11	0	57	32	49	0	71	317	38	0	15	299	50	0	997	3704
12:30 PM	32	18	10	0	48	31	47	0	71	281	32	1	17	303	45	0	936	3754
12:45 PM	34	12	9	0	40	39	43	0	77	344	37	0	22	319	43	1	1020	3842
1:00 PM	31	30	4	0	36	21	43	1	81	301	37	0	15	255	42	0	897	3850
1:15 PM	31	17	19	0	51	30	41	0	90	280	28	0	18	297	46	0	948	3801

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	136	48	36	0	160	156	172	0	308	1376	148	0	88	1276	172	4	4080
Heavy Trucks	0	0	4		4	0	16		4	44	12		8	92	0		184
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

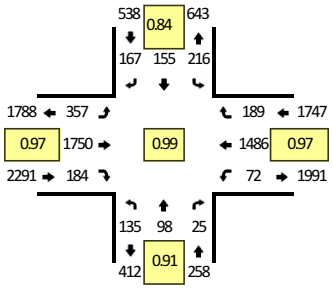
Type of peak hour being reported: Intersection Peak

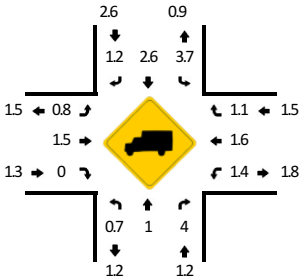
Method for determining peak hour: Total Entering Volume

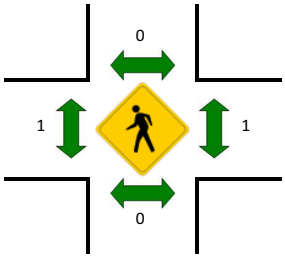
LOCATION: Sage Rd -- US 15-501
CITY/STATE: Orange, NC

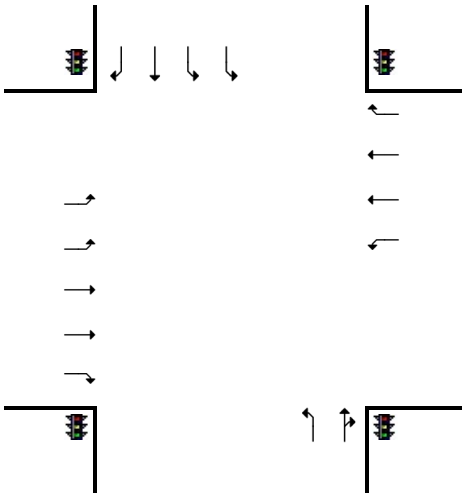
QC JOB #: 15069003
DATE: Tue, Sep 17 2019

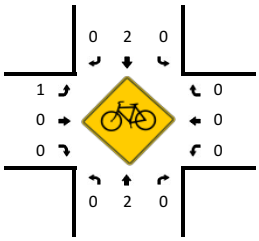
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

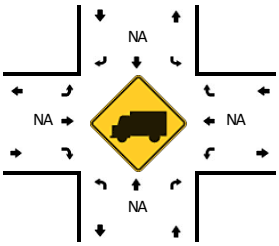


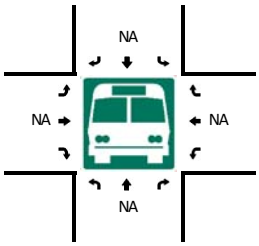












15-Min Count Period Beginning At	Sage Rd (Northbound)				Sage Rd (Southbound)				US 15-501 (Eastbound)				US 15-501 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	26	25	9	0	64	44	54	0	79	383	33	0	12	319	38	1	1087	
4:15 PM	23	24	18	0	55	52	36	0	70	413	46	0	14	317	57	0	1125	
4:30 PM	22	23	6	0	59	45	37	0	78	410	51	0	19	334	46	0	1130	
4:45 PM	31	35	5	0	41	35	45	0	81	424	46	0	18	383	49	0	1193	4535
5:00 PM	38	12	2	0	69	45	47	0	93	423	45	1	25	374	45	0	1219	4667
5:15 PM	34	24	7	0	55	47	37	0	87	457	42	0	17	373	44	0	1224	4766
5:30 PM	31	27	11	1	51	28	38	0	95	446	51	0	12	356	51	0	1198	4834
5:45 PM	29	26	4	0	51	37	32	0	93	392	46	1	17	313	54	0	1095	4736

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	136	96	28	0	220	188	148	0	348	1828	168	0	68	1492	176	0	4896
Heavy Trucks	4	4	4		16	4	4		8	20	0		0	40	4		108
Pedestrians		0				0				0				4			4
Bicycles	0	1	0		0	1	0		0	0	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Quality Counts
DATA THAT DRIVES COMMUNITIES

Location: Scarlett Dr -- Old Durham Rd
Date: 9/17/2019
Site Code: 15069004

	Scarlett Dr Southbound					Service Rd Westbound					Old Durham Rd Northwestbound					Scarlett Dr Northbound					Service Rd Eastbound				
Start Time	Right	Thru	Left to Old Durham Rd	Left	U-Turn	Right	Thru	Left	Left to Old Durham Rd	U-Turn	Right to Service Rd	Right to Scarlett Dr	Left to Service Rd	Left to Scarlett Dr	U-Turn	Right to Old Durham Rd	Right	Thru	Left	U-Turn	Right	Right to Old Durham Rd	Thru	Left	U-Turn
07:00 AM	0	26	20	0	0	0	0	0	0	0	0	35	0	6	0	3	0	7	0	0	0	0	0	0	0
07:15 AM	1	37	29	0	0	0	0	0	0	0	0	19	0	4	0	5	0	6	0	0	0	0	0	0	0
07:30 AM	1	48	41	0	0	0	0	0	0	0	0	47	0	4	0	10	0	10	0	0	0	0	0	0	0
07:45 AM	0	41	53	0	0	0	0	0	0	0	0	61	0	4	0	2	0	7	0	0	0	0	0	1	0
08:00 AM	3	28	57	0	0	1	0	0	0	0	0	58	0	0	0	11	0	6	0	0	0	1	0	0	0
08:15 AM	0	54	58	0	0	2	0	0	0	0	0	66	0	4	0	11	0	5	0	0	1	0	0	0	0
08:30 AM	2	43	62	0	0	2	0	0	0	0	0	62	0	5	0	12	0	6	0	0	0	0	0	0	0
08:45 AM	2	44	58	0	0	0	0	0	0	0	0	61	0	7	0	8	0	5	0	0	1	0	0	1	0
Total	**9**	**321**	**378**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**409**	**0**	**34**	**0**	**62**	**0**	**52**	**0**	**0**	**2**	**1**	**0**	**2**	**0**
Peak Hour	**7**	**169**	**235**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**247**	**0**	**16**	**0**	**42**	**0**	**22**	**0**	**0**	**2**	**1**	**0**	**1**	**0**

Peak Hour: 8:00 AM - 9:00 AM
Peak 15-Min: 8:15 AM - 8:30 AM
PHF: 0.929104

Quality Counts
DATA THAT DRIVES COMMUNITIES

Location: Scarlett Dr -- Old Durham Rd
Date: 9/17/2019
Site Code: 15069005

	Scarlett Dr Southbound					Service Rd Westbound					Old Durham Rd Northwestbound					Scarlett Dr Northbound					Service Rd Eastbound				
Start Time	Right	Thru	Left to Old Durham Rd	Left	U-Turn	Right	Thru	Left	Left to Old Durham Rd	U-Turn	Right to Service Rd	Right to Scarlett Dr	Left to Service Rd	Left to Scarlett Dr	U-Turn	Right to Old Durham Rd	Right	Thru	Left	U-Turn	Right	Right to Old Durham Rd	Thru	Left	U-Turn
11:30 AM	0	27	32	0	0	0	0	0	0	0	0	35	0	11	0	12	0	10	0	0	0	2	0	2	0
11:45 AM	7	40	26	0	0	0	0	0	0	0	0	38	0	10	0	14	0	22	0	0	0	0	0	1	0
12:00 PM	1	45	48	0	0	2	0	0	0	0	0	26	0	12	0	14	0	24	0	0	0	1	0	0	0
12:15 PM	1	39	45	0	0	1	0	0	0	0	0	44	0	9	0	13	0	24	0	0	0	1	0	0	0
12:30 PM	1	35	42	0	2	0	0	0	0	0	0	36	0	10	0	4	0	19	0	0	1	0	0	0	0
12:45 PM	1	45	52	0	0	1	0	0	0	0	0	42	0	6	0	14	0	14	0	0	2	0	0	0	0
01:00 PM	2	30	41	0	0	2	0	0	0	0	0	42	0	12	0	18	0	21	0	0	0	0	0	2	0
01:15 PM	1	41	34	0	0	0	0	0	0	0	0	46	0	4	0	11	0	21	0	0	0	0	0	0	0
Total	**14**	**302**	**320**	**0**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**309**	**0**	**74**	**0**	**100**	**0**	**155**	**0**	**0**	**3**	**4**	**0**	**5**	**0**
Peak Hour	**4**	**164**	**187**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**148**	**0**	**37**	**0**	**45**	**0**	**81**	**0**	**0**	**3**	**2**	**0**	**0**	**0**

Peak Hour: 12:00 PM - 1:00 PM
Peak 15-Min: 12:15 PM - 12:30 PM
PHF: 0.956215

Quality Counts
DATA THAT DRIVES COMMUNITIES

Location: Scarlett Dr -- Old Durham Rd
Date: 9/17/2019
Site Code: 15069006

	Scarlett Dr Southbound					Service Rd Westbound					Old Durham Rd Northwestbound					Scarlett Dr Northbound					Service Rd Eastbound				
Start Time	Right	Thru	Left to Old Durham Rd	Left	U-Turn	Right	Thru	Left	Left to Old Durham Rd	U-Turn	Right to Service Rd	Right to Scarlett Dr	Left to Service Rd	Left to Scarlett Dr	U-Turn	Right to Old Durham Rd	Right	Thru	Left	U-Turn	Right	Right to Old Durham Rd	Thru	Left	U-Turn
04:00 PM	1	28	60	0	0	0	0	0	0	0	0	41	0	11	0	10	0	18	0	0	0	0	0	0	0
04:15 PM	3	45	62	0	0	0	0	0	0	0	0	44	0	8	0	12	0	21	0	0	0	1	0	0	0
04:30 PM	4	45	66	0	0	0	0	0	0	0	0	48	0	7	0	13	0	9	0	0	4	0	0	0	0
04:45 PM	1	33	64	0	0	2	0	0	0	0	0	53	0	4	0	16	0	13	0	0	0	2	0	0	0
05:00 PM	1	39	75	0	1	0	0	0	0	0	0	46	0	8	0	22	0	4	0	0	0	1	0	0	0
05:15 PM	4	32	69	0	0	1	0	0	0	0	0	59	0	8	0	16	0	9	0	0	0	1	0	0	0
05:30 PM	1	20	72	0	0	1	0	0	0	0	0	46	0	4	0	20	0	15	0	0	0	0	0	1	0
05:45 PM	1	29	70	0	0	0	0	0	0	0	0	52	0	11	0	11	0	8	0	0	1	0	0	0	0
Total	**16**	**271**	**538**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**389**	**0**	**61**	**0**	**120**	**0**	**97**	**0**	**0**	**5**	**5**	**0**	**1**	**0**
Peak Hour	**10**	**149**	**274**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**206**	**0**	**27**	**0**	**67**	**0**	**35**	**0**	**0**	**4**	**4**	**0**	**0**	**0**

Peak Hour: 4:30 PM - 5:30 PM
Peak 15-Min: 5:15 PM - 5:30 PM
PHF: 0.979899

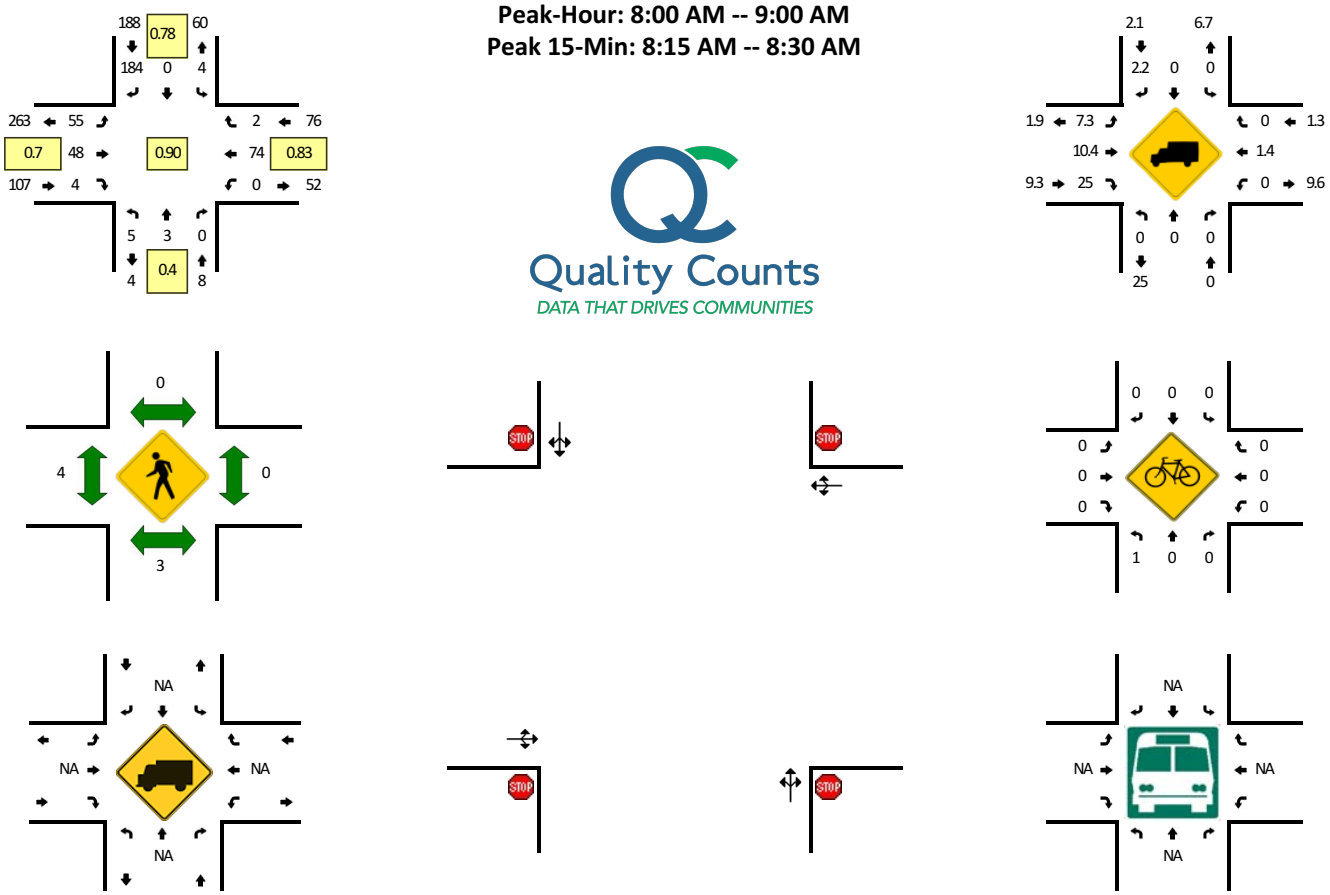
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Scarlett Dr -- Legion Rd
CITY/STATE: Orange, NC

QC JOB #: 15069007
DATE: Tue, Sep 17 2019

Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:15 AM -- 8:30 AM



Quality Counts
DATA THAT DRIVES COMMUNITIES

15-Min Count Period Beginning At	Scarlett Dr (Northbound)				Scarlett Dr (Southbound)				Legion Rd (Eastbound)				Legion Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	0	0	0	0	0	32	0	10	6	0	0	0	7	0	0	56	
7:15 AM	3	1	0	0	1	0	39	0	10	9	1	0	0	6	0	0	70	
7:30 AM	2	0	0	0	0	1	50	0	21	8	1	0	0	10	0	0	93	
7:45 AM	2	2	1	0	0	1	43	0	3	8	1	0	0	12	1	0	74	293
8:00 AM	4	1	0	0	0	0	29	0	17	9	0	0	0	22	1	0	83	320
8:15 AM	0	2	0	0	0	0	60	0	12	10	1	0	0	20	0	0	105	355
8:30 AM	1	0	0	0	2	0	46	0	15	20	3	0	0	17	0	0	104	366
8:45 AM	0	0	0	0	2	0	49	0	11	9	0	0	0	15	1	0	87	379

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	8	0	0	0	0	240	0	48	40	4	0	0	80	0	0	420
Heavy Trucks	0	0	0		0	0	0		0	4	4		0	4	0		12
Pedestrians		0				0				4				0			4
Bicycles	1	0	0		0	0	0		0	0	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

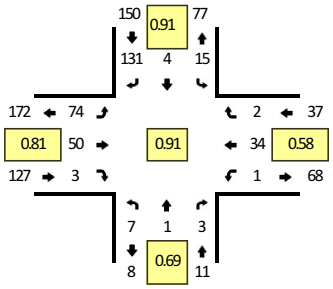
Type of peak hour being reported: Intersection Peak

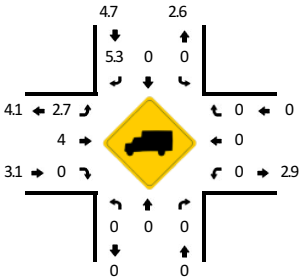
Method for determining peak hour: Total Entering Volume

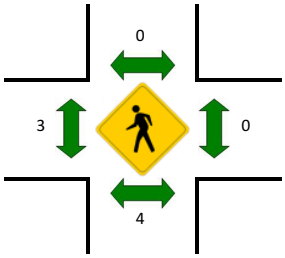
LOCATION: Scarlett Dr -- Legion Rd
CITY/STATE: Orange, NC

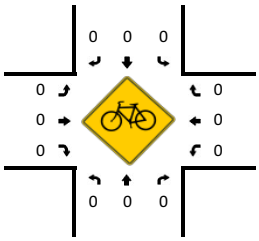
QC JOB #: 15069008
DATE: Tue, Sep 17 2019

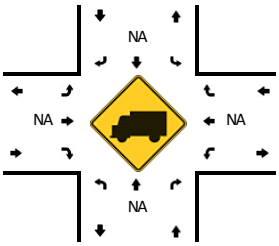
Peak-Hour: 12:15 PM -- 1:15 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

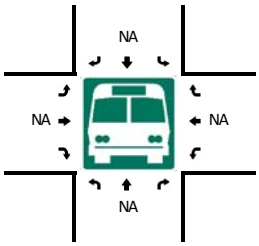












15-Min Count Period Beginning At	Scarlett Dr (Northbound)				Scarlett Dr (Southbound)				Legion Rd (Eastbound)				Legion Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	1	1	0	0	0	0	26	0	13	11	0	0	0	10	0	0	62	
11:45 AM	1	0	0	0	1	3	28	0	23	12	0	0	0	15	1	0	84	
12:00 PM	1	1	0	0	0	1	33	0	22	13	0	1	1	9	1	0	83	
12:15 PM	2	1	0	0	6	2	29	0	23	14	2	0	0	6	0	0	85	314
12:30 PM	0	0	1	0	2	0	33	0	11	12	1	0	0	7	0	0	67	319
12:45 PM	2	0	1	0	3	1	37	0	15	14	0	0	0	14	2	0	89	324
1:00 PM	3	0	1	0	4	1	32	0	25	10	0	0	1	7	0	0	84	325
1:15 PM	0	0	0	0	0	0	30	0	20	15	2	0	0	8	0	0	75	315

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	0	4	0	12	4	148	0	60	56	0	0	0	56	8	0	356
Heavy Trucks	0	0	0		0	0	12		4	4	0		0	0	0		20
Pedestrians		4				0				12				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

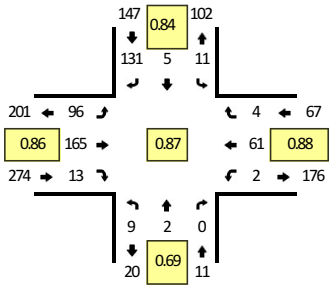
Type of peak hour being reported: Intersection Peak

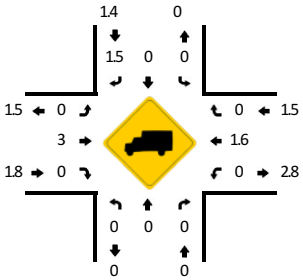
Method for determining peak hour: Total Entering Volume

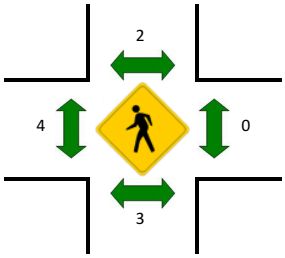
LOCATION: Scarlett Dr -- Legion Rd
CITY/STATE: Orange, NC

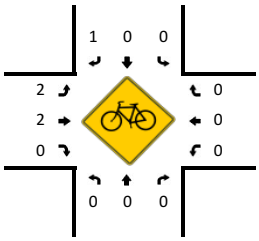
QC JOB #: 15069009
DATE: Tue, Sep 17 2019

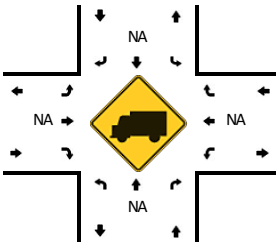
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

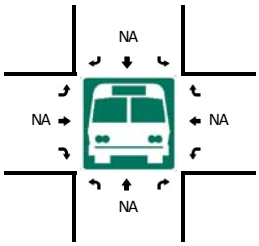












15-Min Count Period Beginning At	Scarlett Dr (Northbound)				Scarlett Dr (Southbound)				Legion Rd (Eastbound)				Legion Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	2	0	0	2	1	26	0	16	24	1	0	0	9	1	0	85	
4:15 PM	0	3	0	0	2	2	40	1	20	24	1	0	0	12	0	0	105	
4:30 PM	1	0	0	0	2	1	49	0	20	28	3	0	1	10	1	0	116	
4:45 PM	2	0	0	0	2	0	35	0	19	26	3	0	0	10	1	0	98	404
5:00 PM	2	0	0	0	2	0	42	0	28	50	2	0	0	17	1	0	144	463
5:15 PM	2	1	0	0	5	1	32	0	27	42	6	0	0	16	2	0	134	492
5:30 PM	3	1	0	0	2	2	23	0	20	48	3	0	0	18	1	0	121	497
5:45 PM	2	0	0	0	2	2	34	0	21	25	2	0	2	10	0	0	100	499

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	0	0	0	8	0	168	0	112	200	8	0	0	68	4	0	576
Heavy Trucks	0	0	0		0	0	8		0	8	0		0	0	0		16
Pedestrians		0				4				4				0			8
Bicycles	0	0	0		0	0	0		1	1	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

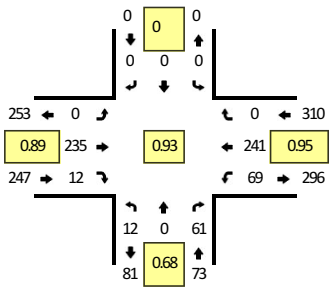
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

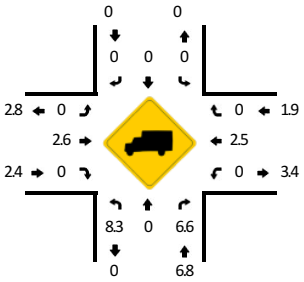
LOCATION: Cooper St -- Old Durham Rd
CITY/STATE: Orange, NC

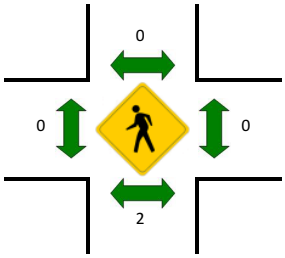
QC JOB #: 15069010
DATE: Tue, Sep 17 2019

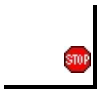
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

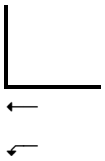


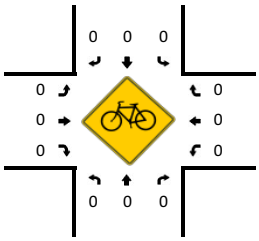
Quality Counts
DATA THAT DRIVES COMMUNITIES

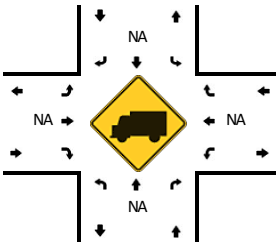


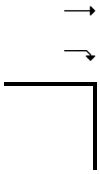


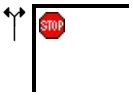


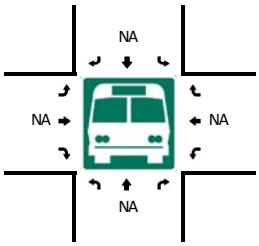












15-Min Count Period Beginning At	Cooper St (Northbound)				Cooper St (Southbound)				Old Durham Rd (Eastbound)				Old Durham Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	6	0	0	0	0	0	0	19	0	0	9	41	0	1	76	
7:15 AM	2	0	12	0	0	0	0	0	0	33	0	0	4	17	0	0	68	
7:30 AM	4	0	9	0	0	0	0	0	0	38	1	0	9	42	0	0	103	
7:45 AM	1	0	7	0	0	0	0	0	0	50	0	0	10	59	0	0	127	374
8:00 AM	1	0	15	0	0	0	0	0	0	55	3	0	16	66	0	0	156	454
8:15 AM	2	0	12	0	0	0	0	0	0	58	2	0	19	63	0	0	156	542
8:30 AM	8	0	19	0	0	0	0	0	0	63	6	0	18	56	0	0	170	609
8:45 AM	1	0	15	0	0	0	0	0	0	59	1	0	16	56	0	0	148	630

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	32	0	76	0	0	0	0	0	0	252	24	0	72	224	0	0	680
Heavy Trucks	0	0	8		0	0	0		0	4	0		0	4	0		16
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

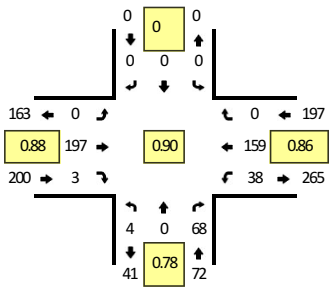
Type of peak hour being reported: Intersection Peak

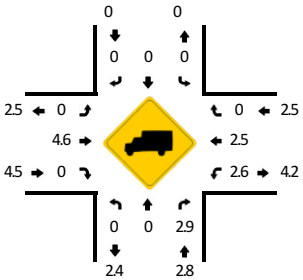
Method for determining peak hour: Total Entering Volume

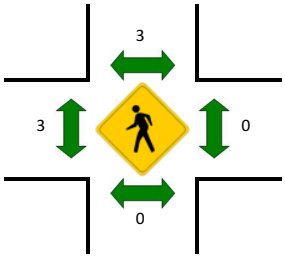
LOCATION: Cooper St -- Old Durham Rd
CITY/STATE: Orange, NC

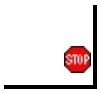
QC JOB #: 15069011
DATE: Tue, Sep 17 2019

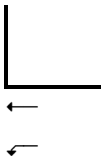
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

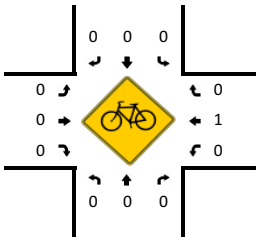


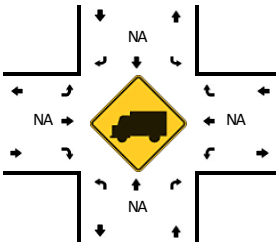


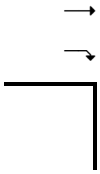


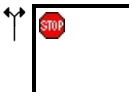


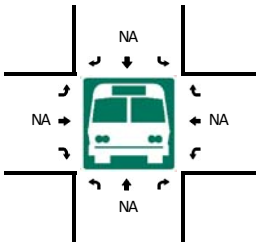












15-Min Count Period Beginning At	Cooper St (Northbound)				Cooper St (Southbound)				Old Durham Rd (Eastbound)				Old Durham Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	3	0	11	0	0	0	0	0	0	42	1	0	11	40	0	0	108	
11:45 AM	0	0	12	0	0	0	0	0	0	30	2	0	14	44	0	0	102	
12:00 PM	0	0	17	0	0	0	0	0	0	46	0	0	8	32	0	0	103	
12:15 PM	3	0	20	0	0	0	0	0	0	49	1	0	6	39	0	0	118	431
12:30 PM	1	0	15	0	0	0	0	0	0	47	0	0	9	46	0	0	118	441
12:45 PM	0	0	16	0	0	0	0	0	0	55	2	0	15	42	0	0	130	469
1:00 PM	2	0	14	0	0	0	0	0	0	42	0	0	4	37	0	0	99	465
1:15 PM	3	0	12	0	0	0	0	0	0	39	2	0	9	43	0	0	108	455

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	64	0	0	0	0	0	0	220	8	0	60	168	0	0	520
Heavy Trucks	0	0	4		0	0	0		0	12	0		0	0	0		16
Pedestrians		0				4				4				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

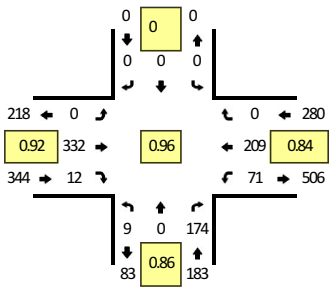
Type of peak hour being reported: Intersection Peak

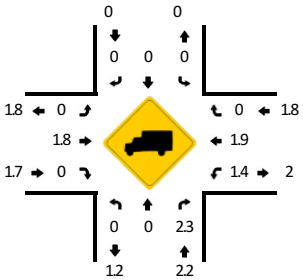
Method for determining peak hour: Total Entering Volume

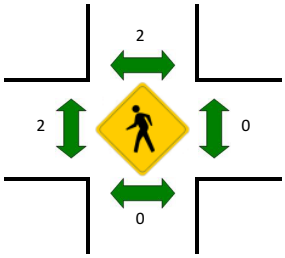
LOCATION: Cooper St -- Old Durham Rd
CITY/STATE: Orange, NC

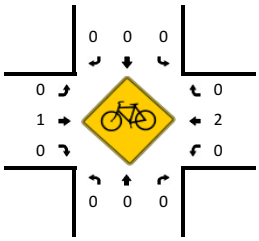
QC JOB #: 15069012
DATE: Tue, Sep 17 2019

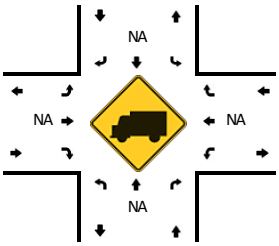
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

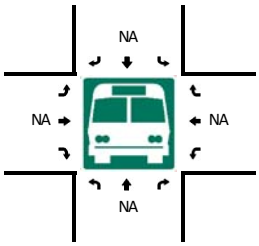












15-Min Count Period Beginning At	Cooper St (Northbound)				Cooper St (Southbound)				Old Durham Rd (Eastbound)				Old Durham Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	0	25	0	0	0	0	0	0	63	3	0	11	49	0	0	154	
4:15 PM	0	0	25	0	0	0	0	0	0	66	2	0	11	45	0	0	149	
4:30 PM	2	0	27	0	0	0	0	0	0	75	1	0	13	45	0	0	163	
4:45 PM	0	0	30	0	0	0	0	0	0	75	2	0	9	67	0	0	183	649
5:00 PM	3	0	45	0	0	0	0	0	0	89	4	0	20	49	0	0	210	705
5:15 PM	2	0	48	0	0	0	0	0	0	78	5	0	17	59	0	0	209	765
5:30 PM	2	0	51	0	0	0	0	0	0	85	2	0	16	36	0	0	192	794
5:45 PM	2	0	30	0	0	0	0	0	0	80	1	0	18	65	0	0	196	807

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	0	180	0	0	0	0	0	0	356	16	0	80	196	0	0	840
Heavy Trucks	0	0	4		0	0	0		0	4	0		0	4	0		12
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	1	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

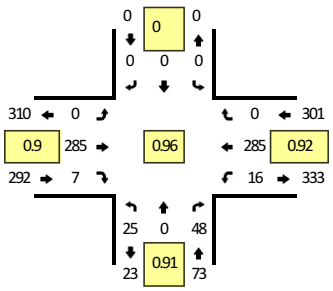
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

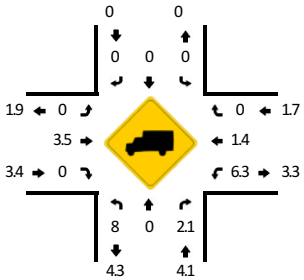
LOCATION: Standish Dr -- Old Durham Rd
CITY/STATE: Orange, NC

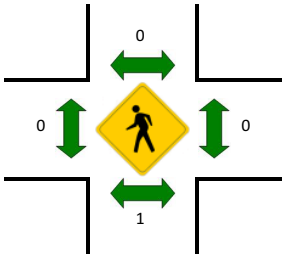
QC JOB #: 15069013
DATE: Tue, Sep 17 2019

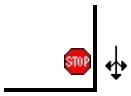
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

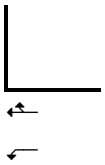


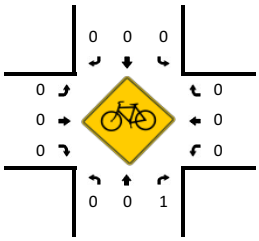
Quality Counts
DATA THAT DRIVES COMMUNITIES

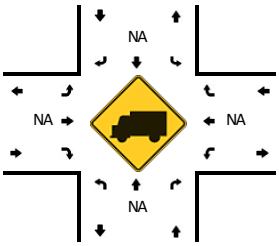


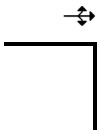


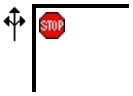


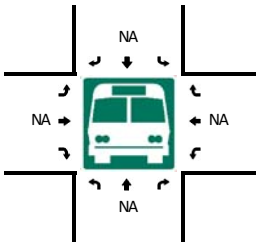












15-Min Count Period Beginning At	Standish Dr (Northbound)				Standish Dr (Southbound)				Old Durham Rd (Eastbound)				Old Durham Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	0	10	0	0	0	0	0	0	25	0	0	4	47	0	0	89	
7:15 AM	4	0	5	0	0	0	0	0	0	46	0	0	2	17	0	0	74	
7:30 AM	2	0	18	0	0	0	0	0	0	46	1	0	4	49	0	0	120	
7:45 AM	7	0	9	0	0	0	0	0	0	55	2	0	3	62	0	0	138	421
8:00 AM	5	0	15	0	0	0	0	0	0	68	1	0	3	77	0	0	169	501
8:15 AM	4	0	12	0	0	0	0	0	0	68	2	0	4	78	0	0	168	595
8:30 AM	6	0	12	0	0	0	0	0	0	79	2	0	5	70	0	0	174	649
8:45 AM	10	0	9	0	0	0	0	0	0	70	2	0	4	60	0	0	155	666

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	0	48	0	0	0	0	0	0	316	8	0	20	280	0	0	696
Heavy Trucks	4	0	4		0	0	0		0	12	0		4	0	0		24
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

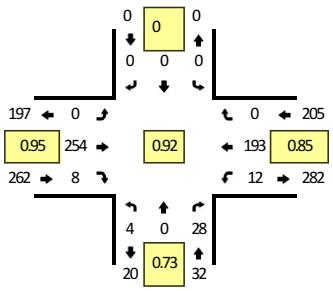
Type of peak hour being reported: Intersection Peak

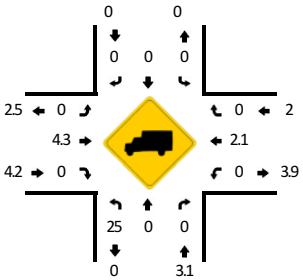
Method for determining peak hour: Total Entering Volume

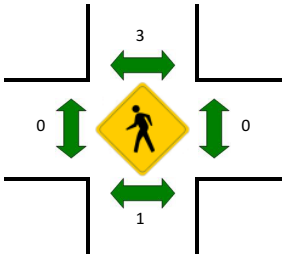
LOCATION: Standish Dr -- Old Durham Rd
CITY/STATE: Orange, NC

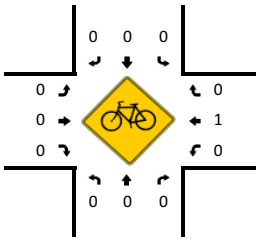
QC JOB #: 15069014
DATE: Tue, Sep 17 2019

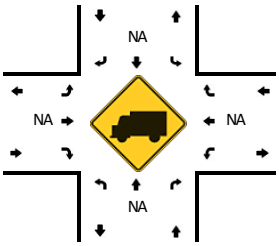
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

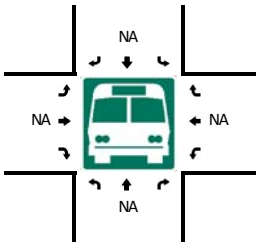












15-Min Count Period Beginning At	Standish Dr (Northbound)				Standish Dr (Southbound)				Old Durham Rd (Eastbound)				Old Durham Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	2	0	1	0	0	0	0	0	0	53	1	0	4	50	0	0	111	
11:45 AM	2	0	3	0	0	0	0	0	0	41	1	0	4	55	0	0	106	
12:00 PM	0	0	4	0	0	0	0	0	0	62	1	0	3	40	0	0	110	
12:15 PM	1	0	8	0	0	0	0	0	0	66	3	0	0	44	0	0	122	449
12:30 PM	1	0	10	0	0	0	0	0	0	61	1	0	4	54	0	0	131	469
12:45 PM	2	0	6	0	0	0	0	0	0	65	3	0	5	55	0	0	136	499
1:00 PM	4	0	3	0	0	0	0	0	0	57	1	0	2	37	1	0	105	494
1:15 PM	3	0	1	0	0	0	0	0	0	48	3	0	3	50	0	0	108	480

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	0	24	0	0	0	0	0	0	260	12	0	20	220	0	0	544
Heavy Trucks	0	0	0		0	0	0		0	16	0		0	0	0		16
Pedestrians		4				4				0				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

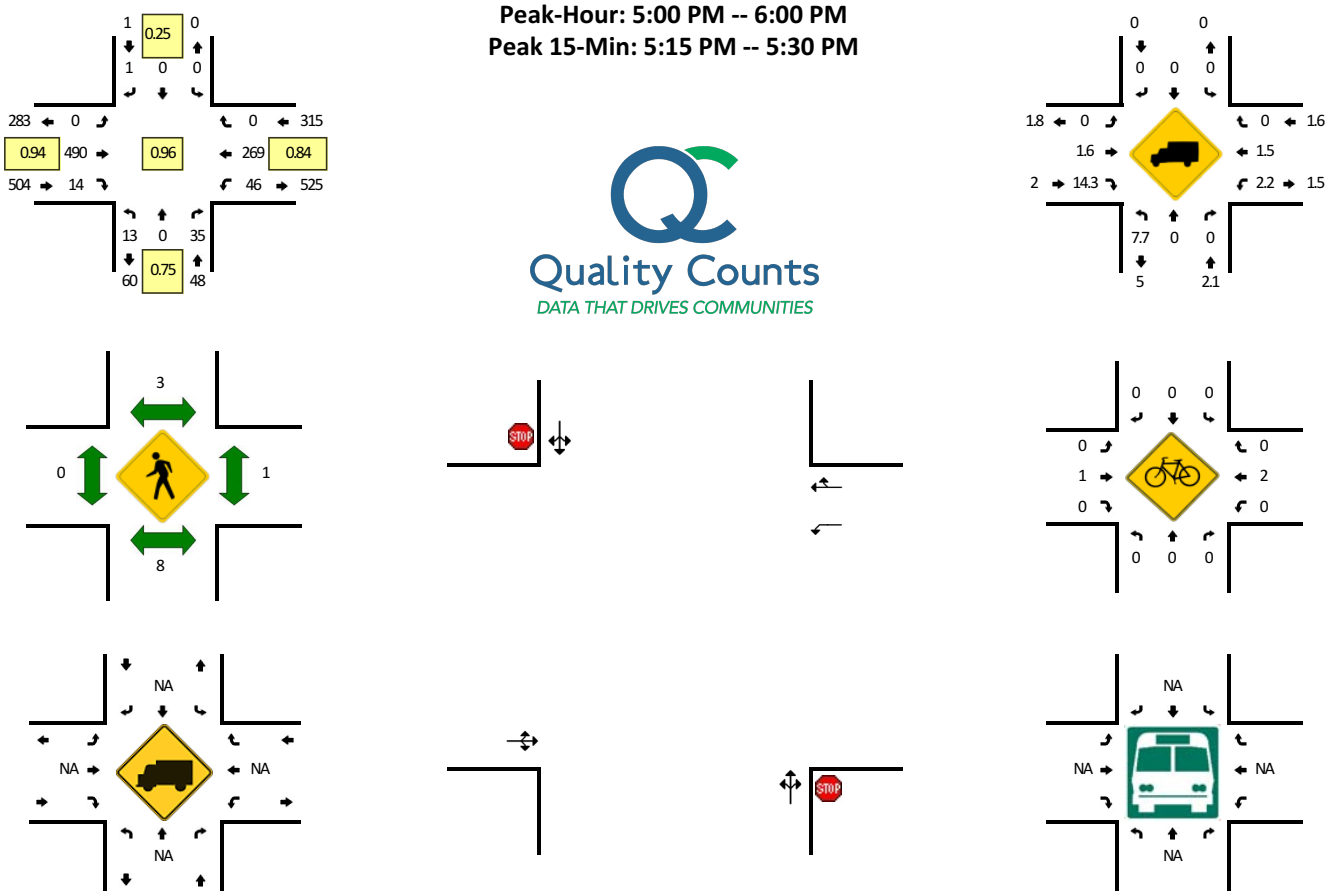
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Standish Dr -- Old Durham Rd
CITY/STATE: Orange, NC

QC JOB #: 15069015
DATE: Tue, Sep 17 2019

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM



Quality Counts
DATA THAT DRIVES COMMUNITIES

15-Min Count Period Beginning At	Standish Dr (Northbound)				Standish Dr (Southbound)				Old Durham Rd (Eastbound)				Old Durham Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	0	7	0	0	0	0	0	0	84	4	0	8	56	0	0	162	
4:15 PM	2	0	2	0	0	0	0	0	0	90	1	0	10	54	0	0	159	
4:30 PM	0	0	7	0	0	0	0	0	0	100	3	0	6	58	0	0	174	
4:45 PM	0	0	9	0	0	0	0	0	0	103	1	0	10	75	0	0	198	693
5:00 PM	1	0	8	0	0	0	1	0	0	132	0	0	11	70	0	0	223	754
5:15 PM	4	0	12	0	0	0	0	0	0	124	2	0	13	70	0	0	225	820
5:30 PM	4	0	7	0	0	0	0	0	0	126	8	0	8	49	0	0	202	848
5:45 PM	4	0	8	0	0	0	0	0	0	108	4	0	14	80	0	0	218	868

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	0	48	0	0	0	0	0	0	496	8	0	52	280	0	0	900
Heavy Trucks	0	0	0		0	0	0		0	8	4		0	8	0		20
Pedestrians		8				0				0				4			12
Bicycles	0	0	0		0	0	0		0	0	0		0	1	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

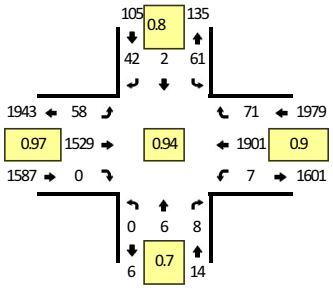
Type of peak hour being reported: Intersection Peak

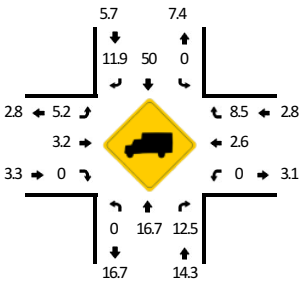
Method for determining peak hour: Total Entering Volume

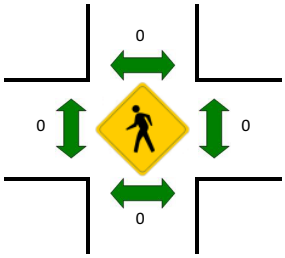
LOCATION: Eastowne Dr South/Service Rd -- US 15-501
CITY/STATE: Orange, NC

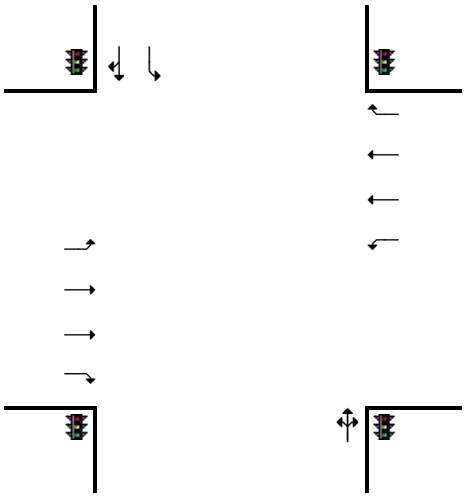
QC JOB #: 15069016
DATE: Tue, Sep 17 2019

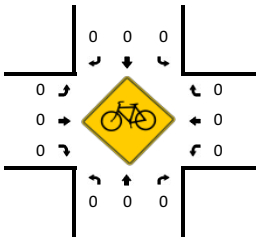
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

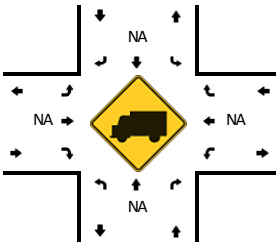


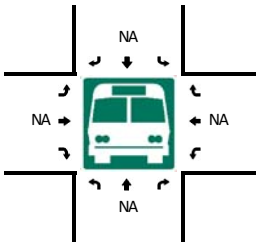












15-Min Count Period Beginning At	Eastowne Dr South/Service Rd (Northbound)				Eastowne Dr South/Service Rd (Southbound)				US 15-501 (Eastbound)				US 15-501 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	1	0	6	1	11	0	8	330	0	1	0	339	15	1	713	
7:15 AM	0	0	0	0	14	0	8	0	12	370	0	0	1	408	18	1	832	
7:30 AM	0	1	3	0	17	1	15	0	11	400	0	0	1	435	17	2	903	
7:45 AM	0	1	2	0	15	0	5	0	16	394	0	0	1	525	22	1	982	3430
8:00 AM	0	3	2	0	12	1	14	0	10	396	0	0	2	471	13	0	924	3641
8:15 AM	0	1	1	0	17	0	8	0	21	339	0	0	0	470	19	0	876	3685
8:30 AM	0	0	3	0	14	0	7	0	15	404	1	0	1	435	18	0	898	3680
8:45 AM	1	1	1	0	14	0	6	0	30	347	0	2	3	479	29	0	913	3611

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	4	8	0	60	0	20	0	64	1576	0	0	4	2100	88	4	3928
Heavy Trucks	0	0	0		0	0	0		0	56	0		0	52	0		108
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

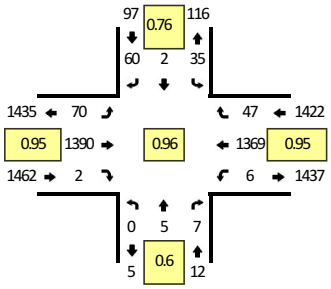
Type of peak hour being reported: Intersection Peak

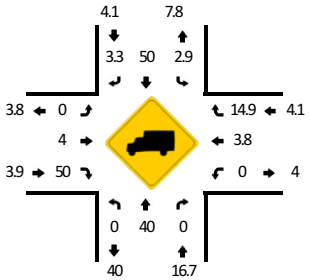
Method for determining peak hour: Total Entering Volume

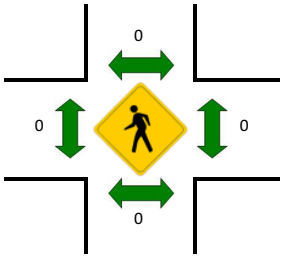
LOCATION: Eastowne Dr South/Service Rd -- US 15-501
CITY/STATE: Orange, NC

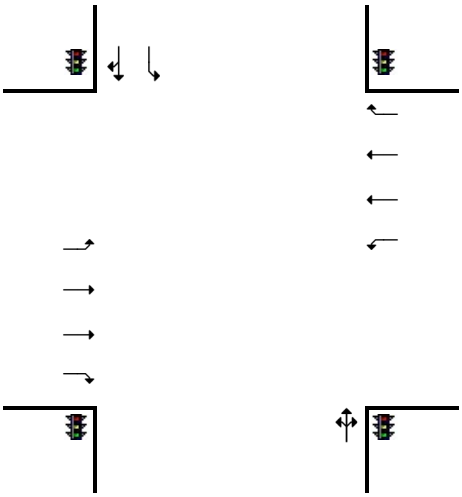
QC JOB #: 15069017
DATE: Tue, Sep 17 2019

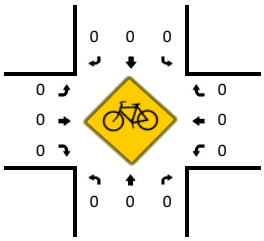
Peak-Hour: 12:15 PM -- 1:15 PM
Peak 15-Min: 12:15 PM -- 12:30 PM

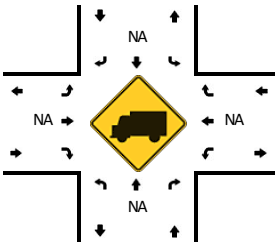


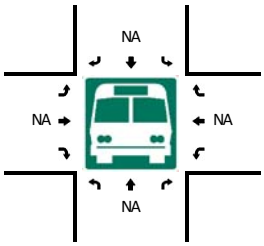












15-Min Count Period Beginning At	Eastowne Dr South/Service Rd (Northbound)				Eastowne Dr South/Service Rd (Southbound)				US 15-501 (Eastbound)				US 15-501 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	0	2	0	0	16	1	11	0	11	365	0	0	1	319	7	1	734	
11:45 AM	0	1	5	0	14	1	14	0	19	325	0	0	0	334	16	0	729	
12:00 PM	1	2	0	0	16	1	27	0	12	315	0	0	1	289	7	2	673	
12:15 PM	0	2	3	0	13	2	17	0	16	365	0	3	1	347	11	0	780	2916
12:30 PM	0	2	1	0	11	0	16	0	10	334	2	2	0	358	14	2	752	2934
12:45 PM	0	0	3	0	2	0	14	0	16	369	0	0	0	359	12	0	775	2980
1:00 PM	0	1	0	0	9	0	13	0	22	322	0	1	0	305	10	3	686	2993
1:15 PM	0	0	0	0	8	0	15	0	11	334	0	2	0	349	10	0	729	2942

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	8	12	0	52	8	68	0	64	1460	0	12	4	1388	44	0	3120
Heavy Trucks	0	4	0		4	4	0		0	60	0		0	40	12		124
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

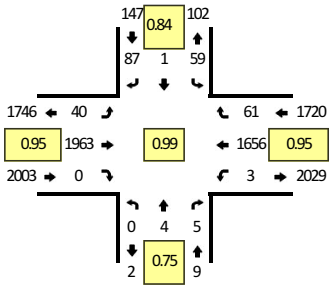
Type of peak hour being reported: Intersection Peak

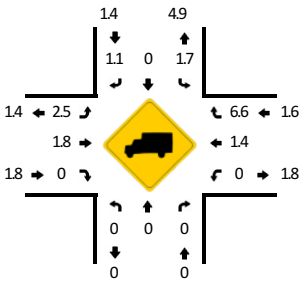
Method for determining peak hour: Total Entering Volume

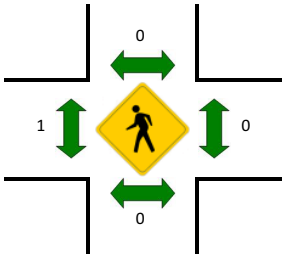
LOCATION: Eastowne Dr South/Service Rd -- US 15-501
CITY/STATE: Orange, NC

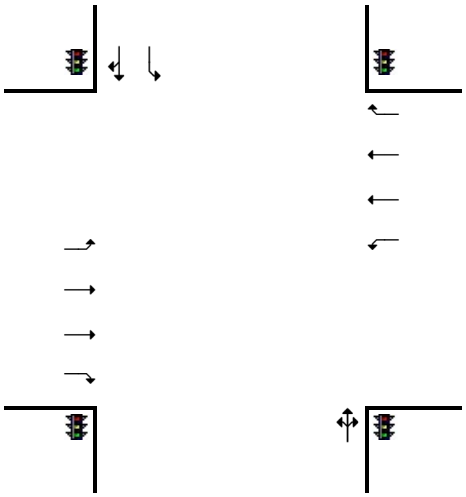
QC JOB #: 15069018
DATE: Tue, Sep 17 2019

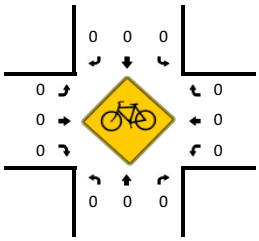
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

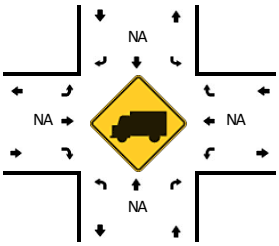


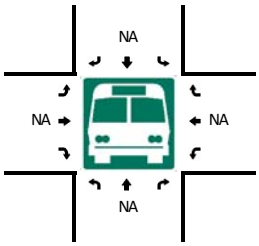












15-Min Count Period Beginning At	Eastowne Dr South/Service Rd (Northbound)				Eastowne Dr South/Service Rd (Southbound)				US 15-501 (Eastbound)				US 15-501 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	9	1	14	0	5	454	0	1	0	373	18	0	875	
4:15 PM	0	1	1	0	12	0	13	0	7	482	0	0	0	361	15	0	892	
4:30 PM	0	0	0	0	14	1	14	0	6	464	0	0	0	397	16	1	913	
4:45 PM	0	1	0	0	12	0	23	0	6	473	0	1	0	438	15	1	970	3650
5:00 PM	0	1	2	0	19	1	24	0	13	476	0	0	0	413	16	0	965	3740
5:15 PM	0	1	2	0	10	0	20	0	8	519	0	0	0	400	9	0	969	3817
5:30 PM	0	1	1	0	18	0	20	0	10	495	0	2	1	405	21	1	975	3879
5:45 PM	0	0	0	0	9	0	12	0	5	441	0	1	0	364	16	0	848	3757

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	4	4	0	72	0	80	0	40	1980	0	8	4	1620	84	4	3900
Heavy Trucks	0	0	0		0	0	0		0	32	0		0	12	4		48
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

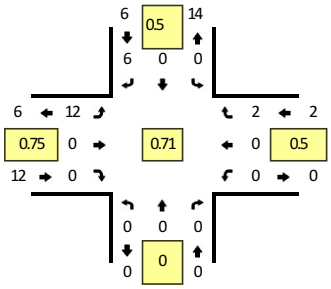
Type of peak hour being reported: Intersection Peak

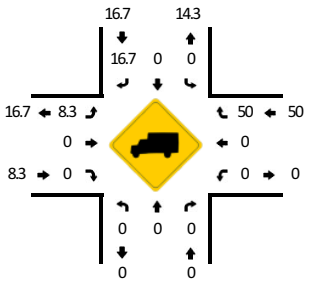
Method for determining peak hour: Total Entering Volume

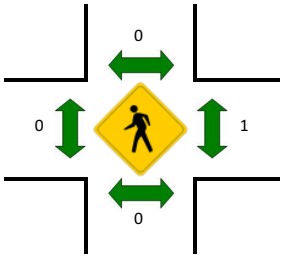
LOCATION: Service Rd -- SECU Dwy
CITY/STATE: Orange, NC

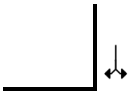
QC JOB #: 15069019
DATE: Tue, Sep 17 2019

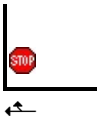
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

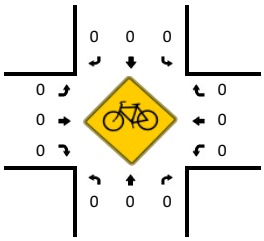


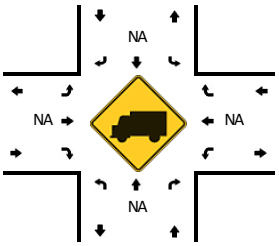


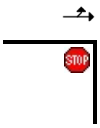


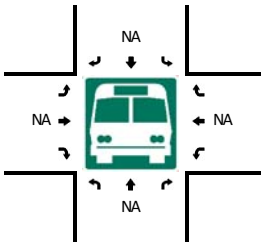












15-Min Count Period Beginning At	Service Rd (Northbound)				Service Rd (Southbound)				SECU Dwy (Eastbound)				SECU Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4	
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
7:30 AM	0	0	0	0	0	0	2	0	4	0	0	0	0	0	1	0	7	
7:45 AM	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	4	16
8:00 AM	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	7	19
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2	20
8:30 AM	0	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	5	18
8:45 AM	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	4	18

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	8	0	16	0	0	0	0	0	4	0	28
Heavy Trucks	0	0	0		0	0	4		4	0	0		0	0	0		8
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

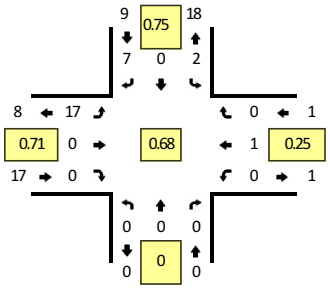
Type of peak hour being reported: Intersection Peak

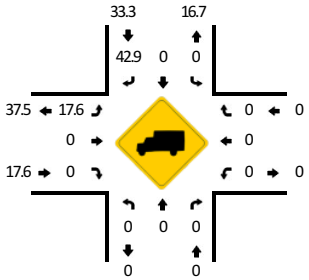
Method for determining peak hour: Total Entering Volume

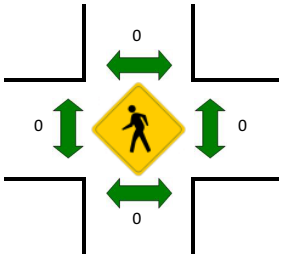
LOCATION: Service Rd -- SECU Dwy
CITY/STATE: Orange, NC

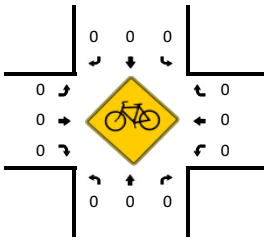
QC JOB #: 15069020
DATE: Tue, Sep 17 2019

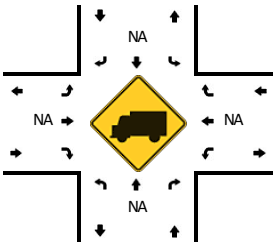
Peak-Hour: 11:30 AM -- 12:30 PM
Peak 15-Min: 12:15 PM -- 12:30 PM

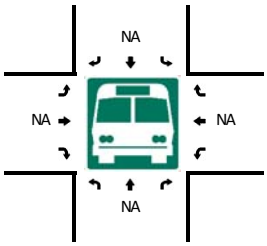












15-Min Count Period Beginning At	Service Rd (Northbound)				Service Rd (Southbound)				SECU Dwy (Eastbound)				SECU Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	4	
11:45 AM	0	0	0	0	0	0	1	0	6	0	0	0	0	0	0	0	7	
12:00 PM	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	6	
12:15 PM	0	0	0	0	1	0	2	0	6	0	0	0	0	1	0	0	10	27
12:30 PM	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	4	27
12:45 PM	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3	23
1:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	19
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	10

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	4	0	8	0	24	0	0	0	0	4	0	0	40
Heavy Trucks	0	0	0		0	0	4		4	0	0		0	0	0		8
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

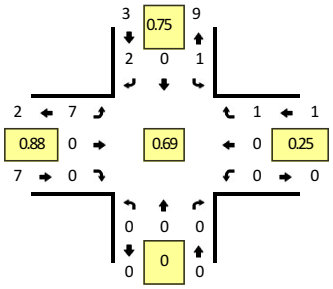
Type of peak hour being reported: Intersection Peak

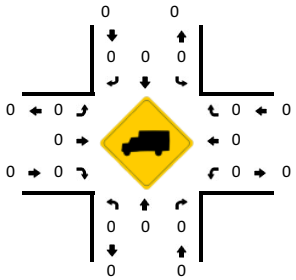
Method for determining peak hour: Total Entering Volume

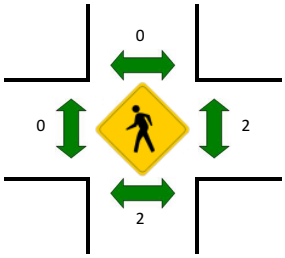
LOCATION: Service Rd -- SECU Dwy
CITY/STATE: Orange, NC

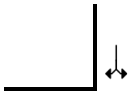
QC JOB #: 15069021
DATE: Tue, Sep 17 2019

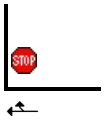
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

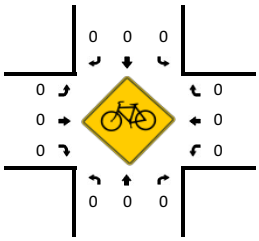


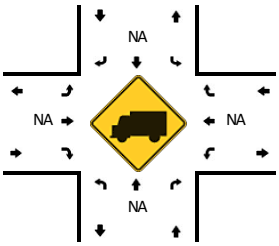


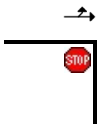


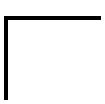


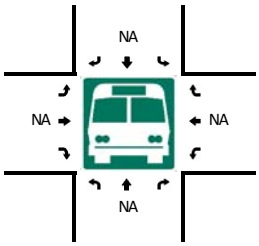












15-Min Count Period Beginning At	Service Rd (Northbound)				Service Rd (Southbound)				SECU Dwy (Eastbound)				SECU Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
4:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	5
5:00 PM	0	0	0	0	0	0	1	0	2	0	0	0	0	0	1	0	4	8
5:15 PM	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3	9
5:30 PM	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3	11
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	4	0	8	0	0	0	0	0	4	0	16
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		4				0				0				4			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

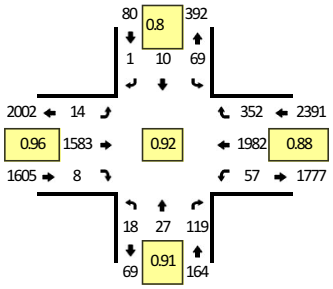
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

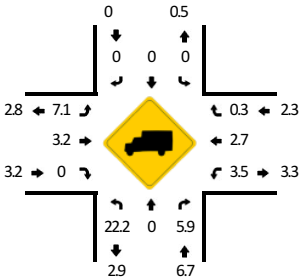
LOCATION: Eastowne Dr North/Lakeview Dr -- US 15-501
CITY/STATE: Orange, NC

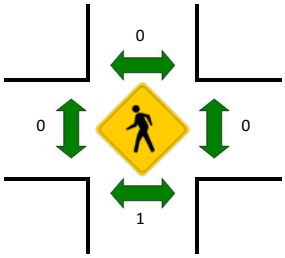
QC JOB #: 15069022
DATE: Tue, Sep 17 2019

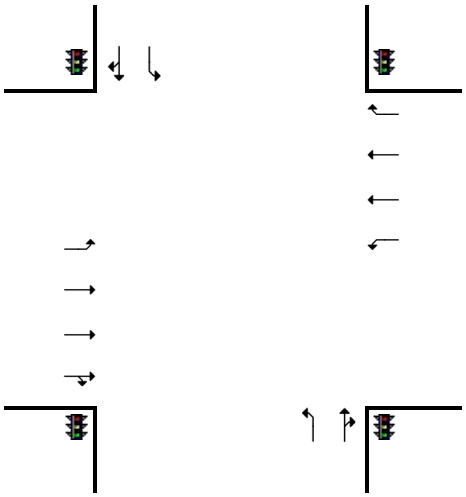
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

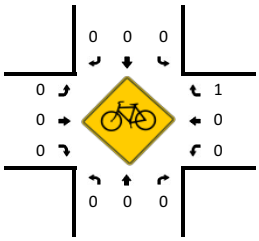


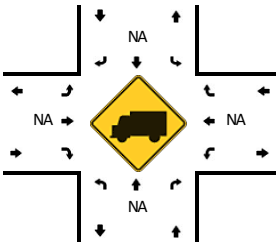
Quality Counts
DATA THAT DRIVES COMMUNITIES

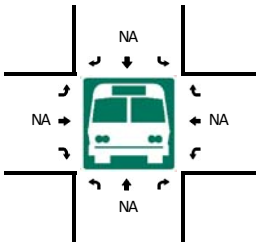












15-Min Count Period Beginning At	Eastowne Dr North/Lakeview Dr (Northbound)				Eastowne Dr North/Lakeview Dr (Southbound)				US 15-501 (Eastbound)				US 15-501 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	6	21	0	11	2	1	0	1	316	7	0	9	356	53	1	785	
7:15 AM	5	1	28	0	14	3	0	0	0	381	1	0	7	424	60	1	925	
7:30 AM	4	5	36	0	13	5	1	0	0	418	1	0	10	459	79	1	1032	
7:45 AM	6	4	29	0	22	3	0	0	6	403	1	0	10	562	110	0	1156	3898
8:00 AM	3	10	25	0	17	1	0	0	3	399	6	1	13	473	96	5	1052	4165
8:15 AM	5	8	29	0	17	1	0	0	4	363	0	0	18	488	67	0	1000	4240
8:30 AM	2	15	14	0	6	3	1	0	2	397	2	0	11	438	72	2	965	4173
8:45 AM	5	7	13	0	16	3	2	0	1	363	2	1	11	511	62	4	1001	4018

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	16	116	0	88	12	0	0	24	1612	4	0	40	2248	440	0	4624
Heavy Trucks	0	0	4		0	0	0		0	60	0		8	56	0		128
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	1		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

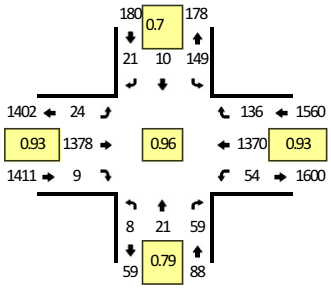
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

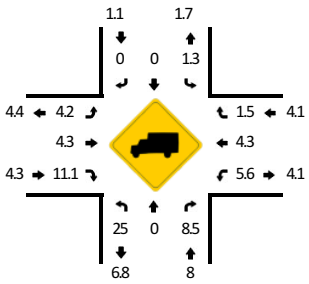
LOCATION: Eastowne Dr North/Lakeview Dr -- US 15-501
CITY/STATE: Orange, NC

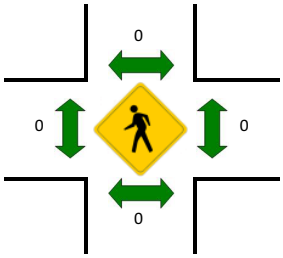
QC JOB #: 15069023
DATE: Tue, Sep 17 2019

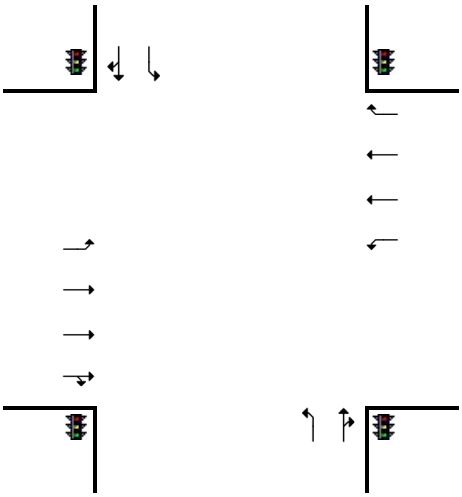
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:15 PM -- 12:30 PM

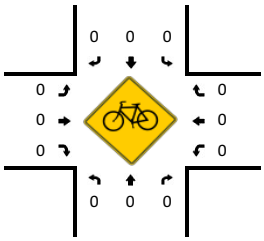


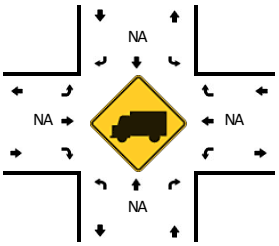
Quality Counts
DATA THAT DRIVES COMMUNITIES

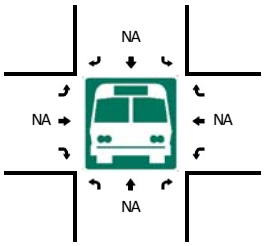












15-Min Count Period Beginning At	Eastowne Dr North/Lakeview Dr (Northbound)				Eastowne Dr North/Lakeview Dr (Southbound)				US 15-501 (Eastbound)				US 15-501 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	1	2	6	0	34	3	10	0	1	367	2	0	10	316	15	4	771	
11:45 AM	5	6	9	0	34	3	3	0	7	338	2	0	12	340	30	1	790	
12:00 PM	1	8	19	0	52	3	9	0	4	331	3	0	12	282	30	3	757	
12:15 PM	2	6	10	0	34	1	1	0	6	368	2	2	5	362	40	1	840	3158
12:30 PM	1	4	16	0	35	4	6	0	6	339	4	0	11	363	30	3	822	3209
12:45 PM	4	3	14	0	28	2	5	0	5	340	0	1	12	363	36	7	820	3239
1:00 PM	5	5	13	0	26	10	6	0	3	344	0	0	4	299	37	2	754	3236
1:15 PM	2	6	14	0	21	2	3	0	2	330	2	1	7	363	30	1	784	3180

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	24	40	0	136	4	4	0	24	1472	8	8	20	1448	160	4	3360
Heavy Trucks	4	0	4		0	0	0		0	68	0		0	44	4		124
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

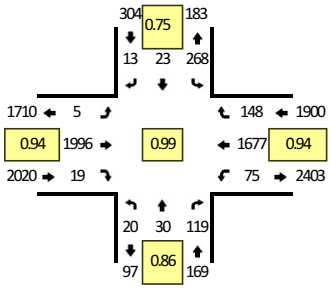
Type of peak hour being reported: Intersection Peak

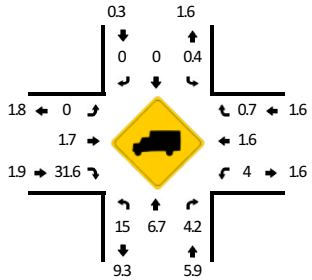
Method for determining peak hour: Total Entering Volume

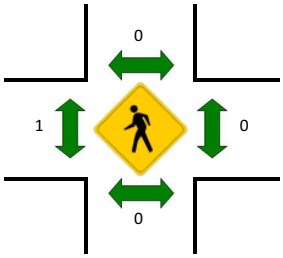
LOCATION: Eastowne Dr North/Lakeview Dr -- US 15-501
CITY/STATE: Orange, NC

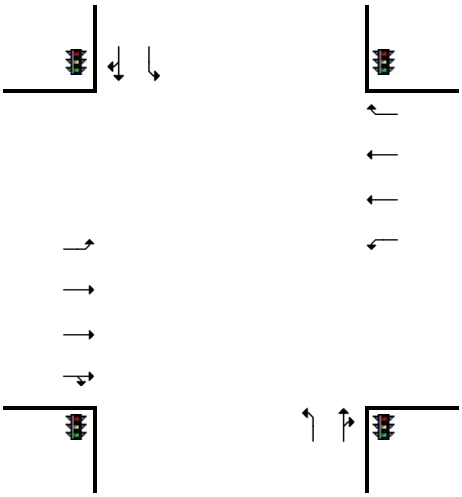
QC JOB #: 15069024
DATE: Tue, Sep 17 2019

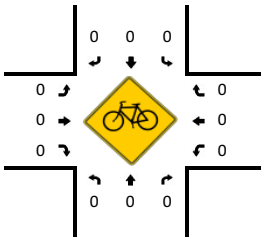
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

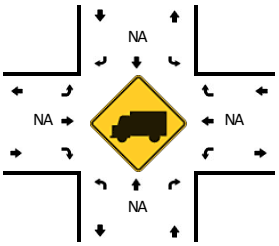


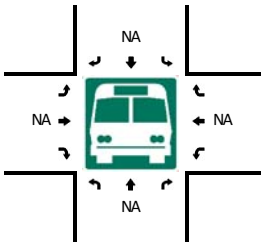












15-Min Count Period Beginning At	Eastowne Dr North/Lakeview Dr (Northbound)				Eastowne Dr North/Lakeview Dr (Southbound)				US 15-501 (Eastbound)				US 15-501 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	1	25	0	74	12	6	0	2	426	2	1	14	367	28	4	965	
4:15 PM	2	3	17	0	45	6	1	0	1	503	4	0	5	396	45	5	1033	
4:30 PM	5	7	26	0	74	9	3	0	4	481	1	0	12	390	35	9	1056	
4:45 PM	6	4	19	0	67	2	3	0	2	475	3	0	15	445	43	2	1086	4140
5:00 PM	3	10	33	0	85	12	4	0	0	470	9	0	16	412	36	3	1093	4268
5:15 PM	5	9	35	0	69	5	5	0	1	531	4	0	10	397	26	8	1105	4340
5:30 PM	6	7	32	0	47	4	1	0	2	520	3	0	14	423	43	7	1109	4393
5:45 PM	8	9	30	0	37	2	2	0	0	454	2	0	19	375	37	5	980	4287

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	28	128	0	188	16	4	0	8	2080	12	0	56	1692	172	28	4436
Heavy Trucks	4	0	0		0	0	0		0	24	0		8	16	0		52
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

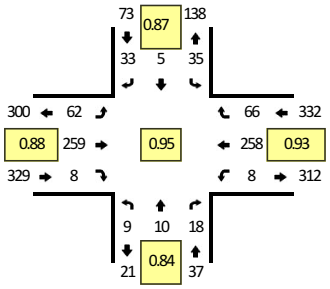
Type of peak hour being reported: Intersection Peak

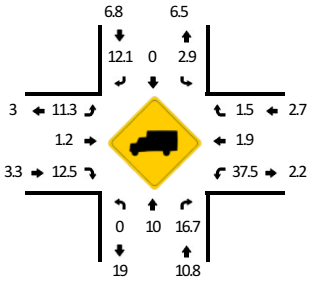
Method for determining peak hour: Total Entering Volume

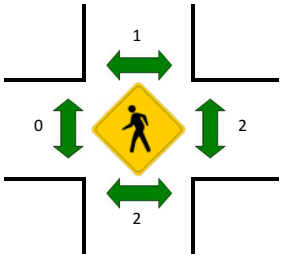
LOCATION: Lakeview Dr -- Durham Rd/Old Chapel Hill Rd
CITY/STATE: Durham, NC

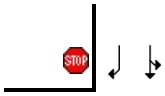
QC JOB #: 15069025
DATE: Tue, Sep 17 2019

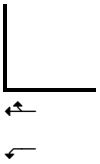
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

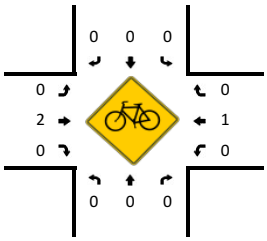


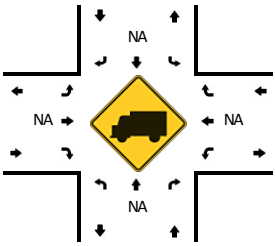


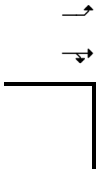


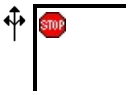


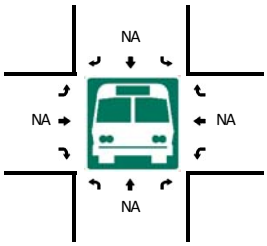












15-Min Count Period Beginning At	Lakeview Dr (Northbound)				Lakeview Dr (Southbound)				Durham Rd/Old Chapel Hill Rd (Eastbound)				Durham Rd/Old Chapel Hill Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	3	2	0	4	2	11	0	12	27	0	0	1	38	11	1	114	
7:15 AM	0	7	1	0	7	1	3	0	15	39	0	0	0	13	9	0	95	
7:30 AM	3	7	5	0	7	1	6	0	22	44	1	0	2	45	14	0	157	
7:45 AM	2	4	5	0	8	1	5	0	11	53	1	0	1	62	23	0	176	542
8:00 AM	0	1	5	0	11	1	9	0	23	62	2	0	5	69	15	0	203	631
8:15 AM	4	4	2	0	7	2	10	0	18	65	1	0	2	64	15	0	194	730
8:30 AM	3	1	6	0	9	1	9	0	10	79	4	0	0	63	13	0	198	771
8:45 AM	2	2	2	0	7	0	9	0	16	68	1	0	0	55	11	0	173	768

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	4	20	0	44	4	36	0	92	248	8	0	20	276	60	0	812
Heavy Trucks	0	0	12		0	0	4		16	4	0		12	0	0		48
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

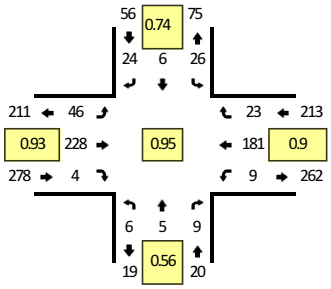
Type of peak hour being reported: Intersection Peak

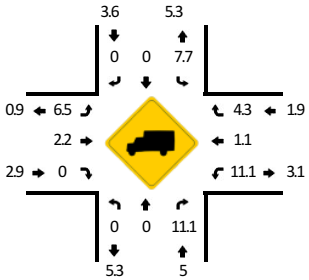
Method for determining peak hour: Total Entering Volume

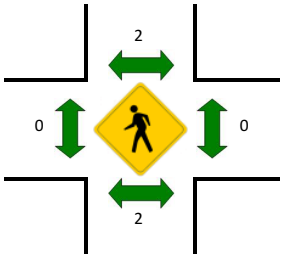
LOCATION: Lakeview Dr -- Durham Rd/Old Chapel Hill Rd
CITY/STATE: Durham, NC

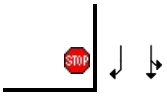
QC JOB #: 15069026
DATE: Tue, Sep 17 2019

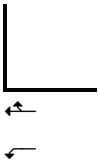
Peak-Hour: 12:15 PM -- 1:15 PM
Peak 15-Min: 12:30 PM -- 12:45 PM

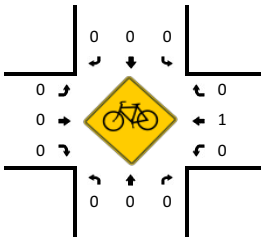


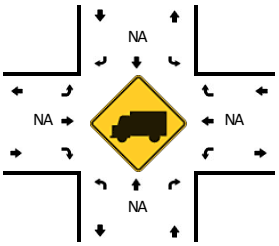


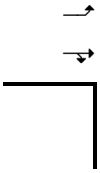


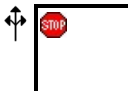


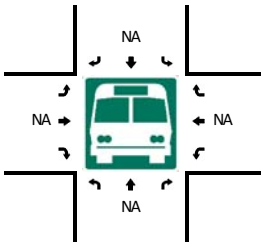












15-Min Count Period Beginning At	Lakeview Dr (Northbound)				Lakeview Dr (Southbound)				Durham Rd/Old Chapel Hill Rd (Eastbound)				Durham Rd/Old Chapel Hill Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	1	0	1	0	5	0	8	0	4	53	2	0	0	46	4	0	124	
11:45 AM	1	0	2	0	4	1	7	0	13	33	0	0	1	53	9	0	124	
12:00 PM	1	0	2	0	4	2	6	0	8	57	1	1	2	34	13	0	131	
12:15 PM	0	1	0	0	3	3	4	0	12	57	2	0	0	46	4	0	132	511
12:30 PM	1	1	2	0	8	1	7	0	8	63	0	0	3	48	8	0	150	537
12:45 PM	4	1	4	0	4	0	7	0	15	60	0	0	0	51	4	0	150	563
1:00 PM	1	2	3	0	10	2	6	1	11	48	2	0	6	36	7	0	135	567
1:15 PM	0	2	3	0	4	0	4	0	12	38	0	0	1	46	4	0	114	549

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	4	8	0	32	4	28	0	32	252	0	0	12	192	32	0	600
Heavy Trucks	0	0	4		0	0	0		4	0	0		4	0	0		12
Pedestrians		4				8				0				0			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

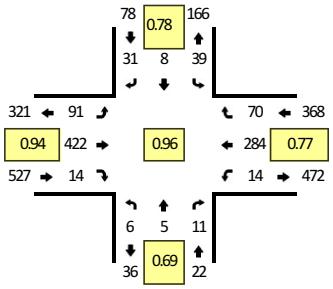
Type of peak hour being reported: Intersection Peak

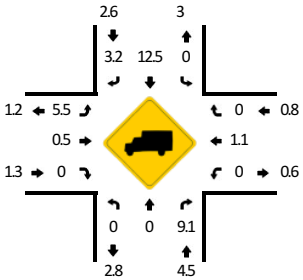
Method for determining peak hour: Total Entering Volume

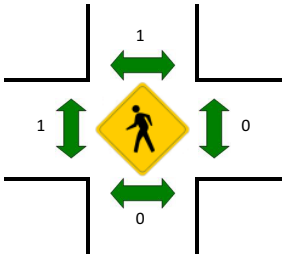
LOCATION: Lakeview Dr -- Durham Rd/Old Chapel Hill Rd
CITY/STATE: Durham, NC

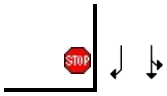
QC JOB #: 15069027
DATE: Tue, Sep 17 2019

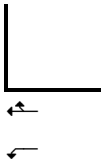
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

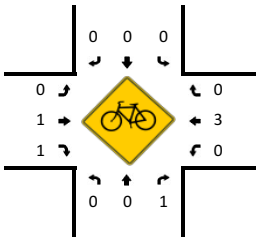


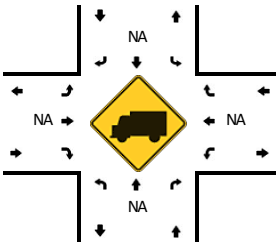


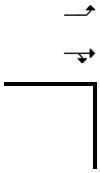


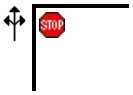


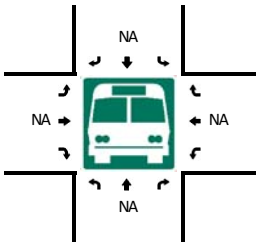












15-Min Count Period Beginning At	Lakeview Dr (Northbound)				Lakeview Dr (Southbound)				Durham Rd/Old Chapel Hill Rd (Eastbound)				Durham Rd/Old Chapel Hill Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	1	4	0	11	4	5	0	12	76	2	0	3	53	14	0	189	
4:15 PM	1	0	1	0	9	2	7	0	7	76	4	0	1	59	7	0	174	
4:30 PM	0	4	3	0	9	3	6	0	14	94	1	0	1	63	20	0	218	
4:45 PM	2	2	0	0	8	2	4	0	16	90	3	0	5	81	14	0	227	808
5:00 PM	2	0	2	0	16	2	7	0	28	110	2	0	3	72	10	0	254	873
5:15 PM	1	0	3	0	8	3	7	0	31	100	4	0	1	80	13	0	251	950
5:30 PM	0	3	3	0	7	1	9	0	17	119	4	0	5	49	15	0	232	964
5:45 PM	3	2	3	0	8	2	8	0	15	93	4	0	5	83	32	0	258	995

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	8	12	0	32	8	32	0	60	372	16	0	20	332	128	0	1032
Heavy Trucks	0	0	4		0	0	0		8	4	0		0	4	0		20
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	1	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

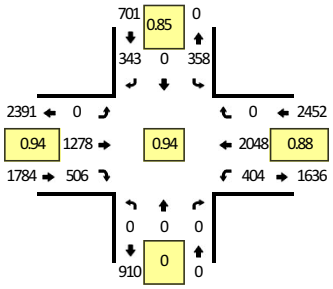
Type of peak hour being reported: Intersection Peak

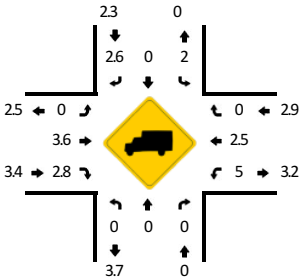
Method for determining peak hour: Total Entering Volume

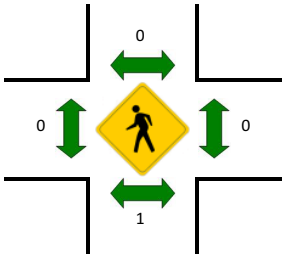
LOCATION: I-40 EB Ramps -- US 15-501
CITY/STATE: Durham, NC

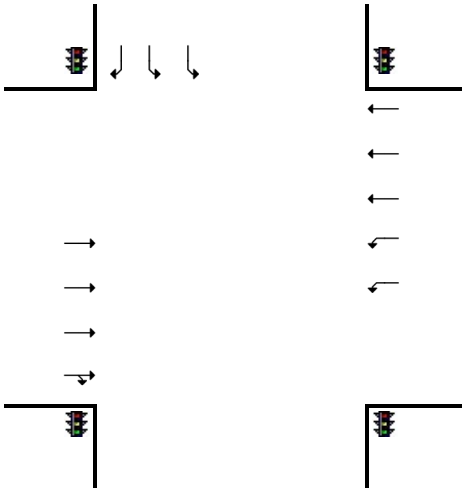
QC JOB #: 15069028
DATE: Tue, Sep 17 2019

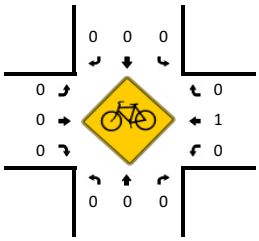
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

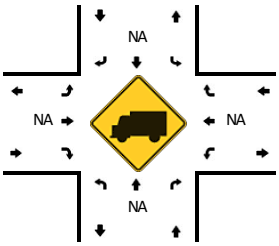


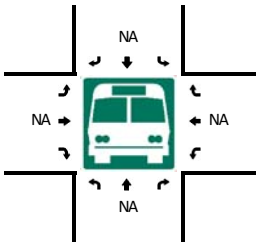












15-Min Count Period Beginning At	I-40 EB Ramps (Northbound)				I-40 EB Ramps (Southbound)				US 15-501 (Eastbound)				US 15-501 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	37	0	53	0	0	242	91	0	81	369	0	0	873	
7:15 AM	0	0	0	0	62	0	66	0	0	313	104	0	99	422	0	0	1066	
7:30 AM	0	0	0	0	72	0	90	0	0	346	126	0	98	477	0	0	1209	
7:45 AM	0	0	0	0	88	0	79	0	0	321	136	0	100	594	0	0	1318	4466
8:00 AM	0	0	0	0	114	0	93	0	0	316	133	0	110	493	0	0	1259	4852
8:15 AM	0	0	0	0	84	0	81	0	0	295	111	0	96	484	0	0	1151	4937
8:30 AM	0	0	0	0	90	0	67	0	0	318	108	0	90	450	0	0	1123	4851
8:45 AM	0	0	0	0	113	1	86	0	0	277	105	0	91	485	0	1	1159	4692

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	352	0	316	0	0	1284	544	0	400	2376	0	0	5272
Heavy Trucks	0	0	0		4	0	12		0	48	16		8	52	0		140
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	1	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

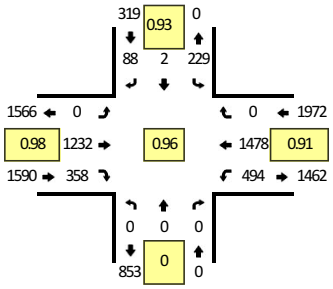
Type of peak hour being reported: Intersection Peak

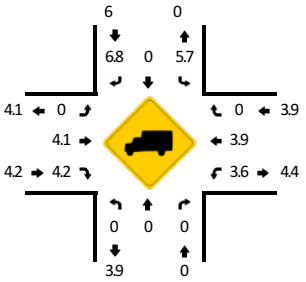
Method for determining peak hour: Total Entering Volume

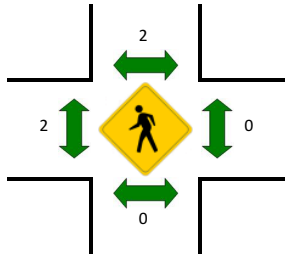
LOCATION: I-40 EB Ramps -- US 15-501
CITY/STATE: Durham, NC

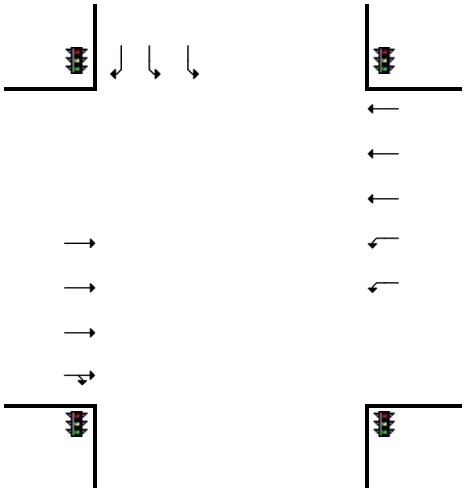
QC JOB #: 15069029
DATE: Tue, Sep 17 2019

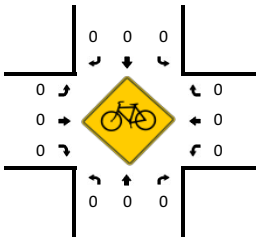
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

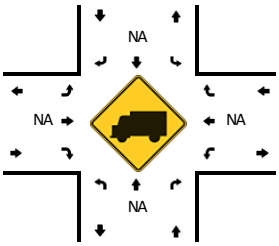


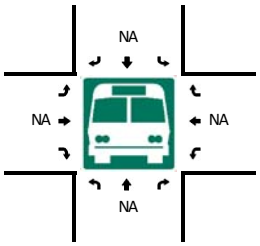












15-Min Count Period Beginning At	I-40 EB Ramps (Northbound)				I-40 EB Ramps (Southbound)				US 15-501 (Eastbound)				US 15-501 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	0	0	0	0	55	0	25	0	0	325	84	0	109	321	0	0	919	
11:45 AM	0	0	0	0	71	0	31	0	0	295	82	0	128	351	0	1	959	
12:00 PM	0	0	0	0	65	0	21	0	0	303	101	0	102	306	0	1	899	
12:15 PM	0	0	0	0	53	1	19	0	0	301	101	0	121	386	0	0	982	3759
12:30 PM	0	0	0	0	47	1	27	0	0	327	72	0	130	383	0	0	987	3827
12:45 PM	0	0	0	0	64	0	21	0	0	301	84	0	140	403	0	0	1013	3881
1:00 PM	0	0	0	0	46	0	23	0	0	293	91	0	107	312	0	0	872	3854
1:15 PM	0	0	0	0	51	0	35	0	0	276	88	0	139	368	0	0	957	3829

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	256	0	84	0	0	1204	336	0	560	1612	0	0	4052
Heavy Trucks	0	0	0		8	0	16		0	68	8		12	72	0		184
Pedestrians		0				8				8				0			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

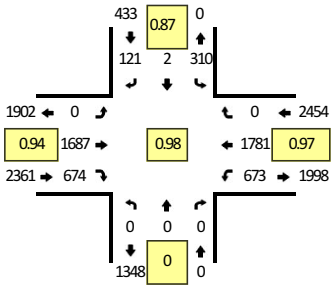
Type of peak hour being reported: Intersection Peak

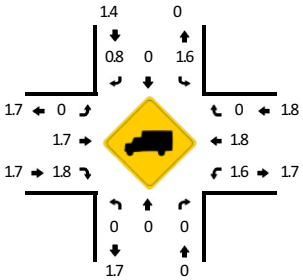
Method for determining peak hour: Total Entering Volume

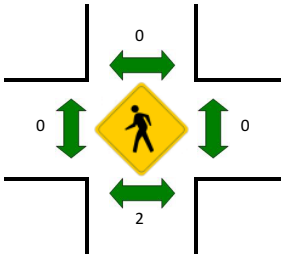
LOCATION: I-40 EB Ramps -- US 15-501
CITY/STATE: Durham, NC

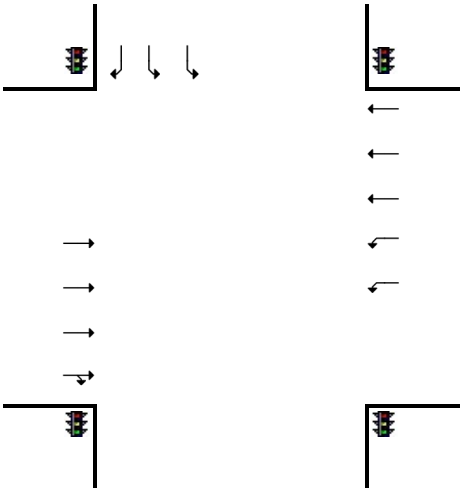
QC JOB #: 15069030
DATE: Tue, Sep 17 2019

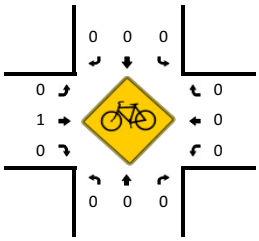
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

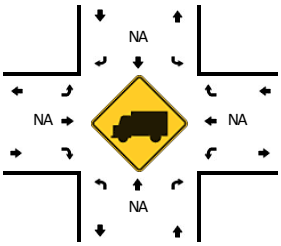


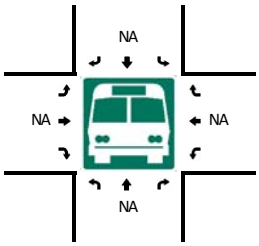












15-Min Count Period Beginning At	I-40 EB Ramps (Northbound)				I-40 EB Ramps (Southbound)				US 15-501 (Eastbound)				US 15-501 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	66	0	27	0	0	347	166	0	152	380	0	2	1140	
4:15 PM	0	0	0	0	66	0	25	0	0	423	150	0	165	433	0	0	1262	
4:30 PM	0	0	0	0	87	0	30	0	0	417	154	0	136	419	0	0	1243	
4:45 PM	0	0	0	0	77	0	24	0	0	405	160	0	157	478	0	0	1301	4946
5:00 PM	0	0	0	0	57	1	33	0	0	410	170	0	181	434	0	0	1286	5092
5:15 PM	0	0	0	0	95	0	29	0	0	449	177	0	161	415	0	0	1326	5156
5:30 PM	0	0	0	0	81	1	35	0	0	423	167	0	173	454	0	1	1335	5248
5:45 PM	0	0	0	0	70	1	33	0	0	379	145	0	182	398	0	0	1208	5155

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	324	4	140	0	0	1692	668	0	692	1816	0	4	5340
Heavy Trucks	0	0	0		4	0	0		0	16	16		4	28	0		68
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

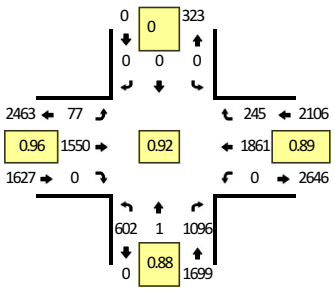
Type of peak hour being reported: Intersection Peak

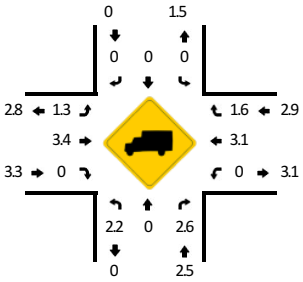
Method for determining peak hour: Total Entering Volume

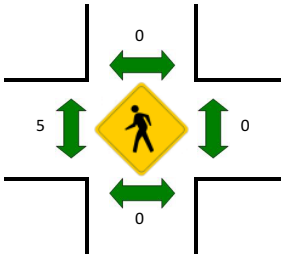
LOCATION: I-40 WB Ramps -- US 15-501
CITY/STATE: Durham, NC

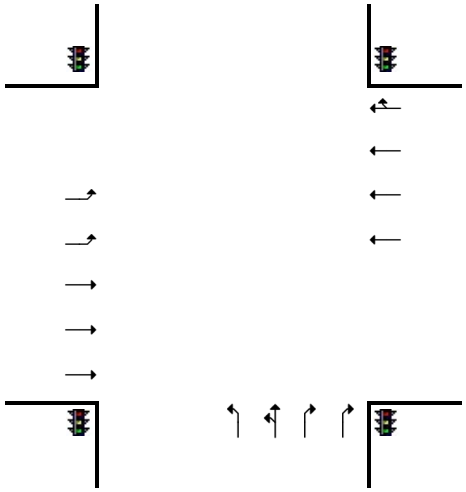
QC JOB #: 15069031
DATE: Tue, Sep 17 2019

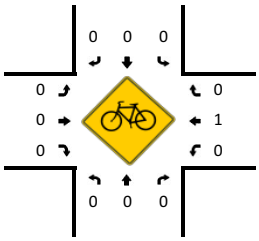
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

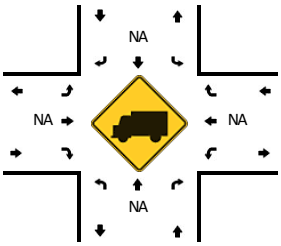


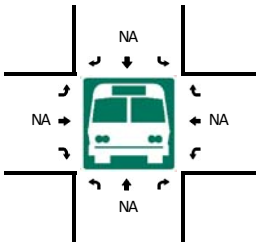












15-Min Count Period Beginning At	I-40 WB Ramps (Northbound)				I-40 WB Ramps (Southbound)				US 15-501 (Eastbound)				US 15-501 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	94	0	162	0	0	0	0	0	19	264	0	0	0	367	65	0	971	
7:15 AM	118	0	223	0	0	0	0	0	24	359	0	0	0	404	67	1	1196	
7:30 AM	127	0	278	0	0	0	0	0	14	406	0	0	0	450	72	0	1347	
7:45 AM	168	0	313	0	0	0	0	0	16	390	0	0	0	528	61	0	1476	4990
8:00 AM	153	0	270	0	0	0	0	0	28	397	0	0	0	446	59	0	1353	5372
8:15 AM	154	1	235	0	0	0	0	0	19	357	0	0	0	437	53	0	1256	5432
8:30 AM	131	0	249	0	0	0	0	0	15	410	0	0	0	413	56	0	1274	5359
8:45 AM	132	0	269	0	0	0	0	0	26	384	0	0	0	455	52	1	1319	5202

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	672	0	1252	0	0	0	0	0	64	1560	0	0	0	2112	244	0	5904
Heavy Trucks	8	0	40		0	0	0		0	52	0		0	52	0		152
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	1	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

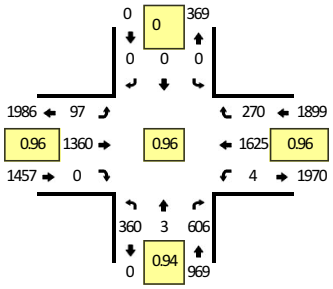
Type of peak hour being reported: Intersection Peak

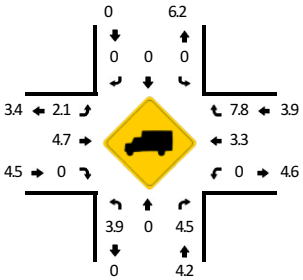
Method for determining peak hour: Total Entering Volume

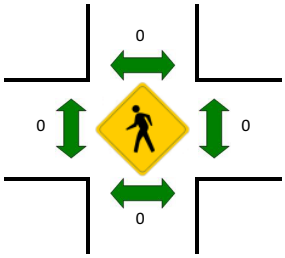
LOCATION: I-40 WB Ramps -- US 15-501
CITY/STATE: Durham, NC

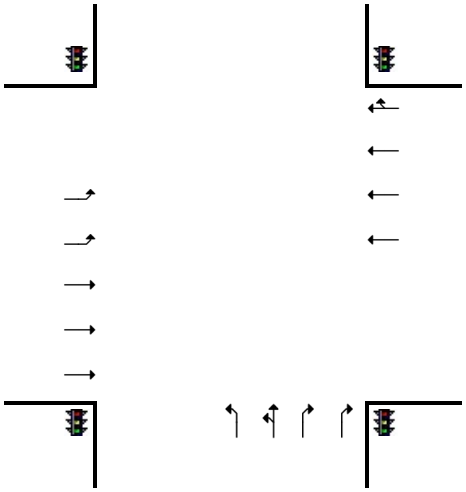
QC JOB #: 15069032
DATE: Tue, Sep 17 2019

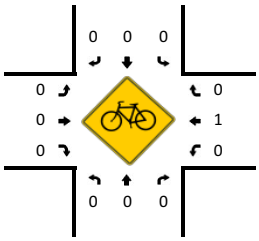
Peak-Hour: 12:15 PM -- 1:15 PM
Peak 15-Min: 12:45 PM -- 1:00 PM

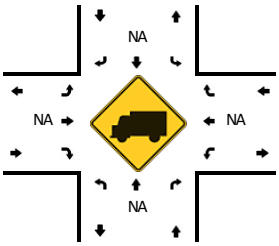


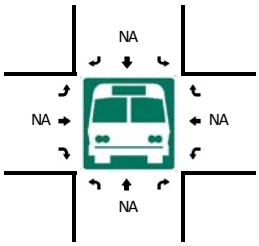












15-Min Count Period Beginning At	I-40 WB Ramps (Northbound)				I-40 WB Ramps (Southbound)				US 15-501 (Eastbound)				US 15-501 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	62	0	145	0	0	0	0	0	25	362	0	1	0	364	52	0	1011	
11:45 AM	84	0	162	0	0	0	0	0	19	359	0	0	0	399	58	0	1081	
12:00 PM	83	1	133	0	0	0	0	0	30	335	0	1	0	326	47	0	956	
12:15 PM	82	0	168	0	0	0	0	0	21	334	0	1	0	437	55	2	1100	4148
12:30 PM	88	1	150	0	0	0	0	0	26	354	0	0	0	417	75	1	1112	4249
12:45 PM	111	0	146	0	0	0	0	0	26	348	0	0	0	421	70	1	1123	4291
1:00 PM	79	2	142	0	0	0	0	0	23	324	0	0	0	350	70	0	990	4325
1:15 PM	99	1	153	0	0	0	0	0	22	301	0	0	0	404	68	0	1048	4273

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	444	0	584	0	0	0	0	0	104	1392	0	0	0	1684	280	4	4492
Heavy Trucks	8	0	24		0	0	0		4	72	0		0	72	24		204
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

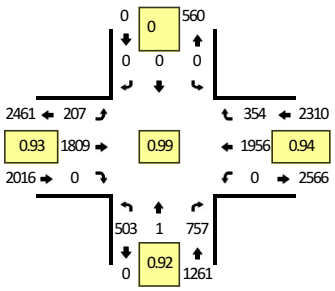
Type of peak hour being reported: Intersection Peak

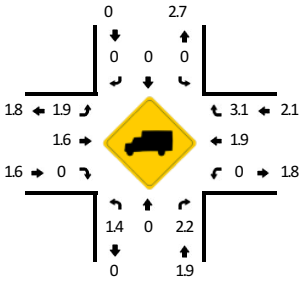
Method for determining peak hour: Total Entering Volume

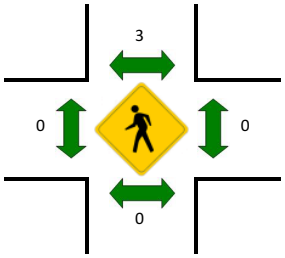
LOCATION: I-40 WB Ramps -- US 15-501
CITY/STATE: Durham, NC

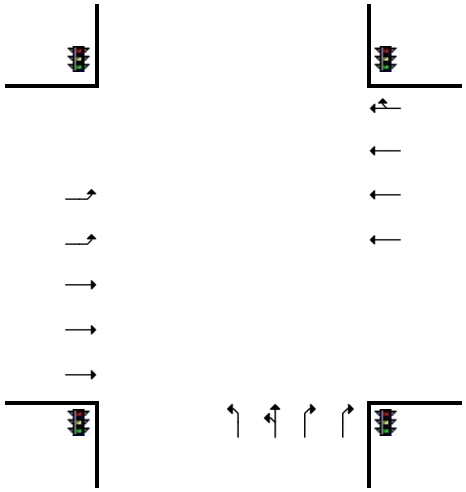
QC JOB #: 15069033
DATE: Tue, Sep 17 2019

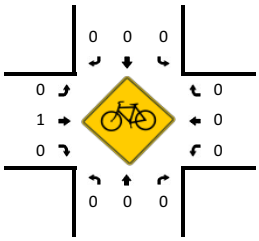
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

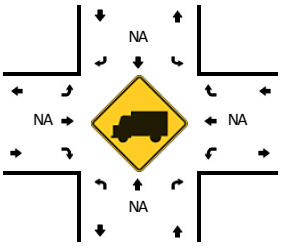


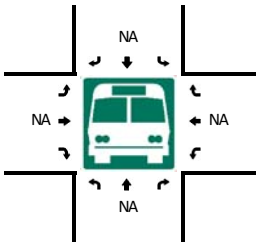












15-Min Count Period Beginning At	I-40 WB Ramps (Northbound)				I-40 WB Ramps (Southbound)				US 15-501 (Eastbound)				US 15-501 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	99	1	172	0	0	0	0	0	49	372	0	0	0	432	90	0	1215	
4:15 PM	117	1	210	0	0	0	0	0	36	469	0	0	0	487	78	0	1398	
4:30 PM	120	1	197	0	0	0	0	0	53	444	0	0	0	445	74	0	1334	
4:45 PM	139	1	202	0	0	0	0	0	44	452	0	0	0	494	85	0	1417	5364
5:00 PM	100	0	183	0	0	0	0	0	62	406	0	1	0	516	98	0	1366	5515
5:15 PM	125	0	184	0	0	0	0	0	49	495	0	0	0	448	86	0	1387	5504
5:30 PM	139	0	188	0	0	0	0	0	50	456	0	1	0	498	85	0	1417	5587
5:45 PM	123	0	196	0	0	0	0	0	38	420	0	0	0	455	94	0	1326	5496

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	556	4	808	0	0	0	0	0	176	1808	0	0	0	1976	340	0	5668
Heavy Trucks	16	0	20		0	0	0		0	44	0		0	36	16		132
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

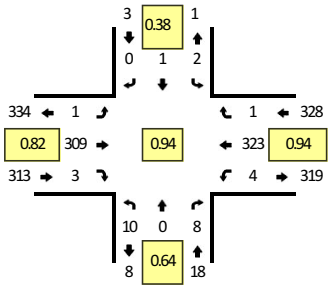
Type of peak hour being reported: Intersection Peak

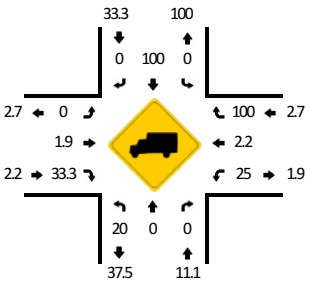
Method for determining peak hour: Total Entering Volume

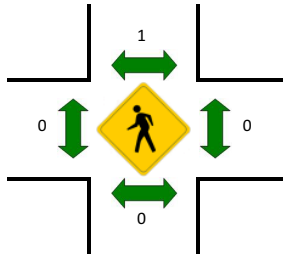
LOCATION: White Oak Dr -- Old Chapel Hill Rd
CITY/STATE: Durham, NC

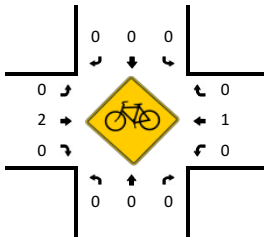
QC JOB #: 15069034
DATE: Tue, Sep 17 2019

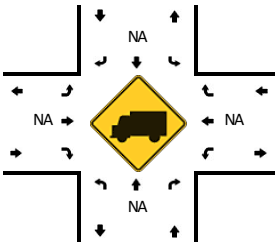
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

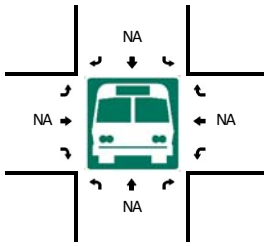












15-Min Count Period Beginning At	White Oak Dr (Northbound)				White Oak Dr (Southbound)				Old Chapel Hill Rd (Eastbound)				Old Chapel Hill Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	18	0	24	0	0	0	0	0	0	31	5	0	11	34	0	0	123	
7:15 AM	1	0	3	0	0	0	0	0	1	46	0	0	0	24	0	0	75	
7:30 AM	1	0	1	0	0	0	0	0	0	54	0	0	1	57	0	0	114	
7:45 AM	5	0	2	0	0	0	0	0	0	62	1	0	0	82	1	0	153	465
8:00 AM	2	0	1	0	0	1	0	0	0	80	0	1	2	85	0	0	172	514
8:15 AM	3	0	3	0	0	0	0	0	0	72	2	0	1	80	0	0	161	600
8:30 AM	0	0	2	0	2	0	0	0	0	95	0	0	1	76	0	0	176	662
8:45 AM	4	0	3	0	0	0	0	0	0	77	1	0	1	64	0	0	150	659

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	8	0	8	0	0	0	0	380	0	0	4	304	0	0	704
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	0	0		4
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

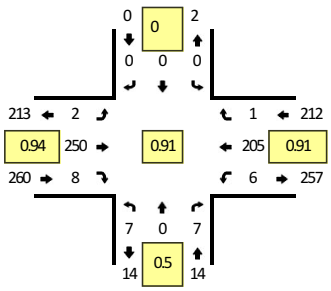
Type of peak hour being reported: Intersection Peak

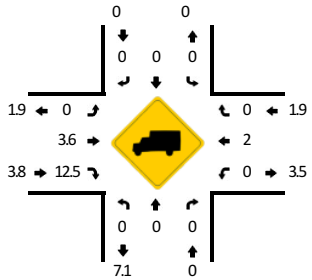
Method for determining peak hour: Total Entering Volume

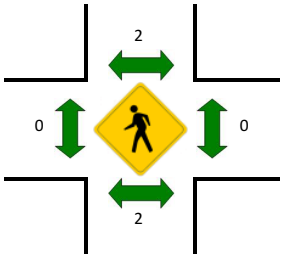
LOCATION: White Oak Dr -- Old Chapel Hill Rd
CITY/STATE: Durham, NC

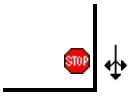
QC JOB #: 15069035
DATE: Tue, Sep 17 2019

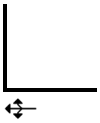
Peak-Hour: 12:00 PM -- 1:00 PM
Peak 15-Min: 12:30 PM -- 12:45 PM

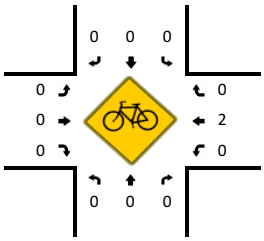


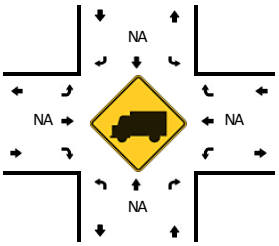


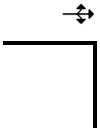


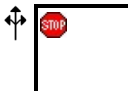


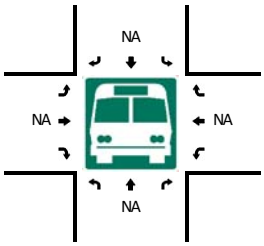












15-Min Count Period Beginning At	White Oak Dr (Northbound)				White Oak Dr (Southbound)				Old Chapel Hill Rd (Eastbound)				Old Chapel Hill Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	0	0	1	0	0	1	1	0	0	57	2	0	0	51	0	0	113	
11:45 AM	2	0	1	0	0	0	0	0	0	38	1	0	1	58	0	0	101	
12:00 PM	0	0	1	0	0	0	0	0	0	60	2	0	0	51	0	0	114	
12:15 PM	3	0	0	0	0	0	0	0	0	58	3	0	2	45	0	0	111	439
12:30 PM	2	0	5	0	0	0	0	0	1	65	2	1	1	56	1	0	134	460
12:45 PM	2	0	1	0	0	0	0	0	0	67	1	0	3	53	0	0	127	486
1:00 PM	1	0	0	0	0	0	0	0	0	64	0	0	0	49	0	0	114	486
1:15 PM	1	0	2	0	0	0	0	0	0	41	3	0	3	50	0	1	101	476

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	0	20	0	0	0	0	0	4	260	8	4	4	224	4	0	536
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	4	0		4
Pedestrians		4				8				0				0			12
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

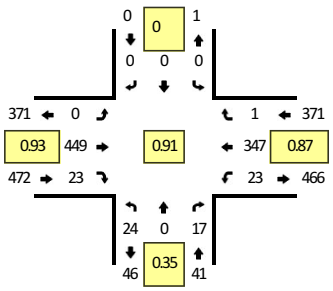
Type of peak hour being reported: Intersection Peak

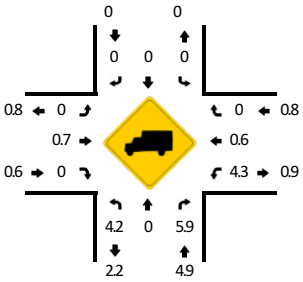
Method for determining peak hour: Total Entering Volume

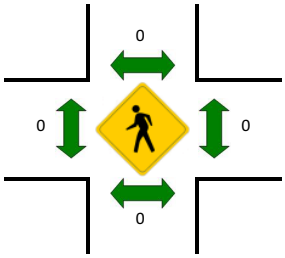
LOCATION: White Oak Dr -- Old Chapel Hill Rd
CITY/STATE: Durham, NC

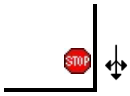
QC JOB #: 15069036
DATE: Tue, Sep 17 2019

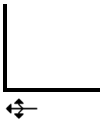
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

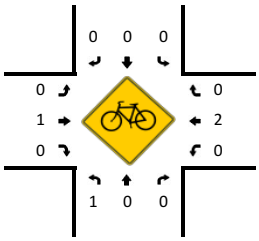


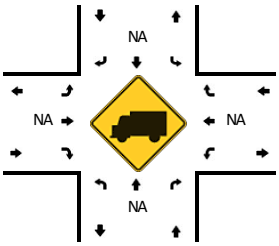


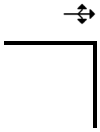


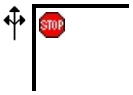


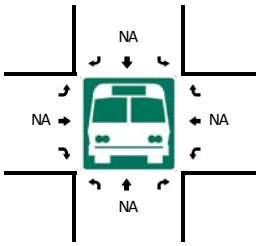












15-Min Count Period Beginning At	White Oak Dr (Northbound)				White Oak Dr (Southbound)				Old Chapel Hill Rd (Eastbound)				Old Chapel Hill Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	0	2	0	0	0	0	0	0	87	3	1	3	69	0	0	167	
4:15 PM	5	0	8	0	0	0	0	0	0	74	12	0	13	64	0	0	176	
4:30 PM	13	0	2	0	0	0	0	0	0	99	8	0	9	69	0	0	200	
4:45 PM	1	0	1	0	0	0	0	0	0	93	4	0	3	98	1	0	201	744
5:00 PM	1	0	1	0	0	0	0	0	0	125	2	0	4	82	1	0	216	793
5:15 PM	1	0	3	0	0	0	0	0	0	108	3	0	6	94	0	0	215	832
5:30 PM	1	0	5	0	0	0	0	0	0	116	10	0	7	70	0	0	209	841
5:45 PM	21	0	8	0	0	0	0	0	0	100	8	0	6	101	0	0	244	884

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	84	0	32	0	0	0	0	0	0	400	32	0	24	404	0	0	976
Heavy Trucks	4	0	0		0	0	0		0	8	0		4	0	0		16
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	1	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 9/27/2019 11:08 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Appendix C - Traffic Volume Development Scenarios

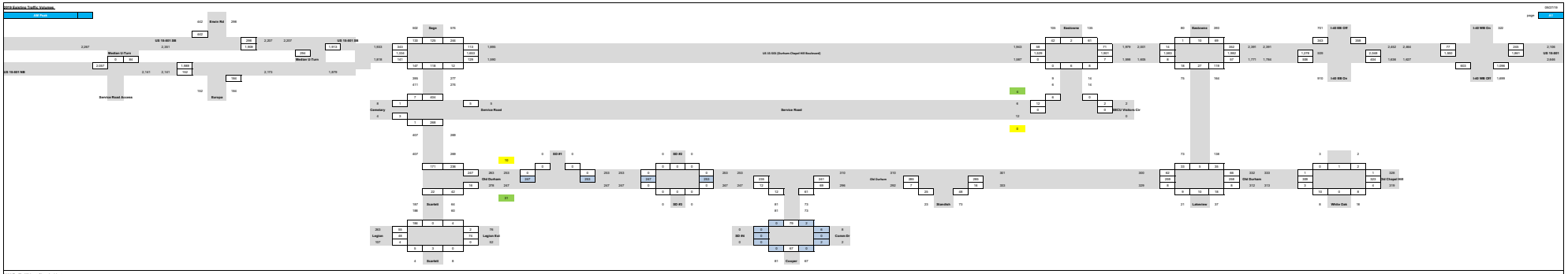
Wegmans TIS - Trip Generation Details

6/7/2017

		Daily			AM Peak Hour			Noon Peak Hour			PM Peak Hour		
Supermarket - 140,000 SF	% Reduction	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Raw ITE		5,383	5,383	10,766	295	181	476	302	252	554	509	490	999
Transit	5%	269	269	538	15	9	24	15	13	28	25	25	50
Ped/Bike	5%	269	269	538	15	9	24	15	13	28	25	25	50
Total Vehicle Trips		4,845	4,845	9,690	265	163	428	272	226	498	459	440	899
Pass-By	18% AM&NN/36%PM	1,454	1,454	2,908	48	29	77	49	41	90	165	158	323
Balanced Pass-by Trips		1,454	1,454	2,908	39	39	78	45	45	90	162	162	324
New Wegmans Trips		**3,391**	**3,391**	**6,782**	**217**	**134**	**351**	**223**	**185**	**408**	**294**	**282**	**576**
Existing Vehicle Trips		1,784	1,784	3,568	181	83	264	168	171	339	114	208	322
Net New Wegmans Trips		**1,607**	**1,607**	**3,214**	**36**	**51**	**87**	**55**	**14**	**69**	**180**	**74**	**254**

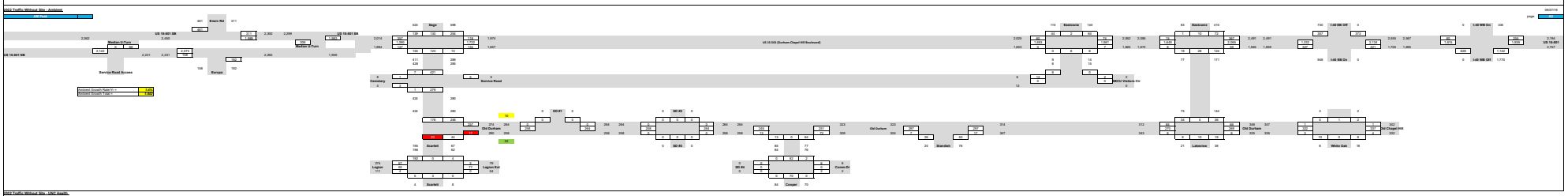
2023 Existing Traffic Volumes

AM Peak



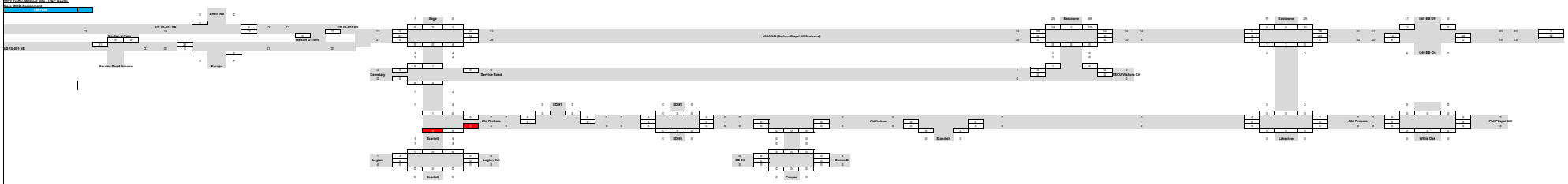
2023 Traffic Without Site - Assigned

AM Peak



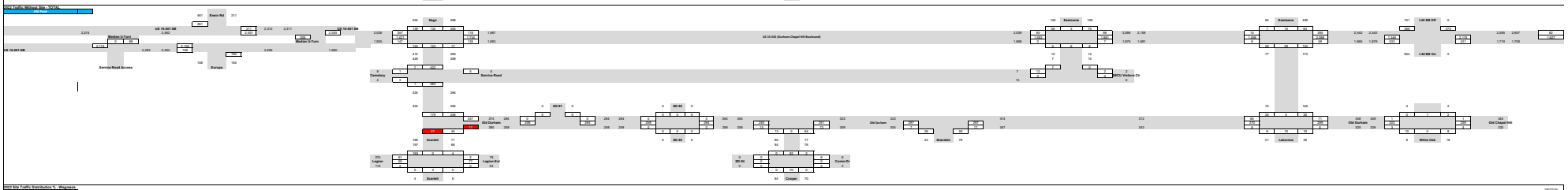
2023 Traffic Without Site - UNC Health

Site MCR Assignment



2023 Traffic Without Site (TIA)

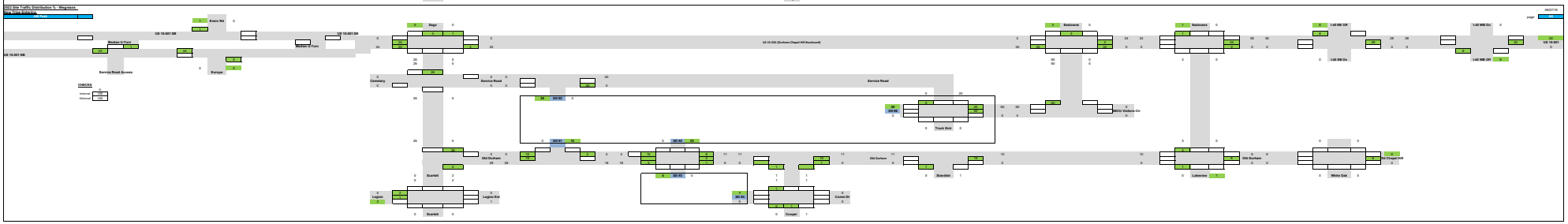
AM Peak



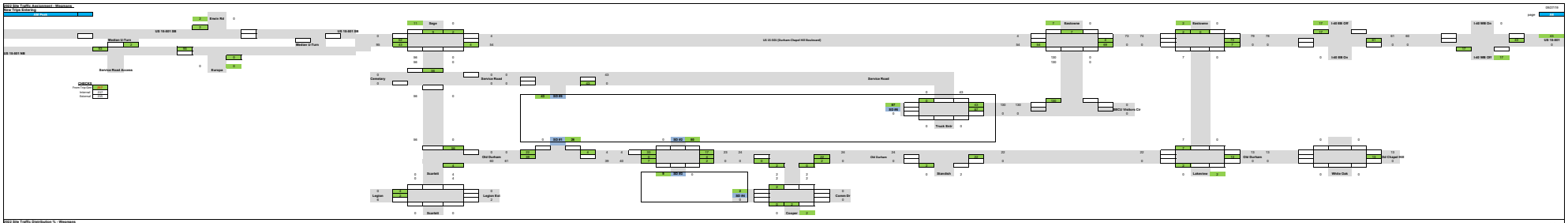
2023 Site Traffic Distribution % - Weyauwega

Site Trips Entering

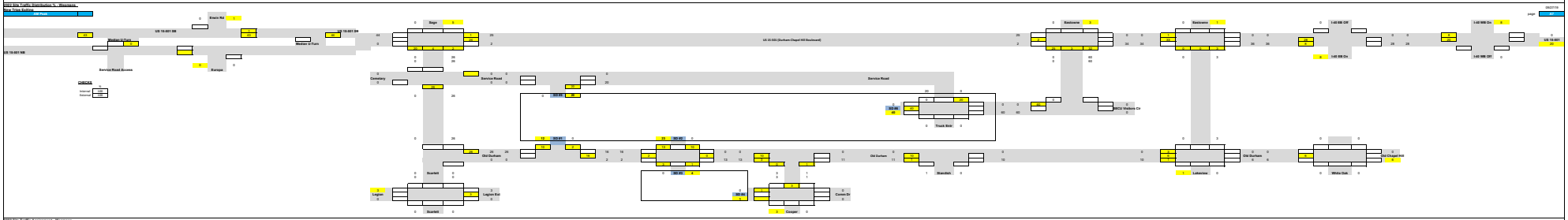
AM Peak



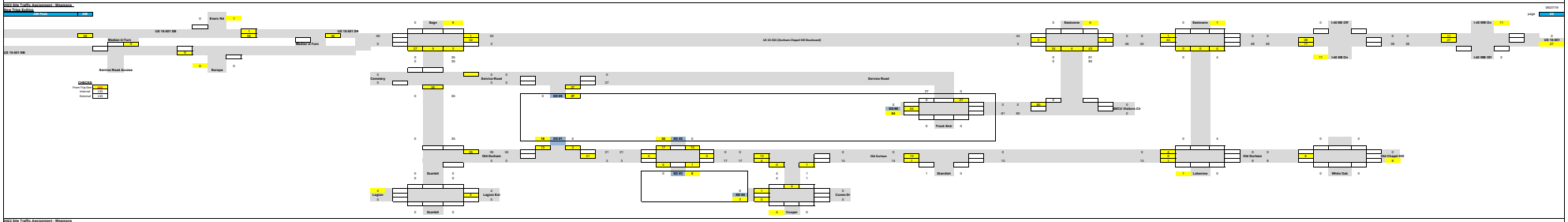
2022 Site Traffic Assignment - Weekend
Site Trips Entering
AM Peak



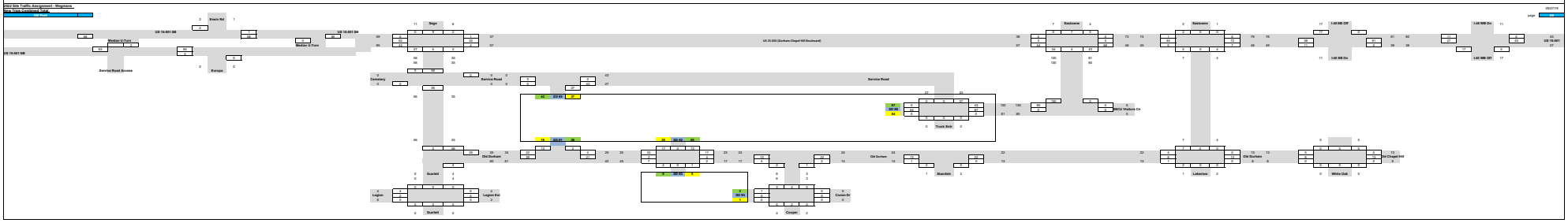
2022 Site Traffic Distribution % - Weekend
Site Trips Entering
AM Peak



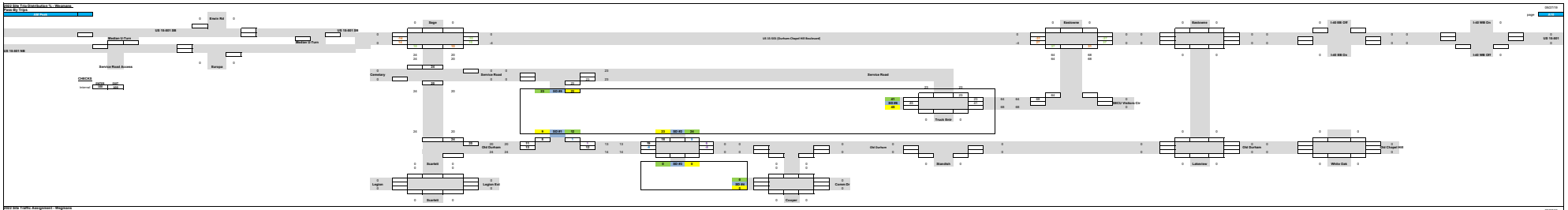
2022 Site Traffic Assignment - Weekend
Site Trips Entering
PM Peak



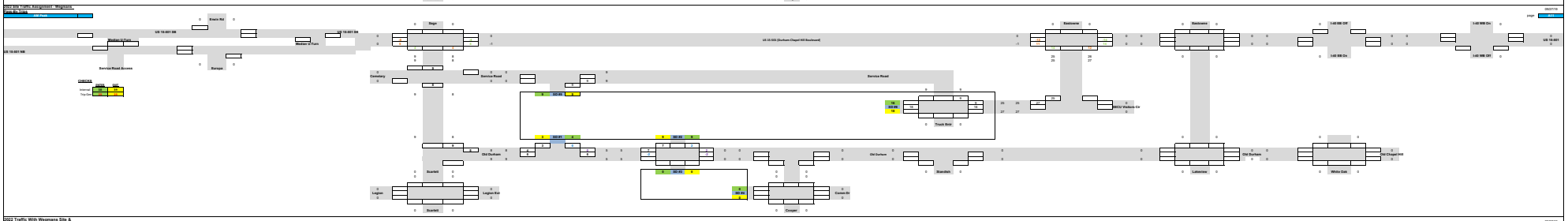
2022 Site Traffic Assignment - Weekend
Site Trips Entering
PM Peak Combined Data



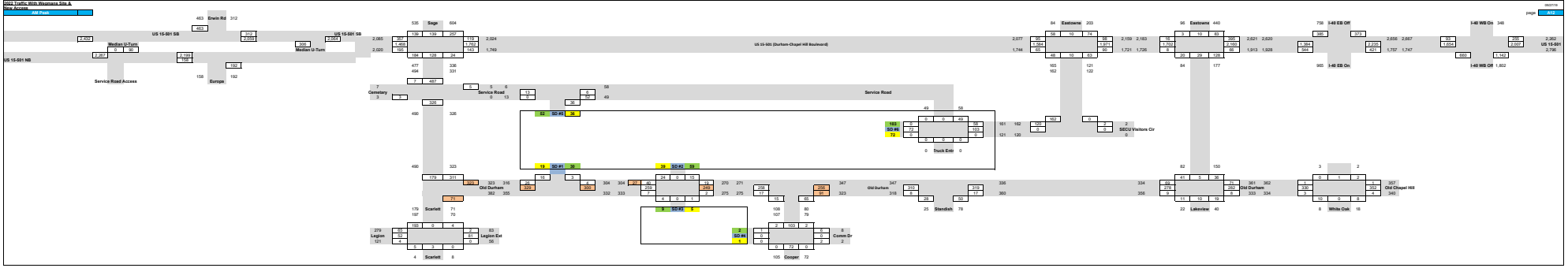
2022 Site Trip Distribution 1 - Weymouth
Area By Trips
AM Peak



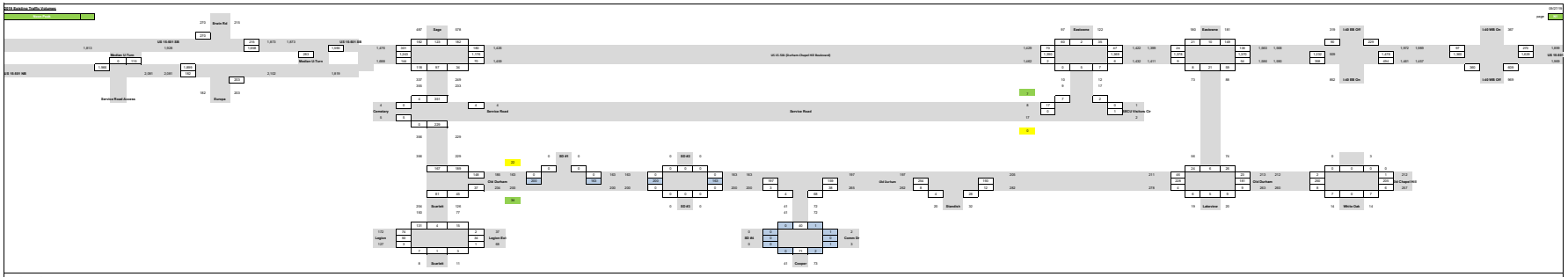
2022 Site Traffic Assignment - Weymouth
Area By Trips
AM Peak



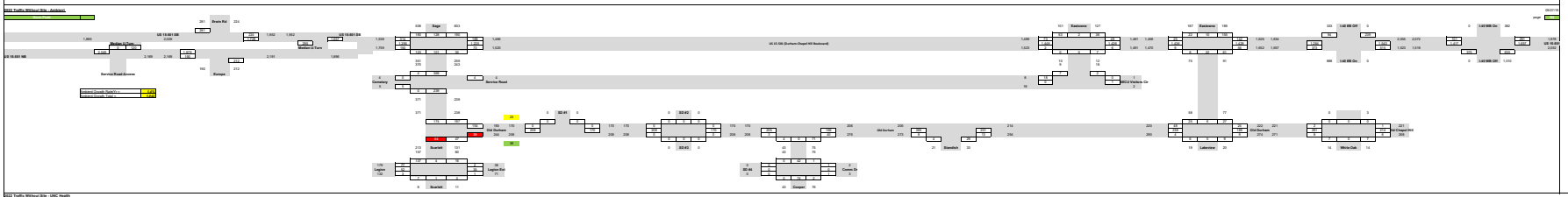
2022 Traffic With Weymouth Site & New Access
AM Peak



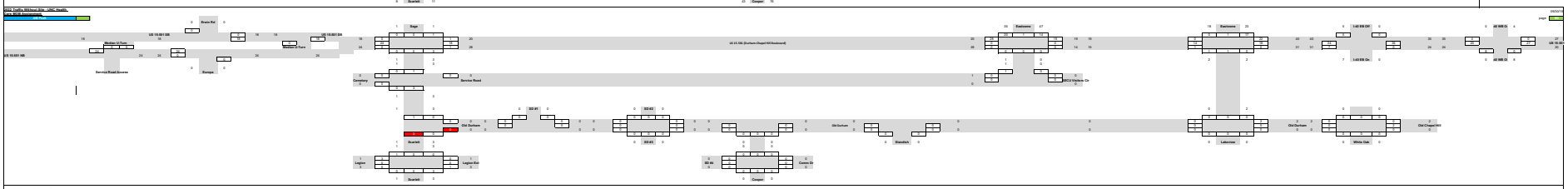
2024 Existing Traffic Volumes



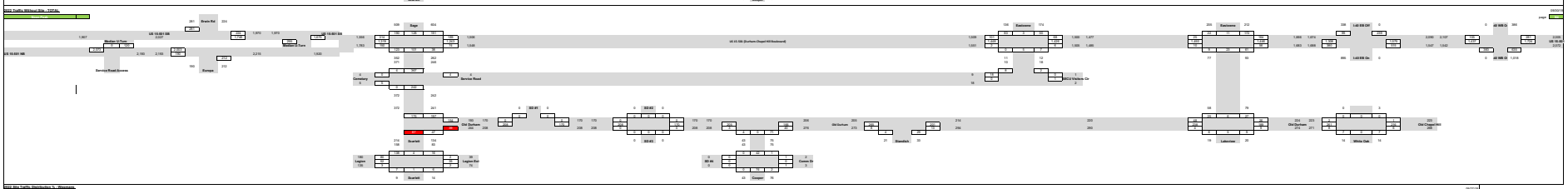
2024 Traffic Without Site - Analysis



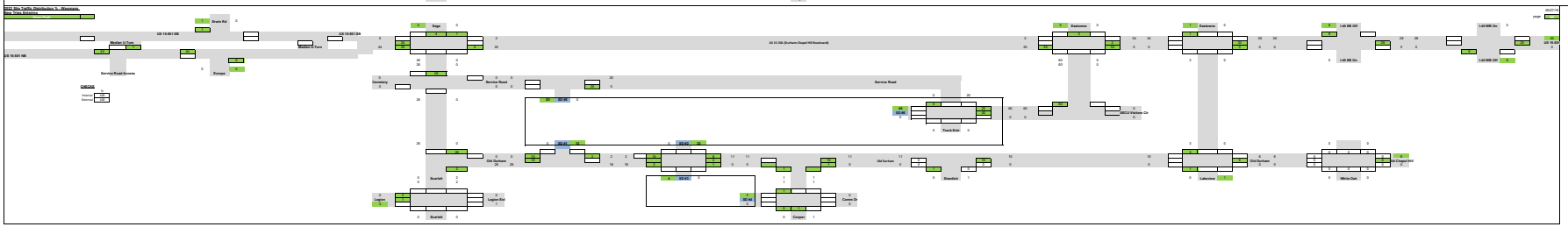
2024 Traffic Without Site - UNC Health



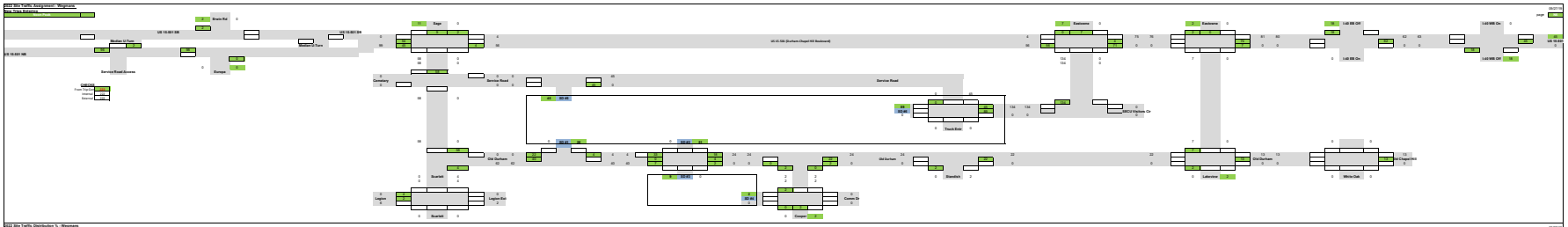
2024 Traffic Without Site - TOTAL



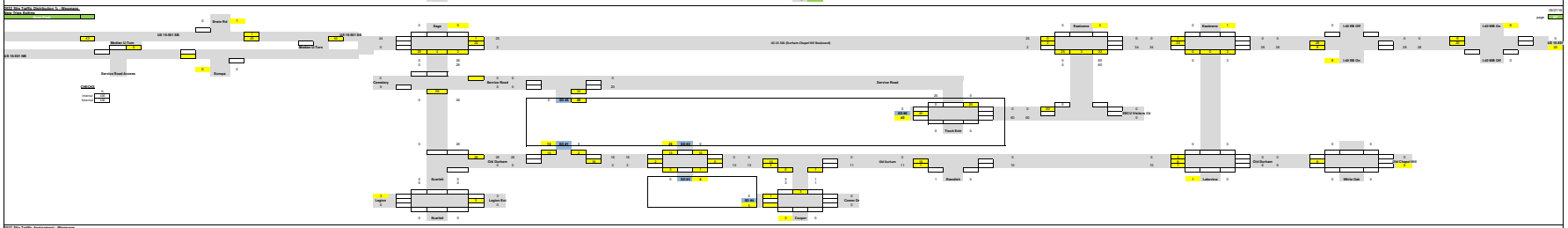
2024 Site Traffic Distribution % - Weekday



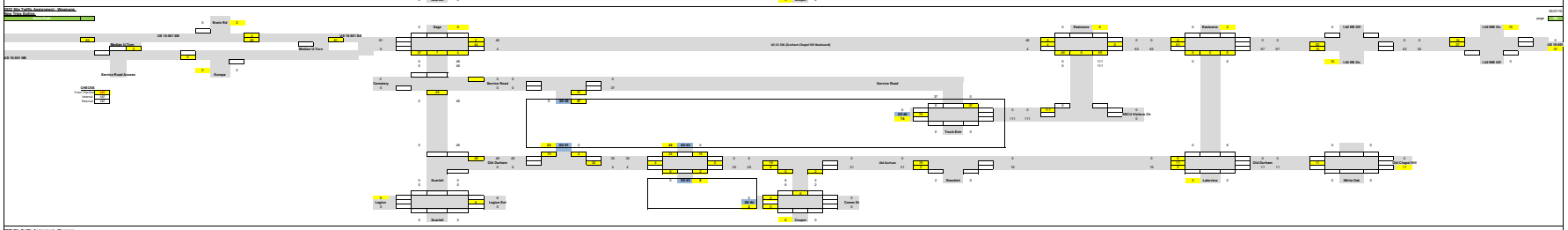
2025 Site Traffic Assignment - Weekend
Site Trips Entering



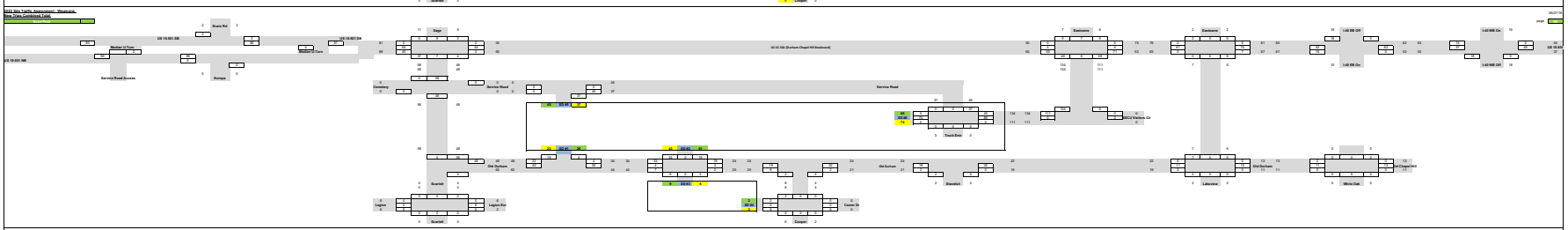
2025 Site Traffic Distribution % - Weekend
Site Trips Entering



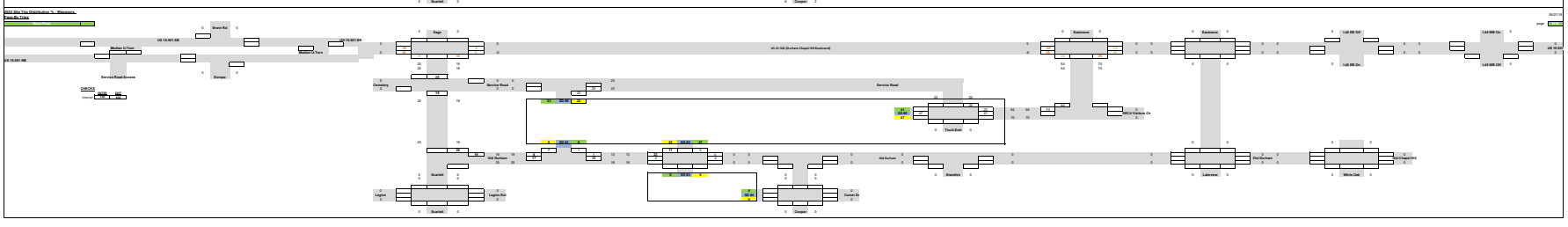
2025 Site Traffic Assignment - Weekend
Site Trips Exiting



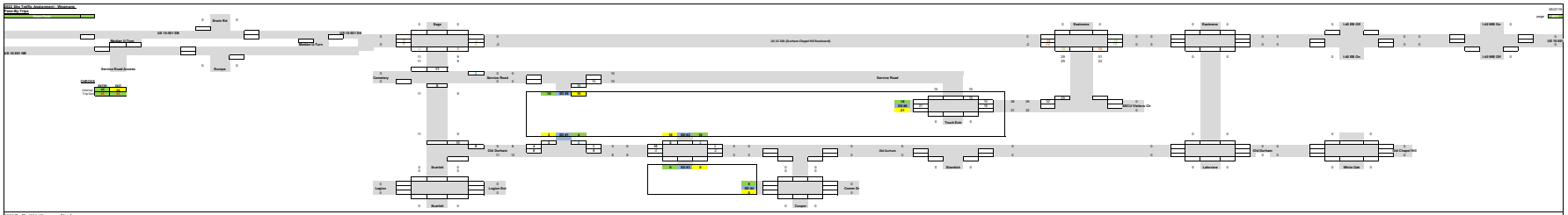
2025 Site Traffic Assignment - Weekend
Site Trips Combined Total



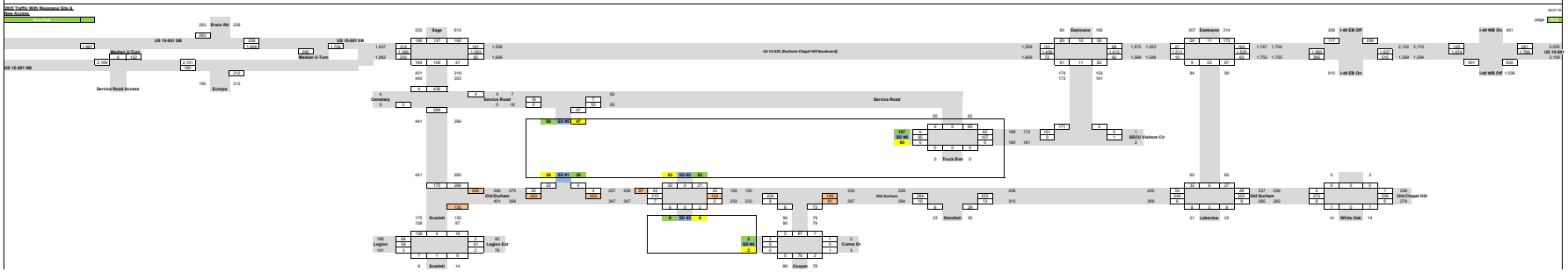
2025 Site Trip Distribution % - Weekend
Site Trips



Site Traffic Assessment - Woodmere
Pass By Trips

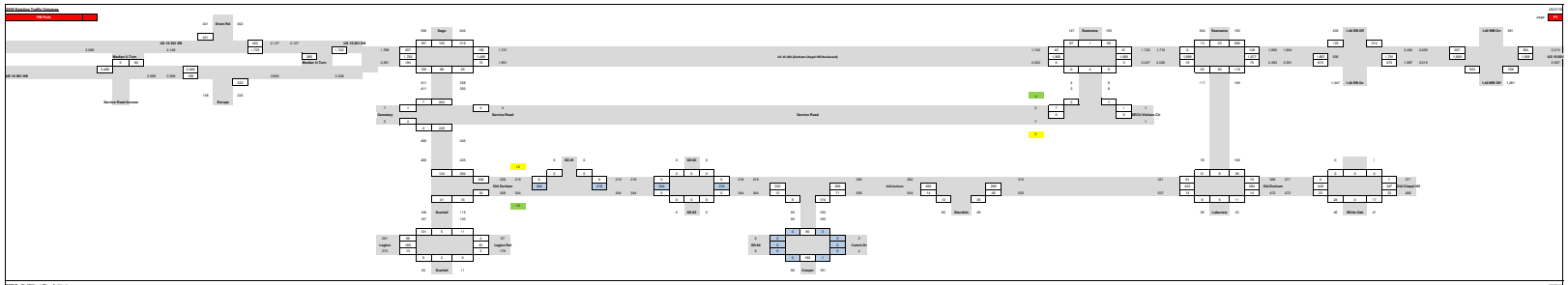


Site Traffic With Woodmere Site & New Access



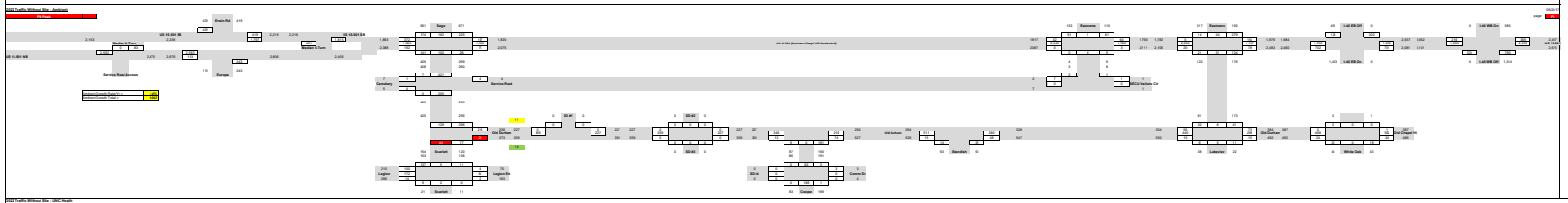
2025 Existing Traffic Volumes

AM Peak



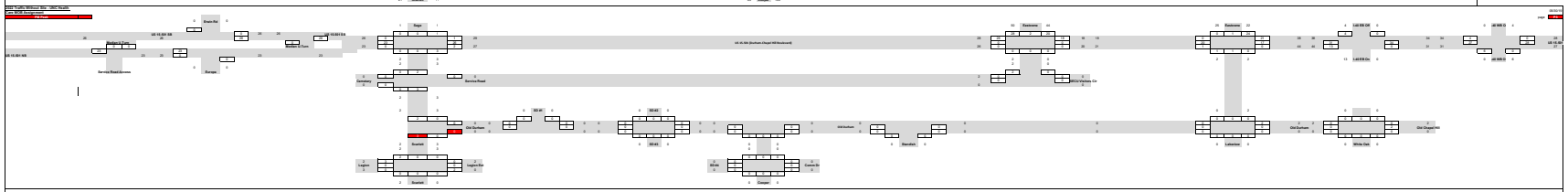
2025 Traffic Without Site - Analysis

AM Peak



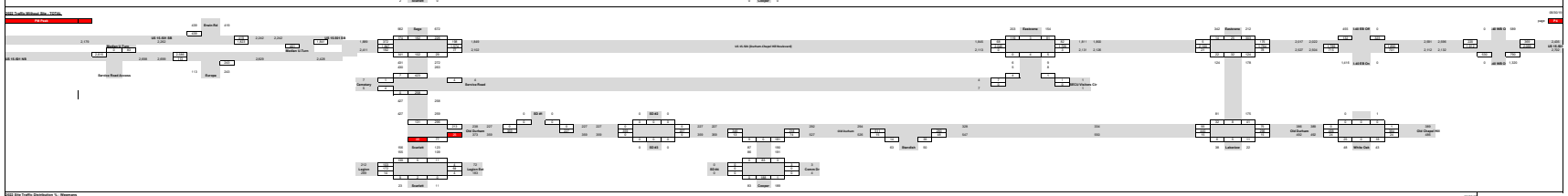
2025 Traffic Without Site - Site Trips

AM Peak



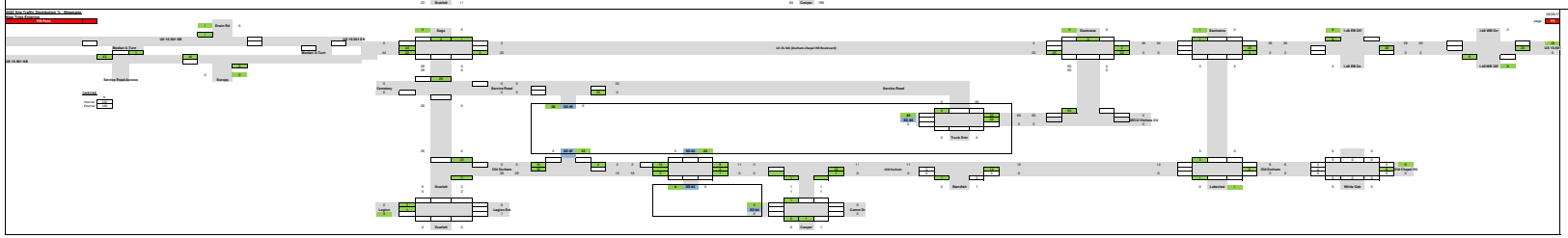
2025 Traffic Without Site - TOTAL

AM Peak



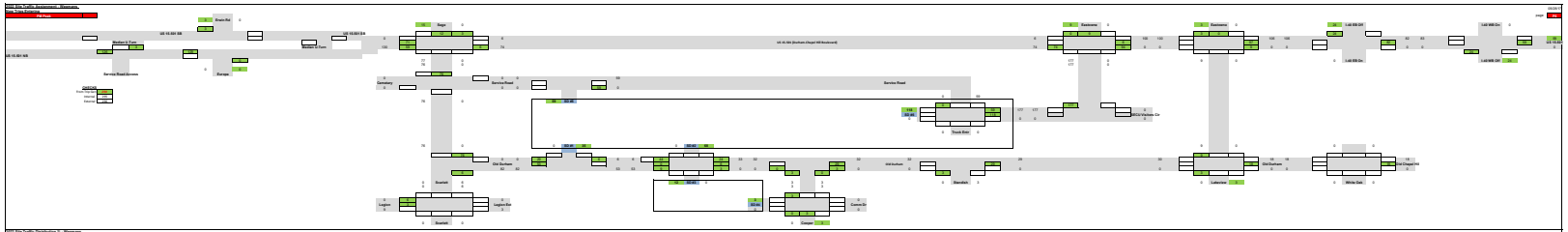
2025 Site Traffic Distribution % - Rezoned

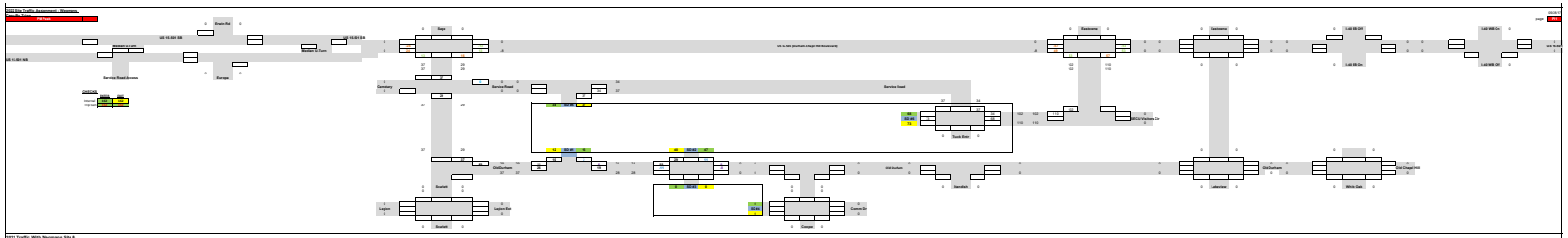
AM Peak

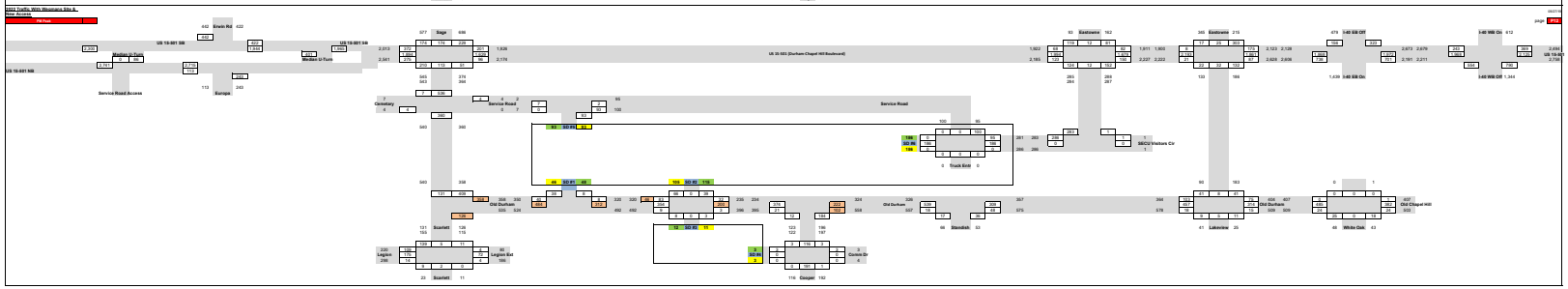


2024 Site Traffic Assessment - Weaverse
Site Trip Distribution
Weaverse at Peak

05/20/24
page 1 of 4

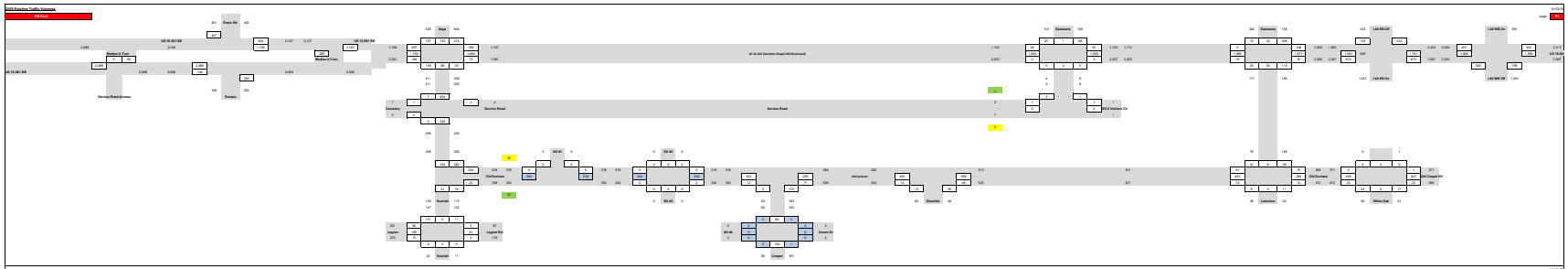

US 15-501 SB
US 15-501 SB
Weaver Ct Conn
Weaver Ct Conn
US 15-501 NB
Service Road Access
Europe
Green Rd
Sage
Eastowne
Eastowne
I-40 EB Off
I-40 WB On
I-40 EB On
I-40 WB Off
US 15-501
US 15-501 NB
US 15-501 Ext
US 15-501 Ext
US 15-501 Ext


2042 Site Traffic Assessment - Weaners
Site Build Out
AM Peak
US 15-501 SB
US 15-501 SB
US 15-501 NB
Barnes Road Access
Weaver Dairy Rd
Weaver Dairy
Europe
Sage
US 15-501 (Durham-Chapel Hill Boulevard)
Eastowne
Service Road
Cemetery
Truck Exit
Old Durham
Scarlett
Legion
Legion Ext
Cooper
Cooper Dr
Standish
Lakeview
White Oak
I-40 WB Off
I-40 WB On
I-40 EB Off
I-40 EB On
SECU Visitors Cir
Old Chapel Hill


2042 Traffic With Weaners Site B.
Site Access
AM Peak
US 15-501 SB
US 15-501 SB
US 15-501 NB
Meadow Ln Turn
Meadow Ln Turn
Service Road Access
Europe
Sage
US 15-501 (Durham-Chapel Hill Boulevard)
Eastowne
Service Road
Cemetery
Truck Exit
Old Durham
Scarlett
Legion
Legion Ext
Cooper
Cooper Dr
Standish
Lakeview
White Oak
I-40 WB Off
I-40 WB On
I-40 EB Off
I-40 EB On
SECU Visitors Cir
Old Chapel Hill

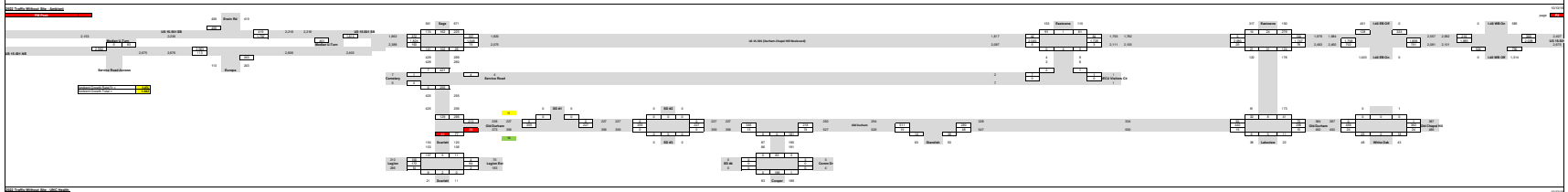
2024 Existing Traffic Volumes

All Peak



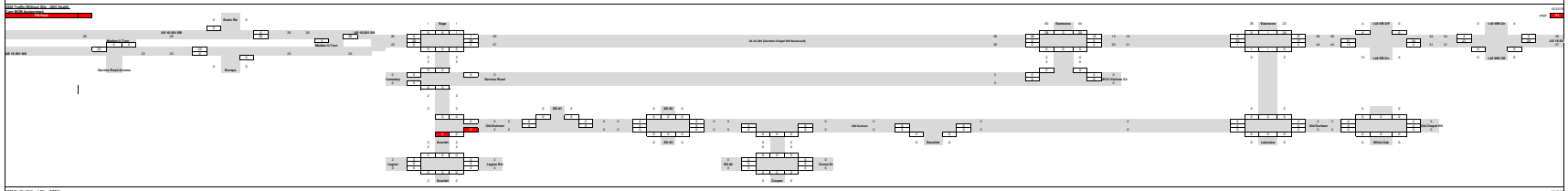
2024 Traffic Without Site - Existing

All Peak



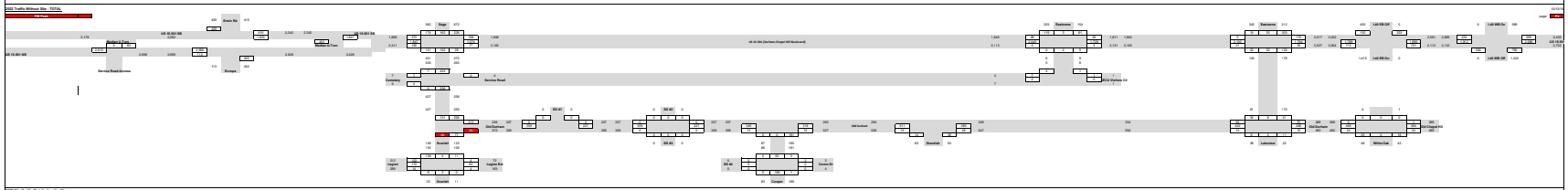
2024 Traffic Without Site - UNC Health

AM Peak Hour



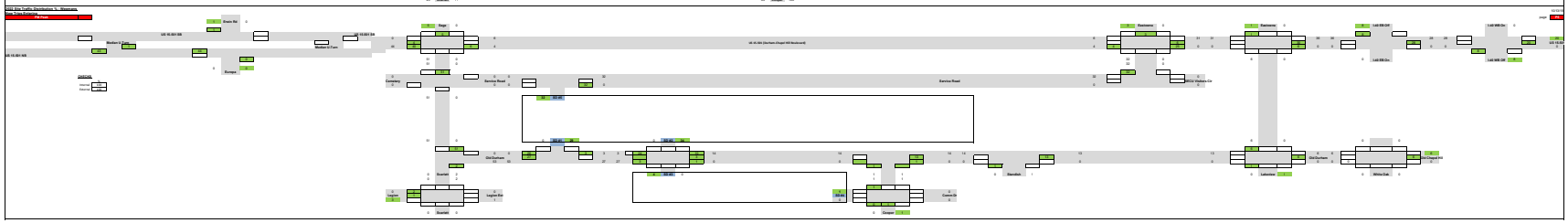
2024 Traffic Without Site - TOTAL

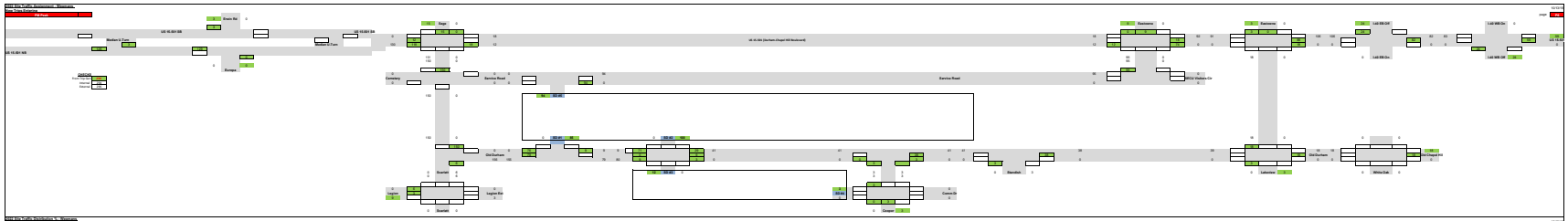
All Peak

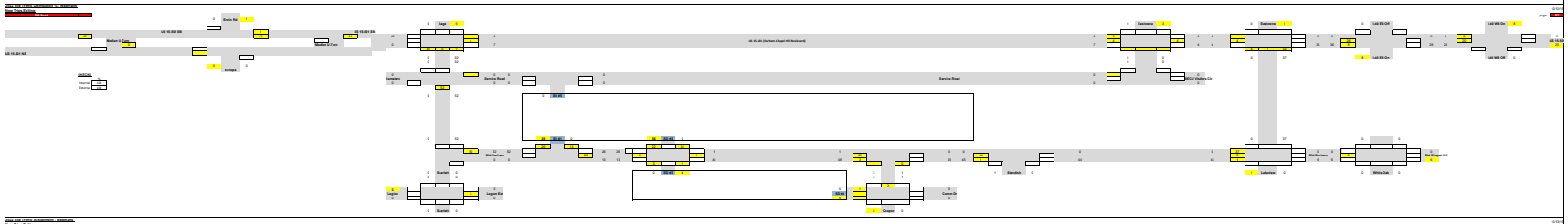


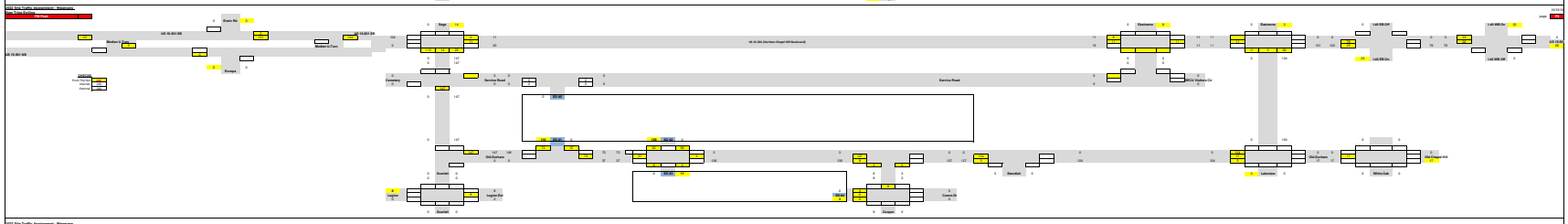
2024 Site Traffic Distribution % - Hampton

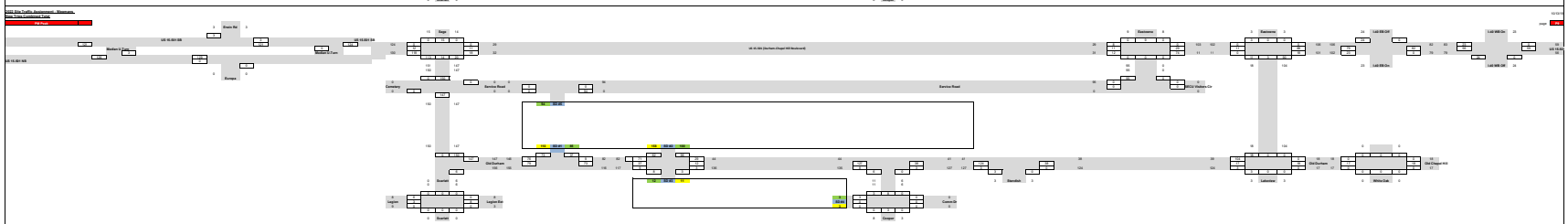
Site Trips Entering

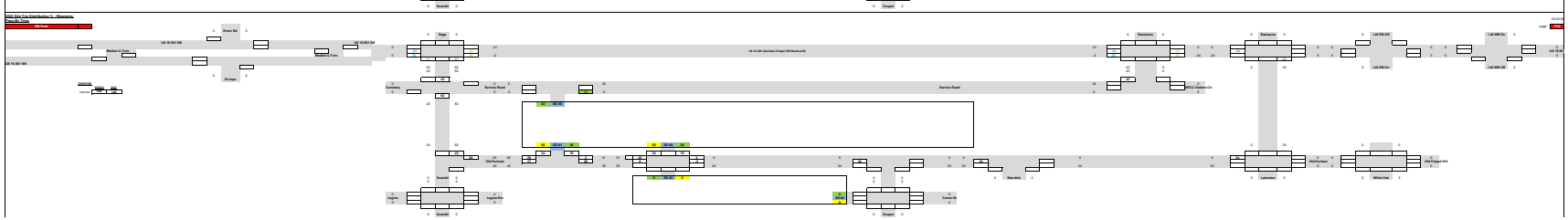


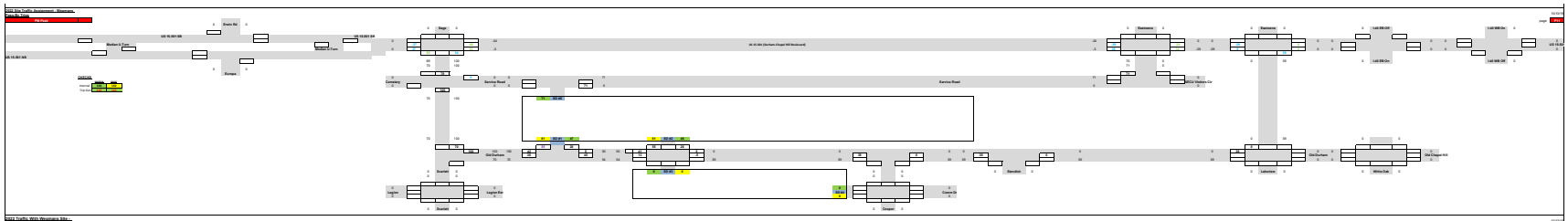

US 15-501 NB
US 15-501 SB
Median U-Turn
Europa
Sage
Cemetery
Service Road
Old Durham
Legion Rd
Scarlett
Cooper
Sandlot
Lakeview
Cosmo Dr
US 15-501
Lab WB-Off
Lab WB-On
Lab EB-On
Lab EB-Off
White Oak
Old Chapel Hill
MCCH Visitors Ctr

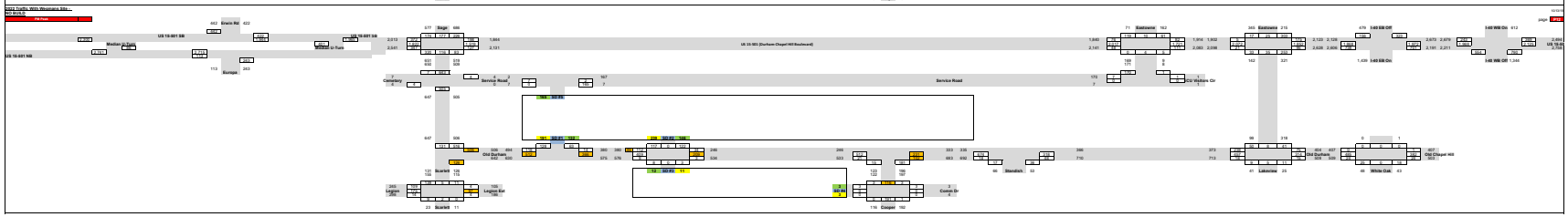

US 15-501 NB
US 15-501 SB
Median U-Turn
Europa
Sage
Cemetery
Service Road
Old Durham
Legion Rd
Scarlett
Cooper
Sandlot
Lakeview
Cosmo Dr
US 15-501
Lab WB-On
Lab WB-Off
Lab EB-On
White Oak
Old Chapel Hill
MCCH Visitors Ctr


US 15-501 NB
US 15-501 SB
Median U-Turn
Europa
Sage
Cemetery
Service Road
Old Durham
Legion Rd
Scarlett
Cooper
Sandlot
Lakeview
Cosmo Dr
US 15-501
Lab WB-On
Lab WB-Off
Lab EB-On
White Oak
Old Chapel Hill
MCCH Visitors Ctr


US 15-501 NB
US 15-501 SB
Median U-Turn
Europa
Sage
Cemetery
Service Road
Old Durham
Legion Rd
Scarlett
Cooper
Sandlot
Lakeview
Cosmo Dr
US 15-501
Lab WB-On
Lab WB-Off
Lab EB-On
White Oak
Old Chapel Hill
MCCH Visitors Ctr


US 15-501 NB
US 15-501 SB
Median U-Turn
Europa
Sage
Cemetery
Service Road
Old Durham
Legion Rd
Scarlett
Cooper
Sandlot
Lakeview
Cosmo Dr
US 15-501
Lab WB-On
Lab WB-Off
Lab EB-On
White Oak
Old Chapel Hill
MCCH Visitors Ctr


Base Site Traffic Assignment - Weekends
Year 2035 Total
Peak Hour Volume Per Hour
Sage
Eastowne
Eastowne
Service Road
Service Road
Cemetery
Old Durham
Lakeview
Legion
Scarlett
Cooper
Stanford
Custom Dr
Legion Rd
Europa
Erwin Rd
Median U-Turn
Median U-Turn
US 15-501 SB
US 15-501 NB
US 15-501 (Durham-Chapel Hill Boulevard)
I-40 WB Off
I-40 WB On
I-40 EB Off
I-40 EB On
White Oak
Old Chapel Hill
MCV Visitors Ctr
Legend
Volume
LOS
Trip Gen
Internal
Pass-By
Total
page


Base Traffic With Weekends Site
AM Peak
Peak Hour Volume Per Hour
Sage
Eastowne
Eastowne
Service Road
Service Road
Cemetery
Old Durham
Lakeview
Legion
Scarlett
Cooper
Stanford
Custom Dr
Legion Rd
Europa
Erwin Rd
Median U-Turn
Median U-Turn
US 15-501 SB
US 15-501 NB
US 15-501 (Durham-Chapel Hill Boulevard)
I-40 WB Off
I-40 WB On
I-40 EB Off
I-40 EB On
White Oak
Old Chapel Hill
MCV Visitors Ctr
page

Appendix D – Synchro Signalized Capacity Analysis Output

2019 Existing Base Year

Lanes, Volumes, Timings
1: US 15-501 Northbound & Northbound U-Turn

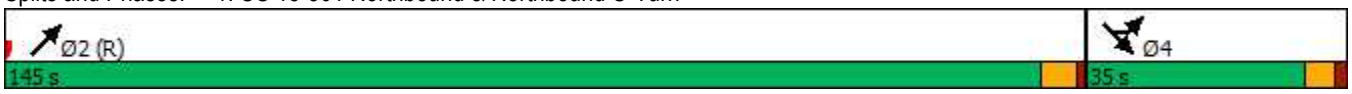
10/18/2019

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	84	0	0	0	0	0	0	2057	0	0	0	0
Future Volume (vph)	84	0	0	0	0	0	0	2057	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			0%	
Storage Length (ft)	0		150	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt												
Flt Protected	0.950											
Satd. Flow (prot)	3400	1863	0	0	0	0	0	3454	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	3400	1863	0	0	0	0	0	3454	0	0	0	0
Right Turn on Red	No		No			Yes			Yes			No
Satd. Flow (RTOR)												
Link Speed (mph)		20			30			45			30	
Link Distance (ft)		186			116			846			732	
Travel Time (s)		6.3			2.6			12.8			16.6	
Peak Hour Factor	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.96	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Adj. Flow (vph)	88	0	0	0	0	0	0	2143	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	0	0	0	0	0	0	2143	0	0	0	0
Turn Type	Split							NA				
Protected Phases	4	4						2				
Permitted Phases												
Detector Phase	4	4						2				
Switch Phase												
Minimum Initial (s)	7.0	7.0						12.0				
Minimum Split (s)	13.0	13.0						19.0				
Total Split (s)	35.0	35.0						145.0				
Total Split (%)	19.4%	19.4%						80.6%				
Maximum Green (s)	29.0	29.0						138.8				
Yellow Time (s)	4.0	4.0						4.7				
All-Red Time (s)	2.0	2.0						1.5				
Lost Time Adjust (s)	-1.0	-1.0						-1.2				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0						6.0				
Recall Mode	None	None						C-Max				
Act Effct Green (s)	9.5							160.5				
Actuated g/C Ratio	0.05							0.89				
v/c Ratio	0.49							0.70				
Control Delay	93.2							4.3				
Queue Delay	0.0							0.0				
Total Delay	93.2							4.3				
LOS	F							A				

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Approach Delay		93.2						4.3				
Approach LOS		F						A				
Queue Length 50th (ft)	50							271				
Queue Length 95th (ft)	m81							371				
Internal Link Dist (ft)		106			36			766			652	
Turn Bay Length (ft)												
Base Capacity (vph)	566							3080				
Starvation Cap Reductn	0							0				
Spillback Cap Reductn	0							0				
Storage Cap Reductn	0							0				
Reduced v/c Ratio	0.16							0.70				

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 0 (0%), Referenced to phase 2:NET, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 7.8	Intersection LOS: A
Intersection Capacity Utilization 127.0%	ICU Level of Service H
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 1: US 15-501 Northbound & Northbound U-Turn



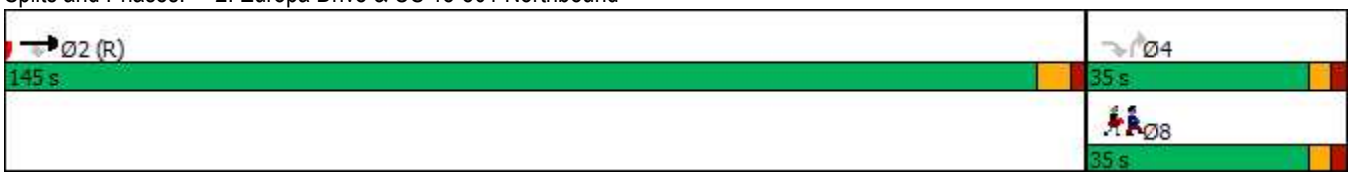
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø8
Lane Configurations							
Traffic Volume (vph)	1989	152	0	0	0	184	
Future Volume (vph)	1989	152	0	0	0	184	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Grade (%)	1%			0%	-2%		
Storage Length (ft)		250	0		0	150	
Storage Lanes		1	0		0	1	
Taper Length (ft)			25		25		
Lane Util. Factor	*0.77	1.00	1.00	1.00	1.00	0.88	
Ped Bike Factor		0.98					
Frt		0.850				0.850	
Flt Protected							
Satd. Flow (prot)	5653	1560	0	0	0	2815	
Flt Permitted							
Satd. Flow (perm)	5653	1527	0	0	0	2815	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	45			30	25		
Link Distance (ft)	732			555	706		
Travel Time (s)	11.1			12.6	19.3		
Confl. Peds. (#/hr)		3					
Peak Hour Factor	0.98	0.98	0.92	0.92	0.92	0.82	
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%	
Adj. Flow (vph)	2030	155	0	0	0	224	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	2030	155	0	0	0	224	
Turn Type	NA	custom				Perm	
Protected Phases	2						8
Permitted Phases		2 4				4	
Detector Phase	2	2 4				4	
Switch Phase							
Minimum Initial (s)	12.0					7.0	7.0
Minimum Split (s)	19.0					13.0	28.3
Total Split (s)	145.0					35.0	35.0
Total Split (%)	80.6%					19.4%	19%
Maximum Green (s)	138.2					29.7	29.7
Yellow Time (s)	4.5					3.0	3.0
All-Red Time (s)	2.3					2.3	2.3
Lost Time Adjust (s)	-1.8					-0.3	
Total Lost Time (s)	5.0					5.0	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	6.0					1.0	3.0
Recall Mode	C-Max					None	None
Walk Time (s)							7.0
Flash Dont Walk (s)							16.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	151.9	180.0				18.1	
Actuated g/C Ratio	0.84	1.00				0.10	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø8
v/c Ratio	0.43	0.10				0.79	
Control Delay	5.9	0.1				98.6	
Queue Delay	0.2	0.0				0.0	
Total Delay	6.0	0.1				98.6	
LOS	A	A				F	
Approach Delay	5.6				98.6		
Approach LOS	A				F		
Queue Length 50th (ft)	220	0				149	
Queue Length 95th (ft)	323	0				180	
Internal Link Dist (ft)	652			475	626		
Turn Bay Length (ft)		250				150	
Base Capacity (vph)	4771	1527				469	
Starvation Cap Reductn	1377	0				0	
Spillback Cap Reductn	0	0				0	
Storage Cap Reductn	0	0				0	
Reduced v/c Ratio	0.60	0.10				0.48	

Intersection Summary	
Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 44 (24%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 14.3	Intersection LOS: B
Intersection Capacity Utilization 43.6%	ICU Level of Service A
Analysis Period (min) 15	

* User Entered Value

Splits and Phases: 2: Europa Drive & US 15-501 Northbound

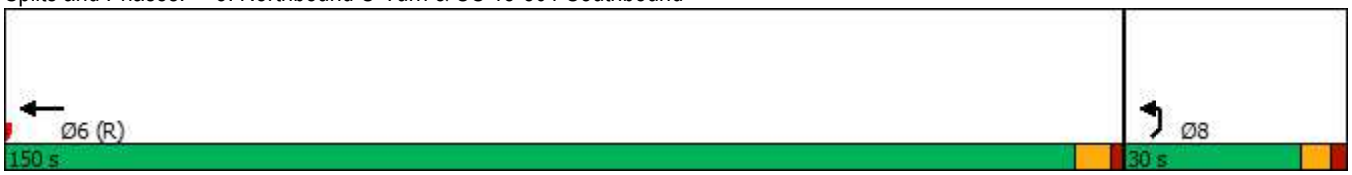


Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	1913	294	0
Future Volume (vph)	0	0	0	1913	294	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-2%	1%	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.97	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	3540	3416	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	3540	3416	0
Right Turn on Red		No			No	No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	20	
Link Distance (ft)	764			392	211	
Travel Time (s)	17.4			5.9	7.2	
Peak Hour Factor	0.92	0.92	0.92	0.98	0.84	0.92
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%
Adj. Flow (vph)	0	0	0	1952	350	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1952	350	0
Turn Type				NA	Prot	
Protected Phases				6	8	
Permitted Phases						
Detector Phase				6	8	
Switch Phase						
Minimum Initial (s)				12.0	7.0	
Minimum Split (s)				19.0	14.0	
Total Split (s)				150.0	30.0	
Total Split (%)				83.3%	16.7%	
Maximum Green (s)				143.3	23.5	
Yellow Time (s)				4.7	4.0	
All-Red Time (s)				2.0	2.5	
Lost Time Adjust (s)				-1.7	-1.5	
Total Lost Time (s)				5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)				6.0	1.0	
Recall Mode				C-Max	None	
Act Effct Green (s)				147.6	22.4	
Actuated g/C Ratio				0.82	0.12	
v/c Ratio				0.67	0.82	
Control Delay				3.6	81.1	
Queue Delay				0.0	0.0	
Total Delay				3.6	81.1	
LOS				A	F	
Approach Delay				3.6	81.1	
Approach LOS				A	F	
Queue Length 50th (ft)				175	212	

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Queue Length 95th (ft)				176	222	
Internal Link Dist (ft)	684			312	131	
Turn Bay Length (ft)						
Base Capacity (vph)				2902	474	
Starvation Cap Reductn				0	0	
Spillback Cap Reductn				0	0	
Storage Cap Reductn				0	0	
Reduced v/c Ratio				0.67	0.74	

Intersection Summary	
Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 87 (48%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 15.4	Intersection LOS: B
Intersection Capacity Utilization 112.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Northbound U-Turn & US 15-501 Southbound



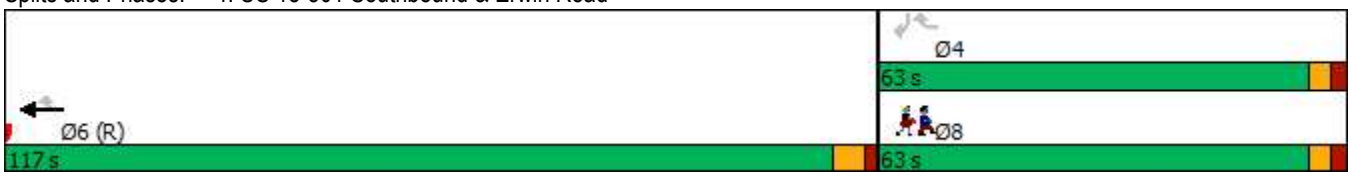
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø8
Lane Configurations			↑↑↑	↱		↱↱	
Traffic Volume (vph)	0	0	1909	298	0	442	
Future Volume (vph)	0	0	1909	298	0	442	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Grade (%)		0%	0%		4%		
Storage Length (ft)	0			600	0	0	
Storage Lanes	0			1	0	2	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	*0.81	1.00	1.00	0.88	
Ped Bike Factor				0.98			
Frt				0.850		0.850	
Flt Protected							
Satd. Flow (prot)	0	0	4439	1553	0	2731	
Flt Permitted							
Satd. Flow (perm)	0	0	4439	1519	0	2731	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	45		35		
Link Distance (ft)		743	764		703		
Travel Time (s)		16.9	11.6		13.7		
Confl. Peds. (#/hr)				3			
Peak Hour Factor	0.92	0.92	0.99	0.99	0.79	0.79	
Heavy Vehicles (%)	2%	2%	4%	4%	2%	2%	
Adj. Flow (vph)	0	0	1928	301	0	559	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	1928	301	0	559	
Turn Type			NA	custom		Perm	
Protected Phases			6				8
Permitted Phases				4 6		4	
Detector Phase			6	4 6		4	
Switch Phase							
Minimum Initial (s)			12.0			7.0	7.0
Minimum Split (s)			19.0			13.0	27.4
Total Split (s)			117.0			63.0	63.0
Total Split (%)			65.0%			35.0%	35%
Maximum Green (s)			110.8			57.6	57.6
Yellow Time (s)			4.5			3.0	3.0
All-Red Time (s)			1.7			2.4	2.4
Lost Time Adjust (s)			-1.2			-0.4	
Total Lost Time (s)			5.0			5.0	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)			6.0			1.0	3.0
Recall Mode			C-Max			None	None
Walk Time (s)							7.0
Flash Dont Walk (s)							15.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)			128.4	180.0		41.6	
Actuated g/C Ratio			0.71	1.00		0.23	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø8
v/c Ratio			0.61	0.20		0.89	
Control Delay			10.5	0.2		83.3	
Queue Delay			0.3	0.0		0.0	
Total Delay			10.7	0.2		83.3	
LOS			B	A		F	
Approach Delay			9.3		83.3		
Approach LOS			A		F		
Queue Length 50th (ft)			283	0		367	
Queue Length 95th (ft)			301	0		358	
Internal Link Dist (ft)		663	684		623		
Turn Bay Length (ft)				600			
Base Capacity (vph)			3167	1519		879	
Starvation Cap Reductn			488	0		0	
Spillback Cap Reductn			0	0		0	
Storage Cap Reductn			0	0		0	
Reduced v/c Ratio			0.72	0.20		0.64	

Intersection Summary	
Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 128 (71%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 24.1	Intersection LOS: C
Intersection Capacity Utilization 60.7%	ICU Level of Service B
Analysis Period (min) 15	

* User Entered Value

Splits and Phases: 4: US 15-501 Southbound & Erwin Road



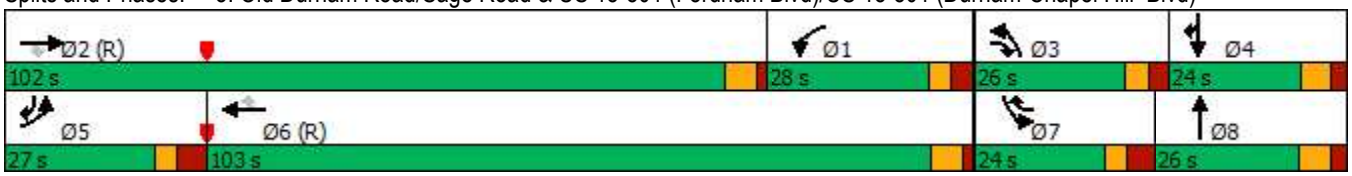
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	343	1334	141	129	1653	113	147	118	12	244	125	133
Future Volume (vph)	343	1334	141	129	1653	113	147	118	12	244	125	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			-4%			-3%	
Storage Length (ft)	325		250	250		250	0		0	175		125
Storage Lanes	2		1	1		1	1		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor							0.99	1.00		1.00		
Frt			0.850			0.850		0.986				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3383	3487	1560	1752	3505	1568	1753	1817	0	3485	1891	1607
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3383	3487	1560	1752	3505	1568	1742	1817	0	3471	1891	1607
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		772			1824			142			545	
Travel Time (s)		11.7			27.6			2.8			10.6	
Confl. Peds. (#/hr)							3		1	1		3
Peak Hour Factor	0.93	0.93	0.93	0.97	0.97	0.97	0.95	0.95	0.95	0.88	0.88	0.88
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	369	1434	152	133	1704	116	155	124	13	277	142	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	369	1434	152	133	1704	116	155	137	0	277	142	151
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA		Prot	NA	pt+ov
Protected Phases	5	2	3	1	6	7	3	8		7	4	4 5
Permitted Phases			2			6						
Detector Phase	5	2	3	1	6	7	3	8		7	4	4 5
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0	7.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	14.0	19.0	13.0	14.0	19.0	14.0	13.0	14.0		14.0	14.0	
Total Split (s)	27.0	102.0	26.0	28.0	103.0	24.0	26.0	26.0		24.0	24.0	
Total Split (%)	15.0%	56.7%	14.4%	15.6%	57.2%	13.3%	14.4%	14.4%		13.3%	13.3%	
Maximum Green (s)	20.1	96.3	20.1	21.7	96.9	17.3	20.1	19.4		17.3	17.6	
Yellow Time (s)	3.0	4.4	3.0	3.0	4.5	3.0	3.0	4.1		3.0	4.1	
All-Red Time (s)	3.9	1.3	2.9	3.3	1.6	3.7	2.9	2.5		3.7	2.3	
Lost Time Adjust (s)	-1.9	-0.7	-0.9	-1.3	-1.1	-1.7	-0.9	-1.6		-1.7	-1.4	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	6.0	4.0	1.0	6.0	1.0	4.0	4.0		1.0	1.0	
Recall Mode	None	C-Max	None	None	C-Max	None	None	None		None	None	
Act Effct Green (s)	22.0	99.8	119.8	23.0	100.8	123.6	20.0	19.4		17.8	17.2	44.7
Actuated g/C Ratio	0.12	0.55	0.67	0.13	0.56	0.69	0.11	0.11		0.10	0.10	0.25
v/c Ratio	0.89	0.74	0.15	0.60	0.87	0.11	0.80	0.70		0.81	0.79	0.38
Control Delay	90.3	32.7	5.5	63.2	22.5	3.8	105.5	96.8		97.2	107.9	58.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	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	90.3	32.7	5.5	63.2	22.5	3.8	105.5	96.8		97.2	107.9	58.8
LOS	F	C	A	E	C	A	F	F		F	F	E
Approach Delay		41.5			24.2			101.4			89.7	
Approach LOS		D			C			F			F	
Queue Length 50th (ft)	227	737	53	142	674	32	181	157		167	165	148
Queue Length 95th (ft)	#321	827	57	m189	799	m24	#293	240		216	#247	216
Internal Link Dist (ft)		692			1744			62			465	
Turn Bay Length (ft)	325		250	250		250				175		125
Base Capacity (vph)	419	1933	1047	223	1963	1087	204	211		367	199	399
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.88	0.74	0.15	0.60	0.87	0.11	0.76	0.65		0.75	0.71	0.38

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 110 (61%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 43.8	Intersection LOS: D
Intersection Capacity Utilization 86.9%	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: 5: Old Durham Road/Sage Road & US 15-501 (Fordham Blvd)/US 15-501 (Durham-Chapel Hill Blvd)



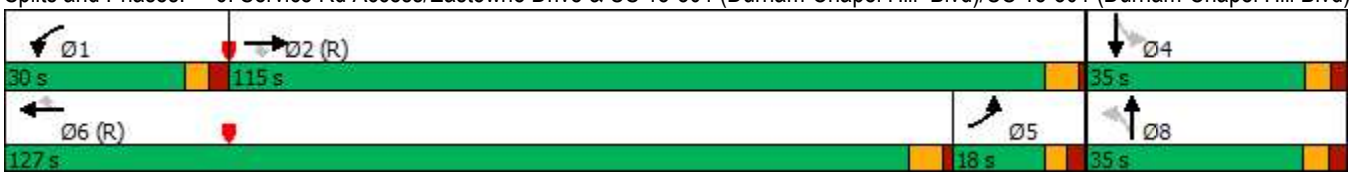
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	1529	0	7	1901	71	0	6	8	61	2	42
Future Volume (vph)	58	1529	0	7	1901	71	0	6	8	61	2	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	225		75	225		225	0		0	125		0
Storage Lanes	1		1	1		1	0		0	1		0
Taper Length (ft)	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	1.00	1.00	1.00
Frt						0.850		0.926			0.858	
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1752	3505	1845	1752	3505	1568	0	1551	0	1686	1523	0
Flt Permitted	0.950			0.950						0.744		
Satd. Flow (perm)	1752	3505	1845	1752	3505	1568	0	1551	0	1320	1523	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1824			1547			126			400	
Travel Time (s)		27.6			23.4			3.4			10.9	
Peak Hour Factor	0.97	0.97	0.97	0.90	0.90	0.90	0.70	0.70	0.70	0.80	0.80	0.80
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	14%	14%	14%	6%	6%	6%
Adj. Flow (vph)	60	1576	0	8	2112	79	0	9	11	76	3	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	1576	0	8	2112	79	0	20	0	76	56	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm		NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	13.0	18.0	18.0	13.0	18.0	18.0	14.0	14.0		36.0	36.0	
Total Split (s)	18.0	115.0	115.0	30.0	127.0	127.0	35.0	35.0		35.0	35.0	
Total Split (%)	10.0%	63.9%	63.9%	16.7%	70.6%	70.6%	19.4%	19.4%		19.4%	19.4%	
Maximum Green (s)	12.2	109.3	109.3	24.2	121.1	121.1	28.9	28.9		29.1	29.1	
Yellow Time (s)	3.0	4.6	4.6	3.0	4.6	4.6	3.3	3.3		3.6	3.6	
All-Red Time (s)	2.8	1.1	1.1	2.8	1.3	1.3	2.8	2.8		2.3	2.3	
Lost Time Adjust (s)	-0.8	-0.7	-0.7	-0.8	-0.9	-0.9		-1.1		-0.9	-0.9	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0		5.0	5.0	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	6.0	6.0	1.0	6.0	6.0	1.0	1.0		1.0	1.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)										7.0	7.0	
Flash Dont Walk (s)										23.0	23.0	
Pedestrian Calls (#/hr)										0	0	
Act Effct Green (s)	13.0	150.1		7.8	137.3	137.3		14.7		14.7	14.7	
Actuated g/C Ratio	0.07	0.83		0.04	0.76	0.76		0.08		0.08	0.08	
v/c Ratio	0.48	0.54		0.11	0.79	0.07		0.16		0.70	0.45	
Control Delay	72.7	1.2		115.3	2.3	0.4		77.0		111.8	88.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.2	0.0		0.0		0.0	0.0	
Total Delay	72.7	1.2		115.3	2.5	0.4		77.0		111.8	88.7	
LOS	E	A		F	A	A		E		F	F	
Approach Delay		3.9			2.8			77.0			102.0	
Approach LOS		A			A			E			F	
Queue Length 50th (ft)	71	1		9	2	0		22		89	64	
Queue Length 95th (ft)	m98	180		m12	3	m0		40		130	100	
Internal Link Dist (ft)		1744			1467			46			320	
Turn Bay Length (ft)	225			225		225				125		
Base Capacity (vph)	126	2923		243	2672	1195		258		220	253	
Starvation Cap Reductn	0	0		0	83	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	0.48	0.54		0.03	0.82	0.07		0.08		0.35	0.22	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 100 (56%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 6.9 Intersection LOS: A
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: 6: Service Rd Access/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)/US 15-501 (Durham-Chapel Hill Blvd)



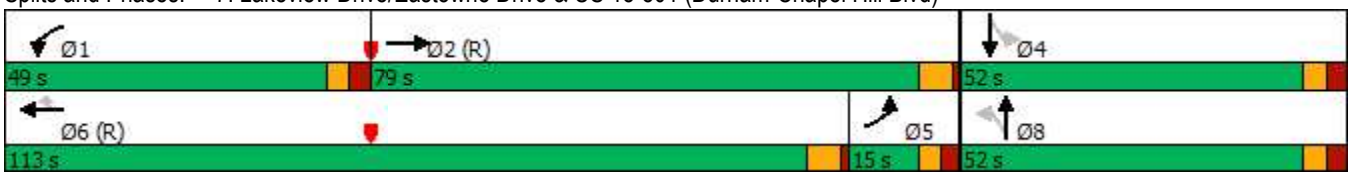
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	1583	8	57	1982	352	18	27	119	69	10	1
Future Volume (vph)	14	1583	8	57	1982	352	18	27	119	69	10	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	100		100	0		0	100		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00								
Frt		0.999				0.850		0.878			0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	5030	0	1770	3539	1583	1695	1567	0	1752	1824	0
Flt Permitted	0.950			0.950			0.748			0.364		
Satd. Flow (perm)	1752	5030	0	1769	3539	1583	1335	1567	0	671	1824	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1547			960			414			625	
Travel Time (s)		23.4			14.5			11.3			17.0	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.96	0.96	0.96	0.88	0.88	0.88	0.91	0.91	0.91	0.80	0.80	0.80
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	7%	7%	7%	2%	2%	2%
Adj. Flow (vph)	15	1649	8	65	2252	400	20	30	131	86	13	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	1657	0	65	2252	400	20	161	0	86	14	0
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0	12.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	13.0	18.0		13.0	18.0	18.0	14.0	14.0		14.0	14.0	
Total Split (s)	15.0	79.0		49.0	113.0	113.0	52.0	52.0		52.0	52.0	
Total Split (%)	8.3%	43.9%		27.2%	62.8%	62.8%	28.9%	28.9%		28.9%	28.9%	
Maximum Green (s)	9.4	73.5		43.2	107.5	107.5	45.8	45.8		45.9	45.9	
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.2	3.2		3.1	3.1	
All-Red Time (s)	2.6	1.0		2.8	1.0	1.0	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	-0.6	-0.5		-0.8	-0.5	-0.5	-1.2	-1.2		-1.1	-1.1	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead						
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	6.0		1.0	6.0	6.0	1.0	1.0		1.0	1.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	9.0	130.4		11.2	137.6	137.6	23.4	23.4		23.4	23.4	
Actuated g/C Ratio	0.05	0.72		0.06	0.76	0.76	0.13	0.13		0.13	0.13	
v/c Ratio	0.17	0.45		0.59	0.83	0.33	0.12	0.79		0.99	0.06	
Control Delay	80.5	12.6		109.1	12.2	4.2	67.4	101.6		170.4	65.5	
Queue Delay	0.0	0.0		0.0	0.3	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	80.5	12.6		109.1	12.5	4.2	67.4	101.6		170.4	65.5	
LOS	F	B		F	B	A	E	F		F	E	
Approach Delay		13.2			13.6			97.8			155.7	
Approach LOS		B			B			F			F	
Queue Length 50th (ft)	16	243		79	783	72	21	188		103	15	
Queue Length 95th (ft)	m30	334		m100	862	m93	49	265		#155	34	
Internal Link Dist (ft)		1467			880			334			545	
Turn Bay Length (ft)	100						100			100		
Base Capacity (vph)	97	3645		432	2706	1210	348	409		175	476	
Starvation Cap Reductn	0	0		0	105	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.15	0.45		0.15	0.87	0.33	0.06	0.39		0.49	0.03	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 106 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 19.8 Intersection LOS: B
Intersection Capacity Utilization 81.9% 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: 7: Lakeview Drive/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)

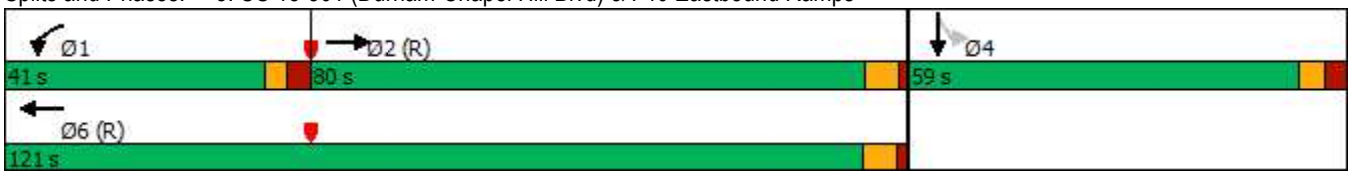


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1278	506	404	2048	0	0	0	0	358	0	343
Future Volume (vph)	0	1278	506	404	2048	0	0	0	0	358	0	343
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			1%			0%			2%	
Storage Length (ft)	275		0	450		0	0		0	275		275
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor		1.00		1.00								
Frt		0.957									0.850	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6021	0	3383	5011	0	0	0	0	3399	1567	0
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	6021	0	3382	5011	0	0	0	0	3399	1567	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		68										
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		960			568			656			813	
Travel Time (s)		14.5			8.6			14.9			15.8	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.94	0.94	0.94	0.88	0.88	0.88	0.92	0.92	0.92	0.85	0.85	0.85
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	1360	538	459	2327	0	0	0	0	421	0	404
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1898	0	459	2327	0	0	0	0	421	404	0
Turn Type		NA		Prot	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases										4		
Detector Phase		2		1	6					4	4	
Switch Phase												
Minimum Initial (s)		12.0		7.0	12.0					7.0	7.0	
Minimum Split (s)		18.0		14.0	18.0					14.0	14.0	
Total Split (s)		80.0		41.0	121.0					59.0	59.0	
Total Split (%)		44.4%		22.8%	67.2%					32.8%	32.8%	
Maximum Green (s)		74.2		34.8	115.0					52.2	52.2	
Yellow Time (s)		4.4		3.0	4.4					3.7	3.7	
All-Red Time (s)		1.4		3.2	1.6					3.1	3.1	
Lost Time Adjust (s)		-0.8		-1.2	-1.0					-1.8	-1.8	
Total Lost Time (s)		5.0		5.0	5.0					5.0	5.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)		6.0		1.0	6.0					1.0	1.0	
Recall Mode		C-Max		None	C-Max					None	None	
Act Effct Green (s)		86.0		29.1	120.1					49.9	49.9	
Actuated g/C Ratio		0.48		0.16	0.67					0.28	0.28	
v/c Ratio		0.65		0.84	0.70					0.45	0.93	
Control Delay		48.8		85.5	21.2					54.8	91.6	
Queue Delay		0.1		0.0	1.5					0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay		48.9		85.5	22.7					54.8	91.6	
LOS		D		F	C					D	F	
Approach Delay		48.9			33.1						72.8	
Approach LOS		D			C						E	
Queue Length 50th (ft)		366		291	454					208	457	
Queue Length 95th (ft)		349		m311	497					243	558	
Internal Link Dist (ft)		880			488			576			733	
Turn Bay Length (ft)				450						275		
Base Capacity (vph)		2913		676	3344					1019	470	
Starvation Cap Reductn		0		0	773					0	0	
Spillback Cap Reductn		172		0	115					0	0	
Storage Cap Reductn		0		0	0					0	0	
Reduced v/c Ratio		0.69		0.68	0.91					0.41	0.86	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 70 (39%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 44.5	Intersection LOS: D
Intersection Capacity Utilization 76.7%	ICU Level of Service D
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 8: US 15-501 (Durham-Chapel Hill Blvd) & I-40 Eastbound Ramps



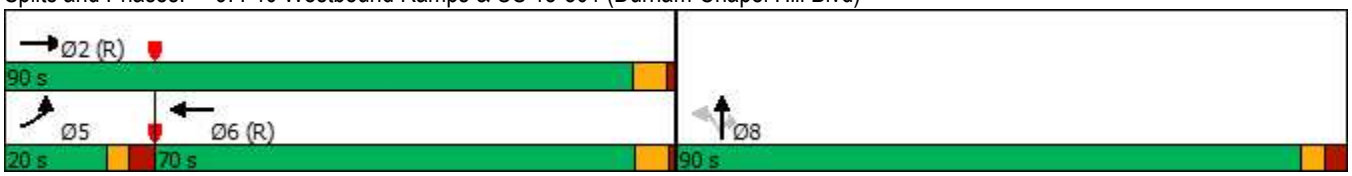
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	1550	0	0	1861	245	602	0	1097	0	0	0
Future Volume (vph)	77	1550	0	0	1861	245	602	0	1097	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			2%			0%	
Storage Length (ft)	450		0	300		0	300		700	0		0
Storage Lanes	1		0	1		0	1		2	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.86	0.86	0.95	0.95	0.88	1.00	1.00	1.00
Ped Bike Factor							1.00	1.00				
Frt					0.983				0.850			
Flt Protected	0.950						0.950	0.950				
Satd. Flow (prot)	3383	5011	0	0	6269	0	1648	1648	2732	0	0	0
Flt Permitted	0.950						0.950	0.950				
Satd. Flow (perm)	3383	5011	0	0	6269	0	1643	1643	2732	0	0	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					21							
Link Speed (mph)		45			45			35			30	
Link Distance (ft)		568			1098			1039			543	
Travel Time (s)		8.6			16.6			20.2			12.3	
Confl. Peds. (#/hr)							5					
Peak Hour Factor	0.96	0.96	0.96	0.89	0.89	0.89	0.88	0.88	0.88	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	80	1615	0	0	2091	275	684	0	1247	0	0	0
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	80	1615	0	0	2366	0	342	342	1247	0	0	0
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases							8		8			
Detector Phase	5	2			6		8	8	8			
Switch Phase												
Minimum Initial (s)	7.0	12.0			12.0		7.0	7.0	7.0			
Minimum Split (s)	14.0	18.0			18.0		14.0	14.0	14.0			
Total Split (s)	20.0	90.0			70.0		90.0	90.0	90.0			
Total Split (%)	11.1%	50.0%			38.9%		50.0%	50.0%	50.0%			
Maximum Green (s)	13.7	84.2			64.4		83.6	83.6	83.6			
Yellow Time (s)	3.0	4.4			4.6		3.1	3.1	3.1			
All-Red Time (s)	3.3	1.4			1.0		3.3	3.3	3.3			
Lost Time Adjust (s)	-1.3	-0.8			-0.6		-1.4	-1.4	-1.4			
Total Lost Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.0	6.0			6.0		2.0	2.0	2.0			
Recall Mode	None	C-Max			C-Max		None	None	None			
Act Effct Green (s)	10.2	85.3			70.1		84.7	84.7	84.7			
Actuated g/C Ratio	0.06	0.47			0.39		0.47	0.47	0.47			
v/c Ratio	0.42	0.68			0.96		0.44	0.44	0.97			
Control Delay	113.4	30.8			64.2		34.1	34.1	65.0			
Queue Delay	0.0	0.5			0.0		0.2	0.2	0.0			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	113.4	31.4			64.2		34.3	34.3	65.0			
LOS	F	C			E		C	C	E			
Approach Delay		35.2			64.2			54.1				
Approach LOS		D			E			D				
Queue Length 50th (ft)	43	633			790		281	281	805			
Queue Length 95th (ft)	m74	317			#881		368	368	#946			
Internal Link Dist (ft)		488			1018			959			463	
Turn Bay Length (ft)	450						300		700			
Base Capacity (vph)	281	2375			2455		775	775	1290			
Starvation Cap Reductn	0	339			0		0	0	0			
Spillback Cap Reductn	0	0			1		86	86	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	0.28	0.79			0.96		0.50	0.50	0.97			

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 92 (51%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 52.8	Intersection LOS: D
Intersection Capacity Utilization 76.7%	ICU Level of Service D
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: I-40 Westbound Ramps & US 15-501 (Durham-Chapel Hill Blvd)



Lanes, Volumes, Timings
1: US 15-501 Northbound & Northbound U-Turn

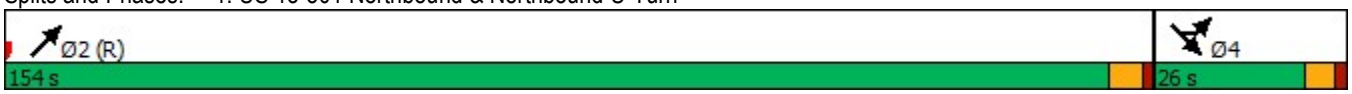
10/18/2019

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	115	0	0	0	0	0	0	1966	0	0	0	0
Future Volume (vph)	115	0	0	0	0	0	0	1966	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			0%	
Storage Length (ft)	0		150	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt												
Flt Protected	0.950											
Satd. Flow (prot)	3400	1863	0	0	0	0	0	3454	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	3400	1863	0	0	0	0	0	3454	0	0	0	0
Right Turn on Red	No		No			Yes			Yes			No
Satd. Flow (RTOR)												
Link Speed (mph)		20			30			45			30	
Link Distance (ft)		186			116			846			732	
Travel Time (s)		6.3			2.6			12.8			16.6	
Peak Hour Factor	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.96	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Adj. Flow (vph)	121	0	0	0	0	0	0	2048	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	121	0	0	0	0	0	0	2048	0	0	0	0
Turn Type	Split							NA				
Protected Phases	4	4						2				
Permitted Phases												
Detector Phase	4	4						2				
Switch Phase												
Minimum Initial (s)	7.0	7.0						12.0				
Minimum Split (s)	13.0	13.0						19.0				
Total Split (s)	26.0	26.0						154.0				
Total Split (%)	14.4%	14.4%						85.6%				
Yellow Time (s)	4.0	4.0						4.7				
All-Red Time (s)	2.0	2.0						1.5				
Lost Time Adjust (s)	-1.0	-1.0						-1.2				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None						C-Max				
Act Effct Green (s)	10.9							159.1				
Actuated g/C Ratio	0.06							0.88				
v/c Ratio	0.59							0.67				
Control Delay	84.7							4.4				
Queue Delay	0.0							0.0				
Total Delay	84.7							4.4				
LOS	F							A				
Approach Delay		84.7						4.4				
Approach LOS		F						A				

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Queue Length 50th (ft)	67							272				
Queue Length 95th (ft)	m97							376				
Internal Link Dist (ft)		106			36			766			652	
Turn Bay Length (ft)												
Base Capacity (vph)	396							3052				
Starvation Cap Reductn	0							0				
Spillback Cap Reductn	0							0				
Storage Cap Reductn	0							0				
Reduced v/c Ratio	0.31							0.67				

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 70 (39%), Referenced to phase 2:NET, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 8.9	Intersection LOS: A
Intersection Capacity Utilization 112.0%	ICU Level of Service H
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 1: US 15-501 Northbound & Northbound U-Turn

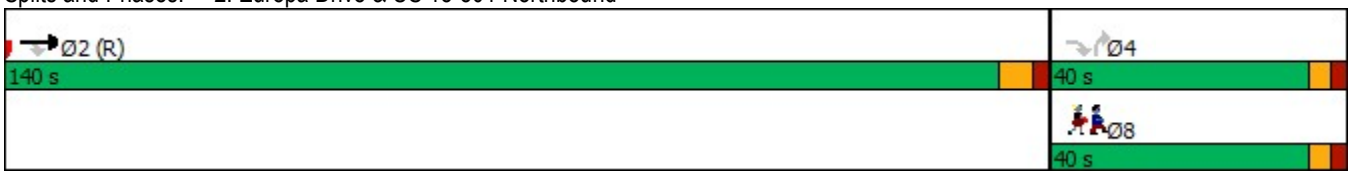


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø8
Lane Configurations							
Traffic Volume (vph)	1899	182	0	0	0	203	
Future Volume (vph)	1899	182	0	0	0	203	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Grade (%)	1%			0%	-2%		
Storage Length (ft)		250	0		0	150	
Storage Lanes		1	0		0	1	
Taper Length (ft)			25		25		
Lane Util. Factor	*0.77	1.00	1.00	1.00	1.00	0.88	
Ped Bike Factor		0.98					
Frt		0.850				0.850	
Flt Protected							
Satd. Flow (prot)	5653	1560	0	0	0	2787	
Flt Permitted							
Satd. Flow (perm)	5653	1527	0	0	0	2787	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	45			30	25		
Link Distance (ft)	732			555	706		
Travel Time (s)	11.1			12.6	19.3		
Confl. Peds. (#/hr)		3					
Peak Hour Factor	0.93	0.93	0.92	0.92	0.92	0.96	
Heavy Vehicles (%)	3%	3%	2%	2%	2%	3%	
Adj. Flow (vph)	2042	196	0	0	0	211	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	2042	196	0	0	0	211	
Turn Type	NA	custom				Perm	
Protected Phases	2						8
Permitted Phases		2 4				4	
Detector Phase	2	2 4				4	
Switch Phase							
Minimum Initial (s)	12.0					7.0	7.0
Minimum Split (s)	19.0					13.0	28.3
Total Split (s)	140.0					40.0	40.0
Total Split (%)	77.8%					22.2%	22%
Yellow Time (s)	4.5					3.0	3.0
All-Red Time (s)	2.3					2.3	2.3
Lost Time Adjust (s)	-1.8					-0.3	
Total Lost Time (s)	5.0					5.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max					None	None
Act Effct Green (s)	152.6	180.0				17.4	
Actuated g/C Ratio	0.85	1.00				0.10	
v/c Ratio	0.43	0.13				0.78	
Control Delay	2.8	0.1				99.1	
Queue Delay	0.1	0.0				0.0	
Total Delay	2.9	0.1				99.1	
LOS	A	A				F	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø8
Approach Delay	2.6				99.1		
Approach LOS	A				F		
Queue Length 50th (ft)	136	0				140	
Queue Length 95th (ft)	159	0				190	
Internal Link Dist (ft)	652			475	626		
Turn Bay Length (ft)		250				150	
Base Capacity (vph)	4792	1527				541	
Starvation Cap Reductn	1160	0				0	
Spillback Cap Reductn	0	0				0	
Storage Cap Reductn	0	0				0	
Reduced v/c Ratio	0.56	0.13				0.39	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 96 (53%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 10.9	Intersection LOS: B
Intersection Capacity Utilization 43.0%	ICU Level of Service A
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 2: Europa Drive & US 15-501 Northbound

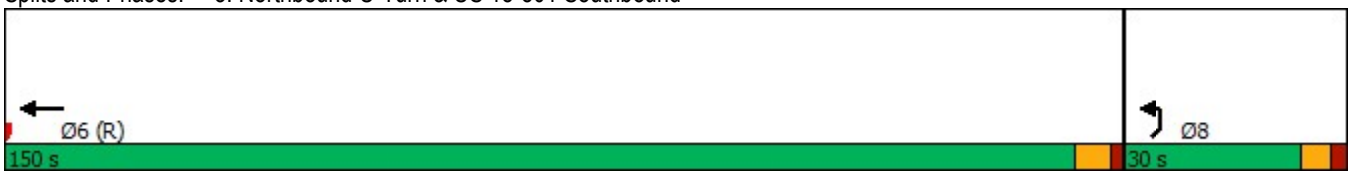


Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	1590	283	0
Future Volume (vph)	0	0	0	1590	283	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-2%	1%	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.97	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	3540	3416	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	3540	3416	0
Right Turn on Red		No			No	No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	20	
Link Distance (ft)	764			392	211	
Travel Time (s)	17.4			5.9	7.2	
Peak Hour Factor	0.92	0.92	0.92	0.96	0.87	0.92
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%
Adj. Flow (vph)	0	0	0	1656	325	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1656	325	0
Turn Type				NA	Prot	
Protected Phases				6	8	
Permitted Phases						
Detector Phase				6	8	
Switch Phase						
Minimum Initial (s)				12.0	7.0	
Minimum Split (s)				19.0	14.0	
Total Split (s)				150.0	30.0	
Total Split (%)				83.3%	16.7%	
Yellow Time (s)				4.7	4.0	
All-Red Time (s)				2.0	2.5	
Lost Time Adjust (s)				-1.7	-1.5	
Total Lost Time (s)				5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode				C-Max	None	
Act Effct Green (s)				148.5	21.5	
Actuated g/C Ratio				0.82	0.12	
v/c Ratio				0.57	0.80	
Control Delay				3.5	86.4	
Queue Delay				0.0	0.0	
Total Delay				3.5	86.4	
LOS				A	F	
Approach Delay				3.5	86.4	
Approach LOS				A	F	
Queue Length 50th (ft)				145	197	
Queue Length 95th (ft)				155	242	
Internal Link Dist (ft)	684			312	131	

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Turn Bay Length (ft)						
Base Capacity (vph)				2919	474	
Starvation Cap Reductn				0	0	
Spillback Cap Reductn				0	0	
Storage Cap Reductn				0	0	
Reduced v/c Ratio				0.57	0.69	

Intersection Summary	
Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 0 (0%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 17.1	Intersection LOS: B
Intersection Capacity Utilization 101.7%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 3: Northbound U-Turn & US 15-501 Southbound



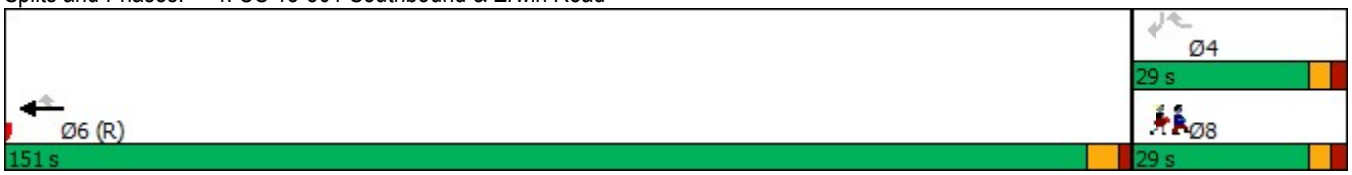
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø8
Lane Configurations			↑↑↑	↱		↱↱	
Traffic Volume (vph)	0	0	1658	215	0	270	
Future Volume (vph)	0	0	1658	215	0	270	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Grade (%)		0%	0%		4%		
Storage Length (ft)	0			600	0	0	
Storage Lanes	0			1	0	2	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	*0.81	1.00	1.00	0.88	
Ped Bike Factor				0.98			
Frt				0.850		0.850	
Flt Protected							
Satd. Flow (prot)	0	0	4483	1568	0	2731	
Flt Permitted							
Satd. Flow (perm)	0	0	4483	1534	0	2731	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	45		35		
Link Distance (ft)		743	764		703		
Travel Time (s)		16.9	11.6		13.7		
Confl. Peds. (#/hr)				3			
Peak Hour Factor	0.92	0.92	0.96	0.96	0.92	0.82	
Heavy Vehicles (%)	2%	2%	3%	3%	2%	2%	
Adj. Flow (vph)	0	0	1727	224	0	329	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	1727	224	0	329	
Turn Type			NA	custom		Perm	
Protected Phases			6				8
Permitted Phases				4 6		4	
Detector Phase			6	4 6		4	
Switch Phase							
Minimum Initial (s)			12.0			7.0	7.0
Minimum Split (s)			19.0			13.0	27.4
Total Split (s)			151.0			29.0	29.0
Total Split (%)			83.9%			16.1%	16%
Yellow Time (s)			4.5			3.0	3.0
All-Red Time (s)			1.7			2.4	2.4
Lost Time Adjust (s)			-1.2			-0.4	
Total Lost Time (s)			5.0			5.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode			C-Max			None	None
Act Effct Green (s)			146.7	180.0		23.3	
Actuated g/C Ratio			0.82	1.00		0.13	
v/c Ratio			0.47	0.15		0.93	
Control Delay			7.1	0.2		110.0	
Queue Delay			0.1	0.0		0.0	
Total Delay			7.2	0.2		110.0	
LOS			A	A		F	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø8
Approach Delay			6.4		110.0		
Approach LOS			A		F		
Queue Length 50th (ft)			293	0		221	
Queue Length 95th (ft)			301	0		#273	
Internal Link Dist (ft)		663	684		623		
Turn Bay Length (ft)				600			
Base Capacity (vph)			3654	1533		364	
Starvation Cap Reductn			671	0		0	
Spillback Cap Reductn			0	0		0	
Storage Cap Reductn			0	0		0	
Reduced v/c Ratio			0.58	0.15		0.90	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 13 (7%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 21.3	Intersection LOS: C
Intersection Capacity Utilization 49.8%	ICU Level of Service A
Analysis Period (min) 15	

* User Entered Value
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: US 15-501 Southbound & Erwin Road



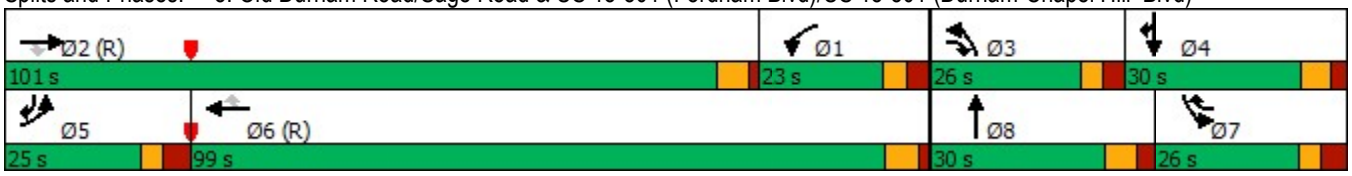
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	301	1243	144	70	1176	180	118	97	34	182	123	182
Future Volume (vph)	301	1243	144	70	1176	180	118	97	34	182	123	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			-4%			-3%	
Storage Length (ft)	325		250	250		250	0		0	175		125
Storage Lanes	2		1	1		1	1		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor							0.99					
Frt			0.850			0.850		0.961				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3350	3454	1545	1736	3471	1553	1770	1791	0	3451	1872	1591
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3350	3454	1545	1736	3471	1553	1759	1791	0	3451	1872	1591
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		772			1824			142			545	
Travel Time (s)		11.7			27.6			2.8			10.6	
Confl. Peds. (#/hr)							3					3
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.90	0.90	0.90	0.88	0.88	0.88
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	327	1351	157	75	1265	194	131	108	38	207	140	207
Shared Lane Traffic (%)												
Lane Group Flow (vph)	327	1351	157	75	1265	194	131	146	0	207	140	207
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA		Prot	NA	pt+ov
Protected Phases	5	2	3	1	6	7	3	8		7	4	4 5
Permitted Phases			2			6						
Detector Phase	5	2	3	1	6	7	3	8		7	4	4 5
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0	7.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	14.0	19.0	13.0	14.0	19.0	14.0	13.0	14.0		14.0	14.0	
Total Split (s)	25.0	101.0	26.0	23.0	99.0	26.0	26.0	30.0		26.0	30.0	
Total Split (%)	13.9%	56.1%	14.4%	12.8%	55.0%	14.4%	14.4%	16.7%		14.4%	16.7%	
Yellow Time (s)	3.0	4.4	3.0	3.0	4.5	3.0	3.0	4.1		3.0	4.1	
All-Red Time (s)	3.9	1.3	2.9	3.3	1.6	3.7	2.9	2.5		3.7	2.3	
Lost Time Adjust (s)	-1.9	-0.7	-0.9	-1.3	-1.1	-1.7	-0.9	-1.6		-1.7	-1.4	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Max	None	None	C-Max	None	None	None		None	None	
Act Effct Green (s)	20.3	100.8	119.6	18.0	98.5	118.2	18.8	21.5		19.7	22.4	48.2
Actuated g/C Ratio	0.11	0.56	0.66	0.10	0.55	0.66	0.10	0.12		0.11	0.12	0.27
v/c Ratio	0.87	0.70	0.15	0.43	0.67	0.19	0.71	0.68		0.55	0.60	0.49
Control Delay	97.3	43.1	7.5	88.7	35.0	8.5	98.6	91.9		81.5	85.3	59.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	97.3	43.1	7.5	88.7	35.0	8.5	98.6	91.9		81.5	85.3	59.3
LOS	F	D	A	F	D	A	F	F		F	F	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		49.7			34.3			95.1			74.2	
Approach LOS		D			C			F			E	
Queue Length 50th (ft)	199	703	57	82	424	81	151	167		119	158	203
Queue Length 95th (ft)	#288	808	63	152	564	149	232	249		163	232	285
Internal Link Dist (ft)		692			1744			62			465	
Turn Bay Length (ft)	325		250	250		250				175		125
Base Capacity (vph)	384	1934	1045	173	1899	1033	206	248		406	260	421
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.85	0.70	0.15	0.43	0.67	0.19	0.64	0.59		0.51	0.54	0.49

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 32 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 50.3 Intersection LOS: D
Intersection Capacity Utilization 70.8% 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.

Splits and Phases: 5: Old Durham Road/Sage Road & US 15-501 (Fordham Blvd)/US 15-501 (Durham-Chapel Hill Blvd)

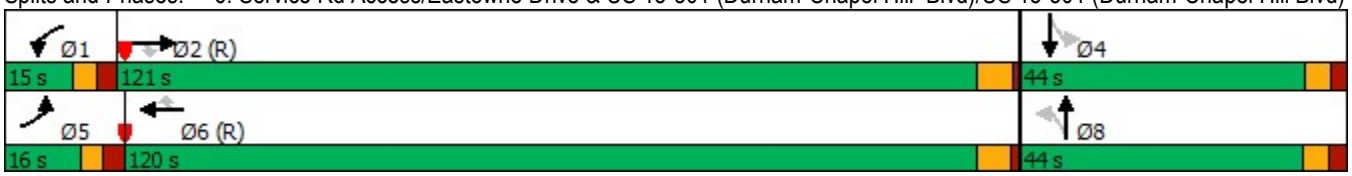


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	1390	2	6	1369	47	0	5	7	35	2	60
Future Volume (vph)	70	1390	2	6	1369	47	0	5	7	35	2	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	225		75	225		225	0		0	125		0
Storage Lanes	1		1	1		1	0		0	1		0
Taper Length (ft)	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	1.00	1.00	1.00
Frt			0.850			0.850		0.919			0.855	
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1736	3471	1553	1736	3471	1553	0	1720	0	1718	1546	0
Flt Permitted	0.950			0.950						0.744		
Satd. Flow (perm)	1736	3471	1553	1736	3471	1553	0	1720	0	1346	1546	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1824			1547			126			400	
Travel Time (s)		27.6			23.4			3.4			10.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.60	0.60	0.60	0.76	0.76	0.76
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	4%	4%	4%
Adj. Flow (vph)	74	1463	2	6	1441	49	0	8	12	46	3	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	1463	2	6	1441	49	0	20	0	46	82	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm		NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	13.0	18.0	18.0	13.0	18.0	18.0	14.0	14.0		36.0	36.0	
Total Split (s)	16.0	121.0	121.0	15.0	120.0	120.0	44.0	44.0		44.0	44.0	
Total Split (%)	8.9%	67.2%	67.2%	8.3%	66.7%	66.7%	24.4%	24.4%		24.4%	24.4%	
Yellow Time (s)	3.0	4.6	4.6	3.0	4.6	4.6	3.3	3.3		3.6	3.6	
All-Red Time (s)	2.8	1.1	1.1	2.8	1.3	1.3	2.8	2.8		2.3	2.3	
Lost Time Adjust (s)	-0.8	-0.7	-0.7	-0.8	-0.9	-0.9		-1.1		-0.9	-0.9	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	12.3	153.5	153.5	7.8	138.7	138.7		14.0		14.0	14.0	
Actuated g/C Ratio	0.07	0.85	0.85	0.04	0.77	0.77		0.08		0.08	0.08	
v/c Ratio	0.63	0.49	0.00	0.08	0.54	0.04		0.15		0.44	0.69	
Control Delay	123.1	0.6	0.0	75.7	4.1	3.7		77.6		91.0	107.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	123.1	0.6	0.0	75.7	4.1	3.7		77.6		91.0	107.6	
LOS	F	A	A	E	A	A		E		F	F	
Approach Delay		6.5			4.4			77.6			101.6	
Approach LOS		A			A			E			F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	92	0	0	8	84	5		22		53	96	
Queue Length 95th (ft)	m136	24	m0	m12	126	m13		35		83	130	
Internal Link Dist (ft)		1744			1467			46			320	
Turn Bay Length (ft)	225		75	225		225				125		
Base Capacity (vph)	126	2959	1323	96	2674	1196		372		291	334	
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	
Reduced v/c Ratio	0.59	0.49	0.00	0.06	0.54	0.04		0.05		0.16	0.25	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 26 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 9.8	Intersection LOS: A
Intersection Capacity Utilization 65.4%	ICU Level of Service C
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 6: Service Rd Access/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)/US 15-501 (Durham-Chapel Hill Blvd)



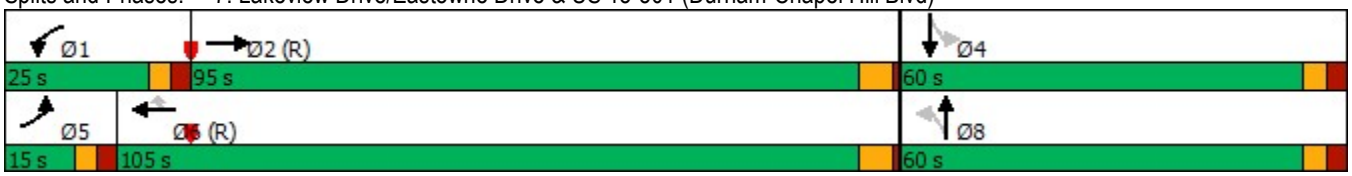
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	1378	9	54	1370	136	8	21	59	149	10	21
Future Volume (vph)	24	1378	9	54	1370	136	8	21	59	149	10	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	100		100	0		0	100		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.890			0.898	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	4983	0	1736	3471	1553	1680	1574	0	1752	1656	0
Flt Permitted	0.950			0.950			0.728			0.623		
Satd. Flow (perm)	1736	4983	0	1736	3471	1553	1287	1574	0	1149	1656	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1547			960			414			625	
Travel Time (s)		23.4			14.5			11.3			17.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.79	0.79	0.79	0.70	0.70	0.70
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	8%	8%	8%	2%	2%	2%
Adj. Flow (vph)	26	1482	10	58	1473	146	10	27	75	213	14	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	1492	0	58	1473	146	10	102	0	213	44	0
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0	12.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	13.0	18.0		13.0	18.0	18.0	14.0	14.0		14.0	14.0	
Total Split (s)	15.0	95.0		25.0	105.0	105.0	60.0	60.0		60.0	60.0	
Total Split (%)	8.3%	52.8%		13.9%	58.3%	58.3%	33.3%	33.3%		33.3%	33.3%	
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.2	3.2		3.1	3.1	
All-Red Time (s)	2.6	1.0		2.8	1.0	1.0	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	-0.6	-0.5		-0.8	-0.5	-0.5	-1.2	-1.2		-1.1	-1.1	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	8.1	120.3		10.7	125.3	125.3	36.6	36.6		36.6	36.6	
Actuated g/C Ratio	0.04	0.67		0.06	0.70	0.70	0.20	0.20		0.20	0.20	
v/c Ratio	0.33	0.45		0.57	0.61	0.14	0.04	0.32		0.91	0.13	
Control Delay	110.3	5.8		105.6	11.4	8.1	52.6	61.5		109.1	56.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	110.3	5.8		105.6	11.4	8.1	52.6	61.5		109.1	56.0	
LOS	F	A		F	B	A	D	E		F	E	
Approach Delay		7.6			14.4			60.7			100.0	
Approach LOS		A			B			E			F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	32	89		72	362	33	10	104		249	43	
Queue Length 95th (ft)	m66	119		108	398	95	23	132		242	59	
Internal Link Dist (ft)		1467			880			334			545	
Turn Bay Length (ft)	100						100			100		
Base Capacity (vph)	96	3329		192	2416	1081	393	480		351	506	
Starvation Cap Reductn	0	0		0	29	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.27	0.45		0.30	0.62	0.14	0.03	0.21		0.61	0.09	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 44 (24%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 19.1 Intersection LOS: B
Intersection Capacity Utilization 68.1% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Lakeview Drive/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)



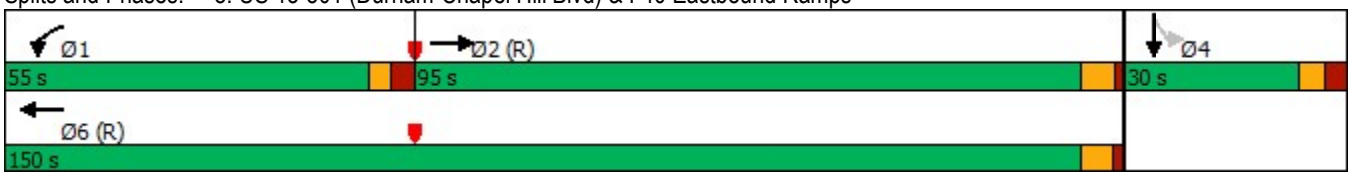
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1232	368	494	1478	0	0	0	0	229	0	88
Future Volume (vph)	0	1232	368	494	1478	0	0	0	0	229	0	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			1%			0%			2%	
Storage Length (ft)	275		0	450		0	0		0	275		275
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor										1.00		
Frt		0.965									0.850	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6034	0	3350	4963	0	0	0	0	3270	1508	0
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	6034	0	3350	4963	0	0	0	0	3256	1508	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		60										
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		960			568			656			813	
Travel Time (s)		14.5			8.6			14.9			15.8	
Confl. Peds. (#/hr)										2		
Peak Hour Factor	0.98	0.98	0.98	0.91	0.91	0.91	0.92	0.92	0.92	0.93	0.93	0.93
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	0	1257	376	543	1624	0	0	0	0	246	0	95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1633	0	543	1624	0	0	0	0	246	95	0
Turn Type		NA		Prot	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases										4		
Detector Phase		2		1	6					4	4	
Switch Phase												
Minimum Initial (s)		12.0		7.0	12.0					7.0	7.0	
Minimum Split (s)		18.0		14.0	18.0					14.0	14.0	
Total Split (s)		95.0		55.0	150.0					30.0	30.0	
Total Split (%)		52.8%		30.6%	83.3%					16.7%	16.7%	
Yellow Time (s)		4.4		3.0	4.4					3.7	3.7	
All-Red Time (s)		1.4		3.2	1.6					3.1	3.1	
Lost Time Adjust (s)		-0.8		-1.2	-1.0					-1.8	-1.8	
Total Lost Time (s)		5.0		5.0	5.0					5.0	5.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Recall Mode		C-Max		None	C-Max					None	None	
Act Effct Green (s)		111.9		34.2	151.2					18.8	18.8	
Actuated g/C Ratio		0.62		0.19	0.84					0.10	0.10	
v/c Ratio		0.43		0.85	0.39					0.72	0.61	
Control Delay		10.2		100.3	3.4					90.2	92.6	
Queue Delay		0.0		0.0	0.1					0.0	0.0	
Total Delay		10.2		100.3	3.5					90.2	92.6	
LOS		B		F	A					F	F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		10.2			27.8						90.9	
Approach LOS		B			C						F	
Queue Length 50th (ft)		155		346	134					147	109	
Queue Length 95th (ft)		170		410	143					194	174	
Internal Link Dist (ft)		880			488			576			733	
Turn Bay Length (ft)				450						275		
Base Capacity (vph)		3774		930	4168					452	209	
Starvation Cap Reductn		0		0	828					0	0	
Spillback Cap Reductn		0		0	0					0	0	
Storage Cap Reductn		0		0	0					0	0	
Reduced v/c Ratio		0.43		0.58	0.49					0.54	0.45	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 58 (32%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 26.0 Intersection LOS: C
Intersection Capacity Utilization 57.1% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 8: US 15-501 (Durham-Chapel Hill Blvd) & I-40 Eastbound Ramps

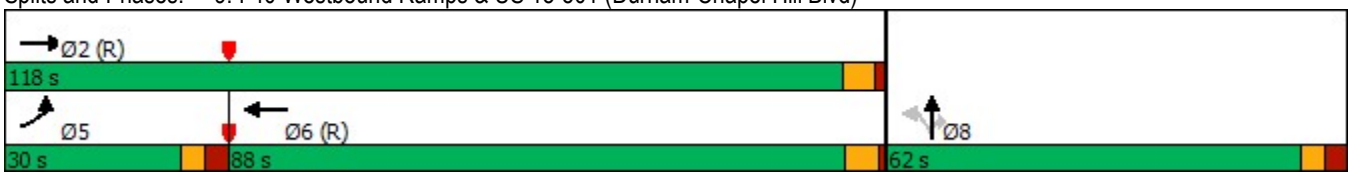


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	1360	0	0	1625	270	360	0	609	0	0	0
Future Volume (vph)	97	1360	0	0	1625	270	360	0	609	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			2%			0%	
Storage Length (ft)	450		0	300		0	300		700	0		0
Storage Lanes	1		0	1		0	1		2	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.86	0.86	0.95	0.95	0.88	1.00	1.00	1.00
Frt					0.979				0.850			
Flt Protected	0.950						0.950	0.950				
Satd. Flow (prot)	3318	4915	0	0	6183	0	1632	1632	2706	0	0	0
Flt Permitted	0.950						0.950	0.950				
Satd. Flow (perm)	3318	4915	0	0	6183	0	1632	1632	2706	0	0	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					31							
Link Speed (mph)		45			45			35			30	
Link Distance (ft)		568			1098			1039			543	
Travel Time (s)		8.6			16.6			20.2			12.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.94	0.94	0.94	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	4%	4%	4%	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	101	1417	0	0	1693	281	383	0	648	0	0	0
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	101	1417	0	0	1974	0	191	192	648	0	0	0
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases							8		8			
Detector Phase	5	2			6		8	8	8			
Switch Phase												
Minimum Initial (s)	7.0	12.0			12.0		7.0	7.0	7.0			
Minimum Split (s)	14.0	18.0			18.0		14.0	14.0	14.0			
Total Split (s)	30.0	118.0			88.0		62.0	62.0	62.0			
Total Split (%)	16.7%	65.6%			48.9%		34.4%	34.4%	34.4%			
Yellow Time (s)	3.0	4.4			4.6		3.1	3.1	3.1			
All-Red Time (s)	3.3	1.4			1.0		3.3	3.3	3.3			
Lost Time Adjust (s)	-1.3	-0.8			-0.6		-1.4	-1.4	-1.4			
Total Lost Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Max			C-Max		None	None	None			
Act Effct Green (s)	11.2	120.0			103.7		50.0	50.0	50.0			
Actuated g/C Ratio	0.06	0.67			0.58		0.28	0.28	0.28			
v/c Ratio	0.49	0.43			0.55		0.42	0.42	0.86			
Control Delay	112.1	10.3			24.9		55.2	55.3	73.7			
Queue Delay	0.0	0.1			0.0		0.0	0.0	0.0			
Total Delay	112.1	10.4			24.9		55.2	55.3	73.7			
LOS	F	B			C		E	E	E			
Approach Delay		17.2			24.9			66.9				
Approach LOS		B			C			E				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	64	139			407		194	195	414			
Queue Length 95th (ft)	102	167			496		269	270	480			
Internal Link Dist (ft)		488			1018			959			463	
Turn Bay Length (ft)	450						300		700			
Base Capacity (vph)	460	3275			3576		516	516	856			
Starvation Cap Reductn	0	417			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	0.22	0.50			0.55		0.37	0.37	0.76			

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 61 (34%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 31.9	Intersection LOS: C
Intersection Capacity Utilization 57.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 9: I-40 Westbound Ramps & US 15-501 (Durham-Chapel Hill Blvd)



Lanes, Volumes, Timings
1: US 15-501 Northbound & Northbound U-Turn

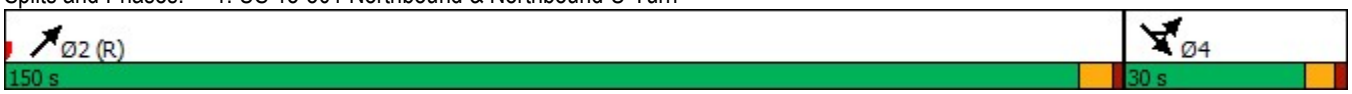
10/18/2019

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	80	0	0	0	0	0	0	2488	0	0	0	0
Future Volume (vph)	80	0	0	0	0	0	0	2488	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			0%	
Storage Length (ft)	0		150	0		0	0		0	0		0
Storage Lanes	2		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt												
Flt Protected	0.950											
Satd. Flow (prot)	3400	1863	0	0	0	0	0	3454	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	3400	1863	0	0	0	0	0	3454	0	0	0	0
Right Turn on Red	No		No			Yes			Yes			No
Satd. Flow (RTOR)												
Link Speed (mph)		20			30			45			30	
Link Distance (ft)		186			116			846			732	
Travel Time (s)		6.3			2.6			12.8			16.6	
Peak Hour Factor	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.96	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Adj. Flow (vph)	84	0	0	0	0	0	0	2592	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	0	0	0	0	0	0	2592	0	0	0	0
Turn Type	Split							NA				
Protected Phases	4	4						2				
Permitted Phases												
Detector Phase	4	4						2				
Switch Phase												
Minimum Initial (s)	7.0	7.0						12.0				
Minimum Split (s)	13.0	13.0						19.0				
Total Split (s)	30.0	30.0						150.0				
Total Split (%)	16.7%	16.7%						83.3%				
Yellow Time (s)	4.0	4.0						4.7				
All-Red Time (s)	2.0	2.0						1.5				
Lost Time Adjust (s)	-1.0	-1.0						-1.2				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None						C-Max				
Act Effct Green (s)	9.3							160.7				
Actuated g/C Ratio	0.05							0.89				
v/c Ratio	0.48							0.84				
Control Delay	85.5							7.7				
Queue Delay	0.0							0.0				
Total Delay	85.5							7.7				
LOS	F							A				
Approach Delay		85.5						7.7				
Approach LOS		F						A				

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Queue Length 50th (ft)	47							492				
Queue Length 95th (ft)	m70							676				
Internal Link Dist (ft)		106			36			766			652	
Turn Bay Length (ft)												
Base Capacity (vph)	472							3083				
Starvation Cap Reductn	0							0				
Spillback Cap Reductn	0							0				
Storage Cap Reductn	0							0				
Reduced v/c Ratio	0.18							0.84				

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 70 (39%), Referenced to phase 2:NET, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 10.1	Intersection LOS: B
Intersection Capacity Utilization 133.4%	ICU Level of Service H
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 1: US 15-501 Northbound & Northbound U-Turn



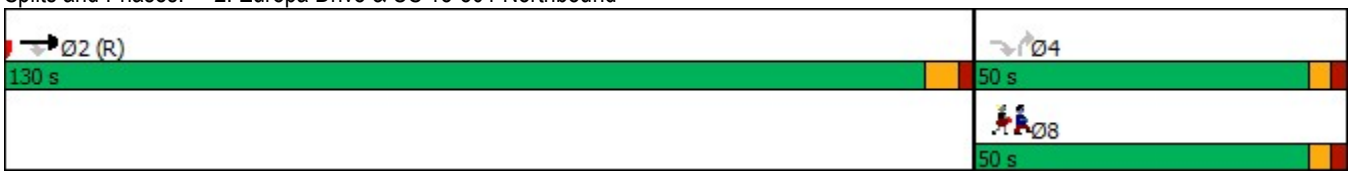
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø8
Lane Configurations							
Traffic Volume (vph)	2460	108	0	0	0	233	
Future Volume (vph)	2460	108	0	0	0	233	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Grade (%)	1%			0%	-2%		
Storage Length (ft)		250	0		0	150	
Storage Lanes		1	0		0	1	
Taper Length (ft)			25		25		
Lane Util. Factor	*0.77	1.00	1.00	1.00	1.00	0.88	
Ped Bike Factor		0.98					
Frt		0.850				0.850	
Flt Protected							
Satd. Flow (prot)	5709	1575	0	0	0	2815	
Flt Permitted							
Satd. Flow (perm)	5709	1542	0	0	0	2815	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	45			30	25		
Link Distance (ft)	732			555	706		
Travel Time (s)	11.1			12.6	19.3		
Confl. Peds. (#/hr)		3					
Peak Hour Factor	0.97	0.97	0.92	0.92	0.92	0.95	
Adj. Flow (vph)	2536	111	0	0	0	245	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	2536	111	0	0	0	245	
Turn Type	NA	custom				Perm	
Protected Phases	2						8
Permitted Phases		2 4				4	
Detector Phase	2	2 4				4	
Switch Phase							
Minimum Initial (s)	12.0					7.0	7.0
Minimum Split (s)	19.0					13.0	28.3
Total Split (s)	130.0					50.0	50.0
Total Split (%)	72.2%					27.8%	28%
Yellow Time (s)	4.5					3.0	3.0
All-Red Time (s)	2.3					2.3	2.3
Lost Time Adjust (s)	-1.8					-0.3	
Total Lost Time (s)	5.0					5.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max					None	None
Act Effct Green (s)	150.4	180.0				19.6	
Actuated g/C Ratio	0.84	1.00				0.11	
v/c Ratio	0.53	0.07				0.80	
Control Delay	4.2	0.0				97.2	
Queue Delay	0.2	0.0				0.0	
Total Delay	4.4	0.0				97.2	
LOS	A	A				F	
Approach Delay	4.2				97.2		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø8
Approach LOS	A				F		
Queue Length 50th (ft)	200	0				163	
Queue Length 95th (ft)	237	m0				214	
Internal Link Dist (ft)	652			475	626		
Turn Bay Length (ft)		250				150	
Base Capacity (vph)	4771	1542				703	
Starvation Cap Reductn	1121	0				0	
Spillback Cap Reductn	0	0				0	
Storage Cap Reductn	0	0				0	
Reduced v/c Ratio	0.69	0.07				0.35	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 65 (36%), Referenced to phase 2:EBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 12.1 Intersection LOS: B
Intersection Capacity Utilization 52.1% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Europa Drive & US 15-501 Northbound

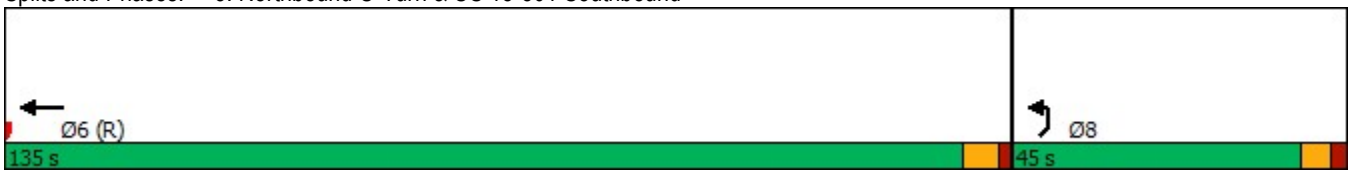


Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	1742	385	0
Future Volume (vph)	0	0	0	1742	385	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-2%	1%	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.97	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	3575	3416	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	3575	3416	0
Right Turn on Red		No			No	No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	20	
Link Distance (ft)	764			392	211	
Travel Time (s)	17.4			5.9	7.2	
Peak Hour Factor	0.92	0.92	0.92	0.98	0.90	0.92
Adj. Flow (vph)	0	0	0	1778	428	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1778	428	0
Turn Type				NA	Prot	
Protected Phases				6	8	
Permitted Phases						
Detector Phase				6	8	
Switch Phase						
Minimum Initial (s)				12.0	7.0	
Minimum Split (s)				19.0	14.0	
Total Split (s)				135.0	45.0	
Total Split (%)				75.0%	25.0%	
Yellow Time (s)				4.7	4.0	
All-Red Time (s)				2.0	2.5	
Lost Time Adjust (s)				-1.7	-1.5	
Total Lost Time (s)				5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode				C-Max	None	
Act Effct Green (s)				142.4	27.6	
Actuated g/C Ratio				0.79	0.15	
v/c Ratio				0.63	0.82	
Control Delay				4.7	82.6	
Queue Delay				0.0	0.0	
Total Delay				4.7	82.6	
LOS				A	F	
Approach Delay				4.7	82.6	
Approach LOS				A	F	
Queue Length 50th (ft)				195	259	
Queue Length 95th (ft)				212	308	
Internal Link Dist (ft)	684			312	131	
Turn Bay Length (ft)						

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Base Capacity (vph)				2827	759	
Starvation Cap Reductn				0	0	
Spillback Cap Reductn				0	0	
Storage Cap Reductn				0	0	
Reduced v/c Ratio				0.63	0.56	

Intersection Summary	
Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 16 (9%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 19.8	Intersection LOS: B
Intersection Capacity Utilization 119.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Northbound U-Turn & US 15-501 Southbound



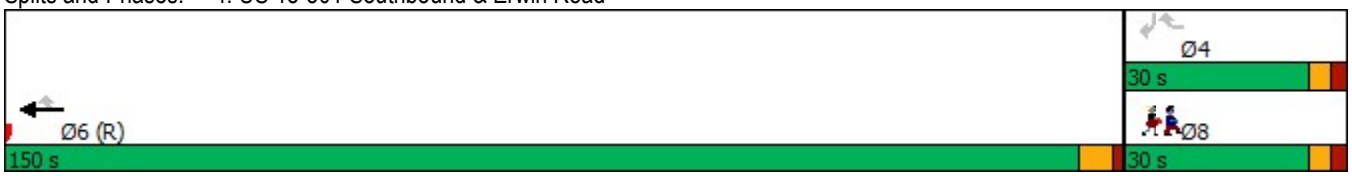
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø8
Lane Configurations			↑↑↑	↱		↱↱	
Traffic Volume (vph)	0	0	1725	402	0	421	
Future Volume (vph)	0	0	1725	402	0	421	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Grade (%)		0%	0%		4%		
Storage Length (ft)	0			600	0	0	
Storage Lanes	0			1	0	2	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	*0.81	1.00	1.00	0.88	
Ped Bike Factor				0.98			
Frt				0.850		0.850	
Flt Protected							
Satd. Flow (prot)	0	0	4526	1583	0	2731	
Flt Permitted							
Satd. Flow (perm)	0	0	4526	1551	0	2731	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	45		35		
Link Distance (ft)		743	764		703		
Travel Time (s)		16.9	11.6		13.7		
Confl. Peds. (#/hr)				1			
Peak Hour Factor	0.92	0.92	0.98	0.98	0.92	0.97	
Adj. Flow (vph)	0	0	1760	410	0	434	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	1760	410	0	434	
Turn Type			NA	custom		Perm	
Protected Phases			6				8
Permitted Phases				4 6		4	
Detector Phase			6	4 6		4	
Switch Phase							
Minimum Initial (s)			12.0			7.0	7.0
Minimum Split (s)			19.0			13.0	27.4
Total Split (s)			150.0			30.0	30.0
Total Split (%)			83.3%			16.7%	17%
Yellow Time (s)			4.5			3.0	3.0
All-Red Time (s)			1.7			2.4	2.4
Lost Time Adjust (s)			-1.2			-0.4	
Total Lost Time (s)			5.0			5.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode			C-Max			None	None
Act Effct Green (s)			145.0	180.0		25.0	
Actuated g/C Ratio			0.81	1.00		0.14	
v/c Ratio			0.48	0.26		1.15	
Control Delay			6.6	0.3		156.9	
Queue Delay			0.2	0.0		0.0	
Total Delay			6.7	0.3		156.9	
LOS			A	A		F	
Approach Delay			5.5		156.9		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø8
Approach LOS			A		F		
Queue Length 50th (ft)			295	0		~339	
Queue Length 95th (ft)			186	0		#469	
Internal Link Dist (ft)		663	684		623		
Turn Bay Length (ft)				600			
Base Capacity (vph)			3645	1551		379	
Starvation Cap Reductn			755	0		0	
Spillback Cap Reductn			0	0		0	
Storage Cap Reductn			0	0		0	
Reduced v/c Ratio			0.61	0.26		1.15	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 13 (7%), Referenced to phase 6:WBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.15
Intersection Signal Delay: 30.8 Intersection LOS: C
Intersection Capacity Utilization 56.4% ICU Level of Service B
Analysis Period (min) 15
* User Entered Value
~ 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: 4: US 15-501 Southbound & Erwin Road



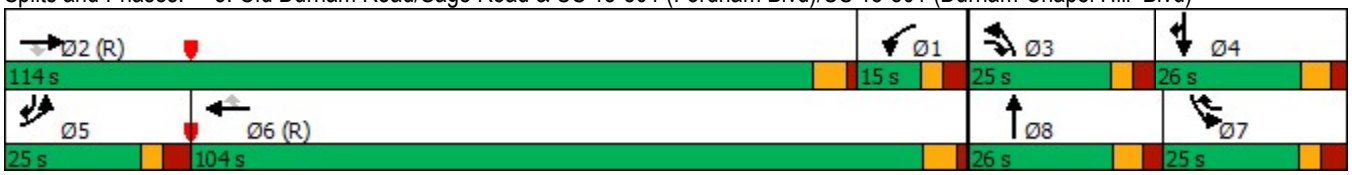
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	357	1750	184	72	1486	189	135	98	25	216	155	167
Future Volume (vph)	357	1750	184	72	1486	189	135	98	25	216	155	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			-4%			-3%	
Storage Length (ft)	325		250	250		250	0		0	175		125
Storage Lanes	2		1	1		1	1		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor							1.00	1.00		1.00		
Frt			0.850			0.850		0.970				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3416	3522	1575	1770	3539	1583	1805	1838	0	3451	1872	1591
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3416	3522	1575	1770	3539	1583	1801	1838	0	3438	1872	1591
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		772			1824			142			545	
Travel Time (s)		11.7			27.6			2.8			10.6	
Confl. Peds. (#/hr)							1		1	1		1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.91	0.91	0.91	0.84	0.84	0.84
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	368	1804	190	74	1532	195	148	108	27	257	185	199
Shared Lane Traffic (%)												
Lane Group Flow (vph)	368	1804	190	74	1532	195	148	135	0	257	185	199
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA		Prot	NA	pt+ov
Protected Phases	5	2	3	1	6	7	3	8		7	4	4 5
Permitted Phases			2			6						
Detector Phase	5	2	3	1	6	7	3	8		7	4	4 5
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0	7.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	14.0	19.0	13.0	14.0	19.0	14.0	13.0	14.0		14.0	14.0	
Total Split (s)	25.0	114.0	25.0	15.0	104.0	25.0	25.0	26.0		25.0	26.0	
Total Split (%)	13.9%	63.3%	13.9%	8.3%	57.8%	13.9%	13.9%	14.4%		13.9%	14.4%	
Yellow Time (s)	3.0	4.4	3.0	3.0	4.5	3.0	3.0	4.1		3.0	4.1	
All-Red Time (s)	3.9	1.3	2.9	3.3	1.6	3.7	2.9	2.5		3.7	2.3	
Lost Time Adjust (s)	-1.9	-0.7	-0.9	-1.3	-1.1	-1.7	-0.9	-1.6		-1.7	-1.4	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Max	None	None	C-Max	None	None	None		None	None	
Act Effct Green (s)	20.6	111.0	129.9	10.0	100.4	120.2	19.0	19.2		19.8	20.1	46.2
Actuated g/C Ratio	0.11	0.62	0.72	0.06	0.56	0.67	0.11	0.11		0.11	0.11	0.26
v/c Ratio	0.94	0.83	0.17	0.76	0.78	0.18	0.78	0.69		0.68	0.89	0.49
Control Delay	107.1	31.3	4.7	118.4	38.0	6.1	104.6	95.7		86.6	116.3	61.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	107.1	31.3	4.7	118.4	38.0	6.1	104.6	95.7		86.6	116.3	61.5
LOS	F	C	A	F	D	A	F	F		F	F	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		41.0			37.9			100.3			87.4	
Approach LOS		D			D			F			F	
Queue Length 50th (ft)	228	774	33	92	612	62	172	155		153	218	201
Queue Length 95th (ft)	#339	856	58	m#170	700	110	#276	236		191	#317	269
Internal Link Dist (ft)		692			1744			62			465	
Turn Bay Length (ft)	325		250	250		250				175		125
Base Capacity (vph)	390	2170	1145	98	1973	1061	200	214		390	218	400
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.94	0.83	0.17	0.76	0.78	0.18	0.74	0.63		0.66	0.85	0.50

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 32 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 49.0 Intersection LOS: D
Intersection Capacity Utilization 86.5% 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: 5: Old Durham Road/Sage Road & US 15-501 (Fordham Blvd)/US 15-501 (Durham-Chapel Hill Blvd)



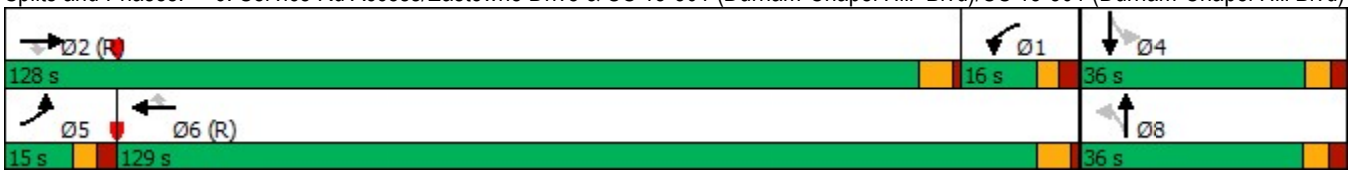
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1963	0	3	1656	61	0	4	5	59	1	87
Future Volume (vph)	40	1963	0	3	1656	61	0	4	5	59	1	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	225		75	225		225	0		0	125		0
Storage Lanes	1		1	1		1	0		0	1		0
Taper Length (ft)	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	1.00	1.00	1.00
Ped Bike Factor											0.99	
Frt						0.850		0.921			0.851	
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1770	3539	1863	1770	3539	1583	0	1724	0	1752	1548	0
Flt Permitted	0.950			0.950						0.750		
Satd. Flow (perm)	1770	3539	1863	1770	3539	1583	0	1724	0	1383	1548	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1824			1547			126			400	
Travel Time (s)		27.6			23.4			3.4			10.9	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.75	0.75	0.75	0.84	0.84	0.84
Adj. Flow (vph)	42	2066	0	3	1743	64	0	5	7	70	1	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	2066	0	3	1743	64	0	12	0	70	105	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm		NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	13.0	18.0	18.0	13.0	18.0	18.0	14.0	14.0		36.0	36.0	
Total Split (s)	15.0	128.0	128.0	16.0	129.0	129.0	36.0	36.0		36.0	36.0	
Total Split (%)	8.3%	71.1%	71.1%	8.9%	71.7%	71.7%	20.0%	20.0%		20.0%	20.0%	
Yellow Time (s)	3.0	4.6	4.6	3.0	4.6	4.6	3.3	3.3		3.6	3.6	
All-Red Time (s)	2.8	1.1	1.1	2.8	1.3	1.3	2.8	2.8		2.3	2.3	
Lost Time Adjust (s)	-0.8	-0.7	-0.7	-0.8	-0.9	-0.9		-1.1		-0.9	-0.9	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0		5.0	5.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	9.3	150.2		8.4	141.7	141.7		16.6		16.6	16.6	
Actuated g/C Ratio	0.05	0.83		0.05	0.79	0.79		0.09		0.09	0.09	
v/c Ratio	0.47	0.70		0.04	0.63	0.05		0.08		0.55	0.74	
Control Delay	105.6	2.7		69.7	9.9	7.9		72.6		93.1	107.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	105.6	2.7		69.7	9.9	7.9		72.6		93.1	107.5	
LOS	F	A		E	A	A		E		F	F	
Approach Delay		4.7			9.9			72.6			101.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		A			A			E			F	
Queue Length 50th (ft)	51	28		3	286	20		13		81	123	
Queue Length 95th (ft)	m66	200		m3	303	m24		30		126	175	
Internal Link Dist (ft)		1744			1467			46			320	
Turn Bay Length (ft)	225			225		225				125		
Base Capacity (vph)	102	2953		108	2786	1246		296		238	266	
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	0.41	0.70		0.03	0.63	0.05		0.04		0.29	0.39	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 16 (9%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 11.4 Intersection LOS: B
Intersection Capacity Utilization 73.0% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Service Rd Access/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)/US 15-501 (Durham-Chapel Hill Blvd)



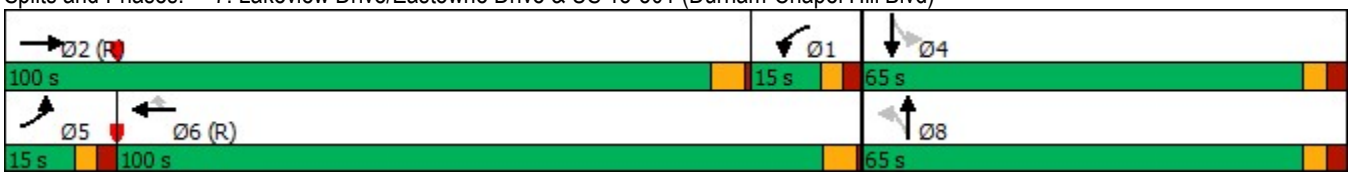
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1996	19	75	1677	148	20	30	119	268	23	13
Future Volume (vph)	5	1996	19	75	1677	148	20	30	119	268	23	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	100		100	0		0	100		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							1.00				1.00	
Frt		0.999				0.850		0.880			0.947	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5080	0	1770	3539	1583	1711	1585	0	1752	1738	0
Flt Permitted	0.950			0.950			0.726			0.564		
Satd. Flow (perm)	1770	5080	0	1770	3539	1583	1307	1585	0	1040	1738	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1547			960			414			625	
Travel Time (s)		23.4			14.5			11.3			17.0	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.86	0.86	0.86	0.75	0.75	0.75
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	6%	6%	6%	2%	2%	2%
Adj. Flow (vph)	5	2123	20	80	1784	157	23	35	138	357	31	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	2143	0	80	1784	157	23	173	0	357	48	0
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		
Detector Phase	5	2		1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0	12.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	13.0	18.0		13.0	18.0	18.0	14.0	14.0		14.0	14.0	
Total Split (s)	15.0	100.0		15.0	100.0	100.0	65.0	65.0		65.0	65.0	
Total Split (%)	8.3%	55.6%		8.3%	55.6%	55.6%	36.1%	36.1%		36.1%	36.1%	
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.2	3.2		3.1	3.1	
All-Red Time (s)	2.6	1.0		2.8	1.0	1.0	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	-0.6	-0.5		-0.8	-0.5	-0.5	-1.2	-1.2		-1.1	-1.1	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	7.6	95.0		10.0	107.5	107.5	60.0	60.0		60.0	60.0	
Actuated g/C Ratio	0.04	0.53		0.06	0.60	0.60	0.33	0.33		0.33	0.33	
v/c Ratio	0.07	0.80		0.82	0.84	0.17	0.05	0.33		1.03	0.08	
Control Delay	103.8	23.9		113.9	22.6	13.3	41.4	47.1		113.5	41.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	103.8	23.9		113.9	22.6	13.3	41.4	47.1		113.5	41.8	
LOS	F	C		F	C	B	D	D		F	D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		24.1			25.5			46.4			105.0	
Approach LOS		C			C			D			F	
Queue Length 50th (ft)	6	397		92	468	58	19	154		~449	39	
Queue Length 95th (ft)	m9	549		m#199	597	120	41	215		#486	61	
Internal Link Dist (ft)		1467			880			334			545	
Turn Bay Length (ft)	100						100			100		
Base Capacity (vph)	98	2681		98	2112	945	435	528		346	579	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.05	0.80		0.82	0.84	0.17	0.05	0.33		1.03	0.08	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 45 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 32.5 Intersection LOS: C
Intersection Capacity Utilization 92.6% ICU Level of Service F
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: 7: Lakeview Drive/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)



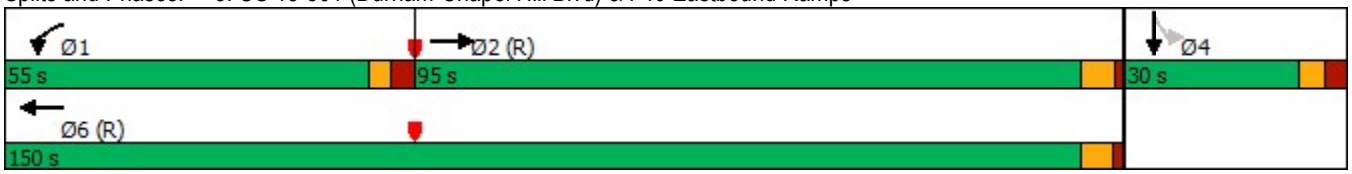
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1687	674	673	1781	0	0	0	0	310	0	123
Future Volume (vph)	0	1687	674	673	1781	0	0	0	0	310	0	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			1%			0%			2%	
Storage Length (ft)	275		0	450		0	0		0	275		275
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor		1.00		1.00								
Frt		0.957									0.850	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6079	0	3416	5060	0	0	0	0	3399	1567	0
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	6079	0	3415	5060	0	0	0	0	3399	1567	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		80										
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		960			568			656			813	
Travel Time (s)		14.5			8.6			14.9			15.8	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.94	0.94	0.94	0.97	0.97	0.97	0.92	0.92	0.92	0.87	0.87	0.87
Adj. Flow (vph)	0	1795	717	694	1836	0	0	0	0	356	0	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2512	0	694	1836	0	0	0	0	356	141	0
Turn Type		NA		Prot	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases										4		
Detector Phase		2		1	6					4	4	
Switch Phase												
Minimum Initial (s)		12.0		7.0	12.0					7.0	7.0	
Minimum Split (s)		18.0		14.0	18.0					14.0	14.0	
Total Split (s)		95.0		55.0	150.0					30.0	30.0	
Total Split (%)		52.8%		30.6%	83.3%					16.7%	16.7%	
Yellow Time (s)		4.4		3.0	4.4					3.7	3.7	
All-Red Time (s)		1.4		3.2	1.6					3.1	3.1	
Lost Time Adjust (s)		-0.8		-1.2	-1.0					-1.8	-1.8	
Total Lost Time (s)		5.0		5.0	5.0					5.0	5.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Recall Mode		C-Max		None	C-Max					None	None	
Act Effct Green (s)		100.7		41.5	147.2					22.8	22.8	
Actuated g/C Ratio		0.56		0.23	0.82					0.13	0.13	
v/c Ratio		0.73		0.88	0.44					0.83	0.71	
Control Delay		11.9		77.7	3.3					93.0	95.0	
Queue Delay		0.1		0.6	0.2					0.0	0.0	
Total Delay		12.0		78.2	3.5					93.0	95.0	
LOS		B		E	A					F	F	
Approach Delay		12.0			24.0						93.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			C						F	
Queue Length 50th (ft)		196		402	72					213	161	
Queue Length 95th (ft)		m355		469	141					263	235	
Internal Link Dist (ft)		880			488			576			733	
Turn Bay Length (ft)				450						275		
Base Capacity (vph)		3434		948	4137					472	217	
Starvation Cap Reductn		105		59	1206					0	0	
Spillback Cap Reductn		60		0	33					0	0	
Storage Cap Reductn		0		0	0					0	0	
Reduced v/c Ratio		0.75		0.78	0.63					0.75	0.65	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 42 (23%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 24.8 Intersection LOS: C
Intersection Capacity Utilization 76.3% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: US 15-501 (Durham-Chapel Hill Blvd) & I-40 Eastbound Ramps



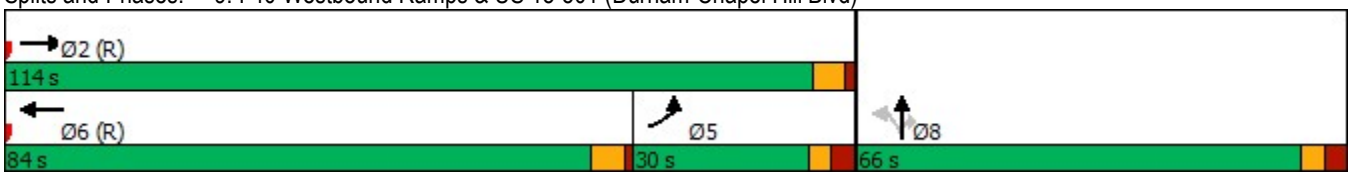
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	207	1809	0	0	1956	354	503	0	758	0	0	0
Future Volume (vph)	207	1809	0	0	1956	354	503	0	758	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			2%			0%	
Storage Length (ft)	450		0	300		0	300		700	0		0
Storage Lanes	1		0	1		0	1		2	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.86	0.86	0.95	0.95	0.88	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00							
Frt					0.977				0.850			
Flt Protected	0.950						0.950	0.950				
Satd. Flow (prot)	3416	5060	0	0	6278	0	1664	1664	2759	0	0	0
Flt Permitted	0.950						0.950	0.950				
Satd. Flow (perm)	3415	5060	0	0	6278	0	1664	1664	2759	0	0	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					32							
Link Speed (mph)		45			45			35			30	
Link Distance (ft)		568			1098			1039			543	
Travel Time (s)		8.6			16.6			20.2			12.3	
Confl. Peds. (#/hr)	3					3						
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	223	1945	0	0	2081	377	547	0	824	0	0	0
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	223	1945	0	0	2458	0	273	274	824	0	0	0
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases							8		8			
Detector Phase	5	2			6		8	8	8			
Switch Phase												
Minimum Initial (s)	7.0	12.0			12.0		7.0	7.0	7.0			
Minimum Split (s)	14.0	18.0			18.0		14.0	14.0	14.0			
Total Split (s)	30.0	114.0			84.0		66.0	66.0	66.0			
Total Split (%)	16.7%	63.3%			46.7%		36.7%	36.7%	36.7%			
Yellow Time (s)	3.0	4.4			4.6		3.1	3.1	3.1			
All-Red Time (s)	3.3	1.4			1.0		3.3	3.3	3.3			
Lost Time Adjust (s)	-1.3	-0.8			-0.6		-1.4	-1.4	-1.4			
Total Lost Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Max			C-Max		None	None	None			
Act Effct Green (s)	25.0	111.4			81.4		58.6	58.6	58.6			
Actuated g/C Ratio	0.14	0.62			0.45		0.33	0.33	0.33			
v/c Ratio	0.47	0.62			0.86		0.50	0.51	0.92			
Control Delay	57.4	7.0			47.9		52.3	52.4	73.8			
Queue Delay	0.0	0.5			0.0		0.1	0.1	0.0			
Total Delay	57.4	7.5			47.9		52.4	52.4	73.8			
LOS	E	A			D		D	D	E			
Approach Delay		12.7			47.9			65.3				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			D			E				
Queue Length 50th (ft)	124	476			764		269	270	523			
Queue Length 95th (ft)	m170	225			808		373	373	627			
Internal Link Dist (ft)		488			1018			959			463	
Turn Bay Length (ft)	450						300		700			
Base Capacity (vph)	474	3131			2856		563	563	934			
Starvation Cap Reductn	0	669			0		0	0	0			
Spillback Cap Reductn	0	0			0		15	15	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	0.47	0.79			0.86		0.50	0.50	0.88			

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 61 (34%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 39.2 Intersection LOS: D
Intersection Capacity Utilization 76.3% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: I-40 Westbound Ramps & US 15-501 (Durham-Chapel Hill Blvd)



2022 Current Site Plan

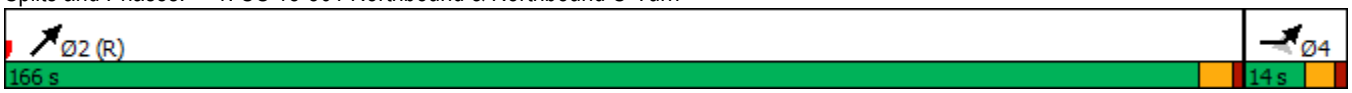
Lane Group	EBL	EBR	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Traffic Volume (vph)	90	0	0	0	0	2267	0	0	0	0
Future Volume (vph)	90	0	0	0	0	2267	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	0%		0%			1%			0%	
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt										
Flt Protected	0.950									
Satd. Flow (prot)	3400	1863	0	0	0	3454	0	0	0	0
Flt Permitted	0.950									
Satd. Flow (perm)	3400	1863	0	0	0	3454	0	0	0	0
Right Turn on Red	No			Yes			Yes			No
Satd. Flow (RTOR)										
Link Speed (mph)	20		30			45			30	
Link Distance (ft)	207		94			846			732	
Travel Time (s)	7.1		2.1			12.8			16.6	
Peak Hour Factor	0.95	0.92	0.92	0.92	0.92	0.96	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Adj. Flow (vph)	95	0	0	0	0	2361	0	0	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	95	0	0	0	0	2361	0	0	0	0
Turn Type	Prot	Perm				NA				
Protected Phases	4					2				
Permitted Phases		4								
Detector Phase	4	4				2				
Switch Phase										
Minimum Initial (s)	7.0	7.0				12.0				
Minimum Split (s)	13.0	13.0				19.0				
Total Split (s)	14.0	14.0				166.0				
Total Split (%)	7.8%	7.8%				92.2%				
Yellow Time (s)	4.0	4.0				4.7				
All-Red Time (s)	2.0	2.0				1.5				
Lost Time Adjust (s)	-1.0	-1.0				-1.2				
Total Lost Time (s)	5.0	5.0				5.0				
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None				C-Max				
Act Effct Green (s)	8.6					161.4				
Actuated g/C Ratio	0.05					0.90				
v/c Ratio	0.58					0.76				
Control Delay	86.7					5.1				
Queue Delay	0.0					0.0				
Total Delay	86.7					5.1				
LOS	F					A				
Approach Delay	86.7					5.1				
Approach LOS	F					A				
Queue Length 50th (ft)	58					355				
Queue Length 95th (ft)	m87					400				
Internal Link Dist (ft)	127		14			766			652	

Lane Group	EBL	EBR	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Bay Length (ft)										
Base Capacity (vph)	170					3096				
Starvation Cap Reductn	0					0				
Spillback Cap Reductn	0					0				
Storage Cap Reductn	0					0				
Reduced v/c Ratio	0.56					0.76				

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 57 (32%), Referenced to phase 2:NET, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 8.2 Intersection LOS: A
Intersection Capacity Utilization 76.8% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: US 15-501 Northbound & Northbound U-Turn



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø8
Lane Configurations							
Traffic Volume (vph)	2199	158	0	0	0	192	
Future Volume (vph)	2199	158	0	0	0	192	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Grade (%)	1%			0%	-2%		
Storage Length (ft)		250	0		0	150	
Storage Lanes		1	0		0	1	
Taper Length (ft)			25		25		
Lane Util. Factor	*0.77	1.00	1.00	1.00	1.00	0.88	
Frt		0.850				0.850	
Flt Protected							
Satd. Flow (prot)	5599	1545	0	0	0	2760	
Flt Permitted							
Satd. Flow (perm)	5599	1545	0	0	0	2760	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	45			30	25		
Link Distance (ft)	732			555	706		
Travel Time (s)	11.1			12.6	19.3		
Peak Hour Factor	0.96	0.96	0.92	0.92	0.92	0.88	
Heavy Vehicles (%)	4%	4%	2%	2%	2%	4%	
Adj. Flow (vph)	2291	165	0	0	0	218	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	2291	165	0	0	0	218	
Turn Type	NA	custom				Perm	
Protected Phases	2						8
Permitted Phases		2 4				4	
Detector Phase	2	2 4				4	
Switch Phase							
Minimum Initial (s)	12.0					7.0	7.0
Minimum Split (s)	19.0					13.0	28.3
Total Split (s)	138.0					42.0	42.0
Total Split (%)	76.7%					23.3%	23%
Yellow Time (s)	4.5					3.0	3.0
All-Red Time (s)	2.3					2.3	2.3
Lost Time Adjust (s)	-1.8					-0.3	
Total Lost Time (s)	5.0					5.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max					None	None
Act Effct Green (s)	152.0	180.0				18.0	
Actuated g/C Ratio	0.84	1.00				0.10	
v/c Ratio	0.48	0.11				0.79	
Control Delay	2.6	0.1				98.9	
Queue Delay	0.1	0.0				0.0	
Total Delay	2.7	0.1				98.9	
LOS	A	A				F	
Approach Delay	2.6				98.9		
Approach LOS	A				F		

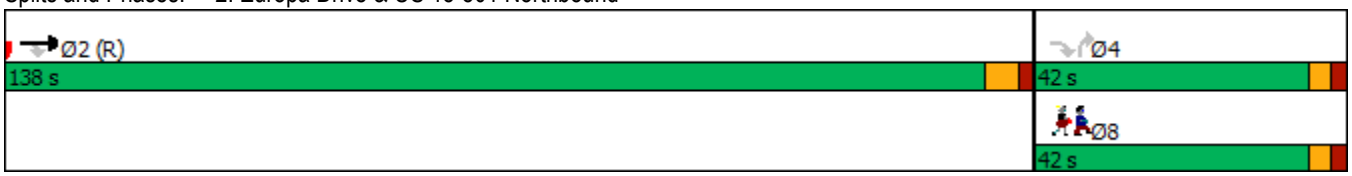
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø8
Queue Length 50th (ft)	137	0				145	
Queue Length 95th (ft)	205	m0				190	
Internal Link Dist (ft)	652			475	626		
Turn Bay Length (ft)		250				150	
Base Capacity (vph)	4728	1545				567	
Starvation Cap Reductn	1098	0				0	
Spillback Cap Reductn	0	0				0	
Storage Cap Reductn	0	0				0	
Reduced v/c Ratio	0.63	0.11				0.38	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 96 (53%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 10.4	Intersection LOS: B
Intersection Capacity Utilization 46.9%	ICU Level of Service A
Analysis Period (min) 15	

* User Entered Value

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Europa Drive & US 15-501 Northbound

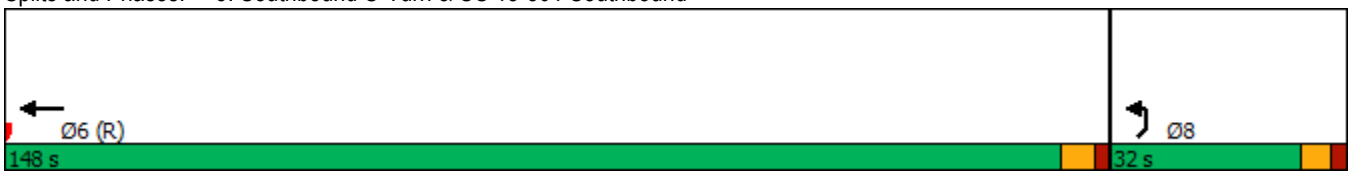


Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	2064	306	0
Future Volume (vph)	0	0	0	2064	306	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-2%	1%	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.97	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	3472	3383	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	3472	3383	0
Right Turn on Red		No			No	No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	20	
Link Distance (ft)	764			392	211	
Travel Time (s)	17.4			5.9	7.2	
Peak Hour Factor	0.92	0.92	0.92	0.97	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	5%	3%	2%
Adj. Flow (vph)	0	0	0	2128	333	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	2128	333	0
Turn Type				NA	Prot	
Protected Phases				6	8	
Permitted Phases						
Detector Phase				6	8	
Switch Phase						
Minimum Initial (s)				12.0	7.0	
Minimum Split (s)				19.0	14.0	
Total Split (s)				148.0	32.0	
Total Split (%)				82.2%	17.8%	
Yellow Time (s)				4.7	4.0	
All-Red Time (s)				2.0	2.5	
Lost Time Adjust (s)				-1.7	-1.5	
Total Lost Time (s)				5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode				C-Max	None	
Act Effct Green (s)				147.6	22.4	
Actuated g/C Ratio				0.82	0.12	
v/c Ratio				0.75	0.79	
Control Delay				1.9	99.2	
Queue Delay				0.0	0.0	
Total Delay				1.9	99.2	
LOS				A	F	
Approach Delay				1.9	99.2	
Approach LOS				A	F	
Queue Length 50th (ft)				45	201	
Queue Length 95th (ft)				64	257	
Internal Link Dist (ft)	684			312	131	

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Turn Bay Length (ft)						
Base Capacity (vph)				2847	507	
Starvation Cap Reductn				0	0	
Spillback Cap Reductn				4	0	
Storage Cap Reductn				0	0	
Reduced v/c Ratio				0.75	0.66	

Intersection Summary	
Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 99 (55%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 15.1	Intersection LOS: B
Intersection Capacity Utilization 122.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Southbound U-Turn & US 15-501 Southbound

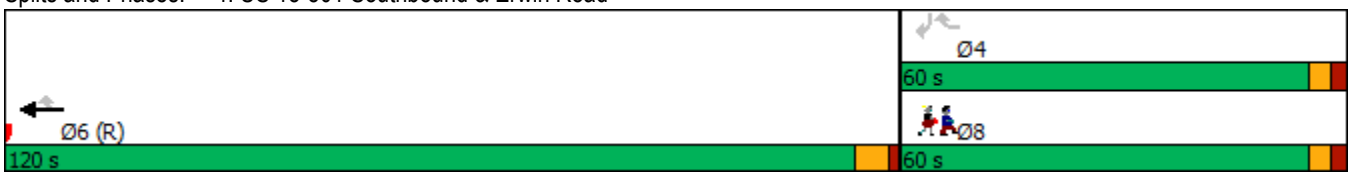


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø8
Lane Configurations			↑↑↑	↱		↱↱	
Traffic Volume (vph)	0	0	2059	312	0	463	
Future Volume (vph)	0	0	2059	312	0	463	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Grade (%)		0%	0%		4%		
Storage Length (ft)	0			600	0	0	
Storage Lanes	0			1	0	2	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	*0.81	1.00	1.00	0.88	
Frt				0.850		0.850	
Flt Protected							
Satd. Flow (prot)	0	0	4397	1538	0	2731	
Flt Permitted							
Satd. Flow (perm)	0	0	4397	1538	0	2731	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	45		35		
Link Distance (ft)		743	764		703		
Travel Time (s)		16.9	11.6		13.7		
Peak Hour Factor	0.92	0.92	0.97	0.97	0.92	0.82	
Heavy Vehicles (%)	2%	2%	5%	5%	2%	2%	
Adj. Flow (vph)	0	0	2123	322	0	565	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	2123	322	0	565	
Turn Type			NA	custom		Perm	
Protected Phases			6				8
Permitted Phases				4 6		4	
Detector Phase			6	4 6		4	
Switch Phase							
Minimum Initial (s)			12.0			7.0	7.0
Minimum Split (s)			19.0			13.0	27.4
Total Split (s)			120.0			60.0	60.0
Total Split (%)			66.7%			33.3%	33%
Yellow Time (s)			4.5			3.0	3.0
All-Red Time (s)			1.7			2.4	2.4
Lost Time Adjust (s)			-1.2			-0.4	
Total Lost Time (s)			5.0			5.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode			C-Max			None	None
Act Effct Green (s)			128.2	180.0		41.8	
Actuated g/C Ratio			0.71	1.00		0.23	
v/c Ratio			0.68	0.21		0.89	
Control Delay			9.7	0.2		83.8	
Queue Delay			0.4	0.0		0.0	
Total Delay			10.1	0.2		83.8	
LOS			B	A		F	
Approach Delay			8.8		83.8		
Approach LOS			A		F		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø8
Queue Length 50th (ft)			394	0		371	
Queue Length 95th (ft)			561	0		380	
Internal Link Dist (ft)		663	684		623		
Turn Bay Length (ft)				600			
Base Capacity (vph)			3132	1538		834	
Starvation Cap Reductn			459	0		0	
Spillback Cap Reductn			0	0		0	
Storage Cap Reductn			0	0		0	
Reduced v/c Ratio			0.79	0.21		0.68	

Intersection Summary	
Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 124 (69%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 22.9	Intersection LOS: C
Intersection Capacity Utilization 64.3%	ICU Level of Service C
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 4: US 15-501 Southbound & Erwin Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	357	1422	242	157	1721	118	225	130	33	255	141	139
Future Volume (vph)	357	1422	242	157	1721	118	225	130	33	255	141	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			-4%			-3%	
Storage Length (ft)	325		250	400		250	0		0	175		125
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3383	3487	1560	1736	3471	1553	3434	1863	1584	3485	1891	1607
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3383	3487	1560	1736	3471	1553	3434	1863	1584	3485	1891	1607
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		772			1824			119			545	
Travel Time (s)		11.7			27.6			2.3			10.6	
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.81	0.81	0.81	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	376	1497	255	171	1871	128	278	160	41	280	155	153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	376	1497	255	171	1871	128	278	160	41	280	155	153
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pt+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	4 5
Permitted Phases			2			6			8			
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	4 5
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	14.0	19.0	14.0	14.0	19.0	14.0	14.0	14.0	14.0	14.0	14.0	
Total Split (s)	26.0	108.0	23.0	27.0	109.0	20.0	23.0	25.0	27.0	20.0	22.0	
Total Split (%)	14.4%	60.0%	12.8%	15.0%	60.6%	11.1%	12.8%	13.9%	15.0%	11.1%	12.2%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None	None	
Act Effct Green (s)	21.0	103.0	121.0	22.0	104.0	119.5	18.0	19.5	46.5	15.5	17.0	43.0
Actuated g/C Ratio	0.12	0.57	0.67	0.12	0.58	0.66	0.10	0.11	0.26	0.09	0.09	0.24
v/c Ratio	0.95	0.75	0.24	0.81	0.93	0.12	0.81	0.80	0.10	0.93	0.87	0.40
Control Delay	114.3	25.7	5.6	90.7	40.0	5.1	97.5	104.6	51.5	116.8	119.2	61.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	114.3	25.7	5.6	90.7	40.0	5.1	97.5	104.6	51.5	116.8	119.2	61.4
LOS	F	C	A	F	D	A	F	F	D	F	F	E
Approach Delay		38.9			42.0			95.9			103.0	
Approach LOS		D			D			F			F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	232	527	47	195	995	33	169	187	37	173	184	154
Queue Length 95th (ft)	#341	573	68	m238	977	m39	200	246	66	#274	#325	232
Internal Link Dist (ft)		692			1744			39			465	
Turn Bay Length (ft)	325		250	400		250				175		125
Base Capacity (vph)	394	1995	1048	212	2005	1031	343	207	408	300	178	383
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.75	0.24	0.81	0.93	0.12	0.81	0.77	0.10	0.93	0.87	0.40

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 84 (47%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 52.3	Intersection LOS: D
Intersection Capacity Utilization 88.5%	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: 5: Old Durham Road/Sage Road & US 15-501 (Fordham Blvd)/US 15-501 (Durham-Chapel Hill Blvd)

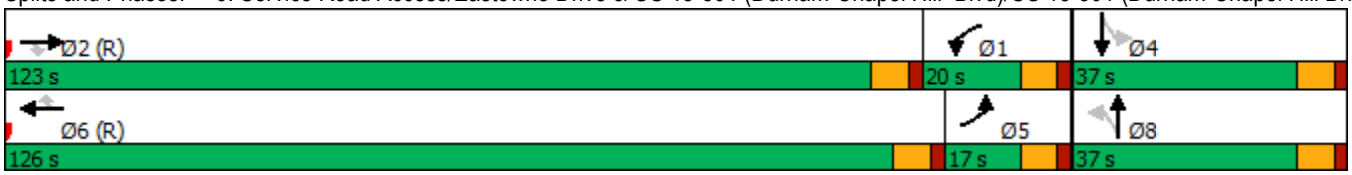
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	1589	17	70	1990	98	0	6	8	64	9	58
Future Volume (vph)	99	1589	17	70	1990	98	0	6	8	64	9	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	400		225	400		225	0		0	300		0
Storage Lanes	1		1	1		1	0		0	1		0
Taper Length (ft)	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	1.00	1.00	1.00
Ped Bike Factor											0.99	
Frt			0.850			0.850		0.925			0.870	
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1752	3505	1568	1736	3471	1553	0	1732	0	1735	1570	0
Flt Permitted	0.950			0.950						0.746		
Satd. Flow (perm)	1752	3505	1568	1736	3471	1553	0	1732	0	1362	1570	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1824			1547			126			462	
Travel Time (s)		27.6			23.4			3.4			12.6	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.95	0.95	0.95	0.89	0.89	0.89	0.77	0.77	0.77	0.76	0.76	0.76
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	104	1673	18	79	2236	110	0	8	10	84	12	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	1673	18	79	2236	110	0	18	0	84	88	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm		NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	14.0	25.0	25.0	14.0	19.0	19.0	14.0	14.0		37.0	37.0	
Total Split (s)	17.0	123.0	123.0	20.0	126.0	126.0	37.0	37.0		37.0	37.0	
Total Split (%)	9.4%	68.3%	68.3%	11.1%	70.0%	70.0%	20.6%	20.6%		20.6%	20.6%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0		-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0		5.0	5.0	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead						
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	12.0	133.4	133.4	15.0	136.4	136.4		16.6		16.6	16.6	
Actuated g/C Ratio	0.07	0.74	0.74	0.08	0.76	0.76		0.09		0.09	0.09	
v/c Ratio	0.90	0.64	0.02	0.55	0.85	0.09		0.11		0.67	0.61	
Control Delay	137.4	3.6	0.9	68.1	6.4	4.0		73.6		103.5	95.4	
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0		0.0		0.0	0.0	
Total Delay	137.4	3.6	0.9	68.1	6.5	4.0		73.6		103.5	95.4	
LOS	F	A	A	E	A	A		E		F	F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		11.3			8.4			73.6			99.3	
Approach LOS		B			A			E			F	
Queue Length 50th (ft)	130	174	1	92	172	14		20		98	102	
Queue Length 95th (ft)	m#191	436	m3	m104	172	m15		41		131	135	
Internal Link Dist (ft)		1744			1467			46			382	
Turn Bay Length (ft)	400		225	400		225				300		
Base Capacity (vph)	116	2598	1162	144	2631	1177		307		242	279	
Starvation Cap Reductn	0	0	0	0	23	0		0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	
Reduced v/c Ratio	0.90	0.64	0.02	0.55	0.86	0.09		0.06		0.35	0.32	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 89 (49%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 13.4 Intersection LOS: B
Intersection Capacity Utilization 84.0% 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: 6: Service Road Access/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)/US 15-501 (Durham-Chapel Hill Blvd)

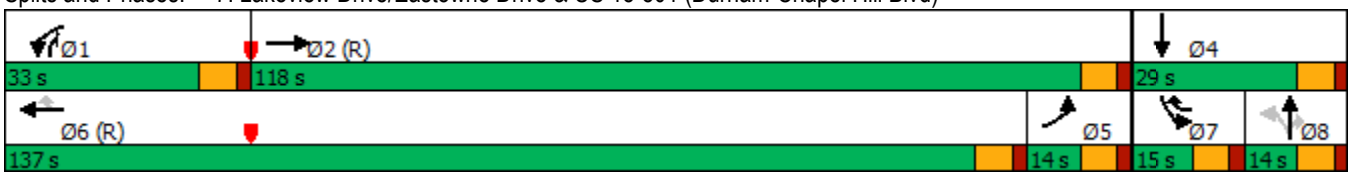


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	1654	8	72	2153	395	25	30	176	83	10	3
Future Volume (vph)	15	1654	8	72	2153	395	25	30	176	83	10	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	100		300	0		0	100		350	300		300
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.999				0.850			0.850		0.965	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	5031	0	1752	3505	1568	1761	1854	1576	3399	1780	0
Flt Permitted	0.950			0.950			0.746			0.950		
Satd. Flow (perm)	1752	5031	0	1752	3505	1568	1383	1854	1576	3399	1780	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1547			960			545			625	
Travel Time (s)		23.4			14.5			14.9			17.0	
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88	0.75	0.75	0.75	0.78	0.78	0.78
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	16	1741	8	82	2447	449	33	40	235	106	13	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	1749	0	82	2447	449	33	40	235	106	17	0
Turn Type	Prot	NA		Prot	NA	pm+ov	Perm	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6	7		8	1	7	4	
Permitted Phases						6	8		8			
Detector Phase	5	2		1	6	7	8	8	1	7	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0	5.0	7.0	7.0	7.0	5.0	7.0	
Minimum Split (s)	14.0	19.0		14.0	19.0	14.0	14.0	14.0	14.0	14.0	14.0	
Total Split (s)	14.0	118.0		33.0	137.0	15.0	14.0	14.0	33.0	15.0	29.0	
Total Split (%)	7.8%	65.6%		18.3%	76.1%	8.3%	7.8%	7.8%	18.3%	8.3%	16.1%	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lead	Lead		
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max	None	None	None	None	None	None	
Act Effct Green (s)	9.0	119.8		24.0	140.4	153.4	9.0	9.0	35.2	10.0	21.2	
Actuated g/C Ratio	0.05	0.67		0.13	0.78	0.85	0.05	0.05	0.20	0.06	0.12	
v/c Ratio	0.18	0.52		0.35	0.90	0.34	0.48	0.43	0.76	0.56	0.08	
Control Delay	67.2	2.5		88.7	12.5	1.4	106.0	98.0	84.0	95.0	69.5	
Queue Delay	0.0	0.0		0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	67.2	2.5		88.7	12.5	1.4	106.0	98.0	84.0	95.0	69.5	
LOS	E	A		F	B	A	F	F	F	F	E	
Approach Delay		3.0			12.9			88.2			91.5	
Approach LOS		A			B			F			F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	19	53		93	586	30	39	47	262	64	18	
Queue Length 95th (ft)	m31	57		m135	266	28	67	77	287	87	39	
Internal Link Dist (ft)		1467			880			465			545	
Turn Bay Length (ft)	100						100		350	300		
Base Capacity (vph)	87	3348		272	2734	1327	69	92	343	188	237	
Starvation Cap Reductn	0	0		0	9	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	5	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.18	0.52		0.30	0.90	0.34	0.48	0.43	0.69	0.56	0.07	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 101 (56%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 15.9	Intersection LOS: B
Intersection Capacity Utilization 77.2%	ICU Level of Service D
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 7: Lakeview Drive/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)

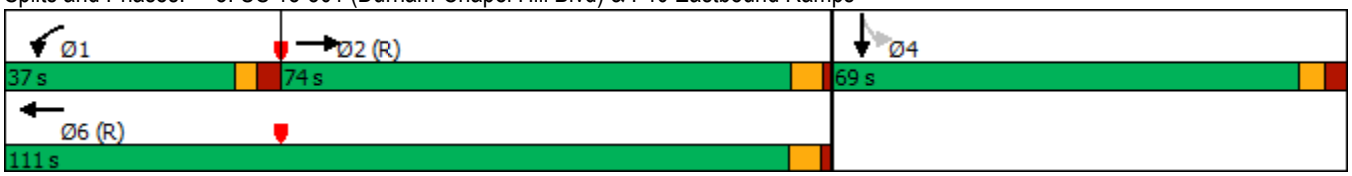


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1384	544	421	2235	0	0	0	0	373	0	385
Future Volume (vph)	0	1384	544	421	2235	0	0	0	0	373	0	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			1%			0%			2%	
Storage Length (ft)	275		0	450		0	0		0	275		275
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.958									0.850	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6049	0	3383	5011	0	0	0	0	3399	1567	0
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	6049	0	3383	5011	0	0	0	0	3399	1567	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		64										
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		960			568			656			580	
Travel Time (s)		14.5			8.6			14.9			11.3	
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	1472	579	443	2353	0	0	0	0	393	0	405
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2051	0	443	2353	0	0	0	0	393	405	0
Turn Type		NA		Prot	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases										4		
Detector Phase		2		1	6					4	4	
Switch Phase												
Minimum Initial (s)		12.0		7.0	12.0					7.0	7.0	
Minimum Split (s)		18.0		14.0	18.0					14.0	14.0	
Total Split (s)		74.0		37.0	111.0					69.0	69.0	
Total Split (%)		41.1%		20.6%	61.7%					38.3%	38.3%	
Yellow Time (s)		4.4		3.0	4.4					3.7	3.7	
All-Red Time (s)		1.4		3.2	1.6					3.1	3.1	
Lost Time Adjust (s)		-0.8		-1.2	-1.0					-1.8	-1.8	
Total Lost Time (s)		5.0		5.0	5.0					5.0	5.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Recall Mode		C-Max		None	C-Max					None	None	
Act Effct Green (s)		84.7		27.7	117.4					52.6	52.6	
Actuated g/C Ratio		0.47		0.15	0.65					0.29	0.29	
v/c Ratio		0.71		0.85	0.72					0.40	0.88	
Control Delay		27.5		106.9	9.5					51.1	81.4	
Queue Delay		0.0		0.0	0.3					0.0	0.0	
Total Delay		27.5		106.9	9.9					51.1	81.4	
LOS		C		F	A					D	F	
Approach Delay		27.5			25.2						66.5	
Approach LOS		C			C						E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		409		280	243					192	459	
Queue Length 95th (ft)		534		m292	m271					222	558	
Internal Link Dist (ft)		880			488			576			500	
Turn Bay Length (ft)				450						275		
Base Capacity (vph)		2881		601	3267					1208	557	
Starvation Cap Reductn		0		0	345					0	0	
Spillback Cap Reductn		0		0	58					0	0	
Storage Cap Reductn		0		0	0					0	0	
Reduced v/c Ratio		0.71		0.74	0.81					0.33	0.73	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 116 (64%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 31.9	Intersection LOS: C
Intersection Capacity Utilization 80.2%	ICU Level of Service D
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 8: US 15-501 (Durham-Chapel Hill Blvd) & I-40 Eastbound Ramps



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	1654	0	0	2007	255	660	0	1142	0	0	0
Future Volume (vph)	93	1654	0	0	2007	255	660	0	1142	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			2%			0%	
Storage Length (ft)	450		0	300		0	300		700	0		0
Storage Lanes	1		0	1		0	1		2	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.86	0.86	0.95	0.95	0.88	1.00	1.00	1.00
Frt					0.983				0.850			
Flt Protected	0.950						0.950	0.950				
Satd. Flow (prot)	3383	5011	0	0	6209	0	1664	1664	2759	0	0	0
Flt Permitted	0.950						0.950	0.950				
Satd. Flow (perm)	3383	5011	0	0	6209	0	1664	1664	2759	0	0	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					21							
Link Speed (mph)		45			45			35			30	
Link Distance (ft)		568			985			1039			543	
Travel Time (s)		8.6			14.9			20.2			12.3	
Peak Hour Factor	0.97	0.97	0.97	0.93	0.93	0.93	0.90	0.90	0.90	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	96	1705	0	0	2158	274	733	0	1269	0	0	0
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	96	1705	0	0	2432	0	366	367	1269	0	0	0
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases							8		8			
Detector Phase	5	2			6		8	8	8			
Switch Phase												
Minimum Initial (s)	7.0	12.0			12.0		7.0	7.0	7.0			
Minimum Split (s)	14.0	18.0			18.0		14.0	14.0	14.0			
Total Split (s)	14.0	91.0			77.0		89.0	89.0	89.0			
Total Split (%)	7.8%	50.6%			42.8%		49.4%	49.4%	49.4%			
Yellow Time (s)	3.0	4.4			4.6		3.1	3.1	3.1			
All-Red Time (s)	3.3	1.4			1.0		3.3	3.3	3.3			
Lost Time Adjust (s)	-1.3	-0.8			-0.6		-1.4	-1.4	-1.4			
Total Lost Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Max			C-Max		None	None	None			
Act Effct Green (s)	9.0	86.0			72.0		84.0	84.0	84.0			
Actuated g/C Ratio	0.05	0.48			0.40		0.47	0.47	0.47			
v/c Ratio	0.57	0.71			0.97		0.47	0.47	0.99			
Control Delay	76.5	24.6			65.1		35.4	35.4	68.7			
Queue Delay	0.0	0.4			0.0		0.0	0.0	0.0			
Total Delay	76.5	25.1			65.1		35.4	35.4	68.7			
LOS	E	C			E		D	D	E			
Approach Delay		27.8			65.1			56.5				
Approach LOS		C			E			E				

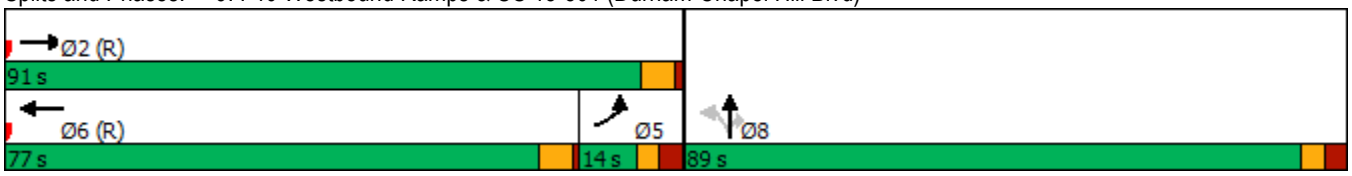
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	57	209			815		308	309	834			
Queue Length 95th (ft)	m80	253			#875		413	414	#1019			
Internal Link Dist (ft)		488			905			959			463	
Turn Bay Length (ft)	450						300		700			
Base Capacity (vph)	169	2394			2496		776	776	1287			
Starvation Cap Reductn	0	257			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	0.57	0.80			0.97		0.47	0.47	0.99			

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 99 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 51.6	Intersection LOS: D
Intersection Capacity Utilization 80.2%	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.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: I-40 Westbound Ramps & US 15-501 (Durham-Chapel Hill Blvd)

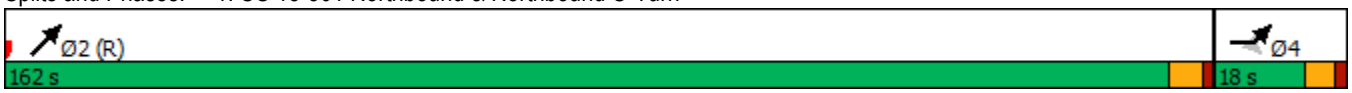


Lane Group	EBL	EBR	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Traffic Volume (vph)	122	0	0	0	0	2169	0	0	0	0
Future Volume (vph)	122	0	0	0	0	2169	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	0%		0%			1%			0%	
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt										
Flt Protected	0.950									
Satd. Flow (prot)	3400	1863	0	0	0	3454	0	0	0	0
Flt Permitted	0.950									
Satd. Flow (perm)	3400	1863	0	0	0	3454	0	0	0	0
Right Turn on Red	No			Yes			Yes			No
Satd. Flow (RTOR)										
Link Speed (mph)	20		30			45			30	
Link Distance (ft)	207		94			846			732	
Travel Time (s)	7.1		2.1			12.8			16.6	
Peak Hour Factor	0.95	0.92	0.92	0.92	0.92	0.96	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Adj. Flow (vph)	128	0	0	0	0	2259	0	0	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	128	0	0	0	0	2259	0	0	0	0
Turn Type	Prot	Perm				NA				
Protected Phases	4					2				
Permitted Phases		4								
Detector Phase	4	4				2				
Switch Phase										
Minimum Initial (s)	7.0	7.0				12.0				
Minimum Split (s)	13.0	13.0				19.0				
Total Split (s)	18.0	18.0				162.0				
Total Split (%)	10.0%	10.0%				90.0%				
Yellow Time (s)	4.0	4.0				4.7				
All-Red Time (s)	2.0	2.0				1.5				
Lost Time Adjust (s)	-1.0	-1.0				-1.2				
Total Lost Time (s)	5.0	5.0				5.0				
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	None	None				C-Max				
Act Effct Green (s)	10.9					159.1				
Actuated g/C Ratio	0.06					0.88				
v/c Ratio	0.62					0.74				
Control Delay	83.5					5.5				
Queue Delay	0.0					0.0				
Total Delay	83.5					5.5				
LOS	F					A				
Approach Delay	83.5					5.5				
Approach LOS	F					A				
Queue Length 50th (ft)	75					363				
Queue Length 95th (ft)	115					456				
Internal Link Dist (ft)	127		14			766			652	

Lane Group	EBL	EBR	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Bay Length (ft)										
Base Capacity (vph)	245					3052				
Starvation Cap Reductn	0					0				
Spillback Cap Reductn	0					0				
Storage Cap Reductn	0					0				
Reduced v/c Ratio	0.52					0.74				

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 165 (92%), Referenced to phase 2:NET, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 9.7	Intersection LOS: A
Intersection Capacity Utilization 74.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: US 15-501 Northbound & Northbound U-Turn



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø8
Lane Configurations							
Traffic Volume (vph)	2101	190	0	0	0	212	
Future Volume (vph)	2101	190	0	0	0	212	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Grade (%)	1%			0%	-2%		
Storage Length (ft)		250	0		0	150	
Storage Lanes		1	0		0	1	
Taper Length (ft)			25		25		
Lane Util. Factor	*0.77	1.00	1.00	1.00	1.00	0.88	
Ped Bike Factor		0.98					
Frt		0.850				0.850	
Flt Protected							
Satd. Flow (prot)	5653	1560	0	0	0	2787	
Flt Permitted							
Satd. Flow (perm)	5653	1527	0	0	0	2787	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	45			30	25		
Link Distance (ft)	732			555	706		
Travel Time (s)	11.1			12.6	19.3		
Confl. Peds. (#/hr)		3					
Peak Hour Factor	0.93	0.93	0.92	0.92	0.92	0.96	
Heavy Vehicles (%)	3%	3%	2%	2%	2%	3%	
Adj. Flow (vph)	2259	204	0	0	0	221	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	2259	204	0	0	0	221	
Turn Type	NA	custom				Perm	
Protected Phases	2						8
Permitted Phases		2 4				4	
Detector Phase	2	2 4				4	
Switch Phase							
Minimum Initial (s)	12.0					7.0	7.0
Minimum Split (s)	19.0					13.0	28.3
Total Split (s)	138.0					42.0	42.0
Total Split (%)	76.7%					23.3%	23%
Yellow Time (s)	4.5					3.0	3.0
All-Red Time (s)	2.3					2.3	2.3
Lost Time Adjust (s)	-1.8					-0.3	
Total Lost Time (s)	5.0					5.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max					None	None
Act Effct Green (s)	151.9	180.0				18.1	
Actuated g/C Ratio	0.84	1.00				0.10	
v/c Ratio	0.47	0.13				0.79	
Control Delay	2.7	0.1				98.5	
Queue Delay	0.1	0.0				0.0	
Total Delay	2.8	0.1				98.5	
LOS	A	A				F	

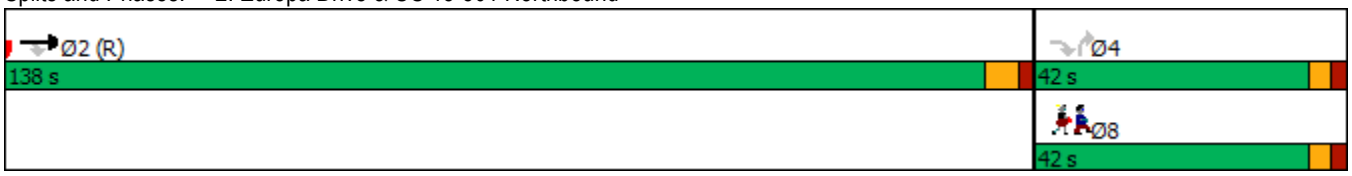
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø8
Approach Delay	2.6				98.5		
Approach LOS	A				F		
Queue Length 50th (ft)	112	0				147	
Queue Length 95th (ft)	166	m0				197	
Internal Link Dist (ft)	652			475	626		
Turn Bay Length (ft)		250				150	
Base Capacity (vph)	4770	1527				572	
Starvation Cap Reductn	1124	0				0	
Spillback Cap Reductn	0	0				0	
Storage Cap Reductn	0	0				0	
Reduced v/c Ratio	0.62	0.13				0.39	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 16 (9%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 10.5	Intersection LOS: B
Intersection Capacity Utilization 46.2%	ICU Level of Service A
Analysis Period (min) 15	

* User Entered Value

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Europa Drive & US 15-501 Northbound

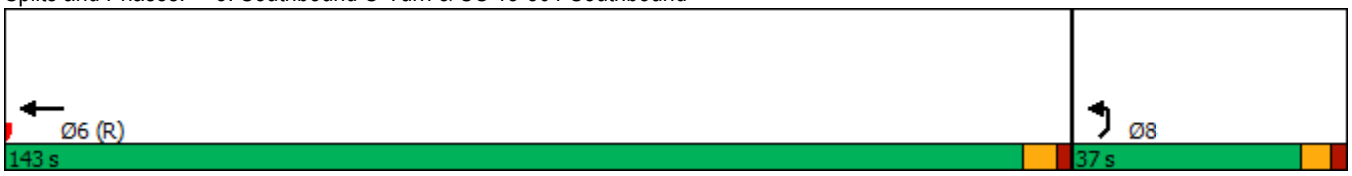


Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	1756	295	0
Future Volume (vph)	0	0	0	1756	295	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-2%	1%	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.97	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	3540	3416	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	3540	3416	0
Right Turn on Red		No			No	No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	20	
Link Distance (ft)	764			392	211	
Travel Time (s)	17.4			5.9	7.2	
Peak Hour Factor	0.92	0.92	0.92	0.96	0.87	0.92
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%
Adj. Flow (vph)	0	0	0	1829	339	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1829	339	0
Turn Type				NA	Prot	
Protected Phases				6	8	
Permitted Phases						
Detector Phase				6	8	
Switch Phase						
Minimum Initial (s)				12.0	7.0	
Minimum Split (s)				19.0	14.0	
Total Split (s)				143.0	37.0	
Total Split (%)				79.4%	20.6%	
Yellow Time (s)				4.7	4.0	
All-Red Time (s)				2.0	2.5	
Lost Time Adjust (s)				-1.7	-1.5	
Total Lost Time (s)				5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode				C-Max	None	
Act Effct Green (s)				147.2	22.8	
Actuated g/C Ratio				0.82	0.13	
v/c Ratio				0.63	0.78	
Control Delay				2.9	79.6	
Queue Delay				0.0	0.0	
Total Delay				2.9	79.6	
LOS				A	E	
Approach Delay				2.9	79.6	
Approach LOS				A	E	
Queue Length 50th (ft)				35	204	
Queue Length 95th (ft)				70	240	
Internal Link Dist (ft)	684			312	131	

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Turn Bay Length (ft)						
Base Capacity (vph)				2894	607	
Starvation Cap Reductn				0	0	
Spillback Cap Reductn				0	0	
Storage Cap Reductn				0	0	
Reduced v/c Ratio				0.63	0.56	

Intersection Summary	
Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 77 (43%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 14.9	Intersection LOS: B
Intersection Capacity Utilization 111.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Southbound U-Turn & US 15-501 Southbound

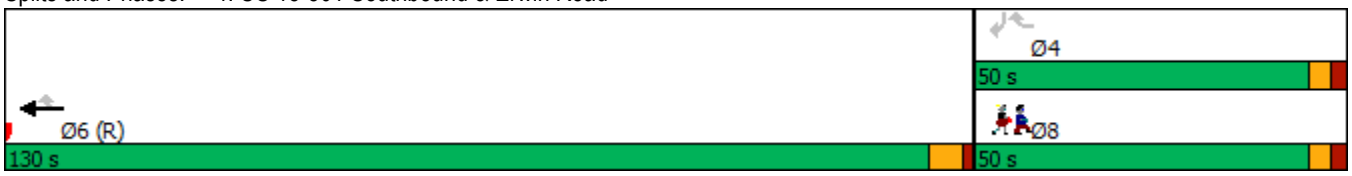


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø8
Lane Configurations			↑↑↑	↱		↱↱	
Traffic Volume (vph)	0	0	1826	226	0	283	
Future Volume (vph)	0	0	1826	226	0	283	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Grade (%)		0%	0%		4%		
Storage Length (ft)	0			600	0	0	
Storage Lanes	0			1	0	2	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	*0.81	1.00	1.00	0.88	
Ped Bike Factor				0.98			
Frt				0.850		0.850	
Flt Protected							
Satd. Flow (prot)	0	0	4483	1568	0	2731	
Flt Permitted							
Satd. Flow (perm)	0	0	4483	1534	0	2731	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	45		35		
Link Distance (ft)		743	764		703		
Travel Time (s)		16.9	11.6		13.7		
Confl. Peds. (#/hr)				3			
Peak Hour Factor	0.92	0.92	0.96	0.96	0.92	0.82	
Heavy Vehicles (%)	2%	2%	3%	3%	2%	2%	
Adj. Flow (vph)	0	0	1902	235	0	345	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	1902	235	0	345	
Turn Type			NA	custom		Perm	
Protected Phases			6				8
Permitted Phases				4 6		4	
Detector Phase			6	4 6		4	
Switch Phase							
Minimum Initial (s)			12.0			7.0	7.0
Minimum Split (s)			19.0			13.0	27.4
Total Split (s)			130.0			50.0	50.0
Total Split (%)			72.2%			27.8%	28%
Yellow Time (s)			4.5			3.0	3.0
All-Red Time (s)			1.7			2.4	2.4
Lost Time Adjust (s)			-1.2			-0.4	
Total Lost Time (s)			5.0			5.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode			C-Max			None	None
Act Effct Green (s)			143.1	180.0		26.9	
Actuated g/C Ratio			0.80	1.00		0.15	
v/c Ratio			0.53	0.15		0.85	
Control Delay			3.3	0.2		93.2	
Queue Delay			0.1	0.0		0.0	
Total Delay			3.4	0.2		93.2	
LOS			A	A		F	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø8
Approach Delay			3.1		93.2		
Approach LOS			A		F		
Queue Length 50th (ft)			91	0		228	
Queue Length 95th (ft)			214	0		255	
Internal Link Dist (ft)		663	684		623		
Turn Bay Length (ft)				600			
Base Capacity (vph)			3564	1534		682	
Starvation Cap Reductn			580	0		0	
Spillback Cap Reductn			0	0		0	
Storage Cap Reductn			0	0		0	
Reduced v/c Ratio			0.64	0.15		0.51	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 68 (38%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 15.6	Intersection LOS: B
Intersection Capacity Utilization 53.5%	ICU Level of Service A
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 4: US 15-501 Southbound & Erwin Road

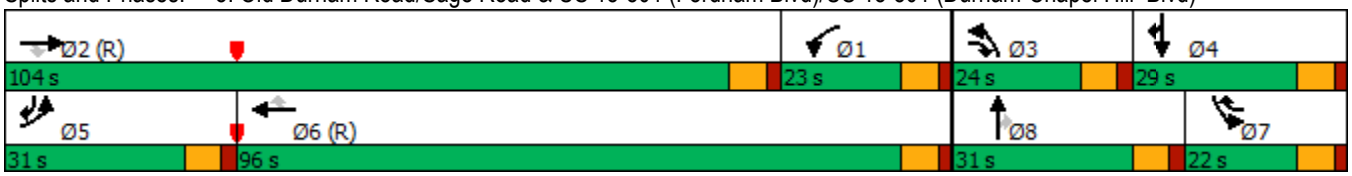


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	314	1318	249	96	1231	189	216	110	59	191	139	190
Future Volume (vph)	314	1318	249	96	1231	189	216	110	59	191	139	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			-4%			-3%	
Storage Length (ft)	325		250	400		250	0		0	175		125
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor							0.99					
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3350	3454	1545	1736	3471	1553	3434	1863	1584	3451	1872	1591
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3350	3454	1545	1736	3471	1553	3395	1863	1584	3451	1872	1591
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		772			1824			119			545	
Travel Time (s)		11.7			27.6			2.3			10.6	
Confl. Peds. (#/hr)							3					3
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.90	0.90	0.90	0.88	0.88	0.88
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	341	1433	271	103	1324	203	240	122	66	217	158	216
Shared Lane Traffic (%)												
Lane Group Flow (vph)	341	1433	271	103	1324	203	240	122	66	217	158	216
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pt+ov
Protected Phases	5	2	3	1	6	7	3	8		7	4	4 5
Permitted Phases			2			6			8			
Detector Phase	5	2	3	1	6	7	3	8	8	7	4	4 5
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	14.0	19.0	14.0	14.0	19.0	14.0	14.0	14.0	14.0	14.0	14.0	
Total Split (s)	31.0	104.0	24.0	23.0	96.0	22.0	24.0	31.0	31.0	22.0	29.0	
Total Split (%)	17.2%	57.8%	13.3%	12.8%	53.3%	12.2%	13.3%	17.2%	17.2%	12.2%	16.1%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None	None	
Act Effct Green (s)	23.0	101.0	119.5	18.0	96.0	117.0	18.4	20.0	20.0	21.0	22.5	50.6
Actuated g/C Ratio	0.13	0.56	0.66	0.10	0.53	0.65	0.10	0.11	0.11	0.12	0.12	0.28
v/c Ratio	0.80	0.74	0.26	0.60	0.72	0.20	0.68	0.59	0.38	0.54	0.68	0.48
Control Delay	88.8	29.2	5.5	73.5	22.2	6.0	88.5	87.2	79.2	80.8	89.9	57.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.8	29.2	5.5	73.5	22.2	6.0	88.5	87.2	79.2	80.8	89.9	57.1
LOS	F	C	A	E	C	A	F	F	E	F	F	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		36.0			23.4			86.7			74.6	
Approach LOS		D			C			F			E	
Queue Length 50th (ft)	179	727	50	109	316	36	143	140	74	125	180	211
Queue Length 95th (ft)	238	784	59	184	561	100	195	209	125	175	260	287
Internal Link Dist (ft)		692			1744			39			465	
Turn Bay Length (ft)	325		250	400		250				175		125
Base Capacity (vph)	483	1938	1030	173	1851	1009	362	269	228	402	249	467
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.74	0.26	0.60	0.72	0.20	0.66	0.45	0.29	0.54	0.63	0.46

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 55 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 41.1	Intersection LOS: D
Intersection Capacity Utilization 73.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: Old Durham Road/Sage Road & US 15-501 (Fordham Blvd)/US 15-501 (Durham-Chapel Hill Blvd)

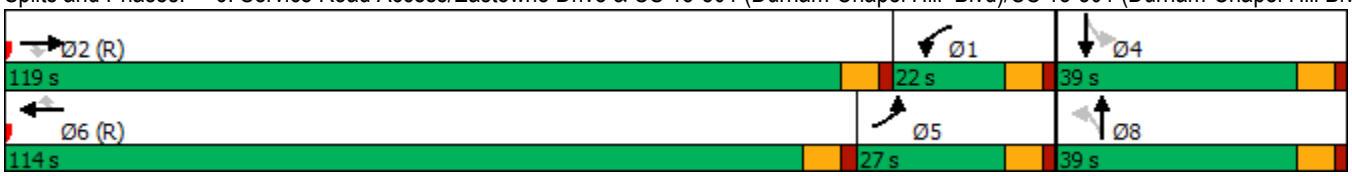


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	1442	21	72	1436	68	0	5	7	36	9	83
Future Volume (vph)	107	1442	21	72	1436	68	0	5	7	36	9	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	400		225	400		225	0		0	300		0
Storage Lanes	1		1	1		1	0		0	1		0
Taper Length (ft)	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	1.00	1.00	1.00
Frt			0.850			0.850		0.919			0.865	
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1736	3471	1553	1736	3471	1553	0	1720	0	1718	1564	0
Flt Permitted	0.950			0.950						0.744		
Satd. Flow (perm)	1736	3471	1553	1736	3471	1553	0	1720	0	1346	1564	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1824			1547			126			400	
Travel Time (s)		27.6			23.4			3.4			10.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.60	0.60	0.60	0.76	0.76	0.76
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	4%	4%	4%
Adj. Flow (vph)	113	1518	22	76	1512	72	0	8	12	47	12	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	1518	22	76	1512	72	0	20	0	47	121	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm		NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	14.0	25.0	25.0	14.0	19.0	19.0	14.0	14.0		37.0	37.0	
Total Split (s)	27.0	119.0	119.0	22.0	114.0	114.0	39.0	39.0		39.0	39.0	
Total Split (%)	15.0%	66.1%	66.1%	12.2%	63.3%	63.3%	21.7%	21.7%		21.7%	21.7%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0		-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0		5.0	5.0	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead						
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	18.2	132.4	132.4	13.2	127.4	127.4		19.4		19.4	19.4	
Actuated g/C Ratio	0.10	0.74	0.74	0.07	0.71	0.71		0.11		0.11	0.11	
v/c Ratio	0.65	0.59	0.02	0.60	0.62	0.07		0.11		0.32	0.72	
Control Delay	92.5	1.8	1.0	81.1	6.3	5.3		70.8		78.4	100.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	92.5	1.8	1.0	81.1	6.3	5.3		70.8		78.4	100.0	
LOS	F	A	A	F	A	A		E		E	F	
Approach Delay		8.0			9.7			70.8			94.0	
Approach LOS		A			A			E			F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	142	38	1	90	128	11		22		52	141	
Queue Length 95th (ft)	m196	54	m2	m145	140	m18		33		80	175	
Internal Link Dist (ft)		1744			1467			46			320	
Turn Bay Length (ft)	400		225	400		225				300		
Base Capacity (vph)	212	2553	1142	163	2457	1099		324		254	295	
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	
Reduced v/c Ratio	0.53	0.59	0.02	0.47	0.62	0.07		0.06		0.19	0.41	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 40 (22%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 13.3	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: 6: Service Road Access/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)/US 15-501 (Durham-Chapel Hill Blvd)

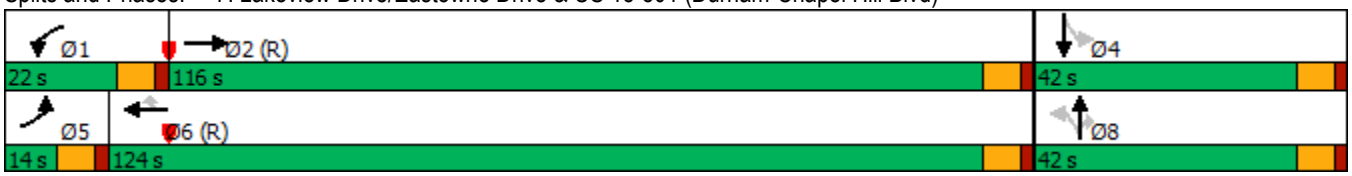


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1444	10	69	1513	164	16	25	133	172	11	24
Future Volume (vph)	25	1444	10	69	1513	164	16	25	133	172	11	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	100		300	0		0	100		350	300		300
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.999				0.850			0.850		0.898	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	4983	0	1736	3471	1553	1680	1768	1503	3399	1656	0
Flt Permitted	0.950			0.950			0.724			0.736		
Satd. Flow (perm)	1736	4983	0	1736	3471	1553	1280	1768	1503	2633	1656	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1547			960			545			625	
Travel Time (s)		23.4			14.5			14.9			17.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.79	0.79	0.79	0.70	0.70	0.70
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	8%	8%	8%	2%	2%	2%
Adj. Flow (vph)	27	1553	11	74	1627	176	20	32	168	246	16	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	1564	0	74	1627	176	20	32	168	246	50	0
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8		8	4		
Detector Phase	5	2		1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0	12.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	14.0	19.0		14.0	19.0	19.0	14.0	14.0	14.0	14.0	14.0	
Total Split (s)	14.0	116.0		22.0	124.0	124.0	42.0	42.0	42.0	42.0	42.0	
Total Split (%)	7.8%	64.4%		12.2%	68.9%	68.9%	23.3%	23.3%	23.3%	23.3%	23.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	9.6	126.1		13.3	132.7	132.7	25.6	25.6	25.6	25.6	25.6	
Actuated g/C Ratio	0.05	0.70		0.07	0.74	0.74	0.14	0.14	0.14	0.14	0.14	
v/c Ratio	0.30	0.45		0.58	0.64	0.15	0.11	0.13	0.79	0.66	0.21	
Control Delay	94.5	5.3		107.8	6.6	3.3	65.3	65.5	98.6	80.9	68.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	94.5	5.3		107.8	6.6	3.3	65.3	65.5	98.6	80.9	68.1	
LOS	F	A		F	A	A	E	E	F	F	E	
Approach Delay		6.8			10.3			90.8			78.7	
Approach LOS		A			B			F			E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	33	80		87	177	35	21	34	195	144	53	
Queue Length 95th (ft)	m58	110		151	223	49	42	58	234	139	72	
Internal Link Dist (ft)		1467			880			465			545	
Turn Bay Length (ft)	100						100		350	300		
Base Capacity (vph)	91	3492		165	2558	1144	263	363	308	541	340	
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	0.30	0.45		0.45	0.64	0.15	0.08	0.09	0.55	0.45	0.15	

Intersection Summary	
Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 38 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 18.4	Intersection LOS: B
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: 7: Lakeview Drive/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)

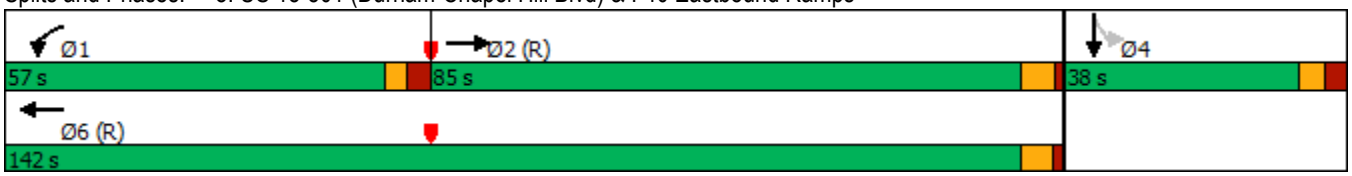


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1360	395	515	1637	0	0	0	0	239	0	117
Future Volume (vph)	0	1360	395	515	1637	0	0	0	0	239	0	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			1%			0%			2%	
Storage Length (ft)	275		0	450		0	0		0	275		275
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor										1.00		
Frt		0.966									0.850	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6041	0	3350	4963	0	0	0	0	3270	1508	0
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	6041	0	3350	4963	0	0	0	0	3260	1508	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		52										
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		960			568			656			580	
Travel Time (s)		14.5			8.6			14.9			11.3	
Confl. Peds. (#/hr)										2		
Peak Hour Factor	0.98	0.98	0.98	0.91	0.91	0.91	0.92	0.92	0.92	0.93	0.93	0.93
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	0	1388	403	566	1799	0	0	0	0	257	0	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1791	0	566	1799	0	0	0	0	257	126	0
Turn Type		NA		Prot	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases										4		
Detector Phase		2		1	6					4	4	
Switch Phase												
Minimum Initial (s)		12.0		7.0	12.0					7.0	7.0	
Minimum Split (s)		18.0		14.0	18.0					14.0	14.0	
Total Split (s)		85.0		57.0	142.0					38.0	38.0	
Total Split (%)		47.2%		31.7%	78.9%					21.1%	21.1%	
Yellow Time (s)		4.4		3.0	4.4					3.7	3.7	
All-Red Time (s)		1.4		3.2	1.6					3.1	3.1	
Lost Time Adjust (s)		-0.8		-1.2	-1.0					-1.8	-1.8	
Total Lost Time (s)		5.0		5.0	5.0					5.0	5.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Recall Mode		C-Max		None	C-Max					None	None	
Act Effct Green (s)		108.7		35.6	149.3					20.7	20.7	
Actuated g/C Ratio		0.60		0.20	0.83					0.12	0.12	
v/c Ratio		0.49		0.85	0.44					0.69	0.73	
Control Delay		9.5		65.8	1.8					85.7	99.7	
Queue Delay		0.0		0.0	0.3					0.0	0.0	
Total Delay		9.5		65.8	2.0					85.7	99.7	
LOS		A		E	A					F	F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		9.5			17.3						90.3	
Approach LOS		A			B						F	
Queue Length 50th (ft)		150		279	25					153	147	
Queue Length 95th (ft)		239		322	37					197	218	
Internal Link Dist (ft)		880			488			576			500	
Turn Bay Length (ft)				450						275		
Base Capacity (vph)		3670		967	4117					597	276	
Starvation Cap Reductn		0		0	1340					0	0	
Spillback Cap Reductn		0		0	0					0	0	
Storage Cap Reductn		0		0	0					0	0	
Reduced v/c Ratio		0.49		0.59	0.65					0.43	0.46	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 108 (60%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 20.4	Intersection LOS: C
Intersection Capacity Utilization 60.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: US 15-501 (Durham-Chapel Hill Blvd) & I-40 Eastbound Ramps

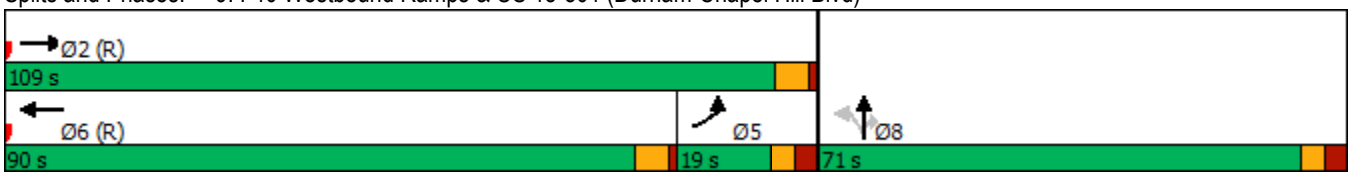


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	1474	0	0	1769	281	401	0	609	0	0	0
Future Volume (vph)	120	1474	0	0	1769	281	401	0	609	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			2%			0%	
Storage Length (ft)	450		0	300		0	300		700	0		0
Storage Lanes	1		0	1		0	1		2	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.86	0.86	0.95	0.95	0.88	1.00	1.00	1.00
Frt					0.979				0.850			
Flt Protected	0.950						0.950	0.950				
Satd. Flow (prot)	3318	4915	0	0	6183	0	1632	1632	2706	0	0	0
Flt Permitted	0.950						0.950	0.950				
Satd. Flow (perm)	3318	4915	0	0	6183	0	1632	1632	2706	0	0	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					30							
Link Speed (mph)		45			45			35			30	
Link Distance (ft)		568			985			1039			543	
Travel Time (s)		8.6			14.9			20.2			12.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.94	0.94	0.94	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	4%	4%	4%	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	125	1535	0	0	1843	293	427	0	648	0	0	0
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	125	1535	0	0	2136	0	213	214	648	0	0	0
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases							8		8			
Detector Phase	5	2			6		8	8	8			
Switch Phase												
Minimum Initial (s)	7.0	12.0			12.0		7.0	7.0	7.0			
Minimum Split (s)	14.0	18.0			18.0		14.0	14.0	14.0			
Total Split (s)	19.0	109.0			90.0		71.0	71.0	71.0			
Total Split (%)	10.6%	60.6%			50.0%		39.4%	39.4%	39.4%			
Yellow Time (s)	3.0	4.4			4.6		3.1	3.1	3.1			
All-Red Time (s)	3.3	1.4			1.0		3.3	3.3	3.3			
Lost Time Adjust (s)	-1.3	-0.8			-0.6		-1.4	-1.4	-1.4			
Total Lost Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Max			C-Max		None	None	None			
Act Effct Green (s)	14.0	118.4			99.4		51.6	51.6	51.6			
Actuated g/C Ratio	0.08	0.66			0.55		0.29	0.29	0.29			
v/c Ratio	0.48	0.48			0.62		0.46	0.46	0.84			
Control Delay	76.5	15.9			28.9		54.8	54.9	69.9			
Queue Delay	0.0	0.2			0.0		0.0	0.0	0.0			
Total Delay	76.5	16.1			28.9		54.8	54.9	69.9			
LOS	E	B			C		D	D	E			
Approach Delay		20.6			28.9			63.9				
Approach LOS		C			C			E				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	72	317			484		218	220	411			
Queue Length 95th (ft)	111	348			587		287	289	460			
Internal Link Dist (ft)		488			905			959			463	
Turn Bay Length (ft)	450						300		700			
Base Capacity (vph)	258	3231			3426		598	598	992			
Starvation Cap Reductn	0	726			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	0.48	0.61			0.62		0.36	0.36	0.65			

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 42 (23%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 33.8	Intersection LOS: C
Intersection Capacity Utilization 60.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 9: I-40 Westbound Ramps & US 15-501 (Durham-Chapel Hill Blvd)

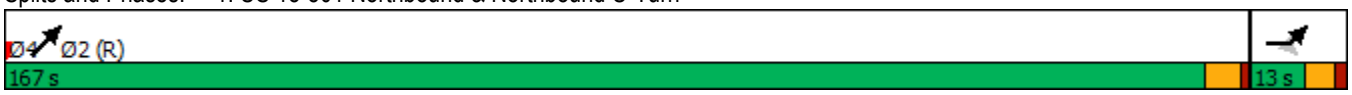


Lane Group	EBL	EBR	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Traffic Volume (vph)	86	0	0	0	0	2741	0	0	0	0
Future Volume (vph)	86	0	0	0	0	2741	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)	0%		0%			1%			0%	
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt										
Flt Protected	0.950									
Satd. Flow (prot)	3400	1863	0	0	0	3454	0	0	0	0
Flt Permitted	0.950									
Satd. Flow (perm)	3400	1863	0	0	0	3454	0	0	0	0
Right Turn on Red	No			Yes			Yes			No
Satd. Flow (RTOR)										
Link Speed (mph)	20		30			45			30	
Link Distance (ft)	207		94			846			732	
Travel Time (s)	7.1		2.1			12.8			16.6	
Peak Hour Factor	0.95	0.92	0.92	0.92	0.92	0.96	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Adj. Flow (vph)	91	0	0	0	0	2855	0	0	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	91	0	0	0	0	2855	0	0	0	0
Turn Type	Prot	Perm				NA				
Protected Phases	4					2				
Permitted Phases		4								
Detector Phase	4	4				2				
Switch Phase										
Minimum Initial (s)	7.0	7.0				12.0				
Minimum Split (s)	13.0	13.0				19.0				
Total Split (s)	13.0	13.0				167.0				
Total Split (%)	7.2%	7.2%				92.8%				
Maximum Green (s)	7.0	7.0				160.8				
Yellow Time (s)	4.0	4.0				4.7				
All-Red Time (s)	2.0	2.0				1.5				
Lost Time Adjust (s)	-1.0	-1.0				-1.2				
Total Lost Time (s)	5.0	5.0				5.0				
Lead/Lag										
Lead-Lag Optimize?										
Vehicle Extension (s)	1.0	1.0				6.0				
Recall Mode	None	None				C-Max				
Act Effct Green (s)	8.0					162.0				
Actuated g/C Ratio	0.04					0.90				
v/c Ratio	0.60					0.92				
Control Delay	99.2					11.7				
Queue Delay	0.0					0.0				
Total Delay	99.2					11.7				
LOS	F					B				
Approach Delay	99.2					11.7				
Approach LOS	F					B				

Intersection Summary

Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 26 (14%), Referenced to phase 2:NET, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 14.4	Intersection LOS: B
Intersection Capacity Utilization 89.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: US 15-501 Northbound & Northbound U-Turn



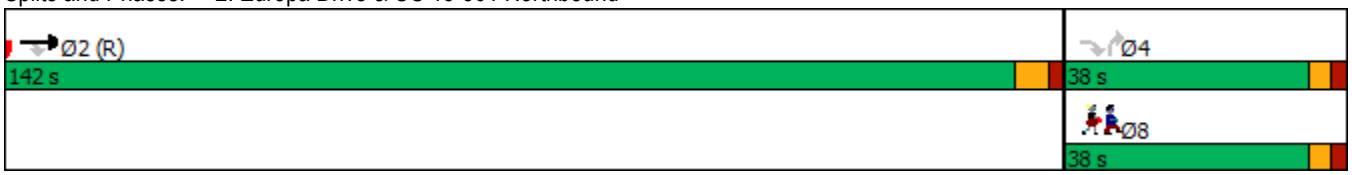
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø8
Lane Configurations							
Traffic Volume (vph)	2715	113	0	0	0	243	
Future Volume (vph)	2715	113	0	0	0	243	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Grade (%)	1%			0%	-2%		
Storage Length (ft)		250	0		0	150	
Storage Lanes		1	0		0	1	
Taper Length (ft)			25		25		
Lane Util. Factor	*0.77	1.00	1.00	1.00	1.00	0.88	
Ped Bike Factor		0.98					
Frt		0.850				0.850	
Flt Protected							
Satd. Flow (prot)	5709	1575	0	0	0	2815	
Flt Permitted							
Satd. Flow (perm)	5709	1542	0	0	0	2815	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	45			30	25		
Link Distance (ft)	732			555	706		
Travel Time (s)	11.1			12.6	19.3		
Confl. Peds. (#/hr)		3					
Peak Hour Factor	0.97	0.97	0.92	0.92	0.92	0.95	
Adj. Flow (vph)	2799	116	0	0	0	256	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	2799	116	0	0	0	256	
Turn Type	NA	custom				Perm	
Protected Phases	2						8
Permitted Phases		2 4				4	
Detector Phase	2	2 4				4	
Switch Phase							
Minimum Initial (s)	12.0					7.0	7.0
Minimum Split (s)	19.0					13.0	28.3
Total Split (s)	142.0					38.0	38.0
Total Split (%)	78.9%					21.1%	21%
Maximum Green (s)	135.2					32.7	32.7
Yellow Time (s)	4.5					3.0	3.0
All-Red Time (s)	2.3					2.3	2.3
Lost Time Adjust (s)	-1.8					-0.3	
Total Lost Time (s)	5.0					5.0	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	6.0					1.0	3.0
Recall Mode	C-Max					None	None
Walk Time (s)							7.0
Flash Dont Walk (s)							16.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)	149.8	180.0				20.2	
Actuated g/C Ratio	0.83	1.00				0.11	
v/c Ratio	0.59	0.08				0.81	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø8
Control Delay	2.8	0.0				97.7	
Queue Delay	0.3	0.0				0.0	
Total Delay	3.2	0.0				97.7	
LOS	A	A				F	
Approach Delay	3.0				97.7		
Approach LOS	A				F		

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 62 (34%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 10.7	Intersection LOS: B
Intersection Capacity Utilization 56.2%	ICU Level of Service B
Analysis Period (min) 15	

* User Entered Value

Splits and Phases: 2: Europa Drive & US 15-501 Northbound

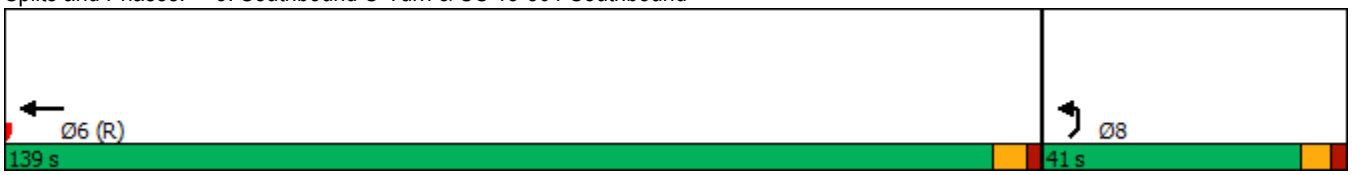


Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	1965	401	0
Future Volume (vph)	0	0	0	1965	401	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-2%	1%	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.97	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	3575	3416	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	3575	3416	0
Right Turn on Red		No			No	No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	20	
Link Distance (ft)	764			392	211	
Travel Time (s)	17.4			5.9	7.2	
Peak Hour Factor	0.92	0.92	0.92	0.98	0.90	0.92
Adj. Flow (vph)	0	0	0	2005	446	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	2005	446	0
Turn Type				NA	Prot	
Protected Phases				6	8	
Permitted Phases						
Detector Phase				6	8	
Switch Phase						
Minimum Initial (s)				12.0	7.0	
Minimum Split (s)				19.0	14.0	
Total Split (s)				139.0	41.0	
Total Split (%)				77.2%	22.8%	
Maximum Green (s)				132.3	34.5	
Yellow Time (s)				4.7	4.0	
All-Red Time (s)				2.0	2.5	
Lost Time Adjust (s)				-1.7	-1.5	
Total Lost Time (s)				5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)				6.0	1.0	
Recall Mode				C-Max	None	
Act Effct Green (s)				141.5	28.5	
Actuated g/C Ratio				0.79	0.16	
v/c Ratio				0.71	0.83	
Control Delay				3.4	85.7	
Queue Delay				0.0	0.0	
Total Delay				3.4	85.7	
LOS				A	F	
Approach Delay				3.4	85.7	
Approach LOS				A	F	

Intersection Summary

Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 48 (27%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 18.4	Intersection LOS: B
Intersection Capacity Utilization 132.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Southbound U-Turn & US 15-501 Southbound



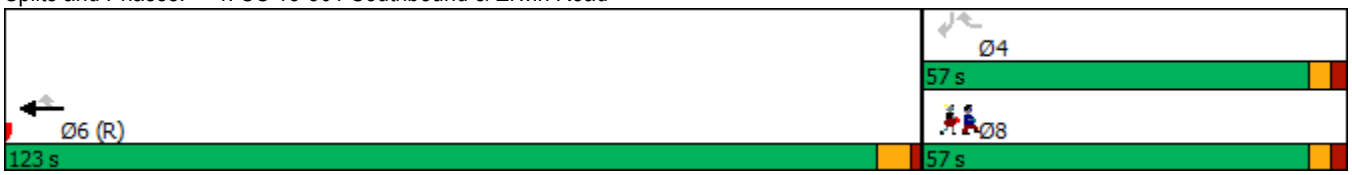
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø8
Lane Configurations			↑↑↑	↱		↱↱	
Traffic Volume (vph)	0	0	1944	422	0	442	
Future Volume (vph)	0	0	1944	422	0	442	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Grade (%)		0%	0%		4%		
Storage Length (ft)	0			600	0	0	
Storage Lanes	0			1	0	2	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	*0.81	1.00	1.00	0.88	
Ped Bike Factor				0.98			
Frt				0.850		0.850	
Flt Protected							
Satd. Flow (prot)	0	0	4526	1583	0	2731	
Flt Permitted							
Satd. Flow (perm)	0	0	4526	1551	0	2731	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	45		35		
Link Distance (ft)		743	764		703		
Travel Time (s)		16.9	11.6		13.7		
Confl. Peds. (#/hr)				1			
Peak Hour Factor	0.92	0.92	0.98	0.98	0.92	0.97	
Adj. Flow (vph)	0	0	1984	431	0	456	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	1984	431	0	456	
Turn Type			NA	custom		Perm	
Protected Phases			6				8
Permitted Phases				4 6		4	
Detector Phase			6	4 6		4	
Switch Phase							
Minimum Initial (s)			12.0			7.0	7.0
Minimum Split (s)			19.0			13.0	27.4
Total Split (s)			123.0			57.0	57.0
Total Split (%)			68.3%			31.7%	32%
Maximum Green (s)			116.8			51.6	51.6
Yellow Time (s)			4.5			3.0	3.0
All-Red Time (s)			1.7			2.4	2.4
Lost Time Adjust (s)			-1.2			-0.4	
Total Lost Time (s)			5.0			5.0	
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)			6.0			1.0	3.0
Recall Mode			C-Max			None	None
Walk Time (s)							7.0
Flash Dont Walk (s)							15.0
Pedestrian Calls (#/hr)							0
Act Effct Green (s)			135.6	180.0		34.4	
Actuated g/C Ratio			0.75	1.00		0.19	
v/c Ratio			0.58	0.28		0.87	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø8
Control Delay			8.3	0.3		88.2	
Queue Delay			0.4	0.0		0.0	
Total Delay			8.6	0.3		88.2	
LOS			A	A		F	
Approach Delay			7.2		88.2		
Approach LOS			A		F		

Intersection Summary	
Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 104 (58%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 20.0	Intersection LOS: C
Intersection Capacity Utilization 61.4%	ICU Level of Service B
Analysis Period (min) 15	

* User Entered Value

Splits and Phases: 4: US 15-501 Southbound & Erwin Road

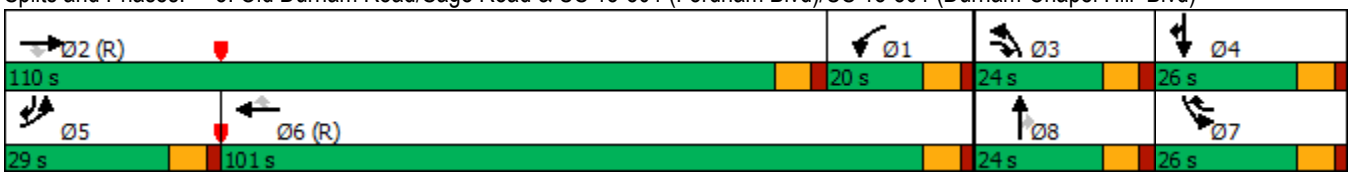


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	372	1822	347	127	1519	198	320	116	83	226	177	174
Future Volume (vph)	372	1822	347	127	1519	198	320	116	83	226	177	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			-4%			-3%	
Storage Length (ft)	325		250	400		250	0		0	175		125
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor							1.00		0.99	1.00		
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3416	3522	1575	1770	3539	1583	3502	1900	1615	3451	1872	1591
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3416	3522	1575	1770	3539	1583	3489	1900	1591	3438	1872	1591
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		772			1824			119			545	
Travel Time (s)		11.7			27.6			2.3			10.6	
Confl. Peds. (#/hr)							1		1	1		1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.91	0.91	0.91	0.84	0.84	0.84
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	384	1878	358	131	1566	204	352	127	91	269	211	207
Shared Lane Traffic (%)												
Lane Group Flow (vph)	384	1878	358	131	1566	204	352	127	91	269	211	207
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	pt+ov
Protected Phases	5	2	3	1	6	7	3	8		7	4	4 5
Permitted Phases			2			6			8			
Detector Phase	5	2	3	1	6	7	3	8	8	7	4	4 5
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	14.0	19.0	14.0	14.0	19.0	14.0	14.0	14.0	14.0	14.0	14.0	
Total Split (s)	29.0	110.0	24.0	20.0	101.0	26.0	24.0	24.0	24.0	26.0	26.0	
Total Split (%)	16.1%	61.1%	13.3%	11.1%	56.1%	14.4%	13.3%	13.3%	13.3%	14.4%	14.4%	
Maximum Green (s)	22.0	103.0	17.0	13.0	94.0	19.0	17.0	17.0	17.0	19.0	19.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	6.0	4.0	1.0	6.0	1.0	4.0	4.0	4.0	1.0	1.0	
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None	None	
Act Effct Green (s)	23.2	105.0	124.0	15.0	96.8	119.0	19.0	17.8	17.8	22.2	21.0	49.2
Actuated g/C Ratio	0.13	0.58	0.69	0.08	0.54	0.66	0.11	0.10	0.10	0.12	0.12	0.27
v/c Ratio	0.87	0.91	0.33	0.89	0.82	0.20	0.95	0.68	0.58	0.63	0.97	0.48
Control Delay	94.5	36.6	6.3	123.5	44.0	6.9	114.9	96.5	92.5	82.8	129.8	58.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	94.5	36.6	6.3	123.5	44.0	6.9	114.9	96.5	92.5	82.8	129.8	58.8
LOS	F	D	A	F	D	A	F	F	F	F	F	E
Approach Delay		41.0			45.5			107.2			90.0	
Approach LOS		D			D			F			F	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 45 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 54.8	Intersection LOS: D
Intersection Capacity Utilization 92.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 5: Old Durham Road/Sage Road & US 15-501 (Fordham Blvd)/US 15-501 (Durham-Chapel Hill Blvd)

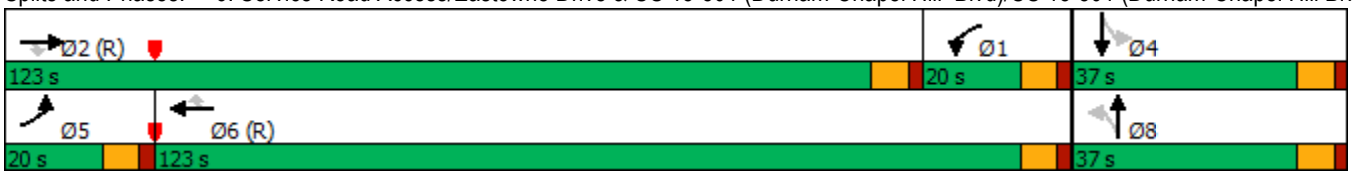


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	2017	48	111	1721	82	0	4	5	61	10	119
Future Volume (vph)	76	2017	48	111	1721	82	0	4	5	61	10	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	400		225	400		225	0		0	300		0
Storage Lanes	1		1	1		1	0		0	1		0
Taper Length (ft)	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	1.00	1.00	1.00
Ped Bike Factor											0.99	
Frt			0.850			0.850		0.921			0.862	
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	0	1724	0	1752	1569	0
Flt Permitted	0.950			0.950						0.750		
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	0	1724	0	1383	1569	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1824			1547			126			400	
Travel Time (s)		27.6			23.4			3.4			10.9	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.75	0.75	0.75	0.84	0.84	0.84
Adj. Flow (vph)	80	2123	51	117	1812	86	0	5	7	73	12	142
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	2123	51	117	1812	86	0	12	0	73	154	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm		NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	14.0	25.0	25.0	14.0	19.0	19.0	14.0	14.0		37.0	37.0	
Total Split (s)	20.0	123.0	123.0	20.0	123.0	123.0	37.0	37.0		37.0	37.0	
Total Split (%)	11.1%	68.3%	68.3%	11.1%	68.3%	68.3%	20.6%	20.6%		20.6%	20.6%	
Maximum Green (s)	13.0	116.0	116.0	13.0	116.0	116.0	30.0	30.0		30.0	30.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0		-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0		5.0	5.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	6.0	6.0	1.0	6.0	6.0	1.0	1.0		1.0	1.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		7.0	7.0							7.0	7.0	
Flash Dont Walk (s)		11.0	11.0							23.0	23.0	
Pedestrian Calls (#/hr)		0	0							0	0	
Act Effct Green (s)	13.1	126.9	126.9	15.0	128.8	128.8		23.1		23.1	23.1	
Actuated g/C Ratio	0.07	0.70	0.70	0.08	0.72	0.72		0.13		0.13	0.13	
v/c Ratio	0.62	0.85	0.05	0.80	0.72	0.08		0.05		0.41	0.77	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	109.2	5.1	1.4	80.8	3.3	1.9		65.9		77.7	99.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	109.2	5.1	1.4	80.8	3.3	1.9		65.9		77.7	99.0	
LOS	F	A	A	F	A	A		E		E	F	
Approach Delay		8.7			7.8			65.9			92.1	
Approach LOS		A			A			E			F	

Intersection Summary	
Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 51 (28%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 12.6	Intersection LOS: B
Intersection Capacity Utilization 84.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: Service Road Access/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)/US 15-501 (Durham-Chapel Hill Blvd)

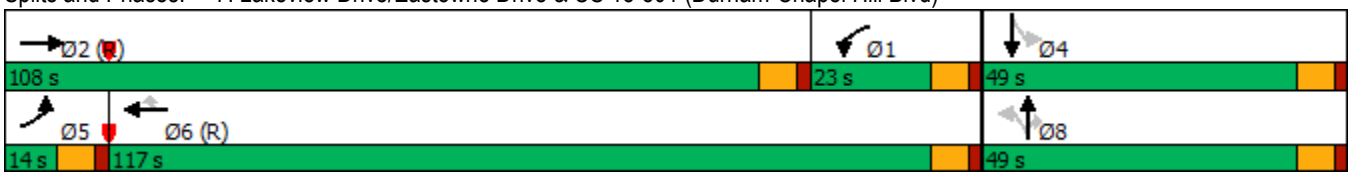


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	2072	21	96	1852	175	33	35	253	303	25	17
Future Volume (vph)	5	2072	21	96	1852	175	33	35	253	303	25	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	100		300	0		0	100		350	300		300
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor							1.00				0.99	
Frt		0.999				0.850			0.850		0.938	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5080	0	1770	3539	1583	1711	1801	1531	3399	1720	0
Flt Permitted	0.950			0.950			0.720			0.730		
Satd. Flow (perm)	1770	5080	0	1770	3539	1583	1296	1801	1531	2612	1720	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1547			960			545			625	
Travel Time (s)		23.4			14.5			14.9			17.0	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.86	0.86	0.86	0.75	0.75	0.75
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	6%	6%	6%	2%	2%	2%
Adj. Flow (vph)	5	2204	22	102	1970	186	38	41	294	404	33	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	2226	0	102	1970	186	38	41	294	404	56	0
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8		8	4		
Detector Phase	5	2		1	6	6	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0	12.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	14.0	19.0		14.0	19.0	19.0	14.0	14.0	14.0	14.0	14.0	
Total Split (s)	14.0	108.0		23.0	117.0	117.0	49.0	49.0	49.0	49.0	49.0	
Total Split (%)	7.8%	60.0%		12.8%	65.0%	65.0%	27.2%	27.2%	27.2%	27.2%	27.2%	
Maximum Green (s)	7.0	101.0		16.0	110.0	110.0	42.0	42.0	42.0	42.0	42.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	6.0		1.0	6.0	6.0	1.0	1.0	1.0	1.0	1.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	
Act Effct Green (s)	9.0	108.2		18.0	128.4	128.4	38.8	38.8	38.8	38.8	38.8	
Actuated g/C Ratio	0.05	0.60		0.10	0.71	0.71	0.22	0.22	0.22	0.22	0.22	
v/c Ratio	0.06	0.73		0.58	0.78	0.16	0.14	0.11	0.89	0.72	0.15	
Control Delay	95.8	23.2		72.1	11.9	6.3	56.1	55.1	96.4	72.8	56.4	
Queue Delay	0.0	0.0		0.0	0.0	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	95.8	23.2		72.1	11.9	6.3	56.1	55.1	96.4	72.8	56.4	
LOS	F	C		E	B	A	E	E	F	E	E	
Approach Delay		23.4			14.1			87.8			70.8	
Approach LOS		C			B			F			E	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 35 (19%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 28.1	Intersection LOS: C
Intersection Capacity Utilization 84.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7: Lakeview Drive/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)

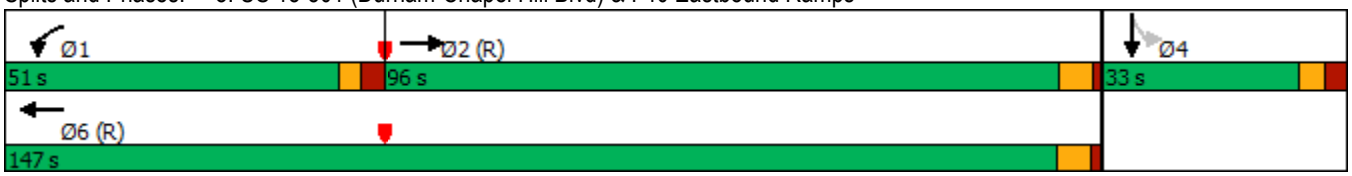


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1868	738	701	1972	0	0	0	0	323	0	156
Future Volume (vph)	0	1868	738	701	1972	0	0	0	0	323	0	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			1%			0%			2%	
Storage Length (ft)	275		0	450		0	0		0	275		275
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor		1.00		1.00								
Frt		0.958									0.850	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6085	0	3416	5060	0	0	0	0	3399	1567	0
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	6085	0	3416	5060	0	0	0	0	3399	1567	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		80										
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		960			568			656			580	
Travel Time (s)		14.5			8.6			14.9			11.3	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.94	0.94	0.94	0.97	0.97	0.97	0.92	0.92	0.92	0.87	0.87	0.87
Adj. Flow (vph)	0	1987	785	723	2033	0	0	0	0	371	0	179
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2772	0	723	2033	0	0	0	0	371	179	0
Turn Type		NA		Prot	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases										4		
Detector Phase		2		1	6					4	4	
Switch Phase												
Minimum Initial (s)		12.0		7.0	12.0					7.0	7.0	
Minimum Split (s)		18.0		14.0	18.0					14.0	14.0	
Total Split (s)		96.0		51.0	147.0					33.0	33.0	
Total Split (%)		53.3%		28.3%	81.7%					18.3%	18.3%	
Maximum Green (s)		90.2		44.8	141.0					26.2	26.2	
Yellow Time (s)		4.4		3.0	4.4					3.7	3.7	
All-Red Time (s)		1.4		3.2	1.6					3.1	3.1	
Lost Time Adjust (s)		-0.8		-1.2	-1.0					-1.8	-1.8	
Total Lost Time (s)		5.0		5.0	5.0					5.0	5.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)		6.0		1.0	6.0					1.0	1.0	
Recall Mode		C-Max		None	C-Max					None	None	
Act Effct Green (s)		98.3		41.9	145.2					24.8	24.8	
Actuated g/C Ratio		0.55		0.23	0.81					0.14	0.14	
v/c Ratio		0.86dr		0.91	0.50					0.79	0.83	
Control Delay		23.9		84.0	3.0					87.9	104.9	
Queue Delay		0.2		1.9	0.2					0.0	0.0	
Total Delay		24.0		85.9	3.2					87.9	104.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C		F	A					F	F	
Approach Delay		24.0			24.9						93.5	
Approach LOS		C			C						F	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 42 (23%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 30.7	Intersection LOS: C
Intersection Capacity Utilization 81.7%	ICU Level of Service D
Analysis Period (min) 15	
dr Defacto Right Lane. Recode with 1 though lane as a right lane.	

Splits and Phases: 8: US 15-501 (Durham-Chapel Hill Blvd) & I-40 Eastbound Ramps

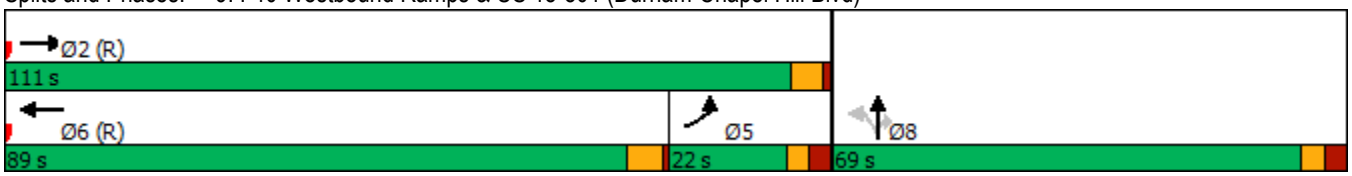


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	243	1968	0	0	2125	369	554	0	790	0	0	0
Future Volume (vph)	243	1968	0	0	2125	369	554	0	790	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			2%			0%	
Storage Length (ft)	450		0	300		0	300		700	0		0
Storage Lanes	1		0	1		0	1		2	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.86	0.86	0.95	0.95	0.88	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00							
Frt					0.978				0.850			
Flt Protected	0.950						0.950	0.950				
Satd. Flow (prot)	3416	5060	0	0	6285	0	1664	1664	2759	0	0	0
Flt Permitted	0.950						0.950	0.950				
Satd. Flow (perm)	3415	5060	0	0	6285	0	1664	1664	2759	0	0	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					33							
Link Speed (mph)		45			45			35			30	
Link Distance (ft)		568			985			1039			543	
Travel Time (s)		8.6			14.9			20.2			12.3	
Confl. Peds. (#/hr)	3					3						
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	261	2116	0	0	2261	393	602	0	859	0	0	0
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	261	2116	0	0	2654	0	301	301	859	0	0	0
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases							8		8			
Detector Phase	5	2			6		8	8	8			
Switch Phase												
Minimum Initial (s)	7.0	12.0			12.0		7.0	7.0	7.0			
Minimum Split (s)	14.0	18.0			18.0		14.0	14.0	14.0			
Total Split (s)	22.0	111.0			89.0		69.0	69.0	69.0			
Total Split (%)	12.2%	61.7%			49.4%		38.3%	38.3%	38.3%			
Maximum Green (s)	15.7	105.2			83.4		62.6	62.6	62.6			
Yellow Time (s)	3.0	4.4			4.6		3.1	3.1	3.1			
All-Red Time (s)	3.3	1.4			1.0		3.3	3.3	3.3			
Lost Time Adjust (s)	-1.3	-0.8			-0.6		-1.4	-1.4	-1.4			
Total Lost Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Vehicle Extension (s)	2.0	6.0			6.0		2.0	2.0	2.0			
Recall Mode	None	C-Max			C-Max		None	None	None			
Act Effct Green (s)	17.0	108.5			86.5		61.5	61.5	61.5			
Actuated g/C Ratio	0.09	0.60			0.48		0.34	0.34	0.34			
v/c Ratio	0.81	0.69			0.87		0.53	0.53	0.91			
Control Delay	72.7	8.1			45.9		51.1	51.1	70.9			
Queue Delay	0.0	0.9			0.0		0.2	0.2	0.0			
Total Delay	72.7	9.0			45.9		51.4	51.4	70.9			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	E	A			D		D	D	E			
Approach Delay		16.0			45.9			62.8				
Approach LOS		B			D			E				

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 54 (30%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 38.8	Intersection LOS: D
Intersection Capacity Utilization 81.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: I-40 Westbound Ramps & US 15-501 (Durham-Chapel Hill Blvd)



2022 Proposed Site Plan

Lanes, Volumes, Timings
1: US 15-501 Northbound & Northbound U-Turn

10/21/2019

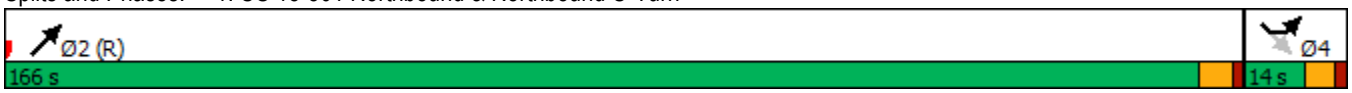
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	90	0	0	0	0	0	0	2267	0	0	0	0
Future Volume (vph)	90	0	0	0	0	0	0	2267	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			0%	
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt												
Flt Protected	0.950											
Satd. Flow (prot)	3400	1863	0	0	0	0	0	3454	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	3400	1863	0	0	0	0	0	3454	0	0	0	0
Right Turn on Red	No		No			Yes			Yes			No
Satd. Flow (RTOR)												
Link Speed (mph)		20			30			45			30	
Link Distance (ft)		186			94			846			732	
Travel Time (s)		6.3			2.1			12.8			16.6	
Peak Hour Factor	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.96	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Adj. Flow (vph)	95	0	0	0	0	0	0	2361	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	0	0	0	0	0	0	2361	0	0	0	0
Turn Type	Prot							NA				
Protected Phases	4							2				
Permitted Phases		4										
Detector Phase	4	4						2				
Switch Phase												
Minimum Initial (s)	7.0	7.0						12.0				
Minimum Split (s)	13.0	13.0						19.0				
Total Split (s)	14.0	14.0						166.0				
Total Split (%)	7.8%	7.8%						92.2%				
Yellow Time (s)	4.0	4.0						4.7				
All-Red Time (s)	2.0	2.0						1.5				
Lost Time Adjust (s)	-1.0	-1.0						-1.2				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None						C-Max				
Act Effct Green (s)	8.6							161.4				
Actuated g/C Ratio	0.05							0.90				
v/c Ratio	0.58							0.76				
Control Delay	87.5							5.1				
Queue Delay	0.0							0.0				
Total Delay	87.5							5.1				
LOS	F							A				
Approach Delay		87.5						5.1				
Approach LOS		F						A				
Queue Length 50th (ft)	58							355				
Queue Length 95th (ft)	m87							400				
Internal Link Dist (ft)		106			14			766			652	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Bay Length (ft)												
Base Capacity (vph)	170							3096				
Starvation Cap Reductn	0							0				
Spillback Cap Reductn	0							0				
Storage Cap Reductn	0							0				
Reduced v/c Ratio	0.56							0.76				

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 57 (32%), Referenced to phase 2:NET, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 8.3 Intersection LOS: A
Intersection Capacity Utilization 137.4% ICU Level of Service H
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: US 15-501 Northbound & Northbound U-Turn



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø8
Lane Configurations							
Traffic Volume (vph)	2199	158	0	0	0	192	
Future Volume (vph)	2199	158	0	0	0	192	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Grade (%)	1%			0%	-2%		
Storage Length (ft)		250	0		0	150	
Storage Lanes		1	0		0	1	
Taper Length (ft)			25		25		
Lane Util. Factor	*0.77	1.00	1.00	1.00	1.00	0.88	
Frt		0.850				0.850	
Flt Protected							
Satd. Flow (prot)	5599	1545	0	0	0	2760	
Flt Permitted							
Satd. Flow (perm)	5599	1545	0	0	0	2760	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	45			30	25		
Link Distance (ft)	732			555	706		
Travel Time (s)	11.1			12.6	19.3		
Peak Hour Factor	0.96	0.96	0.92	0.92	0.92	0.88	
Heavy Vehicles (%)	4%	4%	2%	2%	2%	4%	
Adj. Flow (vph)	2291	165	0	0	0	218	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	2291	165	0	0	0	218	
Turn Type	NA	custom				Perm	
Protected Phases	2						8
Permitted Phases		2 4				4	
Detector Phase	2	2 4				4	
Switch Phase							
Minimum Initial (s)	12.0					7.0	7.0
Minimum Split (s)	19.0					13.0	28.3
Total Split (s)	138.0					42.0	42.0
Total Split (%)	76.7%					23.3%	23%
Yellow Time (s)	4.5					3.0	3.0
All-Red Time (s)	2.3					2.3	2.3
Lost Time Adjust (s)	-1.8					-0.3	
Total Lost Time (s)	5.0					5.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max					None	None
Act Effct Green (s)	152.0	180.0				18.0	
Actuated g/C Ratio	0.84	1.00				0.10	
v/c Ratio	0.48	0.11				0.79	
Control Delay	2.6	0.1				98.9	
Queue Delay	0.1	0.0				0.0	
Total Delay	2.7	0.1				98.9	
LOS	A	A				F	
Approach Delay	2.6				98.9		
Approach LOS	A				F		

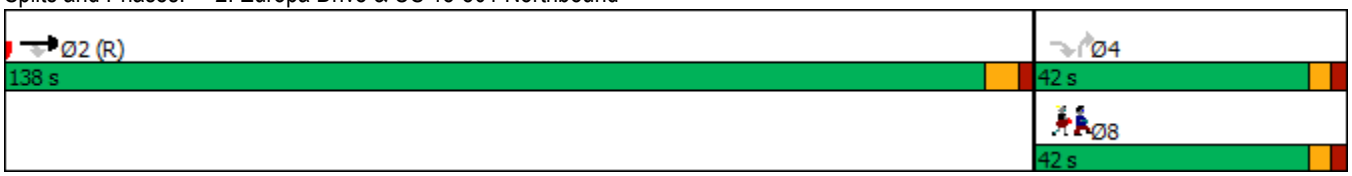
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø8
Queue Length 50th (ft)	137	0				145	
Queue Length 95th (ft)	205	m0				190	
Internal Link Dist (ft)	652			475	626		
Turn Bay Length (ft)		250				150	
Base Capacity (vph)	4728	1545				567	
Starvation Cap Reductn	1098	0				0	
Spillback Cap Reductn	0	0				0	
Storage Cap Reductn	0	0				0	
Reduced v/c Ratio	0.63	0.11				0.38	

Intersection Summary	
Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 96 (53%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 10.4	Intersection LOS: B
Intersection Capacity Utilization 46.9%	ICU Level of Service A
Analysis Period (min) 15	

* User Entered Value

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Europa Drive & US 15-501 Northbound



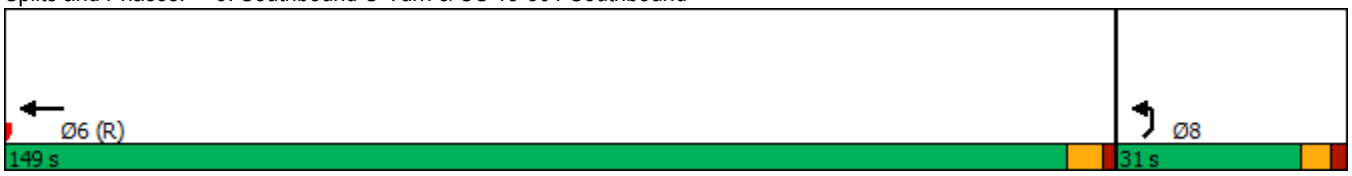
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	2064	306	0
Future Volume (vph)	0	0	0	2064	306	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-2%	1%	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.97	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	3472	3383	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	3472	3383	0
Right Turn on Red		No			No	No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	20	
Link Distance (ft)	764			392	211	
Travel Time (s)	17.4			5.9	7.2	
Peak Hour Factor	0.92	0.92	0.92	0.97	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	5%	3%	2%
Adj. Flow (vph)	0	0	0	2128	333	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	2128	333	0
Turn Type				NA	Prot	
Protected Phases				6	8	
Permitted Phases						
Detector Phase				6	8	
Switch Phase						
Minimum Initial (s)				12.0	7.0	
Minimum Split (s)				19.0	14.0	
Total Split (s)				149.0	31.0	
Total Split (%)				82.8%	17.2%	
Yellow Time (s)				4.7	4.0	
All-Red Time (s)				2.0	2.5	
Lost Time Adjust (s)				-1.7	-1.5	
Total Lost Time (s)				5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode				C-Max	None	
Act Effct Green (s)				147.8	22.2	
Actuated g/C Ratio				0.82	0.12	
v/c Ratio				0.75	0.80	
Control Delay				1.7	100.7	
Queue Delay				0.0	0.0	
Total Delay				1.7	100.7	
LOS				A	F	
Approach Delay				1.7	100.7	
Approach LOS				A	F	
Queue Length 50th (ft)				34	202	
Queue Length 95th (ft)				57	259	
Internal Link Dist (ft)	684			312	131	

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Turn Bay Length (ft)						
Base Capacity (vph)				2851	488	
Starvation Cap Reductn				0	0	
Spillback Cap Reductn				2	0	
Storage Cap Reductn				0	0	
Reduced v/c Ratio				0.75	0.68	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 99 (55%), Referenced to phase 6:WBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 15.1 Intersection LOS: B
Intersection Capacity Utilization 122.2% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 3: Southbound U-Turn & US 15-501 Southbound

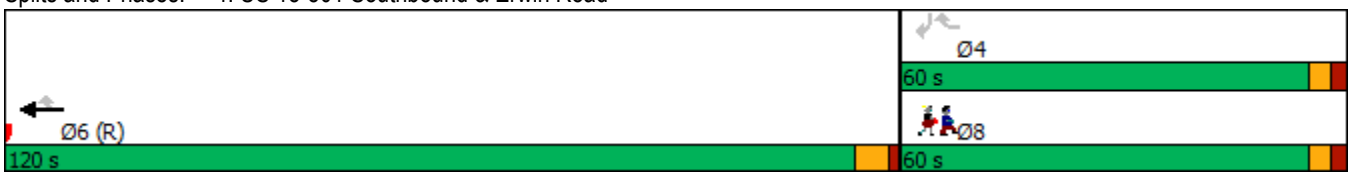


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø8
Lane Configurations			↑↑↑	↱		↱↱	
Traffic Volume (vph)	0	0	2059	312	0	463	
Future Volume (vph)	0	0	2059	312	0	463	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Grade (%)		0%	0%		4%		
Storage Length (ft)	0			600	0	0	
Storage Lanes	0			1	0	2	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	*0.81	1.00	1.00	0.88	
Frt				0.850		0.850	
Flt Protected							
Satd. Flow (prot)	0	0	4397	1538	0	2731	
Flt Permitted							
Satd. Flow (perm)	0	0	4397	1538	0	2731	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	45		35		
Link Distance (ft)		743	764		703		
Travel Time (s)		16.9	11.6		13.7		
Peak Hour Factor	0.92	0.92	0.97	0.97	0.92	0.82	
Heavy Vehicles (%)	2%	2%	5%	5%	2%	2%	
Adj. Flow (vph)	0	0	2123	322	0	565	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	2123	322	0	565	
Turn Type			NA	custom		Perm	
Protected Phases			6				8
Permitted Phases				4 6		4	
Detector Phase			6	4 6		4	
Switch Phase							
Minimum Initial (s)			12.0			7.0	7.0
Minimum Split (s)			19.0			13.0	27.4
Total Split (s)			120.0			60.0	60.0
Total Split (%)			66.7%			33.3%	33%
Yellow Time (s)			4.5			3.0	3.0
All-Red Time (s)			1.7			2.4	2.4
Lost Time Adjust (s)			-1.2			-0.4	
Total Lost Time (s)			5.0			5.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode			C-Max			None	None
Act Effct Green (s)			128.2	180.0		41.8	
Actuated g/C Ratio			0.71	1.00		0.23	
v/c Ratio			0.68	0.21		0.89	
Control Delay			9.2	0.2		83.8	
Queue Delay			0.4	0.0		0.0	
Total Delay			9.6	0.2		83.8	
LOS			A	A		F	
Approach Delay			8.4		83.8		
Approach LOS			A		F		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø8
Queue Length 50th (ft)			355	0		371	
Queue Length 95th (ft)			550	0		380	
Internal Link Dist (ft)		663	684		623		
Turn Bay Length (ft)				600			
Base Capacity (vph)			3132	1538		834	
Starvation Cap Reductn			459	0		0	
Spillback Cap Reductn			0	0		0	
Storage Cap Reductn			0	0		0	
Reduced v/c Ratio			0.79	0.21		0.68	

Intersection Summary	
Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 122 (68%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 22.5	Intersection LOS: C
Intersection Capacity Utilization 64.3%	ICU Level of Service C
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 4: US 15-501 Southbound & Erwin Road



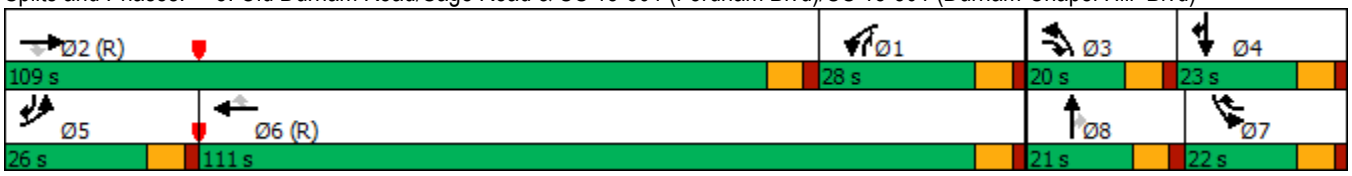
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	357	1468	195	143	1762	119	184	128	24	257	139	139
Future Volume (vph)	357	1468	195	143	1762	119	184	128	24	257	139	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			-4%			-3%	
Storage Length (ft)	325		250	400		250	0		0	175		125
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3383	3487	1560	1736	3471	1553	3434	1863	1584	3485	1891	1607
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3383	3487	1560	1736	3471	1553	3434	1863	1584	3485	1891	1607
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		772			1824			119			545	
Travel Time (s)		11.7			27.6			2.3			10.6	
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.81	0.81	0.81	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	376	1545	205	155	1915	129	227	158	30	282	153	153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	376	1545	205	155	1915	129	227	158	30	282	153	153
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pt+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	4 5
Permitted Phases			2			6			8			
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	4 5
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	14.0	19.0	14.0	14.0	19.0	14.0	14.0	14.0	14.0	14.0	14.0	
Total Split (s)	26.0	109.0	20.0	28.0	111.0	22.0	20.0	21.0	28.0	22.0	23.0	
Total Split (%)	14.4%	60.6%	11.1%	15.6%	61.7%	12.2%	11.1%	11.7%	15.6%	12.2%	12.8%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None	None	
Act Effct Green (s)	21.2	104.3	119.3	23.0	106.0	122.8	15.0	16.0	44.0	16.7	17.7	44.0
Actuated g/C Ratio	0.12	0.58	0.66	0.13	0.59	0.68	0.08	0.09	0.24	0.09	0.10	0.24
v/c Ratio	0.94	0.77	0.20	0.70	0.94	0.12	0.79	0.96	0.08	0.87	0.82	0.39
Control Delay	111.9	25.5	5.6	75.0	31.2	3.7	100.6	138.4	53.2	105.7	110.6	60.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.9	25.5	5.6	75.0	31.2	3.7	100.6	138.4	53.2	105.7	110.6	60.4
LOS	F	C	A	E	C	A	F	F	D	F	F	E
Approach Delay		38.9			32.7			111.6			95.2	
Approach LOS		D			C			F			F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	232	550	38	173	965	27	138	189	28	172	180	153
Queue Length 95th (ft)	#341	589	55	m194	877	m33	169	#294	53	#252	#307	230
Internal Link Dist (ft)		692			1744			39			465	
Turn Bay Length (ft)	325		250	400		250				175		125
Base Capacity (vph)	399	2019	1033	221	2044	1061	286	165	387	329	189	385
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.77	0.20	0.70	0.94	0.12	0.79	0.96	0.08	0.86	0.81	0.40

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 84 (47%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 48.2 Intersection LOS: D
Intersection Capacity Utilization 89.6% 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: 5: Old Durham Road/Sage Road & US 15-501 (Fordham Blvd)/US 15-501 (Durham-Chapel Hill Blvd)



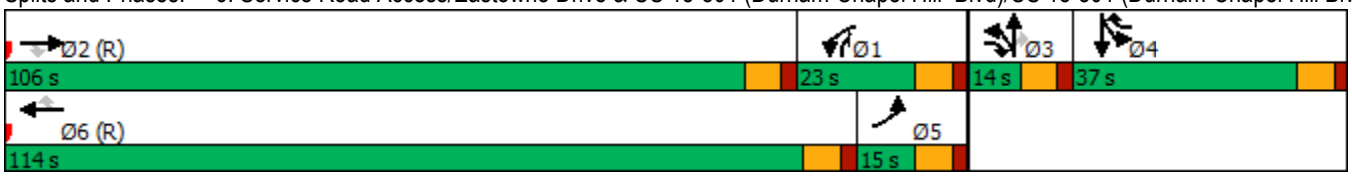
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	1584	65	90	1971	98	48	10	63	74	10	58
Future Volume (vph)	95	1584	65	90	1971	98	48	10	63	74	10	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	400		225	400		225	150		175	300		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							1.00				0.99	
Frt			0.850			0.850			0.850		0.872	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1736	3471	1553	3450	1872	1591	1735	1574	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	3505	1568	1736	3471	1553	3441	1872	1591	1735	1574	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1824			1547			418			400	
Travel Time (s)		27.6			23.4			11.4			10.9	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.95	0.95	0.95	0.89	0.89	0.89	0.77	0.77	0.77	0.76	0.76	0.76
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	100	1667	68	101	2215	110	62	13	82	97	13	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	1667	68	101	2215	110	62	13	82	97	89	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	
Protected Phases	5	2	3	1	6	4	3	3	1	4	4	
Permitted Phases			2			6			3			
Detector Phase	5	2	3	1	6	4	3	3	1	4	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	14.0	25.0	14.0	14.0	19.0	37.0	14.0	14.0	14.0	37.0	37.0	
Total Split (s)	15.0	106.0	14.0	23.0	114.0	37.0	14.0	14.0	23.0	37.0	37.0	
Total Split (%)	8.3%	58.9%	7.8%	12.8%	63.3%	20.6%	7.8%	7.8%	12.8%	20.6%	20.6%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None	None	
Act Effct Green (s)	10.0	117.3	126.3	18.0	125.3	146.0	9.0	9.0	32.0	15.7	15.7	
Actuated g/C Ratio	0.06	0.65	0.70	0.10	0.70	0.81	0.05	0.05	0.18	0.09	0.09	
v/c Ratio	1.03	0.73	0.06	0.58	0.92	0.09	0.36	0.14	0.29	0.64	0.65	
Control Delay	156.7	4.6	1.0	65.6	17.5	4.7	88.9	85.4	67.4	97.8	100.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	156.7	4.6	1.0	65.6	17.5	4.7	88.9	85.4	67.4	97.8	100.3	
LOS	F	A	A	E	B	A	F	F	E	F	F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		12.8			18.9			77.4			99.0	
Approach LOS		B			B			E			F	
Queue Length 50th (ft)	~129	194	2	111	330	29	37	15	85	113	104	
Queue Length 95th (ft)	m#203	263	m7	m126	784	m32	55	36	122	146	137	
Internal Link Dist (ft)		1744			1467			338			320	
Turn Bay Length (ft)	400		225	400		225	150		175	300		
Base Capacity (vph)	97	2284	1100	173	2416	1259	172	93	282	308	279	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	1.03	0.73	0.06	0.58	0.92	0.09	0.36	0.14	0.29	0.31	0.32	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 86 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 21.7 Intersection LOS: C
Intersection Capacity Utilization 84.0% 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Service Road Access/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)/US 15-501 (Durham-Chapel Hill Blvd)

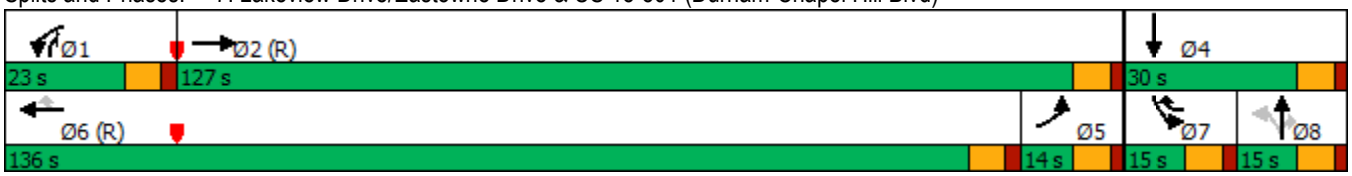


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1702	8	66	2160	395	20	29	128	83	10	3
Future Volume (vph)	16	1702	8	66	2160	395	20	29	128	83	10	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	100		300	0		0	100		350	300		300
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.999				0.850			0.850		0.965	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	5031	0	1752	3505	1568	1761	1854	1576	3399	1780	0
Flt Permitted	0.950			0.950			0.746			0.950		
Satd. Flow (perm)	1752	5031	0	1752	3505	1568	1383	1854	1576	3399	1780	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1547			960			545			625	
Travel Time (s)		23.4			14.5			14.9			17.0	
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88	0.75	0.75	0.75	0.78	0.78	0.78
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	17	1792	8	75	2455	449	27	39	171	106	13	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	1800	0	75	2455	449	27	39	171	106	17	0
Turn Type	Prot	NA		Prot	NA	pm+ov	Perm	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6	7		8	1	7	4	
Permitted Phases						6	8		8			
Detector Phase	5	2		1	6	7	8	8	1	7	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	14.0	19.0		14.0	19.0	14.0	15.0	15.0	14.0	14.0	14.0	
Total Split (s)	14.0	127.0		23.0	136.0	15.0	15.0	15.0	23.0	15.0	30.0	
Total Split (%)	7.8%	70.6%		12.8%	75.6%	8.3%	8.3%	8.3%	12.8%	8.3%	16.7%	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lead	Lead		
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max	None	None	None	None	None	None	
Act Effct Green (s)	9.0	127.2		16.1	140.0	153.0	9.4	9.4	27.8	10.0	21.6	
Actuated g/C Ratio	0.05	0.71		0.09	0.78	0.85	0.05	0.05	0.15	0.06	0.12	
v/c Ratio	0.20	0.51		0.48	0.90	0.34	0.38	0.40	0.70	0.56	0.08	
Control Delay	72.1	3.1		102.7	13.1	1.4	97.3	95.0	87.2	95.0	68.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	72.1	3.1		102.7	13.1	1.4	97.3	95.0	87.2	95.0	68.8	
LOS	E	A		F	B	A	F	F	F	F	E	
Approach Delay		3.8			13.6			89.6			91.4	
Approach LOS		A			B			F			F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	20	80		93	605	30	32	46	192	64	18	
Queue Length 95th (ft)	m30	83		m127	285	30	58	76	224	87	39	
Internal Link Dist (ft)		1467			880			465			545	
Turn Bay Length (ft)	100						100		350	300		
Base Capacity (vph)	87	3556		175	2725	1324	76	103	259	188	247	
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	0.20	0.51		0.43	0.90	0.34	0.36	0.38	0.66	0.56	0.07	

Intersection Summary	
Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 91 (51%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 15.5	Intersection LOS: B
Intersection Capacity Utilization 77.1%	ICU Level of Service D
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 7: Lakeview Drive/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)

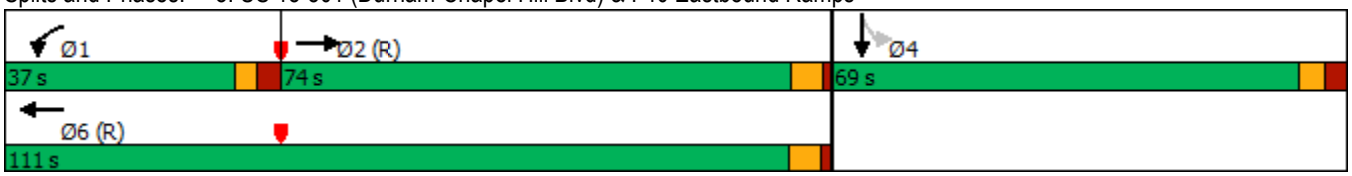


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1384	544	421	2235	0	0	0	0	373	0	385
Future Volume (vph)	0	1384	544	421	2235	0	0	0	0	373	0	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			1%			0%			2%	
Storage Length (ft)	275		0	450		0	0		0	275		275
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.958									0.850	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6049	0	3383	5011	0	0	0	0	3399	1567	0
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	6049	0	3383	5011	0	0	0	0	3399	1567	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		64										
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		960			568			656			580	
Travel Time (s)		14.5			8.6			14.9			11.3	
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.92	0.92	0.92	0.95	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	1472	579	443	2353	0	0	0	0	393	0	405
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2051	0	443	2353	0	0	0	0	393	405	0
Turn Type		NA		Prot	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases										4		
Detector Phase		2		1	6					4	4	
Switch Phase												
Minimum Initial (s)		12.0		7.0	12.0					7.0	7.0	
Minimum Split (s)		18.0		14.0	18.0					14.0	14.0	
Total Split (s)		74.0		37.0	111.0					69.0	69.0	
Total Split (%)		41.1%		20.6%	61.7%					38.3%	38.3%	
Yellow Time (s)		4.4		3.0	4.4					3.7	3.7	
All-Red Time (s)		1.4		3.2	1.6					3.1	3.1	
Lost Time Adjust (s)		-0.8		-1.2	-1.0					-1.8	-1.8	
Total Lost Time (s)		5.0		5.0	5.0					5.0	5.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Recall Mode		C-Max		None	C-Max					None	None	
Act Effct Green (s)		84.7		27.7	117.4					52.6	52.6	
Actuated g/C Ratio		0.47		0.15	0.65					0.29	0.29	
v/c Ratio		0.71		0.85	0.72					0.40	0.88	
Control Delay		28.0		106.9	9.5					51.1	81.4	
Queue Delay		0.0		0.0	0.3					0.0	0.0	
Total Delay		28.0		106.9	9.9					51.1	81.4	
LOS		C		F	A					D	F	
Approach Delay		28.0			25.2						66.5	
Approach LOS		C			C						E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		391		280	243					192	459	
Queue Length 95th (ft)		438		m292	m271					222	558	
Internal Link Dist (ft)		880			488			576			500	
Turn Bay Length (ft)				450						275		
Base Capacity (vph)		2881		601	3267					1208	557	
Starvation Cap Reductn		0		0	345					0	0	
Spillback Cap Reductn		0		0	59					0	0	
Storage Cap Reductn		0		0	0					0	0	
Reduced v/c Ratio		0.71		0.74	0.81					0.33	0.73	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 116 (64%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 32.1	Intersection LOS: C
Intersection Capacity Utilization 80.2%	ICU Level of Service D
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 8: US 15-501 (Durham-Chapel Hill Blvd) & I-40 Eastbound Ramps



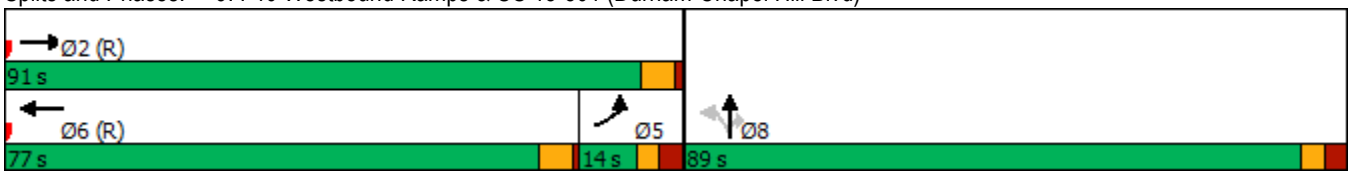
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	1654	0	0	2007	255	660	0	1142	0	0	0
Future Volume (vph)	93	1654	0	0	2007	255	660	0	1142	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			2%			0%	
Storage Length (ft)	450		0	300		0	300		700	0		0
Storage Lanes	1		0	1		0	1		2	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.86	0.86	0.95	0.95	0.88	1.00	1.00	1.00
Frt					0.983				0.850			
Flt Protected	0.950						0.950	0.950				
Satd. Flow (prot)	3383	5011	0	0	6209	0	1664	1664	2759	0	0	0
Flt Permitted	0.950						0.950	0.950				
Satd. Flow (perm)	3383	5011	0	0	6209	0	1664	1664	2759	0	0	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					21							
Link Speed (mph)		45			45			35			30	
Link Distance (ft)		568			985			1039			543	
Travel Time (s)		8.6			14.9			20.2			12.3	
Peak Hour Factor	0.97	0.97	0.97	0.93	0.93	0.93	0.90	0.90	0.90	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	96	1705	0	0	2158	274	733	0	1269	0	0	0
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	96	1705	0	0	2432	0	366	367	1269	0	0	0
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases							8		8			
Detector Phase	5	2			6		8	8	8			
Switch Phase												
Minimum Initial (s)	7.0	12.0			12.0		7.0	7.0	7.0			
Minimum Split (s)	14.0	18.0			18.0		14.0	14.0	14.0			
Total Split (s)	14.0	91.0			77.0		89.0	89.0	89.0			
Total Split (%)	7.8%	50.6%			42.8%		49.4%	49.4%	49.4%			
Yellow Time (s)	3.0	4.4			4.6		3.1	3.1	3.1			
All-Red Time (s)	3.3	1.4			1.0		3.3	3.3	3.3			
Lost Time Adjust (s)	-1.3	-0.8			-0.6		-1.4	-1.4	-1.4			
Total Lost Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Max			C-Max		None	None	None			
Act Effct Green (s)	9.0	86.0			72.0		84.0	84.0	84.0			
Actuated g/C Ratio	0.05	0.48			0.40		0.47	0.47	0.47			
v/c Ratio	0.57	0.71			0.97		0.47	0.47	0.99			
Control Delay	76.7	24.9			65.1		35.4	35.4	68.7			
Queue Delay	0.0	0.4			0.0		0.0	0.0	0.0			
Total Delay	76.7	25.3			65.1		35.4	35.4	68.7			
LOS	E	C			E		D	D	E			
Approach Delay		28.0			65.1			56.5				
Approach LOS		C			E			E				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	57	223			815		308	309	834			
Queue Length 95th (ft)	m80	253			#875		413	414	#1019			
Internal Link Dist (ft)		488			905			959			463	
Turn Bay Length (ft)	450						300		700			
Base Capacity (vph)	169	2394			2496		776	776	1287			
Starvation Cap Reductn	0	257			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	0.57	0.80			0.97		0.47	0.47	0.99			

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 99 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 51.6	Intersection LOS: D
Intersection Capacity Utilization 80.2%	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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: I-40 Westbound Ramps & US 15-501 (Durham-Chapel Hill Blvd)



Lanes, Volumes, Timings
1: US 15-501 Northbound & Northbound U-Turn

10/21/2019

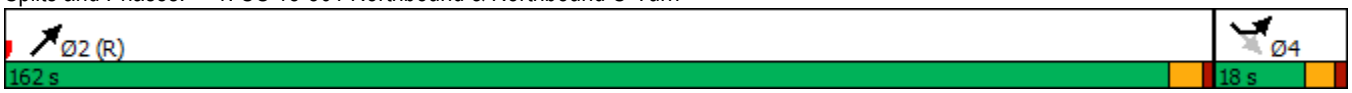
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	122	0	0	0	0	0	0	2169	0	0	0	0
Future Volume (vph)	122	0	0	0	0	0	0	2169	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			0%	
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt												
Flt Protected	0.950											
Satd. Flow (prot)	3400	1863	0	0	0	0	0	3454	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	3400	1863	0	0	0	0	0	3454	0	0	0	0
Right Turn on Red	No		No			Yes			Yes			No
Satd. Flow (RTOR)												
Link Speed (mph)		20			30			45			30	
Link Distance (ft)		186			94			846			732	
Travel Time (s)		6.3			2.1			12.8			16.6	
Peak Hour Factor	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.96	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Adj. Flow (vph)	128	0	0	0	0	0	0	2259	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	0	0	0	0	0	0	2259	0	0	0	0
Turn Type	Prot							NA				
Protected Phases	4							2				
Permitted Phases		4										
Detector Phase	4	4						2				
Switch Phase												
Minimum Initial (s)	7.0	7.0						12.0				
Minimum Split (s)	13.0	13.0						19.0				
Total Split (s)	18.0	18.0						162.0				
Total Split (%)	10.0%	10.0%						90.0%				
Yellow Time (s)	4.0	4.0						4.7				
All-Red Time (s)	2.0	2.0						1.5				
Lost Time Adjust (s)	-1.0	-1.0						-1.2				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None						C-Max				
Act Effct Green (s)	10.9							159.1				
Actuated g/C Ratio	0.06							0.88				
v/c Ratio	0.62							0.74				
Control Delay	83.7							5.5				
Queue Delay	0.0							0.0				
Total Delay	83.7							5.5				
LOS	F							A				
Approach Delay		83.7						5.5				
Approach LOS		F						A				
Queue Length 50th (ft)	76							363				
Queue Length 95th (ft)	111							456				
Internal Link Dist (ft)		106			14			766			652	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Bay Length (ft)												
Base Capacity (vph)	245							3052				
Starvation Cap Reductn	0							0				
Spillback Cap Reductn	0							0				
Storage Cap Reductn	0							0				
Reduced v/c Ratio	0.52							0.74				

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 177 (98%), Referenced to phase 2:NET, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 9.7 Intersection LOS: A
Intersection Capacity Utilization 122.4% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: US 15-501 Northbound & Northbound U-Turn



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø8
Lane Configurations							
Traffic Volume (vph)	2101	190	0	0	0	212	
Future Volume (vph)	2101	190	0	0	0	212	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Grade (%)	1%			0%	-2%		
Storage Length (ft)		250	0		0	150	
Storage Lanes		1	0		0	1	
Taper Length (ft)			25		25		
Lane Util. Factor	*0.77	1.00	1.00	1.00	1.00	0.88	
Ped Bike Factor		0.98					
Frt		0.850				0.850	
Flt Protected							
Satd. Flow (prot)	5653	1560	0	0	0	2787	
Flt Permitted							
Satd. Flow (perm)	5653	1527	0	0	0	2787	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	45			30	25		
Link Distance (ft)	732			555	706		
Travel Time (s)	11.1			12.6	19.3		
Confl. Peds. (#/hr)		3					
Peak Hour Factor	0.93	0.93	0.92	0.92	0.92	0.96	
Heavy Vehicles (%)	3%	3%	2%	2%	2%	3%	
Adj. Flow (vph)	2259	204	0	0	0	221	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	2259	204	0	0	0	221	
Turn Type	NA	custom				Perm	
Protected Phases	2						8
Permitted Phases		2 4				4	
Detector Phase	2	2 4				4	
Switch Phase							
Minimum Initial (s)	12.0					7.0	7.0
Minimum Split (s)	19.0					13.0	28.3
Total Split (s)	138.0					42.0	42.0
Total Split (%)	76.7%					23.3%	23%
Yellow Time (s)	4.5					3.0	3.0
All-Red Time (s)	2.3					2.3	2.3
Lost Time Adjust (s)	-1.8					-0.3	
Total Lost Time (s)	5.0					5.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max					None	None
Act Effct Green (s)	151.9	180.0				18.1	
Actuated g/C Ratio	0.84	1.00				0.10	
v/c Ratio	0.47	0.13				0.79	
Control Delay	3.2	0.1				98.5	
Queue Delay	0.1	0.0				0.0	
Total Delay	3.3	0.1				98.5	
LOS	A	A				F	

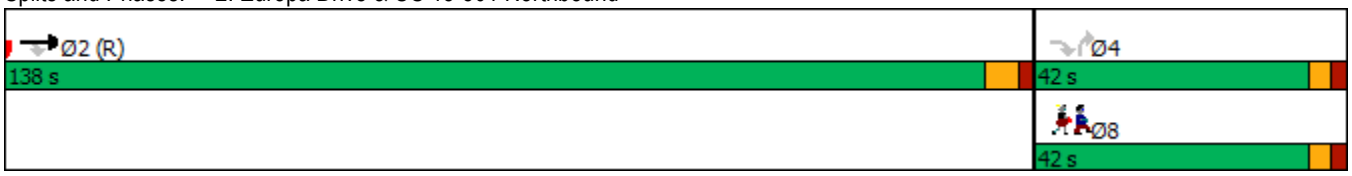
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø8
Approach Delay	3.1				98.5		
Approach LOS	A				F		
Queue Length 50th (ft)	167	0				147	
Queue Length 95th (ft)	209	m0				197	
Internal Link Dist (ft)	652			475	626		
Turn Bay Length (ft)		250				150	
Base Capacity (vph)	4770	1527				572	
Starvation Cap Reductn	1157	0				0	
Spillback Cap Reductn	0	0				0	
Storage Cap Reductn	0	0				0	
Reduced v/c Ratio	0.63	0.13				0.39	

Intersection Summary	
Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 34 (19%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 10.9	Intersection LOS: B
Intersection Capacity Utilization 46.2%	ICU Level of Service A
Analysis Period (min) 15	

* User Entered Value

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Europa Drive & US 15-501 Northbound



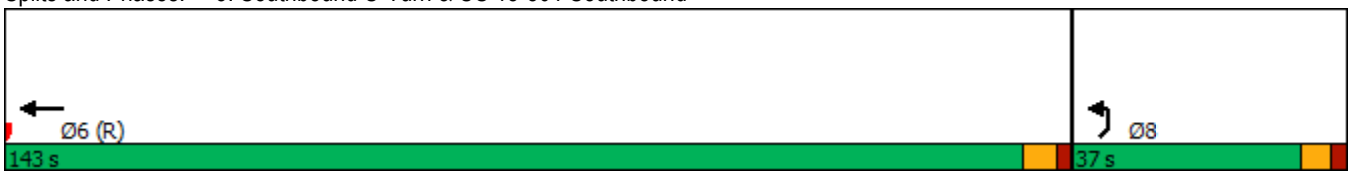
Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	1756	295	0
Future Volume (vph)	0	0	0	1756	295	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-2%	1%	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.97	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	3540	3416	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	3540	3416	0
Right Turn on Red		No			No	No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	20	
Link Distance (ft)	764			392	211	
Travel Time (s)	17.4			5.9	7.2	
Peak Hour Factor	0.92	0.92	0.92	0.96	0.87	0.92
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%
Adj. Flow (vph)	0	0	0	1829	339	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1829	339	0
Turn Type				NA	Prot	
Protected Phases				6	8	
Permitted Phases						
Detector Phase				6	8	
Switch Phase						
Minimum Initial (s)				12.0	7.0	
Minimum Split (s)				19.0	14.0	
Total Split (s)				143.0	37.0	
Total Split (%)				79.4%	20.6%	
Yellow Time (s)				4.7	4.0	
All-Red Time (s)				2.0	2.5	
Lost Time Adjust (s)				-1.7	-1.5	
Total Lost Time (s)				5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode				C-Max	None	
Act Effct Green (s)				147.2	22.8	
Actuated g/C Ratio				0.82	0.13	
v/c Ratio				0.63	0.78	
Control Delay				3.3	79.0	
Queue Delay				0.0	0.0	
Total Delay				3.3	79.0	
LOS				A	E	
Approach Delay				3.3	79.0	
Approach LOS				A	E	
Queue Length 50th (ft)				137	193	
Queue Length 95th (ft)				152	220	
Internal Link Dist (ft)	684			312	131	

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Turn Bay Length (ft)						
Base Capacity (vph)				2894	607	
Starvation Cap Reductn				0	0	
Spillback Cap Reductn				0	0	
Storage Cap Reductn				0	0	
Reduced v/c Ratio				0.63	0.56	

Intersection Summary

Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 79 (44%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 15.1	Intersection LOS: B
Intersection Capacity Utilization 111.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Southbound U-Turn & US 15-501 Southbound

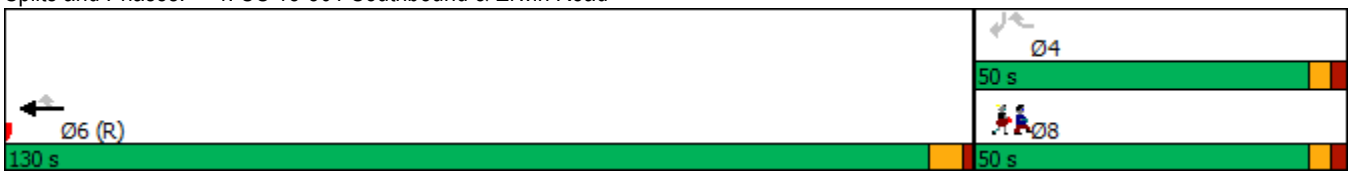


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	0	0	1826	226	0	283	
Future Volume (vph)	0	0	1826	226	0	283	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Grade (%)		0%	0%		4%		
Storage Length (ft)	0			600	0	0	
Storage Lanes	0			1	0	2	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	*0.81	1.00	1.00	0.88	
Ped Bike Factor				0.98			
Frt				0.850		0.850	
Flt Protected							
Satd. Flow (prot)	0	0	4483	1568	0	2731	
Flt Permitted							
Satd. Flow (perm)	0	0	4483	1534	0	2731	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	45		35		
Link Distance (ft)		743	764		703		
Travel Time (s)		16.9	11.6		13.7		
Confl. Peds. (#/hr)				3			
Peak Hour Factor	0.92	0.92	0.96	0.96	0.92	0.82	
Heavy Vehicles (%)	2%	2%	3%	3%	2%	2%	
Adj. Flow (vph)	0	0	1902	235	0	345	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	1902	235	0	345	
Turn Type			NA	custom		Perm	
Protected Phases			6				8
Permitted Phases				4 6		4	
Detector Phase			6	4 6		4	
Switch Phase							
Minimum Initial (s)			12.0			7.0	7.0
Minimum Split (s)			19.0			13.0	27.4
Total Split (s)			130.0			50.0	50.0
Total Split (%)			72.2%			27.8%	28%
Yellow Time (s)			4.5			3.0	3.0
All-Red Time (s)			1.7			2.4	2.4
Lost Time Adjust (s)			-1.2			-0.4	
Total Lost Time (s)			5.0			5.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode			C-Max			None	None
Act Effct Green (s)			143.1	180.0		26.9	
Actuated g/C Ratio			0.80	1.00		0.15	
v/c Ratio			0.53	0.15		0.85	
Control Delay			4.8	0.2		93.2	
Queue Delay			0.2	0.0		0.0	
Total Delay			5.0	0.2		93.2	
LOS			A	A		F	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø8
Approach Delay			4.5		93.2		
Approach LOS			A		F		
Queue Length 50th (ft)			125	0		228	
Queue Length 95th (ft)			292	0		255	
Internal Link Dist (ft)		663	684		623		
Turn Bay Length (ft)				600			
Base Capacity (vph)			3564	1534		682	
Starvation Cap Reductn			689	0		0	
Spillback Cap Reductn			0	0		0	
Storage Cap Reductn			0	0		0	
Reduced v/c Ratio			0.66	0.15		0.51	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 125 (69%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 16.8	Intersection LOS: B
Intersection Capacity Utilization 53.5%	ICU Level of Service A
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 4: US 15-501 Southbound & Erwin Road



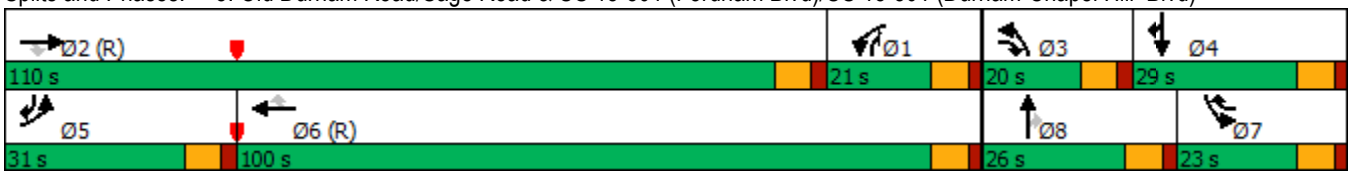
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	314	1366	202	82	1283	191	164	108	47	193	137	190
Future Volume (vph)	314	1366	202	82	1283	191	164	108	47	193	137	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			-4%			-3%	
Storage Length (ft)	325		250	400		250	0		0	175		125
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor							0.99					
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3350	3454	1545	1736	3471	1553	3434	1863	1584	3451	1872	1591
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3350	3454	1545	1736	3471	1553	3385	1863	1584	3451	1872	1591
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		772			1824			119			545	
Travel Time (s)		11.7			27.6			2.3			10.6	
Confl. Peds. (#/hr)							3					3
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.90	0.90	0.90	0.88	0.88	0.88
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	341	1485	220	88	1380	205	182	120	52	219	156	216
Shared Lane Traffic (%)												
Lane Group Flow (vph)	341	1485	220	88	1380	205	182	120	52	219	156	216
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pt+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	4 5
Permitted Phases			2			6			8			
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	4 5
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	14.0	19.0	14.0	14.0	19.0	14.0	14.0	14.0	14.0	14.0	14.0	
Total Split (s)	31.0	110.0	20.0	21.0	100.0	23.0	20.0	26.0	21.0	23.0	29.0	
Total Split (%)	17.2%	61.1%	11.1%	11.7%	55.6%	12.8%	11.1%	14.4%	11.7%	12.8%	16.1%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None	None	
Act Effct Green (s)	23.0	106.7	121.5	16.0	99.7	118.4	14.8	18.6	39.6	18.7	22.5	50.6
Actuated g/C Ratio	0.13	0.59	0.68	0.09	0.55	0.66	0.08	0.10	0.22	0.10	0.12	0.28
v/c Ratio	0.80	0.73	0.21	0.57	0.72	0.20	0.65	0.62	0.15	0.61	0.67	0.48
Control Delay	80.2	27.5	4.8	69.1	15.0	4.9	91.3	91.6	57.0	85.2	89.3	57.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.2	27.5	4.8	69.1	15.0	4.9	91.3	91.6	57.0	85.2	89.3	57.1
LOS	F	C	A	E	B	A	F	F	E	F	F	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		33.9			16.6			86.4			76.0	
Approach LOS		C			B			F			E	
Queue Length 50th (ft)	192	725	40	99	295	31	109	137	50	129	177	211
Queue Length 95th (ft)	238	812	43	m147	403	63	155	213	93	176	257	287
Internal Link Dist (ft)		692			1744			39			465	
Turn Bay Length (ft)	325		250	400		250				175		125
Base Capacity (vph)	483	2047	1044	154	1921	1021	286	217	348	359	249	467
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.73	0.21	0.57	0.72	0.20	0.64	0.55	0.15	0.61	0.63	0.46

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 86 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 37.0 Intersection LOS: D
Intersection Capacity Utilization 74.1% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Old Durham Road/Sage Road & US 15-501 (Fordham Blvd)/US 15-501 (Durham-Chapel Hill Blvd)

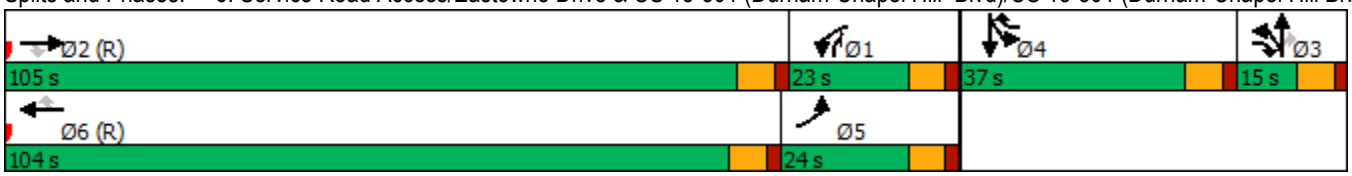


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	1436	72	92	1415	68	61	11	82	50	10	83
Future Volume (vph)	101	1436	72	92	1415	68	61	11	82	50	10	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	400		225	400		225	150		175	300		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.866	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3471	1553	1736	3471	1553	3450	1872	1591	1718	1566	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1736	3471	1553	1736	3471	1553	3450	1872	1591	1718	1566	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1824			1547			418			400	
Travel Time (s)		27.6			23.4			11.4			10.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.60	0.60	0.60	0.76	0.76	0.76
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	4%	4%	4%
Adj. Flow (vph)	106	1512	76	97	1489	72	102	18	137	66	13	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	1512	76	97	1489	72	102	18	137	66	122	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	
Protected Phases	5	2	3	1	6	4	3	3	1	4	4	
Permitted Phases			2			6			3			
Detector Phase	5	2	3	1	6	4	3	3	1	4	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	14.0	25.0	14.0	14.0	19.0	37.0	14.0	14.0	14.0	37.0	37.0	
Total Split (s)	24.0	105.0	15.0	23.0	104.0	37.0	15.0	15.0	23.0	37.0	37.0	
Total Split (%)	13.3%	58.3%	8.3%	12.8%	57.8%	20.6%	8.3%	8.3%	12.8%	20.6%	20.6%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None	None	
Act Effct Green (s)	17.1	113.5	129.5	16.1	112.5	132.0	11.0	11.0	27.0	19.5	19.5	
Actuated g/C Ratio	0.10	0.63	0.72	0.09	0.62	0.73	0.06	0.06	0.15	0.11	0.11	
v/c Ratio	0.65	0.69	0.07	0.63	0.69	0.06	0.49	0.16	0.57	0.36	0.72	
Control Delay	81.5	8.0	3.4	79.5	7.4	1.5	89.3	82.4	57.5	78.1	100.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	81.5	8.0	3.4	79.5	7.4	1.5	89.3	82.4	57.5	78.1	100.0	
LOS	F	A	A	E	A	A	F	F	E	E	F	
Approach Delay		12.4			11.4			71.8			92.3	
Approach LOS		B			B			E			F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	128	201	8	119	85	6	61	21	121	74	142	
Queue Length 95th (ft)	m183	326	m11	m182	340	m9	62	33	107	104	175	
Internal Link Dist (ft)		1744			1467			338			320	
Turn Bay Length (ft)	400		225	400		225	150		175	300		
Base Capacity (vph)	183	2188	1102	173	2168	1245	216	117	256	305	278	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.58	0.69	0.07	0.56	0.69	0.06	0.47	0.15	0.54	0.22	0.44	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 75 (42%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 19.9	Intersection LOS: B
Intersection Capacity Utilization 67.5%	ICU Level of Service C
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 6: Service Road Access/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)/US 15-501 (Durham-Chapel Hill Blvd)

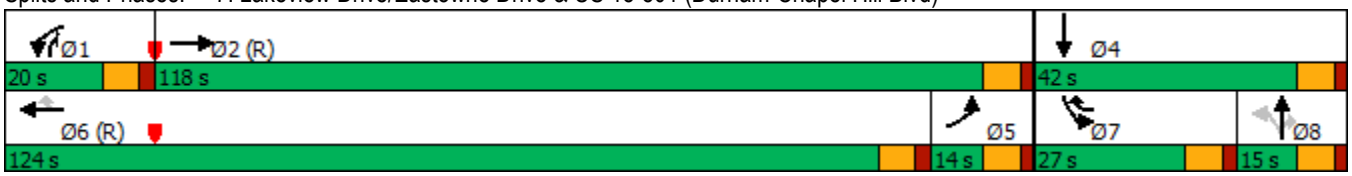


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	1511	10	63	1520	164	9	23	67	172	11	24
Future Volume (vph)	27	1511	10	63	1520	164	9	23	67	172	11	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	100		300	0		0	100		350	300		300
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.999				0.850			0.850		0.898	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	4983	0	1736	3471	1553	1680	1768	1503	3399	1656	0
Flt Permitted	0.950			0.950			0.724			0.950		
Satd. Flow (perm)	1736	4983	0	1736	3471	1553	1280	1768	1503	3399	1656	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1547			960			545			625	
Travel Time (s)		23.4			14.5			14.9			17.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.79	0.79	0.79	0.70	0.70	0.70
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	8%	8%	8%	2%	2%	2%
Adj. Flow (vph)	29	1625	11	68	1634	176	11	29	85	246	16	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	1636	0	68	1634	176	11	29	85	246	50	0
Turn Type	Prot	NA		Prot	NA	pm+ov	Perm	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6	7		8	1	7	4	
Permitted Phases						6	8		8			
Detector Phase	5	2		1	6	7	8	8	1	7	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	14.0	19.0		14.0	19.0	14.0	15.0	15.0	14.0	14.0	14.0	
Total Split (s)	14.0	118.0		20.0	124.0	27.0	15.0	15.0	20.0	27.0	42.0	
Total Split (%)	7.8%	65.6%		11.1%	68.9%	15.0%	8.3%	8.3%	11.1%	15.0%	23.3%	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lead	Lead		
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max	None	None	None	None	None	None	
Act Effct Green (s)	9.0	121.5		12.3	127.6	149.3	9.3	9.3	23.9	19.7	31.2	
Actuated g/C Ratio	0.05	0.68		0.07	0.71	0.83	0.05	0.05	0.13	0.11	0.17	
v/c Ratio	0.34	0.49		0.58	0.66	0.14	0.17	0.32	0.43	0.66	0.17	
Control Delay	67.9	7.0		115.3	7.9	1.9	87.3	91.6	76.6	85.8	62.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	67.9	7.0		115.3	7.9	1.9	87.3	91.6	76.6	85.8	62.1	
LOS	E	A		F	A	A	F	F	E	F	E	
Approach Delay		8.1			11.3			81.0			81.8	
Approach LOS		A			B			F			F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	35	125		83	237	21	13	34	92	145	50	
Queue Length 95th (ft)	m49	139		141	241	28	33	65	132	148	71	
Internal Link Dist (ft)		1467			880			465			545	
Turn Bay Length (ft)	100						100		350	300		
Base Capacity (vph)	86	3362		144	2460	1297	71	98	221	415	340	
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	0.34	0.49		0.47	0.66	0.14	0.15	0.30	0.38	0.59	0.15	

Intersection Summary	
Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 67 (37%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 17.4	Intersection LOS: B
Intersection Capacity Utilization 71.9%	ICU Level of Service C
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 7: Lakeview Drive/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)

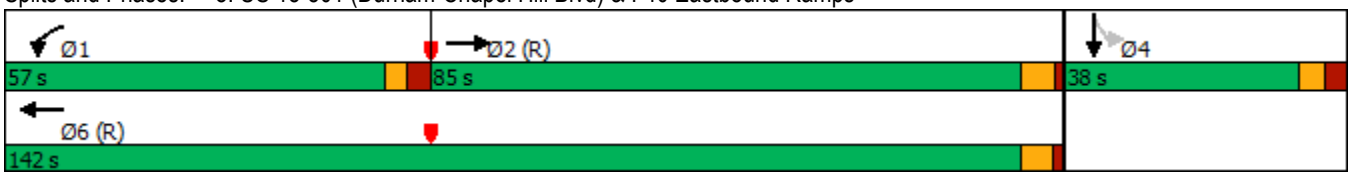


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1360	395	515	1637	0	0	0	0	239	0	117
Future Volume (vph)	0	1360	395	515	1637	0	0	0	0	239	0	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			1%			0%			2%	
Storage Length (ft)	275		0	450		0	0		0	275		275
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor										1.00		
Frt		0.966									0.850	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6041	0	3350	4963	0	0	0	0	3270	1508	0
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	6041	0	3350	4963	0	0	0	0	3260	1508	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		52										
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		960			568			656			580	
Travel Time (s)		14.5			8.6			14.9			11.3	
Confl. Peds. (#/hr)										2		
Peak Hour Factor	0.98	0.98	0.98	0.91	0.91	0.91	0.92	0.92	0.92	0.93	0.93	0.93
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	0	1388	403	566	1799	0	0	0	0	257	0	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1791	0	566	1799	0	0	0	0	257	126	0
Turn Type		NA		Prot	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases										4		
Detector Phase		2		1	6					4	4	
Switch Phase												
Minimum Initial (s)		12.0		7.0	12.0					7.0	7.0	
Minimum Split (s)		18.0		14.0	18.0					14.0	14.0	
Total Split (s)		85.0		57.0	142.0					38.0	38.0	
Total Split (%)		47.2%		31.7%	78.9%					21.1%	21.1%	
Yellow Time (s)		4.4		3.0	4.4					3.7	3.7	
All-Red Time (s)		1.4		3.2	1.6					3.1	3.1	
Lost Time Adjust (s)		-0.8		-1.2	-1.0					-1.8	-1.8	
Total Lost Time (s)		5.0		5.0	5.0					5.0	5.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Recall Mode		C-Max		None	C-Max					None	None	
Act Effct Green (s)		108.7		35.6	149.3					20.7	20.7	
Actuated g/C Ratio		0.60		0.20	0.83					0.12	0.12	
v/c Ratio		0.49		0.85	0.44					0.69	0.73	
Control Delay		10.5		69.3	1.2					85.7	99.7	
Queue Delay		0.0		0.0	0.3					0.0	0.0	
Total Delay		10.5		69.3	1.5					85.7	99.7	
LOS		B		E	A					F	F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		10.5			17.7						90.3	
Approach LOS		B			B						F	
Queue Length 50th (ft)		127		279	28					153	147	
Queue Length 95th (ft)		180		323	39					197	218	
Internal Link Dist (ft)		880			488			576			500	
Turn Bay Length (ft)				450						275		
Base Capacity (vph)		3670		967	4117					597	276	
Starvation Cap Reductn		0		0	1342					0	0	
Spillback Cap Reductn		0		0	0					0	0	
Storage Cap Reductn		0		0	0					0	0	
Reduced v/c Ratio		0.49		0.59	0.65					0.43	0.46	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 132 (73%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 21.0	Intersection LOS: C
Intersection Capacity Utilization 60.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 8: US 15-501 (Durham-Chapel Hill Blvd) & I-40 Eastbound Ramps

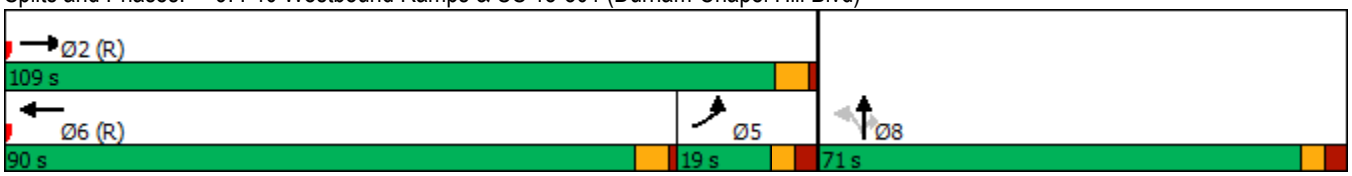


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	1474	0	0	1769	281	401	0	635	0	0	0
Future Volume (vph)	120	1474	0	0	1769	281	401	0	635	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			2%			0%	
Storage Length (ft)	450		0	300		0	300		700	0		0
Storage Lanes	1		0	1		0	1		2	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.86	0.86	0.95	0.95	0.88	1.00	1.00	1.00
Frt					0.979				0.850			
Flt Protected	0.950						0.950	0.950				
Satd. Flow (prot)	3318	4915	0	0	6183	0	1632	1632	2706	0	0	0
Flt Permitted	0.950						0.950	0.950				
Satd. Flow (perm)	3318	4915	0	0	6183	0	1632	1632	2706	0	0	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					30							
Link Speed (mph)		45			45			35			30	
Link Distance (ft)		568			985			1039			543	
Travel Time (s)		8.6			14.9			20.2			12.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.94	0.94	0.94	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	4%	4%	4%	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	125	1535	0	0	1843	293	427	0	676	0	0	0
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	125	1535	0	0	2136	0	213	214	676	0	0	0
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases							8		8			
Detector Phase	5	2			6		8	8	8			
Switch Phase												
Minimum Initial (s)	7.0	12.0			12.0		7.0	7.0	7.0			
Minimum Split (s)	14.0	18.0			18.0		14.0	14.0	14.0			
Total Split (s)	19.0	109.0			90.0		71.0	71.0	71.0			
Total Split (%)	10.6%	60.6%			50.0%		39.4%	39.4%	39.4%			
Yellow Time (s)	3.0	4.4			4.6		3.1	3.1	3.1			
All-Red Time (s)	3.3	1.4			1.0		3.3	3.3	3.3			
Lost Time Adjust (s)	-1.3	-0.8			-0.6		-1.4	-1.4	-1.4			
Total Lost Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Max			C-Max		None	None	None			
Act Effct Green (s)	14.0	116.4			97.4		53.6	53.6	53.6			
Actuated g/C Ratio	0.08	0.65			0.54		0.30	0.30	0.30			
v/c Ratio	0.48	0.48			0.64		0.44	0.44	0.84			
Control Delay	74.0	15.5			30.4		52.8	52.9	68.7			
Queue Delay	0.0	0.2			0.0		0.0	0.0	0.0			
Total Delay	74.0	15.7			30.4		52.8	52.9	68.7			
LOS	E	B			C		D	D	E			
Approach Delay		20.1			30.4			62.6				
Approach LOS		C			C			E				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	73	290			500		214	215	426			
Queue Length 95th (ft)	111	338			603		281	283	475			
Internal Link Dist (ft)		488			905			959			463	
Turn Bay Length (ft)	450						300		700			
Base Capacity (vph)	258	3177			3358		598	598	992			
Starvation Cap Reductn	0	637			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	0.48	0.60			0.64		0.36	0.36	0.68			

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 67 (37%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 34.2	Intersection LOS: C
Intersection Capacity Utilization 60.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 9: I-40 Westbound Ramps & US 15-501 (Durham-Chapel Hill Blvd)



Lanes, Volumes, Timings
1: US 15-501 Northbound & Northbound U-Turn

10/21/2019

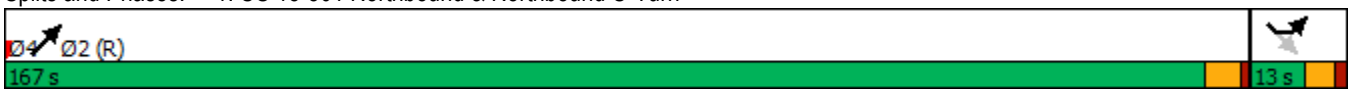
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	86	0	0	0	0	0	0	2741	0	0	0	0
Future Volume (vph)	86	0	0	0	0	0	0	2741	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			1%			0%	
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt												
Flt Protected	0.950											
Satd. Flow (prot)	3400	1863	0	0	0	0	0	3454	0	0	0	0
Flt Permitted	0.950											
Satd. Flow (perm)	3400	1863	0	0	0	0	0	3454	0	0	0	0
Right Turn on Red	No		No			Yes			Yes			No
Satd. Flow (RTOR)												
Link Speed (mph)		20			30			45			30	
Link Distance (ft)		186			94			846			732	
Travel Time (s)		6.3			2.1			12.8			16.6	
Peak Hour Factor	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.96	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%
Adj. Flow (vph)	91	0	0	0	0	0	0	2855	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	0	0	0	0	0	0	2855	0	0	0	0
Turn Type	Prot							NA				
Protected Phases	4							2				
Permitted Phases		4										
Detector Phase	4	4						2				
Switch Phase												
Minimum Initial (s)	7.0	7.0						12.0				
Minimum Split (s)	13.0	13.0						19.0				
Total Split (s)	13.0	13.0						167.0				
Total Split (%)	7.2%	7.2%						92.8%				
Yellow Time (s)	4.0	4.0						4.7				
All-Red Time (s)	2.0	2.0						1.5				
Lost Time Adjust (s)	-1.0	-1.0						-1.2				
Total Lost Time (s)	5.0	5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None						C-Max				
Act Effct Green (s)	8.0							162.0				
Actuated g/C Ratio	0.04							0.90				
v/c Ratio	0.60							0.92				
Control Delay	104.3							11.7				
Queue Delay	0.0							0.0				
Total Delay	104.3							11.7				
LOS	F							B				
Approach Delay		104.3						11.7				
Approach LOS		F						B				
Queue Length 50th (ft)	52							724				
Queue Length 95th (ft)	88							839				
Internal Link Dist (ft)		106			14			766			652	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Turn Bay Length (ft)												
Base Capacity (vph)	151							3108				
Starvation Cap Reductn	0							0				
Spillback Cap Reductn	0							0				
Storage Cap Reductn	0							0				
Reduced v/c Ratio	0.60							0.92				

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 172 (96%), Referenced to phase 2:NET, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 14.5 Intersection LOS: B
Intersection Capacity Utilization 146.8% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: US 15-501 Northbound & Northbound U-Turn



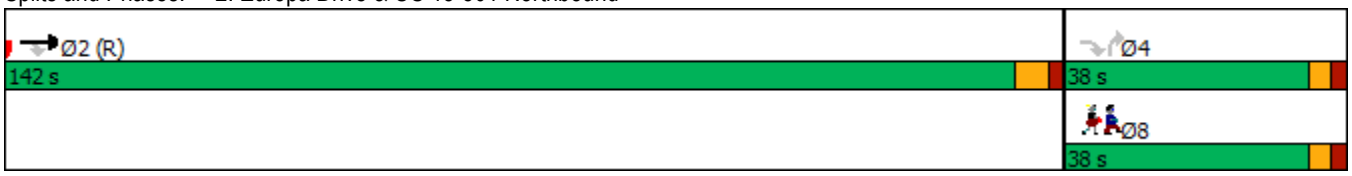
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø8
Lane Configurations							
Traffic Volume (vph)	2715	113	0	0	0	243	
Future Volume (vph)	2715	113	0	0	0	243	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Grade (%)	1%			0%	-2%		
Storage Length (ft)		250	0		0	150	
Storage Lanes		1	0		0	1	
Taper Length (ft)			25		25		
Lane Util. Factor	*0.77	1.00	1.00	1.00	1.00	0.88	
Ped Bike Factor		0.98					
Frt		0.850				0.850	
Flt Protected							
Satd. Flow (prot)	5709	1575	0	0	0	2815	
Flt Permitted							
Satd. Flow (perm)	5709	1542	0	0	0	2815	
Right Turn on Red		No				No	
Satd. Flow (RTOR)							
Link Speed (mph)	45			30	25		
Link Distance (ft)	732			555	706		
Travel Time (s)	11.1			12.6	19.3		
Confl. Peds. (#/hr)		3					
Peak Hour Factor	0.97	0.97	0.92	0.92	0.92	0.95	
Adj. Flow (vph)	2799	116	0	0	0	256	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	2799	116	0	0	0	256	
Turn Type	NA	custom				Perm	
Protected Phases	2						8
Permitted Phases		2 4				4	
Detector Phase	2	2 4				4	
Switch Phase							
Minimum Initial (s)	12.0					7.0	7.0
Minimum Split (s)	19.0					13.0	28.3
Total Split (s)	142.0					38.0	38.0
Total Split (%)	78.9%					21.1%	21%
Yellow Time (s)	4.5					3.0	3.0
All-Red Time (s)	2.3					2.3	2.3
Lost Time Adjust (s)	-1.8					-0.3	
Total Lost Time (s)	5.0					5.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max					None	None
Act Effct Green (s)	149.8	180.0				20.2	
Actuated g/C Ratio	0.83	1.00				0.11	
v/c Ratio	0.59	0.08				0.81	
Control Delay	6.0	0.0				97.7	
Queue Delay	0.4	0.0				0.0	
Total Delay	6.4	0.0				97.7	
LOS	A	A				F	
Approach Delay	6.2				97.7		

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø8
Approach LOS	A				F		
Queue Length 50th (ft)	301	0				171	
Queue Length 95th (ft)	455	m0				223	
Internal Link Dist (ft)	652			475	626		
Turn Bay Length (ft)		250				150	
Base Capacity (vph)	4752	1542				516	
Starvation Cap Reductn	1173	0				0	
Spillback Cap Reductn	0	0				0	
Storage Cap Reductn	0	0				0	
Reduced v/c Ratio	0.78	0.08				0.50	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 124 (69%), Referenced to phase 2:EBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 13.5 Intersection LOS: B
Intersection Capacity Utilization 56.2% ICU Level of Service B
Analysis Period (min) 15
* User Entered Value
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Europa Drive & US 15-501 Northbound

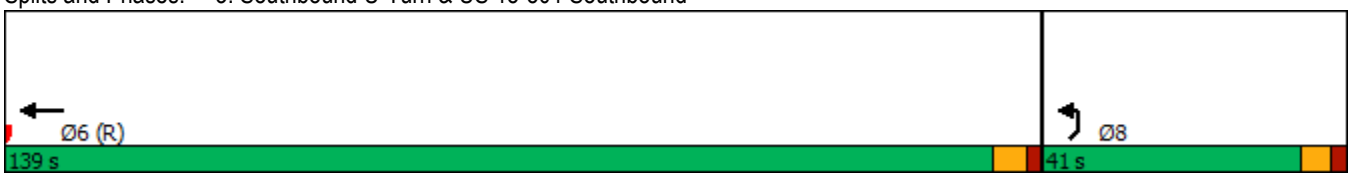


Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	1965	401	0
Future Volume (vph)	0	0	0	1965	401	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-2%	1%	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.97	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	3575	3416	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	3575	3416	0
Right Turn on Red		No			No	No
Satd. Flow (RTOR)						
Link Speed (mph)	30			45	20	
Link Distance (ft)	764			392	211	
Travel Time (s)	17.4			5.9	7.2	
Peak Hour Factor	0.92	0.92	0.92	0.98	0.90	0.92
Adj. Flow (vph)	0	0	0	2005	446	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	2005	446	0
Turn Type				NA	Prot	
Protected Phases				6	8	
Permitted Phases						
Detector Phase				6	8	
Switch Phase						
Minimum Initial (s)				12.0	7.0	
Minimum Split (s)				19.0	14.0	
Total Split (s)				139.0	41.0	
Total Split (%)				77.2%	22.8%	
Yellow Time (s)				4.7	4.0	
All-Red Time (s)				2.0	2.5	
Lost Time Adjust (s)				-1.7	-1.5	
Total Lost Time (s)				5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode				C-Max	None	
Act Effct Green (s)				141.5	28.5	
Actuated g/C Ratio				0.79	0.16	
v/c Ratio				0.71	0.83	
Control Delay				3.0	90.4	
Queue Delay				0.0	0.0	
Total Delay				3.0	90.4	
LOS				A	F	
Approach Delay				3.0	90.4	
Approach LOS				A	F	
Queue Length 50th (ft)				76	269	
Queue Length 95th (ft)				98	330	
Internal Link Dist (ft)	684			312	131	
Turn Bay Length (ft)						

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Base Capacity (vph)				2811	683	
Starvation Cap Reductn				0	0	
Spillback Cap Reductn				0	0	
Storage Cap Reductn				0	0	
Reduced v/c Ratio				0.71	0.65	

Intersection Summary	
Area Type: Other	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 134 (74%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 18.9	Intersection LOS: B
Intersection Capacity Utilization 132.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 3: Southbound U-Turn & US 15-501 Southbound



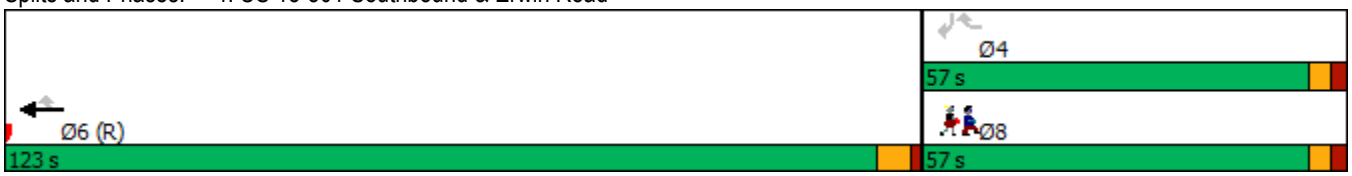
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	0	0	1944	422	0	442	
Future Volume (vph)	0	0	1944	422	0	442	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Grade (%)		0%	0%		4%		
Storage Length (ft)	0			600	0	0	
Storage Lanes	0			1	0	2	
Taper Length (ft)	25				25		
Lane Util. Factor	1.00	1.00	*0.81	1.00	1.00	0.88	
Ped Bike Factor				0.98			
Frt				0.850		0.850	
Flt Protected							
Satd. Flow (prot)	0	0	4526	1583	0	2731	
Flt Permitted							
Satd. Flow (perm)	0	0	4526	1551	0	2731	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		30	45		35		
Link Distance (ft)		743	764		703		
Travel Time (s)		16.9	11.6		13.7		
Confl. Peds. (#/hr)				1			
Peak Hour Factor	0.92	0.92	0.98	0.98	0.92	0.97	
Adj. Flow (vph)	0	0	1984	431	0	456	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	1984	431	0	456	
Turn Type			NA	custom		Perm	
Protected Phases			6				8
Permitted Phases				4 6		4	
Detector Phase			6	4 6		4	
Switch Phase							
Minimum Initial (s)			12.0			7.0	7.0
Minimum Split (s)			19.0			13.0	27.4
Total Split (s)			123.0			57.0	57.0
Total Split (%)			68.3%			31.7%	32%
Yellow Time (s)			4.5			3.0	3.0
All-Red Time (s)			1.7			2.4	2.4
Lost Time Adjust (s)			-1.2			-0.4	
Total Lost Time (s)			5.0			5.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode			C-Max			None	None
Act Effct Green (s)			135.6	180.0		34.4	
Actuated g/C Ratio			0.75	1.00		0.19	
v/c Ratio			0.58	0.28		0.87	
Control Delay			6.3	0.3		88.2	
Queue Delay			0.3	0.0		0.0	
Total Delay			6.5	0.3		88.2	
LOS			A	A		F	
Approach Delay			5.4		88.2		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø8
Approach LOS			A		F		
Queue Length 50th (ft)			220	0		301	
Queue Length 95th (ft)			293	0		359	
Internal Link Dist (ft)		663	684		623		
Turn Bay Length (ft)				600			
Base Capacity (vph)			3408	1551		788	
Starvation Cap Reductn			620	0		0	
Spillback Cap Reductn			0	0		0	
Storage Cap Reductn			0	0		0	
Reduced v/c Ratio			0.71	0.28		0.58	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 144 (80%), Referenced to phase 6:WBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 18.6 Intersection LOS: B
Intersection Capacity Utilization 61.4% ICU Level of Service B
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 4: US 15-501 Southbound & Erwin Road



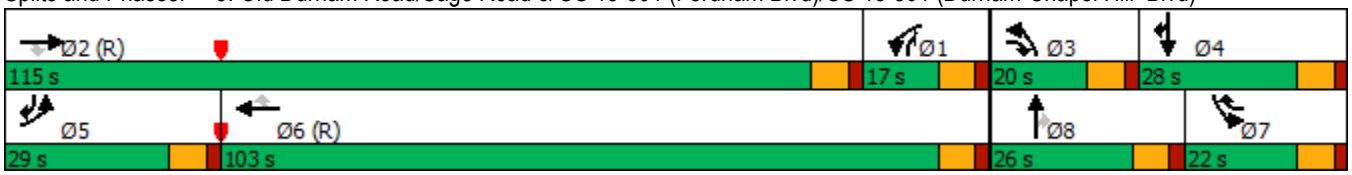
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	372	1894	275	96	1629	201	210	113	51	229	174	174
Future Volume (vph)	372	1894	275	96	1629	201	210	113	51	229	174	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			0%			-4%			-3%	
Storage Length (ft)	325		250	400		250	0		0	175		125
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor							1.00		0.99	1.00		
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3416	3522	1575	1770	3539	1583	3502	1900	1615	3451	1872	1591
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3416	3522	1575	1770	3539	1583	3486	1900	1593	3435	1872	1591
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		772			1824			119			545	
Travel Time (s)		11.7			27.6			2.3			10.6	
Confl. Peds. (#/hr)							1		1	1		1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.91	0.91	0.91	0.84	0.84	0.84
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	384	1953	284	99	1679	207	231	124	56	273	207	207
Shared Lane Traffic (%)												
Lane Group Flow (vph)	384	1953	284	99	1679	207	231	124	56	273	207	207
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pt+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	4 5
Permitted Phases			2			6			8			
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	4 5
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	14.0	19.0	14.0	14.0	19.0	14.0	14.0	14.0	14.0	14.0	14.0	
Total Split (s)	29.0	115.0	20.0	17.0	103.0	22.0	20.0	26.0	17.0	22.0	28.0	
Total Split (%)	16.1%	63.9%	11.1%	9.4%	57.2%	12.2%	11.1%	14.4%	9.4%	12.2%	15.6%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None	None	
Act Effct Green (s)	23.2	110.8	125.8	12.0	99.6	118.1	15.0	18.7	30.7	18.5	22.2	50.4
Actuated g/C Ratio	0.13	0.62	0.70	0.07	0.55	0.66	0.08	0.10	0.17	0.10	0.12	0.28
v/c Ratio	0.87	0.90	0.26	0.84	0.86	0.20	0.79	0.63	0.21	0.77	0.90	0.47
Control Delay	93.5	27.8	5.0	101.8	25.3	6.1	100.3	91.6	61.2	93.2	114.1	57.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.5	27.8	5.0	101.8	25.3	6.1	100.3	91.6	61.2	93.2	114.1	57.2
LOS	F	C	A	F	C	A	F	F	E	F	F	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		34.9			27.1			92.3			88.6	
Approach LOS		C			C			F			F	
Queue Length 50th (ft)	230	750	71	116	670	46	140	142	55	165	244	202
Queue Length 95th (ft)	#310	740	88	m#168	724	m55	#205	218	101	#212	#351	267
Internal Link Dist (ft)		692			1744			39			465	
Turn Bay Length (ft)	325		250	400		250				175		125
Base Capacity (vph)	455	2167	1100	118	1957	1038	291	221	272	355	239	450
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.90	0.26	0.84	0.86	0.20	0.79	0.56	0.21	0.77	0.87	0.46

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 118 (66%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 42.8 Intersection LOS: D
Intersection Capacity Utilization 90.0% 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: 5: Old Durham Road/Sage Road & US 15-501 (Fordham Blvd)/US 15-501 (Durham-Chapel Hill Blvd)



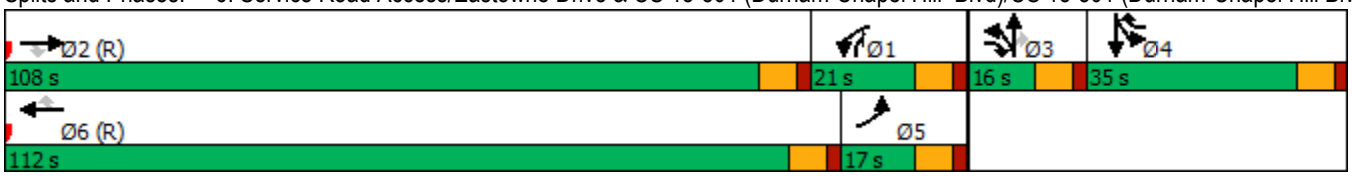
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	1994	123	150	1679	82	124	12	152	81	12	119
Future Volume (vph)	68	1994	123	150	1679	82	124	12	152	81	12	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	400		225	400		225	150		175	300		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor							1.00				0.99	
Frt			0.850			0.850			0.850		0.863	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3450	1872	1591	1752	1572	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	3442	1872	1591	1752	1572	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1824			1547			418			400	
Travel Time (s)		27.6			23.4			11.4			10.9	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.75	0.75	0.75	0.84	0.84	0.84
Adj. Flow (vph)	72	2099	129	158	1767	86	165	16	203	96	14	142
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	2099	129	158	1767	86	165	16	203	96	156	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	
Protected Phases	5	2	3	1	6	4	3	3	1	4	4	
Permitted Phases			2			6			3			
Detector Phase	5	2	3	1	6	4	3	3	1	4	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	14.0	25.0	14.0	14.0	19.0	37.0	14.0	14.0	14.0	37.0	37.0	
Total Split (s)	17.0	108.0	16.0	21.0	112.0	35.0	16.0	16.0	21.0	35.0	35.0	
Total Split (%)	9.4%	60.0%	8.9%	11.7%	62.2%	19.4%	8.9%	8.9%	11.7%	19.4%	19.4%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lag	
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None	None	
Act Effct Green (s)	12.0	110.1	121.0	16.0	114.1	142.1	10.9	10.9	31.9	23.0	23.0	
Actuated g/C Ratio	0.07	0.61	0.67	0.09	0.63	0.79	0.06	0.06	0.18	0.13	0.13	
v/c Ratio	0.61	0.97	0.12	1.01	0.79	0.07	0.79	0.14	0.72	0.43	0.78	
Control Delay	74.3	23.1	2.4	112.8	10.0	3.8	108.3	83.1	85.4	77.1	100.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	74.3	23.1	2.4	112.8	10.0	3.8	108.3	83.1	85.4	77.1	100.4	
LOS	E	C	A	F	B	A	F	F	F	E	F	
Approach Delay		23.5			17.8			95.1			91.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			F			F	
Queue Length 50th (ft)	87	314	13	~194	135	11	101	18	229	106	181	
Queue Length 95th (ft)	m97	#1507	m28	m#295	234	m23	120	39	267	153	240	
Internal Link Dist (ft)		1744			1467			338			320	
Turn Bay Length (ft)	400		225	400		225	150		175	300		
Base Capacity (vph)	118	2164	1064	157	2242	1246	210	114	281	292	262	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.61	0.97	0.12	1.01	0.79	0.07	0.79	0.14	0.72	0.33	0.60	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 104 (58%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 30.2 Intersection LOS: C
Intersection Capacity Utilization 94.6% ICU Level of Service F
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: 6: Service Road Access/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)/US 15-501 (Durham-Chapel Hill Blvd)



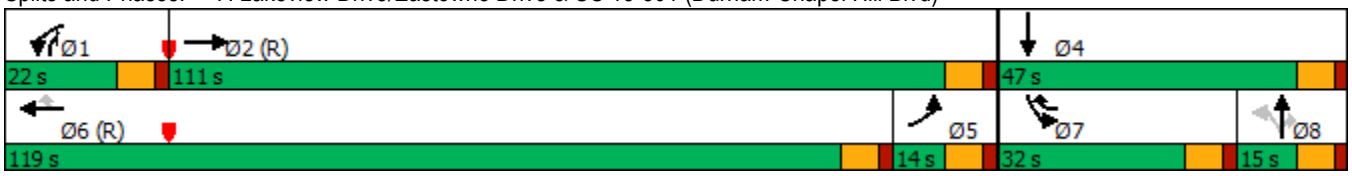
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	2193	21	87	1861	175	22	32	132	303	25	17
Future Volume (vph)	8	2193	21	87	1861	175	22	32	132	303	25	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-1%			2%	
Storage Length (ft)	100		300	0		0	100		350	300		300
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor							1.00				0.99	
Frt		0.999				0.850			0.850		0.938	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5080	0	1770	3539	1583	1711	1801	1531	3399	1720	0
Flt Permitted	0.950			0.950			0.720			0.950		
Satd. Flow (perm)	1770	5080	0	1770	3539	1583	1291	1801	1531	3399	1720	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1547			960			545			625	
Travel Time (s)		23.4			14.5			14.9			17.0	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.86	0.86	0.86	0.75	0.75	0.75
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	6%	6%	6%	2%	2%	2%
Adj. Flow (vph)	9	2333	22	93	1980	186	26	37	153	404	33	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	2355	0	93	1980	186	26	37	153	404	56	0
Turn Type	Prot	NA		Prot	NA	pm+ov	Perm	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6	7		8	1	7	4	
Permitted Phases						6	8		8			
Detector Phase	5	2		1	6	7	8	8	1	7	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	14.0	19.0		14.0	19.0	14.0	15.0	15.0	14.0	14.0	14.0	
Total Split (s)	14.0	111.0		22.0	119.0	32.0	15.0	15.0	22.0	32.0	47.0	
Total Split (%)	7.8%	61.7%		12.2%	66.1%	17.8%	8.3%	8.3%	12.2%	17.8%	26.1%	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lead	Lead		
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max	None	None	None	None	None	None	
Act Effct Green (s)	9.0	112.1		15.3	126.8	156.8	9.4	9.4	26.9	26.0	37.6	
Actuated g/C Ratio	0.05	0.62		0.08	0.70	0.87	0.05	0.05	0.15	0.14	0.21	
v/c Ratio	0.10	0.74		0.62	0.79	0.13	0.39	0.39	0.67	0.82	0.16	
Control Delay	63.9	10.8		113.2	9.2	0.9	99.2	94.8	86.0	89.4	57.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	63.9	10.8		113.2	9.2	0.9	99.2	94.8	86.0	89.4	57.2	
LOS	E	B		F	A	A	F	F	F	F	E	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		11.0			12.8			89.1			85.5	
Approach LOS		B			B			F			F	
Queue Length 50th (ft)	10	257		111	313	10	30	43	171	241	53	
Queue Length 95th (ft)	m11	m228		m178	263	m15	65	84	240	247	80	
Internal Link Dist (ft)		1467			880			465			545	
Turn Bay Length (ft)	100						100		350	300		
Base Capacity (vph)	88	3163		167	2493	1379	71	100	243	509	401	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	28		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	0.10	0.75		0.56	0.79	0.13	0.37	0.37	0.63	0.79	0.14	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 115 (64%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 21.4 Intersection LOS: C
Intersection Capacity Utilization 85.1% ICU Level of Service E
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Lakeview Drive/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)



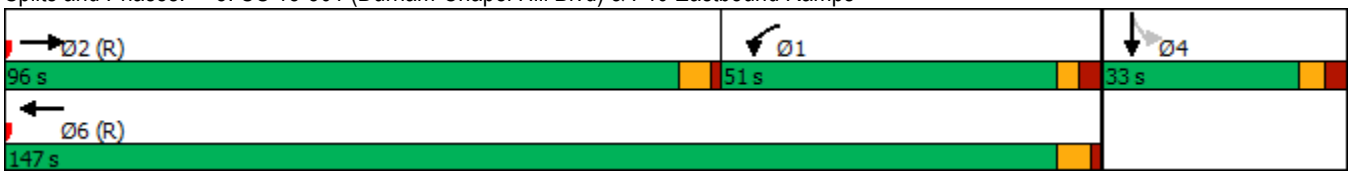
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1868	738	701	1972	0	0	0	0	323	0	156
Future Volume (vph)	0	1868	738	701	1972	0	0	0	0	323	0	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			1%			0%			2%	
Storage Length (ft)	275		0	450		0	0		0	275		275
Storage Lanes	1		0	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor		1.00		1.00								
Frt		0.958									0.850	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6085	0	3416	5060	0	0	0	0	3399	1567	0
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	6085	0	3416	5060	0	0	0	0	3399	1567	0
Right Turn on Red			Yes			No			No			No
Satd. Flow (RTOR)		80										
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		960			568			656			580	
Travel Time (s)		14.5			8.6			14.9			11.3	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.94	0.94	0.94	0.97	0.97	0.97	0.92	0.92	0.92	0.87	0.87	0.87
Adj. Flow (vph)	0	1987	785	723	2033	0	0	0	0	371	0	179
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2772	0	723	2033	0	0	0	0	371	179	0
Turn Type		NA		Prot	NA					Perm	NA	
Protected Phases		2		1	6						4	
Permitted Phases										4		
Detector Phase		2		1	6					4	4	
Switch Phase												
Minimum Initial (s)		12.0		7.0	12.0					7.0	7.0	
Minimum Split (s)		18.0		14.0	18.0					14.0	14.0	
Total Split (s)		96.0		51.0	147.0					33.0	33.0	
Total Split (%)		53.3%		28.3%	81.7%					18.3%	18.3%	
Yellow Time (s)		4.4		3.0	4.4					3.7	3.7	
All-Red Time (s)		1.4		3.2	1.6					3.1	3.1	
Lost Time Adjust (s)		-0.8		-1.2	-1.0					-1.8	-1.8	
Total Lost Time (s)		5.0		5.0	5.0					5.0	5.0	
Lead/Lag		Lead		Lag								
Lead-Lag Optimize?												
Recall Mode		C-Max		None	C-Max					None	None	
Act Effct Green (s)		94.2		46.0	145.2					24.8	24.8	
Actuated g/C Ratio		0.52		0.26	0.81					0.14	0.14	
v/c Ratio		0.90dr		0.83	0.50					0.79	0.83	
Control Delay		33.1		70.4	1.5					87.9	104.9	
Queue Delay		0.2		3.8	0.7					0.0	0.0	
Total Delay		33.3		74.1	2.1					87.9	104.9	
LOS		C		E	A					F	F	
Approach Delay		33.3			21.0						93.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C						F	
Queue Length 50th (ft)		427		419	37					220	208	
Queue Length 95th (ft)		713		m505	72					268	289	
Internal Link Dist (ft)		880			488			576			500	
Turn Bay Length (ft)				450						275		
Base Capacity (vph)		3223		872	4082					528	243	
Starvation Cap Reductn		71		86	1522					0	0	
Spillback Cap Reductn		0		0	11					0	0	
Storage Cap Reductn		0		0	0					0	0	
Reduced v/c Ratio		0.88		0.92	0.79					0.70	0.74	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 106 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 33.2 Intersection LOS: C
Intersection Capacity Utilization 81.7% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 8: US 15-501 (Durham-Chapel Hill Blvd) & I-40 Eastbound Ramps



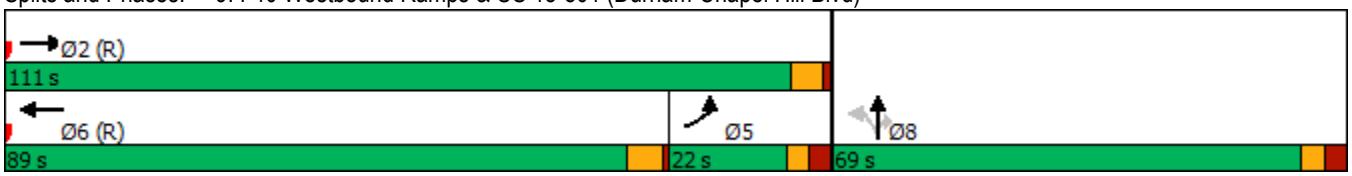
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	243	1968	0	0	2125	369	554	0	790	0	0	0
Future Volume (vph)	243	1968	0	0	2125	369	554	0	790	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-1%			2%			0%	
Storage Length (ft)	450		0	300		0	300		700	0		0
Storage Lanes	1		0	1		0	1		2	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.86	0.86	0.95	0.95	0.88	1.00	1.00	1.00
Ped Bike Factor	1.00				1.00							
Frt					0.978				0.850			
Flt Protected	0.950						0.950	0.950				
Satd. Flow (prot)	3416	5060	0	0	6285	0	1664	1664	2759	0	0	0
Flt Permitted	0.950						0.950	0.950				
Satd. Flow (perm)	3415	5060	0	0	6285	0	1664	1664	2759	0	0	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					33							
Link Speed (mph)		45			45			35			30	
Link Distance (ft)		568			985			1039			543	
Travel Time (s)		8.6			14.9			20.2			12.3	
Confl. Peds. (#/hr)	3					3						
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	261	2116	0	0	2261	393	602	0	859	0	0	0
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	261	2116	0	0	2654	0	301	301	859	0	0	0
Turn Type	Prot	NA			NA		Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases							8		8			
Detector Phase	5	2			6		8	8	8			
Switch Phase												
Minimum Initial (s)	7.0	12.0			12.0		7.0	7.0	7.0			
Minimum Split (s)	14.0	18.0			18.0		14.0	14.0	14.0			
Total Split (s)	22.0	111.0			89.0		69.0	69.0	69.0			
Total Split (%)	12.2%	61.7%			49.4%		38.3%	38.3%	38.3%			
Yellow Time (s)	3.0	4.4			4.6		3.1	3.1	3.1			
All-Red Time (s)	3.3	1.4			1.0		3.3	3.3	3.3			
Lost Time Adjust (s)	-1.3	-0.8			-0.6		-1.4	-1.4	-1.4			
Total Lost Time (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Lead/Lag	Lag				Lead							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Max			C-Max		None	None	None			
Act Effct Green (s)	17.0	108.5			86.5		61.5	61.5	61.5			
Actuated g/C Ratio	0.09	0.60			0.48		0.34	0.34	0.34			
v/c Ratio	0.81	0.69			0.87		0.53	0.53	0.91			
Control Delay	64.1	3.2			45.9		51.1	51.1	70.9			
Queue Delay	0.0	0.4			0.0		0.2	0.2	0.0			
Total Delay	64.1	3.7			45.9		51.3	51.3	70.9			
LOS	E	A			D		D	D	E			
Approach Delay		10.3			45.9			62.8				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			D			E				
Queue Length 50th (ft)	159	164			823		295	295	541			
Queue Length 95th (ft)	m188	169			866		404	404	647			
Internal Link Dist (ft)		488			905			959			463	
Turn Bay Length (ft)	450						300		700			
Base Capacity (vph)	322	3049			3036		591	591	980			
Starvation Cap Reductn	0	423			0		0	0	0			
Spillback Cap Reductn	0	0			0		32	32	0			
Storage Cap Reductn	0	0			0		0	0	0			
Reduced v/c Ratio	0.81	0.81			0.87		0.54	0.54	0.88			

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 100 (56%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 36.7 Intersection LOS: D
Intersection Capacity Utilization 81.7% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: I-40 Westbound Ramps & US 15-501 (Durham-Chapel Hill Blvd)



Appendix E – Synchro Unsignalized HCM Analysis Output

2019 Existing Base Year

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEU	NEL	NER
Lane Configurations											
Traffic Vol, veh/h	74	2	5	3	0	4	0	184	0	55	48
Future Vol, veh/h	74	2	5	3	0	4	0	184	0	55	48
Peak Hour Factor	0.83	0.83	0.40	0.40	0.40	0.78	0.78	0.78	0.70	0.70	0.70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	9	9	9
Mvmt Flow	89	2	13	8	0	5	0	236	0	79	69
Number of Lanes	1	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB	NE
Opposing Approach		SB	NB	
Opposing Lanes	0	1	1	0
Conflicting Approach Left	NB	NE	WB	SB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	SB	WB	NE	WB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	8.1	8.4	8.6
HCM LOS	A	A	A	A

Lane	NELn1	NBLn1	WBLn1	SBLn1
Vol Left, %	51%	62%	97%	2%
Vol Thru, %	0%	38%	0%	0%
Vol Right, %	49%	0%	3%	98%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	107	8	76	188
LT Vol	55	5	74	4
Through Vol	0	3	0	0
RT Vol	52	0	2	184
Lane Flow Rate	153	20	92	241
Geometry Grp	1	1	1	1
Degree of Util (X)	0.192	0.027	0.123	0.265
Departure Headway (Hd)	4.521	4.892	4.835	3.956
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	793	731	741	909
Service Time	2.55	2.924	2.867	1.976
HCM Lane V/C Ratio	0.193	0.027	0.124	0.265
HCM Control Delay	8.6	8.1	8.5	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.1	0.4	1.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations										
Traffic Vol, veh/h	0	3	0	268	0	0	404	7	0	0
Future Vol, veh/h	0	3	0	268	0	0	404	7	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	-	None	-	-
Storage Length	-	0	-	-	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	-	-	0	-	0	-
Grade, %	0	-	-	-4	-	-	4	-	0	-
Peak Hour Factor	92	90	92	94	92	92	98	92	92	92
Heavy Vehicles, %	2	2	2	3	2	2	2	2	2	2
Mvmt Flow	0	3	0	285	0	0	412	8	0	0

Major/Minor	Minor2		Major1			Major2			Minor1	
Conflicting Flow All	-	416	-	0	-	-	-	0	-	143
Stage 1	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	6.23	-	-	-	-	-	-	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.319	-	-	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	636	0	-	0	0	-	-	0	879
Stage 1	0	-	0	-	0	0	-	-	0	-
Stage 2	0	-	0	-	0	0	-	-	0	-
Platoon blocked, %				-			-	-		
Mov Cap-1 Maneuver	-	636	-	-	-	-	-	-	-	879
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-

Approach	EB	NB	SB	SW
HCM Control Delay, s	10.7	0	0	9.1
HCM LOS	B			A

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR	SWLn1
Capacity (veh/h)	-	636	-	-	879
HCM Lane V/C Ratio	-	0.005	-	-	0.006
HCM Control Delay (s)	-	10.7	-	-	9.1
HCM Lane LOS	-	B	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	247	22	42	236	171
Future Vol, veh/h	16	247	22	42	236	171
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0
Grade, %	-2	-	-2	-	-	2
Peak Hour Factor	94	94	76	76	98	98
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	17	263	29	55	241	174

Major/Minor	Minor2		Major2	
Conflicting Flow All	656	174	0	0
Stage 1	656	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.12	6.02	4.12	-
Critical Hdwy Stg 1	5.12	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	414	878	-	-
Stage 1	497	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	878	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	NB	SB
HCM Control Delay, s	9.5	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	878	-	-
HCM Lane V/C Ratio	0.096	-	-
HCM Control Delay (s)	9.5	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	235	12	69	241	12	61
Future Vol, veh/h	235	12	69	241	12	61
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	95	95	68	68
Heavy Vehicles, %	2	2	2	2	7	7
Mvmt Flow	264	13	73	254	18	90

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	279	0	666	266
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	400	-
Critical Hdwy	-	-	4.12	-	6.47	6.27
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.218	-	3.563	3.363
Pot Cap-1 Maneuver	-	-	1284	-	417	761
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1282	-	392	760
Mov Cap-2 Maneuver	-	-	-	-	392	-
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	658	-	-	1282	-
HCM Lane V/C Ratio	0.163	-	-	0.057	-
HCM Control Delay (s)	11.5	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	285	7	16	285	25	48
Future Vol, veh/h	285	7	16	285	25	48
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	92	92	91	91
Heavy Vehicles, %	3	3	2	2	4	4
Mvmt Flow	317	8	17	310	27	53

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	326	0	666	322
Stage 1	-	-	-	-	322	-
Stage 2	-	-	-	-	344	-
Critical Hdwy	-	-	4.12	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.218	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	1234	-	421	714
Stage 1	-	-	-	-	730	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1233	-	415	713
Mov Cap-2 Maneuver	-	-	-	-	415	-
Stage 1	-	-	-	-	719	-
Stage 2	-	-	-	-	713	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	572	-	-	1233	-
HCM Lane V/C Ratio	0.14	-	-	0.014	-
HCM Control Delay (s)	12.3	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	62	259	8	8	258	66	9	10	18	35	5	33
Future Vol, veh/h	62	259	8	8	258	66	9	10	18	35	5	33
Conflicting Peds, #/hr	1	0	2	2	0	1	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	125	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	2	-	-	-2	-
Peak Hour Factor	88	88	88	93	93	93	84	84	84	87	87	87
Heavy Vehicles, %	3	3	3	3	3	3	11	11	11	7	7	7
Mvmt Flow	70	294	9	9	277	71	11	12	21	40	6	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	349	0	0	305	0	0	794	808	303	789	777	314
Stage 1	-	-	-	-	-	-	441	441	-	332	332	-
Stage 2	-	-	-	-	-	-	353	367	-	457	445	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.61	7.01	6.51	6.77	6.17	6.07
Critical Hdwy Stg 1	-	-	-	-	-	-	6.61	6.01	-	5.77	5.17	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.61	6.01	-	5.77	5.17	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.599	4.099	3.399	3.563	4.063	3.363
Pot Cap-1 Maneuver	1204	-	-	1250	-	-	271	279	704	330	351	727
Stage 1	-	-	-	-	-	-	550	535	-	696	660	-
Stage 2	-	-	-	-	-	-	621	582	-	604	595	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1203	-	-	1248	-	-	240	260	701	293	327	726
Mov Cap-2 Maneuver	-	-	-	-	-	-	240	260	-	293	327	-
Stage 1	-	-	-	-	-	-	517	503	-	655	655	-
Stage 2	-	-	-	-	-	-	579	577	-	537	559	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0.2	16.2	15.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	364	1203	-	-	1248	-	-	297	726
HCM Lane V/C Ratio	0.121	0.059	-	-	0.007	-	-	0.155	0.052
HCM Control Delay (s)	16.2	8.2	-	-	7.9	-	-	19.3	10.2
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0	-	-	0.5	0.2

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	309	3	4	323	1	10	0	8	2	1	0
Future Vol, veh/h	1	309	3	4	323	1	10	0	8	2	1	0
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	1	-	-	1	-
Peak Hour Factor	82	82	82	94	94	94	64	64	64	38	38	38
Heavy Vehicles, %	2	2	2	3	3	3	11	11	11	2	2	2
Mvmt Flow	1	377	4	4	344	1	16	0	13	5	3	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	346	0	0	381	0	0	735	735	379	742	737	346
Stage 1	-	-	-	-	-	-	381	381	-	354	354	-
Stage 2	-	-	-	-	-	-	354	354	-	388	383	-
Critical Hdwy	4.12	-	-	4.13	-	-	7.41	6.81	6.41	7.32	6.72	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	6.41	5.81	-	6.32	5.72	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.41	5.81	-	6.32	5.72	-
Follow-up Hdwy	2.218	-	-	2.227	-	-	3.599	4.099	3.399	3.518	4.018	3.318
Pot Cap-1 Maneuver	1213	-	-	1172	-	-	311	323	642	318	332	690
Stage 1	-	-	-	-	-	-	610	585	-	650	618	-
Stage 2	-	-	-	-	-	-	632	603	-	622	599	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1212	-	-	1172	-	-	308	321	642	310	330	689
Mov Cap-2 Maneuver	-	-	-	-	-	-	308	321	-	310	330	-
Stage 1	-	-	-	-	-	-	609	584	-	649	615	-
Stage 2	-	-	-	-	-	-	627	600	-	609	598	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	14.7	16.7
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	401	1212	-	-	1172	-	-	316
HCM Lane V/C Ratio	0.07	0.001	-	-	0.004	-	-	0.025
HCM Control Delay (s)	14.7	8	0	-	8.1	0	-	16.7
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEU	NEL	NER
Lane Configurations											
Traffic Vol, veh/h	34	2	7	1	3	15	4	131	0	74	50
Future Vol, veh/h	34	2	7	1	3	15	4	131	0	74	50
Peak Hour Factor	0.58	0.58	0.69	0.69	0.69	0.91	0.91	0.91	0.81	0.81	0.81
Heavy Vehicles, %	2	2	2	2	2	5	5	5	3	3	3
Mvmt Flow	59	3	10	1	4	16	4	144	0	91	62
Number of Lanes	1	0	0	1	0	0	1	0	0	1	0

Approach	NB	SB	NE
Opposing Approach	SB	NB	
Opposing Lanes	1	1	0
Conflicting Approach Left	NE	WB	SB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	WB	NE	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.7	7.9	8.3
HCM LOS	A	A	A

Lane	NELn1	NBLn1	WBLn1	SBLn1
Vol Left, %	58%	64%	95%	10%
Vol Thru, %	0%	9%	0%	3%
Vol Right, %	42%	27%	5%	87%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	127	11	37	150
LT Vol	74	7	35	15
Through Vol	0	1	0	4
RT Vol	53	3	2	131
Lane Flow Rate	157	16	64	165
Geometry Grp	1	1	1	1
Degree of Util (X)	0.187	0.02	0.082	0.183
Departure Headway (Hd)	4.288	4.571	4.643	4.002
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	842	784	773	898
Service Time	2.288	2.591	2.66	2.015
HCM Lane V/C Ratio	0.186	0.02	0.083	0.184
HCM Control Delay	8.3	7.7	8.1	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.1	0.3	0.7

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations										
Traffic Vol, veh/h	0	5	0	229	0	0	351	4	0	0
Future Vol, veh/h	0	5	0	229	0	0	351	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	-	None	-	-
Storage Length	-	0	-	-	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	-	-	0	-	0	-
Grade, %	0	-	-	-4	-	-	4	-	0	-
Peak Hour Factor	92	90	92	79	92	92	89	89	92	92
Heavy Vehicles, %	2	2	2	3	2	2	4	4	2	2
Mvmt Flow	0	6	0	290	0	0	394	4	0	0

Major/Minor	Minor2		Major1			Major2			Minor1	
Conflicting Flow All	-	396	-	0	-	-	-	0	-	145
Stage 1	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	6.23	-	-	-	-	-	-	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.319	-	-	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	652	0	-	0	0	-	-	0	877
Stage 1	0	-	0	-	0	0	-	-	0	-
Stage 2	0	-	0	-	0	0	-	-	0	-
Platoon blocked, %				-			-	-		
Mov Cap-1 Maneuver	-	652	-	-	-	-	-	-	-	877
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-

Approach	EB	NB	SB	SW
HCM Control Delay, s	10.6	0	0	9.1
HCM LOS	B			A

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR	SWLn1
Capacity (veh/h)	-	652	-	-	877
HCM Lane V/C Ratio	-	0.009	-	-	0.005
HCM Control Delay (s)	-	10.6	-	-	9.1
HCM Lane LOS	-	B	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	148	81	45	189	167
Future Vol, veh/h	37	148	81	45	189	167
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0
Grade, %	-2	-	-2	-	-	2
Peak Hour Factor	94	94	95	95	89	89
Heavy Vehicles, %	3	3	2	2	4	4
Mvmt Flow	39	157	85	47	212	188

Major/Minor	Minor2		Major2	
Conflicting Flow All	612	188	0	0
Stage 1	612	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.12	6.02	4.14	-
Critical Hdwy Stg 1	5.12	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.236	-
Pot Cap-1 Maneuver	437	863	-	-
Stage 1	518	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	863	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	NB	SB
HCM Control Delay, s	9.9	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	863	-	-
HCM Lane V/C Ratio	0.154	-	-
HCM Control Delay (s)	9.9	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	197	3	38	159	4	68
Future Vol, veh/h	197	3	38	159	4	68
Conflicting Peds, #/hr	0	0	0	0	3	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	86	86	79	78
Heavy Vehicles, %	5	5	3	3	3	3
Mvmt Flow	224	3	44	185	5	87

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	227	0	500	224
Stage 1	-	-	-	-	224	-
Stage 2	-	-	-	-	276	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1335	-	529	813
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	768	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1335	-	510	813
Mov Cap-2 Maneuver	-	-	-	-	510	-
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	766	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	787	-	-	1335	-
HCM Lane V/C Ratio	0.117	-	-	0.033	-
HCM Control Delay (s)	10.2	-	-	7.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	254	8	12	193	4	28
Future Vol, veh/h	254	8	12	193	4	28
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	85	85	73	73
Heavy Vehicles, %	4	4	2	2	3	3
Mvmt Flow	267	8	14	227	5	38

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	276	0	527	272
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	255	-
Critical Hdwy	-	-	4.12	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.218	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1287	-	510	764
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	785	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1286	-	504	763
Mov Cap-2 Maneuver	-	-	-	-	504	-
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	785	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	717	-	-	1286	-
HCM Lane V/C Ratio	0.061	-	-	0.011	-
HCM Control Delay (s)	10.3	-	-	7.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	228	4	9	181	23	6	5	9	26	6	24
Future Vol, veh/h	46	228	4	9	181	23	6	5	9	26	6	24
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	125	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	2	-	-	-2	-
Peak Hour Factor	93	93	93	90	90	90	56	56	56	74	74	74
Heavy Vehicles, %	3	3	3	2	2	2	5	5	5	4	4	4
Mvmt Flow	49	245	4	10	201	26	11	9	16	35	8	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	229	0	0	249	0	0	599	594	247	594	583	216
Stage 1	-	-	-	-	-	-	345	345	-	236	236	-
Stage 2	-	-	-	-	-	-	254	249	-	358	347	-
Critical Hdwy	4.13	-	-	4.12	-	-	7.55	6.95	6.45	6.74	6.14	6.04
Critical Hdwy Stg 1	-	-	-	-	-	-	6.55	5.95	-	5.74	5.14	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.55	5.95	-	5.74	5.14	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	3.545	4.045	3.345	3.536	4.036	3.336
Pot Cap-1 Maneuver	1333	-	-	1317	-	-	383	387	774	442	450	829
Stage 1	-	-	-	-	-	-	639	607	-	783	725	-
Stage 2	-	-	-	-	-	-	723	676	-	682	656	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1330	-	-	1317	-	-	350	369	774	410	429	827
Mov Cap-2 Maneuver	-	-	-	-	-	-	350	369	-	410	429	-
Stage 1	-	-	-	-	-	-	615	585	-	752	718	-
Stage 2	-	-	-	-	-	-	682	669	-	633	632	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.3	13.2	12.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	473	1330	-	-	1317	-	-	413	827
HCM Lane V/C Ratio	0.076	0.037	-	-	0.008	-	-	0.105	0.039
HCM Control Delay (s)	13.2	7.8	-	-	7.8	-	-	14.7	9.5
HCM Lane LOS	B	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.3	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	250	8	6	205	1	7	0	7	0	0	0
Future Vol, veh/h	2	250	8	6	205	1	7	0	7	0	0	0
Conflicting Peds, #/hr	2	0	2	2	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	1	-	-	1	-
Peak Hour Factor	94	94	94	91	91	91	50	50	50	92	92	92
Heavy Vehicles, %	4	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	266	9	7	225	1	14	0	14	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	228	0	0	277	0	0	517	519	273	524	523	228
Stage 1	-	-	-	-	-	-	277	277	-	242	242	-
Stage 2	-	-	-	-	-	-	240	242	-	282	281	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.32	6.72	6.32	7.32	6.72	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	6.32	5.72	-	6.32	5.72	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.32	5.72	-	6.32	5.72	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1328	-	-	1286	-	-	456	448	760	451	446	806
Stage 1	-	-	-	-	-	-	718	671	-	751	696	-
Stage 2	-	-	-	-	-	-	753	696	-	714	668	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1325	-	-	1284	-	-	452	443	759	439	441	804
Mov Cap-2 Maneuver	-	-	-	-	-	-	452	443	-	439	441	-
Stage 1	-	-	-	-	-	-	715	668	-	748	690	-
Stage 2	-	-	-	-	-	-	748	690	-	699	665	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	11.7	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	567	1325	-	-	1284	-	-	-
HCM Lane V/C Ratio	0.049	0.002	-	-	0.005	-	-	-
HCM Control Delay (s)	11.7	7.7	0	-	7.8	0	-	0
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEU	NEL	NER
Lane Configurations											
Traffic Vol, veh/h	61	4	9	2	0	11	5	131	0	96	165
Future Vol, veh/h	61	4	9	2	0	11	5	131	0	96	165
Peak Hour Factor	0.88	0.88	0.69	0.69	0.69	0.84	0.84	0.84	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	69	5	13	3	0	13	6	156	0	112	192
Number of Lanes	1	0	0	1	0	0	1	0	0	1	0

Approach	NB	SB	NE
Opposing Approach	SB	NB	
Opposing Lanes	1	1	0
Conflicting Approach Left	NE	WB	SB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	WB	NE	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.3	8.5	9.5
HCM LOS	A	A	A

Lane	NELn1	NBLn1	WBLn1	SBLn1
Vol Left, %	35%	82%	94%	7%
Vol Thru, %	0%	18%	0%	3%
Vol Right, %	65%	0%	6%	89%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	274	11	67	147
LT Vol	96	9	63	11
Through Vol	0	2	0	5
RT Vol	178	0	4	131
Lane Flow Rate	319	16	76	175
Geometry Grp	1	1	1	1
Degree of Util (X)	0.366	0.023	0.103	0.209
Departure Headway (Hd)	4.135	5.177	4.849	4.299
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	870	690	739	835
Service Time	2.161	3.217	2.883	2.328
HCM Lane V/C Ratio	0.367	0.023	0.103	0.21
HCM Control Delay	9.5	8.3	8.4	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.7	0.1	0.3	0.8

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations										
Traffic Vol, veh/h	0	4	0	245	0	0	404	7	0	0
Future Vol, veh/h	0	4	0	245	0	0	404	7	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	-	None	-	-
Storage Length	-	0	-	-	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	-	-	0	-	0	-
Grade, %	0	-	-	-4	-	-	4	-	0	-
Peak Hour Factor	92	90	92	79	92	92	96	96	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	0	310	0	0	421	7	0	0

Major/Minor	Minor2		Major1			Major2			Minor1	
Conflicting Flow All	-	425	-	0	-	-	-	0	-	155
Stage 1	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	6.23	-	-	-	-	-	-	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.319	-	-	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	628	0	-	0	0	-	-	0	864
Stage 1	0	-	0	-	0	0	-	-	0	-
Stage 2	0	-	0	-	0	0	-	-	0	-
Platoon blocked, %				-			-	-		
Mov Cap-1 Maneuver	-	628	-	-	-	-	-	-	-	864
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-

Approach	EB	NB	SB	SW
HCM Control Delay, s	10.8	0	0	9.2
HCM LOS	B			A

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR	SWLn1
Capacity (veh/h)	-	628	-	-	864
HCM Lane V/C Ratio	-	0.007	-	-	0.005
HCM Control Delay (s)	-	10.8	-	-	9.2
HCM Lane LOS	-	B	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	204	41	74	284	124
Future Vol, veh/h	24	204	41	74	284	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0
Grade, %	-2	-	-2	-	-	2
Peak Hour Factor	82	82	79	79	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	249	52	94	296	129

Major/Minor	Minor2		Major2	
Conflicting Flow All	721	129	0	0
Stage 1	721	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.12	6.02	4.12	-
Critical Hdwy Stg 1	5.12	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	383	927	-	-
Stage 1	468	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	927	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	NB	SB
HCM Control Delay, s	9.6	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	927	-	-
HCM Lane V/C Ratio	0.157	-	-
HCM Control Delay (s)	9.6	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.6	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	332	12	71	209	9	174
Future Vol, veh/h	332	12	71	209	9	174
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	84	84	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	361	13	85	249	10	202

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	374	0	782	361
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	421	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1184	-	363	684
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	662	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1184	-	336	684
Mov Cap-2 Maneuver	-	-	-	-	336	-
Stage 1	-	-	-	-	654	-
Stage 2	-	-	-	-	661	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	651	-	-	1184	-
HCM Lane V/C Ratio	0.327	-	-	0.071	-
HCM Control Delay (s)	13.2	-	-	8.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.4	-	-	0.2	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	490	14	46	269	13	35
Future Vol, veh/h	490	14	46	269	13	35
Conflicting Peds, #/hr	0	8	8	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	84	84	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	521	15	55	320	17	47

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	544	0	967	538
Stage 1	-	-	-	-	537	-
Stage 2	-	-	-	-	430	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1025	-	282	543
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	656	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1017	-	265	538
Mov Cap-2 Maneuver	-	-	-	-	265	-
Stage 1	-	-	-	-	550	-
Stage 2	-	-	-	-	656	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	15.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	421	-	-	1017	-
HCM Lane V/C Ratio	0.152	-	-	0.054	-
HCM Control Delay (s)	15.1	-	-	8.7	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0.2	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	91	422	14	14	284	70	6	5	11	39	8	31
Future Vol, veh/h	91	422	14	14	284	70	6	5	11	39	8	31
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	125	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	2	-	-	-2	-
Peak Hour Factor	94	94	94	77	77	77	69	69	69	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	3	3	3
Mvmt Flow	97	449	15	18	369	91	9	7	16	50	10	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	461	0	0	464	0	0	1128	1148	457	1114	1110	417
Stage 1	-	-	-	-	-	-	651	651	-	452	452	-
Stage 2	-	-	-	-	-	-	477	497	-	662	658	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.55	6.95	6.45	6.73	6.13	6.03
Critical Hdwy Stg 1	-	-	-	-	-	-	6.55	5.95	-	5.73	5.13	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.55	5.95	-	5.73	5.13	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.545	4.045	3.345	3.527	4.027	3.327
Pot Cap-1 Maneuver	1100	-	-	1097	-	-	158	173	582	209	236	648
Stage 1	-	-	-	-	-	-	421	428	-	615	598	-
Stage 2	-	-	-	-	-	-	534	511	-	484	495	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1099	-	-	1097	-	-	131	155	582	180	212	647
Mov Cap-2 Maneuver	-	-	-	-	-	-	131	155	-	180	212	-
Stage 1	-	-	-	-	-	-	384	390	-	560	588	-
Stage 2	-	-	-	-	-	-	484	502	-	421	451	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0.3	23.4	24.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	227	1099	-	-	1097	-	-	185	647
HCM Lane V/C Ratio	0.14	0.088	-	-	0.017	-	-	0.326	0.061
HCM Control Delay (s)	23.4	8.6	-	-	8.3	-	-	33.6	10.9
HCM Lane LOS	C	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.5	0.3	-	-	0.1	-	-	1.3	0.2

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	449	23	23	347	1	24	0	17	0	0	0
Future Vol, veh/h	0	449	23	23	347	1	24	0	17	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	1	-	-	1	-
Peak Hour Factor	93	93	93	87	87	87	35	35	35	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	2	2	2
Mvmt Flow	0	483	25	26	399	1	69	0	49	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	400	0	0	508	0	0	948	948	496	972	960	400
Stage 1	-	-	-	-	-	-	496	496	-	452	452	-
Stage 2	-	-	-	-	-	-	452	452	-	520	508	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.35	6.75	6.35	7.32	6.72	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	6.35	5.75	-	6.32	5.72	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.35	5.75	-	6.32	5.72	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.545	4.045	3.345	3.518	4.018	3.318
Pot Cap-1 Maneuver	1159	-	-	1057	-	-	226	245	560	220	243	643
Stage 1	-	-	-	-	-	-	535	526	-	573	556	-
Stage 2	-	-	-	-	-	-	567	551	-	524	524	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1159	-	-	1057	-	-	221	237	560	196	235	643
Mov Cap-2 Maneuver	-	-	-	-	-	-	221	237	-	196	235	-
Stage 1	-	-	-	-	-	-	535	526	-	573	538	-
Stage 2	-	-	-	-	-	-	549	533	-	479	524	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	25	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	295	1159	-	-	1057	-	-	-
HCM Lane V/C Ratio	0.397	-	-	-	0.025	-	-	-
HCM Control Delay (s)	25	0	-	-	8.5	0	-	0
HCM Lane LOS	D	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	1.8	0	-	-	0.1	-	-	-

2022 Current Site Plan

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	52	4	0	98	2	5	3	0	4	0	193
Future Vol, veh/h	65	52	4	0	98	2	5	3	0	4	0	193
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	57	4	0	107	2	5	3	0	4	0	210
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.6	8.3	7.9	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	54%	0%	2%
Vol Thru, %	38%	43%	98%	0%
Vol Right, %	0%	3%	2%	98%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	121	100	197
LT Vol	5	65	0	4
Through Vol	3	52	98	0
RT Vol	0	4	2	193
Lane Flow Rate	9	132	109	214
Geometry Grp	1	1	1	1
Degree of Util (X)	0.012	0.168	0.137	0.233
Departure Headway (Hd)	4.847	4.606	4.535	3.925
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	739	780	791	916
Service Time	2.872	2.63	2.559	1.941
HCM Lane V/C Ratio	0.012	0.169	0.138	0.234
HCM Control Delay	7.9	8.6	8.3	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.6	0.5	0.9

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱↱		↱		↰
Traffic Vol, veh/h	0	379	0	71	374	179
Future Vol, veh/h	0	379	0	71	374	179
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	0	-	-
Veh in Median Storage, #	-	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	76	76	98	98
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	0	403	0	93	382	183

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	183	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-
Pot Cap-1 Maneuver	0	859	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	859	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	NB	SB
HCM Control Delay, s	9.7	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	859	-	-
HCM Lane V/C Ratio	0.109	-	-
HCM Control Delay (s)	9.7	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	314	17	91	262	16	64
Future Vol, veh/h	314	17	91	262	16	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	90	90	66	66
Heavy Vehicles, %	2	2	2	2	8	8
Mvmt Flow	327	18	101	291	24	97

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	345	0	829	336
Stage 1	-	-	-	-	336	-
Stage 2	-	-	-	-	493	-
Critical Hdwy	-	-	4.12	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.218	-	3.572	3.372
Pot Cap-1 Maneuver	-	-	1214	-	332	692
Stage 1	-	-	-	-	711	-
Stage 2	-	-	-	-	602	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1214	-	304	692
Mov Cap-2 Maneuver	-	-	-	-	304	-
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	602	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	13.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	551	-	-	1214	-
HCM Lane V/C Ratio	0.22	-	-	0.083	-
HCM Control Delay (s)	13.4	-	-	8.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0.3	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	365	8	17	325	28	50
Future Vol, veh/h	365	8	17	325	28	50
Conflicting Peds, #/hr	0	1	1	0	4	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	91	91	84	84
Heavy Vehicles, %	3	3	4	4	7	7
Mvmt Flow	429	9	19	357	33	60

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	439	0	834	439
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	399	-
Critical Hdwy	-	-	4.14	-	6.47	6.27
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.236	-	3.563	3.363
Pot Cap-1 Maneuver	-	-	1110	-	332	607
Stage 1	-	-	-	-	642	-
Stage 2	-	-	-	-	667	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1109	-	325	604
Mov Cap-2 Maneuver	-	-	-	-	325	-
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	664	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	14.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	462	-	-	1109	-
HCM Lane V/C Ratio	0.201	-	-	0.017	-
HCM Control Delay (s)	14.7	-	-	8.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	124	278	9	8	282	71	11	10	19	36	5	47
Future Vol, veh/h	124	278	9	8	282	71	11	10	19	36	5	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	125	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	79	79	79	78	78	78	79	79	79
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	6	6	6
Mvmt Flow	135	302	10	10	357	90	14	13	24	46	6	59

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	447	0	0	312	0	0	1032	1044	307	1018	1004	402
Stage 1	-	-	-	-	-	-	577	577	-	422	422	-
Stage 2	-	-	-	-	-	-	455	467	-	596	582	-
Critical Hdwy	4.13	-	-	4.12	-	-	7.12	6.52	6.22	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.16	5.56	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	3.518	4.018	3.318	3.554	4.054	3.354
Pot Cap-1 Maneuver	1108	-	-	1248	-	-	211	229	733	212	238	640
Stage 1	-	-	-	-	-	-	502	502	-	602	581	-
Stage 2	-	-	-	-	-	-	585	562	-	483	493	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1108	-	-	1248	-	-	169	199	733	176	207	640
Mov Cap-2 Maneuver	-	-	-	-	-	-	169	199	-	176	207	-
Stage 1	-	-	-	-	-	-	441	441	-	529	576	-
Stage 2	-	-	-	-	-	-	521	558	-	398	433	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.6	0.2	20.5	21.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	283	1108	-	-	1248	-	-	179	640
HCM Lane V/C Ratio	0.181	0.122	-	-	0.008	-	-	0.29	0.093
HCM Control Delay (s)	20.5	8.7	-	-	7.9	-	-	33.1	11.2
HCM Lane LOS	C	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.6	0.4	-	-	0	-	-	1.1	0.3

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	330	3	4	352	1	10	0	8	2	1	0
Future Vol, veh/h	1	330	3	4	352	1	10	0	8	2	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	1	-	-	1	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	359	3	4	383	1	11	0	9	2	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	384	0	0	362	0	0	755	755	361	759	756	384
Stage 1	-	-	-	-	-	-	363	363	-	392	392	-
Stage 2	-	-	-	-	-	-	392	392	-	367	364	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.32	6.72	6.32	7.32	6.72	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	6.32	5.72	-	6.32	5.72	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.32	5.72	-	6.32	5.72	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1174	-	-	1197	-	-	312	324	677	310	323	657
Stage 1	-	-	-	-	-	-	643	612	-	619	593	-
Stage 2	-	-	-	-	-	-	619	593	-	639	611	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1174	-	-	1197	-	-	310	322	677	305	321	657
Mov Cap-2 Maneuver	-	-	-	-	-	-	310	322	-	305	321	-
Stage 1	-	-	-	-	-	-	642	611	-	618	591	-
Stage 2	-	-	-	-	-	-	615	591	-	630	610	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	14.3	16.7
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	408	1174	-	-	1197	-	-	310
HCM Lane V/C Ratio	0.048	0.001	-	-	0.004	-	-	0.011
HCM Control Delay (s)	14.3	8.1	0	-	8	0	-	16.7
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	66	351	320	8	22	49
Future Vol, veh/h	66	351	320	8	22	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	90	90	90	90
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	69	366	356	9	24	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	365	0	-	0	865	361
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	504	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1194	-	-	-	324	684
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	607	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1194	-	-	-	305	684
Mov Cap-2 Maneuver	-	-	-	-	305	-
Stage 1	-	-	-	-	664	-
Stage 2	-	-	-	-	607	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1194	-	-	-	305	684
HCM Lane V/C Ratio	0.058	-	-	-	0.08	0.08
HCM Control Delay (s)	8.2	-	-	-	17.8	10.7
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.3	0.3

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	2	0	6	0	72	0	2	103	2
Future Vol, veh/h	1	0	0	2	0	6	0	72	0	2	103	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	8	8	8	2	2	2
Mvmt Flow	1	0	0	2	0	7	0	80	0	2	114	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	203	199	115	199	200	80	116	0	0	80	0	0
Stage 1	119	119	-	80	80	-	-	-	-	-	-	-
Stage 2	84	80	-	119	120	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.18	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.272	-	-	2.218	-	-
Pot Cap-1 Maneuver	755	697	937	760	696	980	1436	-	-	1518	-	-
Stage 1	885	797	-	929	828	-	-	-	-	-	-	-
Stage 2	924	828	-	885	796	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	749	696	937	759	695	980	1436	-	-	1518	-	-
Mov Cap-2 Maneuver	749	696	-	759	695	-	-	-	-	-	-	-
Stage 1	885	796	-	929	828	-	-	-	-	-	-	-
Stage 2	918	828	-	884	795	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	9	0	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1436	-	-	749	914	1518	-	-
HCM Lane V/C Ratio	-	-	-	0.001	0.01	0.001	-	-
HCM Control Delay (s)	0	-	-	9.8	9	7.4	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	84	54	3	2	80	2	7	1	6	16	4	138
Future Vol, veh/h	84	54	3	2	80	2	7	1	6	16	4	138
Peak Hour Factor	0.81	0.81	0.81	0.58	0.58	0.58	0.69	0.69	0.69	0.91	0.91	0.91
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	5	5	5
Mvmt Flow	104	67	4	3	138	3	10	1	9	18	4	152
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	8.6	7.9	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	60%	2%	10%
Vol Thru, %	7%	38%	95%	3%
Vol Right, %	43%	2%	2%	87%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	141	84	158
LT Vol	7	84	2	16
Through Vol	1	54	80	4
RT Vol	6	3	2	138
Lane Flow Rate	20	174	145	174
Geometry Grp	1	1	1	1
Degree of Util (X)	0.027	0.225	0.183	0.205
Departure Headway (Hd)	4.727	4.651	4.556	4.252
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	756	771	786	844
Service Time	2.762	2.681	2.587	2.278
HCM Lane V/C Ratio	0.026	0.226	0.184	0.206
HCM Control Delay	7.9	9	8.6	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.9	0.7	0.8

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱↱		↱		↰
Traffic Vol, veh/h	0	364	0	135	331	175
Future Vol, veh/h	0	364	0	135	331	175
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	0	-	-
Veh in Median Storage, #	-	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	95	95	89	89
Heavy Vehicles, %	3	3	2	2	4	4
Mvmt Flow	0	387	0	142	372	197

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	197	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	4.14	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	2.236	-
Pot Cap-1 Maneuver	0	844	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	844	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	NB	SB
HCM Control Delay, s	10.1	
HCM LOS	B	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	844	-	-
HCM Lane V/C Ratio	0.168	-	-
HCM Control Delay (s)	10.1	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.6	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	301	9	81	156	8	71
Future Vol, veh/h	301	9	81	156	8	71
Conflicting Peds, #/hr	0	0	0	0	3	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	86	86	79	78
Heavy Vehicles, %	5	5	3	3	3	3
Mvmt Flow	342	10	94	181	10	91

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	352	0	719	347
Stage 1	-	-	-	-	347	-
Stage 2	-	-	-	-	372	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1201	-	394	694
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	695	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1201	-	362	694
Mov Cap-2 Maneuver	-	-	-	-	362	-
Stage 1	-	-	-	-	657	-
Stage 2	-	-	-	-	693	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	636	-	-	1201	-
HCM Lane V/C Ratio	0.159	-	-	0.078	-
HCM Control Delay (s)	11.7	-	-	8.3	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	359	10	13	230	6	29
Future Vol, veh/h	359	10	13	230	6	29
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	85	85	73	73
Heavy Vehicles, %	4	4	2	2	3	3
Mvmt Flow	378	11	15	271	8	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	390	0	686	385
Stage 1	-	-	-	-	385	-
Stage 2	-	-	-	-	301	-
Critical Hdwy	-	-	4.12	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.218	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1169	-	412	660
Stage 1	-	-	-	-	686	-
Stage 2	-	-	-	-	748	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1168	-	406	659
Mov Cap-2 Maneuver	-	-	-	-	406	-
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	748	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	595	-	-	1168	-
HCM Lane V/C Ratio	0.081	-	-	0.013	-
HCM Control Delay (s)	11.6	-	-	8.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	129	249	6	9	202	26	8	5	9	27	6	38
Future Vol, veh/h	129	249	6	9	202	26	8	5	9	27	6	38
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	125	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	90	90	90	56	56	56	74	74	74
Heavy Vehicles, %	3	3	3	2	2	2	5	5	5	4	4	4
Mvmt Flow	139	268	6	10	224	29	14	9	16	36	8	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	255	0	0	274	0	0	837	824	271	823	813	241
Stage 1	-	-	-	-	-	-	549	549	-	261	261	-
Stage 2	-	-	-	-	-	-	288	275	-	562	552	-
Critical Hdwy	4.13	-	-	4.12	-	-	7.15	6.55	6.25	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.14	5.54	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	3.545	4.045	3.345	3.536	4.036	3.336
Pot Cap-1 Maneuver	1304	-	-	1289	-	-	283	305	761	290	310	793
Stage 1	-	-	-	-	-	-	515	512	-	740	689	-
Stage 2	-	-	-	-	-	-	713	677	-	508	512	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1302	-	-	1289	-	-	236	270	761	252	274	791
Mov Cap-2 Maneuver	-	-	-	-	-	-	236	270	-	252	274	-
Stage 1	-	-	-	-	-	-	460	457	-	660	682	-
Stage 2	-	-	-	-	-	-	654	670	-	436	457	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.7	0.3	16.9	15.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	342	1302	-	-	1289	-	-	256	791
HCM Lane V/C Ratio	0.115	0.107	-	-	0.008	-	-	0.174	0.065
HCM Control Delay (s)	16.9	8.1	-	-	7.8	-	-	22	9.9
HCM Lane LOS	C	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0.4	0.4	-	-	0	-	-	0.6	0.2

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	272	8	6	229	1	7	0	7	0	0	0
Future Vol, veh/h	2	272	8	6	229	1	7	0	7	0	0	0
Conflicting Peds, #/hr	2	0	2	2	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	1	-	-	1	-
Peak Hour Factor	94	94	94	91	91	91	50	50	50	92	92	92
Heavy Vehicles, %	4	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	289	9	7	252	1	14	0	14	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	255	0	0	300	0	0	567	569	296	574	573	255
Stage 1	-	-	-	-	-	-	300	300	-	269	269	-
Stage 2	-	-	-	-	-	-	267	269	-	305	304	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.32	6.72	6.32	7.32	6.72	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	6.32	5.72	-	6.32	5.72	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.32	5.72	-	6.32	5.72	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1298	-	-	1261	-	-	421	418	737	416	416	778
Stage 1	-	-	-	-	-	-	697	655	-	726	676	-
Stage 2	-	-	-	-	-	-	728	676	-	693	652	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1296	-	-	1259	-	-	418	413	736	405	411	777
Mov Cap-2 Maneuver	-	-	-	-	-	-	418	413	-	405	411	-
Stage 1	-	-	-	-	-	-	694	652	-	723	671	-
Stage 2	-	-	-	-	-	-	724	671	-	678	649	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	12.1	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	533	1296	-	-	1259	-	-	-
HCM Lane V/C Ratio	0.053	0.002	-	-	0.005	-	-	-
HCM Control Delay (s)	12.1	7.8	0	-	7.9	0	-	0
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	69	364	278	8	31	63
Future Vol, veh/h	69	364	278	8	31	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	90	90	90	90
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	72	379	309	9	34	70

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	318	0	-	0	837	314
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	523	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1242	-	-	-	337	726
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1242	-	-	-	317	726
Mov Cap-2 Maneuver	-	-	-	-	317	-
Stage 1	-	-	-	-	698	-
Stage 2	-	-	-	-	595	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1242	-	-	-	317	726
HCM Lane V/C Ratio	0.058	-	-	-	0.109	0.096
HCM Control Delay (s)	8.1	-	-	-	17.7	10.5
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4	0.3

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	0	1	0	1	0	76	2	2	87	1
Future Vol, veh/h	2	0	0	1	0	1	0	76	2	2	87	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	8	8	8	2	2	2
Mvmt Flow	2	0	0	1	0	1	0	84	2	2	97	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	188	188	98	187	187	85	98	0	0	86	0	0
Stage 1	102	102	-	85	85	-	-	-	-	-	-	-
Stage 2	86	86	-	102	102	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.18	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.272	-	-	2.218	-	-
Pot Cap-1 Maneuver	772	707	958	774	708	974	1458	-	-	1510	-	-
Stage 1	904	811	-	923	824	-	-	-	-	-	-	-
Stage 2	922	824	-	904	811	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	770	706	958	773	707	974	1458	-	-	1510	-	-
Mov Cap-2 Maneuver	770	706	-	773	707	-	-	-	-	-	-	-
Stage 1	904	810	-	923	824	-	-	-	-	-	-	-
Stage 2	921	824	-	903	810	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	9.2	0	0.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1458	-	-	770	862	1510	-	-
HCM Lane V/C Ratio	-	-	-	0.003	0.003	0.001	-	-
HCM Control Delay (s)	0	-	-	9.7	9.2	7.4	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	109	175	14	4	97	4	9	2	0	11	5	139
Future Vol, veh/h	109	175	14	4	97	4	9	2	0	11	5	139
Peak Hour Factor	0.86	0.86	0.86	0.88	0.88	0.88	0.69	0.69	0.69	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	127	203	16	5	110	5	13	3	0	13	6	165
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.2	8.7	8.6	8.9
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	82%	37%	4%	7%
Vol Thru, %	18%	59%	92%	3%
Vol Right, %	0%	5%	4%	90%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	11	298	105	155
LT Vol	9	109	4	11
Through Vol	2	175	97	5
RT Vol	0	14	4	139
Lane Flow Rate	16	347	119	185
Geometry Grp	1	1	1	1
Degree of Util (X)	0.024	0.441	0.159	0.232
Departure Headway (Hd)	5.434	4.585	4.783	4.517
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	655	783	746	792
Service Time	3.497	2.628	2.836	2.56
HCM Lane V/C Ratio	0.024	0.443	0.16	0.234
HCM Control Delay	8.6	11.2	8.7	8.9
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.1	2.3	0.6	0.9

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱↱		↱		↰
Traffic Vol, veh/h	0	506	0	126	516	131
Future Vol, veh/h	0	506	0	126	516	131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	0	-	-
Veh in Median Storage, #	-	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	79	79	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	617	0	159	538	136

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	136	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-
Pot Cap-1 Maneuver	0	913	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	913	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	NB	SB
HCM Control Delay, s	9.8	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	913	-	-
HCM Lane V/C Ratio	0.175	-	-
HCM Control Delay (s)	9.8	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.6	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	512	21	102	231	15	181
Future Vol, veh/h	512	21	102	231	15	181
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	84	84	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	557	23	121	275	17	210

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	580	0	1088	569
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	519	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	994	-	239	522
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	597	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	994	-	209	522
Mov Cap-2 Maneuver	-	-	-	-	209	-
Stage 1	-	-	-	-	497	-
Stage 2	-	-	-	-	596	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	19.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	468	-	-	994	-
HCM Lane V/C Ratio	0.487	-	-	0.122	-
HCM Control Delay (s)	19.8	-	-	9.1	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	2.6	-	-	0.4	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	674	18	48	318	17	36
Future Vol, veh/h	674	18	48	318	17	36
Conflicting Peds, #/hr	0	8	8	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	84	84	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	717	19	57	379	23	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	744	0	1228	736
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	493	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	864	-	197	419
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	614	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	857	-	182	415
Mov Cap-2 Maneuver	-	-	-	-	182	-
Stage 1	-	-	-	-	439	-
Stage 2	-	-	-	-	614	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	21.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	294	-	-	857	-
HCM Lane V/C Ratio	0.24	-	-	0.067	-
HCM Control Delay (s)	21.1	-	-	9.5	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-

Intersection	
Int Delay, s/veh	10.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	238	457	18	15	314	75	9	5	11	41	8	50
Future Vol, veh/h	238	457	18	15	314	75	9	5	11	41	8	50
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	125	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	77	77	77	69	69	69	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	3	3	3
Mvmt Flow	253	486	19	19	408	97	13	7	16	53	10	64

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	506	0	0	505	0	0	1535	1546	496	1509	1507	459
Stage 1	-	-	-	-	-	-	1002	1002	-	496	496	-
Stage 2	-	-	-	-	-	-	533	544	-	1013	1011	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.15	6.55	6.25	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.13	5.53	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.545	4.045	3.345	3.527	4.027	3.327
Pot Cap-1 Maneuver	1059	-	-	1060	-	-	93	113	568	98	120	600
Stage 1	-	-	-	-	-	-	288	316	-	554	544	-
Stage 2	-	-	-	-	-	-	525	514	-	287	316	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1058	-	-	1060	-	-	61	84	568	72	90	599
Mov Cap-2 Maneuver	-	-	-	-	-	-	61	84	-	72	90	-
Stage 1	-	-	-	-	-	-	219	240	-	421	534	-
Stage 2	-	-	-	-	-	-	451	504	-	206	240	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.2	0.3	53	85.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	110	1058	-	-	1060	-	-	74	599
HCM Lane V/C Ratio	0.329	0.239	-	-	0.018	-	-	0.849	0.107
HCM Control Delay (s)	53	9.5	-	-	8.5	-	-	160.2	11.7
HCM Lane LOS	F	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	1.3	0.9	-	-	0.1	-	-	4.2	0.4

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	485	24	24	382	1	25	0	18	0	0	0
Future Vol, veh/h	0	485	24	24	382	1	25	0	18	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	1	-	-	1	-
Peak Hour Factor	93	93	93	87	87	87	35	35	35	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	2	2	2
Mvmt Flow	0	522	26	28	439	1	71	0	51	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	440	0	0	548	0	0	1031	1031	535	1057	1044	440
Stage 1	-	-	-	-	-	-	535	535	-	496	496	-
Stage 2	-	-	-	-	-	-	496	496	-	561	548	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.35	6.75	6.35	7.32	6.72	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	6.35	5.75	-	6.32	5.72	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.35	5.75	-	6.32	5.72	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.545	4.045	3.345	3.518	4.018	3.318
Pot Cap-1 Maneuver	1120	-	-	1021	-	-	197	217	532	191	216	610
Stage 1	-	-	-	-	-	-	508	504	-	541	531	-
Stage 2	-	-	-	-	-	-	535	526	-	496	501	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1120	-	-	1021	-	-	192	209	532	168	208	610
Mov Cap-2 Maneuver	-	-	-	-	-	-	192	209	-	168	208	-
Stage 1	-	-	-	-	-	-	508	504	-	541	512	-
Stage 2	-	-	-	-	-	-	516	507	-	448	501	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	30.3	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	262	1120	-	-	1021	-	-	-
HCM Lane V/C Ratio	0.469	-	-	-	0.027	-	-	-
HCM Control Delay (s)	30.3	0	-	-	8.6	0	-	0
HCM Lane LOS	D	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	2.3	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	118	512	366	14	63	128
Future Vol, veh/h	118	512	366	14	63	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	90	90	90	90
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	123	533	407	16	70	142

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	423	0	-	0	1194	415
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	779	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1136	-	-	-	206	637
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	452	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1136	-	-	-	184	637
Mov Cap-2 Maneuver	-	-	-	-	184	-
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	452	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	20.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1136	-	-	-	184	637
HCM Lane V/C Ratio	0.108	-	-	-	0.38	0.223
HCM Control Delay (s)	8.6	-	-	-	36.1	12.3
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.4	-	-	-	1.7	0.9

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	0	2	0	6	0	191	1	3	116	3
Future Vol, veh/h	3	0	0	2	0	6	0	191	1	3	116	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	8	8	8	2	2	2
Mvmt Flow	3	0	0	2	0	7	0	212	1	3	129	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	353	350	131	350	351	213	132	0	0	213	0	0
Stage 1	137	137	-	213	213	-	-	-	-	-	-	-
Stage 2	216	213	-	137	138	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.18	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.272	-	-	2.218	-	-
Pot Cap-1 Maneuver	602	574	919	605	573	827	1417	-	-	1357	-	-
Stage 1	866	783	-	789	726	-	-	-	-	-	-	-
Stage 2	786	726	-	866	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	596	573	919	604	572	827	1417	-	-	1357	-	-
Mov Cap-2 Maneuver	596	573	-	604	572	-	-	-	-	-	-	-
Stage 1	866	781	-	789	726	-	-	-	-	-	-	-
Stage 2	780	726	-	864	780	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.1	9.8	0	0.2
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1417	-	-	596	757	1357	-	-
HCM Lane V/C Ratio	-	-	-	0.006	0.012	0.002	-	-
HCM Control Delay (s)	0	-	-	11.1	9.8	7.7	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

2022 Proposed Site Plan

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	52	4	0	81	2	5	3	0	4	0	193
Future Vol, veh/h	65	52	4	0	81	2	5	3	0	4	0	193
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	57	4	0	88	2	5	3	0	4	0	210
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	8.1	7.9	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	54%	0%	2%
Vol Thru, %	38%	43%	98%	0%
Vol Right, %	0%	3%	2%	98%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	121	83	197
LT Vol	5	65	0	4
Through Vol	3	52	81	0
RT Vol	0	4	2	193
Lane Flow Rate	9	132	90	214
Geometry Grp	1	1	1	1
Degree of Util (X)	0.012	0.168	0.113	0.231
Departure Headway (Hd)	4.802	4.603	4.528	3.885
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	747	784	792	927
Service Time	2.823	2.603	2.552	1.897
HCM Lane V/C Ratio	0.012	0.168	0.114	0.231
HCM Control Delay	7.9	8.5	8.1	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.6	0.4	0.9

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	72	0	0	103	58	0	0	0	49	0	0
Future Vol, veh/h	0	72	0	0	103	58	0	0	0	49	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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	78	0	0	112	63	0	0	0	53	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.8	0	8
HCM LOS	A	A	-	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	100%
Vol Thru, %	100%	100%	64%	0%
Vol Right, %	0%	0%	36%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	72	161	49
LT Vol	0	0	0	49
Through Vol	0	72	103	0
RT Vol	0	0	58	0
Lane Flow Rate	0	78	175	53
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0.09	0.188	0.068
Departure Headway (Hd)	4.533	4.16	3.87	4.569
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	852	919	772
Service Time	2.533	2.23	1.929	2.666
HCM Lane V/C Ratio	0	0.092	0.19	0.069
HCM Control Delay	7.5	7.6	7.8	8
HCM Lane LOS	N	A	A	A
HCM 95th-tile Q	0	0.3	0.7	0.2

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱↱		↱		⇦
Traffic Vol, veh/h	0	323	0	71	311	179
Future Vol, veh/h	0	323	0	71	311	179
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	0	-	-
Veh in Median Storage, #	-	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	76	76	98	98
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	0	344	0	93	317	183

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	183	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-
Pot Cap-1 Maneuver	0	859	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	859	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	NB	SB
HCM Control Delay, s	9.7	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	859	-	-
HCM Lane V/C Ratio	0.109	-	-
HCM Control Delay (s)	9.7	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	258	17	91	256	15	65
Future Vol, veh/h	258	17	91	256	15	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	90	90	66	66
Heavy Vehicles, %	2	2	2	2	8	8
Mvmt Flow	269	18	101	284	23	98

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	287	0	764	278
Stage 1	-	-	-	-	278	-
Stage 2	-	-	-	-	486	-
Critical Hdwy	-	-	4.12	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	-	-	2.218	-	3.572	3.372
Pot Cap-1 Maneuver	-	-	1275	-	363	747
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	606	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1275	-	334	747
Mov Cap-2 Maneuver	-	-	-	-	334	-
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	606	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	606	-	-	1275	-
HCM Lane V/C Ratio	0.2	-	-	0.079	-
HCM Control Delay (s)	12.4	-	-	8.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0.3	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	310	8	17	319	28	50
Future Vol, veh/h	310	8	17	319	28	50
Conflicting Peds, #/hr	0	1	1	0	4	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	91	91	84	84
Heavy Vehicles, %	3	3	4	4	7	7
Mvmt Flow	365	9	19	351	33	60

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	375	0	764	375
Stage 1	-	-	-	-	371	-
Stage 2	-	-	-	-	393	-
Critical Hdwy	-	-	4.14	-	6.47	6.27
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	2.236	-	3.563	3.363
Pot Cap-1 Maneuver	-	-	1173	-	365	660
Stage 1	-	-	-	-	687	-
Stage 2	-	-	-	-	671	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1172	-	357	657
Mov Cap-2 Maneuver	-	-	-	-	357	-
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	668	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	505	-	-	1172	-
HCM Lane V/C Ratio	0.184	-	-	0.016	-
HCM Control Delay (s)	13.7	-	-	8.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	69	278	9	8	282	71	11	10	19	36	5	41
Future Vol, veh/h	69	278	9	8	282	71	11	10	19	36	5	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	125	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	79	79	79	78	78	78	79	79	79
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	6	6	6
Mvmt Flow	75	302	10	10	357	90	14	13	24	46	6	52

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	447	0	0	312	0	0	908	924	307	898	884	402
Stage 1	-	-	-	-	-	-	457	457	-	422	422	-
Stage 2	-	-	-	-	-	-	451	467	-	476	462	-
Critical Hdwy	4.13	-	-	4.12	-	-	7.12	6.52	6.22	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.16	5.56	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	3.518	4.018	3.318	3.554	4.054	3.354
Pot Cap-1 Maneuver	1108	-	-	1248	-	-	256	269	733	256	280	640
Stage 1	-	-	-	-	-	-	583	568	-	602	581	-
Stage 2	-	-	-	-	-	-	588	562	-	562	558	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1108	-	-	1248	-	-	218	249	733	224	259	640
Mov Cap-2 Maneuver	-	-	-	-	-	-	218	249	-	224	259	-
Stage 1	-	-	-	-	-	-	543	529	-	561	576	-
Stage 2	-	-	-	-	-	-	530	558	-	494	520	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	0.2	17.3	18.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	343	1108	-	-	1248	-	-	228	640
HCM Lane V/C Ratio	0.15	0.068	-	-	0.008	-	-	0.228	0.081
HCM Control Delay (s)	17.3	8.5	-	-	7.9	-	-	25.4	11.1
HCM Lane LOS	C	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.5	0.2	-	-	0	-	-	0.9	0.3

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	330	3	4	352	1	10	0	8	2	1	0
Future Vol, veh/h	1	330	3	4	352	1	10	0	8	2	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	1	-	-	1	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	359	3	4	383	1	11	0	9	2	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	384	0	0	362	0	0	755	755	361	759	756	384
Stage 1	-	-	-	-	-	-	363	363	-	392	392	-
Stage 2	-	-	-	-	-	-	392	392	-	367	364	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.32	6.72	6.32	7.32	6.72	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	6.32	5.72	-	6.32	5.72	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.32	5.72	-	6.32	5.72	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1174	-	-	1197	-	-	312	324	677	310	323	657
Stage 1	-	-	-	-	-	-	643	612	-	619	593	-
Stage 2	-	-	-	-	-	-	619	593	-	639	611	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1174	-	-	1197	-	-	310	322	677	305	321	657
Mov Cap-2 Maneuver	-	-	-	-	-	-	310	322	-	305	321	-
Stage 1	-	-	-	-	-	-	642	611	-	618	591	-
Stage 2	-	-	-	-	-	-	615	591	-	630	610	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	14.3	16.7
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	408	1174	-	-	1197	-	-	310
HCM Lane V/C Ratio	0.048	0.001	-	-	0.004	-	-	0.011
HCM Control Delay (s)	14.3	8.1	0	-	8	0	-	16.7
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	329	300	4	3	16
Future Vol, veh/h	26	329	300	4	3	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	90	90	90	90
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	27	343	333	4	3	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	337	0	-	0	732	335
Stage 1	-	-	-	-	335	-
Stage 2	-	-	-	-	397	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1222	-	-	-	388	707
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	679	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1222	-	-	-	379	707
Mov Cap-2 Maneuver	-	-	-	-	379	-
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	679	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1222	-	-	-	379	707
HCM Lane V/C Ratio	0.022	-	-	-	0.009	0.025
HCM Control Delay (s)	8	-	-	-	14.6	10.2
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	2	0	6	0	72	0	2	103	2
Future Vol, veh/h	1	0	0	2	0	6	0	72	0	2	103	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	8	8	8	2	2	2
Mvmt Flow	1	0	0	2	0	7	0	80	0	2	114	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	203	199	115	199	200	80	116	0	0	80	0	0
Stage 1	119	119	-	80	80	-	-	-	-	-	-	-
Stage 2	84	80	-	119	120	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.18	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.272	-	-	2.218	-	-
Pot Cap-1 Maneuver	755	697	937	760	696	980	1436	-	-	1518	-	-
Stage 1	885	797	-	929	828	-	-	-	-	-	-	-
Stage 2	924	828	-	885	796	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	749	696	937	759	695	980	1436	-	-	1518	-	-
Mov Cap-2 Maneuver	749	696	-	759	695	-	-	-	-	-	-	-
Stage 1	885	796	-	929	828	-	-	-	-	-	-	-
Stage 2	918	828	-	884	795	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	9	0	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1436	-	-	749	914	1518	-	-
HCM Lane V/C Ratio	-	-	-	0.001	0.01	0.001	-	-
HCM Control Delay (s)	0	-	-	9.8	9	7.4	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	6.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	13	0	52	6	0	36
Future Vol, veh/h	13	0	52	6	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	2	2	2	2	2
Mvmt Flow	14	0	58	7	0	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	14	0	-	14
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	1604	-	0	1066
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1604	-	-	1066
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.6	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1066	-	-	1604	-
HCM Lane V/C Ratio	0.038	-	-	0.036	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	84	54	3	2	80	2	7	1	6	16	4	138
Future Vol, veh/h	84	54	3	2	80	2	7	1	6	16	4	138
Peak Hour Factor	0.81	0.81	0.81	0.58	0.58	0.58	0.69	0.69	0.69	0.91	0.91	0.91
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	5	5	5
Mvmt Flow	104	67	4	3	138	3	10	1	9	18	4	152
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	8.6	7.9	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	60%	2%	10%
Vol Thru, %	7%	38%	95%	3%
Vol Right, %	43%	2%	2%	87%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	141	84	158
LT Vol	7	84	2	16
Through Vol	1	54	80	4
RT Vol	6	3	2	138
Lane Flow Rate	20	174	145	174
Geometry Grp	1	1	1	1
Degree of Util (X)	0.027	0.225	0.183	0.205
Departure Headway (Hd)	4.727	4.651	4.556	4.252
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	756	771	786	844
Service Time	2.762	2.681	2.587	2.278
HCM Lane V/C Ratio	0.026	0.226	0.184	0.206
HCM Control Delay	7.9	9	8.6	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.9	0.7	0.8

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	95	0	0	107	62	0	0	0	65	0	0
Future Vol, veh/h	0	95	0	0	107	62	0	0	0	65	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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	103	0	0	116	67	0	0	0	71	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	8	0	8.2
HCM LOS	A	A	-	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	100%
Vol Thru, %	100%	100%	63%	0%
Vol Right, %	0%	0%	37%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	95	169	65
LT Vol	0	0	0	65
Through Vol	0	95	107	0
RT Vol	0	0	62	0
Lane Flow Rate	0	103	184	71
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0.12	0.2	0.093
Departure Headway (Hd)	4.635	4.198	3.917	4.744
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	841	902	760
Service Time	2.637	2.292	2.001	2.744
HCM Lane V/C Ratio	0	0.122	0.204	0.093
HCM Control Delay	7.6	7.9	8	8.2
HCM Lane LOS	N	A	A	A
HCM 95th-tile Q	0	0.4	0.7	0.3

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱↱		↱		⇦
Traffic Vol, veh/h	0	295	0	135	266	175
Future Vol, veh/h	0	295	0	135	266	175
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	95	95	89	89
Heavy Vehicles, %	3	3	2	2	4	4
Mvmt Flow	0	314	0	142	299	197

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	197	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	4.14	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	2.236	-
Pot Cap-1 Maneuver	0	844	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	844	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	NB	SB
HCM Control Delay, s	10.1	
HCM LOS	B	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	844	-	-
HCM Lane V/C Ratio	0.168	-	-
HCM Control Delay (s)	10.1	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.6	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	224	9	81	149	6	73
Future Vol, veh/h	224	9	81	149	6	73
Conflicting Peds, #/hr	0	0	0	0	3	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	86	86	79	78
Heavy Vehicles, %	5	5	3	3	3	3
Mvmt Flow	255	10	94	173	8	94

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	265	0	624	260
Stage 1	-	-	-	-	260	-
Stage 2	-	-	-	-	364	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1293	-	448	776
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	701	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1293	-	414	776
Mov Cap-2 Maneuver	-	-	-	-	414	-
Stage 1	-	-	-	-	724	-
Stage 2	-	-	-	-	699	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	728	-	-	1293	-
HCM Lane V/C Ratio	0.139	-	-	0.073	-
HCM Control Delay (s)	10.7	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0.2	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	284	10	13	223	6	29
Future Vol, veh/h	284	10	13	223	6	29
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	85	85	73	73
Heavy Vehicles, %	4	4	2	2	3	3
Mvmt Flow	299	11	15	262	8	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	311	0	598	306
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	292	-
Critical Hdwy	-	-	4.12	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.218	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1249	-	464	732
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	756	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1248	-	458	731
Mov Cap-2 Maneuver	-	-	-	-	458	-
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	756	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	663	-	-	1248	-
HCM Lane V/C Ratio	0.072	-	-	0.012	-
HCM Control Delay (s)	10.9	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	249	6	9	202	26	8	5	9	27	6	32
Future Vol, veh/h	54	249	6	9	202	26	8	5	9	27	6	32
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	125	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	90	90	90	56	56	56	74	74	74
Heavy Vehicles, %	3	3	3	2	2	2	5	5	5	4	4	4
Mvmt Flow	58	268	6	10	224	29	14	9	16	36	8	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	255	0	0	274	0	0	671	662	271	661	651	241
Stage 1	-	-	-	-	-	-	387	387	-	261	261	-
Stage 2	-	-	-	-	-	-	284	275	-	400	390	-
Critical Hdwy	4.13	-	-	4.12	-	-	7.15	6.55	6.25	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.14	5.54	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	3.545	4.045	3.345	3.536	4.036	3.336
Pot Cap-1 Maneuver	1304	-	-	1289	-	-	366	378	761	373	385	793
Stage 1	-	-	-	-	-	-	631	604	-	740	689	-
Stage 2	-	-	-	-	-	-	717	677	-	622	604	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1302	-	-	1289	-	-	327	357	761	343	364	791
Mov Cap-2 Maneuver	-	-	-	-	-	-	327	357	-	343	364	-
Stage 1	-	-	-	-	-	-	603	577	-	706	682	-
Stage 2	-	-	-	-	-	-	665	670	-	573	577	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	0.3	14.1	13.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	437	1302	-	-	1289	-	-	347	791
HCM Lane V/C Ratio	0.09	0.045	-	-	0.008	-	-	0.129	0.055
HCM Control Delay (s)	14.1	7.9	-	-	7.8	-	-	16.9	9.8
HCM Lane LOS	B	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.4	0.2

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	272	8	6	229	1	7	0	7	0	0	0
Future Vol, veh/h	2	272	8	6	229	1	7	0	7	0	0	0
Conflicting Peds, #/hr	2	0	2	2	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	1	-	-	1	-
Peak Hour Factor	94	94	94	91	91	91	50	50	50	92	92	92
Heavy Vehicles, %	4	4	4	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	289	9	7	252	1	14	0	14	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	255	0	0	300	0	0	567	569	296	574	573	255
Stage 1	-	-	-	-	-	-	300	300	-	269	269	-
Stage 2	-	-	-	-	-	-	267	269	-	305	304	-
Critical Hdwy	4.14	-	-	4.12	-	-	7.32	6.72	6.32	7.32	6.72	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	6.32	5.72	-	6.32	5.72	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.32	5.72	-	6.32	5.72	-
Follow-up Hdwy	2.236	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1298	-	-	1261	-	-	421	418	737	416	416	778
Stage 1	-	-	-	-	-	-	697	655	-	726	676	-
Stage 2	-	-	-	-	-	-	728	676	-	693	652	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1296	-	-	1259	-	-	418	413	736	405	411	777
Mov Cap-2 Maneuver	-	-	-	-	-	-	418	413	-	405	411	-
Stage 1	-	-	-	-	-	-	694	652	-	723	671	-
Stage 2	-	-	-	-	-	-	724	671	-	678	649	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	12.1	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	533	1296	-	-	1259	-	-	-
HCM Lane V/C Ratio	0.053	0.002	-	-	0.005	-	-	-
HCM Control Delay (s)	12.1	7.8	0	-	7.9	0	-	0
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	343	253	4	4	22
Future Vol, veh/h	26	343	253	4	4	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	90	90	90	90
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	27	357	281	4	4	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	285	0	-	0	694	283
Stage 1	-	-	-	-	283	-
Stage 2	-	-	-	-	411	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1277	-	-	-	409	756
Stage 1	-	-	-	-	765	-
Stage 2	-	-	-	-	669	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1277	-	-	-	400	756
Mov Cap-2 Maneuver	-	-	-	-	400	-
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	669	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1277	-	-	-	400	756
HCM Lane V/C Ratio	0.021	-	-	-	0.011	0.032
HCM Control Delay (s)	7.9	-	-	-	14.1	9.9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	0	1	0	1	0	76	2	1	87	2
Future Vol, veh/h	2	0	0	1	0	1	0	76	2	1	87	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	8	8	8	2	2	2
Mvmt Flow	2	0	0	1	0	1	0	84	2	1	97	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	186	186	98	185	186	85	99	0	0	86	0	0
Stage 1	100	100	-	85	85	-	-	-	-	-	-	-
Stage 2	86	86	-	100	101	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.18	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.272	-	-	2.218	-	-
Pot Cap-1 Maneuver	775	708	958	776	708	974	1457	-	-	1510	-	-
Stage 1	906	812	-	923	824	-	-	-	-	-	-	-
Stage 2	922	824	-	906	811	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	773	707	958	775	707	974	1457	-	-	1510	-	-
Mov Cap-2 Maneuver	773	707	-	775	707	-	-	-	-	-	-	-
Stage 1	906	811	-	923	824	-	-	-	-	-	-	-
Stage 2	921	824	-	905	810	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	9.2	0	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1457	-	-	773	863	1510	-	-
HCM Lane V/C Ratio	-	-	-	0.003	0.003	0.001	-	-
HCM Control Delay (s)	0	-	-	9.7	9.2	7.4	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	6.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	18	0	55	7	0	47
Future Vol, veh/h	18	0	55	7	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	2	2	2	2	2
Mvmt Flow	20	0	61	8	0	52

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	20	0	-	20
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	1596	-	0	1058
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1596	-	-	1058
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.5	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1058	-	-	1596	-
HCM Lane V/C Ratio	0.049	-	-	0.038	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	109	175	14	4	72	4	9	2	0	11	5	139
Future Vol, veh/h	109	175	14	4	72	4	9	2	0	11	5	139
Peak Hour Factor	0.86	0.86	0.86	0.88	0.88	0.88	0.69	0.69	0.69	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	127	203	16	5	82	5	13	3	0	13	6	165
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.1	8.5	8.5	8.8
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	82%	37%	5%	7%
Vol Thru, %	18%	59%	90%	3%
Vol Right, %	0%	5%	5%	90%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	11	298	80	155
LT Vol	9	109	4	11
Through Vol	2	175	72	5
RT Vol	0	14	4	139
Lane Flow Rate	16	347	91	185
Geometry Grp	1	1	1	1
Degree of Util (X)	0.024	0.438	0.121	0.228
Departure Headway (Hd)	5.361	4.547	4.772	4.453
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	665	790	748	805
Service Time	3.416	2.584	2.819	2.491
HCM Lane V/C Ratio	0.024	0.439	0.122	0.23
HCM Control Delay	8.5	11.1	8.5	8.8
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.1	2.2	0.4	0.9

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	186	0	0	186	95	0	0	0	100	0	0
Future Vol, veh/h	0	186	0	0	186	95	0	0	0	100	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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	202	0	0	202	103	0	0	0	109	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.1	9.7	0	9.3
HCM LOS	A	A	-	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	100%
Vol Thru, %	100%	100%	66%	0%
Vol Right, %	0%	0%	34%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	186	281	100
LT Vol	0	0	0	100
Through Vol	0	186	186	0
RT Vol	0	0	95	0
Lane Flow Rate	0	202	305	109
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0.255	0.36	0.158
Departure Headway (Hd)	5.21	4.54	4.246	5.233
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	790	846	684
Service Time	3.264	2.57	2.271	3.275
HCM Lane V/C Ratio	0	0.256	0.361	0.159
HCM Control Delay	8.3	9.1	9.7	9.3
HCM Lane LOS	N	A	A	A
HCM 95th-tile Q	0	1	1.6	0.6

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱↱		↱		↰
Traffic Vol, veh/h	0	358	0	126	409	131
Future Vol, veh/h	0	358	0	126	409	131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	0	-	-
Veh in Median Storage, #	-	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	79	79	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	437	0	159	426	136

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	136	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-
Pot Cap-1 Maneuver	0	913	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	913	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	NB	SB
HCM Control Delay, s	9.8	
HCM LOS	A	

Minor Lane/Major Mvmt	NBLn1	SBL	SBT
Capacity (veh/h)	913	-	-
HCM Lane V/C Ratio	0.175	-	-
HCM Control Delay (s)	9.8	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.6	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	374	21	102	222	12	184
Future Vol, veh/h	374	21	102	222	12	184
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	125	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	84	84	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	407	23	121	264	14	214

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	430	0	927	419
Stage 1	-	-	-	-	419	-
Stage 2	-	-	-	-	508	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1129	-	298	634
Stage 1	-	-	-	-	664	-
Stage 2	-	-	-	-	604	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1129	-	266	634
Mov Cap-2 Maneuver	-	-	-	-	266	-
Stage 1	-	-	-	-	593	-
Stage 2	-	-	-	-	603	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	15.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	584	-	-	1129	-
HCM Lane V/C Ratio	0.39	-	-	0.108	-
HCM Control Delay (s)	15.1	-	-	8.6	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.8	-	-	0.4	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	539	18	48	309	17	36
Future Vol, veh/h	539	18	48	309	17	36
Conflicting Peds, #/hr	0	8	8	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	84	84	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	573	19	57	368	23	48

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	600	0	1073	592
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	482	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	977	-	244	506
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	621	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	970	-	228	502
Mov Cap-2 Maneuver	-	-	-	-	228	-
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	621	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	17.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	362	-	-	970	-
HCM Lane V/C Ratio	0.195	-	-	0.059	-
HCM Control Delay (s)	17.3	-	-	8.9	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0.2	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	103	457	18	15	314	75	9	5	11	41	8	41
Future Vol, veh/h	103	457	18	15	314	75	9	5	11	41	8	41
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	125	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	77	77	77	69	69	69	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	3	3	3
Mvmt Flow	110	486	19	19	408	97	13	7	16	53	10	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	506	0	0	505	0	0	1243	1260	496	1223	1221	459
Stage 1	-	-	-	-	-	-	716	716	-	496	496	-
Stage 2	-	-	-	-	-	-	527	544	-	727	725	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.15	6.55	6.25	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.13	5.53	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.545	4.045	3.345	3.527	4.027	3.327
Pot Cap-1 Maneuver	1059	-	-	1060	-	-	149	168	568	155	179	600
Stage 1	-	-	-	-	-	-	417	430	-	554	544	-
Stage 2	-	-	-	-	-	-	529	514	-	414	428	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1058	-	-	1060	-	-	117	148	568	132	157	599
Mov Cap-2 Maneuver	-	-	-	-	-	-	117	148	-	132	157	-
Stage 1	-	-	-	-	-	-	374	385	-	496	534	-
Stage 2	-	-	-	-	-	-	464	504	-	354	383	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	0.3	28.1	33.8
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	192	1058	-	-	1060	-	-	136	599
HCM Lane V/C Ratio	0.189	0.104	-	-	0.018	-	-	0.462	0.088
HCM Control Delay (s)	28.1	8.8	-	-	8.5	-	-	52.4	11.6
HCM Lane LOS	D	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0.7	0.3	-	-	0.1	-	-	2.1	0.3

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	485	24	24	382	1	25	0	18	0	0	0
Future Vol, veh/h	0	485	24	24	382	1	25	0	18	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	1	-	-	1	-
Peak Hour Factor	93	93	93	87	87	87	35	35	35	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	2	2	2
Mvmt Flow	0	522	26	28	439	1	71	0	51	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	440	0	0	548	0	0	1031	1031	535	1057	1044	440
Stage 1	-	-	-	-	-	-	535	535	-	496	496	-
Stage 2	-	-	-	-	-	-	496	496	-	561	548	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.35	6.75	6.35	7.32	6.72	6.32
Critical Hdwy Stg 1	-	-	-	-	-	-	6.35	5.75	-	6.32	5.72	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.35	5.75	-	6.32	5.72	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.545	4.045	3.345	3.518	4.018	3.318
Pot Cap-1 Maneuver	1120	-	-	1021	-	-	197	217	532	191	216	610
Stage 1	-	-	-	-	-	-	508	504	-	541	531	-
Stage 2	-	-	-	-	-	-	535	526	-	496	501	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1120	-	-	1021	-	-	192	209	532	168	208	610
Mov Cap-2 Maneuver	-	-	-	-	-	-	192	209	-	168	208	-
Stage 1	-	-	-	-	-	-	508	504	-	541	512	-
Stage 2	-	-	-	-	-	-	516	507	-	448	501	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	30.3	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	262	1120	-	-	1021	-	-	-
HCM Lane V/C Ratio	0.469	-	-	-	0.027	-	-	-
HCM Control Delay (s)	30.3	0	-	-	8.6	0	-	0
HCM Lane LOS	D	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	2.3	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	484	312	8	8	38
Future Vol, veh/h	40	484	312	8	8	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	90	90	90	90
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	42	504	347	9	9	42

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	356	0	-	0	940	352
Stage 1	-	-	-	-	352	-
Stage 2	-	-	-	-	588	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1203	-	-	-	293	692
Stage 1	-	-	-	-	712	-
Stage 2	-	-	-	-	555	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1203	-	-	-	283	692
Mov Cap-2 Maneuver	-	-	-	-	283	-
Stage 1	-	-	-	-	687	-
Stage 2	-	-	-	-	555	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1203	-	-	-	283	692
HCM Lane V/C Ratio	0.035	-	-	-	0.031	0.061
HCM Control Delay (s)	8.1	-	-	-	18.1	10.5
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.2

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	0	0	0	3	0	191	1	3	116	3
Future Vol, veh/h	3	0	0	0	0	3	0	191	1	3	116	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	8	8	8	2	2	2
Mvmt Flow	3	0	0	0	0	3	0	212	1	3	129	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	351	350	131	350	351	213	132	0	0	213	0	0
Stage 1	137	137	-	213	213	-	-	-	-	-	-	-
Stage 2	214	213	-	137	138	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.18	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.272	-	-	2.218	-	-
Pot Cap-1 Maneuver	604	574	919	605	573	827	1417	-	-	1357	-	-
Stage 1	866	783	-	789	726	-	-	-	-	-	-	-
Stage 2	788	726	-	866	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	600	573	919	604	572	827	1417	-	-	1357	-	-
Mov Cap-2 Maneuver	600	573	-	604	572	-	-	-	-	-	-	-
Stage 1	866	781	-	789	726	-	-	-	-	-	-	-
Stage 2	785	726	-	864	780	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11	9.4	0	0.2
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1417	-	-	600	827	1357	-	-
HCM Lane V/C Ratio	-	-	-	0.006	0.004	0.002	-	-
HCM Control Delay (s)	0	-	-	11	9.4	7.7	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	7.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	7	0	93	2	0	93
Future Vol, veh/h	7	0	93	2	0	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	2	2	2	2	2
Mvmt Flow	8	0	103	2	0	103

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	8	0	-	8
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	1612	-	0	1074
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1612	-	-	1074
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.2	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1074	-	-	1612	-
HCM Lane V/C Ratio	0.096	-	-	0.064	-
HCM Control Delay (s)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Appendix F – SIDRA Roundabout Analysis Output

2022 Current Site Plan

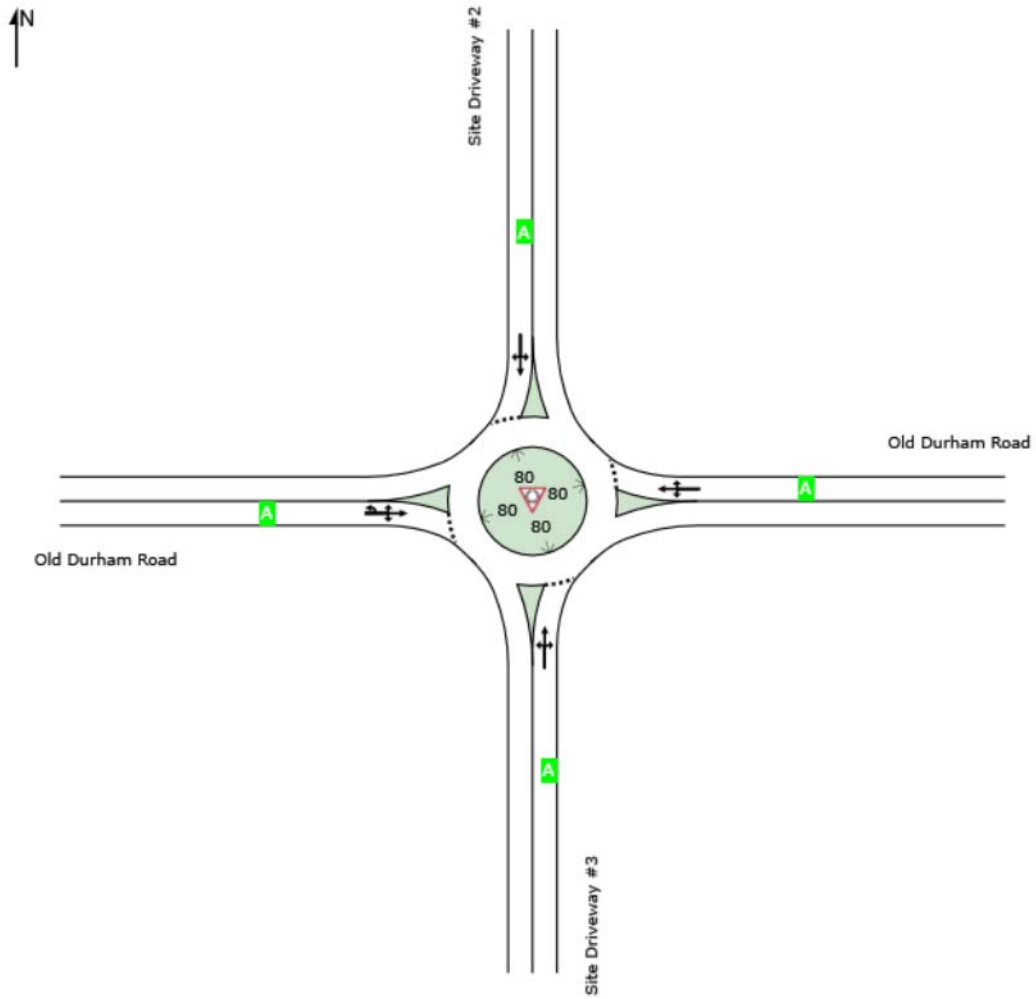
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [2022 AM Current Concept]

New Site
Site Category: (None)
Roundabout

	Approaches				Intersection
	South	East	North	West	
LOS	A	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

MOVEMENT SUMMARY

Site: 101 [2022 AM Current Concept]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Site Driveway #3												
3	L2	4	2.0	0.008	4.4	LOS A	0.0	0.8	0.49	0.32	0.49	23.9
8	T1	1	2.0	0.008	4.4	LOS A	0.0	0.8	0.49	0.32	0.49	23.6
18	R2	1	2.0	0.008	4.4	LOS A	0.0	0.8	0.49	0.32	0.49	23.1
Approach		7	2.0	0.008	4.4	LOS A	0.0	0.8	0.49	0.32	0.49	23.7
East: Old Durham Road												
1	L2	2	2.0	0.242	5.1	LOS A	1.2	31.7	0.29	0.15	0.29	24.6
6	T1	267	2.0	0.242	5.1	LOS A	1.2	31.7	0.29	0.15	0.29	24.2
16	R2	24	2.0	0.242	5.1	LOS A	1.2	31.7	0.29	0.15	0.29	23.7
Approach		294	2.0	0.242	5.1	LOS A	1.2	31.7	0.29	0.15	0.29	24.2
North: Site Driveway #2												
7	L2	58	2.0	0.108	4.6	LOS A	0.5	11.7	0.43	0.32	0.43	24.0
4	T1	1	2.0	0.108	4.6	LOS A	0.5	11.7	0.43	0.32	0.43	23.7
14	R2	48	2.0	0.108	4.6	LOS A	0.5	11.7	0.43	0.32	0.43	23.1
Approach		107	2.0	0.108	4.6	LOS A	0.5	11.7	0.43	0.32	0.43	23.6
West: Old Durham Road												
5u	U	30	2.0	0.331	5.9	LOS A	1.9	49.3	0.24	0.11	0.24	24.6
5	L2	70	2.0	0.331	5.9	LOS A	1.9	49.3	0.24	0.11	0.24	24.1
2	T1	312	2.0	0.331	5.9	LOS A	1.9	49.3	0.24	0.11	0.24	23.7
12	R2	8	2.0	0.331	5.9	LOS A	1.9	49.3	0.24	0.11	0.24	23.2
Approach		420	2.0	0.331	5.9	LOS A	1.9	49.3	0.24	0.11	0.24	23.8
All Vehicles		827	2.0	0.331	5.4	LOS A	1.9	49.3	0.29	0.15	0.29	23.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

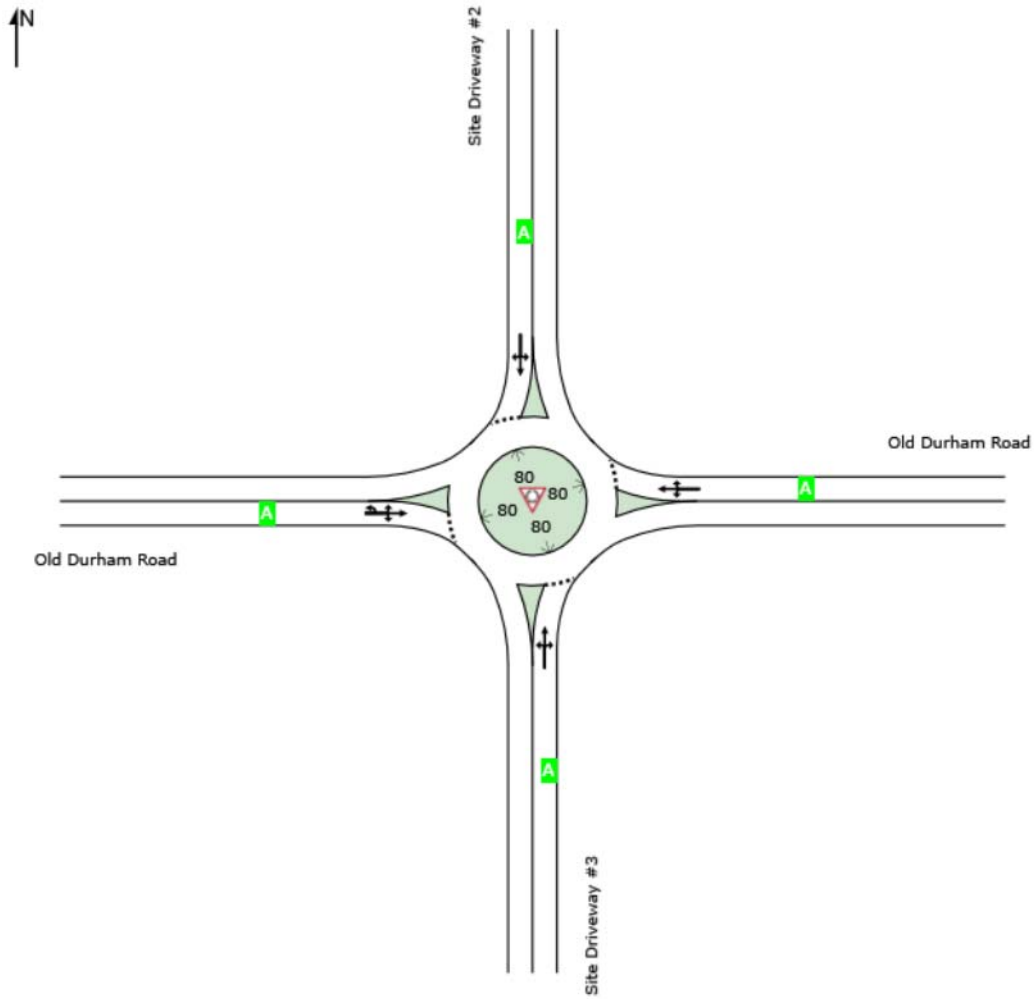
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [2022 NOON Current Concept]

New Site
Site Category: (None)
Roundabout

	Approaches				Intersection
	South	East	North	West	
LOS	A	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

MOVEMENT SUMMARY

Site: 101 [2022 NOON Current Concept]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Site Driveway #3												
3	L2	7	2.0	0.013	4.8	LOS A	0.0	1.2	0.52	0.37	0.52	23.8
8	T1	1	2.0	0.013	4.8	LOS A	0.0	1.2	0.52	0.37	0.52	23.5
18	R2	2	2.0	0.013	4.8	LOS A	0.0	1.2	0.52	0.37	0.52	23.0
Approach		10	2.0	0.013	4.8	LOS A	0.0	1.2	0.52	0.37	0.52	23.6
East: Old Durham Road												
1	L2	2	3.0	0.173	4.8	LOS A	0.8	20.3	0.36	0.23	0.36	24.6
6	T1	162	3.0	0.173	4.8	LOS A	0.8	20.3	0.36	0.23	0.36	24.3
16	R2	27	3.0	0.173	4.8	LOS A	0.8	20.3	0.36	0.23	0.36	23.8
Approach		191	3.0	0.173	4.8	LOS A	0.8	20.3	0.36	0.23	0.36	24.2
North: Site Driveway #2												
7	L2	79	2.0	0.139	4.8	LOS A	0.6	15.5	0.42	0.30	0.42	23.9
4	T1	1	2.0	0.139	4.8	LOS A	0.6	15.5	0.42	0.30	0.42	23.6
14	R2	61	2.0	0.139	4.8	LOS A	0.6	15.5	0.42	0.30	0.42	23.1
Approach		141	2.0	0.139	4.8	LOS A	0.6	15.5	0.42	0.30	0.42	23.5
West: Old Durham Road												
5u	U	99	5.0	0.373	6.6	LOS A	2.2	56.8	0.29	0.15	0.29	24.2
5	L2	74	5.0	0.373	6.6	LOS A	2.2	56.8	0.29	0.15	0.29	23.7
2	T1	269	5.0	0.373	6.6	LOS A	2.2	56.8	0.29	0.15	0.29	23.4
12	R2	8	5.0	0.373	6.6	LOS A	2.2	56.8	0.29	0.15	0.29	22.9
Approach		450	5.0	0.373	6.6	LOS A	2.2	56.8	0.29	0.15	0.29	23.6
All Vehicles		792	3.9	0.373	5.8	LOS A	2.2	56.8	0.34	0.20	0.34	23.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

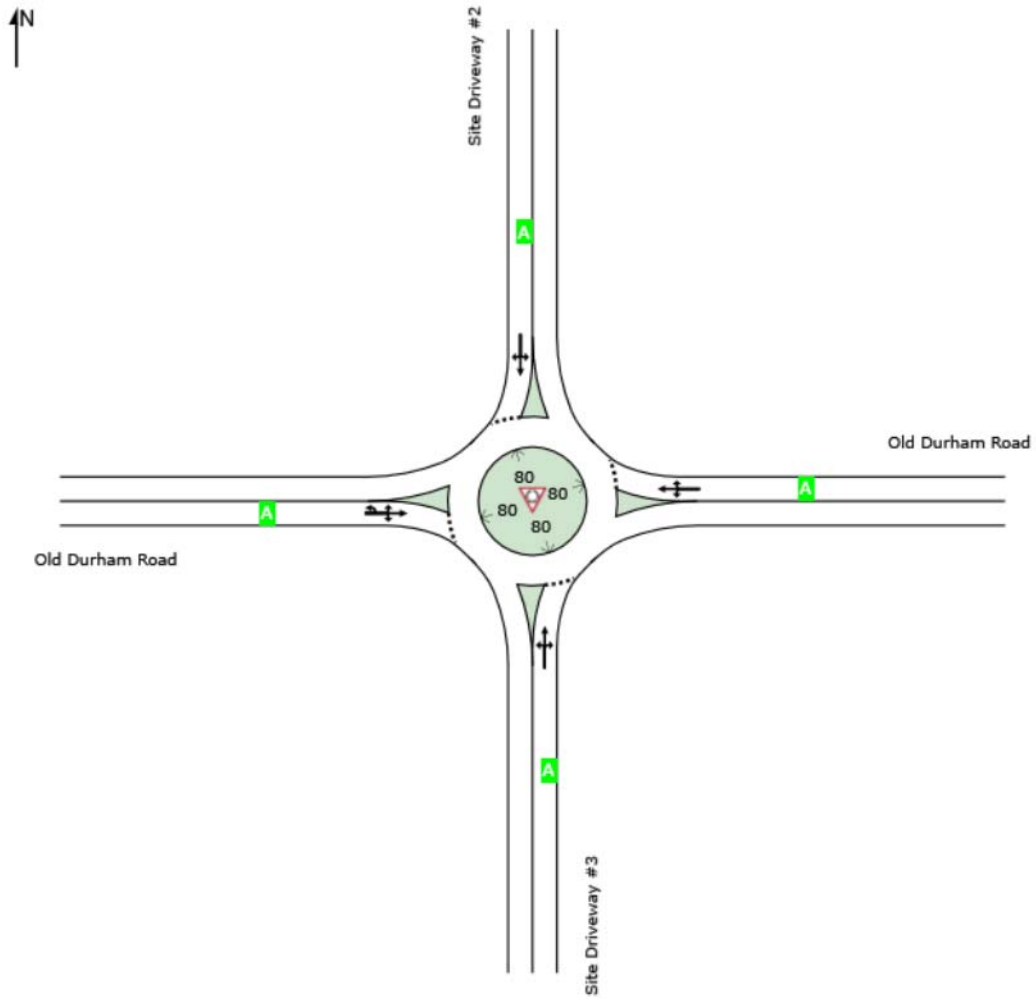
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [2022 PM Current Concept]

New Site
Site Category: (None)
Roundabout

	Approaches				Intersection
	South	East	North	West	
LOS	A	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

MOVEMENT SUMMARY

Site: 101 [2022 PM Current Concept]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Site Driveway #3												
3	L2	9	2.0	0.022	6.1	LOS A	0.1	2.0	0.60	0.50	0.60	23.5
8	T1	1	2.0	0.022	6.1	LOS A	0.1	2.0	0.60	0.50	0.60	23.2
18	R2	3	2.0	0.022	6.1	LOS A	0.1	2.0	0.60	0.50	0.60	22.7
Approach		13	2.0	0.022	6.1	LOS A	0.1	2.0	0.60	0.50	0.60	23.3
East: Old Durham Road												
1	L2	4	2.0	0.262	5.7	LOS A	1.3	33.7	0.39	0.26	0.39	24.4
6	T1	249	2.0	0.262	5.7	LOS A	1.3	33.7	0.39	0.26	0.39	24.1
16	R2	40	2.0	0.262	5.7	LOS A	1.3	33.7	0.39	0.26	0.39	23.5
Approach		293	2.0	0.262	5.7	LOS A	1.3	33.7	0.39	0.26	0.39	24.0
North: Site Driveway #2												
7	L2	136	2.0	0.272	6.4	LOS A	1.3	33.6	0.50	0.40	0.50	23.6
4	T1	1	2.0	0.272	6.4	LOS A	1.3	33.6	0.50	0.40	0.50	23.3
14	R2	130	2.0	0.272	6.4	LOS A	1.3	33.6	0.50	0.40	0.50	22.8
Approach		267	2.0	0.272	6.4	LOS A	1.3	33.6	0.50	0.40	0.50	23.2
West: Old Durham Road												
5u	U	50	2.0	0.535	9.2	LOS A	3.9	100.3	0.49	0.31	0.49	23.7
5	L2	122	2.0	0.535	9.2	LOS A	3.9	100.3	0.49	0.31	0.49	23.2
2	T1	445	2.0	0.535	9.2	LOS A	3.9	100.3	0.49	0.31	0.49	22.9
12	R2	10	2.0	0.535	9.2	LOS A	3.9	100.3	0.49	0.31	0.49	22.4
Approach		626	2.0	0.535	9.2	LOS A	3.9	100.3	0.49	0.31	0.49	23.0
All Vehicles		1199	2.0	0.535	7.7	LOS A	3.9	100.3	0.47	0.32	0.47	23.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

2022 Proposed Site Plan

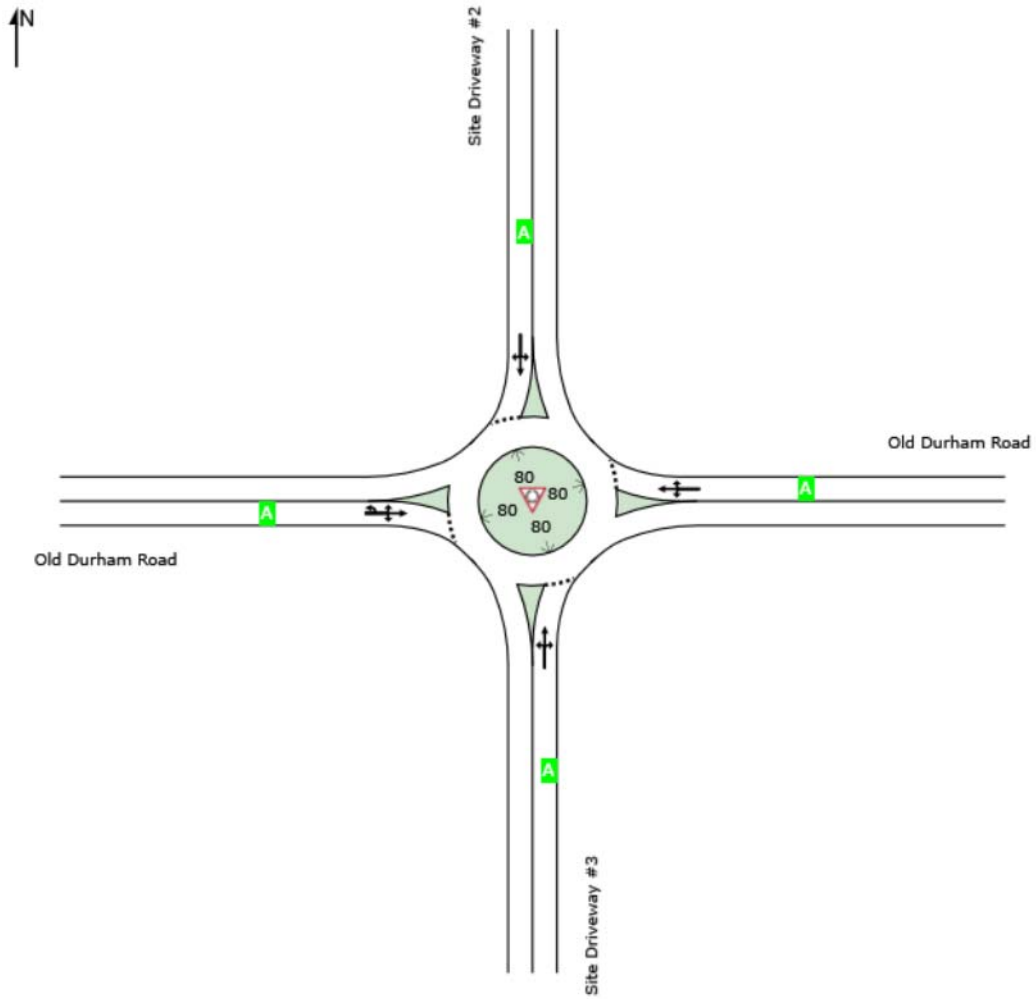
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [2022 AM Proposed Concept]

New Site
Site Category: (None)
Roundabout

	Approaches				Intersection
	South	East	North	West	
LOS	A	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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MOVEMENT SUMMARY

Site: 101 [2022 AM Proposed Concept]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Site Driveway #3												
3	L2	4	2.0	0.007	4.0	LOS A	0.0	0.7	0.45	0.27	0.45	24.0
8	T1	1	2.0	0.007	4.0	LOS A	0.0	0.7	0.45	0.27	0.45	23.7
18	R2	1	2.0	0.007	4.0	LOS A	0.0	0.7	0.45	0.27	0.45	23.2
Approach		7	2.0	0.007	4.0	LOS A	0.0	0.7	0.45	0.27	0.45	23.8
East: Old Durham Road												
1	L2	2	2.0	0.229	4.9	LOS A	1.2	29.7	0.25	0.12	0.25	24.6
6	T1	262	2.0	0.229	4.9	LOS A	1.2	29.7	0.25	0.12	0.25	24.3
16	R2	20	2.0	0.229	4.9	LOS A	1.2	29.7	0.25	0.12	0.25	23.8
Approach		284	2.0	0.229	4.9	LOS A	1.2	29.7	0.25	0.12	0.25	24.3
North: Site Driveway #2												
7	L2	17	2.0	0.045	4.0	LOS A	0.2	4.6	0.41	0.27	0.41	24.3
4	T1	1	2.0	0.045	4.0	LOS A	0.2	4.6	0.41	0.27	0.41	24.0
14	R2	27	2.0	0.045	4.0	LOS A	0.2	4.6	0.41	0.27	0.41	23.5
Approach		44	2.0	0.045	4.0	LOS A	0.2	4.6	0.41	0.27	0.41	23.8
West: Old Durham Road												
5u	U	30	2.0	0.282	5.2	LOS A	1.6	40.4	0.12	0.03	0.12	24.8
5	L2	45	2.0	0.282	5.2	LOS A	1.6	40.4	0.12	0.03	0.12	24.3
2	T1	291	2.0	0.282	5.2	LOS A	1.6	40.4	0.12	0.03	0.12	24.0
12	R2	8	2.0	0.282	5.2	LOS A	1.6	40.4	0.12	0.03	0.12	23.4
Approach		374	2.0	0.282	5.2	LOS A	1.6	40.4	0.12	0.03	0.12	24.1
All Vehicles		709	2.0	0.282	5.0	LOS A	1.6	40.4	0.19	0.08	0.19	24.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

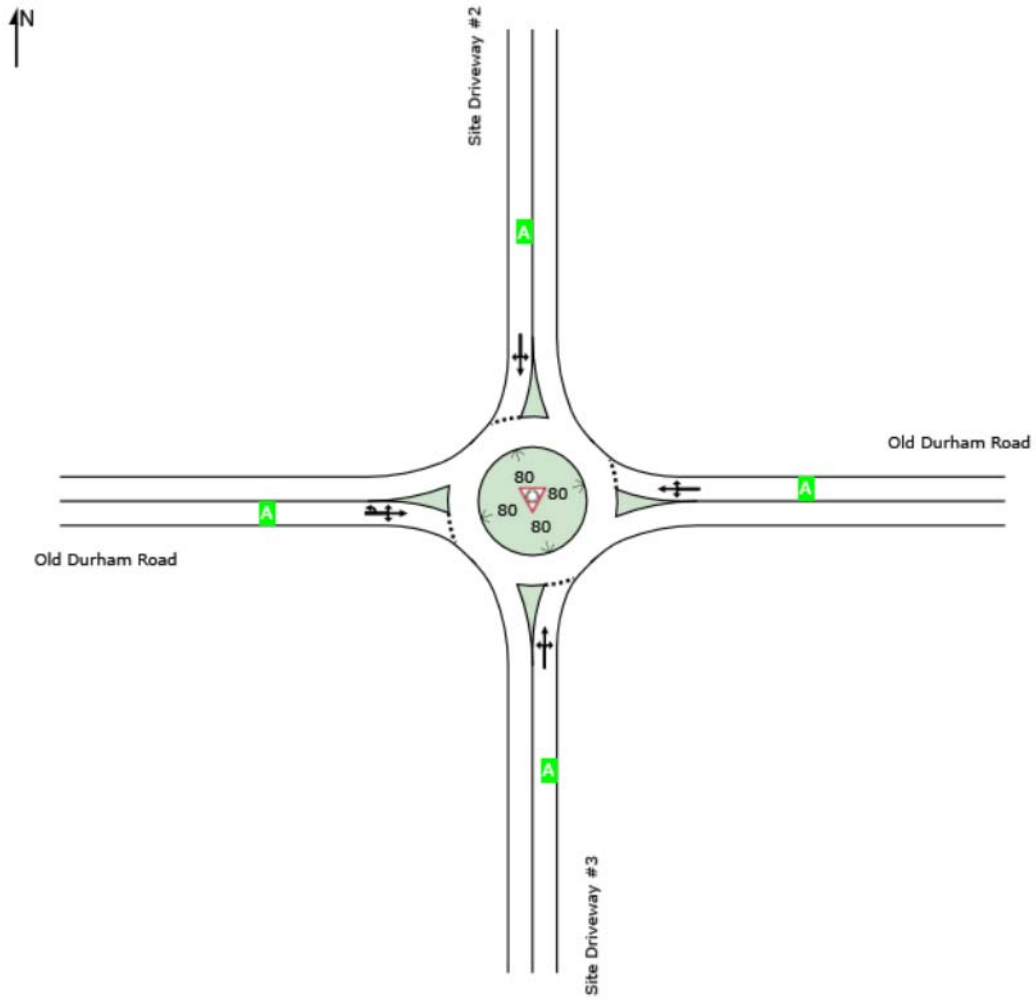
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [2022 NOON Proposed Concept]

New Site
Site Category: (None)
Roundabout

	Approaches				Intersection
	South	East	North	West	
LOS	A	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

MOVEMENT SUMMARY

Site: 101 [2022 NOON Proposed Concept]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Site Driveway #3												
3	L2	7	2.0	0.011	4.2	LOS A	0.0	1.1	0.47	0.31	0.47	24.0
8	T1	1	2.0	0.011	4.2	LOS A	0.0	1.1	0.47	0.31	0.47	23.7
18	R2	2	2.0	0.011	4.2	LOS A	0.0	1.1	0.47	0.31	0.47	23.2
Approach		10	2.0	0.011	4.2	LOS A	0.0	1.1	0.47	0.31	0.47	23.7
East: Old Durham Road												
1	L2	2	3.0	0.159	4.6	LOS A	0.7	18.6	0.33	0.20	0.33	24.7
6	T1	155	3.0	0.159	4.6	LOS A	0.7	18.6	0.33	0.20	0.33	24.4
16	R2	23	3.0	0.159	4.6	LOS A	0.7	18.6	0.33	0.20	0.33	23.8
Approach		180	3.0	0.159	4.6	LOS A	0.7	18.6	0.33	0.20	0.33	24.3
North: Site Driveway #2												
7	L2	23	2.0	0.059	4.0	LOS A	0.2	6.1	0.39	0.26	0.39	24.3
4	T1	1	2.0	0.059	4.0	LOS A	0.2	6.1	0.39	0.26	0.39	24.0
14	R2	36	2.0	0.059	4.0	LOS A	0.2	6.1	0.39	0.26	0.39	23.4
Approach		60	2.0	0.059	4.0	LOS A	0.2	6.1	0.39	0.26	0.39	23.8
West: Old Durham Road												
5u	U	99	5.0	0.309	5.6	LOS A	1.7	44.7	0.14	0.05	0.14	24.4
5	L2	49	5.0	0.309	5.6	LOS A	1.7	44.7	0.14	0.05	0.14	23.9
2	T1	239	5.0	0.309	5.6	LOS A	1.7	44.7	0.14	0.05	0.14	23.6
12	R2	8	5.0	0.309	5.6	LOS A	1.7	44.7	0.14	0.05	0.14	23.1
Approach		394	5.0	0.309	5.6	LOS A	1.7	44.7	0.14	0.05	0.14	23.8
All Vehicles		645	4.1	0.309	5.1	LOS A	1.7	44.7	0.22	0.11	0.22	23.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

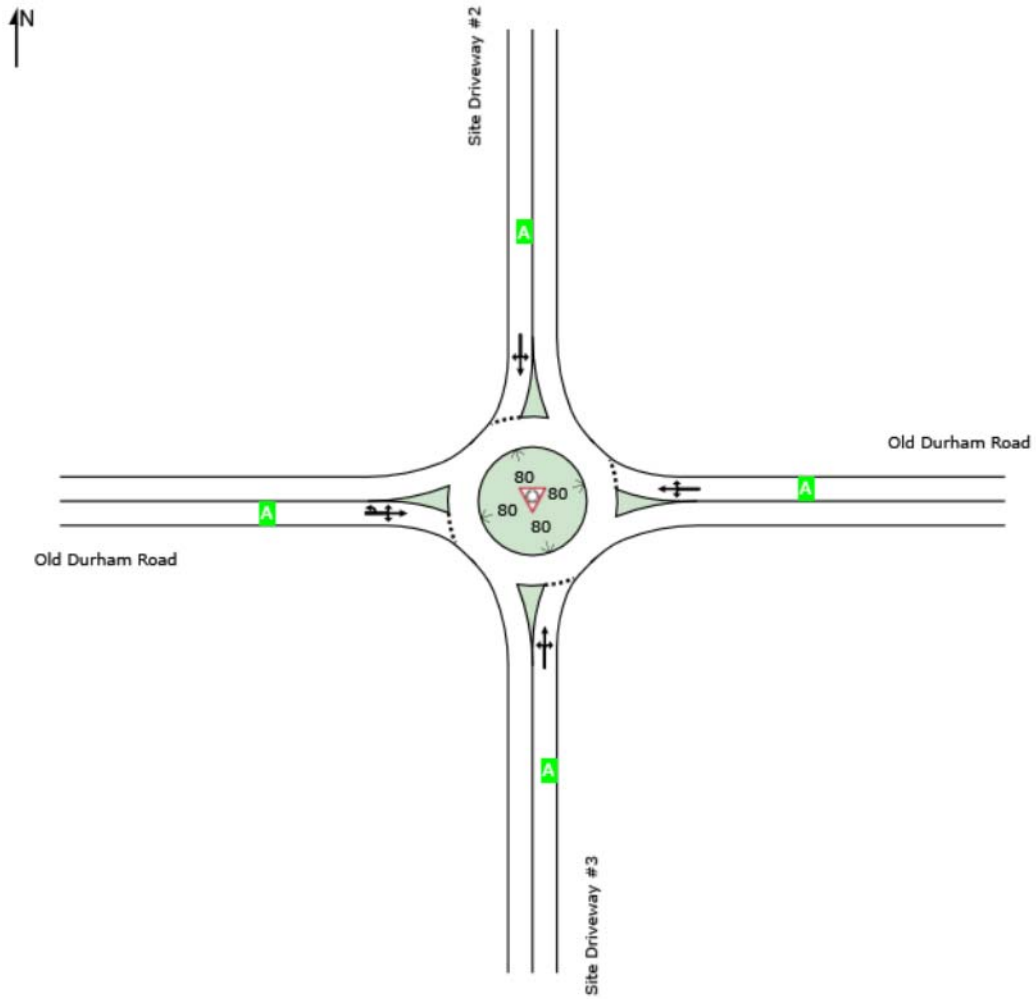
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [2022 PM Proposed Concept]

New Site
Site Category: (None)
Roundabout

	Approaches				Intersection
	South	East	North	West	
LOS	A	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

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MOVEMENT SUMMARY

Site: 101 [2022 PM Proposed Concept]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Site Driveway #3												
3	L2	9	2.0	0.018	5.0	LOS A	0.1	1.7	0.54	0.40	0.54	23.8
8	T1	1	2.0	0.018	5.0	LOS A	0.1	1.7	0.54	0.40	0.54	23.5
18	R2	3	2.0	0.018	5.0	LOS A	0.1	1.7	0.54	0.40	0.54	23.0
Approach		13	2.0	0.018	5.0	LOS A	0.1	1.7	0.54	0.40	0.54	23.5
East: Old Durham Road												
1	L2	4	2.0	0.244	5.3	LOS A	1.2	31.3	0.35	0.21	0.35	24.5
6	T1	238	2.0	0.244	5.3	LOS A	1.2	31.3	0.35	0.21	0.35	24.2
16	R2	40	2.0	0.244	5.3	LOS A	1.2	31.3	0.35	0.21	0.35	23.6
Approach		282	2.0	0.244	5.3	LOS A	1.2	31.3	0.35	0.21	0.35	24.1
North: Site Driveway #2												
7	L2	43	2.0	0.119	4.7	LOS A	0.5	13.0	0.44	0.32	0.44	24.1
4	T1	1	2.0	0.119	4.7	LOS A	0.5	13.0	0.44	0.32	0.44	23.8
14	R2	73	2.0	0.119	4.7	LOS A	0.5	13.0	0.44	0.32	0.44	23.3
Approach		118	2.0	0.119	4.7	LOS A	0.5	13.0	0.44	0.32	0.44	23.6
West: Old Durham Road												
5u	U	50	2.0	0.416	6.8	LOS A	2.8	70.4	0.24	0.10	0.24	24.3
5	L2	90	2.0	0.416	6.8	LOS A	2.8	70.4	0.24	0.10	0.24	23.8
2	T1	385	2.0	0.416	6.8	LOS A	2.8	70.4	0.24	0.10	0.24	23.5
12	R2	10	2.0	0.416	6.8	LOS A	2.8	70.4	0.24	0.10	0.24	23.0
Approach		535	2.0	0.416	6.8	LOS A	2.8	70.4	0.24	0.10	0.24	23.6
All Vehicles		948	2.0	0.416	6.1	LOS A	2.8	70.4	0.30	0.16	0.30	23.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Appendix G – SimTraffic Queuing and Blocking Reports

Intersection: 5: Old Durham Road/Sage Road & US 15-501 (Fordham Blvd)/US 15-501 (Durham-Chapel

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	L	T
Maximum Queue (ft)	334	350	705	726	275	327	487	496	275	172	180	87
Average Queue (ft)	273	319	556	562	162	140	277	294	83	120	146	77
95th Queue (ft)	380	409	801	811	356	259	419	435	264	188	177	96
Link Distance (ft)			694	694			1717	1717		87	87	87
Upstream Blk Time (%)			9	5						40	60	36
Queuing Penalty (veh)			97	55						33	49	29
Storage Bay Dist (ft)	325	325			250	400			250			
Storage Blk Time (%)	5	28	9	23	1	0	1	21	0			
Queuing Penalty (veh)	35	209	33	44	4	0	1	25	1			

Intersection: 5: Old Durham Road/Sage Road & US 15-501 (Fordham Blvd)/US 15-501 (Durham-Chapel

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	L	T	R
Maximum Queue (ft)	75	187	200	514	150
Average Queue (ft)	21	139	179	429	108
95th Queue (ft)	67	223	240	649	198
Link Distance (ft)	87			476	
Upstream Blk Time (%)	0			49	
Queuing Penalty (veh)	0			0	
Storage Bay Dist (ft)		175	175		125
Storage Blk Time (%)		12	32	52	7
Queuing Penalty (veh)		35	89	206	27

Intersection: 6: Service Road Access/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)/US 15-50

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	L	T	R
Maximum Queue (ft)	217	184	204	130	232	518	538	250	67	89	45	151
Average Queue (ft)	99	54	73	10	88	328	346	75	17	35	10	64
95th Queue (ft)	179	135	150	61	188	472	477	240	50	72	31	132
Link Distance (ft)		1717	1717			1452	1452			332	332	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	400			225	400			225	150			175
Storage Blk Time (%)			0			3	22	0				0
Queuing Penalty (veh)			0			2	22	0				0

Intersection: 6: Service Road Access/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)/US 15-50

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	158	137
Average Queue (ft)	61	59
95th Queue (ft)	131	120
Link Distance (ft)		335
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	300	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Lakeview Drive/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	R	L	T	R	L
Maximum Queue (ft)	61	93	129	131	149	227	225	96	92	112	236	128
Average Queue (ft)	19	27	36	52	74	114	128	27	25	35	135	21
95th Queue (ft)	51	67	86	108	134	205	204	72	67	81	217	80
Link Distance (ft)		1452	1452		859	859	859	859		481		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100			300					100		350	300
Storage Blk Time (%)		0							1	1		
Queuing Penalty (veh)		0							2	1		

Intersection: 7: Lakeview Drive/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	159	42
Average Queue (ft)	84	10
95th Queue (ft)	152	34
Link Distance (ft)	560	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		300
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 998

Intersection: 5: Old Durham Road/Sage Road & US 15-501 (Fordham Blvd)/US 15-501 (Durham-Chapel

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	L	T
Maximum Queue (ft)	278	341	541	545	275	163	317	370	274	86	155	141
Average Queue (ft)	162	190	279	286	104	79	198	211	67	62	109	84
95th Queue (ft)	244	298	433	435	278	148	286	314	203	105	170	145
Link Distance (ft)			694	694			1717	1717		87	87	87
Upstream Blk Time (%)				0						2	36	26
Queuing Penalty (veh)				0						2	27	19
Storage Bay Dist (ft)	325	325			250	400			250			
Storage Blk Time (%)	0	0	2	10	0			4	0			
Queuing Penalty (veh)	0	1	6	21	0			8	0			

Intersection: 5: Old Durham Road/Sage Road & US 15-501 (Fordham Blvd)/US 15-501 (Durham-Chapel

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	L	T	R
Maximum Queue (ft)	101	183	200	504	150
Average Queue (ft)	37	100	148	256	123
95th Queue (ft)	84	192	221	510	189
Link Distance (ft)	87			476	
Upstream Blk Time (%)	3			6	
Queuing Penalty (veh)	2			0	
Storage Bay Dist (ft)		175	175		125
Storage Blk Time (%)		1	5	29	12
Queuing Penalty (veh)		3	17	112	41

Intersection: 6: Service Road Access/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)/US 15-50

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	L	T	R
Maximum Queue (ft)	197	196	204	68	211	296	334	124	78	103	55	156
Average Queue (ft)	103	81	94	12	105	117	136	13	20	41	12	69
95th Queue (ft)	178	164	173	45	189	245	264	65	58	86	39	127
Link Distance (ft)		1717	1717			1452	1452			332	332	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	400			225	400			225	150			175
Storage Blk Time (%)			0				3	0				0
Queuing Penalty (veh)			0				2	0				0

Intersection: 6: Service Road Access/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)/US 15-50

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	134	180
Average Queue (ft)	51	85
95th Queue (ft)	108	160
Link Distance (ft)		335
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	300	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Lakeview Drive/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	R	L	T	R	L
Maximum Queue (ft)	91	200	230	208	145	280	284	58	77	104	180	174
Average Queue (ft)	23	102	112	111	60	71	83	11	13	36	79	71
95th Queue (ft)	64	187	207	198	121	188	212	38	46	91	153	170
Link Distance (ft)		1452	1452		859	859	859	859		481		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100			300					100		350	300
Storage Blk Time (%)	0	11								3		
Queuing Penalty (veh)	1	3								2		

Intersection: 7: Lakeview Drive/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	217	76
Average Queue (ft)	128	26
95th Queue (ft)	197	60
Link Distance (ft)	560	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		300
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 266

Intersection: 5: Old Durham Road/Sage Road & US 15-501 (Fordham Blvd)/US 15-501 (Durham-Chapel

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	L	T
Maximum Queue (ft)	286	350	726	730	275	318	569	616	275	168	160	87
Average Queue (ft)	189	288	671	691	178	103	354	383	149	114	145	74
95th Queue (ft)	264	418	772	733	370	231	516	551	338	176	178	108
Link Distance (ft)			694	694			1717	1717		87	87	87
Upstream Blk Time (%)			19	20						34	53	28
Queuing Penalty (veh)			242	262						30	48	25
Storage Bay Dist (ft)	325	325			250	400			250			
Storage Blk Time (%)	0	0	31	36	0		5	26	0			
Queuing Penalty (veh)	0	1	116	99	1		5	52	1			

Intersection: 5: Old Durham Road/Sage Road & US 15-501 (Fordham Blvd)/US 15-501 (Durham-Chapel

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	L	T	R
Maximum Queue (ft)	77	187	200	516	150
Average Queue (ft)	41	125	172	401	119
95th Queue (ft)	87	214	240	595	201
Link Distance (ft)	87			476	
Upstream Blk Time (%)	0			30	
Queuing Penalty (veh)	0			0	
Storage Bay Dist (ft)		175	175		125
Storage Blk Time (%)		5	17	54	10
Queuing Penalty (veh)		19	59	218	41

Intersection: 6: Service Road Access/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)/US 15-50

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	L	T	R
Maximum Queue (ft)	384	654	634	250	307	324	379	215	136	188	306	200
Average Queue (ft)	90	338	356	81	159	162	189	27	61	90	50	129
95th Queue (ft)	243	573	588	249	274	315	348	128	125	166	207	209
Link Distance (ft)		1717	1717			1452	1452			332	332	
Upstream Blk Time (%)										0	1	
Queuing Penalty (veh)										0	2	
Storage Bay Dist (ft)	400			225	400			225	150			175
Storage Blk Time (%)		7	31	0		0	12	0	0	2		11
Queuing Penalty (veh)		5	39	0		0	9	0	0	1		1

Intersection: 6: Service Road Access/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)/US 15-50

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	240	307
Average Queue (ft)	91	155
95th Queue (ft)	189	272
Link Distance (ft)		335
Upstream Blk Time (%)	0	1
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)	300	
Storage Blk Time (%)		2
Queuing Penalty (veh)		2

Intersection: 7: Lakeview Drive/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	R	L	T	R	L
Maximum Queue (ft)	65	338	364	320	169	433	348	62	100	174	322	302
Average Queue (ft)	11	164	171	200	81	126	137	10	26	44	149	150
95th Queue (ft)	40	306	329	295	153	302	301	37	71	114	263	266
Link Distance (ft)		1452	1452		859	859	859	859		481		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100			300					100		350	300
Storage Blk Time (%)	0	24	1	2					1	2	0	0
Queuing Penalty (veh)	0	2	7	11					1	3	0	0

Intersection: 7: Lakeview Drive/Eastowne Drive & US 15-501 (Durham-Chapel Hill Blvd)

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	370	186
Average Queue (ft)	208	30
95th Queue (ft)	303	100
Link Distance (ft)	560	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		300
Storage Blk Time (%)	1	
Queuing Penalty (veh)	2	

Zone Summary

Zone wide Queuing Penalty: 1308

Appendix H – Signal Warrant Analysis Results

Warrants Summary

Information			
Analyst	CRS	Intersection	Old Durham & Lakeview
Agency/Co	HNTB North Carolina, PC	Jurisdiction	Chapel Hill, NC
Date Performed	10/23/19	Units	U.S. Customary
Project ID	Wegmans - SECU Access Dr TIS	Time Period Analyzed	2022 Current Access Scenario
East/West Street	Old Durham Road	North/South Street	Lakeview Drive
File Name	2022 current old durham & lakeview.xhy	Major Street	North-South

Project Description *Wegmans - SECU Access Dr TIS*

General				Roadway Network	
Major Street Speed (mph)	35	☐	Population < 10,000	Two Major Routes	☐
Nearest Signal (ft)	2000	☐	Coordinated Signal System	Weekend Count	☐
Crashes (per year)	0	☐	Adequate Trials of Alternatives	5-yr Growth Factor	0

Geometry and Traffic	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N	1	1	0	1	1	0	0	1	0	0	1	1
Lane usage	L	TR		L	TR			LTR			LT	R
Vehicle Volume Averages (vph)	40	82	2	2	66	14	2	1	3	8	1	11
Peds (ped/h) / Gaps (gaps/h)	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--
Delay (s/veh) / (veh-hr)	--	0.7 / 0.1	--	--	0.1 / 0	--	--	7.5 / 0.1	--	--	10.2 / 0.3	--

Warrant 1: Eight-Hour Vehicular Volume	☐
1 A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	☐
1 B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	☐
1 (80%) Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	☐
Warrant 2: Four-Hour Vehicular Volume	☐
2 A. Four-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	☐
Warrant 3: Peak Hour	☐
3 A. Peak-Hour Conditions (Minor delay --and-- minor volume --and-- total volume) --or--	☐
3 B. Peak- Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	☐
Warrant 4: Pedestrian Volume	☐
4 A. Four Hour Volumes --or--	☐
4 B. One-Hour Volumes	☐
Warrant 5: School Crossing	☐
5. Student Volumes --and--	☐
5. Gaps Same Period	☐
Warrant 6: Coordinated Signal System	☐
6. Degree of Platooning (Predominant direction or both directions)	☐
Warrant 7: Crash Experience	☐
7 A. Adequate trials of alternatives, observance and enforcement failed --and--	☐
7 B. Reported crashes susceptible to correction by signal (12-month period) --and--	☐

7 C. (80%) Volumes for Warrants 1A, 1B --or-- 4 are satisfied	☐
Warrant 8: Roadway Network	☐
8 A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2 or 3) --or--	☐
8 B. Weekend Volume (Five hours total)	☐
Warrant 9: Grade Crossing	☐
9 A. Grade Crossing within 140 ft --and--	☐
9 B. Peak-Hour Vehicular Volumes	☐

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Warrants Summary

Information			
Analyst	CRS	Intersection	Old Durham & Lakeview
Agency/Co	HNTB North Carolina, PC	Jurisdiction	Chapel Hill, NC
Date Performed	10/23/19	Units	U.S. Customary
Project ID	Wegmans - SECU Access Dr TIS	Time Period Analyzed	2022 Proposed Access Scenario
East/West Street	Old Durham Road	North/South Street	Lakeview Drive
File Name	2022 proposed old durham & lakeview.xhy	Major Street	North-South

Project Description *Wegmans - SECU Access Dr TIS*

General				Roadway Network	
Major Street Speed (mph)	35	☐	Population < 10,000	Two Major Routes	☐
Nearest Signal (ft)	2000	☐	Coordinated Signal System	Weekend Count	☐
Crashes (per year)	0	☐	Adequate Trials of Alternatives	5-yr Growth Factor	0

Geometry and Traffic	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N	1	1	0	1	1	0	0	1	0	0	1	1
Lane usage	L	TR		L	TR			LTR			LT	R
Vehicle Volume Averages (vph)	18	82	2	2	66	14	2	1	3	8	1	9
Peds (ped/h) / Gaps (gaps/h)	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--
Delay (s/veh) / (veh-hr)	--	0.4 / 0.1	--	--	0.1 / 0	--	--	5.0 / 0.0	--	--	5.5 / 0.1	--

Warrant 1: Eight-Hour Vehicular Volume	☐
1 A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	☐
1 B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	☐
1 (80%) Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	☐
Warrant 2: Four-Hour Vehicular Volume	☐
2 A. Four-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	☐
Warrant 3: Peak Hour	☐
3 A. Peak-Hour Conditions (Minor delay --and-- minor volume --and-- total volume) --or--	☐
3 B. Peak- Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	☐
Warrant 4: Pedestrian Volume	☐
4 A. Four Hour Volumes --or--	☐
4 B. One-Hour Volumes	☐
Warrant 5: School Crossing	☐
5. Student Volumes --and--	☐
5. Gaps Same Period	☐
Warrant 6: Coordinated Signal System	☐
6. Degree of Platooning (Predominant direction or both directions)	☐
Warrant 7: Crash Experience	☐
7 A. Adequate trials of alternatives, observance and enforcement failed --and--	☐
7 B. Reported crashes susceptible to correction by signal (12-month period) --and--	☐

7 C. (80%) Volumes for Warrants 1A, 1B --or-- 4 are satisfied	☐
Warrant 8: Roadway Network	☐
8 A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2 or 3) --or--	☐
8 B. Weekend Volume (Five hours total)	☐
Warrant 9: Grade Crossing	☐
9 A. Grade Crossing within 140 ft --and--	☐
9 B. Peak-Hour Vehicular Volumes	☐

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Warrants Volume

Information

Analyst	CRS	Intersection	Old Durham & Lakeview
Agency/Co	HNTB North Carolina, PC	Jurisdiction	Chapel Hill, NC
Date Performed	10/23/19	Units	U.S. Customary
Project ID	Wegmans - SECU Access Dr TIS	Time Period Analyzed	2022 Current Access Scenario
East/West Street	Old Durham Road	North/South Street	Lakeview Drive
File Name	2022 current old durham & lakeview.xhy	Major Street	North-South

Project Description *Wegmans - SECU Access Dr TIS*

Warrant 1

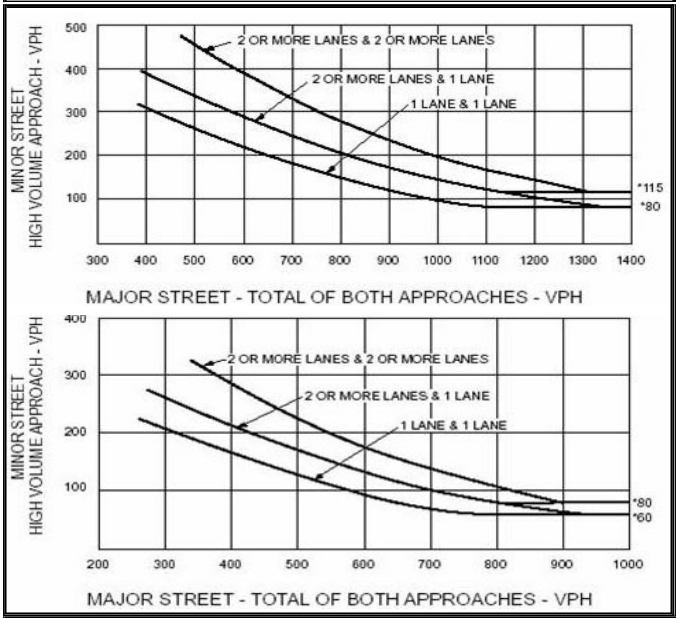
Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%	80%	70%	56%	100%	80%	70%	56%
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

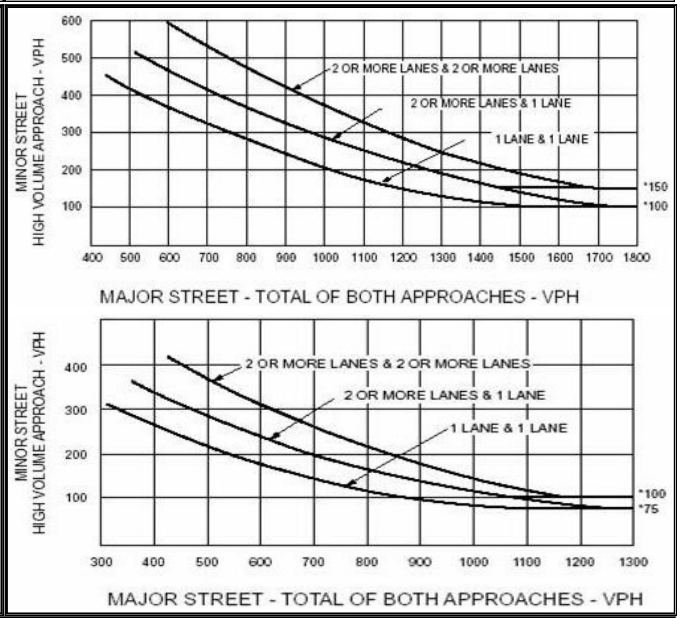
Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%	80%	70%	56%	100%	80%	70%	56%
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

Warrant 2



Warrant 3



Volume Summary

Major Street Lanes 2+ **Minor Street Lanes** 2+ **Speed** 35 **Population** 10000+

Hours	Major Volume	Minor Volume	Total Volume	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (100%)
07-08	128	411	900	No	No	No	No	No	No	No
08-09	0	0	0	No	No	No	No	No	No	No
09-10	0	0	0	No	No	No	No	No	No	No
10-11	0	0	0	No	No	No	No	No	No	No
11-12	0	0	0	No	No	No	No	No	No	No
12-13	93	386	716	No	No	No	No	No	No	No
13-14	0	0	0	No	No	No	No	No	No	No
14-15	0	0	0	No	No	No	No	No	No	No
15-16	0	0	0	No	No	No	No	No	No	No
16-17	0	0	0	No	No	No	No	No	No	No
17-18	124	713	1241	No	No	No	No	No	No	No
18-19	0	0	0	No	No	No	No	No	No	No
Totals	345	1510	2857	0	0	0	0	0	0	0

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Warrants Volume

Information

Analyst	CRS	Intersection	Old Durham & Lakeview
Agency/Co	HNTB North Carolina, PC	Jurisdiction	Chapel Hill, NC
Date Performed	10/23/19	Units	U.S. Customary
Project ID	Wegmans - SECU Access Dr TIS	Time Period Analyzed	2022 Proposed Access Scenario
East/West Street	Old Durham Road	North/South Street	Lakeview Drive
File Name	2022 proposed old durham & lakeview.xhy	Major Street	North-South

Project Description *Wegmans - SECU Access Dr TIS*

Warrant 1

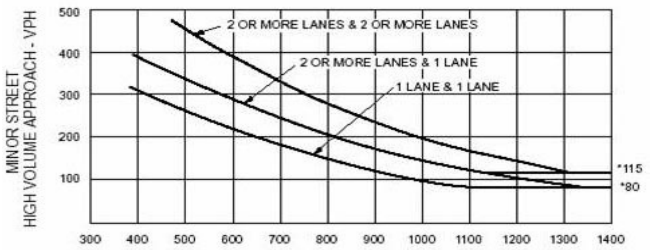
Condition A—Minimum Vehicular Volume

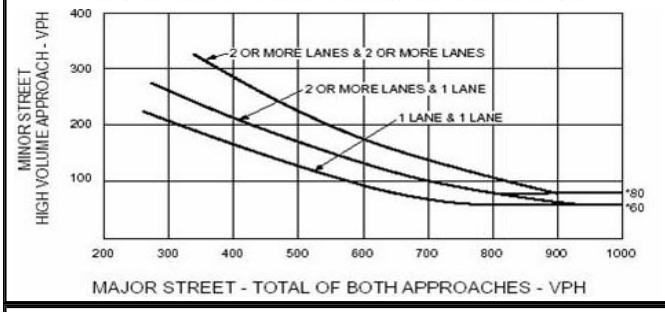
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%	80%	70%	56%	100%	80%	70%	56%
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic

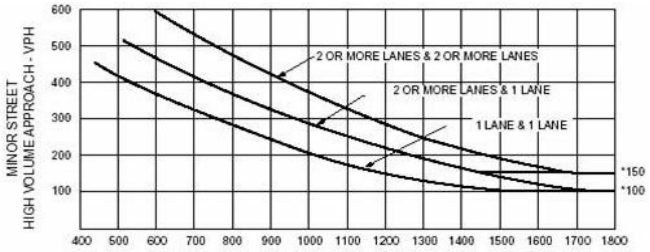
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%	80%	70%	56%	100%	80%	70%	56%
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

Warrant 2





Warrant 3



Volume Summary

Major Street Lanes 2+			**Minor Street Lanes** 2+		**Speed**	35		**Population**	10000+	
Hours	Major Volume	Minor Volume	Total Volume	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (100%)
07-08	122	361	839	No	No	No	No	No	No	No
08-09	0	0	0	No	No	No	No	No	No	No
09-10	0	0	0	No	No	No	No	No	No	No
10-11	0	0	0	No	No	No	No	No	No	No
11-12	0	0	0	No	No	No	No	No	No	No
12-13	87	311	635	No	No	No	No	No	No	No
13-14	0	0	0	No	No	No	No	No	No	No
14-15	0	0	0	No	No	No	No	No	No	No
15-16	0	0	0	No	No	No	No	No	No	No
16-17	0	0	0	No	No	No	No	No	No	No
17-18	115	578	1097	No	No	No	No	No	No	No
18-19	0	0	0	No	No	No	No	No	No	No
Totals	324	1250	2571	0	0	0	0	0	0	0

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Appendix I – Crash Data

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

Study Criteria Summary

County: ORANGE **City:** All and Rural
Date: 6/1/2011 **to** 5/31/2016 **Study:** 41000041711
Location: US 15-501 (Fordham Blvd) at SR 1741 (Sage Rd / Scarlett Dr)

Report Details

Acc No	Crash ID	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	**103187302**	06/08/2011 00:22	REAR END, SLOW OR STOP	$ 9500	0	0	1	0	1	4	1	1	0	3	1
Unit 1 : 14	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1	**Obj Strk:**										
Unit 2 : 4	**Alchl/Drgs:** 0	**Speed:** 50 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4	**Obj Strk:**										
Unit 3 : 4	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1	**Obj Strk:**										
2	**103205135**	06/29/2011 19:30	REAR END, SLOW OR STOP	$ 1200	0	0	0	0	1	1	1	1	0	3	2
Unit 1 : 4	**Alchl/Drgs:** 0	**Speed:** 5 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:** 4	**Obj Strk:**										
3	**103216574**	07/19/2011 13:37	SIDESWIPE, SAME DIRECTION	$ 2800	0	0	0	0	1	1	1	1	0	0	
Unit 1 : 14	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** SW	**Veh Mnvr / Ped Actn:** 5	**Obj Strk:**										
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** SW	**Veh Mnvr / Ped Actn:** 4	**Obj Strk:**										
4	**103219300**	07/28/2011 09:13	SIDESWIPE, SAME DIRECTION	$ 4000	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 20 MPH	**Dir:** SW	**Veh Mnvr / Ped Actn:** 4	**Obj Strk:**										
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** SW	**Veh Mnvr / Ped Actn:** 5	**Obj Strk:**										
5	**103223946**	08/03/2011 07:16	RIGHT TURN, DIFFERENT ROADWAYS	$ 1000	0	0	0	0	1	1	1	1	0	1	1
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 7	**Obj Strk:**										
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 30 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 4	**Obj Strk:**										
6	**103235491**	08/19/2011 16:43	REAR END, SLOW OR STOP	$ 2050	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 2	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1	**Obj Strk:**										
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4	**Obj Strk:**										
7	**103255786**	09/14/2011 09:45	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 5	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** SW	**Veh Mnvr / Ped Actn:** 4	**Obj Strk:**										
Unit 2 : 4	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** SW	**Veh Mnvr / Ped Actn:** 11	**Obj Strk:**										

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Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
8	**103297006**	10/20/2011 16:06	RIGHT TURN, DIFFERENT ROADWAYS	$ 2700	0	0	0	0	1	1	2	3	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 25 MPH	**Dir:** SW	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 3 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
Unit	**3 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
9	**103295359**	10/21/2011 07:02	HEAD ON	$ 18000	0	0	0	2	1	3	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:** NW	**Veh Mnvr / Ped Actn:** 8				**Obj Strk:**						
10	**103328861**	11/25/2011 16:35	REAR END, SLOW OR STOP	$ 6000	0	0	0	0	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 :** 2	**Alchl/Drgs:** 0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
11	**103350531**	12/16/2011 11:41	BACKING UP	$ 1000	0	0	0	0	1	1	1	2	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
Unit	**2 :** 2	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 10				**Obj Strk:**						
12	**103359663**	12/29/2011 15:44	SIDESWIPE, SAME DIRECTION	$ 2200	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
Unit	**2 :** 4	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
13	**103361864**	01/01/2012 01:57	PEDESTRIAN	$ 500	0	0	1	0	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:** 14						
Unit	**2 :** 24	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:**	**Veh Mnvr / Ped Actn:**				**Obj Strk:**						
14	**103392134**	02/15/2012 13:59	REAR END, SLOW OR STOP	$ 3500	0	0	0	0	1	1	1	1	0		2
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 11				**Obj Strk:**						
Unit	**2 :** 2	**Alchl/Drgs:** 0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
15	**103402332**	02/26/2012 17:24	REAR END, SLOW OR STOP	$ 100	0	0	0	1	1	1	1	3	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
Unit	**2 :** 4	**Alchl/Drgs:** 0	**Speed:** 2 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 11				**Obj Strk:**						
16	**103427146**	04/10/2012 10:24	ANGLE	$ 5200	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 12	**Alchl/Drgs:** 0	**Speed:** 35 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:** 7				**Obj Strk:**						

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Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
17	**103499044**	07/11/2012 09:28	REAR END, SLOW OR STOP	$ 4500	0	0	1	1	2	1	3	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:** 35 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 11				**Obj Strk:**						
18	**103512686**	07/29/2012 16:07	REAR END, SLOW OR STOP	$ 2075	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:** 5 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 11				**Obj Strk:**						
19	**103542230**	09/04/2012 21:55	RIGHT TURN, DIFFERENT ROADWAYS	$ 2000	0	0	0	1	1	4	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** NW	**Veh Mnvr / Ped Actn:** 7				**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** NW	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
20	**103585475**	10/19/2012 08:22	REAR END, SLOW OR STOP	$ 4600	0	0	0	2	2	1	2	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
Unit	**3 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
Unit	**4 :** 1	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
21	**103616225**	11/09/2012 07:20	ANGLE	$ 6000	0	0	0	1	1	1	1	1	0	3	2
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 25 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 8				**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
22	**103638409**	12/14/2012 12:03	OTHER COLLISION WITH VEHICLE	$ 7000	0	0	0	0	1	1	2	1	0	3	1
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:** 25 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
23	**103694116**	02/22/2013 20:24	REAR END, SLOW OR STOP	$ 1300	0	0	0	0	2	4	3	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 5 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:**						
24	**103701353**	03/04/2013 13:54	REAR END, SLOW OR STOP	$ 2400	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:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
Unit	**3 :** 4	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
25	**103710099**	03/14/2013 11:06	LEFT TURN, DIFFERENT ROADWAYS	$ 6000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						

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Acc No	Crash ID	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:** 15 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:**				8		**Obj Strk:**				
26	**103718492**	03/29/2013 17:38	REAR END, SLOW OR STOP	$ 0	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 3 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:**				11		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 3 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:**				4		**Obj Strk:**				
27	**103757750**	05/15/2013 09:12	ANGLE	$ 8500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:** 0	**Speed:** 50 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:**				4		**Obj Strk:**		38		
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:**				8		**Obj Strk:**				
28	**103780547**	06/08/2013 11:51	REAR END, SLOW OR STOP	$ 3500	0	0	0	2	1	1	1	1	0	3	1
Unit	**1 :** 10	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr / Ped Actn:**				11		**Obj Strk:**				
Unit	**2 :** 2	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** NE	**Veh Mnvr / Ped Actn:**				11		**Obj Strk:**				
29	**103802101**	07/05/2013 15:22	REAR END, SLOW OR STOP	$ 2400	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 25 MPH	**Dir:** NE	**Veh Mnvr / Ped Actn:**				4		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 25 MPH	**Dir:** NE	**Veh Mnvr / Ped Actn:**				4		**Obj Strk:**				
30	**103878198**	09/13/2013 08:12	REAR END, SLOW OR STOP	$ 1300	0	0	0	0	1	1	1	1	0	0	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**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:**				
Unit	**3 :** 5	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:**				1		**Obj Strk:**				
31	**103862886**	09/13/2013 15:43	PEDALCYCLIST	$ 700	0	0	0	1	1	1	1	1	0		2
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:**				4		**Obj Strk:**		15		
Unit	**2 :** 24	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:**	**Veh Mnvr / Ped Actn:**						**Obj Strk:**		15		
32	**103875312**	09/29/2013 15:39	REAR END, SLOW OR STOP	$ 2800	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:**				11		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:**				11		**Obj Strk:**				
Unit	**3 :** 4	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:**				11		**Obj Strk:**				
Unit	**4 :** 32	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:**				15		**Obj Strk:**				
33	**104017410**	03/08/2014 18:05	ANGLE	$ 7000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:**				9		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:**				7		**Obj Strk:**				

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Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
34	**104039956**	04/11/2014 10:56	REAR END, SLOW OR STOP	$ 2500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 3	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** SW	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 30 MPH	**Dir:** SW	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
35	**104054558**	04/29/2014 16:47	REAR END, SLOW OR STOP	$ 3200	0	0	0	0	1	1	2	3	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:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
Unit	**3 :** 4	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
36	**104070481**	05/09/2014 18:10	ANGLE	$ 4200	0	0	0	0	1	1	1	3	0	12	2
Unit	**1 :** 5	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 8 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
37	**104110509**	06/13/2014 22:40	SIDESWIPE, SAME DIRECTION	$ 1300	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:** 1	**Speed:** 10 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:**						
38	**104268458**	12/30/2014 18:02	REAR END, SLOW OR STOP	$ 3500	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** SW	**Veh Mnvr / Ped Actn:** 12				**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** SW	**Veh Mnvr / Ped Actn:** 12				**Obj Strk:**						
39	**104340313**	01/07/2015 19:25	REAR END, SLOW OR STOP	$ 4000	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** SW	**Veh Mnvr / Ped Actn:** 11				**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
Unit	**3 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
Unit	**4 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
40	**104334251**	01/18/2015 17:15	REAR END, SLOW OR STOP	$ 1000	0	0	0	2	1	1	1	1	0	3	2
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
41	**104355715**	02/04/2015 07:46	REAR END, SLOW OR STOP	$ 1200	0	0	0	2	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 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:**						
42	**104356230**	04/12/2015 17:20	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:** SW	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						

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Acc No	Crash ID	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:**				11		**Obj Strk:**				
43	**104356257**	04/15/2015 01:24	ANGLE	$ 14000	0	0	0	1	2	5	3	4	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:** 0	**Speed:** 40 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:**				4		**Obj Strk:**				
Unit	**2 :** 5	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** NW	**Veh Mnvr / Ped Actn:**				4		**Obj Strk:**				
44	**104357802**	04/16/2015 18:13	SIDESWIPE, SAME DIRECTION	$ 4000	0	0	1	0	2	1	2	1	0	3	2
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:**				4		**Obj Strk:**		37		
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:**				4		**Obj Strk:**				
45	**104409755**	06/12/2015 10:08	SIDESWIPE, SAME DIRECTION	$ 10000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** NE	**Veh Mnvr / Ped Actn:**				5		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 30 MPH	**Dir:** NE	**Veh Mnvr / Ped Actn:**				4		**Obj Strk:**				
46	**104421692**	06/23/2015 16:50	SIDESWIPE, SAME DIRECTION	$ 6200	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 10	**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:**				5		**Obj Strk:**				
47	**104441036**	07/20/2015 12:35	SIDESWIPE, SAME DIRECTION	$ 1000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 32	**Alchl/Drgs:** 7	**Speed:** 45 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:**				
48	**104547040**	10/28/2015 15:53	REAR END, SLOW OR STOP	$ 6000	0	0	0	0	2	1	2	3	0		
Unit	**1 :** 1	**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:**				11		**Obj Strk:**				
Unit	**3 :** 1	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:**				11		**Obj Strk:**				
49	**104547020**	10/29/2015 18:25	REAR END, SLOW OR STOP	$ 0	0	0	0	1	2	5	3	3	0	3	2
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:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:**				1		**Obj Strk:**				
50	**104567832**	11/05/2015 13:00	REAR END, SLOW OR STOP	$ 1050	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** NE	**Veh Mnvr / Ped Actn:**				12		**Obj Strk:**				
Unit	**2 :** 4	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr / Ped Actn:**				1		**Obj Strk:**				
51	**104632838**	11/30/2015 23:05	SIDESWIPE, SAME DIRECTION	$ 2000	0	0	0	0	2	4	3	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 20 MPH	**Dir:** NW	**Veh Mnvr / Ped Actn:**				8		**Obj Strk:**				

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Acc No	Crash ID	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 :** 4	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** NW	**Veh Mnvr / Ped Actn:**				7		**Obj Strk:**				
52	**104647897**	02/04/2016 18:34	LEFT TURN, SAME ROADWAY	$ 2000	0	0	0	0	1	4	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** SE	**Veh Mnvr / Ped Actn:**				8		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** SE	**Veh Mnvr / Ped Actn:**				5		**Obj Strk:**				
53	**104667236**	02/24/2016 08:55	REAR END, SLOW OR STOP	$ 2500	0	0	0	0	2	1	2	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr / Ped Actn:**				11		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** SW	**Veh Mnvr / Ped Actn:**				4		**Obj Strk:**				
54	**104761804**	05/20/2016 13:24	REAR END, SLOW OR STOP	$ 3800	0	0	0	0	1	1	1	1	0	0	2
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 30 MPH	**Dir:** SW	**Veh Mnvr / Ped Actn:**				4		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** SW	**Veh Mnvr / Ped Actn:**				11		**Obj Strk:**				
Unit	**3 :** 3	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr / Ped Actn:**				1		**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

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Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	54	100.00
Fatal Crashes	0	0.00
Non-Fatal Injury Crashes	17	31.48
Total Injury Crashes	17	31.48
Property Damage Only Crashes	37	68.52
Night Crashes	11	20.37
Wet Crashes	9	16.67
Alcohol/Drugs Involvement Crashes	1	1.85

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	54	100.00
Fatal Crashes	0	0.00
Class A Crashes	0	0.00
Class B Crashes	4	7.41
Class C Crashes	13	24.07
Property Damage Only Crashes	37	68.52

Vehicle Exposure Statistics

Annual ADT = 49200

Total Vehicle Exposure = 89.89 (MEV)

Crash Rate	Crashes Per 100 Million Vehicles Entered
Total Crash Rate	60.07
Fatal Crash Rate	0.00
Non Fatal Crash Rate	18.91
Night Crash Rate	12.24
Wet Crash Rate	10.01
EPDO Rate	200.03

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Miscellaneous Statistics

Severity Index =	3.33
EPDO Crash Index =	179.80
Estimated Property Damage Total = $	198975.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
ANGLE	6	11.11
BACKING UP	1	1.85
HEAD ON	1	1.85
LEFT TURN, DIFFERENT ROADWAYS	1	1.85
LEFT TURN, SAME ROADWAY	1	1.85
OTHER COLLISION WITH VEHICLE	1	1.85
PEDALCYCLIST	1	1.85
PEDESTRIAN	1	1.85
REAR END, SLOW OR STOP	29	53.70
RIGHT TURN, DIFFERENT ROADWAYS	3	5.56
SIDESWIPE, SAME DIRECTION	9	16.67

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	0	0.00
Class A Injuries	0	0.00
Class B Injuries	4	17.39
Class C Injuries	19	82.61
Total Non-Fatal Injuries	23	100.00
Total Injuries	23	100.00

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Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	3	5.56
Feb	6	11.11
Mar	4	7.41
Apr	6	11.11
May	3	5.56
Jun	6	11.11
Jul	6	11.11
Aug	2	3.70
Sep	5	9.26
Oct	5	9.26
Nov	4	7.41
Dec	4	7.41

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	3	5.56
Tue	6	11.11
Wed	12	22.22
Thu	8	14.81
Fri	17	31.48
Sat	2	3.70
Sun	6	11.11

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Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	1	1.85
0100-0159	2	3.70
0200-0259	0	0.00
0300-0359	0	0.00
0400-0459	0	0.00
0500-0559	0	0.00
0600-0659	0	0.00
0700-0759	4	7.41
0800-0859	3	5.56
0900-0959	4	7.41
1000-1059	3	5.56
1100-1159	3	5.56
1200-1259	2	3.70
1300-1359	5	9.26
1400-1459	0	0.00
1500-1559	5	9.26
1600-1659	6	11.11
1700-1759	4	7.41
1800-1859	6	11.11
1900-1959	2	3.70
2000-2059	1	1.85
2100-2159	1	1.85
2200-2259	1	1.85
2300-2359	1	1.85

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Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	37	5	0	42
Dark	7	4	0	11
Other	1	0	0	1
Total	45	9	0	54

Object Struck Summary

Object Type	Times Struck	Percent of Total
OFFICIAL HIGHWAY SIGN BREAKAWAY	1	20.00
OFFICIAL HIGHWAY SIGN NON-BREAKAWAY	1	20.00
PEDALCYCLIST	2	40.00
PEDESTRIAN	1	20.00

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
LIGHT TRUCK (MINI-VAN, PANEL)	2	1.65
PASSENGER CAR	77	63.64
PEDESTRIAN	2	1.65
PICKUP	10	8.26
SINGLE UNIT TRUCK (2-AXLE, 6-TIRE)	2	1.65
SPORT UTILITY	18	14.88
TRACTOR/SEMI-TRAILER	2	1.65
TRUCK/TRAILER	1	0.83
UNKNOWN	2	1.65
VAN	5	4.13

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Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2011	12	0	2	10
2012	10	0	6	4
2013	10	0	3	7
2014	6	0	0	6
2015	13	0	6	7
2016	3	0	0	3
Total	54	0	17	37

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2011	0	3
2012	0	8
2013	0	4
2014	0	0
2015	0	8
2016	0	0
Total	0	23

Miscellaneous Totals

Year	Property Damage	EPDO Index
2011	$ 52450	26.80
2012	$ 35475	54.40
2013	$ 28900	32.20
2014	$ 21700	6.00
2015	$ 52150	57.40
2016	$ 8300	3.00
Total	$ 198975	179.80

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2011	0	2	5	0	0	3	2
2012	0	1	5	0	2	0	2

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Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2013	1	0	7	0	1	0	1
2014	0	0	3	0	2	1	0
2015	0	0	7	0	1	5	0
2016	1	0	2	0	0	0	0
Total	2	3	29	0	6	9	5

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

Study Criteria Summary

County: ORANGE **City:** All and Rural
Date: 6/1/2011 **to** 5/31/2016 **Study:** 41000041712
Location: US 15-501 (Fordham Blvd) at SR 2251 (Eastowne Dr)

Report Details

Acc No	Crash ID	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	**103183343**	06/03/2011 19:40	REAR END, SLOW OR STOP	$ 1600	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 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 11	**Obj Strk:**										
2	**103219179**	07/27/2011 07:47	REAR END, SLOW OR STOP	$ 1500	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 30 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:** 4	**Obj Strk:**										
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:** 11	**Obj Strk:**										
3	**103221619**	07/29/2011 14:53	REAR END, SLOW OR STOP	$ 6500	0	0	0	2	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:** 40 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4	**Obj Strk:**										
4	**103298474**	10/27/2011 17:05	REAR END, SLOW OR STOP	$ 1200	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 4	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 11	**Obj Strk:**										
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 11	**Obj Strk:**										
5	**103340840**	12/07/2011 17:13	REAR END, SLOW OR STOP	$ 16000	0	0	0	0	2	5	3	1	0	0	
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 4	**Obj Strk:**										
Unit 2 : 4	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 11	**Obj Strk:**										
Unit 3 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 11	**Obj Strk:**										
Unit 4 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 1	**Obj Strk:**										
6	**103406300**	03/02/2012 16:01	REAR END, SLOW OR STOP	$ 17000	0	0	0	0	2	1	2	3	12	3	1
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1	**Obj Strk:**										
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 1	**Obj Strk:**										
Unit 3 : 5	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4	**Obj Strk:**										
7	**103455407**	05/16/2012 17:50	REAR END, SLOW OR STOP	$ 1600	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr / Ped Actn:** 1	**Obj Strk:**										
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** SW	**Veh Mnvr / Ped Actn:** 11	**Obj Strk:**										

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Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
8	**103464601**	05/24/2012 17:50	REAR END, SLOW OR STOP	$ 1200	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:** 11				**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
9	**103478511**	06/13/2012 13:08	REAR END, SLOW OR STOP	$ 3500	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
Unit	**2 :** 10	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 11				**Obj Strk:**						
10	**103531885**	08/21/2012 15:25	LEFT TURN, DIFFERENT ROADWAYS	$ 11500	0	0	0	2	1	1	2	3	0	3	1
Unit	**1 :** 3	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** SE	**Veh Mnvr / Ped Actn:** 8				**Obj Strk:**						
11	**103531901**	08/23/2012 11:25	REAR END, SLOW OR STOP	$ 7500	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 11				**Obj Strk:**						
Unit	**2 :** 4	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
12	**103553504**	09/14/2012 18:26	REAR END, SLOW OR STOP	$ 30	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
Unit	**2 :** 32	**Alchl/Drgs:** 1	**Speed:** 10 MPH	**Dir:** SW	**Veh Mnvr / Ped Actn:** 11				**Obj Strk:**						
13	**103608944**	11/13/2012 14:27	ANGLE	$ 2300	0	0	0	0	2	1	2	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 20 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
Unit	**2 :** 4	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 8				**Obj Strk:**						
14	**103675227**	02/01/2013 15:00	REAR END, SLOW OR STOP	$ 1300	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:** 11				**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 11				**Obj Strk:**						
15	**103684355**	02/03/2013 15:53	REAR END, SLOW OR STOP	$ 9500	0	0	0	0	1	1	2	3	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:** 0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
Unit	**3 :** 1	**Alchl/Drgs:** 0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
16	**103683280**	02/14/2013 17:32	REAR END, SLOW OR STOP	$ 4000	0	0	0	0	1	1	1	1	0		
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:** 35 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						

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Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
17	**103718490**	03/29/2013 22:50	ANGLE	$ 3000	0	0	0	0	1	4	1	1	0	1	1

Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	5 MPH	**Dir:**	E	**Veh Mnvr / Ped Actn:**	7	**Obj Strk:**	
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	25 MPH	**Dir:**	S	**Veh Mnvr / Ped Actn:**	4	**Obj Strk:**	

18	**103752464**	05/10/2013 15:02	SIDESWIPE, SAME DIRECTION	$ 4800	0	0	0	0	1	1	2	1	0		

Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	45 MPH	**Dir:**	S	**Veh Mnvr / Ped Actn:**	4	**Obj Strk:**	
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:**	40 MPH	**Dir:**	S	**Veh Mnvr / Ped Actn:**	11	**Obj Strk:**	
Unit	**3 :** 20	**Alchl/Drgs:**	0	**Speed:**	45 MPH	**Dir:**	S	**Veh Mnvr / Ped Actn:**	16	**Obj Strk:**	

19	**103792491**	06/05/2013 17:37	REAR END, SLOW OR STOP	$ 3400	0	0	0	0	3	1	1	1	0	3	1

Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	N	**Veh Mnvr / Ped Actn:**	1	**Obj Strk:**	
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	N	**Veh Mnvr / Ped Actn:**	1	**Obj Strk:**	
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	N	**Veh Mnvr / Ped Actn:**	1	**Obj Strk:**	
Unit	**4 :** 32	**Alchl/Drgs:**	7	**Speed:**	20 MPH	**Dir:**	N	**Veh Mnvr / Ped Actn:**	4	**Obj Strk:**	

20	**103862607**	09/05/2013 12:59	REAR END, SLOW OR STOP	$ 1600	0	0	0	0	1	1	1	1	0	3	1

Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	SW	**Veh Mnvr / Ped Actn:**	11	**Obj Strk:**	
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:**	5 MPH	**Dir:**	SW	**Veh Mnvr / Ped Actn:**	11	**Obj Strk:**	

21	**103905042**	10/17/2013 17:32	REAR END, SLOW OR STOP	$ 12500	0	0	0	2	2	1	3	1	0	3	1

Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:**	45 MPH	**Dir:**	W	**Veh Mnvr / Ped Actn:**	11	**Obj Strk:**	
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	W	**Veh Mnvr / Ped Actn:**	1	**Obj Strk:**	
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	W	**Veh Mnvr / Ped Actn:**	1	**Obj Strk:**	
Unit	**4 :** 4	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	W	**Veh Mnvr / Ped Actn:**	1	**Obj Strk:**	

22	**103916309**	11/08/2013 11:58	REAR END, SLOW OR STOP	$ 1200	0	0	0	0	1	1	1	1	0	3	1

Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	N	**Veh Mnvr / Ped Actn:**	11	**Obj Strk:**	
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:**	10 MPH	**Dir:**	N	**Veh Mnvr / Ped Actn:**	4	**Obj Strk:**	

23	**103916319**	11/09/2013 12:57	REAR END, SLOW OR STOP	$ 3250	0	0	0	0	1	1	1	1	0	3	1

Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	50 MPH	**Dir:**	NE	**Veh Mnvr / Ped Actn:**	4	**Obj Strk:**	
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	NE	**Veh Mnvr / Ped Actn:**	1	**Obj Strk:**	

24	**103973468**	12/17/2013 09:37	REAR END, SLOW OR STOP	$ 3000	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:**	11	**Obj Strk:**	
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	35 MPH	**Dir:**	S	**Veh Mnvr / Ped Actn:**	4	**Obj Strk:**	

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Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
25	**103958719**	01/07/2014 17:26	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 11				**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 11				**Obj Strk:**						
26	**103997577**	01/27/2014 15:48	LEFT TURN, SAME ROADWAY	$ 9200	0	0	0	1	1	1	2	1	0	3	1
Unit	**1 :** 3	**Alchl/Drgs:** 0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
Unit	**2 :** 5	**Alchl/Drgs:** 0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 8				**Obj Strk:** 33						
27	**104002494**	02/14/2014 01:30	PARKED MOTOR VEHICLE	$ 9000	0	0	0	0	5	8	4	1	9	3	1
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:** 0 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
28	**104017422**	03/11/2014 00:00	REAR END, SLOW OR STOP	$ 3500	0	0	0	0	1	4	1		0		
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:** 11				**Obj Strk:**						
Unit	**2 :** 2	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:** 11				**Obj Strk:**						
29	**104034261**	04/09/2014 17:35	OTHER COLLISION WITH VEHICLE	$ 150	0	0	0	0	1	1	2	3	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:** N	**Veh Mnvr / Ped Actn:** 16				**Obj Strk:**						
Unit	**3 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
Unit	**4 :** 4	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
30	**104053048**	04/30/2014 11:53	REAR END, SLOW OR STOP	$ 4500	0	0	0	0	1	1	2	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
Unit	**2 :** 4	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr / Ped Actn:** 1				**Obj Strk:**						
Unit	**3 :** 4	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** SW	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
31	**104068208**	05/15/2014 11:28	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 40 MPH	**Dir:** NE	**Veh Mnvr / Ped Actn:** 11				**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 40 MPH	**Dir:** NE	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						
32	**104109452**	06/07/2014 13:56	LEFT TURN, DIFFERENT ROADWAYS	$ 4500	0	0	0	0	1	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 :** 5	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** NW	**Veh Mnvr / Ped Actn:** 8				**Obj Strk:**						
33	**104110513**	06/13/2014 16:21	REAR END, SLOW OR STOP	$ 3000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:** 4				**Obj Strk:**						

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Acc No	Crash ID	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:**				1		**Obj Strk:**				
34	**104102836**	07/02/2014 12:54	REAR END, SLOW OR STOP	$ 3700	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:**				11		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:**				1		**Obj Strk:**				
35	**104271907**	12/26/2014 07:26	ANGLE	$ 4000	0	0	0	1	1	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 :** 2	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** NE	**Veh Mnvr / Ped Actn:**				8		**Obj Strk:**				
36	**104298200**	01/08/2015 18:16	REAR END, TURN	$ 1950	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** SE	**Veh Mnvr / Ped Actn:**				11		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** SE	**Veh Mnvr / Ped Actn:**				8		**Obj Strk:**				
37	**104407277**	06/09/2015 19:58	REAR END, SLOW OR STOP	$ 1500	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 :** 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:**				1		**Obj Strk:**				
38	**104420361**	06/25/2015 10:28	LEFT TURN, DIFFERENT ROADWAYS	$ 12000	0	0	0	2	1	1	2	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** SE	**Veh Mnvr / Ped Actn:**				8		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:**				4		**Obj Strk:**				
39	**104427580**	07/02/2015 11:30	SIDESWIPE, SAME DIRECTION	$ 3000	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:** 0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:**				15		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 40 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:**				4		**Obj Strk:**				
40	**104534879**	10/19/2015 18:49	REAR END, SLOW OR STOP	$ 4000	0	0	0	1	1	2	1	1	0	3	2
Unit	**1 :** 1	**Alchl/Drgs:** 1	**Speed:** 50 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:**				
41	**104534817**	10/23/2015 16:41	REAR END, SLOW OR STOP	$ 7500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:** 0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:**				11		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:**				11		**Obj Strk:**				
Unit	**3 :** 1	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:**				11		**Obj Strk:**				
42	**104547017**	10/26/2015 17:15	ANGLE	$ 7500	0	0	0	0	1	2	1	1	0	12	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:**				12		**Obj Strk:**				

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Acc No	Crash ID	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:** 10 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:**				4		**Obj Strk:**				
43	**104547018**	10/27/2015 16:32	REAR END, SLOW OR STOP	$ 3000	0	0	0	2	2	1	3	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:**				1		**Obj Strk:**				
Unit	**2 :** 3	**Alchl/Drgs:** 0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:**				4		**Obj Strk:**				
44	**104576024**	11/14/2015 12:12	REAR END, SLOW OR STOP	$ 6500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:** 0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:**				11		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:**				4		**Obj Strk:**				
45	**104599935**	12/06/2015 23:48	REAR END, SLOW OR STOP	$ 10000	0	0	0	2	1	4	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:**				12		**Obj Strk:**				
Unit	**2 :** 2	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** W	**Veh Mnvr / Ped Actn:**				4		**Obj Strk:**				
46	**104628339**	01/15/2016 16:42	REAR END, SLOW OR STOP	$ 1700	0	0	0	0	2	2	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:** 10 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:**				4		**Obj Strk:**				
47	**104668850**	02/12/2016 11:21	REAR END, SLOW OR STOP	$ 1000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:**				1		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:**				11		**Obj Strk:**				
48	**104668928**	02/26/2016 12:04	ANGLE	$ 18000	0	0	0	1	1	1	1	3	0		
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 3 MPH	**Dir:** N	**Veh Mnvr / Ped Actn:**				7		**Obj Strk:**				
Unit	**2 :** 4	**Alchl/Drgs:** 0	**Speed:** 20 MPH	**Dir:** E	**Veh Mnvr / Ped Actn:**				4		**Obj Strk:**				
49	**104751651**	05/18/2016 18:17	REAR END, SLOW OR STOP	$ 1550	0	0	0	1	1	1	2	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr / Ped Actn:**				1		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 30 MPH	**Dir:** NE	**Veh Mnvr / Ped Actn:**				4		**Obj Strk:**				
50	**104769998**	05/31/2016 15:16	SIDESWIPE, SAME DIRECTION	$ 3000	0	0	0	0	1	1	1	1	0	0	1
Unit	**1 :** 3	**Alchl/Drgs:** 0	**Speed:** 50 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:**				4		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr / Ped Actn:**				5		**Obj Strk:**				

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Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
					F	A	B	C	R	L	W	Ch	Ci	Dv	Op

Legend for Report Details:

Acc No - Accident Number
Injuries: F - Fatal, A - Class A, B - Class B, C - Class C
Condition: R - Road Surface, L - Ambient Light, W - Weather
Rd Ch - Road Character
Rd Ci - Roadway Contributing Circumstances
Trfc Ctl - Traffic Control: Dv - Device, Op - Operating
Alchl/Drgs - Alcohol Drugs Suspected
Veh Mnvr/Ped Actn - Vehicle Maneuver/Pedestrian Action
Obj Strk - Object Struck

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Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	50	100.00
Fatal Crashes	0	0.00
Non-Fatal Injury Crashes	12	24.00
Total Injury Crashes	12	24.00
Property Damage Only Crashes	38	76.00
Night Crashes	6	12.00
Wet Crashes	7	14.00
Alcohol/Drugs Involvement Crashes	2	4.00

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	0	0.00
Class C Crashes	12	24.00
Property Damage Only Crashes	38	76.00

Vehicle Exposure Statistics

Annual ADT = 44000

Total Vehicle Exposure = 80.39 (MEV)

Crash Rate	Crashes Per 100 Million Vehicles Entered
Total Crash Rate	62.20
Fatal Crash Rate	0.00
Non Fatal Crash Rate	14.93
Night Crash Rate	7.46
Wet Crash Rate	8.71
EPDO Rate	172.66

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Miscellaneous Statistics

Severity Index =	2.78
EPDO Crash Index =	138.80
Estimated Property Damage Total = $	246730.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
ANGLE	5	10.00
LEFT TURN, DIFFERENT ROADWAYS	3	6.00
LEFT TURN, SAME ROADWAY	1	2.00
OTHER COLLISION WITH VEHICLE	1	2.00
PARKED MOTOR VEHICLE	1	2.00
REAR END, SLOW OR STOP	35	70.00
REAR END, TURN	1	2.00
SIDESWIPE, SAME DIRECTION	3	6.00

Injury Summary

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

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Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	4	8.00
Feb	6	12.00
Mar	3	6.00
Apr	2	4.00
May	6	12.00
Jun	7	14.00
Jul	4	8.00
Aug	2	4.00
Sep	2	4.00
Oct	6	12.00
Nov	4	8.00
Dec	4	8.00

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	3	6.00
Tue	8	16.00
Wed	9	18.00
Thu	10	20.00
Fri	15	30.00
Sat	3	6.00
Sun	2	4.00

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Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	1	2.00
0100-0159	1	2.00
0200-0259	0	0.00
0300-0359	0	0.00
0400-0459	0	0.00
0500-0559	0	0.00
0600-0659	0	0.00
0700-0759	2	4.00
0800-0859	0	0.00
0900-0959	1	2.00
1000-1059	1	2.00
1100-1159	6	12.00
1200-1259	5	10.00
1300-1359	2	4.00
1400-1459	2	4.00
1500-1559	6	12.00
1600-1659	5	10.00
1700-1759	10	20.00
1800-1859	4	8.00
1900-1959	2	4.00
2000-2059	0	0.00
2100-2159	0	0.00
2200-2259	1	2.00
2300-2359	1	2.00

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Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	35	5	0	40
Dark	5	1	0	6
Other	2	1	1	4
Total	42	7	1	50

Object Struck Summary

Object Type	Times Struck	Percent of Total
TREE	1	100.00

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
LIGHT TRUCK (MINI-VAN, PANEL)	4	3.54
MOTORCYCLE	1	0.88
PASSENGER CAR	71	62.83
PICKUP	8	7.08
SINGLE UNIT TRUCK (2-AXLE, 6-TIRE)	1	0.88
SPORT UTILITY	20	17.70
UNKNOWN	3	2.65
VAN	5	4.42

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Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2011	5	0	1	4
2012	8	0	2	6
2013	11	0	1	10
2014	11	0	2	9
2015	10	0	4	6
2016	5	0	2	3
Total	50	0	12	38

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2011	0	2
2012	0	3
2013	0	2
2014	0	2
2015	0	7
2016	0	2
Total	0	18

Miscellaneous Totals

Year	Property Damage	EPDO Index
2011	$ 26800	12.40
2012	$ 44630	22.80
2013	$ 47550	18.40
2014	$ 45550	25.80
2015	$ 56950	39.60
2016	$ 25250	19.80
Total	$ 246730	138.80

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2011	0	0	5	0	0	0	0
2012	1	0	6	0	1	0	0

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Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2013	0	0	9	0	1	1	0
2014	2	0	6	0	1	0	2
2015	1	0	7	0	1	1	0
2016	0	0	3	0	1	1	0
Total	4	0	36	0	5	3	2

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

Study Criteria Summary

County: ORANGE **City:** All and Rural
Date: 6/1/2011 **to** 5/31/2016 **Study:** 41000041715
Location: SR 1741 (Scarlett Dr) / SR 1838 (Old Durham Rd) from US 15-501 (Fordham Blvd) to Lakeview Dr in Durham County

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	**103295359**	0.000	10/21/2011 07:02	HEAD ON	$ 18000	0	0	0	2	1	3	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:** NW	**Veh Mnvr/Ped Actn:** 8	**Obj Strk:**											
2	**103427146**	0.000	04/10/2012 10:24	ANGLE	$ 5200	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 12	**Alchl/Drgs:** 0	**Speed:** 35 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:** 7	**Obj Strk:**											
3	**103616225**	0.000	11/09/2012 07:20	ANGLE	$ 6000	0	0	0	1	1	1	1	1	0	3	2
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 25 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:** 8	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
4	**103638409**	0.000	12/14/2012 12:03	OTHER COLLISION WITH VEHICLE	$ 7000	0	0	0	0	1	1	2	1	0	3	1
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:** 25 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
5	**103710099**	0.000	03/14/2013 11:06	LEFT TURN, DIFFERENT ROADWAYS	$ 6000	0	0	0	0	1	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:** 15 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:** 8	**Obj Strk:**											
6	**103757750**	0.000	05/15/2013 09:12	ANGLE	$ 8500	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 2	**Alchl/Drgs:** 0	**Speed:** 50 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:** 38											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 8	**Obj Strk:**											
7	**104356230**	0.000	04/12/2015 17:20	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:** SW	**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:**											
8	**104356257**	0.000	04/15/2015 01:24	ANGLE	$ 14000	0	0	0	1	2	5	3	4	0	3	1
Unit 1 : 2	**Alchl/Drgs:** 0	**Speed:** 40 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries 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 :** 5	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** NW	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
9	**104647897**	0.000	02/04/2016 18:34	LEFT TURN, SAME ROADWAY	$ 2000	0	0	0	0	1	4	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				8		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				5		**Obj Strk:**				
10	**103402332**	0.009	02/26/2012 17:24	REAR END, SLOW OR STOP	$ 100	0	0	0	1	1	1	1	3	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 2 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
11	**104110509**	0.009	06/13/2014 22:40	SIDESWIPE, SAME DIRECTION	$ 1300	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	1	**Speed:** 10 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:**				
12	**103842423**	0.022	08/18/2013 06:17	RAN OFF ROAD - LEFT	$ 3000	0	0	0	0	2	3	2	6	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	1	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**			33	
13	**103652788**	0.033	12/31/2012 19:27	SIDESWIPE, SAME DIRECTION	$ 1500	0	0	0	0	1	4	2	5	0	1	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				16		**Obj Strk:**				
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
14	**103718485**	0.033	03/27/2013 13:27	REAR END, SLOW OR STOP	$ 1000	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 7 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				12		**Obj Strk:**				
Unit	**2 :** 32	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5		**Obj Strk:**				
15	**104230952**	0.033	11/19/2014 19:11	LEFT TURN, DIFFERENT ROADWAYS	$ 1800	0	0	0	0	1	4	1	7	0	1	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** NW	**Veh Mnvr/Ped Actn:**				12		**Obj Strk:**				
16	**103200351**	0.035	06/24/2011 11:17	ANGLE	$ 1800	0	0	0	0	1	1	1	3	0	1	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**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:**				
17	**103209967**	0.035	07/07/2011 16:22	OTHER COLLISION WITH VEHICLE	$ 2000	0	0	0	0	2	1	3	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** NW	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
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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
18	**103250275**	0.035	09/07/2011 14:48	ANGLE	$ 1200	0	0	0	0	1	1	2	7	0	1	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
19	**103302778**	0.035	10/29/2011 02:59	ANGLE	$ 7000	0	0	1	0	2	4	3	7	1	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
20	**103486115**	0.035	06/25/2012 17:53	SIDESWIPE, SAME DIRECTION	$ 2300	0	0	0	0	1	1	1	7	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:** 25 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
21	**103579815**	0.035	10/15/2012 10:54	SIDESWIPE, OPPOSITE DIRECTION	$ 2000	0	0	0	0	2	1	3	7	9	13	1
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 25 MPH	**Dir:** W	**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:**			
22	**103588820**	0.035	10/25/2012 11:11	LEFT TURN, DIFFERENT ROADWAYS	$ 5000	0	0	0	1	1	1	2	5	0	1	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 8 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				12			**Obj Strk:**			
23	**103711935**	0.035	03/15/2013 16:34	ANGLE	$ 2400	0	0	0	2	1	1	2	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 3	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
24	**103996492**	0.035	02/20/2014 12:55	ANGLE	$ 6000	0	0	0	0	1	1	2	7	0	1	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				12			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
25	**104109392**	0.035	07/17/2014 18:25	LEFT TURN, DIFFERENT ROADWAYS	$ 10000	0	0	0	0	1	1	1	7	0	1	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				12			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
26	**104355621**	0.035	03/04/2015 13:16	SIDESWIPE, SAME DIRECTION	$ 1800	0	0	0	2	1	1	1	3	0	1	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				6			**Obj Strk:**			

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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
27	**104458848**	0.035	08/10/2015 17:55	SIDESWIPE, OPPOSITE DIRECTION	$ 4500	0	0	0	0	1	1	2	1	0	1	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				12			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
28	**104676104**	0.059	03/04/2016 17:23	SIDESWIPE, SAME DIRECTION	$ 6800	0	0	0	0	1	1	1	1	0	13	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				6			**Obj Strk:**			
29	**103749873**	0.199	05/07/2013 07:51	REAR END, SLOW OR STOP	$ 1300	0	0	0	1	1	1	1	1	0		2
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 3	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
30	**103561454**	0.237	09/27/2012 16:27	LEFT TURN, DIFFERENT ROADWAYS	$ 1150	0	0	0	0	1	1	1	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				9			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
31	**103254192**	0.246	09/12/2011 09:13	REAR END, TURN	$ 1000	0	0	0	0	1	1	1	1	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** NW	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
Unit	**2 :** 3	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
32	**103892312**	0.246	10/20/2013 16:42	LEFT TURN, SAME ROADWAY	$ 15000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
33	**103817918**	0.315	07/15/2013 16:13	REAR END, SLOW OR STOP	$ 17000	0	0	1	1	1	1	1	3	0		2
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		33	
34	**103240334**	0.494	08/28/2011 22:46	RAN OFF ROAD - RIGHT	$ 13000	0	0	1	0	1	4	1	1	0		
Unit	**1 :** 4	**Alchl/Drgs:**	1	**Speed:** 45 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		33	
35	**104364722**	0.494	04/28/2015 22:48	RAN OFF ROAD - LEFT	$ 350	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		33	

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36	**103217111**	0.621	07/22/2011 22:32	ANGLE	$ 4000	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:**				4			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
37	**103238785**	0.621	08/22/2011 17:20	ANGLE	$ 17200	0	0	0	0	1	1	1	2	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
38	**103260792**	0.621	09/20/2011 13:21	ANGLE	$ 18500	0	0	0	1	1	1	2	3	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
39	**103266901**	0.621	09/26/2011 08:53	ANGLE	$ 12500	0	0	0	1	1	1	2	1	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
40	**103390797**	0.621	02/12/2012 13:00	ANGLE	$ 18500	0	0	0	1	1	1	1	2	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
41	**103652247**	0.621	01/15/2013 16:23	SIDESWIPE, OPPOSITE DIRECTION	$ 2300	0	0	0	0	2	1	3	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	7	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
42	**103707107**	0.621	03/12/2013 15:13	LEFT TURN, DIFFERENT ROADWAYS	$ 21500	0	0	0	1	1	1	1	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
43	**103974285**	0.621	12/19/2013 08:43	RIGHT TURN, SAME ROADWAY	$ 3000	0	0	0	2	1	1	1	1	0		
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:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
44	**104334313**	0.621	01/24/2015 17:00	LEFT TURN, DIFFERENT ROADWAYS	$ 2700	0	0	0	0	1	1	1	1	0	1	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			

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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
45	**104364719**	0.621	04/28/2015 15:48	ANGLE	$ 1500	0	0	0	0	1	1	1	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	10 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	12	**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	35 MPH	**Dir:**	W	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**						
46	**104579618**	0.621	11/19/2015 17:05	RIGHT TURN, DIFFERENT ROADWAYS	$ 15000	0	0	0	0	1	1	1	1	0	1	2
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:**	35 MPH	**Dir:**	NE	**Veh Mnvr/Ped Actn:**	12	**Obj Strk:**						
Unit	**2 :** 4	**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

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Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	46	100.00
Fatal Crashes	0	0.00
Non-Fatal Injury Crashes	16	34.78
Total Injury Crashes	16	34.78
Property Damage Only Crashes	30	65.22
Night Crashes	9	19.57
Wet Crashes	6	13.04
Alcohol/Drugs Involvement Crashes	3	6.52

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	46	100.00
Fatal Crashes	0	0.00
Class A Crashes	0	0.00
Class B Crashes	3	6.52
Class C Crashes	13	28.26
Property Damage Only Crashes	30	65.22

Vehicle Exposure Statistics

Annual ADT = 6600

Total Length = 0.621 (Miles) **0.999 (Kilometers)**

Total Vehicle Exposure = 7.49 (MVMT) **12.05 (MVKMT)**

Crash Rate	Crashes Per 100 Million Vehicle Miles	Crashes Per 100 Million Vehicle Kilometers
Total Crash Rate	614.30	381.71
Fatal Crash Rate	0.00	0.00
Non Fatal Crash Rate	213.67	132.77
Night Crash Rate	120.19	74.68
Wet Crash Rate	80.13	49.79
EPDO Rate	2195.47	1364.20

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Miscellaneous Statistics

Severity Index =	3.57
EPDO Crash Index =	164.40
Estimated Property Damage Total = $	295400.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
ANGLE	15	32.61
HEAD ON	1	2.17
LEFT TURN, DIFFERENT ROADWAYS	7	15.22
LEFT TURN, SAME ROADWAY	2	4.35
OTHER COLLISION WITH VEHICLE	2	4.35
RAN OFF ROAD - LEFT	2	4.35
RAN OFF ROAD - RIGHT	1	2.17
REAR END, SLOW OR STOP	5	10.87
REAR END, TURN	1	2.17
RIGHT TURN, DIFFERENT ROADWAYS	1	2.17
RIGHT TURN, SAME ROADWAY	1	2.17
SIDESWIPE, OPPOSITE DIRECTION	3	6.52
SIDESWIPE, SAME DIRECTION	5	10.87

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	0	0.00
Class A Injuries	0	0.00
Class B Injuries	3	14.29
Class C Injuries	18	85.71
Total Non-Fatal Injuries	21	100.00
Total Injuries	21	100.00

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Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	2	4.35
Feb	4	8.70
Mar	6	13.04
Apr	5	10.87
May	2	4.35
Jun	3	6.52
Jul	4	8.70
Aug	4	8.70
Sep	5	10.87
Oct	5	10.87
Nov	3	6.52
Dec	3	6.52

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	8	17.39
Tue	7	15.22
Wed	6	13.04
Thu	9	19.57
Fri	8	17.39
Sat	2	4.35
Sun	6	13.04

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Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	0	0.00
0100-0159	1	2.17
0200-0259	1	2.17
0300-0359	0	0.00
0400-0459	0	0.00
0500-0559	0	0.00
0600-0659	1	2.17
0700-0759	3	6.52
0800-0859	2	4.35
0900-0959	2	4.35
1000-1059	2	4.35
1100-1159	3	6.52
1200-1259	2	4.35
1300-1359	4	8.70
1400-1459	1	2.17
1500-1559	2	4.35
1600-1659	6	13.04
1700-1759	8	17.39
1800-1859	2	4.35
1900-1959	2	4.35
2000-2059	0	0.00
2100-2159	0	0.00
2200-2259	4	8.70
2300-2359	0	0.00

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Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	32	3	0	35
Dark	7	2	0	9
Other	1	1	0	2
Total	40	6	0	46

Object Struck Summary

Object Type	Times Struck	Percent of Total
OFFICIAL HIGHWAY SIGN BREAKAWAY	1	20.00
TREE	4	80.00

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
LIGHT TRUCK (MINI-VAN, PANEL)	3	3.30
PASSENGER CAR	55	60.44
PICKUP	8	8.79
SPORT UTILITY	18	19.78
TRUCK/TRAILER	1	1.10
UNKNOWN	2	2.20
VAN	4	4.40

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Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2011	11	0	5	6
2012	10	0	4	6
2013	11	0	5	6
2014	4	0	0	4
2015	8	0	2	6
2016	2	0	0	2
Total	46	0	16	30

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2011	0	6
2012	0	4
2013	0	8
2014	0	0
2015	0	3
2016	0	0
Total	0	21

Miscellaneous Totals

Year	Property Damage	EPDO Index
2011	$ 96200	48.00
2012	$ 48750	39.60
2013	$ 81000	48.00
2014	$ 19100	4.00
2015	$ 41550	22.80
2016	$ 8800	2.00
Total	$ 295400	164.40

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2011	0	0	1	1	7	0	2
2012	2	0	1	0	3	3	1

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Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2013	3	1	3	1	2	1	0
2014	2	0	0	0	1	1	0
2015	1	1	1	1	2	2	0
2016	1	0	0	0	0	1	0
Total	9	2	6	3	15	8	3

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Strip Diagram

Features	Milepost	Crash IDs
US 15 | US 501 | FORDHAM	0.00	103295359 | 103427146 | 103616225 | 103638409 | 103710099 | 103757750 | 104356230 | 104356257 | 104647897
	0.01	103402332 | 104110509
SERVICE RD	0.02	103842423
SERVICE RD	0.03	103652788 | 103718485 | 104230952
SCARLETT DR	0.04	103200351 | 103209967 | 103250275 | 103302778 | 103486115 | 103579815 | 103588820 | 103711935 | 103996492 | 104109392 | 104355621 | 104458848
	0.05	
	0.06	104676104
	0.07	
	0.08	
	0.09	
	0.10	
	0.11	
	0.12	
	0.13	
	0.14	
	0.15	
	0.16	
	0.17	
	0.18	
	0.19	
	0.20	103749873
	0.21	
	0.22	
	0.23	
COOPER ST	0.24	103561454
	0.25	103254192 | 103892312
	0.26	
	0.27	
	0.28	
	0.29	
STANDISH DR	0.30	
	0.31	103817918
	0.32	
	0.33	
	0.34	
	0.35	
	0.36	
	0.37	

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Features	Milepost	Crash IDs
	0.38	
	0.39	
	0.40	
	0.41	
	0.42	
	0.43	
	0.44	
	0.45	
	0.46	
	0.47	
	0.48	
	0.49	103240334 | 104364722
	0.50	
	0.51	
	0.52	
	0.53	
BLUEFIELD RD	0.54	
	0.55	
	0.56	
	0.57	
	0.58	
	0.59	
	0.60	
	0.61	
LAKEVIEW DR	0.62	103217111 | 103238785 | 103260792 | 103266901 | 103390797 | 103652247 | 103707107 | 103974285 | 104334313 | 104364719 | 104579618

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

Study Criteria Summary

County: ORANGE **City:** All and Rural
Date: 6/1/2011 **to** 5/31/2016 **Study:** 41000041714
Location: US 15-501 (Fordham Blvd) from the SR 1010 (Franklin St) split to the I-40 Westbound Ramps

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	**103224000**	0.000	08/02/2011 16:46	SIDESWIPE, SAME DIRECTION	$ 7000	0	0	0	0	1	1	1	1	0		
Unit 1 : 4	**Alchl/Drgs:** 1	**Speed:** 30 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:**											
Unit 3 : 2	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
2	**103506296**	0.000	07/17/2012 12:18	REAR END, SLOW OR STOP	$ 12500	0	0	1	0	1	1	1	1	0		
Unit 1 : 4	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 30 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
3	**103611783**	0.000	11/14/2012 17:30	REAR END, SLOW OR STOP	$ 1500	0	0	0	0	1	4	1	1	0	0	2
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:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
4	**103804156**	0.000	06/29/2013 03:06	RAN OFF ROAD - RIGHT	$ 14500	0	0	0	1	2	5	1	1	0	0	
Unit 1 : 1	**Alchl/Drgs:** 1	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:** 37											
5	**103820434**	0.000	07/29/2013 09:48	SIDESWIPE, SAME DIRECTION	$ 1700	0	0	0	0	1	1	1	5	0	0	
Unit 1 : 4	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 2 : 3	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
6	**104232374**	0.000	11/07/2014 18:44	REAR END, SLOW OR STOP	$ 4500	0	0	0	0	1	5	1	3	0	0	
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 12	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 12	**Obj Strk:**											
7	**104732520**	0.000	05/09/2016 13:12	REAR END, SLOW OR STOP	$ 14300	0	0	1	1	1	1	2	3	0	0	
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 11	**Obj Strk:**											
Unit 2 : 5	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:** 11	**Obj Strk:**											
Unit 3 : 1	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:** 11	**Obj Strk:**											
Unit 4 : 1	**Alchl/Drgs:** 0	**Speed:** 25 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:** 5	**Obj Strk:**											

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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	**103658615**	0.006	12/22/2012 19:16	SIDESWIPE, SAME DIRECTION	$ 4000	0	0	0	0	1	5	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
9	**104357869**	0.012	03/05/2015 13:37	RAN OFF ROAD - RIGHT	$ 4375	0	0	0	0	2	1	3	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		38	
10	**103231363**	0.019	08/13/2011 22:29	ANGLE	$ 5500	0	0	0	0	1	5	1	1	4	0	
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:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
11	**103916306**	0.019	11/08/2013 12:28	REAR END, SLOW OR STOP	$ 3500	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
12	**103956442**	0.019	12/28/2013 13:17	REAR END, SLOW OR STOP	$ 2500	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 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
13	**103274328**	0.022	10/05/2011 15:05	REAR END, SLOW OR STOP	$ 3800	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 16	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
14	**103781642**	0.040	06/11/2013 16:15	REAR END, SLOW OR STOP	$ 1400	0	0	0	0	1	1	2	1	0		
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
15	**103839332**	0.041	08/07/2013 10:08	REAR END, SLOW OR STOP	$ 20250	0	0	0	4	1	1	1	1	0	0	
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:** 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:**			
Unit	**4 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**5 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
16	**103335220**	0.051	11/29/2011 09:52	REAR END, SLOW OR STOP	$ 11000	0	0	0	0	2	1	2	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			

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Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
17	**103442171**	0.051	04/30/2012 09:34	RAN OFF ROAD - RIGHT	$ 2300	0	0	0	0	1	1	2	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**			37	
18	**103278935**	0.057	10/08/2011 09:53	REAR END, SLOW OR STOP	$ 3200	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:**				4		**Obj Strk:**				
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
19	**103605787**	0.070	11/08/2012 06:32	ANIMAL	$ 2000	0	0	0	0	1	5	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**			17	
20	**103952294**	0.070	12/04/2013 08:50	SIDESWIPE, SAME DIRECTION	$ 2200	0	0	0	0	2	1	2	2	0		
Unit	**1 :** 11	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5		**Obj Strk:**				
21	**103665881**	0.079	01/18/2013 18:29	REAR END, SLOW OR STOP	$ 8000	0	0	0	0	1	5	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
22	**103670683**	0.079	01/24/2013 13:47	REAR END, SLOW OR STOP	$ 12000	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:**				11		**Obj Strk:**				
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
23	**103813196**	0.079	07/08/2013 13:55	REAR END, SLOW OR STOP	$ 1800	0	0	0	2	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
Unit	**3 :** 29	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
24	**103833047**	0.079	08/03/2013 06:33	REAR END, SLOW OR STOP	$ 1700	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
25	**103881503**	0.079	10/11/2013 13:02	REAR END, SLOW OR STOP	$ 7000	0	0	0	2	1	1	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				

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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	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
26	**103916328**	0.079	11/09/2013 20:21	REAR END, SLOW OR STOP	$ 1100	0	0	0	0	1	4	1	1	0	12	1
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:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
27	**104334250**	0.079	01/20/2015 07:54	REAR END, SLOW OR STOP	$ 800	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				16			**Obj Strk:**			
28	**104413613**	0.079	06/17/2015 14:01	REAR END, SLOW OR STOP	$ 8000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
29	**104631196**	0.079	01/02/2016 16:28	REAR END, SLOW OR STOP	$ 5000	0	0	0	0	2	2	2	3	0	0	2
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
30	**104794766**	0.080	04/04/2016 21:51	REAR END, SLOW OR STOP	$ 1600	0	0	0	1	1	4	1	3	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
31	**103373036**	0.098	01/04/2012 18:28	UNKNOWN	$ 400	0	0	0	1	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				16			**Obj Strk:**			
Unit	**2 :** 12	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				16			**Obj Strk:**			
32	**103665895**	0.098	01/20/2013 22:44	RAN OFF ROAD - STRAIGHT	$ 2000	0	0	0	0	1	5	1	5	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
33	**103836906**	0.098	08/11/2013 00:14	RAN OFF ROAD - RIGHT	$ 1000	0	0	0	0	1	4	1	5	0	0	2
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**		58	
34	**103847509**	0.098	08/24/2013 04:26	LEFT TURN, DIFFERENT ROADWAYS	$ 17000	0	0	0	2	1	4	1	1	0	3	1
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:** 10 MPH	**Dir:** NW	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
35	**103956434**	0.098	12/28/2013 02:52	RAN OFF ROAD - RIGHT	$ 4300	0	0	0	0	1	5	1	5	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	1	**Speed:** 40 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		33	

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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
36	**104355915**	0.098	04/09/2015 17:08	LEFT TURN, SAME ROADWAY	$ 3000	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:**				8		**Obj Strk:**				
Unit	**2 :** 6	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
37	**103604577**	0.107	11/05/2012 22:14	PEDESTRIAN	$ 500	0	0	1	0	1	5	1	1	0	13	2
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				15		**Obj Strk:**			14	
Unit	**2 :** 24	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:**	**Veh Mnvr/Ped Actn:**						**Obj Strk:**			14	
38	**104475194**	0.107	08/19/2015 13:52	REAR END, SLOW OR STOP	$ 14000	0	0	0	0	1	1	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:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
39	**103801213**	0.120	07/01/2013 00:04	ANIMAL	$ 1500	0	0	0	0	2	4	2	7	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 48 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**			17	
40	**104509272**	0.136	09/16/2015 09:53	REAR END, SLOW OR STOP	$ 3000	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:**				1		**Obj Strk:**				
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
41	**104232886**	0.140	11/19/2014 17:33	REAR END, SLOW OR STOP	$ 24000	0	0	0	2	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 :** 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:**				
Unit	**4 :** 2	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
42	**103989008**	0.145	01/30/2014 13:28	REAR END, SLOW OR STOP	$ 4000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
43	**104761802**	0.149	05/20/2016 10:57	REAR END, SLOW OR STOP	$ 7000	0	0	0	0	1	1	2	3	0	0	2
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
44	**103350895**	0.164	12/17/2011 13:32	REAR END, SLOW OR STOP	$ 2100	0	0	0	0	1	1	1	1	0		2
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5		**Obj Strk:**				
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
45	**104416427**	0.169	06/22/2015 16:34	REAR END, SLOW OR STOP	$ 6000	0	0	0	0	1	1	1	3	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:**	20 MPH	**Dir:**	S		**Veh Mnvr/Ped Actn:**		11		**Obj Strk:**			
46	**103447538**	0.183	05/03/2012 16:03	REAR END, SLOW OR STOP	$ 20500	0	0	0	3	1	1	1	3	0	6	3
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		1		**Obj Strk:**			
Unit	**2 :** 4	**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:**			
Unit	**4 :** 1	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
47	**103461211**	0.183	05/22/2012 17:23	REAR END, SLOW OR STOP	$ 1200	0	0	0	0	2	1	2	1	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:**			
48	**103480262**	0.190	06/12/2012 14:41	RAN OFF ROAD - RIGHT	$ 3000	0	0	0	0	2	1	2	3	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	40 MPH	**Dir:**	S		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**		33	
49	**103351931**	0.204	12/20/2011 14:29	SIDESWIPE, SAME DIRECTION	$ 2510	0	0	0	0	1	1	2	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	40 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		5		**Obj Strk:**			
Unit	**2 :** 12	**Alchl/Drgs:**	0	**Speed:**	40 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
50	**104511447**	0.213	09/28/2015 17:20	REAR END, SLOW OR STOP	$ 4300	0	0	0	0	2	1	3	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	40 MPH	**Dir:**	E		**Veh Mnvr/Ped Actn:**		5		**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	10 MPH	**Dir:**	E		**Veh Mnvr/Ped Actn:**		11		**Obj Strk:**			
51	**103527028**	0.221	08/16/2012 20:59	REAR END, SLOW OR STOP	$ 400	0	0	0	1	1	4	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		1		**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:**	35 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
52	**103613442**	0.221	11/09/2012 15:57	REAR END, SLOW OR STOP	$ 1000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	NE		**Veh Mnvr/Ped Actn:**		11		**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:**	25 MPH	**Dir:**	NE		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
53	**103678268**	0.221	02/09/2013 17:35	REAR END, SLOW OR STOP	$ 3500	0	0	0	0	1	1	1	3	0		
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:**	40 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	10 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		11		**Obj Strk:**			

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54	**103967992**	0.221	12/10/2013 17:55	REAR END, SLOW OR STOP	$ 1500	0	0	0	0	1	4	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:**	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:**			
55	**103979344**	0.221	01/03/2014 15:11	REAR END, SLOW OR STOP	$ 10000	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	40 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		1		**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:**	40 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
56	**103496081**	0.227	07/07/2012 15:58	REAR END, SLOW OR STOP	$ 1000	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	NE		**Veh Mnvr/Ped Actn:**		1		**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	45 MPH	**Dir:**	NE		**Veh Mnvr/Ped Actn:**		11		**Obj Strk:**			
57	**103350349**	0.231	12/15/2011 17:38	REAR END, SLOW OR STOP	$ 1350	0	0	1	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**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:**	N		**Veh Mnvr/Ped Actn:**		11		**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:**	5 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		11		**Obj Strk:**			
Unit	**4 :** 5	**Alchl/Drgs:**	0	**Speed:**	15 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
58	**104667237**	0.234	02/16/2016 17:13	REAR END, SLOW OR STOP	$ 2500	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	10 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		11		**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:**	10 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		11		**Obj Strk:**			
Unit	**3 :** 32	**Alchl/Drgs:**	7	**Speed:**	20 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		11		**Obj Strk:**			
59	**104357863**	0.235	04/17/2015 15:13	REAR END, SLOW OR STOP	$ 3000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:**	10 MPH	**Dir:**	NE		**Veh Mnvr/Ped Actn:**		5		**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	NE		**Veh Mnvr/Ped Actn:**		1		**Obj Strk:**			
60	**103498837**	0.236	07/10/2012 14:11	REAR END, SLOW OR STOP	$ 5700	0	0	0	2	2	1	3	1	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:**	35 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		11		**Obj Strk:**			
Unit	**2 :** 2	**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:**			
61	**103209265**	0.240	07/07/2011 14:57	RIGHT TURN, DIFFERENT ROADWAYS	$ 2900	0	0	0	0	2	1	3	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:**	5 MPH	**Dir:**	W		**Veh Mnvr/Ped Actn:**		7		**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	45 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			

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62	**103235454**	0.240	08/18/2011 21:12	OTHER COLLISION WITH VEHICLE	$ 1200	0	0	0	1	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				12			**Obj Strk:**			
63	**103267129**	0.240	09/28/2011 14:18	ANGLE	$ 6000	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:** 15 MPH	**Dir:** NW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
64	**103319593**	0.240	11/08/2011 13:11	RIGHT TURN, DIFFERENT ROADWAYS	$ 3600	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
65	**103365798**	0.240	01/07/2012 09:56	RIGHT TURN, DIFFERENT ROADWAYS	$ 1600	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
66	**103413815**	0.240	03/17/2012 19:07	RAN OFF ROAD - STRAIGHT	$ 15000	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
67	**103563173**	0.240	09/29/2012 13:16	REAR END, SLOW OR STOP	$ 2500	0	0	0	0	2	1	3	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
68	**103641193**	0.240	12/18/2012 11:45	SIDESWIPE, SAME DIRECTION	$ 15000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
69	**104122971**	0.240	08/02/2014 16:37	RIGHT TURN, SAME ROADWAY	$ 2000	0	0	0	0	2	1	2	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:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
70	**104262187**	0.240	12/13/2014 14:43	ANGLE	$ 3200	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:**				7			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
71	**104380787**	0.240	05/13/2015 16:49	RIGHT TURN, DIFFERENT ROADWAYS	$ 4000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
Unit	**2 :** 10	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
72	**104547034**	0.240	10/31/2015 12:11	REAR END, SLOW OR STOP	$ 3500	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:**				4			**Obj Strk:**			
73	**104639137**	0.240	02/01/2016 17:26	RIGHT TURN, DIFFERENT ROADWAYS	$ 2000	0	0	0	0	1	2	1	1	0	3	1
Unit	**1 :** 10	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				12			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** NW	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
74	**103496109**	0.242	07/09/2012 22:14	REAR END, SLOW OR STOP	$ 4300	0	0	0	2	2	4	3	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:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
75	**104245274**	0.242	12/12/2014 08:34	REAR END, SLOW OR STOP	$ 1600	0	0	0	0	1	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:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
76	**103652783**	0.246	12/29/2012 18:32	REAR END, SLOW OR STOP	$ 1100	0	0	0	0	1	4	1	3	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:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
77	**103665564**	0.246	01/22/2013 18:37	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	4	1	3	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
78	**103600072**	0.249	11/05/2012 17:51	REAR END, SLOW OR STOP	$ 1200	0	0	0	2	1	6	1	1	0	0	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
79	**103259356**	0.259	09/20/2011 17:16	REAR END, SLOW OR STOP	$ 3000	0	0	0	0	1	1	2	1	0	0	
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:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			

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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	**103350894**	0.259	12/17/2011 00:24	REAR END, SLOW OR STOP	$ 4000	0	0	0	0	2	5	3	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	1	**Speed:** 45 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:**			
81	**103399389**	0.259	02/21/2012 12:06	REAR END, SLOW OR STOP	$ 9500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
82	**103578744**	0.259	10/11/2012 13:39	REAR END, SLOW OR STOP	$ 5400	0	0	0	0	1	1	1	1	0	12	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 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:**			
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
83	**103856738**	0.259	02/12/2013 18:20	REAR END, SLOW OR STOP	$ 900	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 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
84	**103688062**	0.259	02/17/2013 11:56	REAR END, SLOW OR STOP	$ 7100	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:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
85	**103720047**	0.259	04/02/2013 09:21	REAR END, SLOW OR STOP	$ 1000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 32	**Alchl/Drgs:**	7	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
86	**103808404**	0.259	07/08/2013 21:00	ANIMAL	$ 2000	0	0	0	0	1	4	1	3	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		17	
87	**104504275**	0.259	09/17/2015 17:24	SIDESWIPE, SAME DIRECTION	$ 2500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
88	**103555016**	0.278	09/15/2012 12:29	REAR END, SLOW OR STOP	$ 10550	0	0	0	2	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			

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89	**103703641**	0.278	03/02/2013 11:07	REAR END, SLOW OR STOP	$ 1300	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
90	**104038339**	0.287	04/12/2014 09:56	REAR END, SLOW OR STOP	$ 7550	0	0	0	3	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 2 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
91	**103512666**	0.290	07/27/2012 18:39	REAR END, SLOW OR STOP	$ 3000	0	0	0	0	1	1	2	1	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:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
92	**103512670**	0.290	07/27/2012 21:24	REAR END, SLOW OR STOP	$ 3000	0	0	0	0	2	4	3	1	0	0	
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:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
93	**103612161**	0.297	11/16/2012 17:43	REAR END, SLOW OR STOP	$ 2500	0	0	0	0	1	2	1	1	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:** 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:**			
94	**103792490**	0.297	06/08/2013 17:27	REAR END, SLOW OR STOP	$ 3500	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
95	**104362433**	0.298	04/26/2015 13:49	REAR END, SLOW OR STOP	$ 2700	0	0	0	0	1	1	1	1	0		
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:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
96	**104737338**	0.306	04/29/2016 23:59	REAR END, SLOW OR STOP	$ 9000	0	0	0	1	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	1	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
97	**104707479**	0.313	04/05/2016 17:27	REAR END, SLOW OR STOP	$ 2350	0	0	0	0	1	1	1	3	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			

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Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
98	**103477305**	0.316	06/08/2012 17:23	REAR END, SLOW OR STOP	$ 2400	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
99	**103605791**	0.316	11/07/2012 17:14	REAR END, SLOW OR STOP	$ 1150	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 3	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
100	**103414750**	0.320	03/18/2012 03:10	REAR END, SLOW OR STOP	$ 13000	0	0	0	0	2	1	3	1	0		
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:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
101	**103676183**	0.323	02/01/2013 15:34	REAR END, SLOW OR STOP	$ 3700	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 3	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 3	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
102	**104355746**	0.327	02/04/2015 18:25	REAR END, SLOW OR STOP	$ 950	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	7	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
103	**104732523**	0.333	05/04/2016 11:45	REAR END, SLOW OR STOP	$ 1500	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 2 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
104	**103416815**	0.340	03/27/2012 11:57	ANGLE	$ 1600	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 3	**Alchl/Drgs:**	0	**Speed:** 3 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
105	**103923620**	0.340	11/20/2013 18:01	SIDESWIPE, SAME DIRECTION	$ 1100	0	0	0	0	1	4	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:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
106	**104068227**	0.340	05/16/2014 16:04	REAR END, SLOW OR STOP	$ 2400	0	0	0	0	1	1	1	3	0		
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			

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107	**104531455**	0.340	10/10/2015 17:12	REAR END, SLOW OR STOP	$ 5100	0	0	0	0	2	1	3	1	0	0	

Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	SW	**Veh Mnvr/Ped Actn:**	11	**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	SW	**Veh Mnvr/Ped Actn:**	11	**Obj Strk:**						
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:**	25 MPH	**Dir:**	SW	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**						

108	**103712983**	0.356	03/14/2013 15:03	REAR END, SLOW OR STOP	$ 13900	0	0	0	0	1	1	1	3	0	0	

Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:**	45 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	11	**Obj Strk:**						
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:**	45 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	11	**Obj Strk:**						
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:**	45 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	11	**Obj Strk:**						

109	**104052061**	0.356	04/25/2014 12:39	REAR END, SLOW OR STOP	$ 5700	0	0	0	0	1	1	2	3	0		

Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:**	30 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	11	**Obj Strk:**						
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:**	30 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	11	**Obj Strk:**						
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:**	30 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	11	**Obj Strk:**						

110	**103373535**	0.370	01/20/2012 17:47	SIDESWIPE, SAME DIRECTION	$ 1000	0	0	0	0	2	4	3	1	0	0	

Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	30 MPH	**Dir:**	NE	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	25 MPH	**Dir:**	NE	**Veh Mnvr/Ped Actn:**	5	**Obj Strk:**						

111	**103633901**	0.370	12/07/2012 19:48	REAR END, SLOW OR STOP	$ 3500	0	0	0	0	2	4	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 :** 1	**Alchl/Drgs:**	0	**Speed:**	45 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**						

112	**103698272**	0.370	02/19/2013 18:51	REAR END, SLOW OR STOP	$ 2300	0	0	0	0	2	4	2	1	0	0	2

Unit	**1 :** 4	**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:**	SW	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**						

113	**104407363**	0.370	06/08/2015 07:12	RAN OFF ROAD - LEFT	$ 10000	0	0	0	0	1	3	1	3	0	0	

Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	50 MPH	**Dir:**	NE	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**	46					

114	**104047259**	0.380	04/19/2014 07:50	REAR END, SLOW OR STOP	$ 9500	0	0	0	2	2	1	3	3	0	3	1

Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	N	**Veh Mnvr/Ped Actn:**	1	**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	20 MPH	**Dir:**	N	**Veh Mnvr/Ped Actn:**	11	**Obj Strk:**						

115	**103293276**	0.389	10/18/2011 21:13	RAN OFF ROAD - STRAIGHT	$ 1500	0	0	0	0	2	1	1	1	0	3	1

Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:**	45 MPH	**Dir:**	N	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**	55					

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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
116	**103531406**	0.389	08/22/2012 14:10	REAR END, SLOW OR STOP	$ 1100	0	0	0	0	2	1	3	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:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
117	**103749076**	0.389	04/28/2013 17:59	LEFT TURN, SAME ROADWAY	$ 10000	0	0	0	1	2	4	3	3	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:** N	**Veh Mnvr/Ped Actn:**				9		**Obj Strk:**				
118	**103973110**	0.389	01/17/2014 02:52	RAN OFF ROAD - STRAIGHT	$ 10000	0	0	0	1	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	1	**Speed:** 50 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
119	**104270295**	0.389	12/23/2014 18:15	REAR END, SLOW OR STOP	$ 6300	0	0	0	0	2	4	3	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**4 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
120	**104534869**	0.389	10/21/2015 10:11	ANGLE	$ 8500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**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:** S	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
121	**103953889**	0.390	12/13/2013 18:32	REAR END, SLOW OR STOP	$ 2500	0	0	0	1	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
122	**103305908**	0.408	10/30/2011 12:37	REAR END, SLOW OR STOP	$ 5000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
123	**103447005**	0.408	05/05/2012 17:17	REAR END, SLOW OR STOP	$ 3700	0	0	0	0	3	1	3	1	1	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
124	**103579956**	0.408	10/14/2012 15:45	REAR END, SLOW OR STOP	$ 14000	0	0	0	0	1	1	1	3	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:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
125	**103628478**	0.408	12/07/2012 18:24	REAR END, SLOW OR STOP	$ 3000	0	0	0	0	2	4	2	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:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
126	**103679479**	0.408	02/10/2013 17:37	REAR END, SLOW OR STOP	$ 12500	0	0	0	1	1	2	1	1	0	0	2
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:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
127	**103726748**	0.408	04/06/2013 09:53	REAR END, SLOW OR STOP	$ 2500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
128	**103842426**	0.408	08/17/2013 22:31	REAR END, SLOW OR STOP	$ 1900	0	0	0	2	2	4	3	3	0	0	2
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:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
129	**103954260**	0.408	12/15/2013 06:57	REAR END, SLOW OR STOP	$ 9000	0	0	0	2	2	4	2	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
130	**104531450**	0.408	10/09/2015 16:37	REAR END, SLOW OR STOP	$ 4000	0	0	0	0	1	1	1	3	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
131	**104602058**	0.408	12/17/2015 06:12	REAR END, SLOW OR STOP	$ 1700	0	0	0	0	2	4	3	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
132	**104772032**	0.408	04/16/2016 12:22	REAR END, SLOW OR STOP	$ 1600	0	0	0	1	1	1	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
133	**103687459**	0.417	02/14/2013 16:51	REAR END, SLOW OR STOP	$ 5150	0	0	0	0	1	1	1	1	0	3	1
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:**				11			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
134	**103911770**	0.417	11/06/2013 17:47	REAR END, SLOW OR STOP	$ 14000	0	0	1	1	1	4	1	3	0	0	
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:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
135	**103277636**	0.423	10/06/2011 15:14	REAR END, SLOW OR STOP	$ 4500	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 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**4 :** 5	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
136	**103427731**	0.423	04/02/2012 10:26	REAR END, SLOW OR STOP	$ 200	0	0	0	1	1	1	1	1	0	0	2
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:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
137	**103599428**	0.423	11/02/2012 14:43	REAR END, SLOW OR STOP	$ 7000	0	0	0	1	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:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
138	**103633683**	0.423	12/08/2012 17:59	REAR END, SLOW OR STOP	$ 1200	0	0	0	0	1	4	1	1	0	0	2
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:**				1			**Obj Strk:**			
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
139	**103687187**	0.423	02/12/2013 18:27	REAR END, SLOW OR STOP	$ 1600	0	0	0	2	1	4	1	2	0	0	2
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:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
140	**104547012**	0.423	10/26/2015 12:02	REAR END, SLOW OR STOP	$ 5200	0	0	0	0	2	1	2	1	0	3	1
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:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

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141	**104232373**	0.427	11/07/2014 16:59	REAR END, SLOW OR STOP	$ 2300	0	0	0	0	1	2	1	3	0	3	2
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	2 MPH	**Dir:**	N	**Veh Mnvr/Ped Actn:**	11	**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	2 MPH	**Dir:**	N	**Veh Mnvr/Ped Actn:**	11	**Obj Strk:**						
142	**104355964**	0.436	04/02/2015 16:50	REAR END, SLOW OR STOP	$ 1500	0	0	0	0	1	1	1	3	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	7	**Speed:**	15 MPH	**Dir:**	N	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**						
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	N	**Veh Mnvr/Ped Actn:**	1	**Obj Strk:**						
143	**103452562**	0.440	05/12/2012 15:29	REAR END, SLOW OR STOP	$ 7200	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	45 MPH	**Dir:**	NE	**Veh Mnvr/Ped Actn:**	11	**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	NE	**Veh Mnvr/Ped Actn:**	1	**Obj Strk:**						
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	NE	**Veh Mnvr/Ped Actn:**	1	**Obj Strk:**						
Unit	**4 :** 1	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	NE	**Veh Mnvr/Ped Actn:**	1	**Obj Strk:**						
144	**104471802**	0.440	08/18/2015 14:48	REAR END, SLOW OR STOP	$ 20500	0	0	0	1	1	1	2	3	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:**	40 MPH	**Dir:**	NE	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**						
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	NE	**Veh Mnvr/Ped Actn:**	1	**Obj Strk:**						
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	NE	**Veh Mnvr/Ped Actn:**	1	**Obj Strk:**						
145	**103569175**	0.446	10/05/2012 15:54	REAR END, SLOW OR STOP	$ 1800	0	0	0	1	1	1	1	1	0		
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:**	20 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**						
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	1	**Obj Strk:**						
146	**103694117**	0.446	02/22/2013 16:59	REAR END, SLOW OR STOP	$ 6500	0	0	0	0	2	1	3	1	0		
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:**	10 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	1	**Obj Strk:**						
147	**103698336**	0.446	02/28/2013 15:16	REAR END, SLOW OR STOP	$ 4100	0	0	1	0	1	1	2	3	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	40 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	11	**Obj Strk:**						
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	1	**Obj Strk:**						
148	**103961552**	0.446	12/10/2013 17:18	REAR END, SLOW OR STOP	$ 3300	0	0	0	0	1	2	1	1	0		2
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	25 MPH	**Dir:**	NE	**Veh Mnvr/Ped Actn:**	11	**Obj Strk:**						
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	NE	**Veh Mnvr/Ped Actn:**	1	**Obj Strk:**						
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	NE	**Veh Mnvr/Ped Actn:**	1	**Obj Strk:**						

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
149	**103478238**	0.450	06/09/2012 15:39	REAR END, SLOW OR STOP	$ 3001	0	0	0	0	1	1	1	2	0	0	2

Unit	**1 :**	1	**Alchl/Drgs:**	0	**Speed:**	35	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:**					
Unit	**3 :**	1	**Alchl/Drgs:**	0	**Speed:**	35	MPH	**Dir:**	N	**Veh Mnvr/Ped Actn:**	11	**Obj Strk:**					
Unit	**4 :**	1	**Alchl/Drgs:**	0	**Speed:**	35	MPH	**Dir:**	N	**Veh Mnvr/Ped Actn:**	11	**Obj Strk:**					

150	**103613439**	0.472	11/09/2012 15:46	REAR END, SLOW OR STOP	$ 9200	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :**	4	**Alchl/Drgs:**	0	**Speed:**	0	MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	1	**Obj Strk:**					
Unit	**2 :**	3	**Alchl/Drgs:**	0	**Speed:**	40	MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**					

151	**104356243**	0.476	04/13/2015 16:12	REAR END, SLOW OR STOP	$ 2900	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:**					
Unit	**2 :**	4	**Alchl/Drgs:**	0	**Speed:**	10	MPH	**Dir:**	N	**Veh Mnvr/Ped Actn:**	11	**Obj Strk:**					

152	**103557055**	0.485	09/22/2012 00:01	RAN OFF ROAD - LEFT	$ 12000	0	0	0	0	1	4	1	3	0	0	
Unit	**1 :**	1	**Alchl/Drgs:**	0	**Speed:**	45	MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**					

153	**103324285**	0.490	11/17/2011 13:51	REAR END, SLOW OR STOP	$ 2300	0	0	0	0	2	1	3	1	1		
Unit	**1 :**	1	**Alchl/Drgs:**	0	**Speed:**	0	MPH	**Dir:**	N	**Veh Mnvr/Ped Actn:**	1	**Obj Strk:**					
Unit	**2 :**	3	**Alchl/Drgs:**	0	**Speed:**	45	MPH	**Dir:**	N	**Veh Mnvr/Ped Actn:**	11	**Obj Strk:**					

154	**103585476**	0.492	10/19/2012 17:06	REAR END, SLOW OR STOP	$ 14900	0	0	0	2	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:**	5	MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	11	**Obj Strk:**					
Unit	**3 :**	1	**Alchl/Drgs:**	0	**Speed:**	5	MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	11	**Obj Strk:**					
Unit	**4 :**	5	**Alchl/Drgs:**	0	**Speed:**	0	MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	1	**Obj Strk:**					

155	**104378457**	0.496	05/08/2015 21:47	REAR END, SLOW OR STOP	$ 5250	0	0	0	0	1	4	2	3	0		
Unit	**1 :**	1	**Alchl/Drgs:**	0	**Speed:**	5	MPH	**Dir:**	SW	**Veh Mnvr/Ped Actn:**	11	**Obj Strk:**					
Unit	**2 :**	1	**Alchl/Drgs:**	0	**Speed:**	35	MPH	**Dir:**	SW	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**					

156	**103273917**	0.498	10/03/2011 13:52	REAR END, SLOW OR STOP	$ 3500	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:**	11	**Obj Strk:**					
Unit	**2 :**	2	**Alchl/Drgs:**	0	**Speed:**	45	MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	4	**Obj Strk:**					

157	**103430567**	0.498	04/04/2012 17:46	REAR END, SLOW OR STOP	$ 1700	0	0	0	0	2	1	2	1	0	0	1
Unit	**1 :**	4	**Alchl/Drgs:**	0	**Speed:**	0	MPH	**Dir:**	S	**Veh Mnvr/Ped Actn:**	1	**Obj Strk:**					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries 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:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
158	**103544411**	0.498	09/07/2012 17:58	OTHER COLLISION WITH VEHICLE	$ 9400	0	0	1	0	1	1	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	4	**Speed:** 45 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:**			
159	**103643130**	0.498	12/07/2012 17:05	REAR END, SLOW OR STOP	$ 1700	0	0	0	0	2	6	3	3	0	0	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
160	**103642248**	0.498	12/07/2012 18:26	REAR END, SLOW OR STOP	$ 4700	0	0	1	2	2	6	3	3	0		1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
161	**103847539**	0.498	08/25/2013 21:07	REAR END, SLOW OR STOP	$ 4000	0	0	0	0	1	4	1	1	0	0	2
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
162	**104231904**	0.498	11/14/2014 19:31	REAR END, SLOW OR STOP	$ 8350	0	0	0	0	1	4	1	3	0	0	2
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:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**3 :** 2	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
163	**104547010**	0.504	10/28/2015 19:56	REAR END, SLOW OR STOP	$ 3000	0	0	0	1	2	4	3	1	1	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:** 15 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
164	**103475656**	0.506	06/08/2012 07:41	REAR END, SLOW OR STOP	$ 2200	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:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
165	**103869733**	0.506	09/22/2013 02:50	RAN OFF ROAD - LEFT	$ 2200	0	0	0	0	2	4	3	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	7	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		38	

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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
166	**103953894**	0.506	12/13/2013 18:25	REAR END, SLOW OR STOP	$ 5500	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 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
167	**103978793**	0.506	12/23/2013 17:27	REAR END, SLOW OR STOP	$ 3000	0	0	0	0	2	2	3	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
168	**103598167**	0.511	11/01/2012 14:11	REAR END, SLOW OR STOP	$ 1700	0	0	0	1	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
169	**104667240**	0.542	02/22/2016 17:54	UNKNOWN	$ 1000	0	0	0	0	2	2	3	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				16			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				16			**Obj Strk:**			
170	**104355619**	0.546	03/03/2015 13:44	REAR END, SLOW OR STOP	$ 2900	0	0	0	0	1	1	2	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
171	**103616197**	0.549	11/12/2012 17:49	REAR END, SLOW OR STOP	$ 1250	0	0	0	0	1	4	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
172	**104032798**	0.549	04/03/2014 11:41	REAR END, SLOW OR STOP	$ 400	0	0	0	1	1	1	2	3	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				12			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
173	**104458408**	0.549	08/04/2015 12:06	SIDESWIPE, SAME DIRECTION	$ 3300	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
174	**103907815**	0.559	10/26/2013 15:48	REAR END, SLOW OR STOP	$ 2200	0	0	0	0	1	1	1	1	12	0	2
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 50 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			

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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
175	**104091405**	0.559	06/02/2014 12:34	REAR END, SLOW OR STOP	$ 3800	0	0	0	1	1	1	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 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:**			
176	**103444149**	0.568	04/25/2012 17:28	REAR END, SLOW OR STOP	$ 3500	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:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
177	**103632896**	0.573	12/05/2012 19:03	REAR END, SLOW OR STOP	$ 2700	0	0	0	2	1	5	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
178	**103862886**	0.578	09/13/2013 15:43	PEDALCYCLIST	$ 700	0	0	0	1	1	1	1	1	0		2
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		15	
Unit	**2 :** 24	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:**	**Veh Mnvr/Ped Actn:**							**Obj Strk:**		15	
179	**104054558**	0.578	04/29/2014 16:47	REAR END, SLOW OR STOP	$ 3200	0	0	0	0	1	1	2	3	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:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
180	**103235491**	0.587	08/19/2011 16:43	REAR END, SLOW OR STOP	$ 2050	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
181	**103718492**	0.587	03/29/2013 17:38	REAR END, SLOW OR STOP	$ 0	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 3 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 3 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
182	**103780547**	0.587	06/08/2013 11:51	REAR END, SLOW OR STOP	$ 3500	0	0	0	2	1	1	1	1	0	3	1
Unit	**1 :** 10	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
183	**103802101**	0.587	07/05/2013 15:22	REAR END, SLOW OR STOP	$ 2400	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

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184	**104547020**	0.587	10/29/2015 18:25	REAR END, SLOW OR STOP	$ 0	0	0	0	1	2	5	3	3	0	3	2
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:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
185	**104441036**	0.594	07/20/2015 12:35	SIDESWIPE, SAME DIRECTION	$ 1000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 32	**Alchl/Drgs:**	7	**Speed:** 45 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:**			
186	**104567832**	0.594	11/05/2015 13:00	REAR END, SLOW OR STOP	$ 1050	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				12			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
187	**104761804**	0.594	05/20/2016 13:24	REAR END, SLOW OR STOP	$ 3800	0	0	0	0	1	1	1	1	0	0	2
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**3 :** 3	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
188	**103205135**	0.597	06/29/2011 19:30	REAR END, SLOW OR STOP	$ 1200	0	0	0	0	1	1	1	1	0	3	2
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 5 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:**				4			**Obj Strk:**			
189	**104409755**	0.597	06/12/2015 10:08	SIDESWIPE, SAME DIRECTION	$ 10000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
190	**104547040**	0.598	10/28/2015 15:53	REAR END, SLOW OR STOP	$ 6000	0	0	0	0	2	1	2	3	0		
Unit	**1 :** 1	**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:**				11			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
191	**103701353**	0.602	03/04/2013 13:54	REAR END, SLOW OR STOP	$ 2400	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:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
192	**103187302**	0.604	06/08/2011 00:22	REAR END, SLOW OR STOP	$ 9500	0	0	1	0	1	4	1	1	0	3	1
Unit	**1 :** 14	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 50 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
193	**103295359**	0.606	10/21/2011 07:02	HEAD ON	$ 18000	0	0	0	2	1	3	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:** NW	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
194	**103427146**	0.606	04/10/2012 10:24	ANGLE	$ 5200	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 12	**Alchl/Drgs:**	0	**Speed:** 35 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:**				7			**Obj Strk:**			
195	**103616225**	0.606	11/09/2012 07:20	ANGLE	$ 6000	0	0	0	1	1	1	1	1	0	3	2
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
196	**103638409**	0.606	12/14/2012 12:03	OTHER COLLISION WITH VEHICLE	$ 7000	0	0	0	0	1	1	2	1	0	3	1
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:** 25 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
197	**103710099**	0.606	03/14/2013 11:06	LEFT TURN, DIFFERENT ROADWAYS	$ 6000	0	0	0	0	1	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:** 15 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
198	**103757750**	0.606	05/15/2013 09:12	ANGLE	$ 8500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 50 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**	38		
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
199	**104356230**	0.606	04/12/2015 17:20	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:** SW	**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:**			
200	**104356257**	0.606	04/15/2015 01:24	ANGLE	$ 14000	0	0	0	1	2	5	3	4	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** NW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

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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
201	**104647897**	0.606	02/04/2016 18:34	LEFT TURN, SAME ROADWAY	$ 2000	0	0	0	0	1	4	1	3	0	3	1

Unit 1 : 1 **Alchl/Drgs:** 0 **Speed:** 15 MPH **Dir:** SE **Veh Mnvr/Ped Actn:** 8 **Obj Strk:**
Unit 2 : 1 **Alchl/Drgs:** 0 **Speed:** 15 MPH **Dir:** SE **Veh Mnvr/Ped Actn:** 5 **Obj Strk:**

| 202 | **103499044** | 0.611 | 07/11/2012 09:28 | REAR END, SLOW OR STOP | $ 4500 | 0 | 0 | 1 | 1 | 2 | 1 | 3 | 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:** 35 MPH **Dir:** S **Veh Mnvr/Ped Actn:** 11 **Obj Strk:**

| 203 | **103694116** | 0.612 | 02/22/2013 20:24 | REAR END, SLOW OR STOP | $ 1300 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 1 | 0 | 0 | |

Unit 1 : 1 **Alchl/Drgs:** 0 **Speed:** 5 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:**

| 204 | **103255786** | 0.615 | 09/14/2011 09:45 | REAR END, SLOW OR STOP | $ 2000 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 1 |

Unit 1 : 5 **Alchl/Drgs:** 0 **Speed:** 35 MPH **Dir:** SW **Veh Mnvr/Ped Actn:** 4 **Obj Strk:**
Unit 2 : 4 **Alchl/Drgs:** 0 **Speed:** 5 MPH **Dir:** SW **Veh Mnvr/Ped Actn:** 11 **Obj Strk:**

| 205 | **103328861** | 0.615 | 11/25/2011 16:35 | REAR END, SLOW OR STOP | $ 6000 | 0 | 0 | 0 | 0 | 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 : 2 **Alchl/Drgs:** 0 **Speed:** 20 MPH **Dir:** S **Veh Mnvr/Ped Actn:** 4 **Obj Strk:**

| 206 | **103361864** | 0.615 | 01/01/2012 01:57 | PEDESTRIAN | $ 500 | 0 | 0 | 1 | 0 | 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:** 14
Unit 2 : 24 **Alchl/Drgs:** 0 **Speed:** 0 MPH **Dir:** **Veh Mnvr/Ped Actn:** **Obj Strk:**

| 207 | **103512686** | 0.615 | 07/29/2012 16:07 | REAR END, SLOW OR STOP | $ 2075 | 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:** 5 MPH **Dir:** S **Veh Mnvr/Ped Actn:** 11 **Obj Strk:**

| 208 | **103544575** | 0.615 | 09/08/2012 14:01 | REAR END, SLOW OR STOP | $ 2000 | 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 : 4 **Alchl/Drgs:** 0 **Speed:** 30 MPH **Dir:** S **Veh Mnvr/Ped Actn:** 4 **Obj Strk:**

| 209 | **103585475** | 0.615 | 10/19/2012 08:22 | REAR END, SLOW OR STOP | $ 4600 | 0 | 0 | 0 | 2 | 2 | 1 | 2 | 1 | 0 | 3 | 1 |

Unit 1 : 1 **Alchl/Drgs:** 0 **Speed:** 0 MPH **Dir:** N **Veh Mnvr/Ped Actn:** 1 **Obj Strk:**
Unit 2 : 1 **Alchl/Drgs:** 0 **Speed:** 0 MPH **Dir:** N **Veh Mnvr/Ped Actn:** 1 **Obj Strk:**
Unit 3 : 1 **Alchl/Drgs:** 0 **Speed:** 0 MPH **Dir:** N **Veh Mnvr/Ped Actn:** 1 **Obj Strk:**
Unit 4 : 1 **Alchl/Drgs:** 0 **Speed:** 45 MPH **Dir:** N **Veh Mnvr/Ped Actn:** 4 **Obj Strk:**

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
210	**103875312**	0.615	09/29/2013 15:39	REAR END, SLOW OR STOP	$ 2800	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 4	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:** 11	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:** 11	**Obj Strk:**											
Unit 3 : 4	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:** 11	**Obj Strk:**											
Unit 4 : 32	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:** 15	**Obj Strk:**											
211	**103219300**	0.620	07/28/2011 09:13	SIDESWIPE, SAME DIRECTION	$ 4000	0	0	0	0	1	1	1	1	0	3	1
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 20 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:** 5	**Obj Strk:**											
212	**104340313**	0.620	01/07/2015 19:25	REAR END, SLOW OR STOP	$ 4000	0	0	0	0	1	4	1	1	0	3	1
Unit 1 : 4	**Alchl/Drgs:** 0	**Speed:** 15 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:** 11	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:** 1	**Obj Strk:**											
Unit 3 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:** 1	**Obj Strk:**											
Unit 4 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:** 1	**Obj Strk:**											
213	**104667236**	0.620	02/24/2016 08:55	REAR END, SLOW OR STOP	$ 2500	0	0	0	0	2	1	2	1	0	3	1
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:** 11	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
214	**103194577**	0.622	06/14/2011 17:03	REAR END, SLOW OR STOP	$ 10250	0	0	0	3	1	1	1	1	0		
Unit 1 : 5	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 1	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 1	**Obj Strk:**											
Unit 3 : 4	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 1	**Obj Strk:**											
215	**104355715**	0.622	02/04/2015 07:46	REAR END, SLOW OR STOP	$ 1200	0	0	0	2	1	1	1	1	0	3	1
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 0 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:**											
216	**103216574**	0.625	07/19/2011 13:37	SIDESWIPE, SAME DIRECTION	$ 2800	0	0	0	0	1	1	1	1	0	0	
Unit 1 : 14	**Alchl/Drgs:** 0	**Speed:** 5 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:** 5	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
217	**103878198**	0.625	09/13/2013 08:12	REAR END, SLOW OR STOP	$ 1300	0	0	0	0	1	1	1	1	0	0	1
Unit 1 : 1	**Alchl/Drgs:** 0	**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:**											
Unit 3 : 5	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 1	**Obj Strk:**											

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
218	**104039956**	0.625	04/11/2014 10:56	REAR END, SLOW OR STOP	$ 2500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 3	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
219	**104334251**	0.625	01/18/2015 17:15	REAR END, SLOW OR STOP	$ 1000	0	0	0	2	1	1	1	1	0	3	2
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
220	**104357802**	0.625	04/16/2015 18:13	SIDESWIPE, SAME DIRECTION	$ 4000	0	0	1	0	2	1	2	1	0	3	2
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		37	
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
221	**104268458**	0.629	12/30/2014 18:02	REAR END, SLOW OR STOP	$ 3500	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				12			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				12			**Obj Strk:**			
222	**104547011**	0.642	10/29/2015 23:00	ANIMAL	$ 2000	0	0	0	0	1	4	2	1	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**		17	
223	**103324612**	0.644	11/18/2011 21:57	REAR END, SLOW OR STOP	$ 2000	0	0	0	5	1	4	1	1	0		2
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:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
224	**104012596**	0.644	02/28/2014 19:24	REAR END, SLOW OR STOP	$ 1400	0	0	0	1	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 :** 5	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
225	**104029383**	0.644	03/29/2014 17:50	REAR END, SLOW OR STOP	$ 3000	0	0	0	2	1	1	1	1	0	0	2
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:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
226	**104582813**	0.644	11/24/2015 21:18	REAR END, SLOW OR STOP	$ 6500	0	0	0	1	1	5	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

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227	**104355644**	0.653	03/14/2015 15:09	REAR END, SLOW OR STOP	$ 1400	0	0	0	0	1	1	2	1	0		
Unit 1 : 2	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 1	**Obj Strk:**											
Unit 2 : 4	**Alchl/Drgs:** 0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 11	**Obj Strk:**											
228	**103808170**	0.658	06/15/2013 14:32	REAR END, SLOW OR STOP	$ 37500	0	0	0	1	1	1	1	1	0		
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 11	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 11	**Obj Strk:**											
Unit 3 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 11	**Obj Strk:**											
Unit 4 : 5	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
229	**103550465**	0.663	09/13/2012 16:06	REAR END, SLOW OR STOP	$ 2700	0	0	0	1	1	1	1	1	0	0	
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 11	**Obj Strk:**											
230	**103729701**	0.663	04/10/2013 10:53	REAR END, SLOW OR STOP	$ 1200	0	0	0	0	1	1	1	1	0		
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 11	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 11	**Obj Strk:**											
231	**104490145**	0.663	08/27/2015 19:06	REAR END, SLOW OR STOP	$ 5700	0	0	0	3	1	1	1	1	0	0	
Unit 1 : 1	**Alchl/Drgs:** 0	**Speed:** 55 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:** 11	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:** 1	**Obj Strk:**											
Unit 3 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:** 1	**Obj Strk:**											
Unit 4 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:** 1	**Obj Strk:**											
232	**104358506**	0.665	04/17/2015 22:01	REAR END, SLOW OR STOP	$ 2500	0	0	1	0	1	5	1	1	0	3	1
Unit 1 : 4	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 5	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 1	**Obj Strk:**											
Unit 3 : 1	**Alchl/Drgs:** 0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 1	**Obj Strk:**											
233	**104079589**	0.691	05/21/2014 17:57	REAR END, SLOW OR STOP	$ 1600	0	0	0	1	1	1	1	1	0		2
Unit 1 : 5	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											
Unit 2 : 1	**Alchl/Drgs:** 0	**Speed:** 35 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:** 11	**Obj Strk:**											
234	**104231892**	0.691	11/14/2014 08:04	REAR END, SLOW OR STOP	$ 1020	0	0	0	2	1	1	1	1	0	0	
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:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 1	**Obj Strk:**											
Unit 3 : 1	**Alchl/Drgs:** 7	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:**											

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
235	**104049954**	0.696	04/17/2014 15:18	REAR END, SLOW OR STOP	$ 4400	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**3 :** 2	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
236	**103369012**	0.702	01/13/2012 15:46	REAR END, SLOW OR STOP	$ 2300	0	0	0	0	1	1	1	1	0		
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:**				11			**Obj Strk:**			
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
237	**104705067**	0.702	03/25/2016 15:11	REAR END, SLOW OR STOP	$ 7800	0	0	0	3	1	1	2	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
238	**103386178**	0.706	02/03/2012 16:13	REAR END, SLOW OR STOP	$ 8900	0	0	0	1	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
239	**103432712**	0.706	04/11/2012 16:34	REAR END, SLOW OR STOP	$ 700	0	0	0	1	1	1	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
240	**104169496**	0.709	03/08/2014 02:35	RAN OFF ROAD - LEFT	$ 13500	0	0	4	2	4	5	1	2	1	0	3
Unit	**1 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				2			**Obj Strk:**		20	
Unit	**3 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		14	
Unit	**4 :** 24	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:**	**Veh Mnvr/Ped Actn:**							**Obj Strk:**			
Unit	**5 :** 24	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:**	**Veh Mnvr/Ped Actn:**							**Obj Strk:**			
Unit	**6 :** 24	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:**	**Veh Mnvr/Ped Actn:**							**Obj Strk:**			
Unit	**7 :** 24	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:**	**Veh Mnvr/Ped Actn:**							**Obj Strk:**			
Unit	**8 :** 24	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:**	**Veh Mnvr/Ped Actn:**							**Obj Strk:**			
Unit	**9 :** 24	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:**	**Veh Mnvr/Ped Actn:**							**Obj Strk:**			
241	**104707485**	0.726	04/05/2016 10:02	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	1	2	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

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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	**104723838**	0.736	04/22/2016 14:51	REAR END, SLOW OR STOP	$ 12800	0	0	0	2	2	1	3	1	0	0	
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:** 40 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
243	**103769222**	0.752	05/31/2013 09:30	REAR END, SLOW OR STOP	$ 1200	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
244	**104761774**	0.756	05/24/2016 14:59	SIDESWIPE, SAME DIRECTION	$ 1000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
245	**104402865**	0.766	06/02/2015 15:43	REAR END, SLOW OR STOP	$ 1900	0	0	0	0	1	1	2	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
246	**103223269**	0.779	08/02/2011 17:03	BACKING UP	$ 4500	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:**				10			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
247	**103392134**	0.779	02/15/2012 13:59	REAR END, SLOW OR STOP	$ 3500	0	0	0	0	1	1	1	1	0		2
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
248	**103416769**	0.779	03/26/2012 16:59	REAR END, SLOW OR STOP	$ 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:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
249	**103551662**	0.779	09/15/2012 18:01	REAR END, SLOW OR STOP	$ 2300	0	0	0	0	1	1	1	1	0		1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
250	**104079970**	0.779	06/03/2014 14:10	REAR END, SLOW OR STOP	$ 2700	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			

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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	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
251	**103395635**	0.795	02/15/2012 14:06	REAR END, SLOW OR STOP	$ 1900	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:**				11			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
252	**103439229**	0.795	04/20/2012 18:30	REAR END, SLOW OR STOP	$ 200	0	0	0	1	1	1	1	1	0	0	
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:**				11			**Obj Strk:**			
Unit	**3 :** 32	**Alchl/Drgs:**	7	**Speed:** 5 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
253	**103729498**	0.806	03/29/2013 16:10	REAR END, SLOW OR STOP	$ 10300	0	0	1	1	1	1	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH **Dir:** W		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH **Dir:** W		**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 3	**Alchl/Drgs:**	0	**Speed:** 0 MPH **Dir:** W		**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**4 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH **Dir:** W		**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
254	**104494610**	0.822	09/15/2015 16:00	REAR END, SLOW OR STOP	$ 5600	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 10 MPH **Dir:** SE		**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH **Dir:** SW		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
255	**103195762**	0.852	06/17/2011 13:46	REAR END, SLOW OR STOP	$ 1000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				12			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 5 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
256	**103426698**	0.852	03/31/2012 13:54	SIDESWIPE, SAME DIRECTION	$ 1300	0	0	0	0	1	1	2	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH **Dir:** SW		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH **Dir:** SW		**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
257	**104029382**	0.852	03/29/2014 17:19	REAR END, SLOW OR STOP	$ 2300	0	0	0	0	2	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH **Dir:** W		**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH **Dir:** W		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
258	**103508843**	0.856	07/20/2012 09:55	REAR END, SLOW OR STOP	$ 1700	0	0	0	1	1	1	2	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH **Dir:** W		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH **Dir:** W		**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			

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Unit	**3 :** 5	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
259	**104420370**	0.862	06/25/2015 10:34	REAR END, SLOW OR STOP	$ 6600	0	0	0	2	1	1	2	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
260	**104024582**	0.867	03/21/2014 18:49	REAR END, SLOW OR STOP	$ 13900	0	0	0	3	1	1	1	1	0	0	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**4 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
261	**103281155**	0.876	10/08/2011 13:12	REAR END, SLOW OR STOP	$ 5400	0	0	0	1	1	1	2	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
262	**103752789**	0.876	05/10/2013 11:56	REAR END, SLOW OR STOP	$ 1300	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 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:**				
263	**103819596**	0.876	07/30/2013 10:22	REAR END, SLOW OR STOP	$ 6000	0	0	0	0	1	1	1	1	0		2
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				5		**Obj Strk:**				
264	**104703172**	0.877	03/23/2016 11:20	REAR END, SLOW OR STOP	$ 21600	0	0	0	2	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**4 :** 1	**Alchl/Drgs:**	2	**Speed:** 35 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
265	**104471605**	0.882	08/14/2015 10:45	REAR END, SLOW OR STOP	$ 16200	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
266	**103310670**	0.886	11/04/2011 19:14	REAR END, SLOW OR STOP	$ 3000	0	0	0	0	1	5	2	1	0		
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**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:**				

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267	**103466467**	0.895	05/30/2012 07:51	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	2	1	3	3	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:**				11		**Obj Strk:**				
268	**104377298**	0.895	05/08/2015 23:06	ANIMAL	$ 2500	0	0	0	0	1	5	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**			17	
269	**103794077**	0.902	06/25/2013 08:57	REAR END, SLOW OR STOP	$ 3200	0	0	0	0	1	1	2	1	0	0	
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 2 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
270	**103664599**	0.914	01/02/2013 06:50	ANIMAL	$ 5000	0	0	0	0	2	5	3	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**			17	
271	**104547018**	0.931	10/27/2015 16:32	REAR END, SLOW OR STOP	$ 3000	0	0	0	2	2	1	3	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
Unit	**2 :** 3	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
272	**103675227**	0.933	02/01/2013 15:00	REAR END, SLOW OR STOP	$ 1300	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:**				11		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
273	**103684355**	0.933	02/03/2013 15:53	REAR END, SLOW OR STOP	$ 9500	0	0	0	0	1	1	2	3	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
274	**103752464**	0.933	05/10/2013 15:02	SIDESWIPE, SAME DIRECTION	$ 4800	0	0	0	0	1	1	2	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**3 :** 20	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				16		**Obj Strk:**				
275	**104068208**	0.933	05/15/2014 11:28	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				

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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
276	**104407277**	0.933	06/09/2015 19:58	REAR END, SLOW OR STOP	$ 1500	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 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
277	**104534879**	0.933	10/19/2015 18:49	REAR END, SLOW OR STOP	$ 4000	0	0	0	1	1	2	1	1	0	3	2
Unit	**1 :** 1	**Alchl/Drgs:**	1	**Speed:** 50 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:**			
278	**104427580**	0.937	07/02/2015 11:30	SIDESWIPE, SAME DIRECTION	$ 3000	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				15			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
279	**104769998**	0.942	05/31/2016 15:16	SIDESWIPE, SAME DIRECTION	$ 3000	0	0	0	0	1	1	1	1	0	0	1
Unit	**1 :** 3	**Alchl/Drgs:**	0	**Speed:** 50 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
280	**103183343**	0.943	06/03/2011 19:40	REAR END, SLOW OR STOP	$ 1600	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 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
281	**103221619**	0.943	07/29/2011 14:53	REAR END, SLOW OR STOP	$ 6500	0	0	0	2	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:** 40 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
282	**103455407**	0.943	05/16/2012 17:50	REAR END, SLOW OR STOP	$ 1600	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
283	**103683280**	0.943	02/14/2013 17:32	REAR END, SLOW OR STOP	$ 4000	0	0	0	0	1	1	1	1	0		
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:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
284	**103792491**	0.943	06/05/2013 17:37	REAR END, SLOW OR STOP	$ 3400	0	0	0	0	3	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**4 :** 32	**Alchl/Drgs:**	7	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
285	**103916309**	0.943	11/08/2013 11:58	REAR END, SLOW OR STOP	$ 1200	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		11		**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:**	10 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
286	**104110513**	0.943	06/13/2014 16:21	REAR END, SLOW OR STOP	$ 3000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:**	10 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		1		**Obj Strk:**			
287	**104628339**	0.943	01/15/2016 16:42	REAR END, SLOW OR STOP	$ 1700	0	0	0	0	2	2	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:**	10 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
288	**104102836**	0.944	07/02/2014 12:54	REAR END, SLOW OR STOP	$ 3700	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:**		11		**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		1		**Obj Strk:**			
289	**103531901**	0.948	08/23/2012 11:25	REAR END, SLOW OR STOP	$ 7500	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		11		**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
290	**104576024**	0.948	11/14/2015 12:12	REAR END, SLOW OR STOP	$ 6500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:**	25 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		11		**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	45 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
291	**104002494**	0.950	02/14/2014 01:30	PARKED MOTOR VEHICLE	$ 9000	0	0	0	0	5	8	4	1	9	3	1
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:**	0 MPH	**Dir:**	S		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
292	**103406300**	0.951	03/02/2012 16:01	REAR END, SLOW OR STOP	$ 17000	0	0	0	0	2	1	2	3	12	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		1		**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		1		**Obj Strk:**			
Unit	**3 :** 5	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
293	**103916319**	0.951	11/09/2013 12:57	REAR END, SLOW OR STOP	$ 3250	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	50 MPH	**Dir:**	NE		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	NE		**Veh Mnvr/Ped Actn:**		1		**Obj Strk:**			

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
294	**103531885**	0.952	08/21/2012 15:25	LEFT TURN, DIFFERENT ROADWAYS	$ 11500	0	0	0	2	1	1	2	3	0	3	1
Unit	**1 :** 3	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
295	**103997577**	0.952	01/27/2014 15:48	LEFT TURN, SAME ROADWAY	$ 9200	0	0	0	1	1	1	2	1	0	3	1
Unit	**1 :** 3	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**		33	
296	**104109452**	0.952	06/07/2014 13:56	LEFT TURN, DIFFERENT ROADWAYS	$ 4500	0	0	0	0	1	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 :** 5	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** NW	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
297	**104271907**	0.952	12/26/2014 07:26	ANGLE	$ 4000	0	0	0	1	1	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 :** 2	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
298	**104298200**	0.952	01/08/2015 18:16	REAR END, TURN	$ 1950	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
299	**104420361**	0.952	06/25/2015 10:28	LEFT TURN, DIFFERENT ROADWAYS	$ 12000	0	0	0	2	1	1	2	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
300	**104534817**	0.952	10/23/2015 16:41	REAR END, SLOW OR STOP	$ 7500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
301	**104547017**	0.952	10/26/2015 17:15	ANGLE	$ 7500	0	0	0	0	1	2	1	1	0	12	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				12			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
302	**104599935**	0.952	12/06/2015 23:48	REAR END, SLOW OR STOP	$ 10000	0	0	0	2	1	4	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				12			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

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303	**103340840**	0.956	12/07/2011 17:13	REAR END, SLOW OR STOP	$ 16000	0	0	0	0	2	5	3	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**4 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
304	**103905042**	0.956	10/17/2013 17:32	REAR END, SLOW OR STOP	$ 12500	0	0	0	2	2	1	3	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**4 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
305	**104668850**	0.960	02/12/2016 11:21	REAR END, SLOW OR STOP	$ 1000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
306	**103298474**	0.961	10/27/2011 17:05	REAR END, SLOW OR STOP	$ 1200	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
307	**103464601**	0.961	05/24/2012 17:50	REAR END, SLOW OR STOP	$ 1200	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:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
308	**103553504**	0.961	09/14/2012 18:26	REAR END, SLOW OR STOP	$ 30	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 32	**Alchl/Drgs:**	1	**Speed:** 10 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
309	**103862607**	0.961	09/05/2013 12:59	REAR END, SLOW OR STOP	$ 1600	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
310	**103973468**	0.961	12/17/2013 09:37	REAR END, SLOW OR STOP	$ 3000	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:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

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311	**103958719**	0.961	01/07/2014 17:26	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
312	**104017422**	0.961	03/11/2014 00:00	REAR END, SLOW OR STOP	$ 3500	0	0	0	0	1	4	1		0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
313	**104751651**	0.961	05/18/2016 18:17	REAR END, SLOW OR STOP	$ 1550	0	0	0	1	1	1	2	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
314	**103219179**	0.966	07/27/2011 07:47	REAR END, SLOW OR STOP	$ 1500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
315	**103478511**	0.971	06/13/2012 13:08	REAR END, SLOW OR STOP	$ 3500	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 10	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
316	**104053048**	0.971	04/30/2014 11:53	REAR END, SLOW OR STOP	$ 4500	0	0	0	0	1	1	2	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
317	**104369918**	0.999	05/05/2015 15:07	REAR END, SLOW OR STOP	$ 2500	0	0	0	0	1	1	1	3	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:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
318	**104384305**	1.000	05/16/2015 14:38	REAR END, SLOW OR STOP	$ 6000	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				12			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
319	**103405221**	1.009	03/01/2012 09:22	REAR END, SLOW OR STOP	$ 6500	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:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
320	**103734161**	1.009	04/17/2013 09:16	REAR END, SLOW OR STOP	$ 3500	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
321	**103344758**	1.018	12/13/2011 03:47	REAR END, SLOW OR STOP	$ 0	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 32	**Alchl/Drgs:**	7	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
322	**103670903**	1.028	01/16/2013 15:10	REAR END, SLOW OR STOP	$ 3300	0	0	0	1	2	1	2	1	0	0	
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
323	**103689591**	1.028	02/20/2013 10:25	REAR END, SLOW OR STOP	$ 7500	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
324	**104074566**	1.028	05/23/2014 15:52	REAR END, SLOW OR STOP	$ 4300	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
325	**104711020**	1.033	03/25/2016 15:34	REAR END, SLOW OR STOP	$ 3500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 2 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
326	**104393122**	1.035	05/21/2015 13:11	REAR END, SLOW OR STOP	$ 2900	0	0	0	0	2	1	3	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**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:**			
327	**103982459**	1.047	01/06/2014 11:13	REAR END, SLOW OR STOP	$ 5750	0	0	0	3	1	1	2	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
328	**104607117**	1.047	12/22/2015 13:26	REAR END, SLOW OR STOP	$ 3000	0	0	0	0	2	1	2	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
329	**103194667**	1.050	06/15/2011 12:29	REAR END, SLOW OR STOP	$ 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:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
330	**103993206**	1.050	01/16/2014 04:40	RAN OFF ROAD - RIGHT	$ 5000	0	0	0	1	2	4	4	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		59	
331	**104356244**	1.052	04/13/2015 17:29	REAR END, SLOW OR STOP	$ 4000	0	0	0	2	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 48 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
332	**103383939**	1.061	01/29/2012 12:33	REAR END, SLOW OR STOP	$ 800	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 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:**			
333	**103579821**	1.061	10/15/2012 12:40	REAR END, SLOW OR STOP	$ 200	0	0	0	1	2	1	3	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 32	**Alchl/Drgs:**	7	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
334	**104358501**	1.091	04/21/2015 09:04	REAR END, SLOW OR STOP	$ 12000	0	0	0	0	1	1	1	1	0		2
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:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
335	**103248164**	1.101	09/02/2011 15:13	REAR END, SLOW OR STOP	$ 1500	0	0	0	1	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 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
336	**103266898**	1.101	09/26/2011 15:30	REAR END, SLOW OR STOP	$ 600	0	0	0	0	1	1	1	3	0		
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
337	**103360212**	1.101	12/30/2011 12:10	REAR END, SLOW OR STOP	$ 17000	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 2	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			

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Unit	**4 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
338	**103932733**	1.101	11/25/2013 11:51	REAR END, SLOW OR STOP	$ 5800	0	0	0	0	1	1	1	1	0	0	
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:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**3 :** 5	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
339	**104364733**	1.101	04/27/2015 17:37	REAR END, SLOW OR STOP	$ 7000	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
340	**104106959**	1.150	07/03/2014 13:54	REAR END, SLOW OR STOP	$ 1400	0	0	0	0	2	1	2	1	0		
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:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
341	**104622569**	1.150	12/21/2015 15:42	RAN OFF ROAD - RIGHT	$ 3500	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**			56	
342	**104032770**	1.155	04/02/2014 14:21	REAR END, SLOW OR STOP	$ 1500	0	0	0	0	1	1	1	1	0		2
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**2 :** 6	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
343	**104087582**	1.170	05/21/2014 17:41	REAR END, SLOW OR STOP	$ 7100	0	0	0	1	1	1	1	1	0		
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
344	**103291293**	1.174	10/15/2011 10:08	REAR END, SLOW OR STOP	$ 18000	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
345	**103455304**	1.174	05/16/2012 06:46	REAR END, SLOW OR STOP	$ 6200	0	0	0	1	2	1	2	1	1	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 50 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
346	**103803071**	1.174	07/03/2013 15:47	REAR END, SLOW OR STOP	$ 2950	0	0	0	0	2	1	2	1	0	0	
Unit	**1 :** 3	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				

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Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH **Dir:** NE		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
347	**104297733**	1.174	01/03/2015 15:47	REAR END, SLOW OR STOP	$ 1400	0	0	0	0	1	1	2	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 20 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
348	**103892115**	1.186	10/29/2013 13:19	REAR END, SLOW OR STOP	$ 2500	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 45 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
349	**103619028**	1.192	11/24/2012 15:22	REAR END, SLOW OR STOP	$ 300	0	0	0	2	1	1	1	1	0	0	2
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH **Dir:** NE		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH **Dir:** NE		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
350	**103230387**	1.193	08/10/2011 15:07	REAR END, SLOW OR STOP	$ 2750	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:**				11			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 5 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
351	**103327266**	1.193	11/22/2011 17:41	REAR END, SLOW OR STOP	$ 2200	0	0	0	0	1	4	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
352	**103929504**	1.193	11/21/2013 13:19	REAR END, SLOW OR STOP	$ 4800	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:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 55 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
353	**104245357**	1.193	12/09/2014 15:56	REAR END, SLOW OR STOP	$ 4000	0	0	0	0	2	1	3	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
354	**103534136**	1.202	08/25/2012 12:30	REAR END, SLOW OR STOP	$ 2600	0	0	0	0	1	1	9	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
355	**103919942**	1.203	11/07/2013 19:48	REAR END, SLOW OR STOP	$ 12500	0	0	0	0	1	5	1	1	0		
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:** 0 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			

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356	**104771999**	1.209	04/08/2016 09:18	REAR END, SLOW OR STOP	$ 1800	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
357	**103261852**	1.212	09/21/2011 16:38	REAR END, SLOW OR STOP	$ 2600	0	0	0	0	2	1	2	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
Unit	**3 :** 5	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
358	**103507036**	1.217	07/18/2012 14:22	REAR END, SLOW OR STOP	$ 3500	0	0	0	0	1	1	2	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
359	**103207804**	1.226	07/05/2011 11:05	REAR END, SLOW OR STOP	$ 1350	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
360	**104110642**	1.230	06/22/2014 16:53	ANIMAL	$ 1500	0	0	0	0	1	1	2	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**			17	
361	**103257798**	1.231	09/16/2011 15:54	REAR END, SLOW OR STOP	$ 1000	0	0	0	0	1	3	2	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
362	**103481115**	1.231	06/07/2012 17:35	REAR END, SLOW OR STOP	$ 1600	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:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
363	**103867526**	1.231	09/24/2013 13:25	REAR END, SLOW OR STOP	$ 2900	0	0	0	0	1	1	2	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
364	**104023788**	1.231	03/15/2014 14:30	REAR END, SLOW OR STOP	$ 1200	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 10	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NW	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				

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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	**3 :** 32	**Alchl/Drgs:**	7	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
365	**104262179**	1.231	12/09/2014 15:56	REAR END, SLOW OR STOP	$ 500	0	0	0	0	2	1	3	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
366	**104756762**	1.231	05/28/2016 11:56	REAR END, SLOW OR STOP	$ 1100	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:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
367	**104453342**	1.235	08/03/2015 14:22	REAR END, SLOW OR STOP	$ 3500	0	0	0	0	1	1	1		0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 55 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 3	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
368	**103391894**	1.236	02/14/2012 16:16	REAR END, SLOW OR STOP	$ 9000	0	0	0	0	1	1	2	3	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
369	**104245256**	1.236	12/06/2014 19:53	REAR END, SLOW OR STOP	$ 15000	0	0	1	0	2	5	3	1	0	3	1
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:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
370	**104547042**	1.236	11/02/2015 12:25	REAR END, SLOW OR STOP	$ 4000	0	0	0	0	2	1	3	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
371	**103907811**	1.238	10/25/2013 14:35	REAR END, SLOW OR STOP	$ 4000	0	0	0	1	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 :** 2	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
372	**103183039**	1.241	06/02/2011 08:06	REAR END, SLOW OR STOP	$ 8000	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 3	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
373	**103240273**	1.241	08/26/2011 09:55	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	1	1	1	11	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:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			

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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
374	**103266754**	1.241	09/23/2011 14:57	REAR END, SLOW OR STOP	$ 2500	0	0	0	0	2	1	2	1	12	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:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
375	**103381797**	1.241	01/26/2012 18:38	ANIMAL	$ 4200	0	0	0	1	1	3	3		0		
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
376	**103403401**	1.241	02/29/2012 16:47	REAR END, SLOW OR STOP	$ 19000	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	3	**Speed:** 45 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:**			
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
377	**103580901**	1.241	10/12/2012 19:30	REAR END, SLOW OR STOP	$ 700	0	0	0	1	1	5	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
378	**103618227**	1.241	11/10/2012 11:17	REAR END, SLOW OR STOP	$ 2300	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:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
379	**104355658**	1.241	03/17/2015 18:20	REAR END, SLOW OR STOP	$ 3000	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:**				11			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
380	**104355688**	1.241	03/31/2015 13:45	REAR END, SLOW OR STOP	$ 4000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
381	**103734643**	1.242	04/21/2013 15:14	REAR END, SLOW OR STOP	$ 1500	0	0	0	1	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:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			

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382	**103989427**	1.242	01/15/2014 14:18	REAR END, SLOW OR STOP	$ 300	0	0	0	1	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 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 32	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
383	**103489802**	1.243	06/24/2012 02:44	REAR END, SLOW OR STOP	$ 1500	0	0	0	0	1	5	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	1	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
384	**103440064**	1.247	04/26/2012 13:57	REAR END, SLOW OR STOP	$ 450	0	0	0	1	2	1	2	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
385	**104023563**	1.247	03/27/2014 17:06	REAR END, SLOW OR STOP	$ 2200	0	0	0	0	1	1	1	1	0	0	
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:** 15 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
386	**104407365**	1.248	06/10/2015 17:25	REAR END, SLOW OR STOP	$ 1400	0	0	0	0	1	1	1	1	0	3	2
Unit	**1 :** 3	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				12			**Obj Strk:**			
387	**104590299**	1.248	12/17/2015 08:34	REAR END, SLOW OR STOP	$ 4000	0	0	0	0	2	1	3	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
388	**103367201**	1.250	01/12/2012 10:09	ANGLE	$ 1300	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 :** 5	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
389	**103492823**	1.250	07/02/2012 18:48	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:** 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:**			
390	**103670907**	1.250	01/17/2013 11:11	LEFT TURN, DIFFERENT ROADWAYS	$ 6400	0	0	0	0	2	1	3	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			

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391	**103721155**	1.250	03/27/2013 14:22	REAR END, SLOW OR STOP	$ 11000	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
392	**103900501**	1.250	10/24/2013 12:47	ANGLE	$ 11000	0	0	0	1	1	1	1	1	0	12	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:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
393	**103929026**	1.250	11/03/2013 18:27	ANGLE	$ 16000	0	0	0	0	1	5	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
394	**104662182**	1.250	01/30/2016 13:23	REAR END, SLOW OR STOP	$ 9000	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 3	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
395	**103231362**	1.252	08/13/2011 17:01	SIDESWIPE, SAME DIRECTION	$ 2900	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	1	**Speed:** 30 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
396	**103415865**	1.252	03/19/2012 06:59	SIDESWIPE, SAME DIRECTION	$ 1650	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:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
397	**104013611**	1.252	03/22/2014 12:04	REAR END, SLOW OR STOP	$ 8000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
398	**103237922**	1.254	08/22/2011 15:29	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	1	1	1	0	0	
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:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
399	**103703971**	1.255	03/08/2013 16:03	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	1	1	1	0		
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:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

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400	**104547008**	1.256	10/28/2015 17:16	REAR END, SLOW OR STOP	$ 3700	0	0	0	0	1	1	2	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
401	**104742439**	1.257	05/12/2016 14:52	REAR END, SLOW OR STOP	$ 1550	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 10	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
402	**103381965**	1.258	01/27/2012 16:49	REAR END, SLOW OR STOP	$ 2500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
403	**103185082**	1.259	06/05/2011 16:21	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	1	1	1	0	0	2
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
404	**103197307**	1.259	06/20/2011 08:55	SIDESWIPE, SAME DIRECTION	$ 1600	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:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
405	**103268820**	1.259	09/29/2011 09:48	REAR END, SLOW OR STOP	$ 0	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 2 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
406	**103432257**	1.259	04/09/2012 14:49	REAR END, SLOW OR STOP	$ 2700	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
407	**103496074**	1.259	07/06/2012 15:46	REAR END, SLOW OR STOP	$ 100	0	0	0	1	1	1	2	1	0		2
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
408	**103828013**	1.259	07/24/2013 14:30	REAR END, SLOW OR STOP	$ 3750	0	0	0	0	1	1	1	1	0	0	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			

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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
409	**103892314**	1.259	10/21/2013 11:20	SIDESWIPE, SAME DIRECTION	$ 2500	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:**			
410	**104085640**	1.259	05/13/2014 15:57	REAR END, SLOW OR STOP	$ 9500	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 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:**				4			**Obj Strk:**			
411	**104355750**	1.259	02/03/2015 17:04	REAR END, SLOW OR STOP	$ 8000	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
412	**103340574**	1.260	12/07/2011 15:56	REAR END, SLOW OR STOP	$ 6000	0	0	0	0	2	2	3	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
413	**104576497**	1.262	11/10/2015 11:21	SIDESWIPE, SAME DIRECTION	$ 2000	0	0	0	0	1	1	2	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
414	**103988829**	1.264	01/17/2014 18:26	REAR END, SLOW OR STOP	$ 7550	0	0	0	1	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:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 3	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
415	**103350535**	1.269	12/16/2011 14:22	REAR END, SLOW OR STOP	$ 1000	0	0	0	0	1	1	2	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
416	**103616821**	1.269	11/27/2012 11:10	REAR END, SLOW OR STOP	$ 1550	0	0	0	0	1	1	2	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 2	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
417	**103707863**	1.269	03/09/2013 11:11	REAR END, SLOW OR STOP	$ 11200	0	0	0	0	1	1	1	1	0		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries 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:**				11			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**4 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
418	**103889045**	1.269	10/15/2013 17:57	REAR END, SLOW OR STOP	$ 4800	0	0	0	0	1	1	1	1	0	0	
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:**				1			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
419	**104075660**	1.269	06/08/2014 04:11	REAR END, SLOW OR STOP	$ 0	0	0	0	0	2	1	3	1	0	0	
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:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
420	**104235782**	1.269	11/22/2014 21:05	REAR END, SLOW OR STOP	$ 4300	0	0	0	1	1	4	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:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**3 :** 5	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
421	**104357930**	1.269	04/17/2015 21:58	SIDESWIPE, SAME DIRECTION	$ 5000	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 20	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	1	**Speed:** 45 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
422	**104355761**	1.277	02/12/2015 19:04	REAR END, SLOW OR STOP	$ 1300	0	0	0	1	1	4	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
423	**103734641**	1.280	04/21/2013 15:45	REAR END, SLOW OR STOP	$ 5000	0	0	0	0	1	1	1	1	0	0	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
424	**103519427**	1.288	08/03/2012 15:16	REAR END, SLOW OR STOP	$ 2900	0	0	0	1	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
425	**103613434**	1.295	11/09/2012 08:08	SIDESWIPE, SAME DIRECTION	$ 2400	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 10	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				12			**Obj Strk:**			

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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:** 5 MPH **Dir:** SW		**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
426	**104734713**	1.315	04/27/2016 08:05	SIDESWIPE, SAME DIRECTION	$ 2200	0	0	0	0	1	1	1	3	0		2
Unit	**1 :** 3	**Alchl/Drgs:**	0	**Speed:** 40 MPH **Dir:** E		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 40 MPH **Dir:** E		**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
427	**103718486**	1.330	03/28/2013 18:43	REAR END, SLOW OR STOP	$ 3750	0	0	0	2	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
428	**104643359**	1.340	02/15/2016 11:20	SIDESWIPE, SAME DIRECTION	$ 1250	0	0	0	0	6	1	6	1	1	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH **Dir:** NE		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH **Dir:** NE		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
429	**104668948**	1.340	02/26/2016 15:16	REAR END, SLOW OR STOP	$ 8000	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 40 MPH **Dir:** NE		**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH **Dir:** NE		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
430	**103176121**	1.350	06/12/2011 13:55	SIDESWIPE, SAME DIRECTION	$ 1800	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH **Dir:** E		**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH **Dir:** E		**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
431	**103436990**	1.350	04/27/2012 14:48	REAR END, SLOW OR STOP	$ 4000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
432	**104384302**	1.350	05/16/2015 15:34	REAR END, SLOW OR STOP	$ 9500	0	0	0	1	1	1	1	1	0	0	
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 35 MPH **Dir:** NE		**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH **Dir:** NE		**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
433	**104600389**	1.350	12/04/2015 11:00	REAR END, SLOW OR STOP	$ 13300	0	0	0	1	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 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:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**4 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**5 :** 2	**Alchl/Drgs:**	0	**Speed:** 45 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			

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434	**103381003**	1.365	02/18/2012 14:42	REAR END, SLOW OR STOP	$ 2700	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
435	**103452171**	1.365	05/15/2012 12:31	REAR END, SLOW OR STOP	$ 4000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
436	**103522030**	1.365	08/15/2012 15:25	REAR END, SLOW OR STOP	$ 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:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
437	**103522031**	1.365	08/15/2012 15:25	REAR END, SLOW OR STOP	$ 2800	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:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
438	**103750001**	1.365	04/30/2013 13:02	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:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				6			**Obj Strk:**			
439	**103890374**	1.365	11/03/2013 16:33	REAR END, SLOW OR STOP	$ 5000	0	0	0	1	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
440	**104054645**	1.365	05/12/2014 13:48	REAR END, SLOW OR STOP	$ 6000	0	0	0	5	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**4 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
441	**104089324**	1.365	06/25/2014 18:43	REAR END, SLOW OR STOP	$ 3000	0	0	0	0	1	1	2	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
442	**104188949**	1.365	10/20/2014 13:48	REAR END, SLOW OR STOP	$ 500	0	0	0	0	1	1	1	1	0	0	
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:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
443	**104309271**	1.365	03/02/2015 13:23	REAR END, SLOW OR STOP	$ 5000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
444	**104377220**	1.365	05/03/2015 16:09	REAR END, SLOW OR STOP	$ 3900	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
445	**104439625**	1.365	07/09/2015 14:32	REAR END, SLOW OR STOP	$ 10000	0	0	1	3	1	1	1	3	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**3 :** 2	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
446	**104451579**	1.365	08/04/2015 17:20	REAR END, SLOW OR STOP	$ 1500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 29	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
447	**103933199**	1.369	12/19/2013 18:54	REAR END, SLOW OR STOP	$ 1300	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
448	**103383611**	1.373	02/21/2012 08:43	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
449	**103386959**	1.373	02/26/2012 14:36	REAR END, SLOW OR STOP	$ 1000	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 3	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
450	**103731340**	1.392	04/11/2013 14:15	REAR END, SLOW OR STOP	$ 3500	0	0	1	1	1	1	2	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
451	**103752797**	1.400	05/11/2013 22:02	REAR END, SLOW OR STOP	$ 4000	0	0	0	1	2	5	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			

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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
452	**104711042**	1.400	04/02/2016 09:06	REAR END, SLOW OR STOP	$ 15000	0	0	1	0	2	1	3	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	45 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:**			
453	**103494727**	1.402	07/11/2012 15:56	REAR END, SLOW OR STOP	$ 6000	0	0	0	0	2	1	3	1	1	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:**	35 MPH	**Dir:**	E		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
454	**104407282**	1.402	06/05/2015 17:28	REAR END, SLOW OR STOP	$ 1500	0	0	0	0	1	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:**	0 MPH	**Dir:**	SW		**Veh Mnvr/Ped Actn:**		1		**Obj Strk:**			
455	**103715520**	1.406	03/23/2013 13:32	REAR END, SLOW OR STOP	$ 4300	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	20 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		11		**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:**	20 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		11		**Obj Strk:**			
Unit	**3 :** 10	**Alchl/Drgs:**	0	**Speed:**	20 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		11		**Obj Strk:**			
456	**103232053**	1.411	08/19/2011 22:05	REAR END, SLOW OR STOP	$ 4000	0	0	0	0	2	4	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:**	30 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
457	**103259301**	1.411	09/25/2011 14:39	REAR END, SLOW OR STOP	$ 5300	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	SW		**Veh Mnvr/Ped Actn:**		1		**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	SW		**Veh Mnvr/Ped Actn:**		1		**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:**	45 MPH	**Dir:**	SW		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
458	**103262800**	1.411	09/28/2011 16:29	REAR END, SLOW OR STOP	$ 5000	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:**	0 MPH	**Dir:**	N		**Veh Mnvr/Ped Actn:**		1		**Obj Strk:**			
459	**103292602**	1.411	11/03/2011 16:14	REAR END, SLOW OR STOP	$ 8000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:**	0 MPH	**Dir:**	E		**Veh Mnvr/Ped Actn:**		1		**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:**	25 MPH	**Dir:**	E		**Veh Mnvr/Ped Actn:**		4		**Obj Strk:**			
460	**103342189**	1.411	12/31/2011 14:37	REAR END, SLOW OR STOP	$ 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:**			

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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:**				1		**Obj Strk:**				
461	**103413875**	1.411	03/29/2012 09:50	SIDESWIPE, SAME DIRECTION	$ 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 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				5		**Obj Strk:**				
462	**103419170**	1.411	04/05/2012 09:52	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:** NE	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				7		**Obj Strk:**				
463	**103425715**	1.411	04/13/2012 17:39	REAR END, SLOW OR STOP	$ 6100	0	0	1	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
464	**103448822**	1.411	05/13/2012 16:35	REAR END, SLOW OR STOP	$ 5000	0	0	0	0	1	1	2	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:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
465	**103489390**	1.411	07/03/2012 13:23	REAR END, TURN	$ 700	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				5		**Obj Strk:**				
466	**103533162**	1.411	08/29/2012 15:29	REAR END, SLOW OR STOP	$ 800	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:**				11		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 3 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
467	**103651309**	1.411	01/14/2013 15:07	REAR END, SLOW OR STOP	$ 14000	0	0	0	0	2	1	3	1	1		
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
468	**103651303**	1.411	01/14/2013 15:35	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	2	1	3	1	0	3	1
Unit	**1 :** 4	**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:**				

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469	**103681142**	1.411	02/16/2013 20:21	SIDESWIPE, SAME DIRECTION	$ 3200	0	0	0	0	2	4	6	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
470	**103692533**	1.411	03/02/2013 00:33	REAR END, SLOW OR STOP	$ 1000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 15 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
471	**103704168**	1.411	03/17/2013 17:53	REAR END, SLOW OR STOP	$ 2200	0	0	0	0	1	1	2	3	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:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
472	**103756274**	1.411	05/21/2013 17:39	SIDESWIPE, SAME DIRECTION	$ 2500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 40 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
473	**103816268**	1.411	08/04/2013 14:08	SIDESWIPE, SAME DIRECTION	$ 400	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
474	**103858507**	1.411	09/23/2013 19:39	REAR END, SLOW OR STOP	$ 200	0	0	0	0	1	4	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
475	**103867079**	1.411	10/07/2013 07:21	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	1	2	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
476	**103873251**	1.411	10/12/2013 19:01	REAR END, SLOW OR STOP	$ 3000	0	0	0	0	1	1	1	1	0	0	
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:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
477	**104162086**	1.411	09/19/2014 12:28	ANGLE	$ 1100	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			

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478	**104162028**	1.411	09/19/2014 22:33	REAR END, SLOW OR STOP	$ 700	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 2 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
479	**104199330**	1.411	10/31/2014 16:10	SIDESWIPE, SAME DIRECTION	$ 600	0	0	0	0	1	1	2	1	0	0	
Unit	**1 :** 2	**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:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
480	**104275010**	1.411	12/17/2014 16:05	REAR END, SLOW OR STOP	$ 2035	0	0	0	0	1	1	1	1	0	3	2
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				10			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
481	**104385691**	1.411	05/23/2015 09:53	REAR END, SLOW OR STOP	$ 4000	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
482	**103503298**	1.421	07/13/2012 17:00	REAR END, SLOW OR STOP	$ 4800	0	0	0	1	1	1	2	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
483	**103809161**	1.421	07/25/2013 18:32	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
484	**103973102**	1.426	01/17/2014 15:15	REAR END, SLOW OR STOP	$ 6000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
485	**103198158**	1.430	07/11/2011 20:06	PARKED MOTOR VEHICLE	$ 27000	0	0	0	0	1	2	1	3	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 50 MPH	**Dir:** W	**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:**			
Unit	**3 :** 2	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
486	**103311492**	1.430	11/24/2011 08:17	ANGLE	$ 4000	0	0	0	1	1	1	1	2	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:** 15 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
487	**103353627**	1.430	01/13/2012 14:25	PEDESTRIAN	$ 0	0	0	0	1	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	7	**Speed:** 15 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**		14	
Unit	**2 :** 24	**Alchl/Drgs:**	1	**Speed:** 0 MPH	**Dir:**	**Veh Mnvr/Ped Actn:**							**Obj Strk:**		14	
488	**103546190**	1.430	09/13/2012 15:04	LEFT TURN, SAME ROADWAY	$ 600	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
489	**103614663**	1.430	11/30/2012 16:15	SIDESWIPE, SAME DIRECTION	$ 1500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
490	**103781837**	1.430	06/21/2013 07:44	REAR END, SLOW OR STOP	$ 2500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
491	**103827173**	1.430	08/16/2013 13:04	SIDESWIPE, SAME DIRECTION	$ 5000	0	0	0	0	1	1	2	3	0	3	1
Unit	**1 :** 16	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
492	**103834077**	1.430	08/25/2013 14:12	REAR END, SLOW OR STOP	$ 3500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
493	**103848838**	1.430	09/11/2013 07:02	ANGLE	$ 5000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
494	**103850364**	1.430	09/15/2013 18:46	REAR END, SLOW OR STOP	$ 1000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
495	**103955181**	1.430	01/17/2014 18:03	ANGLE	$ 2000	0	0	0	0	1	2	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			

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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
496	**104056808**	1.430	05/13/2014 14:22	ANGLE	$ 3000	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:** 20 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
497	**104056803**	1.430	05/14/2014 22:12	ANGLE	$ 8000	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		64	
498	**104162041**	1.430	09/08/2014 15:38	REAR END, SLOW OR STOP	$ 1600	0	0	0	0	2	1	3	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
499	**104357953**	1.430	04/24/2015 15:39	REAR END, SLOW OR STOP	$ 4000	0	0	0	1	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 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
500	**104414716**	1.430	06/22/2015 13:33	SIDESWIPE, SAME DIRECTION	$ 6000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
501	**104494553**	1.430	09/10/2015 16:43	RIGHT TURN, SAME ROADWAY	$ 12000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
502	**104572608**	1.430	12/04/2015 08:20	ANGLE	$ 7000	0	0	0	1	1	1	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
503	**104126592**	1.434	07/16/2014 16:34	SIDESWIPE, SAME DIRECTION	$ 1000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 32	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
504	**104698617**	1.441	03/21/2016 21:17	ANGLE	$ 7500	0	0	0	1	1	4	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** NE	**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:**			

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505	**103267267**	1.449	10/04/2011 13:05	SIDESWIPE, SAME DIRECTION	$ 1300	0	0	0	0	1	1	1	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
506	**103341194**	1.449	12/28/2011 19:05	REAR END, SLOW OR STOP	$ 1000	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:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
507	**103372939**	1.449	01/12/2012 21:12	SIDESWIPE, SAME DIRECTION	$ 1100	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 4	**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:** SW	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
508	**103409944**	1.449	03/23/2012 17:31	REAR END, SLOW OR STOP	$ 5000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
509	**103489198**	1.449	07/02/2012 09:29	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 10 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
510	**103558102**	1.449	09/28/2012 22:23	SIDESWIPE, SAME DIRECTION	$ 600	0	0	0	0	2	6	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
511	**103613698**	1.449	11/29/2012 16:11	REAR END, SLOW OR STOP	$ 3000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 10	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
512	**103638543**	1.449	12/28/2012 14:42	ANGLE	$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 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:**				5			**Obj Strk:**			
513	**103649541**	1.449	01/12/2013 19:47	REAR END, SLOW OR STOP	$ 1000	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 10	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

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514	**103654880**	1.449	01/16/2013 15:06	REAR END, SLOW OR STOP	$ 500	0	0	0	0	2	1	3	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 55 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 55 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
515	**103686609**	1.449	02/23/2013 21:12	REAR END, SLOW OR STOP	$ 4000	0	0	0	1	2	4	3	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
516	**103719843**	1.449	04/07/2013 18:31	REAR END, SLOW OR STOP	$ 1600	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
517	**103738841**	1.449	04/30/2013 16:27	REAR END, SLOW OR STOP	$ 1700	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	7	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
518	**103763109**	1.449	05/30/2013 11:35	REAR END, SLOW OR STOP	$ 500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	7	**Speed:** 15 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
519	**103850363**	1.449	09/15/2013 18:09	ANGLE	$ 2000	0	0	0	0	1	1	1	5	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
520	**103978711**	1.449	12/21/2013 17:39	REAR END, SLOW OR STOP	$ 3600	0	0	0	0	1	3	2	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
521	**103951905**	1.449	01/13/2014 16:37	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	7	**Speed:** 10 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
522	**104020402**	1.449	03/28/2014 11:01	REAR END, SLOW OR STOP	$ 2000	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 :** 10	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			

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523	**104057598**	1.449	05/15/2014 14:25	REAR END, SLOW OR STOP	$ 1000	0	0	0	0	2	1	3	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	7	**Speed:** 5 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				10			**Obj Strk:**			
524	**104258460**	1.449	01/03/2015 13:29	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	1	2	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
525	**104275725**	1.449	01/20/2015 17:44	REAR END, SLOW OR STOP	$ 2500	0	0	0	0	1	2	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 :** 2	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
526	**104375835**	1.449	05/13/2015 07:40	REAR END, SLOW OR STOP	$ 500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
527	**104429716**	1.449	07/12/2015 16:07	SIDESWIPE, SAME DIRECTION	$ 900	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
528	**104439380**	1.449	07/21/2015 19:08	REAR END, SLOW OR STOP	$ 9700	0	0	0	1	2	1	3	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**4 :** 2	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
529	**104608037**	1.449	01/05/2016 13:38	REAR END, SLOW OR STOP	$ 100	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 3 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
530	**104068523**	1.476	05/29/2014 16:13	REAR END, SLOW OR STOP	$ 1600	0	0	0	0	1	1	2	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
531	**103192876**	1.480	07/05/2011 21:28	REAR END, SLOW OR STOP	$ 4500	0	0	0	0	1	4	1	1	0	0	
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
532	**103279100**	1.480	10/18/2011 15:03	SIDESWIPE, SAME DIRECTION	$ 2000	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:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
533	**103409947**	1.480	03/21/2012 14:55	REAR END, SLOW OR STOP	$ 12500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
534	**103454618**	1.480	05/20/2012 12:18	REAR END, SLOW OR STOP	$ 11500	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 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
535	**103467933**	1.480	06/05/2012 22:32	REAR END, SLOW OR STOP	$ 200	0	0	0	2	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
536	**103507843**	1.480	07/28/2012 14:19	REAR END, SLOW OR STOP	$ 6800	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 2	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**4 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
537	**103512246**	1.480	08/02/2012 13:36	REAR END, SLOW OR STOP	$ 5000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
538	**103750951**	1.480	05/14/2013 09:04	REAR END, SLOW OR STOP	$ 3500	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
539	**103787245**	1.480	06/27/2013 15:08	SIDESWIPE, SAME DIRECTION	$ 3500	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:** 35 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			

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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
540	**103787253**	1.480	06/27/2013 15:20	PARKED MOTOR VEHICLE	$ 700	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**		20	
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**		20	
541	**103848650**	1.480	09/12/2013 17:28	REAR END, SLOW OR STOP	$ 1000	0	0	0	1	1	1	1	1	0	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:** 15 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
542	**103937639**	1.480	12/26/2013 20:49	REAR END, SLOW OR STOP	$ 2000	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:** 30 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
543	**104056807**	1.480	05/14/2014 09:51	SIDESWIPE, SAME DIRECTION	$ 1000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 11	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
544	**104092762**	1.480	06/30/2014 15:31	ANGLE	$ 8000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 14	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
545	**104306508**	1.480	02/27/2015 08:26	SIDESWIPE, SAME DIRECTION	$ 3500	0	0	0	0	4	1	1	1	1	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
546	**104417827**	1.480	06/26/2015 14:20	REAR END, SLOW OR STOP	$ 200	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
547	**104453460**	1.480	08/04/2015 17:35	REAR END, SLOW OR STOP	$ 5200	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
548	**104485258**	1.480	09/12/2015 13:29	REAR END, SLOW OR STOP	$ 1000	0	0	0	0	1	1	2	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

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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
549	**104536989**	1.480	10/31/2015 13:45	REAR END, SLOW OR STOP	$ 200	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:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
550	**104600065**	1.480	12/28/2015 06:47	SIDESWIPE, SAME DIRECTION	$ 2000	0	0	0	0	1	4	1	1	0	0	
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:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
551	**104618910**	1.480	01/20/2016 13:21	REAR END, SLOW OR STOP	$ 4000	0	0	0	0	1	1	1	1	0	1	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:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
552	**104682289**	1.480	03/23/2016 09:02	SIDESWIPE, SAME DIRECTION	$ 3500	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:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				15			**Obj Strk:**			
553	**104262199**	1.516	12/16/2014 18:54	REAR END, SLOW OR STOP	$ 1300	0	0	0	0	2	4	1	1	0	0	2
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
554	**103289401**	1.521	10/31/2011 18:37	REAR END, SLOW OR STOP	$ 3000	0	0	0	0	2	2	2	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
555	**103311940**	1.521	11/25/2011 15:23	REAR END, SLOW OR STOP	$ 5000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
556	**103319055**	1.521	12/04/2011 16:20	REAR END, SLOW OR STOP	$ 501	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:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
557	**103420254**	1.521	04/08/2012 16:45	REAR END, SLOW OR STOP	$ 200	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			

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558	**103521683**	1.521	08/14/2012 17:18	REAR END, SLOW OR STOP	$ 1500	0	0	0	0	1	1	1	1	10	5	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	7	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
559	**103526475**	1.521	08/21/2012 09:20	REAR END, SLOW OR STOP	$ 5500	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
560	**103596169**	1.521	11/09/2012 17:06	SIDESWIPE, SAME DIRECTION	$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
561	**103709243**	1.521	03/24/2013 13:18	REAR END, SLOW OR STOP	$ 200	0	0	0	2	2	1	3	3	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
562	**103752002**	1.521	05/16/2013 14:18	REAR END, SLOW OR STOP	$ 57	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
563	**103796643**	1.521	07/10/2013 15:07	REAR END, SLOW OR STOP	$ 3500	0	0	0	0	1	1	2	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
564	**103868122**	1.521	10/08/2013 08:41	ANGLE	$ 1500	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
565	**103893740**	1.521	11/06/2013 07:54	REAR END, SLOW OR STOP	$ 1000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
566	**103950840**	1.521	01/13/2014 11:19	REAR END, SLOW OR STOP	$ 6700	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			

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567	**104033318**	1.521	04/13/2014 19:01	REAR END, SLOW OR STOP	$ 1000	0	0	0	0	1	1	1	2	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	7	**Speed:** 45 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
568	**104128408**	1.521	08/13/2014 11:34	SIDESWIPE, SAME DIRECTION	$ 5800	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**3 :** 2	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				15			**Obj Strk:**			
569	**104131376**	1.521	08/16/2014 21:49	BACKING UP	$ 750	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				10			**Obj Strk:**			
570	**104192356**	1.521	10/24/2014 16:34	REAR END, SLOW OR STOP	$ 13000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
571	**104225874**	1.521	11/28/2014 18:36	REAR END, SLOW OR STOP	$ 10000	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
572	**104264662**	1.521	01/10/2015 18:42	SIDESWIPE, SAME DIRECTION	$ 6000	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
573	**104439615**	1.521	07/19/2015 19:34	REAR END, SLOW OR STOP	$ 2200	0	0	0	0	1	1	2	1	0	3	1
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:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
574	**104474905**	1.521	08/31/2015 09:14	SIDESWIPE, SAME DIRECTION	$ 7000	0	0	0	0	2	1	3	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:** E	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
575	**104474906**	1.521	08/31/2015 09:47	REAR END, SLOW OR STOP	$ 1600	0	0	0	0	2	1	3	1	0	1	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 6	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
576	**104502578**	1.521	09/29/2015 07:47	REAR END, SLOW OR STOP	$ 19400	0	0	0	0	2	1	3	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
577	**103251357**	1.526	09/09/2011 14:40	REAR END, SLOW OR STOP	$ 8000	0	0	0	0	1	1	1	3	12	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
578	**103727013**	1.526	04/08/2013 15:52	REAR END, SLOW OR STOP	$ 5000	0	0	0	0	1	1	1	1	0	12	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
579	**104231063**	1.526	11/21/2014 16:13	REAR END, SLOW OR STOP	$ 2200	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:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
580	**103424528**	1.531	04/11/2012 18:56	REAR END, SLOW OR STOP	$ 200	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	7	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 3 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
581	**103443188**	1.531	05/05/2012 12:43	ANGLE	$ 2500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**4 :** 5	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
582	**103494728**	1.531	07/11/2012 16:30	SIDESWIPE, SAME DIRECTION	$ 3000	0	0	0	0	2	1	3	1	1	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
583	**104531089**	1.531	10/19/2015 19:35	REAR END, SLOW OR STOP	$ 2000	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	5	**Speed:** 35 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
584	**103190487**	1.540	06/24/2011 17:56	SIDESWIPE, SAME DIRECTION	$ 6500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
585	**103268396**	1.540	10/05/2011 20:55	REAR END, SLOW OR STOP	$ 9000	0	0	0	1	1	2	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 55 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
586	**103300336**	1.540	11/11/2011 19:38	ANGLE	$ 15000	0	0	0	0	1	4	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
587	**103471291**	1.540	06/08/2012 20:16	SIDESWIPE, SAME DIRECTION	$ 600	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:**				7			**Obj Strk:**			
Unit	**2 :** 14	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
588	**103474666**	1.540	06/12/2012 15:36	ANGLE	$ 400	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
589	**103606274**	1.540	11/19/2012 12:31	ANGLE	$ 5500	0	0	0	0	1	1	1	1	0	3	2
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
590	**103691861**	1.540	03/01/2013 14:12	REAR END, SLOW OR STOP	$ 2100	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 1 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 1 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**3 :** 4	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
591	**103761155**	1.540	05/28/2013 08:41	ANGLE	$ 14500	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:**		61	
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
592	**103764074**	1.540	05/31/2013 14:44	ANGLE	$ 3000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 14	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
593	**103792224**	1.540	07/01/2013 19:18	ANGLE	$ 6000	0	0	0	1	2	1	3	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** NW	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
594	**103812463**	1.540	07/30/2013 09:02	REAR END, SLOW OR STOP	$ 3200	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
595	**103830164**	1.540	08/21/2013 16:19	ANGLE	$ 6000	0	0	0	1	2	1	2	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:** 45 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
596	**103850365**	1.540	09/16/2013 07:15	ANGLE	$ 3500	0	0	0	0	1	3	2	1	9	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
597	**103915264**	1.540	11/19/2013 17:42	SIDESWIPE, SAME DIRECTION	$ 1800	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:**				7			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
598	**103924967**	1.540	12/11/2013 06:58	ANGLE	$ 9000	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
599	**103953843**	1.540	01/14/2014 10:19	ANGLE	$ 400	0	0	0	0	2	1	3	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
600	**103960675**	1.540	01/24/2014 17:16	LEFT TURN, DIFFERENT ROADWAYS	$ 4500	0	0	0	1	1	1	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
601	**103960677**	1.540	01/25/2014 08:29	ANGLE	$ 4100	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** NW	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
Unit	**2 :** 12	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** NW	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			

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602	**104092190**	1.540	07/01/2014 13:26	ANGLE	$ 1000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** NW	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
603	**104121360**	1.540	08/09/2014 10:48	ANGLE	$ 19000	0	0	1	0	2	1	3	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**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:**			
604	**104139372**	1.540	08/12/2014 14:18	SIDESWIPE, SAME DIRECTION	$ 2800	0	0	0	0	1	1	1	3	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				5			**Obj Strk:**			
605	**104199328**	1.540	11/01/2014 01:12	SIDESWIPE, SAME DIRECTION	$ 1200	0	0	0	0	1	4	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
606	**104270086**	1.540	01/16/2015 07:01	ANGLE	$ 13000	0	0	0	0	1	2	2	1	0	3	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** W	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
607	**104357945**	1.540	04/21/2015 17:18	ANGLE	$ 3500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 5	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** NE	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** SE	**Veh Mnvr/Ped Actn:**				9			**Obj Strk:**			
608	**104368353**	1.540	04/29/2015 16:34	ANGLE	$ 12000	0	0	0	1	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:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
609	**104397641**	1.540	06/07/2015 09:56	ANGLE	$ 23000	0	0	0	10	1	1	1	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**3 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
610	**104439618**	1.540	07/18/2015 18:42	ANGLE	$ 4000	0	0	0	1	1	1	1	3	0	3	1
Unit	**1 :** 2	**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:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

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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
611	**104502826**	1.540	09/26/2015 21:00	SIDESWIPE, SAME DIRECTION	$ 4000	0	0	0	0	2	4	3	1	0	3	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**3 :** 2	**Alchl/Drgs:**	7	**Speed:** 55 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
612	**104590251**	1.540	12/16/2015 07:57	SIDESWIPE, SAME DIRECTION	$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 12	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
613	**104722106**	1.540	05/03/2016 14:30	LEFT TURN, SAME ROADWAY	$ 1500	0	0	0	0	1	1	1	1	0	3	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** SW	**Veh Mnvr/Ped Actn:**				8			**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

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Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	613	100.00
Fatal Crashes	0	0.00
Non-Fatal Injury Crashes	168	27.41
Total Injury Crashes	168	27.41
Property Damage Only Crashes	445	72.59
Night Crashes	114	18.60
Wet Crashes	103	16.80
Alcohol/Drugs Involvement Crashes	14	2.28

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	613	100.00
Fatal Crashes	0	0.00
Class A Crashes	0	0.00
Class B Crashes	21	3.43
Class C Crashes	147	23.98
Property Damage Only Crashes	445	72.59

Vehicle Exposure Statistics

Annual ADT = 42800

Total Length = 1.54 (Miles) **2.478 (Kilometers)**

Total Vehicle Exposure = 120.42 (MVMT) **193.8 (MVKMT)**

Crash Rate	Crashes Per 100 Million Vehicle Miles	Crashes Per 100 Million Vehicle Kilometers
Total Crash Rate	509.05	316.31
Fatal Crash Rate	0.00	0.00
Non Fatal Crash Rate	139.51	86.69
Night Crash Rate	94.67	58.82
Wet Crash Rate	85.53	53.15
EPDO Rate	1541.42	957.80

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Miscellaneous Statistics

Severity Index =	3.03
EPDO Crash Index =	1856.20
Estimated Property Damage Total = $	2743104.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
ANGLE	45	7.34
ANIMAL	8	1.31
BACKING UP	2	0.33
HEAD ON	1	0.16
LEFT TURN, DIFFERENT ROADWAYS	7	1.14
LEFT TURN, SAME ROADWAY	6	0.98
OTHER COLLISION WITH VEHICLE	3	0.49
PARKED MOTOR VEHICLE	3	0.49
PEDALCYCLIST	1	0.16
PEDESTRIAN	3	0.49
RAN OFF ROAD - LEFT	4	0.65
RAN OFF ROAD - RIGHT	8	1.31
RAN OFF ROAD - STRAIGHT	4	0.65
REAR END, SLOW OR STOP	444	72.43
REAR END, TURN	2	0.33
RIGHT TURN, DIFFERENT ROADWAYS	5	0.82
RIGHT TURN, SAME ROADWAY	2	0.33
SIDESWIPE, SAME DIRECTION	63	10.28
UNKNOWN	2	0.33

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	0	0.00
Class A Injuries	0	0.00
Class B Injuries	24	9.52
Class C Injuries	228	90.48
Total Non-Fatal Injuries	252	100.00
Total Injuries	252	100.00

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Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	52	8.48
Feb	41	6.69
Mar	46	7.50
Apr	61	9.95
May	55	8.97
Jun	52	8.48
Jul	49	7.99
Aug	47	7.67
Sep	45	7.34
Oct	51	8.32
Nov	58	9.46
Dec	56	9.14

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	68	11.09
Tue	98	15.99
Wed	94	15.33
Thu	82	13.38
Fri	136	22.19
Sat	88	14.36
Sun	47	7.67

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Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	7	1.14
0100-0159	4	0.65
0200-0259	5	0.82
0300-0359	3	0.49
0400-0459	3	0.49
0500-0559	0	0.00
0600-0659	9	1.47
0700-0759	19	3.10
0800-0859	19	3.10
0900-0959	35	5.71
1000-1059	18	2.94
1100-1159	32	5.22
1200-1259	30	4.89
1300-1359	53	8.65
1400-1459	53	8.65
1500-1559	72	11.75
1600-1659	58	9.46
1700-1759	79	12.89
1800-1859	46	7.50
1900-1959	27	4.40
2000-2059	8	1.31
2100-2159	17	2.77
2200-2259	12	1.96
2300-2359	4	0.65

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Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	407	65	2	474
Dark	81	32	1	114
Other	18	6	1	25
Total	506	103	4	613

Object Struck Summary

Object Type	Times Struck	Percent of Total
ANIMAL	7	20.00
CATCH BASIN OR CULVERT ON SHOULDER	1	2.86
DITCH	1	2.86
EMBANKMENT	1	2.86
FENCE OR FENCE POST	1	2.86
OFFICIAL HIGHWAY SIGN BREAKAWAY	3	8.57
OFFICIAL HIGHWAY SIGN NON-BREAKAWAY	3	8.57
OTHER FIXED OBJECT	1	2.86
PARKED MOTOR VEHICLE	4	11.43
PEDALCYCLIST	2	5.71
PEDESTRIAN	6	17.14
SHOULDER BARRIER FACE	1	2.86
TRAFFIC ISLAND CURB OR MEDIAN	1	2.86
TREE	3	8.57

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
COMMERCIAL BUS	3	0.22
EMS VEHICLE, AMBULANCE, RESCUE SQUAD	2	0.15
LIGHT TRUCK (MINI-VAN, PANEL)	23	1.68
MOTORCYCLE	2	0.15
PASSENGER CAR	892	65.25
PEDESTRIAN	10	0.73
PICKUP	96	7.02
SINGLE UNIT TRUCK (2-AXLE, 6-TIRE)	11	0.80
SINGLE UNIT TRUCK (3 OR MORE AXLES)	2	0.15
SPORT UTILITY	240	17.56
TRACTOR/SEMI-TRAILER	5	0.37
TRUCK/TRAILER	5	0.37

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Vehicle Type	Number Involved	Percent of Total
UNKNOWN	14	1.02
UNKNOWN HEAVY TRUCK	2	0.15
VAN	60	4.39

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Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2011	78	0	13	65
2012	145	0	47	98
2013	148	0	40	108
2014	91	0	26	65
2015	114	0	30	84
2016	37	0	12	25
Total	613	0	168	445

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2011	0	21
2012	0	62
2013	0	56
2014	0	45
2015	0	51
2016	0	17
Total	0	252

Miscellaneous Totals

Year	Property Damage	EPDO Index
2011	$ 368861	174.20
2012	$ 563506	492.80
2013	$ 661057	444.00
2014	$ 408005	283.40
2015	$ 573075	336.00
2016	$ 168600	125.80
Total	$ 2743104	1856.20

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2011	0	2	57	1	4	10	4
2012	2	1	108	4	8	14	8

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Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2013	4	0	110	5	12	12	5
2014	3	1	64	3	11	6	3
2015	2	2	80	3	9	16	2
2016	2	1	27	0	1	5	1
Total	13	7	446	16	45	63	23

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Strip Diagram

Features	Milepost	Crash IDs
SR 1010 | FRANKLIN	0.00	103224000 | 103506296 | 103611783 | 103804156 | 103820434 | 104232374 | 104732520
	0.01	103658615 | 104357869
	0.02	103231363 | 103916306 | 103956442 | 103274328
	0.03	
	0.04	103781642 | 103839332
	0.05	103335220 | 103442171
	0.06	103278935
	0.07	103605787 | 103952294
	0.08	103665881 | 103670683 | 103813196 | 103833047 | 103881503 | 103916328 | 104334250 | 104413613 | 104631196 | 104794766
	0.09	
TURN AROUND	0.10	103373036 | 103665895 | 103836906 | 103847509 | 103956434 | 104355915
	0.11	103604577 | 104475194
	0.12	103801213
	0.13	
	0.14	104509272 | 104232886 | 103989008
	0.15	104761802
	0.16	103350895
	0.17	104416427
	0.18	103447538 | 103461211
	0.19	103480262
	0.20	103351931
	0.21	104511447
	0.22	103527028 | 103613442 | 103678268 | 103967992 | 103979344
	0.23	103496081 | 103350349 | 104667237 | 104357863
SR 1734 | EUROPA | IRWIN | PINEY MOUNTAIN	0.24	103498837 | 103209265 | 103235454 | 103267129 | 103319593 | 103365798 | 103413815 | 103563173 | 103641193 | 104122971 | 104262187 | 104380787 | 104547034 | 104639137 | 103496109 | 104245274
	0.25	103652783 | 103665564 | 103600072
	0.26	103259356 | 103350894 | 103399389 | 103578744 | 103856738 | 103688062 | 103720047 | 103808404 | 104504275
	0.27	
	0.28	103555016 | 103703641
	0.29	104038339 | 103512666 | 103512670

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Features	Milepost	Crash IDs
	0.30	103612161 | 103792490 | 104362433
	0.31	104737338 | 104707479
	0.32	103477305 | 103605791 | 103414750 | 103676183
	0.33	104355746 | 104732523
	0.34	103416815 | 103923620 | 104068227 | 104531455
	0.35	
	0.36	103712983 | 104052061
	0.37	103373535 | 103633901 | 103698272 | 104407363
	0.38	104047259
TURN AROUND	0.39	103293276 | 103531406 | 103749076 | 103973110 | 104270295 | 104534869 | 103953889
	0.40	
	0.41	103305908 | 103447005 | 103579956 | 103628478 | 103679479 | 103726748 | 103842426 | 103954260 | 104531450 | 104602058 | 104772032
	0.42	103687459 | 103911770 | 103277636 | 103427731 | 103599428 | 103633683 | 103687187 | 104547012
	0.43	104232373
	0.44	104355964 | 103452562 | 104471802
	0.45	103569175 | 103694117 | 103698336 | 103961552 | 103478238
	0.46	
	0.47	103613439
	0.48	104356243
	0.49	103557055 | 103324285 | 103585476
	0.50	104378457 | 103273917 | 103430567 | 103544411 | 103643130 | 103642248 | 103847539 | 104231904 | 104547010
	0.51	103475656 | 103869733 | 103953894 | 103978793 | 103598167
	0.52	
	0.53	
	0.54	104667240
	0.55	104355619 | 103616197 | 104032798 | 104458408
	0.56	103907815 | 104091405
	0.57	103444149 | 103632896
	0.58	103862886 | 104054558
	0.59	103235491 | 103718492 | 103780547 | 103802101 | 104547020 | 104441036 | 104567832 | 104761804
	0.60	103205135 | 104409755 | 104547040 | 103701353 | 103187302
SR 1788 | SR 1838 | OLD DURHAM | SAGE	0.61	103295359 | 103427146 | 103616225 | 103638409 |

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Features	Milepost	Crash IDs
| SCARLETT | SR 1741		103710099 | 103757750 | 104356230 | 104356257 | 104647897 | 103499044 | 103694116
	0.62	103255786 | 103328861 | 103361864 | 103512686 | 103544575 | 103585475 | 103875312 | 103219300 | 104340313 | 104667236 | 103194577 | 104355715 | 103216574 | 103878198 | 104039956 | 104334251 | 104357802
	0.63	104268458
	0.64	104547011 | 103324612 | 104012596 | 104029383 | 104582813
	0.65	104355644
	0.66	103808170 | 103550465 | 103729701 | 104490145
	0.67	104358506
	0.68	
	0.69	104079589 | 104231892
	0.70	104049954 | 103369012 | 104705067
	0.71	103386178 | 103432712 | 104169496
	0.72	
	0.73	104707485
	0.74	104723838
	0.75	103769222
	0.76	104761774
	0.77	104402865
	0.78	103223269 | 103392134 | 103416769 | 103551662 | 104079970
	0.79	
	0.80	103395635 | 103439229
	0.81	103729498
	0.82	104494610
	0.83	
	0.84	
	0.85	103195762 | 103426698 | 104029382
	0.86	103508843 | 104420370
	0.87	104024582
	0.88	103281155 | 103752789 | 103819596 | 104703172 | 104471605
	0.89	103310670 | 103466467 | 104377298
	0.90	103794077
	0.91	103664599
	0.92	
	0.93	104547018 | 103675227 | 103684355 | 103752464 | 104068208 | 104407277 | 104534879

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Features	Milepost	Crash IDs
	0.94	104427580 | 104769998 | 103183343 | 103221619 | 103455407 | 103683280 | 103792491 | 103916309 | 104110513 | 104628339 | 104102836
EASTOWNE	0.95	103531901 | 104576024 | 104002494 | 103406300 | 103916319 | 103531885 | 103997577 | 104109452 | 104271907 | 104298200 | 104420361 | 104534817 | 104547017 | 104599935
	0.96	103340840 | 103905042 | 104668850 | 103298474 | 103464601 | 103553504 | 103862607 | 103973468 | 103958719 | 104017422 | 104751651
	0.97	103219179 | 103478511 | 104053048
	0.98	
	0.99	
	1.00	104369918 | 104384305
	1.01	103405221 | 103734161
	1.02	103344758
	1.03	103670903 | 103689591 | 104074566 | 104711020 | 104393122
	1.04	
	1.05	103982459 | 104607117 | 103194667 | 103993206 | 104356244
	1.06	103383939 | 103579821
	1.07	
	1.08	
	1.09	104358501
	1.10	103248164 | 103266898 | 103360212 | 103932733 | 104364733
	1.11	
	1.12	
	1.13	
	1.14	
	1.15	104106959 | 104622569 | 104032770
	1.16	
	1.17	104087582 | 103291293 | 103455304 | 103803071 | 104297733
	1.18	
	1.19	103892115 | 103619028 | 103230387 | 103327266 | 103929504 | 104245357
	1.20	103534136 | 103919942
	1.21	104771999 | 103261852
	1.22	103507036
	1.23	103207804 | 104110642 | 103257798 | 103481115 |

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Features	Milepost	Crash IDs
		103867526 | 104023788 | 104262179 | 104756762
	1.24	104453342 | 103391894 | 104245256 | 104547042 |
		103907811 | 103183039 | 103240273 | 103266754 |
		103381797 | 103403401 | 103580901 | 103618227 |
		104355658 | 104355688 | 103734643 | 103989427 |
		103489802
EASTOWNE | LAKE VIEW	1.25	103440064 | 104023563 | 104407365 | 104590299 |
		103367201 | 103492823 | 103670907 | 103721155 |
		103900501 | 103929026 | 104662182 | 103231362 |
		103415865 | 104013611 | 103237922 | 103703971
	1.26	104547008 | 104742439 | 103381965 | 103185082 |
		103197307 | 103268820 | 103432257 | 103496074 |
		103828013 | 103892314 | 104085640 | 104355750 |
		103340574 | 104576497 | 103988829
	1.27	103350535 | 103616821 | 103707863 | 103889045 |
		104075660 | 104235782 | 104357930
	1.28	104355761 | 103734641
	1.29	103519427 | 103613434
	1.30	
	1.31	
	1.32	104734713
CL-DURHAM	1.33	103718486
	1.34	104643359 | 104668948
	1.35	103176121 | 103436990 | 104384302 | 104600389
	1.36	
	1.37	103381003 | 103452171 | 103522030 | 103522031 |
		103750001 | 103890374 | 104054645 | 104089324 |
		104188949 | 104309271 | 104377220 | 104439625 |
		104451579 | 103933199 | 103383611 | 103386959
	1.38	
	1.39	103731340
	1.40	103752797 | 104711042 | 103494727 | 104407282
	1.41	103715520 | 103232053 | 103259301 | 103262800 |
		103292602 | 103342189 | 103413875 | 103419170 |
		103425715 | 103448822 | 103489390 | 103533162 |
		103651309 | 103651303 | 103681142 | 103692533 |
		103704168 | 103756274 | 103816268 | 103858507 |
		103867079 | 103873251 | 104162086 | 104162028 |
		104199330 | 104275010 | 104385691
	1.42	103503298 | 103809161
I 40 EB RAMPS	1.43	103973102 | 103198158 | 103311492 | 103353627 |
		103546190 | 103614663 | 103781837 | 103827173 |

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		103834077 | 103848838 | 103850364 | 103955181 |
		104056808 | 104056803 | 104162041 | 104357953 |
		104414716 | 104494553 | 104572608 | 104126592
	1.44	104698617
	1.45	103267267 | 103341194 | 103372939 | 103409944 |
		103489198 | 103558102 | 103613698 | 103638543 |
		103649541 | 103654880 | 103686609 | 103719843 |
		103738841 | 103763109 | 103850363 | 103978711 |
		103951905 | 104020402 | 104057598 | 104258460 |
		104275725 | 104375835 | 104429716 | 104439380 |
		104608037
	1.46	
	1.47	
I 40 BRIDGE	1.48	104068523 | 103192876 | 103279100 | 103409947 |
		103454618 | 103467933 | 103507843 | 103512246 |
		103750951 | 103787245 | 103787253 | 103848650 |
		103937639 | 104056807 | 104092762 | 104306508 |
		104417827 | 104453460 | 104485258 | 104536989 |
		104600065 | 104618910 | 104682289
	1.49	
	1.50	
	1.51	
	1.52	104262199 | 103289401 | 103311940 | 103319055 |
		103420254 | 103521683 | 103526475 | 103596169 |
		103709243 | 103752002 | 103796643 | 103868122 |
		103893740 | 103950840 | 104033318 | 104128408 |
		104131376 | 104192356 | 104225874 | 104264662 |
		104439615 | 104474905 | 104474906 | 104502578
	1.53	103251357 | 103727013 | 104231063 | 103424528 |
		103443188 | 103494728 | 104531089
I 40 WB RAMPS	1.54	103190487 | 103268396 | 103300336 | 103471291 |
		103474666 | 103606274 | 103691861 | 103761155 |
		103764074 | 103792224 | 103812463 | 103830164 |
		103850365 | 103915264 | 103924967 | 103953843 |
		103960675 | 103960677 | 104092190 | 104121360 |
		104139372 | 104199328 | 104270086 | 104357945 |
		104368353 | 104397641 | 104439618 | 104502826 |
		104590251 | 104722106

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