DAVENPORT

March 19, 2018

TRANSPORTATION IMPACT ANALYSIS

Israel Property

Oak Ridge, NC

Prepared for Henson Realty, LLC

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Project #: 180009

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Transportation Impact Analysis

Israel Property
Oak Ridge, NC

Prepared for Henson Realty, LLC
March 19, 2018

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03/19/2018

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Israel Property – Transportation Impact Analysis
Prepared for Henson Realty, LLC
Oak Ridge, NC
March 19, 2018

Executive Summary

DAVENPORT has performed a transportation impact analysis for the proposed Israel Property to be located on the west side of NC 68, between SR 2129 (Fogleman Road) and SR 2093 (Hunting Cog Road) in Oak Ridge, NC. The development is planned for forty-eight (48) senior-age-targetted townhomes and one (1) senior-age-targetted single-family detached home. The proposed development is expected to be built-out in 2019.

The purpose of the analysis was to provide transportation recommendations to safely accommodate ingress and egress traffic from the proposed development. This study included analysis of historical traffic growth along NC 68, sight distance evaluation at the proposed site access, crash analysis in the vicinity of the proposed development, and review of overall traffic operations and capacity. The three (3) study intersections on NC 68 are at Fogleman Road, at Linville Road, and at the proposed site access.

Historical Traffic Volumes on NC 68

Historical average annual daily traffic (AADT) on NC 68 from 2009 through 2018 was reviewed to understand traffic growth patterns. The data revealed a decrease in traffic from 2015 to 2018 of 4,111 vehicles per day, an overall reduction of 23% of traffic on NC 68. This downward trend in traffic can be attributed to the newly constructed I-73, which was opened to traffic in 2017. This new interstate highway provides a more direct connection to US 220.

Table A - Historical Traffic Volume Comparison: NC 68 south of Quiet Place

	Prior to I-73 Construction				After I-73 open to traffic
Year	2009	2011	2013	2015	2018
AADT (veh/day)	17,000	16,000	17,000	18,000	13,889
				Difference	**-4,111 (-23%)**

Trip Generation

Table B - ITE Trip Generation

Average Weekday Driveway Volumes				24 Hour Two-Way	AM Peak Hour		PM Peak Hour	
Land Use	ITE Land Code	Size		Volume	Enter	Exit	Enter	Exit
Townhomes	230	48	Dwelling Units	279	4	17	17	8
Single Family Detached	210	1	Dwelling Units	10	0	1	1	0
Total Trips				289	4	18	18	8

Sight Distance

A review of sight distance at the proposed site access on NC 68 was performed to ensure the safety of entry and exit movement at the site. Sight distance requirements are based on the NCDOT Driveway Manual. NC 68 has a posted speed limit of 50 mph within the vicinity of the proposed site access. For a design speed of 55 mph (speed limit plus 5 mph), the NCDOT-required sight distance is 550 feet. Based on field measurements, the available sight distance is approximately 888 feet looking north, and approximately 679 feet looking south from the site access location. These sight

distances meet the NCDOT requirements and exceed the minimum sight distance requirements by approximately 338 feet (+61%) looking north, and 129 feet (+23%) looking south.

Strip Crash Analysis along NC 68 between Hunting Cog Road and Linville Road

In order to identify any pre-existing safety issues in the vicinity, five (5) year crash data were reviewed for the section of NC 68 from 150 feet south of SR 2093 (Hunting Cog Road) to 150 feet north of SR 2022 (Linville Road). NCDOT provided crash data for the five (5) year period from February 1, 2013 to January 31, 2018. Table C below summarizes these crash data. The data indicate a recurring pattern of rear-end collisions. Rear end crashes can occur when the leading vehicle slows or stops unexpectedly, or when the trailing vehicle follows too closely. Rear end crashes can be caused by large turning volumes, excessive speeds, driver inattentiveness, roadway conditions, poor lighting, and lack of adequate gaps.

Table C – Crash History Summary

Year	Left Turn & Head-On	Right Turn	Rear End	Run Off Road & Fixed Object	Side Swipe	Other*	Total
2013	0	0	4	2	0	2	8
2014	0	1	6	2	0	1	10
2015	0	0	4	2	1	2	9
2016	2	0	7	1	0	2	12
2017	1	0	7	0	1	1	10
2018	0	0	0	0	0	1	1

* Other crashes include animal, backing up, movable object, and rollover/overturn

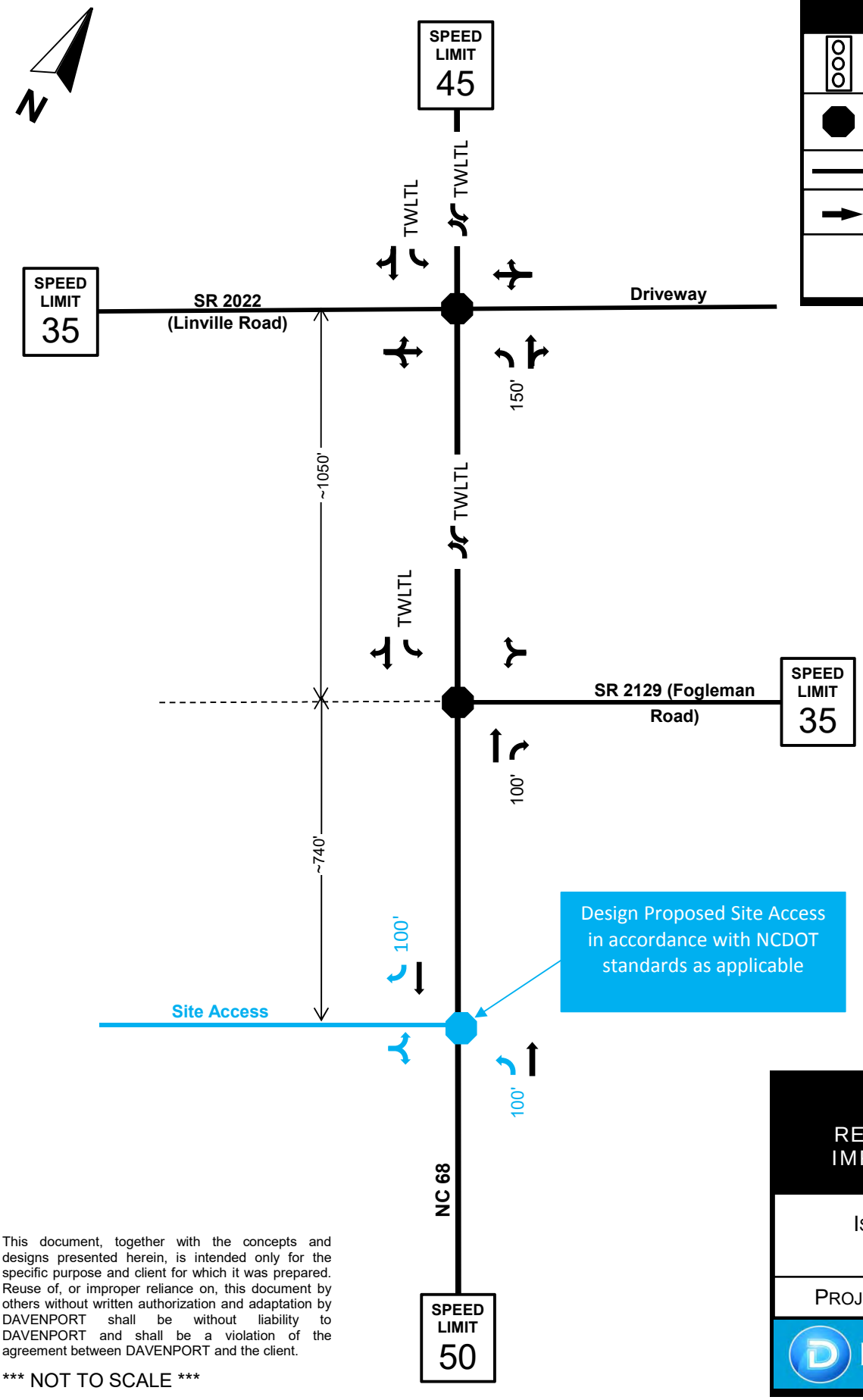
At the proposed site access, left and right turn entry lanes have been recommended in order to enhance the safety of entry movement to the site and to minimize the potential for rear-end collisions. As part of NCDOT STIP R-5725, an access management study is being conducted to address safety issues and identify safety enhancements along NC 68 from 2129 (Fogleman Road) to NC 150. Access management solutions have the potential to further improve safety along the along NC 68 in the vicinity of the site.

Capacity Analysis

Three (3) intersections were reviewed for capacity: NC 68 at Linville Road, at Fogleman Road, and at the Proposed Site Access. At the intersection of NC 68 and Linville Road, the analysis indicates an existing level of service (LOS) F on the stop-controlled approach of Linville Road. This is mainly due to the heavy volumes on NC 68 which occur in the AM peak hour. This is a typical condition for stop-controlled movements onto major roads such as NC 68. This condition is expected to be limited to the peak hours. At the Proposed Site Access, LOS E is expected in the AM and PM peak hours. Again, this is a typical condition for stop-controlled movements onto major roads such as NC 68. **Left and right turn entry lanes with 100 feet of storage have been recommended at the Site Access in order to enhance flow on NC 68.**

Conclusion

This TIA was performed in order to assess transportation impacts of the proposed site as well as background traffic. Recommendations have been given to accommodate these impacts. The analysis documented here indicates that with the recommended improvements in place, the proposed site is not expected to have a substantive impact on traffic operations in the study area.



Design Proposed Site Access in accordance with NCDOT standards as applicable

LEGEND

	SIGNALIZED INTERSECTION
	UNSIGNALIZED INTERSECTION
	ROADWAY
	TRAFFIC MOVEMENT

BLACK = EXISTING
BLUE = PROPOSED

FIGURE A
RECOMMENDED IMPROVEMENTS

ISRAEL PROPERTY
OAK RIDGE, NC

PROJECT NUMBER 180009

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Israel Property – Transportation Impact Analysis
Prepared for Henson Realty, LLC
Oak Ridge, NC
March 19, 2018

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Israel Property – Transportation Impact Analysis
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1.0 Introduction

The proposed Israel Property is to be located on the west side of NC 68, between SR 2129 (Fogleman Road) and SR 2093 (Hunting Cog Road) in Oak Ridge, NC. The development is planned for forty-eight (48) senior-age-targetted townhomes and one (1) senior-age-targetted single-family detached home. The development will utilize one (1) access point on NC 68. The build-out analysis year for the project was assumed to be 2019.

DAVENPORT was retained to determine the potential traffic impacts of this development and to identify any transportation improvements that may be required to accommodate the impacts of the new development traffic. The following intersections were included in the study:

- NC 68 at SR 2022 (Linville Road)
- NC 68 at SR 2129 (Fogleman Road)
- NC 68 at Proposed Site Access

The intersections were analyzed during the AM (7-9AM) and PM (4-6PM) peaks for the following conditions:

- 2018 Existing Conditions
- 2019 Future No Build Conditions
- 2019 Future Build Conditions
- 2019 Future Build Conditions with Improvements (as necessary)

Also, the sight distance along NC 68 from the proposed site access was reviewed. Additionally, to identify any pre-existing safety issues in the vicinity, a crash analysis was conducted within the study area.

NCDOT was contacted to obtain background information and to ascertain the elements to be covered in this TIA. Information regarding the property was provided by the site civil engineer, Evans Engineering, Inc.

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FIGURE 1
SITE PLAN

SITE ACCESS LOCATION

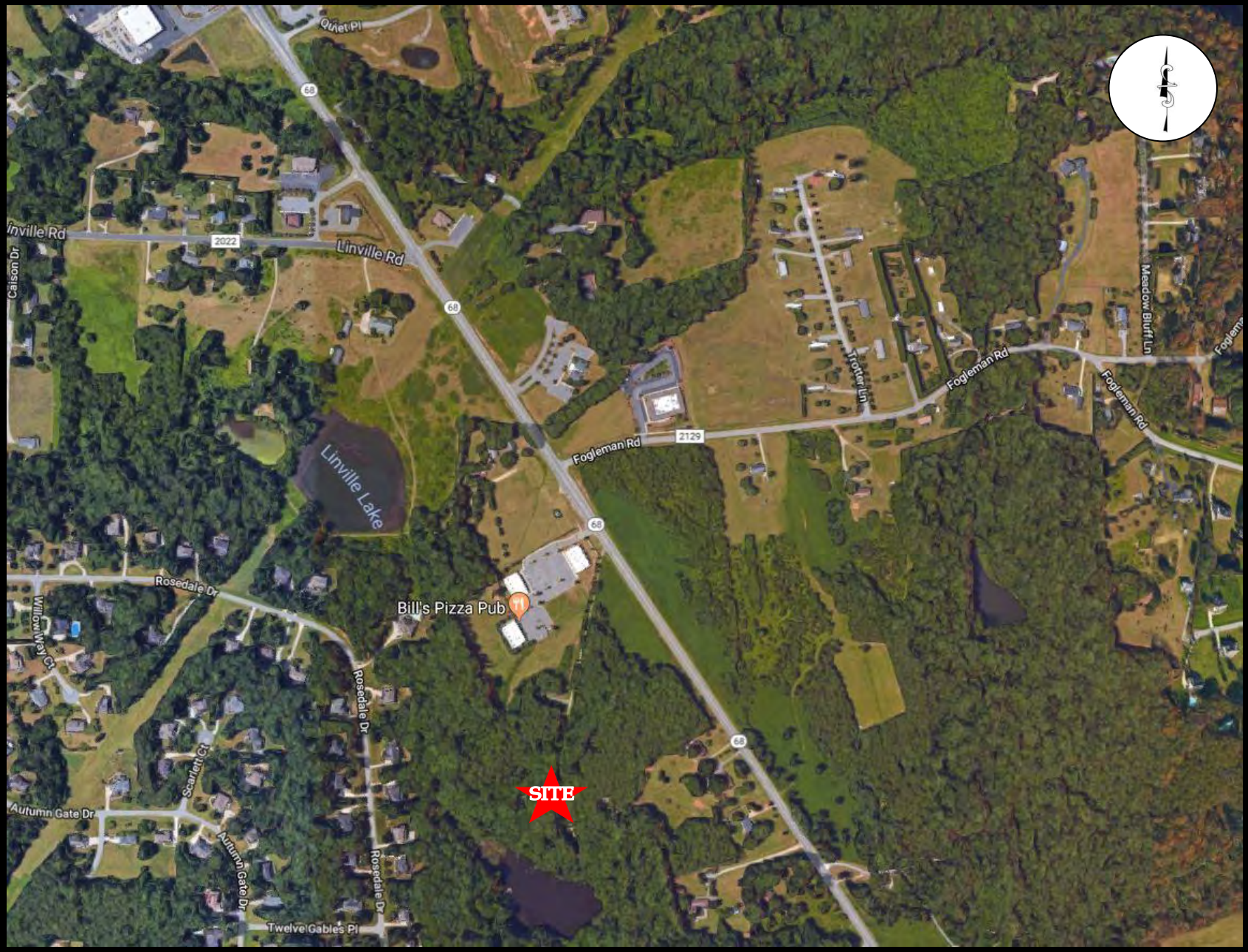

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FIGURE 2A
SITE LOCATION MAP

SITE INDICATOR

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FIGURE 2B
VICINITY MAP

STUDY INTERSECTIONS
EXISTING
PROPOSED

2.0 Existing Conditions

2.1 Inventory

An investigation was conducted by DAVENPORT staff to determine the existing roadway conditions in the study area. Table 2.1 presents a summary of this review. Figure 3 illustrates the existing lane geometry.

Table 2.1 - Street Inventory

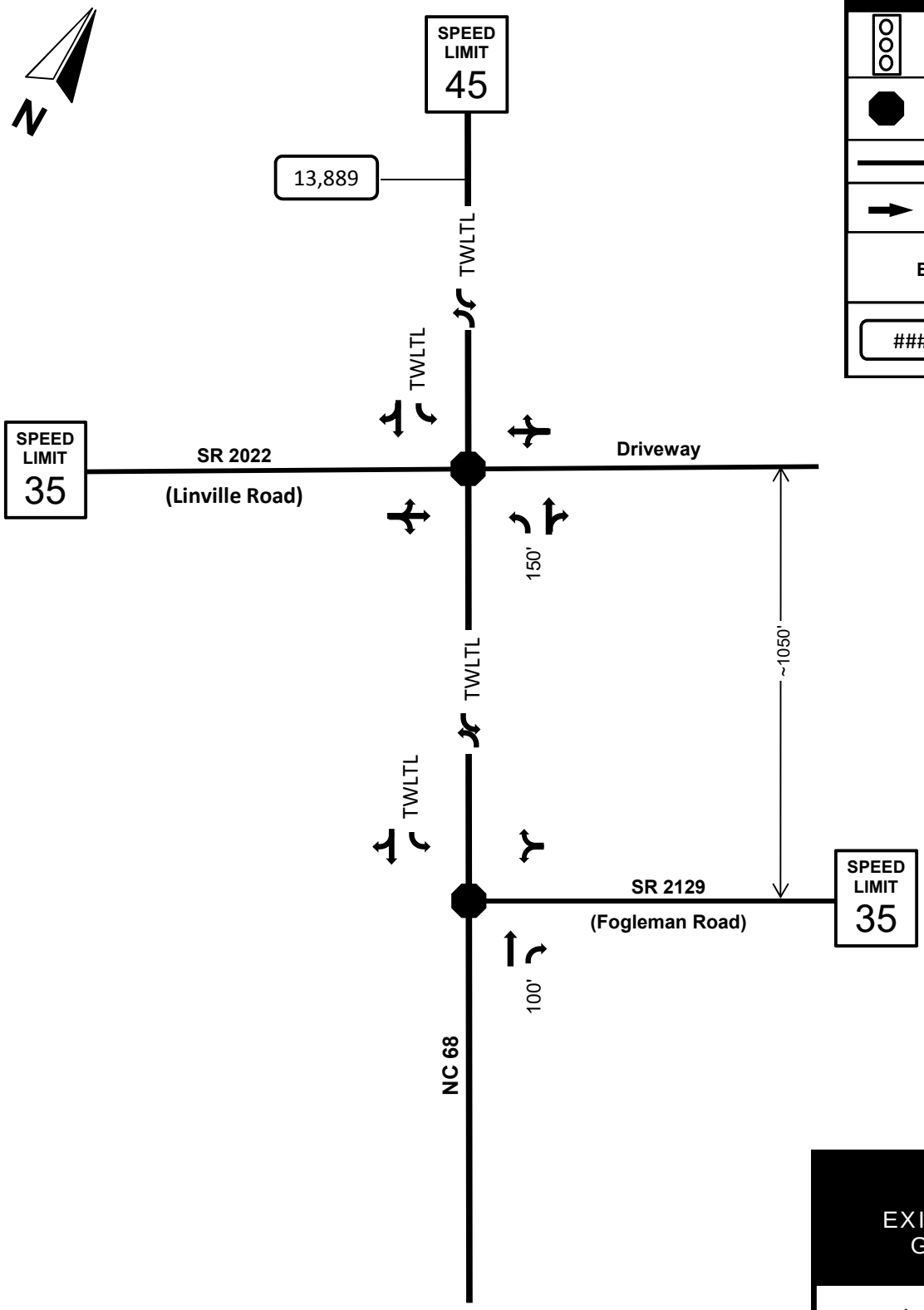
Facility Name	Route #	Typical Cross Section	Speed Limit	Maintained By
N/A	NC 68	2-lane, undivided	Varies from 45 MPH to 50 MPH	NCDOT
Linville Road	SR 2022	2-lane, undivided	35 MPH	NCDOT
Fogleman Road	SR 2129	2-lane, undivided	35 MPH	NCDOT

2.2 Existing Traffic Volumes

Existing traffic volumes for this study were collected by DAVENPORT. Table 2.2 below contains the dates these counts were conducted. Counts were conducted while schools were in session. Traffic volumes were balanced between intersections by using the greater of adjacent volumes in order to give more conservative (higher) traffic volumes. Figure 4 shows existing AM and PM peak hour volumes. The full reports for these volumes can be found in the appendix.

Table 2.2 - Traffic Volume Data

Count Location	Date Taken	By
NC 68 at SR 2022 (Linville Road)	03/14/2018	DAVENPORT
NC 68 at SR 2129 (Fogleman Road)	03/14/2018	DAVENPORT



LEGEND

	SIGNALIZED INTERSECTION
	UNSIGNALIZED INTERSECTION
	ROADWAY
	TRAFFIC MOVEMENT
BLACK = EXISTING	
###	2018 AADT VOLUME

FIGURE 3
EXISTING LANE GEOMETRY

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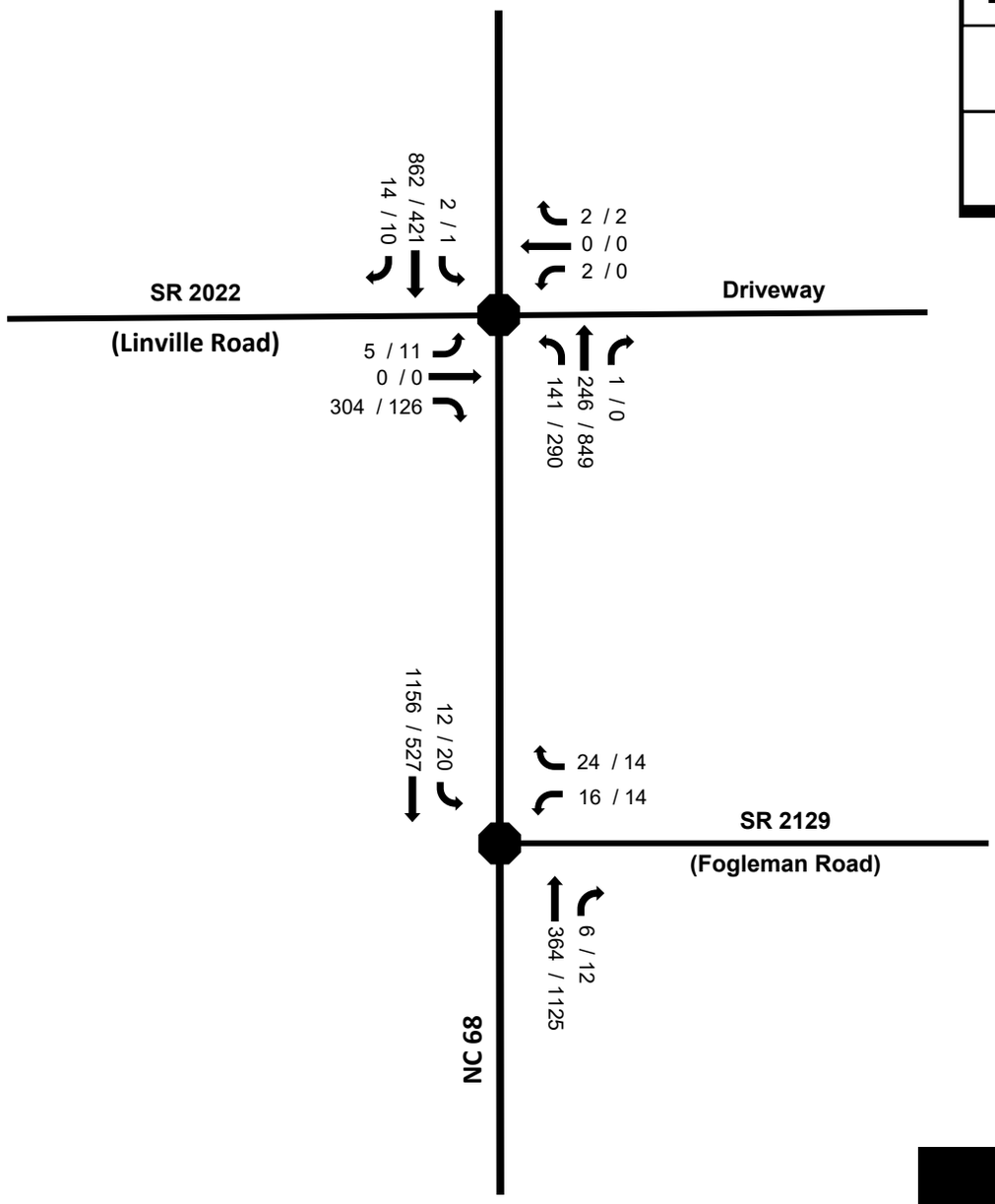

FIGURE 4
2018 EXISTING VOLUMES

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3.0 Approved Developments and Committed Improvements

3.1 Approved Developments

Approved developments are developments that have been recently approved in the area, but not yet constructed. There are no known approved developments in the area. The 1% area growth rate was considered adequate to account for growth in background traffic.

3.2 Committed Improvements

Committed Improvements are improvements that are planned by NCDOT or a developer in the area, but not yet constructed. There are no known committed improvements in the study area. However, it should be noted that there is a recently completed project in the study area. The recently constructed I-73 provides a direct connection between US 220 and Joseph M. Bryan Boulevard/Airport Parkway interchange in Greensboro and was constructed as part of NCDOT STIP Projects R-2413AB/ I-5110.

3.3 On-going Projects

Per NCDOT, there is one (1) on-going study in the vicinity of the proposed development: NCDOT Projects STIP R-5725.

STIP R-5725

NCDOT is conducting an access management study along NC 68, from NC 150 (Oak Ridge Road) to SR 2129 (Fogleman Road) to address safety issues and eliminate conflict points in the study corridor. Additionally, NC 68 at NC 150 (Oak Ridge Road) intersection is being evaluated for elimination of existing slip ramps and addition of designated turn lanes.

4.0 Methodology

4.1 Base Assumptions and Standards

In general, the analysis for this project was conducted utilizing commonly accepted NCDOT standards. The following table contains a summary of the base assumptions:

Table 4.1 - Assumptions	
Peak Hour Factor	0.90
Background Traffic Annual Growth Rate	1.0% per year for all roadways
Base Signal Timing/Phasing	N/A
Analysis Software	Synchro/SimTraffic Version 9.1
Truck percentages	2%

4.2 Trip Generation

The development is planned for forty-eight (48) senior age-targeted townhomes and one (1) senior age-targetted single-family detached home. However, the trip generation was carried out using the ITE land uses: residential townhomes (LUC 230) and single-family detached homes (LUC 210). The reduction in the potential for trip generation due to the senior housing was not utilized as the proposed developed is age-targeted only and not age-restricted. The approximate trip generation potential of the development was computed using TripGen 10 software, based on the 9th Edition of ITE Trip Generation Manual. Tables 4.2 contains the results.

Table 4.2 - ITE Trip Generation

Israel Property, Oak Ridge, NC

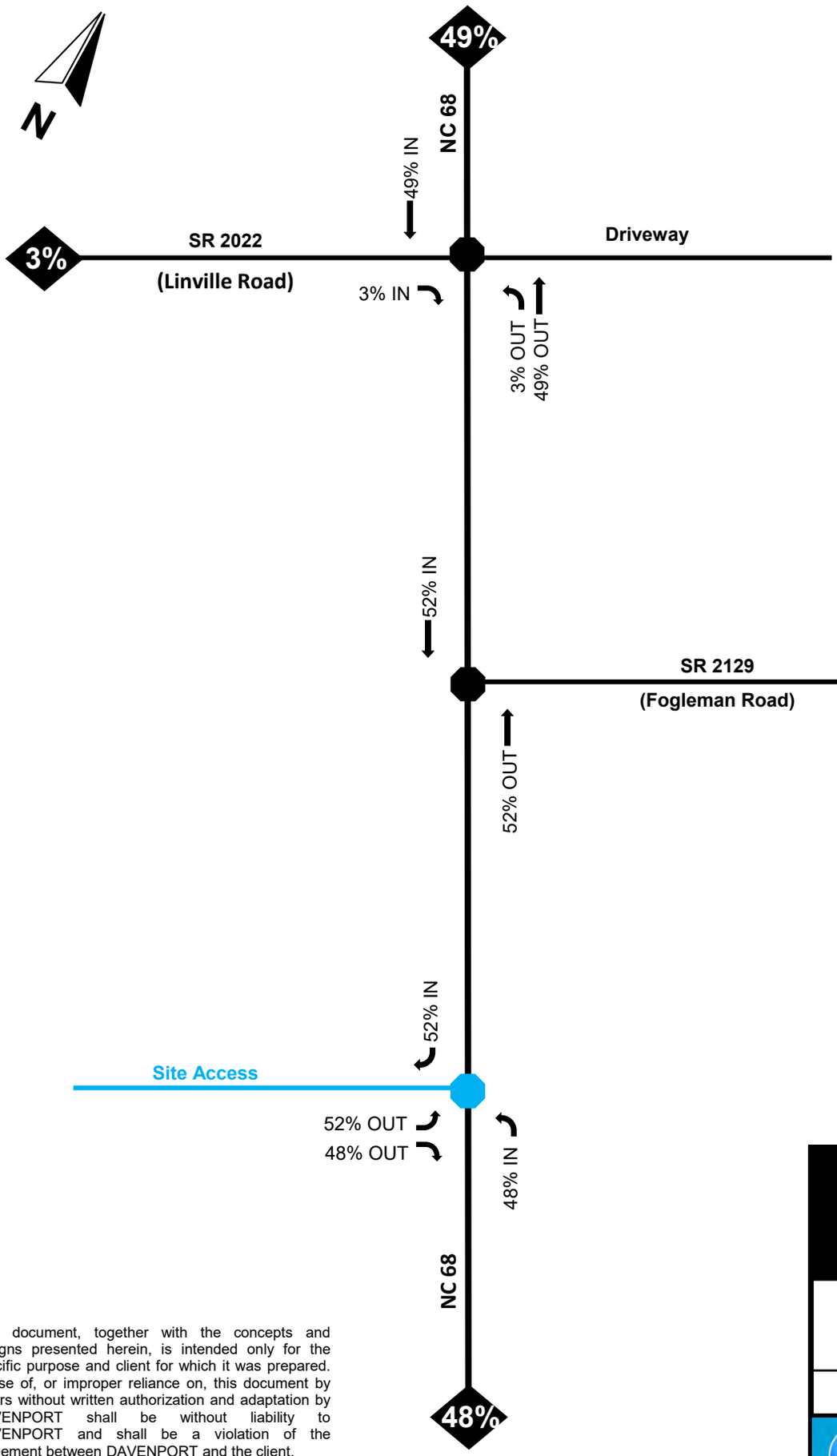
Average Weekday Driveway Volumes				24 Hour Two-Way	AM Peak Hour		PM Peak Hour	
Land Use	ITE Land Code	Size		Volume	Enter	Exit	Enter	Exit
Townhomes	230	48	Dwelling Units	279	4	17	17	8
Single-Family Detached Homes	210	1	Dwelling Units	10	0	1	1	0
Total Trips				**289**	**4**	**18**	**18**	**8**

4.3 Trip Distribution

Site trips for this proposed development were distributed based on the existing traffic patterns and engineering judgment. The directional distributions for the proposed development are as follows:

- 49% to and from the north on NC 68
- 48% to and from the south on NC 68
- 3% to and from the west of SR 2022 (Linville Road)

The above trip distribution was utilized in the analysis upon NCDOT's approval. The site trip distribution is shown in Figure 5.



LEGEND

	SIGNALIZED INTERSECTION
	UNSIGNALIZED INTERSECTION
	ROADWAY
	TRAFFIC MOVEMENT
	BLACK = EXISTING BLUE = PROPOSED
%	DESTINATION NODE

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FIGURE 5
SITE TRIP DISTRIBUTION

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4.4 Historical Traffic Volumes on NC 68

Historical average annual daily traffic (AADT) on NC 68 from 2009 through 2018 was reviewed to understand traffic growth patterns. The data revealed a decrease in traffic from 2015 to 2018 of 4,111 vehicles per day, an overall reduction of 23% of traffic on NC 68. This downward trend in traffic can be attributed to the newly constructed I-73, which was opened to traffic in 2017. This new interstate highway provides a more direct connection to US 220.

Table 4.3 - Historical Traffic Volume Comparison: NC 68 south of Quiet Place

	Prior to I-73 Construction				After I-73 open to traffic
Year	**2009**	**2011**	**2013**	**2015**	**2018**
AADT (veh/day)	17,000	16,000	17,000	18,000	13,889**
Difference					**-4,111 (-23%)**

** DAVENPORT conducted a 24-hour count along NC 68, approximately 215 feet south of Quiet Place for a 24-hour period from 1 PM March 13, 2018, to 1 PM March 14, 2018 to determine the 2018 average daily traffic (ADT) along NC 68.

4.5 Traffic Growth Projections

Historical average annual daily traffic (AADT) from 2009 through 2018 was reviewed for the area to determine the traffic growth projection. Table 4.3 presents the AADT in the study area.

Table 4.4 - Study Area AADT Information (veh/day)

Year	NC 68 - South of Quiet Place	Linville Road - West of NC 68
2009	17,000	3,000
2010	-	-
2011	16,000	2,900
2012	-	-
2013	17,000	3,000
2014	-	-
2015	18,000	3,400
2016	-	-
2017	-	-
2018	13,889**	-
Slope from trend line (veh / year)	-224	65
% Growth	-1.6%	1.9%

**2018 Data along NC 68 , approximately 215 feet south of Quiet Place was collected by DAVENPORT.

The data shown in Table 4.4 was plotted in a graph in Figure 6 and a line of best fit was obtained for each roadway to approximate the growth rate (slope of the line). These rates are shown in Table 4.4 range from -1.6% on NC 68 to 1.9% on on Linville Road. An average growth rate of 0.15% was obtained based on historical AADT. With

consideration of the historical traffic in the area, it was determined that an annual growth rate of 1% would be adequate to provide an estimate of future traffic volumes. Additional information can be found in the Appendix.

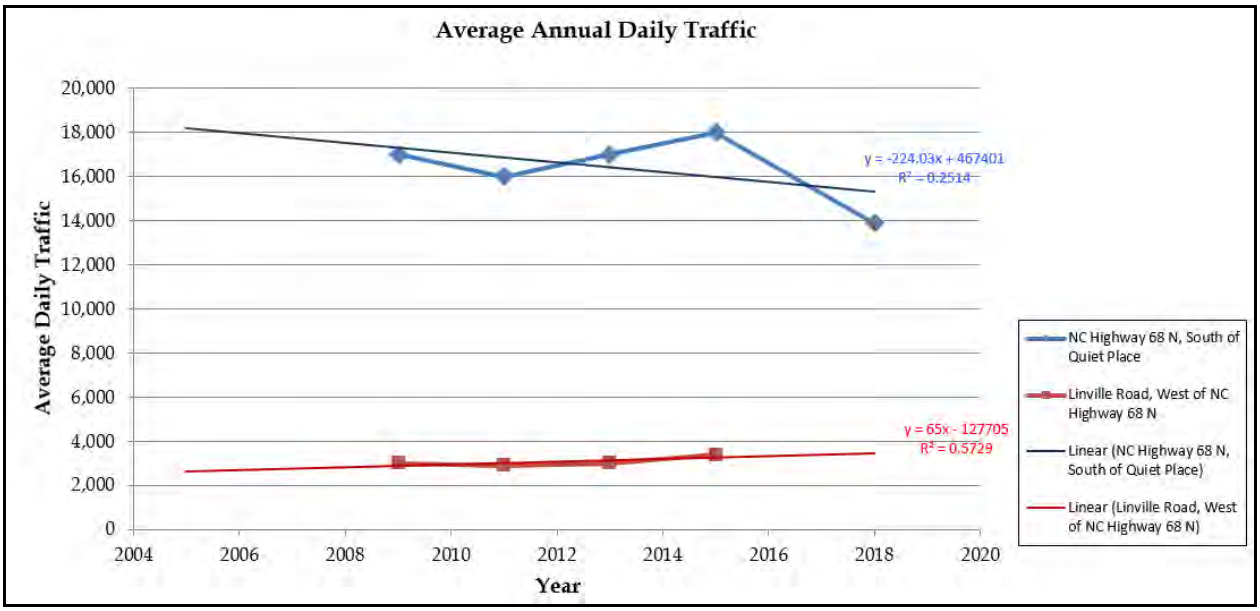


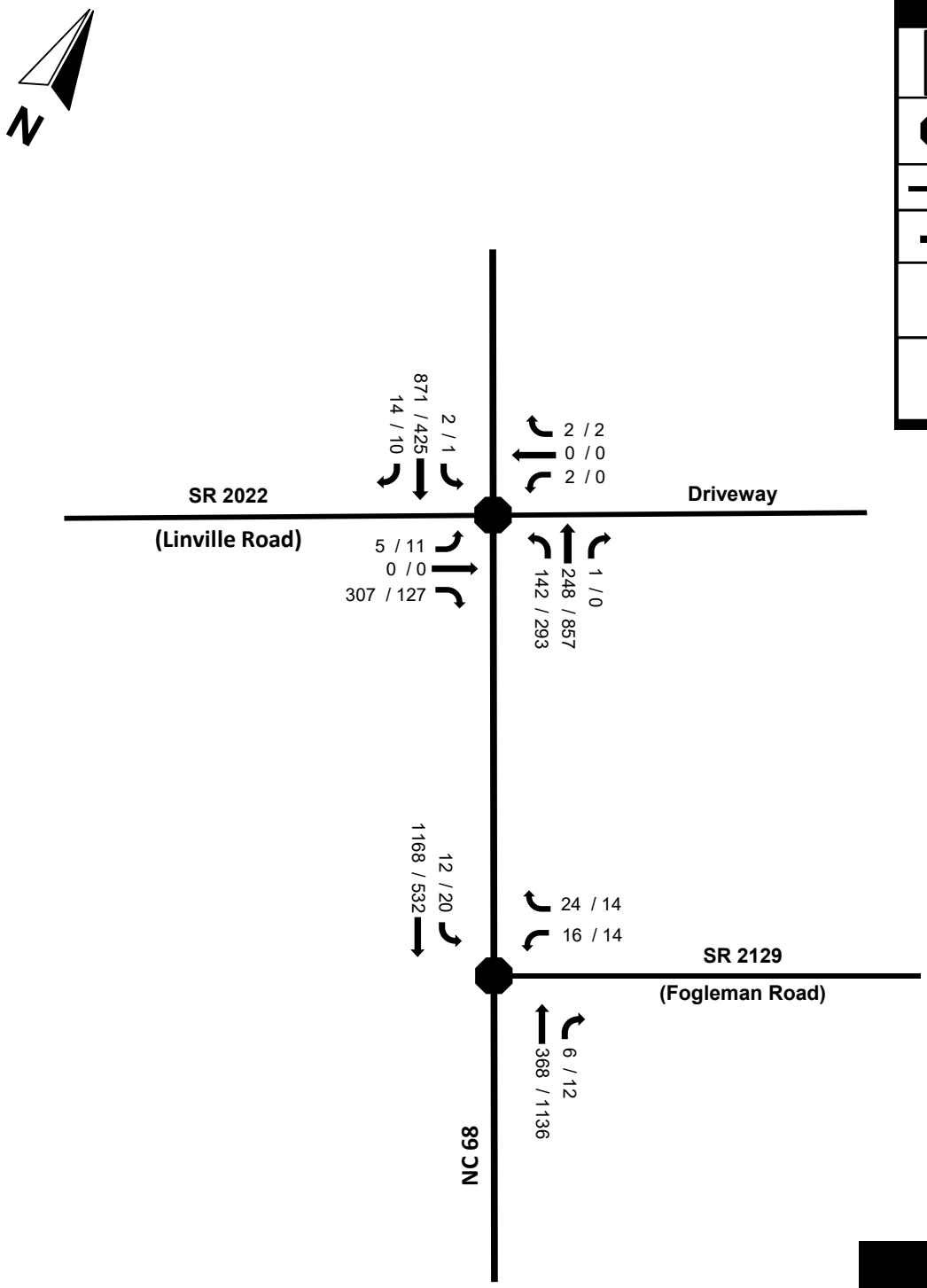
Figure 6 – Historical Annual Average Daily Traffic

4.6 Future No Build Traffic

The 2019 future no build traffic volumes were computed by applying a 1.0% compounded annual growth rate to the 2018 existing traffic volumes. Figure 7 shows the 2018 future no build traffic volumes for AM and PM peaks.

4.7 Total Traffic

The build-out traffic volumes were obtained by summing future no build volumes and site trips due to the proposed project. Site trips are shown in Figure 8. The resulting build volume totals for AM and PM peaks are shown in Figures 9.



LEGEND

	SIGNALIZED INTERSECTION
	UNSIGNALIZED INTERSECTION
	ROADWAY
	TRAFFIC MOVEMENT
	BLACK = EXISTING BLUE = PROPOSED
	AM / PM PEAKS

FIGURE 7
2019 FUTURE NO BUILD VOLUMES

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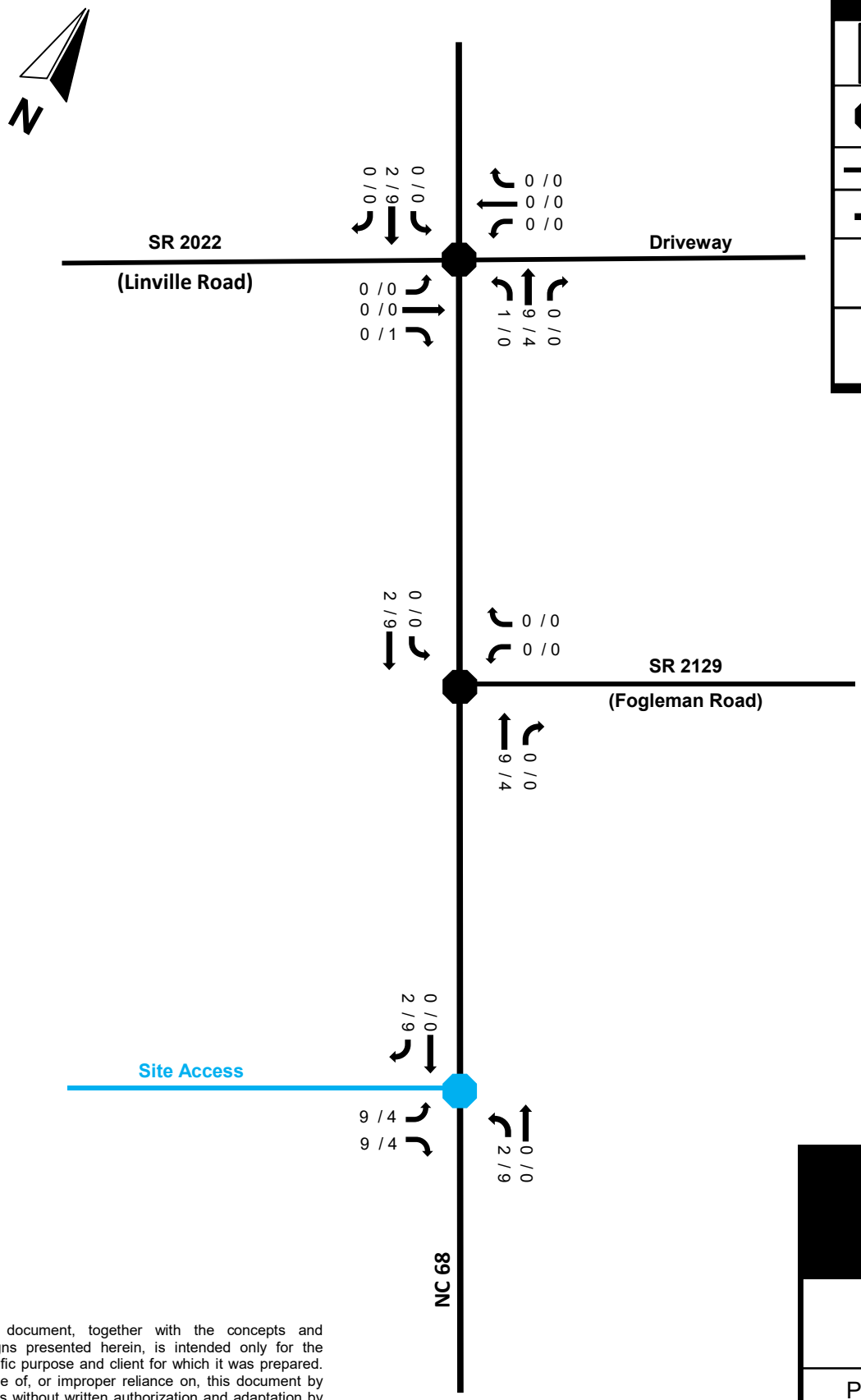

LEGEND

	SIGNALIZED INTERSECTION
	UNSIGNALIZED INTERSECTION
	ROADWAY
	TRAFFIC MOVEMENT
	BLACK = EXISTING BLUE = PROPOSED
	AM / PM PEAKS

FIGURE 8
PROJECT TRIPS

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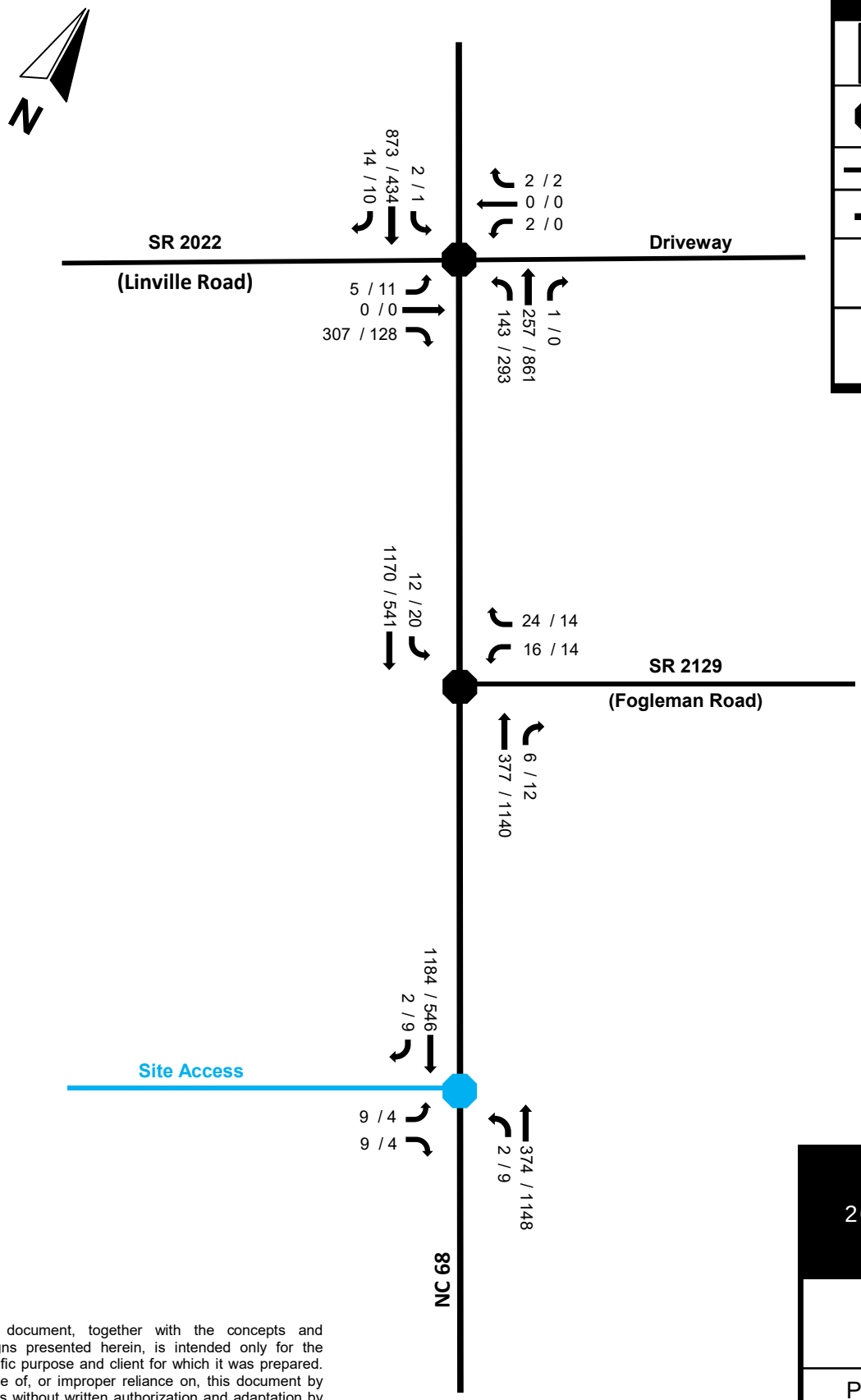

LEGEND

	SIGNALIZED INTERSECTION
	UNSIGNALIZED INTERSECTION
	ROADWAY
	TRAFFIC MOVEMENT
	BLACK = EXISTING BLUE = PROPOSED
	AM / PM PEAKS

FIGURE 9
2019 FUTURE BUILD VOLUMES

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5.0 Capacity Analysis

5.1 Level of Service Evaluation Criteria

The Transportation Research Board's Highway Capacity Manual (HCM) utilizes a term "level of service" to measure how traffic operates in intersections and on roadway segments. There are currently six levels of service ranging from A to F. Level of service "A" represents the best conditions and Level of Service "F" represents the worst. Synchro Traffic Modeling software was used to determine the level of service for studied intersections. All worksheet reports from the analyses can be found in the Appendix.

Table 5.1 – Highway Capacity Manual

Levels of Service and Control Delay Criteria			
Signalized Intersection		**Unsignalized Intersection**	
Level of Service	Control Delay Per vehicle (sec)	Level of Service	Delay Range (sec)
A	≤ 10	A	≤ 10
B	> 10 and ≤ 20	B	> 10 and ≤ 15
C	> 20 and ≤ 35	C	> 15 and ≤ 25
D	> 35 and ≤ 55	D	> 25 and ≤ 35
E	> 55 and ≤ 80	E	> 35 and ≤ 50
F	> 80	F	> 50

5.2 Level of Service Results

The results of the study are discussed by intersection below:

NC 68 at SR 2022 (Linville Road)

The eastbound approach of this unsignalized intersection currently operates at LOS F during the AM peak and LOS C during the PM peak. In 2019 future no build conditions, LOS F is expected in the AM peak and LOS C in the PM peak. With the addition of proposed site traffic, LOS F is expected in the AM peak and LOS C in the PM peak. This is mainly due to the heavy volumes on NC 68 which occur in the AM peak hour. This is a typical condition for stop-controlled movements onto major roads such as NC 68. This condition is expected to be limited to the peak hours. This is an existing condition which occurs regardless of the proposed site. No improvements are recommended.

NC 68 at SR 2129 (Fogleman Road)

The southbound approach of this unsignalized intersection currently operates at LOS C during the AM and PM peaks. This is expected to remain unchanged in 2019 future no build conditions and build conditions. No improvements are recommended.

NC 68 at Site Access

This unsignalized site access is proposed to be in place in build conditions. The eastbound approach is anticipated to operate at LOS E during the AM and PM peaks. Again, this is a typical condition for stop-controlled movements onto major roads such as NC 68. As the annual average daily traffic exceed 4,000 vehicles per day, the following improvements are recommended at the proposed site access per NCDOT Driveway Manual:

- Provide a northbound left turn lane on NC 68 with 100 feet of storage and appropriate taper
- Provide a southbound right turn lane on NC 68 with 100 feet of storage and appropriate taper.

With these improvements in place, the eastbound approach is expected to operate at LOS E during the AM peak and LOS D during the PM peak. This site access should be designed in accordance with NCDOT standards as appropriate.

Recommended improvements at the study intersections are illustrated in Figure 10.

5.3 Level of Service Summary

Tables 5.2 summarizes the level of service analysis at the study intersections:

Table 5.2 - Level of Service Summary

AM Peak	2018 Existing	2019 Future No Build	2019 Future Build	2019 Future Build with Improvements
NC 68 at SR 2022 (Linville Road)	F (126) EB Approach	F (135.4) EB Approach	F (136.9) EB Approach	
NC 68 at SR 2129 (Fogleman Road)	C (15.9) WB Approach	C (16.1) WB Approach	C (16.2) WB Approach	
NC 68 at Site Access			E (38.3) EB Approach	E (38.3) EB Approach
PM Peak	**2018 Existing**	**2019 Future No Build**	**2019 Future Build**	**2019 Future Build with Improvements**
NC 68 at SR 2022 (Linville Road)	C (19.3) EB Approach	C (19.5) EB Approach	C (19.8) EB Approach	
NC 68 at SR 2129 (Fogleman Road)	C (23.8) WB Approach	C (24.2) WB Approach	C (24.3) WB Approach	
NC 68 at Site Access			E (35.7) EB Approach	D (34.7) EB Approach

LOS (delay in seconds)
Note for unsignalized conditions, LOS and delay indicates only minor street approach with longest delay

6.0 Site Distance Analysis

A review of sight distance at the proposed site access on NC 68 was performed to ensure the safety of entry and exit movement at the site. Sight distance requirements are based on the NCDOT Driveway Manual. NC 68 has a posted speed limit of 50 mph within the vicinity of the proposed site access. For a design speed of 55 mph (speed limit plus 5 mph), the NCDOT-required sight distance is 550 feet. Based on field measurements, the available sight distance is approximately 888 feet looking north, and approximately 679 feet looking south from the site access location. These sight distances meet the NCDOT requirements and exceed the minimum sight distance requirements by approximately 338 feet (+61%) looking north, and 129 feet (+23%) looking south. Table 6.1 below compares the NCDOT standard for appropriate site distances at design speeds, in feet, with the existing conditions of the road.

Table 6.1 – Sight Distance Review

Direction	NCDOT Required *	Existing Sight Distance **	Excess Sight Distance Available
Looking North	550 feet	888 feet	338 feet (+61%)
Looking South	550 feet	679 feet	129 feet (+23%)

** 55 mph Design Speed Passenger Vehicle 100 linear feet per 10 mph of design speed*
*** Approximate Per Field Measurements.*

7.0 Strip Crash Analysis

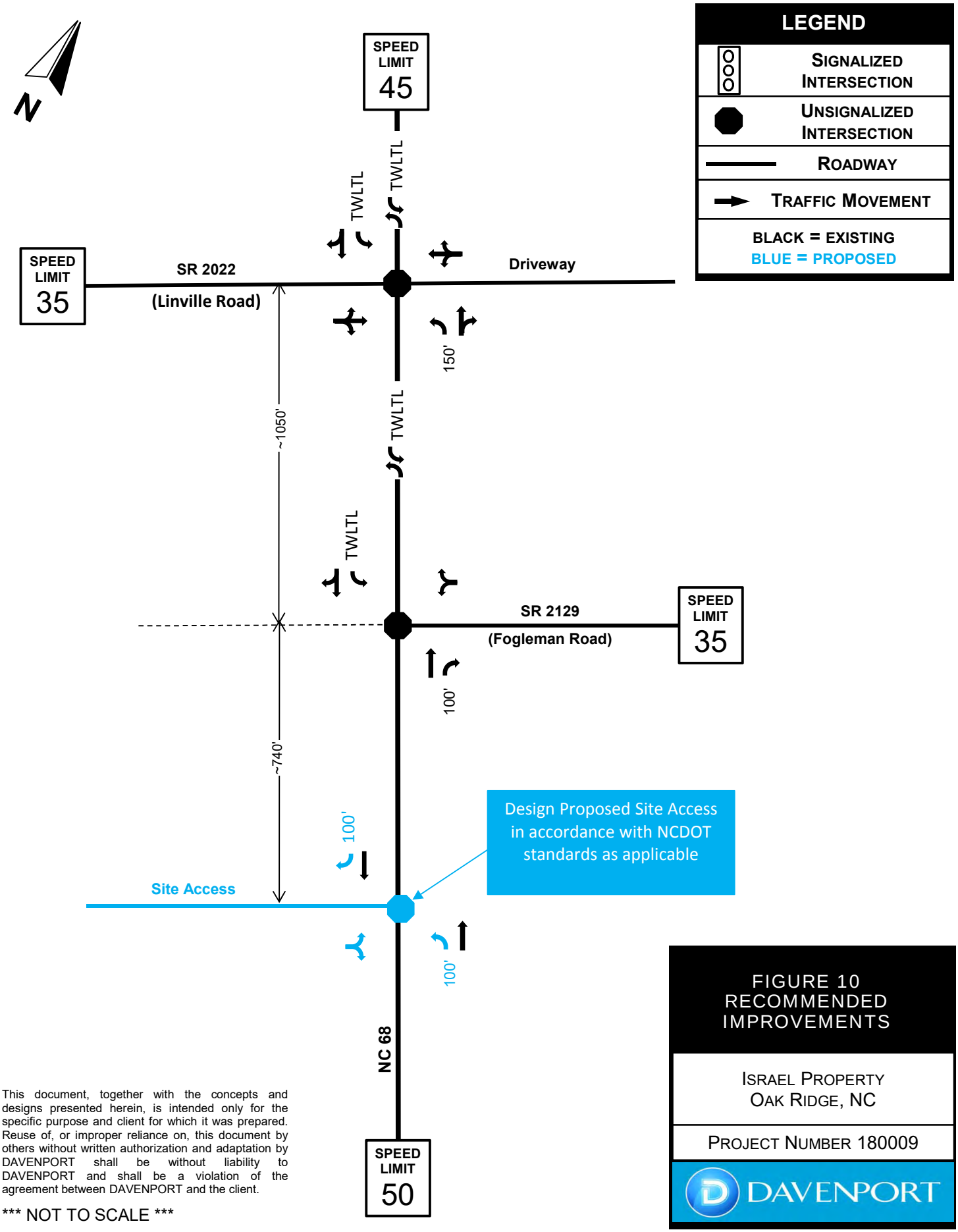
In order to assess the existing traffic safety issues, crash history from February 1, 2013 through January 31, 2018 (five years) was obtained and reviewed for NC 68, from 150 feet south of SR 2093 (Hunting Cog Road) to 150 feet north of SR 2022 (Linville Road) – about 0.708 miles. This information was provided by the NCDOT. The following section provides a discussion of the crash history. Table 7.1 summarizes the type of crashes at the study intersection. More information can be found in the Appendix.

Table 7.1 – Crash Data Summary

Number of Crashes - NC 68								
Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other	Total
2013	0	0	4	2	0	0	2	**8**
2014	0	1	6	2	0	0	1	**10**
2015	0	0	4	2	0	1	2	**9**
2016	2	0	7	1	0	0	2	**12**
2017	0	0	7	0	0	1	2	**10**
2018	0	0	0	0	0	0	1	**1**
Total	**2**	**1**	**28**	**7**	**0**	**2**	**10**	**50**
* Other crashes include animal, backing up, movable object, and rollover/overturn								

As the table shows, 56% of the crashes were rear end crashes during the history period. The data indicate a recurring pattern of rear end collisions. Rear end crashes can occur when the leading vehicle slows or stops unexpectedly, or when the trailing vehicle follows too closely. Rear end crashes can be caused by large turning volumes, excessive speeds, driver inattentiveness, roadway conditions, poor lighting, and lack of adequate gaps.

The crash history along this section of NC 68 is a background condition that exists with or without this proposed development. At the proposed site access, left and right turn entry lanes have been recommended in order to enhance the safety of entry movement to the site and to minimize the potential for rear-end collisions. As part of NCDOT STIP R-5725, an access management study is being conducted to address safety issues and identify safety enhancements along NC 68 from 2129 (Fogleman Road) to NC 150. Access management solutions have the potential to further improve safety along the along NC 68 in the vicinity of the site.



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*** NOT TO SCALE ***

FIGURE 10
RECOMMENDED IMPROVEMENTS

ISRAEL PROPERTY
OAK RIDGE, NC

PROJECT NUMBER 180009

DAVENPORT

8.0 Summary and Conclusion

DAVENPORT has performed a transportation impact analysis for the proposed Israel Property to be located on the west side of NC 68, between SR 2129 (Fogleman Road) and SR 2093 (Hunting Cog Road) in Oak Ridge, NC. The development is planned for forty-eight (48) senior-age-targetted townhomes and one (1) senior-age-targetted single-family detached home. The proposed development is expected to be built-out in 2019.

The purpose of the analysis was to provide transportation recommendations to safely accommodate ingress and egress traffic from the proposed development. This study included analysis of historical traffic growth along NC 68, sight distance evaluation at the proposed site access, crash analysis in the vicinity of the proposed development, and review of overall traffic operations and capacity. The three (3) study intersections on NC 68 are at Fogleman Road, at Linville Road, and at the proposed site access.

Historical Traffic Volumes on NC 68

Historical average annual daily traffic (AADT) on NC 68 from 2009 through 2018 was reviewed to understand traffic growth patterns. The data revealed a decrease in traffic from 2015 to 2018 of 4,111 vehicles per day, an overall reduction of 23% of traffic on NC 68. This downward trend in traffic can be attributed to the newly constructed I-73, which was opened to traffic in 2017. This new interstate highway provides a more direct connection to US 220.

Table 7.1 - Historical Traffic Volume Comparison: NC 68 south of Quiet Place

	Prior to I-73 Construction				After I-73 open to traffic
Year	2009	2011	2013	2015	2018
AADT (veh/day)	17,000	16,000	17,000	18,000	13,889
Difference					**-4,111 (-23%)**

Sight Distance

A review of sight distance at the proposed site access on NC 68 was performed to ensure the safety of entry and exit movement at the site. Sight distance requirements are based on the NCDOT Driveway Manual. NC 68 has a posted speed limit of 50 mph within the vicinity of the proposed site access. For a design speed of 55 mph (speed limit plus 5 mph), the NCDOT-required sight distance is 550 feet. Based on field measurements, the available sight distance is approximately 888 feet looking north, and approximately 679 feet looking south from the site access location. These sight distances meet the NCDOT requirements and exceed the minimum sight distance requirements by approximately 338 feet (+61%) looking north, and 129 feet (+23%) looking south.

Strip Crash Analysis along NC 68 between Hunting Cog Road and Linville Road

In order to identify any pre-existing safety issues in the vicinity, five (5) year crash data were reviewed for the section of NC 68 from 150 feet south of SR 2093 (Hunting Cog Road) to 150 feet north of SR 2022 (Linville Road). The data indicated a recurring

pattern of rear end collisions. At the proposed site access, left and right turn entry lanes have been recommended in order to enhance the safety of entry movement to the site and to minimize the potential for rear-end collisions. As part of NCDOT STIP R-5725, an access management study is being conducted to address safety issues and identify safety enhancements along NC 68 from 2129 (Fogleman Road) to NC 150. Access management solutions have the potential to further improve safety along the along NC 68 in the vicinity of the site.

Capacity Analysis

Three (3) intersections were reviewed for capacity: NC 68 at Linville Road, at Fogleman Road, and at the Proposed Site Access. At the intersection of NC 68 and Linville Road, the analysis indicates an existing level of service (LOS) F on the stop-controlled approach of Linville Road. This is mainly due to the heavy volumes on NC 68 which occur in the AM peak hour. This is a typical condition for stop-controlled movements onto major roads such as NC 68. This condition is expected to be limited to the peak hours. At the Proposed Site Access, LOS E is expected in the AM and PM peak hours. Again, this is a typical condition for stop-controlled movements onto major roads such as NC 68. **Left and right turn entry lanes with 100 feet of storage have been recommended at the Site Access in order to enhance flow on NC 68.**

Conclusion

This TIA was performed in order to assess transportation impacts of the proposed site as well as background traffic. Recommendations have been given to accommodate these impacts. The analysis documented here indicates that with the recommended improvements in place, the proposed site is not expected to have a substantive impact on traffic operations in the study area.

Appendix

Level of Service Analysis

NC 68 at SR 2022 (Linville Road)

Intersection	
Int Delay, s/veh	25.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	304	2	0	2	141	246	1	2	862	14
Future Vol, veh/h	5	0	304	2	0	2	141	246	1	2	862	14
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	-	-	-	-	-	-	150	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	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	2	2	2	2	2	2
Mvmt Flow	6	0	338	2	0	2	157	273	1	2	958	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1558	1558	966	1726	1565	274	973	0	0	274	0	0
Stage 1	970	970	-	587	587	-	-	-	-	-	-	-
Stage 2	588	588	-	1139	978	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	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	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	91	112	~ 309	70	111	765	709	-	-	1289	-	-
Stage 1	304	331	-	496	497	-	-	-	-	-	-	-
Stage 2	495	496	-	245	329	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	75	87	~ 309	-	86	765	709	-	-	1289	-	-
Mov Cap-2 Maneuver	201	251	-	~ -118	158	-	-	-	-	-	-	-
Stage 1	237	330	-	386	387	-	-	-	-	-	-	-
Stage 2	384	386	-	-	328	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	126		4.2	0
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	709	-	-	306	-	1289	-	-
HCM Lane V/C Ratio	0.221	-	-	1.122	-	0.002	-	-
HCM Control Delay (s)	11.5	-	-	126	-	7.8	-	-
HCM Lane LOS	B	-	-	F	-	A	-	-
HCM 95th %tile Q(veh)	0.8	-	-	13.9	-	0	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	27.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	307	2	0	2	142	248	1	2	871	14
Future Vol, veh/h	5	0	307	2	0	2	142	248	1	2	871	14
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	-	-	-	-	-	-	150	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	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	2	2	2	2	2	2
Mvmt Flow	6	0	341	2	0	2	158	276	1	2	968	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1573	1572	976	1743	1580	276	983	0	0	277	0	0
Stage 1	980	980	-	592	592	-	-	-	-	-	-	-
Stage 2	593	592	-	1151	988	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	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	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	89	110	~ 305	68	109	763	703	-	-	1286	-	-
Stage 1	301	328	-	493	494	-	-	-	-	-	-	-
Stage 2	492	494	-	241	325	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	73	85	~ 305	-	84	763	703	-	-	1286	-	-
Mov Cap-2 Maneuver	198	249	-	~ -117	153	-	-	-	-	-	-	-
Stage 1	233	327	-	382	383	-	-	-	-	-	-	-
Stage 2	380	383	-	-	324	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	135.4		4.2	0
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	703	-	-	302	-	1286	-	-
HCM Lane V/C Ratio	0.224	-	-	1.148	-	0.002	-	-
HCM Control Delay (s)	11.6	-	-	135.4	-	7.8	-	-
HCM Lane LOS	B	-	-	F	-	A	-	-
HCM 95th %tile Q(veh)	0.9	-	-	14.5	-	0	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	27.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	307	2	0	2	143	257	1	2	873	14
Future Vol, veh/h	5	0	307	2	0	2	143	257	1	2	873	14
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	-	-	-	-	-	-	150	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	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	2	2	2	2	2	2
Mvmt Flow	6	0	341	2	0	2	159	286	1	2	970	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1587	1586	978	1757	1594	286	986	0	0	287	0	0
Stage 1	982	982	-	604	604	-	-	-	-	-	-	-
Stage 2	605	604	-	1153	990	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	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	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	87	108	~ 304	66	107	753	701	-	-	1275	-	-
Stage 1	300	327	-	485	488	-	-	-	-	-	-	-
Stage 2	485	488	-	240	324	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	72	83	~ 304	-	83	753	701	-	-	1275	-	-
Mov Cap-2 Maneuver	196	246	-	~ -116	151	-	-	-	-	-	-	-
Stage 1	232	326	-	375	377	-	-	-	-	-	-	-
Stage 2	374	377	-	-	323	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	136.9		4.1	0
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	701	-	-	301	-	1275	-	-
HCM Lane V/C Ratio	0.227	-	-	1.152	-	0.002	-	-
HCM Control Delay (s)	11.6	-	-	136.9	-	7.8	-	-
HCM Lane LOS	B	-	-	F	-	A	-	-
HCM 95th %tile Q(veh)	0.9	-	-	14.6	-	0	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	27.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	307	2	0	2	143	257	1	2	873	14
Future Vol, veh/h	5	0	307	2	0	2	143	257	1	2	873	14
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	-	-	-	-	-	-	150	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	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	2	2	2	2	2	2
Mvmt Flow	6	0	341	2	0	2	159	286	1	2	970	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1587	1586	978	1757	1594	286	986	0	0	287	0	0
Stage 1	982	982	-	604	604	-	-	-	-	-	-	-
Stage 2	605	604	-	1153	990	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	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	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	87	108	~ 304	66	107	753	701	-	-	1275	-	-
Stage 1	300	327	-	485	488	-	-	-	-	-	-	-
Stage 2	485	488	-	240	324	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	72	83	~ 304	-	83	753	701	-	-	1275	-	-
Mov Cap-2 Maneuver	196	246	-	~ -116	151	-	-	-	-	-	-	-
Stage 1	232	326	-	375	377	-	-	-	-	-	-	-
Stage 2	374	377	-	-	323	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	136.9		4.1	0
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	701	-	-	301	-	1275	-	-
HCM Lane V/C Ratio	0.227	-	-	1.152	-	0.002	-	-
HCM Control Delay (s)	11.6	-	-	136.9	-	7.8	-	-
HCM Lane LOS	B	-	-	F	-	A	-	-
HCM 95th %tile Q(veh)	0.9	-	-	14.6	-	0	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	126	0	0	2	290	849	0	1	421	10
Future Vol, veh/h	11	0	126	0	0	2	290	849	0	1	421	10
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	-	-	-	-	-	-	150	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	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	2	2	2	2	2	2
Mvmt Flow	12	0	140	0	0	2	322	943	0	1	468	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2065	2064	473	2134	2069	943	479	0	0	943	0	0
Stage 1	476	476	-	1588	1588	-	-	-	-	-	-	-
Stage 2	1589	1588	-	546	481	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	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	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	40	55	591	36	54	318	1083	-	-	727	-	-
Stage 1	570	557	-	135	168	-	-	-	-	-	-	-
Stage 2	135	168	-	522	554	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	31	39	591	21	38	318	1083	-	-	727	-	-
Mov Cap-2 Maneuver	87	110	-	60	104	-	-	-	-	-	-	-
Stage 1	401	556	-	95	118	-	-	-	-	-	-	-
Stage 2	94	118	-	398	553	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.3	16.4	2.5	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1083	-	-	403	318	727	-	-
HCM Lane V/C Ratio	0.298	-	-	0.378	0.007	0.002	-	-
HCM Control Delay (s)	9.7	-	-	19.3	16.4	10	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	1.3	-	-	1.7	0	0	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	127	0	0	2	293	857	0	1	425	10
Future Vol, veh/h	11	0	127	0	0	2	293	857	0	1	425	10
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	-	-	-	-	-	-	150	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	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	2	2	2	2	2	2
Mvmt Flow	12	0	141	0	0	2	326	952	0	1	472	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2084	2083	478	2154	2089	952	483	0	0	952	0	0
Stage 1	480	480	-	1603	1603	-	-	-	-	-	-	-
Stage 2	1604	1603	-	551	486	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	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	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	39	53	587	35	53	315	1080	-	-	722	-	-
Stage 1	567	554	-	133	165	-	-	-	-	-	-	-
Stage 2	133	165	-	519	551	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	30	37	587	20	37	315	1080	-	-	722	-	-
Mov Cap-2 Maneuver	85	107	-	55	101	-	-	-	-	-	-	-
Stage 1	396	553	-	93	115	-	-	-	-	-	-	-
Stage 2	92	115	-	394	550	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.5	16.5	2.5	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1080	-	-	399	315	722	-	-
HCM Lane V/C Ratio	0.301	-	-	0.384	0.007	0.002	-	-
HCM Control Delay (s)	9.8	-	-	19.5	16.5	10	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	1.3	-	-	1.8	0	0	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	128	0	0	2	293	861	0	1	434	10
Future Vol, veh/h	11	0	128	0	0	2	293	861	0	1	434	10
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	-	-	-	-	-	-	150	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	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	2	2	2	2	2	2
Mvmt Flow	12	0	142	0	0	2	326	957	0	1	482	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2099	2098	488	2169	2104	957	493	0	0	957	0	0
Stage 1	490	490	-	1608	1608	-	-	-	-	-	-	-
Stage 2	1609	1608	-	561	496	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	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	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	38	52	580	34	51	313	1071	-	-	719	-	-
Stage 1	560	549	-	132	164	-	-	-	-	-	-	-
Stage 2	132	164	-	512	545	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	29	36	580	20	35	313	1071	-	-	719	-	-
Mov Cap-2 Maneuver	84	106	-	51	100	-	-	-	-	-	-	-
Stage 1	390	548	-	92	114	-	-	-	-	-	-	-
Stage 2	91	114	-	386	544	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.8	16.6	2.5	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1071	-	-	395	313	719	-	-
HCM Lane V/C Ratio	0.304	-	-	0.391	0.007	0.002	-	-
HCM Control Delay (s)	9.8	-	-	19.8	16.6	10	-	-
HCM Lane LOS	A	-	-	C	C	B	-	-
HCM 95th %tile Q(veh)	1.3	-	-	1.8	0	0	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	128	0	0	2	293	861	0	1	434	10
Future Vol, veh/h	11	0	128	0	0	2	293	861	0	1	434	10
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	-	-	-	-	-	-	150	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	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	2	2	2	2	2	2
Mvmt Flow	12	0	142	0	0	2	326	957	0	1	482	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2099	2098	488	2169	2104	957	493	0	0	957	0	0
Stage 1	490	490	-	1608	1608	-	-	-	-	-	-	-
Stage 2	1609	1608	-	561	496	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	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	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	38	52	580	34	51	313	1071	-	-	719	-	-
Stage 1	560	549	-	132	164	-	-	-	-	-	-	-
Stage 2	132	164	-	512	545	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	29	36	580	20	35	313	1071	-	-	719	-	-
Mov Cap-2 Maneuver	84	106	-	51	100	-	-	-	-	-	-	-
Stage 1	390	548	-	92	114	-	-	-	-	-	-	-
Stage 2	91	114	-	386	544	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.8	16.6	2.5	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1071	-	-	395	313	719	-	-
HCM Lane V/C Ratio	0.304	-	-	0.391	0.007	0.002	-	-
HCM Control Delay (s)	9.8	-	-	19.8	16.6	10	-	-
HCM Lane LOS	A	-	-	C	C	B	-	-
HCM 95th %tile Q(veh)	1.3	-	-	1.8	0	0	-	-

NC 68 at SR 2129 (Fogleman Road)

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	24	364	6	12	1156
Future Vol, veh/h	16	24	364	6	12	1156
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	27	404	7	13	1284

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1715	404	0	0	404	0
Stage 1	404	-	-	-	-	-
Stage 2	1311	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	99	647	-	-	1155	-
Stage 1	674	-	-	-	-	-
Stage 2	252	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	98	647	-	-	1155	-
Mov Cap-2 Maneuver	229	-	-	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	249	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.9	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	374	1155	-
HCM Lane V/C Ratio	-	-	0.119	0.012	-
HCM Control Delay (s)	-	-	15.9	8.2	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	24	368	6	12	1168
Future Vol, veh/h	16	24	368	6	12	1168
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	27	409	7	13	1298

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1733	409	0	0	409	0
Stage 1	409	-	-	-	-	-
Stage 2	1324	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	97	642	-	-	1150	-
Stage 1	671	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	96	642	-	-	1150	-
Mov Cap-2 Maneuver	226	-	-	-	-	-
Stage 1	671	-	-	-	-	-
Stage 2	246	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.1	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	370	1150	-
HCM Lane V/C Ratio	-	-	0.12	0.012	-
HCM Control Delay (s)	-	-	16.1	8.2	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	24	377	6	12	1170
Future Vol, veh/h	16	24	377	6	12	1170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	27	419	7	13	1300

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1746	419	0	0	419	0
Stage 1	419	-	-	-	-	-
Stage 2	1327	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	95	634	-	-	1140	-
Stage 1	664	-	-	-	-	-
Stage 2	248	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	94	634	-	-	1140	-
Mov Cap-2 Maneuver	225	-	-	-	-	-
Stage 1	664	-	-	-	-	-
Stage 2	245	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.2	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	367	1140	-
HCM Lane V/C Ratio	-	-	0.121	0.012	-
HCM Control Delay (s)	-	-	16.2	8.2	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	24	377	6	12	1170
Future Vol, veh/h	16	24	377	6	12	1170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	27	419	7	13	1300

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1746	419	0	0	419	0
Stage 1	419	-	-	-	-	-
Stage 2	1327	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	95	634	-	-	1140	-
Stage 1	664	-	-	-	-	-
Stage 2	248	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	94	634	-	-	1140	-
Mov Cap-2 Maneuver	225	-	-	-	-	-
Stage 1	664	-	-	-	-	-
Stage 2	245	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.2	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	367	1140	-
HCM Lane V/C Ratio	-	-	0.121	0.012	-
HCM Control Delay (s)	-	-	16.2	8.2	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	14	1125	12	20	527
Future Vol, veh/h	14	14	1125	12	20	527
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	16	1250	13	22	586

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1880	1250	0	0	1250	0
Stage 1	1250	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	78	211	-	-	557	-
Stage 1	270	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	75	211	-	-	557	-
Mov Cap-2 Maneuver	234	-	-	-	-	-
Stage 1	270	-	-	-	-	-
Stage 2	510	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.8	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	222	557	-
HCM Lane V/C Ratio	-	-	0.14	0.04	-
HCM Control Delay (s)	-	-	23.8	11.7	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	14	1136	12	20	532
Future Vol, veh/h	14	14	1136	12	20	532
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	16	1262	13	22	591

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1898	1262	0	0	1262	0
Stage 1	1262	-	-	-	-	-
Stage 2	636	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	76	207	-	-	551	-
Stage 1	266	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	73	207	-	-	551	-
Mov Cap-2 Maneuver	230	-	-	-	-	-
Stage 1	266	-	-	-	-	-
Stage 2	506	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.2	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	218	551	-
HCM Lane V/C Ratio	-	-	0.143	0.04	-
HCM Control Delay (s)	-	-	24.2	11.8	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	14	1140	12	20	541
Future Vol, veh/h	14	14	1140	12	20	541
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	16	1267	13	22	601

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1913	1267	0	0	1267	0
Stage 1	1267	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	75	206	-	-	548	-
Stage 1	265	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	72	206	-	-	548	-
Mov Cap-2 Maneuver	229	-	-	-	-	-
Stage 1	265	-	-	-	-	-
Stage 2	501	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.3	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	217	548	-
HCM Lane V/C Ratio	-	-	0.143	0.041	-
HCM Control Delay (s)	-	-	24.3	11.8	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	14	1140	12	20	541
Future Vol, veh/h	14	14	1140	12	20	541
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	100	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	16	1267	13	22	601

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1913	1267	0	0	1267	0
Stage 1	1267	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	75	206	-	-	548	-
Stage 1	265	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	72	206	-	-	548	-
Mov Cap-2 Maneuver	229	-	-	-	-	-
Stage 1	265	-	-	-	-	-
Stage 2	501	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.3	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	217	548	-
HCM Lane V/C Ratio	-	-	0.143	0.041	-
HCM Control Delay (s)	-	-	24.3	11.8	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

NC 68 at Proposed Site Access

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	9	2	374	1184	2
Future Vol, veh/h	9	9	2	374	1184	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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, %	2	2	2	2	2	2
Mvmt Flow	10	10	2	416	1316	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1737	1317	1318	0	-	0
Stage 1	1317	-	-	-	-	-
Stage 2	420	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	96	193	524	-	-	-
Stage 1	250	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	96	193	524	-	-	-
Mov Cap-2 Maneuver	96	-	-	-	-	-
Stage 1	250	-	-	-	-	-
Stage 2	660	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	38.3	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	524	-	128	-	-
HCM Lane V/C Ratio	0.004	-	0.156	-	-
HCM Control Delay (s)	11.9	0	38.3	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	9	2	374	1184	2
Future Vol, veh/h	9	9	2	374	1184	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	10	2	416	1316	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1736	1316	1316	0	-	0
Stage 1	1316	-	-	-	-	-
Stage 2	420	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	96	193	525	-	-	-
Stage 1	251	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	96	193	525	-	-	-
Mov Cap-2 Maneuver	96	-	-	-	-	-
Stage 1	251	-	-	-	-	-
Stage 2	660	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	38.3	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	525	-	128	-	-
HCM Lane V/C Ratio	0.004	-	0.156	-	-
HCM Control Delay (s)	11.9	-	38.3	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	4	9	1148	546	9
Future Vol, veh/h	4	4	9	1148	546	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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, %	2	2	2	2	2	2
Mvmt Flow	4	4	10	1276	607	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1908	612	617	0	-	0
Stage 1	612	-	-	-	-	-
Stage 2	1296	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	75	493	963	-	-	-
Stage 1	541	-	-	-	-	-
Stage 2	256	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	72	493	963	-	-	-
Mov Cap-2 Maneuver	72	-	-	-	-	-
Stage 1	541	-	-	-	-	-
Stage 2	247	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	35.7	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	963	-	126	-	-
HCM Lane V/C Ratio	0.01	-	0.071	-	-
HCM Control Delay (s)	8.8	0	35.7	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	4	9	1148	546	9
Future Vol, veh/h	4	4	9	1148	546	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	4	10	1276	607	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1903	607	607	0	-	0
Stage 1	607	-	-	-	-	-
Stage 2	1296	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	76	496	971	-	-	-
Stage 1	544	-	-	-	-	-
Stage 2	256	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	75	496	971	-	-	-
Mov Cap-2 Maneuver	75	-	-	-	-	-
Stage 1	544	-	-	-	-	-
Stage 2	253	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.7	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	971	-	130	-	-
HCM Lane V/C Ratio	0.01	-	0.068	-	-
HCM Control Delay (s)	8.7	-	34.7	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Trip Generation

Trip Generation Summary

Alternative: Alternative 1
Phase:
Project: New Project

Open Date: 3/19/2018
Analysis Date: 3/19/2018

ITE	Land Use		Weekday Average Daily Trips *	Enter	Exit	Total	Weekday AM Peak Hour of Adjacent Street Traffic *	Enter	Exit	Total	Weekday PM Peak Hour of Adjacent Street Traffic *	Enter	Exit	Total
210	SFHOUSE 1			5	5	10		0	1	1		1	0	1
	1	Dwelling Units												
230	CONDO 1			140	139	279		4	17	21		17	8	25
	48	Dwelling Units												
Unadjusted Volume				145	144	289		4	18	22		18	8	26
Internal Capture Trips				0	0	0		0	0	0		0	0	0
Pass-By Trips				0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets				145	144	289		4	18	22		18	8	26

Total Weekday Average Daily Trips Internal Capture = 0 Percent
Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent
Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

Traffic Volume Data

DAVENPORT

119 Brookstown Ave., Suite PH1,
Winston Salem NC, 27101
Ph:(336)744-1636

Counted by: N. Baez

File Name : 1. NC 68 at Linville Road AM Peak
Site Code : 00180009
Start Date : 3/14/2018
Page No : 1

Weather: Clear

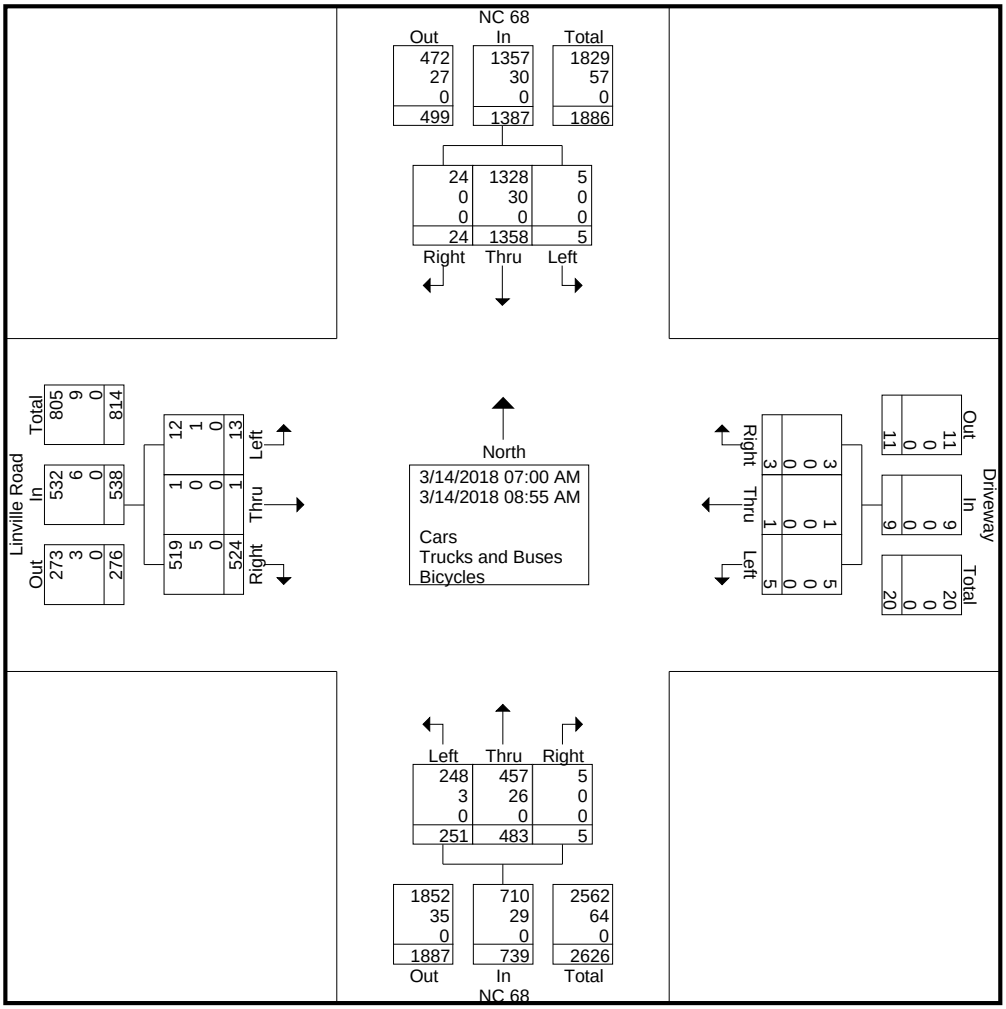
Groups Printed- Cars - Trucks and Buses - Bicycles

	NC 68 Southbound					Driveway Westbound					NC 68 Northbound					Linville Road Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	2	54	0	0	56	0	0	0	0	0	1	15	11	0	27	7	0	0	0	7	0	90	90
07:05 AM	1	46	0	0	47	0	0	0	0	0	1	10	13	0	24	20	0	1	0	21	0	92	92
07:10 AM	0	74	0	0	74	0	0	0	0	0	0	23	14	0	37	19	0	0	0	19	0	130	130
07:15 AM	5	59	0	0	64	0	0	0	0	0	0	13	11	0	24	25	0	0	0	25	0	113	113
07:20 AM	1	67	0	0	68	0	0	0	0	0	0	18	13	0	31	39	0	0	0	39	0	138	138
07:25 AM	1	71	0	0	72	0	0	0	0	0	0	12	18	0	30	26	0	2	0	28	0	130	130
07:30 AM	2	94	0	0	96	0	0	0	0	0	0	23	16	0	39	19	0	0	0	19	0	154	154
07:35 AM	4	85	0	0	89	2	0	1	0	3	0	18	19	0	37	21	0	0	0	21	0	150	150
07:40 AM	1	84	0	0	85	0	0	0	0	0	0	25	7	0	32	24	0	1	0	25	0	142	142
07:45 AM	0	57	1	0	58	0	0	0	0	0	0	15	7	0	22	37	0	0	0	37	0	117	117
07:50 AM	0	78	0	0	78	0	0	1	0	1	0	23	10	0	33	14	0	0	0	14	0	126	126
07:55 AM	0	55	1	0	56	0	0	0	0	0	1	25	9	0	35	24	0	0	0	24	0	115	115
Total	17	824	2	0	843	2	0	2	0	4	3	220	148	0	371	275	0	4	0	279	0	1497	1497
08:00 AM	0	59	0	0	59	0	0	0	0	0	0	26	11	0	37	22	0	2	0	24	0	120	120
08:05 AM	0	48	0	0	48	0	0	0	0	0	0	25	6	0	31	23	0	0	0	23	0	102	102
08:10 AM	0	50	0	0	50	0	0	0	0	0	0	15	9	0	24	26	0	0	0	26	0	100	100
08:15 AM	2	58	0	0	60	0	0	1	0	1	0	22	10	0	32	32	0	1	0	33	0	126	126
08:20 AM	1	46	1	0	48	1	0	0	0	1	0	21	4	0	25	23	0	0	0	23	0	97	97
08:25 AM	2	42	2	0	46	0	0	1	0	1	0	24	5	0	29	21	1	2	0	24	0	100	100
08:30 AM	1	37	0	0	38	0	0	1	0	1	0	21	4	0	25	19	0	0	0	19	0	83	83
08:35 AM	0	42	0	0	42	0	1	0	0	1	1	16	12	0	29	19	0	0	0	19	0	91	91
08:40 AM	0	46	0	0	46	0	0	0	0	0	1	13	10	0	24	14	0	0	0	14	0	84	84
08:45 AM	0	30	0	0	30	0	0	0	0	0	0	25	14	0	39	18	0	1	0	19	0	88	88
08:50 AM	1	46	0	0	47	0	0	0	0	0	0	30	12	0	42	18	0	3	0	21	0	110	110
08:55 AM	0	30	0	0	30	0	0	0	0	0	0	25	6	0	31	14	0	0	0	14	0	75	75
Total	7	534	3	0	544	1	1	3	0	5	2	263	103	0	368	249	1	9	0	259	0	1176	1176
Grand Total	24	1358	5	0	1387	3	1	5	0	9	5	483	251	0	739	524	1	13	0	538	0	2673	2673
Apprch %	1.7	97.9	0.4			33.3	11.1	55.6			0.7	65.4	34			97.4	0.2	2.4					
Total %	0.9	50.8	0.2		51.9	0.1	0	0.2		0.3	0.2	18.1	9.4		27.6	19.6	0	0.5		20.1	0	100	
Cars	24	1328	5		1357	3	1	5		9	5	457	248		710	519	1	12		532	0	0	2608
% Cars	100	97.8	100	0	97.8	100	100	100	0	100	100	94.6	98.8	0	96.1	99	100	92.3	0	98.9	0	0	97.6
Trucks and Buses	0	30	0		30	0	0	0		0	0	26	3		29	5	0	1		6	0	0	65
% Trucks and Buses	0	2.2	0	0	2.2	0	0	0	0	0	0	5.4	1.2	0	3.9	1	0	7.7	0	1.1	0	0	2.4
Bicycles	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DAVENPORT

119 Brookstown Ave., Suite PH1,
Winston Salem NC, 27101
Ph:(336)744-1636

File Name : 1. NC 68 at Linville Road AM Peak
Site Code : 00180009
Start Date : 3/14/2018
Page No : 2



DAVENPORT

119 Brookstown Ave., Suite PH1,
Winston Salem NC, 27101
Ph:(336)744-1636

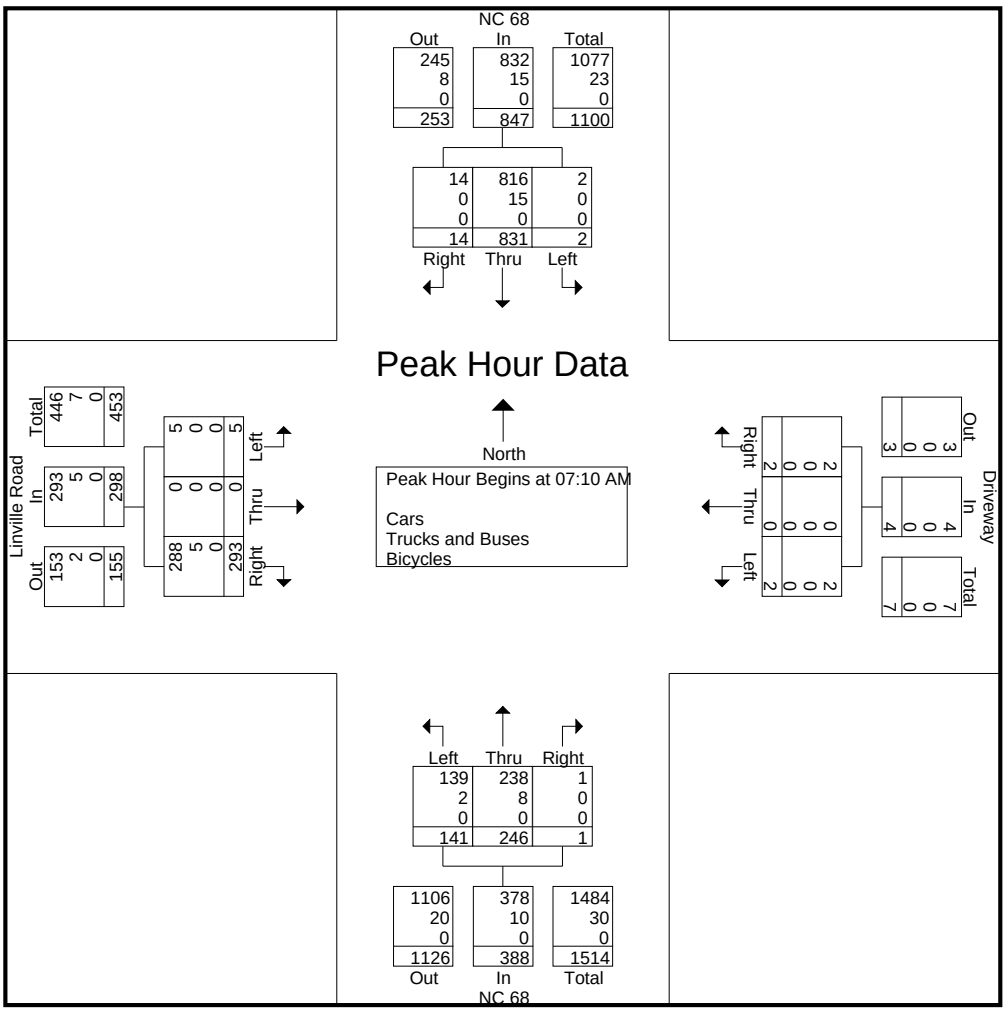
File Name : 1. NC 68 at Linville Road AM Peak
Site Code : 00180009
Start Date : 3/14/2018
Page No : 3

	NC 68 Southbound				Driveway Westbound				NC 68 Northbound				Linville Road Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:55 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:10 AM																	
07:10 AM	0	74	0	74	0	0	0	0	0	23	14	37	19	0	0	19	130
07:15 AM	**5**	59	0	64	0	0	0	0	0	13	11	24	25	0	0	25	113
07:20 AM	1	67	0	68	0	0	0	0	0	18	13	31	**39**	0	0	**39**	138
07:25 AM	1	71	0	72	0	0	0	0	0	12	18	30	26	0	**2**	28	130
07:30 AM	2	**94**	0	**96**	0	0	0	0	0	23	16	**39**	19	0	0	19	**154**
07:35 AM	4	85	0	89	**2**	0	**1**	**3**	0	18	**19**	37	21	0	0	21	150
07:40 AM	1	84	0	85	0	0	0	0	0	25	7	32	24	0	1	25	142
07:45 AM	0	57	**1**	58	0	0	0	0	0	15	7	22	37	0	0	37	117
07:50 AM	0	78	0	78	0	0	1	1	0	23	10	33	14	0	0	14	126
07:55 AM	0	55	1	56	0	0	0	0	**1**	25	9	35	24	0	0	24	115
08:00 AM	0	59	0	59	0	0	0	0	0	**26**	11	37	22	0	2	24	120
08:05 AM	0	48	0	48	0	0	0	0	0	25	6	31	23	0	0	23	102
Total Volume	14	831	2	847	2	0	2	4	1	246	141	388	293	0	5	298	1537
% App. Total	1.7	98.1	0.2		50	0	50		0.3	63.4	36.3		98.3	0	1.7		
PHF	.233	.737	.167	.735	.083	.000	.167	.111	.083	.788	.618	.829	.626	.000	.208	.637	.832
Cars	14	816	2	832	2	0	2	4	1	238	139	378	288	0	5	293	1507
% Cars	100	98.2	100	98.2	100	0	100	100	100	96.7	98.6	97.4	98.3	0	100	98.3	98.0
Trucks and Buses	0	15	0	15	0	0	0	0	0	8	2	10	5	0	0	5	30
% Trucks and Buses	0	1.8	0	1.8	0	0	0	0	0	3.3	1.4	2.6	1.7	0	0	1.7	2.0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DAVENPORT

119 Brookstown Ave., Suite PH1,
Winston Salem NC, 27101
Ph:(336)744-1636

File Name : 1. NC 68 at Linville Road AM Peak
Site Code : 00180009
Start Date : 3/14/2018
Page No : 4



DAVENPORT

119 Brookstown Ave., Suite PH1,
Winston Salem NC, 27101
Ph:(336)744-1636

Counted By: N. Baez

File Name : 1. NC 68 at Linville Road PM Peak
Site Code : 180009
Start Date : 3/14/2018
Page No : 1

Weather: Clear

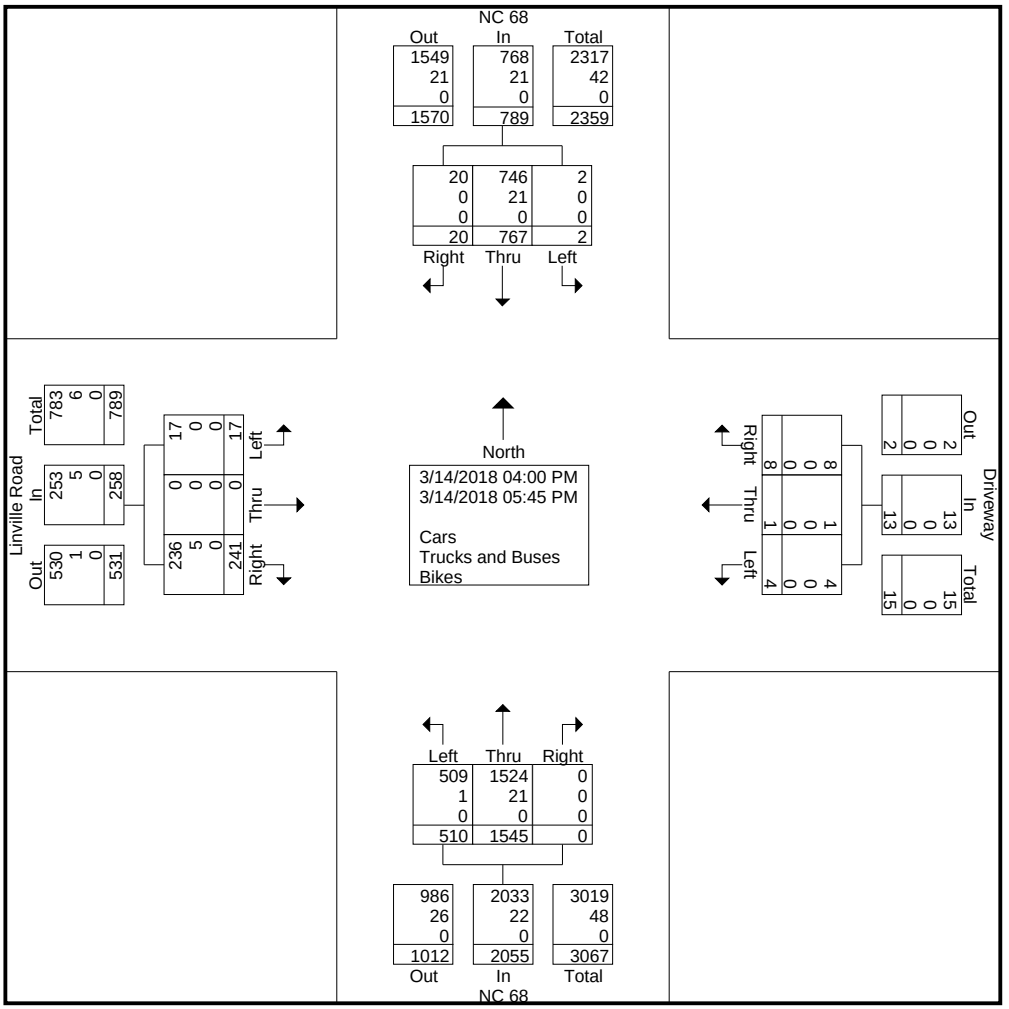
Groups Printed- Cars - Trucks and Buses - Bikes

	NC 68 Southbound					Driveway Westbound					NC 68 Northbound					Linville Road Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	3	96	0	0	99	1	0	2	0	3	0	153	54	0	207	16	0	3	0	19	0	328	328
04:15 PM	1	81	0	0	82	4	1	1	0	6	0	198	62	0	260	30	0	2	0	32	0	380	380
04:30 PM	3	88	1	0	92	1	0	1	0	2	0	137	52	0	189	28	0	1	0	29	0	312	312
04:45 PM	3	91	0	0	94	0	0	0	0	0	0	208	52	0	260	45	0	0	0	45	0	399	399
Total	10	356	1	0	367	6	1	4	0	11	0	696	220	0	916	119	0	6	0	125	0	1419	1419
05:00 PM	2	108	0	0	110	1	0	0	0	1	0	206	54	0	260	24	0	4	0	28	0	399	399
05:15 PM	3	93	1	0	97	1	0	0	0	1	0	236	83	0	319	26	0	5	0	31	0	448	448
05:30 PM	2	100	0	0	102	0	0	0	0	0	0	204	82	0	286	39	0	2	0	41	0	429	429
05:45 PM	3	110	0	0	113	0	0	0	0	0	0	203	71	0	274	33	0	0	0	33	0	420	420
Total	10	411	1	0	422	2	0	0	0	2	0	849	290	0	1139	122	0	11	0	133	0	1696	1696
Grand Total	20	767	2	0	789	8	1	4	0	13	0	1545	510	0	2055	241	0	17	0	258	0	3115	3115
Apprch %	2.5	97.2	0.3			61.5	7.7	30.8			0	75.2	24.8			93.4	0	6.6					
Total %	0.6	24.6	0.1		25.3	0.3	0	0.1		0.4	0	49.6	16.4		66	7.7	0	0.5		8.3	0	100	
Cars	20	746	2		768	8	1	4		13	0	1524	509		2033	236	0	17		253	0	0	3067
% Cars	100	97.3	100	0	97.3	100	100	100	0	100	0	98.6	99.8	0	98.9	97.9	0	100	0	98.1	0	0	98.5
Trucks and Buses	0	21	0		21	0	0	0		0	0	21	1		22	5	0	0		5	0	0	48
% Trucks and Buses	0	2.7	0	0	2.7	0	0	0	0	0	0	1.4	0.2	0	1.1	2.1	0	0	0	1.9	0	0	1.5
Bikes	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0
% Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DAVENPORT

119 Brookstown Ave., Suite PH1,
Winston Salem NC, 27101
Ph:(336)744-1636

File Name : 1. NC 68 at Linville Road PM Peak
Site Code : 180009
Start Date : 3/14/2018
Page No : 2

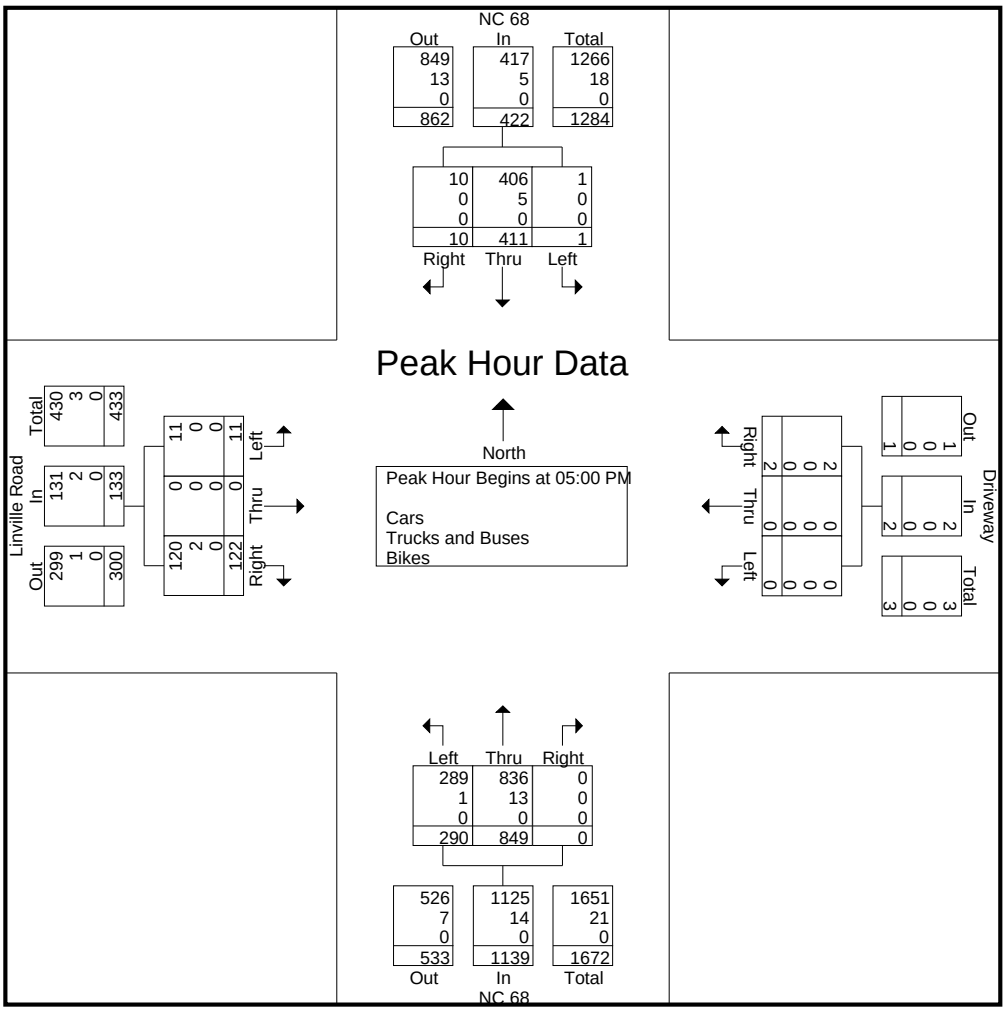


DAVENPORT

119 Brookstown Ave., Suite PH1,
Winston Salem NC, 27101
Ph:(336)744-1636

File Name : 1. NC 68 at Linville Road PM Peak
Site Code : 180009
Start Date : 3/14/2018
Page No : 3

	NC 68 Southbound				Driveway Westbound				NC 68 Northbound				Linville Road Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	2	108	0	110	**1**	0	0	**1**	0	206	54	260	24	0	4	28	399
05:15 PM	**3**	93	**1**	97	1	0	0	1	0	**236**	**83**	**319**	26	0	**5**	31	**448**
05:30 PM	2	100	0	102	0	0	0	0	0	204	82	286	**39**	0	2	**41**	429
05:45 PM	3	**110**	0	**113**	0	0	0	0	0	203	71	274	33	0	0	33	420
Total Volume	10	411	1	422	2	0	0	2	0	849	290	1139	122	0	11	133	1696
% App. Total	2.4	97.4	0.2		100	0	0		0	74.5	25.5		91.7	0	8.3		
PHF	.833	.934	.250	.934	.500	.000	.000	.500	.000	.899	.873	.893	.782	.000	.550	.811	.946
Cars	10	406	1	417	2	0	0	2	0	836	289	1125	120	0	11	131	1675
% Cars	100	98.8	100	98.8	100	0	0	100	0	98.5	99.7	98.8	98.4	0	100	98.5	98.8
Trucks and Buses	0	5	0	5	0	0	0	0	0	13	1	14	2	0	0	2	21
% Trucks and Buses	0	1.2	0	1.2	0	0	0	0	0	1.5	0.3	1.2	1.6	0	0	1.5	1.2
Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



DAVENPORT

119 Brookstown Ave., Suite PH1,
Winston Salem NC, 27101
Ph: (336)744-1636

Counted By: N. Baskett

File Name : 2. NC 68 at Fogleman Road AM Peak
Site Code : 180009
Start Date : 3/14/2018
Page No : 1

Weather: Clear

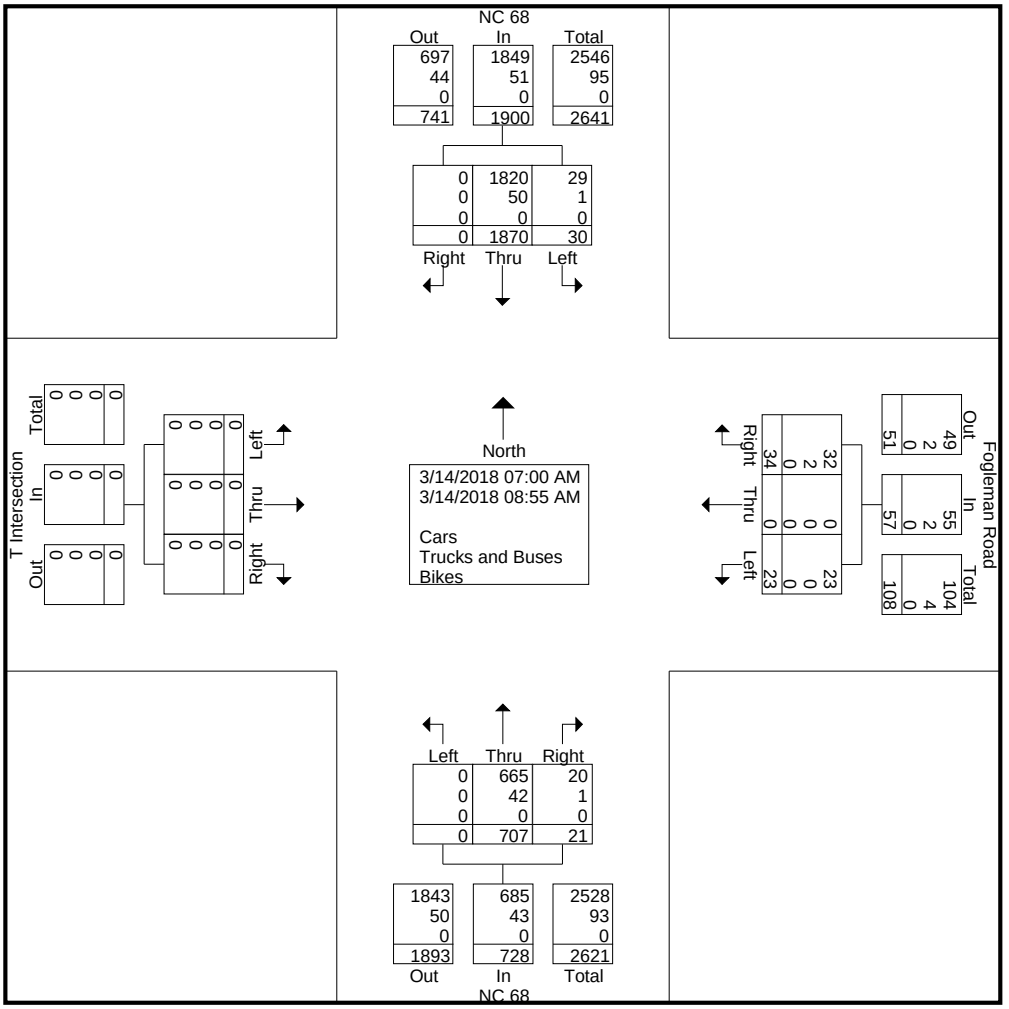
Groups Printed- Cars - Trucks and Buses - Bikes

	NC 68 Southbound					Fogleman Road Westbound					NC 68 Northbound					T Intersection Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	65	0	0	65	0	0	1	0	1	1	19	0	0	20	0	0	0	0	0	0	86	86
07:05 AM	0	101	0	0	101	1	0	0	0	1	1	26	0	0	27	0	0	0	0	0	0	129	129
07:10 AM	0	104	1	0	105	1	0	2	0	3	0	24	0	0	24	0	0	0	0	0	0	132	132
07:15 AM	0	107	0	0	107	2	0	1	0	3	1	26	0	0	27	0	0	0	0	0	0	137	137
07:20 AM	0	98	2	0	100	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	0	130	130
07:25 AM	0	132	1	0	133	3	0	0	0	3	0	44	0	0	44	0	0	0	0	0	0	180	180
07:30 AM	0	116	1	0	117	1	0	3	0	4	1	32	0	0	33	0	0	0	0	0	0	154	154
07:35 AM	0	96	0	0	96	3	0	2	0	5	0	26	0	0	26	0	0	0	0	0	0	127	127
07:40 AM	0	119	2	0	121	1	0	4	0	5	0	27	0	0	27	0	0	0	0	0	0	153	153
07:45 AM	0	70	1	0	71	4	0	2	0	6	2	33	0	0	35	0	0	0	0	0	0	112	112
07:50 AM	0	76	1	0	77	2	0	1	0	3	0	29	0	0	29	0	0	0	0	0	0	109	109
07:55 AM	0	64	2	0	66	1	0	0	0	1	0	27	0	0	27	0	0	0	0	0	0	94	94
Total	0	1148	11	0	1159	19	0	16	0	35	6	343	0	0	349	0	0	0	0	0	0	1543	1543
08:00 AM	0	73	1	0	74	4	0	1	0	5	0	30	0	0	30	0	0	0	0	0	0	109	109
08:05 AM	0	81	2	0	83	0	0	0	0	0	2	25	0	0	27	0	0	0	0	0	0	110	110
08:10 AM	0	78	0	0	78	4	0	1	0	5	1	29	0	0	30	0	0	0	0	0	0	113	113
08:15 AM	0	65	0	0	65	1	0	0	0	1	1	31	0	0	32	0	0	0	0	0	0	98	98
08:20 AM	0	63	1	0	64	1	0	0	0	1	0	21	0	0	21	0	0	0	0	0	0	86	86
08:25 AM	0	50	2	0	52	0	0	1	0	1	3	30	0	0	33	0	0	0	0	0	0	86	86
08:30 AM	0	64	3	0	67	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	88	88
08:35 AM	0	51	0	0	51	2	0	1	0	3	1	32	0	0	33	0	0	0	0	0	0	87	87
08:40 AM	0	54	0	0	54	0	0	1	0	1	1	40	0	0	41	0	0	0	0	0	0	96	96
08:45 AM	0	58	3	0	61	1	0	2	0	3	2	42	0	0	44	0	0	0	0	0	0	108	108
08:50 AM	0	46	4	0	50	0	0	0	0	0	1	32	0	0	33	0	0	0	0	0	0	83	83
08:55 AM	0	39	3	0	42	2	0	0	0	2	3	31	0	0	34	0	0	0	0	0	0	78	78
Total	0	722	19	0	741	15	0	7	0	22	15	364	0	0	379	0	0	0	0	0	0	1142	1142
Grand Total	0	1870	30	0	1900	34	0	23	0	57	21	707	0	0	728	0	0	0	0	0	0	2685	2685
Apprch %	0	98.4	1.6			59.6	0	40.4			2.9	97.1	0			0	0	0					
Total %	0	69.6	1.1		70.8	1.3	0	0.9		2.1	0.8	26.3	0		27.1	0	0	0		0	0	100	
Cars	0	1820	29		1849	32	0	23		55	20	665	0		685	0	0	0		0	0	0	2589
% Cars	0	97.3	96.7	0	97.3	94.1	0	100	0	96.5	95.2	94.1	0	0	94.1	0	0	0	0	0	0	0	96.4
Trucks and Buses	0	50	1		51	2	0	0		2	1	42	0		43	0	0	0		0	0	0	96
% Trucks and Buses	0	2.7	3.3	0	2.7	5.9	0	0	0	3.5	4.8	5.9	0	0	5.9	0	0	0	0	0	0	0	3.6
Bikes	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0
% Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DAVENPORT

119 Brookstown Ave., Suite PH1,
Winston Salem NC, 27101
Ph: (336)744-1636

File Name : 2. NC 68 at Fogleman Road AM Peak
Site Code : 180009
Start Date : 3/14/2018
Page No : 2



DAVENPORT

119 Brookstown Ave., Suite PH1,
Winston Salem NC, 27101
Ph: (336)744-1636

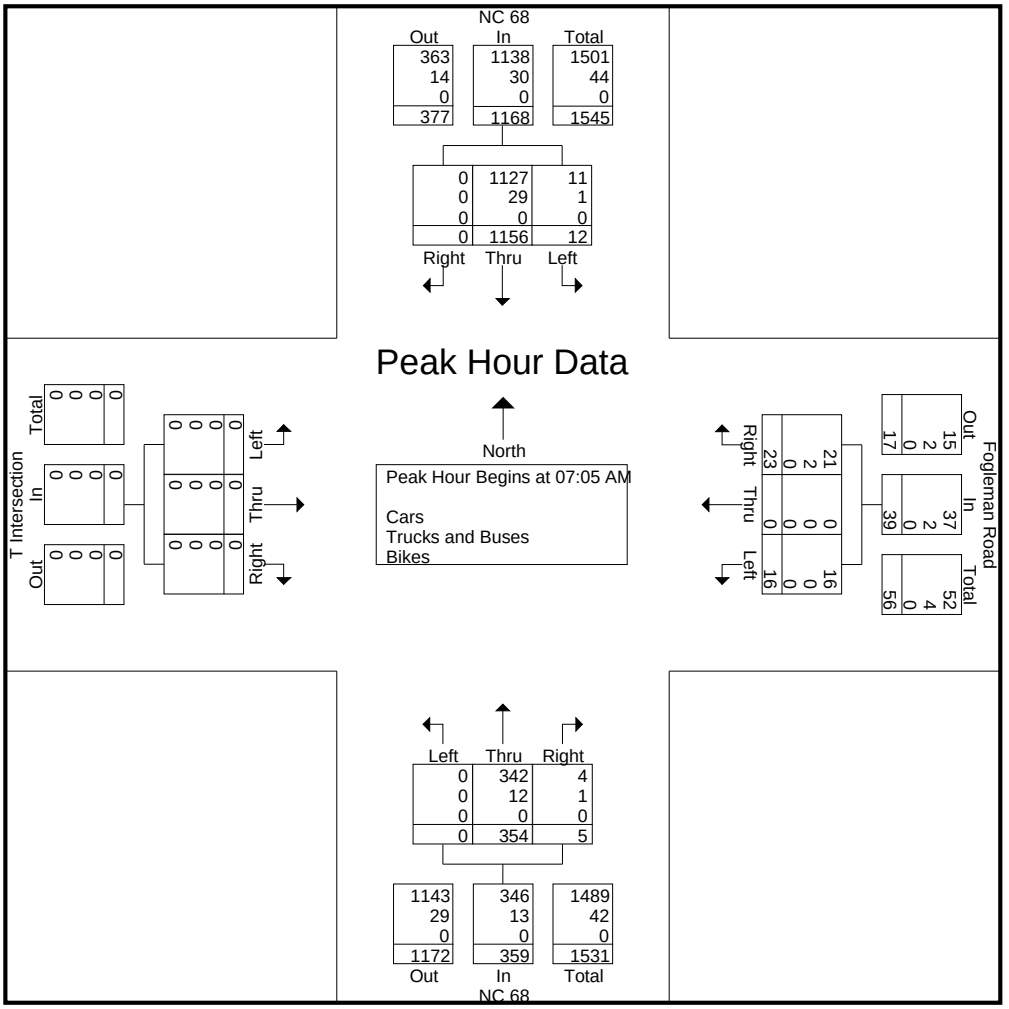
File Name : 2. NC 68 at Fogleman Road AM Peak
Site Code : 180009
Start Date : 3/14/2018
Page No : 3

	NC 68 Southbound				Fogleman Road Westbound				NC 68 Northbound				T Intersection Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:55 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:05 AM																	
07:05 AM	0	101	0	101	1	0	0	1	1	26	0	27	0	0	0	0	129
07:10 AM	0	104	1	105	1	0	2	3	0	24	0	24	0	0	0	0	132
07:15 AM	0	107	0	107	2	0	1	3	1	26	0	27	0	0	0	0	137
07:20 AM	0	98	**2**	100	0	0	0	0	0	30	0	30	0	0	0	0	130
07:25 AM	0	**132**	1	**133**	3	0	0	3	0	**44**	0	**44**	0	0	0	0	**180**
07:30 AM	0	116	1	117	1	0	3	4	1	32	0	33	0	0	0	0	154
07:35 AM	0	96	0	96	3	0	2	5	0	26	0	26	0	0	0	0	127
07:40 AM	0	119	2	121	1	0	**4**	5	0	27	0	27	0	0	0	0	153
07:45 AM	0	70	1	71	**4**	0	2	**6**	**2**	33	0	35	0	0	0	0	112
07:50 AM	0	76	1	77	2	0	1	3	0	29	0	29	0	0	0	0	109
07:55 AM	0	64	2	66	1	0	0	1	0	27	0	27	0	0	0	0	94
08:00 AM	0	73	1	74	4	0	1	5	0	30	0	30	0	0	0	0	109
Total Volume	0	1156	12	1168	23	0	16	39	5	354	0	359	0	0	0	0	1566
% App. Total	0	99	1		59	0	41		1.4	98.6	0		0	0	0		
PHF	.000	.730	.500	.732	.479	.000	.333	.542	.208	.670	.000	.680	.000	.000	.000	.000	.725
Cars	0	1127	11	1138	21	0	16	37	4	342	0	346	0	0	0	0	1521
% Cars	0	97.5	91.7	97.4	91.3	0	100	94.9	80.0	96.6	0	96.4	0	0	0	0	97.1
Trucks and Buses	0	29	1	30	2	0	0	2	1	12	0	13	0	0	0	0	45
% Trucks and Buses	0	2.5	8.3	2.6	8.7	0	0	5.1	20.0	3.4	0	3.6	0	0	0	0	2.9
Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DAVENPORT

119 Brookstown Ave., Suite PH1,
Winston Salem NC, 27101
Ph: (336)744-1636

File Name : 2. NC 68 at Fogleman Road AM Peak
Site Code : 180009
Start Date : 3/14/2018
Page No : 4



DAVENPORT

119 Brookstown Ave., Suite PH1,
Winston Salem NC, 27101
Ph:(336)744-1636

Counted By: N. Baskett

File Name : 2. NC 68 at Fogleman Road PM Peak
Site Code : 180009
Start Date : 3/14/2018
Page No : 1

Weather: Clear

Groups Printed- Cars - Trucks and Buses - Bikes

	NC 68 Southbound					Fogleman Rd Westbound					NC 68 Northbound					T Intersection Eastbound							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
04:00 PM	0	118	4	0	122	5	0	3	0	8	6	201	0	0	207	0	0	0	0	0	0	337	337
04:15 PM	2	115	5	0	122	6	0	1	0	7	4	251	0	0	255	0	0	0	0	0	0	384	384
04:30 PM	0	114	3	0	117	3	0	3	0	6	1	188	0	0	189	0	0	0	0	0	0	312	312
04:45 PM	0	149	4	0	153	4	0	6	0	10	1	243	0	0	244	0	0	0	0	0	0	407	407
Total	2	496	16	0	514	18	0	13	0	31	12	883	0	0	895	0	0	0	0	0	0	1440	1440
05:00 PM	0	145	2	0	147	6	0	5	0	11	2	251	0	0	253	0	0	0	0	0	0	411	411
05:15 PM	0	109	7	0	116	5	0	4	0	9	5	310	0	0	315	0	0	0	0	0	0	440	440
05:30 PM	0	142	3	0	145	3	0	2	0	5	2	294	0	0	296	0	0	0	0	0	0	446	446
05:45 PM	0	131	8	0	139	0	0	3	0	3	3	264	0	0	267	0	0	0	0	0	0	409	409
Total	0	527	20	0	547	14	0	14	0	28	12	1119	0	0	1131	0	0	0	0	0	0	1706	1706
Grand Total	2	1023	36	0	1061	32	0	27	0	59	24	2002	0	0	2026	0	0	0	0	0	0	3146	3146
Apprch %	0.2	96.4	3.4			54.2	0	45.8			1.2	98.8	0			0	0	0					
Total %	0.1	32.5	1.1		33.7	1	0	0.9		1.9	0.8	63.6	0		64.4	0	0	0		0	0	100	
Cars	2	988	36		1026	31	0	26		57	22	1975	0		1997	0	0	0		0	0	0	3080
% Cars	100	96.6	100	0	96.7	96.9	0	96.3	0	96.6	91.7	98.7	0	0	98.6	0	0	0	0	0	0	0	97.9
Trucks and Buses	0	35	0		35	1	0	1		2	2	27	0		29	0	0	0		0	0	0	66
% Trucks and Buses	0	3.4	0	0	3.3	3.1	0	3.7	0	3.4	8.3	1.3	0	0	1.4	0	0	0	0	0	0	0	2.1
Bikes	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0
% Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DAVENPORT

119 Brookstown Ave., Suite PH1,
Winston Salem NC, 27101
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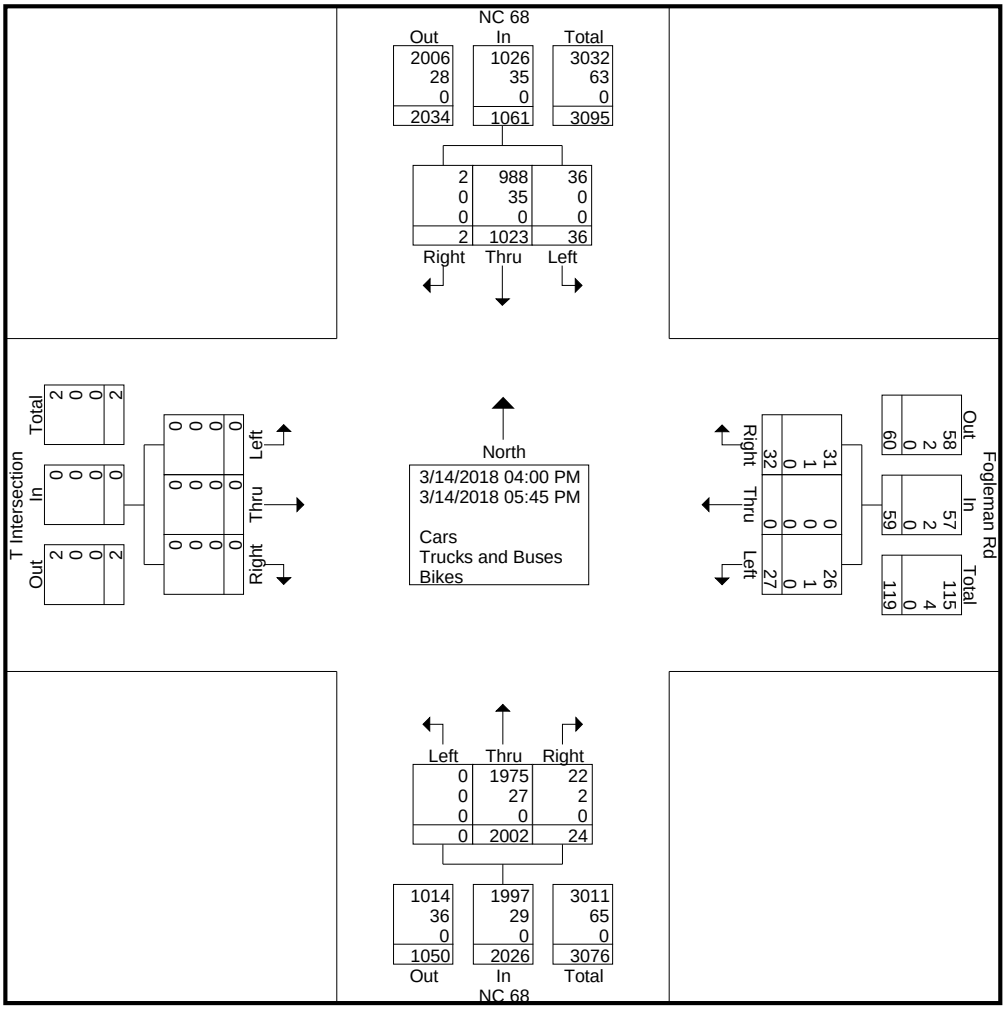
File Name : 2. NC 68 at Fogleman Road PM Peak
Site Code : 180009
Start Date : 3/14/2018
Page No : 2



DAVENPORT

119 Brookstown Ave., Suite PH1,
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Ph:(336)744-1636

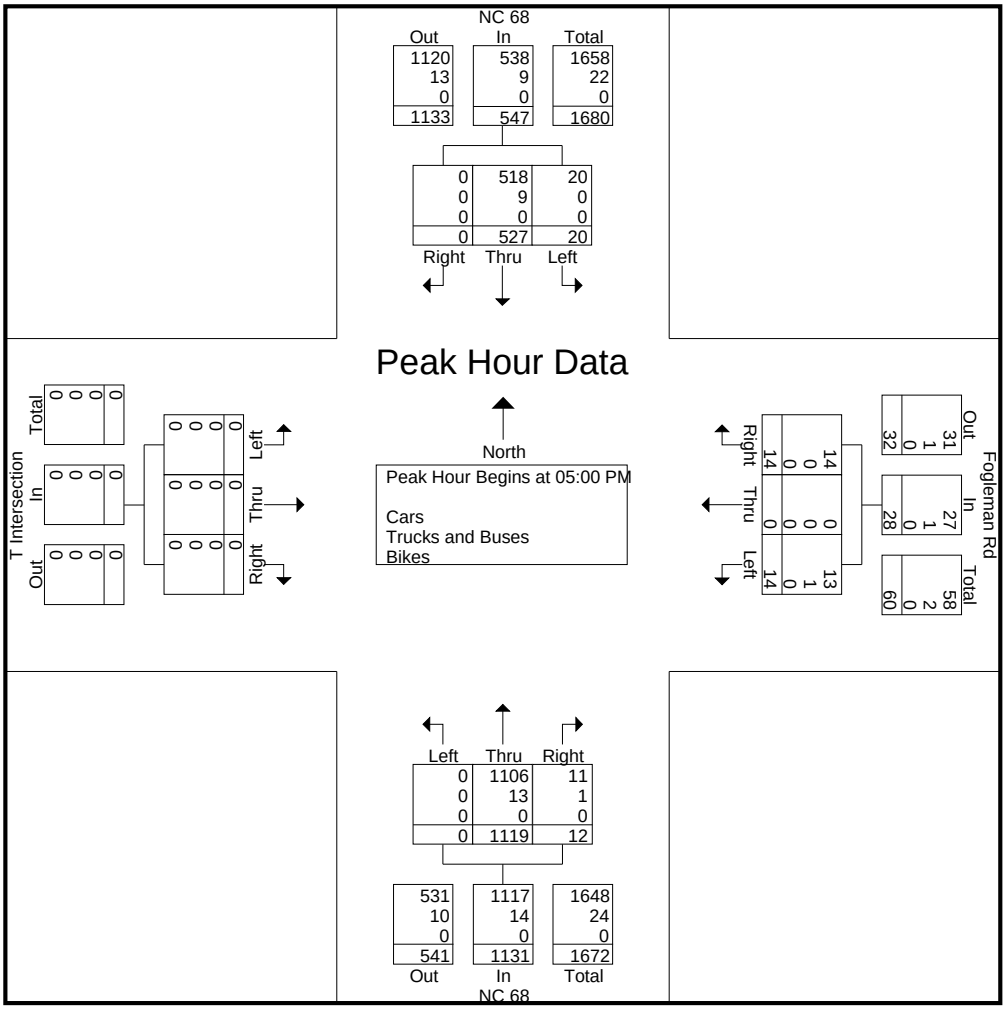
File Name : 2. NC 68 at Fogleman Road PM Peak
Site Code : 180009
Start Date : 3/14/2018
Page No : 3

	NC 68 Southbound				Fogleman Rd Westbound				NC 68 Northbound				T Intersection Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 5:00:00 PM																	
5:00:00 PM	0	**145**	2	**147**	**6**	0	**5**	**11**	2	251	0	253	0	0	0	0	411
5:15:00 PM	0	109	7	116	5	0	4	9	**5**	**310**	0	**315**	0	0	0	0	440
5:30:00 PM	0	142	3	145	3	0	2	5	2	294	0	296	0	0	0	0	**446**
5:45:00 PM	0	131	**8**	139	0	0	3	3	3	264	0	267	0	0	0	0	409
Total Volume	0	527	20	547	14	0	14	28	12	1119	0	1131	0	0	0	0	1706
% App. Total	0	96.3	3.7		50	0	50		1.1	98.9	0		0	0	0		
PHF	.000	.909	.625	.930	.583	.000	.700	.636	.600	.902	.000	.898	.000	.000	.000	.000	.956
Cars	0	518	20	538	14	0	13	27	11	1106	0	1117	0	0	0	0	1682
% Cars	0	98.3	100	98.4	100	0	92.9	96.4	91.7	98.8	0	98.8	0	0	0	0	98.6
Trucks and Buses	0	9	0	9	0	0	1	1	1	13	0	14	0	0	0	0	24
% Trucks and Buses	0	1.7	0	1.6	0	0	7.1	3.6	8.3	1.2	0	1.2	0	0	0	0	1.4
Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DAVENPORT

119 Brookstown Ave., Suite PH1,
Winston Salem NC, 27101
Ph:(336)744-1636

File Name : 2. NC 68 at Fogleman Road PM Peak
Site Code : 180009
Start Date : 3/14/2018
Page No : 4



AADT along NC 68, approximately 215 feet South of Quiet Place

Speed Data - 24 Hours (hour increments)

Division:	07	Speed Limit:	45	Contractor:	DAVENPORT
County:	Guilford County	Advisory Speed:	N/A	Project Number:	180009
City:	Oak Ridge			Location:	Approx 215 ft south of Quiet Place
On Road:	NC 68			RR Crossing No:	N/A
Milepost:	N/A				
				Start Date:	5/14/18
				Start Time (24-hour clock):	13:00

SUMMARY

	NB	SB	All Lanes
Median Speed:	39.4	41.6	40.5
Mean Speed:	39.2	41.5	40.3
Pace Speed:	35-45	37-47	36-46
High Speed:	63	106.4	106.4
Low Speed:	3	0	0
85th Percentile Speed:	43.4	45.6	44.7
% Vehicles above Speed Limit:	8.3%	19.7%	14.0%

Speed Data - 24 Hours (hour increments)

Division: 07
County: Guilford County
City: Oak Ridge
On Road: NC 68
Milepost: N/A

Speed Limit: 45
Advisory Speed: N/A

Contractor: DAVENPORT
Project Number: 180009
Location: Approx 215 ft south of Quiet Place
RR Crossing No: N/A

Start Date: 5/14/18
Start Time (24-hour clock): 13:00

Date	Start Time	NB															
		0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
3/14/18	13:00	1	0	0	0	0	2	2	1	0	0	0	0	0	0	0	6
3/14/18	14:00	1	1	2	3	8	32	145	163	33	2	0	1	0	0	0	391
3/14/18	15:00	0	0	0	1	6	19	118	199	90	4	0	0	0	0	0	437
3/14/18	16:00	0	0	0	1	2	25	138	233	104	2	0	0	0	0	0	505
3/14/18	17:00	1	0	0	1	0	22	207	361	110	3	1	0	0	0	0	706
3/14/18	18:00	1	2	1	1	14	51	272	426	77	4	0	0	0	0	0	849
3/14/18	19:00	0	0	0	1	1	15	118	300	97	8	0	0	0	0	0	540
3/14/18	20:00	0	0	0	1	0	33	114	179	50	1	1	0	0	0	1	380
3/14/18	21:00	0	0	0	2	0	18	77	189	37	4	0	0	0	0	0	327
3/14/18	22:00	0	0	0	0	1	8	55	106	33	8	1	0	0	0	0	212
3/14/18	23:00	0	0	0	0	0	2	11	42	32	5	0	0	0	0	0	92
3/15/18	0:00	0	0	0	0	2	2	12	34	25	5	0	0	0	0	0	80
3/15/18	1:00	0	0	0	0	0	0	3	8	2	3	1	0	0	0	0	17
3/15/18	2:00	0	0	0	0	1	0	0	8	7	0	0	1	1	0	0	18
3/15/18	3:00	0	0	0	0	0	0	3	8	9	1	1	0	0	0	0	22
3/15/18	4:00	0	0	0	0	0	2	12	24	15	4	0	0	0	0	0	57
3/15/18	5:00	0	0	0	2	1	14	41	70	24	3	1	0	0	0	0	156
3/15/18	6:00	4	1	1	1	5	19	57	133	57	4	0	0	0	0	0	282
3/15/18	7:00	0	1	1	1	1	12	81	144	53	4	0	0	0	0	0	298
3/15/18	8:00	0	0	1	0	2	14	59	146	66	5	0	0	0	0	1	294
3/15/18	9:00	1	0	0	0	2	19	51	126	68	11	1	0	0	0	0	279
3/15/18	10:00	0	0	0	0	2	17	105	160	73	14	0	0	0	0	0	371
3/15/18	11:00	0	0	0	0	4	14	71	166	103	8	0	0	0	0	0	366
3/15/18	12:00	3	0	0	1	6	20	40	123	66	6	0	1	0	0	0	266
Total		**12**	**5**	**6**	**16**	**58**	**360**	**1,792**	**3,349**	**1,231**	**109**	**7**	**3**	**1**	**0**	**2**	**6,951**
Percent		**0%**	**0%**	**0%**	**0%**	**1%**	**5%**	**26%**	**48%**	**18%**	**2%**	**0%**	**0%**	**0%**	**0%**	**0%**	

Speed Data - 24 Hours (hour increments)

Division: 07
County: Guilford County
City: Oak Ridge
On Road: NC 68
Milepost: N/A

Speed Limit: 45
Advisory Speed: N/A

Contractor: DAVENPORT
Project Number: 180009
Location: Approx 215 ft south of Quiet Place
RR Crossing No: N/A

Start Date: 5/14/18
Start Time (24-hour clock): 13:00

Date	Start Time	SB															
		0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
3/14/18	13:00	0	0	6	3	15	83	169	92	14	2	0	0	0	0	0	384
3/14/18	14:00	0	0	0	0	3	40	170	133	38	1	0	0	0	0	0	385
3/14/18	15:00	0	0	0	0	5	47	136	168	39	4	1	0	0	0	0	400
3/14/18	16:00	0	0	0	0	7	46	160	140	34	3	0	0	0	0	0	390
3/14/18	17:00	0	0	0	0	2	38	172	173	35	0	0	0	0	0	0	420
3/14/18	18:00	0	0	0	0	6	52	138	152	21	4	0	0	0	0	0	373
3/14/18	19:00	0	0	0	0	6	25	88	93	12	0	0	0	0	0	0	224
3/14/18	20:00	0	0	0	0	3	15	73	83	13	0	0	0	0	0	0	187
3/14/18	21:00	0	0	0	0	2	8	34	50	17	2	0	0	0	0	0	113
3/14/18	22:00	0	0	0	0	0	10	28	39	12	0	0	0	0	0	0	89
3/14/18	23:00	0	0	0	0	0	4	20	10	10	3	1	0	0	0	0	48
3/15/18	0:00	0	0	0	0	0	1	8	10	4	0	0	0	0	0	0	23
3/15/18	1:00	0	0	0	0	0	0	3	10	1	0	0	0	0	0	0	14
3/15/18	2:00	0	0	0	0	1	0	5	9	8	4	0	0	0	0	0	27
3/15/18	3:00	0	0	0	0	0	2	6	14	11	0	0	0	0	0	0	33
3/15/18	4:00	0	0	0	0	0	0	15	24	19	3	1	0	0	0	0	62
3/15/18	5:00	0	0	0	0	0	11	51	116	40	2	0	0	0	0	0	220
3/15/18	6:00	0	0	0	0	1	41	226	213	42	0	1	0	0	0	0	524
3/15/18	7:00	13	12	17	16	54	143	348	181	16	1	0	0	0	0	0	801
3/15/18	8:00	0	0	0	0	5	54	241	231	25	5	2	2	0	0	0	565
3/15/18	9:00	0	0	2	2	6	52	187	171	30	0	0	0	0	0	0	450
3/15/18	10:00	0	0	0	1	4	31	136	162	27	1	0	0	0	0	0	362
3/15/18	11:00	0	0	0	0	7	54	138	151	35	2	0	0	0	0	0	387
3/15/18	12:00	0	0	0	1	3	63	192	166	32	0	0	0	0	0	0	457
Total		**13**	**12**	**25**	**23**	**130**	**820**	**2,744**	**2,591**	**535**	**37**	**6**	**2**	**0**	**0**	**0**	**6,938**
Percent		**0%**	**0%**	**0%**	**0%**	**2%**	**12%**	**40%**	**37%**	**8%**	**1%**	**0%**	**0%**	**0%**	**0%**	**0%**	

Speed Data - 24 Hours (hour increments)

Division: 07
County: Guilford County
City: Oak Ridge
On Road: NC 68
Milepost: N/A

Speed Limit: 45
Advisory Speed: N/A

Contractor: DAVENPORT
Project Number: 180009
Location: Approx 215 ft south of Quiet Place
RR Crossing No: N/A

Start Date: 5/14/18
Start Time (24-hour clock): 13:00

Date	Start Time	Total															
		0-9.99	10-14.99	15-19.99	20-24.99	25-29.99	30-34.99	35-39.99	40-44.99	45-49.99	50-54.99	55-59.99	60-64.99	65-69.99	70-74.99	75+	Total
3/14/18	13:00	1	0	6	3	15	85	171	93	14	2	0	0	0	0	0	390
3/14/18	14:00	1	1	2	3	11	72	315	296	71	3	0	1	0	0	0	776
3/14/18	15:00	0	0	0	1	11	66	254	367	129	8	1	0	0	0	0	837
3/14/18	16:00	0	0	0	1	9	71	298	373	138	5	0	0	0	0	0	895
3/14/18	17:00	1	0	0	1	2	60	379	534	145	3	1	0	0	0	0	1,126
3/14/18	18:00	1	2	1	1	20	103	410	578	98	8	0	0	0	0	0	1,222
3/14/18	19:00	0	0	0	1	7	40	206	393	109	8	0	0	0	0	0	764
3/14/18	20:00	0	0	0	1	3	48	187	262	63	1	1	0	0	0	1	567
3/14/18	21:00	0	0	0	2	2	26	111	239	54	6	0	0	0	0	0	440
3/14/18	22:00	0	0	0	0	1	18	83	145	45	8	1	0	0	0	0	301
3/14/18	23:00	0	0	0	0	0	6	31	52	42	8	1	0	0	0	0	140
3/15/18	0:00	0	0	0	0	2	3	20	44	29	5	0	0	0	0	0	103
3/15/18	1:00	0	0	0	0	0	0	6	18	3	3	1	0	0	0	0	31
3/15/18	2:00	0	0	0	0	2	0	5	17	15	4	0	1	1	0	0	45
3/15/18	3:00	0	0	0	0	0	2	9	22	20	1	1	0	0	0	0	55
3/15/18	4:00	0	0	0	0	0	2	27	48	34	7	1	0	0	0	0	119
3/15/18	5:00	0	0	0	2	1	25	92	186	64	5	1	0	0	0	0	376
3/15/18	6:00	4	1	1	1	6	60	283	346	99	4	1	0	0	0	0	806
3/15/18	7:00	13	13	18	17	55	155	429	325	69	5	0	0	0	0	0	1,099
3/15/18	8:00	0	0	1	0	7	68	300	377	91	10	2	2	0	0	1	859
3/15/18	9:00	1	0	2	2	8	71	238	297	98	11	1	0	0	0	0	729
3/15/18	10:00	0	0	0	1	6	48	241	322	100	15	0	0	0	0	0	733
3/15/18	11:00	0	0	0	0	11	68	209	317	138	10	0	0	0	0	0	753
3/15/18	12:00	3	0	0	2	9	83	232	289	98	6	0	1	0	0	0	723
Total		**25**	**17**	**31**	**39**	**188**	**1,180**	**4,536**	**5,940**	**1,766**	**146**	**13**	**5**	**1**	**0**	**2**	**13,889**
Percent		**0%**	**0%**	**0%**	**0%**	**1%**	**8%**	**33%**	**43%**	**13%**	**1%**	**0%**	**0%**	**0%**	**0%**	**0%**	

Volume/Class Data - 24 Hours (hour increments)

Division: 07
County: Guilford County

Contractor: DAVENPORT
Project Number: 180009

City: Oak Ridge
On Road: NC 68
Milepost: N/A

Location: Approx 215 ft south of Quiet Place
RR Crossing No: N/A

Speed Limit: 45
Advisory Speed: N/A

Start Date: 5/14/18
Start Time (24-hour clock): 13:00

Date	Start Time	NB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
3/14/18	13:00	0	3	1	0	0	0	0	0	1	0	0	0	0	1	6
3/14/18	14:00	0	302	68	3	2	3	0	0	10	0	0	0	1	2	391
3/14/18	15:00	0	366	54	3	4	2	0	0	6	1	0	0	1	0	437
3/14/18	16:00	2	400	92	1	2	0	0	0	7	0	0	0	1	0	505
3/14/18	17:00	2	590	103	2	3	1	0	0	4	0	0	0	1	0	706
3/14/18	18:00	0	728	102	1	9	2	0	0	4	1	0	0	0	2	849
3/14/18	19:00	0	460	73	1	2	0	0	0	3	0	0	0	0	1	540
3/14/18	20:00	0	322	51	0	4	0	1	0	1	0	0	0	0	1	380
3/14/18	21:00	0	283	36	1	4	1	0	0	2	0	0	0	0	0	327
3/14/18	22:00	0	182	21	1	4	2	0	0	1	1	0	0	0	0	212
3/14/18	23:00	0	81	8	0	0	0	0	0	3	0	0	0	0	0	92
3/15/18	0:00	0	73	3	0	0	0	0	0	4	0	0	0	0	0	80
3/15/18	1:00	0	14	1	0	0	0	0	0	2	0	0	0	0	0	17
3/15/18	2:00	1	12	2	0	0	0	0	0	3	0	0	0	0	0	18
3/15/18	3:00	0	15	4	0	1	0	0	0	2	0	0	0	0	0	22
3/15/18	4:00	1	39	7	1	1	3	0	0	4	0	0	0	0	1	57
3/15/18	5:00	1	111	22	5	1	9	2	0	4	0	0	0	0	1	156
3/15/18	6:00	1	217	43	7	2	0	0	0	7	1	0	0	0	4	282
3/15/18	7:00	0	223	59	3	4	3	0	0	5	0	0	0	0	1	298
3/15/18	8:00	2	200	60	7	12	2	0	1	8	0	0	0	1	1	294
3/15/18	9:00	0	203	51	4	6	5	0	0	7	1	0	0	0	2	279
3/15/18	10:00	4	283	60	2	9	4	0	0	6	0	0	0	1	2	371
3/15/18	11:00	1	297	51	1	5	4	1	0	6	0	0	0	0	0	366
3/15/18	12:00	1	214	37	0	3	2	0	0	6	0	0	0	0	3	266

Volume/Class Data - 24 Hours (hour increments)

Division: 07
County: Guilford County

Contractor: DAVENPORT
Project Number: 180009

City: Oak Ridge
On Road: NC 68
Milepost: N/A

Location: Approx 215 ft south of Quiet Place
RR Crossing No: N/A

Speed Limit: 45
Advisory Speed: N/A

Start Date: 5/14/18
Start Time (24-hour clock): 13:00

Date	Start Time	NB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total		**16**	**5,618**	**1,009**	**43**	**78**	**43**	**4**	**1**	**106**	**5**	**0**	**0**	**6**	**22**	**6,951**
Percent		**0%**	**81%**	**15%**	**1%**	**1%**	**1%**	**0%**	**0%**	**2%**	**0%**	**0%**	**0%**	**0%**	**0%**	

Volume/Class Data - 24 Hours (hour increments)

Division: 07
County: Guilford County

Contractor: DAVENPORT
Project Number: 180009

City: Oak Ridge
On Road: NC 68
Milepost: N/A

Location: Approx 215 ft south of Quiet Place
RR Crossing No: N/A

Speed Limit: 45
Advisory Speed N/A

Start Date: 5/14/18
Start Time (24-hour clock): 13:00

Date	Start Time	NB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
3/14/18	13:00	4	0	1	0	1	6
3/14/18	14:00	370	8	10	1	2	391
3/14/18	15:00	420	9	7	1	0	437
3/14/18	16:00	494	3	7	1	0	505
3/14/18	17:00	695	6	4	1	0	706
3/14/18	18:00	830	12	5	0	2	849
3/14/18	19:00	533	3	3	0	1	540
3/14/18	20:00	373	5	1	0	1	380
3/14/18	21:00	319	6	2	0	0	327
3/14/18	22:00	203	7	2	0	0	212
3/14/18	23:00	89	0	3	0	0	92
3/15/18	0:00	76	0	4	0	0	80
3/15/18	1:00	15	0	2	0	0	17
3/15/18	2:00	15	0	3	0	0	18
3/15/18	3:00	19	1	2	0	0	22
3/15/18	4:00	47	5	4	0	1	57
3/15/18	5:00	134	17	4	0	1	156
3/15/18	6:00	261	9	8	0	4	282
3/15/18	7:00	282	10	5	0	1	298
3/15/18	8:00	262	21	9	1	1	294
3/15/18	9:00	254	15	8	0	2	279
3/15/18	10:00	347	15	6	1	2	371
3/15/18	11:00	349	11	6	0	0	366
3/15/18	12:00	252	5	6	0	3	266

Volume/Class Data - 24 Hours (hour increments)

Division: 07
County: Guilford County

Contractor: DAVENPORT
Project Number: 180009

City: Oak Ridge
On Road: NC 68
Milepost: N/A

Location: Approx 215 ft south of Quiet Place
RR Crossing No: N/A

Speed Limit: 45
Advisory Speed N/A

Start Date: 5/14/18
Start Time (24-hour clock): 13:00

Date	Start Time	NB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
Total		**6,643**	**168**	**112**	**6**	**22**	**6,951**
Percent		**96%**	**2%**	**2%**	**0%**	**0%**	

Volume/Class Data - 24 Hours (hour increments)

Division: 07
County: Guilford County

Contractor: DAVENPORT
Project Number: 180009

City: Oak Ridge
On Road: NC 68
Milepost: N/A

Location: Approx 215 ft south of Quiet Place
RR Crossing No: N/A

Speed Limit: 45
Advisory Speed: N/A

Start Date: 5/14/18
Start Time (24-hour clock): 13:00

Date	Start Time	SB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
3/14/18	13:00	0	324	43	1	1	3	1	1	10	0	0	0	0	0	384
3/14/18	14:00	1	311	53	1	2	6	0	0	10	1	0	0	0	0	385
3/14/18	15:00	1	332	59	0	2	0	1	0	5	0	0	0	0	0	400
3/14/18	16:00	1	328	46	3	3	3	2	0	2	1	0	0	1	0	390
3/14/18	17:00	0	379	37	2	0	0	0	0	2	0	0	0	0	0	420
3/14/18	18:00	1	332	33	2	2	0	0	0	3	0	0	0	0	0	373
3/14/18	19:00	0	199	22	0	0	1	0	0	2	0	0	0	0	0	224
3/14/18	20:00	0	163	20	0	0	0	0	0	4	0	0	0	0	0	187
3/14/18	21:00	0	107	3	0	1	1	0	0	0	0	0	0	1	0	113
3/14/18	22:00	0	77	9	1	0	0	0	0	2	0	0	0	0	0	89
3/14/18	23:00	0	40	7	0	0	0	0	0	1	0	0	0	0	0	48
3/15/18	0:00	0	20	2	0	0	1	0	0	0	0	0	0	0	0	23
3/15/18	1:00	0	11	1	0	0	0	0	1	1	0	0	0	0	0	14
3/15/18	2:00	0	19	4	0	0	0	0	0	3	1	0	0	0	0	27
3/15/18	3:00	0	23	6	0	0	1	0	0	2	0	0	0	0	1	33
3/15/18	4:00	0	49	9	0	0	1	0	0	3	0	0	0	0	0	62
3/15/18	5:00	0	179	34	0	0	2	0	1	3	1	0	0	0	0	220
3/15/18	6:00	0	431	83	1	0	4	0	0	4	1	0	0	0	0	524
3/15/18	7:00	0	691	91	3	0	3	2	0	6	1	0	0	0	4	801
3/15/18	8:00	0	490	60	4	2	0	0	0	9	0	0	0	0	0	565
3/15/18	9:00	1	371	49	4	1	7	0	1	12	4	0	0	0	0	450
3/15/18	10:00	1	299	45	5	3	2	0	0	5	1	0	0	1	0	362
3/15/18	11:00	1	318	49	2	5	1	0	0	9	0	0	0	0	2	387
3/15/18	12:00	2	364	73	2	3	2	0	1	10	0	0	0	0	0	457

Volume/Class Data - 24 Hours (hour increments)

Division: 07
County: Guilford County

Contractor: DAVENPORT
Project Number: 180009

City: Oak Ridge
On Road: NC 68
Milepost: N/A

Location: Approx 215 ft south of Quiet Place
RR Crossing No: N/A

Speed Limit: 45
Advisory Speed: N/A

Start Date: 5/14/18
Start Time (24-hour clock): 13:00

Date	Start Time	SB														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total		9	5,857	838	31	25	38	6	5	108	11	0	0	3	7	6,938
Percent		0%	84%	12%	0%	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	

Volume/Class Data - 24 Hours (hour increments)

Division: 07
County: Guilford County

Contractor: DAVENPORT
Project Number: 180009

City: Oak Ridge
On Road: NC 68
Milepost: N/A

Location: Approx 215 ft south of Quiet Place
RR Crossing No: N/A

Speed Limit: 45
Advisory Speed N/A

Start Date: 5/14/18
Start Time (24-hour clock): 13:00

Date	Start Time	SB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
3/14/18	13:00	367	6	11	0	0	384
3/14/18	14:00	365	9	11	0	0	385
3/14/18	15:00	392	3	5	0	0	400
3/14/18	16:00	375	11	3	1	0	390
3/14/18	17:00	416	2	2	0	0	420
3/14/18	18:00	366	4	3	0	0	373
3/14/18	19:00	221	1	2	0	0	224
3/14/18	20:00	183	0	4	0	0	187
3/14/18	21:00	110	2	0	1	0	113
3/14/18	22:00	86	1	2	0	0	89
3/14/18	23:00	47	0	1	0	0	48
3/15/18	0:00	22	1	0	0	0	23
3/15/18	1:00	12	0	2	0	0	14
3/15/18	2:00	23	0	4	0	0	27
3/15/18	3:00	29	1	2	0	1	33
3/15/18	4:00	58	1	3	0	0	62
3/15/18	5:00	213	2	5	0	0	220
3/15/18	6:00	514	5	5	0	0	524
3/15/18	7:00	782	8	7	0	4	801
3/15/18	8:00	550	6	9	0	0	565
3/15/18	9:00	421	12	17	0	0	450
3/15/18	10:00	345	10	6	1	0	362
3/15/18	11:00	368	8	9	0	2	387
3/15/18	12:00	439	7	11	0	0	457

Volume/Class Data - 24 Hours (hour increments)

Division: 07
County: Guilford County

Contractor: DAVENPORT
Project Number: 180009

City: Oak Ridge
On Road: NC 68
Milepost: N/A

Location: Approx 215 ft south of Quiet Place
RR Crossing No: N/A

Speed Limit: 45
Advisory Speed N/A

Start Date: 5/14/18
Start Time (24-hour clock): 13:00

Date	Start Time	SB					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
Total		**6,704**	**100**	**124**	**3**	**7**	**6,938**
Percent		**97%**	**1%**	**2%**	**0%**	**0%**	

Volume/Class Data - 24 Hours (hour increments)

Division: 07
County: Guilford County

Contractor: DAVENPORT
Project Number: 180009

City: Oak Ridge
On Road: NC 68
Milepost: N/A

Location: Approx 215 ft south of Quiet Place
RR Crossing No: N/A

Speed Limit: 45
Advisory Speed: N/A

Start Date: 5/14/18
Start Time (24-hour clock): 13:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
3/14/18	13:00	0	327	44	1	1	3	1	1	11	0	0	0	0	1	390
3/14/18	14:00	1	613	121	4	4	9	0	0	20	1	0	0	1	2	776
3/14/18	15:00	1	698	113	3	6	2	1	0	11	1	0	0	1	0	837
3/14/18	16:00	3	728	138	4	5	3	2	0	9	1	0	0	2	0	895
3/14/18	17:00	2	969	140	4	3	1	0	0	6	0	0	0	1	0	1,126
3/14/18	18:00	1	1,060	135	3	11	2	0	0	7	1	0	0	0	2	1,222
3/14/18	19:00	0	659	95	1	2	1	0	0	5	0	0	0	0	1	764
3/14/18	20:00	0	485	71	0	4	0	1	0	5	0	0	0	0	1	567
3/14/18	21:00	0	390	39	1	5	2	0	0	2	0	0	0	1	0	440
3/14/18	22:00	0	259	30	2	4	2	0	0	3	1	0	0	0	0	301
3/14/18	23:00	0	121	15	0	0	0	0	0	4	0	0	0	0	0	140
3/15/18	0:00	0	93	5	0	0	1	0	0	4	0	0	0	0	0	103
3/15/18	1:00	0	25	2	0	0	0	0	1	3	0	0	0	0	0	31
3/15/18	2:00	1	31	6	0	0	0	0	0	6	1	0	0	0	0	45
3/15/18	3:00	0	38	10	0	1	1	0	0	4	0	0	0	0	1	55
3/15/18	4:00	1	88	16	1	1	4	0	0	7	0	0	0	0	1	119
3/15/18	5:00	1	290	56	5	1	11	2	1	7	1	0	0	0	1	376
3/15/18	6:00	1	648	126	8	2	4	0	0	11	2	0	0	0	4	806
3/15/18	7:00	0	914	150	6	4	6	2	0	11	1	0	0	0	5	1,099
3/15/18	8:00	2	690	120	11	14	2	0	1	17	0	0	0	1	1	859
3/15/18	9:00	1	574	100	8	7	12	0	1	19	5	0	0	0	2	729
3/15/18	10:00	5	582	105	7	12	6	0	0	11	1	0	0	2	2	733
3/15/18	11:00	2	615	100	3	10	5	1	0	15	0	0	0	0	2	753
3/15/18	12:00	3	578	110	2	6	4	0	1	16	0	0	0	0	3	723

Volume/Class Data - 24 Hours (hour increments)

Division: 07
County: Guilford County

Contractor: DAVENPORT
Project Number: 180009

City: Oak Ridge
On Road: NC 68
Milepost: N/A

Location: Approx 215 ft south of Quiet Place
RR Crossing No: N/A

Speed Limit: 45
Advisory Speed: N/A

Start Date: 5/14/18
Start Time (24-hour clock): 13:00

Date	Start Time	TOTAL														
		1	2	3	4	5	6	7	8	9	10	11	12	13	Und.	Total
Total		25	11,475	1,847	74	103	81	10	6	214	16	0	0	9	29	13,889
Percent		0%	83%	13%	1%	1%	1%	0%	0%	2%	0%	0%	0%	0%	0%	

Volume/Class Data - 24 Hours (hour increments)

Division: 07
County: Guilford County

Contractor: DAVENPORT
Project Number: 180009

City: Oak Ridge
On Road: NC 68
Milepost: N/A

Location: Approx 215 ft south of Quiet Place
RR Crossing No: N/A

Speed Limit: 45
Advisory Speed N/A

Start Date: 5/14/18
Start Time (24-hour clock): 13:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
3/14/18	13:00	371	6	12	0	1	390
3/14/18	14:00	735	17	21	1	2	776
3/14/18	15:00	812	12	12	1	0	837
3/14/18	16:00	869	14	10	2	0	895
3/14/18	17:00	1,111	8	6	1	0	1,126
3/14/18	18:00	1,196	16	8	0	2	1,222
3/14/18	19:00	754	4	5	0	1	764
3/14/18	20:00	556	5	5	0	1	567
3/14/18	21:00	429	8	2	1	0	440
3/14/18	22:00	289	8	4	0	0	301
3/14/18	23:00	136	0	4	0	0	140
3/15/18	0:00	98	1	4	0	0	103
3/15/18	1:00	27	0	4	0	0	31
3/15/18	2:00	38	0	7	0	0	45
3/15/18	3:00	48	2	4	0	1	55
3/15/18	4:00	105	6	7	0	1	119
3/15/18	5:00	347	19	9	0	1	376
3/15/18	6:00	775	14	13	0	4	806
3/15/18	7:00	1,064	18	12	0	5	1,099
3/15/18	8:00	812	27	18	1	1	859
3/15/18	9:00	675	27	25	0	2	729
3/15/18	10:00	692	25	12	2	2	733
3/15/18	11:00	717	19	15	0	2	753
3/15/18	12:00	691	12	17	0	3	723

Volume/Class Data - 24 Hours (hour increments)

Division: 07
County: Guilford County

Contractor: DAVENPORT
Project Number: 180009

City: Oak Ridge
On Road: NC 68
Milepost: N/A

Location: Approx 215 ft south of Quiet Place
RR Crossing No: N/A

Speed Limit: 45
Advisory Speed N/A

Start Date: 5/14/18
Start Time (24-hour clock): 13:00

Date	Start Time	TOTAL					
		PV	DUALS	TTST	TWINS	UNDEFINED	TOTAL
Total		**13,347**	**268**	**236**	**9**	**29**	**13,889**
Percent		**96%**	**2%**	**2%**	**0%**	**0%**	

Crash Data

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

Study Criteria Summary

County: GUILFORD **City:** All and Rural
Date: 2/1/2013 **to** 1/31/2018 **Study:** 41000051720
Location: NC 68 from 150 feet south of SR 2093 (Hunting Cog Rd) to 150 feet north of SR 2022 (Linville Rd).

Report Details

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	Injuries A	Injuries B	Injuries C	Condition R	Condition L	Condition W	Road Ch	Road Ci	Trfc Ctl Dv	Trfc Ctl Op
1	**103790123**	18.950	07/02/2013 07:30	FIXED OBJECT	$ 5500	0	0	0	0	1	1	2	3	0	13	1
Unit	**1 :** 12	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**			59	
2	**103958103**	18.966	01/22/2014 11:30	FIXED OBJECT	$ 3000	0	0	0	0	1	1	1	4	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 50 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**			59	
3	**104310306**	18.966	03/03/2015 14:58	FIXED OBJECT	$ 2500	0	0	0	0	1	1	2	3	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 50 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**			41	
4	**104112752**	18.973	07/25/2014 15:08	REAR END, SLOW OR STOP	$ 5200	0	0	0	0	1	1	1	4	0	10	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 50 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 25 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
5	**103677316**	18.974	02/10/2013 13:57	REAR END, SLOW OR STOP	$ 5000	0	0	0	1	1	1	1	3	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 50 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:**				
6	**103924239**	18.974	12/10/2013 17:40	REAR END, SLOW OR STOP	$ 6000	0	0	0	0	1	5	1	3	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 50 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:**				
7	**104343197**	18.974	04/02/2015 17:34	SIDESWIPE, SAME DIRECTION	$ 2250	0	0	0	0	1	1	1	1	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 50 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 50 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
8	**104149608**	18.975	09/10/2014 08:03	REAR END, SLOW OR STOP	$ 2500	0	0	0	0	1	1	1	3	0	13	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
9	**104567460**	18.975	11/25/2015 15:12	REAR END, SLOW OR STOP	$ 1600	0	0	0	0	1	1	1	1	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 50 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	Injuries A	Injuries B	Injuries C	Condition R	Condition L	Condition W	Road Ch	Road Ci	Trfc Ctl Dv	Trfc Ctl Op
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
10	**105117914**	18.975	05/16/2017 18:41	HEAD ON	$ 25000	0	0	3	0	1	1	1	3	0	13	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 55 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:** 55 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
11	**105208484**	18.975	08/29/2017 09:32	REAR END, SLOW OR STOP	$ 6500	0	0	0	0	2	1	3	3	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 50 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 50 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
12	**104897027**	18.979	10/30/2016 01:06	ANIMAL	$ 3000	0	0	0	0	1	5	1	3	0	13	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**	17			
13	**104982299**	19.038	01/19/2017 06:43	REAR END, SLOW OR STOP	$ 8500	0	0	0	0	1	1	1	3	0	13	1
Unit	**1 :** 2	**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:**				1		**Obj Strk:**				
14	**104520301**	19.066	10/14/2015 09:52	FIXED OBJECT	$ 6000	0	0	0	0	1	1	1	3	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 50 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**	56			
15	**103821640**	19.075	08/10/2013 12:49	RAN OFF ROAD - RIGHT	$ 2000	0	0	0	0	1	1	1	3	0	13	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:** 45 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				
16	**104050629**	19.075	04/10/2014 08:50	OVERTURN/ROLLOVER	$ 200	0	0	0	0	1	1	1	3	0	13	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 50 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**	58			
17	**104215848**	19.075	11/18/2014 08:06	REAR END, SLOW OR STOP	$ 9000	0	0	0	0	1	1	1	3	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 50 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 50 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
18	**105031666**	19.125	03/07/2017 17:58	REAR END, SLOW OR STOP	$ 8500	0	0	0	0	1	2	1	1	0	13	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**				
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 50 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				4		**Obj Strk:**				

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
19	**104719197**	19.130	04/30/2016 06:55	FIXED OBJECT	$ 7700	0	0	0	1	2	1	2	3	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 50 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		56	
20	**104952199**	19.130	12/18/2016 13:07	REAR END, SLOW OR STOP	$ 14000	0	0	1	0	2	1	2	1	0	13	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:**			
Unit	**3 :** 5	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
21	**104522540**	19.150	10/16/2015 16:29	REAR END, SLOW OR STOP	$ 6000	0	0	0	0	1	1	1	2	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 30 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
22	**104549905**	19.187	11/11/2015 05:36	ANIMAL	$ 2000	0	0	0	0	1	5	1		0		
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		17	
23	**104507667**	19.230	10/03/2015 20:42	BACKING UP	$ 8500	0	0	0	1	2	5	3	2	0	13	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 5 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				10			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 55 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		58	
24	**104701177**	19.237	04/12/2016 16:45	REAR END, SLOW OR STOP	$ 1800	0	0	0	1	1	1	1	3	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 50 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 50 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
25	**103843693**	19.275	09/06/2013 11:13	REAR END, SLOW OR STOP	$ 12000	0	0	0	1	1	1	1	1	0	13	1
Unit	**1 :** 11	**Alchl/Drgs:**	0	**Speed:** 50 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 50 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
26	**104735587**	19.330	05/13/2016 18:06	REAR END, SLOW OR STOP	$ 8500	0	0	0	0	1	1	1	2	0	13	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 45 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:**			
27	**104968905**	19.330	12/24/2016 05:00	MOVABLE OBJECT	$ 4200	0	0	0	0	1	5	1	1	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 50 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		40	
28	**105285584**	19.330	10/26/2017 11:43	SIDESWIPE, OPPOSITE DIRECTION	$ 9000	0	0	0	0	1	1	1	1	0	13	1
Unit	**1 :** 14	**Alchl/Drgs:**	0	**Speed:** 50 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		58	
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 50 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	Injuries A	Injuries B	Injuries C	Condition R	Condition L	Condition W	Road Ch	Road Ci	Trfc Ctl Dv	Trfc Ctl Op
Unit	**3 :** 2	**Alchl/Drgs:**	0	**Speed:** 50 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		58	
29	**105293273**	19.330	11/15/2017 12:43	REAR END, SLOW OR STOP	$ 15000	0	0	0	1	1	1	1	1	0	13	1
Unit	**1 :** 12	**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:**			
30	**104415643**	19.338	06/17/2015 20:24	REAR END, SLOW OR STOP	$ 800	0	0	0	0	1	2	1	1	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 50 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
31	**103711362**	19.375	03/26/2013 21:54	ANIMAL	$ 2200	0	0	0	0	1	5	1	1	0	13	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 45 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		17	
32	**104739130**	19.375	05/18/2016 10:28	REAR END, SLOW OR STOP	$ 2500	0	0	0	0	1	1	2	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
33	**104642282**	19.380	02/09/2016 11:57	LEFT TURN, DIFFERENT ROADWAYS	$ 6000	0	0	0	0	1	1	1	1	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH **Dir:** E		**Veh Mnvr/Ped Actn:**				8			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
34	**103725181**	19.410	04/13/2013 20:38	MOVABLE OBJECT	$ 2500	0	0	0	0	1	5	1	3	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		58	
35	**103993491**	19.430	03/05/2014 16:51	REAR END, SLOW OR STOP	$ 3300	0	0	0	0	1	1	1	1	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 5	**Alchl/Drgs:**	0	**Speed:** 45 MPH **Dir:** S		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
36	**105113397**	19.477	05/16/2017 17:15	REAR END, SLOW OR STOP	$ 3500	0	0	0	0	1	1	1	1	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 45 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
37	**104968012**	19.487	01/05/2017 18:01	REAR END, SLOW OR STOP	$ 2300	0	0	0	0	1	5	1	1	0	0	
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 35 MPH **Dir:** N		**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
38	**104185928**	19.517	10/05/2014 14:00	FIXED OBJECT	$ 3000	0	0	0	0	1	1	1	1	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**		64	
39	**103920802**	19.527	12/06/2013 18:48	REAR END, SLOW OR STOP	$ 1400	0	0	0	0	1	5	1	1	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
40	**104983151**	19.527	12/21/2016 16:47	REAR END, SLOW OR STOP	$ 3500	0	0	0	0	1	2	1	3	0	0	
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 40 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 35 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				1			**Obj Strk:**			
41	**104998237**	19.527	02/03/2017 16:54	REAR END, SLOW OR STOP	$ 4500	0	0	0	1	1	1	2	1	0	13	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:**			
42	**105351127**	19.527	01/12/2018 22:52	ANIMAL	$ 750	0	0	0	0	2	5	1	1	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		17	
43	**103977819**	19.530	02/11/2014 17:22	REAR END, SLOW OR STOP	$ 1750	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:**				4			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
44	**104327271**	19.589	03/20/2015 17:04	REAR END, SLOW OR STOP	$ 5000	0	0	0	0	1	1	1	1	0	0	
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11			**Obj Strk:**			
45	**105233565**	19.613	09/27/2017 03:01	ANIMAL	$ 4000	0	0	0	0	1	5	1	1	0	13	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**		17	
46	**104204458**	19.627	10/21/2014 16:31	RIGHT TURN, DIFFERENT ROADWAYS	$ 3000	0	0	0	0	1	1	1	1	0	1	1
Unit	**1 :** 4	**Alchl/Drgs:**	0	**Speed:** 10 MPH	**Dir:** E	**Veh Mnvr/Ped Actn:**				7			**Obj Strk:**			
Unit	**2 :** 4	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
47	**104718416**	19.627	04/28/2016 17:59	REAR END, SLOW OR STOP	$ 2400	0	0	0	0	1	1	2	1	0	0	
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			
Unit	**2 :** 1	**Alchl/Drgs:**	0	**Speed:** 15 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				4			**Obj Strk:**			

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

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	Injuries A	Injuries B	Injuries C	Condition R	Condition L	Condition W	Road Ch	Road Ci	Trfc Ctl Dv	Trfc Ctl Op
48	**104854290**	19.627	09/18/2016 10:39	LEFT TURN, SAME ROADWAY	$ 3300	0	0	0	0	1	1	1	1	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:**	0	**Speed:** 45 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:**				
49	**104690056**	19.633	03/31/2016 16:04	REAR END, SLOW OR STOP	$ 7500	0	0	1	0	1	1	1	1	0	13	1
Unit	**1 :** 2	**Alchl/Drgs:**	0	**Speed:** 45 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				11		**Obj Strk:**				
Unit	**2 :** 2	**Alchl/Drgs:**	0	**Speed:** 20 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:**				1		**Obj Strk:**			59	
50	**104192755**	19.635	10/20/2014 18:16	REAR END, SLOW OR STOP	$ 2000	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:**				

Legend for Report Details:

Acc No - Accident Number
Injuries: F - Fatal, A - Class A, B - Class B, C - Class C
Condition: R - Road Surface, L - Ambient Light, W - Weather
Rd Ch - Road Character
Rd Ci - Roadway Contributing Circumstances
Trfc Ctl - Traffic Control: Dv - Device, Op - Operating
Alchl/Drgs - Alcohol Drugs Suspected
Veh Mnvr/Ped Actn - Vehicle Maneuver/Pedestrian Action
Obj Strk - Object Struck

Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	50	100.00
Fatal Crashes	0	0.00
Non-Fatal Injury Crashes	10	20.00
Total Injury Crashes	10	20.00
Property Damage Only Crashes	40	80.00
Night Crashes	11	22.00
Wet Crashes	5	10.00
Alcohol/Drugs Involvement Crashes	0	0.00

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	3	6.00
Class C Crashes	7	14.00
Property Damage Only Crashes	40	80.00

Vehicle Exposure Statistics

Annual ADT = 18000

Total Length = 0.708 (Miles) **1.139 (Kilometers)**

Total Vehicle Exposure = 23.27 (MVMT) **37.45 (MVKMT)**

Crash Rate	Crashes Per 100 Million Vehicle Miles	Crashes Per 100 Million Vehicle Kilometers
Total Crash Rate	214.86	133.51
Fatal Crash Rate	0.00	0.00
Non Fatal Crash Rate	42.97	26.70
Night Crash Rate	47.27	29.37
Wet Crash Rate	21.49	13.35
EPDO Rate	532.86	331.11

Miscellaneous Statistics

Severity Index =	2.48
EPDO Crash Index =	124.00
Estimated Property Damage Total = $	256150.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
ANIMAL	5	10.00
BACKING UP	1	2.00
FIXED OBJECT	6	12.00
HEAD ON	1	2.00
LEFT TURN, DIFFERENT ROADWAYS	1	2.00
LEFT TURN, SAME ROADWAY	1	2.00
MOVABLE OBJECT	2	4.00
OVERTURN/ROLLOVER	1	2.00
RAN OFF ROAD - RIGHT	1	2.00
REAR END, SLOW OR STOP	28	56.00
RIGHT TURN, DIFFERENT ROADWAYS	1	2.00
SIDESWIPE, OPPOSITE DIRECTION	1	2.00
SIDESWIPE, SAME DIRECTION	1	2.00

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	0	0.00
Class A Injuries	0	0.00
Class B Injuries	5	41.67
Class C Injuries	7	58.33
Total Non-Fatal Injuries	12	100.00
Total Injuries	12	100.00

Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	4	8.00
Feb	4	8.00
Mar	6	12.00
Apr	6	12.00
May	4	8.00
Jun	1	2.00
Jul	2	4.00
Aug	2	4.00
Sep	4	8.00
Oct	8	16.00
Nov	4	8.00
Dec	5	10.00

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	1	2.00
Tue	13	26.00
Wed	11	22.00
Thu	7	14.00
Fri	8	16.00
Sat	5	10.00
Sun	5	10.00

Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	0	0.00
0100-0159	1	2.00
0200-0259	0	0.00
0300-0359	1	2.00
0400-0459	0	0.00
0500-0559	2	4.00
0600-0659	2	4.00
0700-0759	1	2.00
0800-0859	3	6.00
0900-0959	2	4.00
1000-1059	2	4.00
1100-1159	4	8.00
1200-1259	2	4.00
1300-1359	2	4.00
1400-1459	2	4.00
1500-1559	2	4.00
1600-1659	7	14.00
1700-1759	7	14.00
1800-1859	5	10.00
1900-1959	0	0.00
2000-2059	3	6.00
2100-2159	1	2.00
2200-2259	1	2.00
2300-2359	0	0.00

Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	33	3	0	36
Dark	9	2	0	11
Other	3	0	0	3
Total	45	5	0	50

Object Struck Summary

Object Type	Times Struck	Percent of Total
ANIMAL	5	27.78
CATCH BASIN OR CULVERT ON SHOULDER	2	11.11
COMMERCIAL SIGN	1	5.56
DITCH	5	27.78
EMBANKMENT	3	16.67
GUARDRAIL END ON SHOULDER	1	5.56
OTHER FIXED OBJECT	1	5.56

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
PASSENGER CAR	49	55.06
PICKUP	15	16.85
SINGLE UNIT TRUCK (3 OR MORE AXLES)	1	1.12
SPORT UTILITY	18	20.22
TRACTOR/SEMI-TRAILER	1	1.12
TRUCK/TRAILER	2	2.25
VAN	3	3.37

Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2013	8	0	2	6
2014	10	0	0	10
2015	9	0	1	8
2016	12	0	4	8
2017	10	0	3	7
2018	1	0	0	1
Total	50	0	10	40

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2013	0	2
2014	0	0
2015	0	1
2016	0	4
2017	0	5
2018	0	0
Total	0	12

Miscellaneous Totals

Year	Property Damage	EPDO Index
2013	$ 36600	22.80
2014	$ 32950	10.00
2015	$ 34650	16.40
2016	$ 64400	41.60
2017	$ 86800	32.20
2018	$ 750	1.00
Total	$ 256150	124.00

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2013	0	0	4	2	0	0	2
2014	0	1	6	2	0	0	1
2015	0	0	4	2	0	1	2

Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2016	2	0	7	1	0	0	2
2017	0	0	7	0	0	1	2
2018	0	0	0	0	0	0	1
Total	2	1	28	7	0	2	10

Strip Diagram

Features	Milepost	Crash IDs
	18.95	103790123
	18.96	
	18.97	103958103 | 104310306 | 104112752 | 103677316 | 103924239 | 104343197
SR 2093 | HUNTING COG	18.98	104149608 | 104567460 | 105117914 | 105208484 | 104897027
	18.99	
	19.00	
	19.01	
	19.02	
	19.03	
	19.04	104982299
	19.05	
	19.06	
	19.07	104520301
	19.08	103821640 | 104050629 | 104215848
	19.09	
	19.10	
	19.11	
	19.12	105031666
	19.13	104719197 | 104952199
	19.14	
	19.15	104522540
	19.16	
	19.17	
	19.18	
	19.19	104549905
	19.20	
	19.21	
	19.22	
	19.23	104507667
	19.24	104701177
	19.25	
	19.26	
	19.27	103843693
	19.28	
	19.29	
	19.30	
	19.31	
	19.32	
	19.33	104735587 | 104968905 | 105285584 | 105293273
	19.34	104415643
	19.35	

Features	Milepost	Crash IDs
	19.36	
	19.37	
	19.38	103711362 | 104739130 | 104642282
	19.39	
	19.40	
	19.41	103725181
	19.42	
SR 2129 | SR 2299 | FOGLEMAN	19.43	103993491
	19.44	
	19.45	
	19.46	
	19.47	
	19.48	105113397
	19.49	104968012
	19.50	
	19.51	
	19.52	104185928
	19.53	103920802 | 104983151 | 104998237 | 105351127 | 103977819
	19.54	
	19.55	
	19.56	
	19.57	
	19.58	
	19.59	104327271
	19.60	
	19.61	105233565
	19.62	
SR 2022 | LINVILLE	19.63	104204458 | 104718416 | 104854290 | 104690056
	19.64	104192755
	19.65	
	19.66	

Study Criteria

Study Name	Log No.	PH No.	TIP No.	K/A Cf.	B/C Cf.	ADT	ADT Route
41000051720	41000051720			76.8	8.4	18000	

Request Date	Courier Service	Phone No.	Ext.	Fax No.

County			Municipality					
Name	Code	Div.	Name	Code	Y-Line Ft.	Begin Date	End Date	Years
GUILFORD	41	7	All and Rural		0	2/1/2013	1/31/2018	5.00

Location Text	Requestor
NC 68 from 150 feet south of SR 2093 (Hunting Cog Rd) to 150 feet north of SR 2022 (Linville Rd).	Monisha Badarinath Davenport

Included Accidents	Old MP	New MP	Type
104112752	18.975	18.973	R
104343197	18.975	18.974	R
103924239	18.975	18.974	R
103677316	18.975	18.974	R
103725181	19.475	19.41	R
103977819		19.53	I

Excluded Accidents
104076242
103971050
105316817
103766295
105322431

Fiche Roads

Name	Code
NC 68	30000068
	30600068

Strip Road

Name	Code	Begin MP	End MP	Miles	Kilometers
NC 68	30000068	18.947	19.655	0.708	1.139

Scoping Packet

March 12, 2018

RE: Scoping checklist for Israel Property Development to be located in Oak Ridge, NC – (DAVENPORT Project Number 180009)

I am pleased to submit this Pre-Submission conference checklist for the proposed project in Oak Ridge. The transportation impact analysis will be prepared in accordance with NCDOT guidelines for traffic impact studies and the following proposed scoping items. Please advise if any of these items should be adjusted:

- Site Location – To be located on the west side of NC 68, between Fogleman Road and Hunting Cog Road (see attached site plan)

- Trip Generation – see attached table

- Proposed analysis software - Synchro Traffic Modeling Software (Version 9.1)

- Proposed Count Intersections –
    - NC 68 at Linville Road
    - NC 68 at Fogleman Road

- Proposed Study Intersections –
    - NC 68 at Linville Road
    - NC 68 at Fogleman Road
    - NC 68 at Site Access

- Proposed build-out year, analysis year – 2019

- Proposed annual growth rate – To be determined by assessment of the historical ADT data

- Proposed Study Scenarios: AM (7-9 am) and PM (4-6 pm) peaks for the following:
    - Existing Conditions
    - Future No-Build Conditions
    - Future Build Conditions
    - Future Build Conditions + Improvements (if needed)

- Proposed site trip directional distribution – see attached

- Approved developments – None assumed (please advise otherwise)

- Committed improvements – STIP R-5725 - Intersection improvements at NC 150 and NC 68; Improvements associated with access management study along NC 68 from Fogleman Road to Alcorn Road

- Site Distance Evaluation - An evaluation of the sight distance available at the proposed access on NC 68 will be conducted. Recommendations to mitigate any safety or operational issues identified during the evaluation will be included in the TIA.

Home Office:
119 Brookstown Avenue Suite PH 1
Winston-Salem, NC 27101
Main: 336.744.1636; Fax: 336.458.9377

- Crash Analysis - NC 68 strip from 150 feet north of Linville Road to 150 ft south of Hunting Cog Road will be evaluated. The TIA will include a section on the crash history of the mentioned study area.

Please feel free to contact me with any questions at 336-744-1636. Thank you and we look forward to working with you in completing this study.

Sincerely,

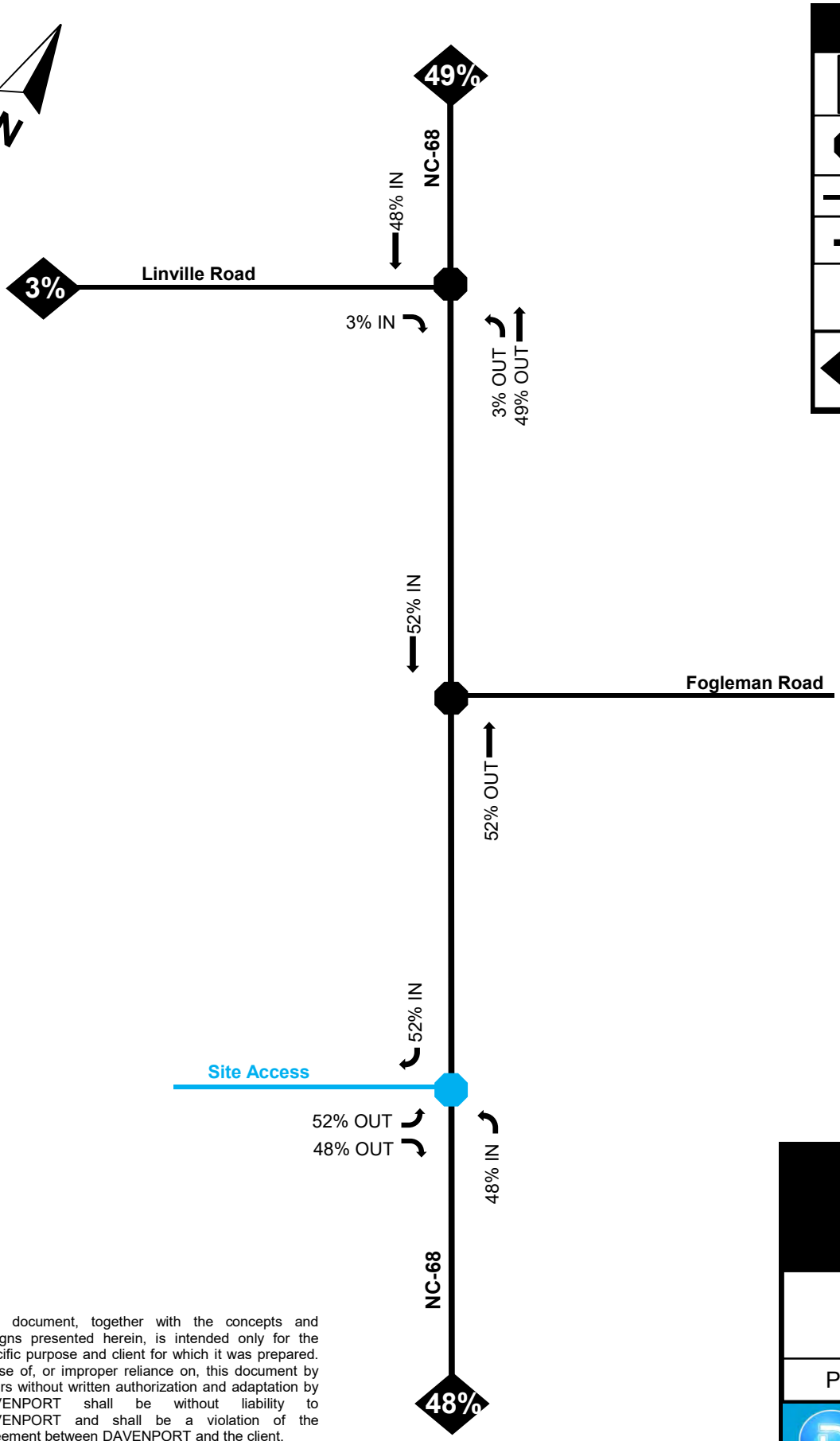
Monisha Badarinath, EI

Home Office:
119 Brookstown Avenue Suite PH 1
Winston-Salem, NC 27101
Main: 336.744.1636; Fax: 336.458.9377

(336) 668-7382
SITE PLANS
LAND DEVELOPMENT CONSULTANTS
4005 BRIDVENUE DRIVE, GREENSBORO, NC 27409

ISRAEL PROPERTY
OAK RIDGE, NORTH CAROLINA

SP



LEGEND

	SIGNALIZED INTERSECTION
	UNSIGNALIZED INTERSECTION
	ROADWAY
	TRAFFIC MOVEMENT
BLACK = EXISTING BLUE = PROPOSED	
%	DESTINATION NODE

FIGURE A
SITE TRIP DISTRIBUTION

ISRAEL PROPERTY
OAK RIDGE, NC

PROJECT NUMBER 180009

DAVENPORT

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*** NOT TO SCALE ***

Table 1 - ITE Trip Generation								
Israel Property								
Average Weekday Driveway Volumes				24 Hour Two-Way	AM Peak Hour		PM Peak Hour	
Land Use	ITE Land Code	Size		Volume	Enter	Exit	Enter	Exit
Townhomes	230	48	Dwelling Units	279	4	17	17	8
Total Trips				**279**	**4**	**17**	**17**	**8**

Trip Generation Summary

Alternative: Alternative 1
Phase:
Project: 180009 Israel Property

Open Date: 3/12/2018
Analysis Date: 3/12/2018

ITE	Land Use	Weekday Average Daily Trips *	Enter	Exit	Total	Weekday AM Peak Hour of Adjacent Street Traffic *	Enter	Exit	Total	Weekday PM Peak Hour of Adjacent Street Traffic *	Enter	Exit	Total
230	CONDO 1		140	139	279		4	17	21		17	8	25
	48 Dwelling Units												
Unadjusted Volume			140	139	279		4	17	21		17	8	25
Internal Capture Trips			0	0	0		0	0	0		0	0	0
Pass-By Trips			0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets			140	139	279		4	17	21		17	8	25

Total Weekday Average Daily Trips Internal Capture = 0 Percent
Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent
Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012