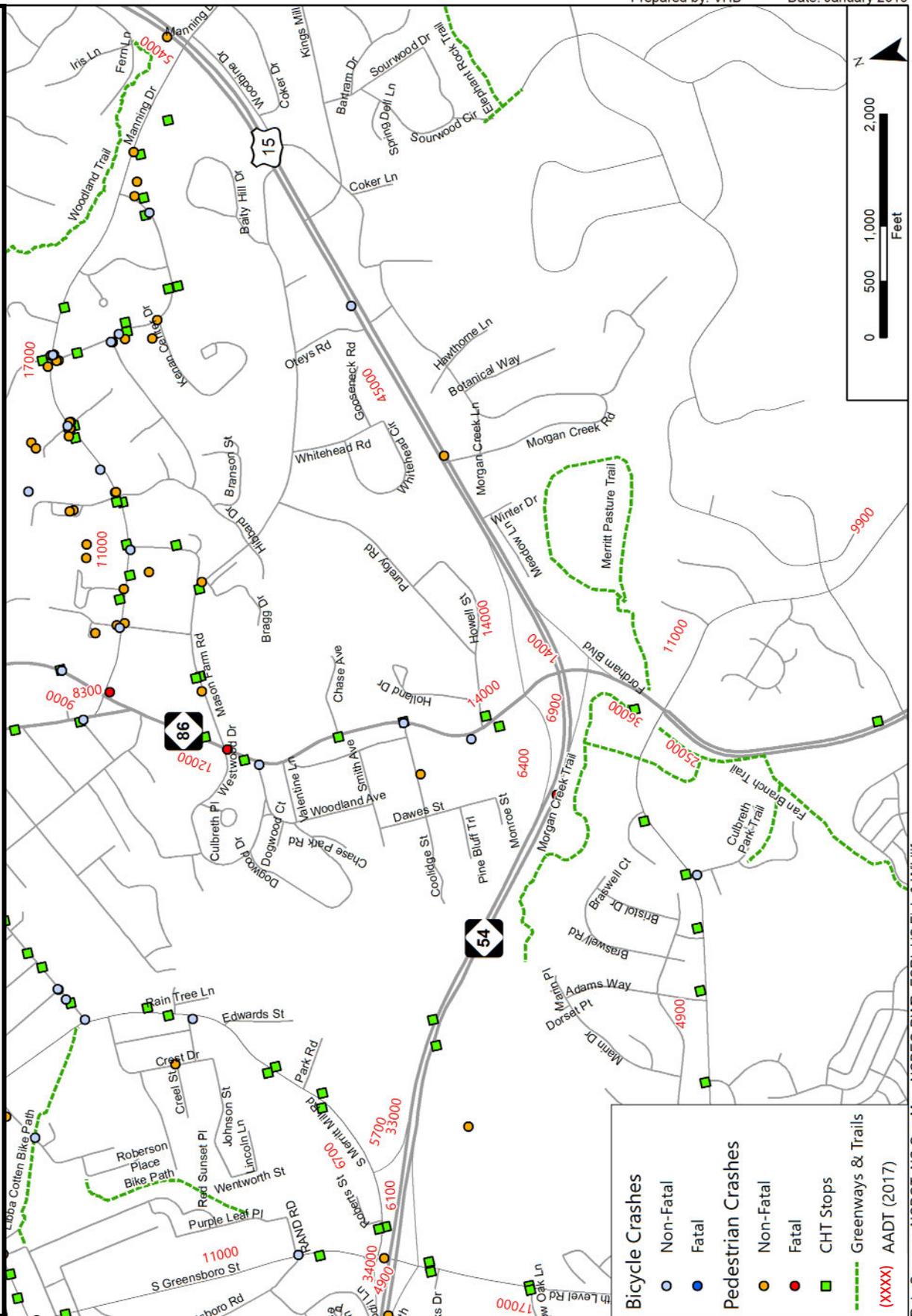


Field Visit Guidance

Observe and record what you see for physical elements and behaviors that may affect pedestrian and bicycle safety along NC 54.

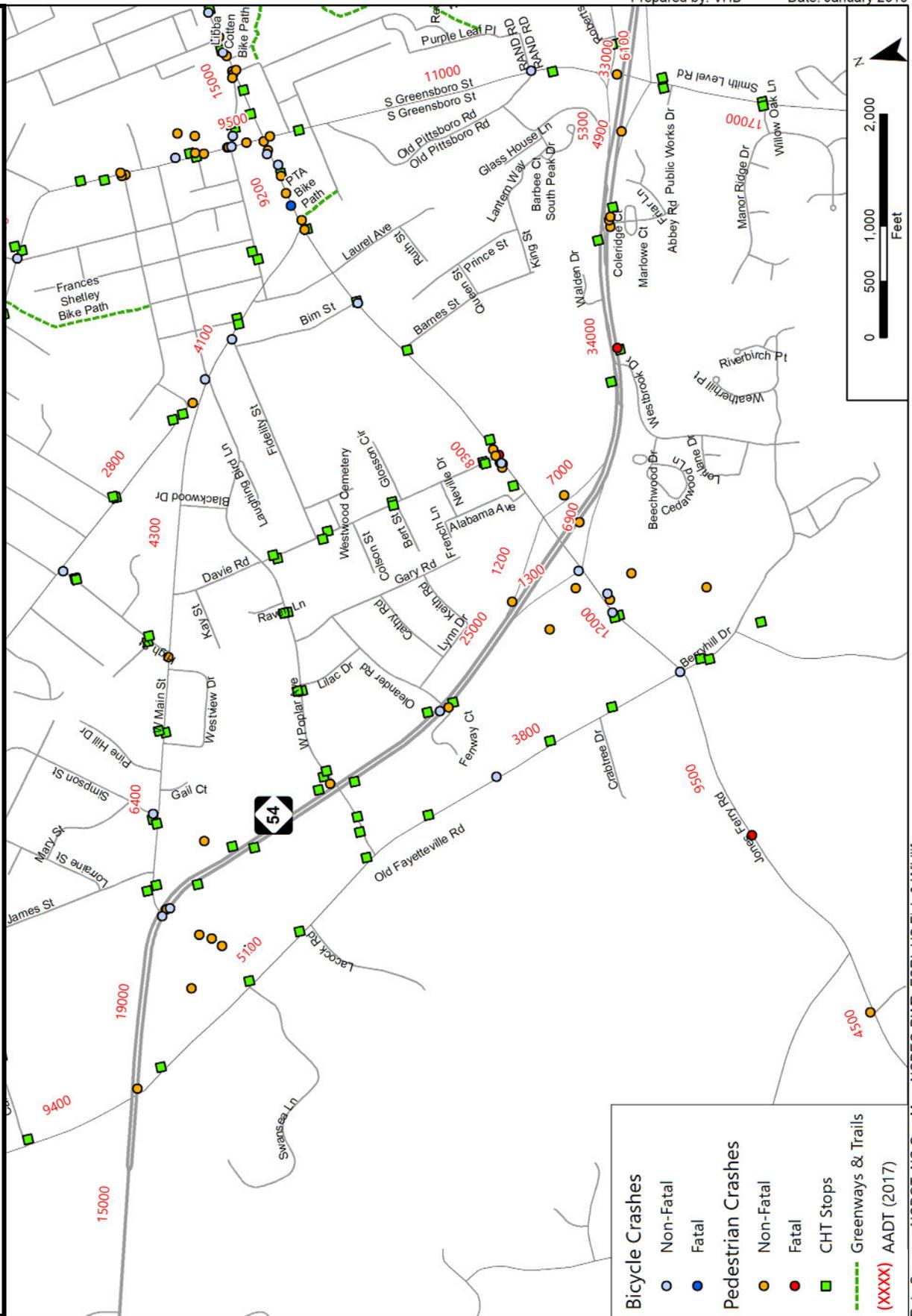
- Presence and continuity of facilities (bike, ped, and transit)
 - Sidewalks
 - Curb ramps
 - Bus stop
 - Bus stop shelter
 - Paved trail
- Quality of facilities (bike, ped, and transit)
- Overhead lighting
- Visibility of expected pedestrians and cyclists
- Driveways and other conflicts
- Signs
- Pavement markings
- Signals: pedestrian signals and phase timing
- Destinations (e.g. businesses, schools, recreation, homes)
- Observed traffic behaviors, including speeding, turning movements, and gaps in traffic
- Observed pedestrian/bicycle behaviors (travel and crossings)

Segment 1 –Manning Dr to Smith Level Rd



Data Sources: NCDOT; NC One Map; NCDEQ-DWR; ESRI; US Fish & Wildlife

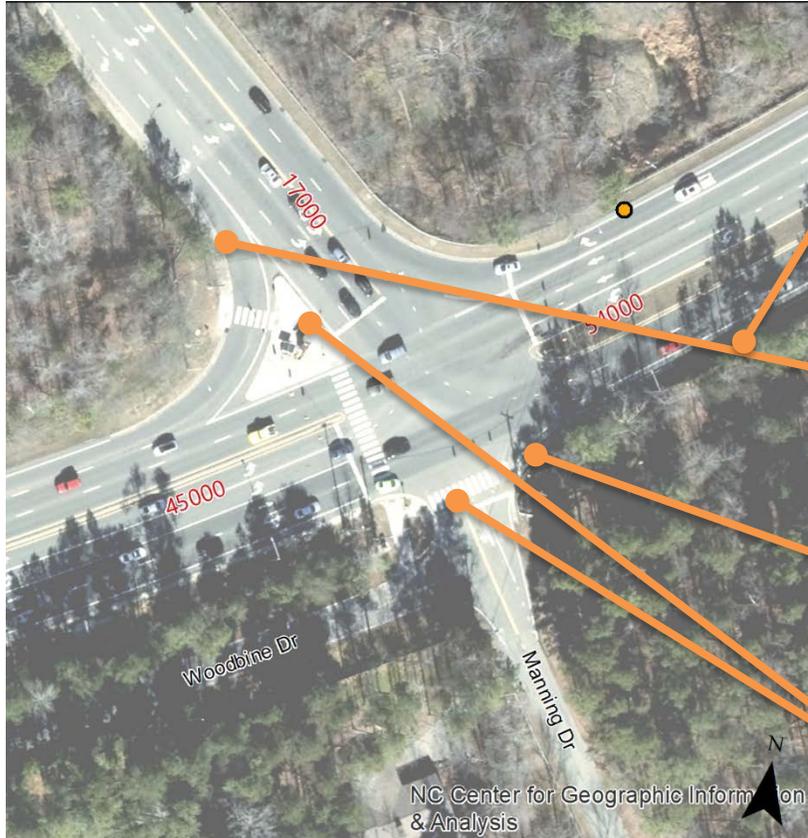
Segment 2 – Smith Level Rd to Old Fayetteville Rd



Bicycle Crashes	
○	Non-Fatal
●	Fatal
Pedestrian Crashes	
○	Non-Fatal
●	Fatal
■	CHT Stops
---	Greenways & Trails
(XXXX)	AAADT (2017)

Data Sources: NCDOT; NC One Map; NCDEQ-DWR; ESRI; US Fish & Wildlife

Manning Dr @ NC 54



- No sidewalk present (south side). Steep slope along Manning Dr. Drainage below guardrail. Very unsafe crossing in any direction.
- Overhead tree canopy on north west corner. Free flow RT lane? If so, move pedestrian crossing nearer to beginning of radius to improve pedestrian conspicuity.
- Could add yield line at pedestrian crossing on right turn slip lane for emphasis. Bike loop signage is faded. Consider moving pedestrian crossing to north to improve visibility for south bound traffic.
- No pedestrian signal head-on south east corner. Long green phase on NC 54. No Sidewalk to the south on Manning Dr. No advance yield line on Manning Drive headed west to NC 54.
- Mysterious curb cuts on Manning Drive north of intersection. Bike markings are faded at Manning Drive north. Overhanging trees may limit visibility of pedestrians on north west side of intersection

Oteys Rd @ NC 54



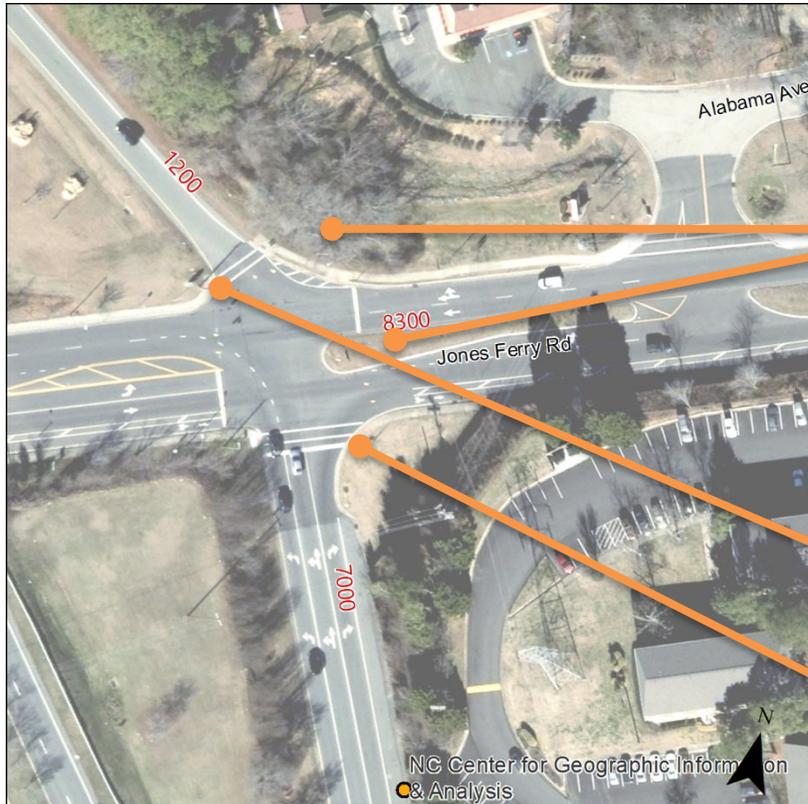
- Very steep slope. No visual cues to NC 54 traffic to expect bike ped crossings. No bike ped facilities and network on either side of road.
- Recommend Zig Zag crossing in median to reduce conflict with high speed right turns.
- Crest limits sight distance for east bound traffic (west of intersection). Street lighting in place.
- HAWK signal at intersection? Future Morgan Creek greenway area. Signal impacts gaps (from east)
- Broad median. High curb. Higher travel speed. Street lighting at four comers. Low density walkable neighborhoods. Paved shoulder on NC 54 east ends well before Ottey's Rd.
- Long crossing time. Speed. No pedestrian facilities
- Rise heading east make visibility to cross. No pedestrian lighting.

Kingswood Apts @ NC 54



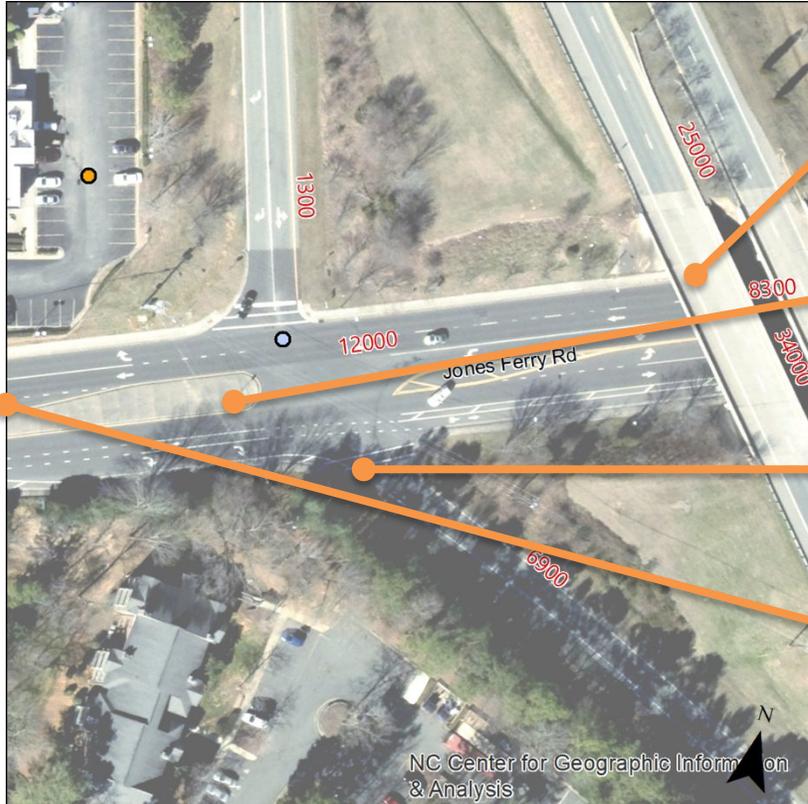
- Consider near side bus stops, (see notes), consider left over for pedestrian refuge. Restripe existing bus lane as right turn acceleration lane
- Consider zig zag concept, moving bus stops [signalized?].
- Talked to people who said dangerous at dark.
- No bus shelter on north side of NC 54. Three pedestrians crossed during visit. Pedestrians using median to stage crossing.
- Need sidewalk with ramps connectivity for bus stops. Rocky goat path in the median, south side connecting to bus stop.
- Consider left over.
- How necessary are bus pullouts?
- 1/4 mile to Morgan Creek Trail parking lot; Poor sight distance

Jones Ferry (North) @ NC 54



- Good sight distance to east and west. Right turns and poor sight distance. Place crossing to the north? Some people crossing at BP gas station.
- Consider adding crosswalk on east left of Jones Ferry road, use island as refuge. Consider remarking crosswalks across ramp to promote pedestrian visibility to right turn motorists. Obtain ROW for sight triangle and vegetation management in North east quad. Over head tree canopy produces shade at pedestrian ramp. Add pedestrian signals. Replace pedestrian sign removed for fiber optical install.
- Revisit crossing configuration on north side of Jones Ferry. Consider no right turn on red.
- No pedestrian heads. Vegetation on south west corner block visibility. Existing street light on south west corner.

Jones Ferry (South) @ NC 54



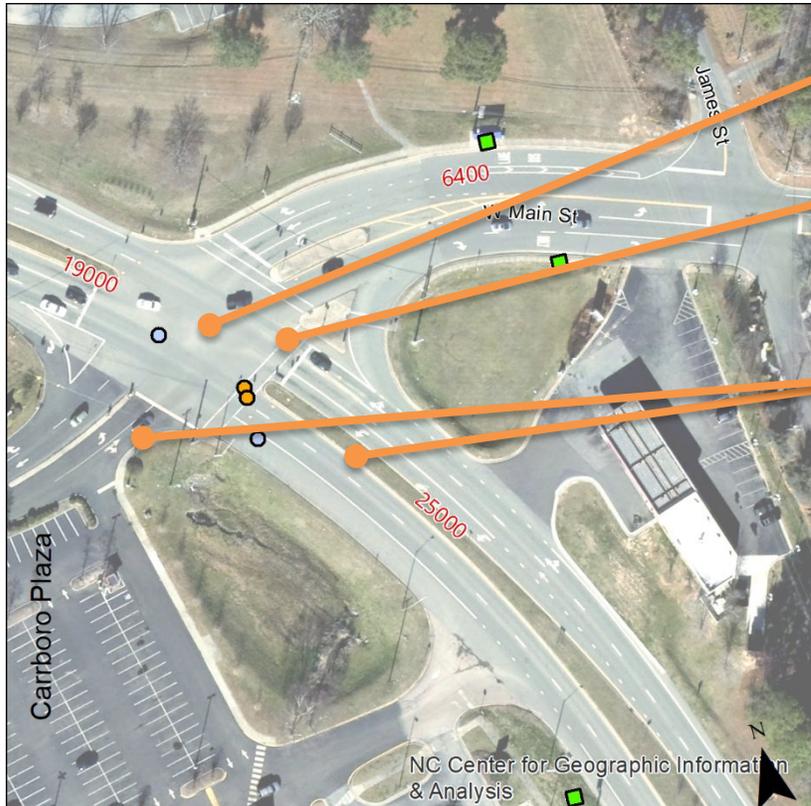
State bike route? Lighting under bridge? Mismatch of bus stop. North bound bike lane plus separation.

No marked crossing [across Jones Ferry Rd]

Conflict with on ramp and crosswalk.

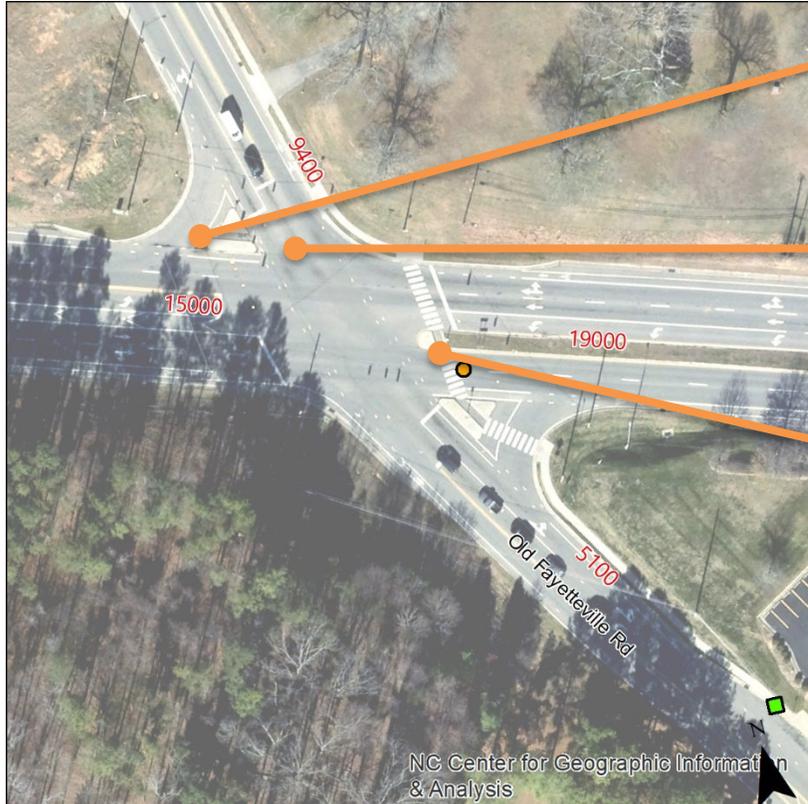
Lighting on westside. No crosswalks across Jones Ferry. Sidewalks with curb ramps. Bus stop south of intersection. Crosswalks across Jones Ferry at shopping center south of ramps.

Carrboro Plaza @ NC 54



- Crosswalk could be better with 2 padded white lines. Degraded low viz crosswalks
- Short crossing time for Main St. No protected left for the cross streets so they cross in front of pedestrians . Bus stop away from intersection but close to ABC store.
- Curb cuts across plaza driveway but crosswalks on sidewalk. No sidewalks along NC 54.
- Foot traffic in median. Remove detectable domes to nowhere on southwest corner of intersection. Detectable plates in poor condition in similar location. Bus stop in front of ABC store.
- High crest and sun in drivers' eyes at intersection. Needs protected left from Main St.

Old Fayetteville Rd @ NC 54



- No crosswalks at porkchop on north side of intersection. Look into peak hour No Turn on Red signage. Re-evaluate signal timing for protected turns and when WALK phase is on.
- No lighting. Pedestrian crossing on NC 54 on permissive \emptyset , may not be readily visible to SB Old Fayetteville left turn traffic.
- Blank out sign? Left turn on permissive phase during pedestrian phase. This is a long left turn, can turning vehicles see pedestrians? Two stage crossing on NC 54 east of intersection.

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
8	103550264	10.290	09/13/2012 13:19	UNKNOWN	\$ 1400	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:		16	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	N	Veh Mnvr/Ped Actn:		16	Obj Strk:					
9	103658179	10.290	12/26/2012 12:24	LEFT TURN, SAME ROADWAY	\$ 1000	0	0	0	0	2	1	3	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	20 MPH	Dir:	N	Veh Mnvr/Ped Actn:		4	Obj Strk:					
Unit	2 : 32	Alchl/Drgs:	7	Speed:	20 MPH	Dir:	S	Veh Mnvr/Ped Actn:		8	Obj Strk:					
10	103665724	10.290	01/01/2013 17:56	LEFT TURN, SAME ROADWAY	\$ 9000	0	0	1	1	2	4	3	1	0	3	1
Unit	1 : 3	Alchl/Drgs:	0	Speed:	40 MPH	Dir:	N	Veh Mnvr/Ped Actn:		4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	S	Veh Mnvr/Ped Actn:		8	Obj Strk:					
11	103687179	10.290	02/11/2013 15:07	REAR END, SLOW OR STOP	\$ 2900	0	0	0	1	2	1	2	7	0	2	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:		1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	S	Veh Mnvr/Ped Actn:		11	Obj Strk:					
12	103817899	10.290	07/15/2013 15:57	REAR END, SLOW OR STOP	\$ 1300	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:		11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	20 MPH	Dir:	S	Veh Mnvr/Ped Actn:		11	Obj Strk:					
13	103880646	10.290	09/20/2013 12:27	REAR END, SLOW OR STOP	\$ 3000	0	0	0	1	2	1	3	3	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:		1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	1	Speed:	25 MPH	Dir:	S	Veh Mnvr/Ped Actn:		4	Obj Strk:					
14	104206728	10.290	11/01/2014 09:01	SIDESWIPE, SAME DIRECTION	\$ 700	0	0	0	0	2	1	2	4	0	12	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:		1	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	S	Veh Mnvr/Ped Actn:		1	Obj Strk:					
15	104232450	10.290	11/25/2014 15:36	REAR END, SLOW OR STOP	\$ 1750	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	S	Veh Mnvr/Ped Actn:		4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:		1	Obj Strk:					
16	104380677	10.290	05/10/2015 19:51	HEAD ON	\$ 14500	0	0	0	4	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:		4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	N	Veh Mnvr/Ped Actn:		4	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	S	Veh Mnvr/Ped Actn:		11	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
17	104406814	10.290	06/05/2015 11:08	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: SE	Veh Mnvr/Ped Actn:		1	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	15 MPH Dir: SE	Veh Mnvr/Ped Actn:		12	Obj Strk:							
18	104504611	10.290	09/14/2015 18:05	REAR END, TURN	\$ 1900	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 12	Alchl/Drugs:	0	Speed:	10 MPH Dir: S	Veh Mnvr/Ped Actn:		11	Obj Strk:							
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH Dir: SW	Veh Mnvr/Ped Actn:		11	Obj Strk:							
19	104547132	10.290	10/31/2015 11:05	SIDESWIPE, OPPOSITE DIRECTION	\$ 8000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:		4	Obj Strk:							
Unit	2 : 2	Alchl/Drugs:	0	Speed:	35 MPH Dir: N	Veh Mnvr/Ped Actn:		4	Obj Strk:							
20	104684168	10.290	03/02/2016 15:16	ANGLE	\$ 10000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:		4	Obj Strk:							
Unit	2 : 4	Alchl/Drugs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:		8	Obj Strk:							
21	104824761	10.290	07/14/2016 12:00	REAR END, SLOW OR STOP	\$ 1700	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	15 MPH Dir: S	Veh Mnvr/Ped Actn:		11	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:		1	Obj Strk:							
22	105211680	10.290	07/07/2017 16:18	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	25 MPH Dir: S	Veh Mnvr/Ped Actn:		11	Obj Strk:							
Unit	2 : 2	Alchl/Drugs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:		1	Obj Strk:							
23	105227825	10.290	08/25/2017 13:41	REAR END, SLOW OR STOP	\$ 1050	0	0	0	0	1	1	1	7	0	3	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:		1	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	15 MPH Dir: S	Veh Mnvr/Ped Actn:		12	Obj Strk:							
24	105249935	10.290	09/01/2017 08:18	REAR END, SLOW OR STOP	\$ 7000	0	0	0	1	2	1	3	3	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:		11	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	15 MPH Dir: S	Veh Mnvr/Ped Actn:		11	Obj Strk:							
25	105424192	10.290	01/03/2018 20:40	RIGHT TURN, DIFFERENT ROADWAYS	\$ 2000	0	0	0	0	5	4	4	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	3 MPH Dir: N	Veh Mnvr/Ped Actn:		4	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	3 MPH Dir: S	Veh Mnvr/Ped Actn:		4	Obj Strk:							

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
26	104357516	10.294	04/14/2015 15:59	REAR END, SLOW OR STOP	\$ 1400	0	0	0	1	1	1	2	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 20 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
27	104723372	10.294	04/18/2016 09:13	REAR END, SLOW OR STOP	\$ 2200	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
28	102978390	10.297	10/03/2010 15:37	REAR END, SLOW OR STOP	\$ 0	0	0	0	3	1	1	1	2	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: NW		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: NW		Veh Mnvr/Ped Actn:				11	Obj Strk:					
29	105253724	10.304	07/10/2017 00:16	PEDESTRIAN	\$ 250	0	1	0	0	1	4	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: SW		Veh Mnvr/Ped Actn:				4	Obj Strk:		14			
Unit	2 : 24	Alchl/Drgs:	0	Speed: 0 MPH Dir:		Veh Mnvr/Ped Actn:					Obj Strk:		14			
30	105034231	10.307	03/09/2017 19:26	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	5	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	7	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
31	102955855	10.309	08/28/2010 21:56	REAR END, SLOW OR STOP	\$ 3300	0	0	0	0	1	4	1	2	0	3	1
Unit	1 : 5	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				16	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				16	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				16	Obj Strk:					
32	105121213	10.309	05/24/2017 09:50	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	2	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				12	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 3 MPH Dir: W		Veh Mnvr/Ped Actn:				12	Obj Strk:					
33	104493570	10.318	09/09/2015 17:30	REAR END, SLOW OR STOP	\$ 9000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 30 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
34	104976435	10.320	11/30/2016 18:00	REAR END, SLOW OR STOP	\$ 1900	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 15 MPH Dir: NW		Veh Mnvr/Ped Actn:				12	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: NW		Veh Mnvr/Ped Actn:				1	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
35	103087379	10.328	01/30/2011 13:39	ANIMAL	\$ 1200	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: NW	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
36	103803091	10.365	06/26/2013 17:13	REAR END, SLOW OR STOP	\$ 1600	0	0	0	0	1	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
37	105211668	10.390	07/06/2014 11:01	SIDESWIPE, SAME DIRECTION	\$ 1200	0	0	0	0	1	1	1	7	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH Dir: SE	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	30 MPH Dir: SE	Veh Mnvr/Ped Actn:				5	Obj Strk:					
38	103648836	10.490	12/15/2012 11:58	SIDESWIPE, SAME DIRECTION	\$ 200	0	0	1	0	1	1	1	4	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: SE	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 21	Alchl/Drgs:	0	Speed:	0 MPH Dir:	Veh Mnvr/Ped Actn:					Obj Strk:					
39	105696917	10.490	11/16/2018 12:32	RIGHT TURN, DIFFERENT ROADWAYS	\$ 3000	0	0	0	0	1	1	1	1	0	14	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: NE	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: NW	Veh Mnvr/Ped Actn:				7	Obj Strk:					
40	103616873	10.581	11/27/2012 12:18	BACKING UP	\$ 4000	0	0	0	0	1	1	2	4	0	3	1
Unit	1 : 5	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	5 MPH Dir: W	Veh Mnvr/Ped Actn:				10	Obj Strk:					
41	103664574	10.581	12/31/2012 10:49	REAR END, SLOW OR STOP	\$ 600	0	0	0	3	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	30 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
42	104938543	10.587	11/04/2016 23:41	RAN OFF ROAD - LEFT	\$ 4700	0	0	0	0	1	4	1	7	0	3	1
Unit	1 : 1	Alchl/Drgs:	1	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		38			
43	102722330	10.591	11/04/2009 10:57	REAR END, SLOW OR STOP	\$ 10500	0	0	0	1	1	1	1	1	0	3	2
Unit	1 : 10	Alchl/Drgs:	0	Speed:	15 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
44	102812337	10.591	02/28/2010 12:13	REAR END, SLOW OR STOP	\$ 2700	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:		4	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:		4	Obj Strk:							
45	103546172	10.591	09/14/2012 11:30	REAR END, SLOW OR STOP	\$ 1250	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	20 MPH Dir: E	Veh Mnvr/Ped Actn:		11	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:		4	Obj Strk:							
46	104206746	10.591	10/29/2014 16:28	SIDESWIPE, SAME DIRECTION	\$ 2400	0	0	0	0	2	4	3	7	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: SW	Veh Mnvr/Ped Actn:		4	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:		5	Obj Strk:							
47	105523092	10.591	06/19/2018 12:25	RAN OFF ROAD - LEFT	\$ 3400	0	0	0	1	1	1	1	1	0		
Unit	1 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:		4	Obj Strk:		33					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:		4	Obj Strk:							
48	103555900	10.595	09/16/2012 11:58	REAR END, SLOW OR STOP	\$ 9000	0	0	0	2	2	1	2	7	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	20 MPH Dir: SE	Veh Mnvr/Ped Actn:		5	Obj Strk:							
Unit	2 : 10	Alchl/Drugs:	0	Speed:	60 MPH Dir: SE	Veh Mnvr/Ped Actn:		4	Obj Strk:							
49	103149064	10.596	04/22/2011 13:27	REAR END, TURN	\$ 2900	0	0	0	0	2	1	3	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:		7	Obj Strk:							
Unit	2 : 2	Alchl/Drugs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:		7	Obj Strk:							
50	103025373	10.598	11/13/2010 07:44	REAR END, SLOW OR STOP	\$ 10000	0	0	1	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	1	Speed:	40 MPH Dir: SE	Veh Mnvr/Ped Actn:		4	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: SE	Veh Mnvr/Ped Actn:		1	Obj Strk:							
51	104088390	10.598	05/13/2014 14:11	REAR END, SLOW OR STOP	\$ 5500	0	0	0	0	1	1	1	1	0	12	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:		4	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:		11	Obj Strk:							
52	102518490	10.600	01/18/2009 19:56	PEDESTRIAN	\$ 0	0	0	0	1	1	4	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:		8	Obj Strk:		14					
Unit	2 : 24	Alchl/Drugs:	0	Speed:	0 MPH Dir:	Veh Mnvr/Ped Actn:			Obj Strk:		14					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
53	102607937	10.600	05/29/2009 22:14	REAR END, SLOW OR STOP	\$ 2500	0	0	0	1	2	4	3	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	3 : 2	Alchl/Drgs:	7	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				16	Obj Strk:					
54	102612290	10.600	06/02/2009 21:17	ANGLE	\$ 4500	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					
55	102650340	10.600	08/01/2009 13:26	ANGLE	\$ 1300	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 5	Alchl/Drgs:	0	Speed:	20 MPH Dir: E	Veh Mnvr/Ped Actn:				16	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				16	Obj Strk:					
56	102825131	10.600	12/15/2009 09:35	OTHER COLLISION WITH VEHICLE	\$ 1500	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				16	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				16	Obj Strk:					
57	102942841	10.600	08/11/2010 12:52	ANGLE	\$ 3000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: NE	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 32	Alchl/Drgs:	7	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				16	Obj Strk:					
58	103271231	10.600	09/22/2011 15:48	ANGLE	\$ 21100	0	1	0	1	2	1	2	5	0	3	1
Unit	1 : 11	Alchl/Drgs:	0	Speed:	60 MPH Dir: SE	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed:	25 MPH Dir: NE	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 5	Alchl/Drgs:	0	Speed:	0 MPH Dir: NW	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	4 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: NW	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	5 : 2	Alchl/Drgs:	0	Speed:	0 MPH Dir: NW	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	6 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: NW	Veh Mnvr/Ped Actn:				1	Obj Strk:					
59	103283156	10.600	10/07/2011 15:38	ANGLE	\$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: SW	Veh Mnvr/Ped Actn:				12	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: NW	Veh Mnvr/Ped Actn:				4	Obj Strk:					
60	103314082	10.600	11/02/2011 10:44	ANGLE	\$ 2000	0	0	0	2	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH Dir: SW	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
61	103364735	10.600	01/03/2012 18:51	ANGLE	\$ 4500	0	0	0	0	1	4	1	5	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	35 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	25 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
62	103472549	10.600	06/11/2012 14:57	ANGLE	\$ 5500	0	0	0	0	1	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	15 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	10 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
63	103528577	10.600	08/20/2012 08:16	REAR END, TURN	\$ 1200	0	0	0	0	2	1	3	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	5 MPH	Dir:	N	Veh Mnvr/Ped Actn:				7	Obj Strk:			
Unit	2 : 2	Alchl/Drugs:	0	Speed:	5 MPH	Dir:	N	Veh Mnvr/Ped Actn:				7	Obj Strk:			
64	103965782	10.600	02/07/2013 16:29	LEFT TURN, SAME ROADWAY	\$ 5500	0	0	0	2	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	15 MPH	Dir:	SW	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 2	Alchl/Drugs:	0	Speed:	25 MPH	Dir:	NE	Veh Mnvr/Ped Actn:				4	Obj Strk:			
65	103726595	10.600	04/05/2013 23:54	MOVABLE OBJECT	\$ 1300	0	0	0	0	1	4	1	5	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	20 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:		18	
Unit	2 : 2	Alchl/Drugs:	1	Speed:	20 MPH	Dir:	E	Veh Mnvr/Ped Actn:				8	Obj Strk:		18	
66	103772677	10.600	05/31/2013 10:20	REAR END, SLOW OR STOP	\$ 75	0	0	0	1	1	1	1	1	0	1	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	2 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
67	103913144	10.600	11/02/2013 20:09	LEFT TURN, SAME ROADWAY	\$ 6000	0	0	0	0	2	4	2	3	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	10 MPH	Dir:	NW	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	20 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
68	104317763	10.600	02/14/2015 10:30	LEFT TURN, SAME ROADWAY	\$ 4000	0	0	1	3	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	30 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	10 MPH	Dir:	NE	Veh Mnvr/Ped Actn:				8	Obj Strk:			
69	104370542	10.600	04/27/2015 07:17	OTHER COLLISION WITH VEHICLE	\$ 1000	0	0	1	0	1	1	1	3	0	3	1
Unit	1 : 20	Alchl/Drugs:	7	Speed:	15 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 2	Alchl/Drugs:	0	Speed:	15 MPH	Dir:	NE	Veh Mnvr/Ped Actn:				8	Obj Strk:			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
70	104627984	10.600	12/25/2015 20:38	LEFT TURN, SAME ROADWAY	\$ 5500	0	0	0	0	2	4	2	3	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	20 MPH	Dir:	SW	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	N	Veh Mnvr/Ped Actn:				8	Obj Strk:			
71	104650492	10.600	01/29/2016 15:34	LEFT TURN, SAME ROADWAY	\$ 2000	0	0	0	0	1	1	1	1	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	7	Speed:	15 MPH	Dir:	W	Veh Mnvr/Ped Actn:				8	Obj Strk:			
72	104703105	10.600	03/27/2016 16:44	ANGLE	\$ 1100	0	0	0	0	2	1	3	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	E	Veh Mnvr/Ped Actn:				8	Obj Strk:			
73	104832877	10.600	07/27/2016 21:33	LEFT TURN, SAME ROADWAY	\$ 8000	0	0	0	1	1	4	1	1	0	3	1
Unit	1 : 3	Alchl/Drgs:	0	Speed:	20 MPH	Dir:	NE	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	25 MPH	Dir:	SW	Veh Mnvr/Ped Actn:				8	Obj Strk:			
74	104844298	10.600	08/05/2016 14:49	REAR END, SLOW OR STOP	\$ 4300	0	0	0	0	1	1	2	3	0	3	1
Unit	1 : 5	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	SE	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	3 MPH	Dir:	SE	Veh Mnvr/Ped Actn:				11	Obj Strk:			
Unit	3 : 1	Alchl/Drgs:	0	Speed:	2 MPH	Dir:	SE	Veh Mnvr/Ped Actn:				8	Obj Strk:			
75	104845240	10.600	08/23/2016 08:01	RIGHT TURN, SAME ROADWAY	\$ 300	0	0	1	0	1	1	1	7	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	NE	Veh Mnvr/Ped Actn:				7	Obj Strk:		14	
Unit	2 : 24	Alchl/Drgs:	0	Speed:	0 MPH	Dir:		Veh Mnvr/Ped Actn:					Obj Strk:		14	
76	104885827	10.600	09/21/2016 20:18	ANGLE	\$ 14000	0	0	0	1	2	4	3	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	20 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
77	105079983	10.600	03/01/2017 16:30	REAR END, SLOW OR STOP	\$ 100	0	0	0	0	1	1	1	1	0	2	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	2 MPH	Dir:	N	Veh Mnvr/Ped Actn:				12	Obj Strk:			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				1	Obj Strk:			
78	105083112	10.600	03/10/2017 09:24	OVERTURN/ROLLOVER	\$ 65000	0	0	0	0	2	1	2	7	0	3	1
Unit	1 : 14	Alchl/Drgs:	0	Speed:	55 MPH	Dir:	SE	Veh Mnvr/Ped Actn:				15	Obj Strk:			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
79	105082271	10.600	04/17/2017 10:40	LEFT TURN, DIFFERENT ROADWAYS	\$ 10000	0	0	0	2	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: W		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
80	105121215	10.600	05/24/2017 14:50	REAR END, SLOW OR STOP	\$ 500	0	0	0	0	1	1	2	3	0	0	2
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 10 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
81	105223487	10.600	08/07/2017 12:45	LEFT TURN, SAME ROADWAY	\$ 500	0	0	0	0	1	1	2	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: S		Veh Mnvr/Ped Actn:				8	Obj Strk:		15			
Unit	2 : 23	Alchl/Drgs:	0	Speed: 0 MPH Dir:		Veh Mnvr/Ped Actn:					Obj Strk:		15			
82	105533475	10.600	05/03/2018 09:08	RIGHT TURN, DIFFERENT ROADWAYS	\$ 4500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 5	Alchl/Drgs:	0	Speed: 10 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
83	105535337	10.600	06/12/2018 13:16	LEFT TURN, DIFFERENT ROADWAYS	\$ 21000	1	0	1	0	1	1	1	1	0	3	1
Unit	1 : 12	Alchl/Drgs:	0	Speed: 47 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 30 MPH Dir: N		Veh Mnvr/Ped Actn:				8	Obj Strk:					
84	105714978	10.600	11/20/2018 17:19	SIDESWIPE, SAME DIRECTION	\$ 1500	0	0	0	0	1	4	1	1	0	12	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
85	103528574	10.603	08/17/2012 20:40	REAR END, SLOW OR STOP	\$ 3500	0	0	0	1	2	4	3	1	0	3	1
Unit	1 : 5	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
86	105080101	10.603	04/04/2017 09:34	REAR END, SLOW OR STOP	\$ 1900	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: NW		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 10	Alchl/Drgs:	0	Speed: 3 MPH Dir: NW		Veh Mnvr/Ped Actn:				12	Obj Strk:					
87	105696913	10.605	11/17/2018 13:46	REAR END, TURN	\$ 3500	0	0	0	0	1	1	1	5	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
88	103160463	10.606	04/25/2011 07:58	PEDALCYCLIST	\$ 500	0	1	0	0	1	1	2	5	0	3	1
Unit	1 : 5	Alchl/Drugs:	0	Speed:	20 MPH Dir: SE	Veh Mnvr/Ped Actn:				8	Obj Strk:		15			
Unit	2 : 23	Alchl/Drugs:	0	Speed:	0 MPH Dir:	Veh Mnvr/Ped Actn:					Obj Strk:		15			
89	103566424	10.609	09/26/2012 17:00	REAR END, SLOW OR STOP	\$ 3500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	5 MPH Dir: W	Veh Mnvr/Ped Actn:				12	Obj Strk:					
90	103810582	10.619	07/12/2013 15:34	REAR END, SLOW OR STOP	\$ 1000	0	0	0	1	1	1	2	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	5 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
91	104638176	10.619	12/08/2015 19:12	SIDESWIPE, SAME DIRECTION	\$ 3000	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	30 MPH Dir: NW	Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	30 MPH Dir: NW	Veh Mnvr/Ped Actn:				4	Obj Strk:					
92	104703534	10.619	03/30/2016 08:48	REAR END, SLOW OR STOP	\$ 900	0	0	0	2	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	25 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
93	105533705	10.619	06/08/2018 11:17	SIDESWIPE, SAME DIRECTION	\$ 4000	0	0	0	0	1	1	1	1	0	0	2
Unit	1 : 1	Alchl/Drugs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				15	Obj Strk:					
94	102738342	10.620	11/16/2009 07:57	MOVABLE OBJECT	\$ 5900	0	0	0	0	1	1	1	5	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				16	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				16	Obj Strk:		18			
95	102494410	10.628	12/20/2008 03:08	RAN OFF ROAD - RIGHT	\$ 2500	0	0	0	0	2	4	2	1	0		2
Unit	1 : 1	Alchl/Drugs:	0	Speed:	65 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		59			
96	103367053	10.640	01/11/2012 17:44	RIGHT TURN, SAME ROADWAY	\$ 2500	0	0	0	1	2	4	2	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	5 MPH Dir: NW	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	5 MPH Dir: SW	Veh Mnvr/Ped Actn:				7	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
97	103953631	10.645	12/18/2013 02:54	RAN OFF ROAD - RIGHT	\$ 7000	0	0	0	2	1	4	1	1	0		2
Unit	1 : 4	Alchl/Drgs:	1	Speed: 50 MPH	Dir: W	Veh Mnvr/Ped Actn:				16	Obj Strk:		38			
98	102737909	10.653	11/19/2009 05:54	REAR END, SLOW OR STOP	\$ 3500	0	0	0	1	2	4	3	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: NW	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 25 MPH	Dir: NW	Veh Mnvr/Ped Actn:				11	Obj Strk:					
99	104469513	10.660	08/17/2015 14:25	RIGHT TURN, SAME ROADWAY	\$ 1400	0	0	0	0	1	1	1	1	0	1	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH	Dir: N	Veh Mnvr/Ped Actn:				7	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 5 MPH	Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
100	104885530	10.660	09/22/2016 14:26	LEFT TURN, SAME ROADWAY	\$ 1700	0	0	0	0	1	1	2	1	0	1	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 10 MPH	Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 10 MPH	Dir: W	Veh Mnvr/Ped Actn:				8	Obj Strk:					
101	105266518	10.690	10/17/2017 08:06	ANIMAL	\$ 2000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH	Dir: SE	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
102	104012519	10.770	02/12/2014 13:30	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	5	1	4	1	1	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 10 MPH	Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 20 MPH	Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
103	104738139	10.770	05/06/2016 16:52	REAR END, SLOW OR STOP	\$ 3500	0	0	0	1	2	1	2	1	0	0	
Unit	1 : 2	Alchl/Drgs:	0	Speed: 0 MPH	Dir: NW	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH	Dir: NW	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 4	Alchl/Drgs:	0	Speed: 40 MPH	Dir: NW	Veh Mnvr/Ped Actn:				11	Obj Strk:					
104	105605666	10.770	02/11/2018 10:05	RIGHT TURN, DIFFERENT ROADWAYS	\$ 100	0	0	1	0	2	1	2	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 8 MPH	Dir: SE	Veh Mnvr/Ped Actn:				7	Obj Strk:		15			
Unit	2 : 23	Alchl/Drgs:	0	Speed: 0 MPH	Dir:	Veh Mnvr/Ped Actn:					Obj Strk:		15			
105	105519601	10.850	04/14/2018 15:32	REAR END, SLOW OR STOP	\$ 5300	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 0 MPH	Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed: 5 MPH	Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
106	105270100	10.870	09/25/2017 16:51	REAR END, SLOW OR STOP	\$ 25400	0	0	0	0	1	1	2	1	0		
Unit	1 : 4	Alchl/Drgs:	0	Speed: 50 MPH Dir: W		Veh Mnvr/Ped Actn:		11	Obj Strk:							
Unit	2 : 4	Alchl/Drgs:	0	Speed: 50 MPH Dir: W		Veh Mnvr/Ped Actn:		11	Obj Strk:							
Unit	3 : 5	Alchl/Drgs:	0	Speed: 50 MPH Dir: W		Veh Mnvr/Ped Actn:		11	Obj Strk:							
Unit	4 : 1	Alchl/Drgs:	0	Speed: 50 MPH Dir: W		Veh Mnvr/Ped Actn:		11	Obj Strk:							

107	103735301	10.878	04/09/2013 08:49	REAR END, SLOW OR STOP	\$ 13600	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: S		Veh Mnvr/Ped Actn:		12	Obj Strk:							
Unit	2 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: S		Veh Mnvr/Ped Actn:		12	Obj Strk:							
Unit	3 : 2	Alchl/Drgs:	0	Speed: 10 MPH Dir: S		Veh Mnvr/Ped Actn:		12	Obj Strk:							
Unit	4 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: S		Veh Mnvr/Ped Actn:		12	Obj Strk:							
Unit	5 : 16	Alchl/Drgs:	0	Speed: 40 MPH Dir: S		Veh Mnvr/Ped Actn:		4	Obj Strk:							

108	102589577	10.913	05/01/2009 10:00	SIDESWIPE, SAME DIRECTION	\$ 1400	0	0	0	0	1	1	2	1	0	0	
Unit	1 : 16	Alchl/Drgs:	0	Speed: 25 MPH Dir: W		Veh Mnvr/Ped Actn:		5	Obj Strk:							
Unit	2 : 5	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:		4	Obj Strk:							

109	104232458	10.925	11/26/2014 16:53	REAR END, SLOW OR STOP	\$ 14000	0	0	0	0	1	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	1	Speed: 70 MPH Dir: NW		Veh Mnvr/Ped Actn:		4	Obj Strk:							
Unit	2 : 1	Alchl/Drgs:	0	Speed: 30 MPH Dir: NW		Veh Mnvr/Ped Actn:		4	Obj Strk:							

110	103256096	10.942	09/14/2011 07:43	REAR END, SLOW OR STOP	\$ 100	0	0	0	1	1	1	1	1	0	12	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: SE		Veh Mnvr/Ped Actn:		4	Obj Strk:							
Unit	2 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: SE		Veh Mnvr/Ped Actn:		4	Obj Strk:							

111	105223519	10.950	07/21/2017 16:58	SIDESWIPE, SAME DIRECTION	\$ 4500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: S		Veh Mnvr/Ped Actn:		4	Obj Strk:							
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: S		Veh Mnvr/Ped Actn:		4	Obj Strk:							

112	103942578	10.961	11/13/2013 07:45	REAR END, SLOW OR STOP	\$ 15600	0	0	1	1	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 30 MPH Dir: S		Veh Mnvr/Ped Actn:		4	Obj Strk:							
Unit	2 : 2	Alchl/Drgs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn:		1	Obj Strk:							
Unit	3 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn:		1	Obj Strk:							
Unit	4 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn:		1	Obj Strk:							

113	105223486	10.967	08/09/2017 11:36	REAR END, SLOW OR STOP	\$ 3000	0	0	0	2	1	1	1	1	0	3	1
Unit	1 : 5	Alchl/Drgs:	0	Speed: 5 MPH Dir: S		Veh Mnvr/Ped Actn:		12	Obj Strk:							
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: S		Veh Mnvr/Ped Actn:		4	Obj Strk:							

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
114	104480074	10.968	08/27/2015 17:50	REAR END, SLOW OR STOP	\$ 1000	0	0	0	2	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: NE	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	20 MPH Dir: NW	Veh Mnvr/Ped Actn:				4	Obj Strk:					
115	103575124	10.969	10/03/2012 20:39	PEDESTRIAN	\$ 0	0	0	0	1	1	4	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	1	Speed:	30 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:		14			
Unit	2 : 24	Alchl/Drgs:	0	Speed:	0 MPH Dir:	Veh Mnvr/Ped Actn:					Obj Strk:		14			
116	102543334	10.970	02/28/2009 18:13	RIGHT TURN, DIFFERENT ROADWAYS	\$ 1100	0	0	0	0	2	4	3	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	5 MPH Dir: W	Veh Mnvr/Ped Actn:				9	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed:	10 MPH Dir: W	Veh Mnvr/Ped Actn:				8	Obj Strk:					
117	102799876	10.970	02/10/2010 18:58	LEFT TURN, SAME ROADWAY	\$ 1800	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: SE	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: NW	Veh Mnvr/Ped Actn:				8	Obj Strk:					
118	102883083	10.970	05/20/2010 22:31	PARKED MOTOR VEHICLE	\$ 2000	0	0	0	0	1	4	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	3 MPH Dir: E	Veh Mnvr/Ped Actn:				12	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:				7	Obj Strk:					
119	103619964	10.970	11/09/2012 16:15	OTHER COLLISION WITH VEHICLE	\$ 2750	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 3	Alchl/Drgs:	0	Speed:	15 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
120	103888551	10.970	08/13/2013 13:34	LEFT TURN, DIFFERENT ROADWAYS	\$ 4000	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	1	Speed:	25 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					
121	104126656	10.970	06/21/2014 10:58	ANGLE	\$ 4540	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: SE	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
122	104166267	10.970	09/01/2014 16:09	ANGLE	\$ 3500	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 17	Alchl/Drgs:	0	Speed:	10 MPH Dir: N	Veh Mnvr/Ped Actn:				12	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
123	103500440	10.973	07/16/2012 15:01	REAR END, SLOW OR STOP	\$ 10500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: NW		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed: 5 MPH Dir: NW		Veh Mnvr/Ped Actn:				11	Obj Strk:					
124	103516225	10.973	08/02/2012 18:23	REAR END, SLOW OR STOP	\$ 3500	0	0	0	1	1	1	2	1	0	12	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 55 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				1	Obj Strk:					
125	102843120	10.974	04/13/2010 20:26	REAR END, SLOW OR STOP	\$ 800	0	0	1	0	1	4	1	4	0	3	1
Unit	1 : 2	Alchl/Drgs:	3	Speed: 45 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				1	Obj Strk:					
126	105197182	10.974	06/06/2017 14:51	REAR END, SLOW OR STOP	\$ 25000	0	0	2	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 7	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
127	105559195	10.976	06/25/2018 19:39	REAR END, SLOW OR STOP	\$ 8000	0	0	1	1	1	1	1	1	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 41 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 30 MPH Dir: S		Veh Mnvr/Ped Actn:				11	Obj Strk:					
128	104421412	10.980	06/22/2015 13:15	REAR END, SLOW OR STOP	\$ 10850	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
129	104716766	11.008	04/12/2016 19:00	ANIMAL	\$ 1500	0	0	0	0	2	1	2	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
130	105082035	11.091	04/18/2017 23:41	ANIMAL	\$ 1500	0	0	0	0	1	5	2	7	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
131	104446752	11.120	07/20/2015 06:37	RAN OFF ROAD - RIGHT	\$ 16500	0	0	1	0	1	3	1	4	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 60 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:		42			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
132	104085529	11.142	05/24/2014 04:44	OTHER NON-COLLISION	\$ 6150	0	0	1	0	1	4	1	1	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed:	60 MPH	Dir:	NW	Veh Mnvr/Ped Actn:				4	Obj Strk:		55	
133	104932793	11.188	10/24/2016 15:04	ANIMAL	\$ 4500	0	0	0	1	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:		17	
134	103874714	11.203	09/15/2013 20:08	ANIMAL	\$ 3000	0	0	0	0	1	4	1	1	0	0	
Unit	1 : 5	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	NW	Veh Mnvr/Ped Actn:				4	Obj Strk:		17	
135	102746827	11.207	11/24/2009 06:50	ANIMAL	\$ 2500	0	0	0	0	1	1	2		0		
Unit	1 : 2	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	SE	Veh Mnvr/Ped Actn:				4	Obj Strk:		17	
136	103026591	11.207	11/19/2010 21:35	ANIMAL	\$ 2000	0	0	0	0	1	4	1	1	0	0	2
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				16	Obj Strk:		17	
137	103998803	11.207	01/27/2014 12:33	SIDESWIPE, SAME DIRECTION	\$ 0	0	0	0	1	1	1	1	1	12	0	
Unit	1 : 24	Alchl/Drgs:	0	Speed:	0 MPH	Dir:		Veh Mnvr/Ped Actn:					Obj Strk:			
Unit	2 : 32	Alchl/Drgs:	7	Speed:	0 MPH	Dir:	SE	Veh Mnvr/Ped Actn:				4	Obj Strk:			
138	104263120	11.207	12/17/2014 14:32	LEFT TURN, SAME ROADWAY	\$ 5000	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	20 MPH	Dir:	NW	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 5	Alchl/Drgs:	0	Speed:	20 MPH	Dir:	SE	Veh Mnvr/Ped Actn:				8	Obj Strk:			
139	105516474	11.207	03/11/2018 15:15	REAR END, SLOW OR STOP	\$ 4750	0	0	0	1	2	1	3	1	0		2
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:			
Unit	3 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:			
140	105418780	11.213	12/05/2017 13:12	ANIMAL	\$ 2000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17	
141	105418781	11.370	12/02/2017 21:21	ANIMAL	\$ 2500	0	0	0	0	1	5	1	1	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	NW	Veh Mnvr/Ped Actn:				4	Obj Strk:		17	
142	103905743	11.440	11/19/2013 16:05	ANIMAL	\$ 1200	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	55 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17	

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
143	105363106	11.521	11/24/2017 21:55	ANIMAL	\$ 750	0	0	0	0	1	4	1	1	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed:	60 MPH Dir: E	Veh Mnvr/Ped Actn:				15	Obj Strk:		42			
144	105663428	11.531	10/21/2018 07:00	ANIMAL	\$ 1000	0	0	0	0	1	1	1	1	0	0	2
Unit	1 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
145	102738572	11.540	11/17/2009 18:07	PEDALCYCLIST	\$ 500	0	0	0	0	1	2	1	3	0	1	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: SE	Veh Mnvr/Ped Actn:				8	Obj Strk:		15			
Unit	2 : 23	Alchl/Drgs:	0	Speed:	0 MPH Dir:	Veh Mnvr/Ped Actn:					Obj Strk:		15			
146	102909972	11.540	06/25/2010 17:24	REAR END, SLOW OR STOP	\$ 4300	0	0	0	0	1	1	1	2	0	2	1
Unit	1 : 5	Alchl/Drgs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
147	103026608	11.540	11/19/2010 13:20	ANGLE	\$ 4000	0	0	0	2	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	5 MPH Dir: W	Veh Mnvr/Ped Actn:				8	Obj Strk:					
148	103053849	11.540	12/15/2010 12:22	LEFT TURN, DIFFERENT ROADWAYS	\$ 4500	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
149	103197224	11.540	06/19/2011 13:40	MOVABLE OBJECT	\$ 0	0	0	1	0	1	1	1	7	0		
Unit	1 : 32	Alchl/Drgs:	7	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				16	Obj Strk:					
Unit	2 : 24	Alchl/Drgs:	0	Speed:	0 MPH Dir:	Veh Mnvr/Ped Actn:					Obj Strk:					
150	103486142	11.540	05/26/2012 08:43	LEFT TURN, DIFFERENT ROADWAYS	\$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	20 MPH Dir: SW	Veh Mnvr/Ped Actn:				12	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	35 MPH Dir: NE	Veh Mnvr/Ped Actn:				4	Obj Strk:					
151	103487880	11.540	06/20/2012 08:56	REAR END, SLOW OR STOP	\$ 2550	0	0	0	1	1	1	1	6	0	3	1
Unit	1 : 6	Alchl/Drgs:	0	Speed:	10 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	2 MPH Dir: N	Veh Mnvr/Ped Actn:				12	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
152	103650327	11.540	12/11/2012 08:17	LEFT TURN, SAME ROADWAY	\$ 3000	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: E		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
153	103797997	11.540	06/16/2013 11:16	LEFT TURN, DIFFERENT ROADWAYS	\$ 4500	0	0	0	2	1	1	1	1	0	12	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 20 MPH Dir: NW		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
154	103822572	11.540	07/29/2013 16:22	LEFT TURN, DIFFERENT ROADWAYS	\$ 2000	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: SW		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: SE		Veh Mnvr/Ped Actn:				12	Obj Strk:					
155	104022741	11.540	03/01/2014 10:45	SIDESWIPE, SAME DIRECTION	\$ 2200	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: NW		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 30 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
156	104054551	11.540	04/30/2014 10:14	REAR END, SLOW OR STOP	\$ 2000	0	0	0	1	2	1	2	4	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 30 MPH Dir: S		Veh Mnvr/Ped Actn:				11	Obj Strk:					
157	104063816	11.540	05/03/2014 14:18	LEFT TURN, DIFFERENT ROADWAYS	\$ 1300	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: NW		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: SW		Veh Mnvr/Ped Actn:				4	Obj Strk:					
158	104355616	11.540	04/15/2015 20:04	ANGLE	\$ 3200	0	0	0	0	2	4	3	3	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 35 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: W		Veh Mnvr/Ped Actn:				12	Obj Strk:					
159	104639864	11.540	01/19/2016 13:45	RIGHT TURN, SAME ROADWAY	\$ 750	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: N		Veh Mnvr/Ped Actn:				7	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				12	Obj Strk:					
160	104659970	11.540	02/15/2016 19:16	RAN OFF ROAD - RIGHT	\$ 2000	0	0	0	0	4	5	6	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:		33			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
161	104731900	11.540	04/26/2016 08:00	REAR END, SLOW OR STOP	\$ 400	0	0	0	1	1	1	1	3	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	NE	Veh Mnvr/Ped Actn:		1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	NE	Veh Mnvr/Ped Actn:		4	Obj Strk:					
162	105126655	11.540	05/27/2017 10:20	LEFT TURN, SAME ROADWAY	\$ 1500	0	0	0	0	1	1	1	4	0	3	1
Unit	1 : 1	Alchl/Drgs:	7	Speed:	20 MPH	Dir:	N	Veh Mnvr/Ped Actn:		8	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:		4	Obj Strk:					
163	105126672	11.540	05/31/2017 17:51	ANGLE	\$ 4500	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	S	Veh Mnvr/Ped Actn:		4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	W	Veh Mnvr/Ped Actn:		8	Obj Strk:					
164	105223480	11.540	08/03/2017 09:15	ANGLE	\$ 3500	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	NE	Veh Mnvr/Ped Actn:		4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	20 MPH	Dir:	W	Veh Mnvr/Ped Actn:		8	Obj Strk:					
165	105607336	11.540	09/07/2018 07:32	OTHER COLLISION WITH VEHICLE	\$ 1500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:		8	Obj Strk:					
Unit	2 : 12	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	E	Veh Mnvr/Ped Actn:		4	Obj Strk:					
166	105647869	11.540	10/17/2018 13:30	REAR END, SLOW OR STOP	\$ 2200	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:		7	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	E	Veh Mnvr/Ped Actn:		7	Obj Strk:					
167	103344325	11.629	12/09/2011 18:42	SIDESWIPE, SAME DIRECTION	\$ 0	0	0	1	0	1	5	1	3	0		
Unit	1 : 22	Alchl/Drgs:	0	Speed:	0 MPH	Dir:		Veh Mnvr/Ped Actn:			Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	7	Speed:	0 MPH	Dir:	SE	Veh Mnvr/Ped Actn:		4	Obj Strk:					
168	105533682	11.640	05/31/2018 16:11	SIDESWIPE, SAME DIRECTION	\$ 500	0	0	0	0	1	1	2	1	0	0	
Unit	1 : 2	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:		4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	7	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:		5	Obj Strk:					
169	102707244	11.700	10/19/2009 20:00	SIDESWIPE, SAME DIRECTION	\$ 3000	0	0	0	0	1	5	1	2	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed:	60 MPH	Dir:	SE	Veh Mnvr/Ped Actn:		4	Obj Strk:		42			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	65 MPH	Dir:	SE	Veh Mnvr/Ped Actn:		4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
170	103020576	11.710	11/13/2010 07:38	SIDESWIPE, SAME DIRECTION	\$ 1200	0	0	0	0	1	1	1	7	0	2	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
171	103141872	11.767	04/12/2011 16:54	REAR END, SLOW OR STOP	\$ 5200	0	0	0	0	2	1	1	6	1	14	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				16	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
172	104945701	11.790	11/22/2016 08:23	ANIMAL	\$ 2000	0	0	0	0	1	1	1	3	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk: 17					
173	104525040	11.821	10/05/2015 14:33	RAN OFF ROAD - RIGHT	\$ 5000	0	0	0	0	1	1	2	2	0	0	2
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: SE		Veh Mnvr/Ped Actn:				5	Obj Strk: 42					
174	103104039	11.860	02/25/2011 13:34	RAN OFF ROAD - RIGHT	\$ 9000	0	0	0	0	1	1	1	7	0	0	2
Unit	1 : 1	Alchl/Drgs:	0	Speed: 60 MPH Dir: E		Veh Mnvr/Ped Actn:				5	Obj Strk: 64					
175	103519640	11.878	08/07/2012 22:50	ANIMAL	\$ 2000	0	0	0	0	1	4	2	2	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk: 17					
176	103076889	11.893	12/20/2010 16:23	REAR END, SLOW OR STOP	\$ 5000	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 20 MPH Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
177	102615412	11.897	06/07/2009 10:32	RAN OFF ROAD - RIGHT	\$ 2000	0	0	0	0	1	1	1	3	0	0	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk: 33					
178	103461201	11.897	05/21/2012 11:46	RIGHT TURN, SAME ROADWAY	\$ 3000	0	0	0	0	1	1	1	7	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 3 MPH Dir: NE		Veh Mnvr/Ped Actn:				7	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 3 MPH Dir: NE		Veh Mnvr/Ped Actn:				7	Obj Strk:					
179	103519891	11.897	08/01/2012 13:32	SIDESWIPE, SAME DIRECTION	\$ 7000	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 50 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
180	103615976	11.897	11/14/2012 01:31	OTHER NON-COLLISION	\$ 5000	0	0	1	0	1	4	1	8	0	0	2
Unit	1 : 1	Alchl/Drgs:	1	Speed: 30 MPH	Dir: S	Veh Mnvr/Ped Actn: 4				Obj Strk: 33						
181	104315727	11.897	02/16/2015 22:37	ANGLE	\$ 15000	0	0	0	1	4	4	6	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 15 MPH	Dir: E	Veh Mnvr/Ped Actn: 11				Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 35 MPH	Dir: W	Veh Mnvr/Ped Actn: 4				Obj Strk:						
182	104386032	11.897	05/14/2015 02:48	RAN OFF ROAD - RIGHT	\$ 2300	0	0	1	0	1	5	1	1	0	1	3
Unit	1 : 1	Alchl/Drgs:	1	Speed: 55 MPH	Dir: E	Veh Mnvr/Ped Actn: 7				Obj Strk: 33						
183	104749996	11.897	05/16/2016 17:31	RIGHT TURN, SAME ROADWAY	\$ 2700	0	0	0	0	1	1	1	2	0	1	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 10 MPH	Dir: N	Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH	Dir: N	Veh Mnvr/Ped Actn: 1				Obj Strk:						
184	105211665	11.897	06/21/2017 17:22	REAR END, SLOW OR STOP	\$ 2500	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH	Dir: S	Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 10 MPH	Dir: S	Veh Mnvr/Ped Actn: 11				Obj Strk:						
185	105423890	11.897	01/04/2018 03:11	RAN OFF ROAD - RIGHT	\$ 10000	0	0	0	0	5	4	4	1	0	0	2
Unit	1 : 1	Alchl/Drgs:	7	Speed: 30 MPH	Dir: E	Veh Mnvr/Ped Actn: 4				Obj Strk:						
186	105689338	11.897	11/07/2018 07:38	SIDESWIPE, SAME DIRECTION	\$ 1500	0	0	0	0	1	1	1	3	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH	Dir: S	Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 5 MPH	Dir: S	Veh Mnvr/Ped Actn: 7				Obj Strk:						
187	104578159	11.899	11/19/2015 07:19	LEFT TURN, SAME ROADWAY	\$ 5500	0	0	0	1	2	1	3	1	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: SE	Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 15 MPH	Dir: SW	Veh Mnvr/Ped Actn: 8				Obj Strk:						
188	104724663	11.904	04/13/2016 14:38	RAN OFF ROAD - RIGHT	\$ 1500	0	0	0	0	2	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH	Dir: E	Veh Mnvr/Ped Actn: 7				Obj Strk: 37						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn: 4				Obj Strk:						
189	103129169	11.905	03/30/2011 08:25	SIDESWIPE, SAME DIRECTION	\$ 2000	0	0	0	0	2	1	3	7	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn: 5				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 20 MPH	Dir: E	Veh Mnvr/Ped Actn: 7				Obj Strk:						

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
190	103278841	11.915	10/07/2011 09:51	REAR END, SLOW OR STOP	\$ 2800	0	0	0	0	1	1	1	5	0		2
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				5	Obj Strk:					
191	103505910	11.918	07/21/2012 22:23	PEDESTRIAN	\$ 1500	1	0	0	0	2	5	3	3	0		0
Unit	1 : 4	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:		14			
Unit	2 : 1	Alchl/Drgs:	0	Speed: 20 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:		14			
Unit	3 : 24	Alchl/Drgs:	1	Speed: 0 MPH Dir:		Veh Mnvr/Ped Actn:					Obj Strk:		14			
192	102783095	11.935	01/12/2010 21:08	ANIMAL	\$ 3000	0	0	0	0	1	4	1	1	0		0
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
193	103026056	11.935	11/11/2010 19:35	ANIMAL	\$ 2500	0	0	0	0	1	4	1	1	0		0
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:		17			
194	104705883	11.946	04/13/2016 20:45	SIDESWIPE, SAME DIRECTION	\$ 6000	0	0	0	2	1	5	1	3	0		0
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 31	Alchl/Drgs:	7	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				2	Obj Strk:					
195	105463324	11.946	02/20/2018 22:22	REAR END, SLOW OR STOP	\$ 3500	0	0	0	0	1	4	1	1	0		0
Unit	1 : 5	Alchl/Drgs:	0	Speed: 20 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	5	Speed: 50 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
196	102842897	11.953	04/12/2010 23:20	ANIMAL	\$ 1500	0	0	0	0	1	5	1	1	0		0
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
197	105712577	11.954	11/24/2018 19:32	ANIMAL	\$ 2000	0	0	0	0	2	4	1	1	0		0
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
198	105590868	11.961	08/25/2018 22:02	ANIMAL	\$ 1300	0	0	0	0	1	5	1	1	0		2
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				15	Obj Strk:		42			
Unit	2 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
199	105424773	11.981	01/12/2018 07:43	RAN OFF ROAD - LEFT	\$ 13000	0	0	2	0	2	1	3	1	0		0
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op	
Unit	2 : 1	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:				
200	103917376	12.039	11/08/2013 17:43	ANGLE	\$ 1900			0	0	0	0	1	4	1	1	0	0
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:				
Unit	2 : 1	Alchl/Drgs:	0	Speed:	50 MPH	Dir:	E	Veh Mnvr/Ped Actn:				6	Obj Strk:				
201	104233149	12.040	12/01/2014 08:25	REAR END, SLOW OR STOP	\$ 300			0	0	0	0	1	1	1	4	0	0
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:				
Unit	2 : 6	Alchl/Drgs:	0	Speed:	15 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:				
202	105516467	12.041	03/22/2018 08:36	REAR END, SLOW OR STOP	\$ 1300			0	0	0	2	1	1	1	1	0	0
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:				
Unit	2 : 4	Alchl/Drgs:	0	Speed:	15 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:				
203	103632831	12.050	12/06/2012 13:29	REAR END, SLOW OR STOP	\$ 16000			0	0	0	0	1	1	1	3	0	3
Unit	1 : 1	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	W	Veh Mnvr/Ped Actn:				11	Obj Strk:				
Unit	2 : 5	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:				
204	105076580	12.069	02/28/2017 17:06	REAR END, SLOW OR STOP	\$ 13500			0	0	0	0	1	1	2	1	0	0
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	W	Veh Mnvr/Ped Actn:				5	Obj Strk:				
Unit	2 : 4	Alchl/Drgs:	0	Speed:	20 MPH	Dir:	W	Veh Mnvr/Ped Actn:				11	Obj Strk:				
Unit	3 : 4	Alchl/Drgs:	0	Speed:	20 MPH	Dir:	W	Veh Mnvr/Ped Actn:				11	Obj Strk:				
Unit	4 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	W	Veh Mnvr/Ped Actn:				11	Obj Strk:				
205	104738679	12.100	05/01/2016 20:16	REAR END, SLOW OR STOP	\$ 5000			0	0	0	2	1	2	2	1	0	2
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	W	Veh Mnvr/Ped Actn:				5	Obj Strk:				
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:				
206	104012245	12.136	03/16/2014 19:45	ANIMAL	\$ 1900			0	0	0	0	2	5	3	3	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	25 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk: 17				
Unit	2 : 3	Alchl/Drgs:	0	Speed:	25 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:				
207	104436702	12.160	07/07/2015 15:23	SIDESWIPE, SAME DIRECTION	\$ 0			0	0	1	0	1	1	2	1	0	0
Unit	1 : 22	Alchl/Drgs:	0	Speed:	0 MPH	Dir:		Veh Mnvr/Ped Actn:					Obj Strk:				
Unit	2 : 32	Alchl/Drgs:	7	Speed:	40 MPH	Dir:	NW	Veh Mnvr/Ped Actn:				4	Obj Strk:				

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
208	104571633	12.160	11/17/2015 20:20	ANIMAL	\$ 1200	0	0	0	0	1	4	1	0	0	0	2
Unit	1 : 1	Alchl/Drgs:	0	Speed: 48 MPH	Dir: W	Veh Mnvr/Ped Actn: 4				Obj Strk: 17						
209	104563706	12.161	11/03/2015 18:12	ANIMAL	\$ 10000	0	0	0	1	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 52 MPH	Dir: SE	Veh Mnvr/Ped Actn: 4				Obj Strk: 17						
210	104381088	12.181	05/01/2015 16:05	REAR END, SLOW OR STOP	\$ 4500	0	0	1	0	1	1	2	1	0	0	2
Unit	1 : 7	Alchl/Drgs:	0	Speed: 0 MPH	Dir: W	Veh Mnvr/Ped Actn: 11				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn: 4				Obj Strk:						
211	103042121	12.183	12/06/2010 07:31	PEDESTRIAN	\$ 25	0	0	1	0	1	1	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 5 MPH	Dir: E	Veh Mnvr/Ped Actn: 7				Obj Strk: 14						
Unit	2 : 24	Alchl/Drgs:	0	Speed: 0 MPH	Dir:	Veh Mnvr/Ped Actn:				Obj Strk: 14						
212	103905117	12.183	10/20/2013 05:43	RAN OFF ROAD - STRAIGHT	\$ 2000	0	0	0	1	1	5	1	1	0	0	2
Unit	1 : 1	Alchl/Drgs:	5	Speed: 15 MPH	Dir: SE	Veh Mnvr/Ped Actn: 8				Obj Strk: 47						
213	103973293	12.183	12/16/2013 18:36	PEDESTRIAN	\$ 1000	0	0	1	1	1	4	1	1	0		2
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn: 4				Obj Strk: 14						
Unit	2 : 24	Alchl/Drgs:	7	Speed: 0 MPH	Dir:	Veh Mnvr/Ped Actn:				Obj Strk: 14						
214	104997569	12.183	01/12/2017 22:34	REAR END, SLOW OR STOP	\$ 7000	0	0	0	0	1	4	1	1	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH	Dir: W	Veh Mnvr/Ped Actn: 7				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn: 4				Obj Strk:						
215	105211673	12.183	06/22/2017 16:27	REAR END, TURN	\$ 2300	0	0	0	0	1	1	3	2	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH	Dir: S	Veh Mnvr/Ped Actn: 11				Obj Strk:						
Unit	2 : 2	Alchl/Drgs:	0	Speed: 5 MPH	Dir: S	Veh Mnvr/Ped Actn: 12				Obj Strk:						
216	105559194	12.185	07/20/2018 07:59	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 5	Alchl/Drgs:	0	Speed: 25 MPH	Dir: E	Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 2	Alchl/Drgs:	0	Speed: 35 MPH	Dir: E	Veh Mnvr/Ped Actn: 4				Obj Strk:						
217	103357866	12.189	12/25/2011 21:45	ANIMAL	\$ 18100	0	0	3	1	1	5	1	7	0	14	1
Unit	1 : 32	Alchl/Drgs:	7	Speed: 20 MPH	Dir: N	Veh Mnvr/Ped Actn: 16				Obj Strk: 17						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn: 4				Obj Strk: 17						

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
Unit	3 : 4	Alchl/Drgs:	0	Speed:	15 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	4 : 2	Alchl/Drgs:	0	Speed:	50 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
218	102703142	12.193	09/30/2009 08:11	REAR END, SLOW OR STOP	\$ 6000	0	0	0	1	1	1	1	1	0	0	2
Unit	1 : 5	Alchl/Drgs:	0	Speed:	45 MPH Dir: NE	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 16	Alchl/Drgs:	0	Speed:	45 MPH Dir: NW	Veh Mnvr/Ped Actn:				11	Obj Strk:					
219	103618413	12.193	11/13/2012 17:14	REAR END, SLOW OR STOP	\$ 7000	0	0	0	0	1	1	2	3	0		2
Unit	1 : 7	Alchl/Drgs:	0	Speed:	5 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed:	30 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
220	105249976	12.196	09/10/2017 03:17	REAR END, SLOW OR STOP	\$ 9000	0	0	0	0	1	5	1	1	0		0
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	1	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
221	105266531	12.240	10/11/2017 07:55	REAR END, SLOW OR STOP	\$ 2750	0	0	0	0	1	1	2	4	0		0
Unit	1 : 5	Alchl/Drgs:	0	Speed:	45 MPH Dir: SE	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: SE	Veh Mnvr/Ped Actn:				1	Obj Strk:					
222	102832987	12.252	01/26/2010 07:43	PARKED MOTOR VEHICLE	\$ 10750	0	0	1	0	1	1	1	1	0		0
Unit	1 : 14	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				2	Obj Strk: 20					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk: 20					
223	103033015	12.271	11/28/2010 02:41	OVERTURN/ROLLOVER	\$ 10000	0	0	3	1	1	5	1	1	0		0
Unit	1 : 4	Alchl/Drgs:	1	Speed:	65 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
224	103492781	12.271	05/17/2012 20:07	ANIMAL	\$ 7500	0	0	0	0	1	2	1	1	0		0
Unit	1 : 2	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk: 17					
225	104852672	12.274	09/07/2016 14:01	REAR END, SLOW OR STOP	\$ 14000	0	0	0	1	1	1	1	3	0		0
Unit	1 : 4	Alchl/Drgs:	0	Speed:	60 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	35 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
226	103952675	12.283	12/02/2013 12:04	ANIMAL	\$ 2500	0	0	0	0	1	1	1	3	0		0
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk: 17					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
227	102491458	12.366	12/11/2008 12:10	LEFT TURN, SAME ROADWAY	\$ 1000	0	0	1	0	2	1	3	3	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: N		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 21	Alchl/Drgs:	0	Speed: 0 MPH Dir:		Veh Mnvr/Ped Actn:				Obj Strk:						
228	102530174	12.366	01/29/2009 18:30	ANGLE	\$ 8000	0	0	0	1	1	4	1	1	0	3	1
Unit	1 : 20	Alchl/Drgs:	0	Speed: 35 MPH Dir: S		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 5	Alchl/Drgs:	0	Speed: 20 MPH Dir: NW		Veh Mnvr/Ped Actn: 8				Obj Strk:						
229	102541301	12.366	02/21/2009 18:29	SIDESWIPE, OPPOSITE DIRECTION	\$ 3000	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: N		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	7	Speed: 10 MPH Dir: SE		Veh Mnvr/Ped Actn: 8				Obj Strk:						
230	102607499	12.366	05/26/2009 16:47	LEFT TURN, SAME ROADWAY	\$ 10000	0	0	0	0	1	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 30 MPH Dir: S		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 20 MPH Dir: NW		Veh Mnvr/Ped Actn: 8				Obj Strk:						
231	102619473	12.366	06/10/2009 02:47	RAN OFF ROAD - RIGHT	\$ 5000	0	0	0	1	2	4	2	1	0		
Unit	1 : 1	Alchl/Drgs:	1	Speed: 35 MPH Dir: SW		Veh Mnvr/Ped Actn: 4				Obj Strk:		52				
232	102649639	12.366	08/01/2009 11:20	RAN OFF ROAD - RIGHT	\$ 5000	0	0	0	0	1	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: S		Veh Mnvr/Ped Actn: 16				Obj Strk:		52				
233	102663487	12.366	08/19/2009 13:32	ANGLE	\$ 1600	0	0	0	1	1	1	1	1	0	12	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 25 MPH Dir: S		Veh Mnvr/Ped Actn: 16				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: N		Veh Mnvr/Ped Actn: 16				Obj Strk:						
234	102679715	12.366	09/05/2009 00:46	REAR END, SLOW OR STOP	\$ 6000	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: S		Veh Mnvr/Ped Actn: 4				Obj Strk:						
235	102695967	12.366	10/03/2009 10:56	REAR END, SLOW OR STOP	\$ 7000	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn: 8				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: N		Veh Mnvr/Ped Actn: 4				Obj Strk:						
236	102706817	12.366	10/16/2009 22:15	REAR END, SLOW OR STOP	\$ 1550	0	0	0	0	1	5	2	3	0	0	
Unit	1 : 2	Alchl/Drgs:	0	Speed: 25 MPH Dir: W		Veh Mnvr/Ped Actn: 11				Obj Strk:		20				

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
Unit	2 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		20			
237	102822885	12.366	03/12/2010 19:03	ANGLE	\$ 2500	0	0	0	0	2	4	3	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	20 MPH Dir: N	Veh Mnvr/Ped Actn:				8	Obj Strk:					
238	102823056	12.366	03/13/2010 19:44	LEFT TURN, SAME ROADWAY	\$ 2300	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: SW	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 3	Alchl/Drgs:	0	Speed:	30 MPH Dir: NE	Veh Mnvr/Ped Actn:				4	Obj Strk:					
239	102893181	12.366	06/03/2010 12:41	ANGLE	\$ 1100	0	0	0	0	1	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					
240	102925259	12.366	07/21/2010 18:14	RAN OFF ROAD - STRAIGHT	\$ 1700	0	0	1	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	20 MPH Dir: W	Veh Mnvr/Ped Actn:				16	Obj Strk:		18			
241	102945506	12.366	08/14/2010 12:35	OTHER COLLISION WITH VEHICLE	\$ 5000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				16	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				16	Obj Strk:					
242	102964792	12.366	09/09/2010 16:29	LEFT TURN, DIFFERENT ROADWAYS	\$ 7000	0	0	0	4	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: S	Veh Mnvr/Ped Actn:				8	Obj Strk:					
243	102962838	12.366	09/10/2010 13:29	REAR END, SLOW OR STOP	\$ 2500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	10 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
244	103100838	12.366	02/14/2011 13:05	REAR END, SLOW OR STOP	\$ 1500	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: S	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
245	103133714	12.366	04/03/2011 12:31	LEFT TURN, SAME ROADWAY	\$ 3500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: NW	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	15 MPH Dir: SW	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
246	103154615	12.366	05/04/2011 17:24	SIDESWIPE, OPPOSITE DIRECTION	\$ 2000	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed: 15 MPH Dir: N		Veh Mnvr/Ped Actn: 8				Obj Strk:						
Unit	2 : 1	Alchl/Drugs:	0	Speed: 15 MPH Dir: S		Veh Mnvr/Ped Actn: 4				Obj Strk:						
247	103238900	12.366	08/25/2011 17:48	ANGLE	\$ 5000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drugs:	0	Speed: 35 MPH Dir: S		Veh Mnvr/Ped Actn: 4				Obj Strk:						
248	103240357	12.366	08/26/2011 11:30	LEFT TURN, SAME ROADWAY	\$ 8000	0	0	0	2	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed: 30 MPH Dir: N		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drugs:	0	Speed: 10 MPH Dir: S		Veh Mnvr/Ped Actn: 8				Obj Strk:						
249	103348426	12.366	11/13/2011 16:07	REAR END, TURN	\$ 2000	0	0	0	2	1	1	1	7	0	3	1
Unit	1 : 2	Alchl/Drugs:	0	Speed: 15 MPH Dir: SE		Veh Mnvr/Ped Actn: 7				Obj Strk:						
Unit	2 : 5	Alchl/Drugs:	0	Speed: 0 MPH Dir: SE		Veh Mnvr/Ped Actn: 1				Obj Strk:						
250	103329700	12.366	11/26/2011 18:23	LEFT TURN, SAME ROADWAY	\$ 5200	0	0	0	0	1	4	1	3	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed: 35 MPH Dir: S		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 4	Alchl/Drugs:	0	Speed: 20 MPH Dir: NW		Veh Mnvr/Ped Actn: 8				Obj Strk:						
251	103340449	12.366	12/06/2011 17:10	SIDESWIPE, SAME DIRECTION	\$ 1500	0	0	0	0	1	2	2	1	0		
Unit	1 : 1	Alchl/Drugs:	0	Speed: 30 MPH Dir: SW		Veh Mnvr/Ped Actn: 8				Obj Strk:						
Unit	2 : 2	Alchl/Drugs:	0	Speed: 30 MPH Dir: SW		Veh Mnvr/Ped Actn: 8				Obj Strk:						
252	103388008	12.366	02/05/2012 12:27	LEFT TURN, SAME ROADWAY	\$ 1100	0	0	0	0	2	1	2	4	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed: 15 MPH Dir: NW		Veh Mnvr/Ped Actn: 8				Obj Strk:						
Unit	2 : 4	Alchl/Drugs:	0	Speed: 35 MPH Dir: S		Veh Mnvr/Ped Actn: 4				Obj Strk:						
253	103406421	12.366	03/09/2012 01:09	LEFT TURN, DIFFERENT ROADWAYS	\$ 1400	0	0	0	0	1	4	1	3	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed: 5 MPH Dir: S		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 32	Alchl/Drugs:	1	Speed: 15 MPH Dir: NW		Veh Mnvr/Ped Actn: 8				Obj Strk:						
254	103471867	12.366	06/01/2012 01:00	REAR END, SLOW OR STOP	\$ 3300	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit	2 : 1	Alchl/Drugs:	0	Speed: 35 MPH Dir: S		Veh Mnvr/Ped Actn: 4				Obj Strk:						

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
255	103666222	12.366	01/12/2013 22:28	UNKNOWN	\$ 1100	0	0	0	0	1	4	5	1	0	12	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	S	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	20 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
256	103882461	12.366	09/18/2013 16:09	REAR END, TURN	\$ 3000	0	0	0	1	1	1	1	4	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	W	Veh Mnvr/Ped Actn:				12	Obj Strk:			
257	103905261	12.366	09/30/2013 15:17	HEAD ON	\$ 7000	0	0	0	1	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	N	Veh Mnvr/Ped Actn:				8	Obj Strk:			
258	103913171	12.366	11/03/2013 01:38	RAN OFF ROAD - RIGHT	\$ 5000	0	0	0	0	1	4	2	3	0	0	2
Unit	1 : 1	Alchl/Drgs:	5	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				8	Obj Strk: 64			
259	103950145	12.366	11/30/2013 15:45	SIDESWIPE, SAME DIRECTION	\$ 3000	0	0	0	0	1	1	1	1	0	12	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	3 MPH	Dir:	S	Veh Mnvr/Ped Actn:				5	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	25 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
260	104001322	12.366	02/14/2014 08:33	FIXED OBJECT	\$ 10000	0	0	0	0	4	1	4	1	0		2
Unit	1 : 2	Alchl/Drgs:	0	Speed:	50 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk: 33			
261	104121953	12.366	07/22/2014 18:51	REAR END, SLOW OR STOP	\$ 2700	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	15 MPH	Dir:	E	Veh Mnvr/Ped Actn:				7	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
262	104163365	12.366	08/23/2014 17:24	LEFT TURN, SAME ROADWAY	\$ 8000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	N	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
263	104183542	12.366	10/02/2014 07:46	REAR END, SLOW OR STOP	\$ 400	0	0	0	1	1	1	1	1	0	12	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	S	Veh Mnvr/Ped Actn:				12	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:				1	Obj Strk:			
264	104218937	12.366	11/12/2014 18:11	REAR END, SLOW OR STOP	\$ 1600	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:				1	Obj Strk:			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
Unit	2 : 1	Alchl/Drugs:	0	Speed:	5 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
265	104219417	12.366	11/14/2014 18:16	LEFT TURN, SAME ROADWAY	\$ 6500	0	0	0	2	1	4	2	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	10 MPH	Dir:	S	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 4	Alchl/Drugs:	0	Speed:	30 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:			
266	104229110	12.366	11/20/2014 19:36	ANGLE	\$ 2500	0	0	0	0	1	4	1	3	0	12	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	25 MPH	Dir:	S	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	35 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:			
267	104243515	12.366	12/06/2014 19:46	LEFT TURN, DIFFERENT ROADWAYS	\$ 3000	0	0	0	0	2	4	3	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	15 MPH	Dir:	E	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	35 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
268	104402538	12.366	06/02/2015 20:14	ANGLE	\$ 5000	0	0	0	0	2	4	3	1	0	12	3
Unit	1 : 1	Alchl/Drugs:	0	Speed:	5 MPH	Dir:	N	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	25 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
269	104509960	12.366	09/26/2015 18:51	REAR END, SLOW OR STOP	\$ 2200	0	0	0	1	2	2	3	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	10 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
270	104587148	12.366	11/30/2015 18:23	LEFT TURN, DIFFERENT ROADWAYS	\$ 2000	0	0	0	0	2	4	3	3	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	25 MPH	Dir:	E	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	25 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:			
271	104740358	12.366	05/03/2016 16:49	BACKING UP	\$ 0	0	0	0	1	2	1	3	1	0	5	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	NE	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	4 MPH	Dir:	NE	Veh Mnvr/Ped Actn:				10	Obj Strk:			
272	104820650	12.366	08/04/2016 15:01	SIDESWIPE, SAME DIRECTION	\$ 1800	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	20 MPH	Dir:	SW	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	25 MPH	Dir:	SW	Veh Mnvr/Ped Actn:				8	Obj Strk:			
273	104844299	12.366	08/05/2016 22:41	LEFT TURN, SAME ROADWAY	\$ 7500	0	0	0	1	2	4	2	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	10 MPH	Dir:	N	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	35 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
274	104854672	12.366	09/06/2016 07:47	ANGLE	\$ 6000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					
275	104945722	12.366	11/19/2016 19:17	LEFT TURN, DIFFERENT ROADWAYS	\$ 5000	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: SE	Veh Mnvr/Ped Actn:				8	Obj Strk:					
276	105041347	12.366	02/18/2017 01:15	LEFT TURN, SAME ROADWAY	\$ 7000	0	0	0	1	1	4	1	1	0	3	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: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
277	105126654	12.366	05/26/2017 08:23	RIGHT TURN, DIFFERENT ROADWAYS	\$ 100	0	0	1	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: SE	Veh Mnvr/Ped Actn:				7	Obj Strk:		15			
Unit	2 : 23	Alchl/Drgs:	0	Speed:	0 MPH Dir:	Veh Mnvr/Ped Actn:					Obj Strk:		15			
278	105249970	12.366	09/12/2017 14:32	REAR END, SLOW OR STOP	\$ 600	0	0	0	0	2	1	3	1	0	12	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 32	Alchl/Drgs:	7	Speed:	20 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
279	105270099	12.366	09/25/2017 18:20	REAR END, SLOW OR STOP	\$ 1100	0	0	0	0	1	1	1	4	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:				12	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
280	105286970	12.366	10/25/2017 16:16	LEFT TURN, SAME ROADWAY	\$ 3500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	20 MPH Dir: N	Veh Mnvr/Ped Actn:				8	Obj Strk:					
281	105277824	12.366	10/27/2017 08:13	REAR END, SLOW OR STOP	\$ 2100	0	0	0	0	1	1	1	2	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
282	105418776	12.366	12/10/2017 17:17	REAR END, TURN	\$ 2800	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				7	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
283	105349937	12.366	12/23/2017 12:36	ANGLE	\$ 5000	0	0	0	0	1	1	2	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	10 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	30 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
284	105463566	12.366	02/02/2018 14:42	LEFT TURN, SAME ROADWAY	\$ 17500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: W	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	35 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
285	105518406	12.366	04/10/2018 19:31	REAR END, SLOW OR STOP	\$ 8000	0	0	0	0	1	1	1	7	0	2	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: SW	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	20 MPH Dir: SW	Veh Mnvr/Ped Actn:				5	Obj Strk:					
286	105533683	12.366	05/29/2018 13:28	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	2	1	0	12	1
Unit	1 : 16	Alchl/Drgs:	0	Speed:	20 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
287	105559197	12.366	07/23/2018 15:51	LEFT TURN, SAME ROADWAY	\$ 4500	0	0	0	2	1	1	2		0		
Unit	1 : 4	Alchl/Drgs:	0	Speed:	30 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: SW	Veh Mnvr/Ped Actn:				8	Obj Strk:					
288	105663432	12.366	10/23/2018 10:01	REAR END, SLOW OR STOP	\$ 500	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
289	105673395	12.366	10/25/2018 17:27	REAR END, SLOW OR STOP	\$ 1300	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:				12	Obj Strk:					
290	105516468	12.372	03/13/2018 06:35	RAN OFF ROAD - RIGHT	\$ 4000	0	0	0	0	4	5	1	1	0	0	
Unit	1 : 2	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		33			
291	103061246	12.390	12/26/2010 09:12	RAN OFF ROAD - LEFT	\$ 1000	0	0	0	0	6	1	4	3	1	14	1
Unit	1 : 32	Alchl/Drgs:	7	Speed:	35 MPH Dir: SE	Veh Mnvr/Ped Actn:				4	Obj Strk:		42			
292	103357250	12.404	12/24/2011 18:58	REAR END, SLOW OR STOP	\$ 30000	0	0	1	0	1	5	1	2	0	0	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
293	102721886	12.416	11/04/2009 07:50	SIDESWIPE, SAME DIRECTION	\$ 6000	0	0	0	0	1	1	1	1	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				5	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	25 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:			
294	102652397	12.466	07/30/2009 10:59	ANIMAL	\$ 2000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk: 17			
295	102613155	12.483	06/04/2009 15:11	RAN OFF ROAD - LEFT	\$ 20000	0	0	1	0	2	1	3	1	1		
Unit	1 : 2	Alchl/Drgs:	0	Speed:	50 MPH	Dir:	E	Veh Mnvr/Ped Actn:				5	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	40 MPH	Dir:	W	Veh Mnvr/Ped Actn:				16	Obj Strk:			
296	105516472	12.500	03/18/2018 18:56	ANIMAL	\$ 2000	0	0	0	0	1	2	1	1	0	0	2
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk: 17			
297	102529022	12.570	02/04/2009 12:13	SIDESWIPE, SAME DIRECTION	\$ 1000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 11	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	40 MPH	Dir:	E	Veh Mnvr/Ped Actn:				5	Obj Strk:			
298	102486410	12.600	12/09/2008 16:27	ANGLE	\$ 3000	0	0	0	0	1	1	2	6	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	N	Veh Mnvr/Ped Actn:				12	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	25 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
299	102556032	12.600	03/17/2009 17:04	LEFT TURN, DIFFERENT ROADWAYS	\$ 1000	0	0	0	0	1	1	1	3	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	6 MPH	Dir:	N	Veh Mnvr/Ped Actn:				8	Obj Strk:			
300	102587303	12.600	05/06/2009 09:16	LEFT TURN, DIFFERENT ROADWAYS	\$ 6000	0	0	0	0	2	1	2	3	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	NW	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	25 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
301	102607687	12.600	05/28/2009 11:00	LEFT TURN, DIFFERENT ROADWAYS	\$ 11500	0	0	0	0	1	1	2	2	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	20 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 10	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	SW	Veh Mnvr/Ped Actn:				8	Obj Strk:			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
302	102726338	12.600	11/03/2009 10:32	OTHER NON-COLLISION	\$ 8800	0	0	0	2	1	1	1	5	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	5 MPH Dir: W	Veh Mnvr/Ped Actn:				16	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: W	Veh Mnvr/Ped Actn:				16	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
303	102739663	12.600	11/17/2009 18:08	LEFT TURN, DIFFERENT ROADWAYS	\$ 7000	0	0	1	1	1	2	1	2	0	1	1
Unit	1 : 31	Alchl/Drgs:	0	Speed:	30 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: SW	Veh Mnvr/Ped Actn:				8	Obj Strk:					
304	102842890	12.600	04/13/2010 17:41	LEFT TURN, DIFFERENT ROADWAYS	\$ 3000	0	0	0	0	1	1	1	7	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: NW	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: NE	Veh Mnvr/Ped Actn:				4	Obj Strk:					
305	103164713	12.600	05/04/2011 08:40	LEFT TURN, DIFFERENT ROADWAYS	\$ 1500	0	0	0	0	2	1	2	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: N	Veh Mnvr/Ped Actn:				8	Obj Strk:					
306	103162882	12.600	05/15/2011 09:50	ANGLE	\$ 9500	0	0	0	0	1	1	1	3	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:		20			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: NE	Veh Mnvr/Ped Actn:				8	Obj Strk:					
307	103176994	12.600	05/25/2011 15:05	LEFT TURN, DIFFERENT ROADWAYS	\$ 5500	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	5 MPH Dir: SW	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
308	103211680	12.600	07/14/2011 15:58	LEFT TURN, DIFFERENT ROADWAYS	\$ 5900	0	0	0	1	1	1	1	3	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	10 MPH Dir: W	Veh Mnvr/Ped Actn:				8	Obj Strk:					
309	103387390	12.600	02/04/2012 14:03	SIDESWIPE, SAME DIRECTION	\$ 1500	0	0	0	0	2	1	2	7	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	27 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	15 MPH Dir: NW	Veh Mnvr/Ped Actn:				8	Obj Strk:					
310	103628518	12.600	12/11/2012 08:01	LEFT TURN, DIFFERENT ROADWAYS	\$ 5500	0	0	0	0	1	3	2	7	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	20 MPH Dir: N	Veh Mnvr/Ped Actn:				8	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
311	103973458	12.600	12/16/2013 17:34	LEFT TURN, DIFFERENT ROADWAYS	\$ 10200	0	0	0	1	1	4	1	3	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 25 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: NW		Veh Mnvr/Ped Actn: 8				Obj Strk:						
312	103973111	12.600	01/20/2014 09:35	LEFT TURN, DIFFERENT ROADWAYS	\$ 10000	0	0	0	1	1	1	1	3	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: E		Veh Mnvr/Ped Actn: 12				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 30 MPH Dir: N		Veh Mnvr/Ped Actn: 4				Obj Strk:						
313	104433901	12.600	07/13/2015 08:24	LEFT TURN, DIFFERENT ROADWAYS	\$ 1400	0	0	0	0	1	1	2	2	0	1	1
Unit	1 : 17	Alchl/Drgs:	0	Speed: 5 MPH Dir: N		Veh Mnvr/Ped Actn: 12				Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 15 MPH Dir: N		Veh Mnvr/Ped Actn: 4				Obj Strk:						
314	104576023	12.600	11/13/2015 07:23	LEFT TURN, DIFFERENT ROADWAYS	\$ 9000	0	0	0	2	1	1	1	3	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 10 MPH Dir: W		Veh Mnvr/Ped Actn: 8				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 25 MPH Dir: N		Veh Mnvr/Ped Actn: 4				Obj Strk:						
315	104975677	12.600	12/02/2016 18:01	ANGLE	\$ 3000	0	0	0	0	1	4	1	7	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 20 MPH Dir: NE		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 5 MPH Dir: NE		Veh Mnvr/Ped Actn: 8				Obj Strk:						
316	105258266	12.600	10/07/2017 18:00	ANGLE	\$ 7000	0	0	0	0	2	1	2				
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 25 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
317	104334247	12.602	01/18/2015 11:02	ANIMAL	\$ 2000	0	0	0	0	1	4	1	1	0		2
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: S		Veh Mnvr/Ped Actn: 4				Obj Strk: 17						
318	103714740	12.626	03/23/2013 21:14	ANIMAL	\$ 2500	0	0	0	0	1	4	2	1	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk: 17						
319	103996493	12.638	02/03/2014 01:42	RAN OFF ROAD - LEFT	\$ 10000	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 50 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
320	105117149	12.660	05/25/2017 09:15	SIDESWIPE, SAME DIRECTION	\$ 1300	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 50 MPH Dir: NW		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 50 MPH Dir: NW		Veh Mnvr/Ped Actn: 4				Obj Strk:						

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
321	104047244	12.666	04/17/2014 16:08	REAR END, SLOW OR STOP	\$ 2300	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
322	102560291	12.700	03/25/2009 22:03	RAN OFF ROAD - LEFT	\$ 11000	0	0	1	3	2	4	2	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				15	Obj Strk:		33			
Unit	2 : 4	Alchl/Drgs:	0	Speed: 25 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
323	102626864	12.700	06/20/2009 15:58	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	2	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 10 MPH Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:					
324	104368810	12.700	05/02/2015 04:10	RAN OFF ROAD - RIGHT	\$ 7000	0	0	0	0	1	5	1	1	0	0	2
Unit	1 : 2	Alchl/Drgs:	7	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				5	Obj Strk:					
325	102940328	12.710	08/03/2010 02:40	FIXED OBJECT	\$ 17000	0	0	0	1	1	4	1	6	0	0	
Unit	1 : 1	Alchl/Drgs:	2	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				7	Obj Strk:		55			
326	103174348	12.710	05/23/2011 17:44	FIXED OBJECT	\$ 4000	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				7	Obj Strk:		33			
327	103496107	12.710	07/09/2012 08:00	REAR END, SLOW OR STOP	\$ 400	0	0	0	3	1	1	1	7	0	2	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: N		Veh Mnvr/Ped Actn:				12	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				1	Obj Strk:					
328	104333752	12.710	01/07/2015 12:45	REAR END, SLOW OR STOP	\$ 2000	0	0	0	1	1	1	2	7	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 10 MPH Dir: NE		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: NE		Veh Mnvr/Ped Actn:				1	Obj Strk:					
329	103232901	12.720	08/16/2011 11:53	SIDESWIPE, SAME DIRECTION	\$ 4500	0	0	0	0	1	1	1	3	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				5	Obj Strk:					
330	103628508	12.720	12/10/2012 08:23	ANGLE	\$ 1200	0	0	0	0	2	1	2	7	0	0	2
Unit	1 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: E		Veh Mnvr/Ped Actn:				5	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
Unit	2 : 1	Alchl/Drgs:	0	Speed:	50 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
331	104357861	12.720	04/17/2015 15:42	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	1	0	0	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				11	Obj Strk:			
Unit	2 : 5	Alchl/Drgs:	0	Speed:	50 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
332	103068909	12.740	01/04/2011 18:01	SIDESWIPE, SAME DIRECTION	\$ 1900	0	0	0	0	1	4	1	1	0		
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	E	Veh Mnvr/Ped Actn:				5	Obj Strk:			
333	104047261	12.750	04/20/2014 17:52	RAN OFF ROAD - LEFT	\$ 3700	0	0	0	0	1	1	1	2	0	0	2
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk: 37			
334	104534849	12.766	10/16/2015 23:10	REAR END, SLOW OR STOP	\$ 500	0	0	1	0	1	4	1	1	0		
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:			
Unit	2 : 32	Alchl/Drgs:	7	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
335	103853598	12.780	09/06/2013 16:37	OTHER NON-COLLISION	\$ 5200	0	0	0	0	1	1	1	1	0		
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
336	103916347	12.780	11/11/2013 11:10	REAR END, SLOW OR STOP	\$ 5000	0	0	0	0	1	1	1	1	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				5	Obj Strk:			
337	102508036	12.790	01/03/2009 19:09	RIGHT TURN, SAME ROADWAY	\$ 6350	0	0	0	1	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	SE	Veh Mnvr/Ped Actn:				7	Obj Strk:			
338	103554218	12.790	09/18/2012 13:04	REAR END, TURN	\$ 20000	0	0	0	0	3	1	3	3	0	0	
Unit	1 : 11	Alchl/Drgs:	0	Speed:	40 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	W	Veh Mnvr/Ped Actn:				9	Obj Strk:			
339	104960370	12.790	12/01/2016 08:10	REAR END, SLOW OR STOP	\$ 7500	0	0	0	2	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	20 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:			

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
340	104416438	12.796	06/22/2015 07:43	REAR END, SLOW OR STOP	\$ 3200	0	0	0	1	1	1	1	3	0	0	2
Unit	1 : 10	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
341	103251350	12.800	09/09/2011 08:28	OTHER NON-COLLISION	\$ 1200	0	0	0	1	1	1	1	3	12	1	1
Unit	1 : 20	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				12	Obj Strk:					
342	103350908	12.800	12/17/2011 14:19	LEFT TURN, SAME ROADWAY	\$ 11000	0	0	0	0	1	1	1	3	0	9	2
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	7	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				8	Obj Strk:					
343	104742440	12.800	05/12/2016 10:55	LEFT TURN, DIFFERENT ROADWAYS	\$ 12000	0	0	0	2	1	1	1	3	0	0	2
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: NW		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 25 MPH Dir: SE		Veh Mnvr/Ped Actn:				8	Obj Strk:					
344	104792886	12.800	06/26/2016 18:06	RAN OFF ROAD - LEFT	\$ 5000	0	0	0	0	1	1	1	6	0	0	2
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				7	Obj Strk:		48			
345	105117145	12.800	05/24/2017 07:36	RAN OFF ROAD - LEFT	\$ 5500	0	0	1	1	1	1	2	2	0	0	2
Unit	1 : 6	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
346	105695768	12.800	11/15/2018 14:34	LEFT TURN, DIFFERENT ROADWAYS	\$ 2000	0	0	0	0	2	1	3	1	0	0	2
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: S		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
347	104433898	12.806	07/13/2015 08:16	ANGLE	\$ 1400	0	0	0	0	1	1	1	1	0		2
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 8 MPH Dir: N		Veh Mnvr/Ped Actn:				7	Obj Strk:					
348	105001622	12.806	01/15/2017 21:22	LEFT TURN, SAME ROADWAY	\$ 10000	0	0	0	0	2	4	3	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: NW		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 50 MPH Dir: SE		Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
349	105109954	12.806	05/17/2017 11:43	RAN OFF ROAD - LEFT	\$ 350	0	0	1	0	1	1	1	3	0	0	
Unit	1 : 21	Alchl/Drgs:	1	Speed: 45 MPH	Dir: SE	Veh Mnvr/Ped Actn:				4	Obj Strk:		48			
350	102738078	12.810	11/15/2009 15:56	REAR END, SLOW OR STOP	\$ 5000	0	0	0	0	1	1	1	1	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 50 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed: 5 MPH	Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
351	104168409	12.820	07/16/2013 07:22	ANIMAL	\$ 5150	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 40 MPH	Dir: W	Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	3 : 4	Alchl/Drgs:	0	Speed: 40 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
352	105714108	12.825	11/28/2018 18:11	HEAD ON	\$ 12000	0	1	1	1	1	4	1	1	0	0	
Unit	1 : 10	Alchl/Drgs:	0	Speed: 45 MPH	Dir: SE	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: NW	Veh Mnvr/Ped Actn:				16	Obj Strk:					
353	105411857	12.830	02/23/2018 10:08	ANGLE	\$ 2700	0	0	0	0	1	1	1	1	0	0	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 30 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
354	102705980	12.850	10/14/2009 14:06	REAR END, TURN	\$ 3000	0	0	0	0	2	1	3	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH	Dir: W	Veh Mnvr/Ped Actn:				16	Obj Strk:					
355	103735634	12.866	04/22/2013 16:11	ANIMAL	\$ 1500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: SW	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
356	103142995	12.896	03/22/2011 14:56	REAR END, SLOW OR STOP	\$ 1200	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 26	Alchl/Drgs:	0	Speed: 0 MPH	Dir:	Veh Mnvr/Ped Actn:					Obj Strk:					
357	104641702	12.920	01/26/2016 06:39	REAR END, TURN	\$ 2500	0	0	0	0	4	2	1	1	1	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 30 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 30 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed: 30 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
358	102945402	13.013	08/14/2010 00:24	RAN OFF ROAD - LEFT	\$ 5100	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 55 MPH	Dir: N	Veh Mnvr/Ped Actn: 4				Obj Strk: 33						
359	104573027	13.056	11/09/2015 06:36	ANIMAL	\$ 1500	0	0	0	1	2	3	3	1	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH	Dir: E	Veh Mnvr/Ped Actn: 4				Obj Strk: 17						
360	105296204	13.066	11/16/2017 16:47	REAR END, SLOW OR STOP	\$ 2700	0	0	1	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH	Dir: W	Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit	2 : 20	Alchl/Drgs:	0	Speed: 30 MPH	Dir: W	Veh Mnvr/Ped Actn: 11				Obj Strk:						
361	102636916	13.100	07/01/2009 05:41	RAN OFF ROAD - RIGHT	\$ 5000	0	0	0	0	1	3	1	3	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 55 MPH	Dir: E	Veh Mnvr/Ped Actn: 15				Obj Strk: 42						
362	103847203	13.100	08/31/2013 04:47	RAN OFF ROAD - RIGHT	\$ 20000	0	0	0	0	1	4	1	1	0	0	2
Unit	1 : 1	Alchl/Drgs:	1	Speed: 50 MPH	Dir: NE	Veh Mnvr/Ped Actn: 4				Obj Strk: 18						
363	102788285	13.113	01/26/2010 12:21	SIDESWIPE, SAME DIRECTION	\$ 2200	0	0	0	0	1	1	1	1	0	0	2
Unit	1 : 2	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn: 5				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn: 4				Obj Strk:						
364	102491270	13.126	01/10/2009 22:30	ANIMAL	\$ 1500	0	0	0	0	2	5	3		0		
Unit	1 : 1	Alchl/Drgs:	7	Speed: 0 MPH	Dir: W	Veh Mnvr/Ped Actn: 4				Obj Strk: 17						
365	104868345	13.146	09/12/2016 07:40	SIDESWIPE, SAME DIRECTION	\$ 5000	0	0	0	0	1	1	1	1	0	0	2
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: N	Veh Mnvr/Ped Actn: 5				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn: 4				Obj Strk:						
366	104761810	13.196	05/21/2016 10:33	SIDESWIPE, SAME DIRECTION	\$ 3500	0	0	0	1	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn: 5				Obj Strk: 58						
Unit	2 : 2	Alchl/Drgs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn: 4				Obj Strk:						
367	102488340	13.226	12/11/2008 22:33	PEDESTRIAN	\$ 5000	1	0	2	0	2	5	2	3	0		2
Unit	1 : 1	Alchl/Drgs:	0	Speed: 50 MPH	Dir: E	Veh Mnvr/Ped Actn: 4				Obj Strk: 14						
Unit	2 : 24	Alchl/Drgs:	0	Speed: 0 MPH	Dir:	Veh Mnvr/Ped Actn:				Obj Strk: 14						
Unit	3 : 24	Alchl/Drgs:	0	Speed: 0 MPH	Dir:	Veh Mnvr/Ped Actn:				Obj Strk: 14						
Unit	4 : 24	Alchl/Drgs:	0	Speed: 0 MPH	Dir:	Veh Mnvr/Ped Actn:				Obj Strk: 14						

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
368	103592457	13.226	11/05/2012 23:42	FIXED OBJECT	\$ 311	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 31	Alchl/Drugs:	0	Speed: 10 MPH	Dir: E	Veh Mnvr/Ped Actn:				14	Obj Strk:		55			
369	105539539	13.240	07/03/2018 13:45	SIDESWIPE, SAME DIRECTION	\$ 4600	0	0	0	0	1	1	1	5	0	0	2
Unit	1 : 1	Alchl/Drugs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		18			
Unit	2 : 1	Alchl/Drugs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn:				5	Obj Strk:					
370	102581988	13.326	04/28/2009 08:33	ANIMAL	\$ 1500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drugs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
371	103470129	13.350	06/03/2012 10:22	RAN OFF ROAD - RIGHT	\$ 3000	0	0	0	0	1	1	1	2	0		
Unit	1 : 1	Alchl/Drugs:	0	Speed: 45 MPH	Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:		42			
372	103062754	13.398	12/22/2010 11:55	ANIMAL	\$ 5000	0	0	0	1	1	1	1	3	0	0	2
Unit	1 : 1	Alchl/Drugs:	0	Speed: 0 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
373	102509187	13.426	01/06/2009 08:30	LEFT TURN, SAME ROADWAY	\$ 4000	0	0	0	0	2	1	3	3	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed: 15 MPH	Dir: SE	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 5	Alchl/Drugs:	0	Speed: 25 MPH	Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
374	102541548	13.426	02/23/2009 11:57	LEFT TURN, SAME ROADWAY	\$ 2500	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 12	Alchl/Drugs:	0	Speed: 10 MPH	Dir: SW	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed: 0 MPH	Dir: SW	Veh Mnvr/Ped Actn:				8	Obj Strk:					
375	102551089	13.426	03/09/2009 08:48	LEFT TURN, DIFFERENT ROADWAYS	\$ 700	0	0	0	1	1	1	1	3	0	3	1
Unit	1 : 20	Alchl/Drugs:	0	Speed: 30 MPH	Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed: 15 MPH	Dir: SW	Veh Mnvr/Ped Actn:				8	Obj Strk:					
376	102595864	13.426	05/11/2009 13:41	LEFT TURN, SAME ROADWAY	\$ 4500	0	0	0	1	2	1	2	3	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed: 25 MPH	Dir: S	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed: 35 MPH	Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
377	102618312	13.426	06/11/2009 18:40	REAR END, SLOW OR STOP	\$ 1750	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed: 5 MPH	Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 3	Alchl/Drugs:	0	Speed: 0 MPH	Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
378	102628457	13.426	06/22/2009 19:06	ANGLE	\$ 2500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 5	Alchl/Drugs:	0	Speed:	10 MPH	Dir:	S	Veh Mnvr/Ped Actn:				11	Obj Strk:			
Unit	2 : 2	Alchl/Drugs:	0	Speed:	10 MPH	Dir:	E	Veh Mnvr/Ped Actn:				16	Obj Strk:			
379	102636131	13.426	07/09/2009 21:25	SIDESWIPE, SAME DIRECTION	\$ 1600	0	0	0	0	1	4	1	1	0	0	
Unit	1 : 1	Alchl/Drugs:	0	Speed:	30 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drugs:	0	Speed:	30 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:			
380	102660011	13.426	08/13/2009 08:28	LEFT TURN, SAME ROADWAY	\$ 10000	0	0	0	1	1	1	2	3	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	20 MPH	Dir:	NW	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	35 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
381	102669293	13.426	08/17/2009 14:27	REAR END, SLOW OR STOP	\$ 4000	0	0	0	0	2	1	2	3	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	30 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 5	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:				1	Obj Strk:			
382	102670120	13.426	08/22/2009 08:59	SIDESWIPE, SAME DIRECTION	\$ 3150	0	0	0	1	1	1	2	1	0	13	1
Unit	1 : 5	Alchl/Drugs:	0	Speed:	20 MPH	Dir:	S	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	15 MPH	Dir:	S	Veh Mnvr/Ped Actn:				8	Obj Strk: 42			
383	102675763	13.426	09/03/2009 18:09	REAR END, SLOW OR STOP	\$ 4000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 4	Alchl/Drugs:	0	Speed:	10 MPH	Dir:	W	Veh Mnvr/Ped Actn:				11	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	23 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
384	102680870	13.426	09/11/2009 21:21	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	5	1	5	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	20 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
385	102683465	13.426	09/19/2009 16:20	REAR END, SLOW OR STOP	\$ 1250	0	0	0	1	1	1	1	7	0		
Unit	1 : 3	Alchl/Drugs:	0	Speed:	5 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
386	102724359	13.426	11/03/2009 10:25	SIDESWIPE, SAME DIRECTION	\$ 4000	0	0	0	0	1	1	1	7	0	3	1
Unit	1 : 14	Alchl/Drugs:	0	Speed:	15 MPH	Dir:	S	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	20 MPH	Dir:	S	Veh Mnvr/Ped Actn:				8	Obj Strk:			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
387	102762350	13.426	12/17/2009 12:38	LEFT TURN, SAME ROADWAY	\$ 6500	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 10 MPH Dir: NW		Veh Mnvr/Ped Actn: 8				Obj Strk:						
Unit	2 : 3	Alchl/Drgs:	0	Speed: 35 MPH Dir: S		Veh Mnvr/Ped Actn: 4				Obj Strk:						
388	102766185	13.426	12/18/2009 07:51	ANGLE	\$ 6000	0	0	0	0	1	1	2	7	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 20 MPH Dir: S		Veh Mnvr/Ped Actn: 8				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: N		Veh Mnvr/Ped Actn: 4				Obj Strk:		41				
389	102780369	13.426	01/12/2010 11:58	REAR END, SLOW OR STOP	\$ 11900	0	0	0	2	1	1	1	3	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 11				Obj Strk:						
Unit	3 : 2	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
390	102804704	13.426	02/08/2010 14:42	LEFT TURN, DIFFERENT ROADWAYS	\$ 1950	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: S		Veh Mnvr/Ped Actn: 8				Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 30 MPH Dir: N		Veh Mnvr/Ped Actn: 4				Obj Strk:						
391	102805972	13.426	02/14/2010 11:55	RAN OFF ROAD - LEFT	\$ 11000	0	0	0	0	1	1	1	7	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:		63				
392	102823200	13.426	03/15/2010 18:15	LEFT TURN, SAME ROADWAY	\$ 2500	0	0	0	0	1	1	1	6	0	3	1
Unit	1 : 14	Alchl/Drgs:	0	Speed: 10 MPH Dir: SW		Veh Mnvr/Ped Actn: 8				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: SW		Veh Mnvr/Ped Actn: 8				Obj Strk:						
393	102823205	13.426	03/15/2010 21:22	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	3	1	7	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: S		Veh Mnvr/Ped Actn: 11				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: S		Veh Mnvr/Ped Actn: 11				Obj Strk:						
394	102835636	13.426	03/27/2010 00:39	ANGLE	\$ 4000	0	0	1	0	1	5	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	1	Speed: 35 MPH Dir: S		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 5	Alchl/Drgs:	2	Speed: 15 MPH Dir: NW		Veh Mnvr/Ped Actn: 8				Obj Strk:						
395	102835010	13.426	04/04/2010 19:55	REAR END, SLOW OR STOP	\$ 0	0	0	0	1	1	4	1	6	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: S		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn: 1				Obj Strk:						

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op	
396	102851965	13.426	04/17/2010 20:50	REAR END, SLOW OR STOP	\$ 15000	0	0	0	0	1	5	1	1	0	0		
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:						
397	102851966	13.426	04/17/2010 21:10	MOVABLE OBJECT	\$ 1500	0	0	0	0	1	5	1	1	0	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		18				
398	102855930	13.426	04/30/2010 10:59	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	1	1	1	2	0			
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:						
399	102869093	13.426	05/02/2010 15:22	ANGLE	\$ 3500	0	0	0	0	1	1	1	3	0	3	1	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed:	10 MPH Dir: NE	Veh Mnvr/Ped Actn:				8	Obj Strk:						
400	102890373	13.426	05/30/2010 16:15	REAR END, TURN	\$ 7000	0	0	0	0	1	1	1	1	0	3	1	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:						
401	102908282	13.426	06/23/2010 06:51	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	1	0			
Unit	1 : 2	Alchl/Drgs:	0	Speed:	30 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:						
402	102912859	13.426	06/29/2010 07:49	ANGLE	\$ 5500	0	0	0	1	1	1	1	3	0	3	1	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:						
403	102913775	13.426	07/03/2010 09:44	REAR END, SLOW OR STOP	\$ 2000	0	0	0	1	1	1	1	3	0	2	1	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: NE	Veh Mnvr/Ped Actn:				8	Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: NE	Veh Mnvr/Ped Actn:				11	Obj Strk:						
Unit	3 : 31	Alchl/Drgs:	0	Speed:	0 MPH Dir: NE	Veh Mnvr/Ped Actn:				4	Obj Strk:						
404	102997402	13.426	10/21/2010 10:41	ANIMAL	\$ 1500	0	0	0	0	1	5	1	3	0	0		
Unit	1 : 31	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17				

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
405	103039434	13.426	11/30/2010 17:28	REAR END, SLOW OR STOP	\$ 3700	0	0	0	0	2	5	9	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
406	103059438	13.426	12/20/2010 16:39	ANGLE	\$ 2300	0	0	0	1	1	1	1	3	0	3	1
Unit	1 : 14	Alchl/Drgs:	0	Speed:	10 MPH Dir: S	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				3	Obj Strk:					
Unit	3 : 2	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				3	Obj Strk:					
Unit	4 : 2	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				3	Obj Strk:					
407	103108840	13.426	03/03/2011 09:43	REAR END, SLOW OR STOP	\$ 1400	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
408	103142244	13.426	04/15/2011 07:48	LEFT TURN, DIFFERENT ROADWAYS	\$ 2200	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: N	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	25 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
409	103213839	13.426	04/25/2011 17:16	REAR END, SLOW OR STOP	\$ 1900	0	0	0	0	1	1	1				
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:		20			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
410	103193466	13.426	06/12/2011 14:55	REAR END, SLOW OR STOP	\$ 9000	0	0	0	0	1	1	1	3	12	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
411	103216421	13.426	07/23/2011 23:42	REAR END, SLOW OR STOP	\$ 1200	0	0	0	0	1	4	1	2	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	20 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
412	103219180	13.426	07/27/2011 18:28	REAR END, SLOW OR STOP	\$ 1100	0	0	0	0	1	1	1	2	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
413	103223267	13.426	08/01/2011 08:16	LEFT TURN, DIFFERENT ROADWAYS	\$ 5000	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: S	Veh Mnvr/Ped Actn:				8	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
414	103226158	13.426	08/08/2011 07:24	SIDESWIPE, SAME DIRECTION	\$ 1750	0	0	0	0	1	1	1	3	0		
Unit	1 : 4	Alchl/Drgs:	0	Speed: 20 MPH Dir: N		Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 20 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
415	103310669	13.426	11/04/2011 08:01	LEFT TURN, SAME ROADWAY	\$ 8500	0	0	0	0	2	1	2	2	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: S		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 20 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
416	103358396	13.426	12/28/2011 13:55	REAR END, SLOW OR STOP	\$ 2200	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
417	103382675	13.426	01/26/2012 22:18	SIDESWIPE, SAME DIRECTION	\$ 1500	0	0	0	0	1	5	1	3	0	3	1
Unit	1 : 14	Alchl/Drgs:	0	Speed: 10 MPH Dir: W		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: W		Veh Mnvr/Ped Actn:				8	Obj Strk:					
418	103405881	13.426	03/02/2012 08:31	LEFT TURN, SAME ROADWAY	\$ 3500	0	0	0	0	4	1	1	3	0	3	1
Unit	1 : 6	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				8	Obj Strk:					
419	103418050	13.426	03/22/2012 08:52	ANGLE	\$ 7000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: S		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
420	103472837	13.426	06/06/2012 15:49	REAR END, SLOW OR STOP	\$ 1200	0	0	0	0	1	1	2	3	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 25 MPH Dir: S		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 25 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
421	103483524	13.426	06/20/2012 09:38	REAR END, SLOW OR STOP	\$ 4500	0	0	0	4	1	1	1	3	0	3	1
Unit	1 : 10	Alchl/Drgs:	0	Speed: 25 MPH Dir: S		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn:				1	Obj Strk:					
422	103509607	13.426	07/23/2012 13:11	REAR END, SLOW OR STOP	\$ 0	0	0	0	1	1	1	2	7	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: E		Veh Mnvr/Ped Actn:				12	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 7 MPH Dir: E		Veh Mnvr/Ped Actn:				12	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
423	103520552	13.426	08/07/2012 08:51	LEFT TURN, SAME ROADWAY	\$ 9500	0	0	0	0	2	1	3	7	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 30 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 10 MPH Dir: SE		Veh Mnvr/Ped Actn:				8	Obj Strk:					
424	103549522	13.426	09/07/2012 08:25	LEFT TURN, SAME ROADWAY	\$ 12000	0	0	1	1	1	1	1	2	0	3	1
Unit	1 : 5	Alchl/Drgs:	0	Speed: 35 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: SE		Veh Mnvr/Ped Actn:				8	Obj Strk:					
425	103548404	13.426	09/10/2012 17:06	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	3	0	2	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 25 MPH Dir: NE		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 5 MPH Dir: NE		Veh Mnvr/Ped Actn:				11	Obj Strk:					
426	103579820	13.426	10/16/2012 16:11	REAR END, SLOW OR STOP	\$ 1000	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 5	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
427	103598444	13.426	10/30/2012 11:22	REAR END, SLOW OR STOP	\$ 1400	0	0	0	0	1	1	2	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 7 MPH Dir: E		Veh Mnvr/Ped Actn:				12	Obj Strk:					
428	103608939	13.426	11/12/2012 15:49	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	1	1	2	7	0	2	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
429	103611424	13.426	11/19/2012 17:04	REAR END, SLOW OR STOP	\$ 2900	0	0	0	0	1	1	1	1	0	0	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
430	103665887	13.426	01/18/2013 21:05	REAR END, SLOW OR STOP	\$ 7600	0	0	0	0	1	5	2	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
431	103676830	13.426	01/23/2013 18:39	RAN OFF ROAD - LEFT	\$ 5000	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	5	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:		33			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
432	103707117	13.426	03/13/2013 06:01	ANGLE	\$ 1000	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	N	Veh Mnvr/Ped Actn:				7	Obj Strk:			
433	103811096	13.426	07/15/2013 08:57	LEFT TURN, SAME ROADWAY	\$ 5000	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 5	Alchl/Drgs:	0	Speed:	25 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	N	Veh Mnvr/Ped Actn:				8	Obj Strk:			
434	103828011	13.426	07/24/2013 21:05	ANIMAL	\$ 400	0	0	0	1	1	5	1	4	0		2
Unit	1 : 1	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	2 MPH	Dir:	W	Veh Mnvr/Ped Actn:				11	Obj Strk:			
435	103818690	13.426	07/26/2013 14:37	ANGLE	\$ 4700	0	0	0	0	1	1	1	5	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	E	Veh Mnvr/Ped Actn:				12	Obj Strk:			
436	103873512	13.426	09/29/2013 22:45	RAN OFF ROAD - LEFT	\$ 1800	0	0	0	0	1	5	1	7	0		
Unit	1 : 32	Alchl/Drgs:	7	Speed:	20 MPH	Dir:	W	Veh Mnvr/Ped Actn:				8	Obj Strk: 64			
437	103916349	13.426	11/08/2013 14:00	REAR END, SLOW OR STOP	\$ 8800	0	0	0	3	1	1	1	1	0	2	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	NE	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	NE	Veh Mnvr/Ped Actn:				4	Obj Strk:			
438	103916420	13.426	11/10/2013 18:59	LEFT TURN, DIFFERENT ROADWAYS	\$ 1200	0	0	0	0	1	4	1	1	0	12	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	N	Veh Mnvr/Ped Actn:				9	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
439	103940661	13.426	11/22/2013 18:54	REAR END, SLOW OR STOP	\$ 3950	0	0	0	0	1	5	2	4	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	3 : 4	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
440	103953605	13.426	12/02/2013 18:20	ANIMAL	\$ 1000	0	0	0	0	1	5	1	2	0		2
Unit	1 : 1	Alchl/Drgs:	0	Speed:	20 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk: 17			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
441	103961754	13.426	12/09/2013 12:11	REAR END, SLOW OR STOP	\$ 4000	0	0	0	1	2	1	3	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	5 MPH Dir: S	Veh Mnvr/Ped Actn:		12	Obj Strk:							
Unit	2 : 2	Alchl/Drugs:	0	Speed:	15 MPH Dir: S	Veh Mnvr/Ped Actn:		4	Obj Strk:							
442	103982742	13.426	01/10/2014 18:13	REAR END, SLOW OR STOP	\$ 4000	0	0	0	0	2	5	3	3	0	0	2
Unit	1 : 1	Alchl/Drugs:	0	Speed:	30 MPH Dir: W	Veh Mnvr/Ped Actn:		11	Obj Strk:							
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:		11	Obj Strk:							
443	103985013	13.426	01/14/2014 16:46	SIDESWIPE, SAME DIRECTION	\$ 1000	0	0	0	0	1	1	1	3	0	3	2
Unit	1 : 1	Alchl/Drugs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:		4	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:		1	Obj Strk:							
444	103997605	13.426	02/04/2014 17:10	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	2	1	3	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	5 MPH Dir: N	Veh Mnvr/Ped Actn:		11	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:		1	Obj Strk:							
445	104017421	13.426	03/09/2014 16:33	SIDESWIPE, SAME DIRECTION	\$ 1250	0	0	0	0	1	1	1	2	0	0	2
Unit	1 : 1	Alchl/Drugs:	0	Speed:	35 MPH Dir: S	Veh Mnvr/Ped Actn:		11	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	15 MPH Dir: S	Veh Mnvr/Ped Actn:		11	Obj Strk:							
446	104020929	13.426	03/21/2014 18:39	REAR END, SLOW OR STOP	\$ 2500	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:		11	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	10 MPH Dir: S	Veh Mnvr/Ped Actn:		4	Obj Strk:							
447	104120648	13.426	06/29/2014 11:17	REAR END, SLOW OR STOP	\$ 2800	0	0	0	0	1	1	1	7	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:		7	Obj Strk:							
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:		1	Obj Strk:							
448	104441055	13.426	07/17/2014 12:43	SIDESWIPE, SAME DIRECTION	\$ 1600	0	0	0	0	1	1	1	7	0		
Unit	1 : 1	Alchl/Drugs:	0	Speed:	20 MPH Dir: S	Veh Mnvr/Ped Actn:		4	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	20 MPH Dir: S	Veh Mnvr/Ped Actn:		4	Obj Strk:							
449	104230415	13.426	11/12/2014 08:10	REAR END, SLOW OR STOP	\$ 5500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	40 MPH Dir: N	Veh Mnvr/Ped Actn:		4	Obj Strk:							
Unit	2 : 4	Alchl/Drugs:	0	Speed:	35 MPH Dir: N	Veh Mnvr/Ped Actn:		11	Obj Strk:							

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
450	104232393	13.426	11/21/2014 18:53	LEFT TURN, DIFFERENT ROADWAYS	\$ 8000	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: NW		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 35 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
451	104256741	13.426	12/11/2014 15:42	LEFT TURN, DIFFERENT ROADWAYS	\$ 7000	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 5 MPH Dir: NE		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: NE		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
452	104297736	13.426	01/07/2015 10:40	LEFT TURN, DIFFERENT ROADWAYS	\$ 5000	0	0	0	1	1	1	1	3	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 30 MPH Dir: E		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 35 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
453	104297738	13.426	01/08/2015 18:33	RIGHT TURN, DIFFERENT ROADWAYS	\$ 1500	0	0	0	0	1	5	1	7	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: W		Veh Mnvr/Ped Actn:				7	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: W		Veh Mnvr/Ped Actn:				8	Obj Strk:					
454	104334257	13.426	01/22/2015 14:00	LEFT TURN, DIFFERENT ROADWAYS	\$ 14000	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 10 MPH Dir: W		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 35 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
455	104367829	13.426	02/09/2015 21:43	RIGHT TURN, DIFFERENT ROADWAYS	\$ 5000	0	0	0	0	2	4	3	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 10 MPH Dir: N		Veh Mnvr/Ped Actn:				7	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	7	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
456	104355622	13.426	03/02/2015 15:19	OTHER COLLISION WITH VEHICLE	\$ 2400	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 20 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: E		Veh Mnvr/Ped Actn:				7	Obj Strk:					
457	104368814	13.426	05/02/2015 12:58	SIDESWIPE, SAME DIRECTION	\$ 1000	0	0	0	0	1	1	1	7	0	3	1
Unit	1 : 12	Alchl/Drgs:	0	Speed: 10 MPH Dir: S		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: S		Veh Mnvr/Ped Actn:				8	Obj Strk:					
458	104403073	13.426	06/03/2015 08:43	SIDESWIPE, OPPOSITE DIRECTION	\$ 13000	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:	3	Speed: 30 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
459	104409761	13.426	06/12/2015 10:14	ANGLE	\$ 35000	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
460	104442323	13.426	07/23/2015 13:40	REAR END, SLOW OR STOP	\$ 100	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: E	Veh Mnvr/Ped Actn:				7	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:				7	Obj Strk:					
461	104450265	13.426	07/31/2015 10:50	ANGLE	\$ 2500	0	0	0	0	1	1	1	7	0	0	2
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: S	Veh Mnvr/Ped Actn:				8	Obj Strk:					
462	104496284	13.426	09/17/2015 18:31	LEFT TURN, SAME ROADWAY	\$ 10000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	15 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	20 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
463	104496294	13.426	09/19/2015 10:23	OTHER COLLISION WITH VEHICLE	\$ 3700	0	0	0	0	1	1	1	7	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	20 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	15 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					
464	104518629	13.426	09/30/2015 14:43	HEAD ON	\$ 1600	0	0	0	0	1	1	1	7	0	3	1
Unit	1 : 5	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 20	Alchl/Drgs:	0	Speed:	10 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
465	104534851	13.426	10/15/2015 14:31	RAN OFF ROAD - RIGHT	\$ 5000	0	0	0	1	1	1	1	5	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	70 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		59			
466	104540532	13.426	10/26/2015 13:21	ANGLE	\$ 5100	0	0	0	0	2	1	3	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	3 : 2	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
467	104602060	13.426	12/16/2015 19:14	SIDESWIPE, SAME DIRECTION	\$ 200	0	0	0	1	1	4	1	1	0	0	2
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	30 MPH Dir: S	Veh Mnvr/Ped Actn:				5	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
468	104628334	13.426	01/26/2016 07:19	REAR END, SLOW OR STOP	\$ 3200	0	0	0	0	4	1	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
469	104686190	13.426	03/16/2016 14:35	SIDESWIPE, SAME DIRECTION	\$ 1400	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				5	Obj Strk:					
470	104711047	13.426	04/02/2016 02:20	RAN OFF ROAD - LEFT	\$ 10000	0	0	0	0	1	5	1	2	0		2
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH Dir: W	Veh Mnvr/Ped Actn:				15	Obj Strk:		17			
471	104724686	13.426	04/23/2016 08:15	ANGLE	\$ 4000	0	0	0	1	1	1	1	2	0	3	2
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
472	104734714	13.426	04/27/2016 08:27	REAR END, SLOW OR STOP	\$ 2200	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
473	104764353	13.426	06/03/2016 18:43	REAR END, SLOW OR STOP	\$ 2200	0	0	0	1	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
474	104775936	13.426	06/11/2016 16:29	REAR END, SLOW OR STOP	\$ 3000	0	0	0	1	1	1	1	3	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	3 MPH Dir: W	Veh Mnvr/Ped Actn:				12	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: W	Veh Mnvr/Ped Actn:				12	Obj Strk:					
475	104816430	13.426	07/15/2016 17:22	REAR END, SLOW OR STOP	\$ 1600	0	0	0	0	1	1	2	1	0	0	2
Unit	1 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
476	104916229	13.426	11/03/2016 09:29	SIDESWIPE, SAME DIRECTION	\$ 1000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:				7	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:				7	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
477	104991079	13.426	12/20/2016 07:31	RAN OFF ROAD - LEFT	\$ 2600	0	0	0	0	1	1	2	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	3 : 1	Alchl/Drugs:	0	Speed:	20 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
478	105044287	13.426	03/15/2017 14:20	SIDESWIPE, SAME DIRECTION	\$ 2300	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 3	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				16	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				16	Obj Strk:			
479	105052101	13.426	03/26/2017 16:43	REAR END, SLOW OR STOP	\$ 6350	0	0	0	1	1	1	2	7	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 4	Alchl/Drugs:	0	Speed:	35 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
480	105076616	13.426	04/16/2017 21:18	ANGLE	\$ 6000	0	1	0	1	1	4	1	1	0	3	1
Unit	1 : 20	Alchl/Drugs:	0	Speed:	40 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	10 MPH	Dir:	W	Veh Mnvr/Ped Actn:				8	Obj Strk:			
481	105082524	13.426	04/27/2017 16:03	REAR END, TURN	\$ 1000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 4	Alchl/Drugs:	0	Speed:	5 MPH	Dir:	S	Veh Mnvr/Ped Actn:				7	Obj Strk:			
482	105099304	13.426	05/03/2017 08:16	RAN OFF ROAD - LEFT	\$ 1800	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drugs:	0	Speed:	8 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	2 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:			
483	105109952	13.426	05/18/2017 17:34	REAR END, SLOW OR STOP	\$ 7500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	25 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	3 : 4	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:				1	Obj Strk:			
484	105122249	13.426	05/23/2017 16:34	LEFT TURN, SAME ROADWAY	\$ 1700	0	0	0	0	2	1	3	3	0	3	1
Unit	1 : 6	Alchl/Drugs:	0	Speed:	15 MPH	Dir:	NE	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	5 MPH	Dir:	NE	Veh Mnvr/Ped Actn:				8	Obj Strk:			
485	105156328	13.426	06/29/2017 22:41	ANGLE	\$ 17000	0	0	0	0	1	5	1	2	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	35 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	15 MPH	Dir:	N	Veh Mnvr/Ped Actn:				8	Obj Strk:			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
486	105170299	13.426	07/20/2017 14:18	REAR END, SLOW OR STOP	\$ 6425	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	20 MPH Dir: S	Veh Mnvr/Ped Actn:		11	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	35 MPH Dir: S	Veh Mnvr/Ped Actn:		4	Obj Strk:							
487	105197332	13.426	08/15/2017 16:33	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	2	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	15 MPH Dir: S	Veh Mnvr/Ped Actn:		11	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	10 MPH Dir: S	Veh Mnvr/Ped Actn:		11	Obj Strk:							
488	105197333	13.426	08/15/2017 19:18	REAR END, SLOW OR STOP	\$ 1400	0	0	0	0	2	1	2	6	0	3	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:		1	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	10 MPH Dir: S	Veh Mnvr/Ped Actn:		4	Obj Strk:							
489	105223141	13.426	09/05/2017 16:39	REAR END, SLOW OR STOP	\$ 4485	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:		1	Obj Strk:							
Unit	2 : 4	Alchl/Drugs:	0	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:		4	Obj Strk:							
490	105223128	13.426	09/08/2017 14:55	REAR END, SLOW OR STOP	\$ 5310	0	0	1	0	1	1	1	7	0	3	1
Unit	1 : 12	Alchl/Drugs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:		1	Obj Strk:							
Unit	2 : 4	Alchl/Drugs:	0	Speed:	35 MPH Dir: S	Veh Mnvr/Ped Actn:		4	Obj Strk:							
491	105236011	13.426	09/21/2017 10:15	REAR END, SLOW OR STOP	\$ 1100	0	0	0	1	1	1	1	7	0	3	1
Unit	1 : 5	Alchl/Drugs:	0	Speed:	45 MPH Dir: S	Veh Mnvr/Ped Actn:		11	Obj Strk:							
Unit	2 : 5	Alchl/Drugs:	0	Speed:	10 MPH Dir: S	Veh Mnvr/Ped Actn:		11	Obj Strk:							
492	105258269	13.426	10/07/2017 18:59	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	2	2	3	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	5 MPH Dir: SE	Veh Mnvr/Ped Actn:		4	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: SE	Veh Mnvr/Ped Actn:		1	Obj Strk:							
493	105311501	13.426	11/29/2017 14:04	SIDESWIPE, SAME DIRECTION	\$ 1500	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 11	Alchl/Drugs:	1	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:		1	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	15 MPH Dir: N	Veh Mnvr/Ped Actn:		4	Obj Strk:							
494	105351881	13.426	12/27/2017 08:30	SIDESWIPE, OPPOSITE DIRECTION	\$ 6300	0	0	0	1	1	1	2	3	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:		8	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:		8	Obj Strk:							
Unit	3 : 1	Alchl/Drugs:	0	Speed:	42 MPH Dir: S	Veh Mnvr/Ped Actn:		4	Obj Strk:							

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
495	105349941	13.426	12/27/2017 12:34	REAR END, SLOW OR STOP	\$ 3500	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: S		Veh Mnvr/Ped Actn:				11	Obj Strk:					
496	105444355	13.426	03/16/2018 16:34	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 5	Alchl/Drgs:	0	Speed: 5 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
497	105439911	13.426	03/26/2018 08:36	REAR END, SLOW OR STOP	\$ 1900	0	0	0	0	1	1	1	1	0		2
Unit	1 : 4	Alchl/Drgs:	0	Speed: 25 MPH Dir: N		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				1	Obj Strk:					
498	105445506	13.426	04/04/2018 11:01	REAR END, SLOW OR STOP	\$ 5000	0	0	0	0	1	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 20 MPH Dir: S		Veh Mnvr/Ped Actn:				11	Obj Strk:					
499	105568683	13.426	08/03/2018 13:37	OVERTURN/ROLLOVER	\$ 850	0	0	0	1	3	1	3	3	1		0
Unit	1 : 20	Alchl/Drgs:	0	Speed: 40 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
500	105584999	13.426	08/22/2018 09:02	ANGLE	\$ 9000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 20 MPH Dir: E		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
501	105605106	13.426	08/22/2018 13:45	RIGHT TURN, DIFFERENT ROADWAYS	\$ 7000	0	0	0	2	1	1	1	7	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: E		Veh Mnvr/Ped Actn:				7	Obj Strk:					
502	105605069	13.426	08/30/2018 17:12	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	1	1	1	6	0	0	3
Unit	1 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: SE		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed: 5 MPH Dir: SE		Veh Mnvr/Ped Actn:				11	Obj Strk:					
503	105607967	13.426	09/11/2018 15:53	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 20 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 3	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				1	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
504	103788612	13.445	06/21/2013 21:52	REAR END, SLOW OR STOP	\$ 1250	0	0	0	0	1	5	1	1	0	3	1
Unit	1 : 32	Alchl/Drgs:	7	Speed:	15 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: S	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: S	Veh Mnvr/Ped Actn:				11	Obj Strk:					

505	104945695	13.516	11/11/2016 10:05	ANIMAL	\$ 3000	0	0	0	0	1	1	1	4	0	2	
Unit	1 : 3	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			

506	103432262	13.597	04/09/2012 21:10	SIDESWIPE, SAME DIRECTION	\$ 10500	0	0	0	1	1	5	1	3	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 31	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				3	Obj Strk:					

507	103641180	13.601	12/17/2012 12:02	SIDESWIPE, SAME DIRECTION	\$ 2000	0	0	0	0	1	1	2	3	0		
Unit	1 : 32	Alchl/Drgs:	7	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	50 MPH Dir: E	Veh Mnvr/Ped Actn:				5	Obj Strk:					

508	102794365	13.606	01/29/2010 06:38	SIDESWIPE, SAME DIRECTION	\$ 4000	0	0	0	1	1	5	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: E	Veh Mnvr/Ped Actn:				5	Obj Strk:					

509	104333652	13.666	01/12/2015 06:10	RAN OFF ROAD - LEFT	\$ 3200	0	0	0	0	2	4	3	3	1	0	2
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:		33			

510	104399657	13.687	05/28/2015 08:26	REAR END, SLOW OR STOP	\$ 2300	0	0	0	0	1	1	2	3	0		
Unit	1 : 4	Alchl/Drgs:	0	Speed:	35 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					

511	104567836	13.692	11/06/2015 07:59	REAR END, SLOW OR STOP	\$ 12500	0	0	0	1	1	1	1	3	0	2	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					

512	105310539	13.696	11/27/2017 12:55	OTHER NON-COLLISION	\$ 1500	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 2	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
513	103993858	13.707	02/14/2014 09:04	RAN OFF ROAD - RIGHT	\$ 4600	0	0	0	0	4	1	6	3	11	0	2
Unit	1 : 2	Alchl/Drgs:	0	Speed: 40 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	7	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				2	Obj Strk:					
514	104438958	13.713	07/16/2015 17:10	SIDESWIPE, SAME DIRECTION	\$ 7000	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 35 MPH Dir: SW		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: SW		Veh Mnvr/Ped Actn:				1	Obj Strk:					
515	102888096	13.726	05/25/2010 11:29	FIXED OBJECT	\$ 2500	0	0	0	0	1	5	1	3	0	0	2
Unit	1 : 1	Alchl/Drgs:	1	Speed: 40 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:		64			
516	103479162	13.736	06/07/2012 09:54	SIDESWIPE, SAME DIRECTION	\$ 5000	0	0	0	0	1	1	1	1	0	0	2
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				5	Obj Strk:					
517	102652931	13.771	08/06/2009 06:44	SIDESWIPE, SAME DIRECTION	\$ 1000	0	0	0	0	2	3	3	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
518	103291195	13.789	10/15/2011 17:14	REAR END, SLOW OR STOP	\$ 5500	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
519	105117151	13.796	05/25/2017 09:43	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	1	2	0	2	
Unit	1 : 1	Alchl/Drgs:	7	Speed: 5 MPH Dir: N		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
520	104723829	13.812	04/22/2016 16:00	REAR END, SLOW OR STOP	\$ 1600	0	0	0	0	2	1	3	3	0	0	
Unit	1 : 3	Alchl/Drgs:	0	Speed: 30 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
521	103343800	13.826	12/12/2011 18:21	REAR END, SLOW OR STOP	\$ 3500	0	0	1	0	1	2	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 3 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 25 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
522	104068209	13.827	05/15/2014 19:47	FIXED OBJECT	\$ 7000	0	0	1	0	2	2	3	1	0		2
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:		33	
523	103241365	13.845	08/29/2011 09:57	SIDESWIPE, SAME DIRECTION	\$ 3000	0	0	0	0	1	1	1	3	12	0	2
Unit	1 : 2	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				5	Obj Strk:			
524	103096431	13.846	02/16/2011 08:12	SIDESWIPE, SAME DIRECTION	\$ 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:				5	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:			
525	103435185	13.846	04/16/2012 09:33	LEFT TURN, DIFFERENT ROADWAYS	\$ 3000	0	0	0	0	1	1	1	2	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	20 MPH	Dir:	W	Veh Mnvr/Ped Actn:				12	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
526	104499402	13.846	09/22/2015 13:24	RAN OFF ROAD - RIGHT	\$ 1000	0	0	0	0	1	1	2	1	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed:	42 MPH	Dir:	SE	Veh Mnvr/Ped Actn:				7	Obj Strk:		55	
527	105205122	13.846	08/23/2017 07:39	LEFT TURN, SAME ROADWAY	\$ 3500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	SW	Veh Mnvr/Ped Actn:				9	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	NE	Veh Mnvr/Ped Actn:				4	Obj Strk:			
528	105449033	13.846	04/07/2018 13:04	RAN OFF ROAD - RIGHT	\$ 1300	0	0	0	0	2	1	3		0		
Unit	1 : 3	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:		42	
529	105487549	13.846	05/11/2018 09:43	SIDESWIPE, SAME DIRECTION	\$ 4200	0	0	0	0	1	1	1	1	10	1	1
Unit	1 : 10	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	N	Veh Mnvr/Ped Actn:				12	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				14	Obj Strk:			
530	105150828	13.849	06/28/2017 18:00	REAR END, SLOW OR STOP	\$ 4100	0	0	0	0	1	1	1	1	0	0	3
Unit	1 : 1	Alchl/Drgs:	0	Speed:	15 MPH	Dir:	S	Veh Mnvr/Ped Actn:				11	Obj Strk:		37	
Unit	2 : 1	Alchl/Drgs:	0	Speed:	20 MPH	Dir:	S	Veh Mnvr/Ped Actn:				11	Obj Strk:			
531	102764796	13.874	12/21/2009 17:31	REAR END, SLOW OR STOP	\$ 5000	0	0	0	1	1	2	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	25 MPH	Dir:	S	Veh Mnvr/Ped Actn:				11	Obj Strk:			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
532	105015216	13.895	02/03/2017 14:19	REAR END, SLOW OR STOP	\$ 1800	0	0	0	0	1	1	2	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 25 MPH Dir: NE		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 15 MPH Dir: NE		Veh Mnvr/Ped Actn:				11	Obj Strk:					
533	105076521	13.897	04/11/2017 09:17	SIDESWIPE, SAME DIRECTION	\$ 2700	0	0	0	0	1	1	1	3	0	0	2
Unit	1 : 4	Alchl/Drgs:	0	Speed: 35 MPH Dir: NE		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 30 MPH Dir: NE		Veh Mnvr/Ped Actn:				5	Obj Strk:					
534	103042138	13.903	12/07/2010 11:00	ANIMAL	\$ 2000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
535	103746985	13.926	05/05/2013 12:51	RAN OFF ROAD - RIGHT	\$ 7700	0	0	0	0	1	1	2	1	0		2
Unit	1 : 10	Alchl/Drgs:	1	Speed: 45 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:		37			
536	103973452	13.946	12/16/2013 07:56	REAR END, SLOW OR STOP	\$ 8000	0	0	0	0	1	8	1	3	0	0	2
Unit	1 : 4	Alchl/Drgs:	0	Speed: 20 MPH Dir: N		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 20 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
537	104698613	13.946	03/21/2016 08:09	REAR END, SLOW OR STOP	\$ 4000	0	0	0	0	1	1	1	3	0		2
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
538	102587313	13.946	05/06/2009 08:29	REAR END, SLOW OR STOP	\$ 2600	0	0	0	0	2	1	2	3	0		
Unit	1 : 32	Alchl/Drgs:	7	Speed: 35 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: N		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	3 : 5	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				1	Obj Strk:					
539	103012788	13.946	10/31/2010 10:17	RAN OFF ROAD - LEFT	\$ 500	0	0	0	1	1	1	1	3	0	0	2
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:		59			
540	103081012	13.981	01/20/2011 16:07	ANIMAL	\$ 3000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 5	Alchl/Drgs:	0	Speed: 40 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
541	102704464	14.016	10/12/2009 17:55	ANIMAL	\$ 2000	0	0	0	0	2	2	3	1	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: SW		Veh Mnvr/Ped Actn:				4	Obj Strk:		17			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
542	104761799	14.025	05/24/2016 17:29	REAR END, SLOW OR STOP	\$ 20500	0	0	0	2	1	1	1	1	0		
Unit	1 : 4	Alchl/Drgs:	0	Speed:	5 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
543	105399745	14.029	02/16/2018 15:59	REAR END, SLOW OR STOP	\$ 6000	0	0	0	2	1	1	1		0		
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
544	105076525	14.059	04/11/2017 18:29	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	1	1	1	1	0		
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
545	105076517	14.073	04/11/2017 08:45	REAR END, SLOW OR STOP	\$ 5300	0	0	0	1	1	1	1	1	0		
Unit	1 : 2	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
546	102820890	14.088	03/08/2010 17:59	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	1	1	1	1	0		
Unit	1 : 4	Alchl/Drgs:	0	Speed:	40 MPH Dir: NE	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	40 MPH Dir: NE	Veh Mnvr/Ped Actn:				11	Obj Strk:					
547	104579616	14.098	11/16/2015 21:30	REAR END, TURN	\$ 2500	0	0	0	0	1	4	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: S	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: S	Veh Mnvr/Ped Actn:				11	Obj Strk:					
548	103415880	14.106	03/19/2012 18:37	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	1	1	1	1	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: S	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	40 MPH Dir: S	Veh Mnvr/Ped Actn:				11	Obj Strk:					
549	103272880	14.112	09/30/2011 16:56	REAR END, SLOW OR STOP	\$ 200	0	0	0	0	2	1	2	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
550	102510282	14.116	01/07/2009 17:51	REAR END, SLOW OR STOP	\$ 3500	0	0	0	0	2	5	2	2	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: S	Veh Mnvr/Ped Actn:				11	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
551	102799891	14.116	02/08/2010 01:11	RAN OFF ROAD - LEFT	\$ 5000	0	0	0	1	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: S	Veh Mnvr/Ped Actn: 16				Obj Strk: 33						
552	103274781	14.116	10/04/2011 09:08	REAR END, TURN	\$ 1000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 5	Alchl/Drgs:	0	Speed: 40 MPH	Dir: S	Veh Mnvr/Ped Actn: 11				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 40 MPH	Dir: S	Veh Mnvr/Ped Actn: 7				Obj Strk:						
553	103415889	14.116	03/19/2012 17:22	REAR END, SLOW OR STOP	\$ 5900	0	0	0	0	1	1	1	1	0		
Unit	1 : 5	Alchl/Drgs:	0	Speed: 30 MPH	Dir: S	Veh Mnvr/Ped Actn: 11				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH	Dir: S	Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit	3 : 1	Alchl/Drgs:	0	Speed: 0 MPH	Dir: S	Veh Mnvr/Ped Actn: 1				Obj Strk:						
554	104364267	14.116	02/02/2015 07:56	REAR END, SLOW OR STOP	\$ 6800	0	0	0	2	2	1	3	1	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: 0 MPH	Dir: N	Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit	3 : 1	Alchl/Drgs:	0	Speed: 0 MPH	Dir: N	Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit	4 : 1	Alchl/Drgs:	0	Speed: 0 MPH	Dir: N	Veh Mnvr/Ped Actn: 1				Obj Strk:						
555	105166032	14.116	07/12/2017 08:47	ANIMAL	\$ 2000	0	0	1	0	1	1	1	1	0	0	2
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH	Dir: NE	Veh Mnvr/Ped Actn: 4				Obj Strk: 17						
556	102557088	14.116	03/23/2009 17:36	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	4	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH	Dir: S	Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 10 MPH	Dir: S	Veh Mnvr/Ped Actn: 11				Obj Strk:						
557	102815477	14.116	02/26/2010 17:21	REAR END, SLOW OR STOP	\$ 175	0	0	0	1	1	1	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH	Dir: S	Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 5 MPH	Dir: S	Veh Mnvr/Ped Actn: 4				Obj Strk:						
558	103761847	14.116	05/22/2013 18:06	REAR END, SLOW OR STOP	\$ 2700	0	0	0	0	1	1	1	7	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH	Dir: S	Veh Mnvr/Ped Actn: 12				Obj Strk:						
Unit	2 : 2	Alchl/Drgs:	0	Speed: 0 MPH	Dir: N	Veh Mnvr/Ped Actn: 1				Obj Strk:						
559	103666915	14.118	01/10/2013 08:23	REAR END, SLOW OR STOP	\$ 1300	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 40 MPH	Dir: N	Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 40 MPH	Dir: N	Veh Mnvr/Ped Actn: 11				Obj Strk:						

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
560	103037082	14.122	12/03/2010 14:19	REAR END, SLOW OR STOP	\$ 2500	0	0	0	0	1	1	2	1	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
561	102596001	14.125	05/12/2009 17:09	REAR END, SLOW OR STOP	\$ 3000	0	0	0	1	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 25 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn:				1	Obj Strk:					
562	102872873	14.125	05/17/2010 07:49	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	2	1	3	1	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: NE		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 32	Alchl/Drgs:	7	Speed: 35 MPH Dir: NE		Veh Mnvr/Ped Actn:				4	Obj Strk:					
563	103657395	14.125	01/10/2013 08:24	SIDESWIPE, OPPOSITE DIRECTION	\$ 5500	0	0	0	2	1	1	1	1	0		
Unit	1 : 2	Alchl/Drgs:	0	Speed: 45 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
564	103756689	14.125	05/14/2013 10:02	SIDESWIPE, SAME DIRECTION	\$ 3400	0	0	0	0	1	1	1	3	0		2
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: NE		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: NE		Veh Mnvr/Ped Actn:				5	Obj Strk:					
565	102597345	14.149	05/14/2009 17:44	REAR END, SLOW OR STOP	\$ 1700	0	0	0	0	2	1	2	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
566	104378494	14.154	05/12/2015 17:06	PEDALCYCLIST	\$ 1500	0	0	1	0	1	1	1	1	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:		15			
Unit	2 : 23	Alchl/Drgs:	0	Speed: 0 MPH Dir:		Veh Mnvr/Ped Actn:					Obj Strk:					
567	104377307	14.163	05/08/2015 07:51	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	1	3	0	0	2
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: N		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed: 15 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
568	104355692	14.166	03/30/2015 15:45	REAR END, SLOW OR STOP	\$ 6000	0	0	0	1	1	1	1	1	0		
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: S		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 40 MPH Dir: S		Veh Mnvr/Ped Actn:				11	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
569	102826847	14.173	03/19/2010 15:34	SIDESWIPE, SAME DIRECTION	\$ 1500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 3	Alchl/Drgs:	0	Speed: 10 MPH Dir: NE		Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: NE		Veh Mnvr/Ped Actn:				4	Obj Strk:					
570	103451486	14.176	05/10/2012 15:48	REAR END, SLOW OR STOP	\$ 4000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 30 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 20 MPH Dir: S		Veh Mnvr/Ped Actn:				11	Obj Strk:					
571	103746928	14.192	05/02/2013 17:24	REAR END, SLOW OR STOP	\$ 1700	0	0	1	0	1	1	2	3	0	0	3
Unit	1 : 32	Alchl/Drgs:	0	Speed: 15 MPH Dir: S		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn:				11	Obj Strk:					
572	104924608	14.206	10/20/2016 16:44	SIDESWIPE, SAME DIRECTION	\$ 1000	0	0	0	0	1	1	1	1	0	1	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 32	Alchl/Drgs:	7	Speed: 45 MPH Dir: S		Veh Mnvr/Ped Actn:				5	Obj Strk:					
573	102834296	14.216	03/30/2010 10:32	REAR END, SLOW OR STOP	\$ 14000	0	0	0	1	1	1	1	1	0	1	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: NE		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: NE		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: NE		Veh Mnvr/Ped Actn:				1	Obj Strk:					
574	104358496	14.240	04/17/2015 17:03	REAR END, SLOW OR STOP	\$ 14100	0	0	0	0	1	1	1	3	0	2	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 30 MPH Dir: NE		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 30 MPH Dir: NE		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 4	Alchl/Drgs:	0	Speed: 30 MPH Dir: NE		Veh Mnvr/Ped Actn:				4	Obj Strk:					
575	105366119	14.250	01/11/2018 18:33	REAR END, SLOW OR STOP	\$ 6000	0	1	0	0	2	4	3	1	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 30 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 30 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
576	102763000	14.252	12/15/2009 08:00	REAR END, SLOW OR STOP	\$ 5000	0	0	0	1	2	1	3	1	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 20 MPH Dir: S		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: NE		Veh Mnvr/Ped Actn:				1	Obj Strk:					
577	104936952	14.286	11/03/2016 23:13	ANIMAL	\$ 3000	0	0	0	0	1	5	1	1	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:		17			

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
578	105364823	14.293	01/08/2018 17:12	REAR END, SLOW OR STOP	\$ 15100	0	0	1	1	1	5	2	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	25 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed:	30 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
579	104377518	14.294	05/01/2015 07:53	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	2	1	3	1	0	2	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
580	105705083	14.294	11/20/2018 17:50	ANIMAL	\$ 1500	0	0	0	0	1	5	1	3	0	1	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
581	105454863	14.296	04/13/2018 13:13	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	1	1	1	3	0	0	2
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH Dir: NE	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: NE	Veh Mnvr/Ped Actn:				1	Obj Strk:					
582	103002402	14.307	10/28/2010 16:59	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	1	1	1	3	0	0	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	20 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	10 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
583	103162030	14.311	04/28/2011 18:31	REAR END, SLOW OR STOP	\$ 6000	0	0	0	1	1	1	1	1	0	0	
Unit	1 : 5	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
584	104357864	14.311	04/17/2015 08:22	REAR END, SLOW OR STOP	\$ 4700	0	0	0	0	2	1	2	3	0	0	2
Unit	1 : 4	Alchl/Drgs:	0	Speed:	40 MPH Dir: NE	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: NE	Veh Mnvr/Ped Actn:				4	Obj Strk:					
585	104355967	14.315	04/02/2015 10:10	REAR END, SLOW OR STOP	\$ 7000	0	0	0	0	1	1	1	1	0	3	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	40 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
586	102807531	14.316	02/19/2010 09:59	RAN OFF ROAD - RIGHT	\$ 1050	0	0	0	0	1	1	1	1	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:		37			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
587	103232912	14.324	08/16/2011 17:44	REAR END, SLOW OR STOP	\$ 18000	0	0	0	0	1	1	1	2	0	1	1
Unit	1 : 5	Alchl/Drgs:	0	Speed: 45 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				11	Obj Strk:					
588	102514934	14.326	01/12/2009 17:12	SIDESWIPE, SAME DIRECTION	\$ 2300	0	0	0	1	1	2	1	1	0	0	
Unit	1 : 7	Alchl/Drgs:	0	Speed: 20 MPH Dir: W		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 25 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
589	102799982	14.326	02/02/2010 11:21	LEFT TURN, DIFFERENT ROADWAYS	\$ 13000	0	0	0	1	2	1	3	3	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: NW		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 3	Alchl/Drgs:	0	Speed: 45 MPH Dir: NE		Veh Mnvr/Ped Actn:				4	Obj Strk:					
590	102967980	14.326	09/18/2010 16:01	BACKING UP	\$ 10	0	0	1	0	1	1	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: S		Veh Mnvr/Ped Actn:				10	Obj Strk:					
Unit	2 : 22	Alchl/Drgs:	0	Speed: 0 MPH Dir:		Veh Mnvr/Ped Actn:					Obj Strk:					
591	103440001	14.326	04/25/2012 08:41	REAR END, SLOW OR STOP	\$ 6400	0	0	0	0	2	1	2	2	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
592	103617291	14.326	11/28/2012 11:47	RAN OFF ROAD - STRAIGHT	\$ 6000	0	0	0	1	1	1	1	1	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 68 MPH Dir: N		Veh Mnvr/Ped Actn:				7	Obj Strk:		33			
593	104628684	14.326	01/26/2016 18:01	LEFT TURN, SAME ROADWAY	\$ 14000	0	0	0	1	2	5	2	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: NE		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 10 MPH Dir: S		Veh Mnvr/Ped Actn:				9	Obj Strk:		55			
594	104932293	14.326	11/12/2016 15:31	BACKING UP	\$ 16000	0	0	0	2	1	1	1	3	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 40 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				10	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: S		Veh Mnvr/Ped Actn:				10	Obj Strk:					
595	105083043	14.326	04/23/2017 10:43	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	2	1	3	3	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: NE		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 31	Alchl/Drgs:	0	Speed: 10 MPH Dir: NE		Veh Mnvr/Ped Actn:				11	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
596	105117144	14.326	05/25/2017 08:38	ANGLE	\$ 4500	0	0	0	0	1	1	1	1	0	1	2
Unit	1 : 5	Alchl/Drgs:	0	Speed:	10 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:					
597	105538920	14.326	06/27/2018 11:38	RAN OFF ROAD - RIGHT	\$ 4100	0	0	1	0	1	1	1	1	0	1	1
Unit	1 : 4	Alchl/Drgs:	7	Speed:	50 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		38			
598	105618767	14.326	09/23/2018 12:42	REAR END, SLOW OR STOP	\$ 18500	0	0	0	1	1	1	2	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	20 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
599	105649200	14.326	10/12/2018 09:39	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	35 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
600	102966352	14.328	09/15/2010 07:49	REAR END, SLOW OR STOP	\$ 4000	0	0	0	0	1	1	1	3	12	0	2
Unit	1 : 2	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
601	104231064	14.328	11/21/2014 07:37	REAR END, SLOW OR STOP	\$ 3050	0	0	0	1	1	1	1	3	0		2
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
602	104232386	14.328	11/21/2014 07:37	REAR END, SLOW OR STOP	\$ 6000	0	0	0	1	1	1	1	3	0		2
Unit	1 : 5	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
603	103617282	14.334	11/27/2012 07:47	REAR END, SLOW OR STOP	\$ 1100	0	0	0	0	1	1	2	3	0		
Unit	1 : 5	Alchl/Drgs:	0	Speed:	20 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
604	105349910	14.335	12/22/2017 19:39	ANIMAL	\$ 2000	0	0	0	1	1	5	1	1	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
605	103440023	14.341	04/25/2012 09:33	REAR END, SLOW OR STOP	\$ 20450	0	0	0	4	2	1	2	3	0	0	
Unit	1 : 4	Alchl/Drugs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 2	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	4 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					

606	104737325	14.341	04/29/2016 06:24	OTHER NON-COLLISION	\$ 2500	0	0	0	0	2	1	2	3	0		
Unit	1 : 2	Alchl/Drugs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					

607	103250113	14.345	09/06/2011 07:45	REAR END, SLOW OR STOP	\$ 4000	0	0	0	0	3	1	3	3	0		
Unit	1 : 1	Alchl/Drugs:	0	Speed:	30 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	30 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					

608	102672137	14.346	08/27/2009 07:40	REAR END, SLOW OR STOP	\$ 1600	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drugs:	0	Speed:	40 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					

609	103733615	14.346	04/19/2013 18:37	REAR END, SLOW OR STOP	\$ 6000	0	0	0	0	2	1	3	7	0	3	1
Unit	1 : 32	Alchl/Drugs:	7	Speed:	35 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	40 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				3	Obj Strk:		20			

610	104901649	14.346	10/11/2016 15:28	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	1	1	1	3	0	0	2
Unit	1 : 1	Alchl/Drugs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					

611	105278683	14.357	11/02/2017 07:21	REAR END, SLOW OR STOP	\$ 1200	0	0	0	1	1	3	2	3	0		2
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: NE	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: NE	Veh Mnvr/Ped Actn:				1	Obj Strk:					

612	104585714	14.360	12/02/2015 08:02	REAR END, SLOW OR STOP	\$ 5000	0	0	0	2	2	1	2	2	0		
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 4	Alchl/Drugs:	0	Speed:	35 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					

613	103911808	14.364	10/25/2013 07:27	REAR END, SLOW OR STOP	\$ 21360	0	0	1	2	1	1	1	3	0	3	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	45 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
Unit	2 : 1	Alchl/Drugs:	0	Speed:	5 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	3 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	4 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	5 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
614	103907820	14.364	10/25/2013 08:59	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	3	0	2	
Unit	1 : 1	Alchl/Drugs:	0	Speed:	15 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
615	103907809	14.364	10/26/2013 02:58	ANIMAL	\$ 2000	0	0	0	0	1	5	1	3	0	0	
Unit	1 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk: 17					
616	105688629	14.364	11/06/2018 07:43	REAR END, SLOW OR STOP	\$ 6250	0	0	0	0	2	1	2	3	0	0	
Unit	1 : 4	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 1	Alchl/Drugs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
617	104534844	14.366	10/20/2015 08:33	REAR END, SLOW OR STOP	\$ 4000	0	0	0	0	1	1	1	6	0	2	
Unit	1 : 1	Alchl/Drugs:	0	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	20 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
618	105366755	14.370	01/11/2018 09:02	REAR END, SLOW OR STOP	\$ 50	0	0	0	1	2	1	9	3	0	0	
Unit	1 : 4	Alchl/Drugs:	0	Speed:	15 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	5 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
619	104399656	14.374	05/27/2015 16:56	REAR END, SLOW OR STOP	\$ 11300	0	0	0	0	1	1	1	3	0	0 2	
Unit	1 : 1	Alchl/Drugs:	0	Speed:	40 MPH Dir: NE	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	40 MPH Dir: NE	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	3 : 4	Alchl/Drugs:	0	Speed:	40 MPH Dir: NE	Veh Mnvr/Ped Actn:				4	Obj Strk:					
620	104984810	14.375	12/22/2016 19:01	SIDESWIPE, SAME DIRECTION	\$ 1500	0	0	0	0	1	4	1	1	0	0	
Unit	1 : 32	Alchl/Drugs:	1	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
621	102972969	14.376	09/23/2010 07:52	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 2	Alchl/Drugs:	0	Speed:	25 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drugs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl		
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op	
622	104579614	14.379	12/02/2015 08:10	REAR END, SLOW OR STOP	\$ 3500	0	0	0	0	2	1	2	2	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:				4	Obj Strk:						
623	104967381	14.382	12/14/2016 07:32	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	3	0	0	2	
Unit	1 : 32	Alchl/Drgs:	7	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:						
Unit	2 : 2	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:						
Unit	3 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:						
624	103239546	14.383	08/24/2011 07:57	REAR END, SLOW OR STOP	\$ 1200	0	0	0	0	1	1	1	3	0	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:						
625	105328907	14.383	12/08/2017 08:53	REAR END, SLOW OR STOP	\$ 1700	0	0	0	1	2	1	3		0			
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:						
Unit	3 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:						
626	104975675	14.390	12/07/2016 17:51	REAR END, SLOW OR STOP	\$ 6000	0	0	0	1	1	4	1	1	0			
Unit	1 : 31	Alchl/Drgs:	0	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:						
627	103844901	14.402	04/30/2013 10:00	REAR END, SLOW OR STOP	\$ 2900	0	0	0	0	1	1	2	3	0			
Unit	1 : 12	Alchl/Drgs:	0	Speed:	35 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:		64				
Unit	2 : 10	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:						
628	104940318	14.404	11/17/2016 06:55	ANIMAL	\$ 1200	0	0	0	0	1	3	1	3	0		2	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:		17				
629	103308519	14.406	11/01/2011 07:53	ANIMAL	\$ 1500	0	0	0	0	2	3	1	3	0		2	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:		17				
630	105366753	14.406	01/03/2018 20:11	REAR END, SLOW OR STOP	\$ 5000	0	0	1	0	5	5	4	3	0			
Unit	1 : 25	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:						

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
631	102537816	14.416	02/16/2009 17:29	REAR END, TURN	\$ 1500	0	0	0	0	1	3	1	8	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: SE	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: SE	Veh Mnvr/Ped Actn:				1	Obj Strk:					
632	103062772	14.416	12/24/2010 11:28	REAR END, SLOW OR STOP	\$ 4000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
633	103248160	14.416	08/30/2011 12:51	SIDESWIPE, SAME DIRECTION	\$ 2000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 2	Alchl/Drgs:	7	Speed:	46 MPH Dir: N	Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: NE	Veh Mnvr/Ped Actn:				4	Obj Strk:					
634	104534854	14.416	10/18/2015 12:37	REAR END, SLOW OR STOP	\$ 6500	0	0	0	0	1	1	1	1	0	0	2
Unit	1 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: NE	Veh Mnvr/Ped Actn:				1	Obj Strk:					
635	105319158	14.416	12/04/2017 07:32	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	1	3	0		2
Unit	1 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: NE	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: SE	Veh Mnvr/Ped Actn:				1	Obj Strk:					
636	105431681	14.416	03/15/2018 17:43	REAR END, SLOW OR STOP	\$ 8000	0	0	0	2	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
637	104579613	14.417	12/02/2015 09:29	REAR END, SLOW OR STOP	\$ 4000	0	0	0	1	2	1	2	3	0		2
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	30 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
638	105705212	14.417	11/29/2018 07:44	REAR END, SLOW OR STOP	\$ 15500	0	0	0	3	1	1	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	4 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
639	103856211	14.420	09/06/2013 18:12	REAR END, SLOW OR STOP	\$ 20000	0	0	1	2	1	1	1	3	0	0	3
Unit	1 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: NE	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: NE	Veh Mnvr/Ped Actn:				1	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl			
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op		
Unit	3 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	NE	Veh Mnvr/Ped Actn:				1	Obj Strk:					
640	103982905	14.420	01/28/2014 23:39	RAN OFF ROAD - RIGHT	\$ 1500			0	0	0	0	5	4	4	3	1	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
641	102854606	14.426	04/25/2010 14:22	REAR END, SLOW OR STOP	\$ 1700			0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
642	104698615	14.426	03/21/2016 09:11	REAR END, SLOW OR STOP	\$ 1700			0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	NE	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	NE	Veh Mnvr/Ped Actn:				4	Obj Strk:					
643	104898671	14.426	10/05/2016 07:54	REAR END, SLOW OR STOP	\$ 1250			0	0	0	0	1	3	2	3	0	3	1
Unit	1 : 11	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
644	105491236	14.426	05/22/2018 00:10	MOVABLE OBJECT	\$ 5000			0	0	0	0	2	5	3	1	6	0	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk: 33					
645	105491235	14.426	05/22/2018 00:18	MOVABLE OBJECT	\$ 1500			0	0	0	1	2	5	3	1	2	0	2
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				7	Obj Strk: 18					
646	105619506	14.435	09/24/2018 17:26	SIDESWIPE, SAME DIRECTION	\$ 2000			0	0	0	0	1	1	1	1	0		
Unit	1 : 4	Alchl/Drgs:	0	Speed:	20 MPH	Dir:	N	Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
647	102551146	14.440	03/10/2009 14:26	REAR END, SLOW OR STOP	\$ 9000			0	0	0	0	1	1	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	15 MPH	Dir:	S	Veh Mnvr/Ped Actn:				11	Obj Strk:					
648	105487548	14.451	05/09/2018 15:46	REAR END, SLOW OR STOP	\$ 1700			0	0	0	0	1	1	1	7	0	0	2
Unit	1 : 1	Alchl/Drgs:	0	Speed:	20 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:				11	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
649	103427748	14.456	04/02/2012 08:59	REAR END, SLOW OR STOP	\$ 1800	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 4	Alchl/Drugs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	20 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
650	104388624	14.468	05/20/2015 12:24	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	1	3	0	0	2
Unit	1 : 1	Alchl/Drugs:	7	Speed:	5 MPH Dir: NE	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: NE	Veh Mnvr/Ped Actn:				1	Obj Strk:					
651	104698912	14.476	03/23/2016 08:37	REAR END, SLOW OR STOP	\$ 6900	0	0	0	2	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	3 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	3 : 1	Alchl/Drugs:	0	Speed:	40 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
652	105098465	14.476	05/04/2017 14:53	SIDESWIPE, SAME DIRECTION	\$ 1000	0	0	0	0	1	1	2	5	0	0	
Unit	1 : 1	Alchl/Drugs:	0	Speed:	30 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	25 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
653	104940881	14.493	11/19/2016 18:30	REAR END, SLOW OR STOP	\$ 5800	0	0	0	0	1	4	1	3	0	0	2
Unit	1 : 1	Alchl/Drugs:	0	Speed:	30 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
654	102675646	14.501	08/22/2009 23:37	SIDESWIPE, SAME DIRECTION	\$ 10000	0	0	1	0	1	4	2	1	0	0	
Unit	1 : 1	Alchl/Drugs:	1	Speed:	45 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:		33			
655	102781303	14.501	01/07/2010 14:01	REAR END, SLOW OR STOP	\$ 1600	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
656	103907810	14.501	10/25/2013 08:34	REAR END, SLOW OR STOP	\$ 3500	0	0	0	1	1	1	1	1	0	0	2
Unit	1 : 1	Alchl/Drugs:	0	Speed:	50 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	30 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
657	102946306	14.526	08/19/2010 15:29	REAR END, SLOW OR STOP	\$ 2900	0	0	0	0	1	1	1	3	12	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
658	103755209	14.526	05/13/2013 08:28	REAR END, SLOW OR STOP	\$ 1900	0	0	0	0	1	1	1	3	0		2
Unit	1 : 1	Alchl/Drgs:	0	Speed:	2 MPH Dir: NE	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: NE	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	3 : 2	Alchl/Drgs:	0	Speed:	10 MPH Dir: NE	Veh Mnvr/Ped Actn:				11	Obj Strk:					
659	104734720	14.526	04/29/2016 07:41	REAR END, SLOW OR STOP	\$ 1100	0	0	0	2	2	1	2	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
660	105647291	14.534	10/05/2018 15:33	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	1	1	1	3	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
661	104941386	14.536	11/19/2016 18:34	REAR END, SLOW OR STOP	\$ 2500	0	0	0	0	1	4	1	1	0		2
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: N	Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 32	Alchl/Drgs:	7	Speed:	5 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
662	103461207	14.543	05/23/2012 02:50	RAN OFF ROAD - RIGHT	\$ 2000	0	0	0	0	2	5	3	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:		42			
663	104892401	14.556	09/30/2016 17:34	REAR END, SLOW OR STOP	\$ 2250	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
664	105672876	14.557	10/26/2018 18:45	REAR END, SLOW OR STOP	\$ 7000	0	0	0	0	2	5	3	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
665	105030084	14.566	02/21/2017 18:30	SIDESWIPE, SAME DIRECTION	\$ 1000	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: SW	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: SW	Veh Mnvr/Ped Actn:				4	Obj Strk:					
666	104355650	14.576	03/16/2015 09:20	REAR END, SLOW OR STOP	\$ 10500	0	0	0	1	1	1	1	3	0		1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 3	Alchl/Drgs:	0	Speed:	5 MPH Dir: NE	Veh Mnvr/Ped Actn:				11	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
667	105250529	14.576	10/04/2017 13:37	REAR END, SLOW OR STOP	\$ 3400	0	0	0	1	1	1	1	3	0	0	
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	30 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
668	105485958	14.576	05/16/2018 09:54	REAR END, SLOW OR STOP	\$ 2200	0	0	0	1	2	1	3	3	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	20 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
669	103665906	14.577	01/09/2013 17:22	REAR END, SLOW OR STOP	\$ 6350	0	0	0	0	1	1	2	3	0	0	
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
670	102705775	14.581	10/14/2009 17:47	REAR END, SLOW OR STOP	\$ 2000	0	0	0	1	2	1	2	1	0	0	2
Unit	1 : 1	Alchl/Drugs:	0	Speed:	7 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
671	103974252	14.591	12/18/2013 18:47	REAR END, SLOW OR STOP	\$ 7000	0	0	0	0	1	5	1	3	0	0	3
Unit	1 : 4	Alchl/Drugs:	0	Speed:	20 MPH Dir: NE	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	0 MPH Dir: NE	Veh Mnvr/Ped Actn:				1	Obj Strk:					
672	104420314	14.597	06/23/2015 15:47	REAR END, SLOW OR STOP	\$ 1600	0	0	0	1	1	1	1	3	0		
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	15 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
673	102869198	14.610	05/03/2010 08:15	REAR END, SLOW OR STOP	\$ 2500	0	0	0	0	1	1	2	3	0		
Unit	1 : 4	Alchl/Drugs:	0	Speed:	0 MPH Dir: NE	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	20 MPH Dir: NE	Veh Mnvr/Ped Actn:				4	Obj Strk:					
674	105383101	14.616	02/02/2018 15:16	REAR END, SLOW OR STOP	\$ 2500	0	0	0	0	1	1	1		0		
Unit	1 : 4	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
675	103714984	14.619	03/18/2013 16:33	REAR END, SLOW OR STOP	\$ 3000	0	0	0	1	2	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	10 MPH Dir: N	Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
676	104336106	14.619	01/12/2015 18:23	REAR END, SLOW OR STOP	\$ 5200	0	0	0	0	2	4	3	1	0	0	2
Unit	1 : 1	Alchl/Drugs:	0	Speed: 25 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 1	Alchl/Drugs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	4 : 1	Alchl/Drugs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				1	Obj Strk:					

677	104868512	14.619	09/02/2016 22:47	SIDESWIPE, SAME DIRECTION	\$ 2500	0	0	0	0	2	4	3	2	0		2
Unit	1 : 4	Alchl/Drugs:	0	Speed: 45 MPH Dir: SW		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed: 45 MPH Dir: SW		Veh Mnvr/Ped Actn:				4	Obj Strk:					

678	102759022	14.626	12/08/2009 08:11	REAR END, SLOW OR STOP	\$ 5000	0	0	0	0	1	1	1	3	0		
Unit	1 : 1	Alchl/Drugs:	0	Speed: 30 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				1	Obj Strk:					

679	103704028	14.626	02/21/2013 12:22	REAR END, SLOW OR STOP	\$ 1100	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 4	Alchl/Drugs:	7	Speed: 15 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				1	Obj Strk:					

680	104969622	14.632	12/14/2016 17:31	REAR END, SLOW OR STOP	\$ 5000	0	0	0	0	1	2	2	3	0		2
Unit	1 : 4	Alchl/Drugs:	0	Speed: 35 MPH Dir: SW		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed: 45 MPH Dir: SW		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 1	Alchl/Drugs:	0	Speed: 30 MPH Dir: SW		Veh Mnvr/Ped Actn:				4	Obj Strk:					

681	104741321	14.635	04/18/2016 15:56	REAR END, SLOW OR STOP	\$ 2300	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 3	Alchl/Drugs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 1	Alchl/Drugs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					

682	105472973	14.635	05/02/2018 15:58	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed: 45 MPH Dir: NE		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	7	Speed: 45 MPH Dir: NE		Veh Mnvr/Ped Actn:				4	Obj Strk:					

683	102595111	14.638	05/10/2009 15:34	SIDESWIPE, SAME DIRECTION	\$ 1000	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 2	Alchl/Drugs:	0	Speed: 25 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed: 25 MPH Dir: E		Veh Mnvr/Ped Actn:				5	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
684	103446916	14.638	05/03/2012 14:55	REAR END, SLOW OR STOP	\$ 2500	0	0	0	0	1	1	1	4	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				11	Obj Strk:					
685	105236009	14.642	09/22/2017 18:21	SIDESWIPE, SAME DIRECTION	\$ 3000	0	0	0	0	1	1	1	1	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: SW	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: SW	Veh Mnvr/Ped Actn:				4	Obj Strk:					
686	105698292	14.642	11/17/2018 14:05	REAR END, SLOW OR STOP	\$ 2500	0	0	1	0	1	1	1	3	0	3	1
Unit	1 : 3	Alchl/Drgs:	0	Speed:	45 MPH Dir: NE	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 20	Alchl/Drgs:	7	Speed:	45 MPH Dir: NE	Veh Mnvr/Ped Actn:				4	Obj Strk:					
687	105023155	14.643	01/07/2017 12:55	RAN OFF ROAD - RIGHT	\$ 1000	0	0	0	0	6	1	4	4	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	25 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:		64			
688	103077806	14.648	01/15/2011 15:04	ANIMAL	\$ 1800	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: SW	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
689	103251310	14.648	09/08/2011 14:29	SIDESWIPE, SAME DIRECTION	\$ 8000	0	0	0	1	1	1	1	3	0	3	1
Unit	1 : 10	Alchl/Drgs:	0	Speed:	0 MPH Dir: NE	Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: NE	Veh Mnvr/Ped Actn:				4	Obj Strk:		33			
690	103886154	14.648	10/15/2013 21:00	REAR END, SLOW OR STOP	\$ 9000	0	0	0	0	1	4	1	1	0		
Unit	1 : 4	Alchl/Drgs:	0	Speed:	25 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: N	Veh Mnvr/Ped Actn:				14	Obj Strk:					
691	104499405	14.651	09/22/2015 15:25	REAR END, SLOW OR STOP	\$ 5000	0	0	0	0	1	1	1	7	0	2	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
692	103997579	14.653	01/27/2014 19:55	REAR END, SLOW OR STOP	\$ 7500	0	0	0	0	1	4	1	3	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	20 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
693	104513847	14.654	10/05/2015 14:57	REAR END, SLOW OR STOP	\$ 1400	0	0	0	0	1	1	2	7	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	20 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
694	104356981	14.655	02/03/2015 12:33	REAR END, SLOW OR STOP	\$ 6000	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
695	103326364	14.656	11/20/2011 13:06	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	30 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
696	102510286	14.657	01/07/2009 17:51	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	2	4	3	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: N	Veh Mnvr/Ped Actn:				5	Obj Strk:					
697	102805039	14.657	02/12/2010 08:29	REAR END, SLOW OR STOP	\$ 0	0	0	0	1	1	1	2	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: NE	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: NE	Veh Mnvr/Ped Actn:				4	Obj Strk:					
698	102932874	14.657	07/30/2010 15:21	SIDESWIPE, SAME DIRECTION	\$ 1750	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	20 MPH Dir: N	Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	20 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
699	103250114	14.657	09/06/2011 09:20	REAR END, SLOW OR STOP	\$ 11600	0	0	0	1	2	1	3	1	0		
Unit	1 : 4	Alchl/Drgs:	0	Speed:	30 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
700	103746219	14.657	05/01/2013 12:16	REAR END, SLOW OR STOP	\$ 6000	0	0	0	2	1	1	2	3	0	0	
Unit	1 : 5	Alchl/Drgs:	0	Speed:	45 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed:	15 MPH Dir: N	Veh Mnvr/Ped Actn:				5	Obj Strk:					
701	103751446	14.657	05/09/2013 16:57	REAR END, SLOW OR STOP	\$ 2600	0	0	0	0	1	7	1	1	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:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
702	103801169	14.657	06/26/2013 08:10	REAR END, SLOW OR STOP	\$ 1450	0	0	0	1	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
703	105359892	14.657	01/04/2018 08:00	REAR END, SLOW OR STOP	\$ 1900	0	0	0	0	5	1	1	4	0	3	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	25 MPH	Dir:	E	Veh Mnvr/Ped Actn:		1	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	25 MPH	Dir:	E	Veh Mnvr/Ped Actn:		5	Obj Strk:					
704	104628344	14.660	01/13/2016 10:29	REAR END, SLOW OR STOP	\$ 4000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:		1	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	25 MPH	Dir:	N	Veh Mnvr/Ped Actn:		11	Obj Strk:					
705	105593598	14.660	08/16/2018 16:09	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:		1	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:		1	Obj Strk:					
706	104662181	14.661	01/31/2016 14:24	REAR END, SLOW OR STOP	\$ 2550	0	0	0	0	1	1	1	4	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:		1	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	25 MPH	Dir:	E	Veh Mnvr/Ped Actn:		4	Obj Strk:					
707	103219010	14.662	07/24/2011 08:19	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	2	3	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:		1	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	25 MPH	Dir:	E	Veh Mnvr/Ped Actn:		4	Obj Strk:					
708	103462732	14.662	05/27/2012 13:56	REAR END, SLOW OR STOP	\$ 7150	0	0	0	0	1	1	2	3	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	20 MPH	Dir:	NE	Veh Mnvr/Ped Actn:		11	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	NE	Veh Mnvr/Ped Actn:		4	Obj Strk:					
709	103665914	14.662	01/09/2013 10:42	REAR END, SLOW OR STOP	\$ 1600	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	35 MPH	Dir:	N	Veh Mnvr/Ped Actn:		11	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:		1	Obj Strk:					
710	105258397	14.662	10/06/2017 08:07	REAR END, SLOW OR STOP	\$ 9200	0	0	0	0	1	1	1	4	0	3	1
Unit	1 : 11	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	NE	Veh Mnvr/Ped Actn:		4	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	NE	Veh Mnvr/Ped Actn:		1	Obj Strk:					
Unit	3 : 1	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	NE	Veh Mnvr/Ped Actn:		1	Obj Strk:					
711	105565011	14.662	08/01/2018 10:23	REAR END, SLOW OR STOP	\$ 9000	0	0	0	0	1	1	2	4	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:		1	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:		4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
712	104975672	14.663	12/07/2016 16:28	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	10 MPH Dir: NE	Veh Mnvr/Ped Actn:		11	Obj Strk:							
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: NE	Veh Mnvr/Ped Actn:		1	Obj Strk:							
713	105101964	14.663	05/09/2017 13:32	REAR END, SLOW OR STOP	\$ 4400	0	0	0	0	2	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	20 MPH Dir: N	Veh Mnvr/Ped Actn:		11	Obj Strk:							
Unit	2 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: N	Veh Mnvr/Ped Actn:		11	Obj Strk:							
714	105256426	14.664	10/14/2017 13:04	REAR END, SLOW OR STOP	\$ 8000	0	0	0	3	1	1	1		0		
Unit	1 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:		1	Obj Strk:							
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:		1	Obj Strk:							
Unit	3 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:		11	Obj Strk:							
715	105674197	14.665	11/04/2018 11:19	REAR END, SLOW OR STOP	\$ 7150	0	0	0	1	1	1	1	3	0	3	1
Unit	1 : 3	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:		1	Obj Strk:							
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:		4	Obj Strk:							
716	105064908	14.666	04/06/2017 15:51	REAR END, SLOW OR STOP	\$ 3000	0	0	0	1	2	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:		11	Obj Strk:							
Unit	2 : 4	Alchl/Drgs:	0	Speed:	40 MPH Dir: N	Veh Mnvr/Ped Actn:		4	Obj Strk:							
717	103471819	14.666	06/05/2012 07:49	REAR END, SLOW OR STOP	\$ 2200	0	0	0	0	1	1	2	3	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:		11	Obj Strk:							
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: N	Veh Mnvr/Ped Actn:		4	Obj Strk:							
718	104392992	14.666	05/10/2014 17:18	SIDESWIPE, SAME DIRECTION	\$ 2300	0	0	0	0	1	1	1	3	0		2
Unit	1 : 4	Alchl/Drgs:	0	Speed:	35 MPH Dir: W	Veh Mnvr/Ped Actn:		4	Obj Strk:							
Unit	2 : 1	Alchl/Drgs:	3	Speed:	25 MPH Dir: S	Veh Mnvr/Ped Actn:		5	Obj Strk:							
719	104531426	14.666	10/09/2015 09:28	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	1	1	1	4	0		2
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:		1	Obj Strk:							
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:		1	Obj Strk:							
Unit	3 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: N	Veh Mnvr/Ped Actn:		11	Obj Strk:							
720	105320379	14.666	12/06/2017 14:29	REAR END, SLOW OR STOP	\$ 750	0	0	0	1	1	1	1		0		
Unit	1 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:		5	Obj Strk:							

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl			
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op		
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:				1	Obj Strk:					
721	105556807	14.666	07/19/2018 09:14	REAR END, SLOW OR STOP	\$ 2700			0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	30 MPH	Dir:	NE	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	25 MPH	Dir:	NE	Veh Mnvr/Ped Actn:				4	Obj Strk:					
722	103179185	14.667	05/28/2011 15:30	REAR END, SLOW OR STOP	\$ 11500			0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 3	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
723	103217114	14.667	07/22/2011 16:00	REAR END, SLOW OR STOP	\$ 9500			0	0	0	1	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	NE	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	35 MPH	Dir:	NE	Veh Mnvr/Ped Actn:				4	Obj Strk:					
724	103489752	14.667	06/22/2012 19:44	REAR END, SLOW OR STOP	\$ 2000			0	0	0	0	2	1	3	3	0		
Unit	1 : 1	Alchl/Drugs:	0	Speed:	35 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 32	Alchl/Drugs:	7	Speed:	45 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
725	105170322	14.667	07/20/2017 16:23	REAR END, SLOW OR STOP	\$ 9300			0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	30 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
726	103853599	14.670	09/06/2013 17:31	REAR END, SLOW OR STOP	\$ 1050			0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drugs:	0	Speed:	15 MPH	Dir:	NE	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	NE	Veh Mnvr/Ped Actn:				1	Obj Strk:					
727	105487546	14.670	05/07/2018 16:23	REAR END, SLOW OR STOP	\$ 2000			0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	35 MPH	Dir:	N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	15 MPH	Dir:	N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
728	102607426	14.671	05/26/2009 17:01	REAR END, SLOW OR STOP	\$ 5000			0	0	0	2	2	1	3	3	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	35 MPH	Dir:	NE	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	NE	Veh Mnvr/Ped Actn:				1	Obj Strk:					
729	103708187	14.671	03/02/2013 13:54	REAR END, SLOW OR STOP	\$ 18000			0	0	0	1	1	1	2	4	0	3	1
Unit	1 : 10	Alchl/Drugs:	0	Speed:	40 MPH	Dir:	N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 12	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				16	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
730	105564980	14.671	07/31/2018 11:23	REAR END, SLOW OR STOP	\$ 2500	0	0	0	0	1	1	2	3	0	3	1
Unit	1 : 12	Alchl/Drgs:	0	Speed: 50 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 10	Alchl/Drgs:	0	Speed: 50 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
731	103279107	14.672	10/09/2011 13:49	REAR END, SLOW OR STOP	\$ 1200	0	0	0	1	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: N		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: N		Veh Mnvr/Ped Actn:				11	Obj Strk:					
732	105223394	14.672	09/11/2017 12:18	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	2	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 5 MPH Dir: N		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: SW		Veh Mnvr/Ped Actn:				11	Obj Strk:					
733	104048409	14.673	04/22/2014 16:12	REAR END, SLOW OR STOP	\$ 3000	0	0	0	1	1	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 2	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:					
734	104062717	14.673	04/23/2014 15:03	SIDESWIPE, SAME DIRECTION	\$ 6200	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 10	Alchl/Drgs:	0	Speed: 45 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	4 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				1	Obj Strk:					
735	105056666	14.673	03/28/2017 09:32	RAN OFF ROAD - LEFT	\$ 1500	0	0	0	0	2	1	2	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 42 MPH Dir: N		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: N		Veh Mnvr/Ped Actn:				11	Obj Strk:					
736	102589291	14.674	05/07/2009 16:02	REAR END, SLOW OR STOP	\$ 3800	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 25 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 10 MPH Dir: N		Veh Mnvr/Ped Actn:				12	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				1	Obj Strk:					
737	103310660	14.674	11/04/2011 12:28	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	2	1	3	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 30 MPH Dir: N		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 20 MPH Dir: N		Veh Mnvr/Ped Actn:				11	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
738	103350412	14.674	12/15/2011 14:20	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	3 : 2	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:			
739	103510025	14.674	07/19/2012 18:25	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	2	1	3	3	0	12	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:	45 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:			
740	103684146	14.674	01/28/2013 22:47	REAR END, SLOW OR STOP	\$ 3500	0	0	0	2	1	4	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				1	Obj Strk:			
741	103922636	14.674	11/14/2013 16:36	REAR END, SLOW OR STOP	\$ 1700	0	0	0	1	1	1	1	3	0	3	1
Unit	1 : 5	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 5	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				1	Obj Strk:			
742	105294569	14.674	11/11/2017 20:20	REAR END, SLOW OR STOP	\$ 3500	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	25 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:			
743	105713668	14.674	11/20/2018 15:26	REAR END, SLOW OR STOP	\$ 5000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 3	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	N	Veh Mnvr/Ped Actn:				11	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				1	Obj Strk:			
744	102499739	14.676	12/18/2008 21:40	REAR END, SLOW OR STOP	\$ 11000	0	0	0	0	2	4	3	3	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	6 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	3 : 4	Alchl/Drgs:	0	Speed:	8 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:			
745	102513549	14.676	01/08/2009 21:23	REAR END, SLOW OR STOP	\$ 3100	0	0	0	0	1	5	1	7	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
746	102526501	14.676	01/30/2009 19:28	REAR END, SLOW OR STOP	\$ 2200	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	N	Veh Mnvr/Ped Actn:				2	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				1	Obj Strk:			

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
747	102678813	14.676	09/04/2009 22:50	REAR END, SLOW OR STOP	\$ 2800	0	0	0	0	1	4	1	3	0		
Unit	1 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 4	Alchl/Drgs:	0	Speed:	15 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
748	102697924	14.676	09/17/2009 13:14	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	2	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
749	102728660	14.676	11/10/2009 16:47	REAR END, SLOW OR STOP	\$ 4000	0	0	0	1	2	2	2	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	25 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
750	102730853	14.676	11/14/2009 19:45	REAR END, SLOW OR STOP	\$ 2750	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: S	Veh Mnvr/Ped Actn:				11	Obj Strk:					
751	102730862	14.676	11/14/2009 20:19	REAR END, SLOW OR STOP	\$ 2750	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	5 MPH Dir: S	Veh Mnvr/Ped Actn:				11	Obj Strk:					
752	102855499	14.676	02/15/2010 11:33	SIDESWIPE, SAME DIRECTION	\$ 2500	0	0	0	2	2	1	3	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: W	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: W	Veh Mnvr/Ped Actn:				7	Obj Strk:					
753	102828694	14.676	03/09/2010 19:29	REAR END, SLOW OR STOP	\$ 8500	0	0	0	0	1	4	1	3	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	30 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:		64			
Unit	3 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:		64			
754	102988003	14.676	09/26/2010 16:51	SIDESWIPE, OPPOSITE DIRECTION	\$ 2300	0	0	0	0	2	1	3	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				16	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				16	Obj Strk:					
Unit	3 : 2	Alchl/Drgs:	0	Speed:	8 MPH Dir: E	Veh Mnvr/Ped Actn:				16	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
755	102986451	14.676	10/10/2010 17:53	REAR END, SLOW OR STOP	\$ 3000	0	0	0	1	1	1	1	4	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:		1	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	30 MPH Dir: S	Veh Mnvr/Ped Actn:		11	Obj Strk:							
756	103037395	14.676	11/17/2010 09:13	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	3 MPH Dir: E	Veh Mnvr/Ped Actn:		4	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	3 MPH Dir: E	Veh Mnvr/Ped Actn:		4	Obj Strk:							
757	104450261	14.676	02/09/2011 13:55	REAR END, SLOW OR STOP	\$ 1800	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:		16	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	20 MPH Dir: E	Veh Mnvr/Ped Actn:		16	Obj Strk:							
758	103108441	14.676	03/01/2011 17:05	REAR END, SLOW OR STOP	\$ 1400	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	20 MPH Dir: S	Veh Mnvr/Ped Actn:		4	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	25 MPH Dir: S	Veh Mnvr/Ped Actn:		11	Obj Strk:							
759	104450260	14.676	12/05/2011 15:19	REAR END, SLOW OR STOP	\$ 300	0	0	0	1	1	1	1	2	0	1	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:		1	Obj Strk:							
Unit	2 : 4	Alchl/Drugs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:		11	Obj Strk:							
760	103381967	14.676	01/27/2012 16:50	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 5	Alchl/Drugs:	0	Speed:	45 MPH Dir: N	Veh Mnvr/Ped Actn:		4	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:		1	Obj Strk:							
761	103390788	14.676	02/12/2012 03:20	REAR END, SLOW OR STOP	\$ 1400	0	0	0	0	1	5	1	3	0	3	2
Unit	1 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: N	Veh Mnvr/Ped Actn:		11	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	50 MPH Dir: N	Veh Mnvr/Ped Actn:		4	Obj Strk:							
762	103481374	14.676	06/18/2012 14:40	REAR END, SLOW OR STOP	\$ 1100	0	0	0	1	1	1	1	0	2	2	
Unit	1 : 5	Alchl/Drugs:	0	Speed:	15 MPH Dir: S	Veh Mnvr/Ped Actn:		4	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:		1	Obj Strk:							
763	103622768	14.676	11/23/2012 13:48	REAR END, SLOW OR STOP	\$ 1250	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	0 MPH Dir: NE	Veh Mnvr/Ped Actn:		1	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed:	30 MPH Dir: E	Veh Mnvr/Ped Actn:		11	Obj Strk:							

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
764	103665891	14.676	01/19/2013 12:40	REAR END, SLOW OR STOP	\$ 2700	0	0	0	2	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	30 MPH	Dir:	N	Veh Mnvr/Ped Actn:		11	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:		1	Obj Strk:					
765	103685429	14.676	02/06/2013 16:53	REAR END, TURN	\$ 700	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	NE	Veh Mnvr/Ped Actn:		8	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	3 MPH	Dir:	NE	Veh Mnvr/Ped Actn:		8	Obj Strk:					
Unit	3 : 32	Alchl/Drugs:	7	Speed:	0 MPH	Dir:	NE	Veh Mnvr/Ped Actn:		16	Obj Strk:					
766	104394065	14.676	06/03/2013 16:55	SIDESWIPE, SAME DIRECTION	\$ 1000	0	0	0	0	1	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:		7	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	5 MPH	Dir:	S	Veh Mnvr/Ped Actn:		7	Obj Strk:					
767	103807764	14.676	07/09/2013 14:39	REAR END, SLOW OR STOP	\$ 8500	0	0	0	0	1	1	1	4	0	3	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	40 MPH	Dir:	N	Veh Mnvr/Ped Actn:		1	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	40 MPH	Dir:	N	Veh Mnvr/Ped Actn:		4	Obj Strk:					
768	103874710	14.676	09/12/2013 16:41	REAR END, SLOW OR STOP	\$ 1050	0	0	0	0	1	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	10 MPH	Dir:	S	Veh Mnvr/Ped Actn:		4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:		1	Obj Strk:					
Unit	3 : 3	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:		1	Obj Strk:					
769	103888522	14.676	09/23/2013 11:53	SIDESWIPE, SAME DIRECTION	\$ 1000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	10 MPH	Dir:	W	Veh Mnvr/Ped Actn:		8	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	10 MPH	Dir:	W	Veh Mnvr/Ped Actn:		8	Obj Strk:					
770	103925642	14.676	10/22/2013 19:22	REAR END, SLOW OR STOP	\$ 3001	0	0	0	0	2	4	3	1	0	0	2
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:		1	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	15 MPH	Dir:	E	Veh Mnvr/Ped Actn:		11	Obj Strk:					
771	104021456	14.676	03/14/2014 12:30	REAR END, SLOW OR STOP	\$ 4200	0	0	1	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:		1	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	40 MPH	Dir:	N	Veh Mnvr/Ped Actn:		4	Obj Strk:		64			
772	104019670	14.676	03/24/2014 11:47	REAR END, SLOW OR STOP	\$ 15000	0	0	0	2	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:		1	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:		11	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
773	104047260	14.676	04/20/2014 14:06	REAR END, SLOW OR STOP	\$ 1700	0	0	0	1	1	1	1	6	0	3	2
Unit	1 : 4	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:		1	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	15 MPH	Dir:	N	Veh Mnvr/Ped Actn:		11	Obj Strk:					
774	104150010	14.676	07/18/2014 14:49	BACKING UP	\$ 1200	0	0	0	0	1	1	1	1	0	0	2
Unit	1 : 1	Alchl/Drugs:	0	Speed:	4 MPH	Dir:	W	Veh Mnvr/Ped Actn:		10	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:		1	Obj Strk:					
775	104135930	14.676	07/24/2014 14:33	SIDESWIPE, SAME DIRECTION	\$ 4500	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	30 MPH	Dir:	E	Veh Mnvr/Ped Actn:		5	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:		1	Obj Strk:					
776	104421987	14.676	05/25/2015 16:39	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 5	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:		11	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	15 MPH	Dir:	N	Veh Mnvr/Ped Actn:		11	Obj Strk:					
777	104471811	14.676	08/22/2015 14:02	REAR END, SLOW OR STOP	\$ 9000	0	0	0	1	1	1	1	3	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	30 MPH	Dir:	N	Veh Mnvr/Ped Actn:		11	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:		1	Obj Strk:					
778	104726601	14.676	01/31/2016 17:59	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	7	0	14	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	10 MPH	Dir:	W	Veh Mnvr/Ped Actn:		5	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	2 MPH	Dir:	W	Veh Mnvr/Ped Actn:		5	Obj Strk:					
779	104693056	14.676	03/11/2016 14:31	REAR END, SLOW OR STOP	\$ 8000	0	0	0	1	1	1	1	3	0	0	
Unit	1 : 2	Alchl/Drugs:	0	Speed:	25 MPH	Dir:	N	Veh Mnvr/Ped Actn:		4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:		1	Obj Strk:					
Unit	3 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:		1	Obj Strk:					
780	104722527	14.676	04/26/2016 14:07	REAR END, SLOW OR STOP	\$ 1200	0	0	0	0	1	1	1	7	0	3	1
Unit	1 : 3	Alchl/Drugs:	0	Speed:	30 MPH	Dir:	S	Veh Mnvr/Ped Actn:		1	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	30 MPH	Dir:	S	Veh Mnvr/Ped Actn:		4	Obj Strk:					
781	104762874	14.676	06/02/2016 11:56	REAR END, SLOW OR STOP	\$ 2600	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 12	Alchl/Drugs:	0	Speed:	30 MPH	Dir:	E	Veh Mnvr/Ped Actn:		11	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	5 MPH	Dir:	E	Veh Mnvr/Ped Actn:		11	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
782	104868333	14.676	09/21/2016 12:20	REAR END, SLOW OR STOP	\$ 4000	0	0	0	0	2	1	3	2	0	3	2
Unit	1 : 4	Alchl/Drgs:	0	Speed: 40 MPH Dir: N		Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 40 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
783	104941034	14.676	10/29/2016 17:48	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
784	104975673	14.676	12/02/2016 12:07	SIDESWIPE, SAME DIRECTION	\$ 1500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 10 MPH Dir: SE		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: SE		Veh Mnvr/Ped Actn:				8	Obj Strk:					
785	104955138	14.676	12/16/2016 12:00	RAN OFF ROAD - LEFT	\$ 1500	0	0	0	0	1	1	2	8	0	2	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: SW		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 32	Alchl/Drgs:	7	Speed: 20 MPH Dir: SW		Veh Mnvr/Ped Actn:				4	Obj Strk:					
786	105056738	14.676	03/27/2017 19:47	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	2	1	3	0		1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: SE		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: SE		Veh Mnvr/Ped Actn:				11	Obj Strk:					
787	105445122	14.676	03/28/2018 19:04	REAR END, SLOW OR STOP	\$ 1200	0	0	0	0	1	1	1	1	0	0	2
Unit	1 : 1	Alchl/Drgs:	0	Speed: 4 MPH Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:					

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

**North Carolina Department of Transportation
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Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	787	100.00
Fatal Crashes	3	0.38
Non-Fatal Injury Crashes	254	32.27
Total Injury Crashes	257	32.66
Property Damage Only Crashes	530	67.34
Night Crashes	175	22.24
Wet Crashes	138	17.53
Alcohol/Drugs Involvement Crashes	28	3.56

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	787	100.00
Fatal Crashes	3	0.38
Class A Crashes	7	0.89
Class B Crashes	54	6.86
Class C Crashes	193	24.52
Property Damage Only Crashes	530	67.34

Vehicle Exposure Statistics

Annual ADT = 33400

Total Length = 4.386 (Miles)

7.059 (Kilometers)

Total Vehicle Exposure = 534.99 (MVMT)

860.98 (MVKMT)

Crash Rate	Crashes Per 100 Million Vehicle Miles	Crashes Per 100 Million Vehicle Kilometers
Total Crash Rate	147.11	91.41
Fatal Crash Rate	0.56	0.35
Non Fatal Crash Rate	47.48	29.50
Night Crash Rate	32.71	20.33
Wet Crash Rate	25.79	16.03
EPDO Rate	630.44	391.74

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Miscellaneous Statistics

Severity Index =	4.29
EPDO Crash Index =	3372.80
Estimated Property Damage Total = \$	3431717.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
ANGLE	53	6.73
ANIMAL	51	6.48
BACKING UP	5	0.64
FIXED OBJECT	6	0.76
HEAD ON	4	0.51
LEFT TURN, DIFFERENT ROADWAYS	40	5.08
LEFT TURN, SAME ROADWAY	48	6.10
MOVABLE OBJECT	6	0.76
OTHER COLLISION WITH VEHICLE	7	0.89
OTHER NON-COLLISION	7	0.89
OVERTURN/ROLLOVER	3	0.38
PARKED MOTOR VEHICLE	2	0.25
PEDALCYCLIST	3	0.38
PEDESTRIAN	8	1.02
RAN OFF ROAD - LEFT	23	2.92
RAN OFF ROAD - RIGHT	28	3.56
RAN OFF ROAD - STRAIGHT	3	0.38
REAR END, SLOW OR STOP	368	46.76
REAR END, TURN	17	2.16
RIGHT TURN, DIFFERENT ROADWAYS	9	1.14
RIGHT TURN, SAME ROADWAY	7	0.89
SIDESWIPE, OPPOSITE DIRECTION	7	0.89
SIDESWIPE, SAME DIRECTION	80	10.17
UNKNOWN	2	0.25

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	3	0.85
Class A Injuries	7	1.99
Class B Injuries	64	18.18
Class C Injuries	278	78.98
Total Non-Fatal Injuries	349	99.15
Total Injuries	352	100.00

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<u>Injury Type</u>	<u>Number of Injuries</u>	<u>Percent of Total</u>
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**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
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Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	66	8.39
Feb	48	6.10
Mar	60	7.62
Apr	68	8.64
May	88	11.18
Jun	51	6.48
Jul	50	6.35
Aug	55	6.99
Sep	68	8.64
Oct	59	7.50
Nov	98	12.45
Dec	76	9.66

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	124	15.76
Tue	133	16.90
Wed	134	17.03
Thu	114	14.49
Fri	132	16.77
Sat	85	10.80
Sun	65	8.26

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Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	6	0.76
0100-0159	7	0.89
0200-0259	8	1.02
0300-0359	4	0.51
0400-0459	3	0.38
0500-0559	3	0.38
0600-0659	12	1.52
0700-0759	55	6.99
0800-0859	74	9.40
0900-0959	40	5.08
1000-1059	39	4.96
1100-1159	36	4.57
1200-1259	44	5.59
1300-1359	44	5.59
1400-1459	53	6.73
1500-1559	54	6.86
1600-1659	67	8.51
1700-1759	69	8.77
1800-1859	61	7.75
1900-1959	33	4.19
2000-2059	21	2.67
2100-2159	24	3.05
2200-2259	20	2.54
2300-2359	10	1.27

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Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	487	87	8	582
Dark	125	43	7	175
Other	21	8	1	30
Total	633	138	16	787

Object Struck Summary

Object Type	Times Struck	Percent of Total
ANIMAL	50	31.25
CRASH CUSHION	1	0.62
DITCH	1	0.62
EMBANKMENT	3	1.88
GUARDRAIL END ON SHOULDER	1	0.62
GUARDRAIL FACE ON SHOULDER	11	6.88
MEDIAN BARRIER END	1	0.62
MEDIAN BARRIER FACE	2	1.25
MOVABLE OBJECT	8	5.00
OFFICIAL HIGHWAY SIGN BREAKAWAY	3	1.88
OFFICIAL HIGHWAY SIGN NON-BREAKAWAY	5	3.12
OTHER FIXED OBJECT	9	5.62
PARKED MOTOR VEHICLE	7	4.38
PEDALCYCLIST	11	6.88
PEDESTRIAN	21	13.12
PIER ON SHOULDER OF UNDERPASS	2	1.25
TRAFFIC ISLAND CURB OR MEDIAN	6	3.75
TREE	18	11.25

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
COMMERCIAL BUS	5	0.32
LIGHT TRUCK (MINI-VAN, PANEL)	24	1.53
MOPED	3	0.19
MOTOR HOME/RECREATIONAL VEHICLE	1	0.06
MOTOR SCOOTER OR MOTOR BIKE	3	0.19
MOTORCYCLE	9	0.58
OTHER	1	0.06
PASSENGER CAR	1000	63.94

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Vehicle Type	Number Involved	Percent of Total
PEDALCYCLE	6	0.38
PEDESTRIAN	13	0.83
PICKUP	118	7.54
POLICE	8	0.51
SCHOOL BUS	4	0.26
SINGLE UNIT TRUCK (2-AXLE, 6-TIRE)	14	0.90
SINGLE UNIT TRUCK (3 OR MORE AXLES)	6	0.38
SPORT UTILITY	238	15.22
TAXICAB	2	0.13
TRACTOR/SEMI-TRAILER	6	0.38
TRUCK/TRAILER	10	0.64
UNKNOWN	24	1.53
UNKNOWN HEAVY TRUCK	4	0.26
VAN	65	4.16

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Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2008	6	1	1	4
2009	84	0	28	56
2010	82	0	29	53
2011	69	0	22	47
2012	77	1	20	56
2013	82	0	31	51
2014	53	0	16	37
2015	82	0	32	50
2016	82	0	25	57
2017	92	0	25	67
2018	78	1	25	52
Total	787	3	254	530

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2008	1	3
2009	0	34
2010	0	40
2011	0	29
2012	1	32
2013	0	47
2014	0	18
2015	0	42
2016	0	34
2017	0	32
2018	1	38
Total	3	349

Miscellaneous Totals

Year	Property Damage	EPDO Index
2008	\$ 28500	89.20
2009	\$ 340050	291.20

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Year	Property Damage	EPDO Index
2010	\$ 319210	365.00
2011	\$ 310050	368.60
2012	\$ 312411	300.80
2013	\$ 374586	311.40
2014	\$ 218040	171.40
2015	\$ 424150	318.80
2016	\$ 330100	267.00
2017	\$ 424570	413.80
2018	\$ 350050	475.60
Total	\$ 3431717	3372.80

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road &		Angle	Side Swipe	Other
				Fixed Object	Other			
2008	1	0	1	1	2	0	1	
2009	11	2	37	6	6	12	10	
2010	9	0	34	9	8	7	15	
2011	10	0	33	2	5	11	8	
2012	12	2	39	4	4	8	8	
2013	9	0	44	7	3	5	14	
2014	8	0	22	6	3	11	3	
2015	9	3	39	7	7	7	10	
2016	7	3	40	7	6	10	9	
2017	8	1	52	5	7	9	10	
2018	4	5	44	6	2	7	10	
Total	88	16	385	60	53	87	98	

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Strip Diagram

Features	Milepost	Crash IDs
SR 1107 SR 1937 FAYETTEVILLE OLD	10.29	102491636 102978413 103039402 103371109
FAYETTEVILLE		103411943 103435440 103524660 103550264
		103658179 103665724 103687179 103817899
		103880646 104206728 104232450 104380677
		104406814 104504611 104547132 104684168
		104824761 105211680 105227825 105249935
		105424192 104357516 104723372
	10.30	102978390 105253724
	10.31	105034231 102955855 105121213
	10.32	104493570 104976435
	10.33	103087379
	10.34	
	10.35	
	10.36	103803091
	10.37	
	10.38	
	10.39	105211668
	10.40	
	10.41	
	10.42	
	10.43	
	10.44	
	10.45	
	10.46	
	10.47	
	10.48	
	10.49	103648836 105696917
	10.50	
	10.51	
	10.52	
	10.53	
	10.54	
	10.55	
	10.56	
	10.57	
	10.58	103616873 103664574
	10.59	104938543 102722330 102812337 103546172
		104206746 105523092
SR 1010 MAIN	10.60	103555900 103149064 103025373 104088390
		102518490 102607937 102612290 102650340
		102825131 102942841 103271231 103283156

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Features	Milepost	Crash IDs
		103314082 103364735 103472549 103528577
		103965782 103726595 103772677 103913144
		104317763 104370542 104627984 104650492
		104703105 104832877 104844298 104845240
		104885827 105079983 105083112 105082271
		105121215 105223487 105533475 105535337
		105714978 103528574 105080101 105696913
	10.61	103160463 103566424
	10.62	103810582 104638176 104703534 105533705
		102738342
	10.63	102494410
	10.64	103367053
	10.65	103953631 102737909
	10.66	104469513 104885530
	10.67	
	10.68	
	10.69	105266518
	10.70	
	10.71	
	10.72	
	10.73	
	10.74	
	10.75	
	10.76	
	10.77	104012519 104738139 105605666
	10.78	
	10.79	
	10.80	
	10.81	
	10.82	
	10.83	
	10.84	
	10.85	105519601
	10.86	
	10.87	105270100
	10.88	103735301
	10.89	
	10.90	
	10.91	102589577
	10.92	
	10.93	104232458
	10.94	103256096
	10.95	105223519

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Features	Milepost	Crash IDs
	10.96	103942578
POPLAR	10.97	105223486 104480074 103575124 102543334 102799876 102883083 103619964 103888551 104126656 104166267 103500440 103516225 102843120 105197182
	10.98	105559195 104421412
	10.99	
	11.00	
	11.01	104716766
	11.02	
	11.03	
	11.04	
	11.05	
	11.06	
	11.07	
	11.08	
	11.09	105082035
	11.10	
	11.11	
	11.12	104446752
	11.13	
	11.14	104085529
INCORRECT MP POPLAR	11.15	
	11.16	
	11.17	
	11.18	
	11.19	104932793
	11.20	103874714
OLEANDER	11.21	102746827 103026591 103998803 104263120 105516474 105418780
	11.22	
	11.23	
	11.24	
	11.25	
	11.26	
	11.27	
	11.28	
	11.29	
	11.30	
	11.31	
	11.32	
	11.33	
	11.34	
	11.35	

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

Features	Milepost	Crash IDs
	11.36	
	11.37	105418781
	11.38	
	11.39	
	11.40	
	11.41	
	11.42	
	11.43	
	11.44	103905743
	11.45	
	11.46	
	11.47	
	11.48	
	11.49	
	11.50	
	11.51	
	11.52	105363106
	11.53	105663428
SR 1005 JONES FERRY Structure:670048	11.54	102738572 102909972 103026608 103053849 103197224 103486142 103487880 103650327 103797997 103822572 104022741 104054551 104063816 104355616 104639864 104659970 104731900 105126655 105126672 105223480 105607336 105647869
	11.55	
	11.56	
	11.57	
	11.58	
	11.59	
	11.60	
	11.61	
	11.62	
	11.63	103344325
	11.64	105533682
	11.65	
	11.66	
	11.67	
	11.68	
	11.69	
	11.70	102707244
	11.71	103020576
	11.72	
	11.73	
	11.74	

**North Carolina Department of Transportation
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Features	Milepost	Crash IDs
	11.75	
	11.76	
	11.77	103141872
	11.78	
	11.79	104945701
	11.80	
	11.81	
	11.82	104525040
	11.83	
	11.84	
	11.85	
	11.86	103104039
	11.87	
	11.88	103519640
	11.89	103076889
BROOK	11.90	102615412 103461201 103519891 103615976 104315727 104386032 104749996 105211665 105423890 105689338 104578159 104724663 103129169
	11.91	103278841
	11.92	103505910
	11.93	
	11.94	102783095 103026056
	11.95	104705883 105463324 102842897 105712577
	11.96	105590868
	11.97	
	11.98	105424773
	11.99	
	12.00	
	12.01	
	12.02	
	12.03	
	12.04	103917376 104233149 105516467
WALDEN	12.05	103632831
	12.06	
	12.07	105076580
	12.08	
	12.09	
	12.10	104738679
	12.11	
	12.12	
	12.13	
INCORRECT MP WALDEN	12.14	104012245

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

Features	Milepost	Crash IDs
	12.15	
	12.16	104436702 104571633 104563706
	12.17	
ABBEY	12.18	104381088 103042121 103905117 103973293 104997569 105211673
	12.19	105559194 103357866 102703142 103618413
	12.20	105249976
	12.21	
	12.22	
	12.23	
	12.24	105266531
	12.25	102832987
	12.26	
	12.27	103033015 103492781 104852672
	12.28	103952675
	12.29	
	12.30	
	12.31	
	12.32	
	12.33	
	12.34	
	12.35	
	12.36	
SR 1919 GREENSBORO SMITH LEVEL Structure:670062	12.37	102491458 102530174 102541301 102607499 102619473 102649639 102663487 102679715 102695967 102706817 102822885 102823056 102893181 102925259 102945506 102964792 102962838 103100838 103133714 103154615 103238900 103240357 103348426 103329700 103340449 103388008 103406421 103471867 103666222 103882461 103905261 103913171 103950145 104001322 104121953 104163365 104183542 104218937 104219417 104229110 104243515 104402538 104509960 104587148 104740358 104820650 104844299 104854672 104945722 105041347 105126654 105249970 105270099 105286970 105277824 105418776 105349937 105463566 105518406 105533683 105559197 105663432 105673395 105516468
	12.38	
	12.39	103061246
	12.40	103357250
	12.41	

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

Features	Milepost	Crash IDs
	12.42	102721886
	12.43	
	12.44	
	12.45	
	12.46	
	12.47	102652397
	12.48	102613155
	12.49	
	12.50	105516472
	12.51	
	12.52	
	12.53	
	12.54	
	12.55	
	12.56	
	12.57	102529022
	12.58	
	12.59	
MERRIT MILL OFF RAMP	12.60	102486410 102556032 102587303 102607687 102726338 102739663 102842890 103164713 103162882 103176994 103211680 103387390 103628518 103973458 103973111 104433901 104576023 104975677 105258266 104334247
	12.61	
	12.62	
	12.63	103714740
	12.64	103996493
	12.65	
	12.66	105117149
	12.67	104047244
	12.68	
	12.69	
	12.70	102560291 102626864 104368810
	12.71	102940328 103174348 103496107 104333752
	12.72	103232901 103628508 104357861
	12.73	
	12.74	103068909
	12.75	104047261
	12.76	
	12.77	104534849
	12.78	103853598 103916347
	12.79	102508036 103554218 104960370
	12.80	104416438 103251350 103350908 104742440

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Strip Analysis Report**

Features	Milepost	Crash IDs
		104792886 105117145 105695768
EDWARD	12.81	104433898 105001622 105109954 102738078
	12.82	104168409 105714108
	12.83	105411857
	12.84	
	12.85	102705980
	12.86	
	12.87	103735634
	12.88	
	12.89	
	12.90	103142995
	12.91	
	12.92	104641702
	12.93	
	12.94	
	12.95	
	12.96	
	12.97	
	12.98	
	12.99	
	13.00	
	13.01	102945402
	13.02	
	13.03	
	13.04	
	13.05	
	13.06	104573027
	13.07	105296204
	13.08	
	13.09	
	13.10	102636916 103847203
	13.11	102788285
	13.12	
	13.13	102491270
	13.14	
	13.15	104868345
	13.16	
	13.17	
	13.18	
	13.19	
	13.20	104761810
	13.21	
	13.22	
	13.23	102488340 103592457

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Features	Milepost	Crash IDs
	13.24	105539539
	13.25	
	13.26	
	13.27	
	13.28	
	13.29	
	13.30	
	13.31	
	13.32	
	13.33	102581988
	13.34	
	13.35	103470129
	13.36	
	13.37	
	13.38	
	13.39	
	13.40	103062754
	13.41	
	13.42	
US 15 US 501 US 15 SB COUPLET NC	13.43	102509187 102541548 102551089 102595864
86 COLUMBIA Structure:670005		102618312 102628457 102636131 102660011
		102669293 102670120 102675763 102680870
		102683465 102724359 102762350 102766185
		102780369 102804704 102805972 102823200
		102823205 102835636 102835010 102851965
		102851966 102855930 102869093 102890373
		102908282 102912859 102913775 102997402
		103039434 103059438 103108840 103142244
		103213839 103193466 103216421 103219180
		103223267 103226158 103310669 103358396
		103382675 103405881 103418050 103472837
		103483524 103509607 103520552 103549522
		103548404 103579820 103598444 103608939
		103611424 103665887 103676830 103707117
		103811096 103828011 103818690 103873512
		103916349 103916420 103940661 103953605
		103961754 103982742 103985013 103997605
		104017421 104020929 104120648 104441055
		104230415 104232393 104256741 104297736
		104297738 104334257 104367829 104355622
		104368814 104403073 104409761 104442323
		104450265 104496284 104496294 104518629
		104534851 104540532 104602060 104628334

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Traffic Engineering Accident Analysis System
Strip Analysis Report**

Features	Milepost	Crash IDs
		104686190 104711047 104724686 104734714
		104764353 104775936 104816430 104916229
		104991079 105044287 105052101 105076616
		105082524 105099304 105109952 105122249
		105156328 105170299 105197332 105197333
		105223141 105223128 105236011 105258269
		105311501 105351881 105349941 105444355
		105439911 105445506 105568683 105584999
		105605106 105605069 105607967
	13.44	103788612
	13.45	
	13.46	
	13.47	
	13.48	
	13.49	
	13.50	
	13.51	
	13.52	104945695
	13.53	
	13.54	
	13.55	
	13.56	
	13.57	
	13.58	
	13.59	
	13.60	103432262 103641180
	13.61	102794365
	13.62	
	13.63	
	13.64	
	13.65	
	13.66	
	13.67	104333652
	13.68	
	13.69	104399657 104567836
	13.70	105310539
	13.71	103993858 104438958
WINTER	13.72	
	13.73	102888096
	13.74	103479162
	13.75	
	13.76	
	13.77	102652931

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Features	Milepost	Crash IDs
	13.78	
	13.79	103291195
	13.80	105117151
	13.81	104723829
	13.82	
	13.83	103343800 104068209
	13.84	103241365
MORGAN CREEK	13.85	103096431 103435185 104499402 105205122 105449033 105487549 105150828
	13.86	
	13.87	102764796
	13.88	
	13.89	105015216
	13.90	105076521 103042138
	13.91	
	13.92	
	13.93	103746985
	13.94	
	13.95	103973452 104698613 102587313 103012788
	13.96	
	13.97	
	13.98	103081012
	13.99	
	14.00	
	14.01	
	14.02	102704464 104761799
	14.03	105399745
	14.04	
	14.05	
	14.06	105076525
	14.07	105076517
	14.08	
	14.09	102820890
	14.10	104579616
	14.11	103415880 103272880
SR 1910 OTEYS	14.12	102510282 102799891 103274781 103415889 104364267 105166032 102557088 102815477 103761847 103666915 103037082 102596001 102872873 103657395 103756689
	14.13	
	14.14	
	14.15	102597345 104378494
	14.16	104377307

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Features	Milepost	Crash IDs
	14.17	104355692 102826847
	14.18	103451486
	14.19	103746928
	14.20	
	14.21	104924608
	14.22	102834296
	14.23	
	14.24	104358496
	14.25	105366119 102763000
	14.26	
	14.27	
	14.28	
	14.29	104936952 105364823 104377518 105705083
	14.30	105454863
	14.31	103002402 103162030 104357864 104355967
	14.32	102807531 103232912
KING MILL	14.33	102514934 102799982 102967980 103440001 103617291 104628684 104932293 105083043 105117144 105538920 105618767 105649200 102966352 104231064 104232386 103617282 105349910
	14.34	103440023 104737325 103250113
	14.35	102672137 103733615 104901649
	14.36	105278683 104585714 103911808 103907820 103907809 105688629
	14.37	104534844 105366755 104399656
	14.38	104984810 102972969 104579614 104967381 103239546 105328907
	14.39	104975675
	14.40	103844901 104940318
	14.41	103308519 105366753
SR 1904 MASON FARM	14.42	102537816 103062772 103248160 104534854 105319158 105431681 104579613 105705212 103856211 103982905
	14.43	102854606 104698615 104898671 105491236 105491235 105619506
	14.44	102551146
	14.45	105487548
	14.46	103427748
	14.47	104388624
	14.48	104698912 105098465
	14.49	104940881

**North Carolina Department of Transportation
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Features	Milepost	Crash IDs		
	14.50	102675646	102781303	103907810
	14.51			
	14.52			
	14.53	102946306	103755209	104734720 105647291
	14.54	104941386	103461207	
	14.55			
	14.56	104892401	105672876	
	14.57	105030084		
	14.58	104355650	105250529	105485958 103665906 102705775
	14.59	103974252		
	14.60	104420314		
	14.61	102869198		
	14.62	105383101	103714984	104336106 104868512
	14.63	102759022	103704028	104969622
	14.64	104741321	105472973	102595111 103446916 105236009 105698292 105023155
	14.65	103077806	103251310	103886154 104499405 103997579 104513847 104356981
	14.66	103326364	102510286	102805039 102932874 103250114 103746219 103751446 103801169 105359892 104628344 105593598 104662181 103219010 103462732 103665914 105258397 105565011 104975672 105101964 105256426 105674197
	14.67	105064908	103471819	104392992 104531426 105320379 105556807 103179185 103217114 103489752 105170322 103853599 105487546 102607426 103708187 105564980 103279107 105223394 104048409 104062717 105056666 102589291 103310660 103350412 103510025 103684146 103922636 105294569 105713668
SR 1902 MANNING	14.68	102499739	102513549	102526501 102678813 102697924 102728660 102730853 102730862 102855499 102828694 102988003 102986451 103037395 104450261 103108441 104450260 103381967 103390788 103481374 103622768 103665891 103685429 104394065 103807764 103874710 103888522 103925642 104021456 104019670 104047260 104150010 104135930 104421987 104471811 104726601 104693056

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Features	Milepost	Crash IDs
		104722527 104762874 104868333 104941034
		104975673 104955138 105056738 105445122

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Study Criteria

Study Name	Log No.	PH No.	TIP No.	K/A Cf.	B/C Cf.	ADT	ADT Route
NC54CORRIDOR				76.8	8.4	33400	30000054

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

County			Municipality						
Name	Code	Div.	Name	Code	Y-Line Ft.	Begin Date	End Date	Years	
ORANGE	68	7	All and Rural		300	12/01/2008	11/30/2018	10.00	

Location Text	Requestor
NC 54 from SR 1107/SR 1937 (Old Fayetteville Road) to SR 1902 (Manning Drive)	

Included Accidents	Old MP	New MP	Type
104206746		10.591	I
103472549		10.6	I
104703534		10.619	I
103616873		10.581	I
102955855		10.309	I
102812337		10.591	I
102722330		10.591	I
102494410		10.628	I
105082271		10.6	I
103810582		10.619	I
105605666		10.77	I
103367053		10.64	I
103197224		11.54	I
102738342		10.62	I
104738139		10.77	I
104012519		10.77	I
103735301		10.878	I
105082035		11.091	I
102589577		10.913	I
104232458		10.925	I
103256096		10.942	I
103942578		10.961	I
105223486		10.967	I
105223519		10.95	I
104480074		10.968	I
103575124		10.969	I

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Strip Analysis Report**

104421412	10.98	I
104166267	10.97	I
104126656	10.97	I
103619964	10.97	I
102883083	10.97	I
102799876	10.97	I
102543334	10.97	I
103516225	10.973	I
103500440	10.973	I
105197182	10.974	I
102843120	10.974	I
105559195	10.976	I
104716766	11.008	I
104446752	11.12	I
104738679	12.1	I
102707244	11.7	I
103020576	11.71	I
102909972	11.54	I
104047261	12.75	I
103104039	11.86	I
104641702	12.92	I
104233149	12.04	I
105463324	11.946	I
103487880	11.54	I
104047244	12.666	I
103952675	12.283	I
104659970	11.54	I
105516467	12.041	I
103632831	12.05	I
102703142	12.193	I
105076580	12.069	I
103905117	12.183	I
103618413	12.193	I
104997569	12.183	I
104121953	12.366	I
102706817	12.366	I
105673395	12.366	I
105270099	12.366	I
102842897	11.953	I
104534849	12.766	I

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104368810	12.7	I
103061246	12.39	I
103916347	12.78	I
103913171	12.366	I
102529022	12.57	I
102581988	13.326	I
105277824	12.366	I
102940328	12.71	I
102626864	12.7	I
104960370	12.79	I
105117145	12.8	I
103628508	12.72	I
104001322	12.366	I
105695768	12.8	I
104792886	12.8	I
102705980	12.85	I
103853598	12.78	I
103350908	12.8	I
105605069	13.426	I
105539539	13.24	I
104711047	13.426	I
105223141	13.426	I
104297738	13.426	I
104392992	14.666	I
105320379	14.666	I
103251350	12.8	I
103232901	12.72	I
102788285	13.113	I
102652931	13.771	I
102794365	13.606	I
102890373	13.426	I
102675763	13.426	I
103953605	13.426	I
102888096	13.726	I
103611424	13.426	I
104571633	12.16	I
102997402	13.426	I
103916349	13.426	I
103676830	13.426	I
105117151	13.796	I

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104775936	13.426	I
102835010	13.426	I
103940661	13.426	I
104816430	13.426	I
103343800	13.826	I
103993858	13.707	I
103081012	13.981	I
105366119	14.25	I
105399745	14.029	I
103415880	14.106	I
105568683	13.426	I
104357861	12.72	I
104531426	14.666	I
105117144	14.326	I
105383101	14.616	I
105328907	14.383	I
102675646	14.501	I
104698615	14.426	I
104355650	14.576	I
104940881	14.493	I
102807531	14.316	I
104724686	13.426	I
103735634	12.866	I
105253724	10.304	I
105519601	10.85	I
105696917	10.49	I
105714108	12.825	I
103068909	12.74	I
103628518	12.6	I
102842890	12.6	I
102560291	12.7	I
103996493	12.638	I
102738078	12.81	I
105516472	12.5	I
102636916	13.1	I
103847203	13.1	I
102613155	12.483	I
102739663	12.6	I
103496107	12.71	I
104436702	12.16	I

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102825131	10.6	I
105258269	13.426	I
105689338	11.897	I
104333752	12.71	I
105411857	12.83	I
102615412	11.897	I
105117149	12.66	I
105714978	10.6	I
105607967	13.426	I
104916229	13.426	I
105082524	13.426	I
103818690	13.426	I
103579820	13.426	I
103142995	12.896	I
102508036	12.79	I
103108840	13.426	I
104168409	12.82	I
103554218	12.79	I
103598444	13.426	I
104764353	13.426	I
104734714	13.426	I
105044287	13.426	I
103509607	13.426	I
104991079	13.426	I
102726338	12.6	I
104868345	13.146	I
102491270	13.126	I
104442323	13.426	I
105423890	11.897	I
104975677	12.6	I
105258266	12.6	I
104576023	12.6	I
104433901	12.6	I
103973458	12.6	I
103211680	12.6	I
103176994	12.6	I
102607687	12.6	I
102587303	12.6	I
102556032	12.6	I
102486410	12.6	I

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

103387390	12.6	I
103164713	12.6	I
103973111	12.6	I
103162882	12.6	I
103733615	14.346	I
104334247	12.602	I
103418050	13.426	I
102912859	13.426	I
102851966	13.426	I
102851965	13.426	I
102669293	13.426	I
105109952	13.426	I
103472837	13.426	I
103961754	13.426	I
102855930	13.426	I
102823205	13.426	I
102780369	13.426	I
103665887	13.426	I
102823200	13.426	I
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103907810	14.501	I
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102670120	13.426	I
102541548	13.426	I
104602060	13.426	I
105584999	13.426	I
105099304	13.426	I
104256741	13.426	I
104722527	14.676	I
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102636131	13.426	I

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

103326364	14.656	I
104742440	12.8	I
104976435	10.32	I
103998803	11.207	I
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105533475	10.6	I
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102967980	14.326	I
105487549	13.846	I
103761847	14.116	I
102815477	14.116	I
102557088	14.116	I

Excluded Accidents

102556296
102678830
102709711
102742561
102792795
102820353
102941258

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

Excluded Accidents

102945362
102956628
102984787
102996454
103096429
103099994
103103686
103172841
103204868
103403375
103423065
103457477
103519450
103622629
103699239
103722116
103805926
103881505
103895616
103899760
104035383
104110249
104216478
104334159
104355679
104363016
104384117
104392916
104392959
104394783
104459772
104502195
104530188
104599090
104668944
104698614
104798824
104938971
105121873

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

Excluded Accidents

105585203
105687229
103444342

Fiche Roads

Name	Code
NC 54	30000054
US 15	20000015
US 501	20000501
FORDHAM	50010799
CHAPEL HILL	50005632
DURHAM CHAPEL HILL	50034020
US 501 SB COUPLET	20400501
NC 54 WB COUPLET	30600054

Strip Road

Name	Code	Begin MP	End MP	Miles	Kilometers
NC 54	30000054	10.290	14.676	4.386	7.059



Collision Summary																							
Date	Type of Collision		Cyclist/Pedestrian Action			Intersection		Time of Day			Lighting				Weather			Severity					Total
	Bicycle	Pedestrian	Crossing Roadway	Walking in Shoulder	Cyclist Traveling Straight	Yes	No	AM Peak (7am - 10am)	PM Peak (4pm - 7pm)	Off-Peak	Dark - Lighted	Dark- Not Lighted	Dusk	Daylight	Clear	Cloudy	Rain	K: Fatal	A: Severe Injury	B: Evident Injury	C: Possible Injury	O: No Injury	
2008		1	1				1			1		1			1			1				1	
2009	1	2	2		1	2	1		1	2	2		1		2		1				2	1	3
2010		2	1	1		2		1		1			2	2					1	1			2
2011	1	1		1	1	1	1	1		1			2	1	1				1	1			2
2012		2	2			1	1			2	1	1		1		1	1	1			1		2
2013		1	1			1			1		1			1					1				1
2014		1		1		1				1			1	1							1		1
2015	1				1		1		1				1	1						1			1
2016		1	1			1		1					1	1						1			1
2017	2	1	1		2	1	2	1		2	1		2	1	2				1	1		1	3
2018	1				1		1			1			1	1						1			1
Total	6	12	9		9	10	8	4	3	11	5	2	1	10	12	4	2	2	4	6	4	2	18

Types of Collision

-  Bicyclist
-  Pedestrian
-  Wheelchair or mobility device

Crash Severity

-  Fatal Injury
-  Ambulatory Injury
-  Visible Injury
-  Non-Visible Injury
-  Property Damage Only

10/01/2010; 3:58 PM
Speed: 20; ID 102978413
 Daylight
 Crossing Roadway

7/10/2017; 12:16 AM
Speed: 45; ID 105253724
 Dark- Lighted Roadway
 Crossing Roadway

Collision Type

-  Bicyclist
-  Pedestrian
-  Wheelchair or mobility device

2017 AADT in red (XXXX)
Speed Limit: 45 mph

N

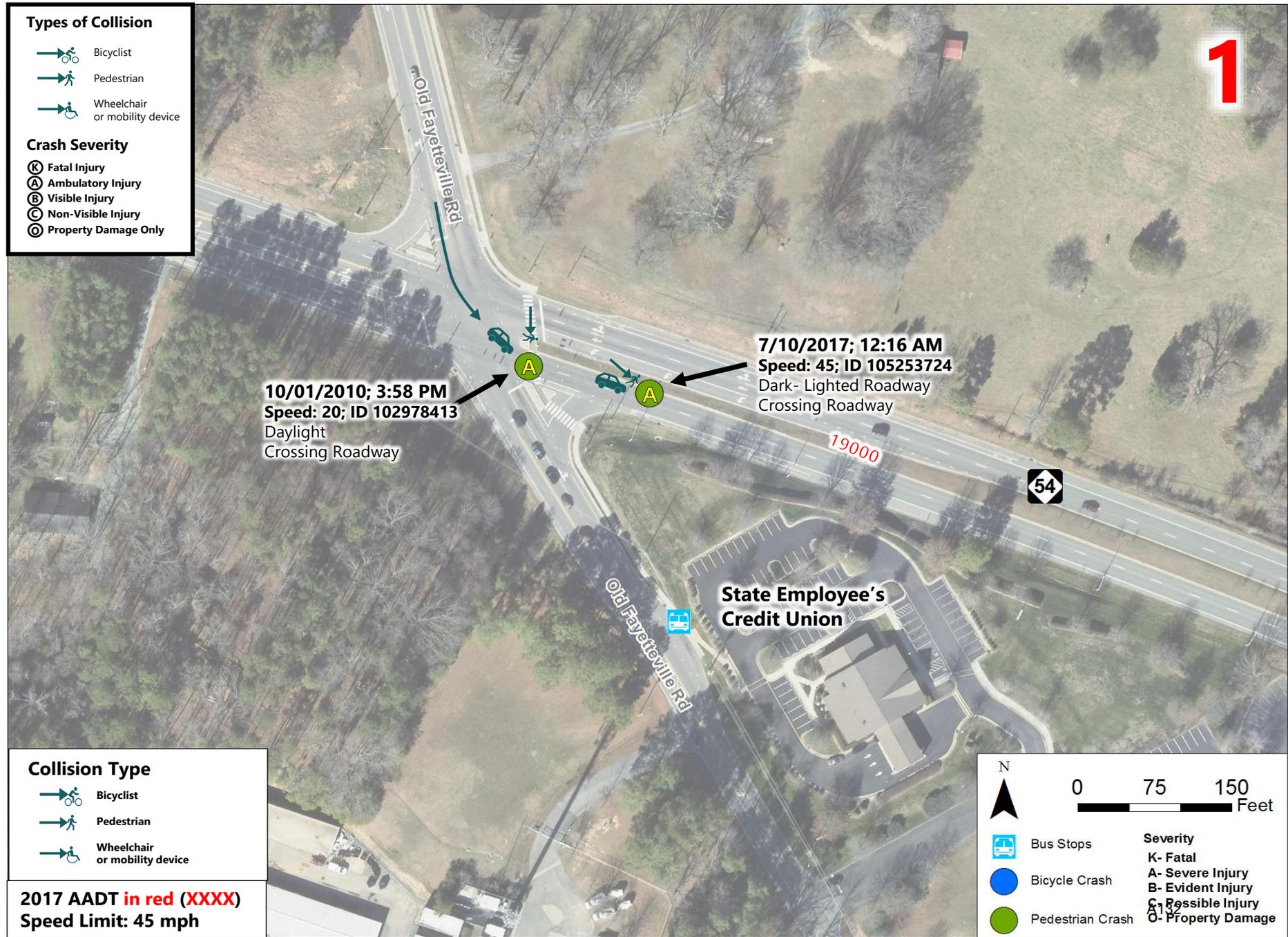
0 75 150 Feet

 Bus Stops

 Bicycle Crash

 Pedestrian Crash

Severity
 K- Fatal
 A- Severe Injury
 B- Evident Injury
 C- Possible Injury
 O- Property Damage





19000

James St



W Main St

8/23/2016; 8:01 AM
Speed: 10; ID 104845240
Daylight
Crossing Roadway

1/18/2009; 7:56 PM
Speed: 4; ID 102518490
Dark- Lighted Roadway
Crossing Roadway

8/7/2017; 12:45 PM
Speed: 5; ID 105223487
Daylight
Travelling Straight Ahead

4/25/2011; 7:58 AM
Speed: 40; ID 103160463
Daylight
Traveling Straight Ahead

Carrboro Plaza

Collision Type

-  Bicyclist
-  Pedestrian
-  Wheelchair or mobility device

2017 AADT in red (XXXX)
Speed Limit: 45 mph



0 75 150 Feet



Bus Stops



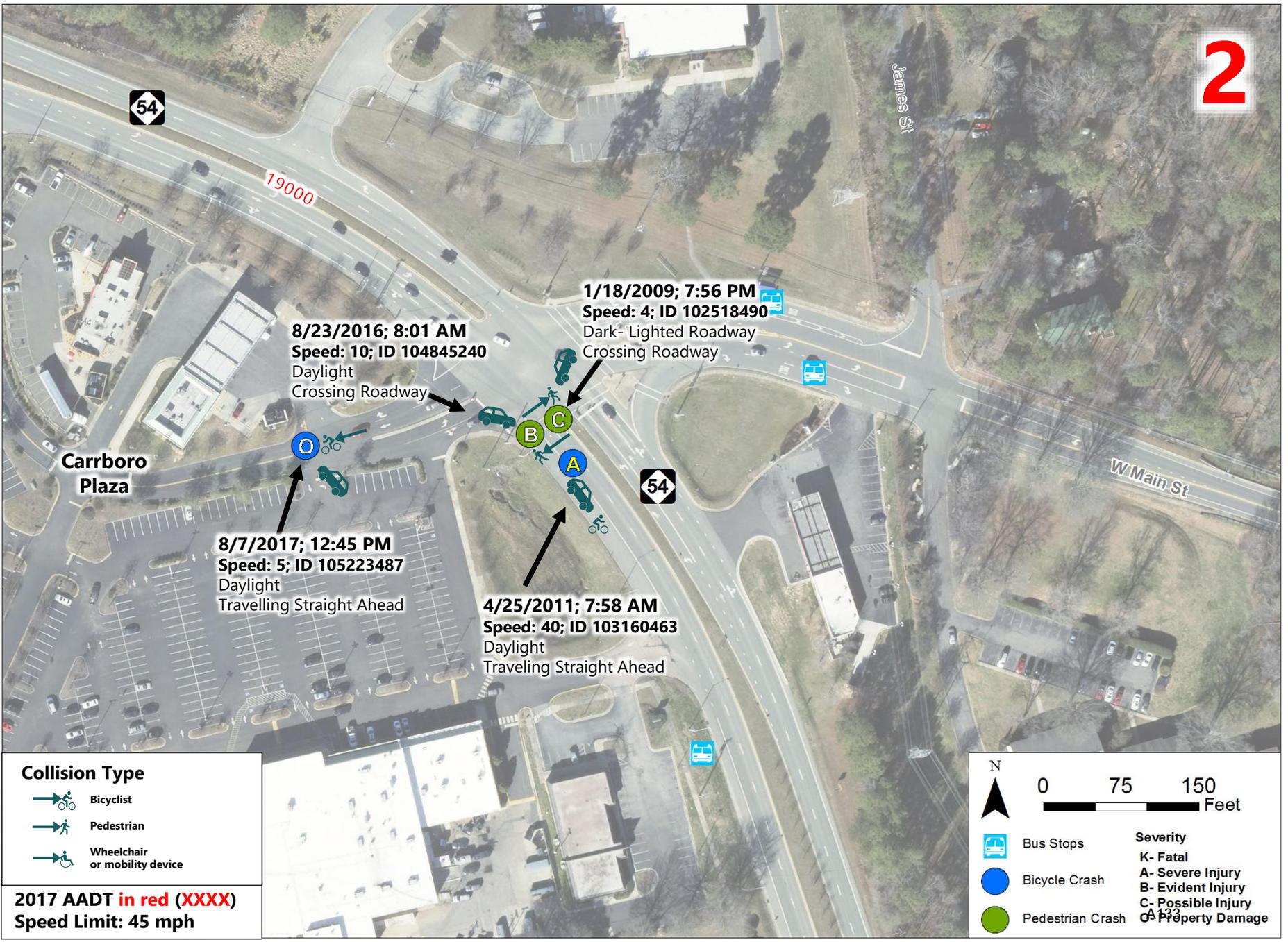
Bicycle Crash



Pedestrian Crash

Severity

- K- Fatal
- A- Severe Injury
- B- Evident Injury
- C- Possible Injury
- D- Property Damage



2/11/2018; 10:05 AM
Speed: 8; ID 105605666
Daylight
Traveling Straight-
Against Traffic



Collision Type

-  Bicyclist
-  Pedestrian
-  Wheelchair or mobility device

2017 AADT in red (XXXX)
Speed Limit: 45 mph

N

0 75 150 Feet

-  Bus Stops
-  Bicycle Crash
-  Pedestrian Crash

Severity

- K- Fatal
- A- Severe Injury
- B- Evident Injury
- C- Possible Injury
- D- Property Damage

Carolina Spring Apartments

Chateau Apartments

15000



19000

10/3/2012; 8:39 PM
Speed: 15; ID 103575124
Dark- Lighted Roadway
Crossing Roadway

W Poplar Ave

The Crest at West End

Chateau Apartments



Collision Type

- Bicyclist
- Pedestrian
- Wheelchair or mobility device

2017 AADT in red (XXXX)
Speed Limit: 45 mph

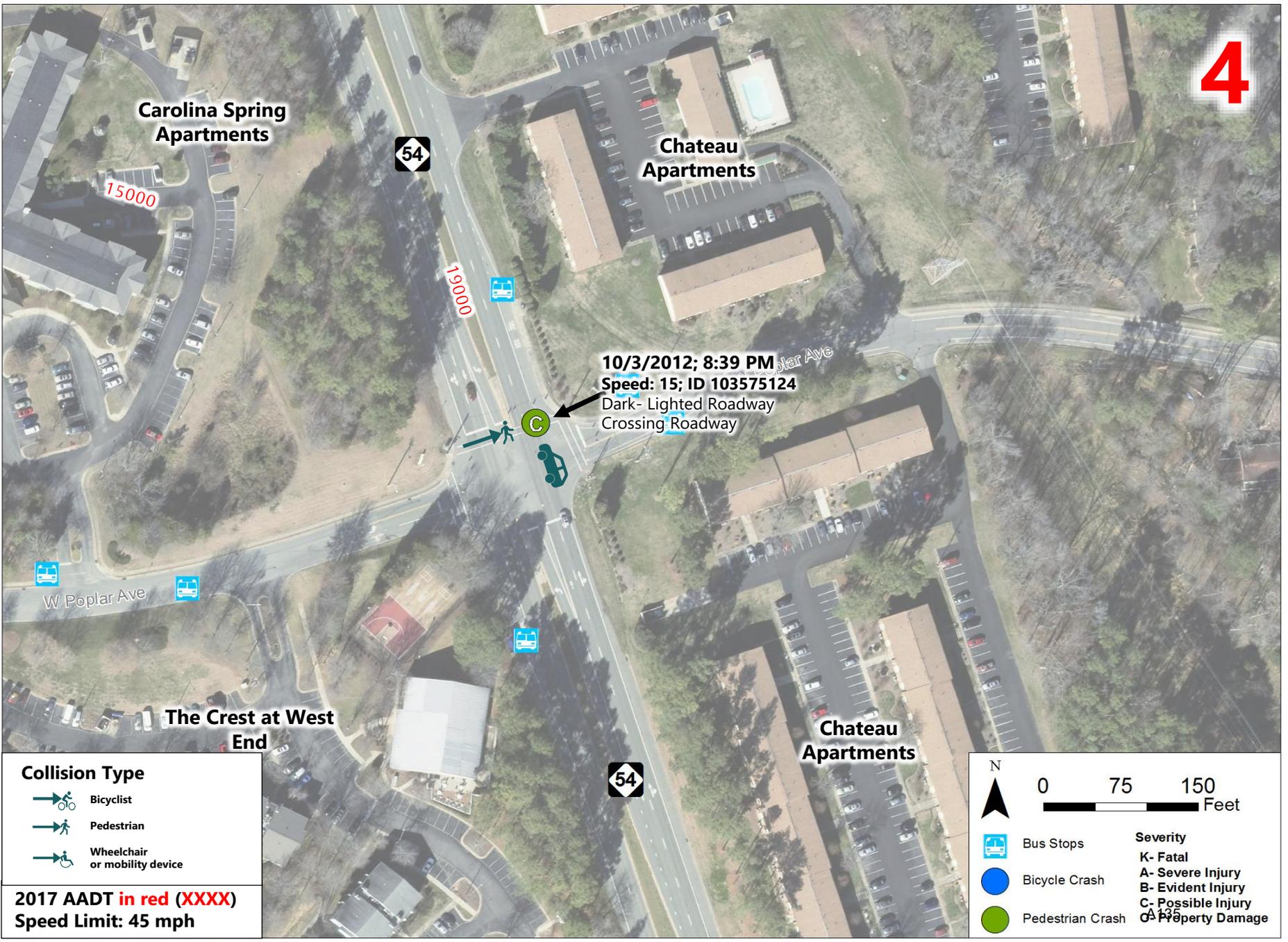
N

0 75 150 Feet

- Bus Stops
- Bicycle Crash
- Pedestrian Crash

Severity

- K- Fatal
- A- Severe Injury
- B- Evident Injury
- C- Possible Injury
- A-135 Property Damage





1/27/2014; 12:33 PM
 Speed: 0; ID 103998803
 Daylight
 Crossing Roadway

Collision Type	
	Bicyclist
	Pedestrian
	Wheelchair or mobility device

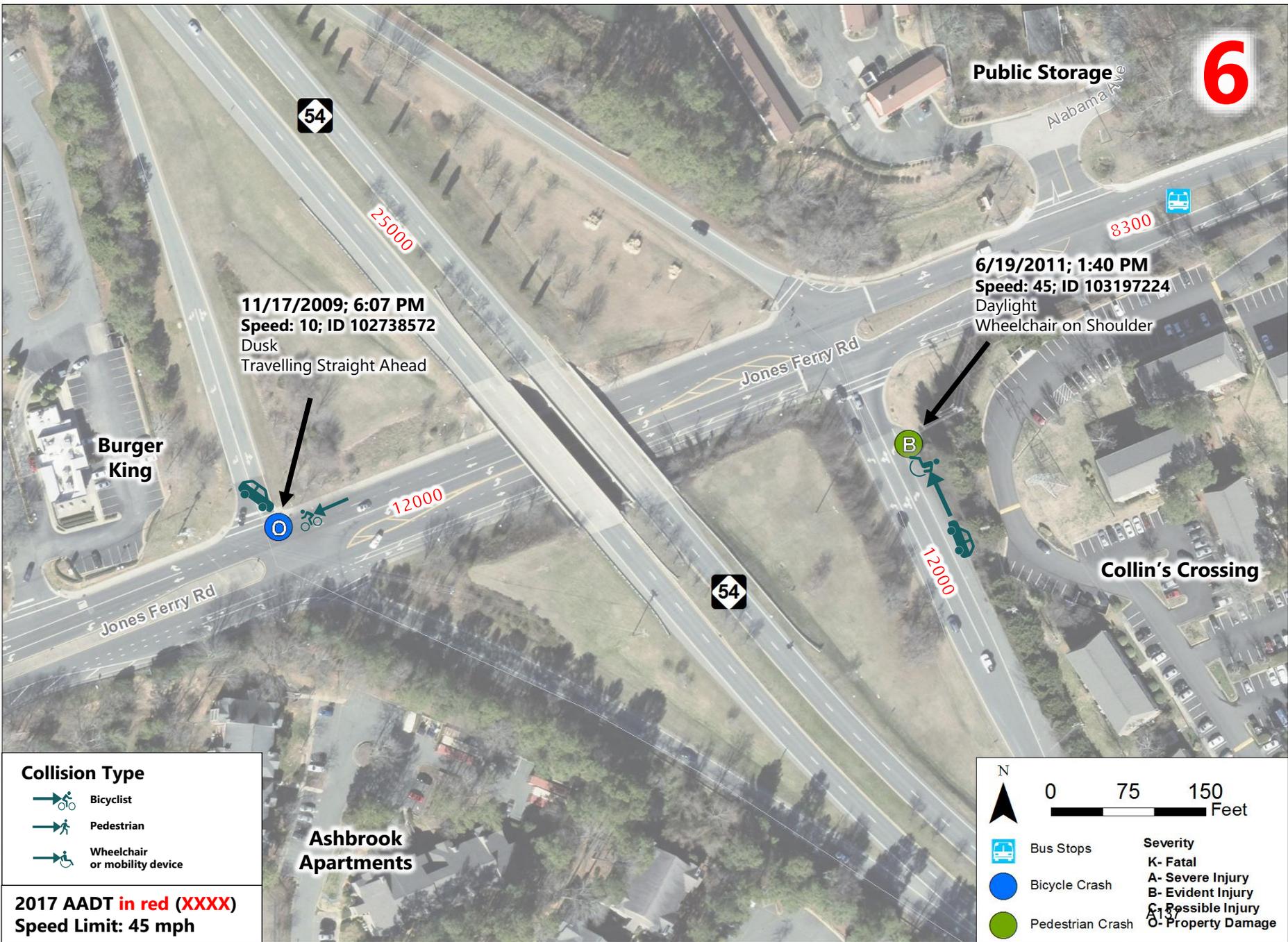
2017 AADT in red (XXXX)
 Speed Limit: 45 mph

N

0 75 150 Feet

	Bus Stops	Severity
	Bicycle Crash	K- Fatal
	Pedestrian Crash	A- Severe Injury
		B- Evident Injury
		C- Possible Injury
		O- Property Damage

*PACE Academy



11/17/2009; 6:07 PM
Speed: 10; ID 102738572
Dusk
Travelling Straight Ahead

6/19/2011; 1:40 PM
Speed: 45; ID 103197224
Daylight
Wheelchair on Shoulder

Collision Type

- Bicyclist
- Pedestrian
- Wheelchair or mobility device

2017 AADT in red (XXXX)
Speed Limit: 45 mph

Severity

- K- Fatal**
- A- Severe Injury**
- B- Evident Injury**
- C- Possible Injury**
- O- Property Damage**

Legend:

- Bus Stops
- Bicycle Crash
- Pedestrian Crash

Scale: 0 75 150 Feet

Carolina Apartments

Royal Park

Walden Dr

12/06/2010; 7:31 AM
Speed: 5; ID 103042121
Daylight
Walking in Bus Lane

Westbrook Dr

54

34000

7/21/2012; 10:23 PM
Speed: 35; ID 103505910
Dark- Not Lighted
Crossing Roadway

12/16/2013; 6:36 PM
Speed: 45; ID 103973293
Dark- Lighted Roadway
Crossing Roadway

Canterbury Townhomes

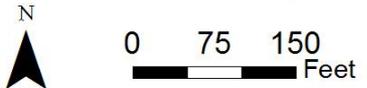
Marlowe Ct

Coleridge Ct

Collision Type

- Bicyclist
- Pedestrian
- Wheelchair or mobility device

2017 AADT in red (XXXX)
Speed Limit: 45 mph



- Bus Stops
 - Bicycle Crash
 - Pedestrian Crash
- Severity
- K- Fatal
 - A- Severe Injury
 - B- Evident Injury
 - C- Possible Injury
 - O- Property Damage

Rocky Brook Mobile Home Park

Royal Park

Roberts St

Daffodil Ln

S Greensboro St

S Merritt Mill Rd



34000

Carrboro Public Works Department

Smith Level Rd

5/26/2017; 8:23 AM
Speed: 10; ID 105126654
Daylight
Travelling Straight Ahead

B

Public Works Dr

17000

Frank Porter Graham Elementary

Collision Type

-  Bicyclist
-  Pedestrian
-  Wheelchair or mobility device

2017 AADT in red (XXXX)
Speed Limit: 45 mph

N

0 75 150 Feet

-  Bus Stops
-  Bicycle Crash
-  Pedestrian Crash

Severity

- K- Fatal
- A- Severe Injury
- B- Evident Injury
- C- Possible Injury
- O- Property Damage



3,400

Laurel Ridge Apartments

Kingswood Apartments

3/15/2009; 10:03 PM
Speed: 40; ID 102560291
Dark- Lighted Roadway
Crossing Roadway



Collision Type

-  Bicyclist
-  Pedestrian
-  Wheelchair or mobility device

2017 AADT in red (XXXX)
Speed Limit: 45 mph



0 75 150 Feet

-  Bus Stops
-  Bicycle Crash
-  Pedestrian Crash

- Severity**
- K- Fatal
 - A- Severe Injury
 - B- Evident Injury
 - C- Possible Injury
 - O- Property Damage



33000

12/11/2008; 10:33 PM
Speed: 41; ID 102488340
Dark - Not Lighted
Crossing Roadway



Morgan Creek Trail

Collision Type

- Bicyclist
- Pedestrian
- Wheelchair or mobility device

2017 AADT in red (XXXX)
Speed Limit: 45 mph

N

0 75 150 Feet

Bus Stops

Bicycle Crash

Pedestrian Crash

Severity
K- Fatal
A- Severe Injury
B- Evident Injury
C- Possible Injury
O- Property Damage



Collision Type

- Bicyclist
- Pedestrian
- Wheelchair or mobility device

2017 AADT in red (XXXX)
Speed Limit: 45 mph

N

0 75 150 Feet

Bus Stops

Bicycle Crash

Pedestrian Crash

Severity
K- Fatal
A- Severe Injury
B- Evident Injury
C- Possible Injury
O- Property Damage

EXISTING CONDITIONS

NC 54 Pedestrian and Bicycle Corridor Safety Study

Existing Conditions Report

PREPARED FOR

NCDOT, Office of Mobility and Safety
750 N. Greenfield Parkway
Garner, NC 27529
919.814.5000

PREPARED BY



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8/21/2019

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1

Introduction

This section describes the study's purpose, context, and schedule. The study began in Fall 2018 and is scheduled for completion in Fall 2019. The study area is a 4.5 mile section of NC 54 from Manning Drive in Chapel Hill to Old Fayetteville Road in Carrboro.

1.1 Study Purpose

The purpose of the NC 54 Pedestrian and Bicycle Corridor Safety Study (hereafter "the study") is to develop a consensus framework and vision for NC 54 that utilizes a systems-based approach to address multimodal safety and mobility through short and medium-term improvements. Neighboring institutional, municipal, and private stakeholders have inquired of the North Carolina Department of Transportation (NCDOT) for specific safety and multimodal improvements at intersections and segments along the corridor. This study seeks to collectively address those requests through a cohesive set of safety and multimodal recommendations.

The study is funded by the NCDOT Traffic Safety Unit. The Traffic Safety Unit works with the State's 14 highway divisions to implement and evaluate strategies to reduce crashes on North Carolina's roadways. The Study Team, led by VHB, includes staff from the Town of Carrboro, Town of Chapel Hill, Chapel Hill Transit, University of North Carolina at Chapel Hill, NCDOT Division 7, NCDOT Public Transportation, and the NCDOT Division of Bicycle and Pedestrian Transportation. Together, the Study Team will focus on four primary activities:

- Assess existing multimodal travel conditions and development within the corridor;
- Synthesize and summarize short and medium-term traffic and safety impacts;
- Develop and plan strategies for multimodal safety improvements within the corridor, from immediate to up to (ten) 10-year implementation timeframes;
- Conduct public outreach initiatives through the planning process, including presenting the recommended strategy to NCDOT and local elected officials.

1.1.1 Schedule

The study is scheduled for approximately twelve months, with draft improvement concepts expected in late summer of 2019. The study incorporates two community workshops and tools--such as interactive mapping and a survey--for citizens to provide input on transportation problems, potential solutions, and priorities. The Study Team will also meet regularly with key stakeholders to help guide the study's consultants.

- Phase 1 – Data Collection & Outreach Tools - Early 2019
- Phase 2 – Existing Conditions & First Public Workshop - Spring 2019
- Phase 3 – Improvement Concept Development & Future Year Analyses – Summer 2019
- Phase 4 – Second Public Workshop & Improvement Concepts – Late Summer 2019, and Draft Report – Fall 2019

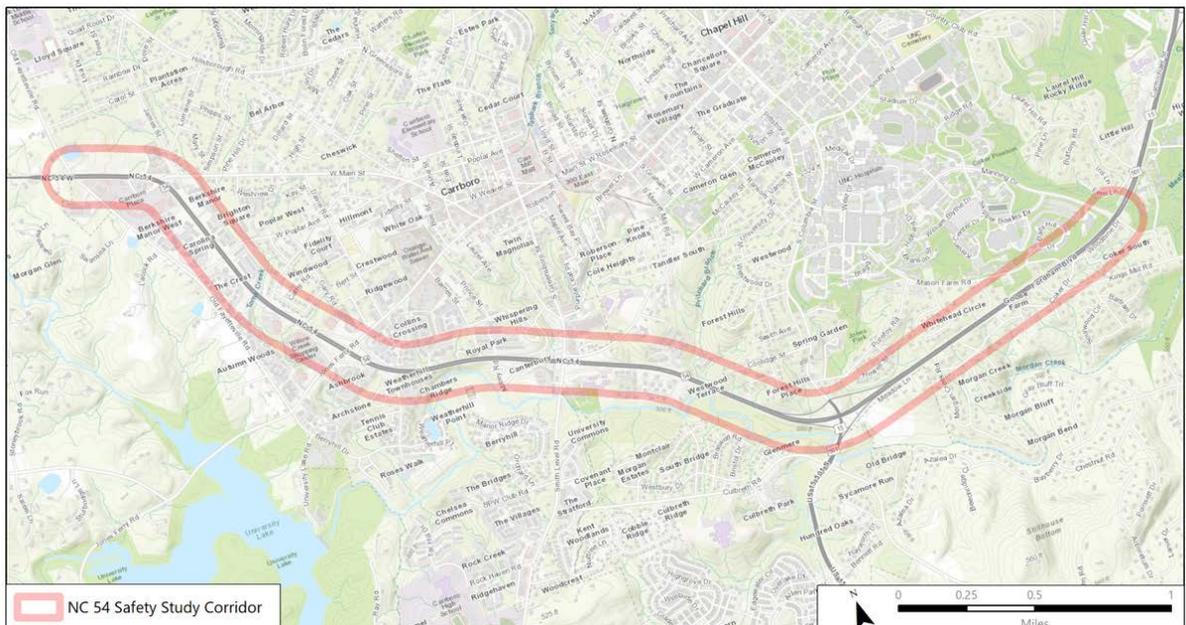


Figure 1 - NC 54 Safety Study Project Area

1.2 Study Context

NC 54 between Manning Drive in Chapel Hill and Old Fayetteville Road in Carrboro provides essential local and regional transportation for a full range of transportation services and modes. The roughly 4.5-mile section of NC 54 is a four-lane partial access-controlled principal arterial highway that experiences daily vehicle volumes from 18,000 (western study limits) to 45,000 (eastern study limits) (Figure 1). It is a unique section of roadway between an urban-to-rural transition to the west and increasing congestion and complex lane configurations to the east.

The corridor's challenges are multifaceted. There are grade separated interchanges at Jones Ferry Road, NC 86/US 15-501/S Columbia Street, and Smith Level Road, and numerous signalized and unsignalized full and limited movement intersections and access points. Multifamily housing, commercial properties, schools, and recreational assets like parks and greenways, and frequent transit service line the corridor. These conditions create a challenging environment for safe pedestrian crossings and access to transit.

As Chapel Hill, Carrboro, Orange County, and the University of North Carolina (college and medical facilities) have grown, the function of NC 54 has continued to evolve. Much of the corridor's multifamily housing predates the widening of NC 54 (between Old Fayetteville and NC 86), and it now fronts a regionally significant and high-volume roadway with high operating speeds. Without adequate pedestrian or bicycle facilities, many of the corridor's residents without vehicles are dependent on Chapel Hill Transit (CHT) service for access to services and employment and must cross the four-lane median divided roadway at unmarked crossing locations. The Towns of Carrboro and Chapel Hill are expanding access to greenways and park systems along NC 54, and the Towns are also exploring new bicycle connectivity across NC 54 at key interchange and intersection locations. The roadway is now in a position to serve—at times—competing priorities of mobility, accessibility, and safety for all modes.

2

Transportation Infrastructure

This section describes the existing roadway, intersection, pedestrian, and bicycle infrastructure along the corridor. There are significant planned improvements in the corridor that would expand vehicle capacity, transit, and non-motorized facilities.

2.1 Roadway Design Elements

The NC 54 study area from Manning Drive to Old Fayetteville Road is a 4-lane median divided state highway with the federal functional classification of principal arterial. It is a partial access-controlled highway with a posted speed of 45MPH and 12' travel lanes. While the lane and median cross section largely remain consistent throughout the corridor, the width of shoulders and presence of curb and gutter changes. The roadway cross section changes. From Manning Drive east to NC 86, the roadway's paved shoulders are approximately 4' wide with a side ditch, and the grass median is approximately 24' wide. Between NC 86 and Jones Ferry Road, the paved shoulder varies between 6' to 12' wide, the grass median remains at 24' wide, and curb and gutter is present on the west-bound direction. Finally, between Jones Ferry Road and Old Fayetteville Road, the paved shoulder varies between 5' to 10' wide, curb and gutter alternates with ditch between the east and west-bound directions, and the grass median is 24' wide.

The corridor from Old Fayetteville Road to NC 86 was widened in the mid-1990's from a 2-lane, undivided minor arterial with 10' wide shoulders (4' paved sections) to its existing cross section.

2.2 Intersections

There are 28 intersections in the NC 54 study area. Four intersections are signalized: Manning Drive, West Poplar Ave, Main Street, and Old Fayetteville Road. There are three interchanges at NC 86/US 15/501, Smith Level Road, and Jones Ferry Road. The remaining intersections are stop-controlled with either right in/right out access or right out/left in access. There are median openings at several intersections along the corridor that allow full access: Kings Mill Road, Morgan Creek Road, Laurel Ridge/Kingswood Road, and Oleander Road.

2.3 Pedestrian Facilities

The corridor lacks consistent and connected linear pedestrian facilities, and crossing accommodations are present only at signalized intersections. Sidewalks are mostly limited to collocated transit stops along the corridor, except for those at West Main Street and Old Fayetteville. Where transit stops and sidewalks are collocated, the sidewalk segments are typically 5' wide and 100' long with curb ramps. Sidewalk sections are located along NC 54 at the following locations:

- Kingswood Road/Laurel Ridge Road, both sides of roadway
- Abbey Lane, both sides of roadway
- Westbrook Drive, both sides of roadway
- Oleander Road, both sides of roadway
- West Poplar Ave, both sides of roadway and along the northern side of West Poplar Ave
- Berkshire Apartments, both sides of roadway
- West Main Street, both sides of roadway
- Old Fayetteville Road, extending north and south on east side of Old Fayetteville Road.

Pedestrian crossing facilities on NC 54 are limited to the four signalized intersections noted above. The signalized intersections all include marked crosswalks (on most legs of intersection), pedestrian actuated signal heads, curb ramps, and truncated domes. The crosswalks at Manning Drive and Old Fayetteville Road are high visibility material and continental patterns, and the crosswalks at West Poplar Ave and West Main Street are standards parallel bar patterns. Pedestrian crossing islands are located at the Manning Drive, Old Fayetteville Road, and West Main Street intersections between the thru lanes and channelized right turn lanes.

2.4 Bicycle Facilities

There are few dedicated bicycle facilities along the corridor. While bicycles are legally permitted to use NC 54, the roadway volumes and operating speeds discourage bicycle travel in the lane or shoulder for the vast majority of bicyclists. There are partial, parallel, and perpendicular facilities to NC 54 that connect to larger bicycle networks in Carrboro and Chapel Hill.

- Bicycle lanes are present for 500' east of the Old Fayetteville Road intersection. These lanes connect to lanes that extend north and south along Old Fayetteville Road.
- A north-bound buffered bicycle lane extends along Jones Ferry Road under the NC 54 overpass

- Bicycle lanes are present along both sides of Smith Level Road south of the east-bound NC 54 ramps. The lanes end approximately 775' south of the NC 54 east-bound ramps.
- The Morgan Creek Trail greenway parallels NC 54 west of Laurel Ridge/Kingswood Road and continues east, ending to the east of NC 86/US 15/501.
- Bicycle lanes are present along NC 86/US 15/501 on both sides of the roadway. The lanes extend from Southern Village to the south of NC 54 to North Medical Drive at the UNC Hospital Campus.

2.5 Planned and Committed Improvements

There are four projects in the 2018-2027 State Transportation Improvement Program (STIP) within the corridor. These include:

- U-5304A: A statewide project for interchange improvements at US 15-501 and NC 86 along NC 54. Right of way is scheduled for 2024, and construction is scheduled for 2026.
- U-5304B: A statewide project for capacity improvements on NC 54 with sidewalks, wide outside lanes, and transit accommodations on US 15-501 between NC 86 (Columbia Street) and NC 54 (Raleigh Road). Right of way is scheduled for 2024, and construction is scheduled for 2026. Potential cross sections include widening to six lanes with a superstreet configuration and a widening to eight lanes with a traditional configuration.
- U-5304E: A statewide project to convert the at-grade intersection of US 15-501 and NC 54 at SR 1902 (Manning Dr) to an interchange. Right of way is scheduled for 2024, and construction is scheduled for 2026.
- U-6071: A regional project for intersection improvements at Old Fayetteville Road and NC 54. Right of way is scheduled for 2024, construction is scheduled for 2026, and the project development is in coordination with R-5821. This project was removed from consideration in Fall 2019.

3

Corridor Travel Characteristics

This section summarizes travel characteristics throughout the study corridor, including current average annual daily traffic volumes (AADTs) and associated trends; access point density; traffic speeds; and relevant attributes for pedestrian, bicycle, and transit modes.

3.1 Average Annual Daily Traffic (AADT)

Turning Movement Counts (TMCs) were collected for 28 intersections along NC 54, from Old Fayetteville Road to Manning Drive. The TMCs were collected on a typical day in November 2018 for a 16-hour period (6:00 AM – 10:00 PM). The AADT volumes were obtained from the TMCs. No seasonal factor was applied to estimate the AADT. Figure 2 shows the estimated AADT volumes.

AADT volumes on NC 54 are highest closer to Chapel Hill, near the eastern end of the corridor. AADT volumes peak at 40,000 vehicles per day east of Columbia Street, and it decreases as it moves to the west to an AADT volume of 20,000 vehicles per day, west of Jones Ferry Road.

3.2 Access Points

Except for Carrboro Plaza in the western end of the study corridor, there are no commercial driveways within the study corridor. Most of the access along NC 54 are pertinent to multifamily properties. The access points are considered as two-way stop-controlled (TWSC) intersections in the Level-of-Service analysis performed in Chapter 4.

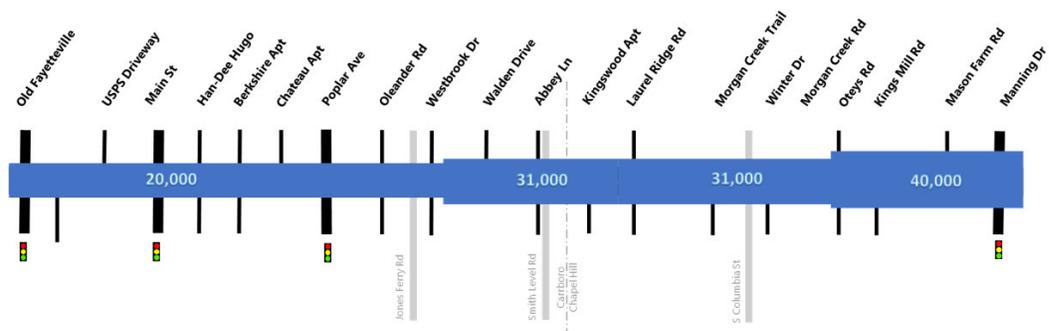


Figure 2 - Estimated AADT for NC 54

3.3 Traffic Speed

In conjunction with traffic volume data, the Study Team collected traffic speed data for four segments of NC 54 for seven days. The posted speed limit along the entire corridor is 45 mph, but an analysis of the speed shows 85th percentile speeds between 49 and 55 mph.

3.4 Transit Service

Chapel Hill Transit operates ten routes along or through the NC 54 corridor, including three express routes that run during peak hours. Most stops are equipped with shelters, benches, and bus pull-outs to increase accessibility for passengers.

3.5 Pedestrian and Bicycle Volumes

The Study Team collected pedestrian and bicycle volumes along the corridor. These counts were taken as part of the TMCs, classification counts, and pedestrian counts collected at bus stops. The pedestrian and bicycles counts highlight significant activity areas, including sites of high pedestrian crossings. Figure 3 shows the daily pedestrian crossings at each intersection. Pedestrian crossing counts exceeded 20 pedestrian during the AM peak hour and in the hours before the PM peak hour at the combined Kingswood Apartment/Laurel Ridge Road location.

Observed bicycle volumes were far lower than the pedestrian levels and were concentrated in the western portion of the corridor. Bicycle volumes were highest in the lower vehicle volume and lower vehicle travel speed section near Berkshire Apartments. This may be due to bicyclist comfort, connection to the Carrboro bicycle facilities, access to destinations, other factors, or a combination thereof. As noted above, there are no dedicated bicycle facilities along NC 54 aside from wide paved shoulders.

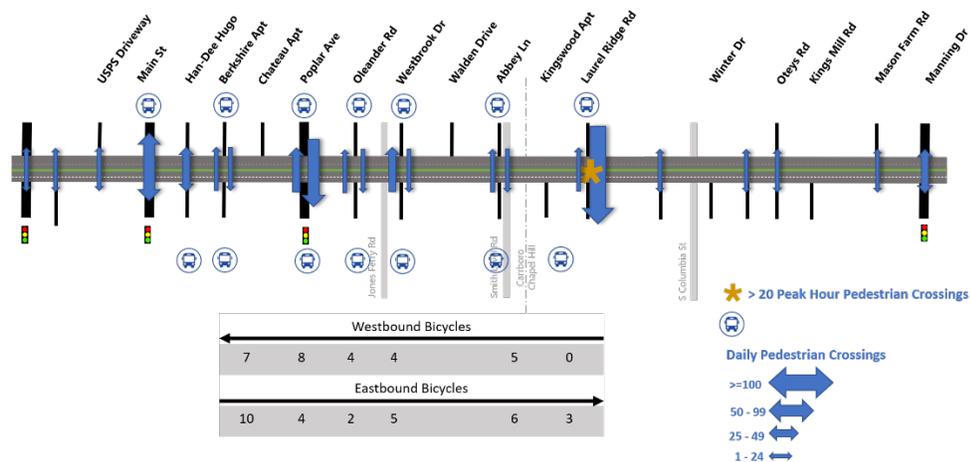


Figure 3 - Daily Pedestrian Crossings and Bicycle Volumes

4

Traffic Operations and Quality of Service

This section describes the Level-of-Service (LOS) for vehicles, transit, pedestrians, and bicycles at different locations along NC 54. LOS, when combined with other measures, allow for evaluation of a corridor's performance relative to prime operating conditions.

There are a variety of ways to measure the performance of a transportation facility. Transportation professionals typically rely on guidance from the Highway Capacity Manual, which describes performance from the traveler point of view that is designed to be useful to roadway operators, decisions makers, and community members. Individuals may travel along NC 54 by personal vehicle, walking, bicycling, or transit, each of which can be quantitatively measured using standard criteria such as delay, average speed, percent time spent following, and other measures. The dominant form of transportation currently along NC 54 is by automobile. As a result, this section covers traffic operations along the corridor on a corridor basis (i.e., distinguishable segments with common roadway characteristics), as well as by individual intersections. Due to the high volume of pedestrian and bicycle trips, and the number of bus routes along the corridor, and concern for future non-motorized safety and mobility, a multimodal level-of-service analysis was completed.

The conventional concept of level-of-service (LOS) can be summarized—at least qualitatively—in Figure 4 below. More detailed, qualitative tables are presented in subsequent sections. Generally, LOS D is acceptable in most rural and suburban situations. In

some highly urbanized settings, or where there are unacceptable environmental/community impacts, excessive costs, or other policy or planning objectives, LOS E can be appropriate.

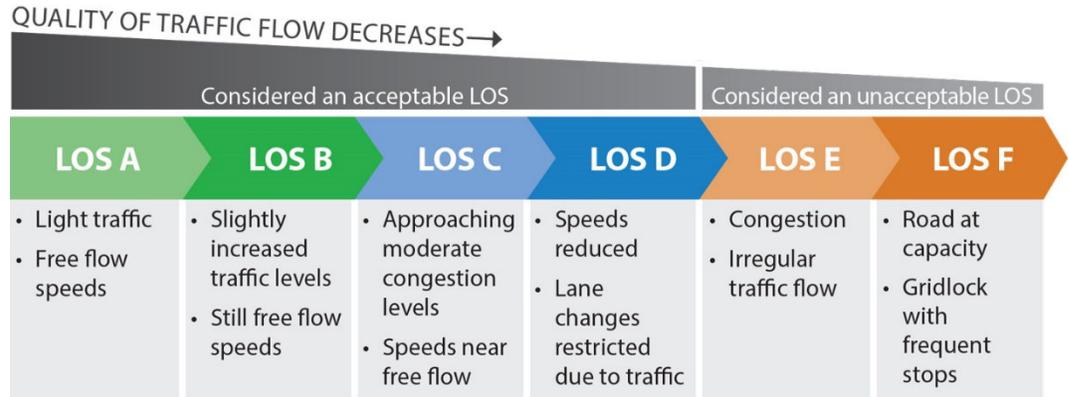


Figure 4 - Level-of-Service Description

4.1 Multimodal Level-of-Service Analysis

The multimodal level-of-service analysis (MMLOS) was completed using the Highway Capacity Software Version 7 (HCS 7). The NC 54 corridor was divided into six segments, each assessed for LOS in the PM peak hour. As part of the analysis, all six segments were classified as Urban Street. This allowed for a thorough examination of all modes along the corridor.

4.1.1 Vehicular Level-of-Service

Vehicular LOS is calculated by estimating the average speed of vehicles along the segment and comparing it with the Base Free-Flow Speed. This analysis takes into account various roadway characteristics, such as number of lanes, shoulder width, median, number of access points, and downstream intersection operations. Figure 5 shows the LOS for each segment during the PM peak hour. Most segments are operating above LOS E.

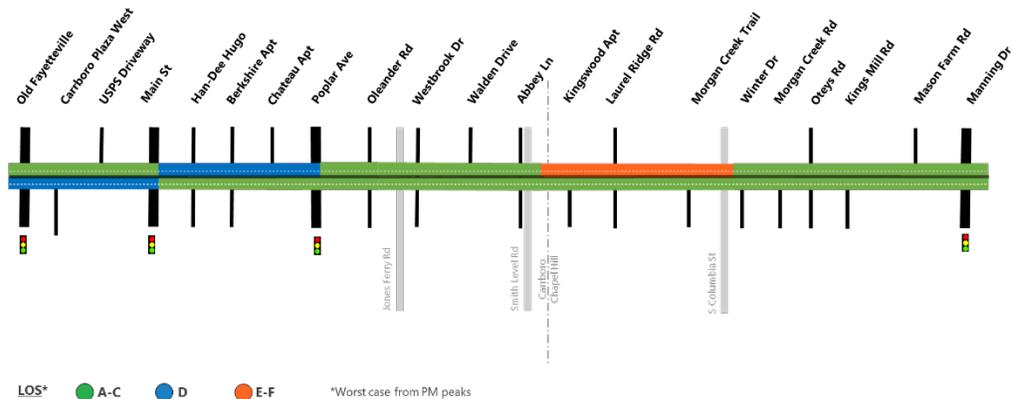


Figure 5 - Vehicular LOS – Segments

4.1.2 Pedestrian Level-of-Service

Factors included in the Pedestrian LOS analysis are outside travel lane width, shoulder width, sidewalk presence and width, traffic volume, distance to the nearest intersection, and speed of vehicles in the outside travel lane. Sidewalks are only located at intersections along NC 54; therefore, pedestrian LOS for segments have an unaccepted LOS score. Figure 6 shows the Pedestrian LOS for NC 54 segments. Pedestrian LOS is at or below E throughout most of the corridor.

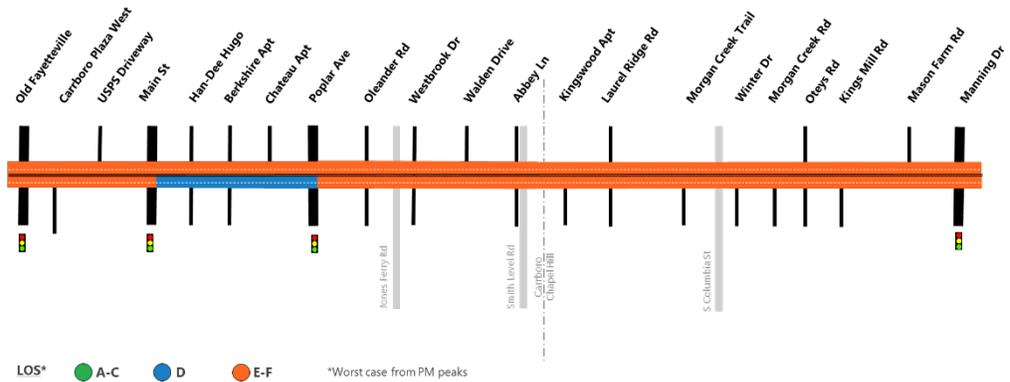


Figure 6 - Pedestrian LOS – Segments

4.1.3 Bicycle Level-of-Service

The HCS has a thorough procedure to estimate LOS for bicycles. This procedure takes into account the volume and speed of traffic in the outside lane, heavy vehicle percentage, pavement condition, and bicycle lane, shoulder and outside lane widths. Most of the NC 54 corridor has ample shoulder width, which produced a satisfactory LOS for bicycles, as shown in Figure 7. However, this LOS does not translate to what actual bicycle riders have experienced in this corridor. Therefore, for the purpose of this study, a different methodology was used to score the bicycle mode known as Bicycle Level of Traffic Stress.

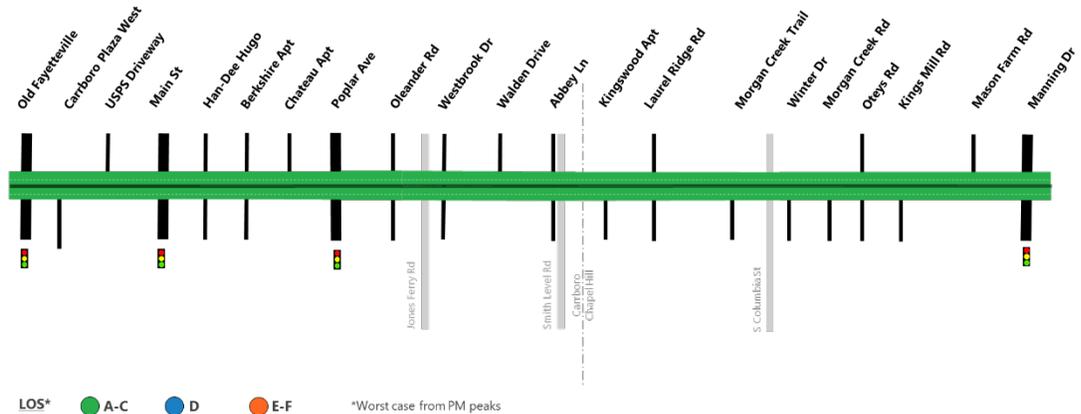


Figure 7 - Bicycle LOS – Segments

Bicycle Level of Traffic Stress

The Study Team included a comparative measure of bicycle accessibility known as Bicycle Level of Traffic Stress (LTS) to evaluate the NC 54 corridor. Whereas the MMLOS for bicycles, heavily weights the presence of wide shoulders in determining performance, LTS considers the combination of vehicle speed, roadway lane configuration, and the existing bicycle facilities (if any) to identify how comfortable a road is to bicycle upon. Roadways with the level of LTS 3 and 4 are limited to bicyclists who are confident riders in higher speed mixed traffic environments; LTS levels 1 and 2 are the where the majority of bicyclists would feel comfortable.

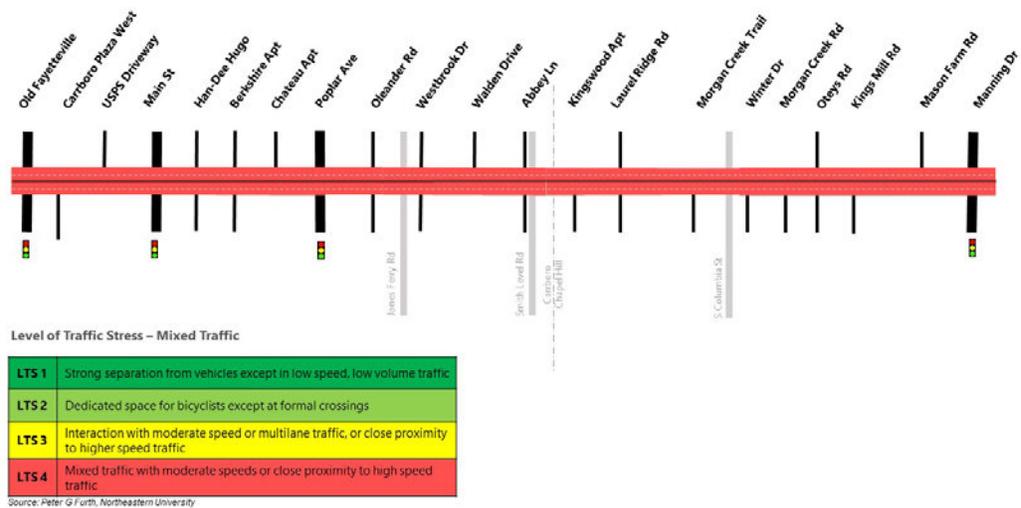


Figure 8 - Level of Traffic Stress

The prevailing LTS level for the NC 54 study area is 4, meaning it generates the highest stress levels for bicyclists and supports few riders (Figure 8). This evaluation contradicts the MMLOS bicycle score, though it may be understood as more accurately representing the experience of riding along NC 54. As seen in the corridor's Travel Characteristics, reported weekday bicycle volumes along NC 54 did not surpass 20 at any observed location.

4.1.4 Transit Level-of-Service

Similar to the other modes, HCS 7 provides a LOS scoring for transit service that takes into consideration bus travel speed, amenities at bus stops, excess wait time and on-board crowding. Bus travel speed in this corridor is affected by the high number of bus pull-outs, which increases the bus delay. The high number of bus routes along the corridor is correlated to the high number of high-density land uses along NC 54. Figure 9 shows the LOS for the transit mode. No LOS was provided for the NC 54 segment east of NC 86 since Chapel Hill Transit does not offer any service in that area.

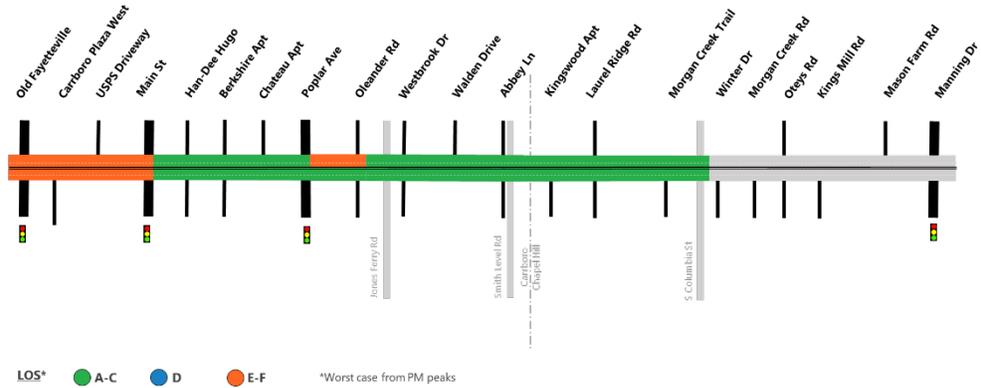


Figure 9 - Transit LOS

4.2 Vehicular Level-of-Service at Intersections

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

At unsignalized intersections, LOS E is generally considered acceptable only if the side street encounters delay. Nevertheless, side streets sometimes function at LOS F during peak traffic periods; however, the traffic volumes often do not warrant a traffic signal to assist side street traffic.

Intersection LOS analysis for vehicles was performed using HCS 7. The existing (2019) scenario analysis utilized the current signal plans from the NCDOT. Two signalized and 5 unsignalized intersections were operating at an unacceptable LOS, as shown in Figure 10.

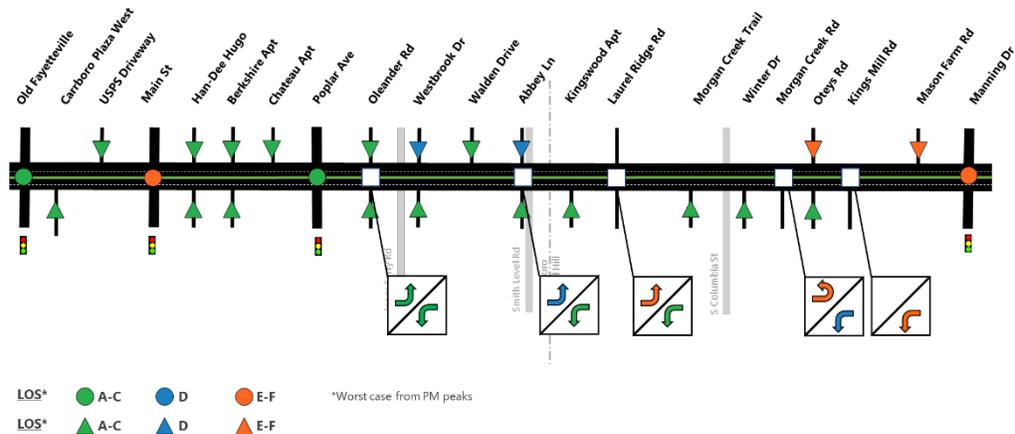


Figure 10 - Vehicular Intersection LOS

4.3 Pedestrian Crossing Delay at Intersections

Similar to vehicular delay, the pedestrian crossing delay was analyzed for signalized and unsignalized intersections using HCS 7. Pedestrian crossings at unsignalized intersections are predominant near bus stops due to the CHT route schedule. This creates a pedestrian platoon crossing effect at unsignalized intersections that exacerbates the crossing delays. Figure 11 and Figure 12 show the pedestrian LOS and estimated delay at various intersections, respectively. The highest pedestrian crossing delay experienced on NC 54 is located on Morgan Creek Trail, where a pedestrian would have to wait an average 23 minutes before finding an acceptable gap to cross NC 54 in the PM Peak period.

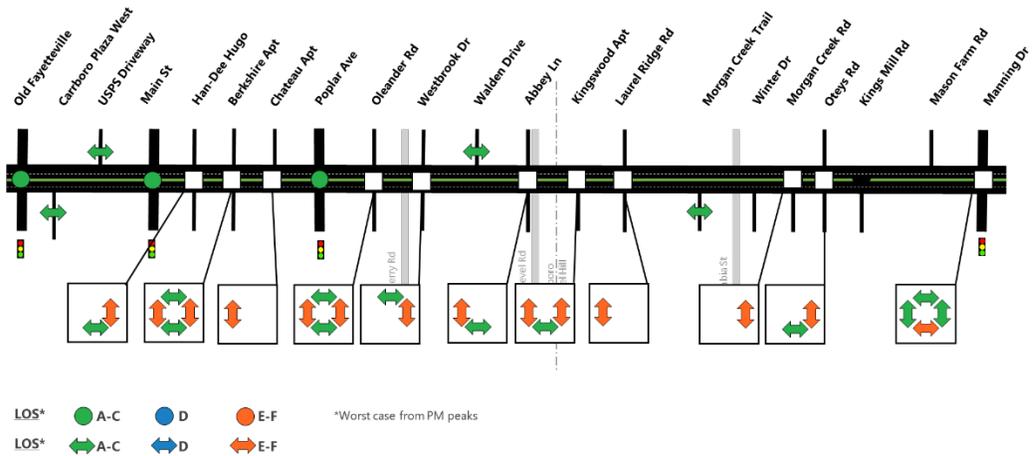


Figure 11 - Pedestrian Intersection LOS

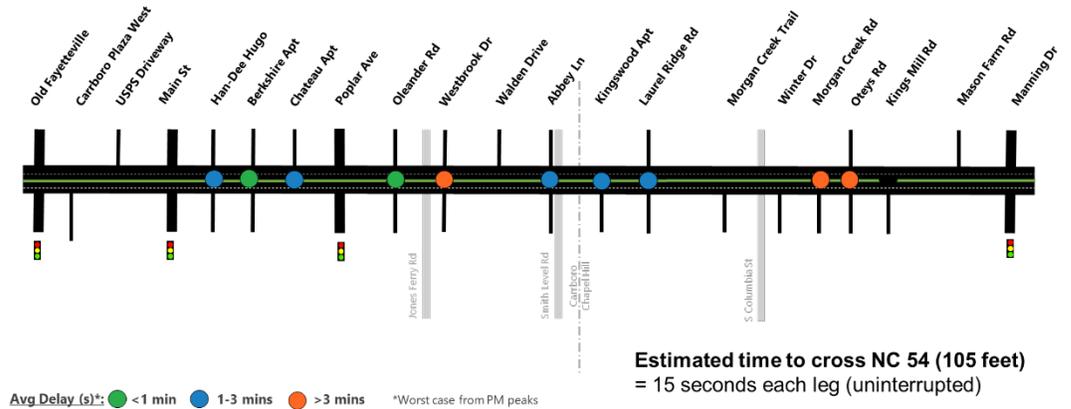


Figure 12 - Average Pedestrian Delay Crossing NC 54

5

Safety

This section details the results of a 10-year analysis of vehicle crash data for NC 54 from SR 1107/SR 1937 (Old Fayetteville Road) to SR 1902 (Manning Drive). An overview of all vehicle collisions was followed by an in-depth look at bicycle and pedestrian crashes on the corridor.

5.1 Crash Analysis

Ten-year crash data (12/01/2008 – 11/30/2018) was obtained from the NCDOT Traffic Engineering Accident Analysis System (TEAAS) along NC 54 from SR 1107/SR 1937 (Old Fayetteville Road) to SR 1902 (Manning Drive). For the analysis, all reported crashes within the study limits and within 350 feet of the road centerline were reviewed.

The crash rates are reported in Table 1. None of the NC 54 crash rates exceed the statewide average for similar facilities. Additionally, all crash rates observed for NC 54 along the project corridor are below the statewide critical crash rate.

Table 1 - NC 54 from SR 1107/SR 1937 (Old Fayetteville Road) to SR 1902 (Manning Drive) Crash Rates (12/01/2008- 11/30/2018)

Rate	Crashes	Crashes per 100 MVM	Statewide Crash Rate*	Critical Crash Rate
Total	787	147.11	245.45	256.69
Fatal	3	0.56	0.73	1.43
Non-Fatal Injury	254	47.48	72.42	78.57
Night	175	32.71	60.13	65.74
Wet	138	25.79	40.03	44.62

Source: 2015-2017 statewide crash rate for urban 4-lane undivided routes in North Carolina (95% level of confidence).

Table 2 displays the total number of crashes for each crash type observed along the study corridor. The predominant crash type on the study corridor was rear end crashes, which comprised 49% of all crashes. Left-turn crashes and sideswipes occurred second-most frequently, making up about 11% of total crashes each.

Table 2 - Crash Type Summary

Crash Type	Crashes	%
Angle	53	7%
Animal	51	6%
Backing Up	5	1%
Fixed Object	6	1%
Head On	4	1%
Left Turn	88	11%
Movable Object	6	1%
Other Collision	7	1%
Other Non-Collision	7	1%
Overturn/Rollover	3	0%
Parked Vehicle	2	0%
Pedalcyclist	3	0%
Pedestrian	8	1%
Ran Off Road	54	7%
Rear End	385	49%
Right Turn	16	2%
Sideswipe	87	11%
Unknown	2	0.3%

The crash maps below show that the intersection with the greatest total crashes over the ten-year period was NC 54 and NC 86/Columbia Street, followed by NC 54 and Manning Drive (Figure 13, Figure 14, Figure 15). That most crashes occurred in the eastern half of the corridor is unsurprising as the AADT for NC 54 is around 40,000 at Manning Drive but decreases to the west, down to about 20,000 AADT near Old Fayetteville Road.

The crash maps were created by grouping crashes together by intersection and section. All crashes within 150' of an intersection were included in that intersection's count, while crashes outside that limit were grouped by section.

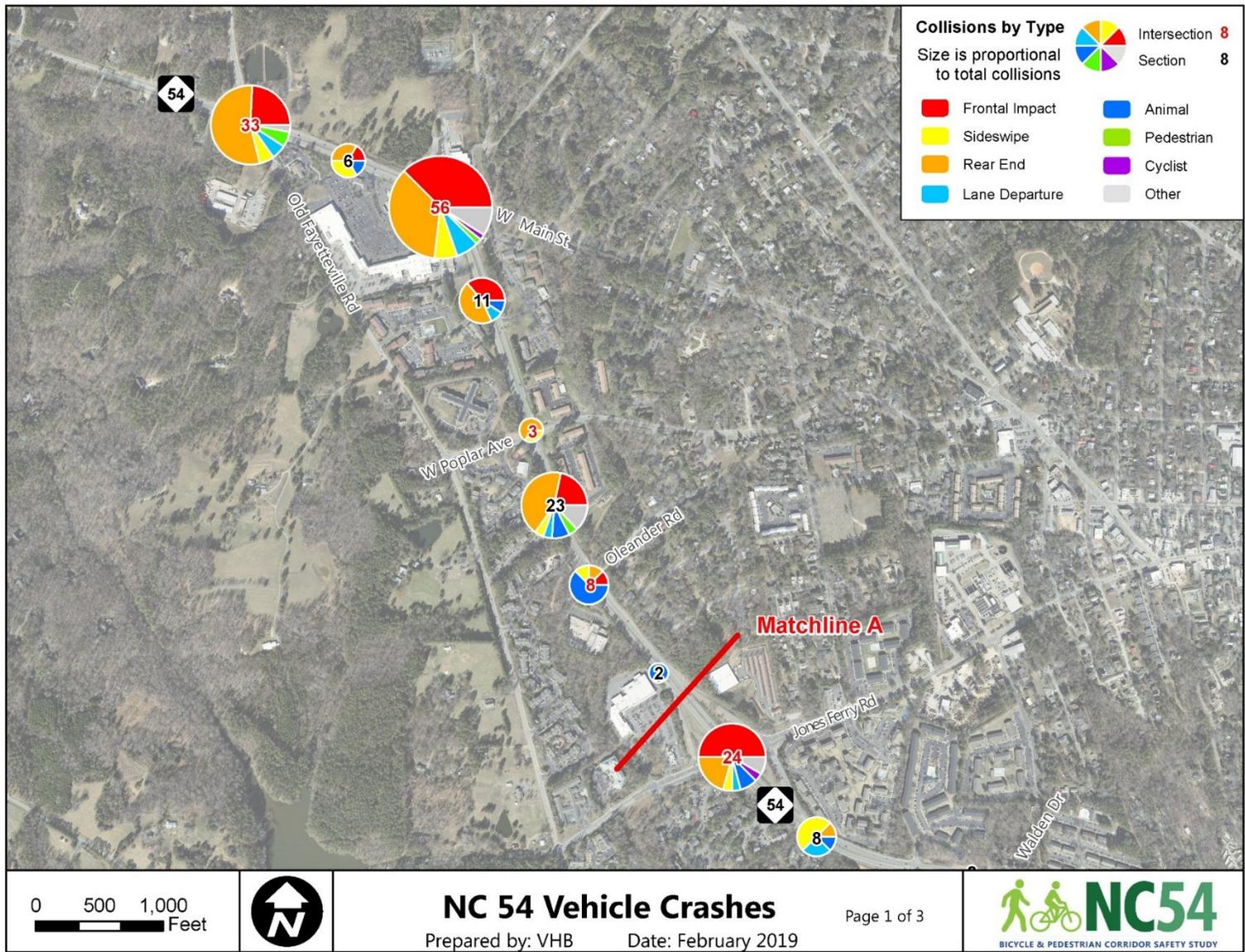


Figure 13 - Crash Analysis, Segment 1

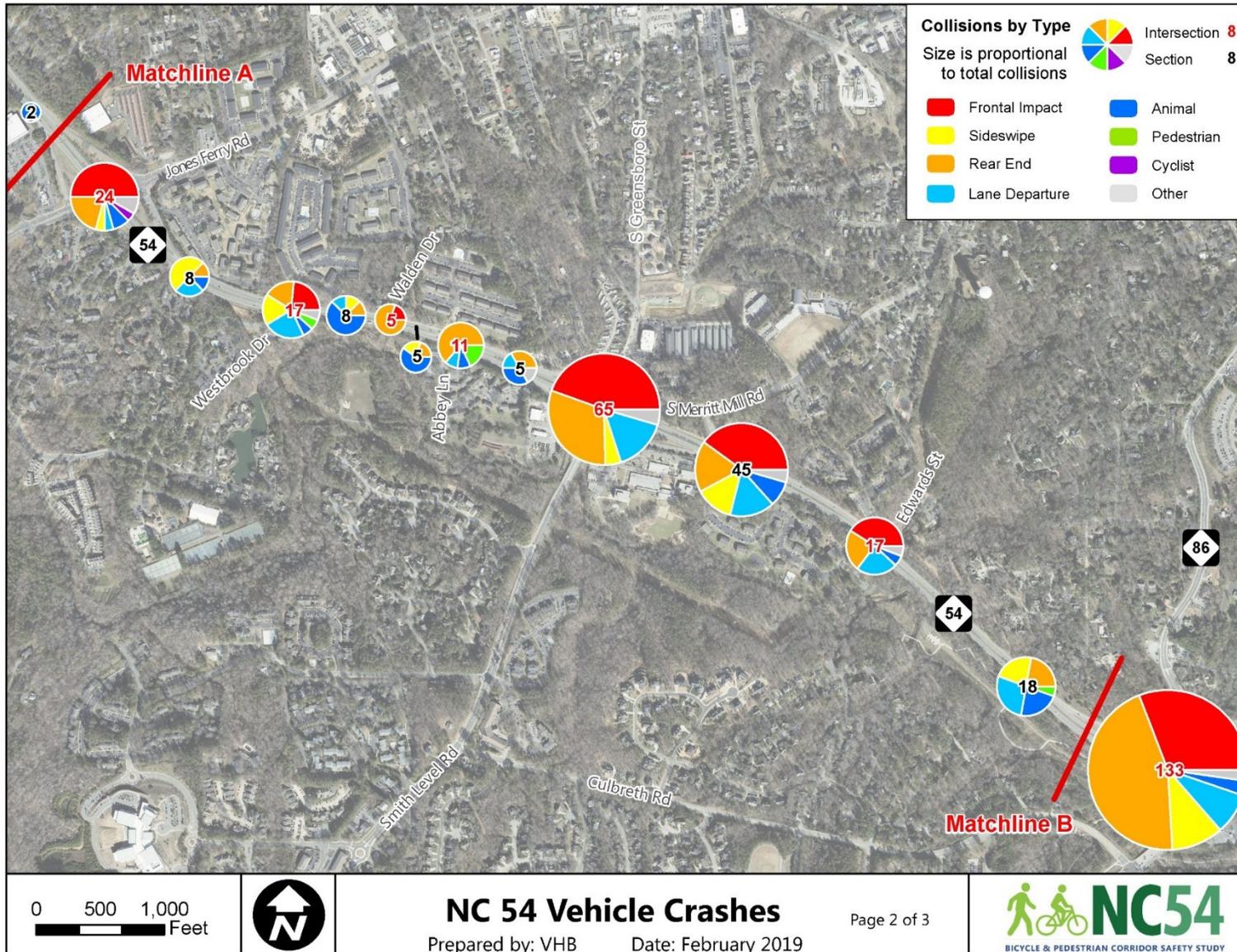


Figure 14 - Crash Analysis, Segment 2

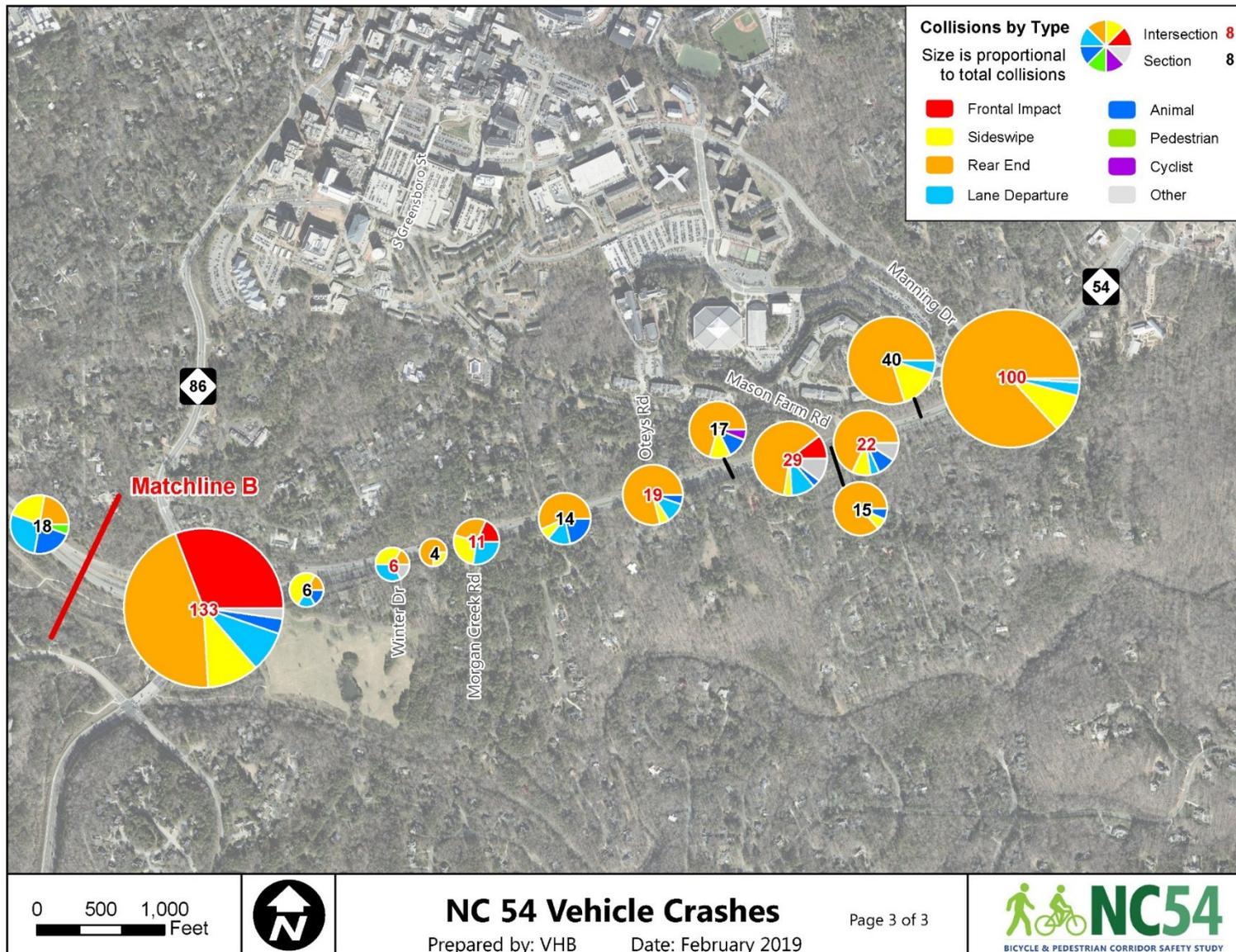


Figure 15 - Crash Analysis, Segment 3

5.2 Bicycle and Pedestrian Crash Analysis

After the overview analysis of all vehicle crashes, bicycle and pedestrian crashes were looked at in-depth. Crash reports for all bicycle and pedestrian crashes were reviewed for characteristics like time of day, lighting, weather, severity, whether the crash was located at an intersection and pedestrian/cyclist action before the crash. The results are laid out in Table 3.

There were 12 total pedestrian crashes and 6 total bicycle crashes between 2008-2018. There were two fatal crashes, both of which involved pedestrians. A majority of bicycle and pedestrian crashes occurred in the daylight, on clear days, and during off-peak hours. For pedestrian crashes, 75% occurred while the pedestrian was attempting to cross the roadway, while the remainder occurred when the pedestrian was walking along the shoulder of the road. All the cyclist crashes occurred when the cyclist was traveling straight in the travel lane. Just over half of crashes occurred in an intersection.

While there were some shared characteristics between crashes, there were few specific, distinguishable patterns. This is due in part to the small number of total crashes and the limitations of the information available in the crash reports.

Table 3 - Bicycle and Pedestrian Crash Summary

Collision Summary																							
Date	Type of Collision		Cyclist/Pedestrian Action			Intersection		Time of Day			Lighting				Weather			Severity					Total
	Bicycle	Pedestrian	Crossing Roadway	Walking in Shoulder	Cyclist Traveling Straight	Yes	No	AM Peak (7am - 10am)	PM Peak (4pm - 7pm)	Off-Peak	Dark - Lighted	Dark- Not Lighted	Dusk	Daylight	Clear	Cloudy	Rain	K: Fatal	A: Severe Injury	B: Evident Injury	C: Possible Injury	O: No Injury	
2008		1	1				1			1		1			1			1					1
2009	1	2	2		1	2	1		1	2	2		1		2		1				2	1	3
2010		2	1	1		2		1		1			2	2					1	1			2
2011	1	1		1	1	1	1	1		1			2	1	1				1	1			2
2012		2	2			1	1			2	1	1			1		1	1			1		2
2013		1	1			1			1		1			1					1				1
2014		1		1		1				1			1	1							1		1
2015	1				1		1		1				1	1						1			1
2016		1	1			1		1					1	1						1			1
2017	2	1	1		2	1	2	1		2	1		2	1	2				1	1		1	3
2018	1				1		1			1			1	1						1			1
Total	6	12	9	3	6	10	8	4	3	11	5	2	1	10	12	4	2	2	4	6	4	2	18

6

Relevant Plans

This section summarizes existing plans relevant to the project section of NC 54. Each summary includes an overview of the plan and specific information in the plan affecting the NC 54 Bicycle and Pedestrian Safety Study project corridor. The composite map at the conclusion of this section includes the noted planned transportation improvements (Figure 16).

6.1 Pedestrian and Bicycle Plans

6.1.1 Town of Carrboro Comprehensive Bicycle Transportation Plan

This plan (2009) is a comprehensive bicycle plan that aims to provide Carrboro Town residents with safe, convenient, and efficient opportunities to bike. It identifies bicycling needs and obstacles, recommends a bike network that meets those needs, and identifies implementation strategies. The plan refers to the project corridor in several of its recommendations for priority corridor roadway improvements.

- NC 54 and Smith Level Road: suggests providing colored bicycle lanes at the intersection to clearly delineate space meant for bicycles.
- NC 54 and South Greensboro Street: recommends restriping the road and constructing colored bicycle lanes across on and off ramps.
- NC 54 and Old Fayetteville Road: recommends the installation of bicycle signal loop indicators and bicycle crossing signage.
- NC 54 and Jones Ferry Road: recommends restriping roadway and painting colored bicycle lanes across on and off ramps and installing bicycle crossing signage on off-ramps.
- NC 54 and W Poplar Ave: recommends installing bicycle loop detectors on both sides of NC-54 and installing bicycle crossing signage on NC-54.

The Town of Carrboro had begun the process of updating its bicycle plan in spring 2019 with potential completion in late 2019.

6.1.2 Town of Chapel Hill Greenways Plan

This plan (2013) was originally adopted in 2006. The plan's purpose is to guide decision-making related to the Town's greenways and open space. This update to the plan is meant to provide specific recommendations for developing priority greenway segments and integrate planning efforts for bicycle, pedestrian, and parks and recreation plans.

Recommendations along the NC 54 project corridor include the proposed extension of the Morgan Creek Trail from the Merritt Pasture trailhead to NC 54 and along NC 54 up to Meadow Lane. The plan update also proposes the expansion of the Meeting of the Waters Creek trail along NC 54, from Mason Farm Road to Carmichael Street.

6.1.3 Morgan Creek Trail Design Study- Phase III

This plan lays out the design of the Morgan Creek Trail expansions to the east and west of its current extent. The project was presented for public comment in February 2017 and updated in October 2017. Continuation of the greenway is contingent upon Town of Chapel Hill funding and improvements to NC 54.

The study proposes expanding Morgan Creek Trail approximately 0.70 miles along the south side of NC 54 to Oteys Road. This expansion is meant to connect the Kings Mill and Morgan Creek neighborhoods, and the original plan anticipated a future crosswalk/at-grade crossing project on NC 54 at Oteys Road.

The update to the plan in October 2017 advised building the pedestrian crossing concurrently with the trail expansion, dependent on the ability to address NCDOT's safety and flow concerns. The update also recommended expanding the trail further west to Mason Farm Road.

6.2 Regional and Long-Range Transportation Plans

6.2.1 DCHC 2045 Metropolitan Transportation Plan

The Durham Chapel Hill Carrboro (DCHC) Metropolitan Transportation Plan (MTP) Transportation Improvement Program (TIP) (2018) identifies highway, public transportation, bicycle, and pedestrian projects to be completed within DCHC's boundaries in the next 25 years. The 2045 MTP includes three mid-term projects along the project corridor (construction anticipated in 2026):

- U-5304A: Interchange improvements at NC 54 and NC 86.
- U-5304B: Capacity improvements with sidewalks, wide outside lanes, and transit accommodations on NC 54 between NC 86 (Columbia Street) and Raleigh Road. Potential cross sections include widening to six lanes with a superstreet configuration and a widening to eight lanes with a traditional configuration.
- U-5304E: Convert at-grade intersection of NC 54 at Manning Drive to interchange.

6.3 Corridor and Intersection Studies

6.3.1 DCHC US 15-501 Corridor Study Traffic Analysis

This plan (2014) analyzed existing and future traffic patterns for US 15-501 from the NC 54 interchange in Orange County to the US 64 interchange in Chatham County. The plan looked at four future scenarios to compare possible improvement outcomes.

Two of the future scenarios assumed interchange improvements at NC 54/US 15-501 involving the reconfiguration of the NC 54 westbound ramp with an added loop ramp on the western side of the interchange. Synchro analysis indicated this improvement would significantly improve operations at the interchange, from LOS E and F (during AM and PM peak hours, respectively) to LOS A and B.

6.3.2 NC 54 West Corridor Study

This plan (2018) focuses on NC 54, from Old Fayetteville Road in Carrboro west to the I-85/I-40 interchange in Graham and lays out a vision for the corridor and surrounding communities for the next 25 years.

The plan recommends intersection improvements at Old Fayetteville Road and NC 54 and a shared use path extending west along NC 54 from that intersection (located on either the north or south side of NC 54 dependent on future designs). A median U-turn intersection at NC 54 and Old Fayetteville Road was determined to be the most appropriate based on size, cost, and access restrictions. This intersection type would reduce the number of signal phases and left turn conflict points while increasing the efficiency and safety of the intersection for all users.

6.4 Other Plans

6.4.1 Town of Chapel Hill Mobility and Connectivity Plan

The plan (2017) looks at implementation actions to achieve the Town's goal of a 35% transit, bicycling, and walking commute share in Chapel Hill by 2025. It notes that NC 54/US 15-501/Fordham Boulevard is a particular area of concern because of the severity of bicycle and pedestrian crashes, and because it received the most comments of concern from the public.

The plan recommends placing a Pedestrian Hybrid Beacon (PHB) on NC 54 at Oteys Road to allow bicyclists and pedestrians to safely cross and access trails and residential neighborhoods to the south. It further identifies a multi-use underpass at the same place as a potential future project. The plan also recommends extending Morgan Creek trail between Merritt's Pasture and Oteys Road on the southern side of NC 54 and an overland connector along Morgan Creek Rd; construction of a trail along the north side of NC 54 from Oteys Road to Christopher Road is also proposed.

6.4.2 University of North Carolina Campus Master Plan

This plan (2018) is a comprehensive, long-range plan that identifies the University's vision for its campus for the next 10 to 20 years. It lays out a plan to align the physical campus with the University's strategic framework, "The Blueprint for Next."

The plan incorporates the (now cancelled) Durham-Orange Light Rail into its vision, anticipating the light rail will be a major source of convenient, multimodal access for campus visitors. Accordingly, the University has designated the area around the Mason Farm Road light rail stop as the Campus South "potential innovation and convergence hub."

6.4.3 Chapel Hill North-South Bus Rapid Transit (BRT)

This plan (2016) was a thirty-month study that analyzed potential bus rapid transit (BRT) investment alternatives for the study corridor, which runs along NC 86 and US-15-501 South within the Town limits. The outcome of the plan was a locally preferred alternative, which will undergo design review in the 2018-2019 Project Development phase of the project.

The plan identifies BRT stops north and south of the NC 54/NC 86 interchange. At these locations, the BRT is anticipated to operate in mixed traffic with transit signal priority rather than in a dedicated lane.

6.4.4 Orange County Transit Plan

This plan (2017) was developed by representatives from Orange County, the Towns of Chapel Hill, Carrboro, and Hillsborough, the University of North Carolina, and GoTriangle to improve transit options throughout Orange County and strengthen regional transit connections. The plan examines ways to improve the transit network through enhanced bus service and facilities and the addition of light rail.

The plan identifies a PHB on NC 54 as part of its FY2018-2020 Program of Access Improvements to “allow transit riders to safely access destinations along NC 54 in Carrboro.” The plan also identifies improved service along US 15-501 and NC 54 as a 5-year goal for Chapel Hill.

6.4.5 Chapel Hill Short Range Transit Service Plan

The plan outlines short-term recommendations for CHT to improve service and attempts to identify a preferred alternative for the agency’s bus routes. It resulted in five unchanged routes, the modification of fifteen routes, and the elimination of four routes. Route B serves NC 54 (Fordham Boulevard) along the project corridor from Mason Farm Road to Raleigh Road.

In the preferred alternative, the route between Manning Drive and Raleigh Road would be deleted and Route B would only travel on NC 54 between Manning Drive and Mason Farm Road. Additionally, service would be reduced to 30 minutes during peak hours, but operate all day. No new stops are planned for the segment of NC 54 from NC 86 to Manning Dr.

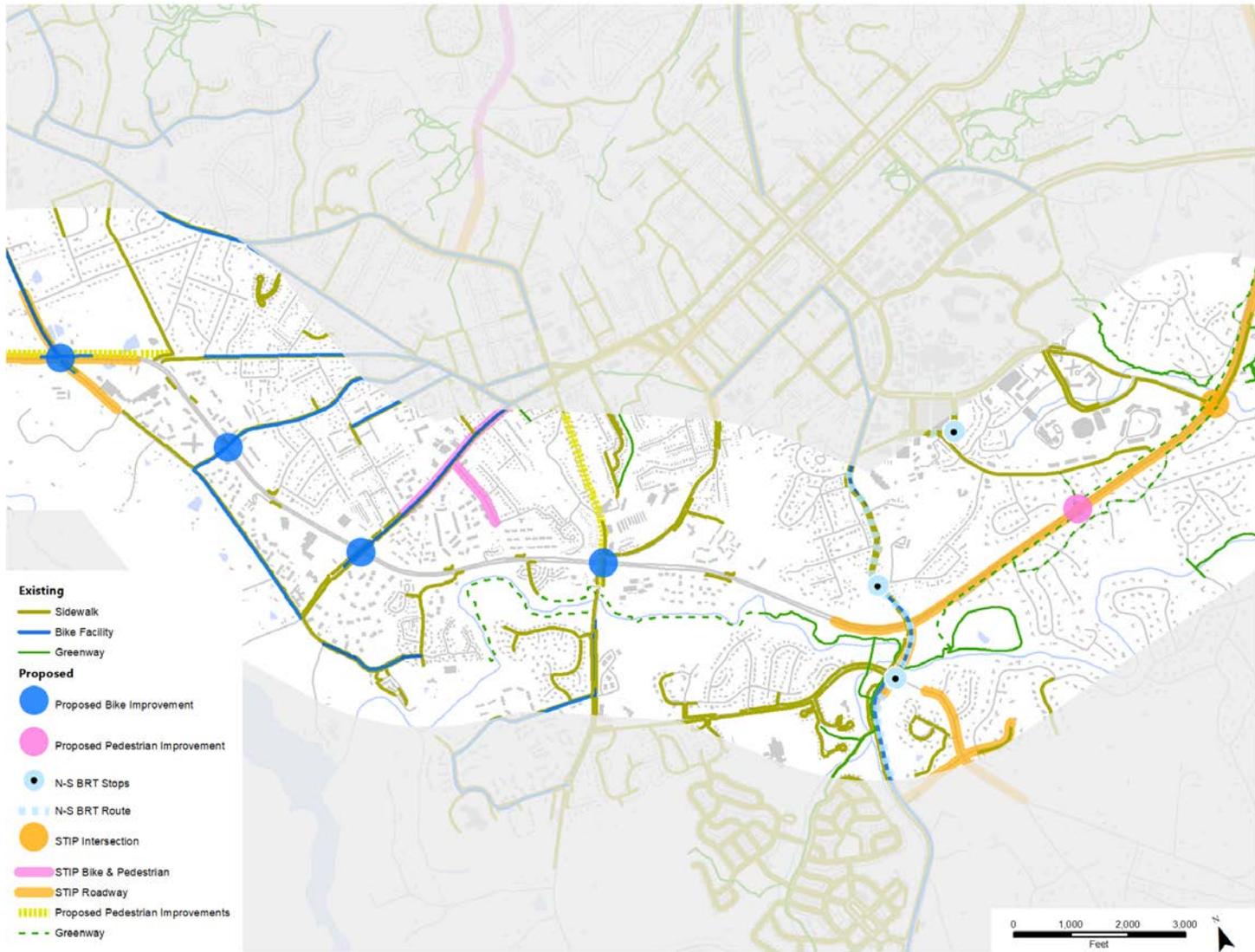


Figure 16 - Planned Improvements

7

Field Visit Results

This section summarizes the results from the field visit the Study Team conducted on January 30, 2019. Observations at each of the six sites included recommendations for near-term and medium-term improvements.

7.1 Objectives and Schedule

On January 30, 2019, the Study Team met at the Chapel Hill Public Library for a project kick-off meeting and to prepare for a multi-hour field visit of the corridor. Before departing, VHB presented an overview of the study's history, purpose, and project schedule. VHB also described the corridor's characteristics and planned projects. After reviewing the field visit stop locations, the Study Team boarded a CHT vehicle and departed for the first site.



Figure 17 - Study Team on CHT vehicle during field visit

The six field visit sites were selected based on factors including bicycle and pedestrian crash history, segment and cross section typology, adjacent land uses, and preference from NCDOT and the Study Team members. Those locations included signalized intersections, interchanges, high ridership transit areas, commercial areas, single family home and multifamily neighborhoods. Sites were also chosen to avoid duplicative roadway and safety conditions.

Once at the specified site, the Study Team explored the area for approximately 30 minutes. Members recorded detailed notes on each site in their packet; each packet contained a checklist of features, land use characteristics, and traffic issues—among others—to observe. The field visit observations are included below.

7.2 Observations

7.2.1 General Observations

The Study Team noted several positive and negative features of the corridor from the perspective of improving multimodal safety. With regard to positive features, the corridor included transit stops with amenities such as shelters, benches, and connecting sidewalks with nearby intersections. Additionally, the intersections of Jones Ferry Road, West Poplar Ave, Old Fayetteville, Manning Drive, and West Main Street had pedestrian signal heads and crosswalks across most legs of the intersection.

Negative issues that could affect safety outnumbered the corridor's positive features. First, the Study Team noted the lack of adequate lighting, and that existing lighting was positioned to light the roadway and not pedestrian crossing locations. Vehicle speeds were reported above the posted limit during off-peak periods, and the roadway's topographical changes made visibility poor near locations like West Main Street and Oteys Road. The Study Team also noted the lack of overall connected pedestrian and bicycle facilities both along and for crossing the roadway, despite the presence and observation of pedestrians crossing NC 54. Observations included below area recorded from the perspective of the Study Team during the visit.

7.2.2 Site 1 - Manning Drive at NC 54

Site observations included:

- No sidewalk present (south side). Steep slope along Manning Dr. Drainage below guardrail. Very unsafe crossing in any direction.
- Overhead tree canopy on north west corner. Free flow RT lane? If so, move pedestrian crossing nearer to beginning of radius to improve pedestrian conspicuity.
- Could add yield line at pedestrian crossing on right turn slip lane for emphasis. Bike loop signage is faded. Consider moving pedestrian crossing to north to improve visibility for south bound traffic.
- No pedestrian signal head on south east corner. Long green phase on NC 54. No sidewalk to the south on Manning Dr. No advance yield line on Manning Drive headed west to NC 54.

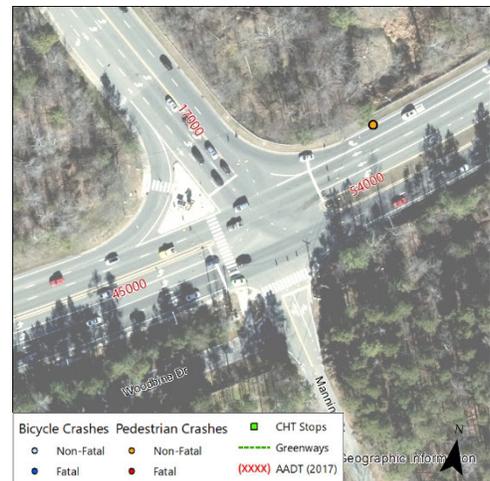


Figure 18 - Manning Drive Field Map

- Mysterious curb cuts on Manning Drive north of intersection. Bike markings are faded at Manning Drive north. Overhanging trees may limit visibility of pedestrians on north west side of intersection



**Manning Drive at NC 54 Intersection
Looking North**



**Manning Drive at NC 54 Intersection Looking
Northeast**

7.2.3 Site 2 – Oteys Road at NC 54

Site observations included:

- Very steep slope. No visual cues to NC 54 traffic to expect bike ped crossings. No bike ped facilities and network on either side of road.
- Recommend Zig Zag crossing in median to reduce conflict with high speed right turns.
- Crest limits sight distance for east bound traffic (west of intersection). Street lighting in place.
- HAWK/PHB signal at intersection? Future Morgan Creek greenway area. Signal impacts gaps (from east)
- Broad median, high curb, and higher travel speeds. Street lighting at four corners. Low density walkable neighborhoods. Paved shoulder on NC 54 east ends well before Oteys Rd.
- Long crossing time, high speeds, and no pedestrian facilities
- Rise heading east make visibility to cross. No pedestrian lighting.



Figure 19 - Oteys Road Field Map



Oteys Road at NC 54 Intersection Looking East



Oteys Road at NC 54 Looking North

7.2.4 Site 3 – Kingswood Apartments/Laurel Ridge at NC 54

Site observations included:

- Consider near side bus stops, (see notes), consider left over for pedestrian refuge. Restripe existing bus lane as right turn acceleration lane
- Consider zig zag concept and moving bus stops.
- Talked to people who said dangerous at dark.
- No bus shelter on north side of NC 54. Three pedestrians crossed during visit. Pedestrians using median to stage crossing.
- Need sidewalk with ramps connectivity for bus stops. Rocky goat path in the median, south side connecting to bus stop.
- Consider left over.
- How necessary are bus pullouts?
- 1/4 mile to Morgan Creek Trail parking lot and poor sight distance



Figure 20 - Kingswood Apartments Field Map



Kingswood Apartments at NC 54 Looking West



Kingswood Apartments at NC 54 Looking East

7.2.5 Site 4 – Jones Ferry Road, North and South, at NC 54

Site observations for the north side included:

- Good sight distance to east and west. Right turns and poor sight distance. Place crossing to the north? Some people crossing at BP gas station.
- Consider adding crosswalk on east left of Jones Ferry Road, use island as refuge. Consider remarking crosswalks across ramp to promote pedestrian visibility to right turn motorists. Obtain ROW for sight triangle and vegetation management in North east quad.
- Overhead tree canopy produces shade at pedestrian ramp. Add pedestrian signals. Replace pedestrian sign removed for fiber optical install.
- Revisit crossing configuration on north side of Jones Ferry Road. Consider no right turn on red.
- No pedestrian heads. Vegetation on south west corner block visibility. Existing street light on south west corner.



Figure 21 - Jones Ferry Road North Field Map



Jones Ferry Road Looking East towards NC 54 West On-Ramp



Jones Ferry Road Looking South towards NC 54 Ramps

Site observations for the south side included:

- Is this a State bike route? Is there lighting under bridge? Mismatch of bus stop. North bound bike lane plus separation.
- No marked crossing [across Jones Ferry Rd]
- Conflict with on ramp and crosswalk.
- Lighting on westside. No crosswalks across Jones Ferry.
- Sidewalks with curb ramps. Bus stop south of intersection. Crosswalks across Jones Ferry Road at shopping center south of ramps.



Figure 22 - Jones Ferry Road South Field Map

7.2.6 Site 5 – Carrboro Plaza/West Main Street at NC 54

Site observations included:

- Crosswalk could be better with two padded white lines. Degraded low viz crosswalks
- Short crossing time for Main St. No protected left for the cross streets so [vehicles] cross in front of pedestrians . Bus stop away from intersection but close to ABC store.
- Curb cuts across plaza driveway but crosswalks on sidewalk. No sidewalks along NC 54.
- Foot traffic in median. Remove detectable domes to nowhere on southwest corner of intersection. Detectable plates in poor condition in similar location. Bus stop in front of ABC store.
- High crest and sun in drivers' eyes at intersection. Needs protected left from Main St.

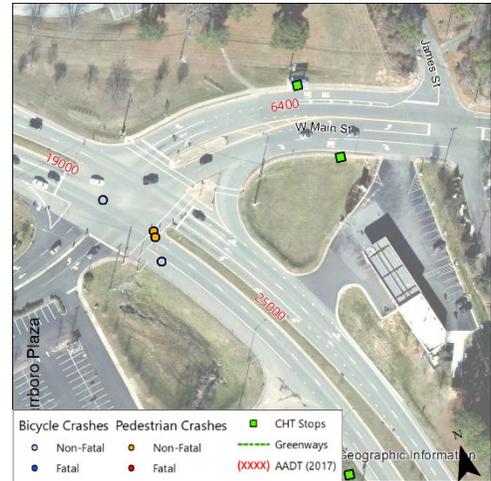


Figure 23 - Carrboro Plaza Field Map



West Main Street and NC 54 Intersection Looking Northeast



Entrance to Carrboro Plaza at NC 54 Looking West

7.2.7 Site 6 – Old Fayetteville Road at NC 54

Site observations included:

- No crosswalks at porkchop on north side of intersection. Look into peak hour "No Turn on Red" signage. Re-evaluate signal timing for protected turns and when WALK phase is on.
- No lighting. Pedestrian crossing on NC 54 on permissive Ø, may not be readily visible to SB Old Fayetteville left turn traffic.
- Blank out sign? Left turn on permissive phase during pedestrian phase. This is a long left turn, can turning vehicles see pedestrians?
- Two stage crossing on NC 54 east of intersection.



Figure 24 - Old Fayetteville Road Field Map



Old Fayetteville Road and NC 54 Intersection



NC 54 Looking East from Old Fayetteville Road

8

Public Engagement

This section summarizes the process for sharing the study with the community and receiving feedback on issue identification. The results from the community open house, survey, and interactive map are described and explored.

8.1 Outreach Efforts

The public engagement for Phase 2 consisted of a community open house, public survey, and an interactive map. The Study Team presented preliminary findings and existing conditions at the open house in late April. Attendees were able to ask questions, share first-hand experiences, and provide potential improvements along the corridor. The Study Team also released a survey to gather input on travel experiences and behavior along the corridor. Additionally, the Study Team created an interactive map on the project website that allowed community members to contribute geo-located comments on current issues, potential assets and opportunities, and quick fixes. The three outreach options supported the Study Team's understanding of how people travel along NC 54 as well as major issues, assets, and opportunities along the corridor. All public engagement boards, comments, and responses are included in the Appendix.

8.2 Community Open House

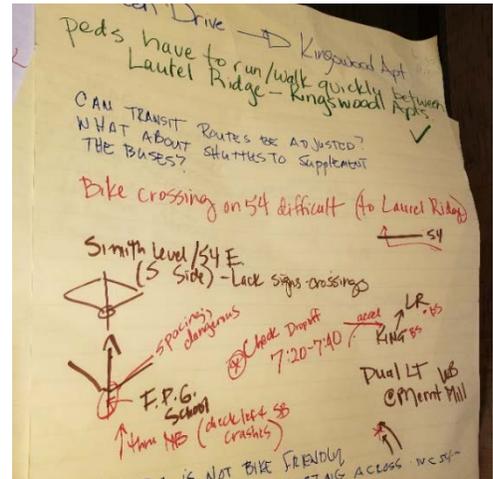
The first Community Open House took place on April 29th at Carrboro Century Center Hall. During this open house, attendees were presented with preliminary findings of the corridor separated into five segments including the segment's traffic volumes, land use, socioeconomic conditions, crashes, pedestrian crossing volumes, and other transportation performance metrics (See Appendix for the exhibits). Approximately 25 attendees commented on the five segments which resulted in several high-level themes included below:

- › The **pedestrian facilities** along the corridor are inadequate and incomplete, and this includes facilities for crossing NC 54 at signalized and unsignalized locations;
- › **Lighting** could be improved across the corridor, and it would serve as a benefit for all roadway users;
- › Pedestrians cross NC 54 at uncontrolled crossing locations, often to access **transit service** (bus stops). Drivers and pedestrians note that crossings in the eastern end of the corridor are especially unsafe.
- › The **bicycle infrastructure** along NC 54 is seen as inadequate and unsafe, and there is interest in creating bicycle facilities to connect to and travel across NC 54;
- › There are numerous locations across the study area where lane configurations, signal timing, roadway speed, and roadway geometry combine to create **hazardous conditions for roadway users**. The locations include on and off ramps, turning lanes, main intersections, and acceleration and deceleration lanes.

These themes as well as comments and first-hand perspectives of attendees aided the Study Team in understanding the current conditions and will help shape the recommended safety improvements for pedestrians, bicyclists, transit uses, and motorists.



Community Open House



Open House Comment Sheet

8.3 Public Survey

A survey was open from late March to mid-May 2019 to gather community input on experiences traveling the study corridor, and the survey received 720 responses. The survey was publicized at bus stops and apartment complexes along the corridor as well as through local partner distribution on social media and town websites. Survey questions included the following:

- For what purpose(s) do you most often travel along NC 54? (Select all that apply)
- During a typical week of travel along the corridor, how often do you use these types of transportation?
- When do you feel most unsafe traveling on the corridor? (Select all that apply)
- To what destinations, within approximately ½ mile of the corridor, do you regularly travel? Be as specific as possible.
- What potentially unsafe travel behaviors have you observed along the corridor? (Select all that apply)
- List locations near the corridor where you feel most unsafe when walking, bicycling, or driving. Examples may include specific shopping centers or bus stops.

8.3.1 Survey Results

The public survey provides insight into where people are going when travelling along NC 54, what transportation modes they are using, and safety concerns while travelling.

Where people are going

All respondents regularly utilize the corridor. When answering the question *“For what purpose(s) do you most often travel along NC 54?”* respondents answered:

Safety Concerns

The survey inquired about both unsafe conditions and unsafe travel behaviors respondents have observed along the corridor. The most popular responses to the question *“When do you feel most unsafe traveling on the corridor”* include low-light or dark conditions (walking, driving, and bicycling), as well as walking to or from a bus stop and walking during the day. Exact response rates are:

- › **39%** Walking during low light or dark
- › **36%** Driving during low light or dark
- › **32%** Walking to or from a bus stop
- › **30%** Walking during the day
- › **26%** Bicycling during low light or dark
- › **25%** Bicycling during the day

In addition to unsafe conditions, the potentially unsafe travel behaviors identified most frequently include pedestrians crossing and walking along the corridor, as well as drivers speeding and turning quickly. Exact response rates are:

- › **72%** Pedestrians crossing the road outside of marked crosswalks
- › **70%** Pedestrians walking on the edge or shoulder of the roadway
- › **70%** Drivers speeding
- › **54%** Drivers turning quickly or entering the roadway unexpectedly

Survey participants were also asked to identify specific safety concern locations. The most frequent location included reference to bus stops, followed by Laurel Ridge Apartments, Kingswood Apartments, followed by Jones Ferry Road (Figure 26). These responses correlate with areas of high pedestrian crossing activity.

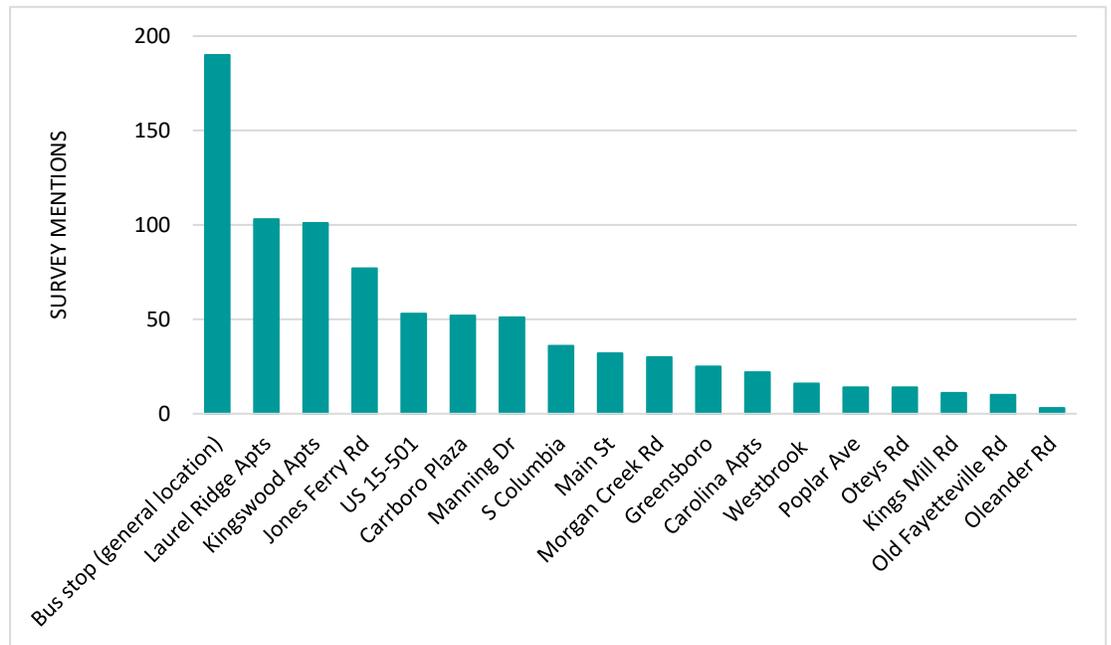


Figure 26 - Frequency of Safety Location Concerns

8.4 Interactive Map

As a part of the community engagement, the project website contained an interactive map where users submitted comments about specific issues and locations along the corridor (Figure 27). Map comments fall within four categories: Assets, Current Issues, Opportunities, and Quick Fixes. Most comments were clustered around the multifamily housing locations near the center of the corridor.

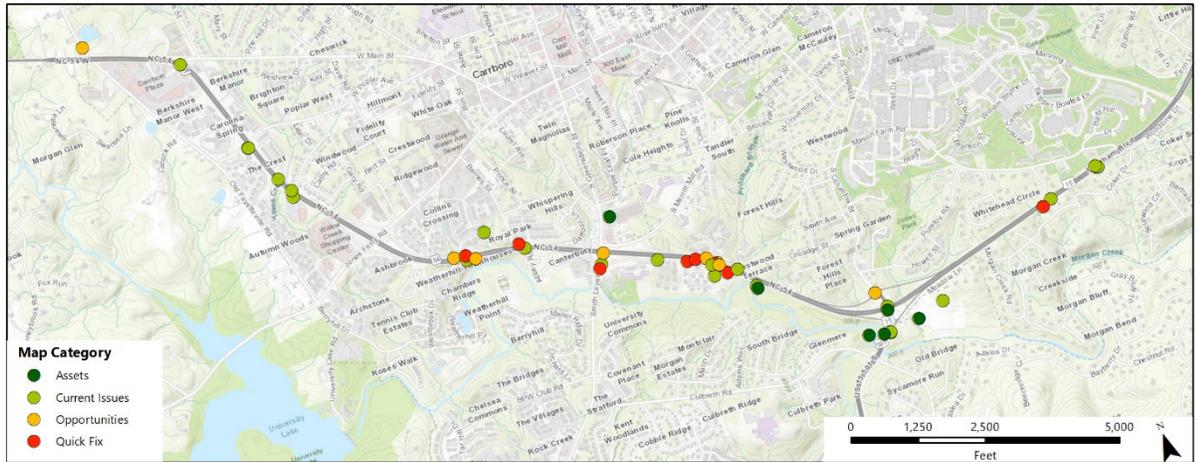


Figure 27 - Interactive Map

Key highlights from each category included:

- › **Assets:** Mixed-use developments; greenway access points; public open spaces.
- › **Current Issues:** Lack of dedicated and safe bicycle and pedestrian infrastructure resulting in dangerous behavior.
- › **Opportunities:** Pedestrian bridges to connect bus stops; replacing dirt paths with sidewalks.
- › **Quick Fixes:** Add crosswalks and stoplights at bus stops; level manholes that cause drivers to swerve to avoid.

The interactive map also allowed contributors to identify the mode for their issue identification. While most comments were focused on pedestrians (47%), other modes were addressed at the following frequencies: bicycles (18%), vehicles (18%), buses (10%), general comments (6%). Figure 28 below illustrates the distribution of the comments by category and mode.

The geo-located comments revealed hot spots where the majority of comments were made:

- › **Intersection of Kingswood Apartments and NC 54** (15 comments): high vehicle speeds, lack of pedestrian infrastructure, need for a crosswalk and stoplight.
- › **Ramps going on/off NC 54 onto 15-501 and Smith Level Road** (8 comments): lack of safe crossings or paths along ramp exits for pedestrians and bicyclists, need for sidewalk along 15-501.
- › **Intersection of Westbrook Drive and NC 54** (5 comments): lack of pedestrian infrastructure to connect apartment complexes to bus stops. Multiple requests for a pedestrian bridge to connect the two sides of NC 54.
- › **Intersection of Oteys Road and NC 54** (3 comments): large number of bicyclists and pedestrians using Oteys Road to go north, lack of safe crossing.

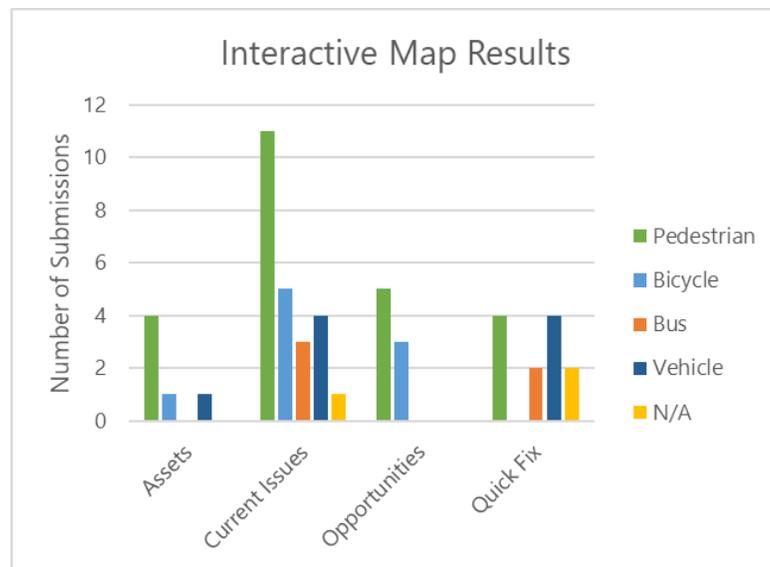


Figure 28 - Interactive Map Distribution

9

Conclusions and Next Steps

This section summarizes the key safety issues identified during review Phases 1 and 2 and describes improvement opportunities.

9.1 Key Issues

The corridor lacks a cohesive vision for its land uses and roadway configuration, which presents challenges to pedestrians, bicyclists, transit users, and motorists. Resolving the vision incongruence will require a uniform application of countermeasures along the corridor to present a consistent and anticipated travel experience for all users. Key issues identified during the initial phase of the study included:

- **Pedestrians crossing multilane high speed roadways at unmarked locations without accommodations.** Several of the highest pedestrian crossing locations are at uncontrolled intersections or at midblock locations. Signalized intersections with marked crosswalks and sidewalks are near the ends of the corridor and not at locations with concentrated multifamily housing. Residents between the distant signalized intersections are—by virtue of poor alternatives like sidewalk and bicycle connectivity—dependent on transit for their mobility needs. Crossing the four lane median divided highway is a rational, though unsafe, means to accessing transit services or resources across the roadway.
- **Few alternative parallel bicycle and pedestrian routes.** While the paved shoulder along the corridor may serve as a bicycle facility for vehicular cyclists, it is not an adequate facility for the vast majority of cyclists. The existing bicycle networks in both Chapel Hill and Carrboro do not contain parallel roads that could provide comparable access. Given the corridor's high AADT and travel speeds, an on-road bicycle facility is unlikely. There are also few parallel pedestrian facilities for residents along the corridor east of West Poplar Ave. While planned greenways to the south of the corridor will provide parallel connectivity, residents on the northern side of the corridor have fewer options.
- **Transit routing supports crossing NC 54.** The current route configuration and schedule for the corridor's CHT routes impart significant additional wait times for riders who wish to board and alight on the same side of the road. Transit riders appear to prefer alighting at the stop opposite their origin stop and crossing NC 54 at uncontrolled locations instead of continuing to ride a bus for 30-45 minutes more before it returns to their origin stop.
- **High vehicle speeds and volumes along a regionally significant arterial.** NC 54 is a regionally significant roadway that experiences volumes over 40,000 AADT and

that will likely increase with the region's growth. While travel speeds are lower during peak periods due to congestion, observed vehicle speeds during off-peak periods regularly exceed the posted speed limits, and pedestrian crossing volumes are highest during the AM and PM off-peak periods.

- **The corridor study area will undergo significant modifications to its transportation infrastructure.** The communities of Carrboro and Chapel Hill and the NCDOT are planning to improve greenways, transit service, and roadway facilities in the study area within a 10-year window. These include changes to intersections, potential roadway widening, median redesign, Bus Rapid Transit routing and stations, and parallel multi-use paths and greenways. The projects have different sponsors and timelines, which underscores the critical role of coordinating implementation to support consistent and sustained safe bicycle and pedestrian access throughout the corridor, especially given multimodal investments.

9.2 Opportunities for Potential Improvements

Improvement opportunities were identified from the study's initial phases. These opportunities include:

- Improve crossing visibility, accessibility, and timing improvements near high activity centers, either at grade or grade separated;
- Complete gaps in the pedestrian and bicycle networks through both internal neighborhood connections and across barriers such as NC 54;
- Optimize transit routing and scheduling improvements to discourage crossing roadway to board/alight bus and realignment of existing bus stops to reduce vehicle conflicts;
- Identify potential parallel pedestrian and bicycle facilities and strategies for continuing non-vehicular facilities through and across NC 54 to nearby destinations;
- Improve roadway and pedestrian-focused lighting improvements;
- Deploy median treatments to support two-phased pedestrian crossings (with and without the use of beacons and signals) and improve vehicular safety;
- Conduct speed management throughout the unsignalized eastern section of the NC 54 corridor;
- Coordinate long range land use and transportation plans between NCDOT and the Towns of Chapel Hill and Carrboro.

9.3 Next Steps

The Study Team concluded Phase 1 and Phase 2--Data Collection and Existing Conditions--respectively, with the analysis of public comments from the April 2019 Community open house and survey. Next, in Phase 3, the Study Team will conduct hot spot, systemic, and systems-based analyses of the corridor to identify and prioritize locations for improvements.

Then, the Study Team will develop conceptual improvements that include short and medium-term operational and infrastructure options to improve multimodal mobility, accessibility, and safety. The proposed concepts will focus on operational improvements and countermeasures that can be implemented in a 5 to 10-year timeframe. Such projects usually require little or no new roadway right-of-way (ROW) acquisition and have minimal potential for environmental or community impacts. The concepts will be packaged in four sets of alternatives including combinations of operational and safety improvements. Phase 3 is scheduled for completion in Summer 2019.

Phase 4 will build upon the development of improvements from Phase 3 through presentation of concepts to the public and further refinement. After addressing comments from the public, the Study Team will select the preferred countermeasure package, identify funding sources, and develop an implementation plan. The final draft report is anticipated in late Fall 2019.

Place: Chapel Hill Library, Room A,
Chapel Hill, NC

Date: January 30, 2019

Notes Taken by: VHB

Project #: 38565.14

Re: Kick-Off Meeting and Field Investigation

ATTENDEES Kumar Neppalli, Nick Pittman, David Phipps, Hanna Cockburn, Donnie Rhoads, Kurt Stolka, Chuck Edwards, Zach Hallock, Brian Thomas, Mark Aldridge, Bill Webster, Lauren Blackburn, Kim Eccles, Tony Wyatt, Joe Seymour

Compiled Action Items

- Action Item – VHB to share the outreach tools (survey and website) with the Study Team for their feedback
- Action Item – VHB to add the Morgan Creek Greenway extension to Carrboro in the existing plan review
- Action Item – VHB to obtain the feasibility study for U-5304B that describes improvement options
- Action Item – VHB will send out a doodle poll to explore an evening public workshop meeting in March and April
- Action Item – Bill Webster to share Morgan Creek Trail plans to VHB

The meeting began at 1:05pm

- Welcome and Project Introductions
 - Lauren invited all participants to introduce themselves
- Project History and Origin
 - Brian said that there have been several requests from the town and NCDOT reviews, and there are many systems that interact: transit, vehicles, and pedestrians. The goal is to identify near term improvements
- Scope and Schedule
 - Lauren reviewed the scope. She mentioned that the next meeting will address in-depth crash statistics.
 - The project is short-term and will address how to improve the corridor today. There are outreach elements.
 - There is flexibility for the public workshop dates and venues.
- Engagement and Outreach
 - VHB will share the website and outreach tools with the Study Team for feedback and review
 - VHB will format the safety survey as a paper flyer for distribution.
 - The survey will be available through a period following the first public workshop.
 - The second workshop may involve a polling exercise for participants

- Action Item – VHB to share the outreach tools (survey and website) with the Study Team for their feedback
- Project
 - Lauren reviewed the existing plans in the corridor’s vicinity
 - Zach noted that the existing plan map should include the Morgan Creek Trail Greenway extension in Carrboro to Smith Level Road. The next phase is dependent on funding with UNC for easements.
 - Action Item – VHB to add the Morgan Creek Greenway extension to Carrboro in the existing plan review
 - There is consideration of SUP along the N/S BRT
 - BRT is at 30% design. 2022/2023 implementation with FTA
 - The CHT short range transit plan will be finished in the next few months, though there are no significant changes that will affect the corridor
 - U-5304B may have survived STIP reprogramming. There is potential for widening to six lanes with superstreets or four lanes with traditional intersection.
 - Action Item – VHB to obtain the feasibility study for U-5304B that describes improvement options
- Field Visit
 - The packets are intended to guide data collection, and 15 to 20 minutes is allocated per location
- Next Meeting
 - Lauren asked about weeks in March April that have scheduling conflicts for the Towns of Carrboro and Chapel Hill
 - Zach said that there will be a bike plan meeting in Carrboro in March
 - UNC spring break is March 8 through March 17
 - UNC / Duke basketball game is March 9 at UNC Chapel Hill
 - Action Item – Lauren will send out a doodle poll to explore an evening public workshop meeting in March and April

The formal meeting ended at approximately 1:55PM, and the field investigation began.



NC 54 Corridor Bicycle and Pedestrian Safety Study

January 30, 2019



Meeting Agenda

Welcome and Introductions

Project History and Origin

Scope and Schedule

Engagement and Outreach

Corridor Conditions

Discuss Next Meeting & Workshop

Field Visit

Scope of Work

Apply a systems-based approach to multimodal safety and mobility through short and medium-term improvements (immediate to 10 years).

- Assess existing multimodal travel conditions
- Synthesize short and medium-term traffic and safety impacts
- Develop and plan strategies for near-term multimodal safety improvements
- Review public input and conduct outreach workshops

Schedule

Phase 1 – Data Collection & Initial Outreach - Early 2019

Phase 2 – Existing Conditions & Public Workshop #1 - Spring 2019

Phase 3 – Concept Development & Service Analysis – Summer 2019

Phase 4 – Public Workshop #2 & Recommended Improvements – Fall 2019

Draft Report

Study Team Meetings

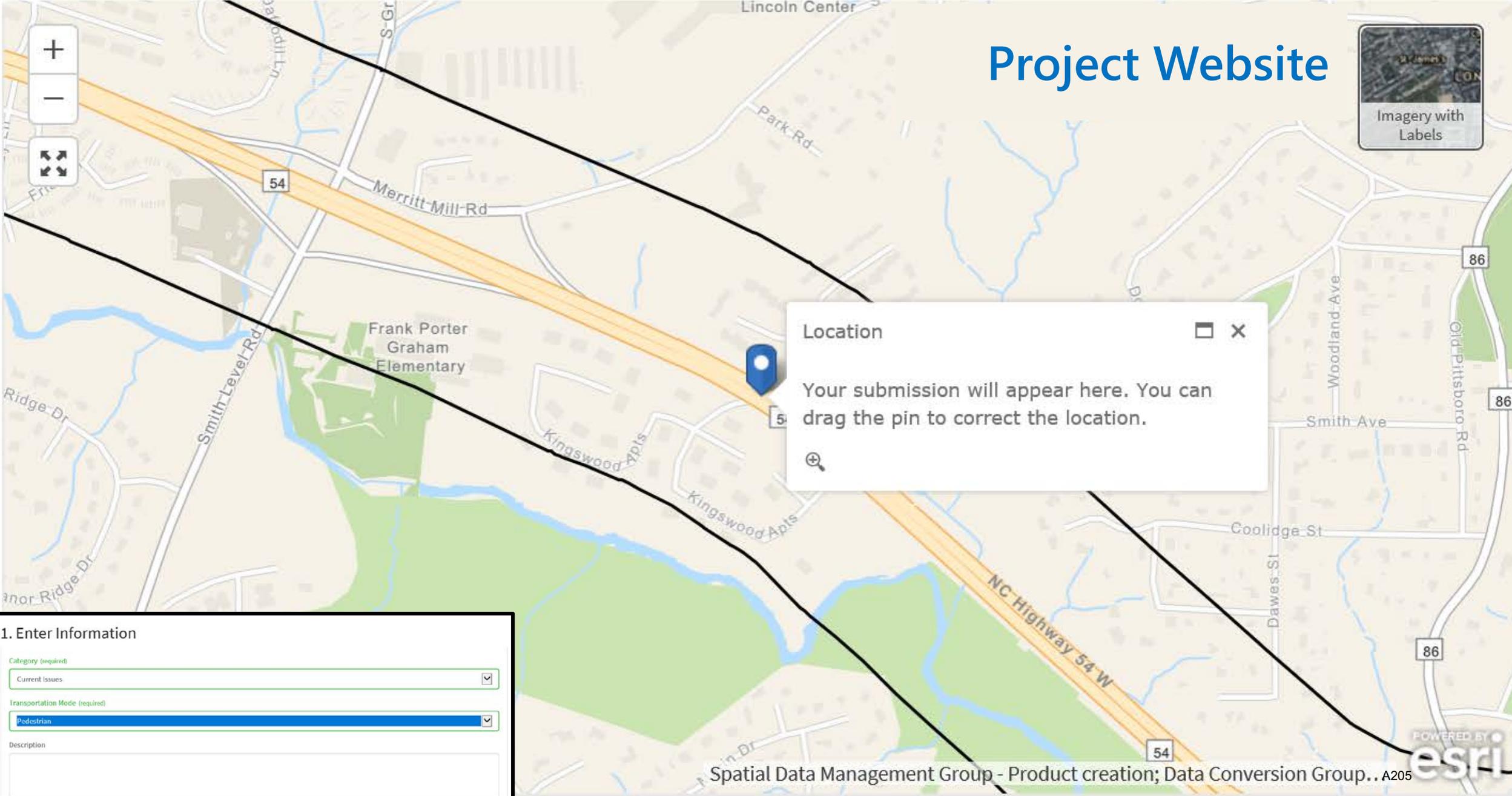
#1 (January) : Introduction, Field Visit

#2 (early March): Current Conditions; Data Analysis; Introductions to Countermeasures

#3 (May-June): Concept Analysis

#4 (August): Identify Preferred Countermeasures and Operational Improvements

Project Website



Location [Close] [Reset]

Your submission will appear here. You can drag the pin to correct the location.

1. Enter Information

Category (required)

Transportation Mode (required)

Description

255 characters remaining

Public Survey



Public Survey

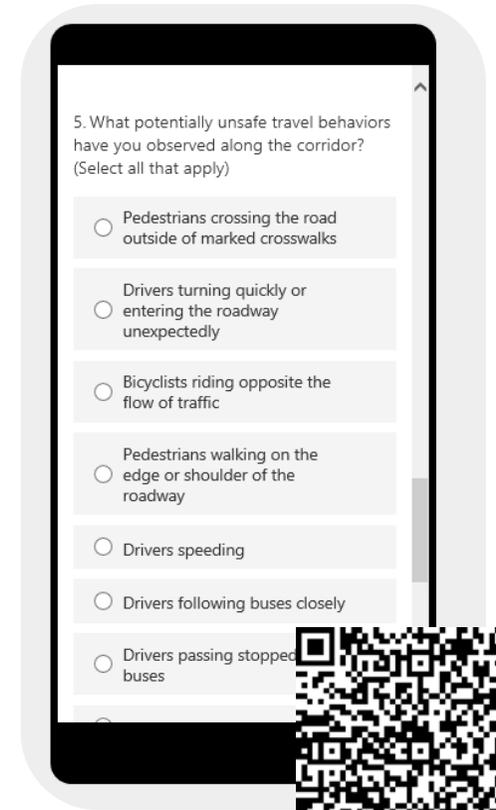
Please take a few minutes to share your experiences traveling the NC 54 corridor between Old Fayetteville in Carrboro to Manning Drive in Chapel Hill. Questions include how you use the corridor, how you travel, where you travel, and when you feel unsafe traveling. All responses are anonymous, and your feedback will help identify safety issues and potential safety treatments for further study.

1. For what purpose(s) do you most often travel along NC 54? (Select all that apply)

- I live near the corridor
- I work near the corridor
- I visit people or places near the corridor
- I pass through this area on my way to another destination
- Other

2. During a typical week of travel along the corridor, how often do you use these types of transportation?

	Never	Once or Twice a week	Most Days of the Week	Every Day
Walk	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



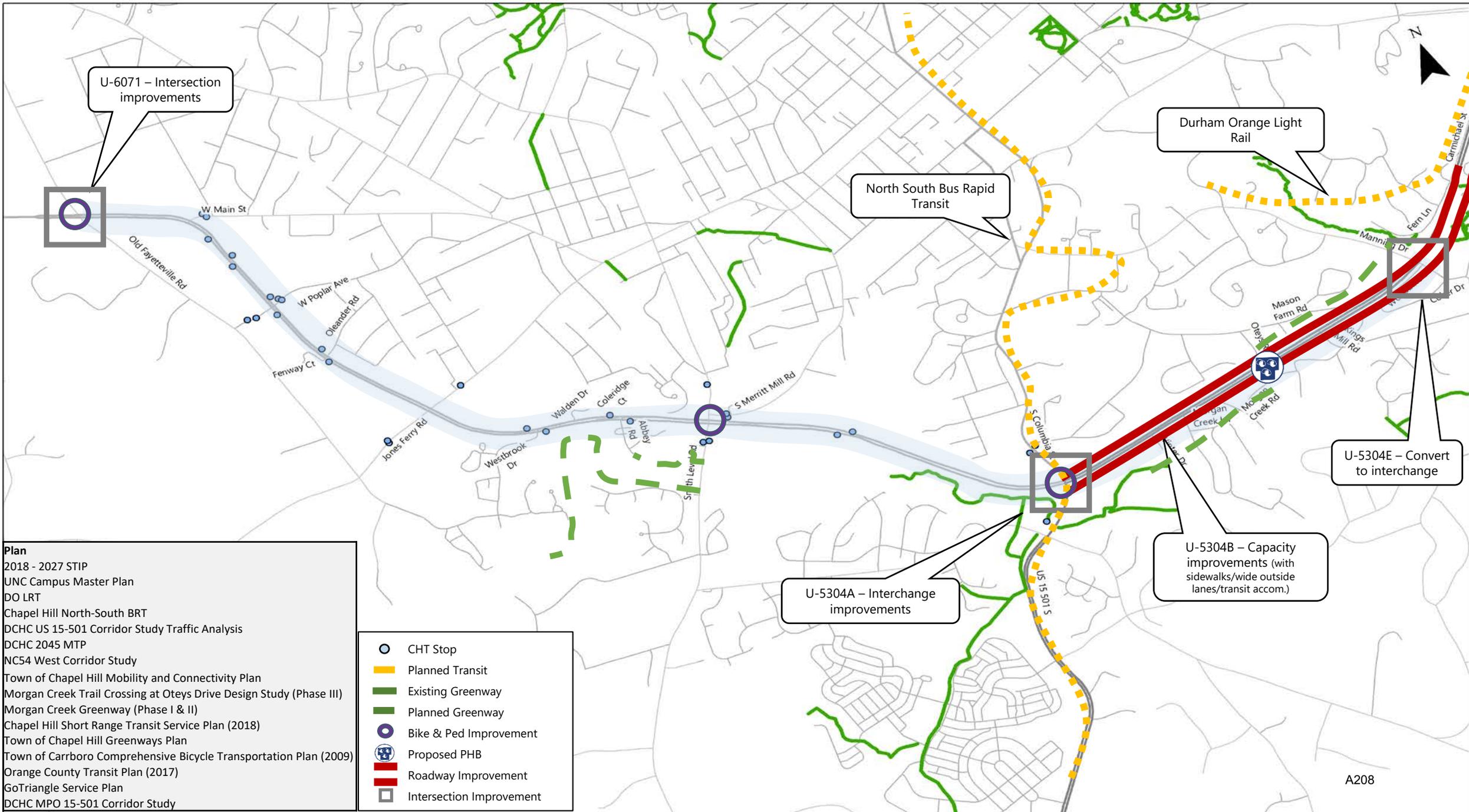
Planned Outreach Events

Workshop #1 – Validate Existing Conditions; Request Public Feedback; Introduce Pedestrian/Bicycle Safety Concepts

Station-based open house?

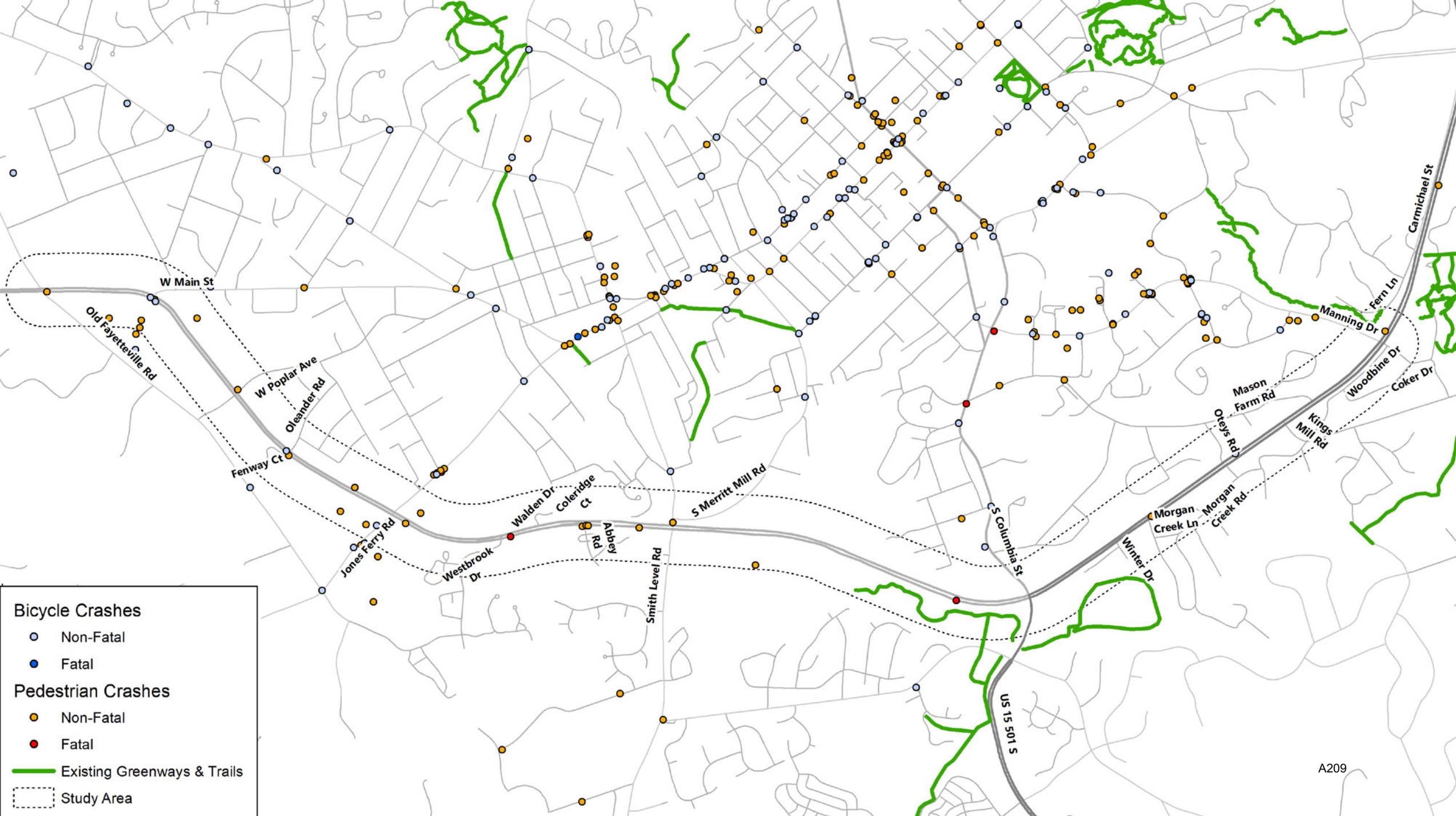
Workshop #2 – Review public comments; Present Countermeasure Options and Operational Improvements

Presentation followed by polling exercises ?



Plan
 2018 - 2027 STIP
 UNC Campus Master Plan
 DO LRT
 Chapel Hill North-South BRT
 DCHC US 15-501 Corridor Study Traffic Analysis
 DCHC 2045 MTP
 NC54 West Corridor Study
 Town of Chapel Hill Mobility and Connectivity Plan
 Morgan Creek Trail Crossing at Oteys Drive Design Study (Phase III)
 Morgan Creek Greenway (Phase I & II)
 Chapel Hill Short Range Transit Service Plan (2018)
 Town of Chapel Hill Greenways Plan
 Town of Carrboro Comprehensive Bicycle Transportation Plan (2009)
 Orange County Transit Plan (2017)
 GoTriangle Service Plan
 DCHC MPO 15-501 Corridor Study

- CHT Stop
- Planned Transit
- Existing Greenway
- Planned Greenway
- Bike & Ped Improvement
- Proposed PHB
- Roadway Improvement
- Intersection Improvement



Bicycle Crashes

- Non-Fatal
- Fatal

Pedestrian Crashes

- Non-Fatal
- Fatal

— Existing Greenways & Trails

- - - Study Area

Field Visit

6 Sites

- Manning Drive
- Oteys Road
- Kingswood Apartments
- Jones Ferry Road
- Oleander Road
- Carrboro Plaza / Old Fayetteville Road

Field Visit Guidance

Observe and record what you see for physical elements and behaviors that may affect pedestrian and bicycle safety along NC 54.

- Presence and continuity of facilities (bike, ped, and transit)
 - Sidewalks
 - Curb ramps
 - Bus stop
 - Bus stop shelter
 - Paved trail
- Quality of facilities (bike, ped, and transit)
- Overhead lighting
- Visibility of expected pedestrians and cyclists



Next Meeting / Workshop #1

Review Current Conditions & Analysis

- Recap Field Visit Findings
- Planned Improvements
- Crash Analysis
- Vehicle, Pedestrian, Transit, and Bicycle Levels of Service
- Pedestrian and Bicycle Safety Risk Factors

Discuss Tools for Evaluating Countermeasures

Prepare for Workshop



BICYCLE & PEDESTRIAN CORRIDOR SAFETY STUDY

Study Team Meeting #2 Agenda

April 8, 2019

Chapel Hill Public Works Department
6850 Millhouse Rd, Chapel Hill, NC 27516
Building #1, Large Conference Room

10:00AM Welcome and Introductions

Recap of Last Meeting

Summary of Existing Conditions

- Crashes
- Speed
- Volumes
- LOS: Intersections, segments, and modes
- Survey preview

Goals and Metrics

Workshop #1 Format

12:00 p.m. Adjourn

Place: Chapel Hill Public Works
Department

Date: April 8, 2019

Notes Taken by: Claudio Figueroa - VHB

Project #: 38870.07

Re: NC 54 Bike Ped Safety Study Team Meeting #2

ATTENDEES

Lauren Blackburn – VHB	Joe Seymour – VHB	Claudio Figueroa – VHB
Mark Aldridge – NCDOT Division 7	Hanna Cockburn – NCDOT	Zach Hallock – Town of Carrboro
Brian Thomas – NCDOT Traffic Safety	David Phipps – NCDOT	Brian Mayhew – NCDOT
Chuck Edwards – NCDOT Division 7	Donnie Rhoads – Town of Chapel Hill	Kumar Neppalli – Town of Chapel Hill
Bill Webster – Town of Chapel Hill		

Meeting began at 10AM ET

Attendees were welcomed, and introductions were made. An agenda was passed out and the meeting followed that agenda. Lauren started with a summary from the site visit. Phase 1, data collection and initial outreach, is completed. The focus of this meeting was to review the current conditions and data analysis. Zach informed the group that the Town of Carrboro will have its bike plan draft available sometime in May 2019.

Site Visit

- Positives:
 - Bus shelter and sidewalks to nearby intersections.
 - Many signalized intersections have pedestrian heads
- Issues
 - Joe presented the various issues found at key intersections along the corridors
 - Brian provided an explanation of the work order notes that will be featured in the Public Workshop
 - Mark asked if lightning of the roadway was looked at. Hanna mentioned that there is a lack of lighting in the corridor. Lauren mentioned that they looked at nighttime crashes and were going to be shown later.
 - Bill asked if Columbia Street was analyzed. Lauren mentioned that as part of the scope of the project, interchanges were not analyzed. Kumar mentioned that the intersections need to be looked at and David agreed.

Crash Analysis

- Lauren proceeded showing the results from the crash analysis performed on NC 54. Ten-years' worth of crash data was collected from NCDOT TEAAS. Rear-end crashes were predominant in the east section of the corridor. Multiple maps were presented showing the crash locations.

AADT and Speed Analysis

- Lauren presented the results from the AADT and Speed analysis. AADT increases as it gets closer to Chapel Hill, while speed increases farther from Chapel Hill towards Carrboro.

LOS Analysis

- Lauren proceeded to present the LOS Analysis for the different transportation modes along the corridor (see slides)
- It was recommended to look at near-future improvements that can be made to improve LOS, which are better done by completing a field investigation.
- It was asked if adding sidewalks to the corridor would improve the Pedestrian LOS. Claudio mentioned that is included in future analysis
- It was asked what was included in the Transit LOS. Claudio mentioned that the Transit LOS analysis included Operational data, such as average number of passengers and delay of the corridor. Claudio also explained that the corridor has bus drop-off/bus pullout areas which reduce the operations of the transit system.

Survey

- Lauren continued presenting preliminary results from the online survey developed for the project with 519 responses as of April 2.
- Joe added that during a quick view of the responses, most of them made sense and that the presentation does not include a hotspot analysis of unsafe intersections that is part of the survey. The hotspots map will be available for the public workshop.
- It was highlighted that nighttime and crosswalks concern are the top concerns in the survey as of April 2
- Lauren mentioned that a website was developed so the public can identify locations through an interactive map.
- Zach asked if the survey linked to the website. Joe said that it did not to keep the survey under 5 minutes of completion.

Project Goals

- Officer Rhoads mentioned that they do a lot of enforcement in the corridor. The most ticketed offenses are speeding, because the corridor gives a false sense of comfortable speeding.
- It was asked if the gridlock only occurs during the peak time. The police officer agreed. He also added that because of the stop-and-go during peak times there are a lot of crashes which increase the delay.
- It was recommended to reduce the number of pedestrians crossing the road.
- Hanna mentioned that the corridor sends mixed signals.
- It was recommended to ask bus drivers their experience serving this corridor
- Hanna recommended to add lighting in the survey for the public workshop since it is missing
- Zach recommended to look at land uses along the corridor for long-term solutions

- Officer Rhoads added that most vehicles are trying to get to I-40 in the western part, but most of the traffic is local
- It was recommended to report long-term strategies that take into consideration land uses and interconnectivity
- It was recommended the identifying the purpose of the road be a priority
- Zach mentioned that both NC 54 analyses needs to be interconnected.
- Lauren asked how the study can measure success on transit use. Balancing boarding and alighting can be a measure of effectiveness
- It was mentioned that there might be a need to sacrifice mobility to improve other modes

Public Workshop

- Lauren mentioned that the first public workshop will be on April 29 at 5:30-70pm at the Carrboro Century Center.
- It will have a drop-in format with 7 stations.
- Town of Carrboro staff will piggyback on the meeting to ask the public their input on the Carrboro Bike Plan.

Meeting adjourned at 12PM ET



Meeting Agenda

Meeting Sign-in Sheet

	Name	Dept./Office	Email
1	Mark Aldridge	NCDOT/DIV 7	maldridge@ncdot.gov
2	Hanna Cockburn	NCDOT	jicockburn@ncdot.gov
3	Zach Hallack	Town of Carrboro	zhallack@townofcarrboro.org
4	BRIAN THOMAS	NCDOT/TRAFFIC SAFETY	bthomas@ncdot.gov
5	DAVID PHIPPS	NCDOT	dphipps@ncdot.gov
6	Brian Mayhew	NCDOT	bmayhew@ncdot.gov
7	CHUCK EDWARDS	NCDOT DIV 7/DIST 1	CEDWARDS@NCDOT.GOV
8	Claudio Figueroa	VHB	cfigueroa@vhb.com
9	Donnie Rhoads	CHAPEZ Hill	drhoads@townofchapelhill.org
10	Kumar Neppalli	Town of Chapel Hill	KNEPALLI@TOWNOFCHAPELHILL.ORG
11	Bill Webster	" "	buwebster " " "
12	Lauren Blackburn	VHB	
13	Joe Seymour	VHB	
14			
15			



NC 54 Corridor Bicycle and Pedestrian Safety Study

April 8, 2019



Meeting Agenda

Welcome and Introductions

Recap of Last Meeting

Summary of Existing Conditions

- Crashes
- Speed
- Volumes
- LOS: Intersections, segments, and modes
- Survey preview

Goals, Objectives, and Metrics

Other Discussion

Schedule Review

Phase 1 – Data Collection & Initial Outreach - Early 2019

*Phase 2 – Existing Conditions & Public Workshop #1 – **April 29***

Phase 3 – Concept Development & Service Analysis – Summer 2019

Phase 4 – Public Workshop #2 & Recommended Improvements – Fall 2019

Draft Report

Study Team Meetings

#2 (Today): Current Conditions; Data Analysis;

#3 (May-June): Introductions to Countermeasures; Concept Analysis

#4 (August): Identify Preferred Countermeasures and Operational Improvements

Recap of Last Meeting



Project Overview



Scope and Schedule



Engagement



Existing Plans and Studies



Field Visit



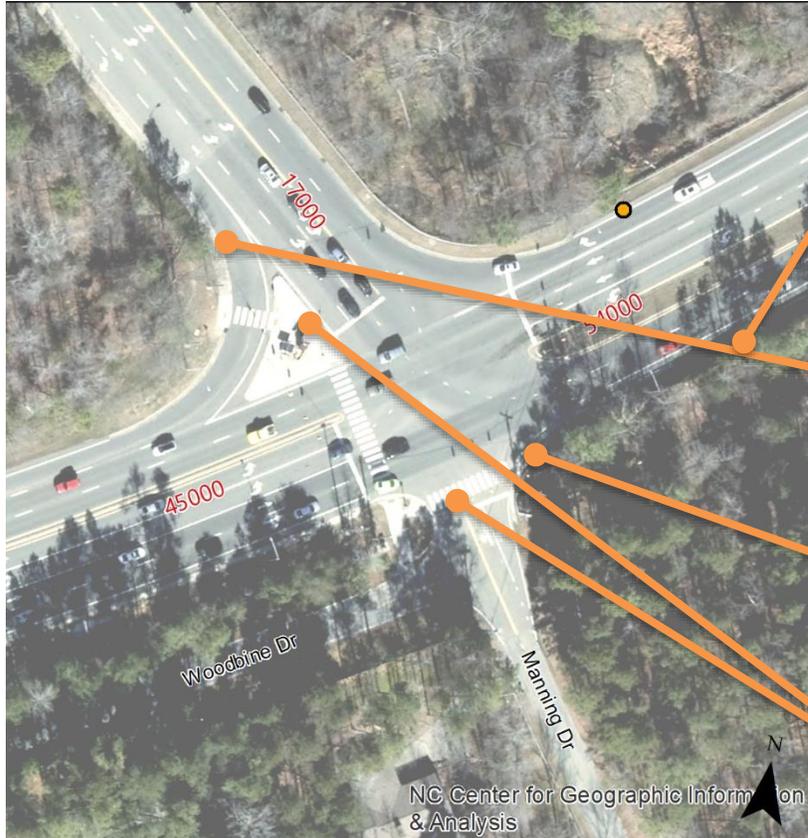
Overall Conditions Observed

Positives

- Bus shelters and sidewalks to nearby intersections
- Jones Ferry, West Poplar, Old Fayetteville, and Manning, and Main Street have ped signals and crosswalks (on most legs of the intersection)

Issues

Manning Dr @ NC 54



- No sidewalk present (south side). Steep slope along Manning Dr. Drainage below guardrail. Very unsafe crossing in any direction.
- Overhead tree canopy on north west corner. Free flow RT lane? If so, move pedestrian crossing nearer to beginning of radius to improve pedestrian conspicuity.
- Could add yield line at pedestrian crossing on right turn slip lane for emphasis. Bike loop signage is faded. Consider moving pedestrian crossing to north to improve visibility for south bound traffic.
- No pedestrian signal head-on south east corner. Long green phase on NC 54. No Sidewalk to the south on Manning Dr. No advance yield line on Manning Drive headed west to NC 54.
- Mysterious curb cuts on Manning Drive north of intersection. Bike markings are faded at Manning Drive north. Overhanging trees may limit visibility of pedestrians on north west side of intersection

Oteys Rd @ NC 54



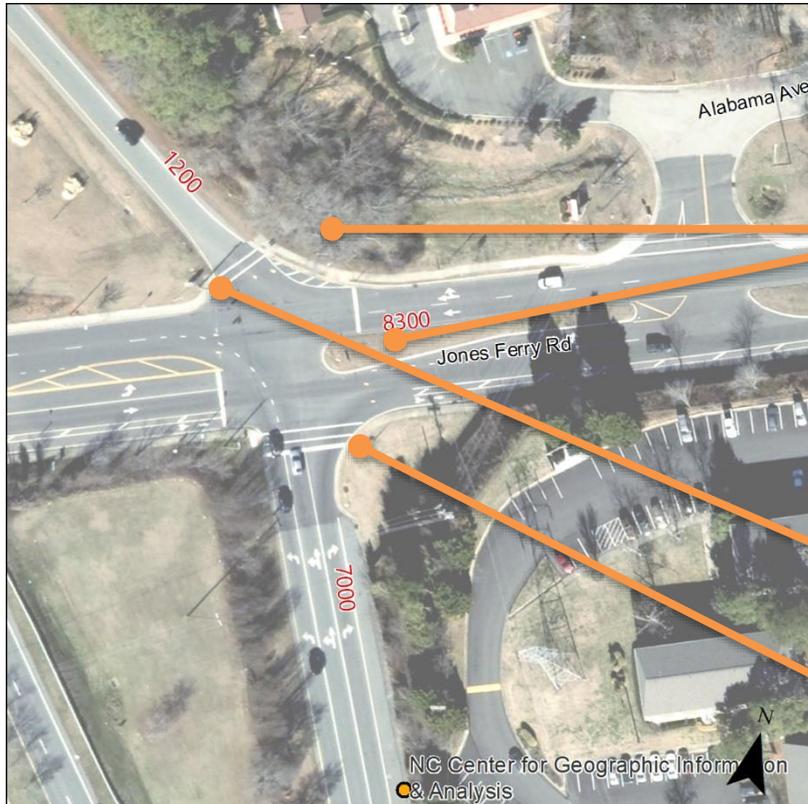
- Very steep slope. No visual cues to NC 54 traffic to expect bike ped crossings. No bike ped facilities and network on either side of road.
- Recommend Zig Zag crossing in median to reduce conflict with high speed right turns.
- Crest limits sight distance for east bound traffic (west of intersection). Street lighting in place.
- HAWK signal at intersection? Future Morgan Creek greenway area. Signal impacts gaps (from east)
- Broad median. High curb. Higher travel speed. Street lighting at four comers. Low density walkable neighborhoods. Paved shoulder on NC 54 east ends well before Ottey's Rd.
- Long crossing time. Speed. No pedestrian facilities
- Rise heading east make visibility to cross. No pedestrian lighting.

Kingswood Apts @ NC 54



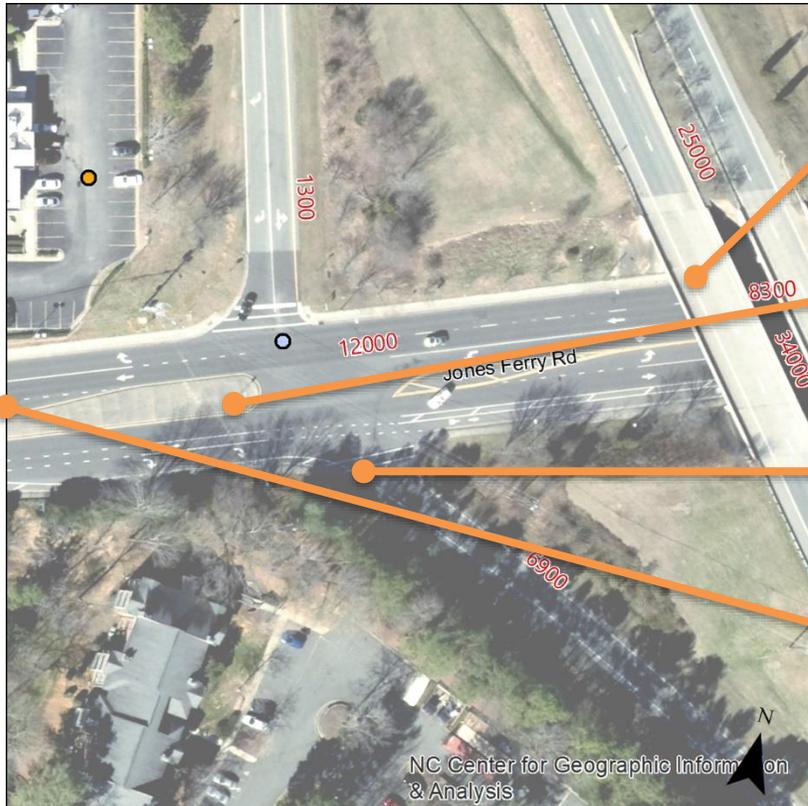
- Consider near side bus stops, (see notes), consider left over for pedestrian refuge. Restripe existing bus lane as right turn acceleration lane
 - Consider zig zag concept, moving bus stops [signalized?].
 - Talked to people who said dangerous at dark.
- No bus shelter on north side of NC 54. Three pedestrians crossed during visit. Pedestrians using median to stage crossing.
- Need sidewalk with ramps connectivity for bus stops. Rocky goat path in the median, south side connecting to bus stop.
 - Consider left over.
- How necessary are bus pullouts?
 - 1/4 mile to Morgan Creek Trail parking lot; Poor sight distance

Jones Ferry (North) @ NC 54



- Good sight distance to east and west. Right turns and poor sight distance. Place crossing to the north? Some people crossing at BP gas station.
- Consider adding crosswalk on east left of Jones Ferry road, use island as refuge. Consider remarking crosswalks across ramp to promote pedestrian visibility to right turn motorists. Obtain ROW for sight triangle and vegetation management in North east quad. Over head tree canopy produces shade at pedestrian ramp. Add pedestrian signals. Replace pedestrian sign removed for fiber optical install.
- Revisit crossing configuration on north side of Jones Ferry. Consider no right turn on red.
- No pedestrian heads. Vegetation on south west corner block visibility. Existing street light on south west corner.

Jones Ferry (South) @ NC 54



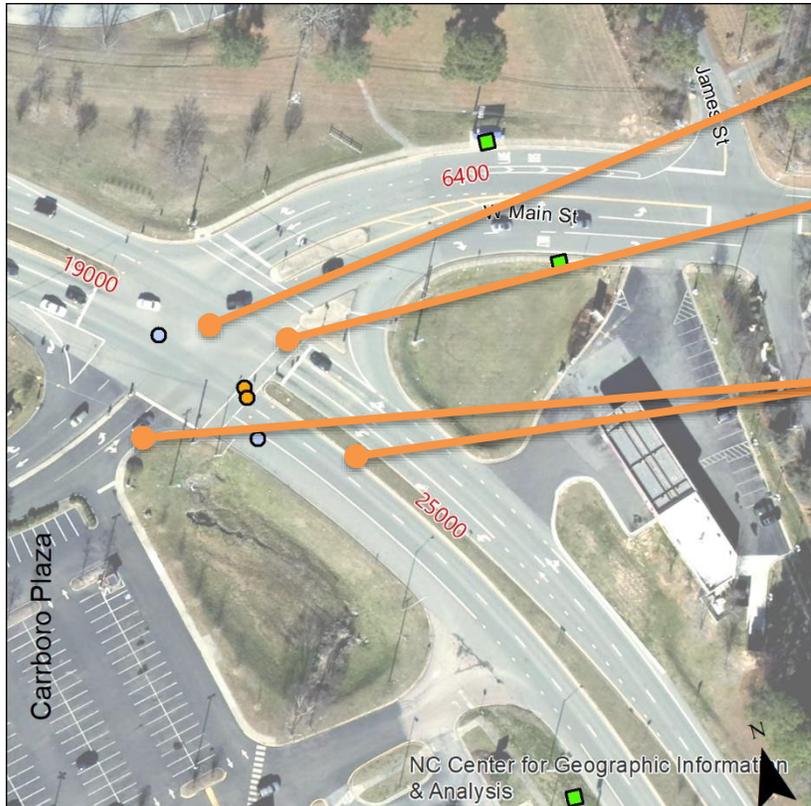
State bike route? Lighting under bridge? Mismatch of bus stop. North bound bike lane plus separation.

No marked crossing [across Jones Ferry Rd]

Conflict with on ramp and crosswalk.

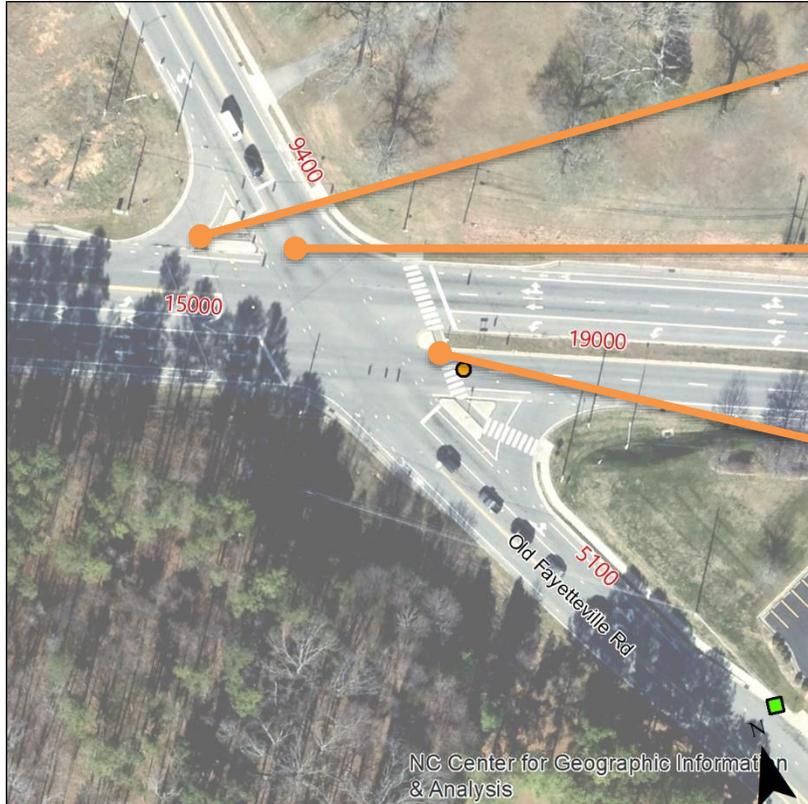
Lighting on westside. No crosswalks across Jones Ferry. Sidewalks with curb ramps. Bus stop south of intersection. Crosswalks across Jones Ferry at shopping center south of ramps.

Carrboro Plaza @ NC 54



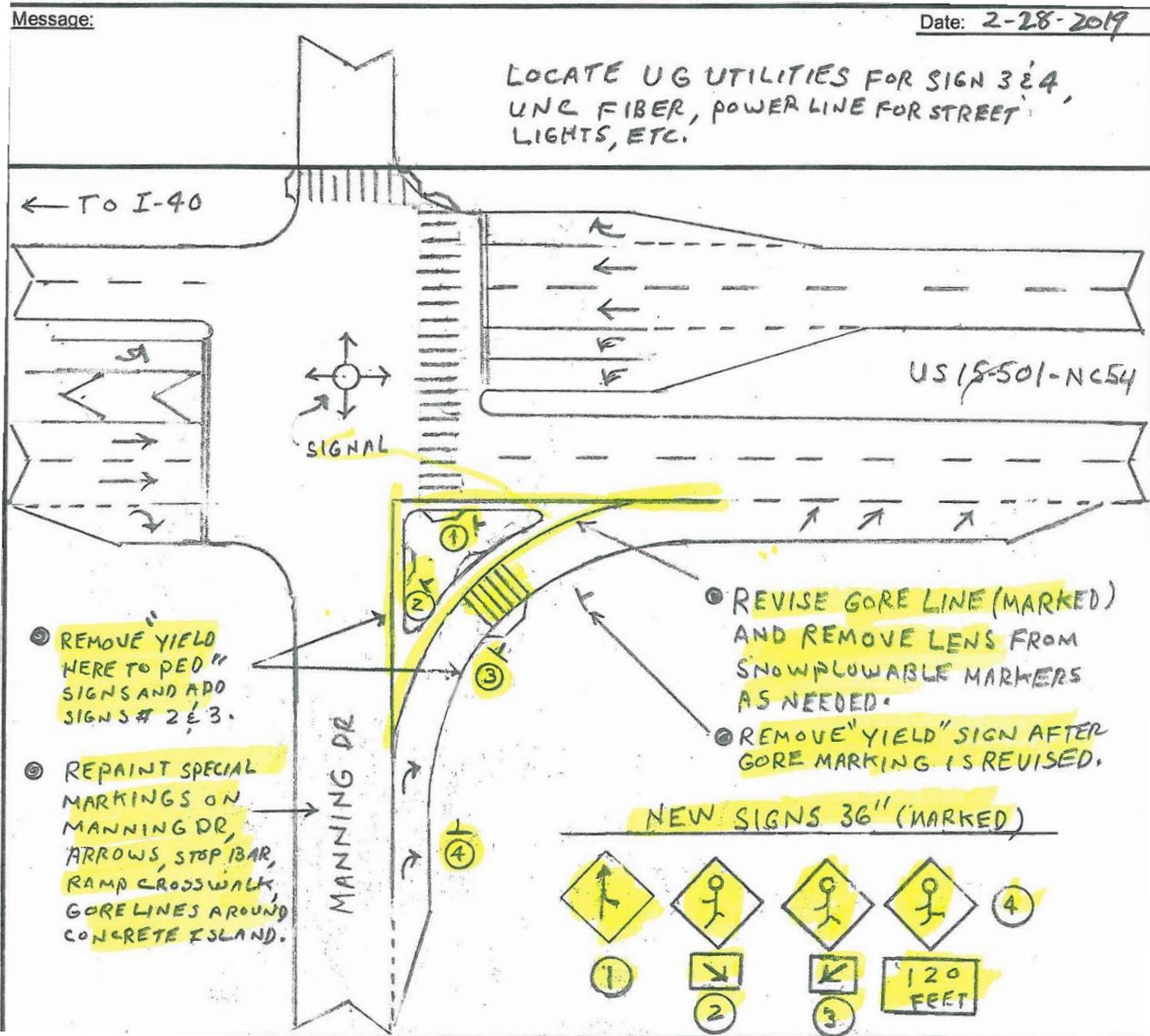
- Crosswalk could be better with 2 padded white lines. Degraded low viz crosswalks
- Short crossing time for Main St. No protected left for the cross streets so they cross in front of pedestrians . Bus stop away from intersection but close to ABC store.
- Curb cuts across plaza driveway but crosswalks on sidewalk. No sidewalks along NC 54.
- Foot traffic in median. Remove detectable domes to nowhere on southwest corner of intersection. Detectable plates in poor condition in similar location. Bus stop in front of ABC store.
- High crest and sun in drivers' eyes at intersection. Needs protected left from Main St.

Old Fayetteville Rd @ NC 54



- No crosswalks at porkchop on north side of intersection. Look into peak hour No Turn on Red signage. Re-evaluate signal timing for protected turns and when WALK phase is on.
- No lighting. Pedestrian crossing on NC 54 on permissive \emptyset , may not be readily visible to SB Old Fayetteville left turn traffic.
- Blank out sign? Left turn on permissive phase during pedestrian phase. This is a long left turn, can turning vehicles see pedestrians? Two stage crossing on NC 54 east of intersection.

Results from Field Visit



- Notes to be featured in Public Workshop
- Work order in for Manning @ NC 54
- High priority modification

Current Conditions

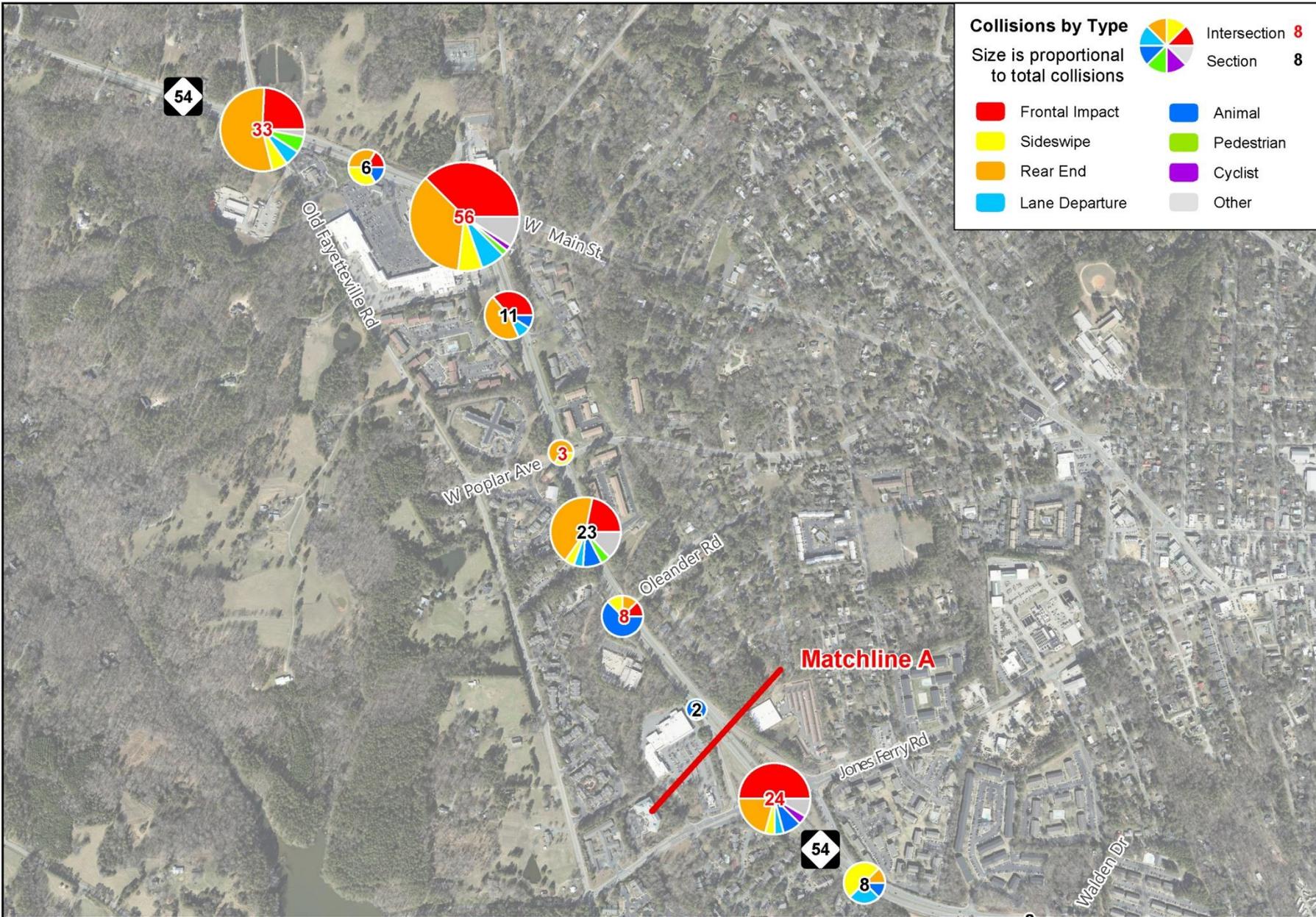
- Crash Analysis
- AADT and Speed
- Multimodal Levels of Service
- Transit Boardings/Alightings
- Daily Pedestrian Crossings

TEAAS 10 Year Crash Analysis

Crash Type Summary

Crash Type	Crashes	%
Angle	53	7%
Animal	51	6%
Backing Up	5	1%
Fixed Object	6	1%
Head On	4	1%
Left Turn	88	11%
Movable Object	6	1%
Other Collision with Vehicle	7	1%
Other Non-Collision	7	1%
Overturn/Rollover	3	0%
Parked Motor Vehicle	2	0%
Pedalcyclist	3	0%
Pedestrian	8	1%
Ran Off Road	54	7%
Rear End	385	49%
Right Turn	16	2%
Sideswipe	87	11%
Unknown	2	0.3%

- Ten-year crash data (12/01/2008 – 11/30/2018) from the NCDOT Traffic Engineering Accident Analysis System (TEAAS)
- 787 total crashes: rear end crashes most frequent (49%), followed by left-turn crashes and sideswipes
- 18 bicycle and pedestrian crashes (TEAAS initially crash typed 11)

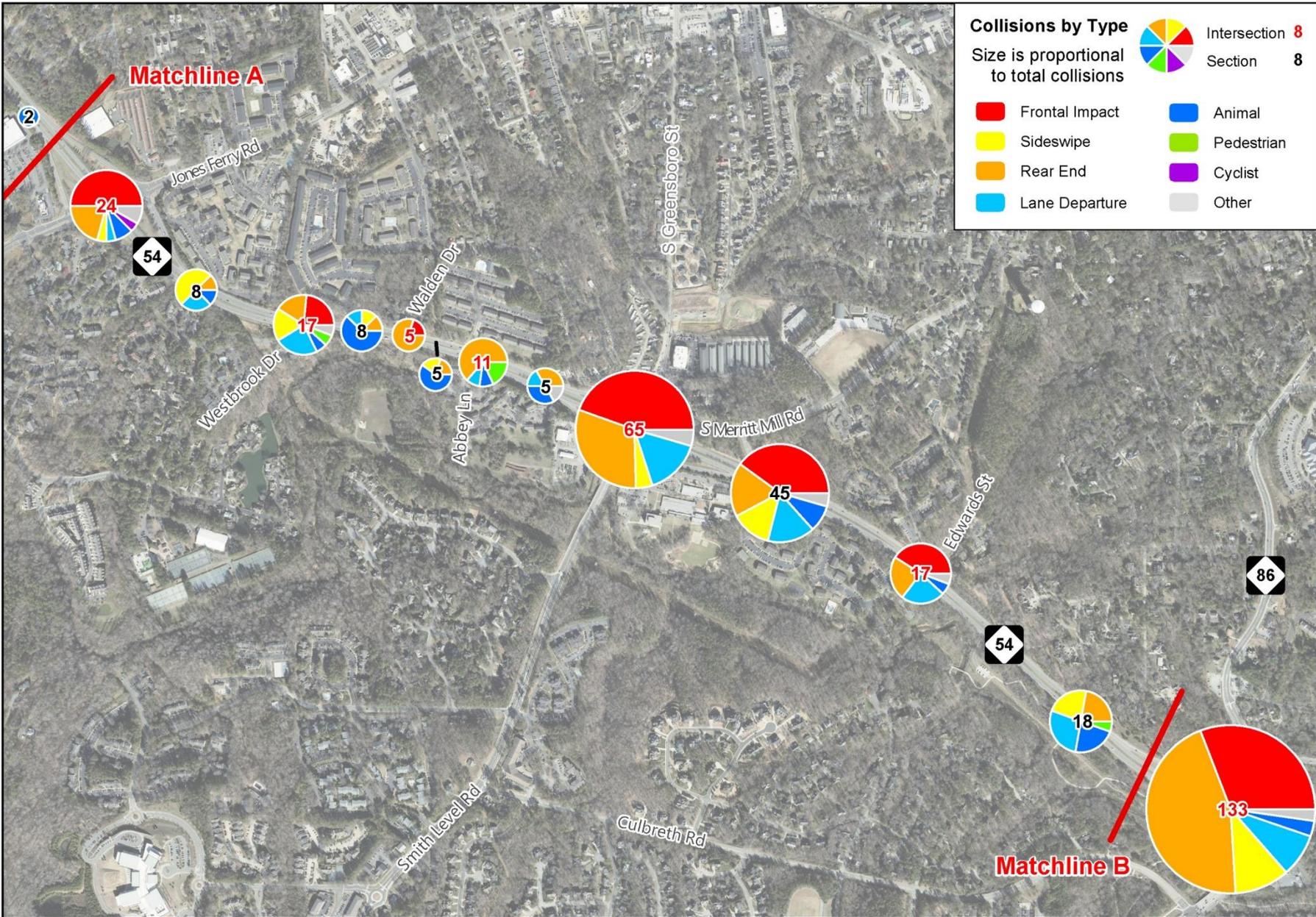


NC 54 Vehicle Crashes

Prepared by: VHB

Date: February 2019





0 500 1,000 Feet



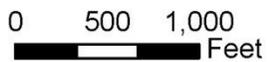
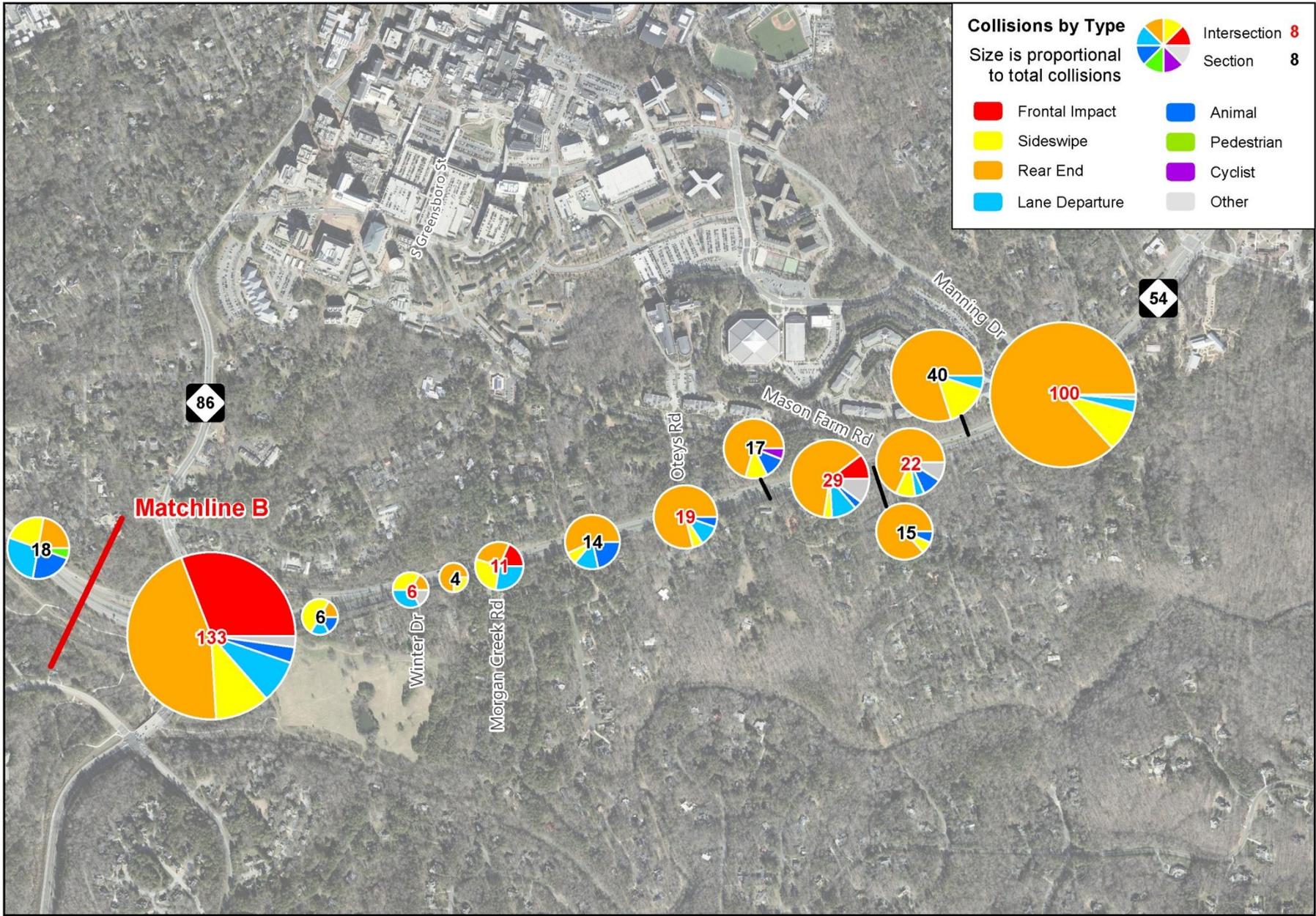
NC 54 Vehicle Crashes

Prepared by: VHB

Date: February 2019

Page 2 of 3





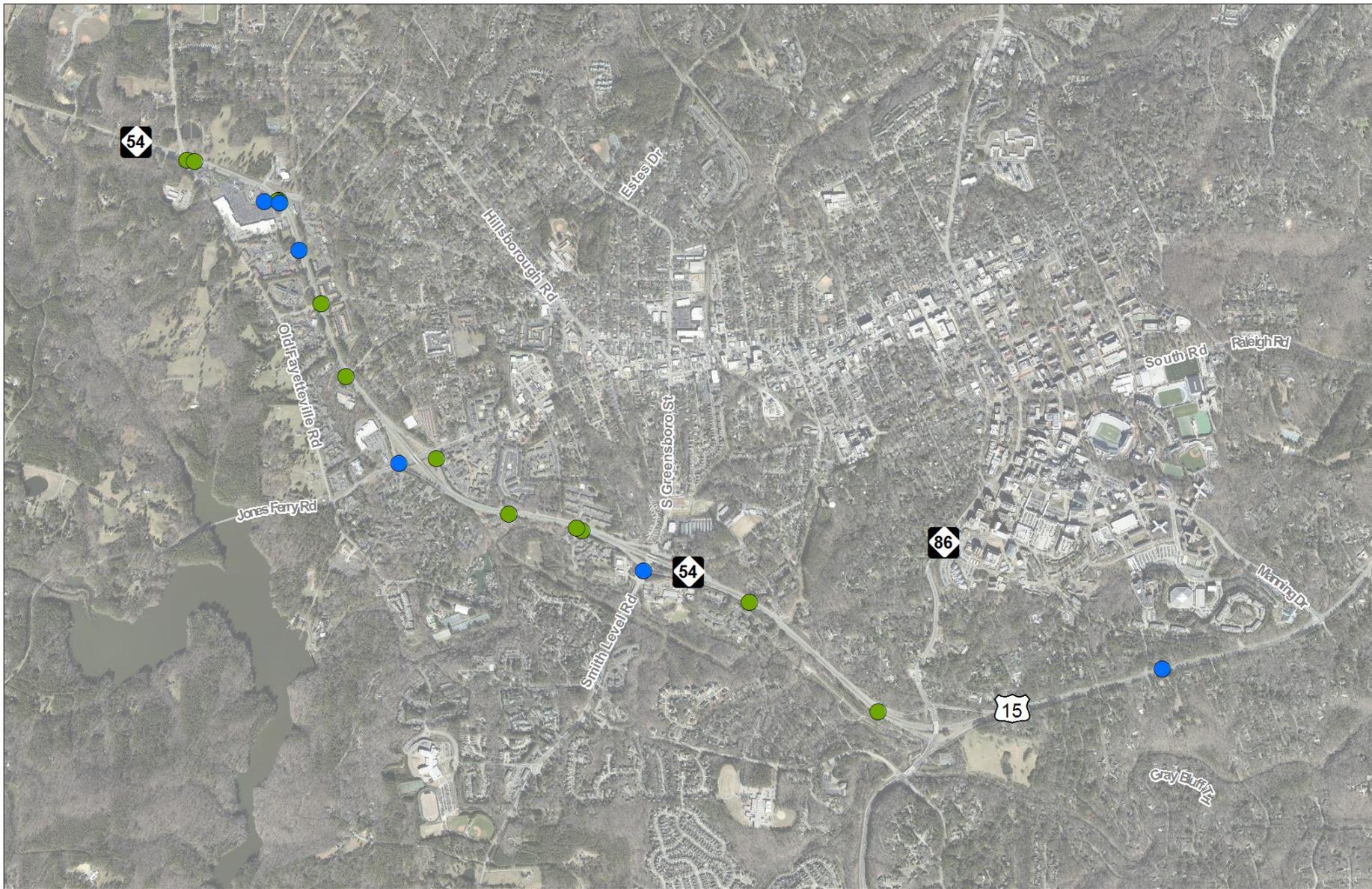
NC 54 Vehicle Crashes

Prepared by: VHB

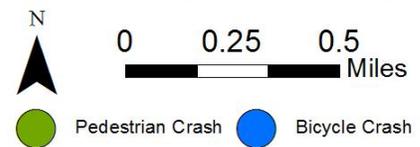
Date: February 2019

Page 3 of 3





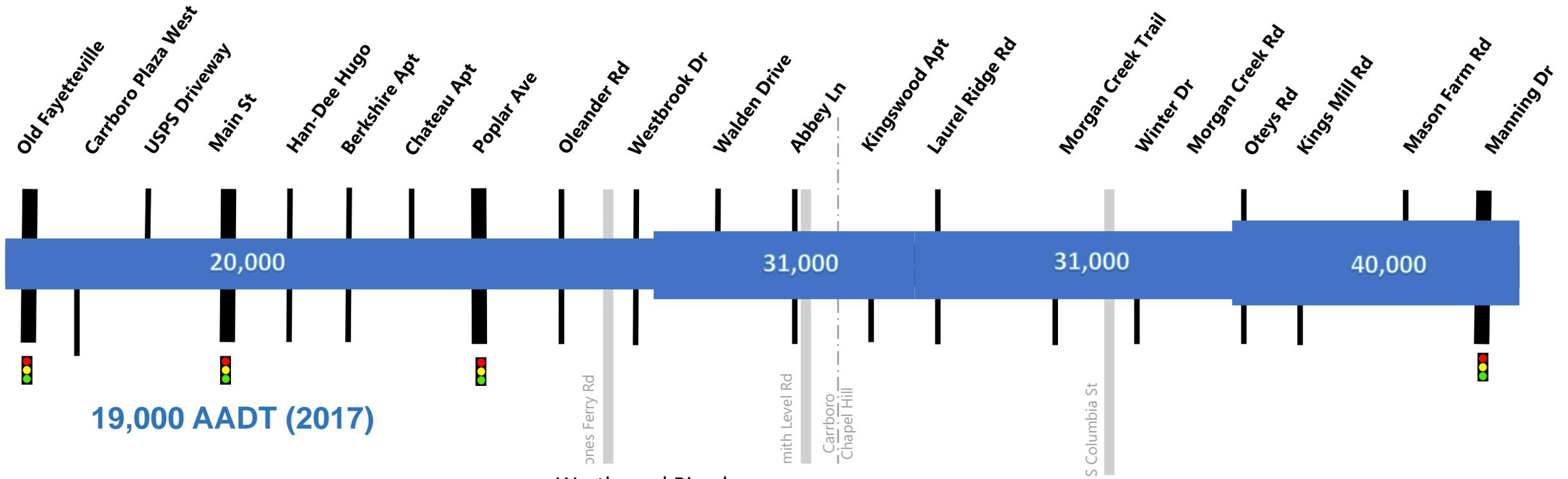
NC 54 Pedestrian and Bicycle Crashes, 2008-2018



Collision Summary

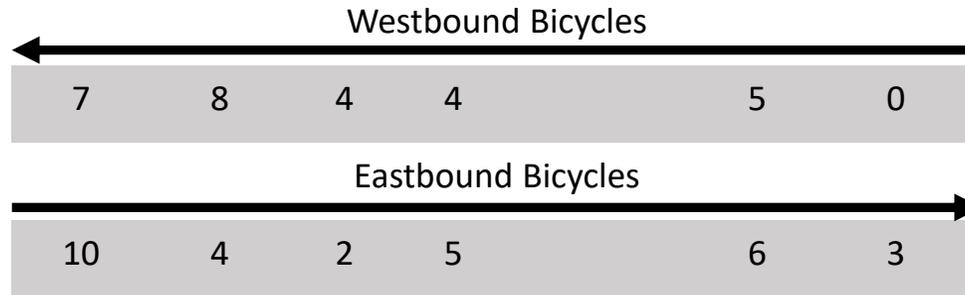
Date	Type of Collision		Cyclist/Pedestrian Action			Intersection		Time of Day			Lighting				Weather			Severity					Total
	Bicycle	Pedestrian	Crossing Roadway	Walking in Shoulder	Cyclist Traveling Straight	Yes	No	AM Peak (7am - 10am)	PM Peak (4pm - 7pm)	Off-Peak	Dark - Lighted	Dark- Not Lighted	Dusk	Daylight	Clear	Cloudy	Rain	K: Fatal	A: Severe Injury	B: Evident Injury	C: Possible Injury	O: No Injury	
2008		1	1				1			1		1					1						1
2009	1	2	2		1	2	1		1	2	2		1		2		1				2	1	3
2010		2	1	1		2		1		1			2	2				1	1				2
2011	1	1		1	1	1	1	1		1			2	1	1			1	1				2
2012		2	2			1	1			2	1	1		1		1	1			1			2
2013		1	1			1			1		1			1				1					1
2014		1		1		1				1			1	1							1		1
2015	1				1		1		1				1	1						1			1
2016		1	1			1		1					1	1						1			1
2017	2	1	1		2	1	2	1		2	1		2	1	2			1	1		1		3
2018	1				1		1			1			1	1						1			1
Total	6	12	9	3	6	10	8	4	3	11	5	2	1	10	12	4	2	2	4	6	4	2	18

AADT - 2018 7-Day 16 Hour Average

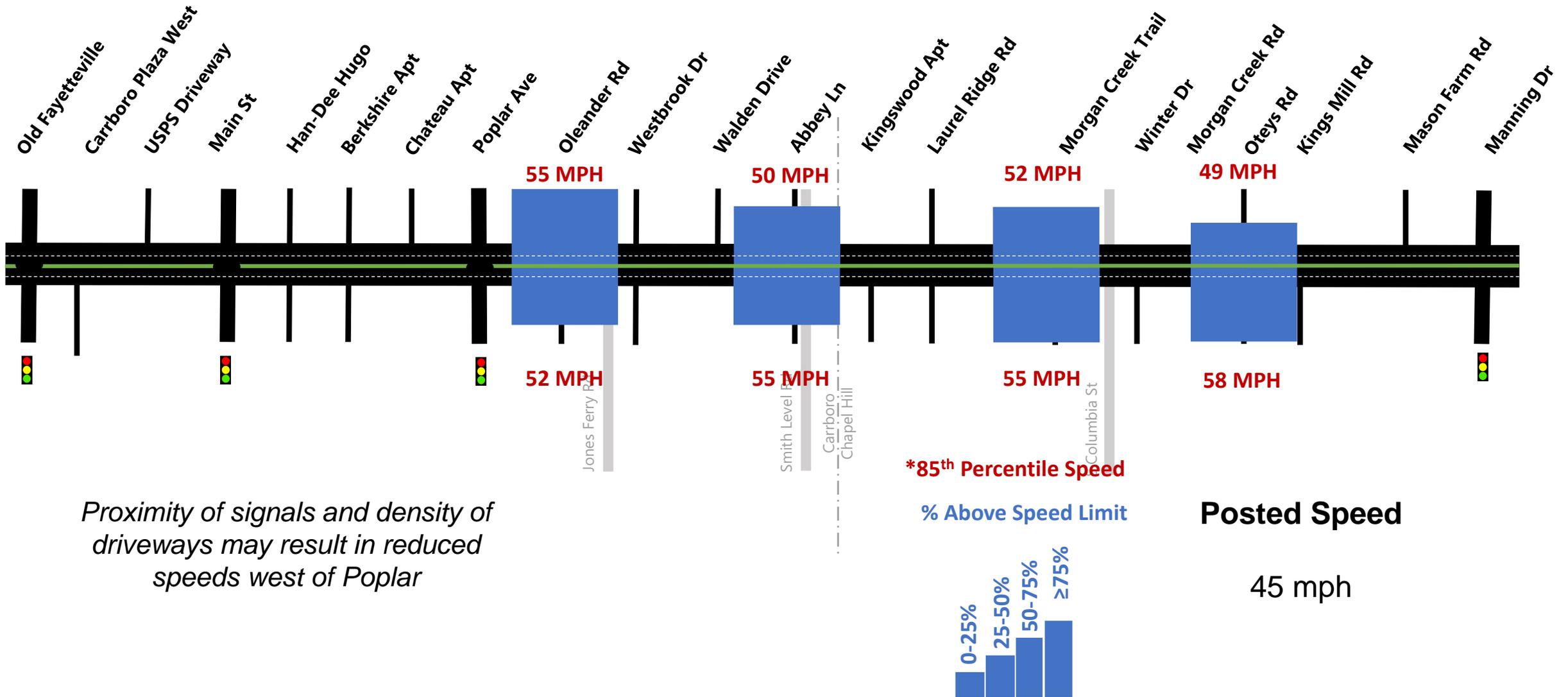


19,000 AADT (2017)

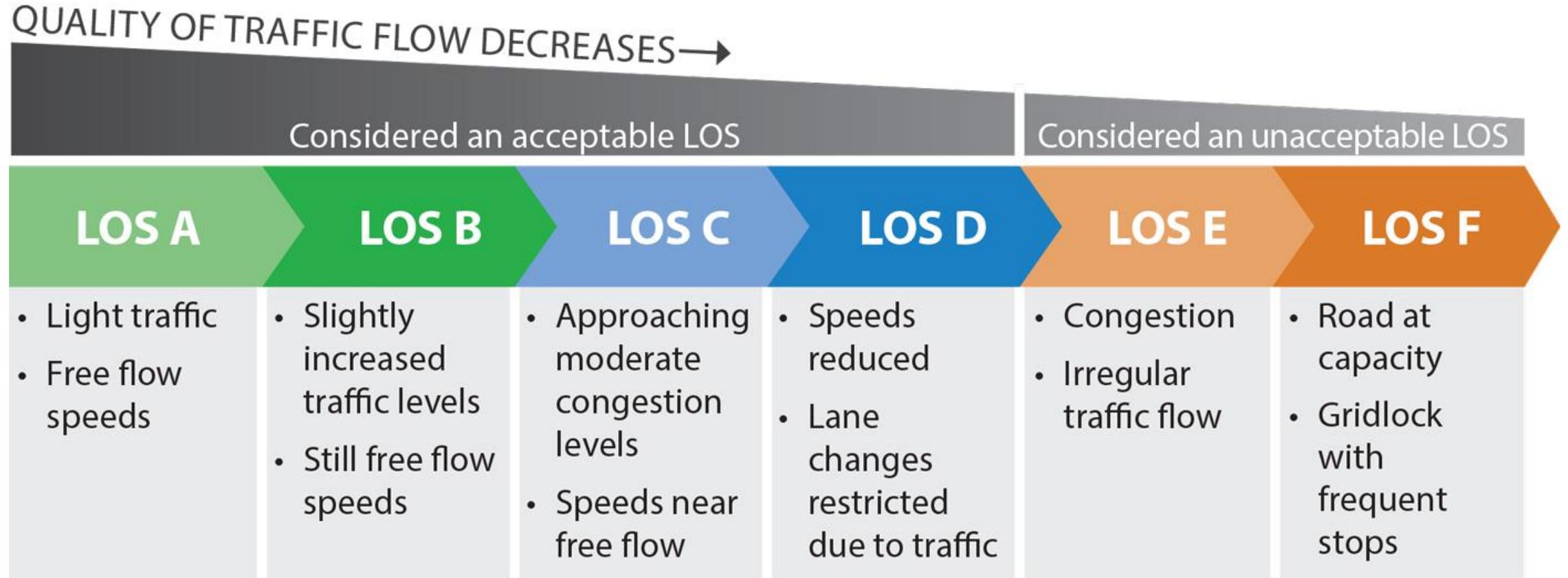
Bicycle traffic west of Poplar Ave may increase due to cross-street bicycle networks and land use context



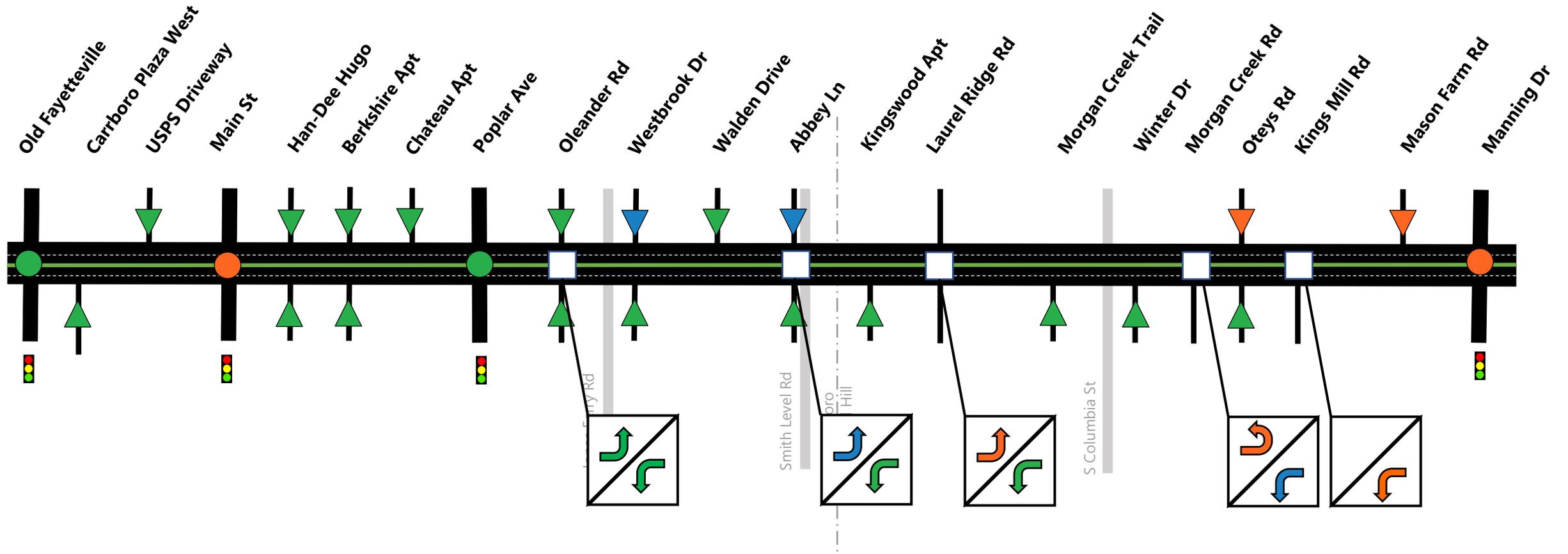
Vehicle Speed – 7 Day Average



Traffic Levels of Service



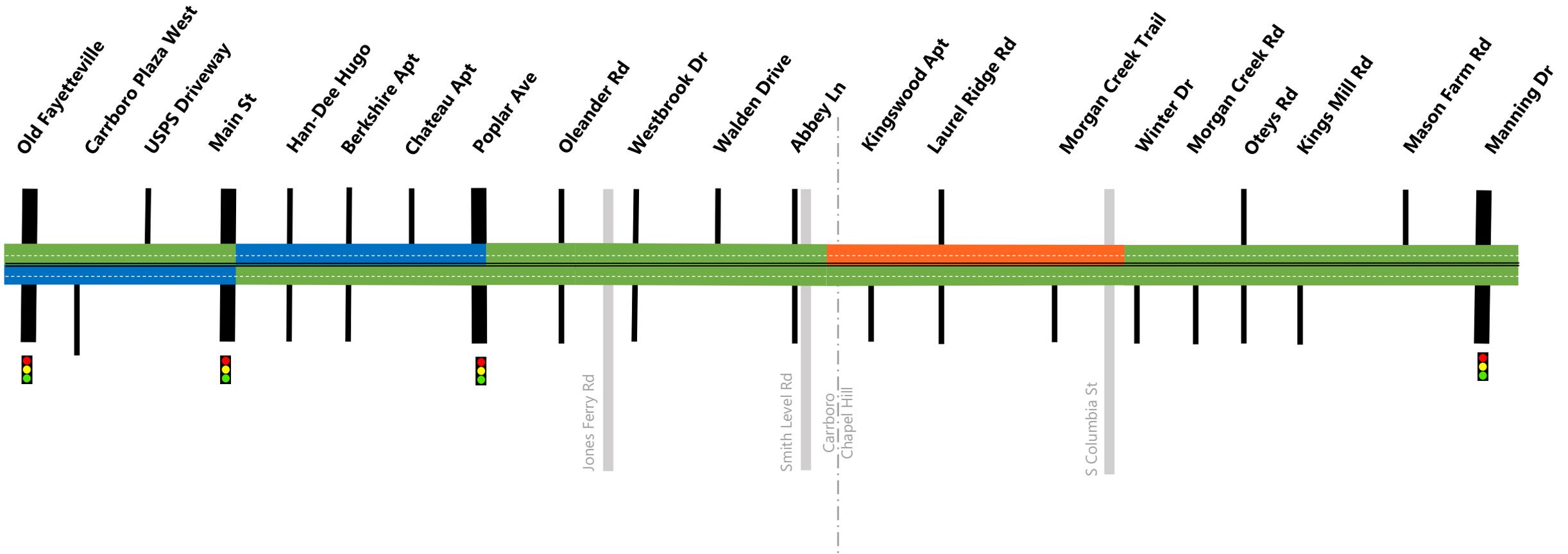
Vehicular LOS – Intersections



- LOS*** ● A-C ● D ● E-F
- LOS*** ▲ A-C ▲ D ▲ E-F

*Worst case from PM peaks

Vehicular LOS – Segment



LOS*

● A-C

● D

● E-F

*Worst case from PM peaks

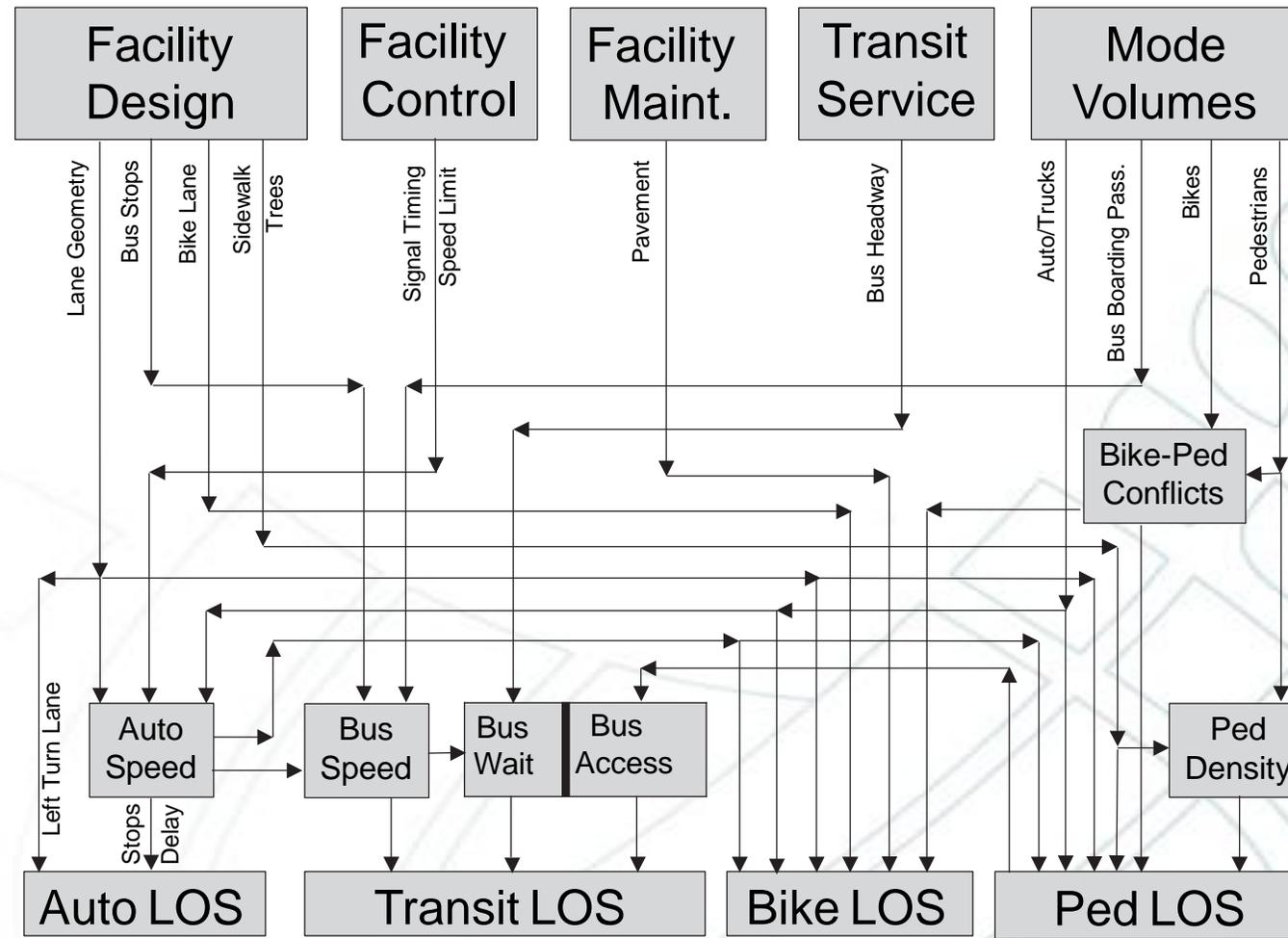
Multimodal Levels of Service (HCM 2010) Approach

Focus on the traveler perspective

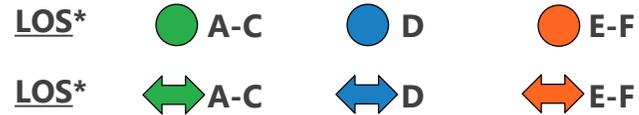
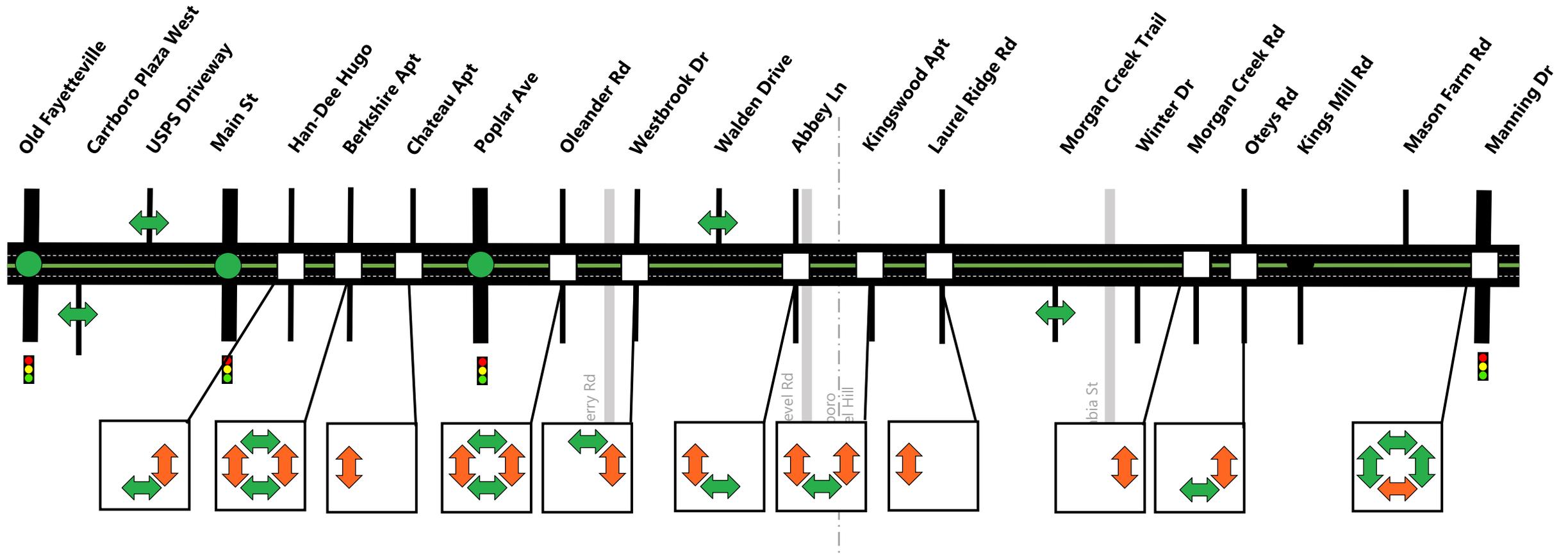
- Quality of Service: perception of how well a facility operates from traveler perspective
- Allow evaluation of intermodal interactions and trade-offs

Mode Affected	Impacting Mode			
	Auto	Ped	Bike	Transit
Auto	Auto & HV volumes Turning patterns Lane configurations	Minimum green time Turn conflicts Mid-block crossings	Turn conflicts Passing delay	Heavy vehicle Blocking delay Signal priority
Ped	Auto & HV volumes Cycle length Driver yielding Turn conflicts Traffic separation	Sidewalk crowding Crosswalk crowding Cross-flows	Shared-path conflicts Bicyclist yielding	Heavy vehicles Transit stop queues Stop cross-flows Vehicle yielding
Bike	Auto & HV volumes Auto & HV speed On-street parking Turn conflicts Traffic separation	Min. green time Shared-path conflicts Turn conflicts Mid-block crossings	Bike volumes	Heavy vehicle Blocking delay Tracks
Transit	Auto volumes Signal timing	Ped. env. Quality Minimum green time Turn conflicts Mid-block crossings	Bike env. Quality Bike volumes	Bus volumes

Multimodal Levels of Service (HCM 2010) Mode Interactions

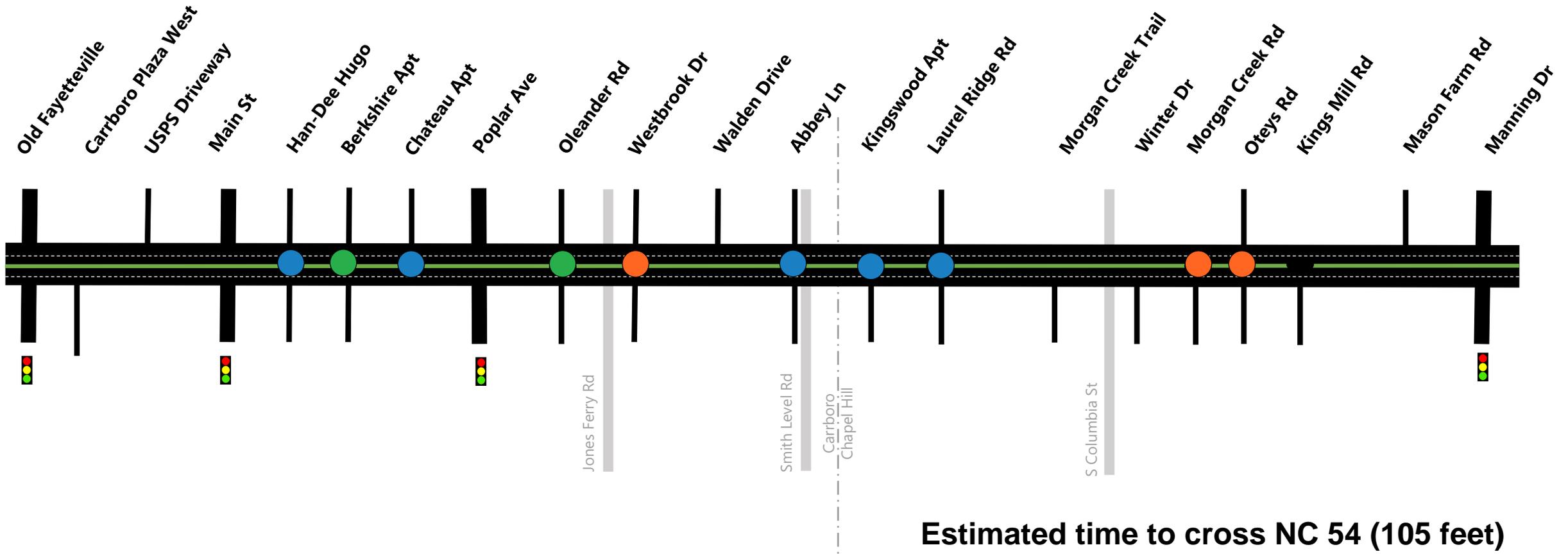


Pedestrian LOS – Intersection



*Worst case from PM peaks

Average Pedestrian Delay Crossing NC 54

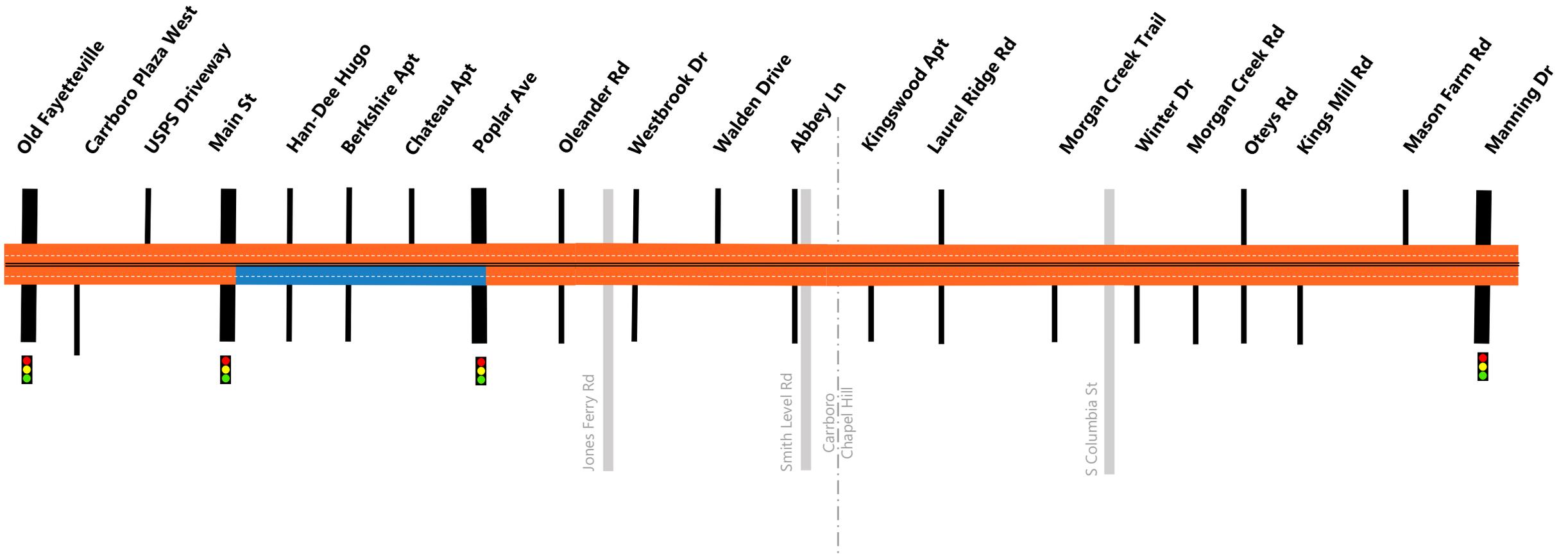


Estimated time to cross NC 54 (105 feet)
 = 15 seconds each leg (uninterrupted)

Avg Delay (s)*: ● < 1 min ● 1-3 mins ● > 3 mins

*Worst case from PM peaks

Pedestrian LOS – Segment



LOS*

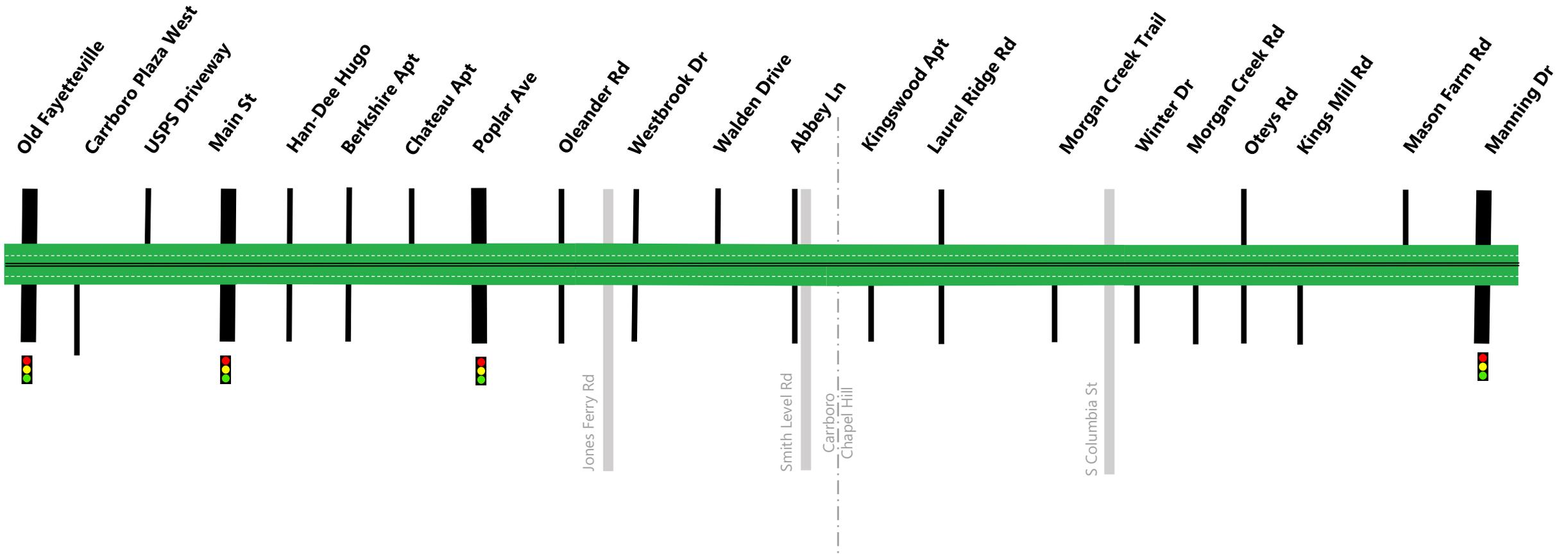
● A-C

● D

● E-F

*Worst case from PM peaks

Bicycle LOS – Segment



LOS*

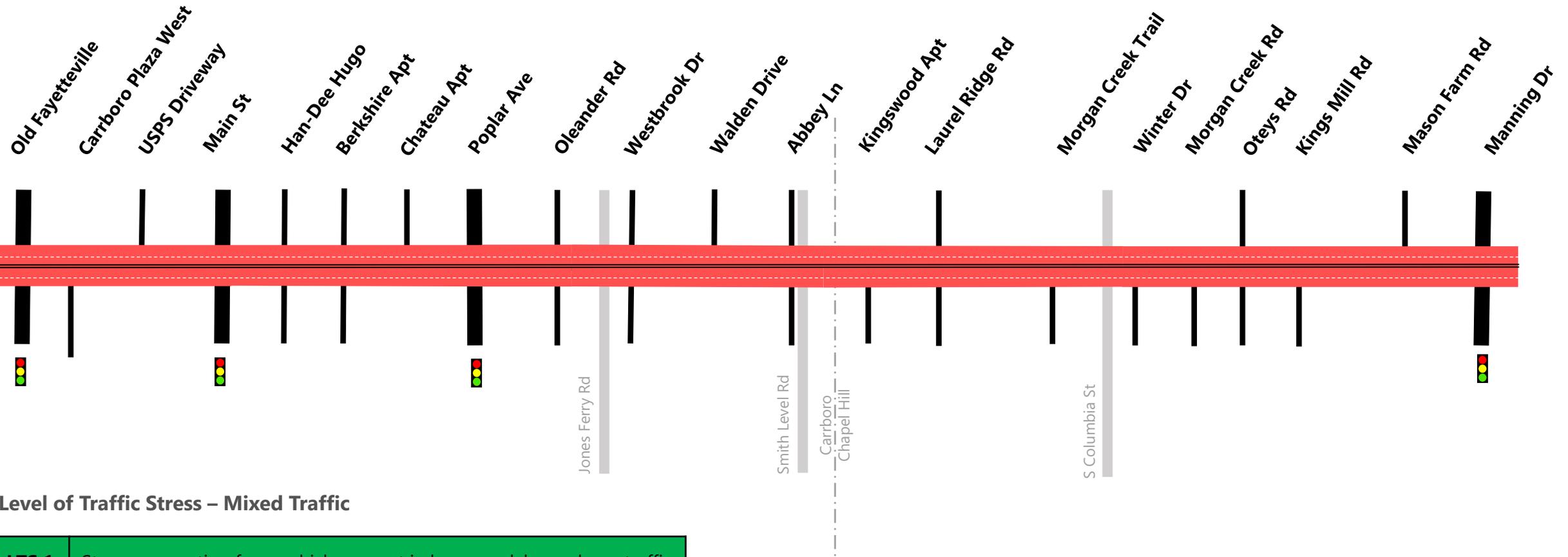
● A-C

● D

● E-F

*Worst case from PM peaks

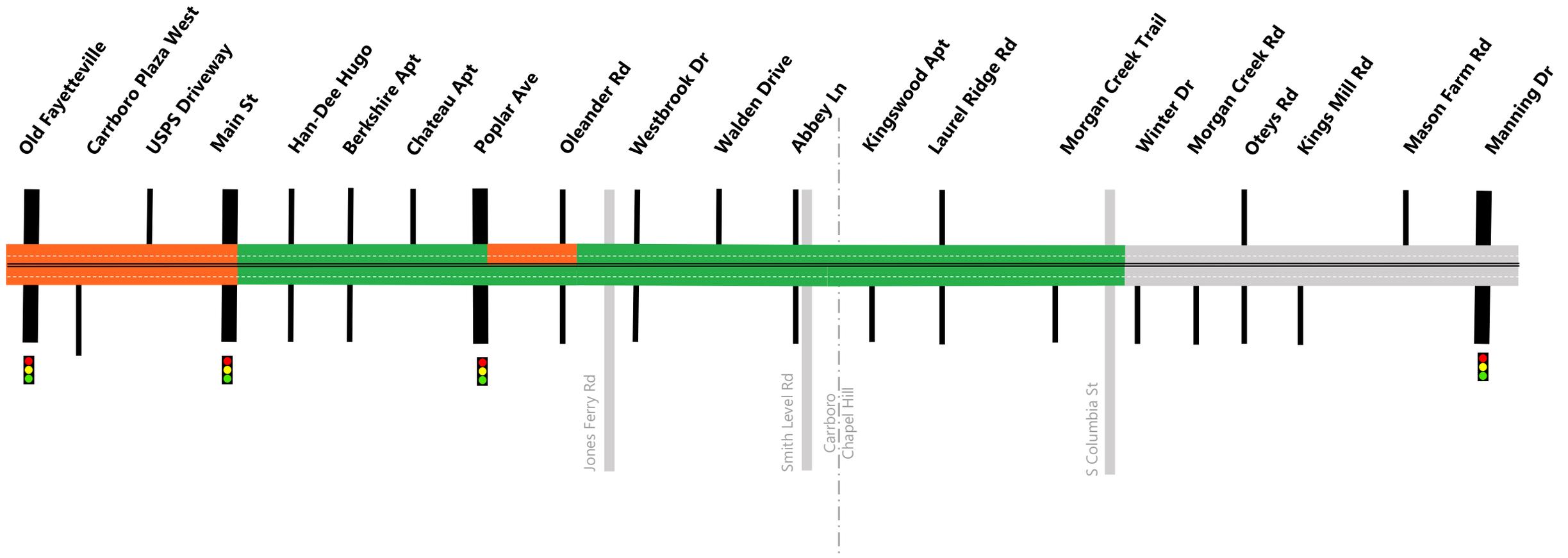
Bicycle LTS



Level of Traffic Stress – Mixed Traffic

LTS 1	Strong separation from vehicles except in low speed, low volume traffic
LTS 2	Dedicated space for bicyclists except at formal crossings
LTS 3	Interaction with moderate speed or multilane traffic, or close proximity to higher speed traffic
LTS 4	Mixed traffic with moderate speeds or close proximity to high speed traffic

Transit LOS – Segment



LOS*

● A-C

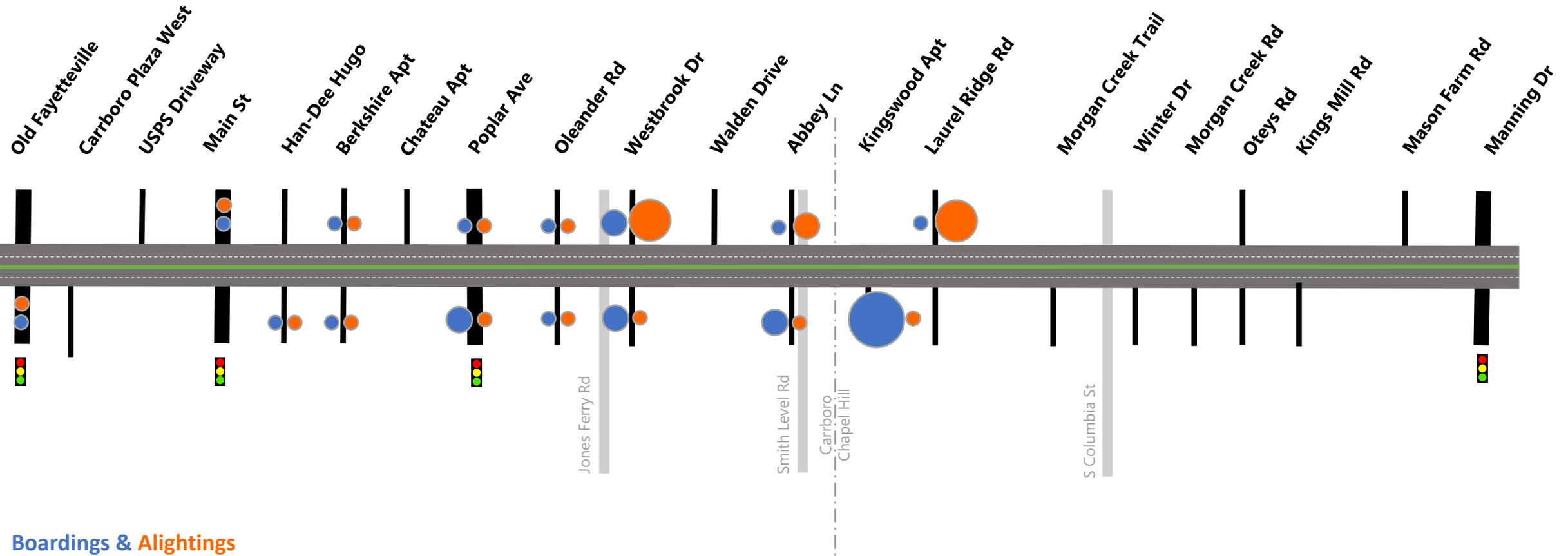
● D

● E-F

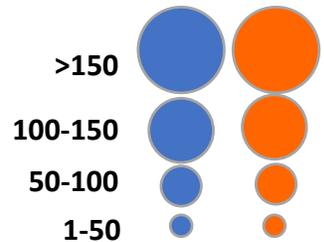
*Worst case from PM peaks

Average Daily CHT Boardings & Alightings

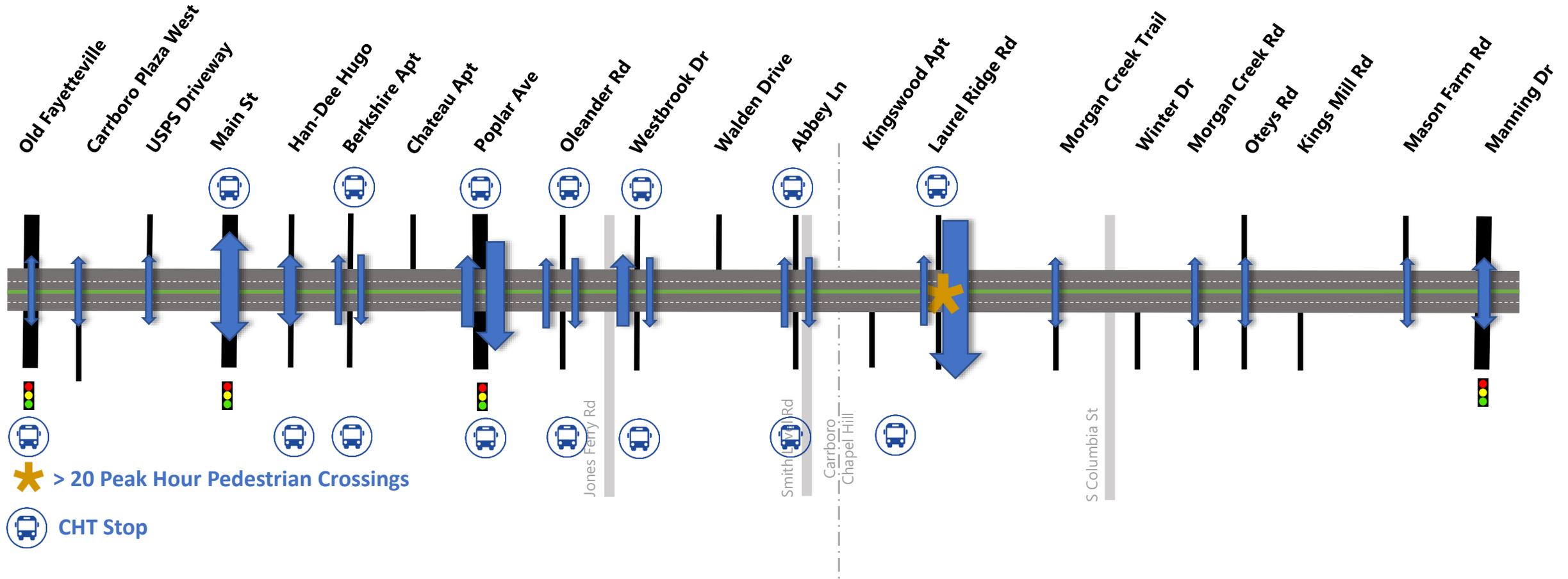
(2016-2018)



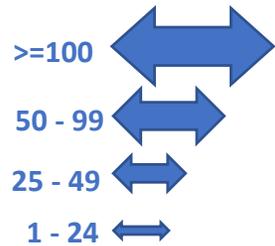
Boardings & Alightings



Daily Pedestrian Crossings



Daily Pedestrian Crossings



Online Survey Preview

(519 responses as of April 2)

1. For what purpose(s) do you most often travel along NC 54? (Select all that apply)

[More Details](#)

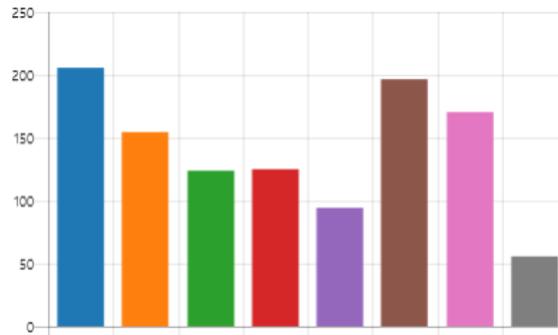
● I live near the corridor	415
● I work near the corridor	193
● I visit people or places near th...	235
● I pass through this area on my...	313
● Other	12



3. When do you feel most unsafe traveling on the corridor? (Select all that apply)

[More Details](#)

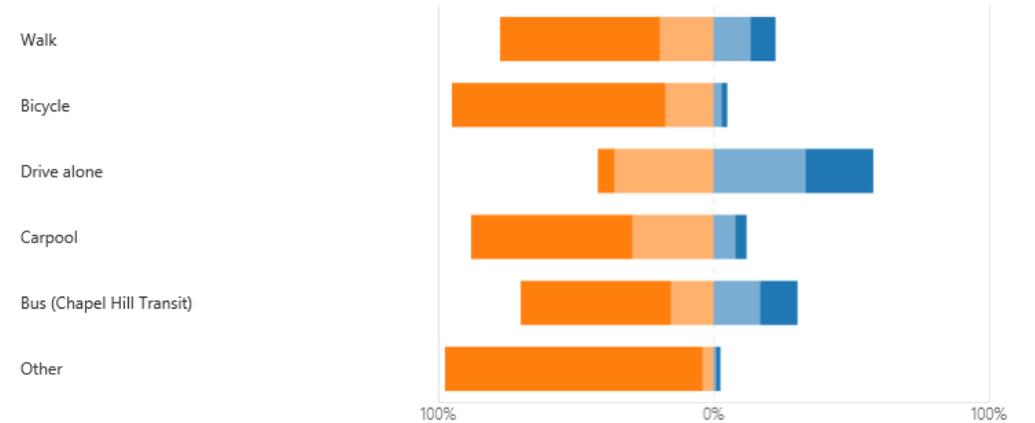
● Walking during low light or darkness	206
● Walking during the day	154
● Bicycling during the day	124
● Bicycling during low light or darkness	125
● Driving during the day	94
● Driving during low light or darkness	197
● Walking to or from a bus stop	171
● Other	56



2. During a typical week of travel along the corridor, how often do you use these types of transportation?

[More Details](#)

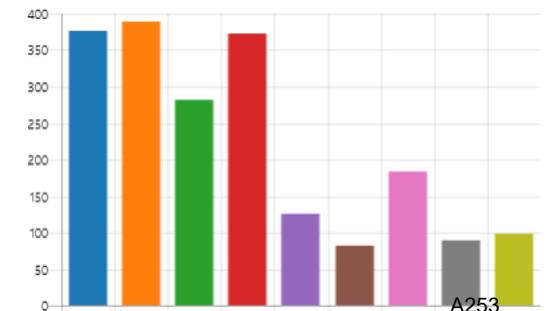
■ Never
 ■ Once or Twice a week
 ■ Most Days of the Week
 ■ Every Day



5. What potentially unsafe travel behaviors have you observed along the corridor? (Select all that apply)

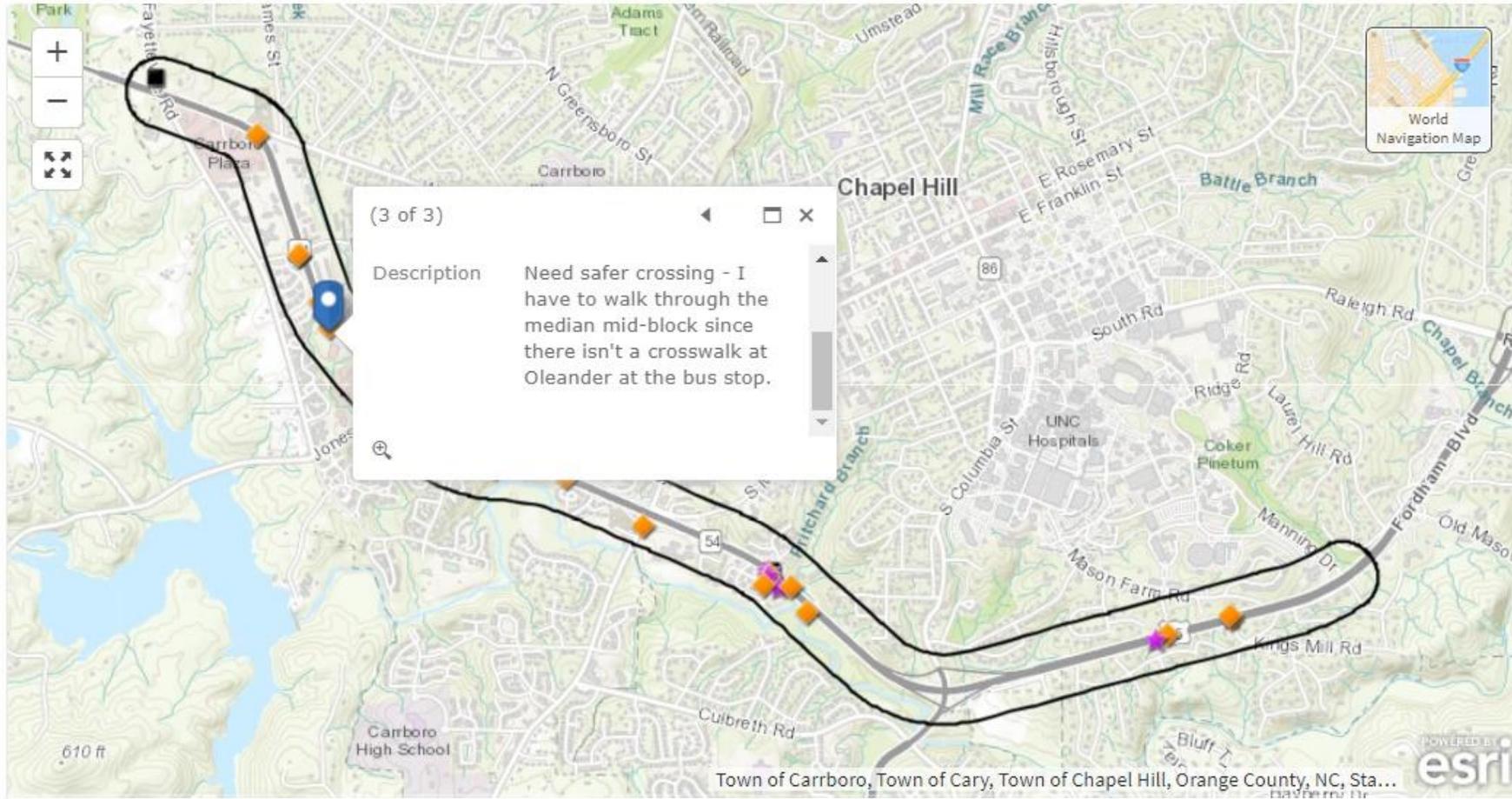
[More Details](#)

● Drivers speeding	376
● Pedestrians crossing the road...	389
● Drivers turning quickly or ente...	281
● Pedestrians walking on the ed...	373
● Drivers following buses closely	126
● Drivers passing stopped scho...	81
● Drivers passing bicycles closely	184
● Bicyclists riding opposite the fl...	90
● Other	98



Website & Interactive Map

(Responses as of April 2)



Project Goals Discussion

Short Term Goals

- Reduce actual speeds
- Reducing KA crash risk for pedestrian-bicycles
- Improve pedestrian safety at high crossing locations
- Other?

Long Term Goals

- Connect to existing and planned bicycle networks
- Other?

Project Performance Measures

- Reduced speeds
- Reduced KA Crash Risk
- Reduced crossing delay
- Connected networks
- Other
- Other

- 1. Identify Priority Locations**
- 2. Select Potential Countermeasures**
- 3. Describe Scenarios**
- 4. Evaluate Outcomes**
- 5. Summarize Benefits**

Meeting #3 (June)

Recap Public Feedback

Overview Potential Countermeasures

Brainstorm Concepts

Workshop #1 Format

Date: April 29, 5:30-7:30PM

Location: Carrboro Century Center

Staffing: VHB and Study Team representatives

Format:

- 7 stations (welcome, background, 5 stations with segment “dashboards”)

- Interactive



BICYCLE & PEDESTRIAN CORRIDOR SAFETY STUDY

Study Team Meeting #3 Notes

July 12th

Carrboro Town Hall
301 W Main St, Carrboro, NC 27510
Board Room

Attendance

Hanna Cockburn
Jomar Pastorelle
Zach Hallock
Kurt Stolka
Chuck Edwards
Kumar Nepalli
Donnie Rhoads

Nick Pittman
Brian Mayhew
Brian Thomas
Mark Aldridge
Lauren Blackburn
Joe Seymour

Action Items

- Action item - Zach to share the Carrboro bike plan network with VHB
- Action Item – VHB to confirm the status of the study area’s TIP projects
- Action Item - VHB will have to look at signal phases and potential impacts of conceptual signal additions
- Action Item – VHB to include pedestrian and bicycle movements across the NC 54 study area ramps as part of the study recommendations

1. Welcome and Introductions
 - a. The meeting began at 9:40AM
 - b. Zach reported that Carrboro has developed draft bicycle network recommendations part of its new bike plan
 - c. Action item - Zach to share the Carrboro bike plan network with VHB
2. Recap April Community Open House and survey data
 - a. Joe reviewed the open house and survey data and concluded that those inputs largely confirmed the findings from the plan review and existing conditions analysis
3. Decide approach to site identification
 - a. Hot spot approach
 - i. Brian said that the project should still focus on Hot Spots, and Hanna said that each approach is a layer to a safety cake and will build upon one another
 - ii. Nick said that riding a CHT loop route all the way around is a less appealing than crossing the roadway. Nick said that NC 54 will have high frequency CHT service,

though the service will likely not deter crossings; would likely increase crossing since transit would be more appealing.

- iii. Brian said that the route design has its own set of challenges
- b. Systemic approach
- c. Systems approach
 - i. Chuck said that U-5304 will remain in the STIP as a development project
 - ii. Zach said that the Old Fayetteville intersection STIP project has been rejected, but will be resubmitted
 - 1. Action Item – VHB to confirm the status of the study area’s TIP projects
 - iii. Brian said that the distance and uncertainty of the STIP makes site and countermeasure selection difficult given their interdependence
 - iv. Zach said that Carrboro is working with NCDOT to find places for separated bike lanes on Jones Ferry Rd underneath the NC-54 interchange
 - 1. Zach said that the separation on Jones Ferry is preferred because of speed differential and younger riders.
 - v. Zach said people bicycle on the wide shoulder in Carrboro, and that used to be seen as an adequate facility.
 - vi. Brian said that if NC 54 is six lanes as part of U-5304B, the U-turns will be signalized. ITRE has a model guide for when to do that. Chuck said that a superstreet intersection could be a crossing point.
- 4. Countermeasure presentation
 - a. Brian said that signalization on superstreets could put downward pressure on high speeds; crossing time for pedestrians is shorter but the physical crossing length is longer.
 - b. Lauren said that there are tradeoffs to improvements, and there may be a need to move bus stops to other sides of intersections to accommodate Z-crossings
 - c. Hanna was not in favor of a raised median throughout the corridor without formalized pedestrian crossings as a specific countermeasure
 - d. Zach wants LPIs applied throughout Carrboro, and Hanna said that it should be a system-wide improvement for driver expectancy
 - e. Kurt said that UNC has LPIs throughout the UNC campus.
 - f. Brian said that the default should not be LPI given NC's default of right turn on red and other factors, but along a specific corridor it would make sense.
 - g. Zach has asked Kumar to implement LPIs throughout Carrboro, and he will likely refine it to Jones Ferry Rd and Smith Level Rd. Brian Thomas recommended incorporating sight distance considerations at Old Fayetteville Rd.
 - h. Hanna will look back at AASHTO and LPIs
 - i. Brian said that RTOTR should not be automatically lumped in with LPIs, maybe pair with a time of day time restriction; make the restriction illuminated during pedestrian peak periods instead of 24-hour
 - j. Brian said that new research on lighting is emerging; that it causes significant shadows, and lighting would have to be consistent and targeted towards the intended effects
 - k. Chuck mentioned that local governments work with Duke Energy on lighting improvements; NCDOT focuses on AASHTO lighting requirements
 - l. There was not much support from the group on the RRFBs along the corridor.

- m. Brian said that the PHB can be confusing given the roadway context and asked that the Study Team be thoughtful in the application of the PHB
 - n. Brian said that the jump to a pedestrian signal from PHB requires much higher pedestrian crossing levels.
 - o. There was not much interest in the tunnel option due to cost and topography challenges
 - p. Lauren shared the PHB NCDOT policy document, and Brian said that other countermeasures may be more appropriate like a limited movement two-phase signal (no through movements, left in, right out, though must allow for U-turn movements elsewhere or use the interchange)
 - q. Brian said that the apartment complexes are islands, and there could be other ways to encourage connectivity.
 - r. Brian Thomas asked about dedicated shuttles, and Nick said that it would be cost prohibitive, and accessing the complexes is difficult.
 - s. Brian said that the corridor shows North-South demand and is stuck in an East-West world. Brian said that NCDOT crossings need to inform/serve a larger system. Brian said that we want cohesion on recommended improvements.
 - t. Hanna said to look at more, finer grained connections that would support longer term connections. Chuck said that future land use decisions should incorporate access
 - u. It was asked if a limited movement intersection be incorporated at Oteys Rd like at Kingswood.
 - i. Action Item - VHB will have to look at signal phases and potential impacts of conceptual signal additions.
 - v. The new UNC South Campus Comprehensive Plan include more development at Odum village north of Oteys Rd.
 - w. Brian said that linear movement along NC 54 is a decision point that may be not be resolved at this time.
 - x. Zach said that Carrboro anticipates mixed-use development along NC 54 as the existing residential multifamily buildings reach the of their lifecycles.
 - y. Brian asked VHB to include a limited analysis of ramps at interchanges to address pedestrian and bicycle safety concerns
 - i. Action Item – VHB to include pedestrian and bicycle movements across the NC 54 study area ramps as part of the study recommendations
5. Determine decision-making process for selecting countermeasures
- a. VHB will use the three approaches to identify and begin testing safety and mobility improvements areas throughout the corridor. Conceptual options and the related findings will be shared with the public during the second Community Workshop, but the group agreed it was not appropriate to share a limited set of specific recommendations at the workshop.
6. Next steps
- a. The second Community Workshop is anticipated for late August or early September to coincide with the return of students.
 - b. The Study Team discussed options for engaging community members in the process. These included:
 - i. Share conceptual improvement options and requesting feedback
 - ii. Display North-South transportation demand/connections

- iii. Display corridor areas where data and findings show changes are recommended
- iv. Ask attendees for feedback on prioritizing and sequencing safety and mobility improvements

7. Adjourn

- a. The meeting ended at 12:20PM

Study Team #3

	Name	Affiliation
1	Hanna Cockburn	NCDOT
2	Jomar Pastorello	TOCH
3	Zach Hallock	Town of Carrboro
4	Kurt Stuka	UMC
5	CRUCK EDWARDS	NCDOT DIV 7
6	Kumar Nepalli	
7		
8		
9		
10		

Study Team #3

	Name	Affiliation
1	DONNIE RHOADS	CHAPEL HILL POLICE
2	NICK PITTMAN	Chapel Hill Transit
3	Joe Seymour	VHB
4	Brian Myher	NCDOT
5	BRIAN THOMAS	NCDOT
6	Mark Aldridge	NCDOT
7		
8		
9		
10		



Meeting Agenda

Welcome, Introductions, and Goals

Recap April Community Open House and survey data

Discuss approach to site identification

Countermeasure Presentation

Application of Countermeasures

Other Discussion



Online Survey Results

(720 responses as of May 17)

For what purpose(s) do you most often travel along NC 54?" respondents answered:

- > **78%** I live near the corridor
- > **60%** I pass through this area on my way to another destination
- > **46%** I visit people or places near the corridor
- > **37%** I work near the corridor
- > **2%** Other

During a typical week of travel along the corridor, how often do you use these types of transportation (most days to daily):

- > **Drive Alone** 55%
- > **Bus (Chapel Hill Transit)** 32%
- > **Walk** 24%
- > **Carpool** 12%
- > **Bicycle** 6%
- > **Other** 3%

Potentially unsafe travel behaviors:

- > **72% Pedestrians crossing** the road outside of marked crosswalks
- > **70% Pedestrians walking** on the edge or shoulder of the roadway
- > **70% Drivers speeding**
- > **54% Drivers turning quickly** or entering the roadway unexpectedly

When do you feel most unsafe traveling on the corridor :

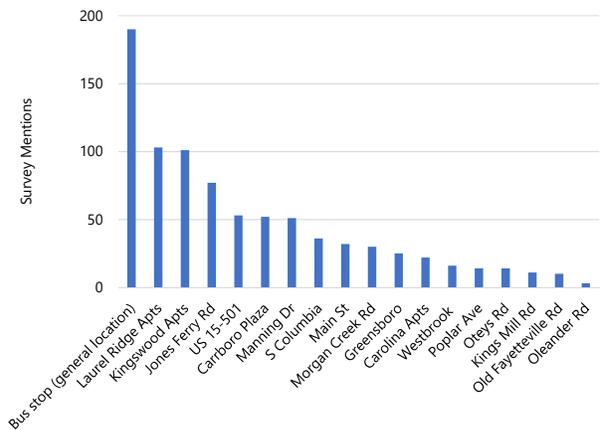
- > **39% Walking during low light or dark**
- > **36% Driving during low light or dark**
- > **32% Walking to or from a bus stop**
- > **30% Walking during the day**
- > **26% Bicycling during low light or dark**
- > **25% Bicycling during the day**

Online Survey Results, Continued

Prominent Destinations

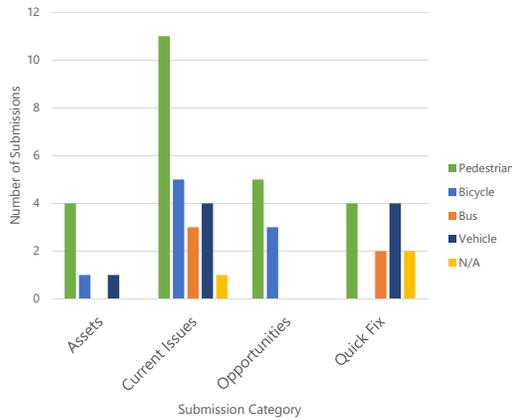
- Carrboro
- UNC
- Carrboro Plaza (not inclusive of stores within plaza)
- "Home" – 78% of survey respondents reported living near the corridor
- "Bus stop"

Safety Concerns: Survey Location Mentions



Interactive Map

Comment Categories



Comment Hot Spots

- **Intersection of Kingswood Apartments and NC 54** (15 comments): high vehicle speeds, lack of pedestrian infrastructure, need for a crosswalk and stoplight.
- **Ramps going on/off NC 54 onto 15-501 and Smith Level Road** (8 comments): lack of safe crossings or paths along ramp exits for pedestrians and bicyclists, need for sidewalk along 15-501.
- **Intersection of Westbrook Drive and NC 54** (5 comments): lack of pedestrian infrastructure to connect apartment complexes to bus stops. Multiple requests for a pedestrian bridge to connect the two sides of NC 54.
- **Intersection of Oteys Road and NC 54** (3 comments): large number of bicyclists and pedestrians using Oteys to go north, lack of safe crossing.

Old Fayetteville Road to West Poplar Avenue

4-lane median divided roadway along a commercial and multifamily corridor with 20,000 daily vehicles

Bus

DAILY BOARDING & OFFBOARDING

ROUTES SERVED:
 CARRBORO PLAZA EXPRESS (CPO)
 JONES FERRY ROAD EXPRESS (JFO)
 CARRBORO/WLAVER STREET (CW)
 CARRBORO/MERRITT MILL RD (CM)

Level of Service

Old Fayetteville Road to Main Street	EASTBOUND: D WESTBOUND: C
Main Street to Poplar Avenue	EASTBOUND: A WESTBOUND: D

What is Level of Service?
 Level of Service (LOS) is a measure of traffic congestion. LOS A is the best, and LOS F is the worst. LOS A-D are considered free-flowing traffic, while LOS E-F are considered congested traffic.

Socioeconomic

Low English Proficiency	less than 5%
Zero-car Household	less than 20%
Households below Poverty Line	between 20% and 50%

Why are socioeconomic indicators important?
 Socioeconomic indicators provide insight into the needs and challenges of the community. They help identify areas where additional resources or services may be needed.

Pedestrian

DAILY PEDESTRIAN CROSSINGS

PEDESTRIAN CRASHES 5 hurt, 0 killed

Bicycle

BICYCLE CRASHES 3 hurt, 0 killed

BICYCLE COUNTS AT:
BERKSHIRE MANOR
EASTBOUND: 10
WESTBOUND: 7
POPLAR AVENUE
EASTBOUND: 4
WESTBOUND: 8

Safety

All crashes between December 1, 2016 and November 30, 2018

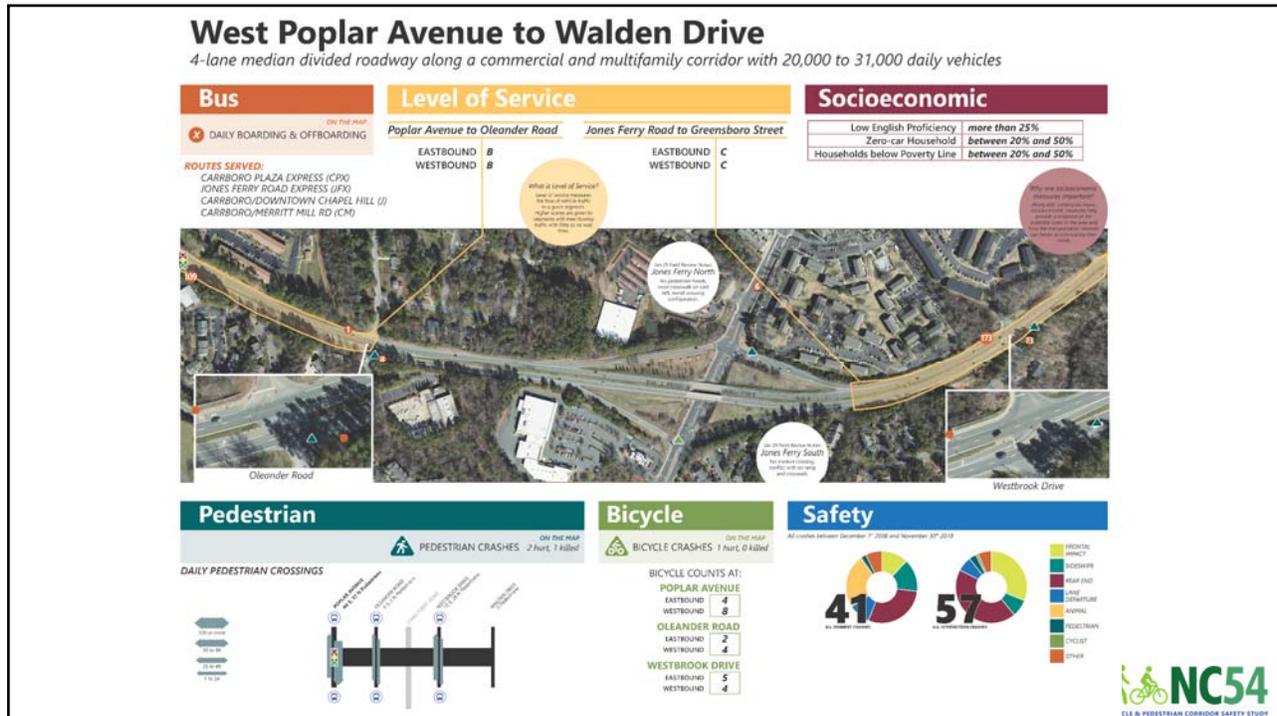
17

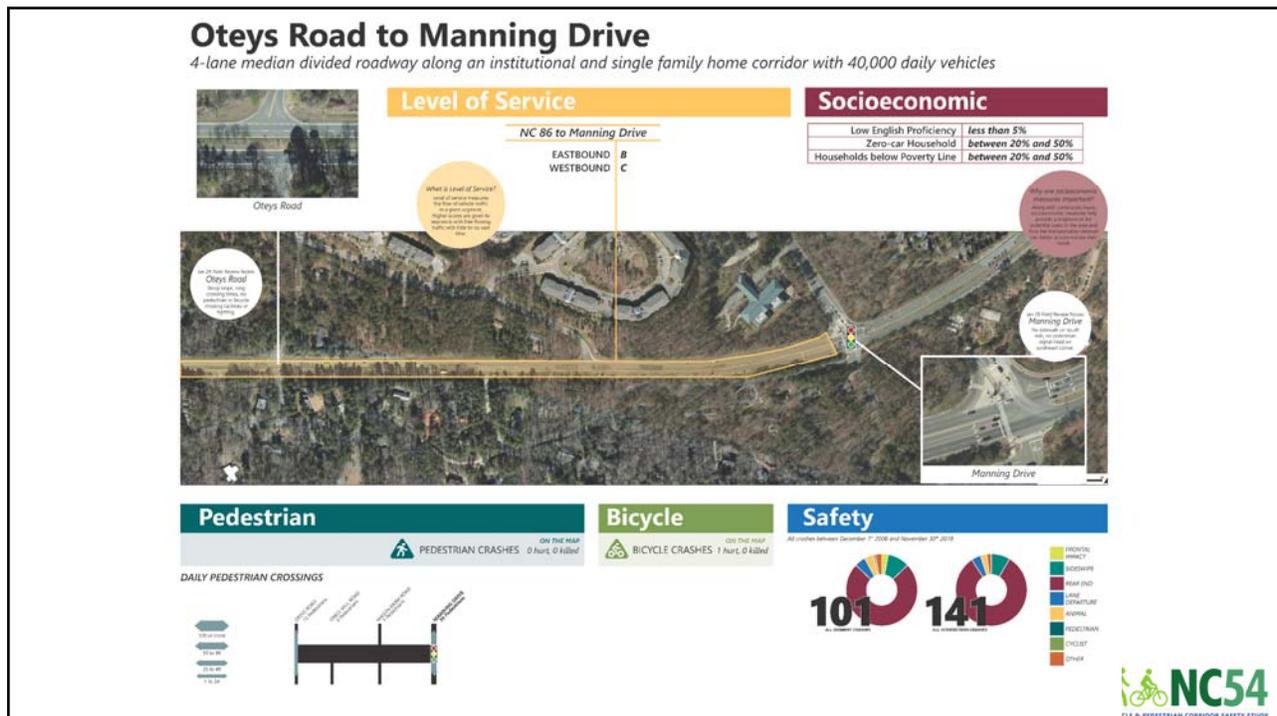
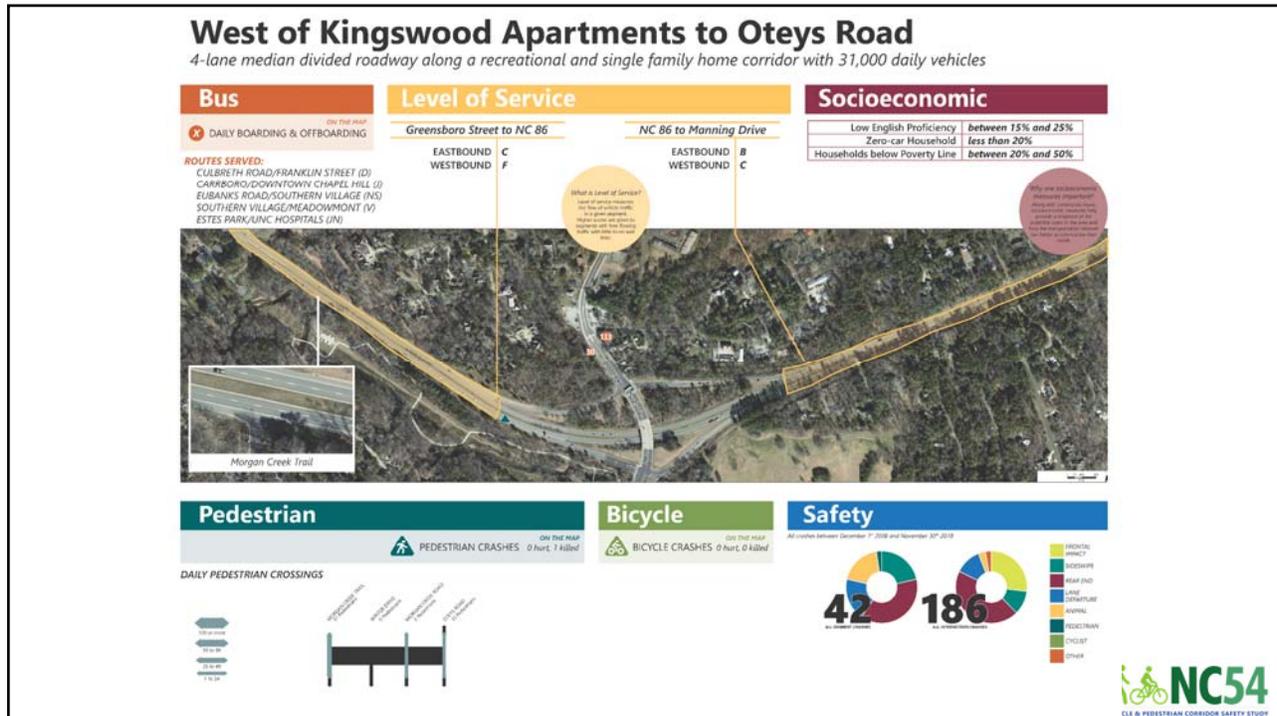
PEDESTRIAN

92

BICYCLE

CLE & PEDESTRIAN CORRIDOR SAFETY STUDY





Community Open House Themes (April 29, 2019)

- Inadequate and incomplete pedestrian facilities
- Lighting could be improved throughout corridor
- Pedestrians cross NC 54 at uncontrolled crossing locations, often to access transit service
- Inadequate, unsafe, and disconnected bicycle infrastructure
- Hazardous conditions for roadway users: on and off ramps, turning lanes, main intersections, and acceleration / deceleration lanes.

*Summary memo is on project website



Public Outreach Summary

- Are you surprised by any of the public comments or input?

Approaches to Selecting Priority Locations

- I. Hot Spot approach
- II. Systemic approach
- III. Systems approach

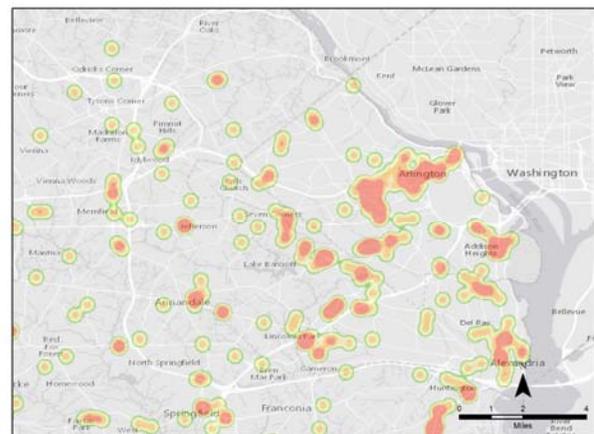


Source: [This Photo by Unknown Author is licensed under CC BY](#)



Hot Spot Approach

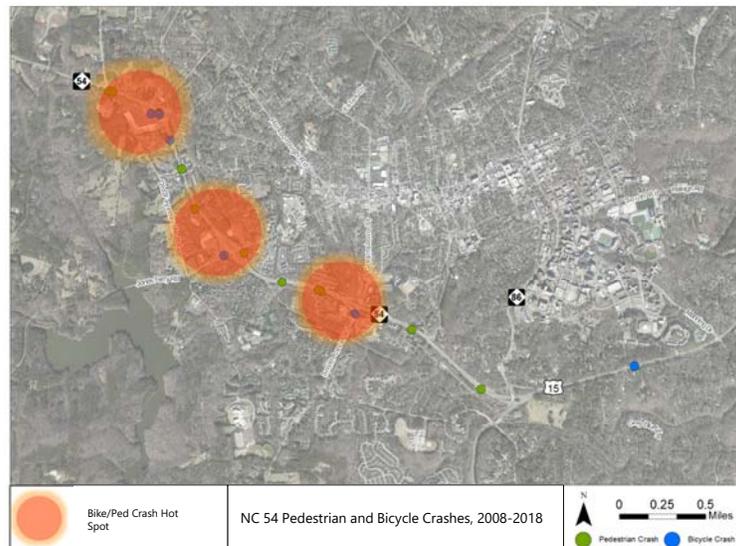
- Crash frequencies as key variable
- Crash clusters based on distance to other reported incidents
- Retrospective tool for targeted deployment of crash countermeasures
- May not be best suited for low-frequency crash areas



Source: VHB, Virginia PSAP

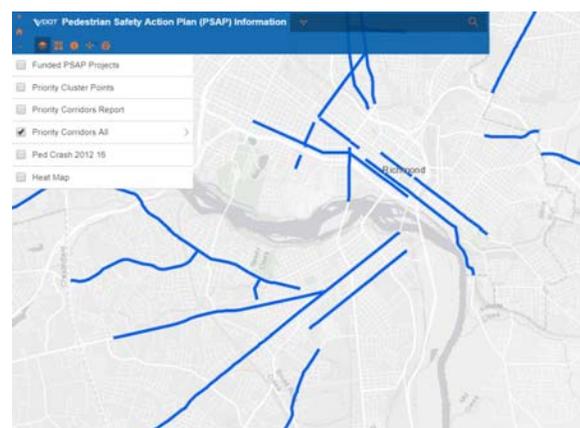


Hot Spot Approach, Continued



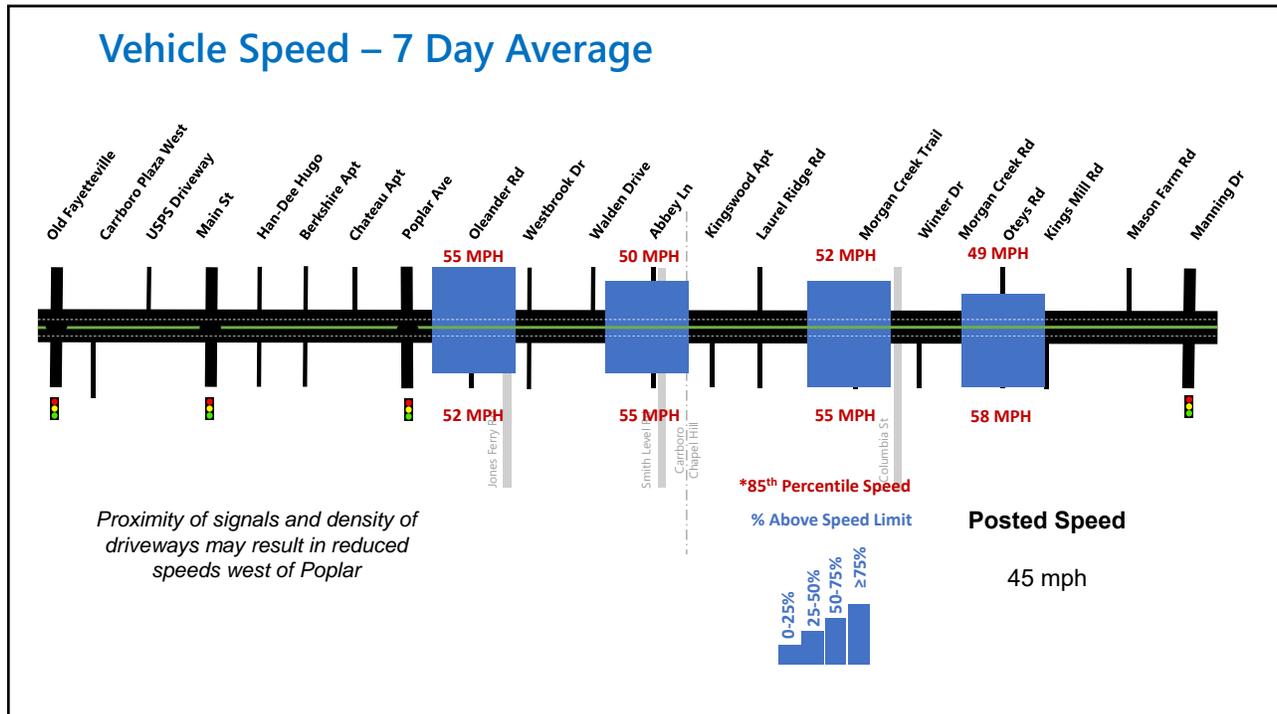
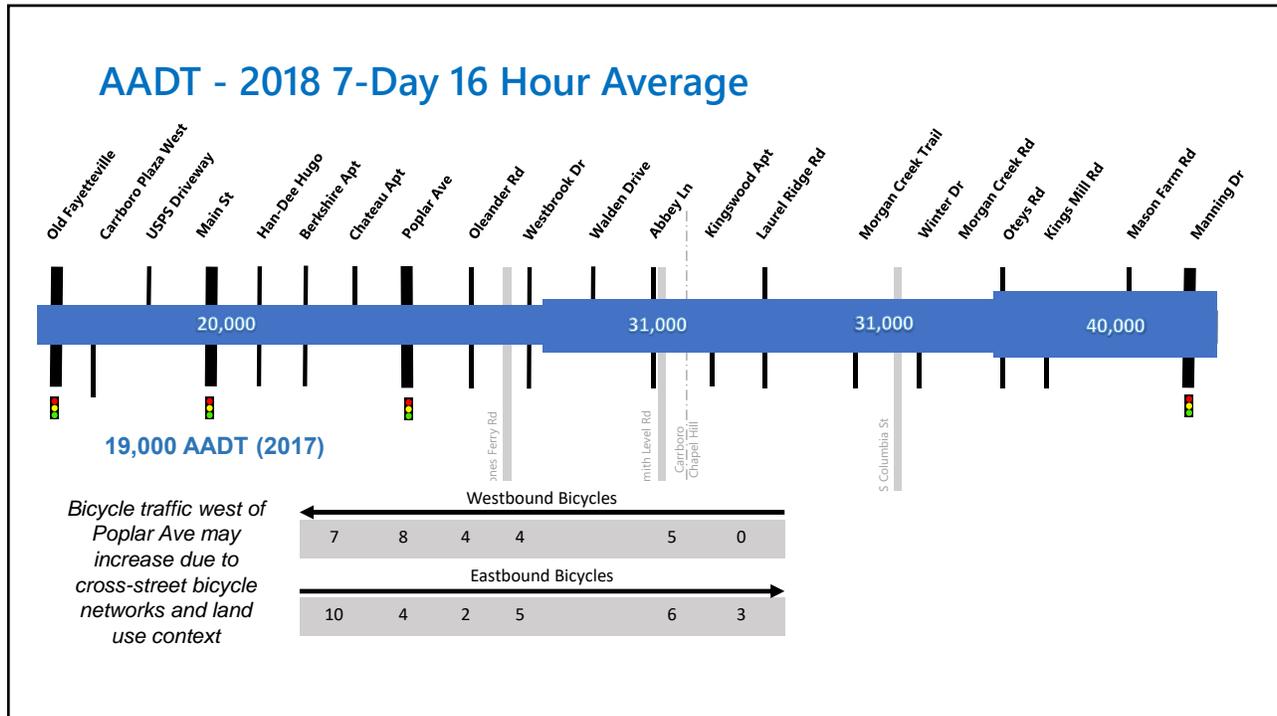
Systemic Approach

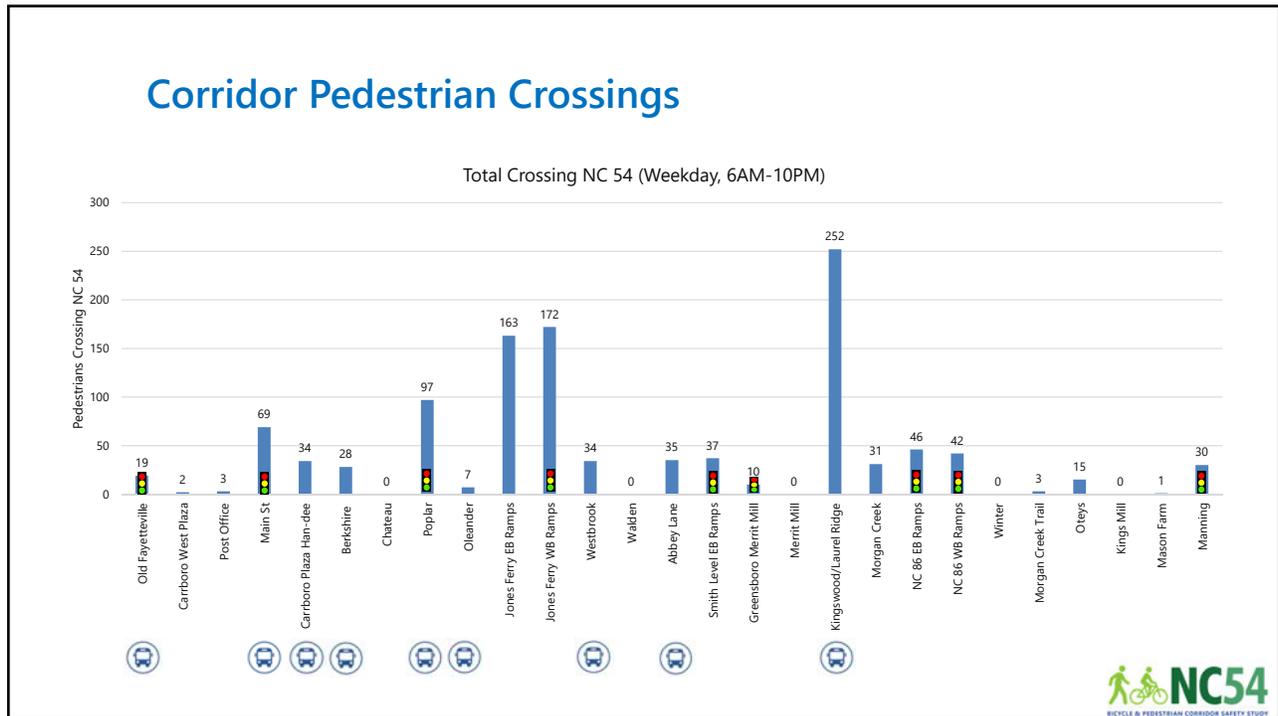
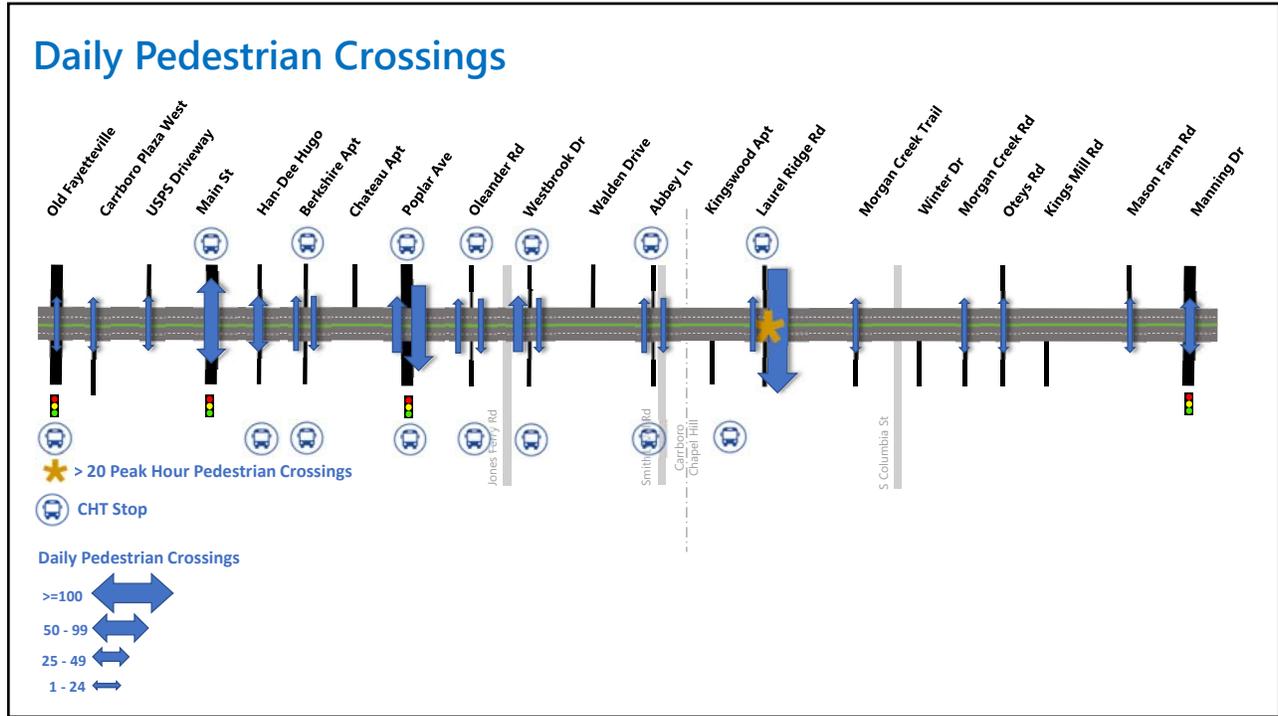
- Consideration of roadway and land use variables that are predictive of crashes
- Does not focus on previous crash frequencies like Hot Spot approach
- Factors include: pedestrian activity and generators, AADT, vehicle speeds, etc.
- Categorization of intersections and segments by risk tier



Source: VHB, Virginia PSAP







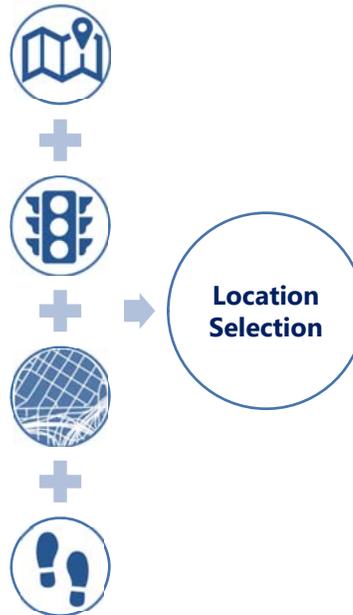
Systemic Risk Factors – Segments

- Four Risk Tiers (**low** to **high**)
 - **Tier 1:** Old Fayetteville Rd to West Poplar Ave
 - **Tier 2:** Oleander St to Westbrook Dr
 - **Tier 3:** NC 86 to Manning Dr
 - **Tier 4:** Westbrook Dr to S Columbia/NC 86



Systems Approach

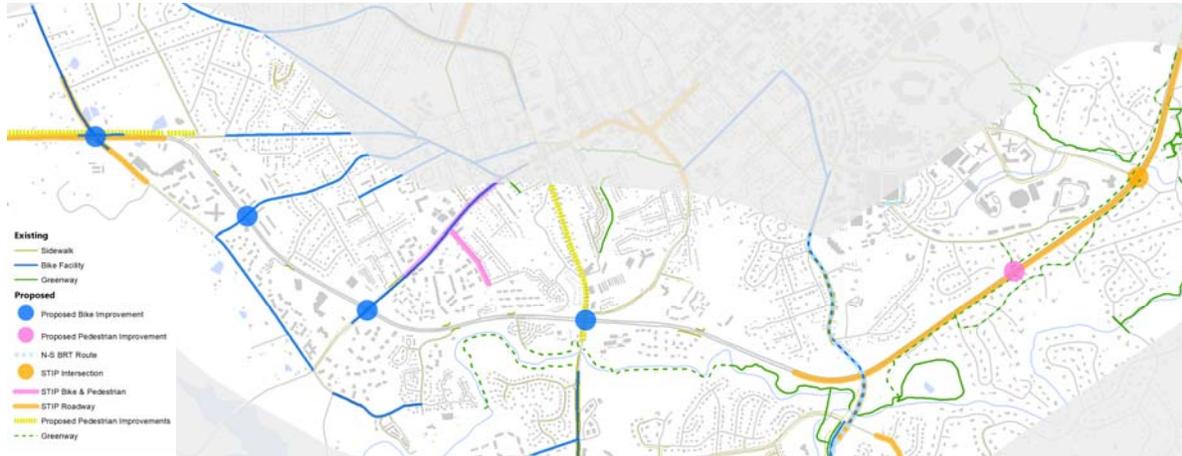
- Considering planned improvements
- Evaluating impacts across signalized intersections
- Understanding the mobility complexities at interchanges, including N-S mobility demand
- Pedestrian connectivity area-wide
 - Worn Footpaths
 - Significant Bike/Ped Volumes (E-W)



Source: G Boeing: Square Mile Street Network Visualization



Planned Improvements



Approach for Selecting Countermeasure and Improvement

- **Signalized Crossing Locations (Non-interchange locations)**

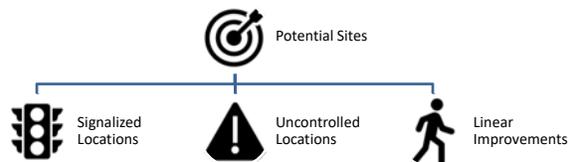
- Transit stops
- Significant known or anticipated pedestrian generator
- Lack of separate turning movements from WALK phase
- Lack of leading pedestrian interval
- Low lighting

- **Uncontrolled Crossing Locations**

- Transit stops
- Significant known or anticipated pedestrian generator
- Presence of TWLTL
- Long distance between crossing opportunities
- Low lighting

- **Linear Improvements**

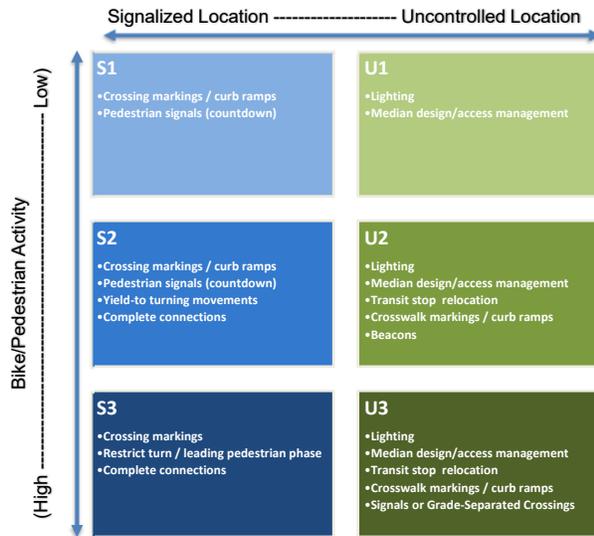
- Sidewalks
- Sidepaths
- Parallel networks (bikeways/walkways)



Sources: Adapted from (NCHRP) Research Report 893: Systemic Pedestrian Safety Analysis



Crossing Treatment Selection Approach



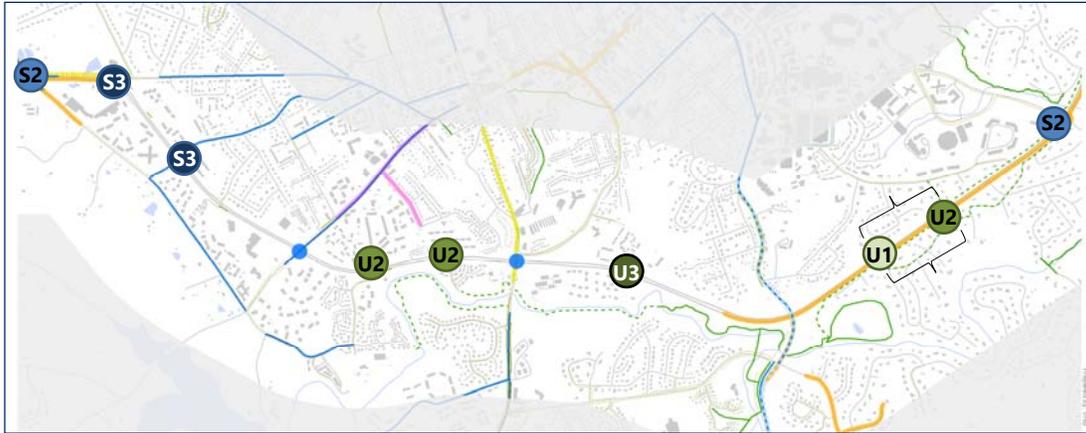
Corridor Pedestrian Crossings

Total Crossing NC 54 (Weekday, 6AM-10PM)

Locations without nearby pedestrian crossing accommodations (>500')



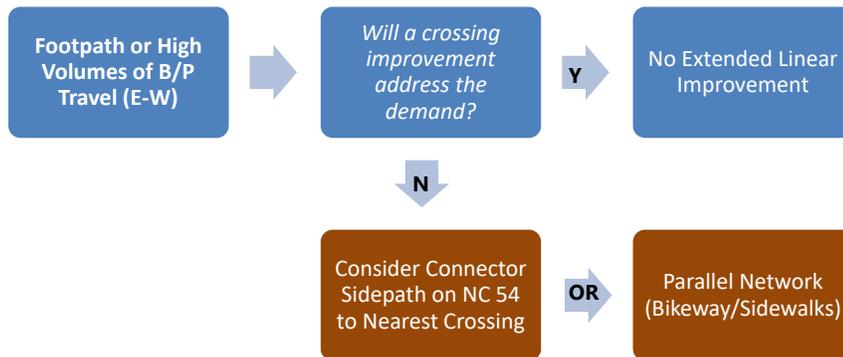
Priority Crossing Improvement Sites & Categories



S1	N/A	U1	Morgan Creek Rd
S2	Old Fayetteville, Manning Dr	U2	Oteys Rd, Abby Ln, Westbrook Dr
S3	Main St, W Poplar Ave	U3	Kingswood/Laurel Ridge



Linear Improvement Decision Approach



Planned Improvements / Demand for Connectivity



Next Steps

- Test Improvement Options at Select Priority Sites
- Identify opportunities and objectives for Public Workshop #2

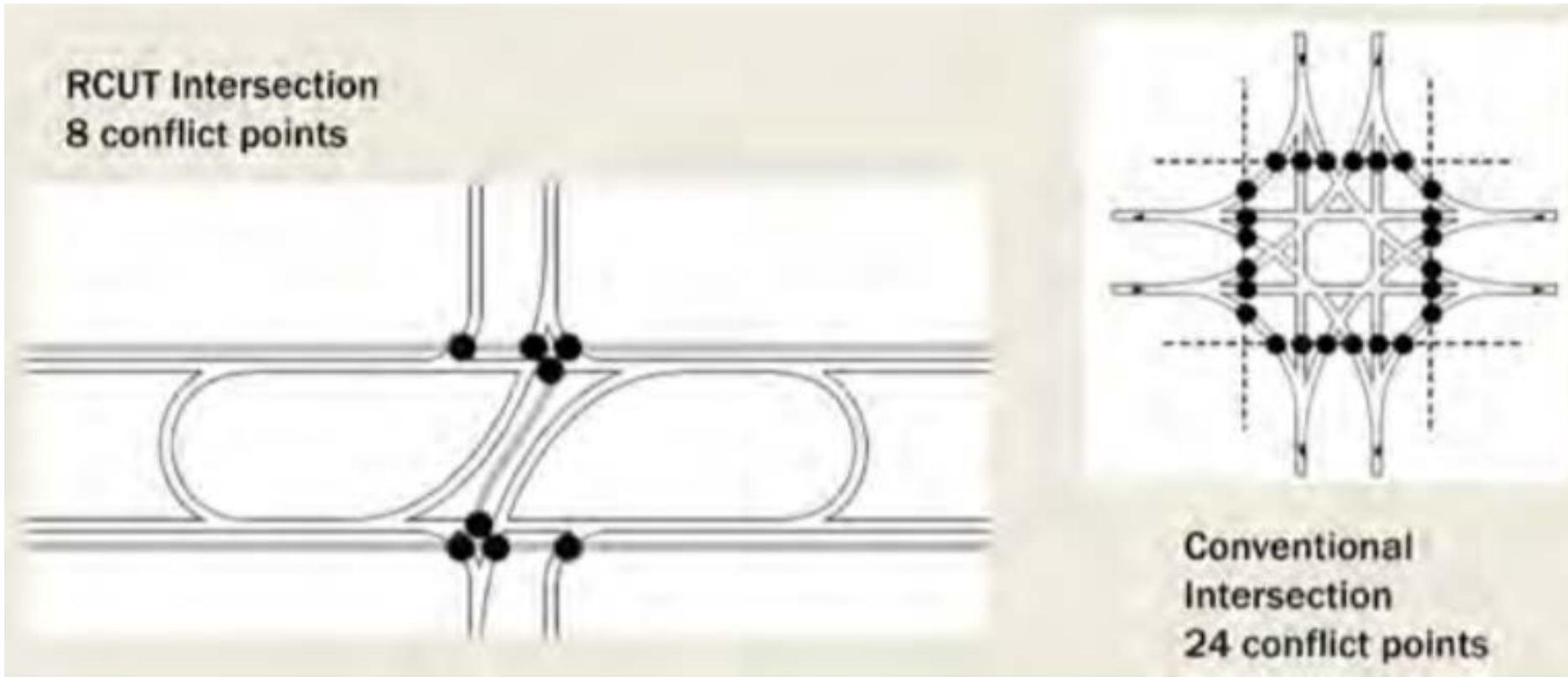


Urban/suburban Environments: Sidewalks



88% Reduction
in Pedestrian Crashes

Reduce/Condense Access Points

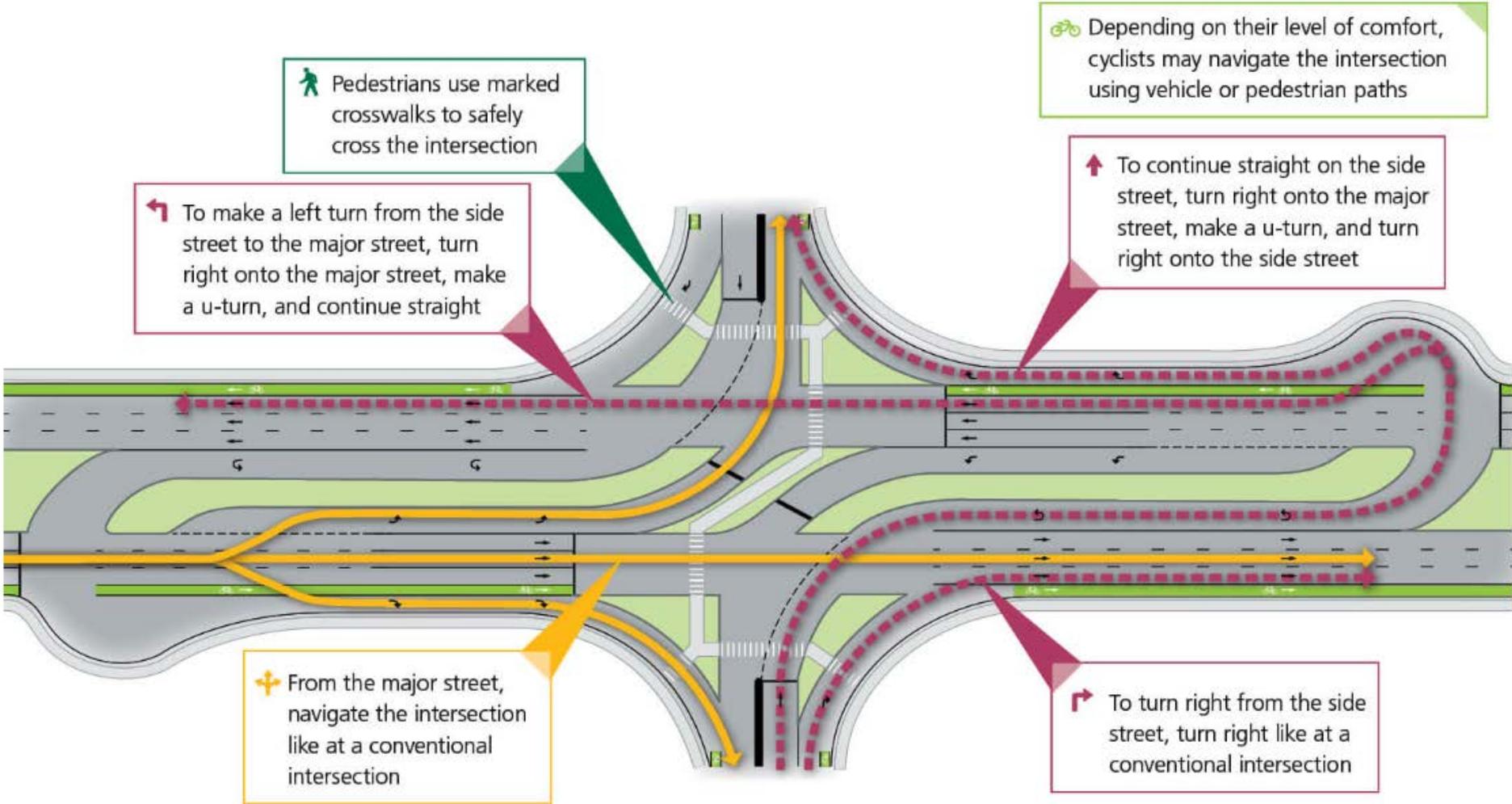


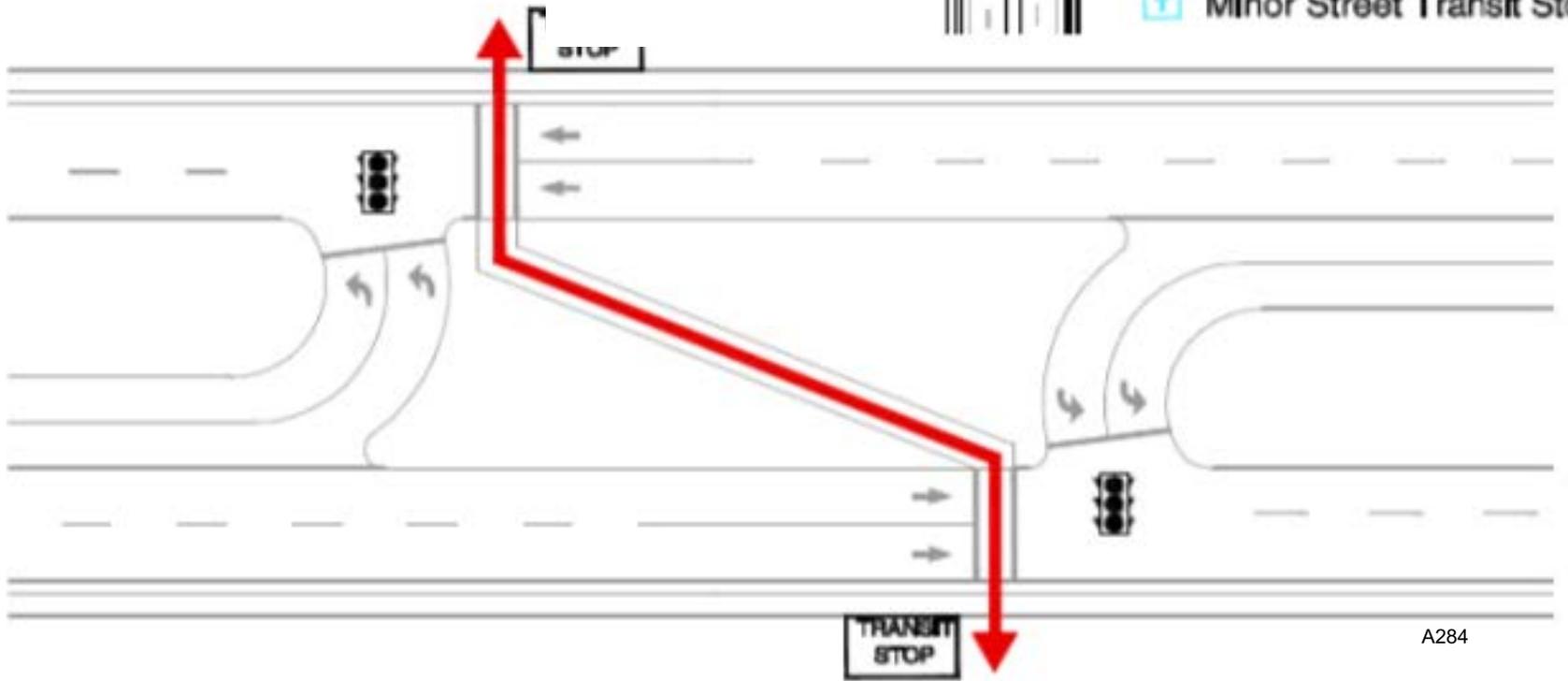
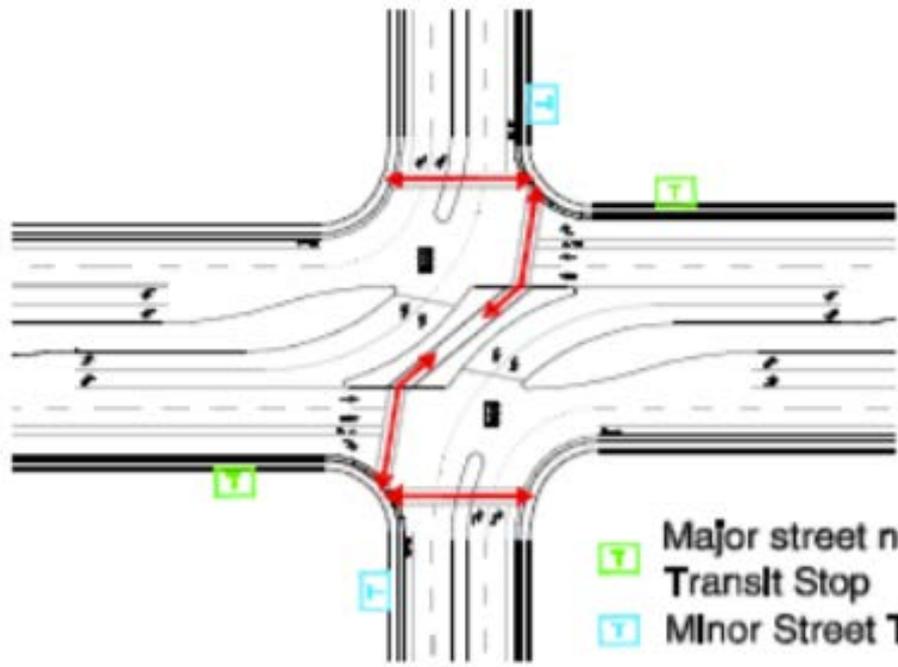
PROS:

- Fewer conflict points at crosswalks
- Provides for 2-stage crossing

CONS:

- Less direct or longer crossing distance may yield crossings outside of crosswalks
- Integration with bus stops is not well-tested in NC

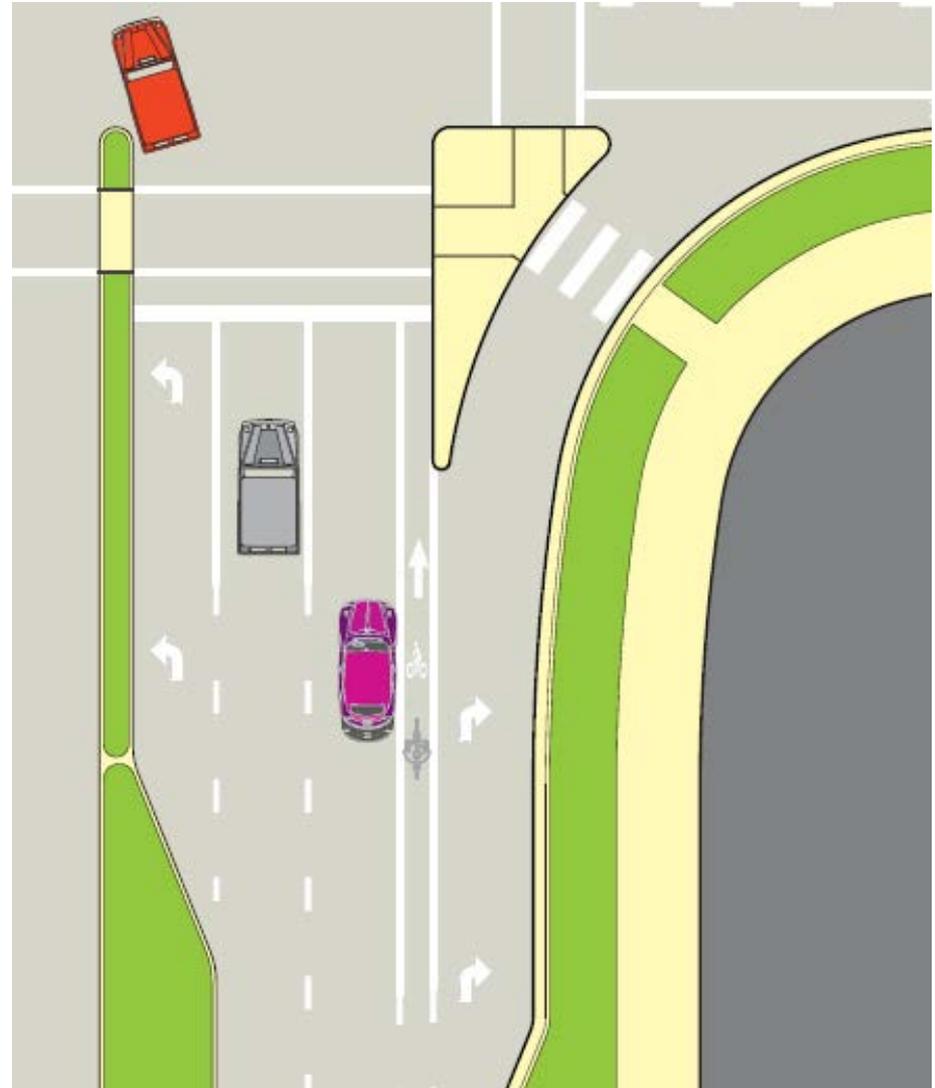




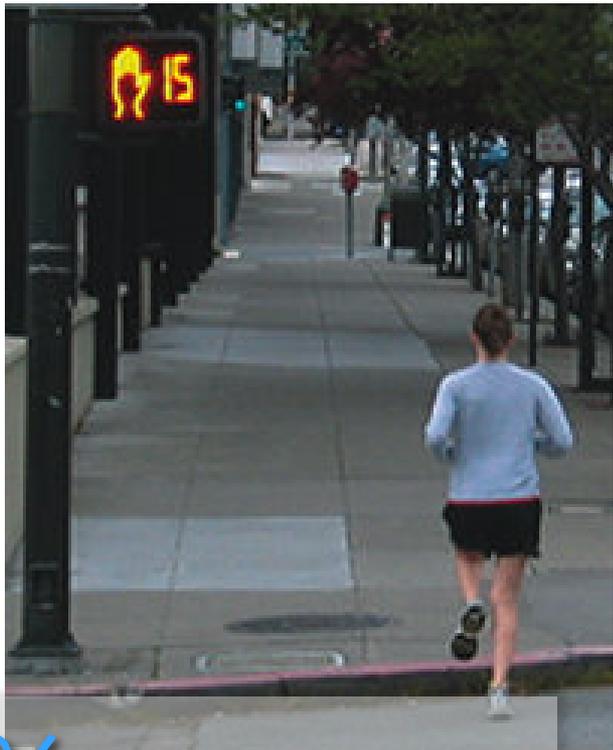
Islands at Intersections

Benefits:

- Separate conflicts and decision points
- Reduce crossing distance
- Improve signal timing
- Reduce crashes



Pedestrian Countdown Signal

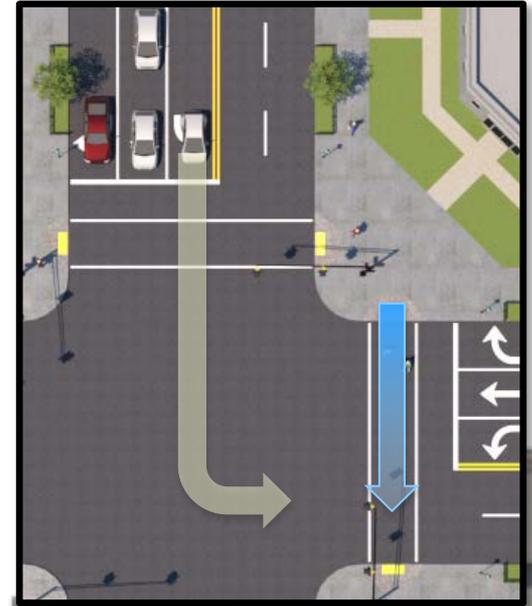


25% Reduction
in Pedestrian Crashes

Leading Pedestrian Interval



3+ Second
Advance Start



59% Reduction
in Pedestrian Crashes

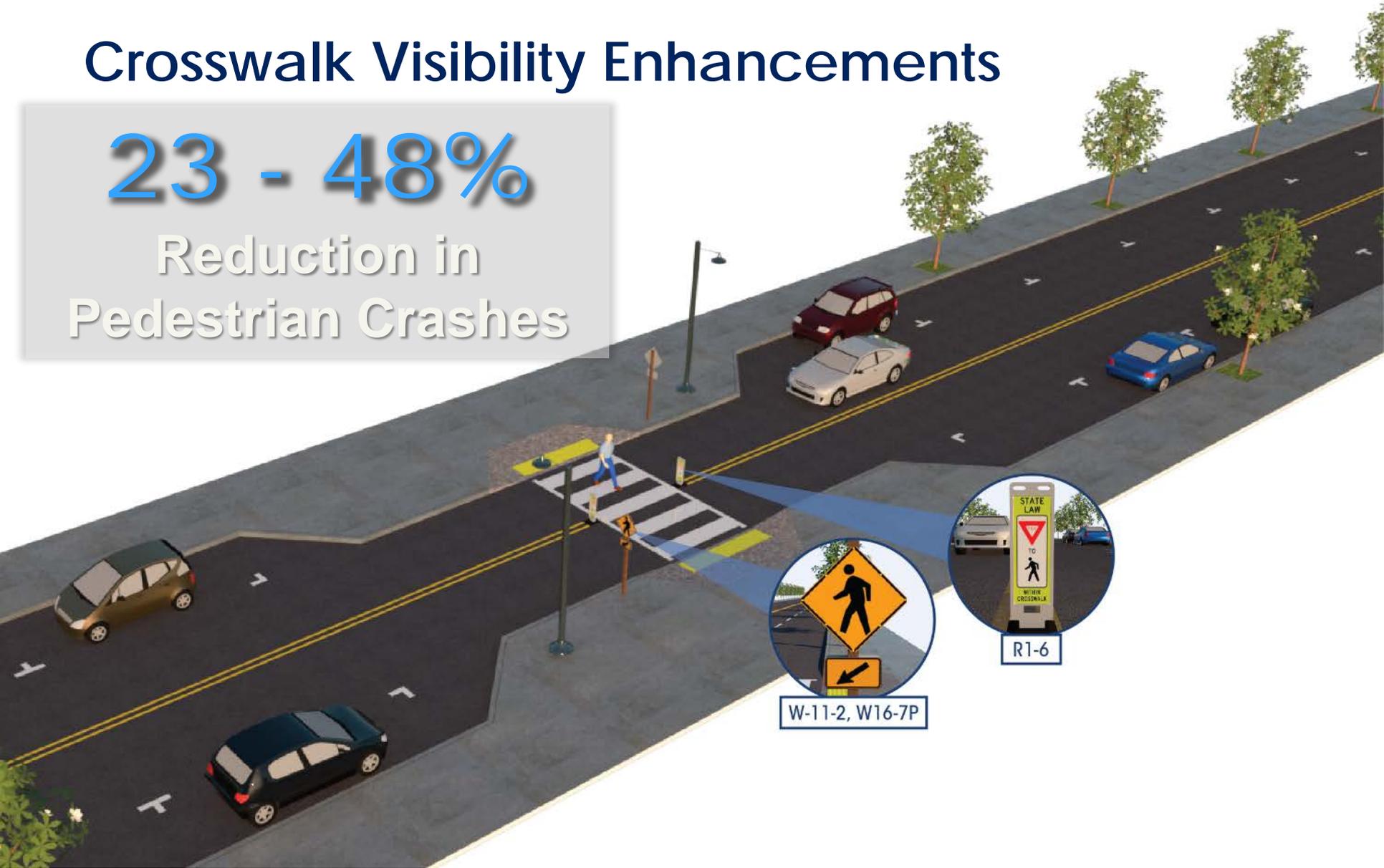
Yield-To Signs, Right-Turn Restrictions at Intersections



Crosswalk Visibility Enhancements

23 - 48%

Reduction in
Pedestrian Crashes



Advance Signage and Markings



R1-5

(Use where local law says yield to pedestrians)



R1-5a



R1-5b

(Use where local law says stop for pedestrians)



R1-5c



- Advance yield line (shark's teeth) & sign
- Consider double white lines for no passing



42-59% Reduction
in Pedestrian Crashes

Pedestrian Refuge Islands



R1-6

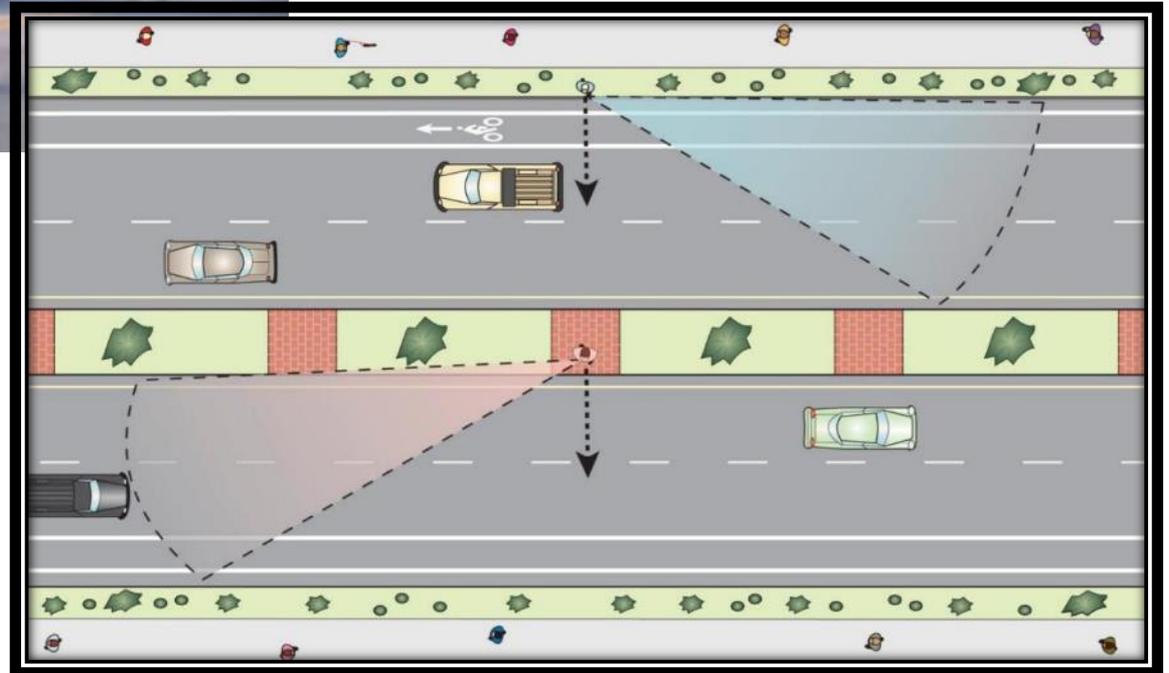


W-11-2, W16-7P



32% Reduction
in Pedestrian Crashes

Continuous Raised Median



Rectangular Rapid Flashing Beacon



W-11-2, W16-7P



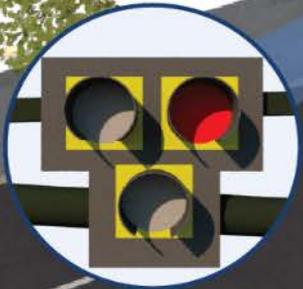
R1-5

47% Reduction
in Pedestrian Crashes

RRFB Video IA-21Flash Pattern



Pedestrian Hybrid Beacons (PHB)



55% Reduction in
Pedestrian Crashes

Pedestrian Hybrid Beacons (PHB)



1
Blank for
drivers



2
Flashing
yellow



3
Steady yellow



4
Steady red



5
Wig-Wag

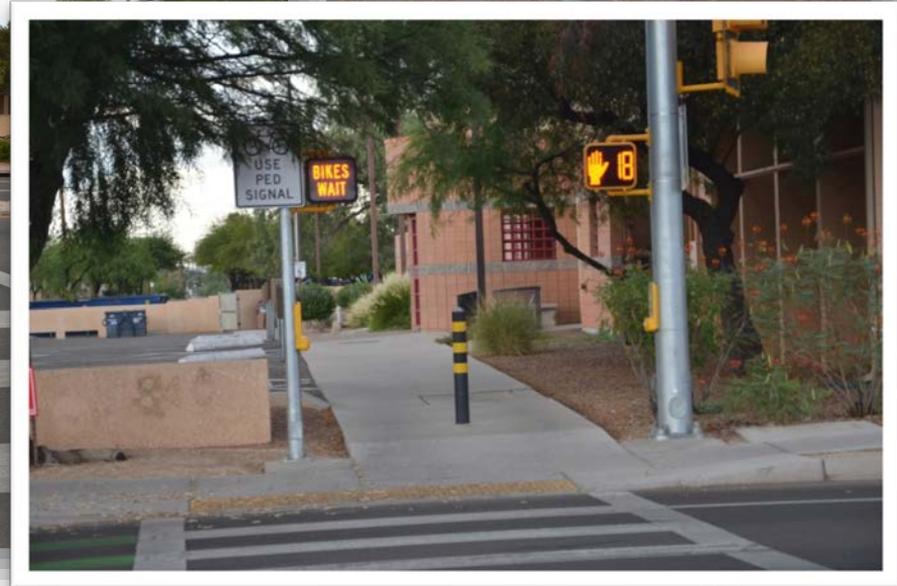


Return
to 1



Bike "Hawk" PHB

"BIKES WAIT" / "BIKES OK"







Hierarchy of Bikeways

Shared-Use Paths

Separated Bike Lanes

Bike Lanes

Shoulders

Shared Roadway

Bike Lanes

- Preferred in urban/suburban
- Rural for high demand for bicycle travel
- Preferential space for bicyclists delineated
- Bicyclists may leave lane
 - Passing
 - Turning
 - Avoid debris
 - Avoid buses
- Priority for uphill



Buffered Bike Lane

- Shy distance
- Bike passing
- Door zone
- Wider w/out confusing motorists
- More comfortable



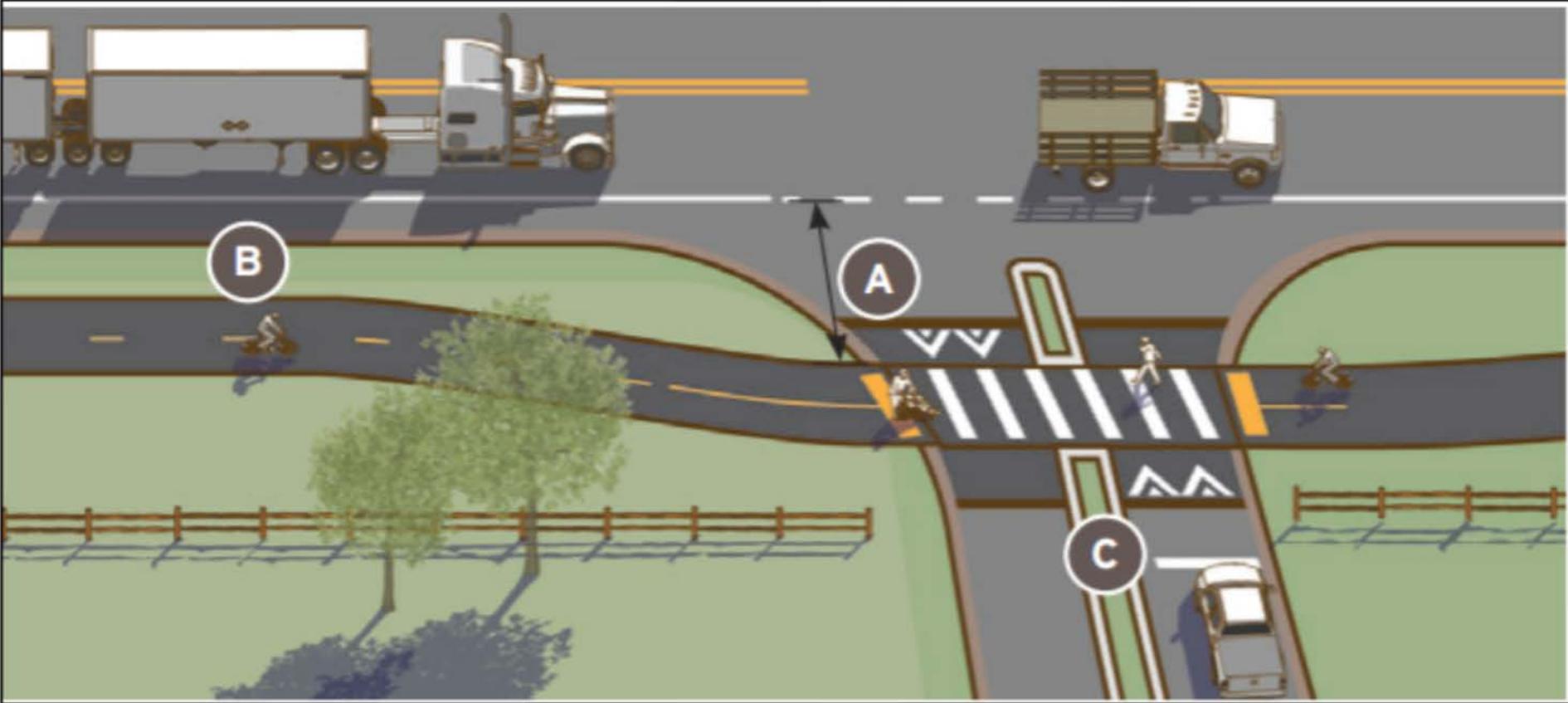
Separated Bike Lanes

- Exclusive bike facility
- Adjacent to or on roadway
- One-way or contra-flow
- Separated from traffic by vertical element
 - Delineators
 - Bollards
 - Barrier
 - Median
 - Raised bike lane
 - Planters
 - Wheel stops
 - Parked cars

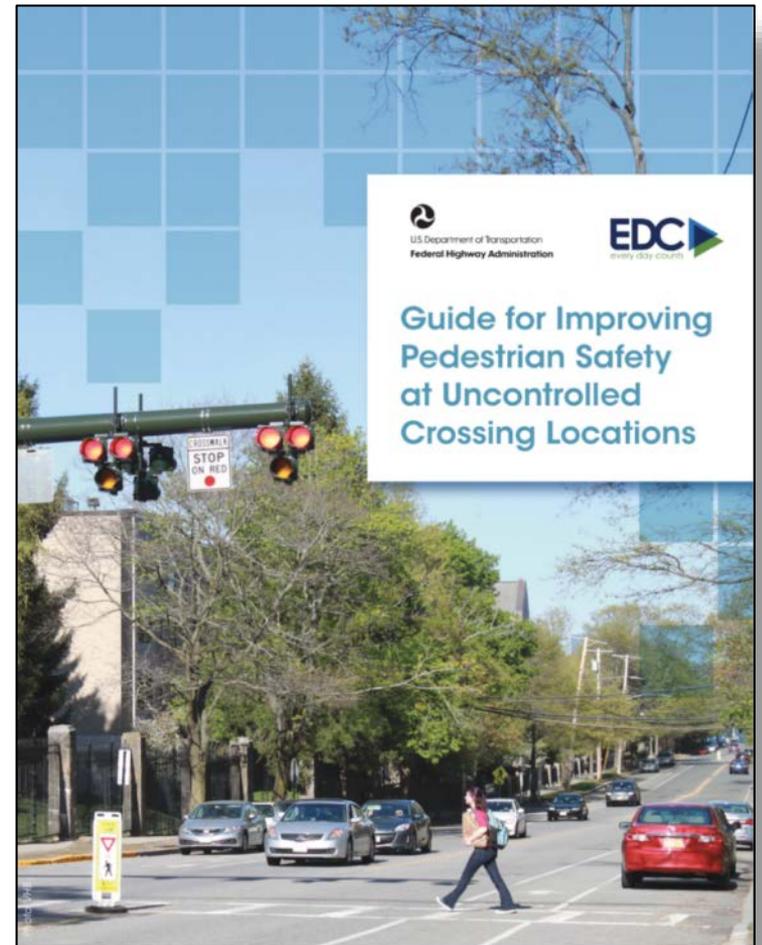
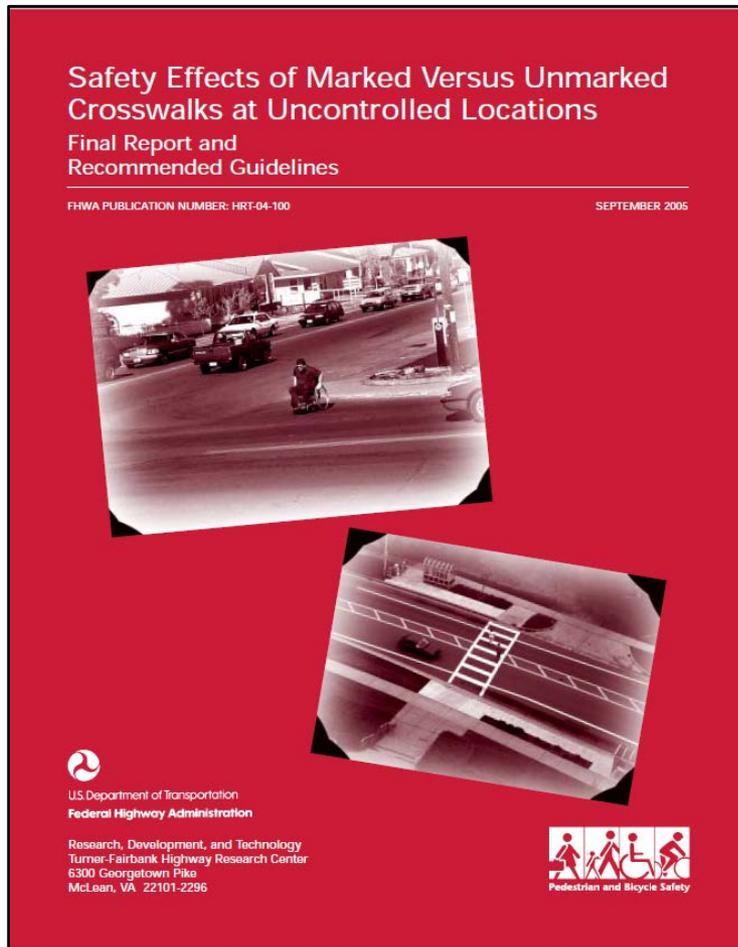




Side-Street Crossings



Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations



2018

A307

28

Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 ⑦ ⑨	① 4 5 6	① 5 6 7 9	① 5 6 ⑦ ⑨	① 4 5 6 7 9	① 5 6 7 9	① 5 6 ⑨
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① ③ 5 7 9	① ③ 5 ⑦ ⑨	① 3 4 5 7 9	① ③ 5 ⑦ ⑨	① ③ 5 ⑦ ⑨	① ③ 4 5 7 9	① ③ 5 ⑦ ⑨	① ③ 5 ⑨
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 ⑨	① 3 4 5 6 7 9	① ③ 5 6 ⑦ ⑨	① ③ 5 6 ⑨	① ③ 4 5 6 7 9	① ③ 5 6 ⑨	① ③ 5 6 ⑨
4+ lanes with raised median (2 or more lanes in each direction)	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 8 ⑨	① ③ 5 7 8 9	① ③ 5 ⑦ 8 ⑨	① ③ 5 8 ⑨	① ③ 5 ⑦ 8 ⑨	① ③ 5 ⑦ 8 ⑨	① ③ 5 ⑨
4+ lanes w/o raised median (2 or more lanes in each direction)	① ③ 5 6 7 8 9	① ③ 5 ⑥ 7 8 9	① ③ 5 ⑥ 8 ⑨	① ③ 5 ⑥ 7 8 9	① ③ 5 ⑥ ⑦ 8 ⑨	① ③ 5 ⑥ 8 ⑨	① ③ 5 ⑥ ⑦ 8 ⑨	① ③ 5 ⑥ ⑦ 8 ⑨	① ③ 5 ⑥ ⑨

①	③
5	⑥
8	⑨

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

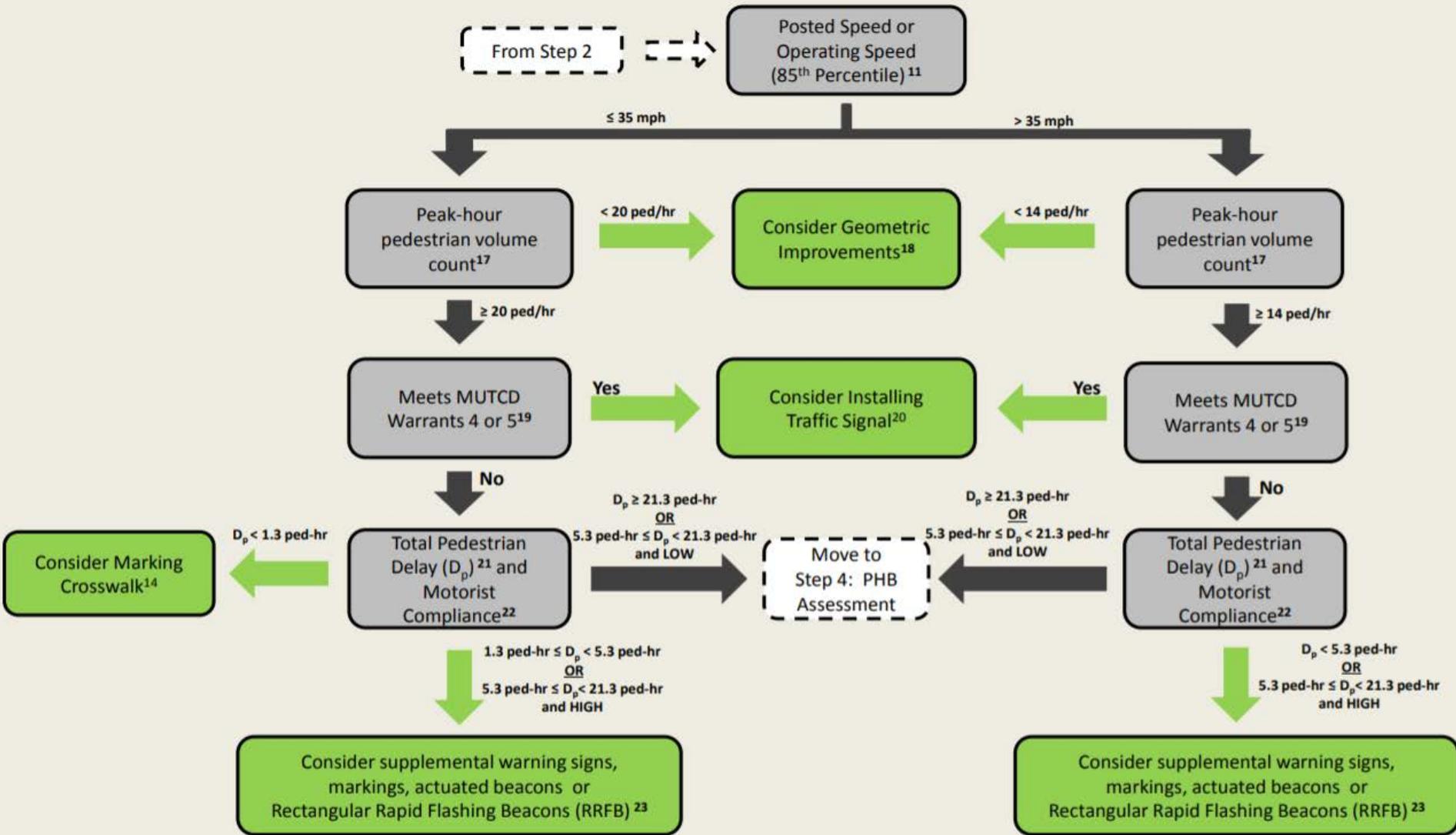
- 1 High-visibility crosswalk markings, parking lot crosswalk approach, adequate nighttime lighting and crossing warning sign
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)**
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)**

*Refer to Chapter 4, Using Table 1 and Table 2 to Select Countermeasures, for more information about using multiple countermeasures.

Table 2. Safety issues addressed per countermeasure.

Pedestrian Crash Countermeasure for Uncontrolled Crossings	Safety Issue Addressed				
	Conflicts at crossing locations	Excessive vehicle speed	Inadequate conspicuity/visibility	Drivers not yielding to pedestrians in crosswalks	Insufficient separation from traffic
Crosswalk visibility enhancement					
High-visibility crosswalk markings*					
Parking restriction on crosswalk approach*					
Improved nighttime lighting*					
Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line*					
In-Street Pedestrian Crossing sign*					
Curb extension*					
Raised crosswalk					
Pedestrian refuge island					
Pedestrian Hybrid Beacon					
Road Diet					
Rectangular Rapid-Flashing Beacon					 A309

Step 3: Additional/Alternative Treatments Assessment¹⁶





BICYCLE & PEDESTRIAN CORRIDOR SAFETY STUDY

Study Team Meeting #4 Notes

September 17th

Attending: Kumar Neppali, Hanna Cockburn, Zach Hallock, Bergen Watterson, Javier Guillen, Jomar Pastorelle, Mark Aldridge, Brian Litchfield, Chuck Edwards, Nick Pittman, David Phipps, Brian Mayhew, Lauren Blackburn, Brian Thomas, Andrew Topp, Kurt Stolka, Linda Smith, Joe Seymour

The meeting began at 9:33 AM

- Welcome and Introductions
- Recap July Study Team Meeting
 - Lauren reviewed the previous meeting content and restated the timeframe for improvements is up to 10 years
- Draft Connectivity Plan
 - Lauren and Joe presented the draft Connectivity Plan, a component of the Safety Study that defines the existing non-motorized network and identifies planned and recommended non-motorized connections from municipal plans and VHB.
 - Kumar asked about the proposed connection at Oteys
 - Brian shared that the corridor study was intended to take a step back and look at everything along the corridor to harmonize improvements. There is a recognized need to find a formal crossing (at grade or grade-separated). Due to speed and volume, there are concerns with at grade crossing, but not eliminated from consideration, understand need for safe crossing, don't have a greenway network in place. With 45,000 vpd and 45 mph – needs to be a controlled crossing,
 - Kumar said that the Town of Chapel Hill was concerned that NCDOT did not put in a HAWK signal in when we requested it near the Connectivity Study in 2017.
 - Ped volumes are lower at Oteys, no bus stop, no sidewalk connectivity,
 - Chuck said that there is interest in transit service here, but little demand, lack of connections
 - What was the public interest here? Lauren reported that this didn't get a lot of input, though not highly attended from Chapel Hill end of corridor
 - There are crossing during special events (e.g. basketball games)
- Lloyd Farms & Other Developments
 - Zach described the Lloyd Farms site plan. The updated site plan is going before Carrboro in October.
 - Chuck added that the directional left-over from NC 54 would help access to the site and would take pressure off of access from Old Fayetteville Road. The TIA had not tested the left-over as a signalized intersection; it was modeled and worked fine without a signal; NCDOT guidelines stipulate a preference for unsignalized left-overs between signalized intersections.

- There was discussion on how to accommodate the SUP crossing at the left-over on NC 54 into the Lloyd Farms development. NCDOT is working with Carrboro on the placement of the SUP along the north side of NC 54.
- Discussion about bicycle crossing treatments preferences
 - Carrboro said that there is little expectation that bicyclists will dismount at intersections (as seen from its other SUPs). If the SUP is 10' wide, there may not be enough space for separate crossings. Prefer 12' rather than 10' wide.
 - Lauren said best practice for bicycle crossings until two years ago was a combined facility, but now the thinking is not to separate them, instead mark the bicycle area with green markings.
 - A bike signal is not required at an intersection, and there are many options for including signage to indicate safe movement through the intersection. AASHTO, NACTO, and FHWA Bikeway Selection Guide are all useful resources.
 - Carrboro and Chapel Hill will continue to consider through how bicycles will use the SUPs without dismounting
- Transit Discussion
 - Joe showed the results of changing routes to minimize pedestrian crossings at Kingswood. The J Route – 15 min headways.
 - Split the route at interchange (24min to 3-4 min wait times until bus returns to initial side of road)
 - Separate NC54 and Smith Level (24min to 15 min wait times until bus returns to initial side of road for both Kingswood and Westbrook apartment riders)
 - No guarantee these shorter wait times will decrease incentive to cross NC 54.
 - Brian L – seeing this everywhere – pedestrians jump off at earlier stop to then walk across – it's faster that way. The J is the second most productive route now, difficult to change. No funding to add routes or hours at this time.
- Preliminary Pedestrian Crossing Recommendations (by major location)
 - Manning Drive
 - Introduction of pedestrian signal heads to the N, W, and S quadrants and extending the WALK phase wouldn't impact significantly vehicle LOS
 - The crosswalk at in the northwest quadrant of Manning Drive was moved northbound to increase pedestrian visibility
 - Oteys Road
 - Analysis showed that introducing a two-phase signal (proxy for a PHB) would generate queues to ~2000' in both directions during the AM and PM peaks.
 - Kumar noted that the queue lengths towards Durham are already stretching back towards Oteys Road in the PM. Can the Manning Dr signal and the PHB be coordinated? Town of Chapel Hill has a different perspective on the tradeoffs of delay and crossing NC 54 at Oteys Road
 - Kumar wants to share the signal choices with the community on the trade-offs
 - Kingswood Laurel Ridge
 - VHB shared that introducing a two-phase signal wouldn't affect LOS significantly
 - Kumar asked about the U-turn locations with the introduction of a restricted median (Kingswood is currently a full access intersection); the interchange could support U-turns
 - Kumar asked about whether the signal as created was a two-stage pedestrian crossing and if that two-stage would affect on the safety of the Z crossing.
 - The tested signal had pedestrians crossing in one-stage.

- Brian said that the bus stops could be closer clustered so as to avoid encouraging crossings.
- Smith Level Road
 - Carrboro said that new sidewalk will be on the west side of Smith Level Road under the bridge.
- Abbey Lane and Westbrook
 - Zach added that the signal at Westbrook would introduce gaps for pedestrian crossings at Abbey Lane (one direction)
 - Brian L mentioned that the walk to the existing bus stops is already long, and shifting the stops further may not support ridership
 - Brian L said that paths are seen behind the complexes and may take pressure off crossing NC 54
 - Brian M said that the signal at Westbrook would be similar to the one established at Kingswood. Abbey Lane could be so expensive that it may not win funding (due to terrain) and its relation to the WB on ramps
 - David Phipps said that the Abbey Lane crossing could be shifted west—without consolidating—and away from the WB on ramps.
 - Chuck asked if the WB merge lane would be treated as a 3rd lane, and that would remove the need for drivers to look over shoulders to merge and conflict with crossing. The scale of the project would lead to a STIP level project. Could the ramp be metered to coordinate with the pedestrian signal?
 - Brian M said the report may put a question mark on the Abbey Lane crossing
- West Poplar Ave
 - Carrboro has plans for bike loops at West Poplar Ave
 - Brian M said that NCDOT may be able to support sidewalks and transit stops at that location
- West Main St
 - As the SUP develops with the Lloyd Farm project, Carrboro to reflect on the crossing type
 - Hanna said to consider yield markings at the eastbound right turn lane on W Main St
 - Brian M said that the channelized right into Carrboro Plaza may not be necessary.
- Old Fayetteville Road
 - Zach said that the recommendations of the widening should be consistent with other planned improvements
 - There were questions about the right turn on red blank-out sign. Blank out sign for no right on red may be time of day related to school.
 - Brian M said there are opportunities to improve the phasing of the signals.
 - Chuck said that the Lloyd Farm developer will install a double left to EB NC 54 and will include a protected left
 - The TIA has been reviewed, but the driveway permits have not been issued.
 - Zach said that the developer is addressing right turns into the site and the color of pavement across driveways
 - NCDOT and Carrboro are working with the Lloyd Farms developer on a bus pullout location.
 - Brian L said there are potential stops from the CHT Short Range Transit Plan on Old Fayetteville.

- Action Item - Zach and CHT to review how the transit system will coordinate with the Lloyd Farms development.
- Planning Community Workshop #2
 - Recommendations for workshop locations included the UNC Botanical Garden, Kingswood/Laurel Ridge Apartments, Frank Porter Graham school, and schools and churches along Culbreth. Brian L and Kumar asked about doing two small workshops. The workshops would be scheduled for the first two weeks in November.
 - Next steps – preparation for the public meetings.
 - Brian L asked that VHB prepare an update for the elected bodies on the project's status
 - Lauren said that VHB should use the project website and prepare it into a document for distribution.

The meeting ended at 12:30PM

Other notes: Brian L stated that the timeline for bus stop relocation depends on usage of the affected stop. 120 days for small stops is a reasonable estimate for relocating or removing a low usage stop. However, for higher usage stops, there is a longer timeline that includes notification and public engagement with riders and coordination with the system's transportation advisory boards and funding partners.



NC 54 Corridor Bicycle and Pedestrian Safety Study

September 17, 2019

Meeting Agenda

Welcome and Introductions

Recap July Study Team Meeting

Draft Connectivity Plan

- Lloyd Farms & Other Developments
- Discussion about bicycle crossing treatments preferences

Preliminary Pedestrian Crossing Recommendations

Planning Community Workshop #2

Next Steps



Review: Approaches to Selecting Priority Locations

- I. Hot Spot approach
- II. Systemic approach
- III. Systems approach



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Systemic Risk Factors – Segments

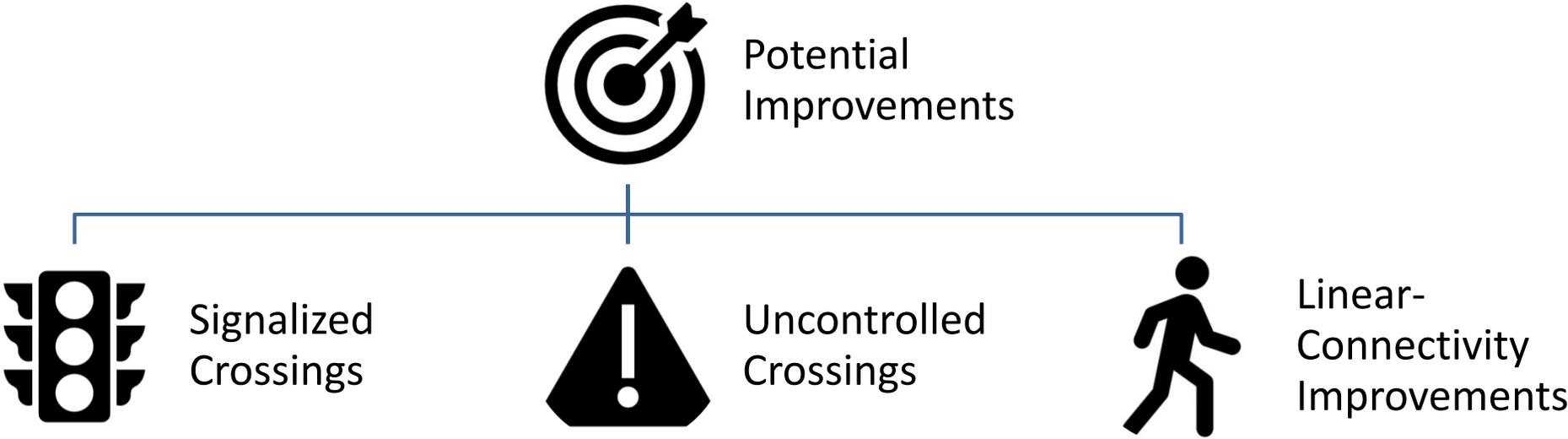
- Four Risk Tiers (**low** to **high**)
 - **Tier 1:** Old Fayetteville Rd to West Poplar Ave
 - **Tier 2:** Oleander St to Westbrook Dr
 - **Tier 3:** NC 86 to Manning Dr
 - **Tier 4:** Westbrook Dr to S Columbia/NC 86



Planned Improvements / Demand for Connectivity



Systems Approach



Draft Connectivity Plan



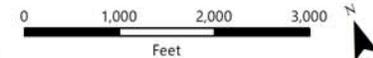
Proposed Connections

-  Crossings
-  Bike-Pedestrian Connections
-  New Land Use Plans

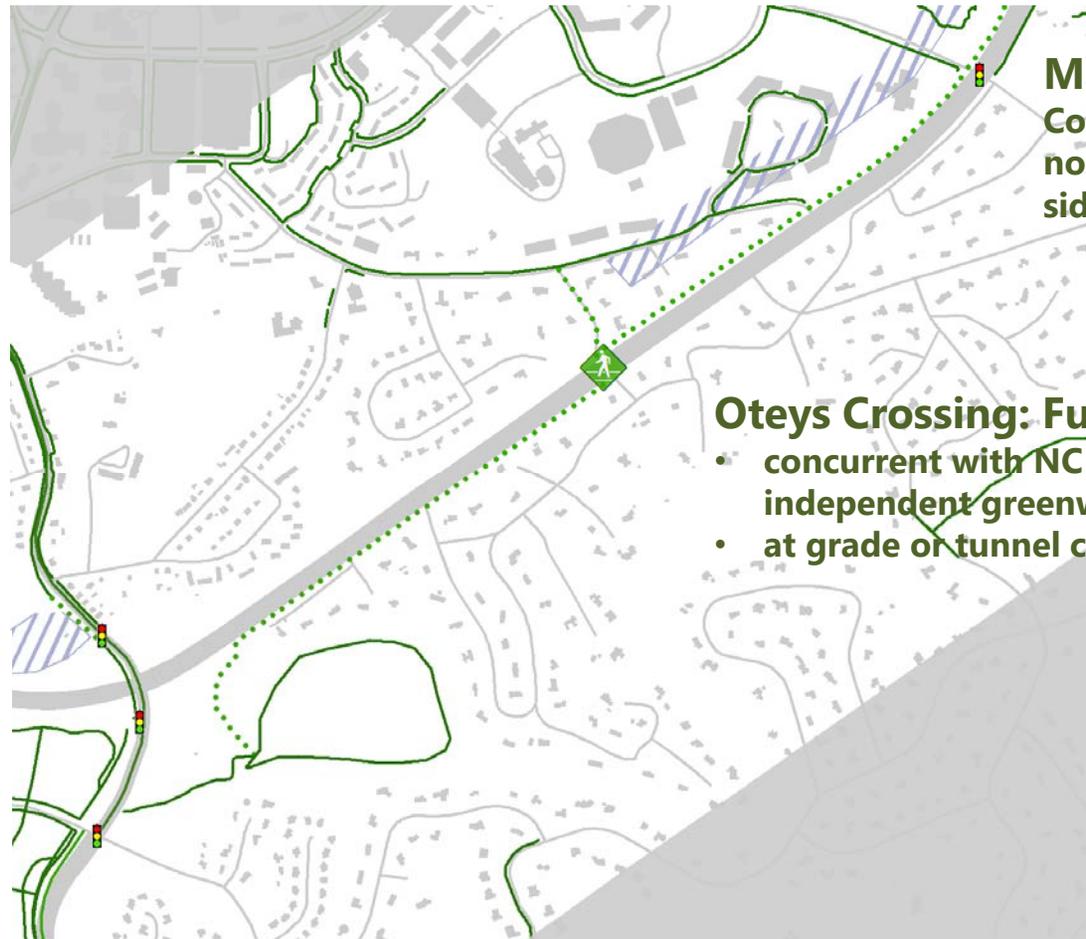
Existing Facilities

-  Sidewalk, Greenway, Bicycle
-  Intersections

- **Where does the network currently cross NC 54?**
- **What new E-W connections may reduce demand or risk for crossing NC 54?**
- **What network should be added to support new crossings?**



Draft Connectivity Plan, NC 86 to Manning Dr

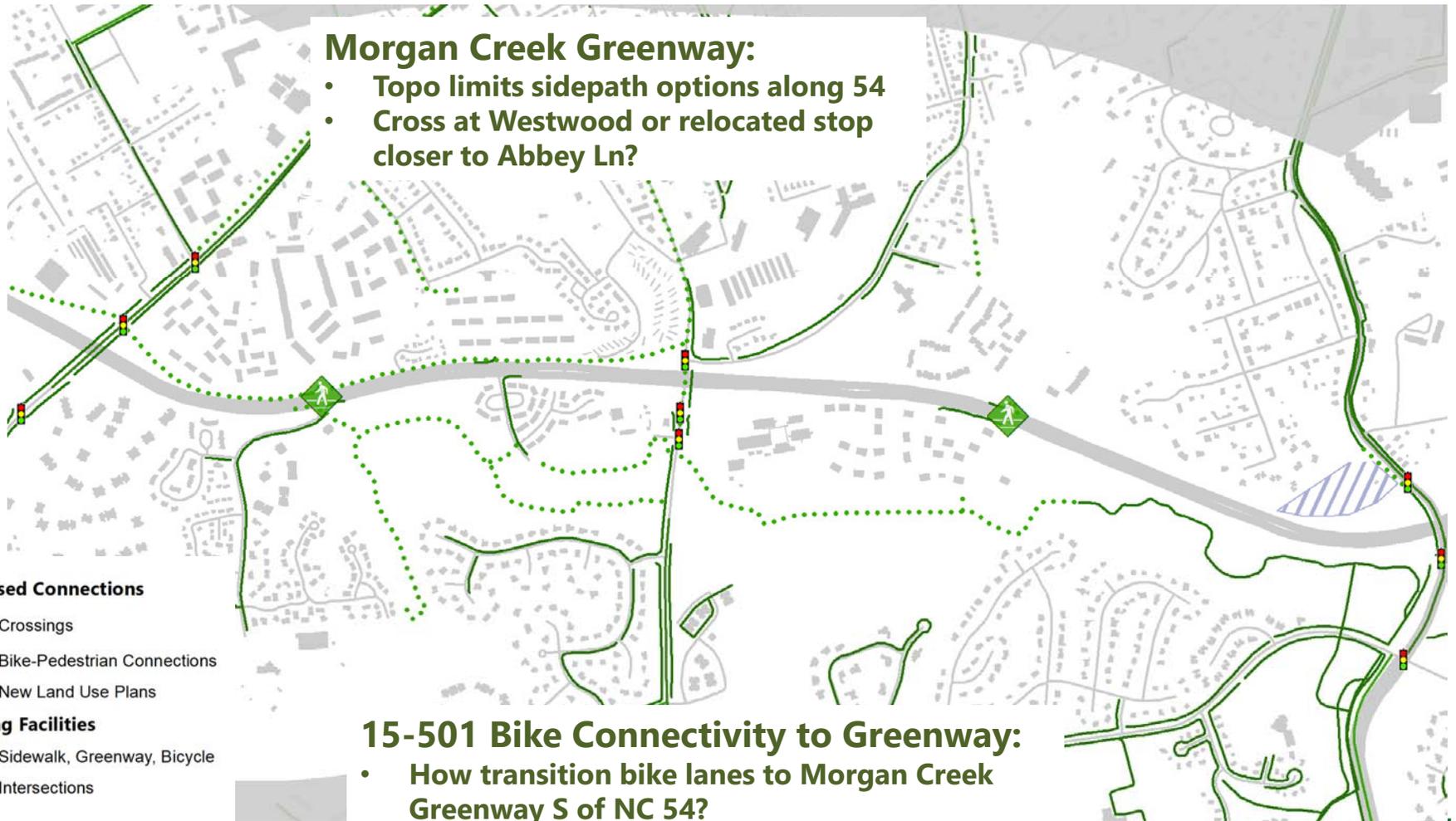


Manning:
Consider crossing across northern leg concurrent with sidepath construction

Oteys Crossing: Future

- concurrent with NC 54 widening or independent greenway project
- at grade or tunnel crossing

Draft Connectivity Plan, Jones Ferry to NC 86



Draft Connectivity Plan, Old Fayetteville to Jones Ferry



- Look for gaps in network
- Consider bike crossings
- Evaluate planned development



DEVELOPMENT GROUP, LLC

NT	± 64,260 SF
GY CENTER	± 2,754 SF
	± 26,400 SF
	± 51,908 SF
	± 145,322 SF
	± 220 UNITS
	± 370 SPACES
	± 202 SPACES

UTPARCEL LOTS ARE SPECULA-



Bicycle Crossing Preferences

- How do Carrboro and Chapel Hill envision bicycles crossing intersections?
 - Dedicated bicycle crossing?
 - Dismount and cross as pedestrian?
- Locations along NC 54:
 - Old Fayetteville
 - W Main St
 - W Poplar
 - Oleander
 - NC 54 WB on-ramp
 - Westbrook Drive/Walden/Abbey Lane



Source: People for Bikes

Route J - Existing

Route J (PM) - 3150 - NC 54 West at Laurel Ridge	Route J (PM) - 3151 - NC 54 East at Kingswood	Added Time to ride to other side of street
4:14	4:38	+ 24 mins
4:29	4:53	+ 24 mins
4:44	5:08	+ 24 mins
4:59	5:23	+ 24 mins
5:14	5:38	+ 24 mins
5:29	5:53	+ 24 mins

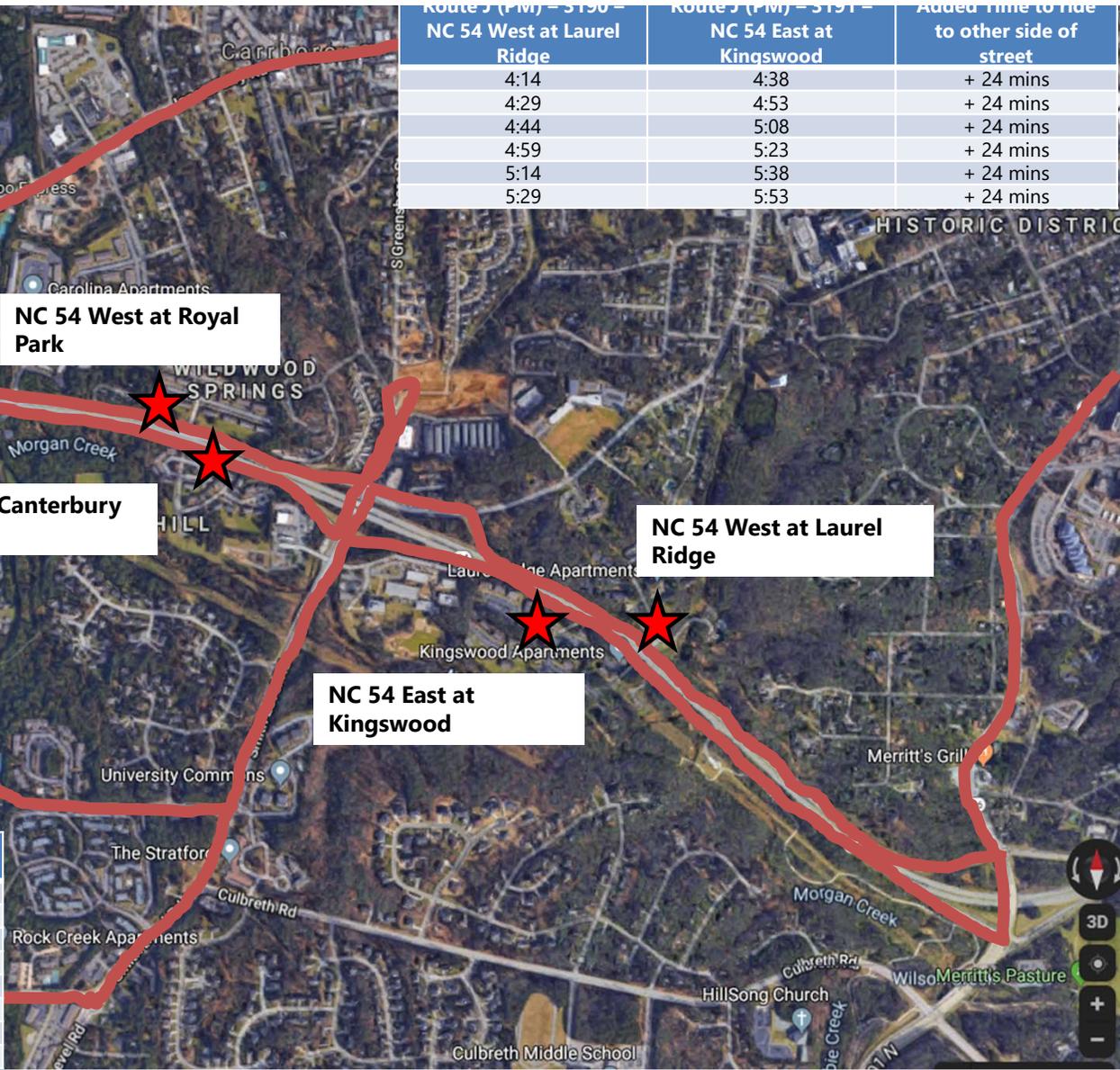
NC 54 West at Royal Park

NC 54 East at Canterbury Apts

NC 54 West at Laurel Ridge

NC 54 East at Kingswood

Route J (PM) - 3457 - NC 54 East at Canterbury Apts	Route J (PM) - 3191 - NC 54 West at Royal Park	Added Time to ride to other side of street
4:03	4:06	+ 3 mins
4:18	4:21	+ 3mins
4:33	4:36	+ 3 mins
4:48	4:51	+ 3 mins
5:03	5:06	+ 3 mins
5:18	5:21	+ 3 mins
5:33	5:36	+ 3 mins
5:48	5:51	+ 3mins



Route J - Existing

Route J (PM) – 3190 – NC 54 West at Laurel Ridge	Route J (PM) – 3191 – NC 54 East at Kingswood	Added Time to ride to other side of street
4:14	4:38	+ 24 mins
4:29	4:53	+ 24 mins
4:44	5:08	+ 24 mins
4:59	5:23	+ 24 mins
5:14	5:38	+ 24 mins
5:29	5:53	+ 24 mins



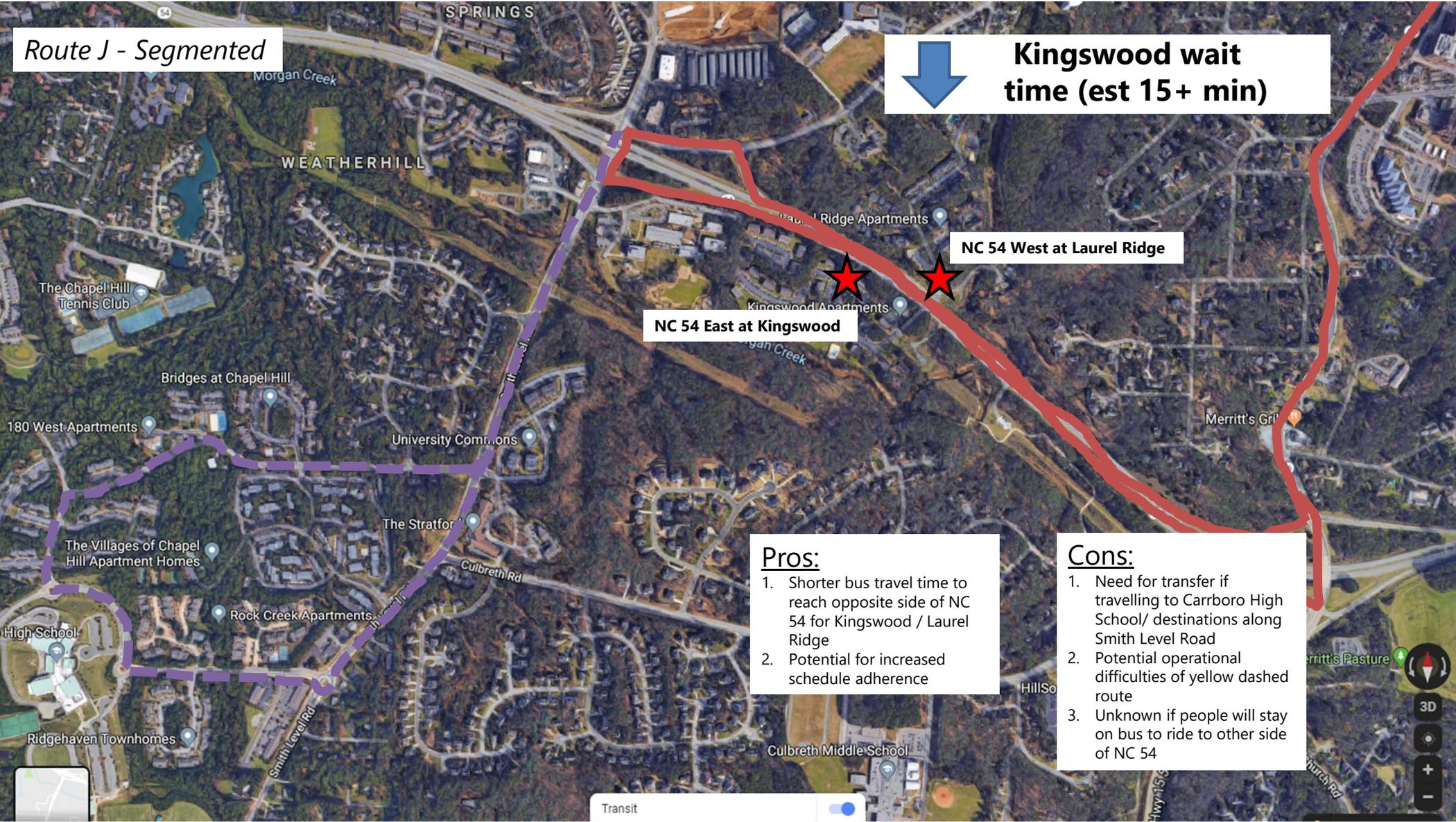
NC 54 East at Kingswood

NC 54 West at Laurel Ridge

Route J - Segmented



Kingswood wait time (est 15+ min)



NC 54 East at Kingswood

NC 54 West at Laurel Ridge

- Pros:**
1. Shorter bus travel time to reach opposite side of NC 54 for Kingswood / Laurel Ridge
 2. Potential for increased schedule adherence

- Cons:**
1. Need for transfer if travelling to Carrboro High School/ destinations along Smith Level Road
 2. Potential operational difficulties of yellow dashed route
 3. Unknown if people will stay on bus to ride to other side of NC 54

Route J – Continuous

Pros:

1. Decreased route deviations
2. Clockwise and Counter-Clockwise route allows for riders coming from Downtown to choose route that is on their side of NC 54
3. Allows for direct connection along NC 54 across Smith Level Road
4. Provides direct connection between downtown Carrboro and Carrboro High School

Cons:

1. New routes may cause confusion
2. Potential for increased operating costs
3. May induce additional pedestrian crossings to reach opposite route for faster service to final destination



Kingswood wait time (est 5-10 min)



Westbrook wait time (est 5-10 min)

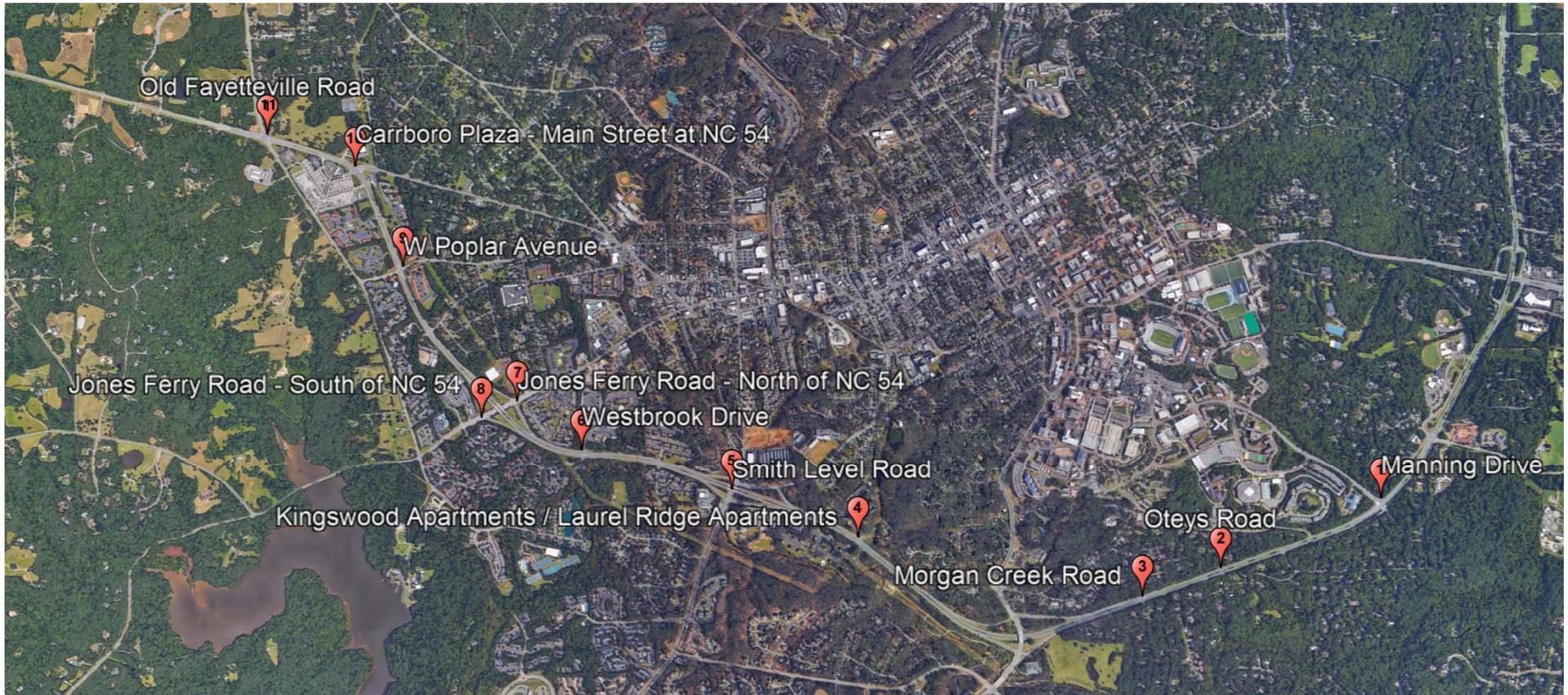
NC 54 West at Royal Park

NC 54 East at Canterbury Apts

NC 54 West at Laurel Ridge

NC 54 East at Kingswood

Conceptual Crossing Improvements

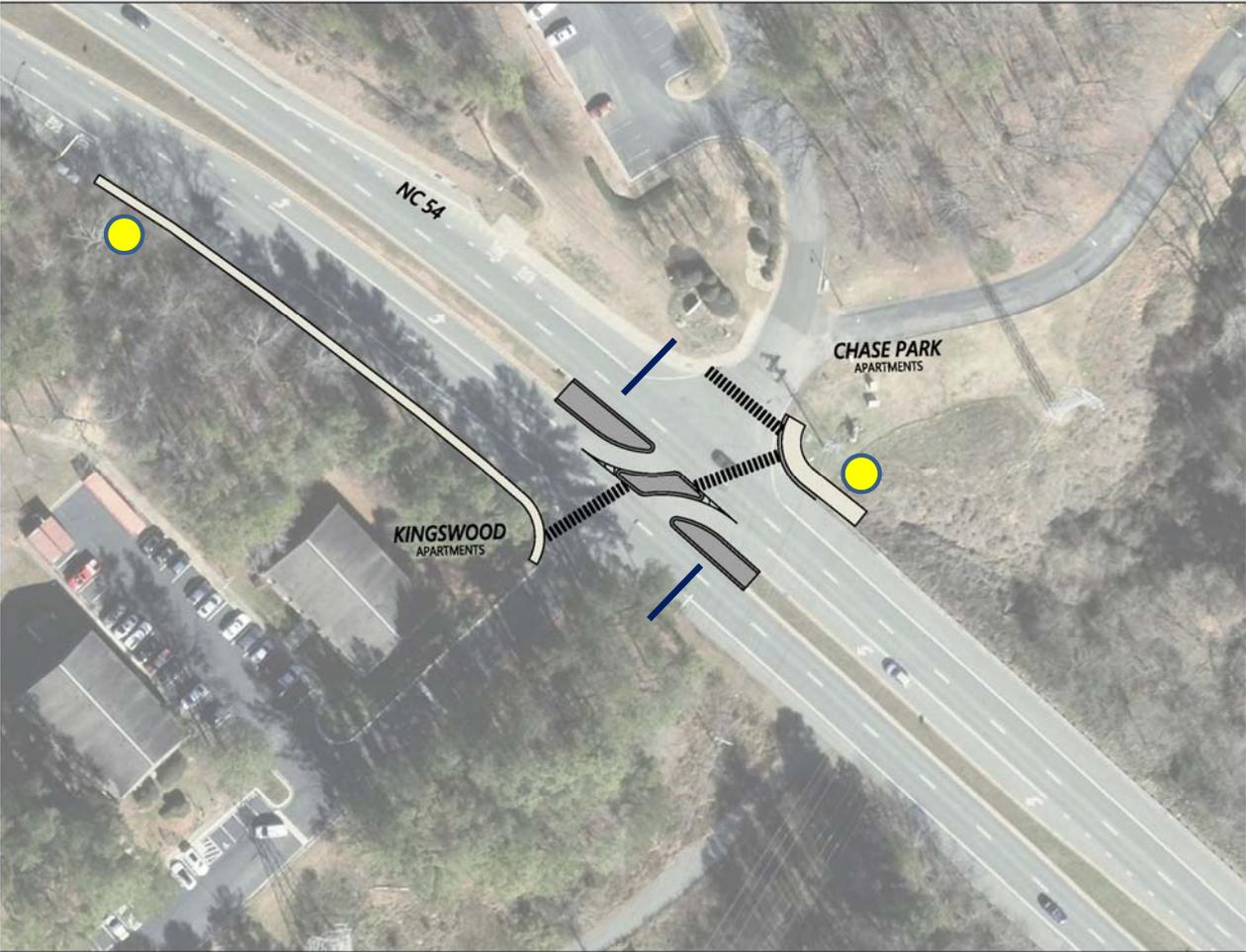


Improvement Table

- Signalized Crossing Improvements
 - Crosswalk markings
 - Pedestrian signals
 - Overhead lighting
 - Consideration for longer ped phases

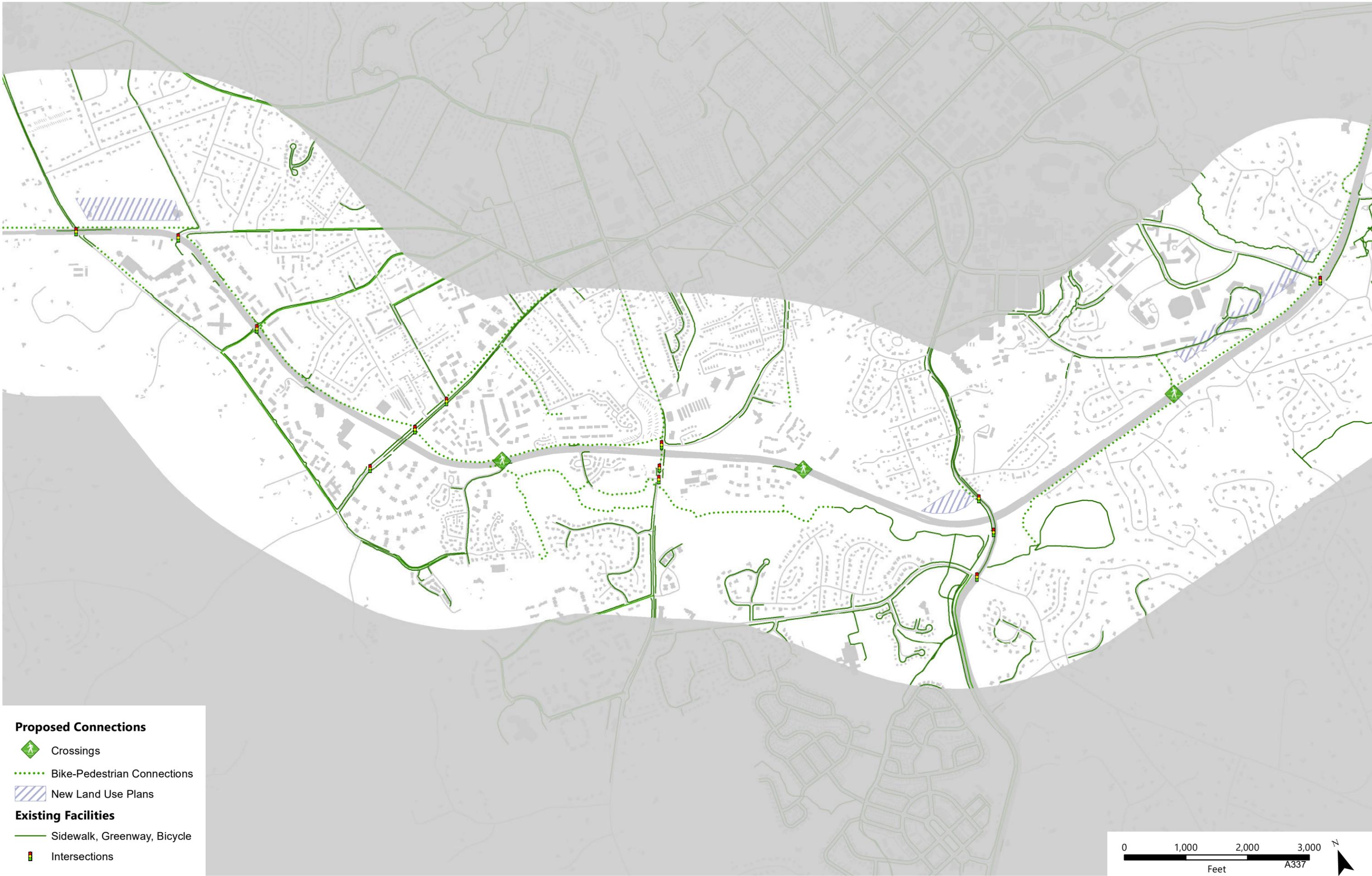
- Uncontrolled Crossing Improvements
 - New pedestrian/traffic signals
 - New PHB
 - Access controls
 - High viz crosswalks
 - Overhead lighting
 - Bus stop relocations
 - Warning signs

Location 4 – Kingswood / Laurel Ridge



Location 6b – Westbrook Drive



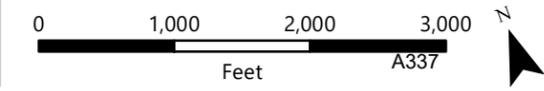


Proposed Connections

-  Crossings
-  Bike-Pedestrian Connections
-  New Land Use Plans

Existing Facilities

-  Sidewalk, Greenway, Bicycle
-  Intersections



ID	Location	RSA Comments	Tested Recommendations and Assumptions	Approach	LOS Comparison				Findings and Conclusions	Additional Comments	Status and Future Considerations							
					NB-AM	NB-PM	Bid-AM	Bid-PM										
1	Manning Drive	Consider moving pedestrian crossing to north to improve visibility for south bound traffic	Relocate the pedestrian crossing on the north leg to improve the visibility of the crossing for drivers traveling southbound along Manning Dr	Overall					The location of the pedestrian phase already exists and cannot be adjusted. No results reported.									
				Eastbound														
				Westbound														
				Northbound														
		Add pedestrian signal head-on south east corner	Add pedestrian phases to all legs at the intersection of NC 54 at Manning Drive	Overall	F (99.2 sec/veh)	F (144.4 sec/veh)	F (147.0 sec/veh)	F (161.6 sec/veh)	Adding a pedestrian phase to all legs increases the splits for some movements (NB). East leg ped phase would be problematic since there are no sidewalks on the east side (currently).	Future sidewalk on east side of Manning Drive to support future east leg crosswalk and ped signal.								
				Eastbound	F-158.6	E-75.6	F-248.7	F-142.7										
				Westbound	C-32.3	F-215.0	D-41.8	F-230.1										
				Northbound	F-80.6	E-67.5	E-62.8	E-58.4										
2	Oteys Road	Add PHB/ HAWK connect to Morgan Creek Trail	Add two-phase signal at the intersection to simulate a PHB/HAWK. Signal will be pretimed and optimized based on volumes experienced at the intersection	Overall	-	-	E (68.8 sec/veh)	D (41.7 sec/veh)	Signal added shows NB queueing under 50 feet for AM and PM peak hour, SB queueing 48 ft and 412 ft for AM and PM respectively. Heavy directional peaking for EB and WB movements. EB in AM 1967 ft, WB in PM 1531 ft.	Consider PHB or tunnel with future greenway extension								
				Eastbound	-	-	F-95.7	B-14.4										
				Westbound	-	-	A-8.3	E-58.2										
				Northbound	E-42.0	C-20.6	D-51.2	D-46.0										
		- Install limited movement cross over - Limited movement intersection with two-phase signal (no through movements, left in, right out, though must allow for U-turn movements elsewhere or use the interchange)	Evaluate using ITRE Two-Phase Signalization Guidelines	Overall	-	-			No further consideration of a signal is recommended using the ITRE two-phase signalization guidelines.									
				Eastbound	-	-												
				Westbound	-	-												
				Northbound	E-42.0	C-20.6												
Consider form of signalization	Run signal warrant analysis using the HCS 2010 warrants software	Overall	-	-	E (68.8 sec/veh)	D (41.7 sec/veh)	Only meets peak hour warrant; potential additional analysis could be explored for the intersection. See previous comment in regards to queueing at the new intersection.											
		Eastbound	-	-	F-95.7	B-14.4												
		Westbound	-	-	A-8.3	E-58.2												
		Northbound	E-42.0	C-20.6	D-51.2	D-46.0												
3	Morgan Creek Road	- Close intersection for cross over at Oteys Rd - Limited movement intersection with two-phase signal (no through movements, left in, right out, though must allow for U-turn movements elsewhere or use the interchange)	No further analysis was conducted at this intersection due to the proximity of Morgan Creek Road to the ramps at US 15-501	Overall					A limited movement intersection at Oteys Road was tested									
				Eastbound														
				Westbound														
				Northbound														
				Southbound														
				4	Kingswood Apartments/ Laurel Ridge Apartments	Consider left over for pedestrian refuge; zig zag concept or Z crossing. Limited movement intersection with two-phase signal (no through movements, left in, right out, though must allow for U-turn movements elsewhere or use the interchange)	Evaluate using ITRE Two-Phase Signalization Guidelines. Zig zag crossing will not be tested due to inability to test a crossing of that type in Synchro	Overall				-	-	C (22.9 sec/veh)	A (8.8 sec/veh)	Westbound left-over at Kingswood Apartments - recommended further investigation of signalization for AM peak hour. Two signalized intersection improvements analyzed.	B: Full-Access with ped phase C: Left-over access with right-only off of the side-streets. 90 sec cycle length	Left-over median + ped signal
								Eastbound				-	-	C-29.2	A-7.2			
								Westbound				-	-	A-3.4	A-8.9			
Northbound	F-11543.7	F-7299.5	D-46.3					D-43.8										
Restripe existing bus lane as right turn acceleration lane	Add an additional lane along NC 54 where the current bus lane is located. The lane will merge into the main thoroughfare approximately 150 feet west of the intersection	Overall	-			-			Does not significantly impact results at the intersection. The majority of vehicles continue to align in the left-most lanes due to the short length of the merge lane.	Potential improvement								
		Eastbound	-			-												
		Westbound	-			-												
		Northbound	F-11543.7			F-7299.5												
Add traffic signal with [guardrails?]	Conduct a signal warrant analysis for the 4 leg intersection of NC 54 at Kingswood Apartments/Laurel Ridge Apartments	Overall	-	-	D (38.3 sec/veh)	D (45.8 sec/veh)	Signal not warranted based on HCS 2010 analysis. A coordinated signal was tested at this location with ped phases included on each leg.	B: Full-Access with ped phase C: Left-over access with right-only off of the side-streets										
		Eastbound	-	-	D-48.8	B-19.1												
		Westbound	-	-	A-7.4	E-64.5												
		Northbound	F-11543.7	F-7299.5	E-57.3	C-24.6												
5	Smith Level Road	Mark intersection legs with crosswalks and include pedestrian signal heads	Add crosswalks and pedestrian phases to all legs at the Smith Level Road intersection with the NC 54 EB Ramps	Overall	C (27.3 sec/veh)	C (33.4 sec/veh)	C (27.3 sec/veh)	C (33.4 sec/veh)	The inclusion of an additional ped phase on all legs does not change split length or create any additional impacts to the signal and therefore does not impact the LOS or delay for intersection in the AM peak hour. For the PM peak hour, the signal was forced into the splits which had the same impact.	Ped crossing + signals on all legs								
				Eastbound	---	---	---	---										
				Westbound	E-65.2	D-53.5	E-65.2	D-53.5										
				Northbound	B-15.1	B-15.4	B-15.1	B-15.4										
		Consider LPI at intersection for pedestrian crossings	Add a 7 sec LPI to both N/S and E/W movements at the intersection	Overall	C (27.3 sec/veh)	C (33.4 sec/veh)	C (27.2 sec/veh)	D (36.8 sec/veh)	Inclusion of the LPI has minimal impact on the AM peak hour due to the long cycle length. During the PM peak hour more substantial influences to the signal are felt due to the short cycle length, but overall the signal doesn't degrade to unacceptable levels.	Under further review per crash analysis and current conditions.								
				Eastbound	---	---	---	---										
				Westbound	E-65.2	D-53.5	E-65.6	E-61.5										
				Northbound	B-15.1	B-15.4	B-15.0	B-19.9										
6a	Abbey Ln	Consider relocating bus stops	Move bus stops to Westbrook Dr or consolidate to central location (Walden Dr.)	Overall	-	-	-	-	Relocation requires increased pedestrian travel to alternate bus stop	Consider in concert with Westbrook site (6b)								
				Eastbound	-	-	-	-										
				Westbound	-	-	-	-										
				Northbound	-	-	-	-										
				Southbound	-	-	-	-										
				6b	Westbrook Drive	Consider form of signalization	Run signal warrant analysis and test a signal as the intersection control in Synchro	Overall			-	-	C (30.5 sec/veh)	A (7.5 sec/veh)	Meets 8, 4, and peak hour warrants. Signal tested for AM and PM peak hours.	Potential full access signal + ped phases and crosswalks		
								Eastbound			-	-	D-35.4	A-5.3				
								Westbound			-	-	B-11.9	A-7.0				
Northbound	F-120.8	C-16.1	E-58.5					D-39.9										
Southbound	B-14.0	E-35.9	E-57.4					D-37.1										
		Place pedestrian crossing to the north of NC 54 across Jones Ferry Rd	Add pedestrian crossing on the north leg of the NC 54 Ramp at Jones Ferry Road intersection					Overall	B (12.8 sec/veh)	C (21.5 sec/veh)	B (12.7 sec/veh)	C (21.6 sec/veh)	Forces the WB split to be longer due to the addition of the pedestrian walk time. This improves the LOS and delay for the WB approach and degrades the NB and SB approaches in the AM, but slightly degrades overall and WB approach in the PM peak hour.	Add ped crossing / signal				
								Eastbound	---	---	---	---						
								Westbound	C-21.2	C-32.6	B-18.5	C-32.7						
				Northbound	A-7.1	A-8.5	A-8.4	A-8.5										
		Consider adding crosswalk on east left of Jones Ferry road, use island as refuge. Align with curb cuts	Add pedestrian crossing on the eastbound left-turn of Jones Ferry Road at NC 54	Overall	B (12.8 sec/veh)	C (21.5 sec/veh)			See previous comment (Island on north leg of intersection)	Add ped crossing / signal								
				Eastbound	---	---												
				Westbound	C-21.2	C-32.6												
				Northbound	A-7.1	A-8.5												

ID	Location	RSA Comments	Tested Recommendations and Assumptions	Approach	LOS Comparison				Findings and Conclusions	Additional Comments	Status and Future Considerations
					NB-AM	NB-PM	Bid-AM	Bid-PM			
7	Jones Ferry Road - North of NC 54	Add pedestrian signals	Add pedestrian phases to all legs at the NC 54 WB Ramps intersection with Jones Ferry Road	Southbound	A-8.4	B-13.2			Forces the WB split to be longer due to the addition of the pedestrian walk time. This improves the LOS and delay for the WB approach and degrades the NB approach in the AM, but slightly degrades overall and WB approach in the PM peak hour.		Add ped crossing / signal
				Overall	B (12.8 sec/veh)	C (21.5 sec/veh)	B (12.5 sec/veh)	C (21.6 sec/veh)			
				Eastbound	---	---	---	---			
				Westbound	C-21.2	C-32.6	C-20.6	C-32.7			
				Northbound	A-7.1	A-8.5	A-7.3	A-8.5			
		Consider no right turn on red	Prohibit Right-Turn on Red for all approaches at the NC 54 WB Ramps intersection with Jones Ferry Road	Southbound	A-8.4	B-13.2	A-7.6	B-13.2	Additional delay added to the ramp and degrades overall LOS at intersection during both peak hours.	NCDOT standards assume No RTOR for all approaches, so all intersections analyzed with this assumption in place to produce more conservative results across the entire corridor.	Under further review per crash analysis and current conditions.
				Overall	A (9.9 sec/veh)	B (17.9 sec/veh)	B (12.8 sec/veh)	C (21.5 sec/veh)			
				Eastbound	---	---	---	---			
				Westbound	B-15.6	C-25.3	C-21.2	C-32.6			
				Northbound	A-6.1	A-8.5	A-7.1	A-8.5			
8	Jones Ferry Road - South of NC 54	No marked crossing	Add pedestrian phases to all legs at the NC 54 EB Ramps intersection with Jones Ferry Road	Southbound					Unsignalized and cannot test in Synchro		Add ped crossing / signal
				Overall							
				Eastbound							
				Westbound							
				Northbound							
9	W Poplar Avenue	Consider modifications to signal phases to restrict turns during WALK phases or LPI	Add a 7 sec LPI to both N/S and E/W movements at the intersection	Southbound	C-28.9	C-33.7	C-28.9	C-33.7	Heavy WB movement influences the EB LOS and Delay. The lower split experienced by adding the LPI most likely improves the efficiency of the EB movement and does not degrade the WB movement substantially.		Under further review per crash analysis and current conditions.
				Overall	B (11.5 sec/veh)	B (15.2 sec/veh)	B (10.6 sec/veh)	B (14.5 sec/veh)			
				Eastbound	A-9.4	B-13.3	A-8.2	B-11.1			
				Westbound	B-11.7	B-14.6	B-11.7	B-14.6			
				Northbound	C-29.9	C-31.5	C-29.9	C-31.5			
		Consider marking all legs of intersection.	Add crosswalks to all legs at the W Poplar Avenue intersection with NC 54	Southbound	C-28.9	C-33.7			Crosswalks/ped phases present currently on all legs except for the south leg. The inclusion of an additional ped phase on the south leg does not change split length or create any additional impacts to the signal and therefore does not impact the LOS or delay for intersection.	Addition of crosswalks on all legs increases the splits, but if allowed to optimize cycle length and splits substantial degradation is not experienced at the intersection	Add ped crossing / signal
				Overall	B (11.5 sec/veh)	B (15.2 sec/veh)					
				Eastbound	A-9.4	B-13.3					
				Westbound	B-11.7	B-14.6					
				Northbound	C-29.9	C-31.5					
10	Carrboro Plaza - Main Street at NC 54	Extend time of pedestrian WALK phase across Main St	Time extended to accommodate a longer WALK phase across Main Street	Southbound	F-98.2	E-66.9	F-122.9	E-73.6	Extension of walk time will increase LOS and delay for the overall intersection and the southbound movement if the cycle length is held to the existing timings.	If updated cycle length and splits allowed, increased walk time may not be an issue	Potential improvement
				Overall	D (40.7 sec/veh)	D (41.6 sec/veh)	D (45.4 sec/veh)	D (44.9 sec/veh)			
				Eastbound	C-27.1	C-33.5	C-28.3	D-40.5			
				Westbound	D-43.4	C-34.4	D-50.5	D-36.5			
				Northbound	D-54.7	E-57.0	D-44.6	D-49.9			
		Add protected left	Add protected left-turn phasing at intersection where appropriate	Southbound	F-98.2	E-66.9			Eastbound and Westbound NC 54 movements are already coded as protected left-turns. The Northbound and Southbound Main Street/Carrboro Plaza movements are split phasing.		
				Overall	D (40.7 sec/veh)	D (41.6 sec/veh)					
				Eastbound	C-27.1	C-33.5					
				Westbound	D-43.4	C-34.4					
				Northbound	D-54.7	E-57.0					
		Consider modifications to signal phases to restrict turns during WALK phases or LPI	Add a 7 sec LPI to both N/S and E/W movements at the intersection	Southbound	F-98.2	E-66.9	D-42.9	D-42.0	The low volume northbound movement includes a ped phase and therefore has a higher split than the southbound movement. The lower split experienced by adding the LPI most likely improves the efficiency of the SB movement and does not degrade the NB movement substantially.		Under further review per crash analysis and current conditions.
				Overall	D (40.7 sec/veh)	D (41.6 sec/veh)	D (37.4 sec/veh)	D (53.6 sec/veh)			
				Eastbound	C-27.1	C-33.5	C-34.8	D-43.9			
				Westbound	D-43.4	C-34.4	D-37.3	E-61.8			
				Northbound	D-54.7	E-57.0	D-54.7	E-57.0			
Consider marking all legs of intersection; Eliminate EB right turn lane into shopping center	Add pedestrian crossings at all legs of the intersection, including receiving curb SW quad of entry to shopping center.	Southbound	F-98.2	E-66.9	D-38.8	D-43.5	The southbound split is increased with the inclusion of a ped phase, and therefore more vehicles are cleared and LOS and delay are improved on that leg. The opposite is true for the eastbound and westbound approaches.	No present receiving sidewalks on northwest quadrant	Enhance crossings with Shared Use Path on N side of NC 54 as part of new development;		
		Overall	D (40.7 sec/veh)	D (41.6 sec/veh)	D (40.2 sec/veh)	D (47.4 sec/veh)					
		Eastbound	C-27.1	C-33.5	C-33.9	D-42.0					
		Westbound	D-43.4	C-34.4	E-56.7	D-50.6					
		Northbound	D-54.7	E-57.0	D-46.5	D-52.1					
11	Old Fayetteville Road	Re-evaluate signal timing for protected turns and when WALK phase is on. (Pedestrian crossing on NC 54 on permissive Ø, may not be readily visible to SB Old Fayetteville left turn traffic; Blank out sign? Left turn on permissive phase during pedestrian phase.)	Add a 7 sec LPI to both N/S and E/W movements at the intersection	Southbound	F-192.1	E-74.1	F-144.1	D-51.0			Under further review per crash analysis and current conditions.
				Overall	E (74.7 sec/veh)	D (35.8 sec/veh)	E (65.9 sec/veh)	C (34.7 sec/veh)			
				Eastbound	C-28.8	C-20.7	C-32.0	C-24.8			
				Westbound	C-21.0	C-20.1	D-37.7	C-29.5			
				Northbound	D-46.1	D-51.2	D-45.9	D-40.9			
		Consider peak hour No Turn on Red signage	Prohibit Right Turn on Red during the peak hours for all approaches at the Old Fayetteville Road intersection with NC 54	Southbound	F-161.1	E-70.1	F-192.1	E-74.1	Increase in overall and approach delay during both peak hours.		Under further review per crash analysis and current conditions.
				Overall	E (64.9 sec/veh)	C (34.0 sec/veh)	E (74.7 sec/veh)	D (35.8 sec/veh)			
				Eastbound	C-30.4	B-19.9	C-28.8	C-20.7			
				Westbound	B-12.2	B-17.9	C-21.0	C-20.1			
				Northbound	D-45.1	D-53.1	D-46.1	D-51.2			
		Add crosswalks at splitter island on north side of intersection	Add pedestrian phase to north leg at the Old Fayetteville Road intersection with NC 54	Southbound	F-192.1	E-74.1			Inclusion of the pedestrian phase does not impact the already lengthy split, therefore does not degrade the LOS or delay because it does not change drastically the timings of the signal. Additionally the low number of calls at the intersection make the impact minimal.		Future sidewalk or sidepath along north side of 54 (as part of Lloyd Farm and independent bike/ped project) will require consideration for crosswalk and ped signal across northern leg of intersection
				Overall	E (74.7 sec/veh)	D (35.8 sec/veh)					
				Eastbound	C-28.8	C-20.7					
				Westbound	C-21.0	C-20.1					
				Northbound	D-46.1	D-51.2					
Consider marking all legs of intersection	Add crosswalks to all legs at the Old Fayetteville Road intersection with NC 54	Southbound	F-192.1	E-74.1			Depending on length of time tested, inclusion of the pedestrian phase does not impact the already lengthy split and therefore does not degrade the LOS or delay because it does not change drastically the timings of the signal. Additionally, the low number of calls at the intersection does not significantly impact the operations.				
		Overall									
		Eastbound									
		Westbound									
		Northbound									

Place: Carrboro Century Center Hall

Date: April 29, 2019

Notes Taken by: VHB

Project #: NC 54 Corridor Safety Study

Re: Community Open House #1

Meeting Input Summary

This document includes a summary of the feedback from the first round of community feedback during the April 29th community open house at the Carrboro Century Center. The meeting's purpose was to review preliminary findings with the public, answer attendees' questions, and gather valuable first-hand perspectives from attendees for improving safety and mobility along the study corridor. Approximately 25 people attended the open house.

General Themes

The April 29th open house produced several high level themes that address existing conditions and potential improvements. These include:

- The **pedestrian facilities** along the corridor are inadequate and incomplete, and this includes facilities for crossing NC 54 at signalized and unsignalized locations;
- **Lighting** could be improved across the corridor, and it would serve as a benefit for all roadway users;
- Pedestrians cross NC 54 at uncontrolled crossing locations, often to access **transit service** (bus stops). Drivers and pedestrians note that crossings in the eastern end of the corridor are especially unsafe.
- The **bicycle infrastructure** along NC 54 is seen as inadequate and unsafe, and there is interest in creating bicycle facilities to connect to and travel across NC 54;
- There are numerous locations across the study area where lane configurations, signal timing, roadway speed, and roadway geometry combine to create **hazardous conditions for roadway users**. The locations include on and off ramps, turning lanes, main intersections, and acceleration and deceleration lanes.

Corridor Segment Activity Stations

The 4.5 mile long study corridor was separated into five segments for the purposes of evaluation, and each segment was represented with a large detailed poster and accompanying notepad to capture comments. Each poster included information on that segment's traffic volumes, land use, socioeconomic conditions, crashes, pedestrian crossing volumes, and other transportation performance metrics (the posters are included at the end of this summary). Members of the Study Team asked attendees to note their safety concerns and ideas for each segment. These notes are identified below.



1 - Study Team members discuss NC 54 existing conditions findings with open house attendees

I. **Old Fayetteville Road to Poplar Avenue**

- There should be pedestrian crossings to and from the ABC Store.
- The crossing at Poplar has improved.
 - Is there any way to get a longer crossing time during the day?
- The signals are timed well and feel right.
- Why are there not highly visible crosswalks everywhere?
- Mark all four legs of the intersection at West Poplar [with crosswalk markings].
- Sidewalks are needed along NC54 from W. Main to Poplar.
- Improve internal connectivity so people don't have to cross NC54.
- People who live close to the Carrboro Shopping Center want to be able to walk or bike to it.
- More bike infrastructure is needed at West Main Street.
- Add separated bike lanes for the entire corridor.
- There's a lot of wrong way bike riding because crossing is not possible
- The Main Street intersection has too much asphalt and activity. Make it tighter.
- The turning signals at Main St. into Carrboro Plaza are confusing.
- Straighten out the intersection at Old Fayetteville.
- How will Lloyd Farm be incorporated in the safety study?
 - There will be a crossing from the development South.
- Lighting is poor.
- Narrow the lanes and drop the speed limit.

II. **Poplar Avenue to Walden Drive**

- There are a lot of pedestrians crossing during rush hour.
- It's not safe for slower walkers.
- The median is not designed as a refuge.

- The west-bound right turn to Oleander is very dangerous for all users.
- The east-bound right turn onto Westbrook Dr. is the same.
- The corridor is not bike friendly.
- It is unsafe at the ramps on NC54 and Jones Ferry Road.
- There are no bike detectors at signals.
- Many pedestrians use NC54 to get to Jones Ferry from the north side of Westbrook Dr. There is no connectivity to the apartments.
- More lighting for pedestrians between Oleander and Poplar is needed.

III. **Walden Drive to Kingswood Apartment**

- Pedestrians have to run or walk quickly between Laurel Ridge and Kingswood Apartments. (2x)
- The median is used for crossing but is not easily accessible.
- There should be added crossings for pedestrians at bus stops.
 - Improve the connectivity for pedestrians (sidewalks) so that transit stops can be moved to safer locations.
- Can transit routes be adjusted?
- What about shuttles to supplement the buses?
- Bike crossing to Laurel Ridge on 54 is difficult.
- The corridor is not bike friendly.
- The south side of Smith Level/54 East has a lack of signs and crossings.
- The spacing southbound by F.P.G. School is dangerous, especially during the drop-off from 7:20 to 7:40. (Refer to drawing on original for more information.)
- There should be a dual light westbound at Merrit Mill.
- The speed should decelerate on the northbound shoulder of Laurel Ridge.
- Improved lighting for pedestrians is desired.(2x)

IV. **Kingswood Apartments to Oteys Road**

- There should be an opportunity to educate all drivers about safe following distances. Is there a need to separate users for safety? Are there ways for comingling safely?
- The intersection of 15, 501, Columbia, Mt Carmel Church, and Culbreth is very dangerous. (see drawing)
- The northbound bike route access is unsafe.
- Widen the sidewalk on the bridge. There is dangerous movement on the bridge
- Merritt's Pasture Recreation Area is an important destination but is hard to get to.
- You can't get to the sidewalk or path from the highway
- This passage has dark conditions and heavy traffic.
- There's no crossing and heavy pedestrian traffic.
- There are potholes eastbound of 86.
- There is heavy congestion at lights getting off NC54 at South Columbia.
- Is there a stop access on the bridge north of 54 in the BRT Plan?
- Morgan Creek Trail to Kingswood; The only shoulder is dangerous. There should be traffic deceleration on the shoulder for the off ramp and entrance for MC lot and westbound towards Laurel Park Ridge. It's not well lit.
- On all segments there is debris on the shoulder.

V. Oteys Road to Manning Drive

- The corridor is not well lit.
- There is a lack of bike and pedestrian infrastructure.
- There is a lot of impromptu use of paved shoulders as a right turn lane. This conflicts with bikes.
- What are the concerns of first responder agencies?
 - Their main concern is congestions versus response time.
- Consider a grade separated pedestrian crossing at Oteys.
- People use the right lane of 54/Fordham eastbound as a through lane.
 - This is outside of the study area and currently being addressed by the DOT.
- Poor markings.

Next Steps

The Study Team will interpret the comments from the first community open house and incorporate the findings in the existing conditions phase of the study. Next, the Study Team will begin developing an array of safety improvements for pedestrians, bicyclists, transit users, and motorists. After evaluating the effectiveness of potential improvements and the tradeoffs of critical issues like safety and mobility, the Study Team will present improvement concepts during a second community open house planned for late Summer 2019. A draft report will follow in Fall 2019.

Old Fayetteville Road to West Poplar Avenue

4-lane median divided roadway along a commercial and multifamily corridor with 20,000 daily vehicles

Bus

ON THE MAP

X DAILY BOARDING & OFFBOARDING

ROUTES SERVED:

- CARRBORO PLAZA EXPRESS (CPX)
- JONES FERRY ROAD EXPRESS (JFX)
- CARRBORO/WEAVER STREET (CW)
- CARRBORO/MERRITT MILL RD (CM)

Level of Service

Old Fayetteville Road to Main Street

EASTBOUND **D**
WESTBOUND **C**

Main Street to Poplar Avenue

EASTBOUND **A**
WESTBOUND **D**

What is Level of Service?

Level of service measures the flow of vehicle traffic in a given segment. Higher scores are given to segments with free-flowing traffic with little to no wait time.

Socioeconomic

Low English Proficiency	less than 5%
Zero-car Household	less than 20%
Households below Poverty Line	between 20% and 50%

Why are socioeconomic measures important?

Along with community input, socioeconomic measures help provide a snapshot of the potential users in the area and how the transportation network can better accommodate their needs.

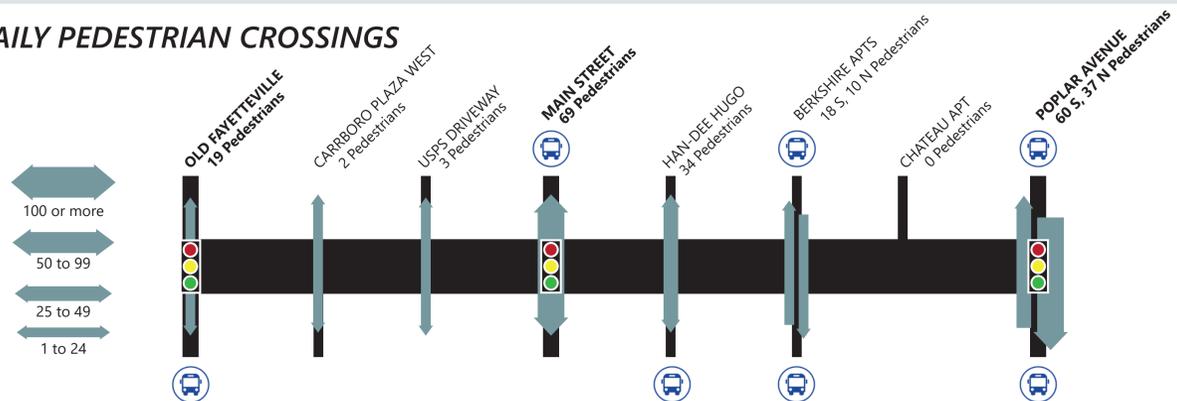


Pedestrian

ON THE MAP

PEDESTRIAN CRASHES 5 hurt, 0 killed

DAILY PEDESTRIAN CROSSINGS



Bicycle

ON THE MAP

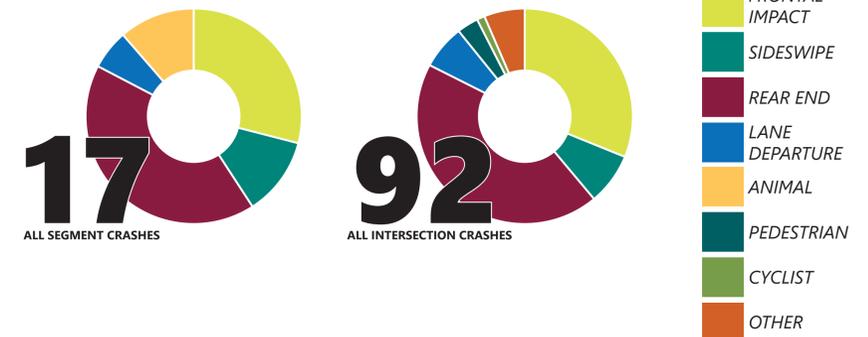
BICYCLE CRASHES 3 hurt, 0 killed

BICYCLE COUNTS AT:

Location	Eastbound	Westbound
Berkshire Manor	10	7
Poplar Avenue	4	8

Safety

All crashes between December 1st 2008 and November 30th 2018



West Poplar Avenue to Walden Drive

4-lane median divided roadway along a commercial and multifamily corridor with 20,000 to 31,000 daily vehicles

Bus

ON THE MAP

X DAILY BOARDING & OFFBOARDING

ROUTES SERVED:

- CARRBORO PLAZA EXPRESS (CPX)
- JONES FERRY ROAD EXPRESS (JFX)
- CARRBORO/DOWNTOWN CHAPEL HILL (J)
- CARRBORO/MERRITT MILL RD (CM)

Level of Service

Poplar Avenue to Oleander Road

EASTBOUND **B**
WESTBOUND **B**

Jones Ferry Road to Greensboro Street

EASTBOUND **C**
WESTBOUND **C**

What is Level of Service?

Level of service measures the flow of vehicle traffic in a given segment. Higher scores are given to segments with free-flowing traffic with little to no wait time.

Socioeconomic

Low English Proficiency	more than 25%
Zero-car Household	between 20% and 50%
Households below Poverty Line	between 20% and 50%

Why are socioeconomic measures important?

Along with community input, socioeconomic measures help provide a snapshot of the potential users in the area and how the transportation network can better accommodate their needs.



Jan 29 Field Review Notes:
Jones Ferry North
No pedestrian heads, need crosswalk on east left, revisit crossing configuration.

Jan 29 Field Review Notes:
Jones Ferry South
No marked crossing, conflict with on ramp and crosswalk.

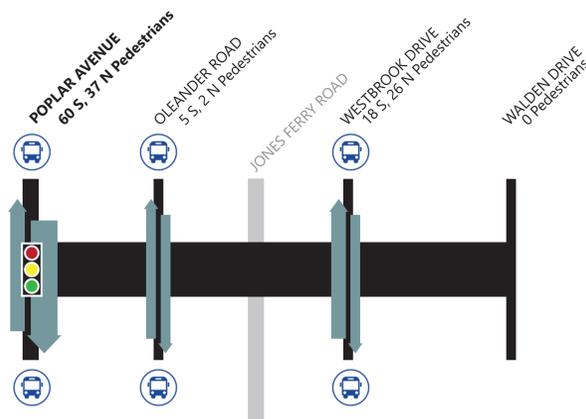
Pedestrian



PEDESTRIAN CRASHES *2 hurt, 1 killed*

ON THE MAP

DAILY PEDESTRIAN CROSSINGS



Bicycle



BICYCLE CRASHES *1 hurt, 0 killed*

ON THE MAP

BICYCLE COUNTS AT:

POPLAR AVENUE

EASTBOUND **4**
WESTBOUND **8**

OLEANDER ROAD

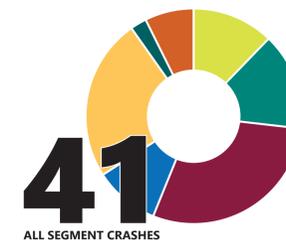
EASTBOUND **2**
WESTBOUND **4**

WESTBROOK DRIVE

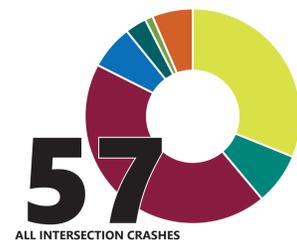
EASTBOUND **5**
WESTBOUND **4**

Safety

All crashes between December 1st 2008 and November 30th 2018



ALL SEGMENT CRASHES



ALL INTERSECTION CRASHES

- FRONTAL IMPACT
- SIDESWIPE
- REAR END
- LANE DEPARTURE
- ANIMAL
- PEDESTRIAN
- CYCLIST
- OTHER

Walden Drive to West of Kingswood Apartments

4-lane median divided roadway along a multifamily corridor with 31,000 daily vehicles

Bus

X DAILY BOARDING & OFFBOARDING ON THE MAP

ROUTES SERVED:

CARRBORO/MERRITT MILL RD (CM)
CARRBORO/DOWNTOWN CHAPEL HILL (J)
ESTES PARK/UNC HOSPITALS (JN)

Level of Service

Jones Ferry Road to Greensboro Street

EASTBOUND **C**
WESTBOUND **C**

Greensboro Street to NC 86

EASTBOUND **C**
WESTBOUND **F**

What is Level of Service?

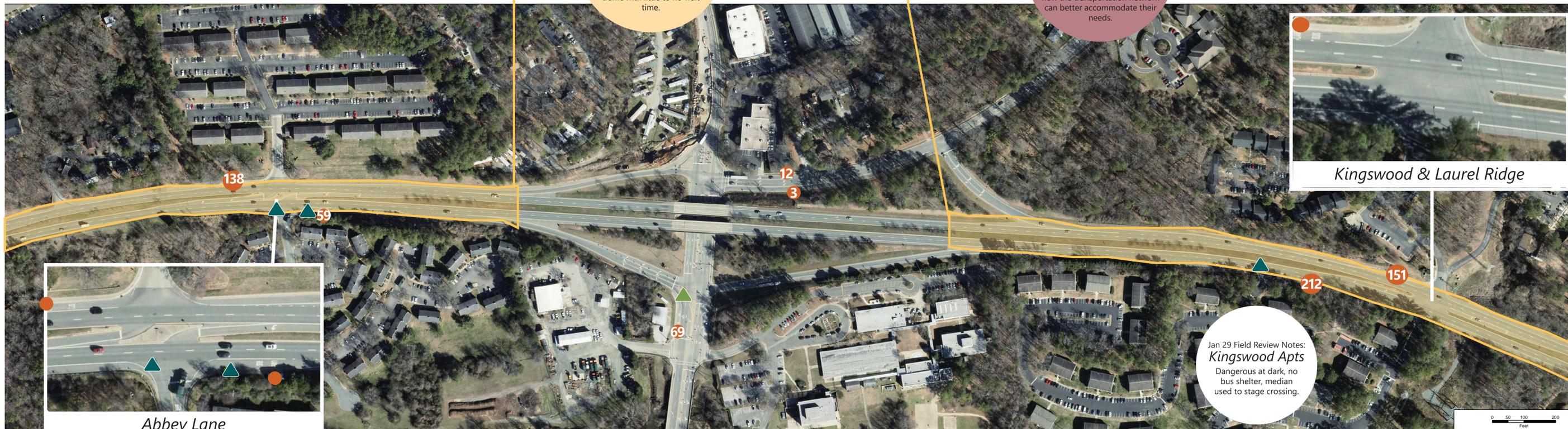
Level of service measures the flow of vehicle traffic in a given segment. Higher scores are given to segments with free-flowing traffic with little to no wait time.

Socioeconomic

Low English Proficiency	between 15% and 25%
Zero-car Household	less than 20%
Households below Poverty Line	between 20% and 50%

Why are socioeconomic measures important?

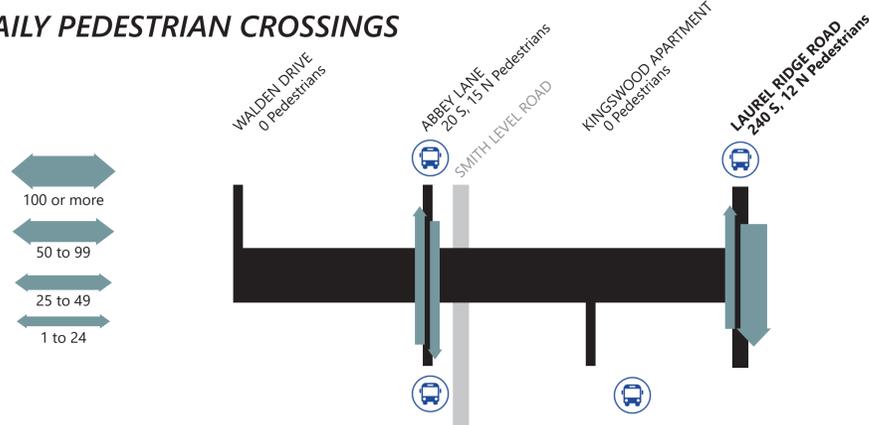
Along with community input, socioeconomic measures help provide a snapshot of the potential users in the area and how the transportation network can better accommodate their needs.



Pedestrian

ON THE MAP
PEDESTRIAN CRASHES **3 hurt, 0 killed**

DAILY PEDESTRIAN CROSSINGS



Bicycle

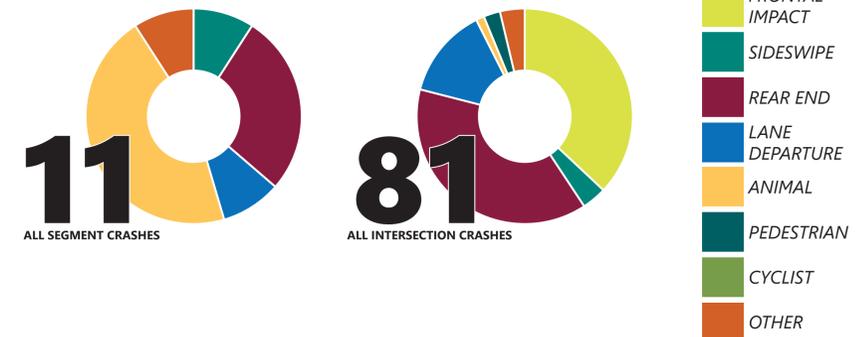
ON THE MAP
BICYCLE CRASHES **1 hurt, 0 killed**

BICYCLE COUNTS AT:

ABBEY LANE	
EASTBOUND	6
WESTBOUND	5
KINGSWOOD APARTMENT	
EASTBOUND	3
WESTBOUND	0

Safety

All crashes between December 1st 2008 and November 30th 2018



West of Kingswood Apartments to Oteys Road

4-lane median divided roadway along a recreational and single family home corridor with 31,000 daily vehicles

Bus

X DAILY BOARDING & OFFBOARDING ON THE MAP

ROUTES SERVED:

- CULBRETH ROAD/FRANKLIN STREET (D)
- CARRBORO/DOWNTOWN CHAPEL HILL (J)
- EUBANKS ROAD/SOUTHERN VILLAGE (NS)
- SOUTHERN VILLAGE/MEADOWMONT (V)
- ESTES PARK/UNC HOSPITALS (JN)

Level of Service

Greensboro Street to NC 86

EASTBOUND **C**
WESTBOUND **F**

NC 86 to Manning Drive

EASTBOUND **B**
WESTBOUND **C**

What is Level of Service?

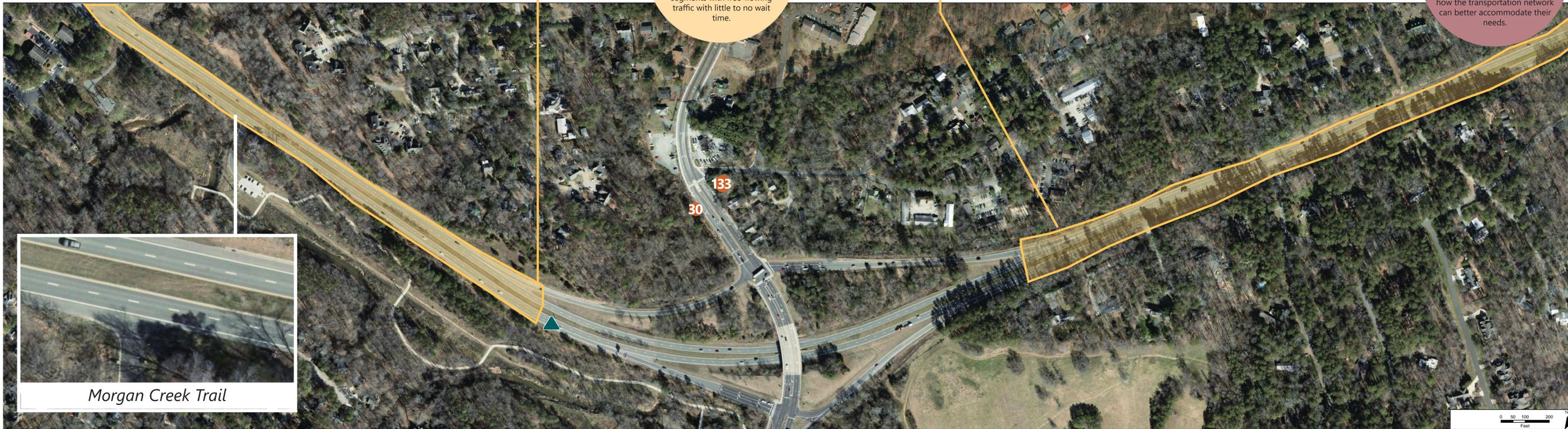
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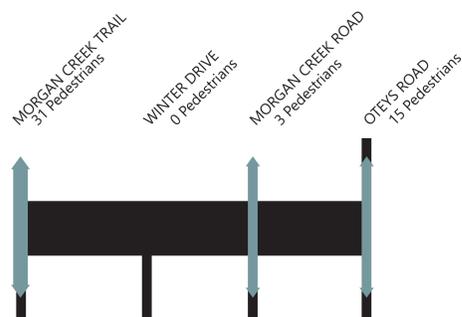


Pedestrian



PEDESTRIAN CRASHES ON THE MAP 0 hurt, 1 killed

DAILY PEDESTRIAN CROSSINGS



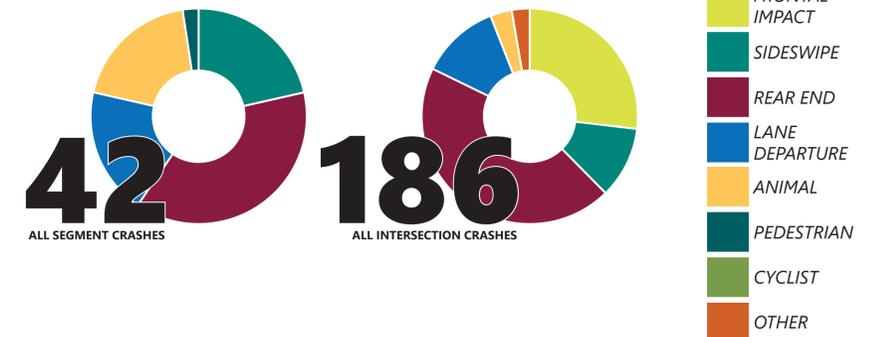
Bicycle



BICYCLE CRASHES ON THE MAP 0 hurt, 0 killed

Safety

All crashes between December 1st 2008 and November 30th 2018



Oteys Road to Manning Drive

4-lane median divided roadway along an institutional and single family home corridor with 40,000 daily vehicles



Oteys Road

Level of Service

NC 86 to Manning Drive

EASTBOUND **B**
WESTBOUND **C**

What is Level of Service?

Level of service measures the flow of vehicle traffic in a given segment. Higher scores are given to segments with free-flowing traffic with little to no wait time.

Socioeconomic

Low English Proficiency	less than 5%
Zero-car Household	between 20% and 50%
Households below Poverty Line	between 20% and 50%

Why are socioeconomic measures important?

Along with community input, socioeconomic measures help provide a snapshot of the potential users in the area and how the transportation network can better accommodate their needs.



Jan 29 Field Review Notes:
Oteys Road
Steep slope, long crossing times, no pedestrian or bicycle crossing facilities or lighting.

Jan 29 Field Review Notes:
Manning Drive
No sidewalk on south side, no pedestrian signal head on southeast corner.



Manning Drive

Pedestrian

PEDESTRIAN CRASHES *0 hurt, 0 killed* ON THE MAP

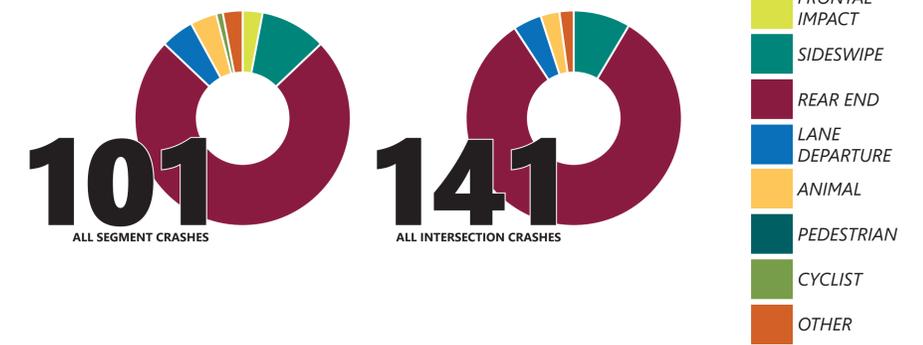
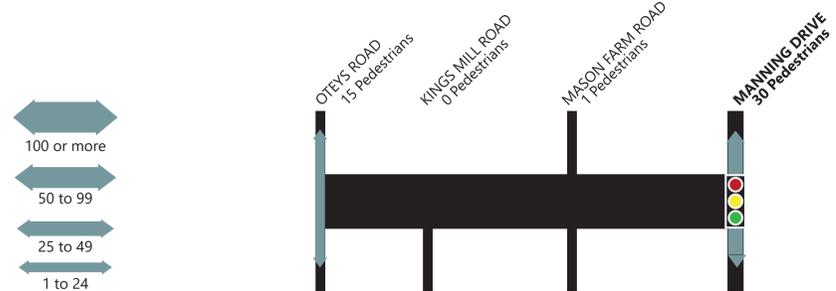
Bicycle

BICYCLE CRASHES *1 hurt, 0 killed* ON THE MAP

Safety

All crashes between December 1st 2008 and November 30th 2018

DAILY PEDESTRIAN CROSSINGS



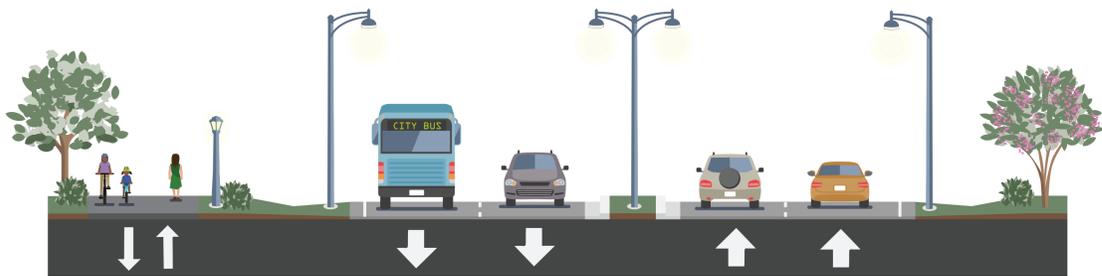
Location	Station	Questions	Community Workshop 2 - Feedback 
Old Fayetteville Road	1	How do you think the changes will improve safety?	A. Add a protected bike intersection from 54 B. Not appreciably Signalize slip lane. Slip lane is not at all safe and cars will not look for pedestrians.
		What concerns do you have?	A. The current design consideration, with the bike lane and right turn lanes blending, are a death trap. It would be safer if the bike lane and right turn lane were separately through the intersection. B. The NRTOR currently stays illuminated five seconds. Not long enough to cross even a single side. C. Needs bike loops. How will RTOR be prohibited on a time basis? Bus stops in-between crosswalks. People cross lanes. Reduce island?
		Why do you feel this way?	A. Cars crossing the bike lane at a 90 degree angle improves visibility of cyclists and reduces pedestrian crossing time. B. I ride my bike through this intersection 3-5 times a week. No sensing loop & RTOR is too short. C. Many people on bikes won't get off to push the pedestrian signal.
W Main Street	1	How do you think the changes will improve safety?	A. Slighty Suggest green lane out of Carrboro Plaza to West Main Street.
		What concerns do you have?	A. Make RTOR mandatory when crosswalk is triggered. Bike loops Must signalize the slip lane from West 54 to Main St. That slip lane is not at all safe and cars will not look for pedestrians. Remove right turn slip lanes
		Why do you feel this way?	A. Very similar to existing crosswalk.
W Poplar Ave	1	How do you think the changes will improve safety?	A. Yes, pedestrian signal heads are needed. B. Big improvement.
		What concerns do you have?	A. No bike lanes at this intersection? B. Crossing time, need to have a button in the median. C. No mention of bicycle detection loops for singals. Is there a bicycle tripping signal?
		Why do you feel this way?	A. The fast traffic on 54 is a ped/bike hazard. B. Slower walkers or people with disabilities will need more time. C. Current loops on Poplar won't trip signals. End us running the red light.
Jones Ferry Road	2	How do you think the changes will improve safety?	A. No bike lane needed. B. Remove the bridge, revest to signalized intersection.
		What concerns do you have?	A. Bikes are vehicles! Are you suggesting bikes need refuge in the center? C. There ought to be some designs to accommodate bike/ped from Westbrook along 54 heading West to Jones Ferry along off-ramp, same for ramp eastbound. D. See pedestrians (especially carrying groceries) using onway/off ramps and 15/501 shoulders as sidewalks. Would recommend sidewalks (especially the North side of the road) connecting to next roads Westbrook and W. Poplar.
		Why do you feel this way?	A. Lane diet needed here. B. Highways do not belong in urban areas. C. May folks (bike/ped) travel in the shoulder here.
Westbrook Drive	2	How do you think the changes will improve safety?	A. Yes
		What concerns do you have?	A. Crossing location & refuge require more time and distance for pedestrians. B. Hould have "Hawk" or similar warning lights. Bike loops
		Why do you feel this way?	A. People already cut across. B. Need some way to slow down drivers.
		How do you think the changes will	A. Yes

Location	Station	Questions	Community Workshop 2 - Feedback 
Abbey Lane	3	How do you think the changes will improve safety?	<p>B. Stop traffic for much safer pedestrian crossing.</p> <p>C. A signalized intersection is a huge improvement.</p>
		What concerns do you have?	<p>A. Will refuge/median have ability to trigger signal?</p> <p>B. People on bike and foot may cut across and not zig zag. Cars coming out opposite the apartment complex don't have a signal to stop and may encounter bike/ped.</p> <p>C. Long crossing length.</p> <p>D. Should have "hawk" or similar warning lights.</p>
		Why do you feel this way?	<p>A. Any crossing infrastructure is an improvement.</p> <p>B. It's human nature to take the shortest, least resistance, easiest, fastest path.</p> <p>C. May cause conflicts due to length of the traffic stoppage - probably long cycle length.</p> <p>D. Need some way to slow down drivers.</p>
Smith Level Road	3	How do you think the changes will improve safety?	<p>A. Yes</p> <p>B. Some, but not enough. See additional comments.</p> <p>C. Signals should help.</p>
		What concerns do you have?	<p>A. Awareness and alignment of signals with FPG, Merrit Mill bike lanes?</p> <p>B. Cars turning right potentially encounter bike/ped at crosswalk. I'd like to see a delay in the car light change to allow a head start (LPI). In addition, I'd like to see a NRTOR on all turns. There is so much going on with this intersection. Infrastructure needs to be the solution to lessen the distractions.</p> <p>C. Need bicycle lane to extend through intersection.</p> <p>Add "no right turn on red" for ramps to 54</p> <p>I bike down 54 to Southern Village and the on-ramp from Smith Level Rd is not safe. Do connect the bike paths here. Currently the bike path stops before crossing Smith Level Road, please continue it and connect it to Southern Village.</p> <p>Would like more clear markings to Smith Level, under NC-54 to Greensboro St.</p> <p>Make same as Jones Ferry Rd, or at least add bike lane and sidewalks under the bridge.</p>
		Why do you feel this way?	<p>A. With FPG, improvements for ped/bike are needed!</p> <p>B. It's human nature to take the shortest, least resistance, easiest, fastest path.</p> <p>C. What is there now, is not safe.</p>
Kingswood/Laurel Ridge	4	How do you think the changes will improve safety?	<p>A. It's a big improvement to what we have now.</p> <p>B. A signalized intersection is a huge improvement.</p> <p>C. Controlled intersection is vastly safer.</p> <p>D. Vastly! Pedestrians will have clear time and space to cross and turning vehicles will not have to content with so many obstacles.</p> <p>E. I think they will address many of the needs of pedestrians; more sidewalk space, protected, and clearly identified crossing areas.</p> <p>F. Yes, crosswalks are necessary.</p> <p>G. Will be better for pedestrians. A necessary change.</p> <p>Good job. Agree with the light for these pedestrians.</p> <p>Yes.</p>
		What concerns do you have?	<p>A. No formal bike facilities in the zig-zag. Make it wider to allow bikes and walkers.</p> <p>B. Lane crossing length.</p> <p>C. Concern pedestrians will not follow the zig-zag but cross one side outside the sidewalk (cross road in a straight line).</p> <p>D. That the changes will not take place soon enough.</p> <p>E. This doesn't address the safety of vehicles coming from the apartments, making them still have to do a U-turn down the road. Also, the median needs to be accessible to humans with mobility issues.</p> <p>F. Timing of project. That will take too long.</p> <p>G. There is high potential for injury and death for peds. The project will take too long. Change needs to happen FAST! Add flashing pedestrian lights immediately.</p> <p>H. Should have "hawk" or similar warning lights.</p>

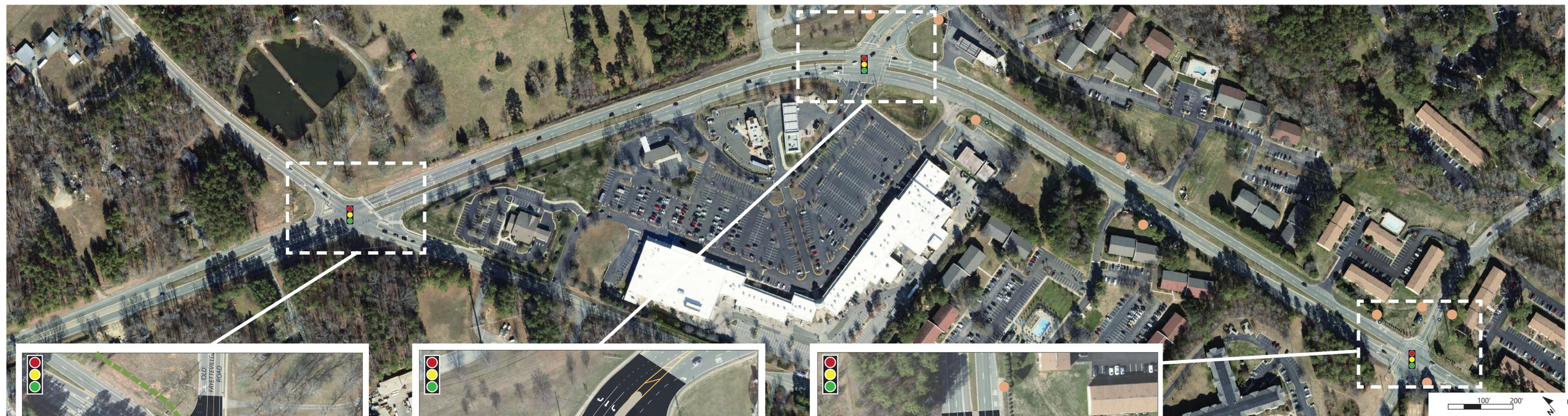
Location	Station	Questions	Community Workshop 2 - Feedback 
			<p>I. Bicycle access to and through this area is unsafe. Not many alternatives for biking to Frank Porter Graham.</p> <p>Bike loops</p> <p>A. Suggestion: make buttons respond to bikes and add NRTOR to the stop lights.</p> <p>B. May cause conflicts due to length of the traffic stoppage - probably long cycle time.</p> <p>C. Pedestrians don't want to take the time to zig-zag. I'm afraid they might get caught in the intersection and wait two light cycles.</p> <p>D. Because bureaucracy is slow and city planning privileges motorists.</p> <p>E. I think it will depend on how things look, but I would encourage you to keep in mind children, people aren't able bodied, and others with mobility issues use this intersection too. Keep their needs in mind as you move forward.</p> <p>F. Big changes needed to fix problem - can there be a temporary fix like a flashing signal until road/intersection can be built? I don't know if people will spend the time zig-zag, rather than cross the other side directly. If the signals are separate this wouldn't be a</p> <p>G. I have almost been hit by a car every day trying to get to Kingswood bus stop from Laurel Ridge.</p> <p>H. Need some way to slow down drivers.</p> <p>I. I biked here.</p>
Manning Drive	5	<p>How do you think the changes will improve safety?</p> <p>What concerns do you have?</p> <p>Why do you feel this way?</p>	<p>A. Not much but I understand the constraints.</p> <p>B. Yes, marginally.</p> <p>It will help.</p> <p>Remove right turn on red slips.</p> <p>A. The Manning to 15-501 slip lane is dangerous.</p> <p>B. Right turn on Manning must have NRTOR during pedestrian cycle. Sidewalk along botanical garden is narrow and gaudrail is dangerous.</p> <p>A. There's no guarantee cars will stop, even if the pedestrian tries to make eye contact.</p>

Old Fayetteville Road to West Poplar Avenue

4-lane median divided roadway along a commercial and multifamily corridor with 20,000 daily vehicles



Expected Level of Service			Transit
Old Fayetteville Road	West Main Street	West Poplar Avenue	
EASTBOUND	EASTBOUND	EASTBOUND	Existing Bus Stop
WESTBOUND	WESTBOUND	WESTBOUND	Relocated Bus Stop
B	D	B	
B	D	B	



Old Fayetteville Road Design Considerations



West Main Street Design Considerations



West Poplar Avenue Design Considerations



1 Prohibiting Right Turns on Red is recommended at this intersection during peak times only. Peak times would coincide with school arrival and dismissal hours, since the intersection is located near two schools, a park, shopping areas, and housing.

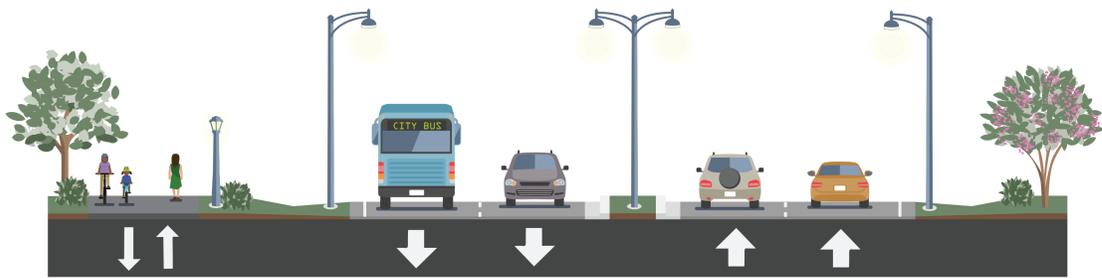
2 High visibility crosswalk markings are recommended at existing marked crosswalks at this intersection. These improvements will increase the visibility of pedestrians crossing between transit stops, the Carrboro Plaza, housing, and places of employment.

3 High visibility crosswalk markings with connecting sidewalks are recommended at all legs of the NC 54 and W Poplar Ave intersection. These improvements would support access to transit and pedestrian crossing at the intersection, especially those using the proposed Shared-Use Path on the east/north side of NC 54.

● Pedestrian Signal Heads are recommended on the southeast and southwest corners of the intersection to clearly communicate with pedestrians when and how long they have to cross. Pedestrian signal heads are already present on the intersection corners but do not support a crossing on the south side of the intersection.

West Poplar Avenue to Walden Drive

4-lane median divided roadway along a commercial and multifamily corridor with 20,000 to 31,000 daily vehicles



What is Level of Service?

Level of service measures the flow of vehicle traffic in a given segment. Higher scores are given to segments with free-flowing traffic with little to no wait time.

Expected Level of Service

Jones Ferry Road North

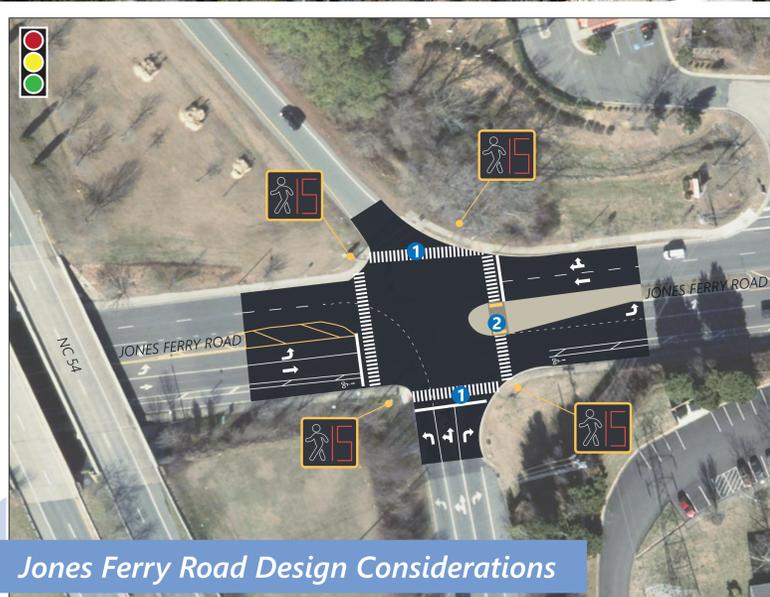
NORTHBOUND ↔ A
SOUTHBOUND ↔ B

Westbrook Drive

EASTBOUND A
WESTBOUND A

Transit

- Existing Bus Stop
- Relocated Bus Stop



Jones Ferry Road Design Considerations



Westbrook Drive Design Considerations

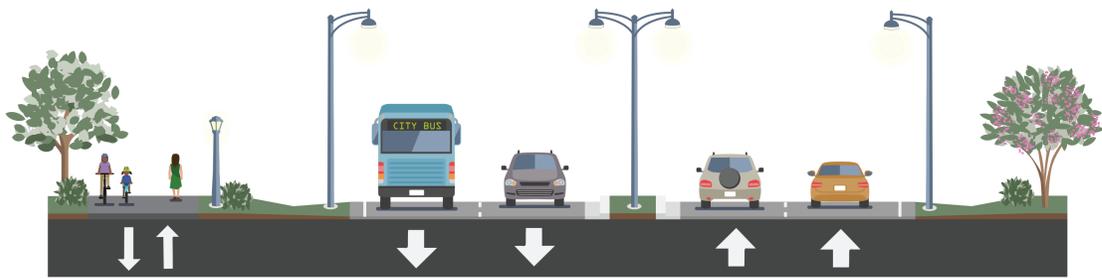
- 1** High visibility crosswalk markings, pedestrian signal phases, and pedestrian signal heads are recommended across all legs of the NC 54 westbound ramps on Jones Ferry Road. These would support pedestrians crossing Jones Ferry Road and people using the proposed Shared-Use Path on the east/north side of NC 54.
- 2** A pedestrian refuge island is recommended across Jones Ferry Road at the NC 54 westbound ramps. The refuge island would provide pedestrians and bicyclists a place to wait if they were unable to cross Jones Ferry Road in one stage. The pedestrian refuge island would also support the proposed Shared-Use Path on the east/north side of NC 54.

- 3** Modifying the intersection from an unsignalized left-in, right-out intersection to one with a signal is recommended at NC 54 and Westbrook Drive. The change to a signalized intersection would include the addition of a traffic signal that—when activated—would allow pedestrians to cross NC 54 at marked crosswalks in one WALK phase.
- 4** The addition of sidewalks and relocation of Chapel Hill Transit bus stops are recommended on the northeast and southwest corners of the intersection. Moving the bus stops from the existing locations to the proposed locations would better integrate with the proposed signalized intersection and encourage crossing at the marked crossing locations.



Walden Drive to Kingswood Apartments

4-lane median divided roadway along multifamily corridor with 31,000 daily vehicles



What is Level of Service?
Level of service measures the flow of vehicle traffic in a given segment. Higher scores are given to segments with free-flowing traffic with little to no wait time.

Expected Level of Service

Abbey Lane		Smith Level/Greensboro	
EASTBOUND	A	NORTHBOUND	D LOS decreased from C to D
WESTBOUND	A	SOUTHBOUND	B LOS maintained a B

Transit

- Existing Bus Stop
- Relocated Bus Stop



Abbey Lane Design Considerations



Smith Level Road Design Considerations

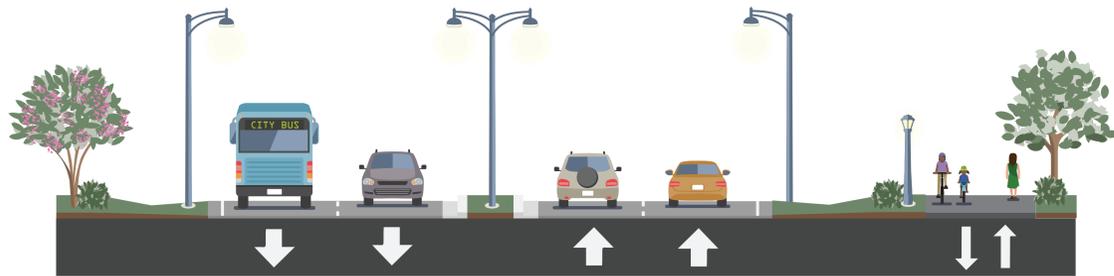
- 1 Modifying the intersection from an unsignalized left-in, right-out to a signalized left-in, right-out intersection with pedestrian accommodations is recommended at NC 54 and the entrances to Abbey Lane. Changing the intersection would include the addition of a traffic signal that—when activated— would allow pedestrians to cross NC 54 at marked crosswalks in one WALK phase.
- 2 The addition of sidewalks and relocation of Chapel Hill Transit bus stops are recommended on the northeast and southwest corners of the intersection. Moving the bus stops from the existing locations to the proposed locations would better integrate with the proposed signalized intersection and encourage crossing at the marked crossing locations.

- 3 High visibility crosswalk markings and pedestrian signal phases are recommended across all legs of the NC 54 eastbound ramps on Smith Level Road. These improvements would support pedestrian access across Smith Level Road and NC 54.
- 5 Pedestrian Signal Heads are recommended on the four corners of the Smith Level Road and NC 54 eastbound ramps to clearly communicate with pedestrians when and how long they have to cross. Pedestrian signal heads are already present on Smith Level Road at the entrance to Frank Porter Graham Elementary.



Kingswood Apartments to Oteys Road

4-lane median divided roadway along a recreational and single family home corridor with 31,000 daily vehicles



Expected Level of Service

Kingswood / Laurel Ridge

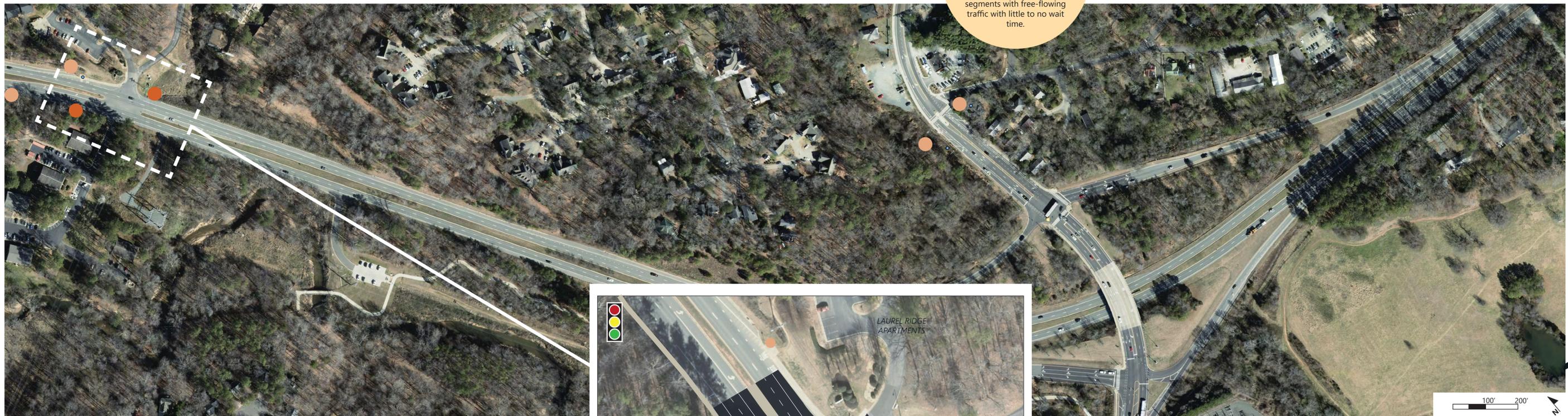
EASTBOUND **B**
WESTBOUND **B**

What is Level of Service?

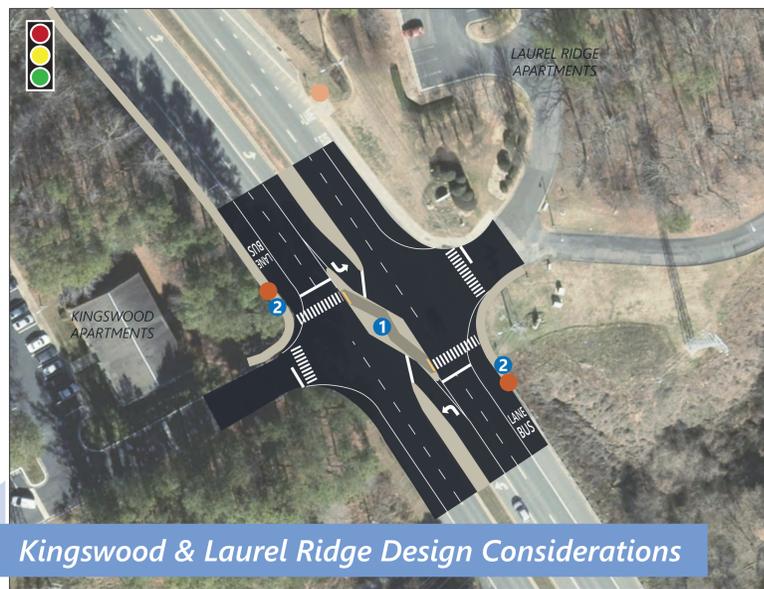
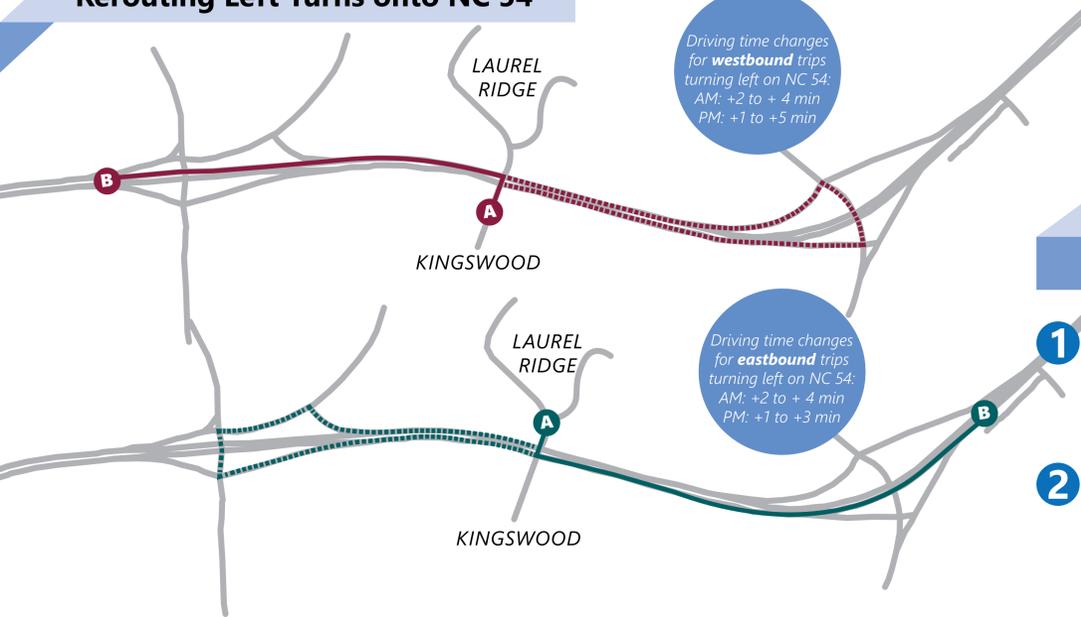
Level of service measures the flow of vehicle traffic in a given segment. Higher scores are given to segments with free-flowing traffic with little to no wait time.

Transit

- Existing Bus Stop
- Relocated Bus Stop

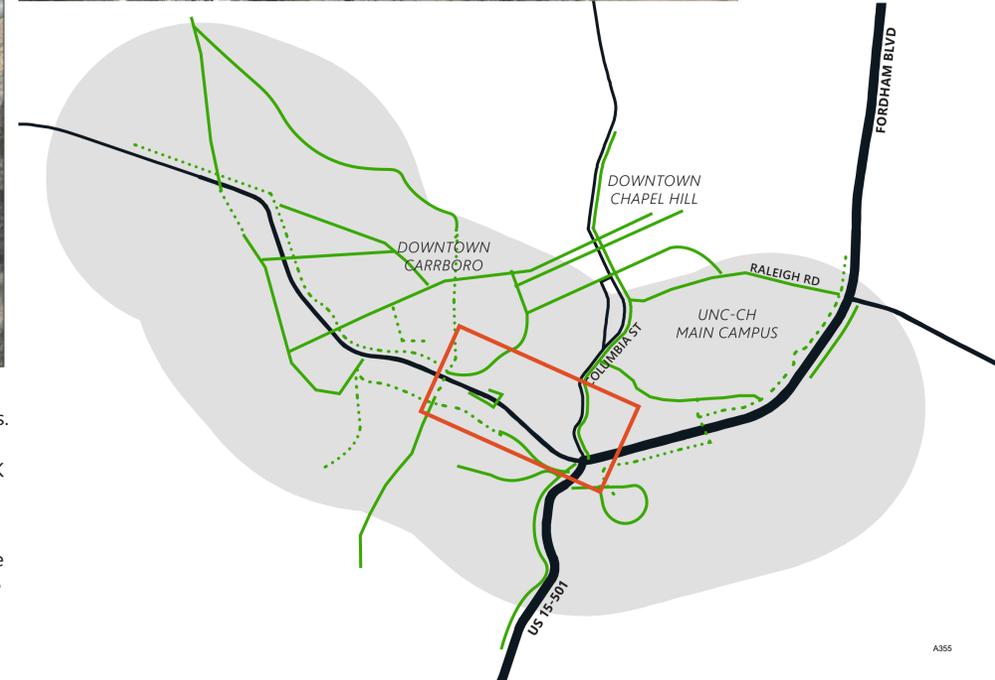


Rerouting Left Turns onto NC 54



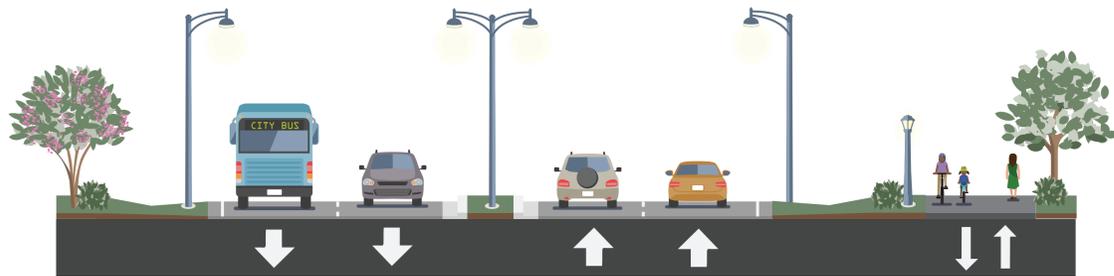
Kingswood & Laurel Ridge Design Considerations

- 1** Modifying the intersection from full access to a left-in, right-out intersection is recommended at NC 54 and the entrances to Laurel Ridge and Kingswood Apartments. Changing the intersection would include the addition of a traffic signal that—when activated— would allow pedestrians to cross NC 54 at marked crosswalks in one WALK phase while also improving safety for vehicles by lowering risk of angle crashes.
- 2** The addition of sidewalks and relocation of Chapel Hill Transit bus stops are recommended on the northeast and southwest corners of the intersection. Moving the bus stops from the existing locations to the proposed locations would better integrate with the proposed signalized intersection and encourage crossing at the marked crossing locations.



Oteys Road to Manning Drive

4-lane median divided roadway along a single family home corridor with 40,000 daily vehicles



Expected Level of Service

Manning Drive

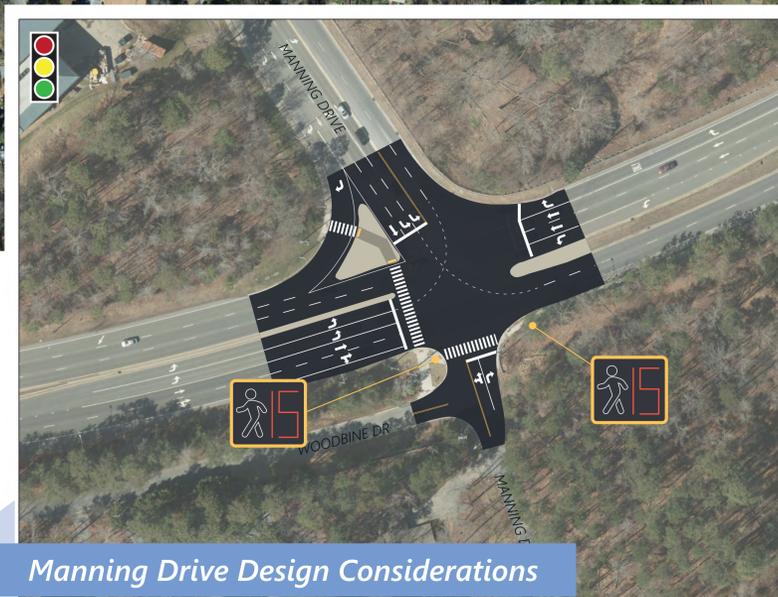
EASTBOUND	E
WESTBOUND	F

Transit

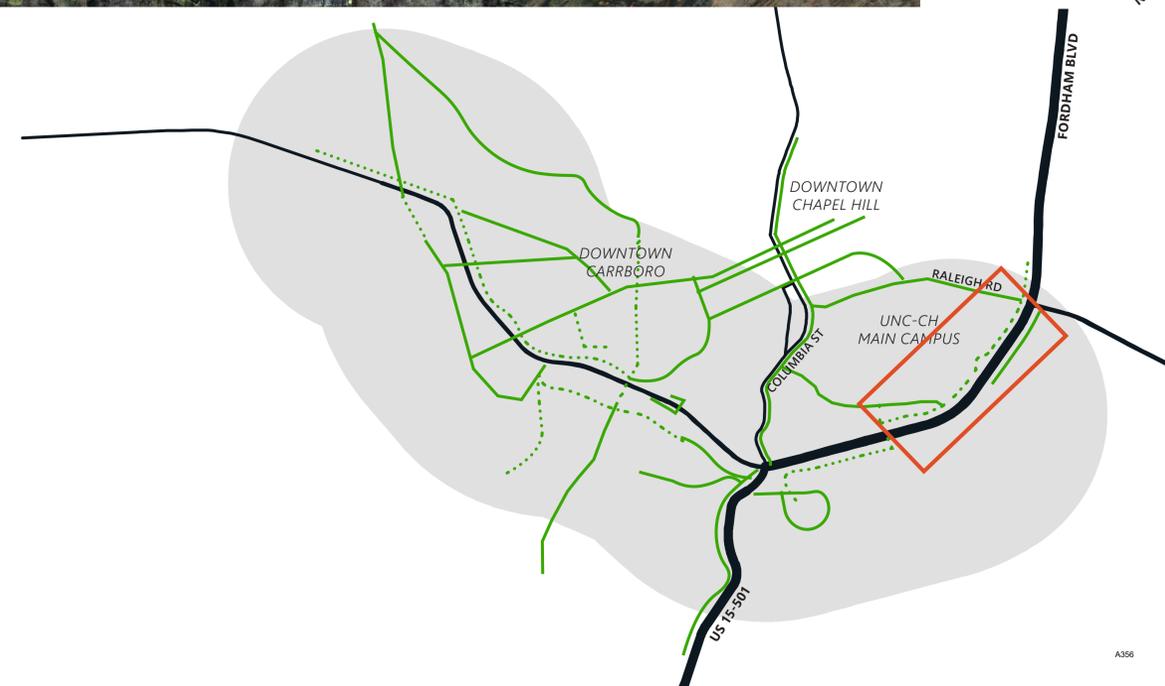
- Existing Bus Stop
- Relocated Bus Stop

What is Level of Service?

Level of service measures the flow of vehicle traffic in a given segment. Higher scores are given to segments with free-flowing traffic with little to no wait time.



- Pedestrian Signal Heads are recommended for the south leg of the intersection to clearly communicate with pedestrians when and how long they have to cross. Pedestrian signal heads already exist for the west leg of the intersection.



Location	Station	Questions	Community Workshop 2 - Feedback 
Old Fayetteville Road	1	How do you think the changes will improve safety?	A. Add a protected bike intersection from 54 B. Not appreciably Signalize slip lane. Slip lane is not at all safe and cars will not look for pedestrians.
		What concerns do you have?	A. The current design consideration, with the bike lane and right turn lanes blending, are a death trap. It would be safer if the bike lane and right turn lane were separately through the intersection. B. The NRTOR currently stays illuminated five seconds. Not long enough to cross even a single side. C. Needs bike loops. How will RTOR be prohibited on a time basis? Bus stops in-between crosswalks. People cross lanes. Reduce island?
		Why do you feel this way?	A. Cars crossing the bike lane at a 90 degree angle improves visibility of cyclists and reduces pedestrian crossing time. B. I ride my bike through this intersection 3-5 times a week. No sensing loop & RTOR is too short. C. Many people on bikes won't get off to push the pedestrian signal.
W Main Street	1	How do you think the changes will improve safety?	A. Slightly Suggest green lane out of Carrboro Plaza to West Main Street.
		What concerns do you have?	A. Make RTOR mandatory when crosswalk is triggered. Bike loops Must signalize the slip lane from West 54 to Main St. That slip lane is not at all safe and cars will not look for pedestrians. Remove right turn slip lanes
		Why do you feel this way?	A. Very similar to existing crosswalk.
W Poplar Ave	1	How do you think the changes will improve safety?	A. Yes, pedestrian signal heads are needed. B. Big improvement.
		What concerns do you have?	A. No bike lanes at this intersection? B. Crossing time, need to have a button in the median. C. No mention of bicycle detection loops for signals. Is there a bicycle tripping signal?
		Why do you feel this way?	A. The fast traffic on 54 is a ped/bike hazard. B. Slower walkers or people with disabilities will need more time. C. Current loops on Poplar won't trip signals. End us running the red light.
Jones Ferry Road	2	How do you think the changes will improve safety?	A. No bike lane needed. B. Remove the bridge, revest to signalized intersection.
		What concerns do you have?	A. Bikes are vehicles! Are you suggesting bikes need refuge in the center? C. There ought to be some designs to accommodate bike/ped from Westbrook along 54 heading West to Jones Ferry along off-ramp, same for ramp eastbound. D. See pedestrians (especially carrying groceries) using onway/off ramps and 15/501 shoulders as sidewalks. Would recommend sidewalks (especially the North side of the road) connecting to next roads Westbrook and W. Poplar.
		Why do you feel this way?	A. Lane diet needed here. B. Highways do not belong in urban areas. C. May folks (bike/ped) travel in the shoulder here.
Westbrook Drive	2	How do you think the changes will improve safety?	A. Yes
		What concerns do you have?	A. Crossing location & refuge require more time and distance for pedestrians. B. Hould have "Hawk" or similar warning lights. Bike loops
		Why do you feel this way?	A. People already cut across. B. Need some way to slow down drivers.
		How do you think the changes will	A. Yes

Location	Station	Questions	Community Workshop 2 - Feedback 
Abbey Lane	3	How do you think the changes will improve safety?	<p>B. Stop traffic for much safer pedestrian crossing.</p> <p>C. A signalized intersection is a huge improvement.</p>
		What concerns do you have?	<p>A. Will refuge/median have ability to trigger signal?</p> <p>B. People on bike and foot may cut across and not zig zag. Cars coming out opposite the apartment complex don't have a signal to stop and may encounter bike/ped.</p> <p>C. Long crossing length.</p> <p>D. Should have "hawk" or similar warning lights.</p>
		Why do you feel this way?	<p>A. Any crossing infrastructure is an improvement.</p> <p>B. It's human nature to take the shortest, least resistance, easiest, fastest path.</p> <p>C. May cause conflicts due to length of the traffic stoppage - probably long cycle length.</p> <p>D. Need some way to slow down drivers.</p>
Smith Level Road	3	How do you think the changes will improve safety?	<p>A. Yes</p> <p>B. Some, but not enough. See additional comments.</p> <p>C. Signals should help.</p>
		What concerns do you have?	<p>A. Awareness and alignment of signals with FPG, Merrit Mill bike lanes?</p> <p>B. Cars turning right potentially encounter bike/ped at crosswalk. I'd like to see a delay in the car light change to allow a head start (LPI). In addition, I'd like to see a NRTOR on all turns. There is so much going on with this intersection. Infrastructure needs to be the solution to lessen the distractions.</p> <p>C. Need bicycle lane to extend through intersection.</p> <p>Add "no right turn on red" for ramps to 54</p> <p>I bike down 54 to Southern Village and the on-ramp from Smith Level Rd is not safe. Do connect the bike paths here. Currently the bike path stops before crossing Smith Level Road, please continue it and connect it to Southern Village.</p> <p>Would like more clear markings to Smith Level, under NC-54 to Greensboro St.</p> <p>Make same as Jones Ferry Rd, or at least add bike lane and sidewalks under the bridge.</p>
		Why do you feel this way?	<p>A. With FPG, improvements for ped/bike are needed!</p> <p>B. It's human nature to take the shortest, least resistance, easiest, fastest path.</p> <p>C. What is there now, is not safe.</p>
Kingswood/Laurel Ridge	4	How do you think the changes will improve safety?	<p>A. It's a big improvement to what we have now.</p> <p>B. A signalized intersection is a huge improvement.</p> <p>C. Controlled intersection is vastly safer.</p> <p>D. Vastly! Pedestrians will have clear time and space to cross and turning vehicles will not have to content with so many obstacles.</p> <p>E. I think they will address many of the needs of pedestrians; more sidewalk space, protected, and clearly identified crossing areas.</p> <p>F. Yes, crosswalks are necessary.</p> <p>G. Will be better for pedestrians. A necessary change.</p> <p>Good job. Agree with the light for these pedestrians.</p> <p>Yes.</p>
		What concerns do you have?	<p>A. No formal bike facilities in the zig-zag. Make it wider to allow bikes and walkers.</p> <p>B. Lane crossing length.</p> <p>C. Concern pedestrians will not follow the zig-zag but cross one side outside the sidewalk (cross road in a straight line).</p> <p>D. That the changes will not take place soon enough.</p> <p>E. This doesn't address the safety of vehicles coming from the apartments, making them still have to do a U-turn down the road. Also, the median needs to be accessible to humans with mobility issues.</p> <p>F. Timing of project. That will take too long.</p> <p>G. There is high potential for injury and death for peds. The project will take too long. Change needs to happen FAST! Add flashing pedestrian lights immediately.</p> <p>H. Should have "hawk" or similar warning lights.</p>

Location	Station	Questions	Community Workshop 2 - Feedback 
			<p>I. Bicycle access to and through this area is unsafe. Not many alternatives for biking to Frank Porter Graham.</p> <p>Bike loops</p> <p>A. Suggestion: make buttons respond to bikes and add NRTOR to the stop lights.</p> <p>B. May cause conflicts due to length of the traffic stoppage - probably long cycle time.</p> <p>C. Pedestrians don't want to take the time to zig-zag. I'm afraid they might get caught in the intersection and wait two light cycles.</p> <p>D. Because bureaucracy is slow and city planning privileges motorists.</p> <p>E. I think it will depend on how things look, but I would encourage you to keep in mind children, people aren't able bodied, and others with mobility issues use this intersection too. Keep their needs in mind as you move forward.</p> <p>F. Big changes needed to fix problem - can there be a temporary fix like a flashing signal until road/intersection can be built? I don't know if people will spend the time zig-zag, rather than cross the other side directly. If the signals are separate this wouldn't be a</p> <p>G. I have almost been hit by a car every day trying to get to Kingswood bus stop from Laurel Ridge.</p> <p>H. Need some way to slow down drivers.</p> <p>I. I biked here.</p>
Manning Drive	5	<p>How do you think the changes will improve safety?</p> <p>What concerns do you have?</p> <p>Why do you feel this way?</p>	<p>A. Not much but I understand the constraints.</p> <p>B. Yes, marginally.</p> <p>It will help.</p> <p>Remove right turn on red slips.</p> <p>A. The Manning to 15-501 slip lane is dangerous.</p> <p>B. Right turn on Manning must have NRTOR during pedestrian cycle. Sidewalk along botanical garden is narrow and guardrail is dangerous.</p> <p>A. There's no guarantee cars will stop, even if the pedestrian tries to make eye contact.</p>

ID	Location	Tested Recommendations and Assumptions	Approach	LOS Comparison				Findings and Conclusions	
				NB-AM*	NB-PM*	Bid-AM**	Bid-PM**		
1	Manning Drive	FUTURE: Add pedestrian phases and crosswalks to all legs at the intersection of NC 54 at Manning Drive concurrent to walkway extension	Overall	F (99.8 sec/veh)	F (144.4 sec/veh)	F (182.0 sec/veh)	F (217.8 sec/veh)	Future improvement concurrent with sidewalk/walkway extension to intersection. Adding a pedestrian phase to all legs increases the splits for some movements (NB).	
			Eastbound	F-158.6	E-75.6	F-313.8	F-203.2		
			Westbound	C-33.8	F-215.0	D-49.3	F-319.0		
			Northbound	F-80.6	E-67.5	E-58.0	E-55.1		
			Southbound	E-70.3	F-120.7	D-53.4	D-54.8		
2	Oteys Road	A. FUTURE: Add two-phase signal at the intersection to simulate a PHB/HAWK. Signal will be optimized based on pedestrian volumes	Overall	-	-	A (9.7 sec/veh)	A (7.3 sec/veh)	Future improvement concurrent with sidewalk or greenway extension to intersection. Signal added shows heavy directional peaking for EB in AM 2043 ft, WB in PM 1725 ft.	
			Eastbound	-	-	B-12.7	A-4.9		
			Westbound	-	-	A-3.0	A-9.0		
			Northbound	E-42.0	C-20.7	-	-		
				Southbound	C-15.0	F-481.7	-	-	
		B. FUTURE: Evaluate intersection using ITRE Two-Phase Signalization Guidelines and run signal warrant analysis using the HCS 2010 warrants software	Overall	-	-	B (17.6 sec/veh)	D (41.7 sec/veh)	Future improvement concurrent with sidewalk or greenway extension to intersection. Signal added shows NB queueing under 50 feet for AM and PM peak hour, SB queueing 47 ft and 375 ft for AM and PM respectively. Heavy directional peaking for EB and WB movements. EB in AM 2017 ft, WB in PM 1700 ft. No further consideration of a signal is recommended using the ITRE two-phase signalization guidelines.	
	Eastbound		-	-	C-23.3	B-15.2			
	Westbound		-	-	A-3.8	E-57.2			
Northbound	E-42.0		C-20.7	E-56.5	D-47.7				
			Southbound	C-15.0	F-481.7	E-61.5	F-86.0		
4	Kingswood Apartments/ Laurel Ridge Apartments	Evaluate a two-phase signal at Kingswood Apartments. Single stage pedestrian crossing. Incorporate left-over median at intersection.	Overall	-	-	C (22.4 sec/veh)	B (18.9 sec/veh)	Westbound left-over at Kingswood Apartments - recommended further investigation of signalization for AM peak hour. EB Queue in AM approx 1625'; WB Queue in PM approx 1100'	
			Eastbound	-	-	C-26.9	B-18.4		
			Westbound	-	-	A-7.0	B-18.7		
			Northbound	F-Err	F-Err	E-55.7	D-38.6		
			Southbound	F-Err	F-Err	D-53.6	C-34.9		
5	Smith Level Road	Add crosswalks and pedestrian phases to all legs at the Smith Level Road intersection with the NC 54 EB Ramps	Overall	C (29.8 sec/veh)	C (23.8 sec/veh)	C (31.1 sec/veh)	C (32.3 sec/veh)	The inclusion of an additional ped phase on all legs does not change split length or create any additional impacts to the signal and therefore does not impact the LOS or delay for intersection in the AM peak hour. For the PM peak hour, the signal was forced into the splits which had the same impact.	
			Eastbound	D-47.4	D-43.9	D-49.5	C-33.0		
			Westbound	---	---	---	---		
			Northbound	C-27.9	C-26.0	C-29.9	D-54.5		
			Southbound	B-16.3	B-15.2	B-15.2	B-14.4		
6a	Abbey Lane	A. Evaluate a signal with a pedestrian only phase at Abbey Lane. Single stage pedestrian crossing. No phase for side street vehicular traffic.	Overall	-	-	A (4.7 sec/veh)	A (5.4 sec/veh)	EB Queue in AM peak hour 1801 ft, WB queue in PM peak hour 1277 ft	
			Eastbound	-	-	A-5.7	A-3.0		
			Westbound	-	-	A-1.9	A-6.7		
			Northbound	F-50.3	C-16.9	-	-		
				Southbound	B-13.4	E-39.0	-	-	
		B. Evaluate signal with an included pedestrian phase at Abbey Lane.	Overall	-	-	B (17.8 sec/veh)	B (14.6 sec/veh)	Eastbound queue during the AM peak hour is approx 1780' and westbound queue during the PM peak hour is approx 1300'	
	Eastbound		-	-	C-20.7	A-3.4			
	Westbound		-	-	A-4.4	B-18.9			
Northbound	F-50.3		C-16.9	E-59.3	D-50.1				
			Southbound	B-13.4	E-39.0	E-67.3	D-46.3		
6b	Westbrook Drive	A. Evaluate a signal with a pedestrian only phase at Westbrook Drive. Single stage pedestrian crossing. No phase for side street vehicular traffic.	Overall	-	-	A (9.5 sec/veh)	A (5.8 sec/veh)	EB Queue in AM peak hour 1695 ft, WB queue in PM peak hour 1083 ft	
			Eastbound	-	-	A-8.4	A-3.4		
			Westbound	-	-	B-12.4	A-7.0		
			Northbound	F-123.2	C-16.2	-	-		
				Southbound	B-14.1	E-35.9	-	-	
		B. Run signal warrant analysis and test a signal with an included pedestrian phase	Overall	-	-	D (44.1 sec/veh)	B (10.1 sec/veh)	Meets 8, 4, and peak hour warrants. Signal tested for AM and PM peak hours. EB queue during the AM peak hour is approx 1775' and WB queue during the PM peak hours is approx 1200'	
	Eastbound		-	-	D-52.7	A-8.8			
	Westbound		-	-	B-16.3	A-8.7			
Northbound	F-123.2		C-16.2	E-70.2	D-50.1				
			Southbound	B-14.1	E-35.9	E-68.8	D-46.9		

ID	Location	Tested Recommendations and Assumptions	Approach	LOS Comparison				Findings and Conclusions
				NB-AM*	NB-PM*	Bid-AM**	Bid-PM**	
7	Jones Ferry Road - North of NC 54	Add pedestrian crossing across Jones Ferry Road at NC 54 WB on and off ramps	Overall	B (12.9 sec/veh)	C (21.6 sec/veh)	B (15.1 sec/veh)	C (20.9 sec/veh)	Forces the WB split to be longer due to the addition of the pedestrian walk time. This improves the LOS and delay for the WB approach and degrades the NB and SB approaches in the AM, but slightly degrades overall and WB approach in the PM peak hour.
			Eastbound	---	---	---	---	
			Westbound	C-21.3	C-32.7	C-27.9	C-30.4	
			Northbound	A-7.1	A-8.5	A-6.8	A-9.1	
		Add pedestrian phases to all legs at the NC 54 WB ramps intersection with Jones Ferry Road	Overall	B (12.9 sec/veh)	C (21.6 sec/veh)	B (15.1 sec/veh)	C (20.9 sec/veh)	Forces the WB split to be longer due to the addition of the pedestrian walk time. This improves the LOS and delay for the WB approach and degrades the NB approach in the AM, but slightly degrades overall and WB approach in the PM peak hour.
			Eastbound	---	---	---	---	
			Westbound	C-21.3	C-32.7	C-27.9	C-30.4	
			Northbound	A-7.1	A-8.5	A-6.8	A-9.1	
9	W Poplar Avenue	Add crosswalks to all legs at the W Poplar Avenue intersection with NC 54	Overall	B (12.7 sec/veh)	B (15.1 sec/veh)			Crosswalks/ped phases present currently on all legs except for the south leg. The inclusion of an additional ped phase on the south leg does not change split length or create any additional impacts to the signal and therefore does not impact the LOS or delay for intersection.
			Eastbound	B-11.3	B-12.8			
			Westbound	B-11.7	B-14.6			
			Northbound	C-29.9	C-31.6			
	Carrboro Plaza - Main Street at NC 54	FUTURE: Add pedestrian crossings at all legs of the intersection, concurrent with extension of walkway and receiving curb SW quad of entry to shopping center.	Overall	D (41.9 sec/veh)	D (43.5 sec/veh)	D (40.2 sec/veh)	D (47.4 sec/veh)	The southbound split is increased with the inclusion of a ped phase, and therefore more vehicles are cleared and LOS and delay are improved on that leg. The opposite is true for the eastbound and westbound approaches.
		Eastbound	C-29.3	D-37.4	C-33.9	D-42.0		
		Westbound	D-44.4	D-36.9	E-56.7	D-50.6		
		Northbound	D-46.6	D-46.9	D-46.5	D-52.1		
11	Old Fayetteville Road	FUTURE: Add crosswalk across NB leg of Old Fayetteville Rd concurrent with extension of SUP along NC 54. Prohibit Right Turn on Red during the peak hours for all approaches at the Old Fayetteville Road intersection with NC 54	Overall	E (64.9 sec/veh)	C (34.0 sec/veh)	E (74.7 sec/veh)	D (35.9 sec/veh)	Increase in overall and approach delay during both peak hours.
			Eastbound	C-30.4	B-19.9	C-28.9	C-20.7	
			Westbound	B-12.2	B-17.9	C-20.7	C-20.3	
			Northbound	D-45.1	D-53.1	D-46.1	D-51.2	
			Southbound	F-161.1	E-70.1	F-192.1	E-74.2	

Notes

* Denotes a Future Year No-Build Scenario. Future year (2028) AM and PM peak hour volumes on a network with no improvements.

** Denotes a Future Year Build Scenario. Future year (2028) AM and PM peak hour volumes on a network with tested improvements in place.

F-Err Denotes a level of service of "F" and a delay of over 300 seconds.

TRANSPORTATION AND CONNECTIVITY ADVISORY BOARD

To assist the Chapel Hill Town Council in creating an inclusive connected community by recommending, advocating and planning for comprehensive, safe, effective and sustainable multi-modal transportation and connectivity

RECOMMENDATION NC 54 Bicycle and Pedestrian Safety Study December 17, 2019

Recommendation: **Approved** **Approval with Conditions** **Denied**

Motion: Brian Hageman moved and Jack Whaley seconded to approve the NC 54 Bicycle and Pedestrian Safety Study with the following conditions:

- a) To include the prioritization of intersection safety improvements – starting with intersection at Kingswood and Laurel Ridge Apartments.
- b) Prioritization process must take into account the history of vehicular and non-vehicular incidents including the volume of pedestrian and cyclist activities at each intersection

Vote: **6-0**

Ayes: **Jason Merrill (Chair), Joshua Kastrinsky, Eric Allman, Rudy Juliano, Jack Whaley, and Brian Hageman**

Nays: **none**

Prepared by: Jason Merrill, Chair, Transportation and Connectivity Advisory Board
Jomar Pastorelle, Transportation Planner I

UNC Rt 54 bike ped comments

Old Fayetteville Road:

- Add green paint at bike lane intersection skips
- Add crosswalk lane markings for side path at intersection, connecting through porkchop
- Add bike boxes to north and south legs of intersection
- Add Lead Pedestrian Interval to signal timing

West Main Street:

- Eliminate slip lane in southwest corner, add flexible bollards to tighten radius
- Add LPI to signal timing

West Poplar Ave”

- Add LPI

Jones Ferry Road:

- Add flexible bollards to tighten radius at NE corner of intersection to reduce crossing distance
- When side path is installed, add green paint for bike crossing area adjacent to pedestrian crosswalk through intersection

Kingswood & Lauren Ridge:

- Add countdown timer at median for people to know how much time is left to cross

Abbey Lane:

- Add countdown timer at median for people to know how much time is left to cross

Smith Level Road:

- Add high visibility crosswalks at every crossing area
- Add pedestrian signal heads at crossing to Frank Porter Graham school

Manning Drive:

- Add yield teeth in front of slip lane crosswalk
- Add ‘yield to peds’ sign (R1-5)
- Trim overhanging tree branches so signs are visible

Oteys Rd:

- Confirm signalized crossing will trigger when side path connection is complete