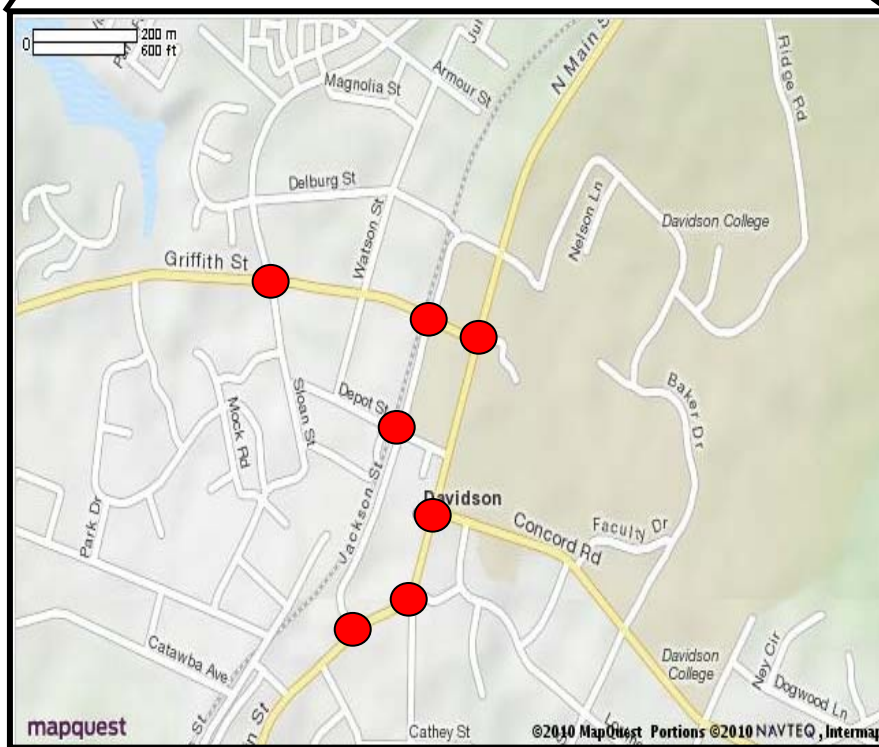
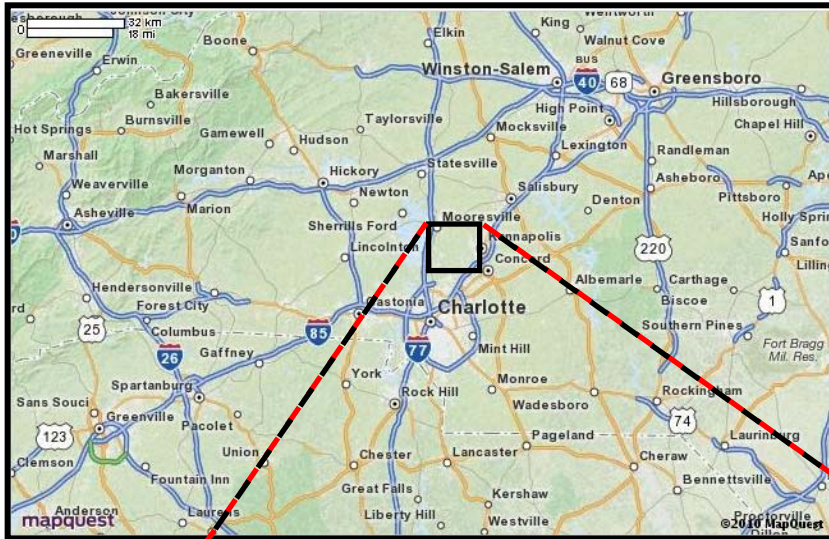


Appendix A – Figures



Not To Scale



Legend

● = Study Area Intersection



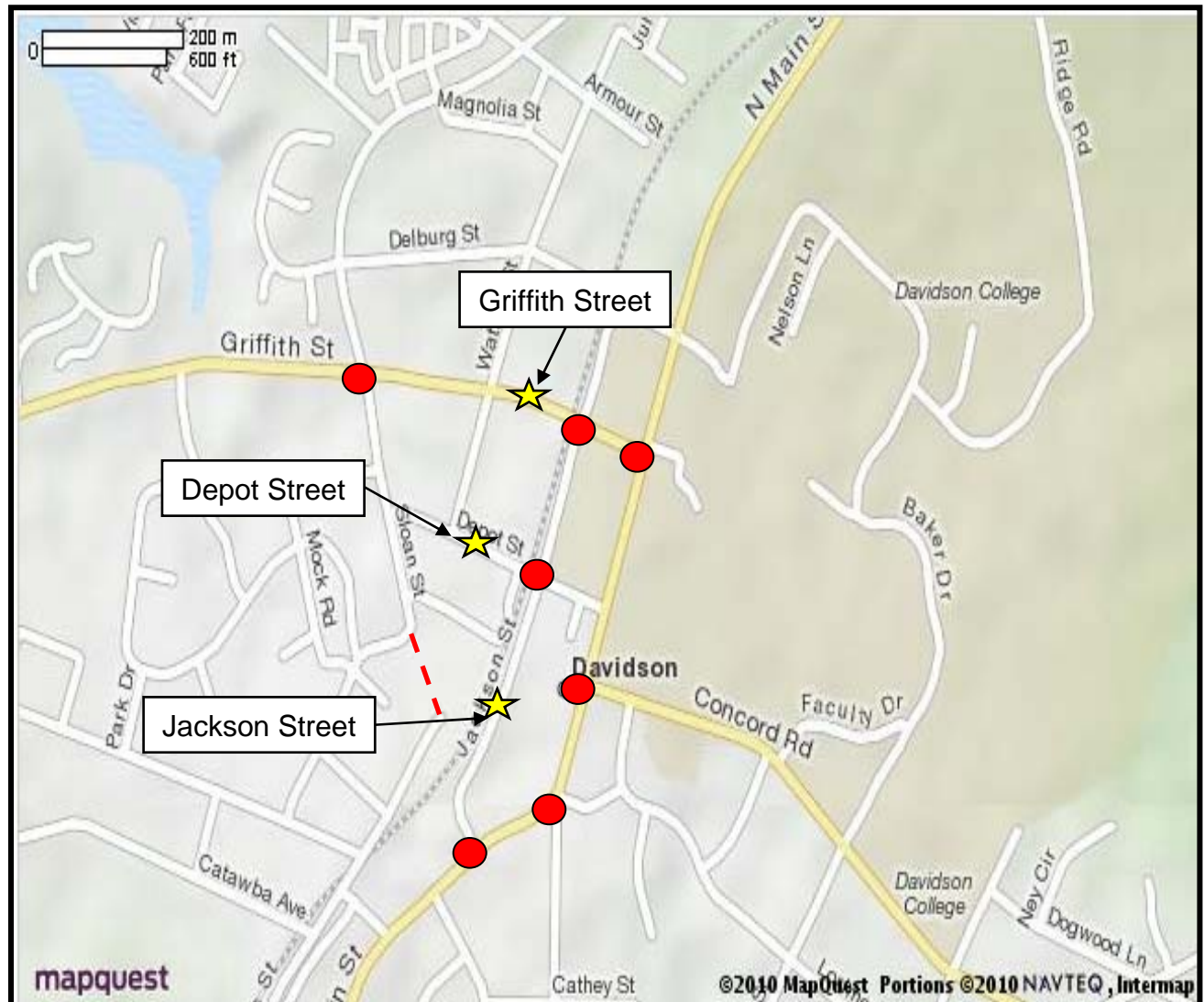
Town of Davidson Parking Study

Site Location Map




Figure 1



Not To Scale



Legend

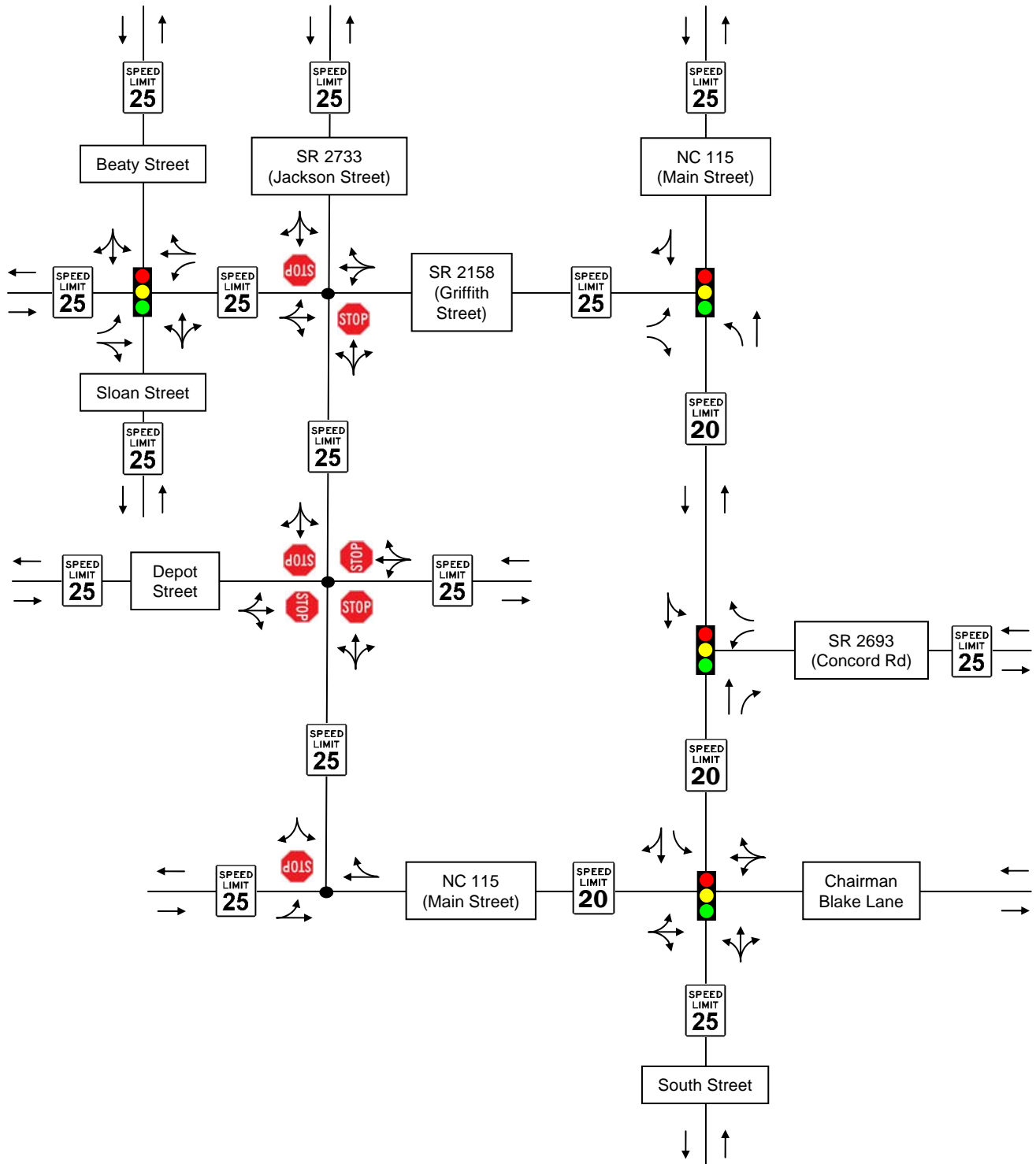
-  = Study Area Intersection
-  = Potential Deck Location
-  = Potts / Sloan Connector

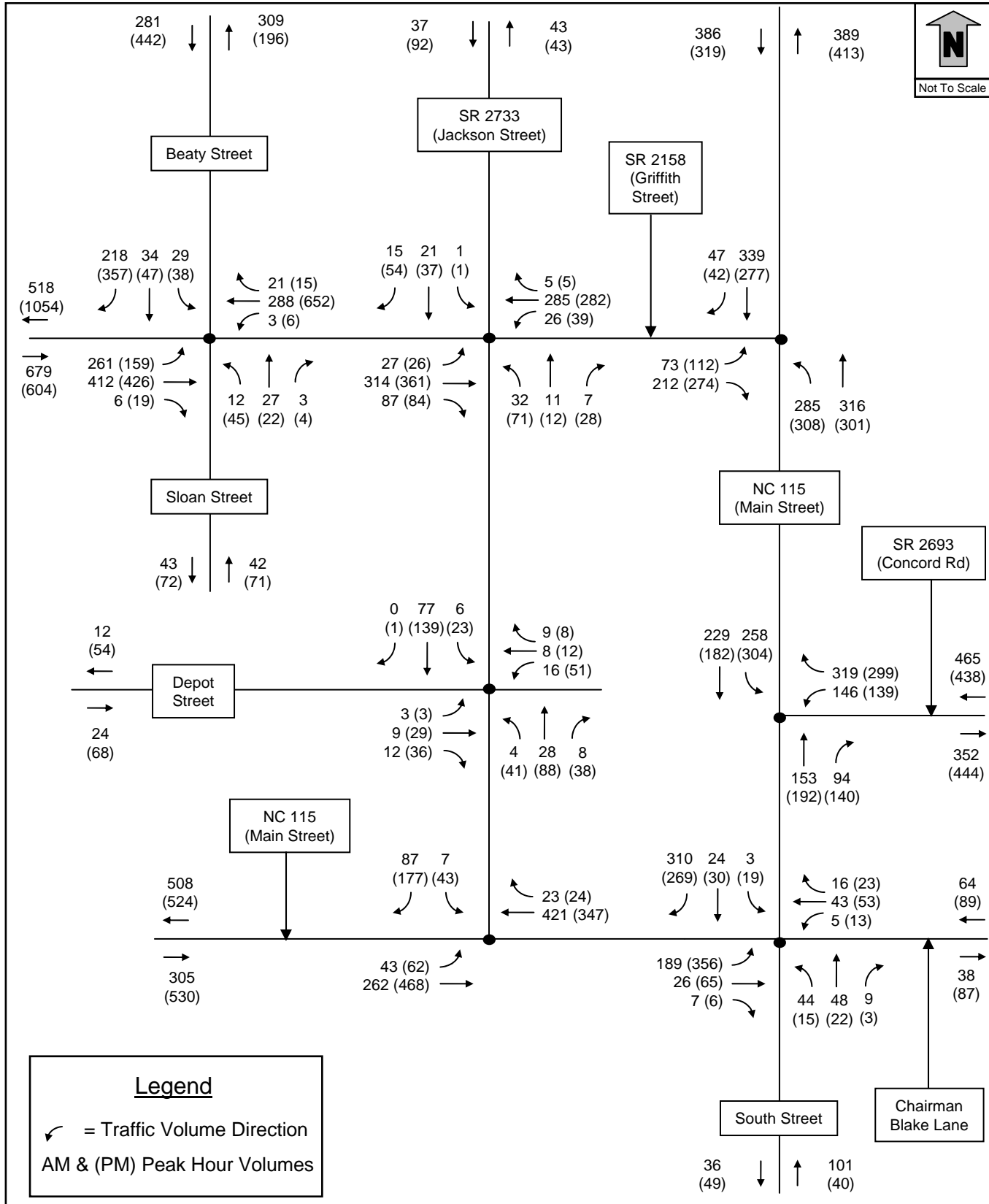


Town of Davidson Parking Study

Future Alternatives

Figure 2

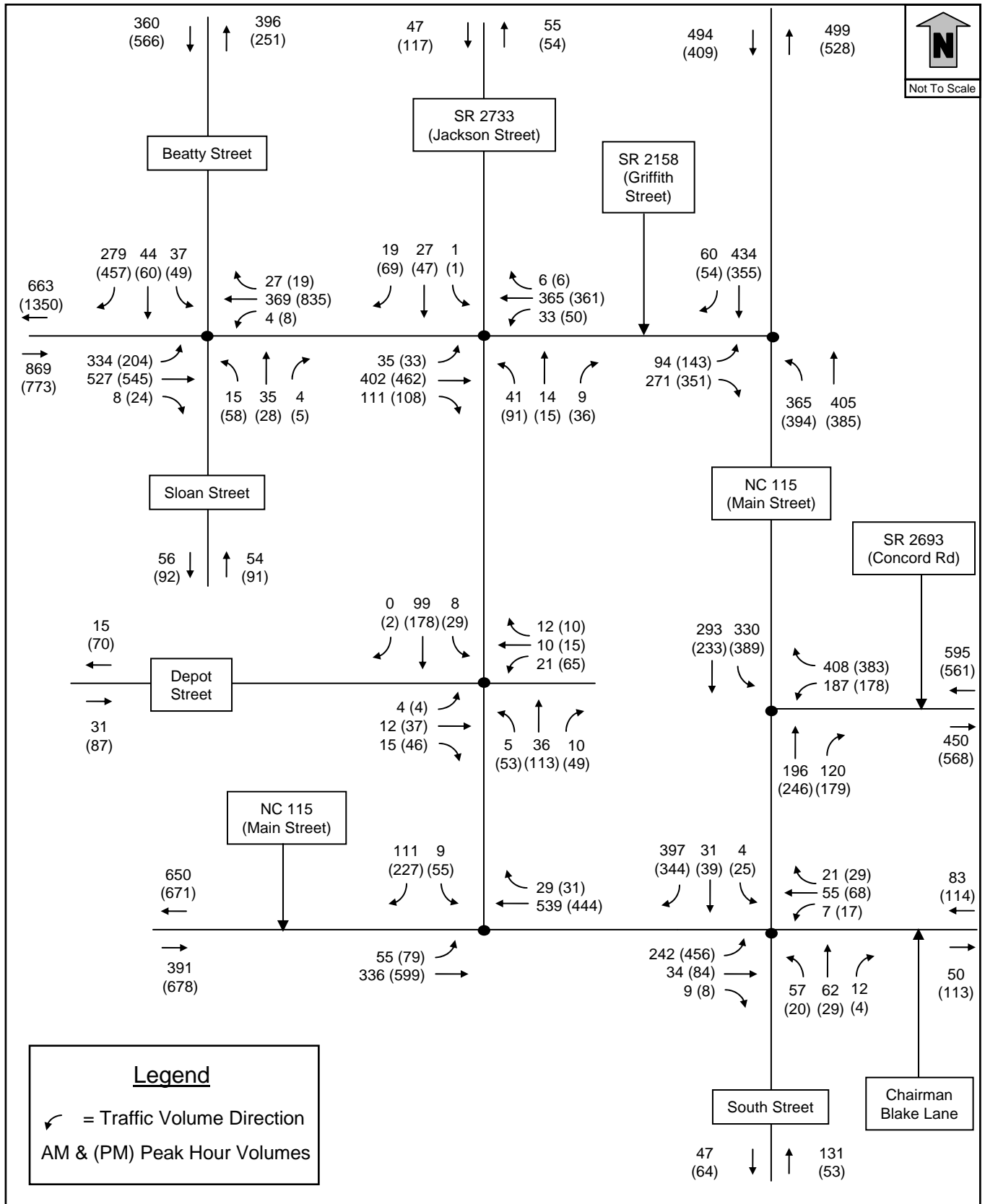




Town of Davidson Parking Study

2010 Existing Traffic Volumes

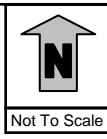
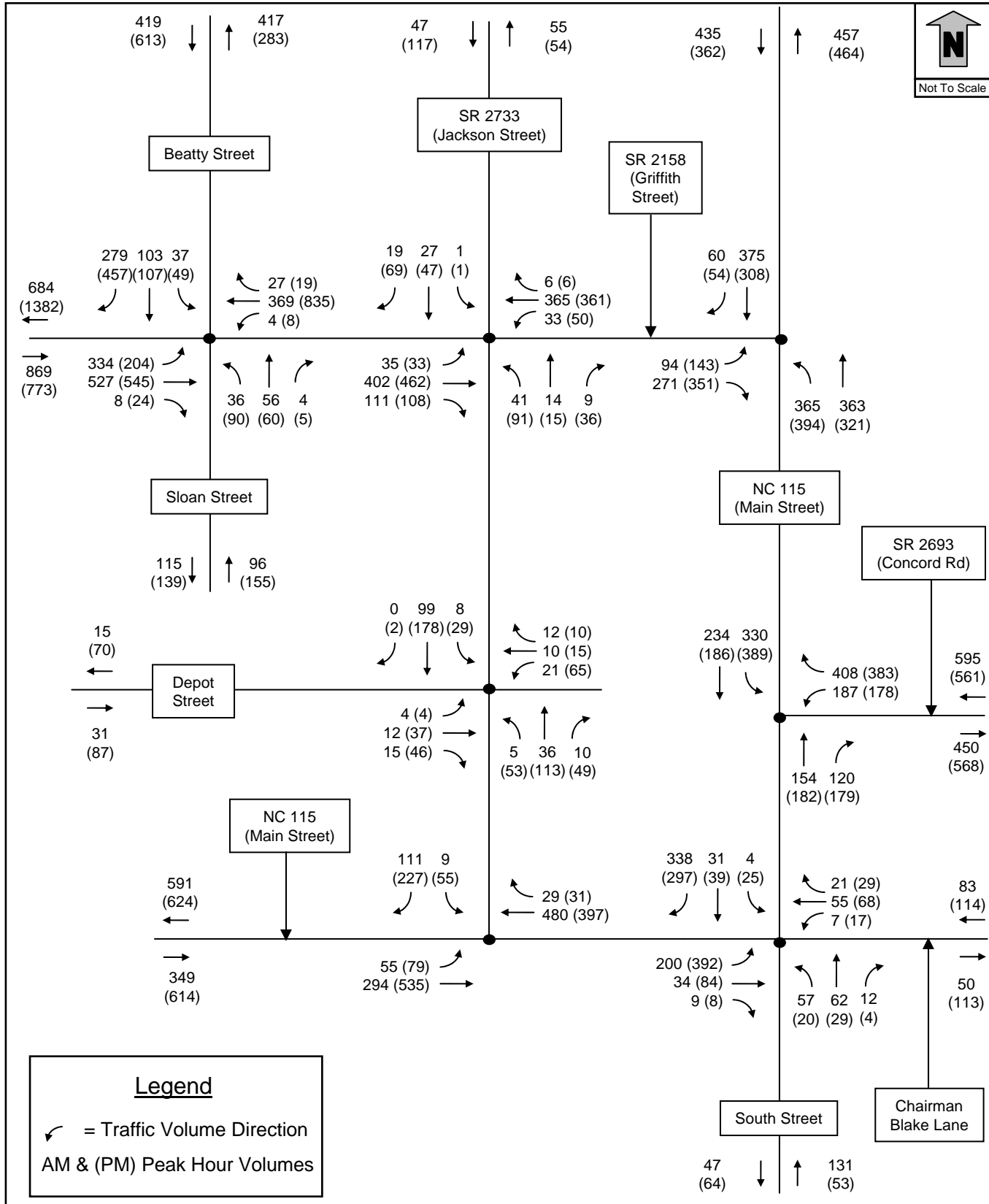
Figure 4



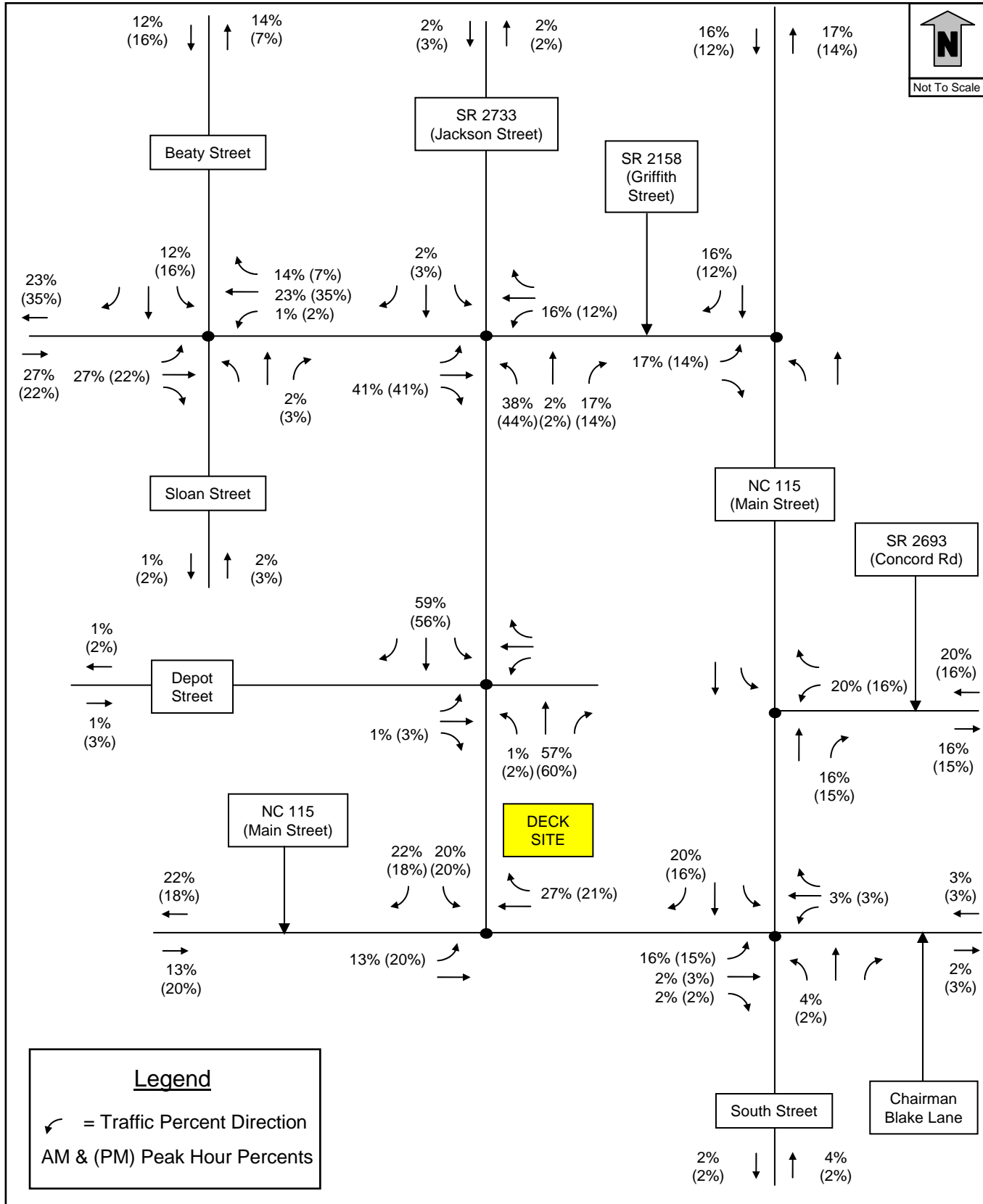
Town of Davidson Parking Study

2020 Condition 2 Traffic Volumes
 Background Traffic

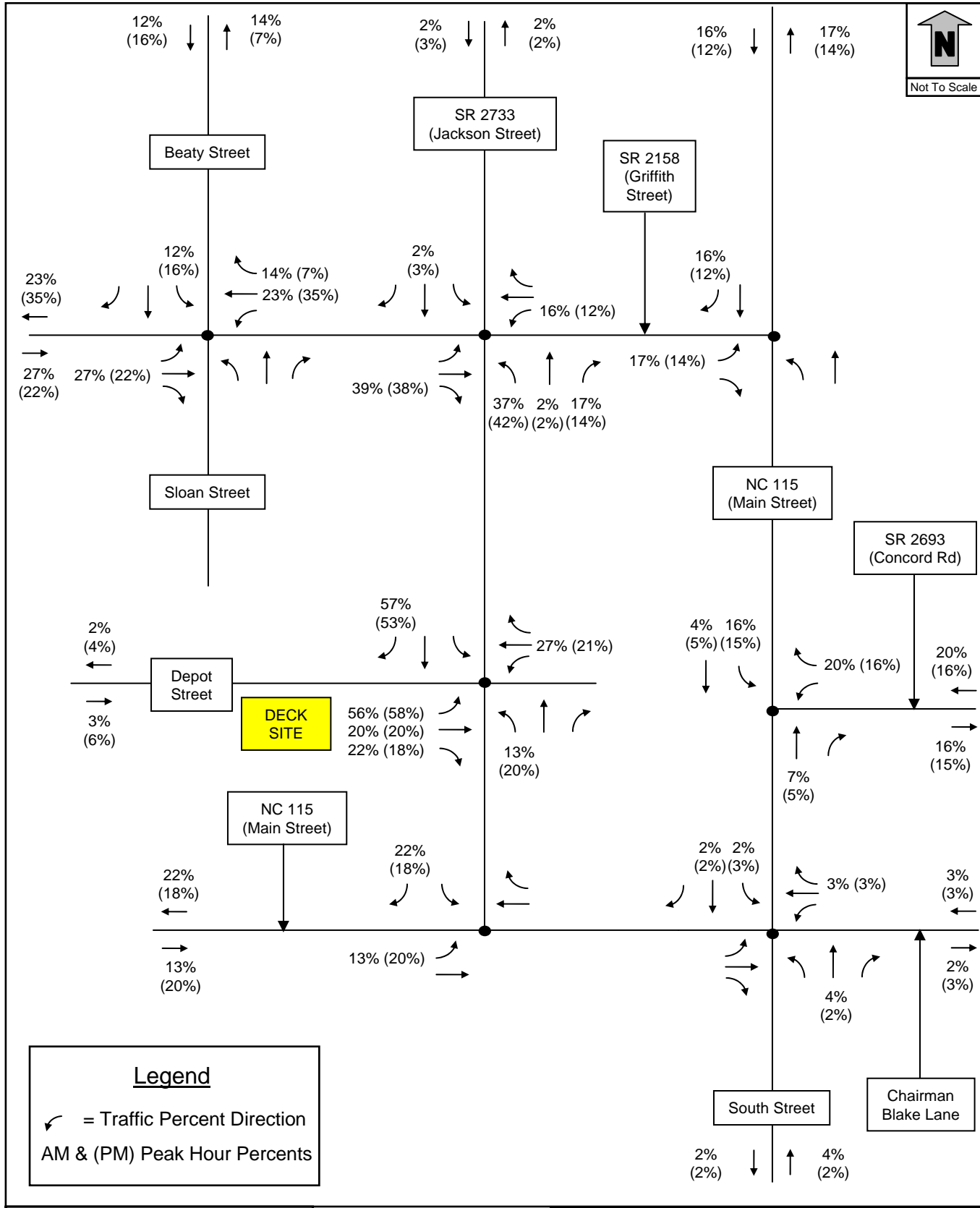
Figure 5



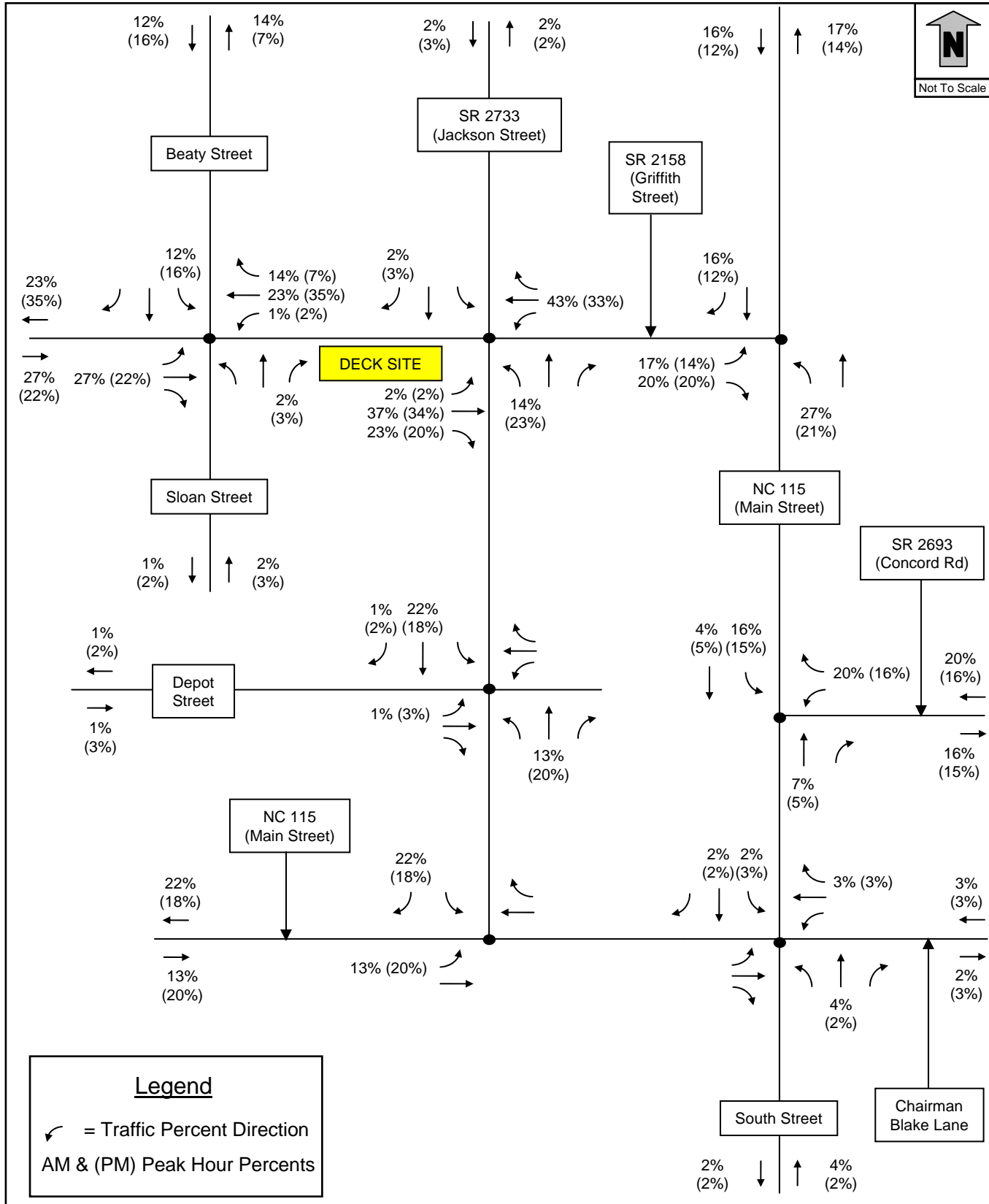
Town of Davidson Parking Study
 2020 Condition 3 Traffic Volumes
 Potts-Sloan Connector
 Figure 6



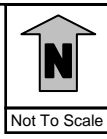
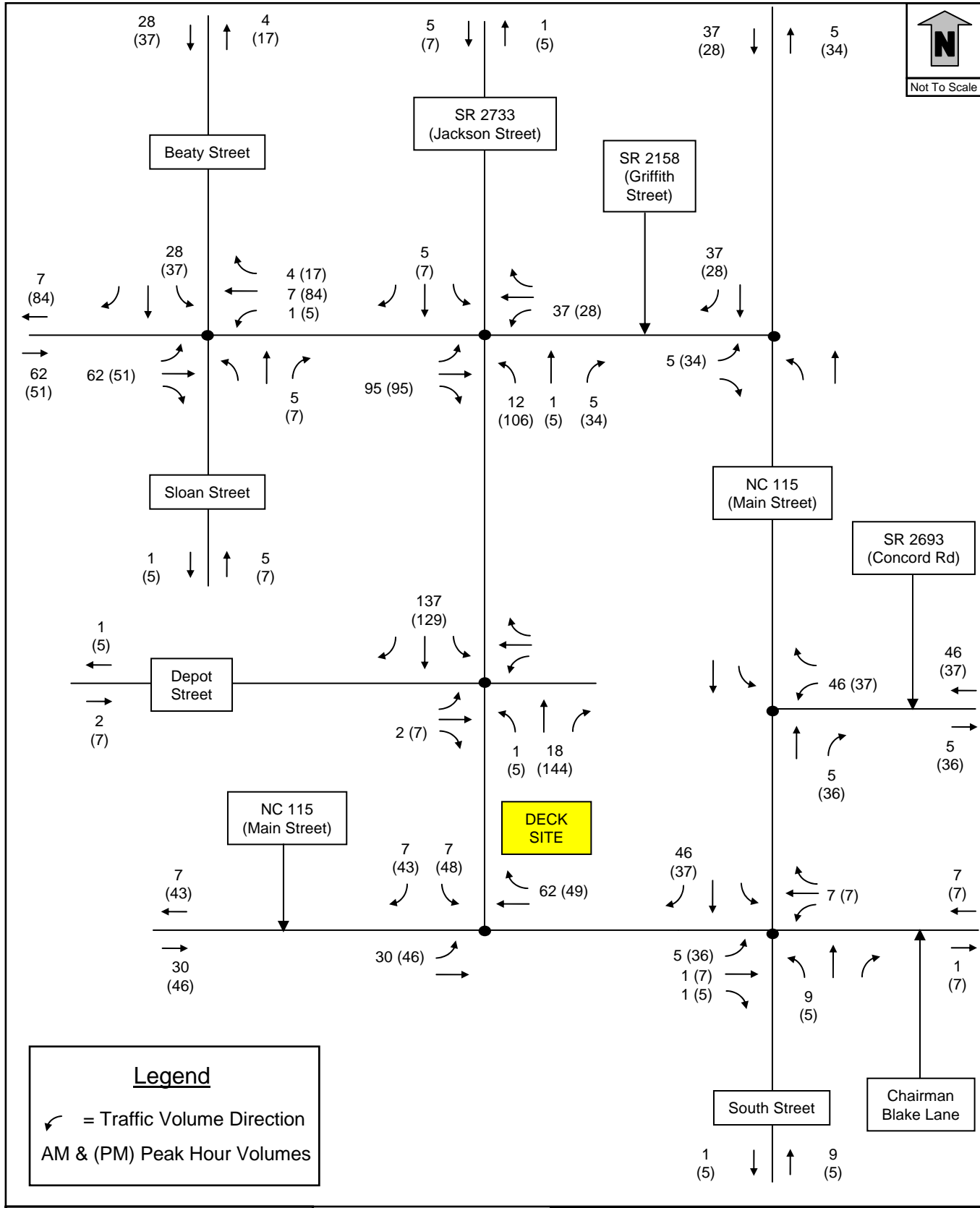
Town of Davidson Parking Study
 2020 Trip Distribution Percentages
 Jackson Street Parking Deck
 Figure 7



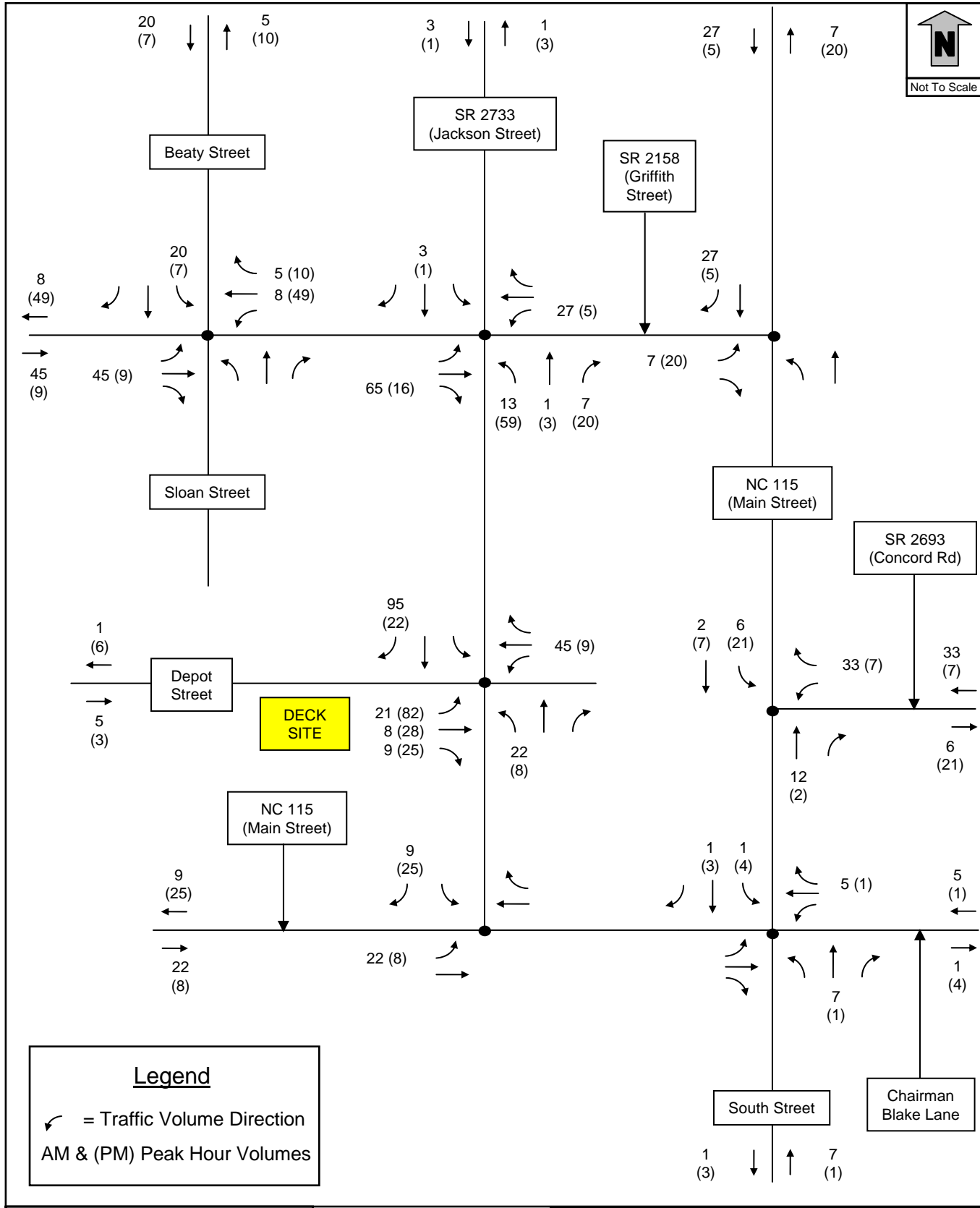
Town of Davidson Parking Study
 2020 Trip Distribution Percentages
 Depot Street Parking Deck
 Figure 8



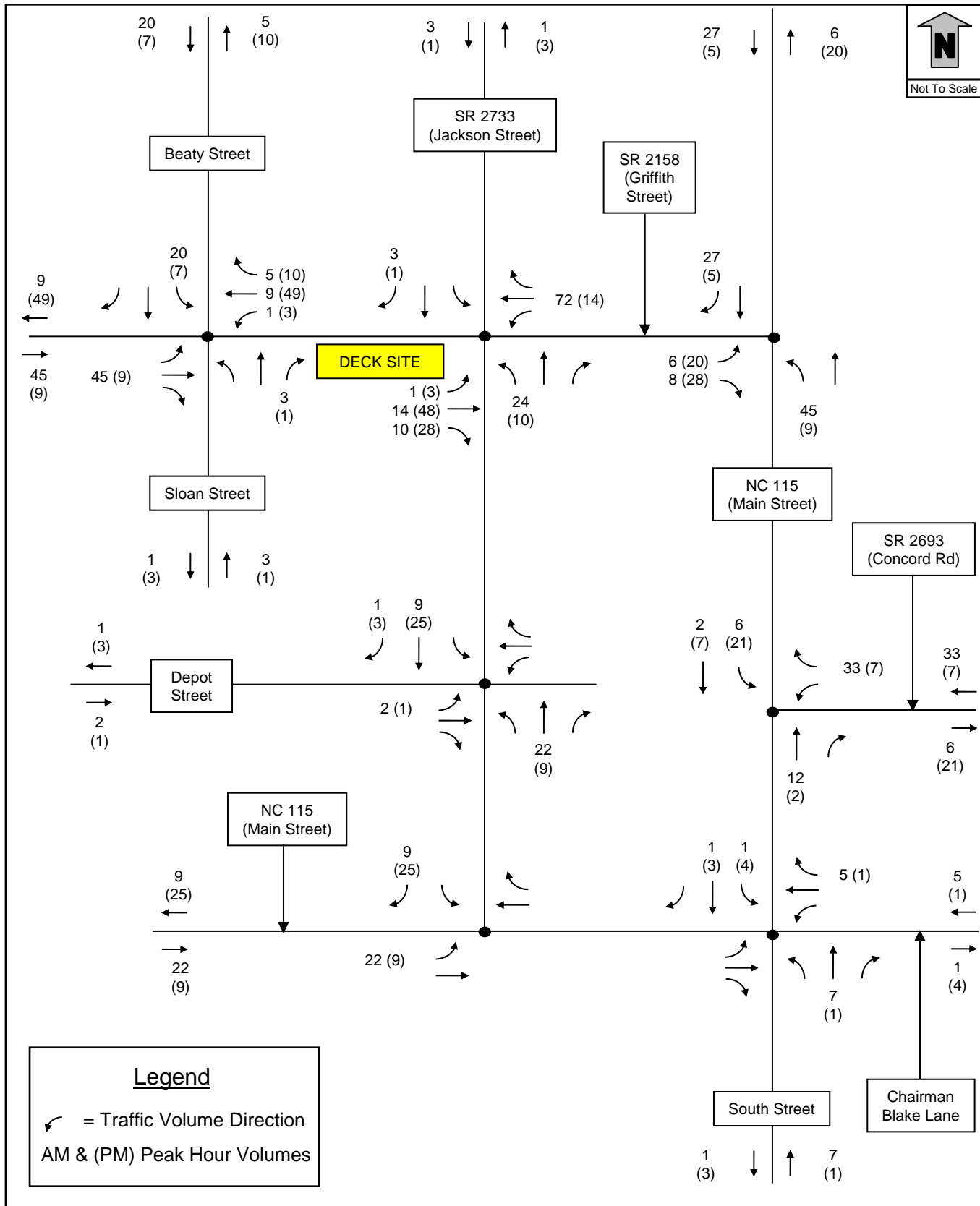
Town of Davidson Parking Study
 2020 Trip Distribution Percentages
 Griffith Street Parking Deck
 Figure 9



Town of Davidson Parking Study
 2020 Trip Distribution Traffic Volumes
 Jackson Street Parking Deck
 Figure 10



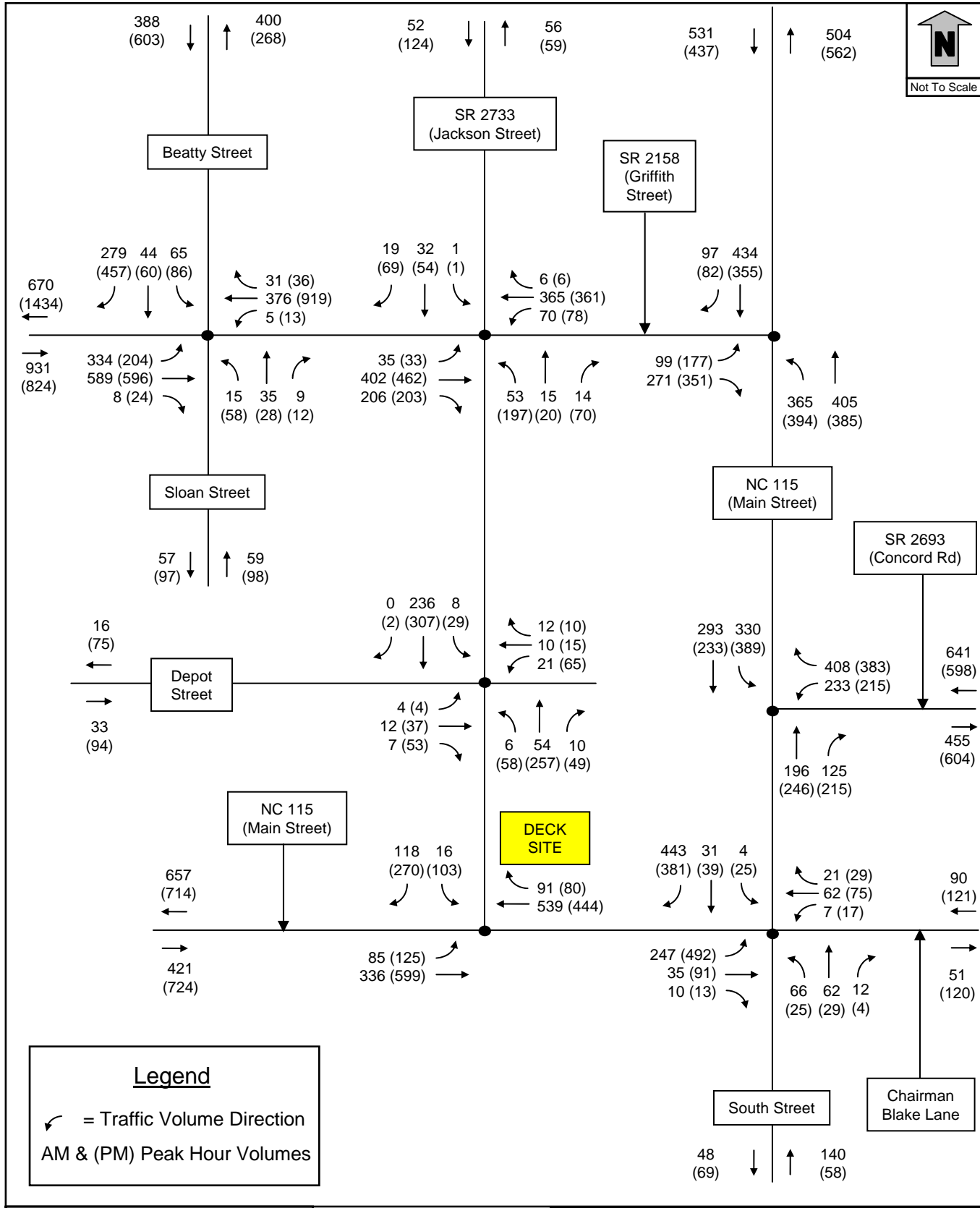
Town of Davidson Parking Study
 2020 Trip Distribution Traffic Volumes
 Depot Street Parking Deck
 Figure 11



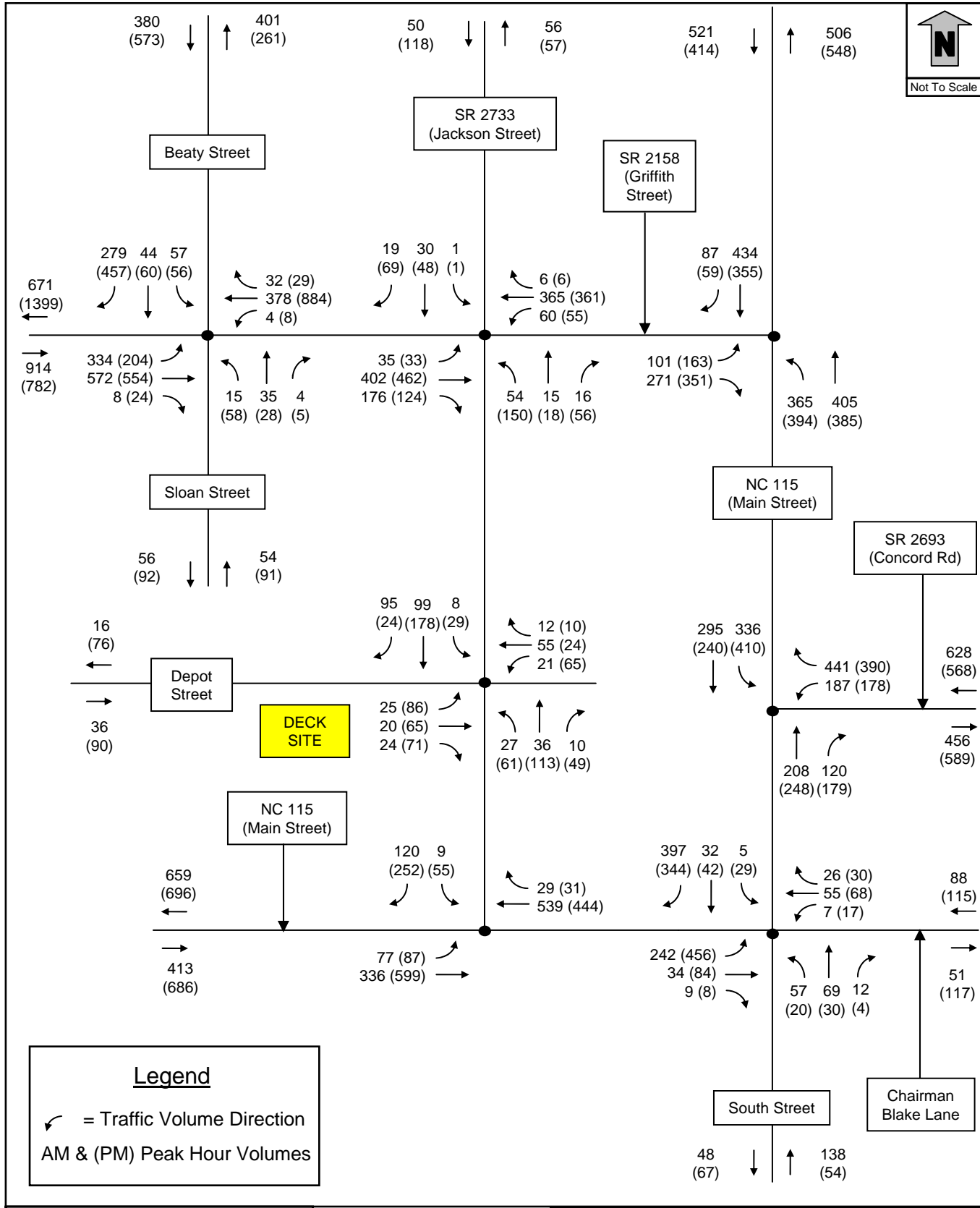
Town of Davidson Parking Study

2020 Trip Distribution Traffic Volumes
 Griffith Street Parking Deck

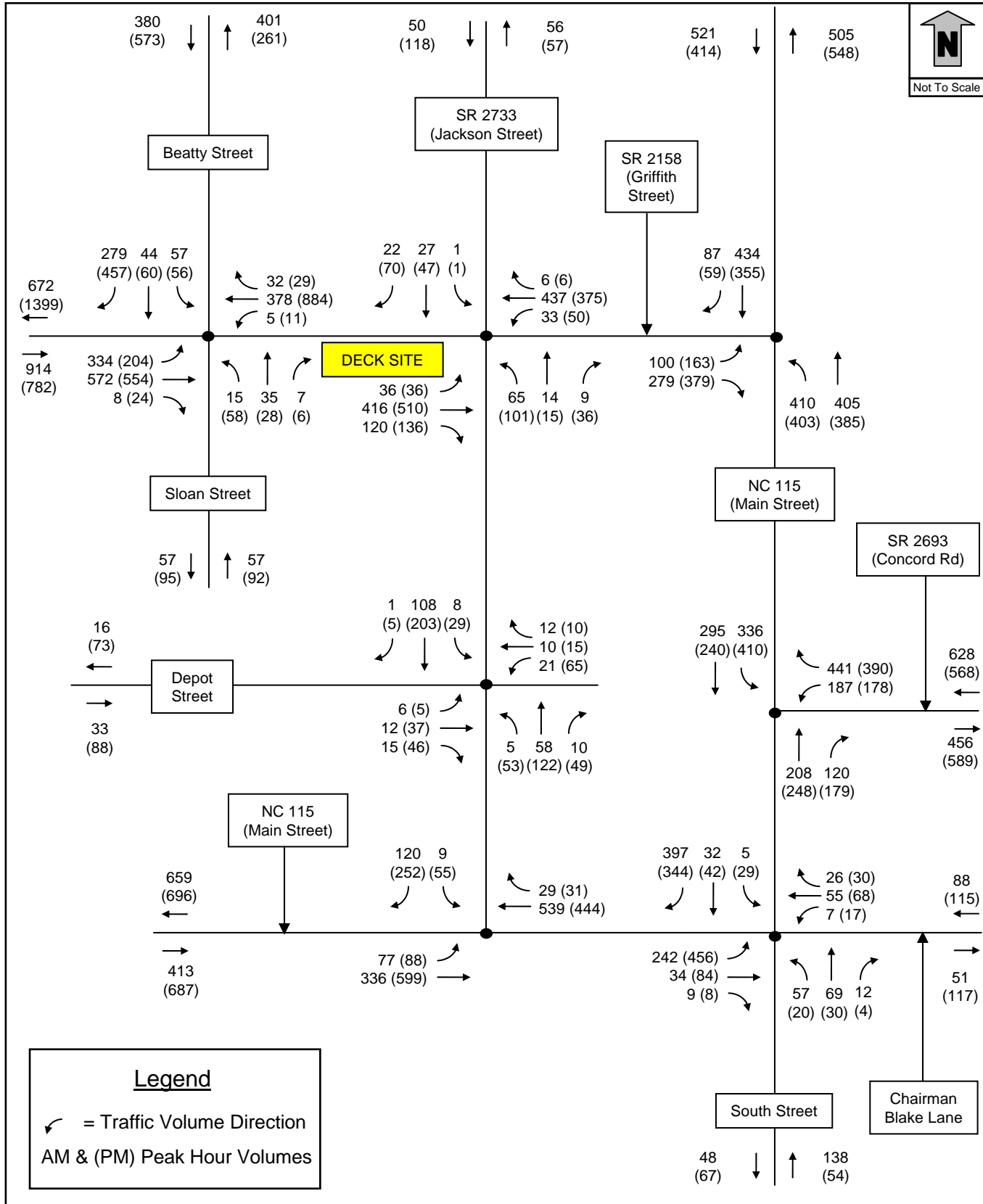
Figure 12



Town of Davidson Parking Study
 2020 Condition 4 Traffic Volumes
 Jackson Street Parking Deck
 Figure 13



Town of Davidson Parking Study
 2020 Condition 5 Traffic Volumes
 Depot Street Parking Deck
 Figure 14



Town of Davidson Parking Study
 2020 Condition 6 Traffic Volumes
 Griffith Street Parking Deck
 Figure 15

Appendix B – Traffic Counts

SEPI Engineering & Construction

1025 Wade Avenue
Raleigh, NC 27605
(919) 789-9977

Project: Davidson Parking Study
Date: 12/14/10
Counter: SEPI Engineering & Construction
Weather: Sunny

File Name : JSGS10
Site Code : 10014002
Start Date : 12/14/2010
Page No : 1

Groups Printed- Cars - Trucks - Bikes

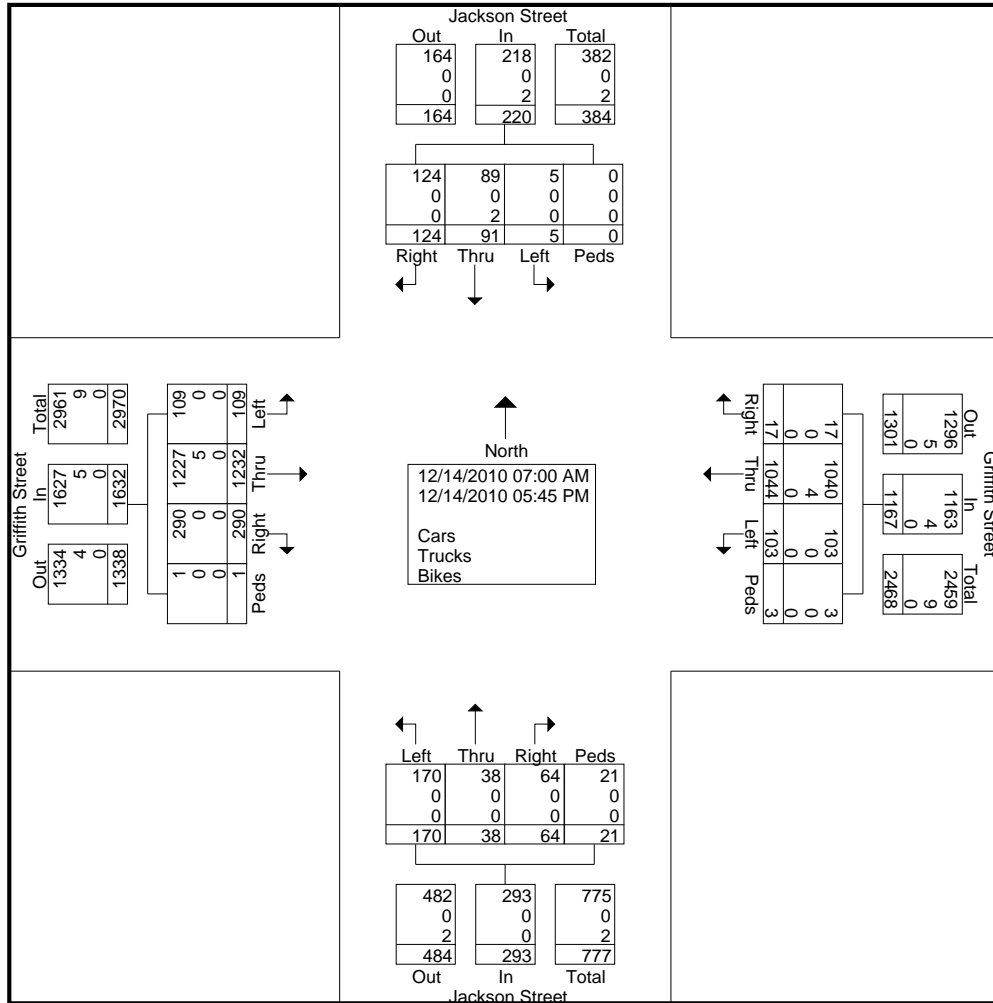
| Start Time | Jackson Street Southbound | | | | | Griffith Street Westbound | | | | | Jackson Street Northbound | | | | | Griffith Street Eastbound | | | | | Int. Total |
|---------------|---------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 07:00 AM | 0 | 0 | 4 | 0 | 4 | 4 | 44 | 0 | 0 | 48 | 0 | 0 | 1 | 1 | 2 | 6 | 47 | 6 | 0 | 59 | 113 |
| 07:15 AM | 0 | 2 | 5 | 0 | 7 | 1 | 44 | 0 | 0 | 45 | 7 | 3 | 0 | 0 | 10 | 9 | 64 | 2 | 0 | 75 | 137 |
| 07:30 AM | 0 | 6 | 5 | 0 | 11 | 2 | 56 | 2 | 1 | 61 | 4 | 2 | 1 | 1 | 8 | 2 | 65 | 4 | 0 | 71 | 151 |
| 07:45 AM | 0 | 10 | 6 | 0 | 16 | 6 | 92 | 0 | 0 | 98 | 7 | 0 | 0 | 0 | 7 | 7 | 88 | 12 | 0 | 107 | 228 |
| Total | 0 | 18 | 20 | 0 | 38 | 13 | 236 | 2 | 1 | 252 | 18 | 5 | 2 | 2 | 27 | 24 | 264 | 24 | 0 | 312 | 629 |
| 08:00 AM | 0 | 6 | 2 | 0 | 8 | 5 | 67 | 0 | 1 | 73 | 10 | 2 | 1 | 1 | 14 | 5 | 76 | 18 | 0 | 99 | 194 |
| 08:15 AM | 1 | 4 | 3 | 0 | 8 | 10 | 65 | 3 | 0 | 78 | 5 | 6 | 6 | 0 | 17 | 3 | 73 | 23 | 0 | 99 | 202 |
| 08:30 AM | 0 | 1 | 4 | 0 | 5 | 5 | 61 | 2 | 1 | 69 | 10 | 3 | 0 | 4 | 17 | 12 | 77 | 34 | 0 | 123 | 214 |
| 08:45 AM | 1 | 5 | 3 | 0 | 9 | 4 | 45 | 0 | 0 | 49 | 6 | 2 | 6 | 2 | 16 | 7 | 77 | 16 | 0 | 100 | 174 |
| Total | 2 | 16 | 12 | 0 | 30 | 24 | 238 | 5 | 2 | 269 | 31 | 13 | 13 | 7 | 64 | 27 | 303 | 91 | 0 | 421 | 784 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 7 | 15 | 0 | 22 | 6 | 72 | 1 | 0 | 79 | 9 | 4 | 8 | 0 | 21 | 5 | 87 | 17 | 0 | 109 | 231 |
| 04:15 PM | 0 | 4 | 6 | 0 | 10 | 10 | 64 | 0 | 0 | 74 | 17 | 1 | 4 | 3 | 25 | 11 | 62 | 29 | 0 | 102 | 211 |
| 04:30 PM | 2 | 2 | 7 | 0 | 11 | 5 | 82 | 2 | 0 | 89 | 14 | 1 | 6 | 3 | 24 | 6 | 75 | 18 | 0 | 99 | 223 |
| 04:45 PM | 0 | 4 | 12 | 0 | 16 | 4 | 79 | 2 | 0 | 85 | 24 | 6 | 2 | 0 | 32 | 6 | 94 | 18 | 0 | 118 | 251 |
| Total | 2 | 17 | 40 | 0 | 59 | 25 | 297 | 5 | 0 | 327 | 64 | 12 | 20 | 6 | 102 | 28 | 318 | 82 | 0 | 428 | 916 |
| 05:00 PM | 0 | 9 | 16 | 0 | 25 | 9 | 59 | 0 | 0 | 68 | 18 | 1 | 16 | 2 | 37 | 5 | 91 | 19 | 0 | 115 | 245 |
| 05:15 PM | 1 | 10 | 15 | 0 | 26 | 18 | 74 | 3 | 0 | 95 | 17 | 2 | 6 | 2 | 27 | 8 | 92 | 22 | 0 | 122 | 270 |
| 05:30 PM | 0 | 14 | 11 | 0 | 25 | 8 | 70 | 0 | 0 | 78 | 12 | 3 | 4 | 0 | 19 | 7 | 84 | 25 | 0 | 116 | 238 |
| 05:45 PM | 0 | 7 | 10 | 0 | 17 | 6 | 70 | 2 | 0 | 78 | 10 | 2 | 3 | 2 | 17 | 10 | 80 | 27 | 1 | 118 | 230 |
| Total | 1 | 40 | 52 | 0 | 93 | 41 | 273 | 5 | 0 | 319 | 57 | 8 | 29 | 6 | 100 | 30 | 347 | 93 | 1 | 471 | 983 |
| Grand Total | 5 | 91 | 124 | 0 | 220 | 103 | 1044 | 17 | 3 | 1167 | 170 | 38 | 64 | 21 | 293 | 109 | 1232 | 290 | 1 | 1632 | 3312 |
| Apprch % | 2.3 | 41.4 | 56.4 | 0 | | 8.8 | 89.5 | 1.5 | 0.3 | | 58 | 13 | 21.8 | 7.2 | | 6.7 | 75.5 | 17.8 | 0.1 | | |
| Total % | 0.2 | 2.7 | 3.7 | 0 | 6.6 | 3.1 | 31.5 | 0.5 | 0.1 | 35.2 | 5.1 | 1.1 | 1.9 | 0.6 | 8.8 | 3.3 | 37.2 | 8.8 | 0 | 49.3 | |
| Cars | 5 | 89 | 124 | 0 | 218 | 103 | 1040 | 17 | 3 | 1163 | 170 | 38 | 64 | 21 | 293 | 109 | 1227 | 290 | 1 | 1627 | 3301 |
| % Cars | 100 | 97.8 | 100 | 0 | 99.1 | 100 | 99.6 | 100 | 100 | 99.7 | 100 | 100 | 100 | 100 | 100 | 100 | 99.6 | 100 | 100 | 99.7 | 99.7 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 9 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0.4 | 0 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0.4 | 0 | 0 | 0.3 | 0.3 |
| Bikes | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| % Bikes | 0 | 2.2 | 0 | 0 | 0.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |

SEPI Engineering & Construction

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File Name : JSGS10
Site Code : 10014002
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Page No : 2



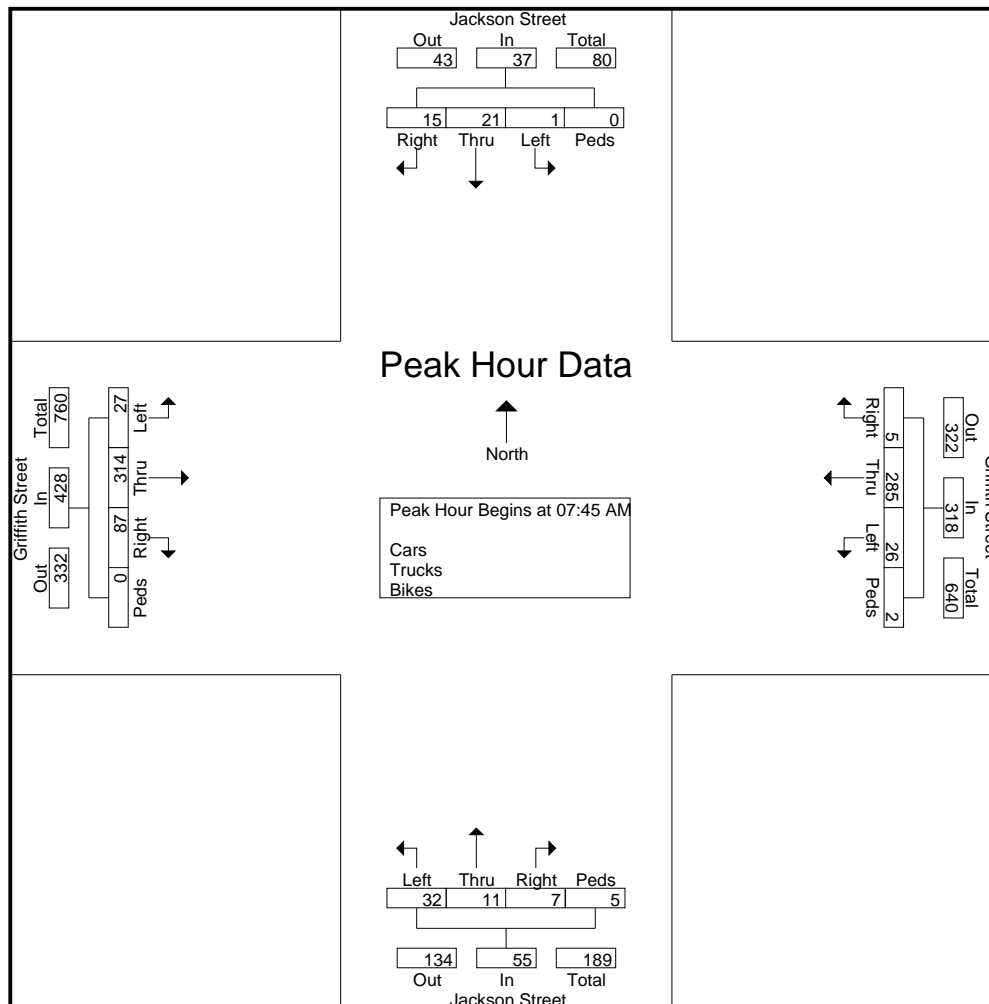
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Date: 12/14/10
Counter: SEPI Engineering & Construction
Weather: Sunny

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Page No : 3

| Start Time | Jackson Street Southbound | | | | | Griffith Street Westbound | | | | | Jackson Street Northbound | | | | | Griffith Street Eastbound | | | | | Int. Total |
|--|---------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 10 | 6 | 0 | 16 | 6 | 92 | 0 | 0 | 98 | 7 | 0 | 0 | 0 | 7 | 7 | 88 | 12 | 0 | 107 | 228 |
| 08:00 AM | 0 | 6 | 2 | 0 | 8 | 5 | 67 | 0 | 1 | 73 | 10 | 2 | 1 | 1 | 14 | 5 | 76 | 18 | 0 | 99 | 194 |
| 08:15 AM | 1 | 4 | 3 | 0 | 8 | 10 | 65 | 3 | 0 | 78 | 5 | 6 | 6 | 0 | 17 | 3 | 73 | 23 | 0 | 99 | 202 |
| 08:30 AM | 0 | 1 | 4 | 0 | 5 | 5 | 61 | 2 | 1 | 69 | 10 | 3 | 0 | 4 | 17 | 12 | 77 | 34 | 0 | 123 | 214 |
| Total Volume | 1 | 21 | 15 | 0 | 37 | 26 | 285 | 5 | 2 | 318 | 32 | 11 | 7 | 5 | 55 | 27 | 314 | 87 | 0 | 428 | 838 |
| % App. Total | 2.7 | 56.8 | 40.5 | 0 | | 8.2 | 89.6 | 1.6 | 0.6 | | 58.2 | 20 | 12.7 | 9.1 | | 6.3 | 73.4 | 20.3 | 0 | | |
| PHF | .250 | .525 | .625 | .000 | .578 | .650 | .774 | .417 | .500 | .811 | .800 | .458 | .292 | .313 | .809 | .563 | .892 | .640 | .000 | .870 | .919 |



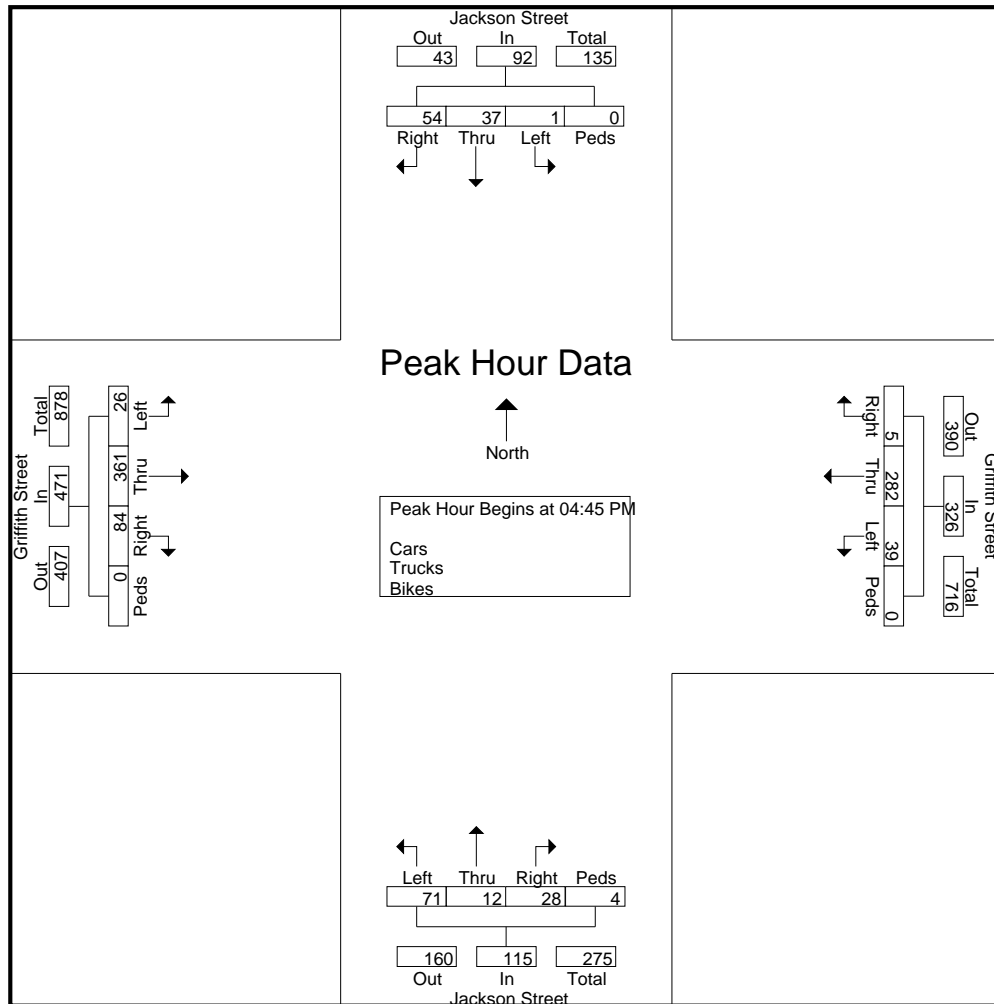
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Date: 12/14/10
Counter: SEPI Engineering & Construction
Weather: Sunny

File Name : JSGS10
Site Code : 10014002
Start Date : 12/14/2010
Page No : 4

| Start Time | Jackson Street Southbound | | | | | Griffith Street Westbound | | | | | Jackson Street Northbound | | | | | Griffith Street Eastbound | | | | | Int. Total |
|--|---------------------------|-----------|-----------|------|------------|---------------------------|-----------|----------|------|------------|---------------------------|----------|-----------|----------|------------|---------------------------|-----------|-----------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 4 | 12 | 0 | 16 | 4 | 79 | 2 | 0 | 85 | 24 | 6 | 2 | 0 | 32 | 6 | 94 | 18 | 0 | 118 | 251 |
| 05:00 PM | 0 | 9 | 16 | 0 | 25 | 9 | 59 | 0 | 0 | 68 | 18 | 1 | 16 | 2 | 37 | 5 | 91 | 19 | 0 | 115 | 245 |
| 05:15 PM | 1 | 10 | 15 | 0 | 26 | 18 | 74 | 3 | 0 | 95 | 17 | 2 | 6 | 2 | 27 | 8 | 92 | 22 | 0 | 122 | 270 |
| 05:30 PM | 0 | 14 | 11 | 0 | 25 | 8 | 70 | 0 | 0 | 78 | 12 | 3 | 4 | 0 | 19 | 7 | 84 | 25 | 0 | 116 | 238 |
| Total Volume | 1 | 37 | 54 | 0 | 92 | 39 | 282 | 5 | 0 | 326 | 71 | 12 | 28 | 4 | 115 | 26 | 361 | 84 | 0 | 471 | 1004 |
| % App. Total | 1.1 | 40.2 | 58.7 | 0 | | 12 | 86.5 | 1.5 | 0 | | 61.7 | 10.4 | 24.3 | 3.5 | | 5.5 | 76.6 | 17.8 | 0 | | |
| PHF | .250 | .661 | .844 | .000 | .885 | .542 | .892 | .417 | .000 | .858 | .740 | .500 | .438 | .500 | .777 | .813 | .960 | .840 | .000 | .965 | .930 |



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Weather: Sunny

File Name : JSDS10AM
Site Code : 10014002
Start Date : 12/16/2010
Page No : 1

Groups Printed- Cars - Trucks - Bikes

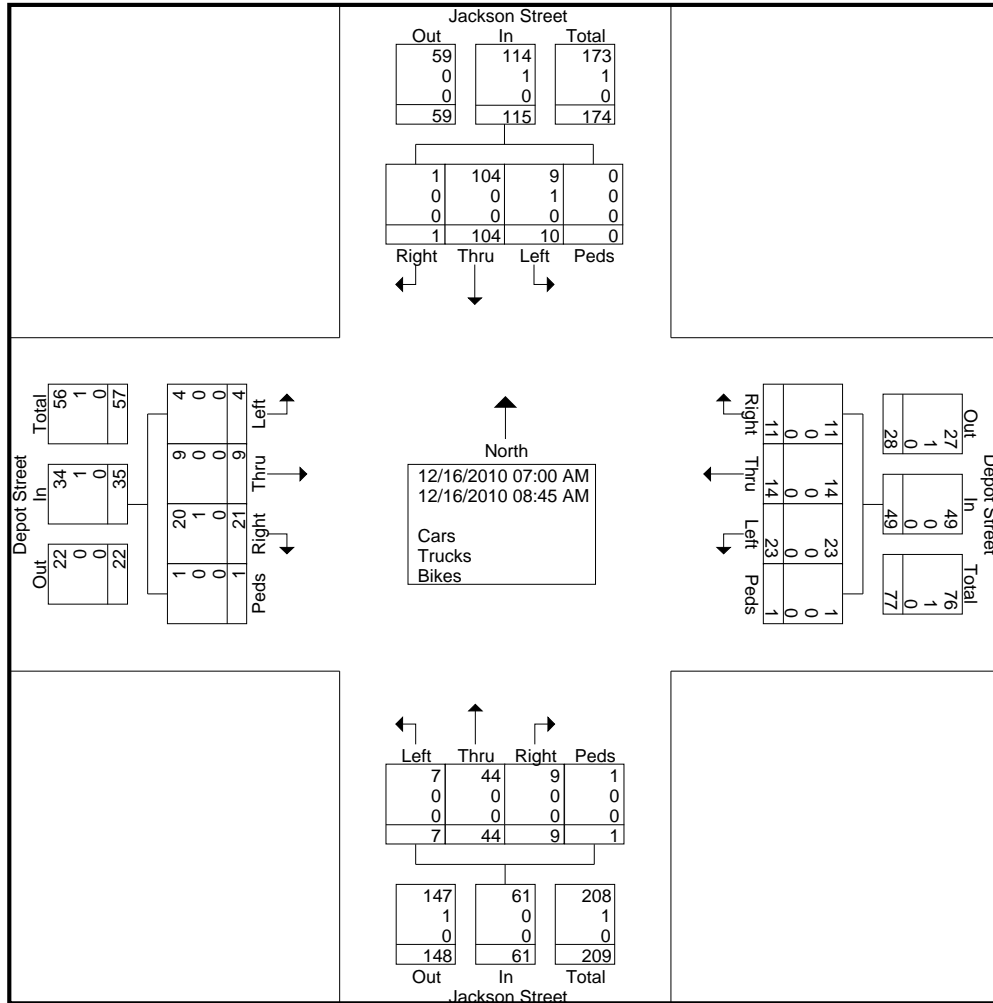
| Start Time | Jackson Street Southbound | | | | | Depot Street Westbound | | | | | Jackson Street Northbound | | | | | Depot Street Eastbound | | | | | Int. Total | |
|-------------|---------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------|------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | | |
| 07:00 AM | 1 | 4 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 1 | 5 | 1 | 0 | 7 | 0 | 0 | 2 | 0 | 2 | 2 | 15 |
| 07:15 AM | 0 | 4 | 1 | 0 | 5 | 3 | 1 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 11 |
| 07:30 AM | 0 | 8 | 0 | 0 | 8 | 1 | 1 | 1 | 0 | 3 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 3 | 0 | 3 | 3 | 19 |
| 07:45 AM | 3 | 11 | 0 | 0 | 14 | 2 | 4 | 1 | 0 | 7 | 1 | 6 | 0 | 0 | 7 | 1 | 0 | 3 | 0 | 4 | 4 | 32 |
| Total | 4 | 27 | 1 | 0 | 32 | 7 | 6 | 2 | 0 | 15 | 3 | 16 | 1 | 0 | 20 | 1 | 0 | 9 | 0 | 10 | 10 | 77 |
| 08:00 AM | 0 | 23 | 0 | 0 | 23 | 3 | 2 | 3 | 0 | 8 | 2 | 6 | 0 | 1 | 9 | 1 | 3 | 0 | 1 | 5 | 5 | 45 |
| 08:15 AM | 2 | 19 | 0 | 0 | 21 | 7 | 1 | 2 | 0 | 10 | 0 | 6 | 3 | 0 | 9 | 0 | 1 | 3 | 0 | 4 | 4 | 44 |
| 08:30 AM | 3 | 19 | 0 | 0 | 22 | 4 | 3 | 2 | 1 | 10 | 1 | 8 | 1 | 0 | 10 | 1 | 3 | 7 | 0 | 11 | 11 | 53 |
| 08:45 AM | 1 | 16 | 0 | 0 | 17 | 2 | 2 | 2 | 0 | 6 | 1 | 8 | 4 | 0 | 13 | 1 | 2 | 2 | 0 | 5 | 5 | 41 |
| Total | 6 | 77 | 0 | 0 | 83 | 16 | 8 | 9 | 1 | 34 | 4 | 28 | 8 | 1 | 41 | 3 | 9 | 12 | 1 | 25 | 25 | 183 |
| Grand Total | 10 | 104 | 1 | 0 | 115 | 23 | 14 | 11 | 1 | 49 | 7 | 44 | 9 | 1 | 61 | 4 | 9 | 21 | 1 | 35 | 35 | 260 |
| Apprch % | 8.7 | 90.4 | 0.9 | 0 | | 46.9 | 28.6 | 22.4 | 2 | | 11.5 | 72.1 | 14.8 | 1.6 | | 11.4 | 25.7 | 60 | 2.9 | | | |
| Total % | 3.8 | 40 | 0.4 | 0 | 44.2 | 8.8 | 5.4 | 4.2 | 0.4 | 18.8 | 2.7 | 16.9 | 3.5 | 0.4 | 23.5 | 1.5 | 3.5 | 8.1 | 0.4 | 13.5 | | |
| Cars | 9 | 104 | 1 | 0 | 114 | 23 | 14 | 11 | 1 | 49 | 7 | 44 | 9 | 1 | 61 | 4 | 9 | 20 | 1 | 34 | 34 | 258 |
| % Cars | 90 | 100 | 100 | 0 | 99.1 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 95.2 | 100 | 97.1 | 97.1 | 99.2 |
| Trucks | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 |
| % Trucks | 10 | 0 | 0 | 0 | 0.9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4.8 | 0 | 2.9 | 2.9 | 0.8 |
| Bikes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bikes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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Project: Davidson Parking Study
Date: 12/15/10
Counter: SEPI Engineering & Construction
Weather: Sunny

File Name : JSDS10AM
Site Code : 10014002
Start Date : 12/16/2010
Page No : 2



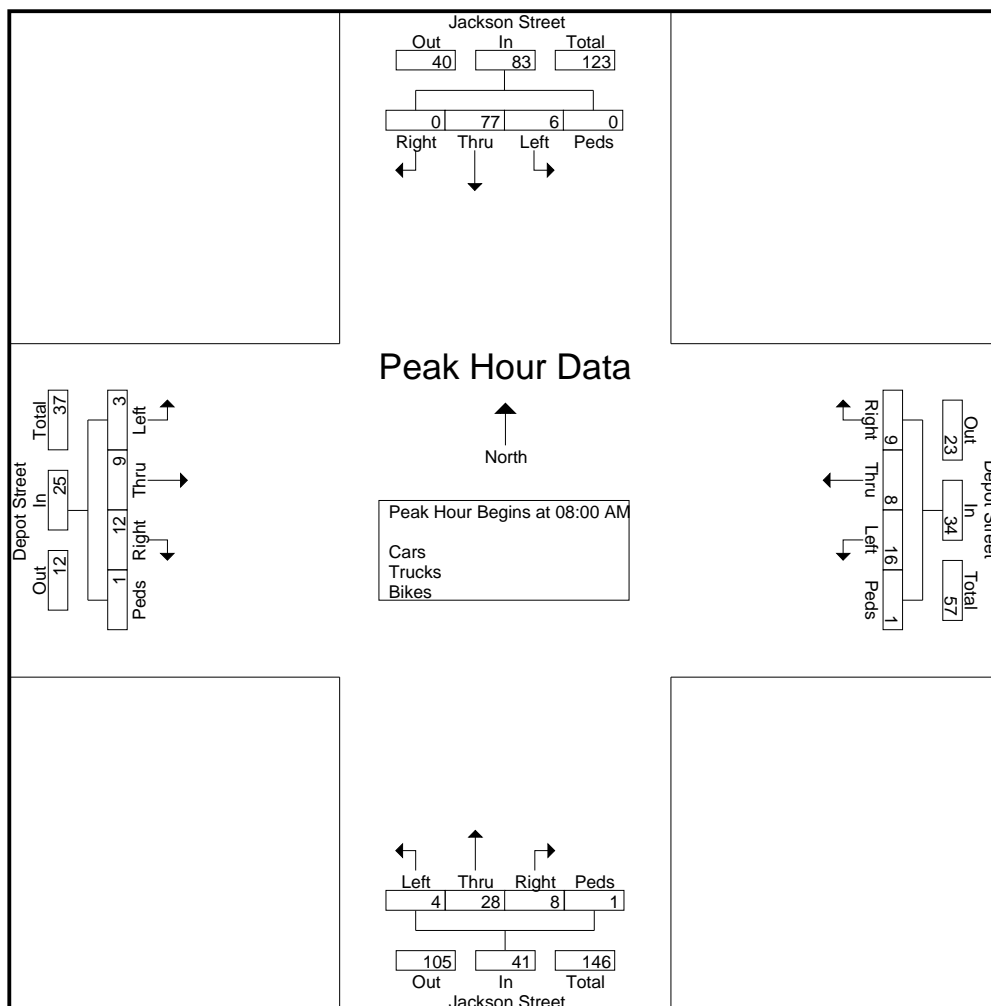
SEPI Engineering & Construction

1025 Wade Avenue
Raleigh, NC 27605
(919) 789-9977

Project: Davidson Parking Study
Date: 12/15/10
Counter: SEPI Engineering & Construction
Weather: Sunny

File Name : JSDS10AM
Site Code : 10014002
Start Date : 12/16/2010
Page No : 3

| Start Time | Jackson Street Southbound | | | | | Depot Street Westbound | | | | | Jackson Street Northbound | | | | | Depot Street Eastbound | | | | | Int. Total |
|--|---------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 23 | 0 | 0 | 23 | 3 | 2 | 3 | 0 | 8 | 2 | 6 | 0 | 1 | 9 | 1 | 3 | 0 | 1 | 5 | 45 |
| 08:15 AM | 2 | 19 | 0 | 0 | 21 | 7 | 1 | 2 | 0 | 10 | 0 | 6 | 3 | 0 | 9 | 0 | 1 | 3 | 0 | 4 | 44 |
| 08:30 AM | 3 | 19 | 0 | 0 | 22 | 4 | 3 | 2 | 1 | 10 | 1 | 8 | 1 | 0 | 10 | 1 | 3 | 7 | 0 | 11 | 53 |
| 08:45 AM | 1 | 16 | 0 | 0 | 17 | 2 | 2 | 2 | 0 | 6 | 1 | 8 | 4 | 0 | 13 | 1 | 2 | 2 | 0 | 5 | 41 |
| Total Volume | 6 | 77 | 0 | 0 | 83 | 16 | 8 | 9 | 1 | 34 | 4 | 28 | 8 | 1 | 41 | 3 | 9 | 12 | 1 | 25 | 183 |
| % App. Total | 7.2 | 92.8 | 0 | 0 | | 47.1 | 23.5 | 26.5 | 2.9 | | 9.8 | 68.3 | 19.5 | 2.4 | | 12 | 36 | 48 | 4 | | |
| PHF | .500 | .837 | .000 | .000 | .902 | .571 | .667 | .750 | .250 | .850 | .500 | .875 | .500 | .250 | .788 | .750 | .750 | .429 | .250 | .568 | .863 |



SEPI Engineering & Construction

1025 Wade Avenue
Raleigh, NC 27605
(919) 789-9977

Project: Davidson Parking Study
Date: 12/13/10
Counter: SEPI Engineering & Construction
Weather: Sunny

File Name : JSDS10PM
Site Code : 10014002
Start Date : 12/13/2010
Page No : 1

Groups Printed- Cars - Trucks - Bikes

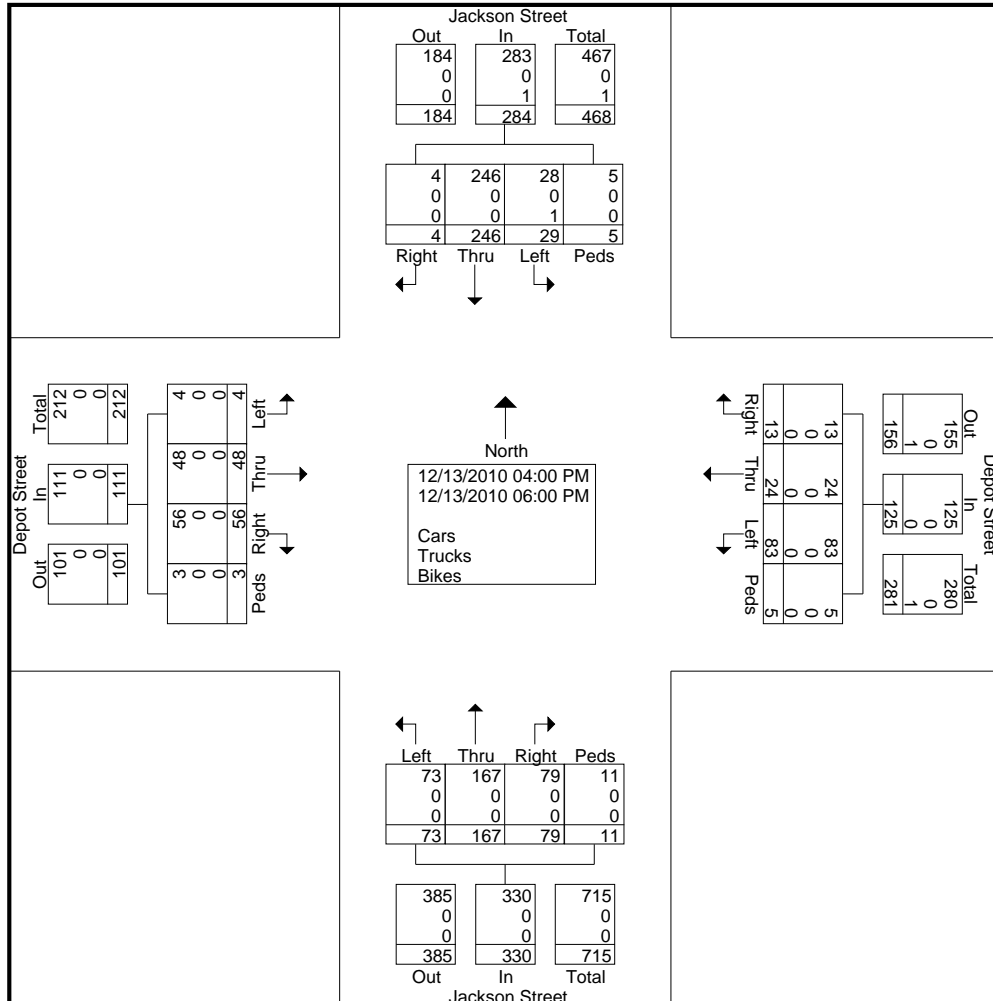
| Start Time | Jackson Street Southbound | | | | | Depot Street Westbound | | | | | Jackson Street Northbound | | | | | Depot Street Eastbound | | | | | Int. Total |
|---------------|---------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 04:00 PM | 0 | 28 | 0 | 0 | 28 | 11 | 1 | 0 | 0 | 12 | 7 | 21 | 14 | 0 | 42 | 1 | 5 | 7 | 0 | 13 | 95 |
| 04:15 PM | 2 | 30 | 1 | 0 | 33 | 15 | 2 | 3 | 1 | 21 | 12 | 24 | 10 | 3 | 49 | 0 | 5 | 5 | 0 | 10 | 113 |
| 04:30 PM | 2 | 24 | 0 | 0 | 26 | 2 | 5 | 2 | 0 | 9 | 6 | 19 | 8 | 1 | 34 | 0 | 7 | 6 | 0 | 13 | 82 |
| 04:45 PM | 4 | 18 | 1 | 0 | 23 | 16 | 1 | 4 | 0 | 21 | 14 | 22 | 8 | 3 | 47 | 0 | 3 | 11 | 1 | 15 | 106 |
| Total | 8 | 100 | 2 | 0 | 110 | 44 | 9 | 9 | 1 | 63 | 39 | 86 | 40 | 7 | 172 | 1 | 20 | 29 | 1 | 51 | 396 |
| 05:00 PM | 5 | 39 | 0 | 1 | 45 | 13 | 4 | 2 | 0 | 19 | 5 | 28 | 11 | 0 | 44 | 2 | 9 | 9 | 0 | 20 | 128 |
| 05:15 PM | 9 | 41 | 0 | 0 | 50 | 14 | 1 | 1 | 0 | 16 | 8 | 18 | 8 | 3 | 37 | 0 | 8 | 6 | 2 | 16 | 119 |
| 05:30 PM | 5 | 41 | 0 | 0 | 46 | 8 | 6 | 1 | 0 | 15 | 14 | 20 | 11 | 1 | 46 | 1 | 9 | 10 | 0 | 20 | 127 |
| 05:45 PM | 2 | 25 | 2 | 4 | 33 | 4 | 4 | 0 | 4 | 12 | 7 | 15 | 9 | 0 | 31 | 0 | 2 | 2 | 0 | 4 | 80 |
| Total | 21 | 146 | 2 | 5 | 174 | 39 | 15 | 4 | 4 | 62 | 34 | 81 | 39 | 4 | 158 | 3 | 28 | 27 | 2 | 60 | 454 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Grand Total | 29 | 246 | 4 | 5 | 284 | 83 | 24 | 13 | 5 | 125 | 73 | 167 | 79 | 11 | 330 | 4 | 48 | 56 | 3 | 111 | 850 |
| Apprch % | 10.2 | 86.6 | 1.4 | 1.8 | | 66.4 | 19.2 | 10.4 | 4 | | 22.1 | 50.6 | 23.9 | 3.3 | | 3.6 | 43.2 | 50.5 | 2.7 | | |
| Total % | 3.4 | 28.9 | 0.5 | 0.6 | 33.4 | 9.8 | 2.8 | 1.5 | 0.6 | 14.7 | 8.6 | 19.6 | 9.3 | 1.3 | 38.8 | 0.5 | 5.6 | 6.6 | 0.4 | 13.1 | |
| Cars | 28 | 246 | 4 | 5 | 283 | 83 | 24 | 13 | 5 | 125 | 73 | 167 | 79 | 11 | 330 | 4 | 48 | 56 | 3 | 111 | 849 |
| % Cars | 96.6 | 100 | 100 | 100 | 99.6 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 99.9 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bikes | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Bikes | 3.4 | 0 | 0 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |

SEPI Engineering & Construction

1025 Wade Avenue
Raleigh, NC 27605
(919) 789-9977

Project: Davidson Parking Study
Date: 12/13/10
Counter: SEPI Engineering & Construction
Weather: Sunny

File Name : JSDS10PM
Site Code : 10014002
Start Date : 12/13/2010
Page No : 2



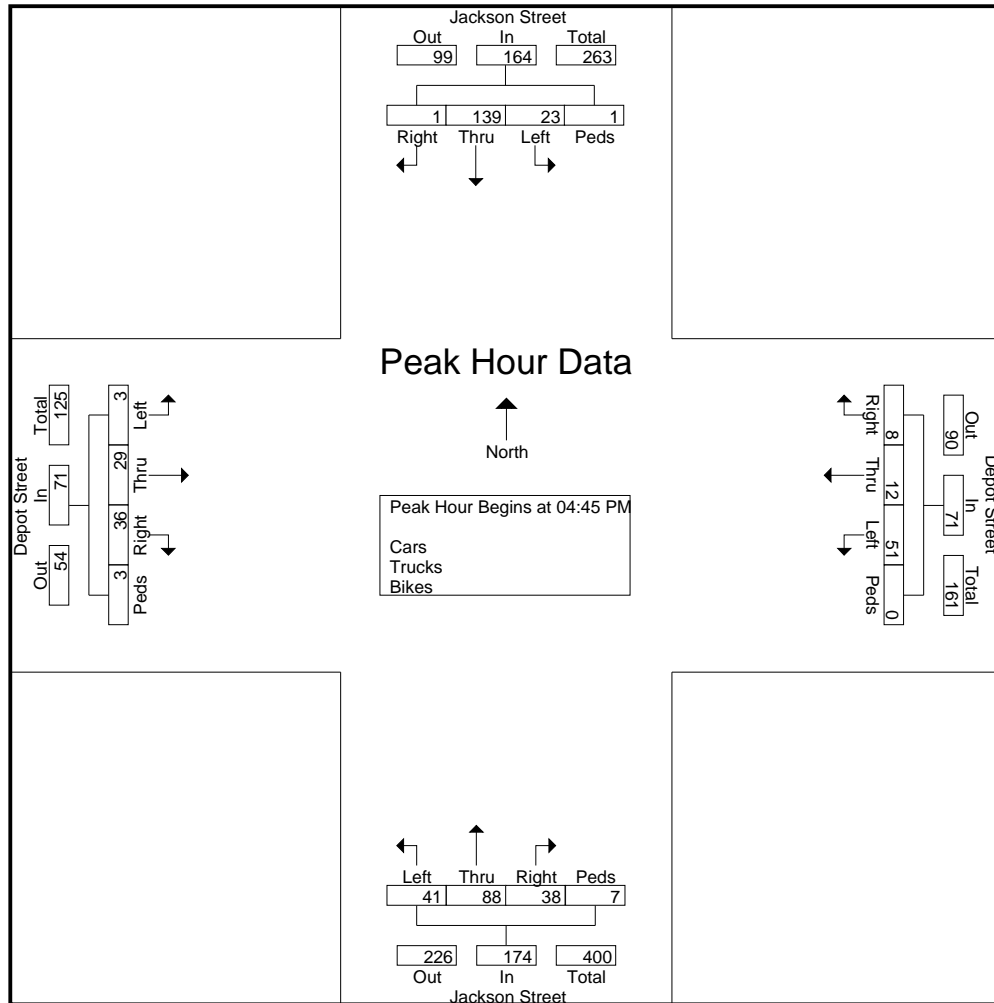
SEPI Engineering & Construction

1025 Wade Avenue
Raleigh, NC 27605
(919) 789-9977

Project: Davidson Parking Study
Date: 12/13/10
Counter: SEPI Engineering & Construction
Weather: Sunny

File Name : JSDS10PM
Site Code : 10014002
Start Date : 12/13/2010
Page No : 3

| Start Time | Jackson Street Southbound | | | | | Depot Street Westbound | | | | | Jackson Street Northbound | | | | | Depot Street Eastbound | | | | | Int. Total |
|--|---------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 04:00 PM to 06:00 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:45 PM | 4 | 18 | 1 | 0 | 23 | 16 | 1 | 4 | 0 | 21 | 14 | 22 | 8 | 3 | 47 | 0 | 3 | 11 | 1 | 15 | 106 |
| 05:00 PM | 5 | 39 | 0 | 1 | 45 | 13 | 4 | 2 | 0 | 19 | 5 | 28 | 11 | 0 | 44 | 2 | 9 | 9 | 0 | 20 | 128 |
| 05:15 PM | 9 | 41 | 0 | 0 | 50 | 14 | 1 | 1 | 0 | 16 | 8 | 18 | 8 | 3 | 37 | 0 | 8 | 6 | 2 | 16 | 119 |
| 05:30 PM | 5 | 41 | 0 | 0 | 46 | 8 | 6 | 1 | 0 | 15 | 14 | 20 | 11 | 1 | 46 | 1 | 9 | 10 | 0 | 20 | 127 |
| Total Volume | 23 | 139 | 1 | 1 | 164 | 51 | 12 | 8 | 0 | 71 | 41 | 88 | 38 | 7 | 174 | 3 | 29 | 36 | 3 | 71 | 480 |
| % App. Total | 14 | 84.8 | 0.6 | 0.6 | | 71.8 | 16.9 | 11.3 | 0 | | 23.6 | 50.6 | 21.8 | 4 | | 4.2 | 40.8 | 50.7 | 4.2 | | |
| PHF | .639 | .848 | .250 | .250 | .820 | .797 | .500 | .500 | .000 | .845 | .732 | .786 | .864 | .583 | .926 | .375 | .806 | .818 | .375 | .888 | .938 |



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Project: Davidson Parking Study
Date: 12/15/10
Counter: SEPI Engineering & Construction
Weather: Sunny

File Name : 10014001
Site Code : 10014001
Start Date : 12/15/2010
Page No : 1

Groups Printed- Cars - Trucks

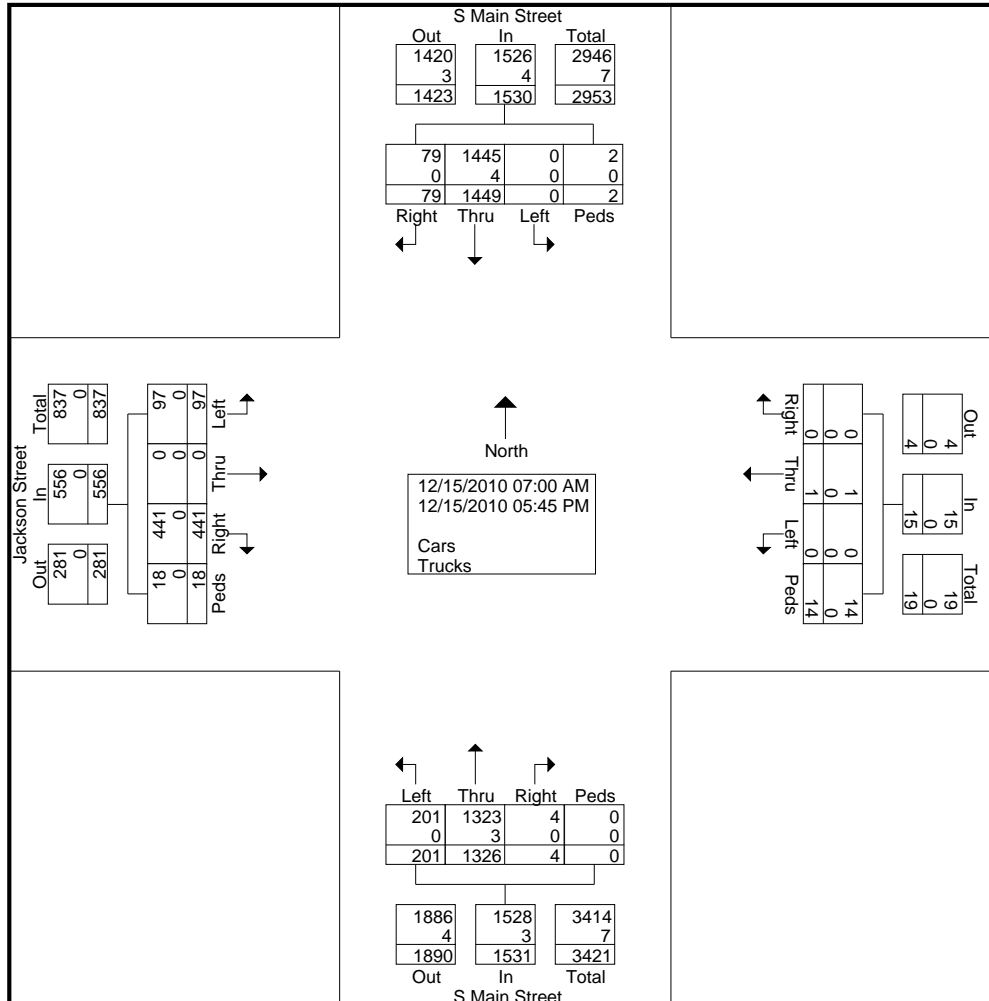
| Start Time | S Main Street Southbound | | | | | Westbound | | | | | S Main Street Northbound | | | | | Jackson Street Eastbound | | | | | Int. Total |
|--------------------|--------------------------|------|-------|------|------------|-----------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 07:00 AM | 0 | 55 | 1 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 2 | 44 | 0 | 0 | 46 | 0 | 0 | 8 | 1 | 9 | 111 |
| 07:15 AM | 0 | 80 | 1 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 7 | 52 | 0 | 0 | 59 | 2 | 0 | 4 | 0 | 6 | 146 |
| 07:30 AM | 0 | 111 | 2 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 7 | 53 | 0 | 0 | 60 | 3 | 0 | 9 | 0 | 12 | 185 |
| 07:45 AM | 0 | 132 | 3 | 0 | 135 | 0 | 0 | 0 | 0 | 0 | 7 | 51 | 0 | 0 | 58 | 0 | 0 | 21 | 0 | 21 | 214 |
| Total | 0 | 378 | 7 | 0 | 385 | 0 | 0 | 0 | 0 | 0 | 23 | 200 | 0 | 0 | 223 | 5 | 0 | 42 | 1 | 48 | 656 |
| 08:00 AM | 0 | 105 | 9 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 11 | 71 | 0 | 0 | 82 | 0 | 0 | 17 | 0 | 17 | 213 |
| 08:15 AM | 0 | 101 | 4 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 13 | 70 | 0 | 0 | 83 | 5 | 0 | 21 | 0 | 26 | 214 |
| 08:30 AM | 0 | 83 | 7 | 0 | 90 | 0 | 1 | 0 | 0 | 1 | 12 | 70 | 0 | 0 | 82 | 2 | 0 | 28 | 0 | 30 | 203 |
| 08:45 AM | 0 | 74 | 6 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 13 | 64 | 1 | 0 | 78 | 3 | 0 | 26 | 0 | 29 | 187 |
| Total | 0 | 363 | 26 | 0 | 389 | 0 | 1 | 0 | 0 | 1 | 49 | 275 | 1 | 0 | 325 | 10 | 0 | 92 | 0 | 102 | 817 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 92 | 5 | 0 | 97 | 0 | 0 | 0 | 4 | 4 | 10 | 87 | 0 | 0 | 97 | 7 | 0 | 28 | 3 | 38 | 236 |
| 04:15 PM | 0 | 105 | 11 | 0 | 116 | 0 | 0 | 0 | 2 | 2 | 19 | 94 | 0 | 0 | 113 | 5 | 0 | 33 | 2 | 40 | 271 |
| 04:30 PM | 0 | 79 | 4 | 2 | 85 | 0 | 0 | 0 | 2 | 2 | 18 | 92 | 0 | 0 | 110 | 9 | 0 | 30 | 2 | 41 | 238 |
| 04:45 PM | 0 | 85 | 2 | 0 | 87 | 0 | 0 | 0 | 3 | 3 | 20 | 110 | 0 | 0 | 130 | 18 | 0 | 39 | 1 | 58 | 278 |
| Total | 0 | 361 | 22 | 2 | 385 | 0 | 0 | 0 | 11 | 11 | 67 | 383 | 0 | 0 | 450 | 39 | 0 | 130 | 8 | 177 | 1023 |
| 05:00 PM | 0 | 84 | 7 | 0 | 91 | 0 | 0 | 0 | 1 | 1 | 11 | 116 | 0 | 0 | 127 | 12 | 0 | 41 | 5 | 58 | 277 |
| 05:15 PM | 0 | 84 | 7 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 14 | 123 | 0 | 0 | 137 | 14 | 0 | 43 | 1 | 58 | 286 |
| 05:30 PM | 0 | 77 | 2 | 0 | 79 | 0 | 0 | 0 | 1 | 1 | 20 | 118 | 0 | 0 | 138 | 6 | 0 | 49 | 2 | 57 | 275 |
| 05:45 PM | 0 | 102 | 8 | 0 | 110 | 0 | 0 | 0 | 1 | 1 | 17 | 111 | 3 | 0 | 131 | 11 | 0 | 44 | 1 | 56 | 298 |
| Total | 0 | 347 | 24 | 0 | 371 | 0 | 0 | 0 | 3 | 3 | 62 | 468 | 3 | 0 | 533 | 43 | 0 | 177 | 9 | 229 | 1136 |
| Grand Total | 0 | 1449 | 79 | 2 | 1530 | 0 | 1 | 0 | 14 | 15 | 201 | 1326 | 4 | 0 | 1531 | 97 | 0 | 441 | 18 | 556 | 3632 |
| Apprch % | 0 | 94.7 | 5.2 | 0.1 | | 0 | 6.7 | 0 | 93.3 | | 13.1 | 86.6 | 0.3 | 0 | | 17.4 | 0 | 79.3 | 3.2 | | |
| Total % | 0 | 39.9 | 2.2 | 0.1 | 42.1 | 0 | 0 | 0 | 0.4 | 0.4 | 5.5 | 36.5 | 0.1 | 0 | 42.2 | 2.7 | 0 | 12.1 | 0.5 | 15.3 | |
| Cars | 0 | 1445 | 79 | 2 | 1526 | 0 | 1 | 0 | 14 | 15 | 201 | 1323 | 4 | 0 | 1528 | 97 | 0 | 441 | 18 | 556 | 3625 |
| % Cars | 0 | 99.7 | 100 | 100 | 99.7 | 0 | 100 | 0 | 100 | 100 | 100 | 99.8 | 100 | 0 | 99.8 | 100 | 0 | 100 | 100 | 100 | 99.8 |
| Trucks | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 |
| % Trucks | 0 | 0.3 | 0 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0.2 |

SEPI Engineering & Construction

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Project: Davidson Parking Study
 Date: 12/15/10
 Counter: SEPI Engineering & Construction
 Weather: Sunny

File Name : 10014001
 Site Code : 10014001
 Start Date : 12/15/2010
 Page No : 2



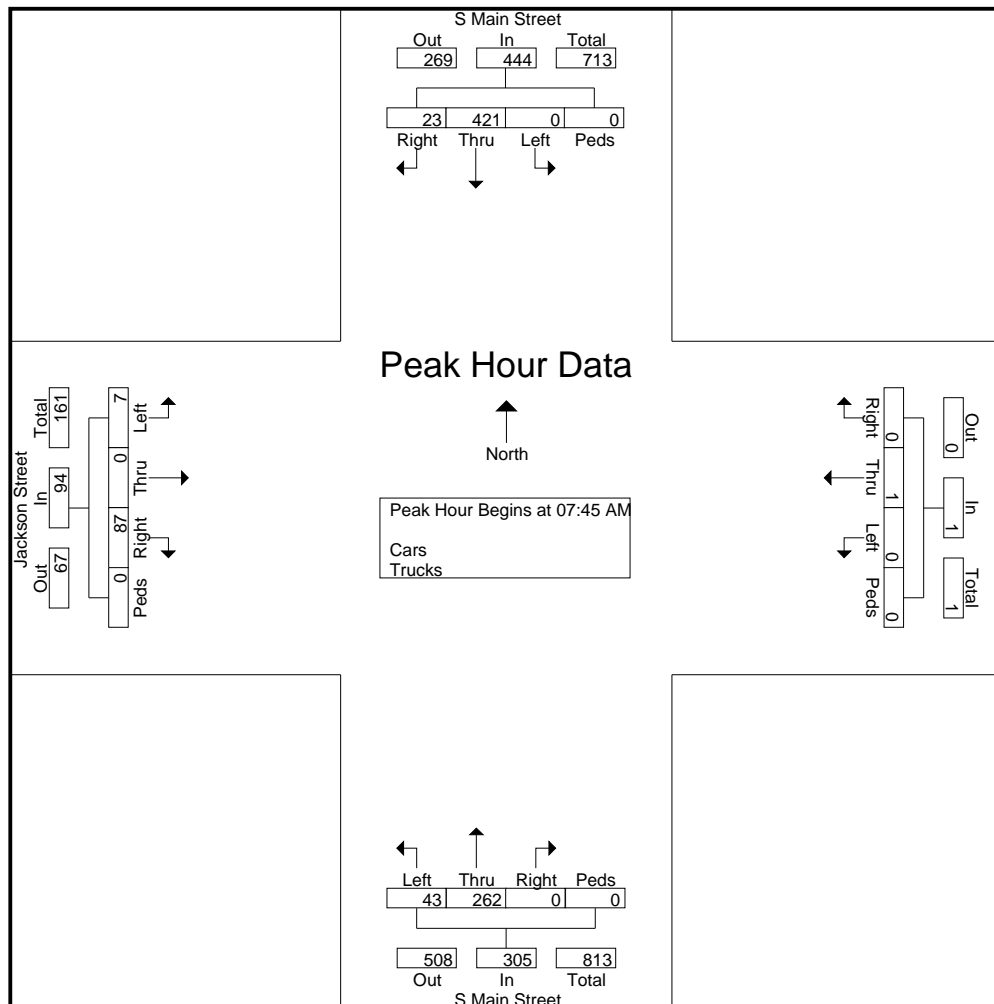
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Project: Davidson Parking Study
Date: 12/15/10
Counter: SEPI Engineering & Construction
Weather: Sunny

File Name : 10014001
Site Code : 10014001
Start Date : 12/15/2010
Page No : 3

| Start Time | S Main Street Southbound | | | | | Westbound | | | | | S Main Street Northbound | | | | | Jackson Street Eastbound | | | | | Int. Total |
|--|--------------------------|------|-------|------|------------|-----------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 132 | 3 | 0 | 135 | 0 | 0 | 0 | 0 | 0 | 7 | 51 | 0 | 0 | 58 | 0 | 0 | 21 | 0 | 21 | 214 |
| 08:00 AM | 0 | 105 | 9 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 11 | 71 | 0 | 0 | 82 | 0 | 0 | 17 | 0 | 17 | 213 |
| 08:15 AM | 0 | 101 | 4 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 13 | 70 | 0 | 0 | 83 | 5 | 0 | 21 | 0 | 26 | 214 |
| 08:30 AM | 0 | 83 | 7 | 0 | 90 | 0 | 1 | 0 | 0 | 1 | 12 | 70 | 0 | 0 | 82 | 2 | 0 | 28 | 0 | 30 | 203 |
| Total Volume | 0 | 421 | 23 | 0 | 444 | 0 | 1 | 0 | 0 | 1 | 43 | 262 | 0 | 0 | 305 | 7 | 0 | 87 | 0 | 94 | 844 |
| % App. Total | 0 | 94.8 | 5.2 | 0 | | 0 | 100 | 0 | 0 | | 14.1 | 85.9 | 0 | 0 | | 7.4 | 0 | 92.6 | 0 | | |
| PHF | .000 | .797 | .639 | .000 | .822 | .000 | .250 | .000 | .000 | .250 | .827 | .923 | .000 | .000 | .919 | .350 | .000 | .777 | .000 | .783 | .986 |



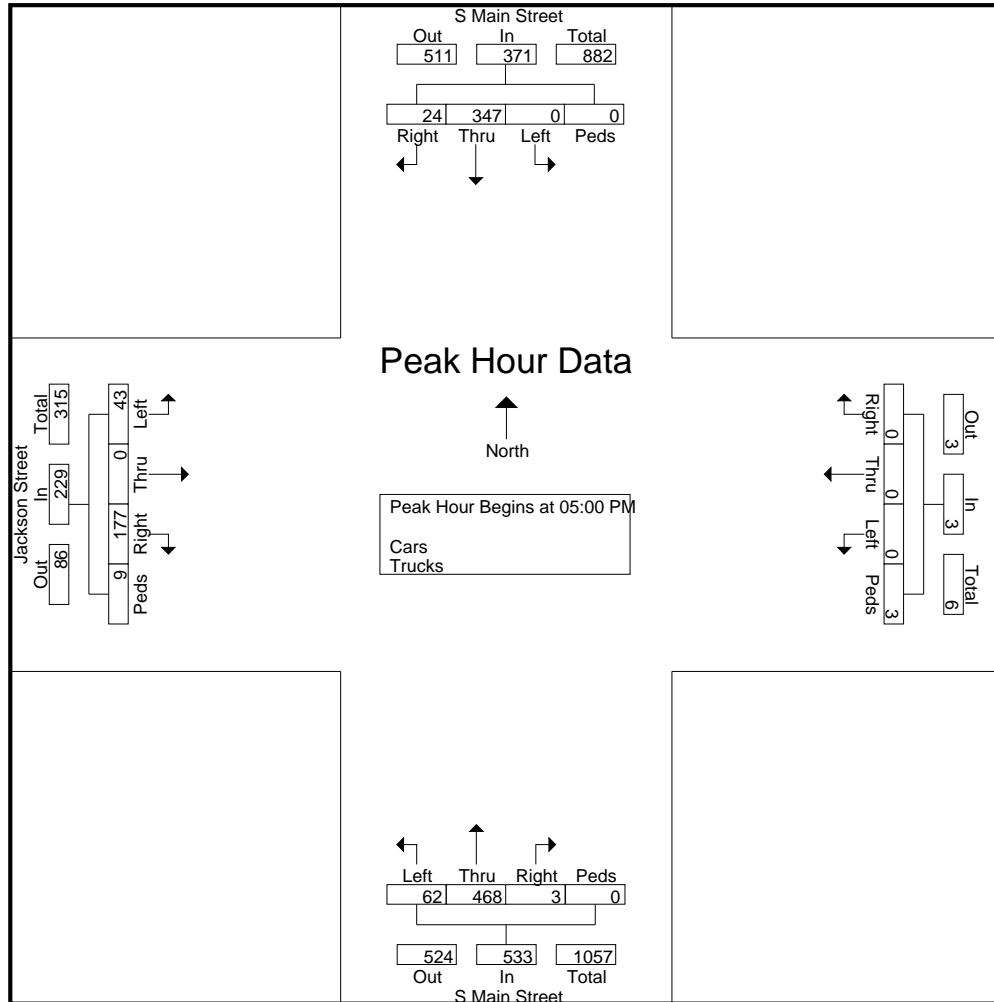
SEPI Engineering & Construction

1025 Wade Avenue
Raleigh, NC 27605
(919) 789-9977

Project: Davidson Parking Study
Date: 12/15/10
Counter: SEPI Engineering & Construction
Weather: Sunny

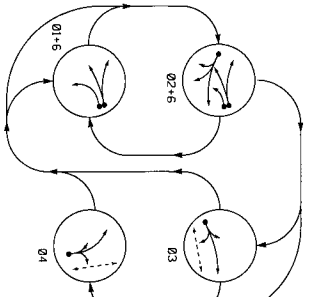
File Name : 10014001
Site Code : 10014001
Start Date : 12/15/2010
Page No : 4

| Start Time | S Main Street Southbound | | | | | Westbound | | | | | S Main Street Northbound | | | | | Jackson Street Eastbound | | | | | Int. Total |
|--|--------------------------|------|-------|------|------------|-----------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 84 | 7 | 0 | 91 | 0 | 0 | 0 | 1 | 1 | 11 | 116 | 0 | 0 | 127 | 12 | 0 | 41 | 5 | 58 | 277 |
| 05:15 PM | 0 | 84 | 7 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 14 | 123 | 0 | 0 | 137 | 14 | 0 | 43 | 1 | 58 | 286 |
| 05:30 PM | 0 | 77 | 2 | 0 | 79 | 0 | 0 | 0 | 1 | 1 | 20 | 118 | 0 | 0 | 138 | 6 | 0 | 49 | 2 | 57 | 275 |
| 05:45 PM | 0 | 102 | 8 | 0 | 110 | 0 | 0 | 0 | 1 | 1 | 17 | 111 | 3 | 0 | 131 | 11 | 0 | 44 | 1 | 56 | 298 |
| Total Volume | 0 | 347 | 24 | 0 | 371 | 0 | 0 | 0 | 3 | 3 | 62 | 468 | 3 | 0 | 533 | 43 | 0 | 177 | 9 | 229 | 1136 |
| % App. Total | 0 | 93.5 | 6.5 | 0 | | 0 | 0 | 0 | 100 | | 11.6 | 87.8 | 0.6 | 0 | | 18.8 | 0 | 77.3 | 3.9 | | |
| PHF | .000 | .850 | .750 | .000 | .843 | .000 | .000 | .000 | .750 | .750 | .775 | .951 | .250 | .000 | .966 | .768 | .000 | .903 | .450 | .987 | .953 |



Appendix C – Traffic Signal Plans

PHASING DIAGRAM

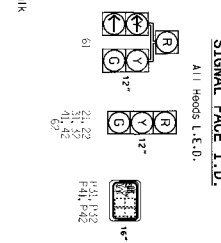


PHASING DIAGRAM DETECTION LEGEND
 → DETECTED MOVEMENT
 → UNDETECTED MOVEMENT (OVERLAP)
 → UNSIGNALIZED MOVEMENT
 → PEDESTRIAN MOVEMENT

TABLE OF OPERATION

| SIGNAL FACE | PHASE | | | |
|-------------|-------|----|----|----|
| | 1 | 2 | 3 | 4 |
| 21, 22 | R | G | R | Y |
| 31, 32 | R | R | G | R |
| 41, 42 | R | R | G | R |
| 61 | G | R | R | Y |
| 62 | G | R | R | Y |
| P31, P32 | DM | DM | DM | DM |
| P41, P42 | DM | DM | DM | DM |

SIGNAL FACE I.D.



OASIS 2070L LOOP & DETECTOR INSTALLATION CHART

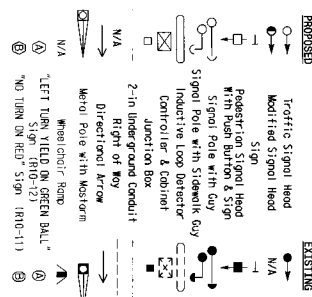
| LOOP | INDUCTIVE LOOPS | | DETECTOR PROGRAMMING | | | | SYSTEM LOOP |
|------|-----------------|----------------------|----------------------|----------|-----------|-----------------|-------------|
| | SIZE (ft) | DISTANCE FROM SIGNAL | NEW | EXISTING | EXTENSION | FULL TIME DELAY | |
| 1A | 6X15 | 15 | EXISTING | 6 | Y | - | 10 |
| 2A | 6X40 | 0 | EXISTING | 2 | Y | - | - |
| 3A | 6X40 | 15 | EXISTING | 3 | Y | - | - |
| 4A | 6X40 | 0 | EXISTING | 4 | Y | - | 10 |
| 6A | 6X40 | 0 | EXISTING | 6 | Y | - | - |

4 PHASE FULLY ACTUATED (ISOLATED)

NOTES

- Refer to "Roadway Standard Design Manual" dated July 2006, "Standard Specifications for Roads and Structures" dated July 2006. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Enable backup protection for phase 6 to allow the controller to clear from phase 2+6 to phase 1+6 by progressing through an all red display
- Set all detector units to presence mode.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "DON'T WALK" time only.
- Pavement markings are existing.

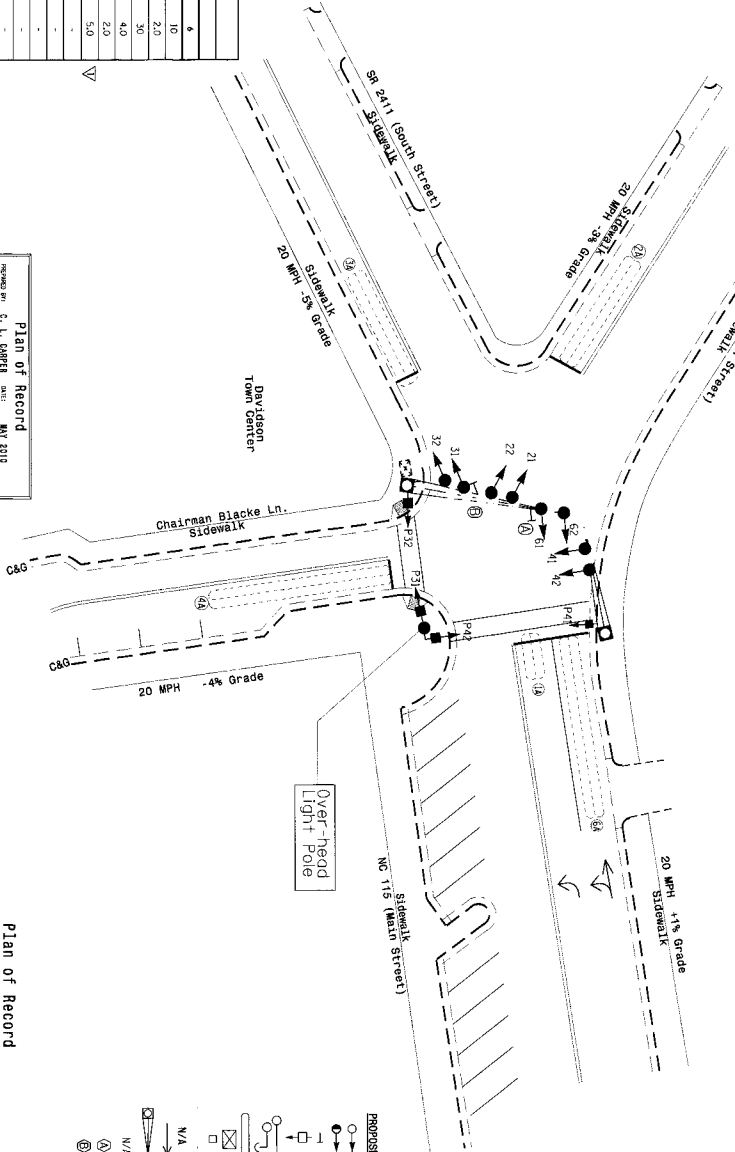
LEGEND



OASIS 2070L TIMING CHART

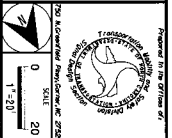
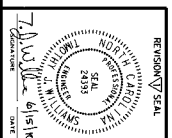
| FEATURE | PHASE | | | | | |
|------------------------|-------|------------|-----|-----|-----|------------|
| | 1 | 2 | 3 | 4 | 5 | 6 |
| Min Green 1* | 8 | 10 | 7 | 7 | 10 | 10 |
| Extension 1* | 4.0 | 2.0 | 1.0 | 1.0 | 2.0 | 2.0 |
| Min Green 1* | 20 | 30 | 20 | 20 | 30 | 30 |
| Yellow Clearance | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Red Clearance | 1.5 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Red Interval | 2.0 | 2.0 | 2.0 | 2.0 | 5.0 | 5.0 |
| Walk 1* | - | - | 1.0 | 1.0 | - | - |
| Don't Walk 1 | - | - | 4.0 | 5.0 | - | - |
| Second Interval* | - | - | - | - | - | - |
| Min Variable Interval* | - | - | - | - | - | - |
| Time to Advance* | - | - | - | - | - | - |
| Minimum Gap | - | MIN RETAIL | - | - | - | MIN RETAIL |
| Variable Call Memory | - | YELLOW | - | - | - | YELLOW |
| Lead Delay | - | - | - | - | - | - |
| Interference Gap | ON | ON | ON | ON | ON | ON |

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 4 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.



Plan of Record

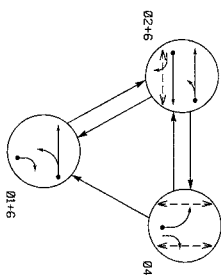
DESIGNED BY: C. L. CARROLL
 CHECKED BY: K. BARRON
 DATE: 6/15/10
 PROJECT NO.: 10-0257



SR 2411 (South Street) / Chairman Blacke Ln. at NC 115 (Main Street)
 DIVISION 10 - JUNE 2002
 DATE: 6/15/10
 PROJECT NO.: 10-0257

Not a certified document
 This document is the property of the Engineer
 1/16, on 8/10/2002
 conditional or certified document

PHASING DIAGRAM

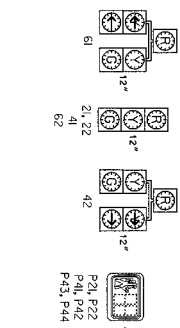


SIGNAL FACE I.D.

TABLE OF OPERATION

| PHASE | 1 | 2 | 3 | 4 | 5 | 6 |
|-------------|----|---|----|---|----|---|
| SIGNAL FACE | R | G | R | G | R | G |
| 21, 22 | R | G | R | G | R | G |
| 41 | R | G | R | G | R | G |
| 42 | R | G | R | G | R | G |
| 61 | R | G | R | G | R | G |
| 62 | R | G | R | G | R | G |
| P21, P22 | DM | W | DM | W | DM | W |
| P41, P42 | DM | W | DM | W | DM | W |
| P43, P44 | DM | W | DM | W | DM | W |

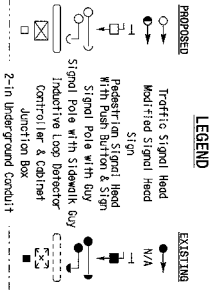
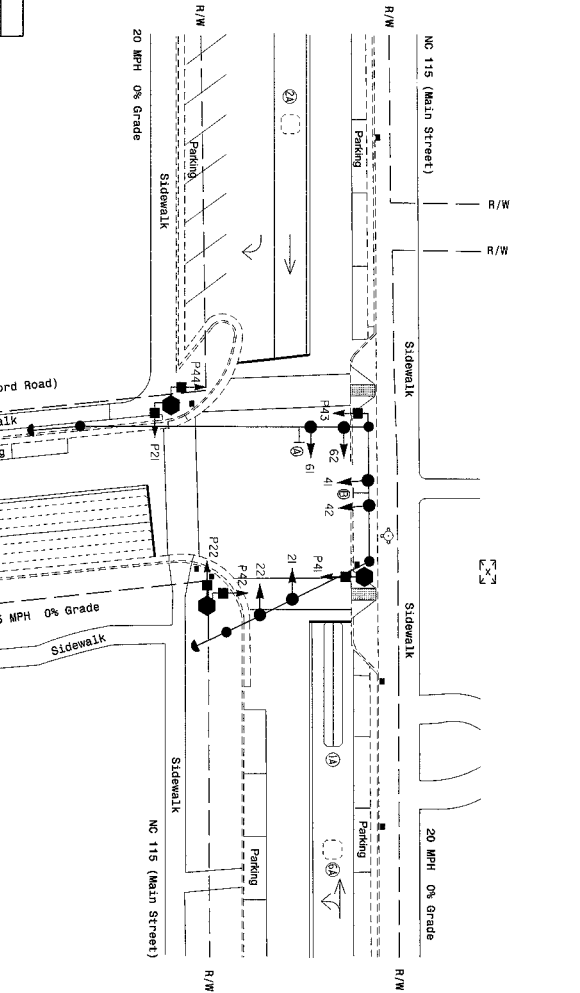
W - WALK
DM - DON'T WALK
DK - DON'T WALK



2070L LOOP & DETECTOR INSTALLATION

| LOOP | SIZE FROM SIGNAL | DISTANCE FROM SIGNAL | DETECTOR PROGRAMMING | | | | SYSTEM LOOP | |
|------|------------------|----------------------|----------------------|------|-----------|-----------------|-------------|----|
| | | | NEW LOOP | CALL | EXTENSION | PULL TIME DELAY | NEW CARD | |
| 1A | 6X40 | 0 | 2-4-2 | Y | Y | Y | Y | 15 |
| 1B | 6X60 | 0 | 2-4-2 | Y | Y | Y | Y | 15 |
| 2A | 6X60 | 70 | 4 | Y | Y | Y | Y | 3 |
| 4A | 6X60 | 0 | 2-4-2 | Y | Y | Y | Y | 3 |
| 6A | 6X6 | 70 | 4 | Y | Y | Y | Y | 3 |

- NOTES
- Refer to "Roadway Standard Drawings NDD07" dated July 2006 and "Standard Specifications for Roads and Structures" dated July 2006. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
 - Set all detector units to presence mode.
 - Unit "WALK" and flashing "DON'T WALK" with no pedestrian coil is.
 - Program pedestrian heads to countdown the flashing "DON'T WALK" time only.
 - Prevalent markings are existing. Clearances Interval timings may be adjusted (not essentially unit) required values or rechecked.



2070L TIMING CHART

| FEATURE | 1 | 2 | 4 | 6 |
|--------------------------|-----|-----|-----|-----|
| Min Green 1" | 7 | 10 | 7 | 10 |
| Extension 1" | 2.0 | 3.0 | 1.0 | 3.0 |
| Max Green 1" | 20 | 45 | 30 | 45 |
| Yellow Clearance | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clearance | 2.3 | 2.4 | 2.3 | 2.4 |
| Walk 1" | - | 7 | 7 | - |
| Don't Walk 1" | - | 9 | 9 | - |
| Seconds Per Actuation * | - | - | - | - |
| Max Variable Initial * | - | - | - | - |
| Time Before Retraction * | - | - | - | - |
| Minimum Gap | - | - | - | - |
| Headflash | - | - | - | - |
| Vehicle Callaway | - | - | - | - |
| Don't Drive | ON | ON | ON | ON |
| Interlocked Gap | ON | ON | ON | ON |

* These values may be bid adjusted. Do not adjust Min Green and Extension times for the above features. Minimum Green and Extension times for all other phases should not be lower than 4 seconds.

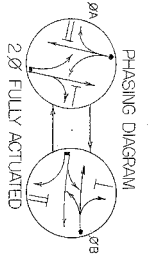
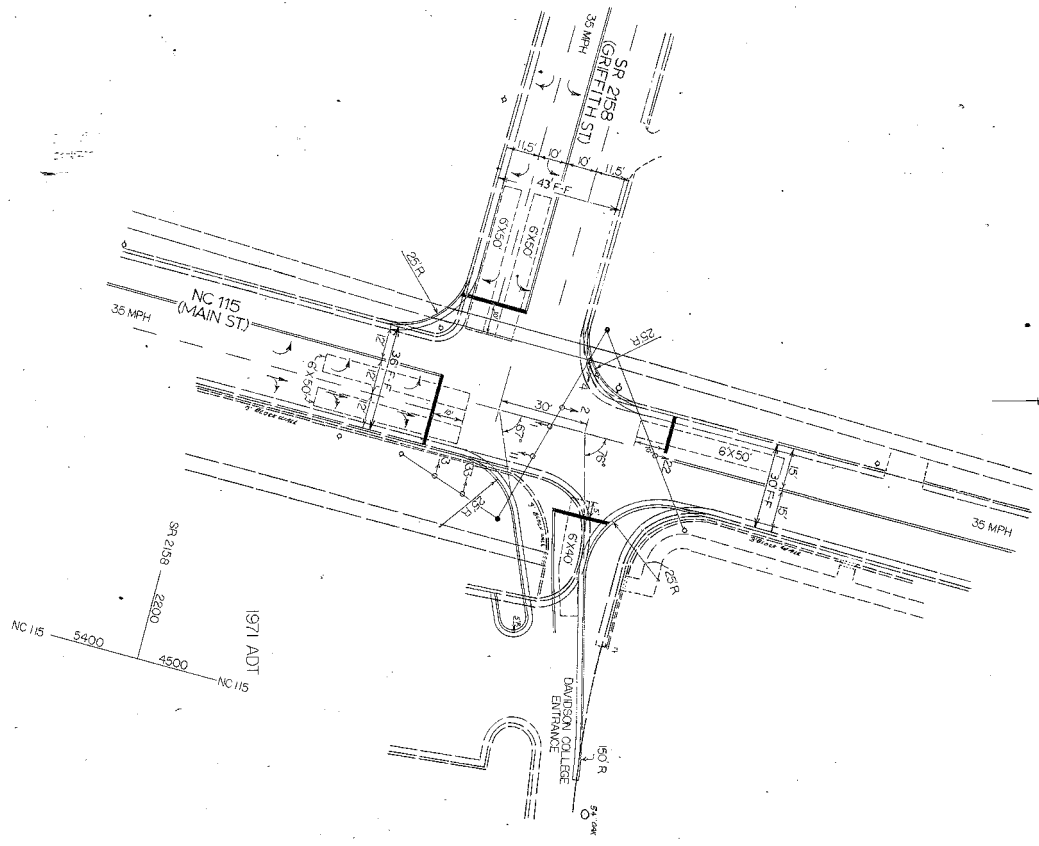
Signal Upgrade

NC 115 (Main Street) at SR 2693 (Concord Road)

Division of Transportation, M. BARRON

Scale: 1"=20'

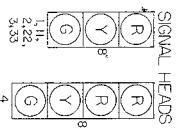
10/16/10



20' FULLY ACTIVATED

COLOR SEQUENCE CHART

| SIGNAL HEAD | PHASE | 1 | 2 | 3 | 4 |
|-------------|-------|---|---|---|---|
| 111, 222 | R | R | R | R | R |
| | Y | Y | Y | Y | Y |
| | G | G | G | G | G |
| | H | H | H | H | H |
| 3, 33 | R | R | R | R | R |
| | Y | Y | Y | Y | Y |
| | G | G | G | G | G |
| | H | H | H | H | H |



- LEGEND
- SIGNAL HEAD
 - LOOP
 - EXISTING POLE
 - NEW POLE
 - ▬ EXISTING CURBING & GUTTER
 - ▬ NEW CURBING & GUTTER

SET ALL PHASES
INITIAL INTERVAL: 6 SEC.
VERTICAL INTERVAL: 0 SEC.

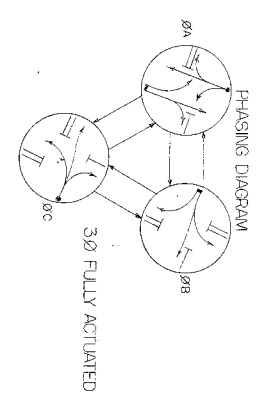
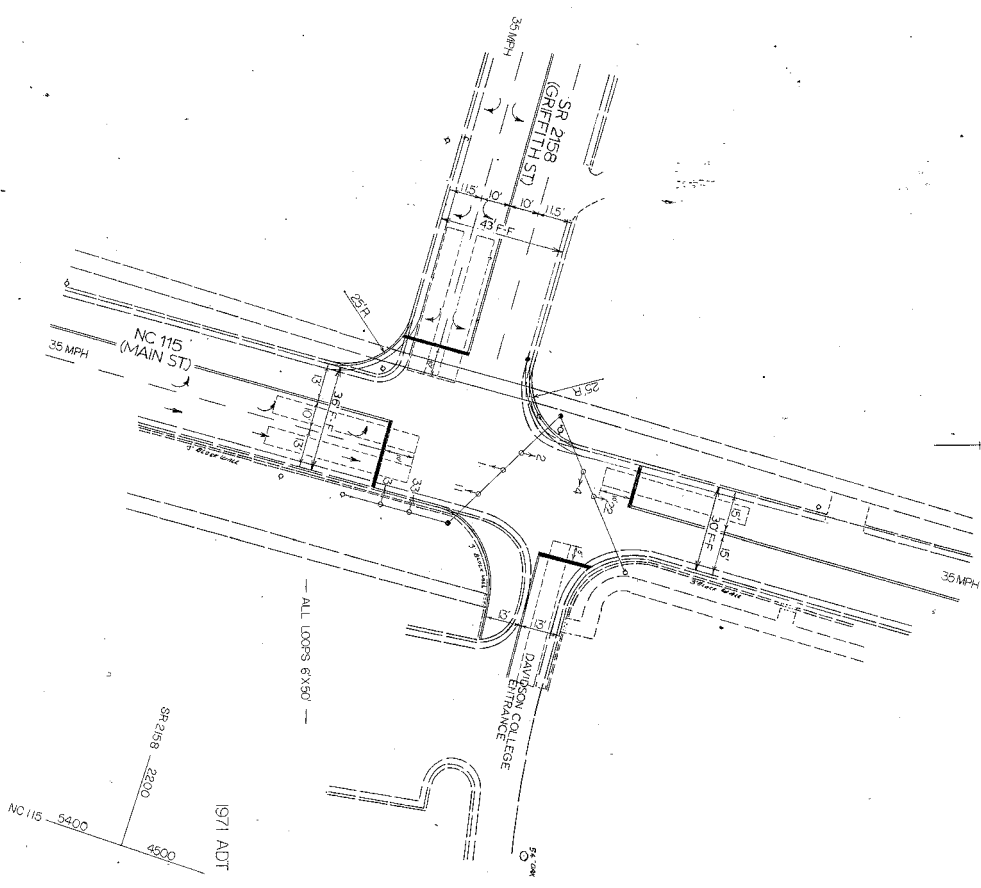
USE NEW EQUIPMENT
UPGRADE SIGNAL

— PLAN A —
SIGNAL NO. 10-2110 2110

MECKLENBURG COUNTY
N. C. STATE HIGHWAY
COMMISSION
TRAFFIC ENGINEERING
DIVISION 10

DATE: 9.20.72
SCALE: 1" = 20'

DESIGNED BY: [Name]
CHECKED BY: [Name]
APPROVED BY: [Name]



COLOR SEQUENCE CHART

| SIGNAL HEAD | 00A | | 00B | | 00C | | FLASH |
|-------------|-----|----|-----|----|-----|----|-------|
| | R/W | CL | R/W | CL | R/W | CL | |
| 111 | G | Y | R | R | R | R | Y |
| 112 | R | R | G | Y | R | R | Y |
| 113 | R | R | R | G | Y | R | Y |
| 114 | R | R | R | R | G | Y | Y |
| 115 | R | R | R | R | R | G | Y |
| 116 | R | R | R | R | R | R | Y |
| 117 | R | R | R | R | R | R | Y |
| 118 | R | R | R | R | R | R | Y |
| 119 | R | R | R | R | R | R | Y |
| 120 | R | R | R | R | R | R | Y |

SET ALL PHASES
INITIAL INTERVAL - 6 SEC.
VEHICLE INTERVAL - 0.550.

SIGNAL HEADS

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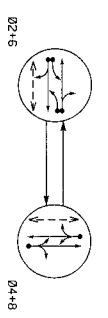
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FLASHING DIAGRAM



- FLASHING DIAGRAM DETECTION LEGEND**
- DETECTED MOVEMENT (OVERLAP)
 - UNDETECTED MOVEMENT (OVERLAP)
 - UNDETECTED MOVEMENT (OVERLAP)
 - UNDETECTED MOVEMENT (OVERLAP)
 - UNDETECTED MOVEMENT (OVERLAP)

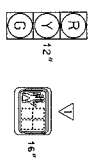
TABLE OF OPERATION

| PHASE | PHASE | PHASE | PHASE | PHASE | PHASE |
|------------|------------|------------|------------|------------|------------|
| FACE | FACE | FACE | FACE | FACE | FACE |
| 21, 22 | 6 R Y | 6 R Y | 6 R Y | 6 R Y | 6 R Y |
| 41, 42 | R G R Y | R G R Y | R G R Y | R G R Y | R G R Y |
| 61, 62, 63 | G R Y | G R Y | G R Y | G R Y | G R Y |
| 81, 82 | R G R Y | R G R Y | R G R Y | R G R Y | R G R Y |
| P21, P22 | M (M) (M) | M (M) (M) | M (M) (M) | M (M) (M) | M (M) (M) |
| D41, P42 | DM (M) (M) | DM (M) (M) | DM (M) (M) | DM (M) (M) | DM (M) (M) |

M - M.O.V.
DM - DON'T M.O.V.
DKR - DARK

SIGNAL FACE I.D.

ALL HEADS L.E.D.S



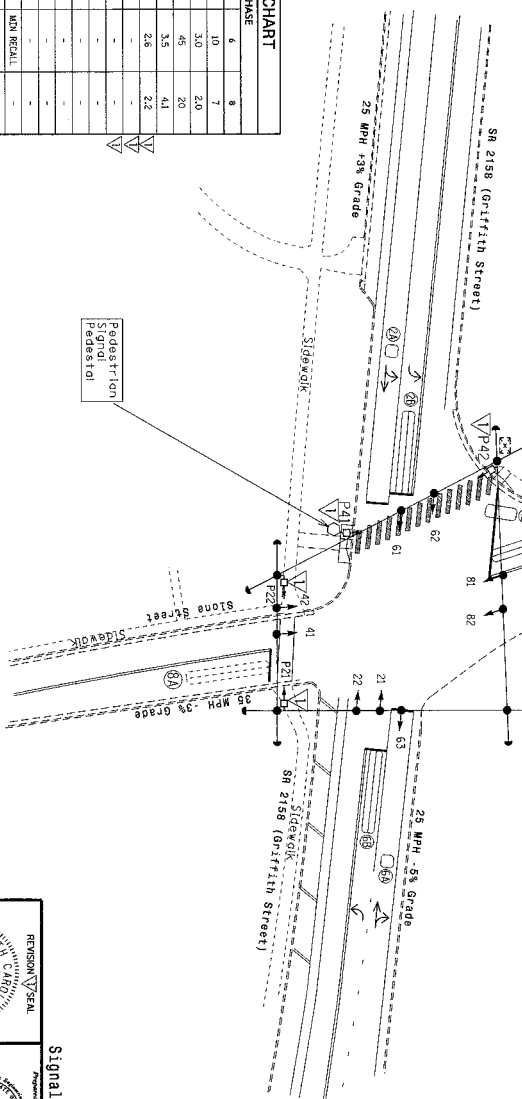
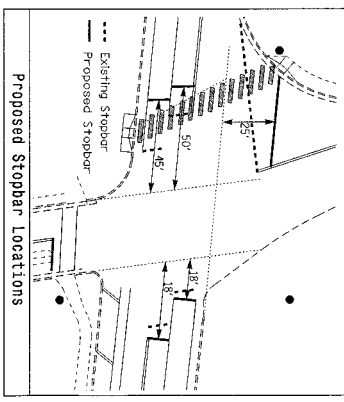
21, 22
41, 42
61, 62, 63
81, 82

2070L LOOP & DETECTOR INSTALLATION

| LOOP | INDUCTIVE LOPS | DETECTOR PROGRAMMING | | | | SPACING | WALK | WALK | WALK |
|------|----------------|----------------------|-------|---------|-----------|---------|------|------|------|
| | | FROM STOPBAR | THINK | CALLING | EXTENSION | | | | |
| 2A | 6X6 | 70 | 3 | Y | 2 | Y | Y | Y | Y |
| 2B | 6X40 | 0 | 2-4-2 | Y | 2 | Y | Y | Y | Y |
| 4A | 6X40 | 0 | 2-4-2 | Y | 4 | Y | Y | Y | Y |
| 4B | 6X5 | +5 | 3 | Y | 4 | Y | Y | Y | Y |
| 6A | 6X6 | 70 | 3 | Y | 6 | Y | Y | Y | Y |
| 6B | 6X40 | 0 | 2-4-2 | Y | 6 | Y | Y | Y | Y |
| 8A | 6X40 | 0 | 2-4-2 | Y | 8 | Y | Y | Y | Y |

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated July 2006 and "Standard Specifications for Roads and Structures" dated July 2006. Do not program signal for left turn flashing operation unless otherwise directed by the Engineer.
- Set all detector units to presence mode.
- Unit "WALK" and flashing "DON'T WALK" with no pedestrian coils.
- Program pedestrian heads to count down the flashing "DON'T WALK" time only.



2070L TIMING CHART

| FEATURE | 2 | 4 | 6 | 8 | 9 |
|--------------------------|-----------|-----|-----------|-----|-----|
| Main Green 1 * | 10 | 7 | 10 | 7 | 10 |
| Extension 1 * | 3.0 | 2.0 | 3.0 | 2.0 | 2.0 |
| Main Green 1 * | 45 | 20 | 45 | 20 | 20 |
| Yellow Clearance | 3.1 | 4.1 | 3.5 | 4.1 | 4.1 |
| Red Clearance | 2.5 | 2.2 | 2.6 | 2.2 | 2.2 |
| Walk 1 * | 7 | 7 | 7 | 7 | 7 |
| Don't Walk 1 | 5 | 15 | - | - | - |
| Second Pedestrian * | - | - | - | - | - |
| Main Variable Interval * | - | - | - | - | - |
| Time Below Redden * | - | - | - | - | - |
| Minimum Gap | - | - | - | - | - |
| Redden Mode | M/R REDAL | - | M/R REDAL | - | - |
| Vehicle Call Memory | YELLOW | - | YELLOW | - | - |
| Lead Entry | - | ON | - | ON | ON |
| Simultaneous Gap | ON | ON | ON | ON | ON |

* These values may be field adjusted. Do not adjust Main Green and Extension times for phase 2 and 6 lower than what is shown. Main Green for all other phases should not be lower than 4 seconds.

LEGEND

- | | | | |
|--|---|--|---|
| | PROPOSED | | EXISTING |
| | Proposed Traffic Signal Head with Pedestrian Signal | | Existing Traffic Signal Head with Pedestrian Signal |
| | Signal Pole with Sidewalk Guy | | Signal Pole with Sidewalk Guy |
| | Inductive Loop Detector | | Inductive Loop Detector |
| | Controller & Cabinet | | Controller & Cabinet |
| | Junction Box | | Junction Box |
| | 2-in Underdrain Conduit | | 2-in Underdrain Conduit |
| | Directional Arrow | | Directional Arrow |
| | Pavement Marking Arrow | | Pavement Marking Arrow |
| | Pedestrian Signal Pedestrol | | Pedestrian Signal Pedestrol |

REVISION SEAL

2070L

6/10/04

Signal Upgrade

2070L

1"=30'

SR 2158 (Griffith Street) at SR 2661 (Beatty Street) / Sloan Street

Division 10

APR 11 2008

DESIGNED BY: C.E. DICKER

CHECKED BY: M. RABDORA

DATE: 6/10/04

This document is only certified as to the information shown on the drawings. It is not certified as to the information shown on the drawings. It is not certified as to the information shown on the drawings. It is not certified as to the information shown on the drawings.

Appendix D – Traffic Accident Information

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Fiche, Intersection, and Strip Reports Code Index**

| | |
|-------------------------------------|---|
| T - Type of Accident Codes | F - Road Feature Codes |
| 0 = UNKNOWN | 0 = NO SPECIAL FEATURE |
| 1 = RAN OFF ROAD - RIGHT | 1 = BRIDGE |
| 2 = RAN OFF ROAD - LEFT | 2 = BRIDGE APPROACH |
| 3 = RAN OFF ROAD - STRAIGHT | 3 = UNDERPASS |
| 4 = JACKKNIFE | 4 = DRIVEWAY, PUBLIC |
| 5 = OVERTURN/ROLLOVER | 5 = DRIVEWAY, PRIVATE |
| 13 = OTHER NON-COLLISION | 6 = ALLEY INTERSECTION |
| 14 = PEDESTRIAN | 7 = FOUR-WAY INTERSECTION |
| 15 = PEDALCYCLIST | 8 = T-INTERSECTION |
| 16 = RR TRAIN, ENGINE | 9 = Y-INTERSECTION |
| 17 = ANIMAL | 10 = TRAFFIC CIRCLE/ROUNDBOUT |
| 18 = MOVABLE OBJECT | 11 = FIVE-POINT, OR MORE |
| 19 = FIXED OBJECT | 12 = RELATED TO INTERSECTION |
| 20 = PARKED MOTOR VEHICLE | 13 = NON-INTERSECTION MEDIAN CROSSING |
| 21 = REAR END, SLOW OR STOP | 14 = END OR BEGINNING - DIVIDED HIGHWAY |
| 22 = REAR END, TURN | 15 = OFF RAMP ENTRY |
| 23 = LEFT TURN, SAME ROADWAY | 16 = OFF RAMP PROPER |
| 24 = LEFT TURN, DIFFERENT ROADWAYS | 17 = OFF RAMP TERMINAL ON CROSSROAD |
| 25 = RIGHT TURN, SAME ROADWAY | 18 = MERGE LANE BETWEEN ON AND OFF RAMP |
| 26 = RIGHT TURN, DIFFERENT ROADWAYS | 19 = ON RAMP ENTRY |
| 27 = HEAD ON | 20 = ON RAMP PROPER |
| 28 = SIDESWIPE, SAME DIRECTION | 21 = ON RAMP TERMINAL ON CROSSROAD |
| 29 = SIDESWIPE, OPPOSITE DIRECTION | 22 = RAILROAD CROSSING |
| 30 = ANGLE | 23 = TUNNEL |
| 31 = BACKING UP | 24 = SHARED-USE PATHS OR TRAILS |
| 32 = OTHER COLLISION WITH VEHICLE | 25 = OTHER |

| | | |
|------------------------------------|----------------------------------|--|
| R - Road Condition Codes | L - Light Condition Codes | W - Weather Condition Codes |
| 1 = DRY | 1 = DAYLIGHT | 1 = CLEAR |
| 2 = WET | 2 = DUSK | 2 = CLOUDY |
| 3 = WATER (STANDING, MOVING) | 3 = DAWN | 3 = RAIN |
| 4 = ICE | 4 = DARK - LIGHTED ROADWAY | 4 = SNOW |
| 5 = SNOW | 5 = DARK - ROADWAY NOT LIGHTED | 5 = FOG, SMOG, SMOKE |
| 6 = SLUSH | 6 = DARK - UNKNOWN LIGHTING | 6 = SLEET, HAIL, FREEZING RAIN/DRIZZLE |
| 7 = SAND, MUD, DIRT, GRAVEL | 7 = OTHER | 7 = SEVERE CROSSWINDS |
| 8 = FUEL, OIL | 8 = UNKNOWN | 8 = BLOWING SAND, DIRT, SNOW |
| 9 = OTHER | | 9 = OTHER |
| 10 = UNKNOWN | | |
| S - Accident Severity Codes | Ch - Road Character | Op - Traffic Control Operating |
| K = FATAL | 1 = STRAIGHT, LEVEL | 1 = YES |
| A = A-LEVEL INJURY | 2 = STRAIGHT, HILLCREST | 2 = NO |
| B = B-LEVEL INJURY | 3 = STRAIGHT, GRADE | 3 = UNKNOWN |
| C = C-LEVEL INJURY | 4 = STRAIGHT, BOTTOM (SAG) | |
| O = PROPERTY DAMAGE ONLY | 5 = CURVE, LEVEL | |
| | 6 = CURVE, HILLCREST | |
| | 7 = CURVE, GRADE | |
| | 8 = CURVE, BOTTOM (SAG) | |
| | 9 = OTHER | |

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Fiche, Intersection, and Strip Reports Code Index**

| | |
|--|--|
| Veh Mnvr - Vehicle Maneuver Codes | Dv - Traffic Control Device |
| 1 = STOPPED IN TRAVEL LANE | 0 = NO CONTROL PRESENT |
| 2 = PARKED OUT OF TRAVEL LANES | 1 = STOP SIGN |
| 3 = PARKED IN TRAVEL LANES | 2 = YIELD SIGN |
| 4 = GOING STRAIGHT AHEAD | 3 = STOP AND GO SIGNAL |
| 5 = CHANGING LANES OR MERGING | 4 = FLASHING SIGNAL WITH STOP SIGN |
| 6 = PASSING | 5 = FLASHING SIGNAL WITHOUT STOP SIGN |
| 7 = MAKING RIGHT TURN | 6 = RR GATE AND FLASHER |
| 8 = MAKING LEFT TURN | 7 = RR FLASHER |
| 9 = MAKING U-TURN | 8 = RR CROSSBUCKS ONLY |
| 10 = BACKING | 9 = HUMAN CONTROL |
| 11 = SLOWING OR STOPPING | 10 = WARNING SIGN |
| 12 = STARTING IN ROADWAY | 11 = SCHOOL ZONE SIGNS |
| 13 = PARKING | 12 = FLASHING STOP AND GO SIGNAL |
| 14 = LEAVING PARKED POSITION | 13 = DOUBLE YELLOW LINE, NO PASSING ZONE |
| 15 = AVOIDING OBJECT IN ROAD | 14 = OTHER |

| | | |
|--|--|--|
| Alchl/Drugs - Driver Alcohol/Drugs Suspected Status Codes | Ped Actn - Pedestrian Action Codes | Ci - Roadway Contributing Circumstances |
| 0 = NO | 1 = ENTERING OR CROSSING SPECIFIED LOCATION | 0 = NONE (NO UNUSUAL CONDITIONS) |
| 1 = YES - ALCOHOL, IMPAIRMENT SUSPECTED | 2 = WALKING, RIDING, RUNNING/JOGGING WITH TRAFFIC | 1 = ROAD SURFACE CONDITION |
| 2 = YES - ALCOHOL, NO IMPAIRMENT DETECTED | 3 = WALKING, RIDING, RUNNING/JOGGING AGAINST TRAFFIC | 2 = DEBRIS |
| 3 = YES - OTHER DRUGS, IMPAIRMENT SUSPECTED | 4 = WORKING | 3 = RUT, HOLES, BUMPS |
| 4 = YES - OTHER DRUGS, NO IMPAIRMENT DETECTED | 5 = PUSHING VEHICLE | 4 = WORK ZONE (CONSTRUCTION, MAINTENANCE, UTILITY) |
| 5 = YES - ALCOHOL AND OTHER DRUGS, IMPAIRMENT SUSPECTED | 6 = APPROACHING OR LEAVING VEHICLE | 5 = WORN TRAVEL-POLISHED SURFACE |
| 6 = YES - ALCOHOL AND OTHER DRUGS, NO IMPAIRMENT DETECTED | 7 = PLAYING | 6 = OBSTRUCTION IN ROADWAY |
| 7 = UNKNOWN | 8 = STANDING | 7 = TRAFFIC CONTROL DEVICE INOPERATIVE, NOT VISIBLE OR MISSING |
| | 9 = OTHER | 8 = SHOULDERS LOW, SOFT OR HIGH |
| | | 9 = NO SHOULDERS |
| | | 10 = NON-HIGHWAY WORK |
| | | 11 = OTHER |
| | | 12 = UNKNOWN |

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Fiche, Intersection, and Strip Reports Code Index**

| | |
|--|---|
| Obj Strk - Object Struck Codes | Unit # - Vehicle Style Codes |
| 14 = PEDESTRIAN | 1 = PASSENGER CAR |
| 15 = PEDALCYCLIST | 2 = PICKUP |
| 17 = ANIMAL | 3 = LIGHT TRUCK (MINI-VAN, PANEL) |
| 18 = MOVABLE OBJECT | 4 = SPORT UTILITY |
| 20 = PARKED MOTOR VEHICLE | 5 = VAN |
| 33 = TREE | 6 = COMMERCIAL BUS |
| 34 = UTILITY POLE | 7 = SCHOOL BUS |
| 35 = LUMINAIRE POLE NON-BREAKAWAY | 8 = ACTIVITY BUS |
| 36 = LUMINAIRE POLE BREAKAWAY | 9 = OTHER BUS |
| 37 = OFFICIAL HIGHWAY SIGN NON-BREAKAWAY | 10 = SINGLE UNIT TRUCK (2-AXLE, 6-TIRE) |
| 38 = OFFICIAL HIGHWAY SIGN BREAKAWAY | 11 = SINGLE UNIT TRUCK (3 OR MORE AXLES) |
| 39 = OVERHEAD SIGN SUPPORT | 12 = TRUCK/TRAILER |
| 40 = COMMERCIAL SIGN | 13 = TRUCK/TRACTOR |
| 41 = GUARDRAIL END ON SHOULDER | 14 = TRACTOR/SEMI-TRAILER |
| 42 = GUARDRAIL FACE ON SHOULDER | 15 = TRACTOR/DOULBES |
| 43 = GUARDRAIL END IN MEDIAN | 16 = UNKNOWN HEAVY TRUCK |
| 44 = GUARDRAIL FACE IN MEDIAN | 17 = TAXICAB |
| 45 = SHOULDER BARRIER END | 18 = FARM EQUIPMENT |
| 46 = SHOULDER BARRIER FACE | 19 = FARM TRACTOR |
| 47 = MEDIAN BARRIER END | 20 = MOTORCYCLE |
| 48 = MEDIAN BARRIER FACE | 21 = MOPEL |
| 49 = BRIDGE RAIL END | 22 = MOTOR SCOOTER OR MOTOR BIKE |
| 50 = BRIDGE RAIL FACE | 23 = PEDALCYCLE |
| 51 = OVERHEAD PART UNDERPASS | 24 = PEDESTRIAN |
| 52 = PIER ON SHOULDER OF UNDERPASS | 25 = MOTOR HOME/RECREATIONAL VEHICLE |
| 53 = PIER IN MEDIAN OF UNDERPASS | 26 = OTHER |
| 54 = ABUTMENT OF UNDERPASS | 27 = ALL TERRAIN VEHICLE (ATV) |
| 55 = TRAFFIC ISLAND CURB OR MEDIAN | 28 = FIRETRUCK |
| 56 = CATCH BASIN OR CULVERT ON SHOULDER | 29 = EMS VEHICLE, AMBULANCE, RESCUE SQUAD |
| 57 = CATCH BASIN OR CULVERT ON MEDIAN | 30 = MILITARY |
| 58 = DITCH | 31 = POLICE |
| 59 = EMBANKMENT | 32 = UNKNOWN |
| 60 = MAILBOX | |
| 61 = FENCE OR FENCE POST | |
| 62 = CONSTRUCTION BARRIER | |
| 63 = CRASH CUSHION | |
| 64 = OTHER FIXED OBJECT | |

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

Study Criteria Summary

County: MECKLENBURG City: All and Rural
Date: 10/01/2007 to 09/30/2010 Study: MM410000410140
Location: Crash analysis at intersection of SR 2158 (Griffith Street) and Sloan Street.

Report Details

| Acc No | Crash ID | Date | Accident Type | Total Damage | Injuries | | | Condition | | | Road | | | Trfc Ctl | |
|--------|-----------|---------------------|---------------------------|--------------|------------------------|--------------|---|-----------|---|---|------|----|----|----------|----|
| | | | | | F | A | B | C | R | L | W | Ch | Ci | | Dv |
| 1 | 102220622 | 12/18/2007 13:40 | OTHER NON-COLLISION | \$ 4500 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 3 | 0 | 0 |
| Unit | 1 : 1 | Alchl/Drgs: 0 | Speed: 25 MPH | Dir: E | Veh Mnvr / Ped Actn: 4 | Obj Strk: | | | | | | | | | |
| Unit | 2 : 2 | Alchl/Drgs: 0 | Speed: 5 MPH | Dir: W | Veh Mnvr / Ped Actn: 4 | Obj Strk: | | | | | | | | | |
| 2 | 102258433 | 02/08/2008 16:21 | REAR END, SLOW OR STOP | \$ 1750 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | |
| Unit | 1 : 4 | Alchl/Drgs: 0 | Speed: 10 MPH | Dir: S | Veh Mnvr / Ped Actn: 4 | Obj Strk: | | | | | | | | | |
| Unit | 2 : 5 | Alchl/Drgs: 0 | Speed: 0 MPH | Dir: S | Veh Mnvr / Ped Actn: 1 | Obj Strk: | | | | | | | | | |
| 3 | 102481956 | 12/06/2008 20:47 | SIDESWIPE, SAME DIRECTION | \$ 12500 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 3 | 0 | | |
| Unit | 1 : 1 | Alchl/Drgs: 0 | Speed: 25 MPH | Dir: E | Veh Mnvr / Ped Actn: 4 | Obj Strk: | | | | | | | | | |
| Unit | 2 : 1 | Alchl/Drgs: 7 | Speed: 0 MPH | Dir: E | Veh Mnvr / Ped Actn: 2 | Obj Strk: | | | | | | | | | |
| 4 | 102499746 | 12/23/2008 18:04 | ANIMAL | \$ 1000 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 0 | 0 | |
| Unit | 1 : 1 | Alchl/Drgs: 0 | Speed: 30 MPH | Dir: N | Veh Mnvr / Ped Actn: 4 | Obj Strk: 17 | | | | | | | | | |

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
Report Details: Rd Ch - Road Character
Rd Cl - Roadway Contributing Circumstances
Trfc Ctl - Traffic Control: Dv - Device, Op - Operating
Alchl/Drgs - Alcohol/Drugs Suspected
Veh Mnvr/Ped Actn - Vehicle Maneuver/Pedestrian Action
Obj Strk - Object Struck

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

Summary Statistics

High Level Crash Summary

| Crash Type | Number of Crashes | Percent of Total |
|-----------------------------------|-------------------|------------------|
| Total Crashes | 4 | 100.00 |
| Fatal Crashes | 0 | 0.00 |
| Non-Fatal Injury Crashes | 1 | 25.00 |
| Total Injury Crashes | 1 | 25.00 |
| Property Damage Only Crashes | 3 | 75.00 |
| Night Crashes | 2 | 50.00 |
| Wet Crashes | 0 | 0.00 |
| Alcohol/Drugs Involvement Crashes | 0 | 0.00 |

Crash Severity Summary

| Crash Type | Number of Crashes | Percent of Total |
|------------------------------|-------------------|------------------|
| Total Crashes | 4 | 100.00 |
| Fatal Crashes | 0 | 0.00 |
| Class A Crashes | 0 | 0.00 |
| Class B Crashes | 0 | 0.00 |
| Class C Crashes | 1 | 25.00 |
| Property Damage Only Crashes | 3 | 75.00 |

Vehicle Exposure Statistics

Annual ADT = 11500
Total Vehicle Exposure = 12.6 (MEV)

| Crash Rate | Crashes Per 100 Million Vehicles Entered |
|----------------------|--|
| Total Crash Rate | 31.74 |
| Fatal Crash Rate | 0.00 |
| Non Fatal Crash Rate | 7.93 |
| Night Crash Rate | 15.87 |
| Wet Crash Rate | 0.00 |
| EPDO Rate | 90.45 |

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

Miscellaneous Statistics

Severity Index = 2.85
EPDO Crash Index = 11.40
Estimated Property Damage Total = \$ 19750.00

Accident Type Summary

| Accident Type | Number of Crashes | Percent of Total |
|---------------------------|-------------------|------------------|
| ANIMAL | 1 | 25.00 |
| OTHER NON-COLLISION | 1 | 25.00 |
| REAR END, SLOW OR STOP | 1 | 25.00 |
| SIDESWIPE, SAME DIRECTION | 1 | 25.00 |

Injury Summary

| Injury Type | Number of Injuries | Percent of Total |
|--------------------------|--------------------|------------------|
| Fatal Injuries | 0 | 0.00 |
| Class A Injuries | 0 | 0.00 |
| Class B Injuries | 0 | 0.00 |
| Class C Injuries | 1 | 100.00 |
| Total Non-Fatal Injuries | 1 | 100.00 |
| Total Injuries | 1 | 100.00 |

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

Monthly Summary

| Month | Number of Crashes | Percent of Total |
|-------|-------------------|------------------|
| Jan | 0 | 0.00 |
| Feb | 1 | 25.00 |
| Mar | 0 | 0.00 |
| Apr | 0 | 0.00 |
| May | 0 | 0.00 |
| Jun | 0 | 0.00 |
| Jul | 0 | 0.00 |
| Aug | 0 | 0.00 |
| Sep | 0 | 0.00 |
| Oct | 0 | 0.00 |
| Nov | 0 | 0.00 |
| Dec | 3 | 75.00 |

Daily Summary

| Day | Number of Crashes | Percent of Total |
|-----|-------------------|------------------|
| Mon | 0 | 0.00 |
| Tue | 2 | 50.00 |
| Wed | 0 | 0.00 |
| Thu | 0 | 0.00 |
| Fri | 1 | 25.00 |
| Sat | 1 | 25.00 |
| Sun | 0 | 0.00 |

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

Hourly Summary

| Hour | Number of Crashes | Percent of Total |
|-----------|-------------------|------------------|
| 0000-0059 | 0 | 0.00 |
| 0100-0159 | 0 | 0.00 |
| 0200-0259 | 0 | 0.00 |
| 0300-0359 | 0 | 0.00 |
| 0400-0459 | 0 | 0.00 |
| 0500-0559 | 0 | 0.00 |
| 0600-0659 | 0 | 0.00 |
| 0700-0759 | 0 | 0.00 |
| 0800-0859 | 0 | 0.00 |
| 0900-0959 | 0 | 0.00 |
| 1000-1059 | 0 | 0.00 |
| 1100-1159 | 0 | 0.00 |
| 1200-1259 | 0 | 0.00 |
| 1300-1359 | 1 | 25.00 |
| 1400-1459 | 0 | 0.00 |
| 1500-1559 | 0 | 0.00 |
| 1600-1659 | 1 | 25.00 |
| 1700-1759 | 0 | 0.00 |
| 1800-1859 | 1 | 25.00 |
| 1900-1959 | 0 | 0.00 |
| 2000-2059 | 1 | 25.00 |
| 2100-2159 | 0 | 0.00 |
| 2200-2259 | 0 | 0.00 |
| 2300-2359 | 0 | 0.00 |

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

Light and Road Conditions Summary

| Condition | Dry | Wet | Other | Total |
|-----------|-----|-----|-------|-------|
| Day | 2 | 0 | 0 | 2 |
| Dark | 2 | 0 | 0 | 2 |
| Other | 0 | 0 | 0 | 0 |
| Total | 4 | 0 | 0 | 4 |

Object Struck Summary

| Object Type | Times Struck | Percent of Total |
|-------------|--------------|------------------|
| ANIMAL | 1 | 100.00 |

Vehicle Type Summary

| Vehicle Type | Number Involved | Percent of Total |
|---------------|-----------------|------------------|
| PASSENGER CAR | 4 | 57.14 |
| PICKUP | 1 | 14.29 |
| SPORT UTILITY | 1 | 14.29 |
| VAN | 1 | 14.29 |

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

Yearly Totals Summary

Accident Totals

| Year | Total Accidents | Fatal Accidents | Injury Accidents | Property Damage Only Accidents |
|-------|-----------------|-----------------|------------------|--------------------------------|
| 2007 | 1 | 0 | 1 | 0 |
| 2008 | 3 | 0 | 0 | 3 |
| 2009 | 0 | 0 | 0 | 0 |
| 2010 | 0 | 0 | 0 | 0 |
| Total | 4 | 0 | 1 | 3 |

Injury Totals

| Year | Fatal Injuries | Class A, B, or C Injuries |
|-------|----------------|---------------------------|
| 2007 | 0 | 1 |
| 2008 | 0 | 0 |
| 2009 | 0 | 0 |
| 2010 | 0 | 0 |
| Total | 0 | 1 |

Miscellaneous Totals

| Year | Property Damage | EPDO Index |
|-------|-----------------|------------|
| 2007 | \$ 4500 | 8.40 |
| 2008 | \$ 15250 | 3.00 |
| 2009 | \$ 0 | 0.00 |
| 2010 | \$ 0 | 0.00 |
| Total | \$ 19750 | 11.40 |

Type of Accident Totals

| Year | Left Turn | Right Turn | Rear End | Run Off Road & Fixed Object | | | |
|-------|-----------|------------|----------|-----------------------------|------------|-------|---|
| | | | | Angle | Side Swipe | Other | |
| 2007 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2008 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 2009 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2010 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 1 | 0 | 0 | 1 | 2 |

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

Study Criteria

| Study Name | Log No. | PH No. | TIP No. | K/A Cf. | B/C Cf. | ADT | ADT Route | |
|---|-----------------|--------------|---------------|---|------------|------------|------------|-------|
| MM410000410140 | 41000010140 | | | 76.8 | 8.4 | 13500 | | |
| Request Date | Courier Service | Phone No. | Ext. | Fax No. | | | | |
| 11/24/2010 | | 919 573 9919 | | 919 789 9591 | | | | |
| County | | Municipality | | | | | | |
| Name | Code | Div. | Name | Code | Y-Line Ft. | Begin Date | End Date | Years |
| MECKLENBURG | 59 | 10 | All and Rural | | 150 | 10/01/2007 | 09/30/2010 | 3.00 |
| Location Text | | | | Requestor | | | | |
| Crash analysis at intersection of SR 2158 (Griffith Street) and Sloan Street. | | | | Jeffrey P. Hochanadel Sepi Eng 1025 Wade Ave Raleigh, NC 27605 | | | | |
| Included Accidents | | | | | | | | |
| 102220622 | | | | | | | | |
| 102499746 | | | | | | | | |
| Fiche Roads | | | | | | | | |
| Name | Code | | | | | | | |
| BEATTY | 50034407 | | | | | | | |
| DEPOT | 50008300 | | | | | | | |
| GRIFFIN | 50012570 | | | | | | | |
| GRIFFITH | 50012584 | | | | | | | |
| SLOAN | 50028393 | | | | | | | |
| SR 2158 | 40002158 | | | | | | | |

Intersection Road Combinations

| Name | Code | Code | Name |
|----------|----------|----------|--------|
| SR 2158 | 40002158 | 50008300 | DEPOT |
| SR 2158 | 40002158 | 50028393 | SLOAN |
| SR 2158 | 40002158 | 50034407 | BEATTY |
| GRIFFIN | 50012570 | 50008300 | DEPOT |
| GRIFFIN | 50012570 | 50028393 | SLOAN |
| GRIFFIN | 50012570 | 50034407 | BEATTY |
| GRIFFITH | 50012584 | 50008300 | DEPOT |
| GRIFFITH | 50012584 | 50028393 | SLOAN |
| GRIFFITH | 50012584 | 50034407 | BEATTY |

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

Study Criteria Summary

County: MECKLENBURG City: All and Rural
Date: 10/01/2007 to 09/30/2010 Study: EDW41000010223
Location: SR 2158 (Griffith Street) @ SR 2733 (Jackson Street)

Report Details

| Acc No | Crash ID | Date | Accident Type | Total Damage | Injuries | | | Condition | | | Road | | | Trfc Ctl | | |
|--------|-----------|---------------------|------------------------|--------------|------------------------|-----------|---|-----------|---|---|------|----|----|----------|----|---|
| | | | | | F | A | B | C | R | L | W | Ch | Ci | Dv | Op | |
| 1 | 102177042 | 10/28/2007 16:50 | ANGLE | \$ 1600 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 3 | 0 | 1 | 1 |
| Unit | 1 : 2 | Alchl/Drgs: 0 | Speed: 15 MPH | Dir: N | Veh Mnvr / Ped Actn: 4 | Obj Strk: | | | | | | | | | | |
| Unit | 2 : 1 | Alchl/Drgs: 0 | Speed: 15 MPH | Dir: W | Veh Mnvr / Ped Actn: 4 | Obj Strk: | | | | | | | | | | |
| 2 | 102607984 | 05/30/2009 15:07 | REAR END, SLOW OR STOP | \$ 5500 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 0 | | |
| Unit | 1 : 1 | Alchl/Drgs: 1 | Speed: 25 MPH | Dir: W | Veh Mnvr / Ped Actn: 4 | Obj Strk: | | | | | | | | | | |
| Unit | 2 : 1 | Alchl/Drgs: 0 | Speed: 5 MPH | Dir: W | Veh Mnvr / Ped Actn: 4 | Obj Strk: | | | | | | | | | | |
| Unit | 3 : 1 | Alchl/Drgs: 0 | Speed: 0 MPH | Dir: W | Veh Mnvr / Ped Actn: 1 | Obj Strk: | | | | | | | | | | |

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
Legend for Report Details: Rd Ch - Road Character
Rd Cl - Roadway Contributing Circumstances
Trfc Ctl - Traffic Control: Dy - Device, Op - Operating
Alchl/Drgs - Alcohol/Drugs Suspected
Veh Mnvr/Ped Actn - Vehicle Maneuver/Pedestrian Action
Obj Strk - Object Struck

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

Summary Statistics

High Level Crash Summary

| Crash Type | Number of Crashes | Percent of Total |
|-----------------------------------|-------------------|------------------|
| Total Crashes | 2 | 100.00 |
| Fatal Crashes | 0 | 0.00 |
| Non-Fatal Injury Crashes | 0 | 0.00 |
| Total Injury Crashes | 0 | 0.00 |
| Property Damage Only Crashes | 2 | 100.00 |
| Night Crashes | 0 | 0.00 |
| Wet Crashes | 0 | 0.00 |
| Alcohol/Drugs Involvement Crashes | 1 | 50.00 |

Crash Severity Summary

| Crash Type | Number of Crashes | Percent of Total |
|------------------------------|-------------------|------------------|
| Total Crashes | 2 | 100.00 |
| Fatal Crashes | 0 | 0.00 |
| Class A Crashes | 0 | 0.00 |
| Class B Crashes | 0 | 0.00 |
| Class C Crashes | 0 | 0.00 |
| Property Damage Only Crashes | 2 | 100.00 |

Vehicle Exposure Statistics

Annual ADT = 8000
Total Vehicle Exposure = 8.77 (MEV)

| Crash Rate | Crashes Per 100 Million Vehicles Entered |
|----------------------|--|
| Total Crash Rate | 22.81 |
| Fatal Crash Rate | 0.00 |
| Non Fatal Crash Rate | 0.00 |
| Night Crash Rate | 0.00 |
| Wet Crash Rate | 0.00 |
| EPDO Rate | 22.81 |

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

Miscellaneous Statistics

Severity Index = 1.00
EPDO Crash Index = 2.00
Estimated Property Damage Total = \$ 7100.00

Accident Type Summary

| Accident Type | Number of Crashes | Percent of Total |
|------------------------|-------------------|------------------|
| ANGLE | 1 | 50.00 |
| REAR END, SLOW OR STOP | 1 | 50.00 |

Injury Summary

| Injury Type | Number of Injuries | Percent of Total |
|--------------------------|--------------------|------------------|
| Fatal Injuries | 0 | 0.00 |
| Class A Injuries | 0 | 0.00 |
| Class B Injuries | 0 | 0.00 |
| Class C Injuries | 0 | 0.00 |
| Total Non-Fatal Injuries | 0 | 0.00 |
| Total Injuries | 0 | 0.00 |

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

Monthly Summary

| Month | Number of Crashes | Percent of Total |
|-------|-------------------|------------------|
| Jan | 0 | 0.00 |
| Feb | 0 | 0.00 |
| Mar | 0 | 0.00 |
| Apr | 0 | 0.00 |
| May | 1 | 50.00 |
| Jun | 0 | 0.00 |
| Jul | 0 | 0.00 |
| Aug | 0 | 0.00 |
| Sep | 0 | 0.00 |
| Oct | 1 | 50.00 |
| Nov | 0 | 0.00 |
| Dec | 0 | 0.00 |

Daily Summary

| Day | Number of Crashes | Percent of Total |
|-----|-------------------|------------------|
| Mon | 0 | 0.00 |
| Tue | 0 | 0.00 |
| Wed | 0 | 0.00 |
| Thu | 0 | 0.00 |
| Fri | 0 | 0.00 |
| Sat | 1 | 50.00 |
| Sun | 1 | 50.00 |

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

Hourly Summary

| Hour | Number of Crashes | Percent of Total |
|-----------|-------------------|------------------|
| 0000-0059 | 0 | 0.00 |
| 0100-0159 | 0 | 0.00 |
| 0200-0259 | 0 | 0.00 |
| 0300-0359 | 0 | 0.00 |
| 0400-0459 | 0 | 0.00 |
| 0500-0559 | 0 | 0.00 |
| 0600-0659 | 0 | 0.00 |
| 0700-0759 | 0 | 0.00 |
| 0800-0859 | 0 | 0.00 |
| 0900-0959 | 0 | 0.00 |
| 1000-1059 | 0 | 0.00 |
| 1100-1159 | 0 | 0.00 |
| 1200-1259 | 0 | 0.00 |
| 1300-1359 | 0 | 0.00 |
| 1400-1459 | 0 | 0.00 |
| 1500-1559 | 1 | 50.00 |
| 1600-1659 | 1 | 50.00 |
| 1700-1759 | 0 | 0.00 |
| 1800-1859 | 0 | 0.00 |
| 1900-1959 | 0 | 0.00 |
| 2000-2059 | 0 | 0.00 |
| 2100-2159 | 0 | 0.00 |
| 2200-2259 | 0 | 0.00 |
| 2300-2359 | 0 | 0.00 |

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

Light and Road Conditions Summary

| Condition | Dry | Wet | Other | Total |
|-----------|-----|-----|-------|-------|
| Day | 2 | 0 | 0 | 2 |
| Dark | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 |
| Total | 2 | 0 | 0 | 2 |

Vehicle Type Summary

| Vehicle Type | Number Involved | Percent of Total |
|---------------|-----------------|------------------|
| PASSENGER CAR | 4 | 80.00 |
| PICKUP | 1 | 20.00 |

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

Yearly Totals Summary

Accident Totals

| Year | Total Accidents | Fatal Accidents | Injury Accidents | Property Damage Only Accidents |
|-------|-----------------|-----------------|------------------|--------------------------------|
| 2007 | 1 | 0 | 0 | 1 |
| 2008 | 0 | 0 | 0 | 0 |
| 2009 | 1 | 0 | 0 | 1 |
| 2010 | 0 | 0 | 0 | 0 |
| Total | 2 | 0 | 0 | 2 |

Injury Totals

| Year | Fatal Injuries | Class A, B, or C Injuries |
|-------|----------------|---------------------------|
| 2007 | 0 | 0 |
| 2008 | 0 | 0 |
| 2009 | 0 | 0 |
| 2010 | 0 | 0 |
| Total | 0 | 0 |

Miscellaneous Totals

| Year | Property Damage | EPOD Index |
|-------|-----------------|------------|
| 2007 | \$ 1600 | 1.00 |
| 2008 | \$ 0 | 0.00 |
| 2009 | \$ 5500 | 1.00 |
| 2010 | \$ 0 | 0.00 |
| Total | \$ 7100 | 2.00 |

Type of Accident Totals

| Year | Run Off Road & Fixed Object | | | | | | |
|-------|-----------------------------|------------|----------|-------|------------|-------|-------|
| | Left Turn | Right Turn | Rear End | Angle | Side Swipe | Other | Other |
| 2007 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 2008 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2009 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 2010 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 1 | 0 | 1 | 0 | 0 |

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

Study Criteria

| Study Name | Log No. | PH No. | TIP No. | K/A Cf. | B/C Cf. | ADT | ADT Route |
|----------------|-------------|--------|---------|---------|---------|------|-----------|
| EDW41000010223 | 41000010223 | | | 76.8 | 8.4 | 8000 | |

| Request Date | Courier Service | Phone No. | Ext. | Fax No. |
|--------------|-----------------|----------------|------|----------------|
| 11/29/2010 | | (919) 789-9977 | | (919) 789-9591 |

| County | | Municipality | | | | | | |
|-------------|------|--------------|---------------|------|------------|------------|------------|-------|
| Name | Code | Div. | Name | Code | Y-Line Ft. | Begin Date | End Date | Years |
| MECKLENBURG | 59 | 10 | All and Rural | | 150 | 10/01/2007 | 09/30/2010 | 3.00 |

| Location Text | Requestor |
|--|---|
| SR 2158 (Griffith Street) @ SR 2733 (Jackson Street) | Jeffrey P. Hochanadel SEPI 1025 Wade Ave Raleigh, NC |

| Included Accidents |
|--------------------|
| 102607984 |

Fiche Roads

| Name | Code |
|----------|----------|
| SR 2158 | 40002158 |
| SR 2733 | 40002733 |
| GRIFFITH | 50012584 |
| JACKSON | 50015195 |

Intersection Road Combinations

| Name | Code | Code | Name |
|----------|----------|----------|----------|
| SR 2158 | 40002158 | 40002733 | SR 2733 |
| SR 2158 | 40002158 | 50015195 | JACKSON |
| SR 2733 | 40002733 | 50012584 | GRIFFITH |
| GRIFFITH | 50012584 | 50015195 | JACKSON |

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

Study Criteria Summary

County: MECKLENBURG City: All and Rural
Date: 10/01/2007 to 09/30/2010 Study: MM41000010100
Location: Crash analysis at intersection of NC 115 (N. Main Street) and SR 2158 (Griffith Street).

Report Details

| Acc No | Crash ID | Date | Accident Type | Total Damage | Injuries | | | Condition | | | Road | | | Trfc Ctl | | |
|--------|-----------|---------------------|-------------------------|--------------|-------------------------|-----------|---|-----------|---|---|------|----|----|----------|----|---|
| | | | | | F | A | B | C | R | L | W | Ch | Ci | Dv | Op | |
| 1 | 102203054 | 11/27/2007 15:39 | LEFT TURN, SAME ROADWAY | \$ 10000 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 1 | 1 | 0 | 3 | 1 |
| Unit | 1 : 1 | Alchl/Drgs: 0 | Speed: 20 MPH | Dir: N | Veh Mnvr / Ped Actn: 8 | Obj Strk: | | | | | | | | | | |
| Unit | 2 : 1 | Alchl/Drgs: 0 | Speed: 20 MPH | Dir: S | Veh Mnvr / Ped Actn: 4 | Obj Strk: | | | | | | | | | | |
| 2 | 102278936 | 03/08/2008 06:40 | REAR END, SLOW OR STOP | \$ 1000 | 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: 4 | Obj Strk: | | | | | | | | | | |
| Unit | 2 : 5 | Alchl/Drgs: 0 | Speed: 15 MPH | Dir: N | Veh Mnvr / Ped Actn: 11 | Obj Strk: | | | | | | | | | | |
| 3 | 102302753 | 04/11/2008 10:31 | REAR END, SLOW OR STOP | \$ 3000 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | | | | | |
| Unit | 1 : 1 | Alchl/Drgs: 0 | Speed: 0 MPH | Dir: S | Veh Mnvr / Ped Actn: 4 | Obj Strk: | | | | | | | | | | |
| Unit | 2 : 2 | Alchl/Drgs: 0 | Speed: 0 MPH | Dir: S | Veh Mnvr / Ped Actn: 1 | Obj Strk: | | | | | | | | | | |
| 4 | 102470107 | 11/25/2008 17:40 | REAR END, SLOW OR STOP | \$ 7500 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 0 | 3 | 1 | |
| Unit | 1 : 1 | Alchl/Drgs: 0 | Speed: 5 MPH | Dir: S | Veh Mnvr / Ped Actn: 10 | Obj Strk: | | | | | | | | | | |
| Unit | 2 : 1 | Alchl/Drgs: 0 | Speed: 10 MPH | Dir: W | Veh Mnvr / Ped Actn: 4 | Obj Strk: | | | | | | | | | | |
| 5 | 102966763 | 09/14/2010 17:21 | LEFT TURN, SAME ROADWAY | \$ 3000 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 3 | 1 | |
| Unit | 1 : 1 | Alchl/Drgs: 0 | Speed: 10 MPH | Dir: W | Veh Mnvr / Ped Actn: 9 | Obj Strk: | | | | | | | | | | |
| Unit | 2 : 1 | Alchl/Drgs: 0 | Speed: 15 MPH | Dir: W | Veh Mnvr / Ped Actn: 4 | Obj Strk: | | | | | | | | | | |

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
Road Character: Rd Ch - Road Character
Rd Ci - Roadway Contributing Circumstances
Trfc Ctl - Traffic Control: Dv - Device, Op - Operating
Alchl/Drgs - Alcohol/Drugs Suspected
Veh Mnvr/Ped Actn - Vehicle Maneuver/Pedestrian Action
Obj Strk - Object Struck

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

Summary Statistics

High Level Crash Summary

| Crash Type | Number of Crashes | Percent of Total |
|-----------------------------------|-------------------|------------------|
| Total Crashes | 5 | 100.00 |
| Fatal Crashes | 0 | 0.00 |
| Non-Fatal Injury Crashes | 2 | 40.00 |
| Total Injury Crashes | 2 | 40.00 |
| Property Damage Only Crashes | 3 | 60.00 |
| Night Crashes | 1 | 20.00 |
| Wet Crashes | 1 | 20.00 |
| Alcohol/Drugs Involvement Crashes | 0 | 0.00 |

Crash Severity Summary

| Crash Type | Number of Crashes | Percent of Total |
|------------------------------|-------------------|------------------|
| Total Crashes | 5 | 100.00 |
| Fatal Crashes | 0 | 0.00 |
| Class A Crashes | 0 | 0.00 |
| Class B Crashes | 0 | 0.00 |
| Class C Crashes | 2 | 40.00 |
| Property Damage Only Crashes | 3 | 60.00 |

Vehicle Exposure Statistics

Annual ADT = 17000
Total Vehicle Exposure = 18.63 (MEV)

| Crash Rate | Crashes Per 100 Million Vehicles Entered |
|----------------------|--|
| Total Crash Rate | 26.84 |
| Fatal Crash Rate | 0.00 |
| Non Fatal Crash Rate | 10.73 |
| Night Crash Rate | 5.37 |
| Wet Crash Rate | 5.37 |
| EPDO Rate | 106.27 |

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

Miscellaneous Statistics

Severity Index = 3.96
EPDO Crash Index = 19.80
Estimated Property Damage Total = \$ 24500.00

Accident Type Summary

| Accident Type | Number of Crashes | Percent of Total |
|-------------------------|-------------------|------------------|
| LEFT TURN, SAME ROADWAY | 2 | 40.00 |
| REAR END, SLOW OR STOP | 3 | 60.00 |

Injury Summary

| Injury Type | Number of Injuries | Percent of Total |
|--------------------------|--------------------|------------------|
| Fatal Injuries | 0 | 0.00 |
| Class A Injuries | 0 | 0.00 |
| Class B Injuries | 0 | 0.00 |
| Class C Injuries | 3 | 100.00 |
| Total Non-Fatal Injuries | 3 | 100.00 |
| Total Injuries | 3 | 100.00 |

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

Monthly Summary

| Month | Number of Crashes | Percent of Total |
|-------|-------------------|------------------|
| Jan | 0 | 0.00 |
| Feb | 0 | 0.00 |
| Mar | 1 | 20.00 |
| Apr | 1 | 20.00 |
| May | 0 | 0.00 |
| Jun | 0 | 0.00 |
| Jul | 0 | 0.00 |
| Aug | 0 | 0.00 |
| Sep | 1 | 20.00 |
| Oct | 0 | 0.00 |
| Nov | 2 | 40.00 |
| Dec | 0 | 0.00 |

Daily Summary

| Day | Number of Crashes | Percent of Total |
|-----|-------------------|------------------|
| Mon | 0 | 0.00 |
| Tue | 3 | 60.00 |
| Wed | 0 | 0.00 |
| Thu | 0 | 0.00 |
| Fri | 1 | 20.00 |
| Sat | 1 | 20.00 |
| Sun | 0 | 0.00 |

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

Hourly Summary

| Hour | Number of Crashes | Percent of Total |
|-----------|-------------------|------------------|
| 0000-0059 | 0 | 0.00 |
| 0100-0159 | 0 | 0.00 |
| 0200-0259 | 0 | 0.00 |
| 0300-0359 | 0 | 0.00 |
| 0400-0459 | 0 | 0.00 |
| 0500-0559 | 0 | 0.00 |
| 0600-0659 | 1 | 20.00 |
| 0700-0759 | 0 | 0.00 |
| 0800-0859 | 0 | 0.00 |
| 0900-0959 | 0 | 0.00 |
| 1000-1059 | 1 | 20.00 |
| 1100-1159 | 0 | 0.00 |
| 1200-1259 | 0 | 0.00 |
| 1300-1359 | 0 | 0.00 |
| 1400-1459 | 0 | 0.00 |
| 1500-1559 | 1 | 20.00 |
| 1600-1659 | 0 | 0.00 |
| 1700-1759 | 2 | 40.00 |
| 1800-1859 | 0 | 0.00 |
| 1900-1959 | 0 | 0.00 |
| 2000-2059 | 0 | 0.00 |
| 2100-2159 | 0 | 0.00 |
| 2200-2259 | 0 | 0.00 |
| 2300-2359 | 0 | 0.00 |

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

Light and Road Conditions Summary

| Condition | Dry | Wet | Other | Total |
|-----------|-----|-----|-------|-------|
| Day | 3 | 1 | 0 | 4 |
| Dark | 1 | 0 | 0 | 1 |
| Other | 0 | 0 | 0 | 0 |
| Total | 4 | 1 | 0 | 5 |

Vehicle Type Summary

| Vehicle Type | Number Involved | Percent of Total |
|---------------|-----------------|------------------|
| PASSENGER CAR | 8 | 80.00 |
| PICKUP | 1 | 10.00 |
| VAN | 1 | 10.00 |

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

Yearly Totals Summary

Accident Totals

| Year | Total Accidents | Fatal Accidents | Injury Accidents | Property Damage Only Accidents |
|-------|-----------------|-----------------|------------------|--------------------------------|
| 2007 | 1 | 0 | 1 | 0 |
| 2008 | 3 | 0 | 1 | 2 |
| 2009 | 0 | 0 | 0 | 0 |
| 2010 | 1 | 0 | 0 | 1 |
| Total | 5 | 0 | 2 | 3 |

Injury Totals

| Year | Fatal Injuries | Class A, B, or C Injuries |
|-------|----------------|---------------------------|
| 2007 | 0 | 2 |
| 2008 | 0 | 1 |
| 2009 | 0 | 0 |
| 2010 | 0 | 0 |
| Total | 0 | 3 |

Miscellaneous Totals

| Year | Property Damage | EPOD Index |
|-------|-----------------|------------|
| 2007 | \$ 10000 | 8.40 |
| 2008 | \$ 11500 | 10.40 |
| 2009 | \$ 0 | 0.00 |
| 2010 | \$ 3000 | 1.00 |
| Total | \$ 24500 | 19.80 |

Type of Accident Totals

| Year | Left Turn | Right Turn | Rear End | Run Off Road & Fixed Object | | | |
|-------|-----------|------------|----------|-----------------------------|------------|-------|---|
| | | | | Angle | Side Swipe | Other | |
| 2007 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2008 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 2009 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2010 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2 | 0 | 3 | 0 | 0 | 0 | 0 |

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

Study Criteria

| Study Name | Log No. | PH No. | TIP No. | K/A Cf. | B/C Cf. | ADT | ADT Route |
|---------------|-------------|--------|---------|---------|---------|-------|-----------|
| MM41000010100 | 41000010100 | | | 76.8 | 8.4 | 17000 | |

| Request Date | Courier Service | Phone No. | Ext. | Fax No. |
|--------------|-----------------|--------------|------|--------------|
| 11/24/2010 | | 919 573 9919 | | 919 789 9591 |

| County | | Municipality | | | | | | |
|-------------|------|--------------|---------------|------|------------|------------|------------|-------|
| Name | Code | Div. | Name | Code | Y-Line Ft. | Begin Date | End Date | Years |
| MECKLENBURG | 59 | 10 | All and Rural | | 150 | 10/01/2007 | 09/30/2010 | 3.00 |

| Location Text | Requestor |
|--|---|
| Crash analysis at intersection of NC 115 (N. Main Street) and SR 2158 (Griffith Street). | Jeffrey P. Hochanadel Sepi Eng 1025 Wade Ave Raleigh, NC 27605 |

| Included Accidents |
|--------------------|
| 102278936 |
| 102302753 |

Fiche Roads

| Name | Code |
|-------------|----------|
| NC 115 | 30000115 |
| SR 2158 | 40002158 |
| GRIFFIN | 50012570 |
| GRIFFITH | 50012584 |
| JACKSON | 50015195 |
| MAIN | 50018682 |
| MECKLENBURG | 50019722 |

Intersection Road Combinations

| Name | Code | Code | Name |
|-------------|----------|----------|----------|
| NC 115 | 30000115 | 50012570 | GRIFFIN |
| NC 115 | 30000115 | 50012584 | GRIFFITH |
| NC 115 | 30000115 | 40002158 | SR 2158 |
| MECKLENBURG | 50019722 | 50012584 | GRIFFITH |
| MECKLENBURG | 50019722 | 50012570 | GRIFFIN |
| MECKLENBURG | 50019722 | 40002158 | SR 2158 |
| MAIN | 50018682 | 50012584 | GRIFFITH |
| MAIN | 50018682 | 50012570 | GRIFFIN |
| MAIN | 50018682 | 40002158 | SR 2158 |

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

Study Criteria Summary

County: MECKLENBURG City: All and Rural
Date: 10/01/2007 to 09/30/2010 Study: EDW41000010224
Location: SR 2733 (Jackson Street) @ Depot Street

Report Details

| Acc No | Crash ID | Date | Accident Type | Total Damage | Injuries | | | Condition | | | Road | | | Trfc Ctl | |
|--------|-----------|---------------------|---------------|--------------|----------|---|---|-----------|---|---|------|----|----|----------|----|
| | | | | | F | A | B | C | R | L | W | Ch | Ci | Dv | Op |
| 1 | 102563808 | 03/24/2009 12:26 | BACKING UP | \$ 1000 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 0 | 0 | |

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

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
Road Ch - Road Character
Rd Ci - Roadway Contributing Circumstances
Trfc Ctl - Traffic Control: Dv - Device, Op - Operating
Alchl/Drgs - Alcohol/Drugs Suspected
Veh Mnvr/Ped Actn - Vehicle Maneuver/Pedestrian Action
Obj Strk - Object Struck

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

Summary Statistics

High Level Crash Summary

| Crash Type | Number of Crashes | Percent of Total |
|-----------------------------------|-------------------|------------------|
| Total Crashes | 1 | 100.00 |
| Fatal Crashes | 0 | 0.00 |
| Non-Fatal Injury Crashes | 0 | 0.00 |
| Total Injury Crashes | 0 | 0.00 |
| Property Damage Only Crashes | 1 | 100.00 |
| Night Crashes | 0 | 0.00 |
| Wet Crashes | 0 | 0.00 |
| Alcohol/Drugs Involvement Crashes | 0 | 0.00 |

Crash Severity Summary

| Crash Type | Number of Crashes | Percent of Total |
|------------------------------|-------------------|------------------|
| Total Crashes | 1 | 100.00 |
| Fatal Crashes | 0 | 0.00 |
| Class A Crashes | 0 | 0.00 |
| Class B Crashes | 0 | 0.00 |
| Class C Crashes | 0 | 0.00 |
| Property Damage Only Crashes | 1 | 100.00 |

Vehicle Exposure Statistics

Annual ADT = 3500
Total Vehicle Exposure = 3.84 (MEV)

| Crash Rate | Crashes Per 100 Million Vehicles Entered |
|----------------------|--|
| Total Crash Rate | 26.07 |
| Fatal Crash Rate | 0.00 |
| Non Fatal Crash Rate | 0.00 |
| Night Crash Rate | 0.00 |
| Wet Crash Rate | 0.00 |
| EPDO Rate | 26.07 |

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

Miscellaneous Statistics

Severity Index = 1.00
EPDO Crash Index = 1.00
Estimated Property Damage Total = \$ 1000.00

Accident Type Summary

| Accident Type | Number of Crashes | Percent of Total |
|---------------|-------------------|------------------|
| BACKING UP | 1 | 100.00 |

Injury Summary

| Injury Type | Number of Injuries | Percent of Total |
|--------------------------|--------------------|------------------|
| Fatal Injuries | 0 | 0.00 |
| Class A Injuries | 0 | 0.00 |
| Class B Injuries | 0 | 0.00 |
| Class C Injuries | 0 | 0.00 |
| Total Non-Fatal Injuries | 0 | 0.00 |
| Total Injuries | 0 | 0.00 |

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

Monthly Summary

| Month | Number of Crashes | Percent of Total |
|-------|-------------------|------------------|
| Jan | 0 | 0.00 |
| Feb | 0 | 0.00 |
| Mar | 1 | 100.00 |
| Apr | 0 | 0.00 |
| May | 0 | 0.00 |
| Jun | 0 | 0.00 |
| Jul | 0 | 0.00 |
| Aug | 0 | 0.00 |
| Sep | 0 | 0.00 |
| Oct | 0 | 0.00 |
| Nov | 0 | 0.00 |
| Dec | 0 | 0.00 |

Daily Summary

| Day | Number of Crashes | Percent of Total |
|-----|-------------------|------------------|
| Mon | 0 | 0.00 |
| Tue | 1 | 100.00 |
| Wed | 0 | 0.00 |
| Thu | 0 | 0.00 |
| Fri | 0 | 0.00 |
| Sat | 0 | 0.00 |
| Sun | 0 | 0.00 |

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

Hourly Summary

| Hour | Number of Crashes | Percent of Total |
|-----------|-------------------|------------------|
| 0000-0059 | 0 | 0.00 |
| 0100-0159 | 0 | 0.00 |
| 0200-0259 | 0 | 0.00 |
| 0300-0359 | 0 | 0.00 |
| 0400-0459 | 0 | 0.00 |
| 0500-0559 | 0 | 0.00 |
| 0600-0659 | 0 | 0.00 |
| 0700-0759 | 0 | 0.00 |
| 0800-0859 | 0 | 0.00 |
| 0900-0959 | 0 | 0.00 |
| 1000-1059 | 0 | 0.00 |
| 1100-1159 | 0 | 0.00 |
| 1200-1259 | 1 | 100.00 |
| 1300-1359 | 0 | 0.00 |
| 1400-1459 | 0 | 0.00 |
| 1500-1559 | 0 | 0.00 |
| 1600-1659 | 0 | 0.00 |
| 1700-1759 | 0 | 0.00 |
| 1800-1859 | 0 | 0.00 |
| 1900-1959 | 0 | 0.00 |
| 2000-2059 | 0 | 0.00 |
| 2100-2159 | 0 | 0.00 |
| 2200-2259 | 0 | 0.00 |
| 2300-2359 | 0 | 0.00 |

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

Light and Road Conditions Summary

| Condition | Dry | Wet | Other | Total |
|-----------|-----|-----|-------|-------|
| Day | 1 | 0 | 0 | 1 |
| Dark | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 |
| Total | 1 | 0 | 0 | 1 |

Vehicle Type Summary

| Vehicle Type | Number Involved | Percent of Total |
|---------------|-----------------|------------------|
| PASSENGER CAR | 1 | 50.00 |
| SPORT UTILITY | 1 | 50.00 |

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

Yearly Totals Summary

Accident Totals

| Year | Total Accidents | Fatal Accidents | Injury Accidents | Property Damage Only Accidents |
|-------|-----------------|-----------------|------------------|--------------------------------|
| 2007 | 0 | 0 | 0 | 0 |
| 2008 | 0 | 0 | 0 | 0 |
| 2009 | 1 | 0 | 0 | 1 |
| 2010 | 0 | 0 | 0 | 0 |
| Total | 1 | 0 | 0 | 1 |

Injury Totals

| Year | Fatal Injuries | Class A, B, or C Injuries |
|-------|----------------|---------------------------|
| 2007 | 0 | 0 |
| 2008 | 0 | 0 |
| 2009 | 0 | 0 |
| 2010 | 0 | 0 |
| Total | 0 | 0 |

Miscellaneous Totals

| Year | Property Damage | EPOD Index |
|-------|-----------------|------------|
| 2007 | \$ 0 | 0.00 |
| 2008 | \$ 0 | 0.00 |
| 2009 | \$ 1000 | 1.00 |
| 2010 | \$ 0 | 0.00 |
| Total | \$ 1000 | 1.00 |

Type of Accident Totals

| Year | Left Turn | Right Turn | Rear End | Run Off Road & Fixed Object | | | |
|-------|-----------|------------|----------|-----------------------------|------------|-------|---|
| | | | | Angle | Side Swipe | Other | |
| 2007 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2008 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2009 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2010 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

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

Study Criteria

| Study Name | Log No. | PH No. | TIP No. | K/A Cf. | B/C Cf. | ADT | ADT Route |
|----------------|-------------|--------|---------|---------|---------|------|-----------|
| EDW41000010224 | 41000010224 | | | 76.8 | 8.4 | 3500 | |

| Request Date | Courier Service | Phone No. | Ext. | Fax No. |
|--------------|-----------------|----------------|------|----------------|
| 11/29/2010 | | (919) 789-9977 | | (919) 789-9591 |

| County | | Municipality | | | | | | |
|-------------|------|--------------|---------------|------|------------|------------|------------|-------|
| Name | Code | Div. | Name | Code | Y-Line Ft. | Begin Date | End Date | Years |
| MECKLENBURG | 59 | 10 | All and Rural | | 150 | 10/01/2007 | 09/30/2010 | 3.00 |

| Location Text | Requestor |
|---|---|
| SR 2733 (Jackson Street) @ Depot Street | Jeffrey P. Hochanadel SEPI 1025 Wade Ave Raleigh, NC |

| Included Accidents |
|--------------------|
| 102563808 |

Fiche Roads

| Name | Code |
|---------|----------|
| SR 2733 | 40002733 |
| JACKSON | 50015195 |
| DEPOT | 50008300 |

Intersection Road Combinations

| Name | Code | Code | Name |
|---------|----------|----------|---------|
| SR 2733 | 40002733 | 50008300 | DEPOT |
| DEPOT | 50008300 | 50015195 | JACKSON |

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

Study Criteria Summary

County: MECKLENBURG City: All and Rural
Date: 10/01/2007 to 09/30/2010 Study: EDW41000010142
Location: NC 115 (Main Street) @ SR 2693 (Concord Road)

Report Details

| Acc No | Crash ID | Date | Accident Type | Total Damage | Injuries | | | Condition | | | Road | | | Trfc Ctl | |
|--------|-----------|---------------------|--------------------------|-------------------------|-----------|----|---|-----------|---|---|------|----|----|----------|----|
| | | | | | F | A | B | C | R | L | W | Ch | Ci | Dv | Op |
| 1 | 102131165 | 10/11/2007 11:07 | ANGLE | \$ 2500 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 |
| Unit | 1 : 1 | Alchl/Drgs: 0 | Speed: 15 MPH Dir: N | Veh Mnvr / Ped Actn: 6 | Obj Strk: | | | | | | | | | | |
| Unit | 2 : 4 | Alchl/Drgs: 0 | Speed: 10 MPH Dir: N | Veh Mnvr / Ped Actn: 13 | Obj Strk: | | | | | | | | | | |
| 2 | 102166791 | 10/18/2007 09:38 | RAN OFF ROAD - RIGHT | \$ 2000 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 1 |
| Unit | 1 : 1 | Alchl/Drgs: 0 | Speed: 10 MPH Dir: S | Veh Mnvr / Ped Actn: 4 | Obj Strk: | 36 | | | | | | | | | |
| Unit | 2 : 32 | Alchl/Drgs: 7 | Speed: 0 MPH Dir: | Veh Mnvr / Ped Actn: | Obj Strk: | | | | | | | | | | |
| 3 | 102188157 | 11/08/2007 18:27 | REAR END, SLOW OR STOP | \$ 10000 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 0 | 3 | 1 |
| Unit | 1 : 2 | Alchl/Drgs: 1 | Speed: 15 MPH Dir: S | Veh Mnvr / Ped Actn: 4 | Obj Strk: | | | | | | | | | | |
| Unit | 2 : 4 | Alchl/Drgs: 0 | Speed: 0 MPH Dir: S | Veh Mnvr / Ped Actn: 1 | Obj Strk: | | | | | | | | | | |
| Unit | 3 : 1 | Alchl/Drgs: 0 | Speed: 15 MPH Dir: N | Veh Mnvr / Ped Actn: 4 | Obj Strk: | | | | | | | | | | |
| Unit | 4 : 1 | Alchl/Drgs: 0 | Speed: 15 MPH Dir: N | Veh Mnvr / Ped Actn: 4 | Obj Strk: | | | | | | | | | | |
| Unit | 5 : 1 | Alchl/Drgs: 0 | Speed: 10 MPH Dir: N | Veh Mnvr / Ped Actn: 4 | Obj Strk: | | | | | | | | | | |
| Unit | 6 : 4 | Alchl/Drgs: 0 | Speed: 15 MPH Dir: N | Veh Mnvr / Ped Actn: 4 | Obj Strk: | | | | | | | | | | |
| 4 | 102210207 | 12/06/2007 20:37 | ANIMAL | \$ 2500 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 0 | 13 | 1 |
| Unit | 1 : 1 | Alchl/Drgs: 0 | Speed: 20 MPH Dir: W | Veh Mnvr / Ped Actn: 4 | Obj Strk: | 17 | | | | | | | | | |
| 5 | 102252837 | 02/01/2008 01:58 | RAN OFF ROAD - RIGHT | \$ 30150 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 1 | 0 | 3 | 1 |
| Unit | 1 : 4 | Alchl/Drgs: 1 | Speed: 35 MPH Dir: E | Veh Mnvr / Ped Actn: 8 | Obj Strk: | 64 | | | | | | | | | |
| 6 | 102261217 | 02/13/2008 06:53 | LEFT TURN, SAME ROADWAY | \$ 4000 | 0 | 0 | 0 | 0 | 2 | 3 | 3 | 1 | 0 | 3 | 1 |
| Unit | 1 : 1 | Alchl/Drgs: 0 | Speed: 15 MPH Dir: S | Veh Mnvr / Ped Actn: 8 | Obj Strk: | | | | | | | | | | |
| Unit | 2 : 1 | Alchl/Drgs: 0 | Speed: 10 MPH Dir: N | Veh Mnvr / Ped Actn: 4 | Obj Strk: | | | | | | | | | | |
| 7 | 102414760 | 09/16/2008 13:46 | RIGHT TURN, SAME ROADWAY | \$ 3000 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 1 | 0 | 3 | 1 |
| Unit | 1 : 12 | Alchl/Drgs: 0 | Speed: 5 MPH Dir: W | Veh Mnvr / Ped Actn: 7 | Obj Strk: | | | | | | | | | | |
| Unit | 2 : 1 | Alchl/Drgs: 0 | Speed: 5 MPH Dir: W | Veh Mnvr / Ped Actn: 7 | Obj Strk: | | | | | | | | | | |

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

| Acc No | Crash ID | Date | Accident Type | Total Damage | Injuries | | | Condition | | | Road | | | Trfc Ctl | |
|--------|-----------|---------------------|-------------------------------|-------------------------|-----------|----|---|-----------|---|---|------|----|----|----------|----|
| | | | | | F | A | B | C | R | L | W | Ch | Ci | Dv | Op |
| 8 | 102541518 | 02/23/2009 08:40 | PARKED MOTOR VEHICLE | \$ 1600 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 |
| Unit | 1 : 4 | Alchl/Drgs: 3 | Speed: 10 MPH Dir: N | Veh Mnvr / Ped Actn: 4 | Obj Strk: | 20 | | | | | | | | | |
| Unit | 2 : 1 | Alchl/Drgs: 7 | Speed: 0 MPH Dir: N | Veh Mnvr / Ped Actn: 2 | Obj Strk: | 20 | | | | | | | | | |
| 9 | 102607940 | 05/30/2009 13:53 | SIDESWIPE, SAME DIRECTION | \$ 2300 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 1 |
| Unit | 1 : 1 | Alchl/Drgs: 0 | Speed: 15 MPH Dir: SW | Veh Mnvr / Ped Actn: 8 | Obj Strk: | | | | | | | | | | |
| Unit | 2 : 4 | Alchl/Drgs: 7 | Speed: 0 MPH Dir: S | Veh Mnvr / Ped Actn: 2 | Obj Strk: | 20 | | | | | | | | | |
| 10 | 102672221 | 08/28/2009 18:45 | REAR END, SLOW OR STOP | \$ 1600 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 1 | 0 | 3 | 1 |
| Unit | 1 : 4 | Alchl/Drgs: 0 | Speed: 20 MPH Dir: S | Veh Mnvr / Ped Actn: 4 | Obj Strk: | | | | | | | | | | |
| Unit | 2 : 5 | Alchl/Drgs: 0 | Speed: 5 MPH Dir: S | Veh Mnvr / Ped Actn: 4 | Obj Strk: | | | | | | | | | | |
| 11 | 102858846 | 01/09/2010 11:01 | REAR END, SLOW OR STOP | \$ 1650 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 1 |
| Unit | 1 : 4 | Alchl/Drgs: 0 | Speed: 15 MPH Dir: E | Veh Mnvr / Ped Actn: 4 | Obj Strk: | | | | | | | | | | |
| Unit | 2 : 1 | Alchl/Drgs: 0 | Speed: 20 MPH Dir: E | Veh Mnvr / Ped Actn: 7 | Obj Strk: | | | | | | | | | | |
| 12 | 102859776 | 04/01/2010 18:27 | LEFT TURN, SAME ROADWAY | \$ 4500 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 1 |
| Unit | 1 : 4 | Alchl/Drgs: 0 | Speed: 2 MPH Dir: N | Veh Mnvr / Ped Actn: 1 | Obj Strk: | | | | | | | | | | |
| Unit | 2 : 12 | Alchl/Drgs: 0 | Speed: 3 MPH Dir: S | Veh Mnvr / Ped Actn: 8 | Obj Strk: | | | | | | | | | | |
| 13 | 102859777 | 04/22/2010 11:55 | BACKING UP | \$ 2000 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 1 |
| Unit | 1 : 4 | Alchl/Drgs: 0 | Speed: 5 MPH Dir: SW | Veh Mnvr / Ped Actn: 10 | Obj Strk: | | | | | | | | | | |
| Unit | 2 : 16 | Alchl/Drgs: 0 | Speed: 0 MPH Dir: N | Veh Mnvr / Ped Actn: 1 | Obj Strk: | | | | | | | | | | |
| 14 | 102874673 | 05/18/2010 16:39 | REAR END, SLOW OR STOP | \$ 5500 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 12 | 3 | 1 |
| Unit | 1 : 4 | Alchl/Drgs: 0 | Speed: 10 MPH Dir: N | Veh Mnvr / Ped Actn: 4 | Obj Strk: | | | | | | | | | | |
| Unit | 2 : 3 | Alchl/Drgs: 0 | Speed: 10 MPH Dir: N | Veh Mnvr / Ped Actn: 11 | Obj Strk: | | | | | | | | | | |
| 15 | 102951155 | 08/23/2010 14:30 | LEFT TURN, DIFFERENT ROADWAYS | \$ 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 3 | 1 |
| Unit | 1 : 2 | Alchl/Drgs: 0 | Speed: 5 MPH Dir: S | Veh Mnvr / Ped Actn: 1 | Obj Strk: | 14 | | | | | | | | | |
| Unit | 2 : 24 | Alchl/Drgs: 0 | Speed: 0 MPH Dir: | Veh Mnvr / Ped Actn: | Obj Strk: | 14 | | | | | | | | | |

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

| Acc No | Crash ID | Date | Accident Type | Total Damage | Injuries | | | Condition | | | Road | | | Trfc Ctl | |
|---|----------|------|---------------|--------------|----------|---|---|-----------|---|---|------|----|----|----------|----|
| | | | | | F | A | B | C | R | L | W | Ch | Ci | Dv | Op |
| <p>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</p> | | | | | | | | | | | | | | | |

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

Summary Statistics

| High Level Crash Summary | | |
|-----------------------------------|-------------------|------------------|
| Crash Type | Number of Crashes | Percent of Total |
| Total Crashes | 15 | 100.00 |
| Fatal Crashes | 0 | 0.00 |
| Non-Fatal Injury Crashes | 1 | 6.67 |
| Total Injury Crashes | 1 | 6.67 |
| Property Damage Only Crashes | 14 | 93.33 |
| Night Crashes | 3 | 20.00 |
| Wet Crashes | 4 | 26.67 |
| Alcohol/Drugs Involvement Crashes | 2 | 13.33 |

Crash Severity Summary

| Crash Type | Number of Crashes | Percent of Total |
|------------------------------|-------------------|------------------|
| Total Crashes | 15 | 100.00 |
| Fatal Crashes | 0 | 0.00 |
| Class A Crashes | 0 | 0.00 |
| Class B Crashes | 0 | 0.00 |
| Class C Crashes | 1 | 6.67 |
| Property Damage Only Crashes | 14 | 93.33 |

Vehicle Exposure Statistics

Annual ADT = 13700
Total Vehicle Exposure = 15.02 (MEV)

| Crash Rate | Crashes Per 100 Million Vehicles Entered | |
|----------------------|--|------------------|
| | Total Crash Rate | Fatal Crash Rate |
| Total Crash Rate | 99.90 | 0.00 |
| Fatal Crash Rate | 0.00 | 6.66 |
| Non Fatal Crash Rate | 19.98 | 26.64 |
| Wet Crash Rate | 149.18 | |
| EPDO Rate | | |

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

Miscellaneous Statistics

Severity Index = 1.49
EPDO Crash Index = 22.40
Estimated Property Damage Total = \$ 73300.00

Accident Type Summary

| Accident Type | Number of Crashes | Percent of Total |
|-------------------------------|-------------------|------------------|
| ANGLE | 1 | 6.67 |
| ANIMAL | 1 | 6.67 |
| BACKING UP | 1 | 6.67 |
| LEFT TURN, DIFFERENT ROADWAYS | 1 | 6.67 |
| LEFT TURN, SAME ROADWAY | 2 | 13.33 |
| PARKED MOTOR VEHICLE | 1 | 6.67 |
| RAN OFF ROAD - RIGHT | 2 | 13.33 |
| REAR END, SLOW OR STOP | 4 | 26.67 |
| RIGHT TURN, SAME ROADWAY | 1 | 6.67 |
| SIDESWIPE, SAME DIRECTION | 1 | 6.67 |

Injury Summary

| Injury Type | Number of Injuries | Percent of Total |
|--------------------------|--------------------|------------------|
| Fatal Injuries | 0 | 0.00 |
| Class A Injuries | 0 | 0.00 |
| Class B Injuries | 0 | 0.00 |
| Class C Injuries | 1 | 100.00 |
| Total Non-Fatal Injuries | 1 | 100.00 |
| Total Injuries | 1 | 100.00 |

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

Monthly Summary

| Month | Number of Crashes | Percent of Total |
|-------|-------------------|------------------|
| Jan | 1 | 6.67 |
| Feb | 3 | 20.00 |
| Mar | 0 | 0.00 |
| Apr | 2 | 13.33 |
| May | 2 | 13.33 |
| Jun | 0 | 0.00 |
| Jul | 0 | 0.00 |
| Aug | 2 | 13.33 |
| Sep | 1 | 6.67 |
| Oct | 2 | 13.33 |
| Nov | 1 | 6.67 |
| Dec | 1 | 6.67 |

Daily Summary

| Day | Number of Crashes | Percent of Total |
|-----|-------------------|------------------|
| Mon | 2 | 13.33 |
| Tue | 2 | 13.33 |
| Wed | 1 | 6.67 |
| Thu | 6 | 40.00 |
| Fri | 2 | 13.33 |
| Sat | 2 | 13.33 |
| Sun | 0 | 0.00 |

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

Hourly Summary

| Hour | Number of Crashes | Percent of Total |
|-----------|-------------------|------------------|
| 0000-0059 | 0 | 0.00 |
| 0100-0159 | 1 | 6.67 |
| 0200-0259 | 0 | 0.00 |
| 0300-0359 | 0 | 0.00 |
| 0400-0459 | 0 | 0.00 |
| 0500-0559 | 0 | 0.00 |
| 0600-0659 | 1 | 6.67 |
| 0700-0759 | 0 | 0.00 |
| 0800-0859 | 1 | 6.67 |
| 0900-0959 | 1 | 6.67 |
| 1000-1059 | 0 | 0.00 |
| 1100-1159 | 3 | 20.00 |
| 1200-1259 | 0 | 0.00 |
| 1300-1359 | 2 | 13.33 |
| 1400-1459 | 1 | 6.67 |
| 1500-1559 | 0 | 0.00 |
| 1600-1659 | 1 | 6.67 |
| 1700-1759 | 0 | 0.00 |
| 1800-1859 | 3 | 20.00 |
| 1900-1959 | 0 | 0.00 |
| 2000-2059 | 1 | 6.67 |
| 2100-2159 | 0 | 0.00 |
| 2200-2259 | 0 | 0.00 |
| 2300-2359 | 0 | 0.00 |

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

Light and Road Conditions Summary

| Condition | Dry | Wet | Other | Total |
|-----------|-----|-----|-------|-------|
| Day | 9 | 2 | 0 | 11 |
| Dark | 2 | 1 | 0 | 3 |
| Other | 0 | 1 | 0 | 1 |
| Total | 11 | 4 | 0 | 15 |

Object Struck Summary

| Object Type | Times Struck | Percent of Total |
|--------------------------|--------------|------------------|
| ANIMAL | 1 | 12.50 |
| LUMINAIRE POLE BREAKAWAY | 1 | 12.50 |
| OTHER FIXED OBJECT | 1 | 12.50 |
| PARKED MOTOR VEHICLE | 3 | 37.50 |
| PEDESTRIAN | 2 | 25.00 |

Vehicle Type Summary

| Vehicle Type | Number Involved | Percent of Total |
|-------------------------------|-----------------|------------------|
| LIGHT TRUCK (MINI-VAN, PANEL) | 1 | 3.12 |
| PASSENGER CAR | 12 | 37.50 |
| PEDESTRIAN | 1 | 3.12 |
| PICKUP | 2 | 6.25 |
| SPORT UTILITY | 11 | 34.38 |
| TRUCK/TRAILER | 2 | 6.25 |
| UNKNOWN | 1 | 3.12 |
| UNKNOWN HEAVY TRUCK | 1 | 3.12 |
| VAN | 1 | 3.12 |

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

Yearly Totals Summary

Accident Totals

| Year | Total Accidents | Fatal Accidents | Injury Accidents | Property Damage Only Accidents |
|-------|-----------------|-----------------|------------------|--------------------------------|
| 2007 | 4 | 0 | 0 | 4 |
| 2008 | 3 | 0 | 0 | 3 |
| 2009 | 3 | 0 | 0 | 3 |
| 2010 | 5 | 0 | 1 | 4 |
| Total | 15 | 0 | 1 | 14 |

Injury Totals

| Year | Fatal Injuries | Class A, B, or C Injuries |
|-------|----------------|---------------------------|
| 2007 | 0 | 0 |
| 2008 | 0 | 0 |
| 2009 | 0 | 0 |
| 2010 | 0 | 1 |
| Total | 0 | 1 |

Miscellaneous Totals

| Year | Property Damage | EPDO Index |
|-------|-----------------|------------|
| 2007 | \$ 17000 | 4.00 |
| 2008 | \$ 37150 | 3.00 |
| 2009 | \$ 5500 | 3.00 |
| 2010 | \$ 13650 | 12.40 |
| Total | \$ 73300 | 22.40 |

Type of Accident Totals

| Year | Run Off Road & | | | | | | |
|-------|----------------|------------|----------|--------------|-------|------------|-------|
| | Left Turn | Right Turn | Rear End | Fixed Object | Angle | Side Swipe | Other |
| 2007 | 0 | 0 | 1 | 1 | 1 | 0 | 1 |
| 2008 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| 2009 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 2010 | 2 | 0 | 2 | 0 | 0 | 0 | 1 |
| Total | 3 | 1 | 4 | 2 | 1 | 1 | 3 |

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

Study Criteria

| Study Name | Log No. | PH No. | TIP No. | K/A Cf. | B/C Cf. | ADT | ADT Route |
|----------------|-------------|--------|---------|---------|---------|-------|-----------|
| EDW41000010142 | 41000010142 | | | 76.8 | 8.4 | 13700 | |

| Request Date | Courier Service | Phone No. | Ext. | Fax No. |
|--------------|-----------------|----------------|------|----------------|
| 11/29/2010 | | (919) 789-9977 | | (919) 789-9591 |

| Name | County | Code | Div. | Name | Municipality | Code | Y-Line Ft. | Begin Date | End Date | Years |
|-------------|--------|------|------|---------------|--------------|------|------------|------------|------------|-------|
| MECKLENBURG | | 59 | 10 | All and Rural | | | 150 | 10/01/2007 | 09/30/2010 | 3.00 |

| Location Text | Requestor |
|---|---|
| NC 115 (Main Street) @ SR 2693 (Concord Road) | Jeffrey P. Hochanadel SEPI 1025 Wade Ave Raleigh, NC |

Included Accidents

102859776
102874673

Fiche Roads

| Name | Code |
|-----------------|----------|
| NC 115 | 30000115 |
| SR 2693 | 40002693 |
| CONCORD | 50006740 |
| MAIN | 50018682 |
| MECKLENBURG | 50019722 |
| ROCKY RIVER | 50026311 |
| OLD STATESVILLE | 50022757 |

Intersection Road Combinations

| Name | Code | Code | Name |
|--------|----------|----------|---------|
| NC 115 | 30000115 | 40002693 | SR 2693 |
| NC 115 | 30000115 | 50006740 | CONCORD |
| MAIN | 50018682 | 40002693 | SR 2693 |
| MAIN | 50018682 | 50006740 | CONCORD |

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

Study Criteria Summary

County: MECKLENBURG City: All and Rural
Date: 10/01/2007 to 09/30/2010 Study: MM41000010141
Location: Crash analysis at intersection of NC 115 (N. Main Street) and SR 5304 (South Street)/Chairman Blake Lane.

Report Details

| Acc No | Crash ID | Date | Accident Type | Total Damage | Injuries | | | Condition | | | Road | | | Trfc Ctl | |
|--------|-----------|---------------------|---------------------------|--------------|-------------------------|-----------|---|-----------|---|---|------|----|----|----------|----|
| | | | | | F | A | B | C | R | L | W | Ch | Ci | Dv | Op |
| 1 | 102470104 | 11/20/2008 09:23 | RIGHT TURN, SAME ROADWAY | \$ 1700 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 5 | 0 | 0 | |
| Unit | 1 : 5 | Alchl/Drgs: 0 | Speed: 10 MPH | Dir: S | Veh Mnvr / Ped Actn: 7 | Obj Strk: | | | | | | | | | |
| Unit | 2 : 1 | Alchl/Drgs: 0 | Speed: 15 MPH | Dir: S | Veh Mnvr / Ped Actn: 4 | Obj Strk: | | | | | | | | | |
| 2 | 102658671 | 08/05/2009 11:48 | BACKING UP | \$ 4550 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | |
| Unit | 1 : 3 | Alchl/Drgs: 0 | Speed: 2 MPH | Dir: W | Veh Mnvr / Ped Actn: 10 | Obj Strk: | | | | | | | | | |
| Unit | 2 : 1 | Alchl/Drgs: 0 | Speed: 15 MPH | Dir: N | Veh Mnvr / Ped Actn: 4 | Obj Strk: | | | | | | | | | |
| 3 | 102939658 | 06/04/2010 09:30 | PEDALCYCLIST | \$ 500 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | |
| Unit | 1 : 2 | Alchl/Drgs: 0 | Speed: 0 MPH | Dir: | Veh Mnvr / Ped Actn: | Obj Strk: | | | | | | | | | |
| Unit | 2 : 4 | Alchl/Drgs: 0 | Speed: 5 MPH | Dir: NW | Veh Mnvr / Ped Actn: 13 | Obj Strk: | | | | | | | | | |
| 4 | 102978963 | 09/30/2010 08:16 | SIDESWIPE, SAME DIRECTION | \$ 200 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 3 | 1 |
| Unit | 1 : 4 | Alchl/Drgs: 0 | Speed: 10 MPH | Dir: SW | Veh Mnvr / Ped Actn: 4 | Obj Strk: | | | | | | | | | |
| Unit | 2 : 14 | Alchl/Drgs: 0 | Speed: 10 MPH | Dir: SW | Veh Mnvr / Ped Actn: 4 | Obj Strk: | | | | | | | | | |

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
Report Details: Rd Ch - Road Character
Rd Cl - Roadway Contributing Circumstances
Trfc Ctl - Traffic Control: Dv - Device, Op - Operating
Alchl/Drgs - Alcohol/Drugs Suspected
Veh Mnvr/Ped Actn - Vehicle Maneuver/Pedestrian Action
Obj Strk - Object Struck

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

Summary Statistics

High Level Crash Summary

| Crash Type | Number of Crashes | Percent of Total |
|-----------------------------------|-------------------|------------------|
| Total Crashes | 4 | 100.00 |
| Fatal Crashes | 0 | 0.00 |
| Non-Fatal Injury Crashes | 0 | 0.00 |
| Total Injury Crashes | 0 | 0.00 |
| Property Damage Only Crashes | 4 | 100.00 |
| Night Crashes | 0 | 0.00 |
| Wet Crashes | 0 | 0.00 |
| Alcohol/Drugs Involvement Crashes | 0 | 0.00 |

Crash Severity Summary

| Crash Type | Number of Crashes | Percent of Total |
|------------------------------|-------------------|------------------|
| Total Crashes | 4 | 100.00 |
| Fatal Crashes | 0 | 0.00 |
| Class A Crashes | 0 | 0.00 |
| Class B Crashes | 0 | 0.00 |
| Class C Crashes | 0 | 0.00 |
| Property Damage Only Crashes | 4 | 100.00 |

Vehicle Exposure Statistics

Annual ADT = 12300
Total Vehicle Exposure = 13.48 (MEV)

| Crash Rate | Crashes Per 100 Million Vehicles Entered |
|----------------------|--|
| Total Crash Rate | 29.67 |
| Fatal Crash Rate | 0.00 |
| Non Fatal Crash Rate | 0.00 |
| Night Crash Rate | 0.00 |
| Wet Crash Rate | 0.00 |
| EPDO Rate | 29.67 |

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

Miscellaneous Statistics

Severity Index = 1.00
EPDO Crash Index = 4.00
Estimated Property Damage Total = \$ 6950.00

Accident Type Summary

| Accident Type | Number of Crashes | Percent of Total |
|---------------------------|-------------------|------------------|
| BACKING UP | 1 | 25.00 |
| PEDALCYCLIST | 1 | 25.00 |
| RIGHT TURN, SAME ROADWAY | 1 | 25.00 |
| SIDESWIPE, SAME DIRECTION | 1 | 25.00 |

Injury Summary

| Injury Type | Number of Injuries | Percent of Total |
|--------------------------|--------------------|------------------|
| Fatal Injuries | 0 | 0.00 |
| Class A Injuries | 0 | 0.00 |
| Class B Injuries | 0 | 0.00 |
| Class C Injuries | 0 | 0.00 |
| Total Non-Fatal Injuries | 0 | 0.00 |
| Total Injuries | 0 | 0.00 |

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

Monthly Summary

| Month | Number of Crashes | Percent of Total |
|-------|-------------------|------------------|
| Jan | 0 | 0.00 |
| Feb | 0 | 0.00 |
| Mar | 0 | 0.00 |
| Apr | 0 | 0.00 |
| May | 0 | 0.00 |
| Jun | 1 | 25.00 |
| Jul | 0 | 0.00 |
| Aug | 1 | 25.00 |
| Sep | 1 | 25.00 |
| Oct | 0 | 0.00 |
| Nov | 1 | 25.00 |
| Dec | 0 | 0.00 |

Daily Summary

| Day | Number of Crashes | Percent of Total |
|-----|-------------------|------------------|
| Mon | 0 | 0.00 |
| Tue | 0 | 0.00 |
| Wed | 1 | 25.00 |
| Thu | 2 | 50.00 |
| Fri | 1 | 25.00 |
| Sat | 0 | 0.00 |
| Sun | 0 | 0.00 |

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

Hourly Summary

| Hour | Number of Crashes | Percent of Total |
|-----------|-------------------|------------------|
| 0000-0059 | 0 | 0.00 |
| 0100-0159 | 0 | 0.00 |
| 0200-0259 | 0 | 0.00 |
| 0300-0359 | 0 | 0.00 |
| 0400-0459 | 0 | 0.00 |
| 0500-0559 | 0 | 0.00 |
| 0600-0659 | 0 | 0.00 |
| 0700-0759 | 0 | 0.00 |
| 0800-0859 | 1 | 25.00 |
| 0900-0959 | 2 | 50.00 |
| 1000-1059 | 0 | 0.00 |
| 1100-1159 | 1 | 25.00 |
| 1200-1259 | 0 | 0.00 |
| 1300-1359 | 0 | 0.00 |
| 1400-1459 | 0 | 0.00 |
| 1500-1559 | 0 | 0.00 |
| 1600-1659 | 0 | 0.00 |
| 1700-1759 | 0 | 0.00 |
| 1800-1859 | 0 | 0.00 |
| 1900-1959 | 0 | 0.00 |
| 2000-2059 | 0 | 0.00 |
| 2100-2159 | 0 | 0.00 |
| 2200-2259 | 0 | 0.00 |
| 2300-2359 | 0 | 0.00 |

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

Light and Road Conditions Summary

| Condition | Dry | Wet | Other | Total |
|-----------|-----|-----|-------|-------|
| Day | 4 | 0 | 0 | 4 |
| Dark | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 |
| Total | 4 | 0 | 0 | 4 |

Vehicle Type Summary

| Vehicle Type | Number Involved | Percent of Total |
|-------------------------------|-----------------|------------------|
| LIGHT TRUCK (MINI-VAN, PANEL) | 1 | 12.50 |
| PASSENGER CAR | 2 | 25.00 |
| PEDALCYCLE | 1 | 12.50 |
| SPORT UTILITY | 2 | 25.00 |
| TRACTOR/SEMI-TRAILER | 1 | 12.50 |
| VAN | 1 | 12.50 |

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

Yearly Totals Summary

Accident Totals

| Year | Total Accidents | Fatal Accidents | Injury Accidents | Property Damage Only Accidents |
|-------|-----------------|-----------------|------------------|--------------------------------|
| 2007 | 0 | 0 | 0 | 0 |
| 2008 | 1 | 0 | 0 | 1 |
| 2009 | 1 | 0 | 0 | 1 |
| 2010 | 2 | 0 | 0 | 2 |
| Total | 4 | 0 | 0 | 4 |

Injury Totals

| Year | Fatal Injuries | Class A, B, or C Injuries |
|-------|----------------|---------------------------|
| 2007 | 0 | 0 |
| 2008 | 0 | 0 |
| 2009 | 0 | 0 |
| 2010 | 0 | 0 |
| Total | 0 | 0 |

Miscellaneous Totals

| Year | Property Damage | EPOD Index |
|-------|-----------------|------------|
| 2007 | \$ 0 | 0.00 |
| 2008 | \$ 1700 | 1.00 |
| 2009 | \$ 4550 | 1.00 |
| 2010 | \$ 700 | 2.00 |
| Total | \$ 6950 | 4.00 |

Type of Accident Totals

| Year | Left Turn | Right Turn | Rear End | Run Off Road & Fixed Object | | | Side Swipe | Other |
|-------|-----------|------------|----------|-----------------------------|-------|-------|------------|-------|
| | | | | Angle | Angle | Angle | | |
| 2007 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2008 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2009 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2010 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Total | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 2 |

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

Study Criteria

| Study Name | Log No. | PH No. | TIP No. | K/A Cf. | B/C Cf. | ADT | ADT Route |
|---------------|-------------|--------|---------|---------|---------|-------|-----------|
| MM41000010141 | 41000010141 | | | 76.8 | 8.4 | 12300 | |

| Request Date | Courier Service | Phone No. | Ext. | Fax No. |
|--------------|-----------------|--------------|------|--------------|
| 11/24/2010 | | 919 573 9919 | | 919 789 9591 |

| County | | Municipality | | | | | | |
|-------------|------|--------------|---------------|------|------------|------------|------------|-------|
| Name | Code | Div. | Name | Code | Y-Line Ft. | Begin Date | End Date | Years |
| MECKLENBURG | 59 | 10 | All and Rural | | 150 | 10/01/2007 | 09/30/2010 | 3.00 |

| Location Text | Requestor |
|---|---|
| Crash analysis at intersection of NC 115 (N. Main Street) and SR 5304 (South Street)/Chairman Blake Lane. | Jeffrey P. Hochanadel Sepi Eng 1025 Wade Ave Raleigh, NC 27605 |

Included Accidents

102978963
102658671

Fiche Roads

| Name | Code |
|-------------|----------|
| MAIN | 50018682 |
| MECKLENBURG | 50019722 |
| NC 115 | 30000115 |
| SOUTH | 50028612 |
| SR 5304 | 40005304 |

Intersection Road Combinations

| Name | Code | Code | Name |
|-------------|----------|----------|---------|
| MAIN | 50018682 | 40005304 | SR 5304 |
| MAIN | 50018682 | 50028612 | SOUTH |
| MECKLENBURG | 50019722 | 40005304 | SR 5304 |
| MECKLENBURG | 50019722 | 50028612 | SOUTH |
| NC 115 | 30000115 | 40005304 | SR 5304 |
| NC 115 | 30000115 | 50028612 | SOUTH |

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

Study Criteria Summary

County: MECKLENBURG City: All and Rural
Date: 10/1/2007 to 9/30/2010 Study: 41000009962
Location: NC 115-Main St at SR 2733-Jackson St

Report Details

| Acc No | Crash ID | Date | Accident Type | Total Damage | Injuries | | | | | Condition | | | | | Road | | Trfc Ctl | |
|--------|-----------|---------------------|-------------------------------|--------------|-------------------------|---|---|---|---|-----------|---|----|----|----|------|---|----------|--|
| | | | | | F | A | B | C | R | L | W | Ch | Ci | Dv | Op | | | |
| 1 | 102195050 | 11/17/2007 12:35 | SIDESWIPE, OPPOSITE DIRECTION | \$ 3200 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 0 | 0 | |
| Unit | 1 : 1 | Alchl/Drgs: 0 | Speed: 25 MPH Dir: N | | Veh Mnvr / Ped Actn: 16 | | | | | Obj Strk: | | | | | | | | |
| Unit | 2 : 1 | Alchl/Drgs: 7 | Speed: 25 MPH Dir: S | | Veh Mnvr / Ped Actn: 16 | | | | | Obj Strk: | | | | | | | | |
| 2 | 102456776 | 10/01/2008 14:46 | REAR END, SLOW OR STOP | \$ 4100 | 0 | 0 | 2 | 1 | 1 | 1 | 1 | 1 | 2 | 0 | 3 | 1 | | |
| Unit | 1 : 1 | Alchl/Drgs: 0 | Speed: 0 MPH Dir: N | | Veh Mnvr / Ped Actn: 1 | | | | | Obj Strk: | | | | | | | | |
| Unit | 2 : 1 | Alchl/Drgs: 0 | Speed: 0 MPH Dir: N | | Veh Mnvr / Ped Actn: 1 | | | | | Obj Strk: | | | | | | | | |
| Unit | 3 : 1 | Alchl/Drgs: 0 | Speed: 20 MPH Dir: N | | Veh Mnvr / Ped Actn: 4 | | | | | Obj Strk: | | | | | | | | |
| 3 | 102618636 | 06/09/2009 17:32 | PEDALCYCLIST | \$ 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | | |
| Unit | 1 : 1 | Alchl/Drgs: 0 | Speed: 2 MPH Dir: S | | Veh Mnvr / Ped Actn: 7 | | | | | Obj Strk: | | | | | | | | |
| Unit | 2 : 23 | Alchl/Drgs: 0 | Speed: 0 MPH Dir: | | Veh Mnvr / Ped Actn: | | | | | Obj Strk: | | | | | | | | |
| 4 | 102926770 | 07/22/2010 13:32 | REAR END, SLOW OR STOP | \$ 2200 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | | | |
| Unit | 1 : 5 | Alchl/Drgs: 0 | Speed: 7 MPH Dir: N | | Veh Mnvr / Ped Actn: 4 | | | | | Obj Strk: | | | | | | | | |
| Unit | 2 : 1 | Alchl/Drgs: 0 | Speed: 0 MPH Dir: N | | Veh Mnvr / Ped Actn: 8 | | | | | Obj Strk: | | | | | | | | |

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

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

Summary Statistics

High Level Crash Summary

| Crash Type | Number of Crashes | Percent of Total |
|-----------------------------------|-------------------|------------------|
| Total Crashes | 4 | 100.00 |
| Fatal Crashes | 0 | 0.00 |
| Non-Fatal Injury Crashes | 3 | 75.00 |
| Total Injury Crashes | 3 | 75.00 |
| Property Damage Only Crashes | 1 | 25.00 |
| Night Crashes | 0 | 0.00 |
| Wet Crashes | 0 | 0.00 |
| Alcohol/Drugs Involvement Crashes | 0 | 0.00 |

Crash Severity Summary

| Crash Type | Number of Crashes | Percent of Total |
|------------------------------|-------------------|------------------|
| Total Crashes | 4 | 100.00 |
| Fatal Crashes | 0 | 0.00 |
| Class A Crashes | 0 | 0.00 |
| Class B Crashes | 2 | 50.00 |
| Class C Crashes | 1 | 25.00 |
| Property Damage Only Crashes | 1 | 25.00 |

Vehicle Exposure Statistics

Annual ADT = 16500
Total Vehicle Exposure = 18.08 (MEV)

| Crash Rate | Crashes Per 100 Million Vehicles Entered |
|----------------------|--|
| Total Crash Rate | 22.12 |
| Fatal Crash Rate | 0.00 |
| Non Fatal Crash Rate | 16.59 |
| Night Crash Rate | 0.00 |
| Wet Crash Rate | 0.00 |
| EPDO Rate | 144.88 |

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

Miscellaneous Statistics

Severity Index = 6.55
EPDO Crash Index = 26.20
Estimated Property Damage Total = \$ 9500.00

Accident Type Summary

| Accident Type | Number of Crashes | Percent of Total |
|-------------------------------|-------------------|------------------|
| PEDALCYCLIST | 1 | 25.00 |
| REAR END, SLOW OR STOP | 2 | 50.00 |
| SIDESWIPE, OPPOSITE DIRECTION | 1 | 25.00 |

Injury Summary

| Injury Type | Number of Injuries | Percent of Total |
|--------------------------|--------------------|------------------|
| Fatal Injuries | 0 | 0.00 |
| Class A Injuries | 0 | 0.00 |
| Class B Injuries | 3 | 60.00 |
| Class C Injuries | 2 | 40.00 |
| Total Non-Fatal Injuries | 5 | 100.00 |
| Total Injuries | 5 | 100.00 |

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Monthly Summary

| Month | Number of Crashes | Percent of Total |
|-------|-------------------|------------------|
| Jan | 0 | 0.00 |
| Feb | 0 | 0.00 |
| Mar | 0 | 0.00 |
| Apr | 0 | 0.00 |
| May | 0 | 0.00 |
| Jun | 1 | 25.00 |
| Jul | 1 | 25.00 |
| Aug | 0 | 0.00 |
| Sep | 0 | 0.00 |
| Oct | 1 | 25.00 |
| Nov | 1 | 25.00 |
| Dec | 0 | 0.00 |

Daily Summary

| Day | Number of Crashes | Percent of Total |
|-----|-------------------|------------------|
| Mon | 0 | 0.00 |
| Tue | 1 | 25.00 |
| Wed | 1 | 25.00 |
| Thu | 1 | 25.00 |
| Fri | 0 | 0.00 |
| Sat | 1 | 25.00 |
| Sun | 0 | 0.00 |

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North Carolina Department of Transportation
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Hourly Summary

| Hour | Number of Crashes | Percent of Total |
|-----------|-------------------|------------------|
| 0000-0059 | 0 | 0.00 |
| 0100-0159 | 0 | 0.00 |
| 0200-0259 | 0 | 0.00 |
| 0300-0359 | 0 | 0.00 |
| 0400-0459 | 0 | 0.00 |
| 0500-0559 | 0 | 0.00 |
| 0600-0659 | 0 | 0.00 |
| 0700-0759 | 0 | 0.00 |
| 0800-0859 | 0 | 0.00 |
| 0900-0959 | 0 | 0.00 |
| 1000-1059 | 0 | 0.00 |
| 1100-1159 | 0 | 0.00 |
| 1200-1259 | 1 | 25.00 |
| 1300-1359 | 1 | 25.00 |
| 1400-1459 | 1 | 25.00 |
| 1500-1559 | 0 | 0.00 |
| 1600-1659 | 0 | 0.00 |
| 1700-1759 | 1 | 25.00 |
| 1800-1859 | 0 | 0.00 |
| 1900-1959 | 0 | 0.00 |
| 2000-2059 | 0 | 0.00 |
| 2100-2159 | 0 | 0.00 |
| 2200-2259 | 0 | 0.00 |
| 2300-2359 | 0 | 0.00 |

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North Carolina Department of Transportation
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Light and Road Conditions Summary

| Condition | Dry | Wet | Other | Total |
|-----------|-----|-----|-------|-------|
| Day | 4 | 0 | 0 | 4 |
| Dark | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 |
| Total | 4 | 0 | 0 | 4 |

Vehicle Type Summary

| Vehicle Type | Number Involved | Percent of Total |
|---------------|-----------------|------------------|
| PASSENGER CAR | 7 | 77.78 |
| PEDALCYCLE | 1 | 11.11 |
| VAN | 1 | 11.11 |

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Intersection Analysis Report

Yearly Totals Summary

Accident Totals

| Year | Total Accidents | Fatal Accidents | Injury Accidents | Property Damage Only Accidents |
|-------|-----------------|-----------------|------------------|--------------------------------|
| 2007 | 1 | 0 | 0 | 1 |
| 2008 | 1 | 0 | 1 | 0 |
| 2009 | 1 | 0 | 1 | 0 |
| 2010 | 1 | 0 | 1 | 0 |
| Total | 4 | 0 | 3 | 1 |

Injury Totals

| Year | Fatal Injuries | Class A, B, or C Injuries |
|-------|----------------|---------------------------|
| 2007 | 0 | 0 |
| 2008 | 0 | 3 |
| 2009 | 0 | 1 |
| 2010 | 0 | 1 |
| Total | 0 | 5 |

Miscellaneous Totals

| Year | Property Damage | EPOD Index |
|-------|-----------------|------------|
| 2007 | \$ 3200 | 1.00 |
| 2008 | \$ 4100 | 8.40 |
| 2009 | \$ 0 | 8.40 |
| 2010 | \$ 2200 | 8.40 |
| Total | \$ 9500 | 26.20 |

Type of Accident Totals

| Year | Left Turn | Right Turn | Rear End | Run Off Road & Fixed Object | | | |
|-------|-----------|------------|----------|-----------------------------|------------|-------|---|
| | | | | Angle | Side Swipe | Other | |
| 2007 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 2008 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 2009 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2010 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 2 | 0 | 0 | 1 | 1 |

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Traffic Engineering Accident Analysis System
Intersection Analysis Report

Study Criteria

| Study Name | Log No. | PH No. | TIP No. | K/A Cf. | B/C Cf. | ADT | ADT Route | |
|--------------------------------------|-----------------|--------------|---------------|---|------------|------------|-----------|-------|
| 41000009962 | | | | 76.8 | 8.4 | 16500 | | |
| Request Date | Courier Service | Phone No. | Ext. | Fax No. | | | | |
| | | | | | | | | |
| County | | Municipality | | | | | | |
| Name | Code | Div. | Name | Code | Y-Line Ft. | Begin Date | End Date | Years |
| MECKLENBURG | 59 | 10 | All and Rural | | 150 | 10/1/2007 | 9/30/2010 | 3.00 |
| Location Text | | | | Requestor | | | | |
| NC 115-Main St at SR 2733-Jackson St | | | | Jefferey P. Hochanadel, PE Sepi Engineering and Construction | | | | |

Included Accidents

102456776

Excluded Accidents

102435772

102669177

Fiche Roads

| Name | Code |
|---------|----------|
| NC 115 | 30000115 |
| MAIN | 50018682 |
| SR 2733 | 40002733 |
| JACKSON | 50015195 |

Intersection Road Combinations

| Name | Code | Code | Name |
|--------|----------|----------|---------|
| NC 115 | 30000115 | 40002733 | SR 2733 |
| NC 115 | 30000115 | 50015195 | JACKSON |
| MAIN | 50018682 | 40002733 | SR 2733 |
| MAIN | 50018682 | 50015195 | JACKSON |

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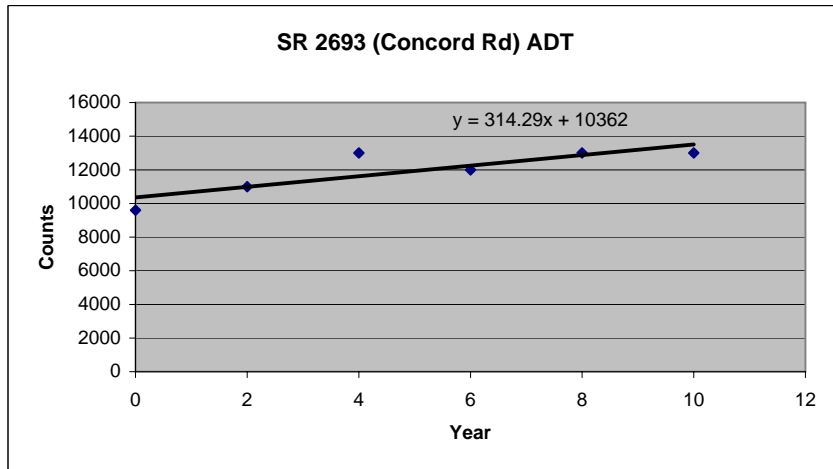
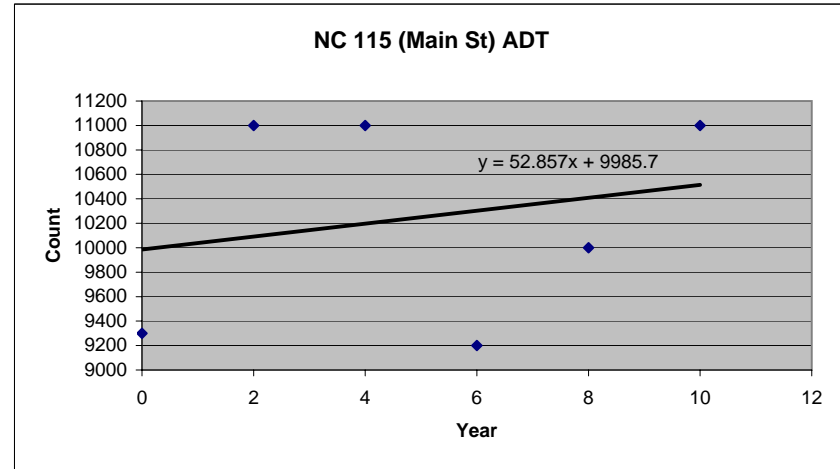
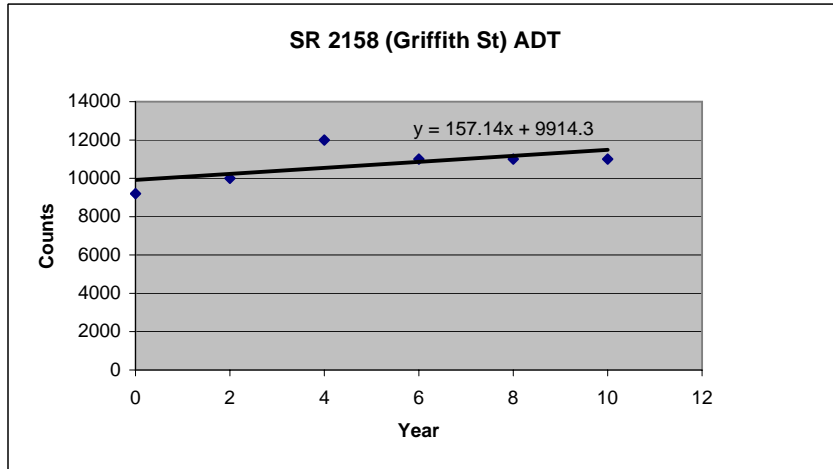
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**Appendix D – Synchro Analysis Output –
Unsignalized / Signalized Intersections**

Appendix E – Background Growth Factor Calculations

| Street | Year | | | | | |
|---------------|------|-------|-------|-------|-------|-------|
| | 1998 | 2000 | 2002 | 2004 | 2006 | 2008 |
| Sloan / Beaty | 4000 | n/a | n/a | n/a | n/a | n/a |
| Griffith | 9200 | 10000 | 12000 | 11000 | 11000 | 11000 |
| Main | 9300 | 11000 | 11000 | 9200 | 10000 | 11000 |
| Concord | 9600 | 11000 | 13000 | 12000 | 13000 | 13000 |
| | 0 | 2 | 4 | 6 | 8 | 10 |

| | | | |
|--------|----------|----------|--------|
| 1998 | 2008 | | |
| 9914.3 | 11485.7 | 0.014821 | Growth |
| 9985.7 | 10514.27 | 0.005171 | Factor |
| 10362 | 13504.9 | 0.026845 | 2.5 |



Appendix F – Parking Deficiencies

| A | B | C | D | E | F | G | H | I | J | K | L | M | N | | O | P | Q | R | | | | S | T | U | V | |
|---------------|----------------|----------------|---------------|----------------|----------|------------------------------|--------------|---------------|---------------------|---------------------------|---------------|-----------------------|---------------|---------------|-------------------------|---------------|---------------|---------------------|-------------------|------------------------------|-------------------------------|-------------------|----------------------------------|----------------------------------|-----------------------------------|----------|
| Block | Office | Medical Office | Retail | Mixed Use | Service | Pre-School (per employee) | Library | Restaurant | Hotel (per unit) | Residential (per unit) | Community | Theater (per seat) | Government | Fire Station | Commuter (per rider) | Warehouse | Vacant | Demand (current) | Future Adjust. | 5 yr. projected Demand | 10 yr. projected Demand | Parking Supply | Surplus/ Deficit (current) | Surplus/ Deficit (5 years) | Surplus/ Deficit (10 years) | |
| Daytime | 2.85 | 4.00 | 2.00 | 2.35 | 2.75 | 1.49 | 2.00 | 5.00 | 1.00 | 1.00 | 0.63 | 0.15 | 2.50 | 1.00 | 0.83 | 0.40 | 2.81 | | | | | | | | | |
| 1 | 1,302 | 1,215 | 0 | 46,000 | 0 | 0 | 0 | 5,000 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 | 0 | 160 | 160 | 231 | 71 | 71 | 71 | |
| 2 | 0 | 0 | 0 | 34,371 | 0 | 0 | 0 | 0 | 0 | 0 | 2,500 | 260 | 0 | 0 | 41 | 0 | 0 | 155 | 0 | 164 | 163 | 205 | 50 | 41 | 42 | |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58,906 | 0 | 24 | 0 | 302 | 459 | 38 | 14 | -264 | -421 | |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 16 | 16 | |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6 | 2,118 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6,370 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 10 | 46 | 36 | 36 | 36 | |
| 7 | 35,017 | 0 | 2,337 | 3,060 | 0 | 0 | 0 | 8,428 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 15,000 | 180 | 52 | 201 | 222 | 297 | 117 | 96 | 75 | |
| 8 | 18,901 | 0 | 8,524 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,566 | 71 | 16 | 77 | 83 | 123 | 52 | 46 | 40 | |
| 9 | 0 | 0 | 0 | 22,000 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 89 | 89 | 213 | 124 | 124 | 124 | |
| 10 | 812 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33,400 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 20 | 23 | 53 | 30 | 33 | 30 | |
| 11 | 24,605 | 0 | 2,500 | 0 | 0 | 0 | 7,279 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 90 | 90 | 93 | 3 | 3 | 3 | |
| 12/13 | 40,286 | 8,528 | 19,691 | 44,863 | 0 | 0 | 0 | 7,965 | 18 | 3 | 0 | 0 | 15,744 | 10,000 | 0 | 0 | 3,624 | 404 | 10 | 444 | 544 | 313 | -91 | -131 | -231 | |
| 14 | 21,069 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35,578 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 82 | 82 | 97 | 15 | 15 | 15 | |
| 15 | 31,427 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 90 | 90 | 103 | 13 | 13 | 13 | |
| 18 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 30 | 30 | 10 | -20 | -20 | -20 | |
| TOTALS | 175,537 | 9,743 | 33,052 | 150,294 | 0 | 45 | 7,279 | 21,393 | 18 | 47 | 77,848 | 260 | 15,744 | 10,000 | 41 | 58,906 | 24,190 | 1,407 | 78 | 1,758 | 2,044 | 1,838 | 431 | 80 | -206 | |
| | | | | | | | | | | | | | | | | | | (stalls) | (stalls) | (stalls) | (stalls) | (stalls) | (stalls) | (stalls) | (stalls) | (stalls) |

1. Block 2 express commuter ridership is increased by 3% per year, 41 riders as of April 2010 (5 year increase to 51riders = 9 additional spaces and 10 year changes to train ridership)

2. a)Block 3 potential new development in the 5 year scenario, 30,000 sf retail, 50,000 sf office, 75 residential (278 spaces).

574,397

b) in the 10 year senario, commuter rail station developed in block 3 with 188 riders (157 spaces), express bus ridership is now taken out of block 2.

3. Block 7 has 10 vacant residential units, these units are filled at 40% (5 year) and 80% (10 year) occupancy in future demand

4.a) Block 12/13 Mooney's Corner development included in current demand: 15,000 sf mixed use (36 spaces).

b) 5 year senario Town hall moves to block 10 in IB School building (33,400 sf) only using 7,000 sf (18 spaces), assume old Town Hall is reoccupied by use with similar parking generation ratios and fire hall stays

c) 10 year senario potential 10,000 sf retail (20 spaces) and 30,000 sf office (86 spaces) in front of Town Hall on parking lot, reduce parking supply by 26 spaces.

