

Raw Traffic Data

EXISTING INTERSECTION PEAK HOUR VOLUME SUMMARY

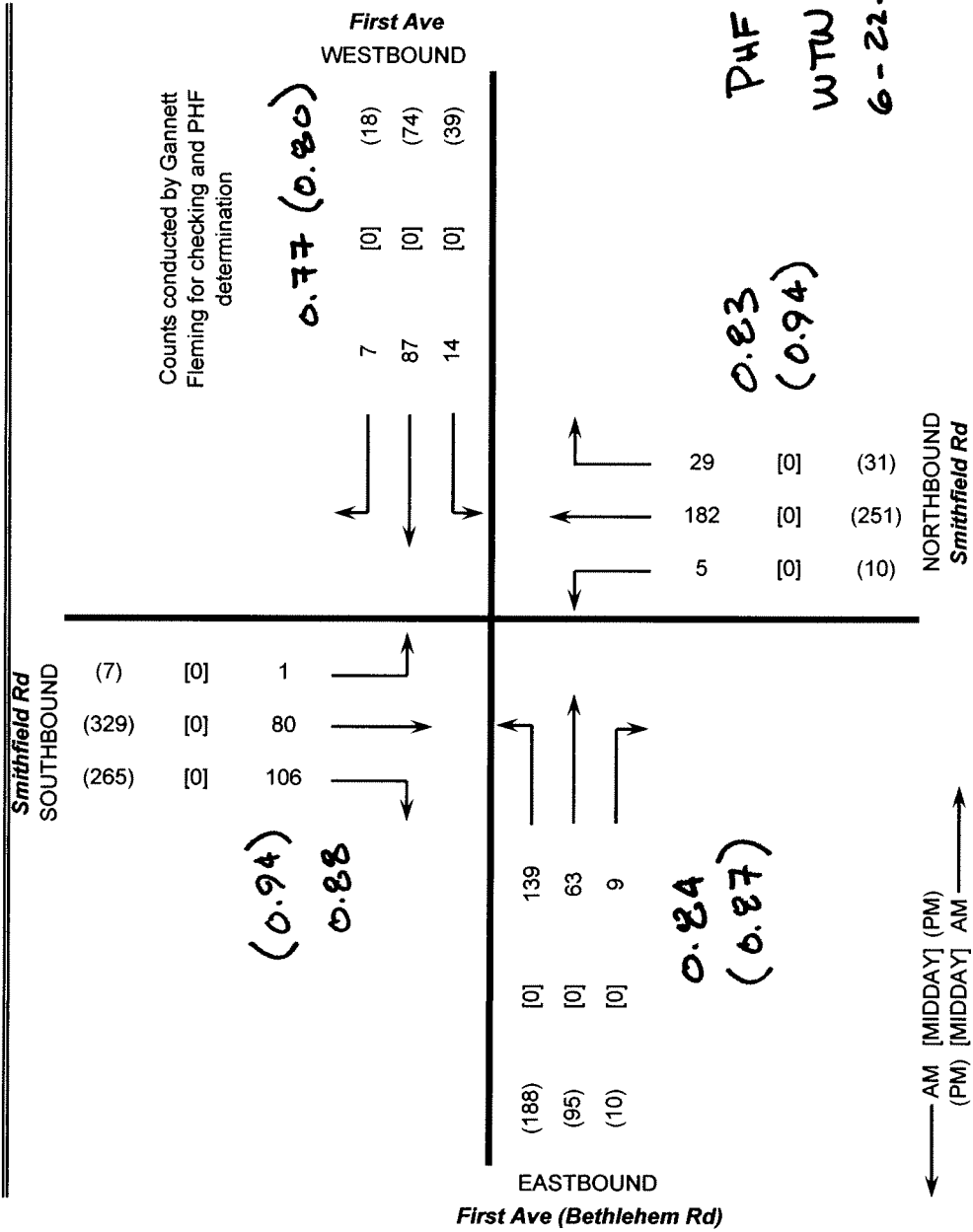
INTERSECTION: Smithfield Road & First Avenue

DATE: 6/22/2011

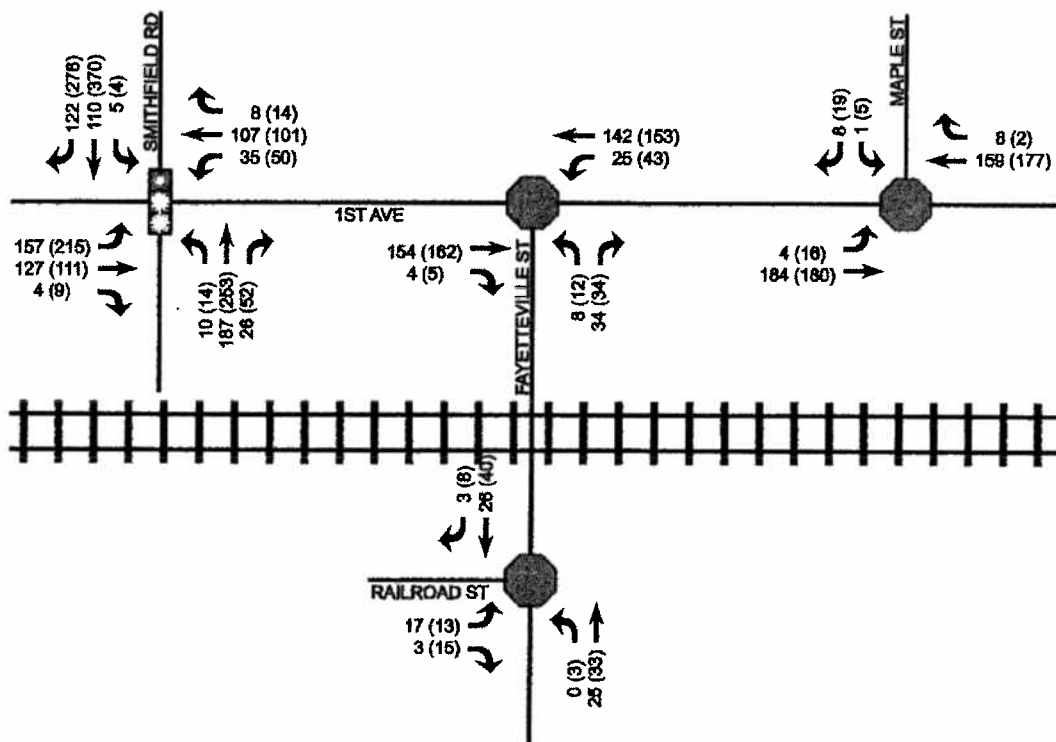
FILE NAME: 0

JOB NUMBER: 54606

N/S STREET: Smithfield Rd
E/W STREET: First Avenue



INTERSECTION		AM PEAK HOUR					PM PEAK HOUR				
		2010 NO-BUILD	2010 BUILD ALT 1	2010 BUILD ALT 2	2010 BUILD ALT 3	2010 BUILD ALT 4	2010 NO-BUILD	2010 BUILD ALT 1	2010 BUILD ALT 2	2010 BUILD ALT 3	2010 BUILD ALT 4
1ST AVE & SMITHFIELD RD	LOS DELAY (SEC)	B 17.6	B 18.0	B 17.5	B 18.0	B 15.5	C 24.8	C 25.5	C 25.2	B 19.7	B 18.8
1ST AVE & FAYETTEVILLE ST	LOS DELAY (SEC)	A 9.7	-	-	-	-	B 10.1	-	-	-	-
1ST AVE & MAPLE ST	LOS DELAY (SEC)	A 9.4	A 9.4	A 9.4	A 9.4	A 9.4	A 9.8	A 9.8	A 9.8	A 9.8	A 9.8
FAYETTEVILLE ST & RAILROAD RD	LOS DELAY (SEC)	A 8.8	A 8.4	A 8.4	A 8.4	A 8.4	A 8.9	A 8.5	A 8.5	A 8.5	A 8.5



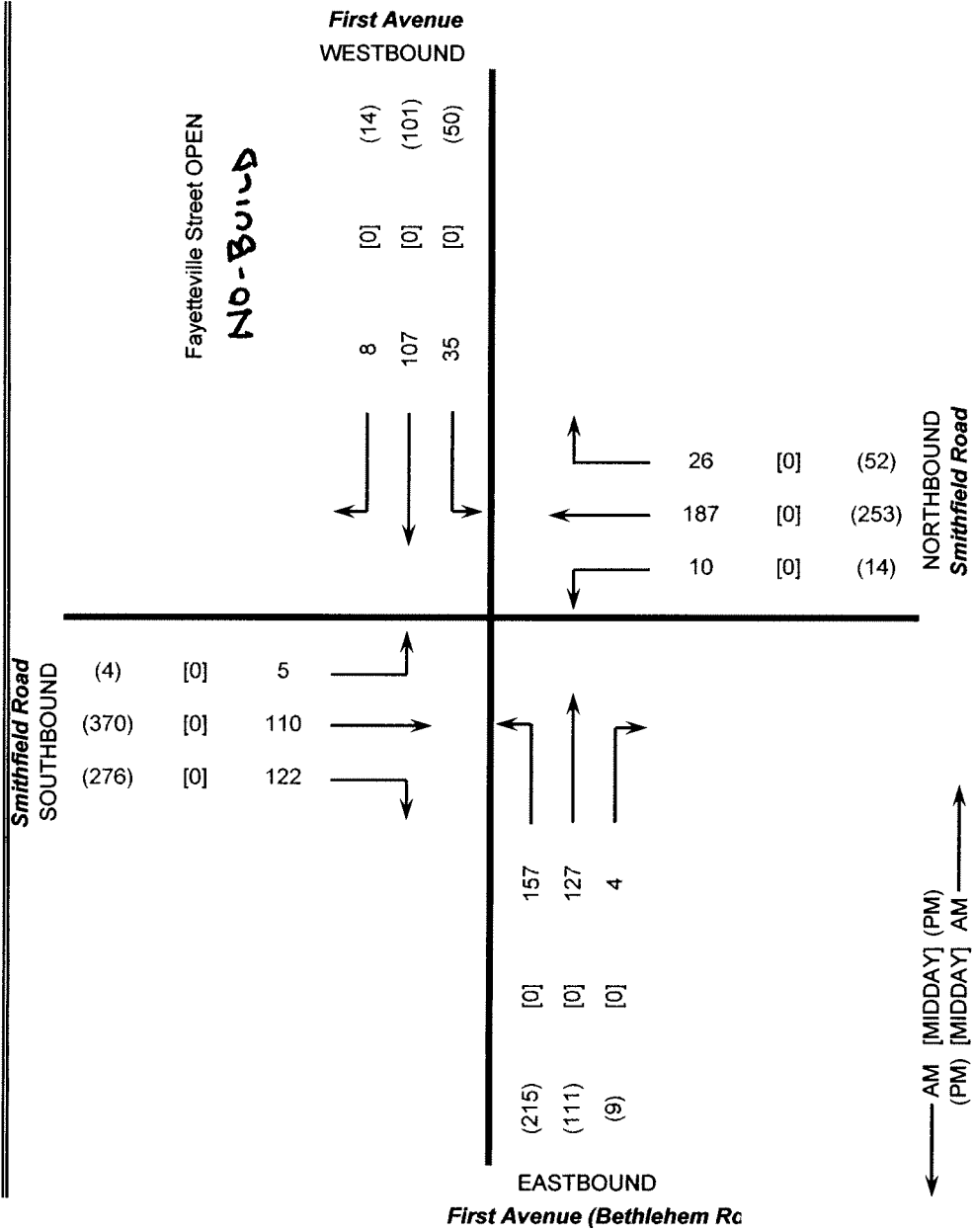
AM (PM) →

2010 EXISTING
PEAK HOUR TRAFFIC VOLUMES

FIGURE 1

EXISTING INTERSECTION PEAK HOUR VOLUME SUMMARY

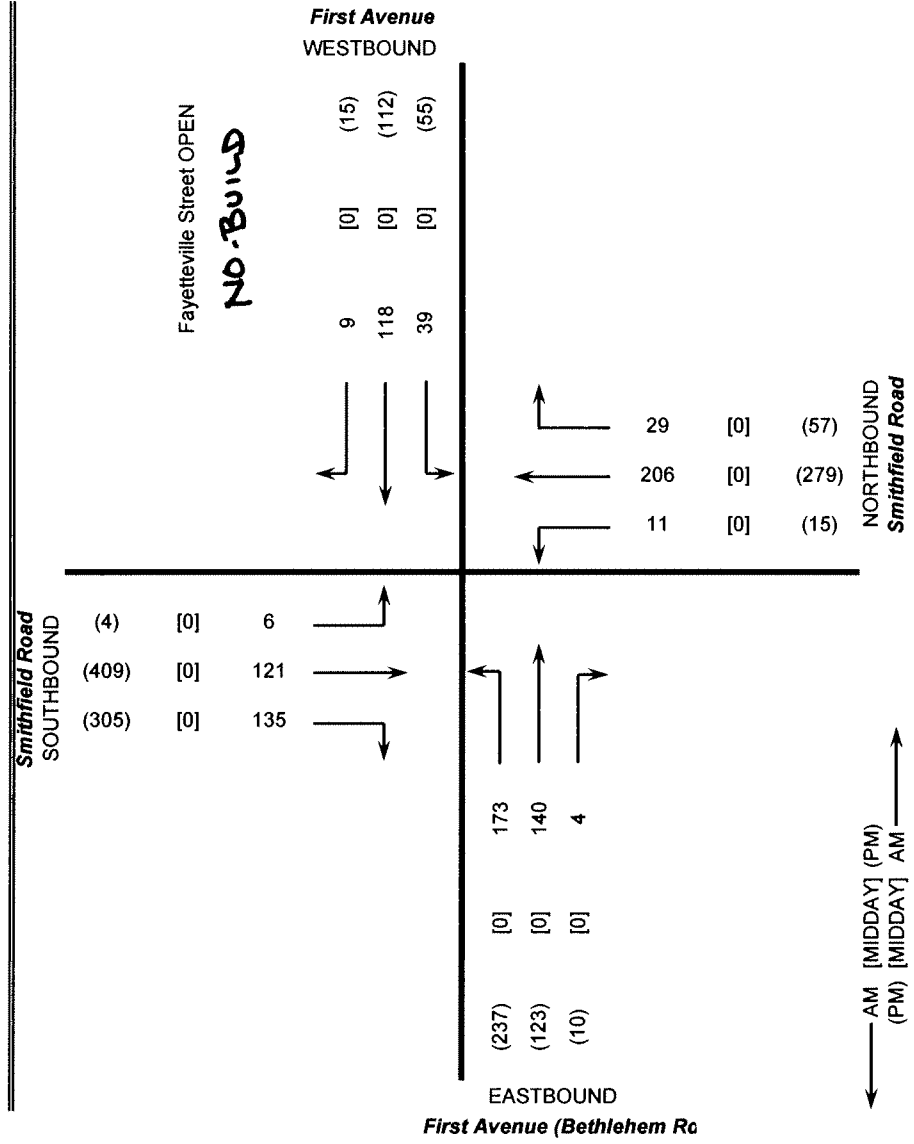
INTERSECTION: Smithfield Road & First Avenue
 DATE: 23-Jun-2010
 FILE NAME:
 JOB NUMBER: 54606



NO BUILD **INTERSECTION PEAK HOUR VOLUME SUMMARY**

INTERSECTION: **Smithfield Road & First Avenue**
 N/S STREET: **Smithfield Road**
 E/W STREET: **First Avenue**
 DATE: **23-Jun-2010**
 FILE NAME: **0**
 JOB NUMBER: **54606**

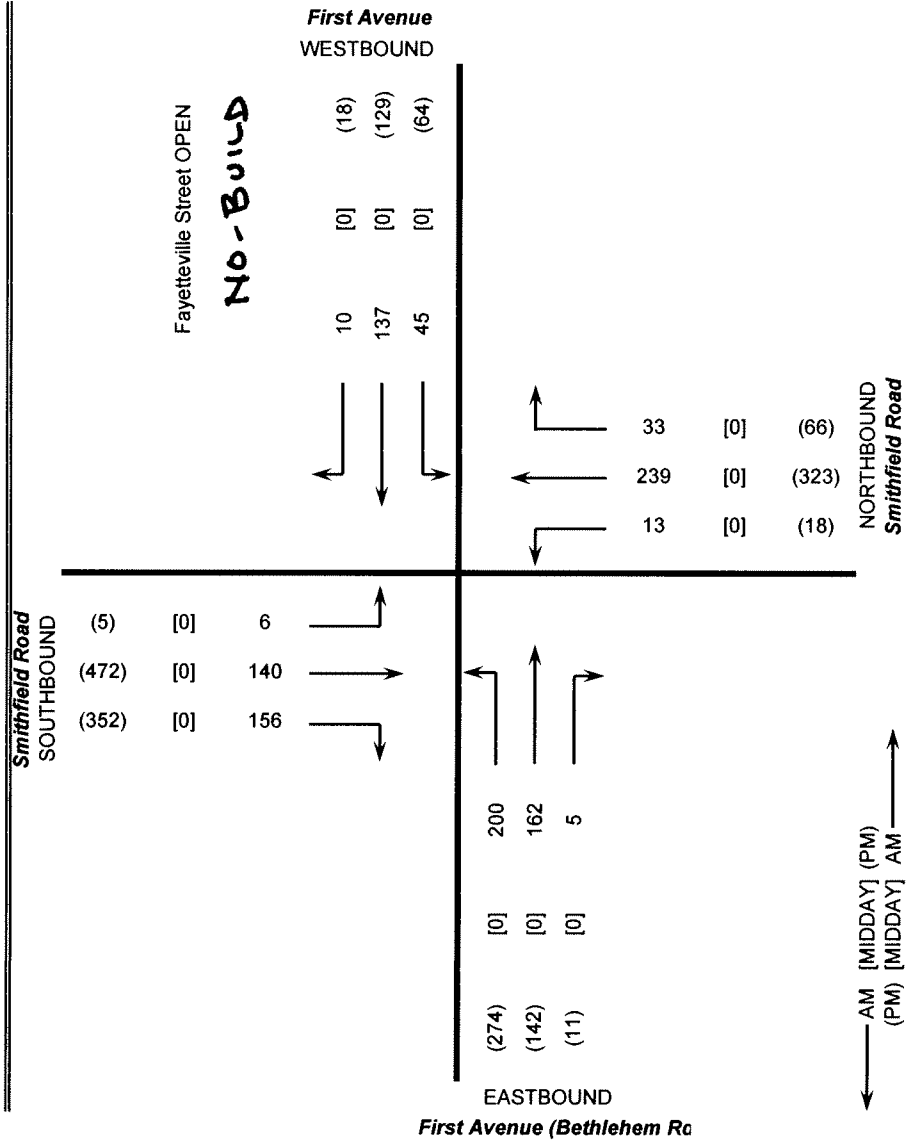
GROWTH FACTOR PER YEAR: **2.0 %**
 CURRENT YEAR: **2011**
 DESIGN YEAR: **2016**



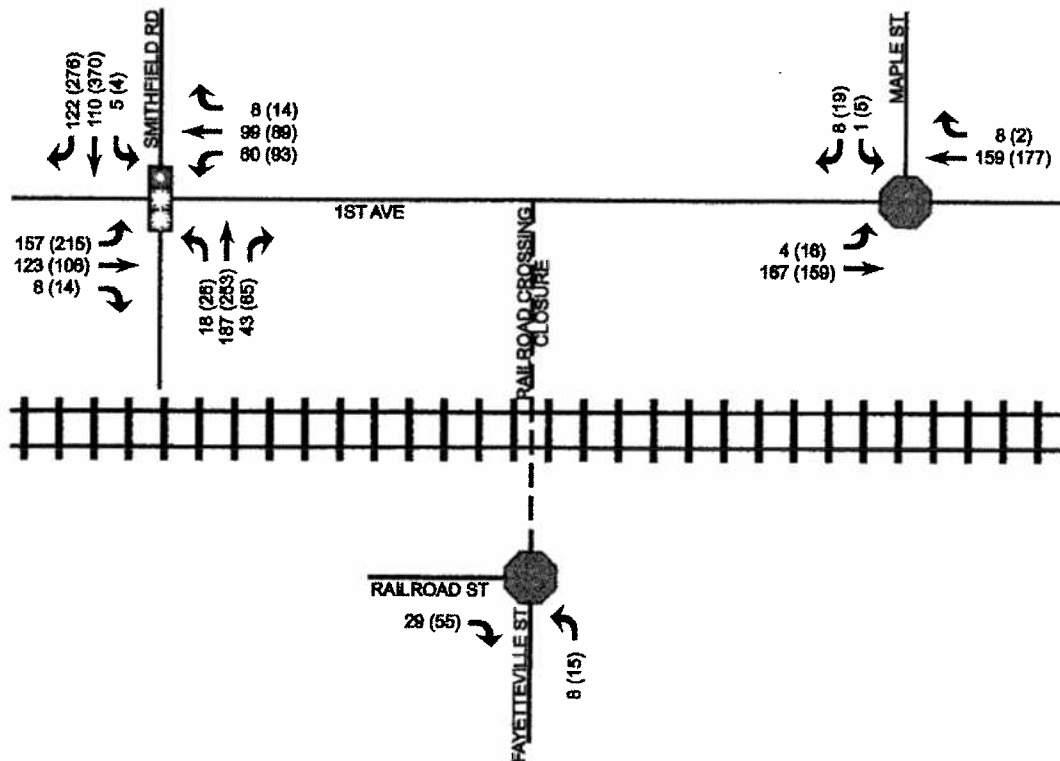
NO BUILD **INTERSECTION PEAK HOUR VOLUME SUMMARY**

INTERSECTION: **Smithfield Road & First Avenue**
 N/S STREET: **Smithfield Road**
 E/W STREET: **First Avenue**
 DATE: **23-Jun-2010**
 FILE NAME: **0**
 JOB NUMBER: **54606**

GROWTH FACTOR PER YEAR: **5.0 %**
 CURRENT YEAR: **2011**
 DESIGN YEAR: **2016**



INTERSECTION		AM PEAK HOUR					PM PEAK HOUR				
		2010 NO-BUILD	2010 BUILD ALT 1	2010 BUILD ALT 2	2010 BUILD ALT 3	2010 BUILD ALT 4	2010 NO-BUILD	2010 BUILD ALT 1	2010 BUILD ALT 2	2010 BUILD ALT 3	2010 BUILD ALT 4
1ST AVE & SMITHFIELD RD	LOS DELAY (SEC)	B 17.6	B 18.0	B 17.5	B 18.0	B 15.5	C 24.8	C 25.5	C 25.2	B 19.7	B 16.8
1ST AVE & FAYETTEVILLE ST	LOS DELAY (SEC)	A 9.7	-	-	-	-	B 10.1	-	-	-	-
1ST AVE & MAPLE ST	LOS DELAY (SEC)	A 9.4	A 9.4	A 9.4	A 9.4	A 9.4	A 9.8	A 9.8	A 9.8	A 9.8	A 9.8
FAYETTEVILLE ST & RAILROAD RD	LOS DELAY (SEC)	A 8.8	A 8.4	A 8.4	A 8.4	A 8.4	A 8.9	A 8.5	A 8.5	A 8.5	A 8.5



AM (PM) →

2010 BUILD
PEAK HOUR TRAFFIC VOLUMES

FIGURE 2

EXISTING INTERSECTION PEAK HOUR VOLUME SUMMARY

INTERSECTION: Smithfield Road & First Avenue

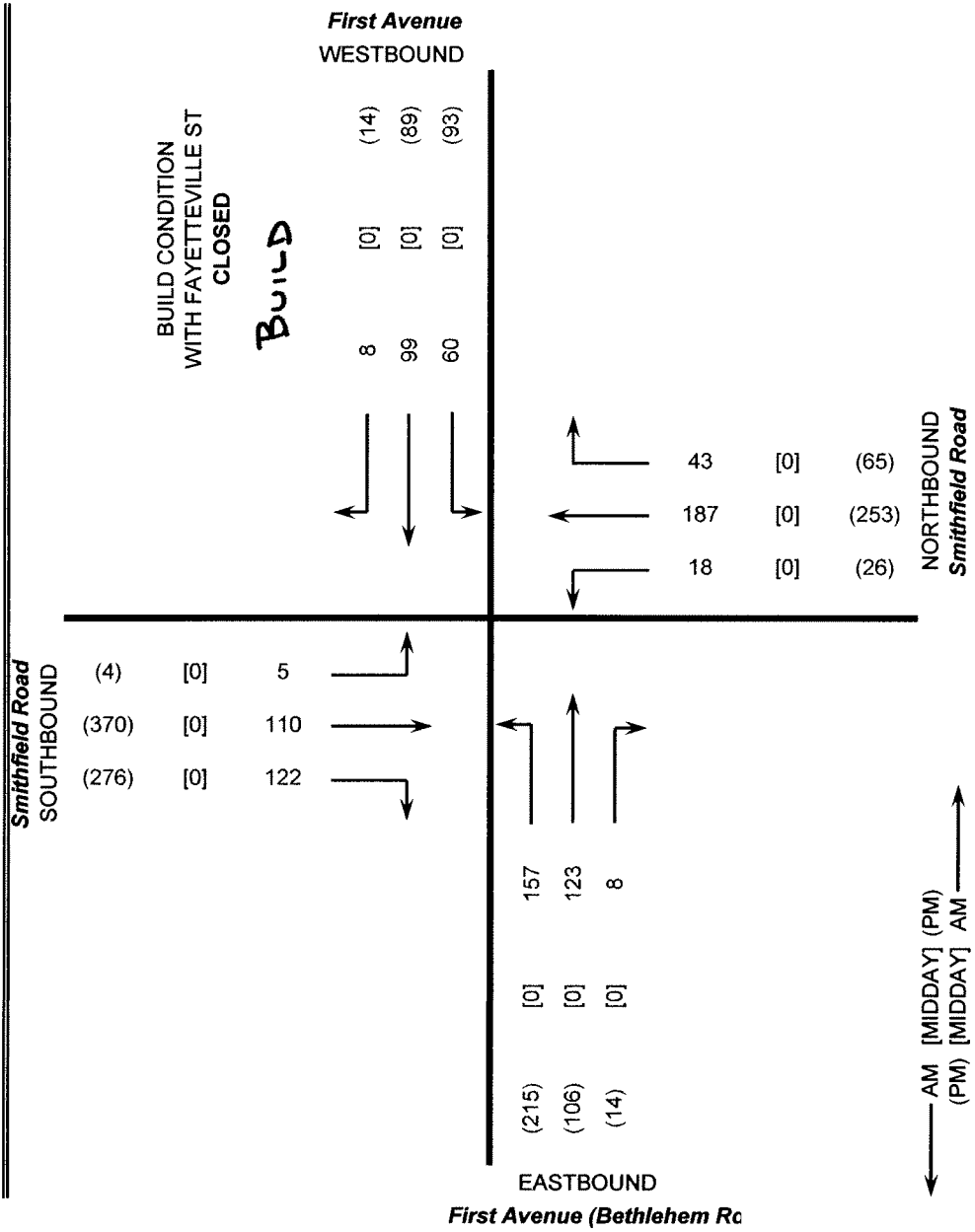
DATE: 23-Jun-2010

FILE NAME:

JOB NUMBER: 54606

N/S STREET: Smithfield Road

E/W STREET: First Avenue

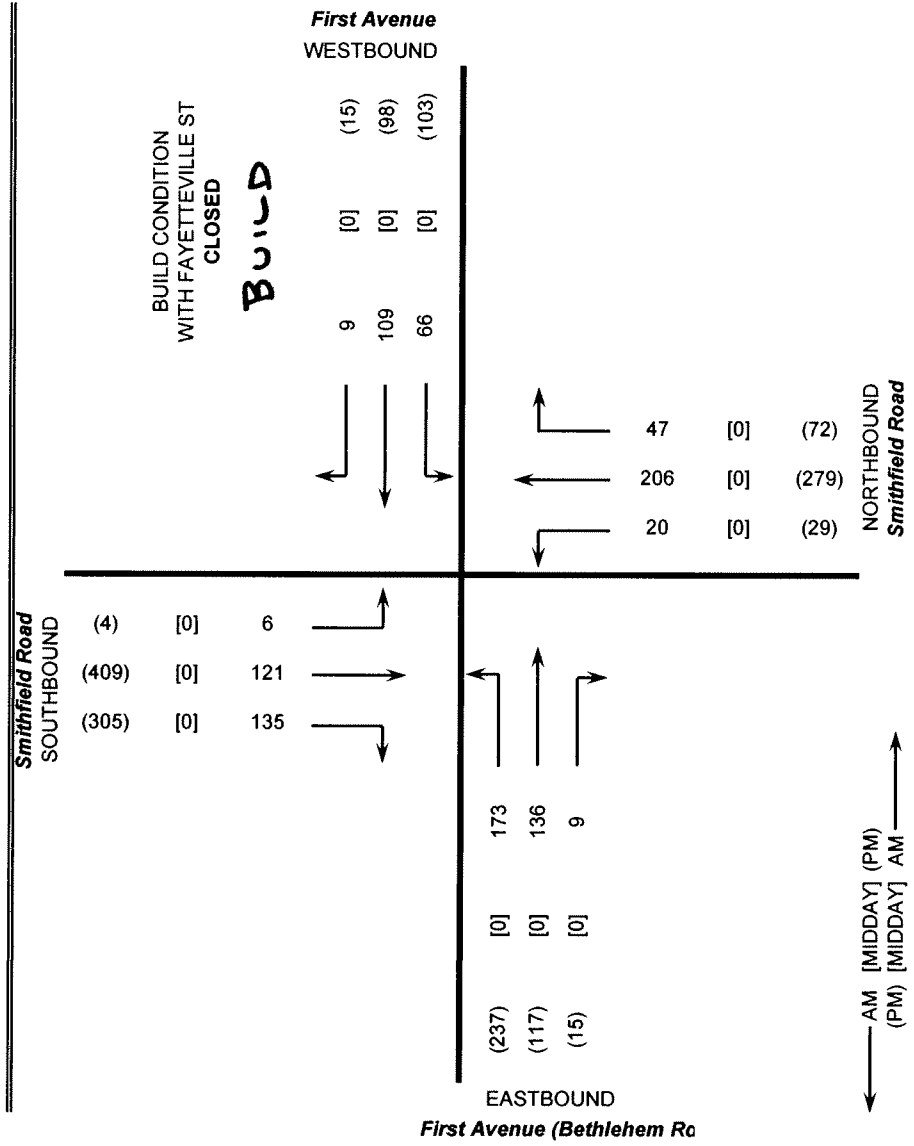


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INTERSECTION: **Smithfield Road & First Avenue**
 DATE: **23-Jun-2010**
 N/S STREET: **Smithfield Road**
 FILE NAME: **0**
 EW STREET: **First Avenue**
 JOB NUMBER: **54606**

GROWTH FACTOR PER YEAR: **2.0 %**

CURRENT YEAR: **2011**
 DESIGN YEAR: **2016**



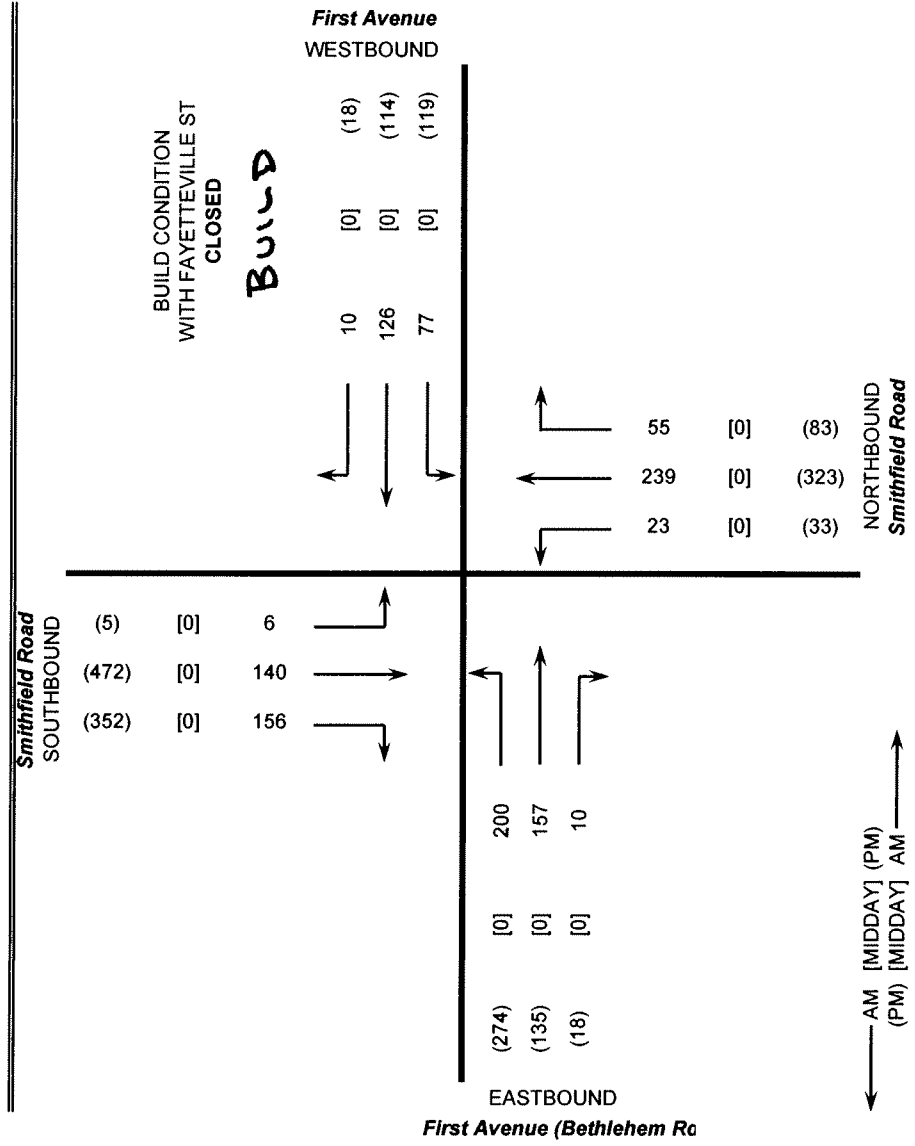
NO BUILD **INTERSECTION PEAK HOUR VOLUME SUMMARY**

INTERSECTION: **Smithfield Road & First Avenue**
 N/S STREET: **Smithfield Road**
 EW STREET: **First Avenue**

DATE: **23-Jun-2010**
 FILE NAME: **0**
 JOB NUMBER: **54606**

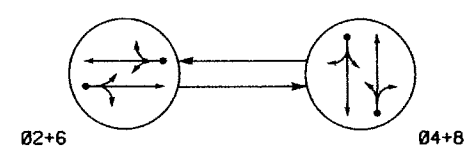
GROWTH FACTOR PER YEAR: **5.0 %**

CURRENT YEAR: **2011**
 DESIGN YEAR: **2016**



Signal Plans and Timings

PHASING DIAGRAM

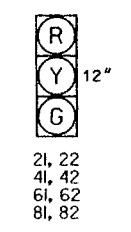


PHASING DIAGRAM DETECTION LEGEND
● DETECTED MOVEMENT
○ UNDETECTED MOVEMENT (OVERLAP)
- - - UNSIGNALIZED MOVEMENT
- - - PEDESTRIAN MOVEMENT

SIGNAL FACE	PHASE		
	02+6	04+8	FLASH
2L, 2R	G	R	Y
4L, 4R	R	G	R
6L, 6R	G	R	Y
8L, 8R	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



OASIS 2070L LOOP & DETECTOR INSTALLATION CHART											
INDUCTIVE LOOPS						DETECTOR PROGRAMMING					
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	NEW CADD
2A	6X60	+5	EXISTING	-	2	Y	Y	-	-	-	Y
4A	6X60	0	2-4-2	-	4	Y	Y	-	-	10	Y
6A	6X60	+5	EXISTING	-	6	Y	Y	-	-	-	Y
8A	6X60	+5	EXISTING	-	8	Y	Y	-	-	10	Y

2 Phase
Fully Actuated
(Isolated)

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 late night flashing operation unless otherwise directed by the Engineer.
- Set all detector units to presence mode.
- In the event of loop replacement, refer to the current ITS and Signals Design Manual and submit a Plan of Record to the Signal Design Section.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Pavement markings are existing.

OASIS 2070L TIMING CHART				
FEATURE	PHASE			
	2	4	6	8
Min Green 1 *	10	7	10	7
Extension 1 *	3.0	2.0	3.0	2.0
Max Green 1 *	45	30	45	30
Yellow Clearance	3.1	3.4	3.3	4.0
Red Clearance	1.4	1.7	1.5	1.2
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	-	-	-	-
Don't Walk 1	-	-	-	-
Seconds Per Actuation *	-	-	-	-
Max Variable Initial *	-	-	-	-
Time Before Reduction *	-	-	-	-
Time To Reduce *	-	-	-	-
Minimum Gap	-	-	-	-
Recall Mode	MIN RECALL	-	MIN RECALL	-
Vehicle Call Memory	-	-	-	-
Dual Entry	-	ON	-	ON
Simultaneous Gap	ON	ON	ON	ON

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

LEGEND	
PROPOSED	EXISTING

Signal Upgrade

Prepared in the Office of:

750 N. Greenfield Place, Durham, NC 27701

SR 2049 (First Avenue)
at
SR 2233 (Smithfield Road)

Division 5 Wake County Knightdale

PLAN DATE: JANUARY 2010 REVIEWED BY: C.E. Carter

PREPARED BY: C.E. Carter REVIEWED BY:

REVISIONS: INIT. DATE

SCALE: 0 20
1"=20'

SEAL

NORTH CAROLINA
PROFESSIONAL
SEAL 026486
ENGINEER
ROBERT J. ZIMMERMAN

SIGNATURE: DATE: 1/10/10

SIG. INVENTORY NO. 05-1403

Intersection Accident Data

THIS REPORT IS FOR THE USE OF THE DIVISION OF MOTOR VEHICLES. THE DATA IS COLLECTED FOR STATISTICAL ANALYSIS AND SUBSEQUENT HIGHWAY SAFETY PROGRAMMING. DETERMINATIONS OF "FAULT" ARE THE RESPONSIBILITY OF INSURERS OR OF THE STATE'S COURTS.

2

Do not write in these spaces

102647928

No. of Units Involved

Form 1 of 1

☐ Supplemental Report

☒ Non-Reportable

Date Received by DMV

08/06/2009

Date 07/12/2009

County WAKE

Time 17:00

Local Use/Petrol Area 24-09-004856/Z-

(24 Hour Clock)

33 Relative to Roadway Surface 1 Crash occurred ☒ In Near KNIGHTDALE

on N. SMITHFIELD RD.

Highway Number, or Highway, Street, (if ramp or service road, indicate on line)

at 6666 FIRST AVE.

Use Highway Number, Street Name or Adjacent County or State Line

Municipality

☐ Ramp or Service Road

☐ R.R. Crossing

☐ Lowered

RAIL ROAD ST.

Use Highway Number, Street Name or Adjacent County or State Line

Miles N S E W outside municipality

Miles R N S E W (if available)

(S.E. Information)

Latitude

Altitude

UNIT #1 ☒ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ COMMERCIAL as VEHICLE

Driver KELTON LEE MONTAGUE

First Middle Last Suffix

Address 5600 MEADOW RUN

City KNIGHTDALE State NC Zip 275459793

Same Address on Driver's License? ☒ Yes ☐ No

Driver's Phone Numbers H (919) 266-4255 W ()

D.L. # 000024557743 State NC

DOB 04/16/1985 34 Vision Obstruction 00 35 Physical Condition 01 36 D.L. Restrictions 9

37 Alcohol/Drugs Suspected 0 38 Alcohol/Drugs Test 0 39 Results (if known) 0 40 Vehicle Seizure (DWI) ☐

CDL License ☐

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UNIT #2 ☒ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ OTHER

Driver EMILY RENEE PEARL

First Middle Last Suffix

Address 205 HEATHWICK DR

City KNIGHTDALE State NC Zip 275458004

Same Address on Driver's License? ☐ Yes ☐ No

Driver's Phone Numbers H (919) 261-8546 W ()

D.L. # 000031530670 State NC

DOB 01/25/1992 34 Vision Obstruction 00 35 Physical Condition 01 36 D.L. Restrictions 0

37 Alcohol/Drugs Suspected 0 38 Alcohol/Drugs Test 0 39 Results (if known) 0 40 Vehicle Seizure (DWI) ☐

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46 Name of EMS

47 Injured Taken by EMS to

(Treatment Facility and City or Town)

46 Name of EMS

47 Injured Taken by EMS to

(Treatment Facility and City or Town)

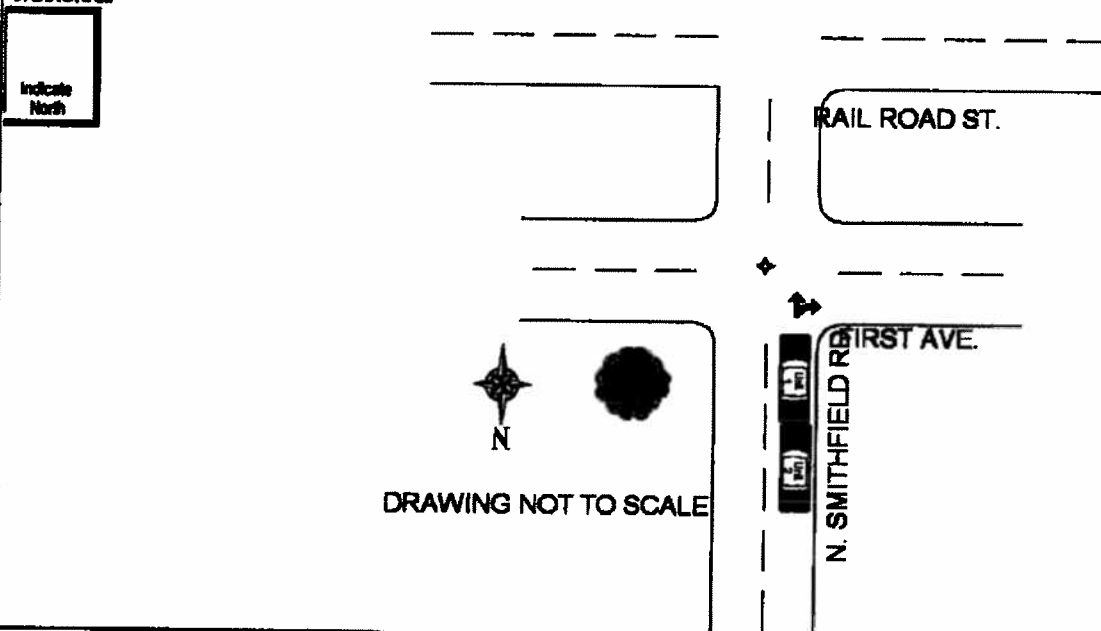
	21	22	23	24	25	26	27	28	29	30	31	32	Names and Addresses for All Persons (Unit 1/Unit 2 Dvr, Ped, etc. - See Above); Use check blocks if address same as Driver
A	1	1	1	Unit 1-Dvr, Ped, etc.	B	M	2	1	3	2	1	5	one shown
B	2	1	1	Unit 2-Dvr, Ped, etc.	W	F	2	1	3	2	1	5	one shown
C													
D													
E													
F													
G													
H													

Unit 1 Towed Tally:

Unit 2 Towed Tally:

POINTS OF INITIAL CONTACT (Write in Codes) Unit 1 <u>15</u> Unit 2 <u>2</u>			VEHICLE INFO. Veh # <u>1</u> Veh # <u>2</u>		ROADWAY INFO.		WORK ZONE RELATED	
CRASH SEQUENCE (Unit Level) Unit 1 Unit 2			60 Authorized Speed Limit 35 35		69 Road Feature 7		76 Workzone Area 5	
61 Vehicle Maneuver/Action 1 4			61 Estimate of Original Traveling Speed 0 10		70 Road Character 1		79 Work Activity	
62 Non-Motorist Action			62 Estimate of Speed at Impact 0 3		71 Road Classification 5		80 Work Area Marked	
63 Non-Motorist Location Prior to Impact			63 Tire Impressions Before Impact (IL) 0 0		72 Road Surface Type 3		81 Crash Location	
64 Crash Sequence - First Event for This Unit 21 21			64 Distance Traveled After Impact (IL) 0 0		73 Road Configuration 2		TRAILER INFO. Unit 1 Unit 2	
65 Crash Sequence - Second Event			65 Emergency Vehicle Use		74 Access Control 1		82 Trailer Type 00 00	
66 Crash Sequence - Third Event			66 Post Crash Fire (if "Yes" check block) ☐ ☐		75 Number of Lanes 2		1st Trailer No. Axles Width (inches) Length (feet)	
67 Crash Sequence - Fourth Event			67 School Bus - Contact Vehicle ☐ ☐		76 Traffic Control Type 3		2nd Trailer No. Axles Width (inches) Length (feet)	
68 Most Hazardous Event for This Unit 21 21			68 School Bus - Noncontact Vehicle ☐ ☐		77 Traffic Control Oper 1		83 Unit Overwidth Trailer and Overwidth Mobile Home	
69 Distance/Direction to Object Struck 0 0			COMMERCIAL VEHICLE: Hazardous Materials Involvement Haz Mat Placed ☐ Yes ☐ No From Placed indicate:  Hazardous Cargo ☐ Yes ☐ No 4-digit placard number or name from diamond or box 1-digit number from bottom of diamond Refueled (fillers not include fuel tank and tank) ☐ Yes ☐ No Carrying Haz Mat ☐ Yes ☐ No					
70 Vehicle Defects 0 0								

DIAGRAM



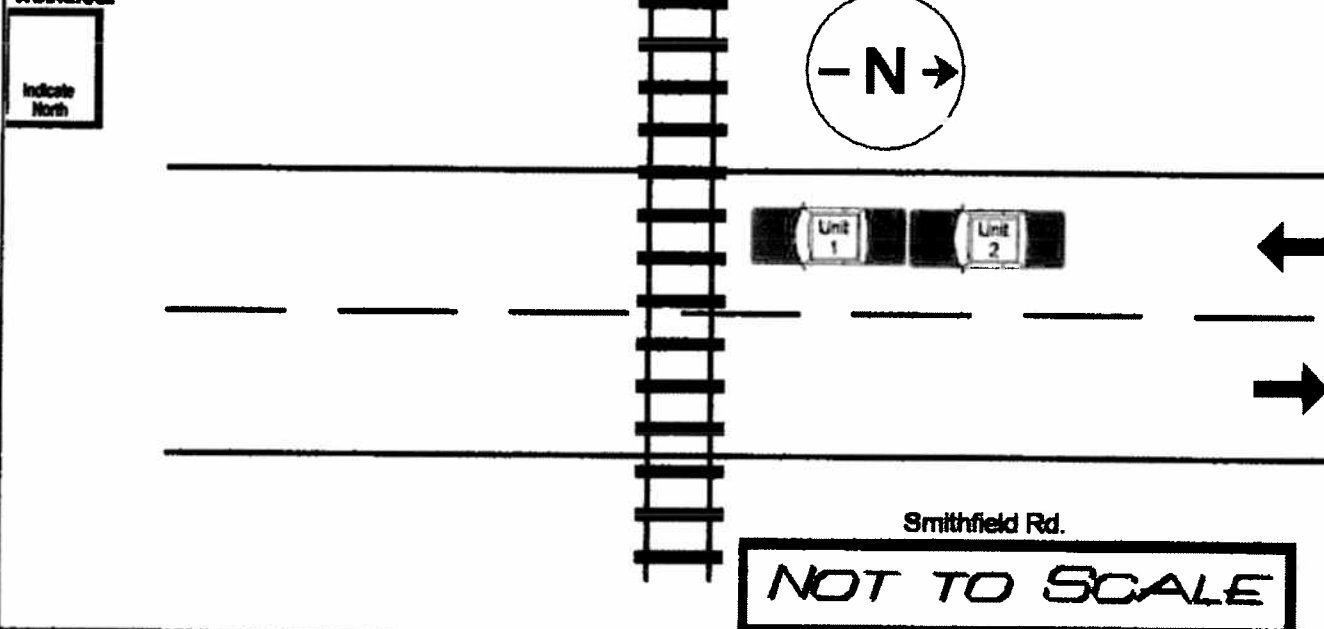
Unit 1 was: ☒ Traveling ☐ Parked Facing N S E W on N. SMITHFIELD RD. Unit 2 was: ☒ Traveling ☐ Parked Facing N S E W on N. SMITHFIELD RD.

NARRATIVE (Provide pertinent and unusual aspects, which are not listed elsewhere on this form) **THE DRIVER OF VEHICLE #1 ADVISED THAT HE HAD STOPPED FOR THE RED LIGHT AT ON SMITHFIELD RD. AT FIRST AVENUE AND HE FELT VEHICLE #2 BUMP HIM FROM BEHIND. HE ADVISED THAT THERE DID NOT APPEAR TO BE MUCH IF ANY DAMAGE BUT HE WANTED A REPORT TAKEN BECAUSE HE SAW SOMETHING FALL FROM UNDER THE VEHICLE WHEN HE PULLED AT THE PLASTIC BUMPER. THE DRIVER OF VEHICLE #2 ADVISED THAT SHE WAS SLOWING FOR THE RED LIGHT AND VEHICLE #1 STOPPED BEFORE SHE THOUGHT HE DID AND SHE BUMPED THE REAR OF HIS CAR.**

Type/Owner		Owner Address Phone		ADDITIONAL PROPERTY DAMAGE		State Property? ☐ Estimated Damage \$	
Name		Address		Phone No. ()		Name	
Name		Address		Phone No. ()		Name	
Name 1 - KELTON LEE MONTAGUE		Charge(s)		Traffic Violation(s)		Name	
Officer Name J c bennett		Officer Number 8997		Department Knightdale Police Department		Date of Report 07/15/2009	

40 POINTS OF INITIAL CONTACT (State in Col-1) Unit 1 <u>15</u> Unit 2 <u>2</u>			VEHICLE INFO.		Unit 1	Unit 2	ROADWAY INFO.		WORK ZONE RELATED	
CRASH SEQUENCE (Unit Level)			41 Authorized Speed Limit	35	35	42 Road Feature	22	74 Workzone Area	5	
43 Vehicle Maneuver/Action	11	4	41 Estimate of Original Traveling Speed	15	15	74 Road Character	1	74 Work Activity		
44 Non-Motorist Action			42 Estimate of Speed at Impact	15	15	71 Road Classification	5	80 Work Area Marked		
45 Non-Motorist Location Prior to Impact			43 Tire Impressions Before Impact (ft.)	0	0	72 Road Surface Type	3	81 Crash Location		
46 Crash Sequence - First Event for This Unit	21	21	44 Distance Traveled After Impact (ft.)	0	0	73 Road Configuration	2	TRAILER INFO. Unit 1 Unit 2		
47 Crash Sequence - Second Event			45 Emergency Vehicle Use			74 Access Control	1	82 Trailer Type	00	00
48 Crash Sequence - Third Event			46 Post Crash Pos (if "Yes" check block)	☐	☐	75 Number of Lanes	2	1st Trailer No. Axles		
49 Crash Sequence - Fourth Event			47 School Bus - Contact Vehicle	☐	☐	76 Traffic Control Type	0	Width (inches)		
50 Most Harmful Event for This Unit	21	21	48 School Bus - Noncontact Vehicle	☐	☐	77 Traffic Control Oper		Length (feet)		
51 Distance/Direction to Object Struck	0	0	COMMERCIAL VEHICLE: Hazardous Materials Involvement Haz Mat Placed ☐ Yes ☐ No From Placed indicate: Hazardous Cargo ☐ Yes ☐ No 4-digit placard number or 1-digit number from Re/loaded (Yes & include from fuel tank) name from diamond or box bottom of diamond Carrying Haz Mat ☐ Yes ☐ No				83 1st Trailer No. Axles			
52 Vehicle Undercar/Overide	3	3					83 2nd Trailer No. Axles			
53 Vehicle Defects	0	0					83 3rd Trailer No. Axles			

54 DIAGRAM



Unit 1 was: ☒ Traveling ☐ Parked Facing ☐ N ☐ S ☐ E ☐ W on **SMITHFIELD RD** Unit 2 was: ☒ Traveling ☐ Parked Facing ☐ N ☐ S ☐ E ☐ W on **SMITHFIELD RD**

55 NARRATIVE (Include pertinent and unusual aspects, which are not listed elsewhere on the form) **VEHICLE #1 WAS SLOWING DOWN TO CROSS THE RAIL ROAD TRACKS, VEHICLE #2 WAS TRAVELING STRAIGHT AND RAN INTO VEHICLE #1.**

56 Type of Owner: ☐ Owner Address: ☐ ABORIGINAL PROPERTY DAMAGE ☐ State Property? ☐ Estimated Damage: \$

57 Name: Address: Phone No. ()

Name: **2 - HEATHER ANNE LEWIS** Charge(s): **C9320620-6 - DWI**

Name: Officer Name: **R. R. Fullerton** Officer Number: **6089** Department: **Knightdale Police Department** Date of Report: **06/23/2009**

THIS REPORT IS FOR THE USE OF THE DIVISION OF MOTOR VEHICLES. THE DATA IS COLLECTED FOR STATISTICAL ANALYSIS AND SUBSEQUENT HIGHWAY SAFETY PROGRAMMING. DETERMINATIONS OF "FAULT" ARE THE RESPONSIBILITY OF INSURERS OR OF THE STATE'S COURTS.

Do not write in these spaces

103175561

Date Received by DMV

06/10/2011

No. of Units Involved

Form 1 of 1

☐ Supplemental Report☐ Non-ReportableDate
06/06/2011County
WAKETime
10:12Local Map/Point Area
24-11-004970/233 Relative to Roadway Surface 1 Crash occurred ☒ Near **KNIGHTDALE**☐ ☐ ☐ ☐ outside municipalityon **FIRST AVE**

Municipality

☐

(R.R. Crossing # _____)

Miles

N S E W

R. N S E W

Highway Number, or Highway, Street, (if ramp or service road, indicate on line)

Ramp or Service Road

(if L-Information)

(if available)

at **SMITHFIELD RD**☐ ☒ ☐ ☐known **SILLS AVE**

Latitude

Longitude

Use Highway Number, Street Name or Adjacent County or State Line

N S E W

Use Highway Number, Street Name or Adjacent County or State Line

Altitude

UNIT #1 ☒ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ COMMERCIAL ☐ VEHICLEDriver **FRANCES GRIFFIN ROGERSON**

First Middle Last Suffix

Address **8112 POOLE RD**City **KNIGHTDALE** State **NC** Zip **275459148**

Same Address as Driver's Driver's Phone H (919) 815-4933

License? ☒ Yes ☐ No Numbers W ()D.L. # **000001337801** D.L. Class **C** State **NC**CDL License ☐DOB **11/25/1938** 34 Vision Obstruction **00** 35 Physical Condition **07** 36 D.L. Restrictions **1**37 Alcohol/Drugs Suspected **0** 38 Alcohol/Drugs Test **0** 39 Results (if known) **0** 40 Vehicle Seizure (Date) ☐Owner **CYNTHIA GRIFFIN PRICE**Same as Driver? ☐Address **8112 POOLE RD**Same Address as Driver? ☐City **KNIGHTDALE** State **NC** Zip **275459148**Plate # **ACT8043** Plate NC Plate 2012VIN **1HGCB7673PA017835**Vehicle **HOND** Vehicle 1993 41 Vehicle 1 42 Vehicle ☐ YesMake Year Style (Type) Drivable ☒ No43 TAD **FD-4** 44 Estimated Damage **\$4000**Insurance **THE MEMBERS INS CO.**

Company

Policy # **AAC 001837100**

38 COMMERCIAL VEHICLE: Cargo, Carrier Name, Address, Source

Unit ☐ 45 Cargo Body Type ☐ Same Address as Owner?

Source:

☐ Truck☐ Shipping papers☐ OtherUNIT #2 ☒ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ OTHERDriver **KIERRA DOMONIQUE MORGAN**

First Middle Last Suffix

Address **901 GROSSDALE ST**City **KNIGHTDALE** State **NC** Zip **275456009**

Same Address as Driver's Driver's Phone H (919) 217-7022

License? ☒ Yes ☐ No Numbers W (919) 625-7378D.L. # **000032749562** D.L. Class **C** State **NC**CDL License ☐DOB **04/08/1991** 34 Vision Obstruction **00** 35 Physical Condition **01** 36 D.L. Restrictions **0**37 Alcohol/Drugs Suspected **0** 38 Alcohol/Drugs Test **0** 39 Results (if known) **0** 40 Vehicle Seizure (Date) ☐Owner **SHONDELL LAVON BROWN**Same as Driver? ☐Address **901 GROSSDALE ST**Same Address as Driver? ☒City **KNIGHTDALE** State **NC** Zip **275456009**Plate # **SSS9718** Plate NC Plate 2011VIN **JN1CA21D9WT510333**Vehicle **NISS** Vehicle 1998 41 Vehicle 1 42 Vehicle ☐ YesMake Year Style (Type) Drivable ☒ No43 TAD **BR-3** 44 Estimated Damage **\$3000**Insurance **NATIONWEIDE PROPERTY AND CASUALTY**

Company

Policy # **61C100942**

38 COMMERCIAL VEHICLE: Cargo, Carrier Name, Address, Source

Unit ☐ 45 Cargo Body Type ☐ Same Address as Owner?

Carrier Identification Numbers, GVWR, Axles

US DOT# _____ ICC# _____ Axles on Vehicle

State _____ Status _____ IF746 _____

Gross Vehicle Weight Rating _____

PSM _____ PSM# _____

PSM# _____

21 22 23 24 25 26 27 28 29 30 31 32 Names and Addresses for All Persons (Unit 1/Unit 2 Driver, Pass, etc. - See Above); Use check blocks if address same as Driver

A	1	1	1	Unit 1-Driver, Pass, etc. see above	W	F	2	2	3	2	1	4	see above	Unit 1 Towed Tally: DEBNAMS-OWNERS REQUEST/DEBNAMS-OWNERS REQUEST
B	2	1	1	Unit 2-Driver, Pass, etc. see above	B	F	2	2	3	2	1	3	see above	Unit 2 Towed Tally: DEBNAMS WRECKER/DEBNAMS WRECKER
C	1	2	3	12/08/1960	W	F	2	1	3	2	1	5		ANGELA JEANETTE TAYLOR 4808 APPLING CT, WENDELL, NC 27591
D														
E														
F														
G														
H														

46 Name of EMS **AB-DENIED EMS TRANSPORT**

46 Name of EMS

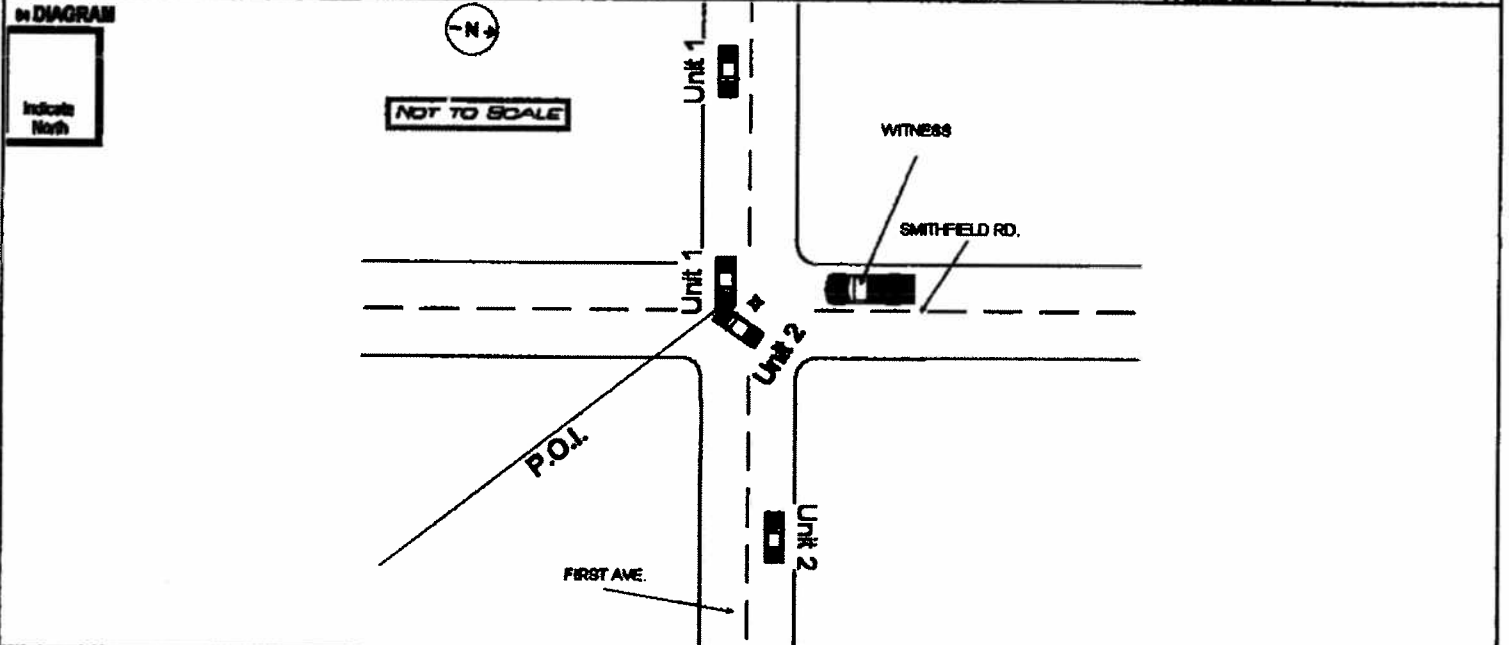
47 Injured Towed by EMS to

(Treatment Facility and City or Town)

47 Injured Towed by EMS to

(Treatment Facility and City or Town)

POINTS OF INITIAL CONTACT Unit 1 <u>3</u> Unit 2 <u>1</u>			VEHICLE INFO.		Unit 1 Unit 2	ROADWAY INFO.		WORK ZONE RELATED	
CRASH SEQUENCE (Unit Level) Unit 1 Unit 2			60 Authorized Speed Limit 25 25	61 Estimate of Original Traveling Speed 25 10	62 Estimate of Speed at Impact 25 10	63 Tire Impressions Before Impact (R.) 0 0	64 Distance Traveled After Impact (R.) 0 0	65 Emergency Vehicle Use	66 Post Crash Fire (if "Yes" check box) ☐ ☐
67 School Bus - Contact Vehicle ☐ ☐			68 School Bus - Noncontact Vehicle ☐ ☐			69 Road Feature 70 Road Character 71 Road Classification 72 Road Surface Type 73 Road Configuration 74 Access Control 75 Number of Lanes 76 Traffic Control Type 77 Traffic Control Oper			78 Workzone Area 79 Work Activity 80 Work Area Marked 81 Crash Location
82 Crash Sequence - First Event for This Unit 23 23			83 Crash Sequence - Second Event 84 Crash Sequence - Third Event 85 Crash Sequence - Fourth Event			TRAILER INFO. Unit 1 Unit 2 86 Trailer Type 1st Trailer No. Axles Width (inches) Length (feet) 2nd Trailer No. Axles Width (inches) Length (feet)			
86 Most Harmful Event for This Unit 23 23			87 Distance/Direction to Object Struck 0 0			88 Vehicle Under/Overlaid 3 3			89 Unit Overwidth Trailer and Overwidth Mobile Home
89 Vehicle Defects 7 7			COMMERCIAL VEHICLE: Hazardous Materials Involvement Unit Haz Mat Placed ☐ Yes ☐ No Hazardous Cargo ☐ Yes ☐ No Released (check and indicate fuel tank location) Carrying Haz Mat ☐ Yes ☐ No			From Placed indicate: 4-digit placard number or name from diamond or box 1-digit number from bottom of diamond			90 Unit Overwidth Trailer and Overwidth Mobile Home



Unit 1 was: ☒ Traveling ☐ Parked Facing ☐ N ☐ S ☐ E ☐ W on FIRST AVE

Unit 2 was: ☒ Traveling ☐ Parked Facing ☐ N ☐ S ☐ E ☐ W on FIRST AVE

6. NARRATIVE (Include pertinent and unusual aspects, which are not shown elsewhere on the form)

UNIT NUMBER 1 WAS TRAVELLING EAST ON FIRST AVE. (STRAIGHT THROUGH THE INTERSECTION) WHEN IT WAS STRUCK BY UNIT NUMMBER 2: WHICH WAS TURNING LEFT FROM FIRST AVE. (SOUTH WEST) ONTO SMITHFIELD RD. (SOUTH). OPERATOR OF UNIT NUMBER 2 SUSTAINED AN INJURY TO HER MOUTH (VISIBLE BLEEDING INSIDE) BUT DENIED TRANSPORT BY EASTERN WAKE EMS. OPERATOR AND PASSENGER OF UNIT NUMBER 1 COMPLAINED OF CHEST PAIN (FROM SEATBELT): NOTHING VISIBLE. BOTH DENIED EMS TRANSPORT FROM EASTERN WAKE EMS. OPERATOR OF UNIT NUMBER 1 REQUESTED DEBNAMS TOW THE VEHICLE SHE WAS OPERATING - AFTER ROTATION HAD BEEN CONTACTED BY RALEIGH COMMUNICATIONS. NO SPEED ESTIMATE / CALCULATION BASED ON LACK OF ANY TIRE IMPRESSIONS.

7. Type/Owner _____ **Owner Address** _____ **ADDITIONAL PROPERTY DAMAGE** _____ **State Property?** ☐ **Estimated Damage** _____

Name AUTHUR BARNES **Address** 4108 NANTUCKETT DR. WILSON, NC 27894 **Phone No.** (_____) _____

Name _____ **Address** _____ **Phone No.** (_____) _____

Name _____ **Charge(s)** _____ **Charge(s)** _____

Name _____ **Charge(s)** _____ **Charge(s)** _____

Officer Name steve b bailey **Officer Number** 6478 **Department** Knightdale Police Department **Date of Report** 06/06/2011

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2

Do not write in these spaces

103174714

No. of Units Involved

Form 1 of 1

☐ Supplemental Report☐ Non-Reportable

Date Received by DMV

06/10/2011

Date
06/09/2011County
WAKETime
19:06
(24 Hour Clock)Local Use/Patrol Area
24-11-005102/0033 Relation to
Roadway Surface 1 Crash
occurred ☒ in
Near KNIGHTDALE☐ ☐ ☐ ☐ outside municipality

on SMITHFIELD RD

Municipality

☐

(R.R. Crossing #)

Miles

N S E W

☐ ☐ ☐ ☐

Highway Number, or Highway, Street, (if ramp or service road, indicate on flow)

Ramp or
Service Road

Miles

(0 R-Intersection)

R N S E W

(if available)

at 4th Ave FIRST AVE

☒ ☐ ☐ ☐

toward MAPLE ST

Latitude

Longitude

Use Highway Number, Street Name or Adjacent County or State Line

Use Highway Number, Street Name or Adjacent County or State Line

Altitude

UNIT #1 ☒ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ COMMERCIAL
as VEHICLEUNIT #2 ☒ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ OTHER

Driver TONYA NOLON PRICHARD

Driver THEODORE WATSON

First Middle Last Suffix

First Middle Last Suffix

Address 512 SOUTHAMPTON DR

Address 1722 COSTMARY LN

City KNIGHTDALE State NC Zip 275457924

City KNIGHTDALE State NC Zip 275457646

Same Address as Driver's Driver's H (919) 288-2733

Same Address as Driver's Driver's H (919) 961-2316

License? ☒ Yes ☐ No Numbers W (919) 500-6952License? ☒ Yes ☐ No Numbers W (919) 217-2316

D.L. # 000003428776 D.L. Class C State NC

D.L. # 000033857368 D.L. Class C State NC

DOB 09/11/1969 34 Vision Obstruction 00 35 Physical Condition 01 36 D.L. Restrictions 0

DOB 04/30/1973 34 Vision Obstruction 00 35 Physical Condition 01 36 D.L. Restrictions 0

37 Alcohol/ 0 38 Alcohol/ 0 39 Results 0 40 Vehicle

37 Alcohol/ 0 38 Alcohol/ 0 39 Results 0 40 Vehicle

Drugs Suspected 0 Drugs Test 0 (if known) 0 Seizure (DWI) ☐Drugs Suspected 0 Drugs Test 0 (if known) 0 Seizure (DWI) ☐

Owner JEFFERY LYNN PRICHARD

Owner THEODORE WATSON

Same as Driver? ☐Same as Driver? ☒

Address 512 SOUTHAMPTON DR

Address 1722 COSTMARY LN

Same Address as Driver? ☒Same Address as Driver? ☒

City KNIGHTDALE State NC Zip 275457924

City KNIGHTDALE State NC Zip 275457646

Plate # T2B9478 Plate NC Plate 2011

Plate # ZYT3932 Plate NC Plate 2011

VIN 1GND513SX32400274

VIN JN1CA21D0XT202128

Vehicle CHEV Vehicle 2003 41 Vehicle 4 42 Vehicle ☒ YesVehicle NISS Vehicle 1999 41 Vehicle 1 42 Vehicle ☒ YesMake Make Year Style (Type) Drivable ☐ NoMake Make Year Style (Type) Drivable ☐ No

43 TAD FL-1 44 Estimated \$3000

43 TAD RD-1 44 Estimated \$3000

Insurance NC FARM BUREAU FEDERATION, INC

Insurance NATIONWIDE AFFINITY INS CO

Company Company

Company Company

Policy # APM 3870278 4005

Policy # 6132C468382

20 COMMERCIAL VEHICLE: Cargo, Carrier Name, Address, Source

Carrier Identification Numbers, GVWR, Axles

Unit 45 Cargo Body Type ☐ Same Address as Owner?

US DOT# ICC# Axles on Vehicle

Source: ☐ Truck

State State's IFTAS

☐ Off-highway

FED# Fleet# Gross Vehicle Weight (Rtg)

☐ Other

21 22 23 24 25 26 27 28 29 30 31 32 Names and Addresses for All Persons (Unit 1 Unit 2 Drv, Ped, etc. - See Above); Use check blocks if address same as Driver

A	1	1	1	Unit 1-Driv, Ped, etc. see above	B	F	2	1	4	2	1	5	see above	Unit 1 Towed Tally:
B	2	1	1	Unit 2-Driv, Ped, etc. see above	B	M	2	1	4	2	1	5	see above	Unit 2 Towed Tally:
C	1	2	3	07/01/1999	B	F	2	1	3	2	1	5		MELODY ELIZABETH PRICHARD 512 SOUTHAMPTON DR, KNIGHTDALE, NC 275457924
D	1	2	6	09/23/2003	B	F	2	1	0	2	1	5		MEGAN FAITH PRICHARD 512 SOUTHAMPTON DR, KNIGHTDALE, NC 275457924
E														
F														
G														
H														

46 Name of EMS

46 Name of EMS

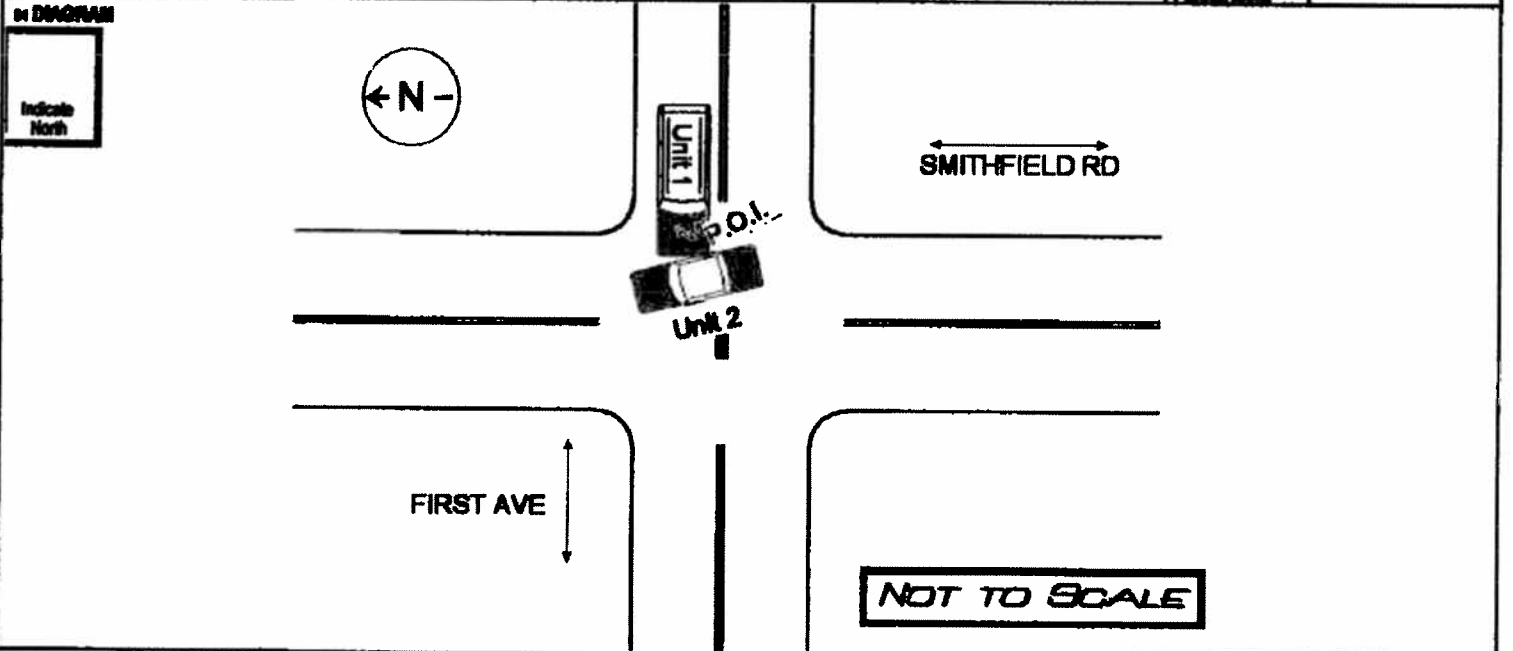
47 Injured Taken
by EMS to

(Treatment Facility and City or Town)

47 Injured Taken
by EMS to

(Treatment Facility and City or Town)

40 PORTS OF ORIGIN CONTACT (Side or Corner) Unit <u>1</u> <u>3</u> Unit <u>2</u> <u>15</u>			VEHICLE INFO.		Veh # <u>1</u>	Veh # <u>2</u>	ROADWAY INFO.		WORK ZONE RELATED	
CRASH SEQUENCE (Unit Level) Unit <u>1</u> Unit <u>2</u>			60 Authorized Speed Limit <u>25</u> <u>35</u>	63 Road Feature <u>7</u>	76 Workzone Area <u>5</u>					
41 Estimate of Original Traveling Speed <u>5</u> <u>25</u>			64 Estimate of Speed at Impact <u>5</u> <u>25</u>	70 Road Character <u>1</u>	79 Work Activity					
42 Vehicle Maneuver/Action <u>4</u> <u>4</u>			65 Estimate of Time of Impact <u>0</u> <u>0</u>	71 Road Classification <u>5</u>	80 Work Area Method					
43 Non-Motorist Action			66 Time Impressions Before Impact (RL) <u>0</u> <u>0</u>	72 Road Surface Type <u>4</u>	81 Crash Location					
44 Non-Motorist Location Prior to Impact			67 Distance Traveled After Impact (RL) <u>0</u> <u>0</u>	73 Road Configuration <u>2</u>	TRAILER INFO. Unit <u>1</u> Unit <u>2</u>					
45 Crash Sequence - First Event for This Unit <u>30</u> <u>30</u>			68 Emergency Vehicle Use	74 Access Control <u>1</u>	82 Trailer Type <u>00</u> <u>00</u>					
46 Crash Sequence - Second Event			69 Post Crash Fee (if "Yes" check block) ☐ ☐	75 Number of Lanes <u>2</u>	1st Trailer No. Axles					
47 Crash Sequence - Third Event			70 School Bus - Contact Vehicle ☐ ☐	76 Traffic Control Type <u>3</u>	Width (inches)					
48 Crash Sequence - Fourth Event			71 School Bus - Noncontact Vehicle ☐ ☐	77 Traffic Control Oper <u>1</u>	Length (feet)					
49 Most Harmful Event for This Unit <u>30</u> <u>30</u>			COMMERCIAL VEHICLE: Hazardous Materials Involvement Unit				2nd Trailer No. Axles			
50 Distance/Direction to Object Struck <u>0</u> <u>0</u>			Haz Mat Placed ☐ Yes ☐ No				Width (inches)			
51 Vehicle Undercarriage/Overcarriage <u>3</u> <u>3</u>			Hazardous Cargo ☐ Yes ☐ No				Length (feet)			
52 Vehicle Defects <u>7</u> <u>7</u>			Released (please not include fuel tank fuel head)				4-digit placard number or name from diamond or box		1-digit number from bottom of diamond	
			Carrying Haz Mat ☐ Yes ☐ No				83 100% Overwidth Trailer and Overwidth Mobile Home		Overwidth Permit #	



Unit 1 was: ☒ Traveling ☐ Parked Facing N S E W on FIRST AVE

Unit 2 was: ☒ Traveling ☐ Parked Facing N S E W on SMITHFIELD RD

65 NARRATIVE (Provide pertinent and factual details, which are not listed elsewhere on this form)

THE OPERATOR OF VEHICLE 1 STATED SHE HAD STARTED FROM A STOP POSITION ON FIRST AVENUE AT SMITHFIELD ROAD TOWARDS BETHLEHEM ROAD DUE TO A RED TRAFFIC SIGNAL FROM RED TO GREEN. THE OPERATOR OF VEHICLE 2 STATED HE WAS TRAVELING ON SMITHFIELD ROAD AT FIRST AVENUE TOWARDS KNIGHTDALE BOULEVARD ON A GREEN TRAFFIC SIGNAL. VEHICLES 1 & 2 COLLIDED DAMAGING THE LEFT FRONT CORNER OF VEHICLE 1 AND THE RIGHT SIDE REAR DOOR OF VEHICLE 2. (NOTE: NO WITNESSES WERE ABLE TO BE LOCATED IN THIS CASE)

66 Type/Owner _____	Owner Address _____	Owner Phone _____	67 Additional Property Damage _____	State Property? ☐	Estimated Damage \$ _____
WITNESSES					
Name _____	Address _____	Phone No. (_____)			
Name _____	Address _____	Phone No. (_____)			
TRAFFIC VIOLATION(S)					
Name _____	Charge(s) (Circle if applicable) _____				
Name _____	Charge(s) _____				
Officer Name T. Lashley	Officer Number 1304	Department Knightdale Police Department	Date of Report 06/09/2011		

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2

Do not write in these spaces

103006945

No. of Units Involved

Form 1 of 1

☐ Supplemental Report☐ Non-Reportable

Date Received by DMV

11/08/2010

Date
11/07/2010County
WAKETime
17:51Local Use/Patrol Area
24-10-9520/233 R. Intersection 1 Crash occurred ☒ In **KNIGHTDALE**on **SMITHFIELD ROAD**

Municipality

☐

(R.R. Crossing # _____)

☐ ☐ ☐ ☐ outside municipalityMiles **25** N S E WMiles ☒ ☐ ☐ ☐ R N S E W

(0 R. Intersection) (if available)

Highway Number, or Highway, Street, (if ramp or service road, indicate on line)

Ramp or Service Road

Latitude

Longitude

Altitude

from **FIRST AVE**☒ ☐ ☐ ☐

N S E W

toward **MAIN STREET**

Use Highway Number, Street Name or Adjacent County or State Line

UNIT #1 ☒ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ COMMERCIAL ☐ VEHICLEDriver **RICHARD LEE WATKINS**

First Middle Last Suffix

Address **449 BETHLEHEM RD**City **KNIGHTDALE** State **NC** Zip **275459309**

Same Address on Driver's Driver's H (919) 455-1777

License? ☐ Yes ☐ No Numbers W (919) 266-1981D.L. # **000036120958** State **NC**CDL License ☐DOB **09/09/1991** 34 Vision Obstruction **00** 35 Physical Condition **01** 36 D.L. Restrictions **0**37 Alcohol/Drugs Suspected **0** 38 Alcohol/Drugs Test **0** 39 Results (if known) **0** 40 Vehicle Seizure (DWR) ☐Owner **DEBBIE LEE WATKINS**Same as Driver? ☐Address **449 BETHLEHEM RD**Same Address as Driver? ☒City **KNIGHTDALE** State **NC** Zip **275459309**Plate # **SVT6626** Plate **NC** Plate **2011**VIN **5KBCP36829B001772**Vehicle **HOND** Vehicle **2009** 41 Vehicle **1** 42 Vehicle ☒ YesMake Year Style (Type) Drivable ☐ No43 TAD **FD-2** 44 Estimated Damage **\$1500**Insurance **FARM BUREAU**

Company

Policy # **APM4991175**UNIT #2 ☒ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ OTHERDriver **CASHAUNDA JONES MCLAURIN**

First Middle Last Suffix

Address **5601 SANDY TRAIL DR**City **KNIGHTDALE** State **NC** Zip **275457819**

Same Address on Driver's Driver's H (919) 412-8771

License? ☐ Yes ☐ No Numbers W (919) 296-1992D.L. # **000007222458** State **NC**CDL License ☐DOB **10/01/1971** 34 Vision Obstruction **00** 35 Physical Condition **01** 36 D.L. Restrictions **1**37 Alcohol/Drugs Suspected **0** 38 Alcohol/Drugs Test **0** 39 Results (if known) **0** 40 Vehicle Seizure (DWR) ☐Owner **EARL RODERIQUEZ HARRIS**Same as Driver? ☐Address **445 WESTCLIFF CT**Same Address as Driver? ☐City **RALEIGH** State **NC** Zip **276062227**Plate # **YRE6037** Plate **NC** Plate **2010**VIN **2C4GM68475R311466**Vehicle **CHRY** Vehicle **2005** 41 Vehicle **4** 42 Vehicle ☒ YesMake Year Style (Type) Drivable ☐ No43 TAD **BD-2** 44 Estimated Damage **\$1500**Insurance **INTEGON**

Company

Policy # **4460138**

20 COMMERCIAL VEHICLE: Cargo, Carrier Name, Address, Source

45 Cargo Body Type ☐ Same Address as Owner?

Source:

☐ Truck☐ Shipping papers☐ Driver

Carrier Identification Numbers, GVWR, Axles

US DOT# _____ ICC# _____ Axles on Vehicle

State _____ State# _____ IFTA# _____

FE# _____ FE# _____ Gross Vehicle Weight (kg)

	21	22	23	24	25	26	27	28	29	30	31	32	Names and Addresses for All Persons (Unit 1A Unit 2 Drv, Ped, etc. - See Above); Use check blocks if address same as Driver
A	1	1	1	Unit-Dr1, Ped, etc. use above	W	M	2	1	3	2	1	6	one phone Veld 1 Towed Tally:
B	2	1	1	Unit-Dr1, Ped, etc. use above	B	F	2	1	3	2	1	6	one phone Veld 2 Towed Tally:
C	2	2	6	05/13/2009	B	F	4	1	3	2	1	6	KIANNA MCLAURIN 5601 SANDY TRAIL DR, KNIGHTDALE, NC 275457819
D													
E													
F													
G													
H													

46 Name of EMS

46 Name of EMS

47 Injured Taken by EMS to

(Treatment Facility and City or Town)

47 Injured Taken by EMS to

(Treatment Facility and City or Town)

Date Type/ Owner _____	Owner Address _____ Phone _____	State _____ Property? ☐ _____ Estimated Damage \$ _____
WITNESSES		
Name _____	Address _____	Phone No. (____) _____
Name _____	Address _____	Phone No. (____) _____
TRAFFIC VIOLATION(S)		
Name _____	Charge(s) _____ (Circle # system)	
Name _____	Charge(s) _____	
Officer Name Richard Todd Officer Number 1328 Department Knightdale Police Department Date of Report 11/07/2010		

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Data Received by DRIV

08/24/2010

[illegible]

43 Name of EMU

47 Injured Yachters

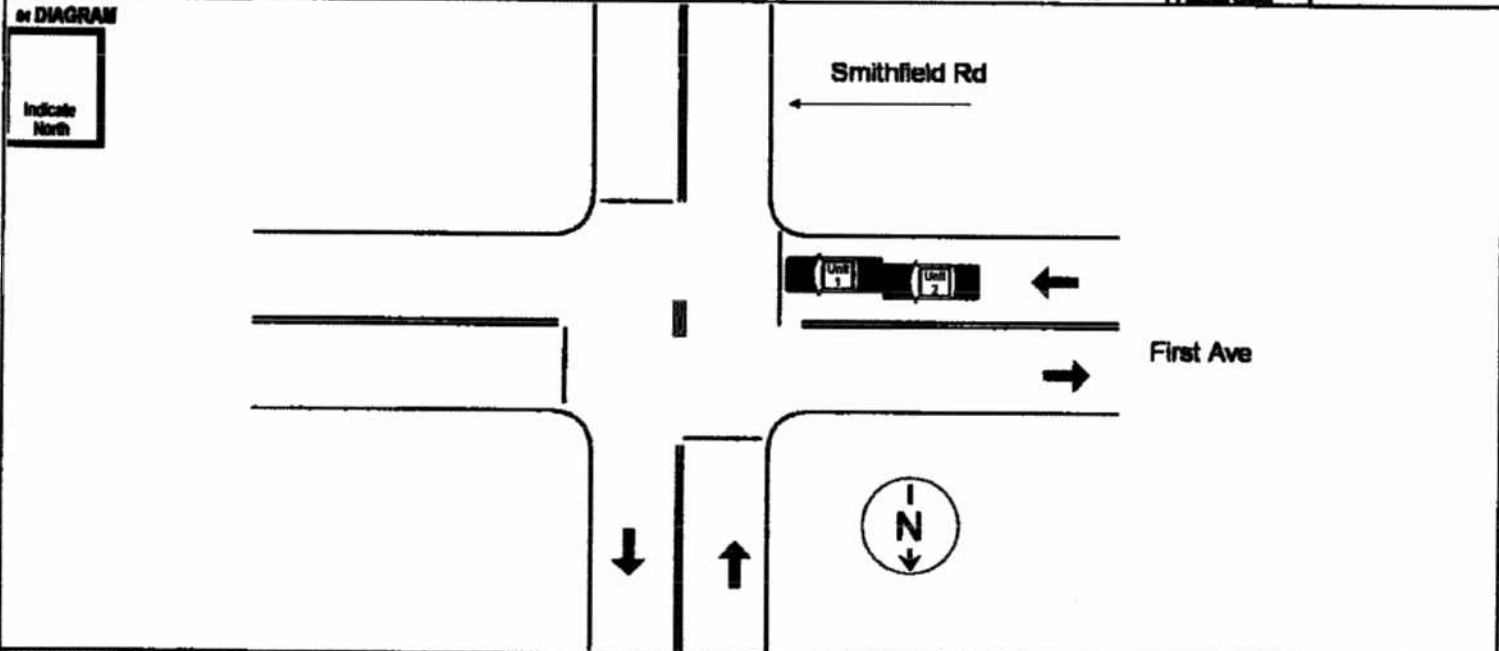
by E. J. M. M.

(Investment Funds and 90% or More)

47 Injured Yachters

(Treatment Facility and City as Treated)

POINTS OF INITIAL CONTACT (Mile or Chain) <u>1 14</u> <u>2 2</u>			VEHICLE INFO.		Veh # <u>1</u>	Veh # <u>2</u>	ROADWAY INFO.		WORK ZONE RELATED		
CRASH SEQUENCE (Unit Level) Unit <u>1</u> Unit <u>2</u>			60 Authorized Speed Limit <u>25</u>	61 Estimate of Original Traveling Speed <u>0</u>	62 Estimate of Speed at Impact <u>0</u>	63 Time Impressions Before Impact (s) <u>0</u>	64 Distance Traveled After Impact (ft) <u>5</u>	65 Emergency Vehicle Use ☐	66 Post Crash Fee (if "Yes" check block) ☐	67 School Bus - Contact Vehicle ☐	68 School Bus - Noncontact Vehicle ☐
49 Vehicle Maneuver/Action	1	11	69 Estimate of Original Traveling Speed <u>20</u>	70 Road Feature <u>7</u>	71 Road Character <u>1</u>	72 Road Classification <u>5</u>	73 Road Surface Type <u>4</u>	74 Access Control <u>1</u>	75 Number of Lanes <u>4</u>	76 Traffic Control Type <u>3</u>	77 Traffic Control Oper <u>1</u>
50 Non-Material Action			70 Road Feature <u>7</u>	71 Road Character <u>1</u>	72 Road Classification <u>5</u>	73 Road Surface Type <u>4</u>	74 Access Control <u>1</u>	75 Number of Lanes <u>4</u>	76 Traffic Control Type <u>3</u>	77 Traffic Control Oper <u>1</u>	
51 Non-Material Location Prior to Impact			70 Road Feature <u>7</u>	71 Road Character <u>1</u>	72 Road Classification <u>5</u>	73 Road Surface Type <u>4</u>	74 Access Control <u>1</u>	75 Number of Lanes <u>4</u>	76 Traffic Control Type <u>3</u>	77 Traffic Control Oper <u>1</u>	
52 Crash Sequence - First Event for This Unit	21	21	70 Road Feature <u>7</u>	71 Road Character <u>1</u>	72 Road Classification <u>5</u>	73 Road Surface Type <u>4</u>	74 Access Control <u>1</u>	75 Number of Lanes <u>4</u>	76 Traffic Control Type <u>3</u>	77 Traffic Control Oper <u>1</u>	
53 Crash Sequence - Second Event			70 Road Feature <u>7</u>	71 Road Character <u>1</u>	72 Road Classification <u>5</u>	73 Road Surface Type <u>4</u>	74 Access Control <u>1</u>	75 Number of Lanes <u>4</u>	76 Traffic Control Type <u>3</u>	77 Traffic Control Oper <u>1</u>	
54 Crash Sequence - Third Event			70 Road Feature <u>7</u>	71 Road Character <u>1</u>	72 Road Classification <u>5</u>	73 Road Surface Type <u>4</u>	74 Access Control <u>1</u>	75 Number of Lanes <u>4</u>	76 Traffic Control Type <u>3</u>	77 Traffic Control Oper <u>1</u>	
55 Crash Sequence - Fourth Event			70 Road Feature <u>7</u>	71 Road Character <u>1</u>	72 Road Classification <u>5</u>	73 Road Surface Type <u>4</u>	74 Access Control <u>1</u>	75 Number of Lanes <u>4</u>	76 Traffic Control Type <u>3</u>	77 Traffic Control Oper <u>1</u>	
56 Most Harmful Event for This Unit	21	21	70 Road Feature <u>7</u>	71 Road Character <u>1</u>	72 Road Classification <u>5</u>	73 Road Surface Type <u>4</u>	74 Access Control <u>1</u>	75 Number of Lanes <u>4</u>	76 Traffic Control Type <u>3</u>	77 Traffic Control Oper <u>1</u>	
57 Distance/Direction to Object Struck	0	0	70 Road Feature <u>7</u>	71 Road Character <u>1</u>	72 Road Classification <u>5</u>	73 Road Surface Type <u>4</u>	74 Access Control <u>1</u>	75 Number of Lanes <u>4</u>	76 Traffic Control Type <u>3</u>	77 Traffic Control Oper <u>1</u>	
58 Vehicle Underside/Overide	3	3	70 Road Feature <u>7</u>	71 Road Character <u>1</u>	72 Road Classification <u>5</u>	73 Road Surface Type <u>4</u>	74 Access Control <u>1</u>	75 Number of Lanes <u>4</u>	76 Traffic Control Type <u>3</u>	77 Traffic Control Oper <u>1</u>	
59 Vehicle Defects	0	0	70 Road Feature <u>7</u>	71 Road Character <u>1</u>	72 Road Classification <u>5</u>	73 Road Surface Type <u>4</u>	74 Access Control <u>1</u>	75 Number of Lanes <u>4</u>	76 Traffic Control Type <u>3</u>	77 Traffic Control Oper <u>1</u>	



Unit 1 was: ☒ Traveling ☐ Parked Facing N S E W on FIRST AVE

Unit 2 was: ☒ Traveling ☐ Parked Facing N S E W on FIRST AVE

65 NARRATIVE (Include pertinent and unusual aspects, which are not listed elsewhere on the form)

VEHICLE ONE HAD STOPPED FOR THE TRAFFIC CONTROL DEVICE. VEHICLE TWO STRUCK THE REAR OF VEHICLE ONE.

66 Type/Owner _____	Owner Address _____	67 Property? ☐ Estimated Damage \$ _____
Name _____	Address _____	Phone No. (_____) _____
Name _____	Address _____	Phone No. (_____) _____
Name _____	Charge(s) (Circle if optional) _____	_____
Name _____	Charge(s) _____	_____
Officer Name D. W. Ayscue	Officer Number 1321	Department Knightdale Police Department
		Date of Report 08/24/2010

THIS REPORT IS FOR THE USE OF THE DIVISION OF MOTOR VEHICLES. THE DATA IS COLLECTED FOR STATISTICAL ANALYSIS AND SUBSEQUENT HIGHWAY SAFETY PROGRAMMING. DETERMINATIONS OF "FAULT" ARE THE RESPONSIBILITY OF INSURERS OR OF THE STATE'S COURTS.

2

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102890563

No. of Units Involved

Form 1 of 1

☐ Supplemental Report☐ Non-Reportable

Date Received by DMV

06/17/2010

Date

06/16/2010

County

WAKE

Time

12:47

Local Use/Patrol Area

24-10-005448/2

LOCATION

33 Relation to Roadway Surface 1 Crash occurred ☒ In KNIGHTDALEat FIRST AVE

Highway Number, or Highway, Street, (if ramp or service road, indicate on box)

at SMITHFIELD RD

Use Highway Number, Street Name or Adjacent County or State Line

Municipality

☐

Ramp or Service Road

☐☐☐or SECOND AVE

(R.R. Crossing # _____)

Miles _____

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UNIT #1 ☒ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ COMMERCIAL

as VEHICLE

Driver FELIPE FLORES MEDINA

First Middle Last Suffix

Address 5947 PEARCES RDCity LOUISBURG State NC Zip 275497667Same Address as Driver? ☒Driver's Phone H (919) 827-6892

Numbers W (_____)

License? ☒ Yes ☐ NoD.L. # 000023159171 State NCCDL License ☐DOB 09/27/1974 34 Vision Obstruction 00 35 Physical Condition 01 36 D.L. Restrictions 037 Alcohol/Drugs Suspected 0 38 Alcohol/Drugs Test 0 39 Results (if known) 0 40 Vehicle Seizure (DWI) ☐Owner FELIPE FLORES MEDINASame as Driver? ☒Address 5947 PEARCES RDSame Address as Driver? ☒City LOUISBURG State NC Zip 275497667Plate # XNB8041 Plate NC Plate 2010VIN 1FTCF15Y8HNA56458Vehicle FORD Vehicle 1987 41 Vehicle Style (Type) 2 42 Vehicle Drivable ☒ Yes ☐ No43 TAD FL-1 44 Estimated Damage \$600Insurance INTEGON NATIONAL

Company

Policy # 9739887

20 COMMERCIAL VEHICLE: Cargo, Carrier Name, Address, Source

45 Cargo Body Type _____ ☐ Same Address as Owner? _____Source: ☐ Truck ☐ Shipping papers ☐ OtherUNIT #2 ☒ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ OTHERDriver ASHLEE NICOLE KRISTENA TEEL

First Middle Last Suffix

Address 5305 EMERALD SPRING DRCity KNIGHTDALE State NC Zip 275457552Same Address as Driver? ☒Driver's Phone H (919) 327-7552

Numbers W (_____)

License? ☒ Yes ☐ NoD.L. # 000035519757 State NCCDL License ☐DOB 04/21/1992 34 Vision Obstruction 00 35 Physical Condition 01 36 D.L. Restrictions 137 Alcohol/Drugs Suspected 0 38 Alcohol/Drugs Test 0 39 Results (if known) 0 40 Vehicle Seizure (DWI) ☐Owner TAUNIA BLACKMORE TEELSame as Driver? ☐Address 5305 EMERALD SPRING DRSame Address as Driver? ☒City KNIGHTDALE State NC Zip 275457552Plate # TZAS173 Plate NC Plate 2010VIN 1HGCG68882A054654Vehicle HOND Vehicle 2002 41 Vehicle Style (Type) 1 42 Vehicle Drivable ☐ Yes ☒ No43 TAD FR-1 44 Estimated Damage \$1000Insurance GOVERNMENT EMPLOYEES

Company

Policy # 4030681185

Carrier Identification Numbers, GVWR, Axles

US DOT# _____ ICC# _____ Axles on Vehicle Including Tractor _____

State _____ State# _____ IFTR# _____

FEB# _____ Payload _____ Gross Vehicle Weight Rating _____

21	22	23	24	25	26	27	28	29	30	31	32	Names and Addresses for All Persons (Unit 1A Unit 2 Drv, Ped, etc. - See Above); Use check blocks if address same as Driver	
A	1	1	1	Unit 1 Drv, Ped, etc. use above	H	M	2	0	0	2	1	5	Unit 1 Towed Tally:
B	2	1	1	Unit 2 Drv, Ped, etc. use above	B	F	2	1	1	2	1	5	Unit 2 Towed Tally: DEBMANS/DEBMANS
C	2	2	6	07/31/1994	B	M	0	1	1	2	1	5	EDDIE KING 801 COLEMAN ST, KNIGHTDALE, NC 27545
D	2	2	3	01/06/1993	B	M	2	1	1	2	1	5	TORRY HARRIS 801 COLEMAN ST, KNIGHTDALE, NC 27545
E													
F													
G													
H													

46 Name of EMS

48 POINTS OF INITIAL CONTACT (Write in Code)			VEHICLE INFO.		ROADWAY INFO.		WORK ZONE RELATED	
Unit 1 3 Unit 2 1			49 Authorized Speed Limit	Val 1 25	Val 2 25	49 Road Feature	7	76 Workzone Area
CRASH SEQUENCE (Unit Level)			51 Estimate of Original Traveling Speed	30	10	76 Road Character	1	76 Work Activity
49 Vehicle Maneuver/Action	4	8	52 Estimate of Speed at Impact	15	10	71 Road Classification	5	80 Work Area Marked
50 Non-Motorist Action			53 Tire Impressions Before Impact (ft.)	7	0	72 Road Surface Type	3	81 Crash Location
51 Non-Motorist Location Prior to Impact			54 Distance Traveled After Impact (ft.)	0	0	73 Road Configuration	2	TRAILER INFO.
52 Crash Sequence - First Event for This Unit	30	30	55 Emergency Vehicle Use			74 Access Control	1	Unit 1 Unit 2
53 Crash Sequence - Second Event			56 Post Crash Pts (if "Yes" check block)	☐	☐	75 Number of Lanes	2	82 Trailer Type
54 Crash Sequence - Third Event			57 School Bus - Contact Vehicle	☐	☐	76 Traffic Control Type	3	1st Trailer No. Axles
55 Crash Sequence - Fourth Event			58 School Bus - Noncontact Vehicle	☐	☐	77 Traffic Control Oper	1	Width (inches)
56 Most Harmful Event for This Unit	30	30	COMMERCIAL VEHICLE: Hazardous Materials Involvement Haz Mat Placard ☐ Yes ☐ No Front Placard indicator: Hazardous Cargo ☐ Yes ☐ No 4-digit placard number or name from diamond or box Released (Have not India's fast from last task) 1-digit number from bottom of diamond Carrying Haz Mat ☐ Yes ☐ No -----				2nd Trailer No. Axles	
57 Distance/Direction to Object Struck	0	0					83 Unit Overwidth Trailer and Overwidth Mobile Home	
58 Vehicle Underside/Overide	3	3	Overwidth Permit #					
59 Vehicle Defects	0	0						

64 DIAGRAM

Indicate North

- N →

Smithfield Rd

P.O.I.

First Ave

NOT TO SCALE

Unit 1 was: ☒ Traveling ☐ Parked Facing N S E W on FIRST AVE	Unit 2 was: ☒ Traveling ☐ Parked Facing N S E W on FIRST AVE
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65 NARRATIVE (Include pertinent and unusual aspects, which are not listed elsewhere on the form)

VEHICLE #1 WAS TRAVELING STRAIGHT. VEHICLE #2 WAS MAKING A LEFT TURN ONTO SMITHFIELD RD. VEHICLE #2 FAILED TO YIELD THE RIGHT OF WAY AND VEHICLE #1 RAN INTO VEHICLE #2. VEHICLE #1 LEFT 7 FEET OF SKID MARKS.

66 AS TYPE/Owner _____ **Owner Address** _____ **Owner Phone** _____ **ADDITIONAL PROPERTY DAMAGE** _____ **State Property?** ☐ **Estimated Damage \$** _____

WITNESSES

Name _____ Address _____ Phone No. (_____) _____

Name _____ Address _____ Phone No. (_____) _____

TRAFFIC VIOLATION(S)

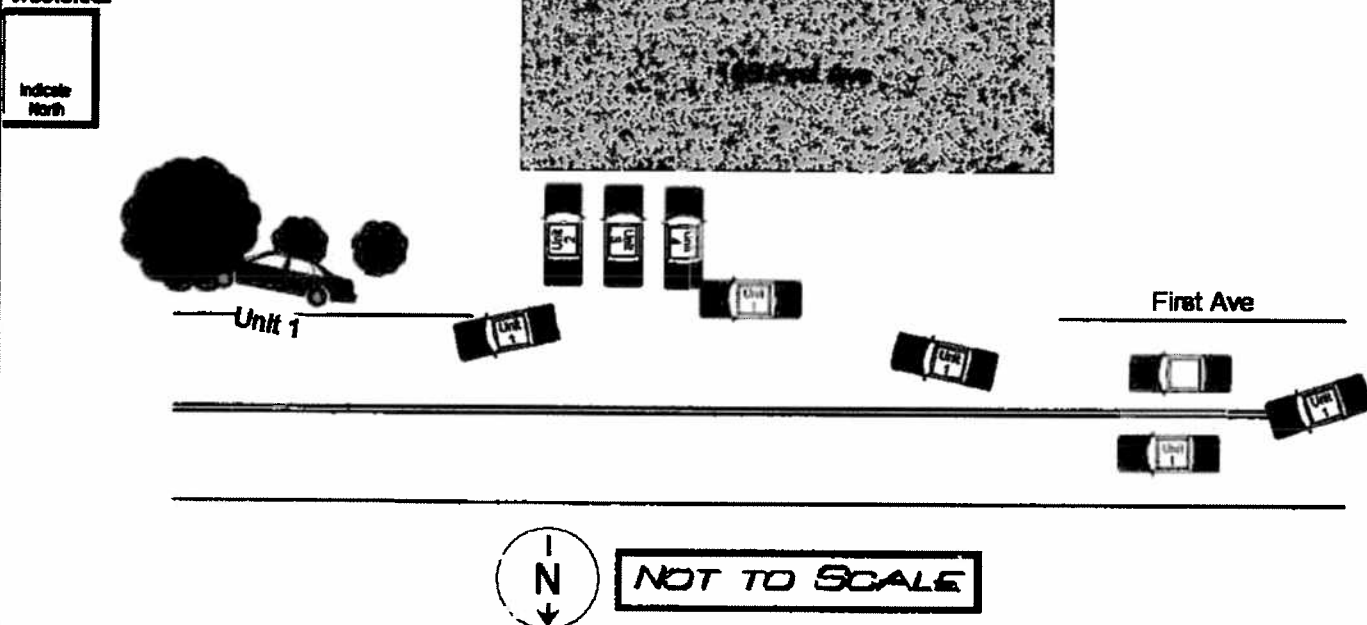
Name _____ Charge(s) _____

Name _____ Charge(s) _____

Officer Name R. R. Fullerton **Officer Number** 6089 **Department** Knightdale Police Department **Date of Report** 06/18/2010

48 POINTS OF INITIAL CONTACT (Write in Code) Unit 1 <u>1</u> Unit 2 <u>18</u>			VEHICLE INFO.		Unit 1	Unit 2	ROADWAY INFO.		WORK ZONE RELATED		
CRASH SEQUENCE (Unit Level)			50 Authorized Speed Limit		25		63 Road Feature		0	76 Workzone Area	5
49 Vehicle Maneuver/Action			61 Estimate of Original Traveling Speed		40		70 Road Character		1	78 Work Activity	
50 Non-Motorist Action			62 Estimate of Speed at Impact		40		71 Road Classification		5	80 Work Area Marked	
51 Non-Motorist Location Prior to Impact			63 Tire Impressions Before Impact (ft.)		0		72 Road Surface Type		4	81 Crash Location	
52 Crash Sequence - First Event for This Unit			64 Distance Traveled After Impact (ft.)		0		73 Road Configuration		2	TRAILER INFO. Unit 1 Unit 2	
53 Crash Sequence - Second Event			65 Emergency Vehicle Use				74 Access Control		1	82 Trailer Type	00 00
54 Crash Sequence - Third Event			66 Post Crash Fire (If "Yes" check box)		☐	☐	75 Number of Lanes		2	1st Trailer No. Axles	
55 Crash Sequence - Fourth Event			67 School Bus - Contact Vehicle		☐	☐	76 Traffic Control Type		0	Width (inches)	
56 Most Harmful Event for This Unit			68 School Bus - Noncontact Vehicle		☐	☐	77 Traffic Control Oper			Length (feet)	
57 Distance/Direction to Object Struck			COMMERCIAL VEHICLE: Hazardous Materials Involvement							2nd Trailer No. Axles	
58 Vehicle Underide/Overide			Haz Mat Placed ☐ Yes ☐ No		From Placard indicate:					Width (inches)	
59 Vehicle Defects			Hazardous Cargo ☐ Yes ☐ No		4-digit placard number or name from diamond or box		1-digit number from bottom of diamond			Length (feet)	
			Released (does not include fuel from fuel tank)							83 Unit Overwidth Trailer and Overwidth Mobile Home	Overwidth Permit #
			Carrying Haz Mat ☐ Yes ☐ No								

64 DIAGRAM



Unit 1 was: ☒ Traveling ☐ Parked Facing N S E W on FIRST AVE Unit 2 was: ☐ Traveling ☒ Parked Facing N S E W on FIRST AVE

65 NARRATIVE (Include pertinent and unusual aspects, which are not listed elsewhere on the form) UNIT #1 ILLEGALLY PASSED A VEHICLE TRAVELING THE SAME DIRECTION. AFTER PASSING THE VEHICLE, UNIT #1 LEFT THE ROAD TO THE RIGHT AND COLLIDED WITH UNIT #4, PUSHING UNIT #4 INTO UNIT #3. UNIT #1 THEN COLLIDED WITH UNIT #2. UNIT #1 CONTINUED EAST RUNNING OFF THE ROAD TO THE RIGHT AND COLLIDING WITH A TREE. UNIT #1 CAME TO A FINAL RESTING POSITION ON THE DRIVER'S SIDE.

66 Type/Owner		Owner Address		ADDITIONAL PROPERTY DAMAGE		State Property?		Estimated Damage \$	
		Phone				☐			
Name <u>JAMES CHRISTOPHER PARRISH</u>		Address <u>1861 SCHOLSS RD LOUISBURG NC 27549</u>		Phone No. <u>(919) 669-8383</u>					
Name <u>MASON PARRISH</u>		Address <u>1861 SCHOLSS RD LOUISBURG NC 27549</u>		Phone No. <u>(919) 669-8383</u>					
Name		Charge(s)		TRAFFIC VIOLATION(S)					
Name		Charge(s)							
Officer Name <u>charles s capps</u>		Officer Number <u>9391</u>		Department <u>Knightdale Police Department</u>		Date of Report <u>07/02/2010</u>			

IN DIAGRAM

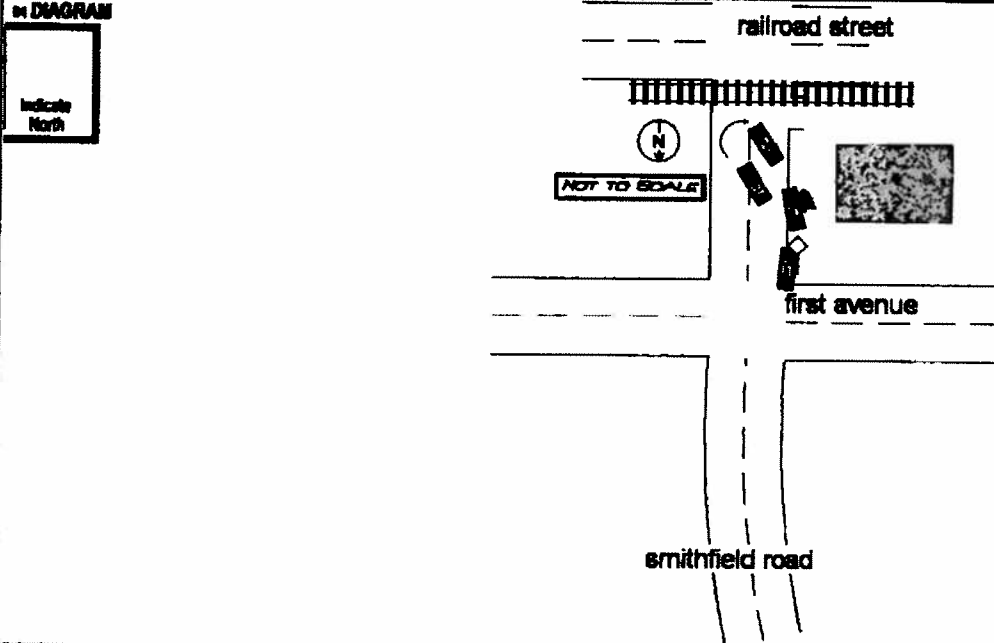
Indicate North

A large, empty rectangular box with a black border, intended for a diagram. The box is oriented horizontally and occupies most of the page area below the header and the 'Indicate North' instruction.

[illegible]

Type/ Owner	Owner Address	ADDITIONAL PROPERTY DAMAGE	State Property?	Estimated Damage \$
	Phone		☐	
WITNESSES				
Name	Address	Phone No.		
KATELYNE STEWART	1061 SCHOLSS RD. LOUISBURG, NC 27549	(919) 886-2799		
Name	Address	Phone No.		
EDWARD GEORGE SHREVE	312 ELLEN DR. KNIGHTDALE, NC 27545	(919) 217-8028		
TRAFFIC VIOLATION(S)				
Name	Charge(s)			
Name	(Citation # optional) Charge(s)			
Officer Name charles s capps		Officer Number 9591	Department Knightdale Police Department	Date of Report 07/02/2010

48 POINTS OF INITIAL CONTACT (Write in Colored Unit) Unit <u>1</u> 21 Unit# _____			VEHICLE INFO.		Unit <u>1</u>	Value _____	ROADWAY INFO.		WORK ZONE RELATED			
CRASH SEQUENCE (Unit Level) Unit <u>1</u> Unit# _____			60 Authorized Speed Limit	35	69 Road Feature	0	78 Workzone Area	5				
61 Vehicle Maneuver/Action	4		61 Estimate of Original Traveling Speed	35	70 Road Character	2	79 Work Activity					
62 Non-Motorist Action			62 Estimate of Speed at Impact	30	71 Road Classification	5	80 Work Area Marked					
63 Non-Motorist Location Prior to Impact			63 The Impressions Before Impact (ft.)	0	72 Road Surface Type	4	81 Crash Location					
64 Crash Sequence - First Event for This Unit	1		64 Distance Traveled After Impact (ft.)	15	73 Road Configuration	2	TRAILER INFO.		Unit <u>1</u>	Unit# _____		
65 Crash Sequence - Second Event	37		65 Emergency Vehicle Use		74 Access Control	1	82 Trailer Type	00				
66 Crash Sequence - Third Event	33		66 Post Crash Pile (if "Yes" check block)	☐	75 Number of Lanes	2	1st Trailer No. Axles					
67 Crash Sequence - Fourth Event			67 School Bus - Contact Vehicle	☐	76 Traffic Control Type	0	Width (feet)					
68 Most Hazardous Event for This Unit	1		68 School Bus - Noncontact Vehicle	☐	77 Traffic Control Oper		Length (feet)					
69 Distance/Direction to Object Struck	2		COMMERCIAL VEHICLE: Hazardous Materials Involvement Haz Mat Placard ☐ Yes ☐ No From Placard indicate: Hazardous Cargo ☐ Yes ☐ No 4-digit placard number or 1-digit number from Released (place not inside fuel tank test tank) same from diamond or box bottom of diamond Carrying Haz Mat ☐ Yes ☐ No			2nd Trailer No. Axles						
70 Vehicle Under/Over/Under	3					83 Trailer Width (feet)						
71 Vehicle Defects	7					84 Trailer Length (feet)						
72 Diagram			85 Overwidth Trailer and Overwidth Mobile Home Overwidth Permit # _____									



Unit 1 was: ☒ Traveling ☐ Parked Facing N S E W on SMITHFIELD ROAD Unit was: ☐ Traveling ☐ Parked Facing N S E W on _____

50 NARRATIVE (Provide pertinent and unusual aspects, which are not listed elsewhere on the form) VEHICLE ONE RAN OFF OF THE ROAD TO THE RIGHT SIDE. VEHICLE ONE STRUCK A RAILROAD CROSSING SIGN. VEHICLE ONE THEN STRUCK A TREE. VEHICLE ONE CAME BACK ON THE ROADWAY TURNING A 180 DEGREE TURN FACING NORTH IN THE SOUTH LANE. VEHICLE ONE WAS FLEEING FROM A PREVIOUS COLLISION. DRIVER ONE THEN RAN ON FOOT FROM THE SCENE.

51 Type/Owner <u>RAILROAD CROSSING SIGN</u>		Owner Address <u>1500 CARSON STREET, RALEIGH NC 27606-0100</u>	State Property? ☐	Estimated Damage <u>\$250</u>
Name <u>DON BECK</u>		Address <u>2016 MACK FARM LANE, WENDELL, NC 27691</u>	Phone No. <u>(919) 365-8383</u>	
Name _____		Address _____	Phone No. _____	
52 TRAFFIC VIOLATION(s) _____				
Name _____		Charge(s) _____		
Name _____		Charge(s) _____		
Officer Name <u>J. D. Phillips</u>		Officer Number <u>1325</u>	Department <u>Knightdale Police Department</u>	Date of Report <u>06/12/2010</u>

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2

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102864233

No. of Units Involved

Form 1 of 1

☐ Supplemental Report☐ Non-Reportable

Date Received by DMV

05/17/2010

Date
05/15/2010County
WAKETime
18:35
(24 Hour Clock)Local Use/Patrol Area
24-10-004406/0033 Relation to
Roadway Surface

1

Crash occurred

☒ In

Near

KNIGHTDALE

or

Miles

N

S

E

W

outside municipality

☐☐☐☐

on SMITHFIELD RD

Municipality

☐

Ramp or

Service Road

(R.R. Crossing # _____)

Miles

N

S

E

W

outside municipality

☐☐☐☐

Highway Number, or Highway, Street, (if ramp or service road, indicate on line)

at 6566 N FIRST AVENUE

☐☐☐

Inward

Latitude 78.48242

Longitude 35.78806

Use Highway Number, Street Name or Adjacent County or State Line

Use Highway Number, Street Name or Adjacent County or State Line

Altitude

UNIT #1 ☒ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ COMMERCIAL
as VEHICLE

Driver NANCY GONZALEZ ESPINOZA

Address 411 LAURENS WAY

City KNIGHTDALE State NC Zip 275457917

Same Address as Driver's Driver's H (919) 286-4201

License? ☐ Yes ☐ No Numbers W ()

D.L. 000029070174 State NC

DOB 08/26/1986 34 Vision Obstruction 00 35 Physical Condition 01 36 D.L. Restrictions 0

37 Alcohol/ Drugs Suspected 0 38 Alcohol/ Drugs Test 0 39 Results (if known) 0 40 Vehicle Seizure (DWN) ☐37 Alcohol/ Drugs Suspected 0 38 Alcohol/ Drugs Test 0 39 Results (if known) 0 40 Vehicle Seizure (DWN) ☐

Owner MIGUEL GONZALEZ HERNANDEZ

Address 411 LAURENS WAY

City KNIGHTDALE State NC Zip 275457917

Plate # YYY5948 Plate NC Plate 2010

VIN 2P4FP25B1VR178360

Vehicle PLYM Vehicle 1997 41 Vehicle 5 42 Vehicle ☐ YesMake FC-4 Year Style (Type) Drivable ☒ No

43 TAD FC-4 44 Estimated Damage \$5000

Insurance ALLSTATE INDEMNITY

Policy # 635452705

30 COMMERCIAL VEHICLE: Cargo, Carrier Name, Address, Source

45 Cargo Body Type ☐ Same Address as Owner?

Source:

☐ Truck☐ Shipping papers☐ OtherUNIT #2 ☒ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ OTHER

Driver RICHARD SAMUEL HAYNES

Address 7261 HUNT VALLEY TRAIL

City WENDELL State NC Zip 27691

Same Address as Driver's Driver's H (919) 602-7796

License? ☐ Yes ☒ No Numbers W (919) 217-2261

D.L. 000022235138 State NC

DOB 10/11/1975 34 Vision Obstruction 00 35 Physical Condition 01 36 D.L. Restrictions 1

37 Alcohol/ Drugs Suspected 0 38 Alcohol/ Drugs Test 0 39 Results (if known) 0 40 Vehicle Seizure (DWN) ☐37 Alcohol/ Drugs Suspected 0 38 Alcohol/ Drugs Test 0 39 Results (if known) 0 40 Vehicle Seizure (DWN) ☐

Owner TOWN OF KNIGHTDALE

Address 950 STEEPLE SQUARE COURT

City KNIGHTDALE State NC Zip 275457655

Plate # 86464S Plate NC Plate 2089

VIN 2FAFP71V88X122276

Vehicle FORD Vehicle 2008 41 Vehicle 31 42 Vehicle ☐ YesMake RD-4, FC-0 Year Style (Type) Drivable ☒ No

43 TAD RD-4, FC-0 44 Estimated Damage \$7000

Insurance SELECTIVE INSURANCE OF S.C.

Policy # S1446973

Carrier Identification Numbers, GVWR, Axles

US DOT# _____ ICC# _____ Notes on Vehicle including Trailers

State _____ Status# _____ IFTA# _____

FEB# _____ Gross Vehicle Weight Rating _____

21 22 23 24 25 26 27 28 29 30 31 32 Names and Addresses for All Persons (Print 1st Unit 2 Dn, Post, etc. - See Above; Use check box if address same as Driver

A	1	1	1	Unit-Ort, Post, etc.	H	F	2	2	0	2	1	4	one above	Vehicle 1 Towed Tally:	DEBNAMS TOWING/DEBNAMS TOWING
B	2	1	1	Unit-Ort, Post, etc.	W	M	2	1	0	2	1	4	one above	Vehicle 2 Towed Tally:	B AND B TOWING/B AND B TOWING
C	1	2	3	12/15/1991	H	M	2	2	3	2	1	5			DAGO ARTURO ESPINOZA
D	1	2	5	01/04/1972	H	F	10	0	0	2	1	5			411 LAURENS WAY, KNIGHTDALE, NC 275457917
E	1	2	9	12/15/1996	H	F	2	0	0	2	1	5			ANGELA ESPINOZA OLIVERA
F	1	2	4	05/01/2004	H	M	4	0	0	2	1	5			411 LAURENS WAY, KNIGHTDALE, NC 275457917
G															LIZABETH GONZALEZ ESPINOZA
H															411 LAURENS WAY, KNIGHTDALE, NC 275457917
															NESTOR JOSUE GONZALEZ
															411 LAURENS WAY, KNIGHTDALE, NC 275457917

46 Name of EMS A-EASTERN WAKE EMS

47 Injured Taken REFUSED TX, KNIGHTDALE

by EMS to

(Treatment Facility and City or Town)

46 Name of EMS B-EASTERN WAKE EMS

47 Injured Taken REFUSED, KNIGHTDALE

by EMS to

(Treatment Facility and City or Town)

40 POINTS OF INITIAL CONTACT (Write in Codes) Unit <u>1</u> <u>2</u> Unit <u>2</u> <u>2</u> <u>19</u>			VEHICLE INFO.		Veh # <u>1</u>	Veh # <u>2</u>	ROADWAY INFO.		WORK ZONE RELATED	
CRASH SEQUENCE (Unit Level) Unit <u>1</u> Unit <u>2</u>			60 Authorized Speed Limit <u>35</u> <u>25</u>		69 Road Feature <u>7</u>		78 Workzone Area <u>5</u>			
49 Vehicle Maneuver/Action <u>4</u> <u>4</u>			61 Estimate of Original Traveling Speed <u>30</u> <u>0</u>		70 Road Character <u>1</u>		79 Work Activity			
50 Non-Motorist Action			62 Estimate of Speed at Impact <u>30</u> <u>10</u>		71 Road Classification <u>5</u>		80 Work Area Marked			
51 Non-Motorist Location Prior to Impact			63 Tire Impressions Before Impact (IL) <u>0</u> <u>0</u>		72 Road Surface Type <u>4</u>		81 Crash Location			
52 Crash Sequence - First Event for This Unit <u>30</u> <u>30</u>			64 Distance Traveled After Impact (IL) <u>22</u> <u>33</u>		73 Road Configuration <u>2</u>		TRAILER INFO. Unit <u>1</u> Unit <u>2</u>			
53 Crash Sequence - Second Event			65 Emergency Vehicle Use		74 Access Control <u>1</u>		82 Trailer Type <u>00</u> <u>00</u>			
54 Crash Sequence - Third Event			66 Post Crash Fire (If "Yes" check box) ☐ ☐		75 Number of Lanes <u>4</u>		1st Trailer No. Axles			
55 Crash Sequence - Fourth Event			67 School Bus - Contact Vehicle ☐ ☐		76 Traffic Control Type <u>3</u>		Width (Inches)			
56 Most Harmful Event for This Unit <u>30</u> <u>30</u>			68 School Bus - Noncontact Vehicle ☐ ☐		77 Traffic Control Oper <u>1</u>		Length (feet)			
57 Distance/Direction to Object Struck			COMMERCIAL VEHICLE: Hazardous Materials Involvement				2nd Trailer No. Axles			
58 Vehicle Underside/Override <u>3</u> <u>3</u>			Has Mat Placed ☐ Yes ☐ No		Front Placed Indicate: ☐		Width (Inches)			
59 Vehicle Defects <u>0</u> <u>0</u>			Hazardous Cargo ☐ Yes ☐ No		4-digit placard number or name from diamond or box		Length (feet)			
			Released (Please not include fuel tank fuel tank)		1-digit number from bottom of diamond		83 Unit Overwidth Trailer and Overwidth Mobile Home		Overwidth Permit #	
			Carrying Haz Mat ☐ Yes ☐ No							

64 DIAGRAM

Indicate North

Unit 1 was: ☒ Traveling ☐ Parked Facing N S E W on SMITHFIELD RD
 Unit 2 was: ☒ Traveling ☐ Parked Facing N S E W on FIRST AVENUE

65 NARRATIVE (Include pertinent and material aspects, which are not listed elsewhere on the form)
VEHICLE TWO WAS TRAVELLING WEST THROUGH THE INTERSECTION OF FIRST AVENUE AND SMITHFIELD ROAD. VEHICLE ONE ENTERED THE INTERSECTION WHILE A TRAFFIC LIGHT WAS EMITTING A STEADY RED SIGNAL FOR ITS DIRECTION OF TRAVEL. VEHICLE ONE COLLIDED WITH VEHICLE TWO IN THE RIGHT SIDE. VEHICLE TWO SPUN 180 DEGREES AND VEHICLE ONE COLLIDED WITH VEHICLE TWO AGAIN IN THE FRONT.

66 Type/Owner Name _____ Address _____ Phone No. (____) _____ Name _____ Address _____ Phone No. (____) _____	67 Owner Address Address _____ Phone _____	68 ADDITIONAL PROPERTY DAMAGE _____	69 State Property? ☐ Estimated Damage \$ _____
---	---	--	--

WITNESSES
 Name _____ Address _____ Phone No. (____) _____
 Name _____ Address _____ Phone No. (____) _____

TRAFFIC VIOLATION(S)
 Name 1 - NANCY GONZALEZ ESPINOZA Charge(s) VIOLATED BY EXCEEDING AN INTERSECTION WHILE A TRAFFIC LIGHT WAS EMITTING A STEADY RED LIGHT FOR TRAVEL IN THE INTERSECTION'S DIRECTION
 Name _____ Charge(s) _____
 Name _____ Charge(s) _____

Officer Name
J. D. Phillips

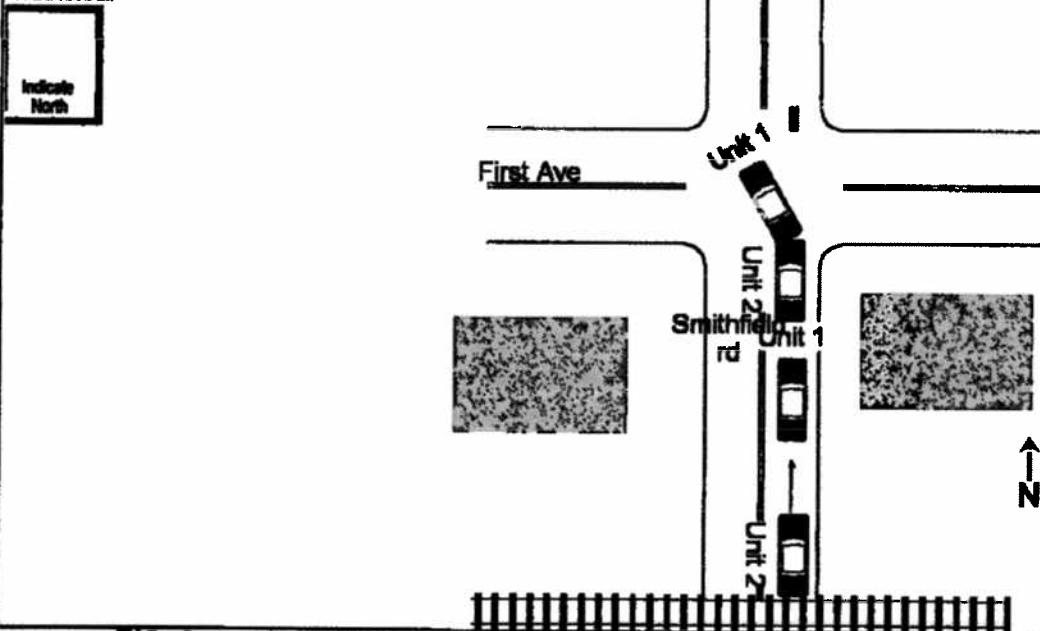
Officer Number
1325

Department
Knightdale Police Department

Date of Report
05/16/2010

POINTS OF INITIAL CONTACT (State as Confined) Unit <u>1</u> <u>15</u> Unit <u>2</u> <u>2</u>			VEHICLE INFO.		Veh. <u>1</u>	Veh. <u>2</u>	ROADWAY INFO.		WORK ZONE RELATED	
CRASH SEQUENCE (Unit Level) Unit <u>1</u> Unit <u>2</u>			60 Authorized Speed Limit	35	35	69 Road Feature	7	76 Workzone Area	5	
61 Vehicle Maneuver/Action	8	4	61 Estimate of Original Traveling Speed	35	35	70 Road Character	1	76 Work Activity		
62 Non-Motorist Action			62 Estimate of Speed at Impact	2	5	71 Road Classification	5	66 Work Area Marked		
63 Non-Motorist Location Prior to Impact			63 Tire Impressions Before Impact (ft.)	0	0	72 Road Surface Type	3	67 Crash Location		
64 Crash Sequence - First Event for This Unit	22	22	64 Distance Traveled After Impact (ft.)	0	0	73 Road Configuration	2	TRAILER INFO. Unit <u>1</u> Unit <u>2</u>		
65 Crash Sequence - Second Event			65 Emergency Vehicle Use			74 Access Control	1	62 Trailer Type	00	00
66 Crash Sequence - Third Event			66 Post Crash Fire (if "Yes" check box)	☐	☐	75 Number of Lanes	2	1st Trailer No. Axles		
67 Crash Sequence - Fourth Event			67 School Bus - Contact Vehicle	☐	☐	76 Traffic Control Type	3	Width (inches)		
68 Most Harmful Event for This Unit	22	22	68 School Bus - Noncontact Vehicle	☐	☐	77 Traffic Control Oper	1	Length (feet)		
69 Distance/Direction to Object Struck	0	0	COMMERCIAL VEHICLE: Hazardous Materials Involvement				☐			
70 Vehicle Under/Overide	3	3	Has Mat Placed ☐ Yes ☐ No	From Placed indicate:						
71 Vehicle Defects	0	0	Hazardous Cargo ☐ Yes ☐ No	4-digit placard number or 1-digit number from						
			Released (placard and include fuel tank fuel level)	name from diamond or box bottom of diamond						
			Carrying Haz Mat ☐ Yes ☐ No							

72 DIAGRAM



Unit 1 was: ☒ Traveling ☐ Parked Facing ☐ N ☐ S ☐ E ☐ W on SMITHFIELD RD Unit 2 was: ☒ Traveling ☐ Parked Facing ☐ N ☐ S ☐ E ☐ W on SMITHFIELD RD

73 NARRATIVE (Provide pertinent and unusual aspects, which are not listed elsewhere on the form)

UNIT ONE WAS TRAVELING NORTH ON SMITHFIELD ROAD. UNIT TWO WAS FOLLOWING TOO CLOSELY AND STRUCK UNIT ONE IN THE REAR WHILE UNIT ONE WAS ATTEMPTING TO MAKE A LEFT TURN. THE DRIVER OF UNIT ONE STOPPED AND PULLED TO THE SIDE OF THE ROAD. UNIT TWO CONTINUED AROUND UNIT ONE WITH OUT STOPPING AT THE SCENE. THE DRIVER OF UNIT ONE DID NOT GET A LICENSE TAG NUMBER BUT DID BELIEVE THE SUSPECT VEHICLE WAS A GRAY TOYOTA. THE DRIVER OF UNIT ONE DID NOT GET A GOOD LOOK AT THE OPERATOR OF CAR TWO BUT DID BELIEVE IT WAS A BLACK MALE WITH DREAD LOCKS.

74 Type/Owner	Owner Address Phone	75 Property? ☐ Estimated Damage \$
76 WITNESSES		
Name	Address	Phone No. ()
Name	Address	Phone No. ()
77 TRAFFIC VIOLATIONS		
Name	Charge(s)	
Name	Charge(s)	
Officer Name M. W. Kempinski	Officer Number 1323	Department Knightdale Police Department
		Date of Report 03/22/2010

THIS REPORT IS FOR THE USE OF THE DIVISION OF MOTOR VEHICLES. THE DATA IS COLLECTED FOR STATISTICAL ANALYSIS AND SUBSEQUENT HIGHWAY SAFETY PROGRAMMING. DETERMINATIONS OF "FAULT" ARE THE RESPONSIBILITY OF INSURERS OR OF THE STATE'S COURTS.

Do not write in these spaces

102736287

No. of Units Involved

Form 1 of 1

☐ Supplemental Report☐ Non-Reportable

Date Received by DMV

12/05/2009

Date
12/05/2009County
WAKETime
14:00Local Use/Patrol Area
24-09-008267/233 Relation to Roadway Surface 1 Crash occurred ☒ In Near KNIGHTDALE☐ ☐ ☐ ☐ outside municipality

on SMITHFIELD RD

☐

(R.R. Crossing # _____)

Miles 170

☐ ☐ ☐ ☐ R N S E W

Highway Number, or Highway, Street, (if ramp or service road, indicate on line)

Ramp or Service Road

(if S. Intersection)

(if available)

from FIRST AVE

☒ ☐ ☐ ☐ M S E W

Intersecting MAPLE ST

Latitude

Longitude

Use Highway Number, Street Name or Adjacent County or State Line

Use Highway Number, Street Name or Adjacent County or State Line

Altitude

UNIT #1 ☒ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ COMMERCIAL as VEHICLEUNIT #2 ☒ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ OTHER

Driver RICHARD LEWIS SOLTIS

Driver SALLIE DAVIS SQUIREWELL

First Middle Last Suffix

First Middle Last Suffix

Address 4705 ROYAL TROON DR

Address 208 HEATHWICK DR

City RALEIGH State NC Zip 276045845

City KNIGHTDALE State NC Zip 275458003

Same Address on Driver's License? ☒ Yes ☐ No Driver's Phone Numbers H (919) 250-8298 W ()Same Address on Driver's License? ☐ Yes ☒ No Driver's Phone Numbers H (919) 217-2848 W ()

D.L. # 000008744903 State NC

D.L. # 000002625250 State NC

COL License ☐COL License ☐

DOB 04/14/1967 34 Vision Obstruction 00 35 Physical Condition 01 36 D.L. Restrictions 1, 19

DOB 04/24/1942 34 Vision Obstruction 00 35 Physical Condition 01 36 D.L. Restrictions 0

37 Alcohol/Drugs Suspected 0 38 Alcohol/Drugs Test 0 39 Results (if known) 0 40 Vehicle Seizure (DWI) ☐37 Alcohol/Drugs Suspected 0 38 Alcohol/Drugs Test 0 39 Results (if known) 0 40 Vehicle Seizure (DWI) ☐

Owner LISA MARIE SOLTIS

Owner SALLIE DAVIS SQUIREWELL

Same as Driver? ☐ Address 4705 ROYAL TROON DRSame as Driver? ☒ Address 208 HEATHWICK DRSame Address as Driver? ☒Same Address as Driver? ☒

City RALEIGH State NC Zip 276045845

City KNIGHTDALE State NC Zip 275458003

Plate # VXZ9166 Plate NC Plate 2010

Plate # XZB9136 Plate NC Plate 2010

VIN 1J8HG58N26C141387

VIN 2G1WW12M6T9220621

Vehicle JEEP Vehicle 2006 41 Vehicle 4 42 Vehicle ☒ YearVehicle CHEV Vehicle 1996 41 Vehicle 1 42 Vehicle ☒ YearMake Year Style (Type) Drivable ☐ NoMake Year Style (Type) Drivable ☐ No

43 TAD FL-2 44 Estimated Damage \$600

43 TAD BR-2 44 Estimated Damage \$600

Insurance PROGRESSIVE CASUALTY INSURANCE

Insurance SOUTHERN GENERAL INS CO

Company Policy # 413319273

Company Policy # NCPA00020665

30 COMMERCIAL VEHICLE: Cargo, Carrier Name, Address, Source

Carrier Identification Numbers, GVWR, Axles

46 Cargo Body Type ☐ Same Address as Owner?

Source:

☐ Truck☐ Shipping papers☐ Driver

US DOT# _____ ICC# _____ Notes on Vehicle including Trailers

State _____ State# _____ IFTA# _____

FEM# _____ Fleet# _____ Gross Vehicle Weight Rating _____

21 22 23 24 25 26 27 28 29 30 31 32 Names and Addresses for All Persons (Unit 1/Unit 2 Dvr, Ped, etc. - See Above); Use check blocks if address same as Driver

A	1	1	1	Unit-1, Ped, etc. (See above)	W	M	2	1	4	2	1	5	CH	John	Unit 1 Towed To/By:
B	2	1	1	Unit-2, Ped, etc. (See above)	B	F	2	1	4	2	1	5	CH	John	Unit 2 Towed To/By:
C	1	2	6	04/09/2001	W	F	2	1	4	2	1	5			ASHLEY SOLTIS
D	2	2	3	09/28/1964	B	M	2	1	4	2	1	5			4705 ROYAL TROON DR, RALEIGH, NC 276045845
E															REGINALD SQUIREWELL
F															220 SNOW AVE, RALEIGH, NC 27604
G															
H															

46 Name of EMS

46 Name of EMS

47 Injured Taken by EMS to

(Treatment Facility and City or Town)

47 Injured Taken by EMS to

(Treatment Facility and City or Town)

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2

Do not write in these spaces

102735590

No. of Units Involved

Form 1 of 1

☐ Supplemental Report☐ Non-Reportable

Date Received by DMV

12/04/2009

Date
12/04/2009County
WAKETime
07:22
(24 Hour Clock)Local Use/Petrol Area
24-09-008218/2

LOCATION

33 Relation to Roadway Surface 1 Crash occurred ☒ in Near KNIGHTDALE☐ ☐ ☐ ☐ outside municipality

on FIRST AVE

Municipality

☐

(R.R. Crossing #)

Miles 120

(0 R. Intersection)

☐ ☐ ☐ ☐ (if available)

Highway Number, or Highway, Street, (if ramp or service road, indicate on line)

Ramp or Service Road

from SMITHFIELD RD

☐ ☐ ☐ ☒

toward SILLS AVE

Use Highway Number, Street Name or Adjacent County or State Line

N S E W

Use Highway Number, Street Name or Adjacent County or State Line

Latitude

Longitude

Altitude

UNIT #1 ☒ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ COMMERCIAL as VEHICLEUNIT #2 ☒ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ OTHER

Driver CHRISTOPHER TROY CARDAMONE

Driver CONNIE FELTON BOYETTE

First Middle Last Suffix

First Middle Last Suffix

Address 1205 RIVERBIRCH DR

Address 420 REDPATH DR

City KNIGHTDALE State NC Zip 275458851

City GARNER State NC Zip 275298225

Same Address as Driver's Driver's Phone H (919) 217-1211
License? ☒ Yes ☐ No Numbers W ()Same Address as Driver's Driver's Phone H (919) 779-3057
License? ☒ Yes ☐ No Numbers W (919) 524-2217

D.L. # 000029784298 State NC

D.L. # 000002533549 State NC

DOB 02/02/1992 34 Vision Obstruction 00 35 Physical Condition 01 36 D.L. Restrictions 1, 17

DOB 01/21/1950 34 Vision Obstruction 00 35 Physical Condition 01 36 D.L. Restrictions 1

37 Alcohol/Drugs Suspected 0 38 Alcohol/Drugs Test 0 39 Results (if known) 0 40 Vehicle Seizure (DWR) ☐37 Alcohol/Drugs Suspected 0 38 Alcohol/Drugs Test 0 39 Results (if known) 0 40 Vehicle Seizure (DWR) ☐

Owner DIANE SEBASTIAN CARDAMONE

Owner LAW GIBB GROUP

Same as Driver? ☐Same as Driver? ☐

Address 1205 RIVERBIRCH DR

Address 3301 ATLANTIC AVE

Same Address as Driver? ☒Same Address as Driver? ☐

City KNIGHTDALE State NC Zip 275458851

City RALEIGH State NC Zip 276041658

Plate # WYR7422 Plate NC Plate 2010

Plate # NWV9606 Plate NC Plate 2010

VIN 1J4FA39S23P308046

VIN 1FTZF17261NA24827

Vehicle JEEP Vehicle 2003 41 Vehicle Style (Type) 4 42 Vehicle ☒ Yes
Make Year Drivable ☐ NoVehicle FORD Vehicle 2001 41 Vehicle Style (Type) 2 42 Vehicle ☒ Yes
Make Year Drivable ☐ No

43 TAD FC-0 44 Estimated Damage \$0

43 TAD BC-2 44 Estimated Damage \$600

Insurance STATE FARM INSURANCE

Insurance ZURICH AMERICAN INS CO

Company

Company

Policy # 231303833T002

Policy # BAP64451306

20 COMMERCIAL VEHICLE: Cargo, Carrier Name, Address, Source

Carrier Identification Numbers, GVWR, Axles

45 Cargo Body Type ☐ Same Address as Owner?

Source:

☐ Truck☐ Shipping papers☐ Other

US DOT# ICC# Axles on Vehicle including Trailers

State# State# IFTA#

FE# Fleet# Gross Vehicle Weight Rating

	21	22	23	24	25	26	27	28	29	30	31	32	Names and Addresses for All Persons (Unit 1/Unit 2 Drv, Ped, etc. - See Above); Use check blocks if address same as Driver
A	1	1	1	Unit 1 Drv, Ped, etc. See above	W	M	2	1	4	2	1	5	one shown
B	2	1	1	Unit 2 Drv, Ped, etc. See above	W	M	2	1	4	2	1	5	one shown
C	1	2	3	07/19/1994	W	F	2	1	4	2	1	5	TYLER CORNETT 1905 WOODHALL SPA CT, RALEIGH, NC 27604
D	1	2	6	06/26/1994	W	F	2	1	4	2	1	5	MEGAN WOODLIEF 1208 RIVERBIRCH DR, KNIGHTDALE, NC 27545
E													
F													
G													
H													

46 Name of EMS

46 Name of EMS

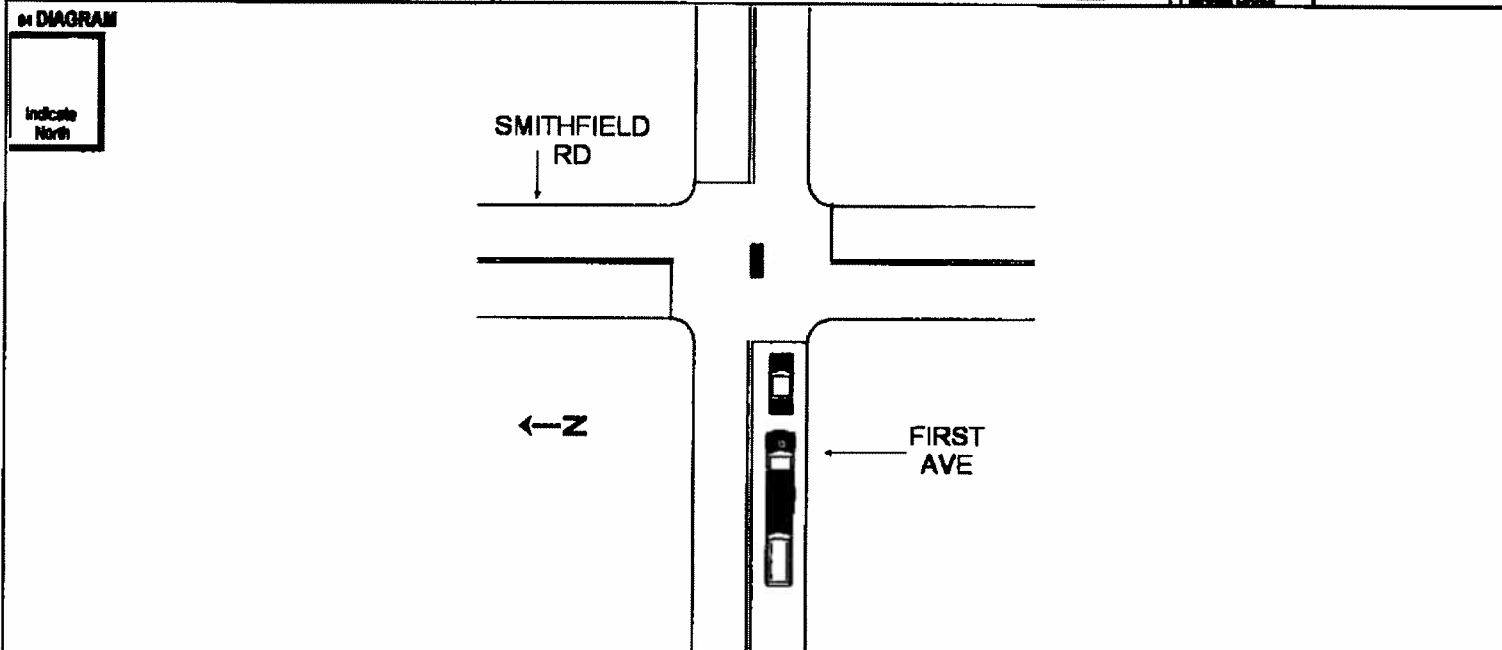
47 Injured Taken by EMS to

(Treatment Facility and City or Town)

47 Injured Taken by EMS to

(Treatment Facility and City or Town)

48 PORTS OF INITIAL CONTACT (Write in Codes) Unit <u>1</u> <u>2</u> Unit <u>2</u> <u>15</u>			VEHICLE INFO. Veh # <u>1</u> <u>2</u>		ROADWAY INFO.		WORK ZONE RELATED	
CRASH SEQUENCE (Unit Level) Unit <u>1</u> Unit <u>2</u>			49 Authorized Speed Limit 25 25		60 Road Feature 0		78 Workzone Area 5	
46 Vehicle Maneuver/Action 4 4			61 Estimate of Original Traveling Speed 8 0		79 Road Character 3		79 Work Activity 	
49 Non-Motorist Action 			62 Estimate of Speed at Impact 8 0		71 Road Classification 5		80 Work Area Marked 	
51 Non-Motorist Location Prior to Impact 			63 Tire Impressions Before Impact (R.) 0 0		72 Road Surface Type 4		81 Crash Location 	
52 Crash Sequence - First Event for This Unit 21 21			64 Distance Traveled After Impact (R.) 0 0		73 Road Configuration 2		TRAILER INFO. Unit <u>1</u> Unit <u>2</u>	
53 Crash Sequence - Second Event 			65 Emergency Vehicle Use 		74 Access Control 1		82 Trailer Type 00 00	
54 Crash Sequence - Third Event 			67 School Bus - Contact Vehicle ☐ ☐		75 Number of Lanes 2		1st Trailer No. Axles 	
55 Crash Sequence - Fourth Event 			68 School Bus - Noncontact Vehicle ☐ ☐		76 Traffic Control Type 3		Width (inches) 	
56 Most Harmful Event for This Unit 21 21			COMMERCIAL VEHICLE: Hazardous Materials Involvement Haz Mat Placard ☐ Yes ☐ No Hazardous Cargo ☐ Yes ☐ No Released (above not include fuel tank fuel tank) Carrying Haz Mat ☐ Yes ☐ No		From Placard indicate: 4-digit placard number or name from diamond or box 1-digit number from bottom of diamond		2nd Trailer No. Axles 	
57 Distance/Direction to Object Struck 0 0							Width (inches) 	
58 Vehicle Under/Over/Under 3 3							Length (feet) 	
59 Vehicle Defects 7 7							Length (feet) 	



Unit 1 was: ☒ Traveling ☐ Parked Facing N S E W on FIRST AVE

Unit 2 was: ☒ Traveling ☐ Parked Facing N S E W on FIRST AVE

65 NARRATIVE (Provide pertinent and unusual aspects, which are not listed elsewhere on the form)

UNIT 2 WAS STOPPED BEHIND ANOTHER VEHICLE THAT WAS WAITING TO MAKE A LEFT TURN WHEN UNIT 1 STRUCK UNIT 2 IN THE REAR.

66 Type/Owner _____ **Owner Address** _____ **Owner Phone** _____

ADDITIONAL PROPERTY DAMAGE _____ **State Property?** ☐ **Estimated Damage** \$ _____

WITNESSES

Name _____ Address _____ Phone No. (_____) _____

Name _____ Address _____ Phone No. (_____) _____

TRAFFIC VIOLATION(S)

Name _____ Charge(s) _____

Name _____ Charge(s) _____

Officer Name t i price **Officer Number** 3484 **Department** Knightdale Police Department **Date of Report** 12/04/2009

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2

Do not write in these spaces

102708944

Date Received by DMV

11/02/2009

No. of Units Involved

Form 1 of 1

☐ Supplemental Report☐ Non-ReportableDate
11/01/2009County
WAKETime
17:24Local Use/Patrol Area
24-09-007472/0033 Relation to Roadway Surface 1 Crash occurred ☒ In KNIGHTDALEon N FIRST AVE

Highway Number, or Highway, Street, (If ramp or service road, indicate on box)

at SMITHFIELD RD

Use Highway Number, Street Name or Adjacent County or State Line

Municipality

☐ Ramp or Service Road

(R.R. Crossing # _____)

☐ ☐ ☐ ☐ toward _____

Use Highway Number, Street Name or Adjacent County or State Line

☐ ☐ ☐ ☐ outside municipality☐ ☐ ☐ ☐ E N S E W

(If L-Information)

(If available)

Latitude _____
Longitude _____
Altitude _____UNIT #1 ☐ VEHICLE ☐ PEDESTRIAN ☒ HIT & RUN ☐ COMMERCIAL ☐ VEHICLEDriver _____
First Middle Last Suffix

Address _____

City _____ State _____ Zip _____

Same Address as Driver's ☐ Yes ☐ No Driver's Phone Numbers H (_____) W (_____) ☐ Yes ☐ No

D.L. # _____ State _____

COL License ☐

DOB _____ 34 Vision Obstruction 00 35 Physical Condition 10 36 D.L. Restrictions _____

37 Alcohol/Drugs Suspected 7 38 Alcohol/Drugs Test 0 39 Results (If known) _____ 40 Vehicle Seizure (DWR) ☐

Owner _____

Same as Driver? ☐

Address _____

Same Address as Driver? ☐

City _____ State _____ Zip _____

Plate # _____ Plate State _____ Plate Year _____

VIN _____

Vehicle Make _____ Vehicle Year _____ 41 Vehicle Style (Type) 1 42 Vehicle Drivable ☒ Yes ☐ No

43 TAD LFG-2 44 Estimated Damage \$1000

Insurance Company _____

Policy # _____

20 COMMERCIAL VEHICLE: Cargo, Carrier Name, Address, Source

46 Cargo Body Type _____ ☐ Same Address as Owner?

Source:

☐ Truck☐ Shipping papers☐ OtherUNIT #2 ☒ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ OTHERDriver LYNN SAPAUGH
First Middle Last Suffix

Address 103 CLIFFVIEW DR

City KNIGHTDALE State NC Zip 275459513

Same Address as Driver's ☐ Yes ☐ No Driver's Phone Numbers H (919) 389-3973 W (_____) ☐ Yes ☐ No

D.L. # 000003227335 State NC

COL License ☐

DOB 12/26/1950 34 Vision Obstruction 00 35 Physical Condition 01 36 D.L. Restrictions 1

37 Alcohol/Drugs Suspected 0 38 Alcohol/Drugs Test 0 39 Results (If known) 0 40 Vehicle Seizure (DWR) ☐

Owner LYNN WHITINGTON BINGHAM

Same as Driver? ☐

Address 103 CLIFFVIEW DR

Same Address as Driver? ☐

City KNIGHTDALE State NC Zip 275459513

Plate # RZL6049 Plate NC Plate Year 2010

VIN 4T1SK12C5RU456271

Vehicle TOYT Vehicle Year 1994 41 Vehicle Style (Type) 1 42 Vehicle Drivable ☒ Yes ☐ No

43 TAD FD-2 44 Estimated Damage \$1500

Insurance Company ERIE

Policy # Q011308454

Carrier Identification Numbers, GVWR, Axles

US DOT# _____ ICC# _____ Axles on Vehicle Including Tractor _____

State _____ State# _____ IFTA# _____

FE# _____ Fleet# _____ Gross Vehicle Weight Rating _____

21	22	23	24	25	26	27	28	29	30	31	32	Names and Addresses for All Persons (Unit 1/Unit 2 Dvr, Ped, etc. - See Above); Use check boxes if address same as Driver
A												Unit 1 Dvr, Ped, etc. ☐ Same as Driver
B	2	1	1		W	F	2	1	0	2	1	Unit 2 Dvr, Ped, etc. ☐ Same as Driver
C												
D												
E												
F												
G												
H												

46 Name of EMS

46 Name of EMS

47 Injured Taken

by EMS to

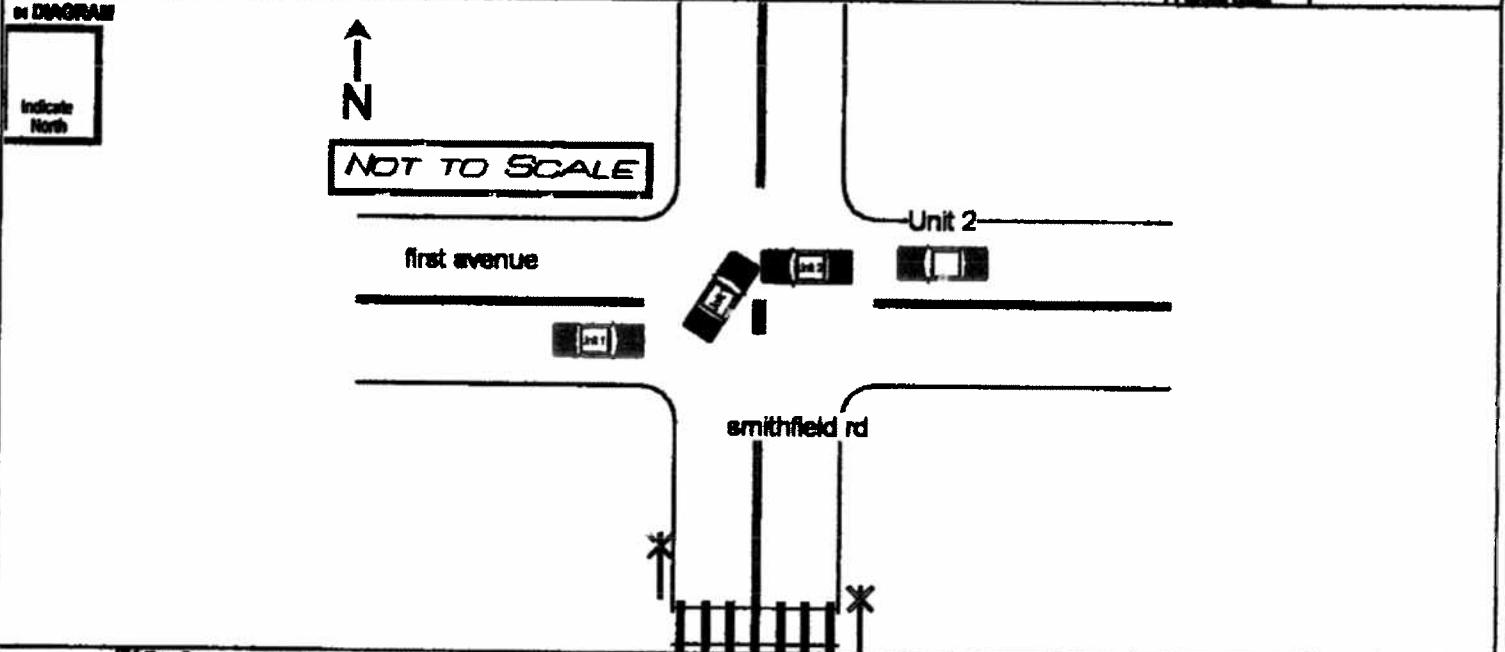
(Treatment Facility and City or Town)

47 Injured Taken

by EMS to

(Treatment Facility and City or Town)

48 POINTS OF INITIAL CONTACT (Write in Codes) Unit <u>1</u> <u>3</u> Unit <u>2</u> <u>2</u>			VEHICLE INFO.		Veh # <u>1</u>	Veh # <u>2</u>	ROADWAY INFO.		WORK ZONE RELATED	
CRASH SEQUENCE (Unit Level)			49 Authorized Speed Limit	25	25	69 Road Feature	7	76 Workzone Area	5	
50 Vehicle Maneuver/Action	8	4	61 Estimate of Original Traveling Speed	0	0	70 Road Character	1	79 Work Activity		
60 Non-Motorist Action			62 Estimate of Speed at Impact	15	15	71 Road Classification	5	80 Work Area Marked		
61 Non-Motorist Location Prior to Impact			63 Tire Impressions Before Impact (ft.)	0	0	72 Road Surface Type	4	81 Crash Location		
62 Crash Sequence - First Event for This Unit	24	30	64 Distance Traveled After Impact (ft.)	0	0	73 Road Configuration	2	TRAILER INFO. Unit <u>1</u> Unit <u>2</u>		
63 Crash Sequence - Second Event	30		65 Emergency Vehicle Use			74 Access Control	1	82 Trailer Type	00	00
64 Crash Sequence - Third Event			66 Post Crash Pile (if "Yes" check box)	☐	☐	75 Number of Lanes	4	1st Trailer No. Axles		
65 Crash Sequence - Fourth Event			67 School Bus - Contact Vehicle	☐	☐	76 Traffic Control Type	3	Width (inches)		
66 Most Harmful Event for This Unit	30	30	68 School Bus - Noncontact Vehicle	☐	☐	77 Traffic Control Oper	1	Length (feet)		
67 Distance/Direction to Object Struck			COMMERCIAL VEHICLE: Hazardous Materials Involvement					2nd Trailer No. Axles		
68 Vehicle Underside/Overide	3	3	Haz Mat Placed ☐ Yes ☐ No				Free Placed indicator:	Width (inches)		
69 Vehicle Defects	7	0	Hazardous Cargo ☐ Yes ☐ No				4-digit placard number or name from diamond or box	1-digit number from bottom of diamond	Length (feet)	
			Re'assess (place not include fuel tank fuel tank)						83 Unit Overwidth Trailer and Overwidth Mobile Alarms	Overwidth Permit #
			Carrying Haz Mat ☐ Yes ☐ No							



Unit 1 was: ☒ Traveling ☐ Parked Facing ☐ N ☐ S ☐ E ☐ W SMITHFIELD

Unit 2 was: ☒ Traveling ☐ Parked Facing ☐ N ☐ S ☐ E ☐ W FIRST AVE

65 NARRATIVE (Include pertinent and unusual details, which are not listed elsewhere on the form)

VEHICLE ONE AND TWO WERE STOPPED AT THE TRAFFIC LIGHT AT SMITHFIELD ROAD AND FIRST AVENUE. THE LIGHT CHANGED. VEHICLE TWO BEGAN TO GO STRAIGHT ACROSS THE INTERSECTION. VEHICLE ONE MADE A LEFT TURN IN FRONT OF VEHICLE TWO. VEHICLE ONE LEFT THE SCENE.

66 Type/Owner

Owner Address

Owner Phone

ADDITIONAL PROPERTY DAMAGE

State Property? ☐ Estimated Damage \$

Name DAVE PERRY Address 2745 SOUTHBRIDGE ST. RALEIGH, NC 27610 Phone No. (919) 798-3447

Name Address Phone No.

TRAFFIC VIOLATION(S)

Name Charge(s) (Circle 6 options)

Name Charge(s)

Officer Name J. D. Phillips Officer Number 1325 Department Knightdale Police Department Date of Report 11/01/2009

THIS REPORT IS FOR THE USE OF THE DIVISION OF MOTOR VEHICLES. THE DATA IS COLLECTED FOR STATISTICAL ANALYSIS AND SUBSEQUENT HIGHWAY SAFETY PROGRAMMING. DETERMINATIONS OF "FAULT" ARE THE RESPONSIBILITY OF INSURERS OR OF THE STATE'S COURTS.

2

Do not write in these spaces

102681401

Date Received by DMV

09/27/2009

No. of Units Involved

Form 1 of 1

☐ Supplemental Report

☐ Non-Reportable

Date
09/22/2009

County
WAKE

Time
14:14

Local Use/Patrol Area
24-09-006534/2

33 Relation to Roadway Surface

1

Crash occurred

☒ In

Near KNIGHTDALE

or

Miles

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outside municipality

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on FIRST AVE

Highway Number, or Highway, Street, (if ramp or service road, indicate on line)

Municipality

☐

(R.R. Crossing #

)

Miles

20

(D.L. Intersection)

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(if available)

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from SMITHFIELD RD

Use Highway Number, Street Name or Adjacent County or State Line

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toward SILLS AVE.

Use Highway Number, Street Name or Adjacent County or State Line

Latitude

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UNIT #1 ☒ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ COMMERCIAL ☐ VEHICLE

Driver DAYLA CORINE VALENTINE

First Middle Last Suffix

Address 102 AMBER RIVER CT

City KNIGHTDALE State NC Zip 275457671

Same Address on Driver's Driver's H (919) 758-2056

License? ☒ Yes ☐ No Phone Numbers W ()

D.L. # 000037349138 State NC

CDL License ☐

DOB 09/04/1991 34 Vision Obstruction 00 35 Physical Condition 01 36 D.L. Restrictions 0

37 Alcohol/ Drugs Suspected 0 38 Alcohol/ Drugs Test 0 39 Results (If known) 0 40 Vehicle Seizure (DWI) ☐

Owner WAYNE LAMONT WOOTEN

Same as Driver? ☐

Address 5933 SANDY RUN

Same Address as Driver? ☐

City KNIGHTDALE State NC Zip 275458957

Plate # XWJ3320 State NC Plate 2010

VIN JHMBB226XNC014380

Vehicle HOND Vehicle 1992 41 Vehicle 1 42 Vehicle ☒ Yes

Make Year Style (Type) Drivable ☐ No

43 TAD FL-1 44 Estimated \$750

Insurance A00 ALLSTATE PROPERTY AND CASUALTY INS

Company

Policy # 955821867

20 COMMERCIAL VEHICLE: Cargo, Carrier Name, Address, Source

45 Cargo Body Type ☐ Same Address as Owner?

Source: ☐ Truck ☐ Shipping papers ☐ Other

UNIT #2 ☒ VEHICLE ☐ PEDESTRIAN ☐ HIT & RUN ☐ OTHER

Driver LISA DENNING FOWLER

First Middle Last Suffix

Address 406 BETHLEHEM RD

City KNIGHTDALE State NC Zip 275458308

Same Address on Driver's Driver's H (919) 266-3666

License? ☒ Yes ☐ No Phone Numbers W (919) 889-8631

D.L. # 000002873364 State NC

CDL License ☐

DOB 07/30/1973 34 Vision Obstruction 00 35 Physical Condition 01 36 D.L. Restrictions 0

37 Alcohol/ Drugs Suspected 0 38 Alcohol/ Drugs Test 0 39 Results (If known) 0 40 Vehicle Seizure (DWI) ☐

Owner CAROL MATKINS DENNING

Same as Driver? ☐

Address 406 BETHLEHEM RD

Same Address as Driver? ☐

City KNIGHTDALE State NC Zip 275459308

Plate # YNB8841 State NC Plate 2010

VIN KNDMB233886196453

Vehicle KIA Vehicle 2008 41 Vehicle 3 42 Vehicle ☒ Yes

Make Year Style (Type) Drivable ☐ No

43 TAD LD-3 44 Estimated \$2500

Insurance KEMPER-UNITRIN AUTO & HOME

Company

Policy # PZ - 046056

Carrier Identification Numbers, GVWR, Axles

US DOT# ICC# Axles on Vehicle Including Trailers

State State IFTA

FEL# FLE# Gross Vehicle Weight Rating

	21	22	23	24	25	26	27	28	29	30	31	32	Names and Addresses for All Persons (Unit 1A Unit 2 Drv, Ped, etc. - See Above); Use check blocks if address same as Driver
A	1	1	1	Unit 1 Drv, Ped, etc. see above	B	F	2	1	3	2	1	5	Unit 1 Drv, Ped, etc. see above
B	2	1	1	Unit 2 Drv, Ped, etc. see above	W	F	2	1	3	2	1	5	Unit 2 Drv, Ped, etc. see above
C													
D													
E													
F													
G													
H													

46 Name of EMS

47 Injured Taken by EMS to

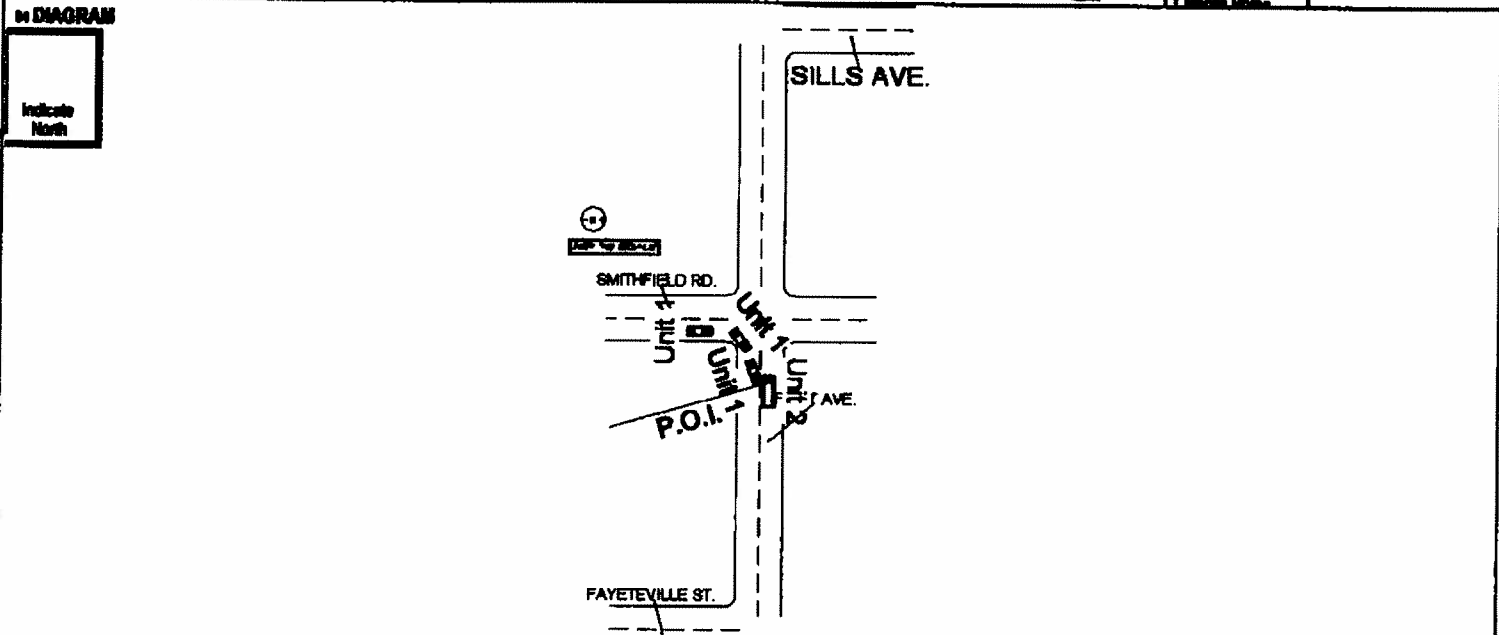
(Treatment Facility and City or Town)

46 Name of EMS

47 Injured Taken by EMS to

(Treatment Facility and City or Town)

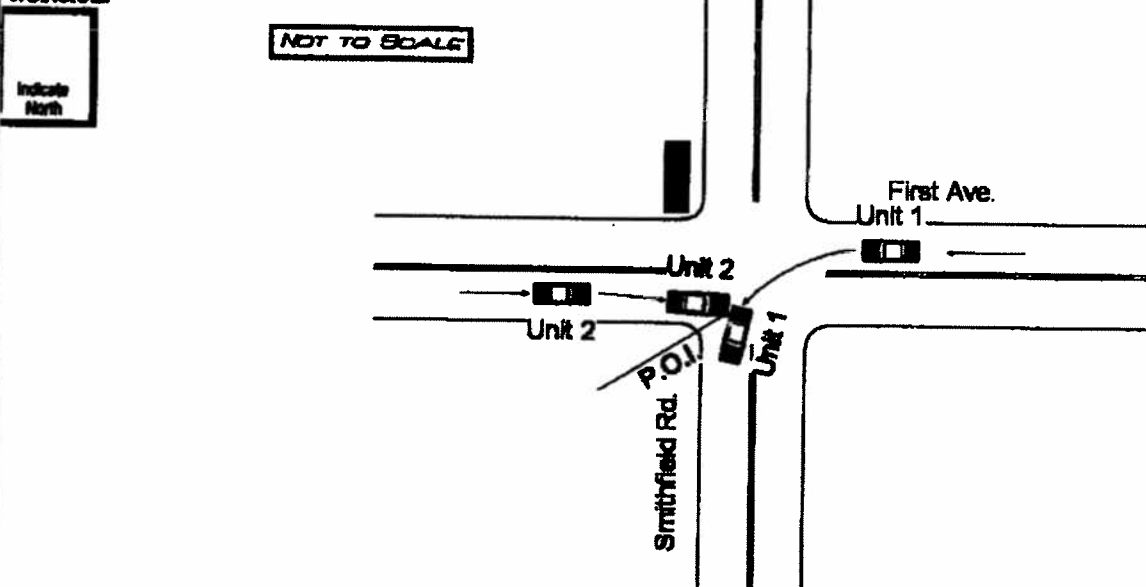
46 POINTS OF INITIAL CONTACT (Write in Code) Unit <u>1</u> <u>5</u> Unit <u>2</u> <u>6</u>			VEHICLE INFO. 48 Authorized Speed Limit 49 Estimate of Original Traveling Speed 50 Estimate of Speed at Impact 51 Tire Impressions Before Impact (ft.) 52 Distance Traveled After Impact (ft.) 53 Emergency Vehicle Use 54 Post Crash Fee (if "Yes" check block) 55 School Bus - Contact Vehicle 56 School Bus - Noncontact Vehicle		Val. # <u>1</u> Val. # <u>2</u>	ROADWAY INFO. 60 Road Feature 61 Road Character 62 Road Classification 63 Road Surface Type 64 Road Configuration 65 Access Control 66 Number of Lanes 67 Traffic Control Type 68 Traffic Control Oper		WORK ZONE RELATED 70 Workzone Area 71 Work Activity 72 Work Area Method 73 Crash Location 74 Trailer Type 75 1st Trailer No. Axles 76 Width (inches) 77 Length (feet) 78 2nd Trailer No. Axles 79 Width (inches) 80 Length (feet) 81 3rd Trailer No. Axles 82 Width (inches) 83 Length (feet) 84 4th Trailer No. Axles 85 Width (inches) 86 Length (feet)			
CRASH SEQUENCE (Unit Level) 47 Vehicle Maneuver/Action 48 Non-Motorist Action 49 Non-Motorist Location Prior to Impact 50 Crash Sequence - First Event for This Unit 51 Crash Sequence - Second Event 52 Crash Sequence - Third Event 53 Crash Sequence - Fourth Event 54 Most Harmful Event for This Unit 55 Distance/Direction to Object Struck 56 Vehicle Underneath/Overhead 57 Vehicle Details			Unit <u>1</u> Unit <u>2</u> 7 11 6 29 29 29 29 0 0 3 3 0 0		35 35 15 30 10 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 1 5 4 2 1 2 3 1		5 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00 00		
46 DIAGRAM Indicate North			COMMERCIAL VEHICLE: Hazardous Materials Involvement Has Mat Placed ☐ Yes ☐ No Hazardous Cargo ☐ Yes ☐ No Released (place and include that have had tank) Carrying Haz Mat ☐ Yes ☐ No From Placed indicates: 4-digit placard number or 1-digit number from hazard from diamond or box bottom of diamond								



Unit <u>1</u> was: ☒ Traveling ☐ Parked Facing ☐ N ☐ S ☐ E ☐ W <u>FIRST AVE</u>		Unit <u>2</u> was: ☒ Traveling ☐ Parked Facing ☐ N ☐ S ☐ E ☐ W <u>FIRST AVE</u>	
47 NARRATIVE (Provide pertinent and essential details, which are not listed elsewhere on the form) <u>UNIT NUMBER 2 WAS SLOWING TO A STOP AT THE STOP AND GO SIGNAL AT THE INTERSECTION OF FIRST AVE AND SMITHFIELD RD. WHEN IT WAS STRUCK IN THE DRIVER'S SIDE DOOR BY UNIT NUMBER 1 WHO CROSSED THE CENTER LINE. THE STOP AND GO SIGNAL WAS EMITTING A STEADY RED LIGHT FOR THE EAST AND WESTBOUND LANES OF TRAVEL ON FIRST AVE - WHILE THE MOTORIST TRAVELLING SMITHFIELD RD. HAD A STEADY GREEN LIGHT. THE OPERATOR OF UNIT NUMBER 1 MADE A WIDE RIGHT TURN, CROSSED THE CENTER LINE AND STRUCK UNIT NUMBER 2. THE REGISTERED OWNER OF UNIT NUMBER 1 WAS TRAVELLING IN A SEPERATE CAR LOCATED BEHIND UNIT NUMBER 1. REGISTERED OWNER OF UNIT NUMBER 1 STATED AND PRODUCED A NOTARIZED TITLE FOR THE SALE OF UNIT NUMBER 1 TO THE OPERATOR, DAYLA VALENTINE; EVEN THOUGH THE INSURANCE AND REGISTRATION FOR UNIT NUMBER 1 WAS STILL IN THE NAME OF WAYNE LAMONT WOOTEN. OPERATOR OF UNIT NUMBER 1 WAS NOT LICENSED BY THE N.C. DMV AT THE TIME OF THIS CRASH.</u>			
48 Type of Owner 49 Owner Address 50 Phone		51 Additional Property Damage 52 State Property? 53 Estimated Damage	
WITNESSES Name _____ Address _____ Phone No. (_____) _____ Name _____ Address _____ Phone No. (_____) _____			
TRAFFIC VIOLATIONS Name <u>1 - DAYLA CORINE VALENTINE</u> Charge(s) <u>G.S. 20-7(A) - NO OPERATORS LICENSE</u> Name _____ Charge(s) _____ Name _____ Charge(s) _____			
Officer Name <u>steve b bailey</u>		Officer Number <u>6476</u>	
Department <u>Knightdale Police Department</u>		Date of Report <u>09/22/2009</u>	

40 POINTS OF INITIAL CONTACT Unit 1 <u>16</u> Unit 2 <u>3</u>			VEHICLE INFO.		Unit 1 Unit 2	ROADWAY INFO.		WORK ZONE RELATED	
CRASH SEQUENCE (Unit Level)			60 Authorized Speed Limit	25	25	63 Road Feature	0	76 Workzone Area	5
61 Vehicle Maneuver/Action			61 Estimate of Original Traveling Speed	15	25	70 Road Character	1	78 Work Activity	
62 Non-Motorist Action			62 Estimate of Speed at Impact	15	10	71 Road Classification	5	80 Work Area Marked	
63 Non-Motorist Location Prior to Impact			63 Tire Impressions Before Impact (R/L)	0	0	72 Road Surface Type	4	81 Crash Location	
64 Crash Sequence - First Event for This Unit			64 Distance Traveled After Impact (R/L)	0	0	73 Road Configuration	2	TRAILER INFO.	
65 Crash Sequence - Second Event			65 Emergency Vehicle Use			74 Access Control	1	82 Trailer Type	Unit 1 00
66 Crash Sequence - Third Event			66 Post Crash Pos (if "Yes" check Mark)	☐	☐	75 Number of Lanes	2	1st Trailer No. Axles	00
67 Crash Sequence - Fourth Event			67 School Bus - Contact Vehicle	☐	☐	76 Traffic Control Type	3	Width (inches)	
68 Most Harmful Event for This Unit			68 School Bus - Noncontact Vehicle	☐	☐	77 Traffic Control Oper	1	Length (feet)	
69 Distance/Direction to Object Struck			COMMERCIAL VEHICLE: Hazardous Materials Involvement						
70 Vehicle Under/Over/Under			Has Mat Placed ☐ Yes ☐ No						
71 Vehicle Defects			From Placard indicate:						
			Hazardous Cargo ☐ Yes ☐ No						
			4-digit placard number or name from diamond or box						
			Rebased (place and include last four feet last)						
			Carrying Haz Mat ☐ Yes ☐ No						
			1-digit number from bottom of diamond						

64 DIAGRAM



Unit 1 was ☒ Traveling ☐ Parked Facing ☐ N ☐ S ☐ E ☐ W on FIRST AVE.

Unit 2 was ☒ Traveling ☐ Parked Facing ☐ N ☐ S ☐ E ☐ W on FIRST AVE.

65 NARRATIVE (Provide pertinent and relevant details, which are not listed elsewhere on the form)

V1 WAS TRAVELING EASTBOUND ON FIRST AVE. APPROACHING THE INTERSECTION OF SMITHFIELD RD. V2 WAS TRAVELING WESTBOUND ON FIRST AVE. ALSO APPROACHING THE INTERSECTION OF SMITHFIELD RD. BOTH DIRECTIONS HAD GREEN LIGHTS. V1 WAS INTENDING TO MAKE A LEFT TURN. V2 WAS INTENDING TO GO STRAIGHT THROUGH THE INTERSECTION. V1 TURNED LEFT IN THE INTERSECTION IN FRONT OF V2. THE DRIVER OF V2 APPLIED BRAKES AND MOVED TO THE RIGHT TO AVOID A COLLISION. V2 STRUCK V1 WITH ITS FRONT LEFT BUMPER IN THE RIGHT REAR FENDER OF V1. LITTLE DAMAGE WAS NOTED. AND THERE WERE NO REPORTED INJURIES. V2 IS A RENTAL VEHICLE.

66 Type of Owner		Owner Address		Owner Phone		State Property?		Collected Damage \$	
Name		Address		Phone No. ()		Name		Address	
Name		Address		Phone No. ()		Name		Address	
Name		Charge(s)		(Citation # optional)		Name		Charge(s)	
Officer Name R S Haynes		Officer Number 4048		Department Knightdale Police Department		Date of Report 09/19/2009			

FRA Grade Crossing Information

U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 6/24/2011

Crossing No.: **465682W** Update Reason: **Changed Crossing** Effective Begin-Date of Record: **12/18/09**
Railroad: **CLNA Carolina Coastal Rwy, Inc. [CLNA]** End-Date of Record:
Initiating Agency **Railroad** Type and Position: **Public At Grade**

Part I Location and Classification of Crossing

Division:	LEASED/FOREIGN	State:	NC
Subdivision:	CENTRAL	County:	WAKE
Branch or Line Name:	MAIN	City:	In KNIGHTDALE
Railroad Milepost:	S220.98	Street or Road Name:	SMITHFIELD ROAD
RailRoad I.D. No.:		Highway Type & No.:	SR 2233
Nearest RR Timetable Stn:	KNIGHTDALE	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	
Crossing Owner:	Norfolk Southern Corp. [NS]	Latitude:	35.7871890
ENS Sign Installed:		Longitude:	-78.4823840
Passenger Service:	None	Lat/Long Source:	
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Seperate Number:			

Private Crossing Information:

Category:	Public Access:		
Specify Signs:	Specify Signals:		
ST/RR A	ST/RR B	ST/RR C	ST/RR D
Railroad Use:			
State Use:			
Narrative:			

Emergency Contact: **(800)946-4744** Railroad Contact: State Contact: **(919)715-5564**

Part II Railroad Information

Number of Daily Train Movements:		Less Than One Movement Per Day:	No
Total Trains:	4	Total Switching:	0
Typical Speed Range Over Crossing: From	10	Day Thru:	2
	to 49 mph	Maximum Time Table Speed:	49
Type and Number of Tracks:	Main: 1	Other: 0	Specify:
Does Another RR Operate a Separate Track at Crossing?		No	
Does Another RR Operate Over Your Track at Crossing?		No	

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing **465682W**

Continued

Effective Begin-Date of Record: **12/18/09**

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	2	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	No
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	0
		Specify:	0

Train Activated Devices:

Gates:	2	4 Quad or Full Barrier:	No
Mast Mounted FL:	2	Total Number FL Pairs:	6
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0
Other Train Activated Warning Devices:		Bells:	1
Channelization:	None	Special Warning Devices Not Train Activated:	
Track Equipped with Train Signals?	No	Type of Train Detection:	None
		Traffic Light Interconnection/Preemption:	N/A

Part IV: Physical Characteristics

Type of Development:	Commercial	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Asphalt and Flange	Is it Signalized?	No
Nearby Intersecting Highway?	76 to 200 feet	Is Crossing Illuminated?	No
Does Track Run Down a Street?	No		
Is Commercial Power Available?	Yes		

Part V: Highway Information

Highway System:	Non-Federal-aid	Functional Classification of Road at Crossing:	Rural Minor Collector
Is Crossing on State Highway System:	Yes	AADT Year:	2005
Annual Average Daily Traffic (AADT):	008345	Avg. No of School Buses per Day:	2
Estimated Percent Trucks:	06		
Posted Highway Speed:	35		

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Carolina Coastal Rwy, Inc. [CLNA]				1a. CLNA		1b. 2	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Carolina Coastal Rwy, Inc. [CLNA]				3a. CLNA		3b. 2	
4. U.S. DOT-AAR Grade Crossing ID No. 465681P		5. Date of Accident/Incident 01/16/09		6. Time of Accident/Incident 12:28 PM			
7. Nearest Railroad Station KNIGHTDALE		8. Division WILSON		9. County WAKE		10. State Abbr. 37 Code NC	
11. City (if in a city) KNIGHTDALE		12. Highway Name or No. FAYETTEVILLE ST				☒ Public ☐ Private	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) A				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1			
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) Code 1. North 2. South 3. East 4. West 4		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 2		19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 1					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4		20b. Was there a hazardous materials release by Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4					
20c. State the name and quantity of the hazardous materials released, if any							
21. Temperature (specify if minus) 24 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			
24. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1				25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name NS MAIN	
27. FRA Track Class 2		28. Number of Locomotive Units 2		29. Number of Cars 22		30. Consist Speed (Recorded if available) Code R. Recorded 20 mph E. Estimated E	
32. Type of Crossing 1. Gates 4. Wtg wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None				33. Signaled Crossing Warning		34. Whistle Ban Code 1. Yes 2. No 3. Unknown 2	
Code(s) 07							
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 1			
38. Driver's Age 42		39. Driver's Gender Code 1. Male 2 2. Female		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 4	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8					
Casualties to:		Killed		Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 2	
46. Highway-Rail Crossing Users 0		1		47. Highway Vehicle Property Damage (est. dollar damage) \$25,000		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and crew) 2		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2	
52. Passengers on Train 0		0					
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description VEHICLE STOPPED ON CROSSING AFTER RUNNING A STOP SIGN ON AN ADJACENT HIGHWAY AND WAS STUCK BY TRAIN.							
55. Typed Name and Title				56. Signature			
				57. Date			

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk Southern Corp. [NS]		1a. NS	1b. 016783
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. [NS]		3a. NS	3b. 016783
4. U.S. DOT-AAR Grade Crossing ID No. 465681P		5. Date of Accident/Incident 05/14/04	
6. Time of Accident/Incident 07:30 AM			
7. Nearest Railroad Station KNIGHTDALE		8. Division EAST	9. County WAKE
10. State Abbr. 37 Code NC			
11. City (if in a city) KNIGHTDALE		12. Highway Name or No. FAYETTEVILLE ST	
		☒ Public ☐ Private	
Highway User Involved		Rail Equipment Involved	
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) A		17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1	
14. Vehicle Speed (est. mph at impact) 15		15. Direction (geographical) Code 1. North 2. South 3. East 4. West 2	
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3		18. Position of Car Unit in Train 1	
19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 2		20b. Was there a hazardous materials release by Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4	
20c. State the name and quantity of the hazardous materials released, if any			
21. Temperature (specify if minus) 72 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2	
23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			
24. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1		25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1	
26. Track Number or Name NS MAIN TRACK			
27. FRA Track Class 3		28. Number of Locomotive Units 4	
29. Number of Cars 123		30. Consist Speed (Recorded if available) Code R. Recorded 26 mph E	
31. Time Table Direction Code 1. North 2. South 3. East 4. West 4			
32. Type of Crossing 1. Gates 4. Wfg wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning Code 1. Yes 2. No 3. Unknown 2	
34. Whistle Ban Code 1. Yes 2. No 3. Unknown 2			
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2	
37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 2			
38. Driver's Age 75		39. Driver's Gender Code 1. Male 2. Female 1	
40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 3	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8	
Casualties to: Killed Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	
45. Was Driver in the Vehicle? Code 1. Yes 2. No 1			
46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$14,000	
48. Total Number of Highway-Rail Crossing Users (include driver) 1			
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and crew) 2	
51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2			
52. Passengers on Train			
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description			
55. Typed Name and Title		56. Signature	
		57. Date	

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Norfolk Southern Corp. [NS]				1a. NS		1b. 005707	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b. 005707	
3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. [NS]				3a. NS		3b. 005707	
4. U.S. DOT-AAR Grade Crossing ID No. 465681P		5. Date of Accident/Incident 06/05/01		6. Time of Accident/Incident 07:10 AM			
7. Nearest Railroad Station KNIGHTDALE		8. Division PIEDMONT		9. County WAKE		10. State Abbr. 37 Code NC	
11. City (if in a city) KNIGHTDALE		12. Highway Name or No. FAYETTEVILLE ST				☒ Public ☐ Private	
Highway User Involved				Rail Equipment Involved			
13. Type A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)		Code B		17. Equipment 1. Train (units pulling) 5. Car(s) (standing) 2. Train (units pushing) 6. Light loco(s) (moving) 3. Train (standing) 7. Light loco(s) (standing)		Code 1	
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West		Code 4		18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped		Code 2		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user		Code 1	
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither		Code 2		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither		Code 4	
20c. State the name and quantity of the hazardous materials released, if any							
21. Temperature (specify if minus) 70 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark		Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow	
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main./inspect. car		Code 1		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry		Code 1	
26. Track Number or Name NS MAIN TRACK		27. FRA Track Class 4		28. Number of Locomotive Units 3		29. Number of Cars 60	
30. Consist Speed (Recorded if available) R. Recorded E. Estimated		Code 35 mph		31. Time Table Direction 1. North 2. South 3. East 4. West		Code 2	
32. Type of Crossing 1. Gates 4. Wfg wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None		Code(s) 07		33. Signaled Crossing Warning		34. Whistle Ban 1. Yes 2. No 3. Unknown	
Code 2		35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach		Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown	
Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown		Code 2		38. Driver's Age 25	
39. Driver's Gender 1. Male 2. Female		Code 1		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown		Code 2	
41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop		Code 4		42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown		Code 2	
43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed		Code 8		44. Driver was 1. Killed 2. Injured 3. Uninjured		Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No		Code 1		46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$1,500	
48. Total Number of Highway-Rail Crossing Users (include driver) 1		49. Railroad Employees 0		50. Total Number of People on Train (include passengers and crew) 2		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No	
Code 2		52. Passengers on Train 0		53a. Special Study Block		53b. Special Study Block	
54. Narrative Description							
55. Typed Name and Title				56. Signature		57. Date	

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Southern Rwy Co. [SOU]				1a. SOU		1b. X010690077	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Southern Rwy Co. [SOU]				3a. SOU		3b. X010690077	
4. U.S. DOT-AAR Grade Crossing ID No. 465683D		5. Date of Accident/Incident 06/18/90		6. Time of Accident/Incident 05:35 PM			
7. Nearest Railroad Station KNIGHTDALE		8. Division		9. County WAKE		10. State Code Abbr. 37 NC	
11. City (if in a city) KNIGHTDALE		12. Highway Name or No. SR 2049		☒ Public ☐ Private			
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)		Code A		17. Equipment 1. Train (units pulling) 5. Car(s) (standing) 2. Train (units pushing) 6. Light loco(s) (moving) 3. Train (standing) 7. Light loco(s) (standing)		8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL	
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West		Code 4		18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped		Code 2		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user		Code 1	
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither		Code 4		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither		Code	
20c. State the name and quantity of the hazardous materials released, if any							
21. Temperature (specify if minus) 90 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark		Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow	
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main./inspect. car		Code 1		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry		Code 1	
27. FRA Track Class 3		28. Number of Locomotive Units 4		29. Number of Cars 14		30. Consist Speed (Recorded if available) R. Recorded 35 mph E. Estimated	
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None		Code(s) 07		33. Signaled Crossing Warning		34. Whistle Ban 1. Yes 2. No 3. Unknown	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach		Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown		Code 2	
37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown		Code 2		38. Driver's Age 39. Driver's Gender 1. Male 2. Female		Code 4	
40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown		Code 2		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop		Code 4	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown		Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed		Code 8	
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured	
						Code 2	
46. Highway-Rail Crossing Users		0		2		47. Highway Vehicle Property Damage (est. dollar damage) \$200,000	
49. Railroad Employees		0		0		50. Total Number of People on Train (include passengers and crew)	
52. Passengers on Train		0		0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No	
						Code 2	
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title				56. Signature			
				57. Date			

HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Southern Rwy Co. [SOU]				1a. SOU		1b. GC0189031	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Southern Rwy Co. [SOU]				3a. SOU		3b. GC0189031	
4. U.S. DOT-AAR Grade Crossing ID No. 465681P		5. Date of Accident/Incident 04/08/89		6. Time of Accident/Incident 10:25 PM			
7. Nearest Railroad Station KNIGHTDALE		8. Division		9. County WAKE		10. State Abbr. 37 Code NC	
11. City (if in a city) KNIGHTDALE		12. Highway Name or No. SR 2513 FAYETTEVILLE				☒ Public ☐ Private	
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) B				17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL 3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL 1			
14. Vehicle Speed (est. mph at impact) 1		15. Direction (geographical) Code 1. North 2. South 3. East 4. West 4		18. Position of Car Unit in Train 89			
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3		19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 2					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4				20b. Was there a hazardous materials release by Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither			
20c. State the name and quantity of the hazardous materials released, if any							
21. Temperature (specify if minus) 40 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 4		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 2			
24. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1				25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name MAIN	
27. FRA Track Class 3		28. Number of Locomotive Units 4		29. Number of Cars 116		30. Consist Speed (Recorded if available) Code R. Recorded 6 mph E E. Estimated	
32. Type of Crossing 1. Gates 4. Wlg wags 7. Crossbucks 10. Flagged by crew Warning 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning		34. Whistle Ban Code 1. Yes 2. No 3. Unknown			
Code(s) 07							
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning Interconnected with Highway Signals Code 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 2			
38. Driver's Age		39. Driver's Gender Code 1. Male 2. Female		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		41. Driver Code 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 3	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2		43. View of Track Obscured by (primary obstruction) Code 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8					
Casualties to:		Killed		Injured		44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3	
46. Highway-Rail Crossing Users 0		0		47. Highway Vehicle Property Damage (est. dollar damage) \$0		48. Total Number of Highway-Rail Crossing Users (include driver) 1	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2	
52. Passengers on Train 0		0					
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title				56. Signature			
				57. Date			

HIGHWAY-RAIL GRADE CROSSING

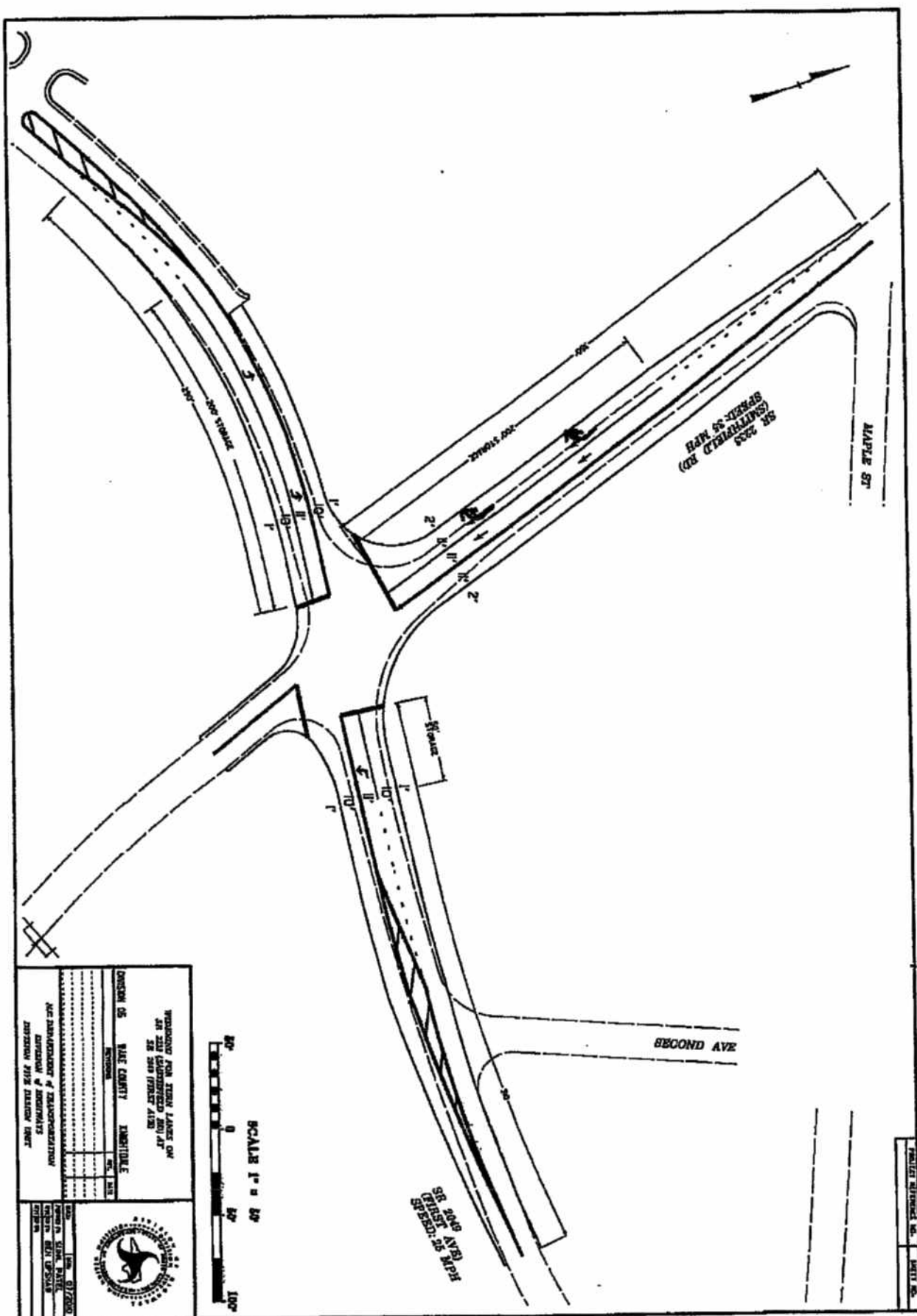
DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of				Alphabetic Code		RR Accident/Incident No.	
1. Reporting Railroad Norfolk Southern Corp. [NS]				1a. NS		1b. GC0176089	
2. Other Railroad Involved in Train Accident/Incident				2a.		2b.	
3. Railroad Responsible for Track Maintenance Southern Rwy Co. [SOU]				3a. SOU		3b. XXX	
4. U.S. DOT-AAR Grade Crossing ID No. 465681P				5. Date of Accident/Incident 12/16/76		6. Time of Accident/Incident 08:35 PM	
7. Nearest Railroad Station KNIGHTDALE			8. Division		9. County WAKE		10. State Abbr. 37 Code NC
11. City (if in a city) KNIGHTDALE			12. Highway Name or No. SR 2513 FAYETTEVILLE				☒ Public ☐ Private
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code A				17. Equipment 1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify) 2. Train (units pushing) 5. Car(s) (standing) A. Train pulling- RCL 3. Train (standing) 6. Light loco(s) (moving) B. Train pushing- RCL 7. Light loco(s) (standing) C. Train standing- RCL Code 1			
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 3		18. Position of Car Unit in Train 1			
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped Code 2		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code			
20c. State the name and quantity of the hazardous materials released, if any							
21. Temperature (specify if minus) 45 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main./inspect. car Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name MAIN LINE	
27. FRA Track Class 3		28. Number of Locomotive Units 4		29. Number of Cars 33		30. Consist Speed (Recorded if available) R. Recorded E. Estimated 15 mph Code E	
32. Type of Crossing 1. Gates 4. Wtg wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 07				33. Signaled Crossing Warning		34. Whistle Ban 1. Yes 2. No 3. Unknown Code	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1				36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2	
38. Driver's Age		39. Driver's Gender 1. Male 2. Female Code		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code 4	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
46. Highway-Rail Crossing Users 0		0		47. Highway Vehicle Property Damage (est. dollar damage) \$250		48. Total Number of Highway-Rail Crossing Users (include driver) 8	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and crew)		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2	
52. Passengers on Train 0		0					
53a. Special Study Block				53b. Special Study Block			
54. Narrative Description							
55. Typed Name and Title				56. Signature			
				57. Date			

Synchro Reports



Knightdale (CAMPO)
Existing

1: First Ave (Bethlehem Rd) & Smithfield Rd

Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	157	127	4	35	107	8	10	187	26	5	110	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.8			5.2			5.1	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Flt		1.00			0.99			0.98			0.93	
Flt Protected		0.97			0.99			1.00			1.00	
Satd. Flow (prot)		1689			1707			1708			1616	
Flt Permitted		0.73			0.87			0.98			0.99	
Satd. Flow (perm)		1262			1502			1670			1600	
Peak-hour factor, PHF	0.84	0.84	0.84	0.77	0.77	0.77	0.83	0.83	0.83	0.88	0.88	0.88
Adj. Flow (vph)	187	151	5	45	139	10	12	225	31	6	125	139
RTOR Reduction (vph)	0	1	0	0	3	0	0	6	0	0	53	0
Lane Group Flow (vph)	0	342	0	0	191	0	0	262	0	0	217	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		16.4			16.1			11.0			11.1	
Effective Green, g (s)		16.4			16.1			11.0			11.1	
Actuated g/C Ratio		0.44			0.43			0.30			0.30	
Clearance Time (s)		4.5			4.8			5.2			5.1	
Vehicle Extension (s)		3.0			3.0			2.0			2.0	
Lane Grp Cap (vph)		558			652			495			479	
v/s Ratio Prot												
v/s Ratio Perm		c0.27			0.13			c0.16			0.14	
v/c Ratio		0.61			0.29			0.53			0.45	
Uniform Delay, d1		7.9			6.8			10.9			10.5	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		2.0			0.3			0.5			0.2	
Delay (s)		9.9			7.1			11.4			10.8	
Level of Service		A			A			B			B	
Approach Delay (s)		9.9			7.1			11.4			10.8	
Approach LOS		A			A			B			B	
Intersection Summary												
HCM Average Control Delay			10.0			HCM Level of Service			A			
HCM Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			37.1			Sum of lost time (s)			9.7			
Intersection Capacity Utilization			46.9%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

Knighdale (CAMPO)
Existing PM

1: First Ave (Bethlehem Rd) & Smithfield Rd

Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	215	111	9	50	101	14	14	253	52	4	370	276
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)		4.5			4.8			5.2			5.1	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		1.00			0.99			0.98			0.94	
Flt Protected		0.97			0.99			1.00			1.00	
Satd. Flow (prot)		1679			1693			1697			1638	
Flt Permitted		0.71			0.83			0.96			1.00	
Satd. Flow (perm)		1229			1431			1638			1636	
Peak-hour factor, PHF	0.87	0.87	0.87	0.80	0.80	0.80	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	247	128	10	62	126	18	15	269	55	4	394	294
RTOR Reduction (vph)	0	2	0	0	6	0	0	8	0	0	30	0
Lane Group Flow (vph)	0	383	0	0	200	0	0	331	0	0	662	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		23.1			22.8			25.3			25.4	
Effective Green, g (s)		23.1			22.8			25.3			25.4	
Actuated g/C Ratio		0.40			0.39			0.44			0.44	
Clearance Time (s)		4.5			4.8			5.2			5.1	
Vehicle Extension (s)		3.0			3.0			2.0			2.0	
Lane Grp Cap (vph)		489			562			713			715	
v/s Ratio Prot												
v/s Ratio Perm		c0.31			0.14			0.20			c0.40	
v/c Ratio		0.78			0.36			0.46			0.93	
Uniform Delay, d1		15.3			12.5			11.6			15.5	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		8.0			0.4			0.2			17.6	
Delay (s)		23.3			12.9			11.8			33.1	
Level of Service		C			B			B			C	
Approach Delay (s)		23.3			12.9			11.8			33.1	
Approach LOS		C			B			B			C	
Intersection Summary												
HCM Average Control Delay		23.8										
HCM Volume to Capacity ratio		0.86										
Actuated Cycle Length (s)		58.1										
Intersection Capacity Utilization		70.7%										
Analysis Period (min)		15										

c Critical Lane Group

Knightdale (CAMPO)
No-Build 2016

1: First Ave (Bethlehem Rd) & Smithfield Rd

Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	173	140	4	39	118	9	11	206	29	6	121	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.8			5.2			5.1	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Flt		1.00			0.99			0.98			0.93	
Flt Protected		0.97			0.99			1.00			1.00	
Satd. Flow (prot)		1689			1705			1707			1616	
Flt Permitted		0.74			0.86			0.98			0.99	
Satd. Flow (perm)		1280			1482			1670			1600	
Peak-hour factor, PHF	0.84	0.84	0.84	0.77	0.77	0.77	0.83	0.83	0.83	0.88	0.88	0.88
Adj. Flow (vph)	206	167	5	51	153	12	13	248	35	7	138	153
RTOR Reduction (vph)	0	1	0	0	3	0	0	7	0	0	53	0
Lane Group Flow (vph)	0	377	0	0	213	0	0	289	0	0	245	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		18.7			18.4			12.4			12.5	
Effective Green, g (s)		18.7			18.4			12.4			12.5	
Actuated g/C Ratio		0.46			0.45			0.30			0.31	
Clearance Time (s)		4.5			4.8			5.2			5.1	
Vehicle Extension (s)		3.0			3.0			2.0			2.0	
Lane Grp Cap (vph)		587			668			508			490	
v/s Ratio Prot												
v/s Ratio Perm		c0.29			0.14			c0.17			0.15	
v/c Ratio		0.64			0.32			0.57			0.50	
Uniform Delay, d1		8.5			7.2			12.0			11.6	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		2.4			0.3			0.9			0.3	
Delay (s)		10.9			7.5			12.8			11.9	
Level of Service		B			A			B			B	
Approach Delay (s)		10.9			7.5			12.8			11.9	
Approach LOS		B			A			B			B	
Intersection Summary												
HCM Average Control Delay			11.0			HCM Level of Service			B			
HCM Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			40.8			Sum of lost time (s)			9.7			
Intersection Capacity Utilization			56.3%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

Knighdale (CAMPO)
No-Build 2016

1: First Ave (Bethlehem Rd) & Smithfield Rd

Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	237	123	10	55	112	15	15	279	57	4	409	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)		4.5			4.8			5.2			5.1	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		1.00			0.99			0.98			0.94	
Flt Protected		0.97			0.99			1.00			1.00	
Satd. Flow (prot)		1679			1693			1697			1638	
Flt Permitted		0.69			0.82			0.97			1.00	
Satd. Flow (perm)		1197			1405			1643			1636	
Peak-hour factor, PHF	0.87	0.87	0.87	0.80	0.80	0.80	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	272	141	11	69	140	19	16	297	61	4	435	324
RTOR Reduction (vph)	0	2	0	0	5	0	0	8	0	0	31	0
Lane Group Flow (vph)	0	422	0	0	223	0	0	366	0	0	732	0
Turn Type	Perm		Perm		Perm		Perm		Perm		Perm	
Protected Phases	2				6		8				4	
Permitted Phases	2		6		8				4			
Actuated Green, G (s)	26.1				25.8		25.3				25.4	
Effective Green, g (s)	26.1				25.8		25.3				25.4	
Actuated g/C Ratio	0.43				0.42		0.41				0.42	
Clearance Time (s)	4.5				4.8		5.2				5.1	
Vehicle Extension (s)	3.0				3.0		2.0				2.0	
Lane Grp Cap (vph)	511				593		680				680	
v/s Ratio Prot												
v/s Ratio Perm	c0.35				0.16		0.22				c0.45	
v/c Ratio	0.83				0.38		0.54				1.08	
Uniform Delay, d1	15.5				12.1		13.5				17.9	
Progression Factor	1.00				1.00		1.00				1.00	
Incremental Delay, d2	10.5				0.4		0.4				57.0	
Delay (s)	26.0				12.5		13.9				74.8	
Level of Service	C				B		B				E	
Approach Delay (s)	26.0				12.5		13.9				74.8	
Approach LOS	C				B		B				E	
Intersection Summary												
HCM Average Control Delay	42.6		HCM Level of Service		D							
HCM Volume to Capacity ratio	0.95											
Actuated Cycle Length (s)	61.1		Sum of lost time (s)		9.6							
Intersection Capacity Utilization	83.7%		ICU Level of Service		E							
Analysis Period (min)	15											

c Critical Lane Group

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	173	136	9	66	109	9	20	206	47	6	121	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.8			5.2			5.1	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		1.00			0.99			0.98			0.93	
Flt Protected		0.97			0.98			1.00			1.00	
Satd. Flow (prot)		1686			1696			1692			1616	
Flt Permitted		0.74			0.79			0.96			0.99	
Satd. Flow (perm)		1275			1359			1626			1599	
Peak-hour factor, PHF	0.84	0.84	0.84	0.77	0.77	0.77	0.83	0.83	0.83	0.88	0.88	0.88
Adj. Flow (vph)	206	162	11	86	142	12	24	248	57	7	138	153
RTOR Reduction (vph)	0	2	0	0	3	0	0	10	0	0	52	0
Lane Group Flow (vph)	0	377	0	0	237	0	0	319	0	0	246	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		19.8			19.5			13.7			13.8	
Effective Green, g (s)		19.8			19.5			13.7			13.8	
Actuated g/C Ratio		0.46			0.45			0.32			0.32	
Clearance Time (s)		4.5			4.8			5.2			5.1	
Vehicle Extension (s)		3.0			3.0			2.0			2.0	
Lane Grp Cap (vph)		584			613			516			511	
v/s Ratio Prot												
v/s Ratio Perm		c0.30			0.17			c0.20			0.15	
v/c Ratio		0.65			0.39			0.62			0.48	
Uniform Delay, d1		9.0			7.9			12.5			11.8	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		2.5			0.4			1.6			0.3	
Delay (s)		11.5			8.3			14.1			12.1	
Level of Service		B			A			B			B	
Approach Delay (s)		11.5			8.3			14.1			12.1	
Approach LOS		B			A			B			B	
Intersection Summary												
HCM Average Control Delay			11.7			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			43.2			Sum of lost time (s)			9.7			
Intersection Capacity Utilization			56.0%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

Knightsdale (CAMPO)
Build 2016

1: First Ave (Bethlehem Rd) & Smithfield Rd

Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	237	117	15	103	98	15	29	279	72	4	409	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)		4.5			4.8			5.2			5.1	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.99			0.99			0.97			0.94	
Flt Protected		0.97			0.98			1.00			1.00	
Satd. Flow (prot)		1675			1682			1687			1638	
Flt Permitted		0.67			0.71			0.92			1.00	
Satd. Flow (perm)		1155			1219			1551			1636	
Peak-hour factor, PHF	0.87	0.87	0.87	0.80	0.80	0.80	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	272	134	17	129	122	19	31	297	77	4	435	324
RTOR Reduction (vph)	0	2	0	0	5	0	0	10	0	0	31	0
Lane Group Flow (vph)	0	421	0	0	265	0	0	395	0	0	732	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases	2			6			8			4		
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	26.8			26.5			25.3			25.4		
Effective Green, g (s)	26.8			26.5			25.3			25.4		
Actuated g/C Ratio	0.43			0.43			0.41			0.41		
Clearance Time (s)	4.5			4.8			5.2			5.1		
Vehicle Extension (s)	3.0			3.0			2.0			2.0		
Lane Grp Cap (vph)	501			523			635			672		
v/s Ratio Prot												
v/s Ratio Perm	c0.36			0.22			0.25			c0.45		
v/c Ratio	0.84			0.51			0.62			1.09		
Uniform Delay, d1	15.6			12.9			14.5			18.2		
Progression Factor	1.00			1.00			1.00			1.00		
Incremental Delay, d2	11.8			0.8			1.4			61.4		
Delay (s)	27.4			13.7			15.8			79.6		
Level of Service	C			B			B			E		
Approach Delay (s)	27.4			13.7			15.8			79.6		
Approach LOS	C			B			B			E		
Intersection Summary												
HCM Average Control Delay	44.3			HCM Level of Service			D					
HCM Volume to Capacity ratio	0.96											
Actuated Cycle Length (s)	61.8			Sum of lost time (s)			9.6					
Intersection Capacity Utilization	76.0%			ICU Level of Service			D					
Analysis Period (min)	15											

c Critical Lane Group

Knightdale (CAMPO)
Build 2016 - MITIGATED 1 (SBR)

1: First Ave (Bethlehem Rd) & Smithfield Rd
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	173	136	9	66	109	9	20	206	47	6	121	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.8			5.2			5.1	5.1
Lane Util. Factor		1.00			1.00			1.00			1.00	1.00
Flt		1.00			0.99			0.98			1.00	0.85
Flt Protected		0.97			0.98			1.00			1.00	1.00
Satd. Flow (prot)		1686			1696			1692			1734	1478
Flt Permitted		0.74			0.79			0.97			0.98	1.00
Satd. Flow (perm)		1276			1362			1648			1698	1478
Peak-hour factor, PHF	0.84	0.84	0.84	0.77	0.77	0.77	0.83	0.83	0.83	0.88	0.88	0.88
Adj. Flow (vph)	206	162	11	86	142	12	24	248	57	7	138	153
RTOR Reduction (vph)	0	2	0	0	3	0	0	11	0	0	0	104
Lane Group Flow (vph)	0	377	0	0	237	0	0	318	0	0	145	49
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)		19.7			19.4			13.8			13.9	13.9
Effective Green, g (s)		19.7			19.4			13.8			13.9	13.9
Actuated g/C Ratio		0.46			0.45			0.32			0.32	0.32
Clearance Time (s)		4.5			4.8			5.2			5.1	5.1
Vehicle Extension (s)		3.0			3.0			2.0			2.0	2.0
Lane Grp Cap (vph)		582			612			526			546	476
v/s Ratio Prot												
v/s Ratio Perm		c0.30			0.17			c0.19			0.09	0.03
v/c Ratio		0.65			0.39			0.60			0.27	0.10
Uniform Delay, d1		9.1			7.9			12.4			10.9	10.3
Progression Factor		1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2		2.5			0.4			1.4			0.1	0.0
Delay (s)		11.6			8.3			13.8			11.0	10.3
Level of Service		B			A			B			B	B
Approach Delay (s)		11.6			8.3			13.8			10.6	
Approach LOS		B			A			B			B	
Intersection Summary												
HCM Average Control Delay			11.3			HCM Level of Service			B			
HCM Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			43.2			Sum of lost time (s)			9.7			
Intersection Capacity Utilization			57.8%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

Knighdale (CAMPO)
Build 2016 - MITIGATED 1 (SBR)

1: First Ave (Bethlehem Rd) & Smithfield Rd

Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	237	117	15	103	98	15	29	279	72	4	409	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)		4.5			4.8			5.2			5.1	5.1
Lane Util. Factor		1.00			1.00			1.00			1.00	1.00
Frt		0.99			0.99			0.97			1.00	0.85
Flt Protected		0.97			0.98			1.00			1.00	1.00
Satd. Flow (prot)		1675			1682			1687			1738	1478
Flt Permitted		0.68			0.71			0.93			1.00	1.00
Satd. Flow (perm)		1171			1222			1572			1732	1478
Peak-hour factor, PHF	0.87	0.87	0.87	0.80	0.80	0.80	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	272	134	17	129	122	19	31	297	77	4	435	324
RTOR Reduction (vph)	0	2	0	0	4	0	0	12	0	0	0	210
Lane Group Flow (vph)	0	421	0	0	266	0	0	393	0	0	439	114
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)		25.8			25.5			19.1			19.2	19.2
Effective Green, g (s)		25.8			25.5			19.1			19.2	19.2
Actuated g/C Ratio		0.47			0.47			0.35			0.35	0.35
Clearance Time (s)		4.5			4.8			5.2			5.1	5.1
Vehicle Extension (s)		3.0			3.0			2.0			2.0	2.0
Lane Grp Cap (vph)		553			571			550			609	520
v/s Ratio Prot												
v/s Ratio Perm		c0.36			0.22			0.25			c0.25	0.08
v/c Ratio		0.76			0.47			0.72			0.72	0.22
Uniform Delay, d1		11.9			9.9			15.4			15.4	12.4
Progression Factor		1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2		6.1			0.6			3.7			3.6	0.1
Delay (s)		18.0			10.5			19.1			18.9	12.5
Level of Service		B			B			B			B	B
Approach Delay (s)		18.0			10.5			19.1			16.2	
Approach LOS		B			B			B			B	
Intersection Summary												
HCM Average Control Delay		16.4										
HCM Volume to Capacity ratio		0.74										
Actuated Cycle Length (s)		54.6										
Intersection Capacity Utilization		78.6%										
Analysis Period (min)		15										
c Critical Lane Group												

Knightdale (CAMPO)
Build 2016 - MITIGATED 2 (SBR, WBL, EBL)

1: First Ave (Bethlehem Rd) & Smithfield Rd

Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	173	136	9	66	109	9	20	206	47	6	121	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.8	4.8			5.2			5.1	5.1
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	0.99		1.00	0.99			0.98			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	1.00
Satd. Flow (prot)	1652	1722		1652	1718			1692			1734	1478
Flt Permitted	0.66	1.00		0.65	1.00			0.97			0.97	1.00
Satd. Flow (perm)	1146	1722		1126	1718			1645			1695	1478
Peak-hour factor, PHF	0.84	0.84	0.84	0.77	0.77	0.77	0.83	0.83	0.83	0.88	0.88	0.88
Adj. Flow (vph)	206	162	11	86	142	12	24	248	57	7	138	153
RTOR Reduction (vph)	0	4	0	0	5	0	0	11	0	0	0	102
Lane Group Flow (vph)	206	169	0	86	149	0	0	318	0	0	145	51
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases	2			6			8			4		
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	13.5	13.5		13.2	13.2			11.6			11.7	11.7
Effective Green, g (s)	13.5	13.5		13.2	13.2			11.6			11.7	11.7
Actuated g/C Ratio	0.39	0.39		0.38	0.38			0.33			0.34	0.34
Clearance Time (s)	4.5	4.5		4.8	4.8			5.2			5.1	5.1
Vehicle Extension (s)	3.0	3.0		3.0	3.0			2.0			2.0	2.0
Lane Grp Cap (vph)	445	668		427	652			548			570	497
v/s Ratio Prot		0.10			0.09							
v/s Ratio Perm	c0.18			0.08				c0.19			0.09	0.03
v/c Ratio	0.46	0.25		0.20	0.23			0.58			0.25	0.10
Uniform Delay, d1	7.9	7.2		7.3	7.3			9.6			8.4	7.9
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.8	0.2		0.2	0.2			0.9			0.1	0.0
Delay (s)	8.7	7.4		7.5	7.5			10.5			8.5	8.0
Level of Service	A	A		A	A			B			A	A
Approach Delay (s)		8.1			7.5			10.5			8.2	
Approach LOS		A			A			B			A	
Intersection Summary												
HCM Average Control Delay	8.7			HCM Level of Service			A					
HCM Volume to Capacity ratio	0.52											
Actuated Cycle Length (s)	34.8			Sum of lost time (s)			9.7					
Intersection Capacity Utilization	55.8%			ICU Level of Service			B					
Analysis Period (min)	15											
c Critical Lane Group												

Knighdale (CAMPO)
Build 2016 - MITIGATED 2 (SBR, EBL, WBL)

1: First Ave (Bethlehem Rd) & Smithfield Rd

Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	237	117	15	103	98	15	29	279	72	4	409	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)	4.5	4.5		4.8	4.8			5.2			5.1	5.1
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	0.98		1.00	0.98			0.97			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	1.00
Satd. Flow (prot)	1652	1709		1652	1703			1687			1738	1478
Flt Permitted	0.67	1.00		0.66	1.00			0.94			1.00	1.00
Satd. Flow (perm)	1160	1709		1149	1703			1598			1731	1478
Peak-hour factor, PHF	0.87	0.87	0.87	0.80	0.80	0.80	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	272	134	17	129	122	19	31	297	77	4	435	324
RTOR Reduction (vph)	0	7	0	0	8	0	0	12	0	0	0	202
Lane Group Flow (vph)	272	144	0	129	133	0	0	393	0	0	439	122
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases	2			6			8			4		
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	17.5	17.5		17.2	17.2			16.2			16.3	16.3
Effective Green, g (s)	17.5	17.5		17.2	17.2			16.2			16.3	16.3
Actuated g/C Ratio	0.40	0.40		0.40	0.40			0.37			0.38	0.38
Clearance Time (s)	4.5	4.5		4.8	4.8			5.2			5.1	5.1
Vehicle Extension (s)	3.0	3.0		3.0	3.0			2.0			2.0	2.0
Lane Grp Cap (vph)	468	689		455	675			596			650	555
v/s Ratio Prot		0.08			0.08							
v/s Ratio Perm	c0.23			0.11				0.25			c0.25	0.08
v/c Ratio	0.58	0.21		0.28	0.20			0.66			0.68	0.22
Uniform Delay, d1	10.1	8.4		8.9	8.6			11.3			11.3	9.2
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	1.8	0.2		0.3	0.1			2.0			2.2	0.1
Delay (s)	11.9	8.6		9.3	8.7			13.3			13.5	9.3
Level of Service	B	A		A	A			B			B	A
Approach Delay (s)		10.7			9.0			13.3			11.7	
Approach LOS		B			A			B			B	
Intersection Summary												
HCM Average Control Delay			11.5			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			43.4			Sum of lost time (s)				9.6		
Intersection Capacity Utilization			77.2%			ICU Level of Service				D		
Analysis Period (min)			15									

c Critical Lane Group

Knightdale (CAMPO)
Build 2016 - MITIGATED 3 (SBR, WBL, EBL, NBR)

1: First Ave (Bethlehem Rd) & Smithfield Rd

Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	173	136	9	66	109	9	20	206	47	6	121	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.8	4.8			5.2	5.2		5.1	5.1
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Flt	1.00	0.99		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00		1.00	1.00
Satd. Flow (prot)	1652	1722		1652	1718			1731	1478		1734	1478
Flt Permitted	0.66	1.00		0.65	1.00			0.96	1.00		0.98	1.00
Satd. Flow (perm)	1146	1722		1126	1718			1670	1478		1697	1478
Peak-hour factor, PHF	0.84	0.84	0.84	0.77	0.77	0.77	0.83	0.83	0.83	0.88	0.88	0.88
Adj. Flow (vph)	206	162	11	86	142	12	24	248	57	7	138	153
RTOR Reduction (vph)	0	4	0	0	5	0	0	0	39	0	0	104
Lane Group Flow (vph)	206	169	0	86	149	0	0	272	18	0	145	49
Turn Type	Perm			Perm			Perm			Perm	Perm	Perm
Protected Phases	2			6			8				4	
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	13.0	13.0		12.7	12.7			10.4	10.4		10.5	10.5
Effective Green, g (s)	13.0	13.0		12.7	12.7			10.4	10.4		10.5	10.5
Actuated g/C Ratio	0.39	0.39		0.38	0.38			0.31	0.31		0.32	0.32
Clearance Time (s)	4.5	4.5		4.8	4.8			5.2	5.2		5.1	5.1
Vehicle Extension (s)	3.0	3.0		3.0	3.0			2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	450	676		432	659			525	464		538	469
v/s Ratio Prot		0.10			0.09							
v/s Ratio Perm	c0.18			0.08				c0.16	0.01		0.09	0.03
v/c Ratio	0.46	0.25		0.20	0.23			0.52	0.04		0.27	0.10
Uniform Delay, d1	7.4	6.8		6.8	6.9			9.3	7.9		8.4	8.0
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	0.7	0.2		0.2	0.2			0.4	0.0		0.1	0.0
Delay (s)	8.2	7.0		7.0	7.1			9.7	7.9		8.5	8.0
Level of Service	A	A		A	A			A	A		A	A
Approach Delay (s)		7.6			7.1			9.4			8.3	
Approach LOS		A			A			A			A	

Intersection Summary

HCM Average Control Delay	8.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	33.1	Sum of lost time (s)	9.7
Intersection Capacity Utilization	52.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	237	117	15	103	98	15	29	279	72	4	409	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)	4.5	4.5		4.8	4.8			5.2	5.2		5.1	5.1
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	0.98		1.00	0.98			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00		1.00	1.00
Satd. Flow (prot)	1652	1709		1652	1703			1730	1478		1738	1478
Flt Permitted	0.67	1.00		0.66	1.00			0.93	1.00		1.00	1.00
Satd. Flow (perm)	1160	1709		1149	1703			1619	1478		1732	1478
Peak-hour factor, PHF	0.87	0.87	0.87	0.80	0.80	0.80	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	272	134	17	129	122	19	31	297	77	4	435	324
RTOR Reduction (vph)	0	7	0	0	8	0	0	0	48	0	0	202
Lane Group Flow (vph)	272	144	0	129	133	0	0	328	29	0	439	122
Turn Type	Perm			Perm			Perm			Perm	Perm	Perm
Protected Phases	2			6			8				4	
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	17.5	17.5		17.2	17.2			16.2	16.2		16.3	16.3
Effective Green, g (s)	17.5	17.5		17.2	17.2			16.2	16.2		16.3	16.3
Actuated g/C Ratio	0.40	0.40		0.40	0.40			0.37	0.37		0.38	0.38
Clearance Time (s)	4.5	4.5		4.8	4.8			5.2	5.2		5.1	5.1
Vehicle Extension (s)	3.0	3.0		3.0	3.0			2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	468	689		455	675			604	552		650	555
v/s Ratio Prot		0.08			0.08							
v/s Ratio Perm	c0.23			0.11				0.20	0.02		c0.25	0.08
v/c Ratio	0.58	0.21		0.28	0.20			0.54	0.05		0.68	0.22
Uniform Delay, d1	10.1	8.4		8.9	8.6			10.7	8.7		11.3	9.2
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	1.8	0.2		0.3	0.1			0.5	0.0		2.2	0.1
Delay (s)	11.9	8.6		9.3	8.7			11.2	8.7		13.5	9.3
Level of Service	B	A		A	A			B	A		B	A
Approach Delay (s)		10.7			9.0			10.7			11.7	
Approach LOS		B			A			B			B	
Intersection Summary												
HCM Average Control Delay		10.9		HCM Level of Service					B			
HCM Volume to Capacity ratio		0.63										
Actuated Cycle Length (s)		43.4		Sum of lost time (s)					9.6			
Intersection Capacity Utilization		72.4%		ICU Level of Service					C			
Analysis Period (min)		15										

c Critical Lane Group

Knightdale (CAMPO)
Build 2016 - NCDOT Option

1: First Ave (Bethlehem Rd) & Smithfield Rd
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	173	136	9	66	109	9	20	206	47	6	121	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.8	4.8			5.2			5.1	5.1
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Flt	1.00	0.99		1.00	0.99			0.98			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	1.00
Satd. Flow (prot)	1652	1722		1652	1718			1692			1734	1478
Flt Permitted	0.66	1.00		0.65	1.00			0.97			0.97	1.00
Satd. Flow (perm)	1146	1722		1126	1718			1644			1694	1478
Peak-hour factor, PHF	0.84	0.84	0.84	0.77	0.77	0.77	0.83	0.83	0.83	0.88	0.88	0.88
Adj. Flow (vph)	206	162	11	86	142	12	24	248	57	7	138	153
RTOR Reduction (vph)	0	4	0	0	6	0	0	10	0	0	0	102
Lane Group Flow (vph)	206	169	0	86	148	0	0	319	0	0	145	51
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases	2			6			8			4		
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	13.7	13.7		13.4	13.4			11.4			11.5	11.5
Effective Green, g (s)	13.7	13.7		13.4	13.4			11.4			11.5	11.5
Actuated g/C Ratio	0.39	0.39		0.39	0.39			0.33			0.33	0.33
Clearance Time (s)	4.5	4.5		4.8	4.8			5.2			5.1	5.1
Vehicle Extension (s)	3.0	3.0		3.0	3.0			2.0			2.0	2.0
Lane Grp Cap (vph)	451	678		434	662			539			560	488
v/s Ratio Prot		0.10			0.09							
v/s Ratio Perm	c0.18			0.08				c0.19			0.09	0.03
v/c Ratio	0.46	0.25		0.20	0.22			0.59			0.26	0.10
Uniform Delay, d1	7.8	7.1		7.1	7.2			9.8			8.5	8.1
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.7	0.2		0.2	0.2			1.2			0.1	0.0
Delay (s)	8.5	7.3		7.3	7.4			10.9			8.6	8.1
Level of Service	A	A		A	A			B			A	A
Approach Delay (s)		8.0			7.4			10.9			8.4	
Approach LOS		A			A			B			A	
Intersection Summary												
HCM Average Control Delay	8.7			HCM Level of Service			A					
HCM Volume to Capacity ratio	0.52											
Actuated Cycle Length (s)	34.8			Sum of lost time (s)			9.7					
Intersection Capacity Utilization	55.8%			ICU Level of Service			B					
Analysis Period (min)	15											
c Critical Lane Group												

Knighdale (CAMPO)
Build 2016 - NCDOT Option

1: First Ave (Bethlehem Rd) & Smithfield Rd

Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	237	117	15	103	98	15	29	279	72	4	409	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)	4.5	4.5		4.8	4.8			5.2			5.1	5.1
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	0.98		1.00	0.98			0.97			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	1.00
Satd. Flow (prot)	1652	1709		1652	1703			1687			1738	1478
Flt Permitted	0.67	1.00		0.66	1.00			0.95			1.00	1.00
Satd. Flow (perm)	1160	1709		1149	1703			1602			1732	1478
Peak-hour factor, PHF	0.87	0.87	0.87	0.80	0.80	0.80	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	272	134	17	129	122	19	31	297	77	4	435	324
RTOR Reduction (vph)	0	8	0	0	10	0	0	10	0	0	0	191
Lane Group Flow (vph)	272	143	0	129	131	0	0	395	0	0	439	133
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases	2			6			8			4		
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	17.4	17.4		17.1	17.1			18.6			18.7	18.7
Effective Green, g (s)	17.4	17.4		17.1	17.1			18.6			18.7	18.7
Actuated g/C Ratio	0.38	0.38		0.37	0.37			0.41			0.41	0.41
Clearance Time (s)	4.5	4.5		4.8	4.8			5.2			5.1	5.1
Vehicle Extension (s)	3.0	3.0		3.0	3.0			2.0			2.0	2.0
Lane Grp Cap (vph)	442	651		430	637			652			709	605
v/s Ratio Prot		0.08			0.08							
v/s Ratio Perm	c0.23			0.11				0.25			c0.25	0.09
v/c Ratio	0.62	0.22		0.30	0.21			0.61			0.62	0.22
Uniform Delay, d1	11.4	9.6		10.1	9.7			10.7			10.7	8.8
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	2.5	0.2		0.4	0.2			1.1			1.1	0.1
Delay (s)	14.0	9.7		10.5	9.9			11.8			11.8	8.8
Level of Service	B	A		B	A			B			B	A
Approach Delay (s)		12.5			10.2			11.8			10.6	
Approach LOS		B			B			B			B	
Intersection Summary												
HCM Average Control Delay		11.2										
HCM Volume to Capacity ratio		0.62										
Actuated Cycle Length (s)		45.7										
Intersection Capacity Utilization		77.2%										
Analysis Period (min)		15										

c Critical Lane Group

Knightdale (CAMPO)
No-Build 2016 (5%)

1: First Ave (Bethlehem Rd) & Smithfield Rd

Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	200	162	5	45	137	10	13	239	33	6	140	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.8			5.2			5.1	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		1.00			0.99			0.98			0.93	
Flt Protected		0.97			0.99			1.00			1.00	
Satd. Flow (prot)		1689			1706			1707			1616	
Flt Permitted		0.73			0.85			0.97			0.99	
Satd. Flow (perm)		1265			1460			1665			1601	
Peak-hour factor, PHF	0.84	0.84	0.84	0.77	0.77	0.77	0.83	0.83	0.83	0.88	0.88	0.88
Adj. Flow (vph)	238	193	6	58	178	13	16	288	40	7	159	177
RTOR Reduction (vph)	0	1	0	0	3	0	0	6	0	0	53	0
Lane Group Flow (vph)	0	436	0	0	246	0	0	338	0	0	290	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		23.2			22.9			14.7			14.8	
Effective Green, g (s)		23.2			22.9			14.7			14.8	
Actuated g/C Ratio		0.49			0.48			0.31			0.31	
Clearance Time (s)		4.5			4.8			5.2			5.1	
Vehicle Extension (s)		3.0			3.0			2.0			2.0	
Lane Grp Cap (vph)		617			702			514			498	
v/s Ratio Prot												
v/s Ratio Perm		c0.35			0.17			c0.20			0.18	
v/c Ratio		0.71			0.35			0.66			0.58	
Uniform Delay, d1		9.5			7.7			14.3			13.8	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		3.7			0.3			2.3			1.1	
Delay (s)		13.2			8.0			16.6			14.9	
Level of Service		B			A			B			B	
Approach Delay (s)		13.2			8.0			16.6			14.9	
Approach LOS		B			A			B			B	
Intersection Summary												
HCM Average Control Delay			13.6			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			47.6			Sum of lost time (s)			9.7			
Intersection Capacity Utilization			63.7%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

Knighdale (CAMPO)
No-Build 2016 (5%)

1: First Ave (Bethlehem Rd) & Smithfield Rd

Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	274	142	11	64	129	18	18	323	66	5	472	352
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)		4.5			4.8			5.2			5.1	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		1.00			0.99			0.98			0.94	
Flt Protected		0.97			0.99			1.00			1.00	
Satd. Flow (prot)		1679			1693			1697			1638	
Flt Permitted		0.67			0.79			0.93			1.00	
Satd. Flow (perm)		1154			1360			1586			1635	
Peak-hour factor, PHF	0.87	0.87	0.87	0.80	0.80	0.80	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	315	163	13	80	161	22	19	344	70	5	502	374
RTOR Reduction (vph)	0	2	0	0	5	0	0	9	0	0	33	0
Lane Group Flow (vph)	0	489	0	0	258	0	0	424	0	0	848	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases	2			6			8			4		
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	32.0			31.7			25.2			25.3		
Effective Green, g (s)	32.0			31.7			25.2			25.3		
Actuated g/C Ratio	0.48			0.47			0.38			0.38		
Clearance Time (s)	4.5			4.8			5.2			5.1		
Vehicle Extension (s)	3.0			3.0			2.0			2.0		
Lane Grp Cap (vph)	552			644			597			618		
v/s Ratio Prot												
v/s Ratio Perm	c0.42			0.19			0.27			c0.52		
v/c Ratio	0.89			0.40			0.71			1.37		
Uniform Delay, d1	15.8			11.4			17.7			20.8		
Progression Factor	1.00			1.00			1.00			1.00		
Incremental Delay, d2	15.7			0.4			3.3			177.6		
Delay (s)	31.6			11.8			21.1			198.4		
Level of Service	C			B			C			F		
Approach Delay (s)	31.6			11.8			21.1			198.4		
Approach LOS	C			B			C			F		
Intersection Summary												
HCM Average Control Delay	97.9			HCM Level of Service			F					
HCM Volume to Capacity ratio	1.10											
Actuated Cycle Length (s)	66.9			Sum of lost time (s)			9.6					
Intersection Capacity Utilization	94.9%			ICU Level of Service			F					
Analysis Period (min)	15											

c Critical Lane Group

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	200	157	10	77	126	10	23	239	55	6	140	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.8			5.2			5.1	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		1.00			0.99			0.98			0.93	
Flt Protected		0.97			0.98			1.00			1.00	
Satd. Flow (prot)		1686			1697			1692			1616	
Flt Permitted		0.71			0.77			0.96			0.99	
Satd. Flow (perm)		1232			1333			1629			1601	
Peak-hour factor, PHF	0.84	0.84	0.84	0.77	0.77	0.77	0.83	0.83	0.83	0.88	0.88	0.88
Adj. Flow (vph)	238	187	12	100	164	13	28	288	66	7	159	177
RTOR Reduction (vph)	0	2	0	0	3	0	0	10	0	0	52	0
Lane Group Flow (vph)	0	435	0	0	274	0	0	372	0	0	291	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		24.6			24.3			16.3			16.4	
Effective Green, g (s)		24.6			24.3			16.3			16.4	
Actuated g/C Ratio		0.49			0.48			0.32			0.32	
Clearance Time (s)		4.5			4.8			5.2			5.1	
Vehicle Extension (s)		3.0			3.0			2.0			2.0	
Lane Grp Cap (vph)		599			640			525			519	
v/s Ratio Prot												
v/s Ratio Perm		c0.35			0.21			c0.23			0.18	
v/c Ratio		0.73			0.43			0.71			0.56	
Uniform Delay, d1		10.3			8.6			15.1			14.1	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		4.4			0.5			3.6			0.8	
Delay (s)		14.7			9.1			18.6			15.0	
Level of Service		B			A			B			B	
Approach Delay (s)		14.7			9.1			18.6			15.0	
Approach LOS		B			A			B			B	
Intersection Summary												
HCM Average Control Delay			14.7			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			50.6			Sum of lost time (s)			9.7			
Intersection Capacity Utilization			67.9%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

Knighdale (CAMPO)
Build 2016 (5%)

1: First Ave (Bethlehem Rd) & Smithfield Rd

Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	274	135	18	119	114	18	33	323	83	5	472	352
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)		4.5			4.8			5.2			5.1	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.99			0.99			0.97			0.94	
Flt Protected		0.97			0.98			1.00			1.00	
Satd. Flow (prot)		1675			1682			1688			1638	
Flt Permitted		0.64			0.68			0.83			1.00	
Satd. Flow (perm)		1112			1169			1399			1635	
Peak-hour factor, PHF	0.87	0.87	0.87	0.80	0.80	0.80	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	315	155	21	149	142	22	35	344	88	5	502	374
RTOR Reduction (vph)	0	3	0	0	4	0	0	11	0	0	33	0
Lane Group Flow (vph)	0	488	0	0	309	0	0	456	0	0	848	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		33.2			32.9			25.1			25.2	
Effective Green, g (s)		33.2			32.9			25.1			25.2	
Actuated g/C Ratio		0.49			0.48			0.37			0.37	
Clearance Time (s)		4.5			4.8			5.2			5.1	
Vehicle Extension (s)		3.0			3.0			2.0			2.0	
Lane Grp Cap (vph)		543			566			516			606	
v/s Ratio Prot												
v/s Ratio Perm		c0.44			0.26			0.33			c0.52	
v/c Ratio		0.90			0.55			0.88			1.40	
Uniform Delay, d1		15.9			12.3			20.1			21.4	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		17.6			1.1			16.0			189.3	
Delay (s)		33.5			13.4			36.1			210.7	
Level of Service		C			B			D			F	
Approach Delay (s)		33.5			13.4			36.1			210.7	
Approach LOS		C			B			D			F	
Intersection Summary												
HCM Average Control Delay		103.7										
HCM Volume to Capacity ratio		1.12										
Actuated Cycle Length (s)		68.0										
Intersection Capacity Utilization		89.2%										
Analysis Period (min)		15										
HCM Level of Service F Sum of lost time (s) 9.6 ICU Level of Service E												

c Critical Lane Group

Knightdale (CAMPO)
Build 2016 - MITIGATED 4 (SBR) 5%

1: First Ave (Bethlehem Rd) & Smithfield Rd

Timing Plan: AM Peak

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	200	157	10	77	126	10	23	239	55	6	140	156	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		4.5			4.8			5.2			5.1	5.1	
Lane Util. Factor		1.00			1.00			1.00			1.00	1.00	
Flt		1.00			0.99			0.98			1.00	0.85	
Flt Protected		0.97			0.98			1.00			1.00	1.00	
Satd. Flow (prot)		1686			1697			1692			1735	1478	
Flt Permitted		0.71			0.77			0.97			0.98	1.00	
Satd. Flow (perm)		1232			1334			1645			1703	1478	
Peak-hour factor, PHF	0.84	0.84	0.84	0.77	0.77	0.77	0.83	0.83	0.83	0.88	0.88	0.88	
Adj. Flow (vph)	238	187	12	100	164	13	28	288	66	7	159	177	
RTOR Reduction (vph)	0	2	0	0	3	0	0	11	0	0	0	118	
Lane Group Flow (vph)	0	435	0	0	274	0	0	371	0	0	166	59	
Turn Type	Perm			Perm			Perm			Perm			Perm
Protected Phases	2			6			8			4			
Permitted Phases	2	6			8			4			4		
Actuated Green, G (s)	24.1			23.8			16.6			16.7			16.7
Effective Green, g (s)	24.1			23.8			16.6			16.7			16.7
Actuated g/C Ratio	0.48			0.47			0.33			0.33			0.33
Clearance Time (s)	4.5			4.8			5.2			5.1			5.1
Vehicle Extension (s)	3.0			3.0			2.0			2.0			2.0
Lane Grp Cap (vph)	589			630			542			564			490
v/s Ratio Prot													
v/s Ratio Perm	c0.35			0.21			c0.23			0.10			0.04
v/c Ratio	0.74			0.44			0.68			0.29			0.12
Uniform Delay, d1	10.6			8.8			14.6			12.5			11.7
Progression Factor	1.00			1.00			1.00			1.00			1.00
Incremental Delay, d2	4.8			0.5			2.9			0.1			0.0
Delay (s)	15.5			9.3			17.5			12.6			11.8
Level of Service	B			A			B			B			B
Approach Delay (s)	15.5			9.3			17.5			12.2			
Approach LOS	B			A			B			B			
Intersection Summary													
HCM Average Control Delay	14.0			HCM Level of Service					B				
HCM Volume to Capacity ratio	0.72												
Actuated Cycle Length (s)	50.4			Sum of lost time (s)					9.7				
Intersection Capacity Utilization	68.6%			ICU Level of Service					C				
Analysis Period (min)	15												
c Critical Lane Group													

Knighdale (CAMPO)
Build 2016 - MITIGATED 4 (SBR) 5%

1: First Ave (Bethlehem Rd) & Smithfield Rd

Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	274	135	18	119	114	18	33	323	83	5	472	352
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)		4.5			4.8			5.2			5.1	5.1
Lane Util. Factor		1.00			1.00			1.00			1.00	1.00
Frt		0.99			0.99			0.97			1.00	0.85
Flt Protected		0.97			0.98			1.00			1.00	1.00
Satd. Flow (prot)		1675			1682			1688			1738	1478
Flt Permitted		0.64			0.68			0.82			1.00	1.00
Satd. Flow (perm)		1108			1169			1390			1731	1478
Peak-hour factor, PHF	0.87	0.87	0.87	0.80	0.80	0.80	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	315	155	21	149	142	22	35	344	88	5	502	374
RTOR Reduction (vph)	0	2	0	0	4	0	0	11	0	0	0	231
Lane Group Flow (vph)	0	489	0	0	309	0	0	456	0	0	507	143
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)		34.0			33.7			27.0			27.1	27.1
Effective Green, g (s)		34.0			33.7			27.0			27.1	27.1
Actuated g/C Ratio		0.48			0.48			0.38			0.38	0.38
Clearance Time (s)		4.5			4.8			5.2			5.1	5.1
Vehicle Extension (s)		3.0			3.0			2.0			2.0	2.0
Lane Grp Cap (vph)		533			557			531			664	567
v/s Ratio Prot												
v/s Ratio Perm		c0.44			0.26			c0.33			0.29	0.10
v/c Ratio		0.92			0.56			0.86			0.76	0.25
Uniform Delay, d1		17.0			13.2			20.1			19.0	14.9
Progression Factor		1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2		20.6			1.2			12.6			4.7	0.1
Delay (s)		37.7			14.4			32.7			23.7	15.0
Level of Service		D			B			C			C	B
Approach Delay (s)		37.7			14.4			32.7			20.0	
Approach LOS		D			B			C			B	
Intersection Summary												
HCM Average Control Delay			26.0			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.89									
Actuated Cycle Length (s)			70.7			Sum of lost time (s)			9.7			
Intersection Capacity Utilization			91.7%			ICU Level of Service			F			
Analysis Period (min)			15									

c Critical Lane Group

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	200	157	10	77	126	10	23	239	55	6	140	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.8	4.8			5.2			5.1	5.1
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	0.99		1.00	0.99			0.98			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	1.00
Satd. Flow (prot)	1652	1723		1652	1719			1692			1735	1478
Flt Permitted	0.65	1.00		0.63	1.00			0.97			0.98	1.00
Satd. Flow (perm)	1122	1723		1100	1719			1644			1700	1478
Peak-hour factor, PHF	0.84	0.84	0.84	0.77	0.77	0.77	0.83	0.83	0.83	0.88	0.88	0.88
Adj. Flow (vph)	238	187	12	100	164	13	28	288	66	7	159	177
RTOR Reduction (vph)	0	4	0	0	4	0	0	11	0	0	0	114
Lane Group Flow (vph)	238	195	0	100	173	0	0	371	0	0	166	63
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases	2			6			8			4		
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	15.6	15.6		15.3	15.3			13.8			13.9	13.9
Effective Green, g (s)	15.6	15.6		15.3	15.3			13.8			13.9	13.9
Actuated g/C Ratio	0.40	0.40		0.39	0.39			0.35			0.36	0.36
Clearance Time (s)	4.5	4.5		4.8	4.8			5.2			5.1	5.1
Vehicle Extension (s)	3.0	3.0		3.0	3.0			2.0			2.0	2.0
Lane Grp Cap (vph)	448	687		430	673			580			604	525
v/s Ratio Prot		0.11			0.10							
v/s Ratio Perm	c0.21			0.09				c0.23			0.10	0.04
v/c Ratio	0.53	0.28		0.23	0.26			0.64			0.27	0.12
Uniform Delay, d1	9.0	8.0		8.0	8.1			10.6			9.0	8.5
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	1.2	0.2		0.3	0.2			1.7			0.1	0.0
Delay (s)	10.2	8.2		8.2	8.3			12.3			9.1	8.5
Level of Service	B	A		A	A			B			A	A
Approach Delay (s)		9.3			8.3			12.3			8.8	
Approach LOS		A			A			B			A	
Intersection Summary												
HCM Average Control Delay	9.8			HCM Level of Service			A					
HCM Volume to Capacity ratio	0.58											
Actuated Cycle Length (s)	39.1			Sum of lost time (s)			9.7					
Intersection Capacity Utilization	60.6%			ICU Level of Service			B					
Analysis Period (min)	15											
c Critical Lane Group												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	274	135	18	119	114	18	33	323	83	5	472	352
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)	4.5	4.5		4.8	4.8			5.2			5.1	5.1
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Flt	1.00	0.98		1.00	0.98			0.97			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	1.00
Satd. Flow (prot)	1652	1707		1652	1704			1688			1738	1478
Flt Permitted	0.65	1.00		0.65	1.00			0.94			1.00	1.00
Satd. Flow (perm)	1136	1707		1123	1704			1592			1731	1478
Peak-hour factor, PHF	0.87	0.87	0.87	0.80	0.80	0.80	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	315	155	21	149	142	22	35	344	88	5	502	374
RTOR Reduction (vph)	0	7	0	0	8	0	0	11	0	0	0	220
Lane Group Flow (vph)	315	169	0	149	156	0	0	456	0	0	507	154
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases	2			6			8			4		
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	21.4	21.4		21.1	21.1			21.6			21.7	21.7
Effective Green, g (s)	21.4	21.4		21.1	21.1			21.6			21.7	21.7
Actuated g/C Ratio	0.41	0.41		0.40	0.40			0.41			0.41	0.41
Clearance Time (s)	4.5	4.5		4.8	4.8			5.2			5.1	5.1
Vehicle Extension (s)	3.0	3.0		3.0	3.0			2.0			2.0	2.0
Lane Grp Cap (vph)	461	693		450	682			653			713	609
v/s Ratio Prot		0.10			0.09							
v/s Ratio Perm	c0.28			0.13				0.29			c0.29	0.10
v/c Ratio	0.68	0.24		0.33	0.23			0.70			0.71	0.25
Uniform Delay, d1	12.9	10.3		10.9	10.4			12.9			12.9	10.2
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	4.2	0.2		0.4	0.2			2.6			2.8	0.1
Delay (s)	17.0	10.5		11.4	10.6			15.5			15.7	10.3
Level of Service	B	B		B	B			B			B	B
Approach Delay (s)		14.7			11.0			15.5			13.4	
Approach LOS		B			B			B			B	
Intersection Summary												
HCM Average Control Delay			13.8			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			52.7			Sum of lost time (s)				9.6		
Intersection Capacity Utilization			85.6%			ICU Level of Service				E		
Analysis Period (min)			15									

c Critical Lane Group

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	200	157	10	77	126	10	23	239	55	6	140	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.8	4.8			5.2	5.2		5.1	5.1
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	0.99		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00		1.00	1.00
Satd. Flow (prot)	1652	1723		1652	1719			1731	1478		1735	1478
Flt Permitted	0.65	1.00		0.63	1.00			0.96	1.00		0.98	1.00
Satd. Flow (perm)	1122	1723		1100	1719			1668	1478		1702	1478
Peak-hour factor, PHF	0.84	0.84	0.84	0.77	0.77	0.77	0.83	0.83	0.83	0.88	0.88	0.88
Adj. Flow (vph)	238	187	12	100	164	13	28	288	66	7	159	177
RTOR Reduction (vph)	0	4	0	0	4	0	0	0	44	0	0	118
Lane Group Flow (vph)	238	195	0	100	173	0	0	316	22	0	166	59
Turn Type	Perm			Perm			Perm			Perm	Perm	Perm
Protected Phases	2			6			8				4	
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	14.7	14.7		14.4	14.4			12.0	12.0		12.1	12.1
Effective Green, g (s)	14.7	14.7		14.4	14.4			12.0	12.0		12.1	12.1
Actuated g/C Ratio	0.40	0.40		0.40	0.40			0.33	0.33		0.33	0.33
Clearance Time (s)	4.5	4.5		4.8	4.8			5.2	5.2		5.1	5.1
Vehicle Extension (s)	3.0	3.0		3.0	3.0			2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	453	696		435	680			550	487		566	491
v/s Ratio Prot		0.11			0.10							
v/s Ratio Perm	c0.21			0.09				c0.19	0.01		0.10	0.04
v/c Ratio	0.53	0.28		0.23	0.25			0.57	0.04		0.29	0.12
Uniform Delay, d1	8.2	7.3		7.3	7.4			10.1	8.3		9.0	8.4
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	1.1	0.2		0.3	0.2			0.9	0.0		0.1	0.0
Delay (s)	9.3	7.5		7.6	7.6			11.0	8.3		9.1	8.5
Level of Service	A	A		A	A			B	A		A	A
Approach Delay (s)		8.5			7.6			10.5			8.8	
Approach LOS		A			A			B			A	
Intersection Summary												
HCM Average Control Delay	8.9			HCM Level of Service			A					
HCM Volume to Capacity ratio	0.55											
Actuated Cycle Length (s)	36.4			Sum of lost time (s)			9.7					
Intersection Capacity Utilization	57.3%			ICU Level of Service			B					
Analysis Period (min)	15											
c Critical Lane Group												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	274	135	18	119	114	18	33	323	83	5	472	352
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)	4.5	4.5		4.8	4.8			5.2	5.2		5.1	5.1
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	0.98		1.00	0.98			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00		1.00	1.00
Satd. Flow (prot)	1652	1707		1652	1704			1731	1478		1738	1478
Flt Permitted	0.65	1.00		0.65	1.00			0.89	1.00		1.00	1.00
Satd. Flow (perm)	1136	1707		1123	1704			1548	1478		1731	1478
Peak-hour factor, PHF	0.87	0.87	0.87	0.80	0.80	0.80	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	315	155	21	149	142	22	35	344	88	5	502	374
RTOR Reduction (vph)	0	7	0	0	8	0	0	0	54	0	0	228
Lane Group Flow (vph)	315	169	0	149	156	0	0	379	34	0	507	146
Turn Type	Perm			Perm			Perm			Perm	Perm	Perm
Protected Phases	2			6			8				4	
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	21.0	21.0		20.7	20.7			19.6	19.6		19.7	19.7
Effective Green, g (s)	21.0	21.0		20.7	20.7			19.6	19.6		19.7	19.7
Actuated g/C Ratio	0.42	0.42		0.41	0.41			0.39	0.39		0.39	0.39
Clearance Time (s)	4.5	4.5		4.8	4.8			5.2	5.2		5.1	5.1
Vehicle Extension (s)	3.0	3.0		3.0	3.0			2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	474	713		462	701			603	576		678	579
v/s Ratio Prot		0.10			0.09							
v/s Ratio Perm	c0.28			0.13				0.24	0.02		c0.29	0.10
v/c Ratio	0.66	0.24		0.32	0.22			0.63	0.06		0.75	0.25
Uniform Delay, d1	11.8	9.5		10.0	9.6			12.4	9.6		13.2	10.3
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	3.5	0.2		0.4	0.2			1.5	0.0		4.0	0.1
Delay (s)	15.3	9.6		10.4	9.7			13.9	9.6		17.1	10.4
Level of Service	B	A		B	A			B	A		B	B
Approach Delay (s)		13.3			10.1			13.1			14.3	
Approach LOS		B			B			B			B	
Intersection Summary												
HCM Average Control Delay		13.2		HCM Level of Service					B			
HCM Volume to Capacity ratio		0.70										
Actuated Cycle Length (s)		50.3		Sum of lost time (s)					9.6			
Intersection Capacity Utilization		80.1%		ICU Level of Service					D			
Analysis Period (min)		15										

c Critical Lane Group

Knightdale (CAMPO)
Build 2016 - NCDOT Option (5%)

1: First Ave (Bethlehem Rd) & Smithfield Rd

Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	200	157	10	77	126	10	23	239	55	6	140	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.8	4.8			5.2			5.1	5.1
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	0.99		1.00	0.99			0.98			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	1.00
Satd. Flow (prot)	1652	1723		1652	1719			1692			1735	1478
Flt Permitted	0.65	1.00		0.63	1.00			0.97			0.98	1.00
Satd. Flow (perm)	1122	1723		1100	1719			1643			1700	1478
Peak-hour factor, PHF	0.84	0.84	0.84	0.77	0.77	0.77	0.83	0.83	0.83	0.88	0.88	0.88
Adj. Flow (vph)	238	187	12	100	164	13	28	288	66	7	159	177
RTOR Reduction (vph)	0	4	0	0	5	0	0	10	0	0	0	115
Lane Group Flow (vph)	238	195	0	100	172	0	0	372	0	0	166	62
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases	2			6			8			4		
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	15.6	15.6		15.3	15.3			13.5			13.6	13.6
Effective Green, g (s)	15.6	15.6		15.3	15.3			13.5			13.6	13.6
Actuated g/C Ratio	0.40	0.40		0.39	0.39			0.35			0.35	0.35
Clearance Time (s)	4.5	4.5		4.8	4.8			5.2			5.1	5.1
Vehicle Extension (s)	3.0	3.0		3.0	3.0			2.0			2.0	2.0
Lane Grp Cap (vph)	451	693		434	678			572			596	518
v/s Ratio Prot		0.11			0.10							
v/s Ratio Perm	c0.21			0.09				c0.23			0.10	0.04
v/c Ratio	0.53	0.28		0.23	0.25			0.65			0.28	0.12
Uniform Delay, d1	8.8	7.8		7.8	7.9			10.7			9.1	8.5
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	1.1	0.2		0.3	0.2			2.0			0.1	0.0
Delay (s)	9.9	8.0		8.1	8.1			12.7			9.2	8.6
Level of Service	A	A		A	A			B			A	A
Approach Delay (s)		9.1			8.1			12.7			8.9	
Approach LOS		A			A			B			A	

Intersection Summary

HCM Average Control Delay	9.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	38.8	Sum of lost time (s)	9.7
Intersection Capacity Utilization	60.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Knighdale (CAMPO)
Build 2016 - NCDOT Option (5%)

1: First Ave (Bethlehem Rd) & Smithfield Rd

Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	274	135	18	119	114	18	33	323	83	5	472	352
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)	4.5	4.5		4.8	4.8			5.2			5.1	5.1
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Frt	1.00	0.98		1.00	0.98			0.97			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00			1.00	1.00
Satd. Flow (prot)	1652	1707		1652	1704			1688			1738	1478
Flt Permitted	0.65	1.00		0.65	1.00			0.94			1.00	1.00
Satd. Flow (perm)	1136	1707		1123	1704			1596			1731	1478
Peak-hour factor, PHF	0.87	0.87	0.87	0.80	0.80	0.80	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	315	155	21	149	142	22	35	344	88	5	502	374
RTOR Reduction (vph)	0	9	0	0	10	0	0	9	0	0	0	204
Lane Group Flow (vph)	315	167	0	149	154	0	0	458	0	0	507	170
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases	2			6			8			4		
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	20.6	20.6		20.3	20.3			25.2			25.3	25.3
Effective Green, g (s)	20.6	20.6		20.3	20.3			25.2			25.3	25.3
Actuated g/C Ratio	0.37	0.37		0.37	0.37			0.45			0.46	0.46
Clearance Time (s)	4.5	4.5		4.8	4.8			5.2			5.1	5.1
Vehicle Extension (s)	3.0	3.0		3.0	3.0			2.0			2.0	2.0
Lane Grp Cap (vph)	422	634		411	623			725			789	674
v/s Ratio Prot		0.10			0.09							
v/s Ratio Perm	c0.28			0.13				0.29			c0.29	0.12
v/c Ratio	0.75	0.26		0.36	0.25			0.63			0.64	0.25
Uniform Delay, d1	15.2	12.2		12.9	12.3			11.6			11.6	9.3
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	7.0	0.2		0.5	0.2			1.3			1.4	0.1
Delay (s)	22.2	12.4		13.4	12.5			12.9			13.0	9.4
Level of Service	C	B		B	B			B			B	A
Approach Delay (s)		18.7			12.9			12.9			11.4	
Approach LOS		B			B			B			B	
Intersection Summary												
HCM Average Control Delay			13.6	HCM Level of Service		B						
HCM Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			55.5	Sum of lost time (s)		9.6						
Intersection Capacity Utilization			85.6%	ICU Level of Service		E						
Analysis Period (min)			15									

c Critical Lane Group

QUEUING REPORTS

- Synchro
- SimTraffic

	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	343	194	268	270
v/c Ratio	0.63	0.30	0.54	0.51
Control Delay	14.5	8.6	16.5	12.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	14.5	8.6	16.5	12.7
Queue Length 50th (ft)	46	21	40	29
Queue Length 95th (ft)	122	54	111	99
Internal Link Dist (ft)	420	420	421	421
Turn Bay Length (ft)				
Base Capacity (vph)	1189	1413	1171	1146
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.29	0.14	0.23	0.24
Intersection Summary				

	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	385	206	339	692
v/c Ratio	0.79	0.36	0.47	0.93
Control Delay	27.2	13.0	16.3	40.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	27.2	13.0	16.3	40.3
Queue Length 50th (ft)	110	45	74	198
Queue Length 95th (ft)	186	72	196	#549
Internal Link Dist (ft)	420	420	421	421
Turn Bay Length (ft)				
Base Capacity (vph)	871	1009	718	743
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.44	0.20	0.47	0.93

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	378	216	296	298
v/c Ratio	0.66	0.33	0.59	0.56
Control Delay	15.6	9.2	18.8	14.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	15.6	9.2	18.8	14.8
Queue Length 50th (ft)	56	26	51	38
Queue Length 95th (ft)	150	66	140	128
Internal Link Dist (ft)	420	420	421	421
Turn Bay Length (ft)				
Base Capacity (vph)	1152	1333	1088	1070
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.33	0.16	0.27	0.28
Intersection Summary				

	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	424	228	374	763
v/c Ratio	0.83	0.38	0.54	1.07
Control Delay	29.7	12.9	19.4	78.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	29.7	12.9	19.4	78.4
Queue Length 50th (ft)	129	52	95	~310
Queue Length 95th (ft)	216	80	236	#664
Internal Link Dist (ft)	420	420	421	421
Turn Bay Length (ft)				
Base Capacity (vph)	808	945	687	710
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.52	0.24	0.54	1.07

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	379	240	329	298
v/c Ratio	0.66	0.40	0.64	0.54
Control Delay	16.5	10.9	20.3	14.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	16.5	10.9	20.3	14.5
Queue Length 50th (ft)	61	33	60	39
Queue Length 95th (ft)	165	82	162	132
Internal Link Dist (ft)	420	420	421	421
Turn Bay Length (ft)				
Base Capacity (vph)	1118	1188	1016	1026
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.34	0.20	0.32	0.29
Intersection Summary				

	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	423	270	405	763
v/c Ratio	0.84	0.51	0.63	1.09
Control Delay	31.1	15.6	22.6	82.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	31.1	15.6	22.6	82.9
Queue Length 50th (ft)	131	67	111	~320
Queue Length 95th (ft)	222	102	#300	#664
Internal Link Dist (ft)	420	420	421	421
Turn Bay Length (ft)				
Base Capacity (vph)	772	809	643	702
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.55	0.33	0.63	1.09

Intersection Summary

- Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

	→	←	↑	↓	↘
Lane Group	EBT	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	379	240	329	145	153
v/c Ratio	0.66	0.40	0.63	0.27	0.27
Control Delay	16.7	11.0	19.7	14.6	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	16.7	11.0	19.7	14.6	4.6
Queue Length 50th (ft)	61	33	59	24	0
Queue Length 95th (ft)	167	83	163	81	32
Internal Link Dist (ft)	420	420	421	421	
Turn Bay Length (ft)					150
Base Capacity (vph)	1089	1158	1111	1144	1046
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.35	0.21	0.30	0.13	0.15
Intersection Summary					

	→	←	↑	↓	↙
Lane Group	EBT	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	423	270	405	439	324
v/c Ratio	0.78	0.48	0.74	0.73	0.45
Control Delay	24.2	14.0	26.0	25.9	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.2	14.0	26.0	25.9	4.5
Queue Length 50th (ft)	105	55	108	122	0
Queue Length 95th (ft)	235	109	254	276	50
Internal Link Dist (ft)	420	420	421	421	
Turn Bay Length (ft)					150
Base Capacity (vph)	851	883	897	983	979
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.50	0.31	0.45	0.45	0.33
Intersection Summary					

Knightdale (CAMPO)
Build 2016 - MITIGATED 2 (SBR, WBL, EBL)

1: First Ave (Bethlehem Rd) & Smithfield Rd

Timing Plan: AM Peak

							
Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	206	173	86	154	329	145	153
v/c Ratio	0.47	0.26	0.20	0.24	0.60	0.26	0.26
Control Delay	13.2	9.1	9.8	9.1	14.9	10.5	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.2	9.1	9.8	9.1	14.9	10.5	3.6
Queue Length 50th (ft)	26	19	10	17	42	17	0
Queue Length 95th (ft)	77	56	31	46	114	57	25
Internal Link Dist (ft)		420		420	421	421	
Turn Bay Length (ft)	150		75				150
Base Capacity (vph)	1064	1597	1043	1590	1417	1459	1294
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.11	0.08	0.10	0.23	0.10	0.12
Intersection Summary							

Knighdale (CAMPO)
Build 2016 - MITIGATED 2 (SBR, EBL, WBL)

1: First Ave (Bethlehem Rd) & Smithfield Rd
Timing Plan: PM Peak

							
Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	272	151	129	141	405	439	324
v/c Ratio	0.60	0.22	0.29	0.21	0.68	0.69	0.43
Control Delay	18.1	10.3	12.7	10.3	18.6	19.0	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.1	10.3	12.7	10.3	18.6	19.0	3.8
Queue Length 50th (ft)	45	19	19	18	69	79	0
Queue Length 95th (ft)	144	66	60	56	207	226	42
Internal Link Dist (ft)		420		420	421	421	
Turn Bay Length (ft)	150		75				150
Base Capacity (vph)	951	1404	938	1394	1173	1269	1170
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.11	0.14	0.10	0.35	0.35	0.28
Intersection Summary							

Knightdale (CAMPO)
Build 2016 - MITIGATED 3 (SBR, WBL, EBL, NBR)

1: First Ave (Bethlehem Rd) & Smithfield Rd

Timing Plan: AM Peak

								
Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	206	173	86	154	272	57	145	153
v/c Ratio	0.46	0.26	0.20	0.24	0.52	0.11	0.27	0.27
Control Delay	12.3	8.4	9.1	8.4	14.1	4.2	10.7	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.3	8.4	9.1	8.4	14.1	4.2	10.7	3.8
Queue Length 50th (ft)	24	17	9	15	34	0	16	0
Queue Length 95th (ft)	70	51	29	42	94	14	55	25
Internal Link Dist (ft)		420		420	421		421	
Turn Bay Length (ft)	150		100					150
Base Capacity (vph)	1093	1642	1071	1634	1486	1322	1514	1335
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.11	0.08	0.09	0.18	0.04	0.10	0.11
Intersection Summary								

Knighdale (CAMPO)
Build 2016 - MITIGATED 3 (SBR, EBL, WBL, NBR)

1: First Ave (Bethlehem Rd) & Smithfield Rd

Timing Plan: PM Peak

								
Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	272	151	129	141	328	77	439	324
v/c Ratio	0.60	0.22	0.29	0.21	0.56	0.13	0.69	0.43
Control Delay	18.1	10.3	12.7	10.3	16.0	4.0	19.0	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.1	10.3	12.7	10.3	16.0	4.0	19.0	3.8
Queue Length 50th (ft)	45	19	19	18	55	0	79	0
Queue Length 95th (ft)	144	66	60	56	166	22	226	42
Internal Link Dist (ft)		420		420	421		421	
Turn Bay Length (ft)	150		75			100		150
Base Capacity (vph)	951	1404	938	1394	1183	1101	1269	1170
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.11	0.14	0.10	0.28	0.07	0.35	0.28
Intersection Summary								

Knightdale (CAMPO)
Build 2016 - NCDOT Option

1: First Ave (Bethlehem Rd) & Smithfield Rd

Timing Plan: AM Peak



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	206	173	86	154	329	145	153
v/c Ratio	0.46	0.26	0.20	0.23	0.61	0.26	0.26
Control Delay	12.7	8.8	9.4	8.7	15.6	10.9	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.7	8.8	9.4	8.7	15.6	10.9	3.8
Queue Length 50th (ft)	25	18	10	16	42	17	0
Queue Length 95th (ft)	75	54	30	44	116	58	26
Internal Link Dist (ft)		420		420	421	421	
Turn Bay Length (ft)	200		50				200
Base Capacity (vph)	1103	1656	1083	1652	1220	1255	1136
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.10	0.08	0.09	0.27	0.12	0.13

Intersection Summary

Knighdale (CAMPO)
Build 2016 - NCDOT Option

1: First Ave (Bethlehem Rd) & Smithfield Rd
Timing Plan: PM Peak

							
Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	272	151	129	141	405	439	324
v/c Ratio	0.62	0.23	0.30	0.22	0.62	0.63	0.41
Control Delay	19.7	10.8	13.4	10.6	16.4	16.7	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.7	10.8	13.4	10.6	16.4	16.7	3.5
Queue Length 50th (ft)	57	24	23	22	74	84	0
Queue Length 95th (ft)	129	59	54	50	196	215	42
Internal Link Dist (ft)		420		420	421	421	
Turn Bay Length (ft)	200		50				200
Base Capacity (vph)	995	1468	982	1458	918	988	982
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.10	0.13	0.10	0.44	0.44	0.33
Intersection Summary							

	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	437	249	344	343
v/c Ratio	0.73	0.36	0.68	0.63
Control Delay	18.7	10.1	23.7	18.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	18.7	10.1	23.7	18.7
Queue Length 50th (ft)	82	37	75	57
Queue Length 95th (ft)	203	83	191	177
Internal Link Dist (ft)	420	420	421	421
Turn Bay Length (ft)				
Base Capacity (vph)	1045	1202	950	946
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.42	0.21	0.36	0.36
Intersection Summary				

	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	491	263	433	881
v/c Ratio	0.89	0.41	0.72	1.35
Control Delay	35.8	12.6	28.2	192.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	35.8	12.6	28.2	192.1
Queue Length 50th (ft)	168	63	153	~506
Queue Length 95th (ft)	#331	94	#329	#793
Internal Link Dist (ft)	420	420	421	421
Turn Bay Length (ft)				
Base Capacity (vph)	709	832	605	651
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.69	0.32	0.72	1.35

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	437	277	382	343
v/c Ratio	0.74	0.44	0.73	0.61
Control Delay	20.3	11.8	26.1	18.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	20.3	11.8	26.1	18.3
Queue Length 50th (ft)	93	48	92	61
Queue Length 95th (ft)	207	97	215	177
Internal Link Dist (ft)	420	420	421	421
Turn Bay Length (ft)				
Base Capacity (vph)	983	1059	932	945
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.44	0.26	0.41	0.36
Intersection Summary				

	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	491	313	467	881
v/c Ratio	0.90	0.55	0.89	1.38
Control Delay	37.9	15.7	44.1	204.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	37.9	15.7	44.1	204.0
Queue Length 50th (ft)	172	83	192	~538
Queue Length 95th (ft)	#341	124	#398	#793
Internal Link Dist (ft)	420	420	421	421
Turn Bay Length (ft)				
Base Capacity (vph)	671	702	527	638
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.73	0.45	0.89	1.38

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	437	277	382	166	177
v/c Ratio	0.76	0.45	0.71	0.30	0.30
Control Delay	21.6	12.4	24.1	16.5	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	21.6	12.4	24.1	16.5	4.6
Queue Length 50th (ft)	93	48	90	35	0
Queue Length 95th (ft)	222	104	204	96	36
Internal Link Dist (ft)	420	420	421	421	
Turn Bay Length (ft)					150
Base Capacity (vph)	953	1027	959	988	932
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.46	0.27	0.40	0.17	0.19
Intersection Summary					

	→	←	↑	↓	↙
Lane Group	EBT	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	491	313	467	507	374
v/c Ratio	0.92	0.56	0.86	0.76	0.47
Control Delay	42.1	17.1	40.1	30.1	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	17.1	40.1	30.1	4.3
Queue Length 50th (ft)	185	89	198	210	0
Queue Length 95th (ft)	#358	133	#381	#372	53
Internal Link Dist (ft)	420	420	421	421	
Turn Bay Length (ft)					150
Base Capacity (vph)	610	640	541	663	797
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.80	0.49	0.86	0.76	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	238	199	100	177	382	166	177
v/c Ratio	0.54	0.29	0.24	0.27	0.66	0.28	0.28
Control Delay	15.7	10.3	11.1	10.2	17.3	11.5	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.7	10.3	11.1	10.2	17.3	11.5	3.6
Queue Length 50th (ft)	35	25	13	22	57	22	0
Queue Length 95th (ft)	105	74	41	60	156	74	29
Internal Link Dist (ft)		420		420	421	421	
Turn Bay Length (ft)	150		75				150
Base Capacity (vph)	981	1505	957	1495	1302	1347	1208
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.13	0.10	0.12	0.29	0.12	0.15

Intersection Summary

Knighdale (CAMPO)
Build 2016 - MITIGATED 5 (SBR, EBL, WBL) 5%

1: First Ave (Bethlehem Rd) & Smithfield Rd

Timing Plan: PM Peak



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	315	176	149	164	467	507	374
v/c Ratio	0.70	0.26	0.34	0.24	0.72	0.73	0.46
Control Delay	23.6	11.8	14.8	11.7	21.7	22.0	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.6	11.8	14.8	11.7	21.7	22.0	3.8
Queue Length 50th (ft)	78	32	31	30	109	124	0
Queue Length 95th (ft)	174	75	68	64	284	310	49
Internal Link Dist (ft)		420		420	421	421	
Turn Bay Length (ft)	150		75				150
Base Capacity (vph)	800	1206	786	1197	985	1066	1054
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.15	0.19	0.14	0.47	0.48	0.35

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	238	199	100	177	316	66	166	177
v/c Ratio	0.53	0.29	0.23	0.26	0.58	0.13	0.30	0.29
Control Delay	14.4	9.3	10.0	9.2	16.1	4.3	11.7	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	9.3	10.0	9.2	16.1	4.3	11.7	3.8
Queue Length 50th (ft)	32	23	12	20	46	0	21	0
Queue Length 95th (ft)	93	65	36	53	124	16	70	29
Internal Link Dist (ft)		420		420	421		421	
Turn Bay Length (ft)	150		75			100		150
Base Capacity (vph)	1018	1563	995	1555	1387	1241	1419	1261
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.13	0.10	0.11	0.23	0.05	0.12	0.14

Intersection Summary

								
Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	315	176	149	164	379	88	507	374
v/c Ratio	0.68	0.25	0.33	0.24	0.64	0.14	0.76	0.47
Control Delay	21.7	11.0	13.8	11.0	20.3	4.3	24.0	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.7	11.0	13.8	11.0	20.3	4.3	24.0	4.0
Queue Length 50th (ft)	71	29	28	27	83	0	118	0
Queue Length 95th (ft)	174	75	68	64	227	25	310	49
Internal Link Dist (ft)		420		420	421		421	
Turn Bay Length (ft)	150		75			100		150
Base Capacity (vph)	832	1255	818	1246	1001	987	1124	1091
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.14	0.18	0.13	0.38	0.09	0.45	0.34
Intersection Summary								

							
Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	238	199	100	177	382	166	177
v/c Ratio	0.54	0.29	0.23	0.26	0.67	0.28	0.28
Control Delay	15.3	9.9	10.8	9.8	17.8	11.6	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.3	9.9	10.8	9.8	17.8	11.6	3.7
Queue Length 50th (ft)	34	24	13	22	59	23	0
Queue Length 95th (ft)	102	71	40	58	150	71	29
Internal Link Dist (ft)		420		420	421	421	
Turn Bay Length (ft)	200		50				200
Base Capacity (vph)	1037	1591	1014	1584	1113	1150	1057
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.13	0.10	0.11	0.34	0.14	0.17
Intersection Summary							



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	315	176	149	164	467	507	374
v/c Ratio	0.75	0.28	0.36	0.26	0.64	0.64	0.43
Control Delay	26.8	11.5	14.8	11.3	19.2	19.5	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.8	11.5	14.8	11.3	19.2	19.5	3.6
Queue Length 50th (ft)	86	36	34	32	103	117	0
Queue Length 95th (ft)	153	66	60	55	#310	#336	49
Internal Link Dist (ft)		420		420	421	421	
Turn Bay Length (ft)	200		50				200
Base Capacity (vph)	840	1267	825	1256	733	788	876
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.14	0.18	0.13	0.64	0.64	0.43

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection: 1: First Ave (Bethlehem Rd) & Smithfield Rd

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	133	98	180	96	76
Average Queue (ft)	70	46	87	45	35
95th Queue (ft)	120	88	140	80	58
Link Distance (ft)	480	490	491	491	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				150	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: First Ave (Bethlehem Rd) & Smithfield Rd

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	215	164	352	333	250
Average Queue (ft)	129	74	165	143	54
95th Queue (ft)	196	137	301	239	144
Link Distance (ft)	480	488	489	489	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					150
Storage Blk Time (%)				5	
Queuing Penalty (veh)				17	

Network Summary

Network wide Queuing Penalty: 17

Intersection: 1: First Ave (Bethlehem Rd) & Smithfield Rd

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	130	88	72	121	160	116	77
Average Queue (ft)	43	33	32	40	88	44	34
95th Queue (ft)	88	68	63	86	142	79	61
Link Distance (ft)		480		490	486	486	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	150		75				150
Storage Blk Time (%)			0	1			
Queuing Penalty (veh)			0	1			

Network Summary

Network wide Queuing Penalty: 1

Intersection: 1: First Ave (Bethlehem Rd) & Smithfield Rd

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	133	114	113	122	225	250	249
Average Queue (ft)	86	49	43	47	123	128	45
95th Queue (ft)	132	92	88	91	212	216	115
Link Distance (ft)		480		488	484	484	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	150		75				150
Storage Blk Time (%)	0		3	4		4	
Queuing Penalty (veh)	0		3	4		12	

Network Summary

Network wide Queuing Penalty: 19

Intersection: 1: First Ave (Bethlehem Rd) & Smithfield Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	LT	R
Maximum Queue (ft)	92	88	67	112	137	52	117	77
Average Queue (ft)	46	33	25	29	70	19	41	36
95th Queue (ft)	85	68	53	72	112	48	74	58
Link Distance (ft)		480		480	486		486	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150		75			100		150
Storage Blk Time (%)			0	0	2			
Queuing Penalty (veh)			0	0	1			

Network Summary

Network wide Queuing Penalty: 1

Intersection: 1: First Ave (Bethlehem Rd) & Smithfield Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	LT	R
Maximum Queue (ft)	136	88	92	116	226	51	207	118
Average Queue (ft)	81	46	38	41	108	22	124	42
95th Queue (ft)	134	86	78	83	194	47	204	78
Link Distance (ft)		480		480	484		484	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150		75			100		150
Storage Blk Time (%)	0		1	2	13		4	
Queuing Penalty (veh)	0		2	2	9		11	

Network Summary

Network wide Queuing Penalty: 24

Intersection: 1: First Ave (Bethlehem Rd) & Smithfield Rd

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	108	88	72	121	160	117	77
Average Queue (ft)	44	37	33	39	85	44	35
95th Queue (ft)	83	69	63	84	142	80	59
Link Distance (ft)		480		490	486	486	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	200		50				200
Storage Blk Time (%)			3	4			
Queuing Penalty (veh)			3	3			

Network Summary

Network wide Queuing Penalty: 6

Intersection: 1: First Ave (Bethlehem Rd) & Smithfield Rd

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	133	88	95	95	423	290	78
Average Queue (ft)	85	43	40	43	149	139	39
95th Queue (ft)	127	77	77	83	287	248	62
Link Distance (ft)		480		488	484	484	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	200		50				200
Storage Blk Time (%)			8	8		3	
Queuing Penalty (veh)			9	8		8	

Network Summary

Network wide Queuing Penalty: 26

Intersection: 1: First Ave (Bethlehem Rd) & Smithfield Rd

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	197	141	203	134	53
Average Queue (ft)	101	64	103	63	33
95th Queue (ft)	178	121	168	112	45
Link Distance (ft)	480	490	491	491	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					150
Storage Blk Time (%)				0	
Queuing Penalty (veh)				0	

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: First Ave (Bethlehem Rd) & Smithfield Rd

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	244	224	466	504	250
Average Queue (ft)	140	95	237	207	96
95th Queue (ft)	220	162	429	400	233
Link Distance (ft)	480	488	489	489	
Upstream Blk Time (%)				1	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)					150
Storage Blk Time (%)				16	0
Queuing Penalty (veh)				55	2

Network Summary

Network wide Queuing Penalty: 57

Intersection: 1: First Ave (Bethlehem Rd) & Smithfield Rd

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	131	88	74	123	143	115	53
Average Queue (ft)	56	38	33	47	91	52	32
95th Queue (ft)	101	79	64	102	133	97	43
Link Distance (ft)		480		490	486	486	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	150		75				150
Storage Blk Time (%)	0		1	3			
Queuing Penalty (veh)	0		1	2			

Network Summary

Network wide Queuing Penalty: 3

Intersection: 1: First Ave (Bethlehem Rd) & Smithfield Rd

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	197	134	115	101	437	498	250
Average Queue (ft)	96	50	56	52	185	159	54
95th Queue (ft)	160	96	96	85	341	287	146
Link Distance (ft)		480		488	484	484	
Upstream Blk Time (%)						0	
Queuing Penalty (veh)						0	
Storage Bay Dist (ft)	150		75				150
Storage Blk Time (%)	2	0	6	4		8	1
Queuing Penalty (veh)	3	0	8	4		28	3

Network Summary

Network wide Queuing Penalty: 46

Intersection: 1: First Ave (Bethlehem Rd) & Smithfield Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	LT	R
Maximum Queue (ft)	131	86	70	114	137	77	99	53
Average Queue (ft)	53	36	27	35	87	26	56	32
95th Queue (ft)	95	69	58	81	126	51	94	41
Link Distance (ft)		480		480	486		486	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150		75			100		150
Storage Blk Time (%)	0		0	1	4			
Queuing Penalty (veh)	0		0	1	2			

Network Summary

Network wide Queuing Penalty: 3

Intersection: 1: First Ave (Bethlehem Rd) & Smithfield Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	LT	R
Maximum Queue (ft)	197	112	112	91	392	199	228	140
Average Queue (ft)	94	47	44	42	145	34	144	46
95th Queue (ft)	158	95	89	73	282	90	230	85
Link Distance (ft)		480		480	484		484	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150		75			100		150
Storage Blk Time (%)	2		3	1	16		8	0
Queuing Penalty (veh)	3		4	1	13		28	0

Network Summary

Network wide Queuing Penalty: 49

Intersection: 1: First Ave (Bethlehem Rd) & Smithfield Rd

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	109	88	74	122	143	115	53
Average Queue (ft)	56	38	34	49	90	52	32
95th Queue (ft)	98	80	64	103	134	97	42
Link Distance (ft)		480		490	486	486	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	200		50				200
Storage Blk Time (%)			4	6			
Queuing Penalty (veh)			5	4			

Network Summary

Network wide Queuing Penalty: 9

Intersection: 1: First Ave (Bethlehem Rd) & Smithfield Rd

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	197	112	95	114	437	264	146
Average Queue (ft)	91	48	54	54	182	146	43
95th Queue (ft)	158	91	95	91	345	230	80
Link Distance (ft)		480		488	484	484	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	200		50				200
Storage Blk Time (%)	0		14	10		1	
Queuing Penalty (veh)	0		18	12		4	

Network Summary

Network wide Queuing Penalty: 34