# City of Durham

## Department of Transportation

DURHAM

1 8 6 9

CITY OF MEDICINE

## Accident Reduction Program

## August 2016

## Executive Summary

The North Carolina transportation system includes nearly 100,000 miles of state and locally maintained roads. Recognizing the size of the highway infrastructure and funding levels required to maintain that infrastructure, it is not possible for any one entity to conduct and implement engineering safety improvements at all potentially hazardous locations. The North Carolina Department of Transportation (NCDOT) does a good job through the Highway Safety Improvement Program (HSIP). This program identifies and implements safety measures at the most hazardous locations across the state; however, many less dangerous locations slip under the radar screen.

In 2003, the City of Durham Transportation Department began developing a procedural outline for instituting an Accident Reduction Program to identify those locations that might otherwise go overlooked. This program identifies, implements, and monitors improvements to intersections with the intention of reducing fatalities, frequency of crashes, property damage, and injury accidents at intersections in the City of Durham. In addition to improving existing dangerous intersections, this program will enable the City to be proactive in identifying and treating potential problems.

A comprehensive eight-year accident history for all intersections, with five or more recorded accidents, is compiled on an annual basis. From the compellation a top 40 ranking, based on average per year, is used to identify problematic intersections. This new initiative has led to nearly 364 investigations over the last 12 years. As a result of those investigations, 200 countermeasures have been implemented and 9 proposed countermeasures are pending due to funding, approval, or are currently in design.

As this is a new program, and because the program measures on a comparative basis of at least 3 years, only now are we beginning to see the overall positive benefits of this program. On an equivalent time comparison basis, a reduction of 348 accidents, $2,558,970 in property damage, and 214 injury accidents have been noted from the targeted countermeasures implemented at 61 study intersections. Another significant measure is an overall study reduction of 427 accidents for the equivalent time period. This is a significant positive residual effect in overall intersection safety that further justifies the efforts of these countermeasures. By reducing targeted crashes by 52%, total crashes have decreased 33%, injuries by 49% and the dollar value of property damage by 42%.

Attached below is an overall summary of results for this program:

**Summary of Results (Table I)**

| | Before | After | % Reduction |
|---|---|---|---|
| **Targeted Crashes** | 666 | 318 | 52% |
| **Total Crashes** | 1305 | 878 | 33% |
| **Targeted Injuries** | 438 | 224 | 49% |
| **Property Damage** | $ 6,142,620 | $ 3,583,650 | 42% |

** ***Important Disclaimer:*** *These results only reflect the change measured between before and after periods of equal lengths. Therefore, the safety benefit presented in Table I is likely understated considerably because the changes made to produce these safety benefits continue to accumulate beyond the length of the study period.*

# Table of Contents

| | | Page |
|---|---|---|
| 1.0 | Purpose | 1 |
| 2.0 | Background | 1 |
| 3.0 | Study Methodology | 2 - 3 |
| 4.0 | Probable Causes | 3 |
| 5.0 | Low-Cost Countermeasures | 3 |
| 6.0 | Countermeasure Evaluation | 4 |
| 7.0 | Program Evaluation | 4 |
| 8.0 | Program Highlights | 4 |
| 9.0 | Severity Crash Index (Durham County) | 5 |
| 10.0 | Intersection Ranking According to Frequency | 6 - 20 |
| 11.0 | Intersection Ranking According to Severity | 21 |
| 12.0 | Study Locations and Countermeasures | 22 - 24 |
| 13.0 | Summary of Results | 25 - 27 |
| | References | 28 |

## 1.0 Purpose

The City of Durham, North Carolina will implement measures to reduce roadway related accidents. The Accident Reduction Program systematically evaluates accident trends at dangerous intersections and then implements low-cost countermeasures to rapidly improve safety. The program seeks to correct recognizable patterns; thereby, reducing the frequency of traffic accidents. The residual benefit includes fewer fatalities, reduced injuries, and less property damage. The citizens of Durham can expect an overall reduction in the impact of crashes. The City will conduct before and after studies to evaluate the effectiveness of the program.

## 2.0 Background

The City of Durham is home to Research Triangle Park, Duke University, and North Carolina Central University. Durham provides immediate access to major interstate highways, as well as Raleigh-Durham International Airport. Durham is an hour's drive from the Triad region of Greensboro, Winston-Salem and High Point. It is located two hours from Charlotte and being located three hours from the beautiful North Carolina Mountains and two hours from the famous Tar Heel coastline, make Durham a popular place to call home. Durham is home to Duke University Medical Center and is known as the City of Medicine. The City of Medicine is called home by 200,000 in Durham City and nearly 240,000 Countywide.

The City of Durham, employing nearly 2400 people, is committed to serving the needs of the community. The City's Department of Transportation is charged with maintaining the roadway network while protecting the safety and welfare of those traveling the roadways. The Traffic Operations Unit is responsible for traffic signal installation and maintenance, traffic signal warrants studies, traffic signal timing, traffic studies and analysis, accident investigations, pavement markings, and sign installation.

As Durham continues to grow, this places increasing demands on our roadway networks and unfortunately translates into increased vehicular accidents. The causes of vehicular crashes and injuries are often related to a combination of factors. This includes infrastructure inadequacies such as poorly maintained roads with sight distance problems and poor traffic control measures. Compounding the risk are driver behavioral issues such as driving under the influence of alcohol, speeding, unlicensed or untrained drivers, and noncompliance with seat-belt laws. Agencies nationwide have implemented accident reduction programs to help counteract these deficiencies.

The Traffic Operations Unit has consulted with other agencies that have employed similar programs and those efforts have resulted in tangible reductions in accident frequency, fatalities, injuries, and reduced property damage. Additionally, the U.S. Department of Transportation has produced a wealth of information pertaining to countermeasures and crash reduction factors associated with each treatment.

The City has implemented improvements at problematic intersections for several years utilizing traffic control devices and materials routinely used to maintain streets and signalized intersections. These efforts combined with a more systematic and educated approach in identification and evaluation will not only help to reduce accidents further; but, will better equip the City to anticipate and react to potential safety situations. In addition, this tactic will be a useful measuring stick to evaluate the success or failure of countermeasures chosen for implementation.

This program is another proactive measure the City of Durham is taking to make the community a safer place to drive.

### 3.0 Study Methodology

The City of Durham utilizes the North Carolina automated accident record system known as the Traffic Engineering Accident Analysis System (TEAAS) as the main source to obtain crash history and records.

Recognizing that the crash history is the foundation for this type of program, the user of accident data must first understand the limitations and how to deal with the problems in this data. The analyst must first recognize that accidents to some degree happen by chance and may not have anything to do with safety of the location or the driver. This is to say accident data provides and approximation of safety of the location and the driver. Based on this understanding, the analyst must make an educated guess as to the usefulness of the data.

The first general understanding of crash history is that many accidents go unreported for various reasons. For this reason, many variables such as, fatalities, injuries and property damage are underestimated. With this recognition and understanding we note that our recommendations and conclusions are based on "reported accidents".

The second notable understanding of accident data is that reports regularly contain errors. The erroneous data occur throughout the accident reports. Special care must be taken to weed out the misinformation. This is accomplished by logic checks, examination of the individual report, and by visiting the accident location if necessary.

While understanding that the accident data used for this program has fallacies, the user must also choose a method in which to analyze the accident data. There are many recognized techniques used to analyze accident data. Some common techniques used to identify accident prone or high accident locations are the frequency method, accident rate method, severity method, statistical method, cost method, rate quality control method, frequency-rate method, and the hazard index method.

Experts agree that there is not one method used that is superior. All the methods have limitations. For this reason; typically, combinations of methods are generally used to identify problem locations. The target benefit of this program is to reduce the frequency and severity of collisions, thus the City of Durham utilizes the frequency and severity methods to identify candidate study locations. In addition, citizen input is often used to initiate investigations and problems are often revealed while conducting other Engineering studies.

The frequency method is the most basic identification of problem locations. This method is a simple count of the number of accidents at a particular location. However, because collisions are rare events, a high collision frequency in any given year may be a random fluctuation around a lower long-term average. This occurrence is known as regression to the mean. Regression to the mean can be minimized by evaluating over multiple years. The frequency method is biased toward high volume locations, not taking into account other factors. However this is a quick and easy way to narrow the search for problem locations.

The severity method converts each crash into "property damage only equivalent". The severity is determined by the most severe injury reported in the crash. The equivalent property damage only (EPDO) index is calculated using different equivalency factors. The severity index is then calculated by essentially taking the EPDO for the average crash and dividing by the number of crashes. The severity index for the Durham County is illustrated in Table 9.1. This method is prejudiced towards locations that have more severe crashes. Nevertheless, in combination with the frequency method, this can be an effective means to hone in on the locations that have a higher likelihood of severe injury.

Our approach is to use the combination of these two methods to identify study locations. We track the crash history for all intersections in Durham and record this information into a database on an annual basis. Intersection rankings, for this database, are established for purposes of priority. Based off this ranking, intersections are selected for further evaluation.

An in depth analysis of the individual accident reports is undertaken to determine the cause of the

accidents. From this data a collision diagram is compiled. The collision diagram is scrutinized for patterns in the accident occurrence. A comprehensive field investigation is then completed. Observation of driver behavior is also recorded. Vehicular volume, turning movements and speed data are also collected as needed.

From the data gathered, probable causes (see 4.0 Probable Causes) and possible countermeasures (see 5.0 Low-Cost Countermeasures) are identified. Possible countermeasures are selected based on the field investigation, collision diagram, other transportation engineering studies, technical literature, and previous experience.

The selection of a countermeasure is crucial and typically is discussed by a group internally before a final decision is made. After a countermeasure is selected, the recommendation is forwarded to the governing agency. Upon approval the countermeasure is implemented.

For evaluation purposes (see 6.0 Countermeasures Evaluation), the before condition is sealed on the date of the countermeasure implementation. At this point, a before condition collision diagram is formulated. An after condition collision diagram will be opened. The after condition collision diagram will be maintained for a period equivalent to the time period used to identify the problem, typically three years. The before and after condition are evaluated on a regular basis to monitor the effectiveness of the improvement.

**4.0 Probable Causes**

Common probable causes include, but are not limited to the following: large turn volume, restricted sight distance, absence of a left-turn phase, inadequate gaps, inadequate roadway lighting, improper pavement markings, inadequate advance warning signs, and inadequate signal timing. Tried and proven countermeasures are associated with each of these situations.

**5.0 Low-Cost Countermeasures**

Typical accident reduction countermeasures include, but are not limited to the following: warning signs, guide signs, regulatory signs, sign locations, delineators, pavement markings, traffic signals, signal visors, signal back plates, supplemental signal heads, modified signal timing, modified clearance intervals, phasing upgrades and removal of sight obstructions. These measures are generally low-cost and can be quickly implemented.

Listed below in Table II is the countermeasures typically used in our program. The general cost range is noted and the number of times that a measure has been employed as a result of this program. There are more countermeasures than study locations because multiple treatments are frequently used.

**Table II**

| Countermeasure | Cost Range | Times Used |
|---|---|---|
| Major Construction | > $25,000 | 4 |
| Signal Installation | $75,000 - $125,000 | 15 |
| Minor Construction | < $25,000 | 1 |
| Flasher | $5,000 - $10,000 | 6 |
| Modify Signal Timings | $500 - $3,000 | 6 |
| Add/Modify Signal Display | $1,000 - $3,000 | 111 |
| Pavement Markings | $1,000 - $5,000 | 13 |
| Add/Modify Traffic Signs | $200 - $500 | 42 |
| Tree Trimming | $50 - $100 | 2 |

**6.0 Countermeasure Evaluation**

Countermeasure evaluation is an essential component of an accident reduction program. The primary objective is to determine the effectiveness of the treatment. "Before and After" collision diagrams are used as the measure of effectiveness for the countermeasures implemented. Not only is this a useful measure of effectiveness, but is indispensable for intelligent future countermeasure selection.

Careful attention is given to not report or use flawed data in this analysis. Two common flaws are not taking into account the effects of changing conditions that occur over lengthy periods and the failure to correct for regression to the mean. Regression to the mean is a technical term in probability and statistics. In this program, this applies to the random occurrence of accidents. This is to say, if no action had been taken, conditions would have returned to normal. This phenomenon, regression to the mean, is minimized by using data over longer periods of time. For this reason, countermeasures evaluation is ongoing for a period of three years.

The countermeasure evaluation looks at targeted crashes, the subset of total crashes that the countermeasure is expected to reduce and the overall total crash history for the intersection. In addition, the number of injuries and the estimated dollar value of property damage are also compared.

**7.0 Program Evaluation**

Each year, a summary of the aggregate total of targeted crashes, total crashes, injuries, and the estimated dollar value of property damage for all before and after studies is compiled. An overall summary for the intersections under study is presented in Table I of the executive summary.

**8.0 Program Highlights**

- Of the 90 locations, in this program, identified for treatment, 61 locations had final evaluations, 20 locations are in the interim phase, and 9 locations are pending.
- Among the 61 locations with final evaluations, 48 locations showed measured declines in Targeted Crashes, resulting in a 52% reduction overall.
- Of the 61 locations with final evaluations, 40 showed measured declines in Targeted Injuries, resulting in a 49% reduction overall.
- Of the 61 locations with final evaluations, 45 showed measured declines in Total Crashes, resulting in a 33% reduction overall.
- Of the 61 locations with final evaluations, 48 locations showed measured declines in Total Property Damage, resulting in a 42% reduction overall.

Durham's effort to identify problematic locations and implement countermeasures during the last 12 years showed positive results in all categories. As these treatments are permanent, the safety benefits will continue to accumulate into the future.

## 9.0 Severity Crash Index (Durham County)

**Severity Crash Index (2013 – 2015)**

**Table 9.1**

| | Total 2013 | Total 2014 | Total 2015 |
|---|---|---|---|
| *** Number of Crashes** | 6,027 | 6,481 | 8,315 |
| **** Total K + A Injuries** | 50 | 37 | 61 |
| ***** Total B + C Injuries** | 2,131 | 2,223 | 2,755 |
| **Total - No Injuries** | 13,490 | 14,522 | 18,275 |
| **Estimated Property Damage** | 22,139,230 | 26,318,733 | 33,387,175 |

** Total number of crashes at intersections with a minimum of 1 accident*
*** K = One or more people are killed at the scene or die within 30 days of the crash due to injuries received from the crash.*
*** A = One or more people receive incapacitating injuries that prevent the individuals from performing their normal activities for 24 hours or longer.*
**** B = One or more people receive non-incapacitating injuries that are apparent at the scene and will not prevent the individual from performing their normal activities for more than 24 hours.*
**** C = One or more people complain of pain or momentary unconsciousness; however, the injuries are not visible or obvious at the scene of the crash.*

# 10.0 Intersection Ranking According to Frequency



Threshold 9.99 | Rank to 40

| LOCATION | | Accidents per Year 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 8 year total ('01-2008) | Average per year | Over 10 per year | Intersection | Rank | Top 40 | Top 40 (excluded) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Academy Drive | Chapel Hill Road | | | | | | 5 | | | 5 | 0.6 | | | 537 | | |
| Academy Drive | Cornwallis Road | 11 | 7 | 7 | 6 | | 6 | 5 | 7 | 49 | 6.1 | | | 166 | | |
| Academy Drive | Pickett Road | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Academy Drive | University Drive | | 7 | | 7 | 7 | | 5 | 10 | 36 | 4.5 | | | 213 | | |
| Acadia | Club Boulevard | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Acker Avenue | Roxboro Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Adams Street | Holloway Street | 6 | | 5 | | 6 | 9 | 12 | 13 | 51 | 6.4 | | | 160 | | |
| Albany Street | Guess Road | | | | | | | 5 | | 5 | 0.6 | | | 537 | | |
| Albemarle | Morgan Street | | | 6 | | | | | 6 | 12 | 1.5 | | | 393 | | |
| Alexander Dr. | Cedar Grove | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| Alexander Dr. | Cornwallis Road | | | | 5 | | | | | 5 | 0.6 | | | 537 | | |
| Alexander Dr. | Presidential | | | | | | | | 7 | 7 | 0.9 | | | 468 | | |
| Alexander Dr. | Weck | | | | | | 5 | | | 5 | 0.6 | | | 537 | | |
| Alfred | Riddle Road | | | | | | | 7 | | 7 | 0.9 | | | 468 | | |
| Alma | Holloway Street | | | 5 | | | | | 6 | 11 | 1.4 | | | 414 | | |
| Alston Avenue | Angier Avenue | 14 | 12 | 17 | 18 | 10 | 12 | 9 | 10 | 102 | 12.8 | yes | Alston Avenue & Angier Avenue | 66 | | |
| Alston Avenue | Avondale Drive | | 7 | 9 | 17 | 6 | 7 | 11 | 6 | 63 | 7.9 | | | 132 | | |
| Alston Avenue | Carpenter Fletcher Road | | | | | | | | 6 | 6 | 0.8 | | | 493 | | |
| Alston Avenue | Cecil Street | 6 | | | 6 | | 8 | | 6 | 26 | 3.3 | | | 267 | | |
| Alston Avenue | Cornwallis Road | 6 | | | 9 | 7 | 7 | 7 | 10 | 46 | 5.8 | | | 171 | | |
| Alston Avenue | Dayton Street | | | 11 | 8 | 10 | | 10 | 7 | 46 | 5.8 | | | 171 | | |
| Alston Avenue | Dowd Street | | 6 | 5 | | | | | | 11 | 1.4 | | | 414 | | |
| Alston Avenue | Drew Street | | | | 6 | | 5 | 6 | | 17 | 2.1 | | | 344 | | |
| Alston Avenue | Dupree | | 6 | 5 | | | | | | 11 | 1.4 | | | 414 | | |
| Alston Avenue | Eva Street | 6 | 5 | | | | 6 | | 8 | 25 | 3.1 | | | 273 | | |
| Alston Avenue | Gann Street | 15 | 13 | 15 | 7 | 15 | 8 | 10 | 19 | 102 | 12.8 | yes | Alston Avenue & Gann Street | 66 | | |
| Alston Avenue | Geer Street | 5 | 10 | 11 | 7 | 9 | 6 | 6 | | 54 | 6.8 | | | 151 | | |
| Alston Avenue | Gilbert Street | | | | | 5 | | | | 5 | 0.6 | | | 537 | | |
| Alston Avenue | Holloway Street | 23 | 18 | 15 | 14 | 20 | 16 | 21 | 24 | 151 | 18.9 | yes | Alston Avenue & Holloway Street | 28 | *** 28 *** | *** 13 *** |
| Alston Avenue | Hopkins Street | | | | | | | 6 | | 6 | 0.8 | | | 493 | | |
| Alston Avenue | Juniper Street | | | | 6 | | | | | 6 | 0.8 | | | 493 | | |
| Alston Avenue | Lawson Street | 17 | 15 | 9 | 17 | 17 | 15 | 17 | 23 | 130 | 16.3 | yes | Alston Avenue & Lawson Street | 42 | | *** 25 *** |
| Alston Avenue | Lee Street | | | 6 | | | | | 6 | 12 | 1.5 | | | 393 | | |
| Alston Avenue | Liberty Street | 12 | 15 | 11 | 8 | 10 | 8 | 8 | 17 | 89 | 11.1 | yes | Alston Avenue & Liberty Street | 88 | | |
| Alston Avenue | Linwood Avenue | 10 | 11 | 13 | 9 | 10 | 12 | 12 | 9 | 86 | 10.8 | yes | Alston Avenue & Linwood Avenue | 92 | | |
| Alston Avenue | Main Street | 10 | 12 | 13 | 12 | 16 | 6 | 12 | | 81 | 10.1 | yes | Alston Avenue & Main Street | 100 | | |
| Alston Avenue | Mallard Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Alston Avenue | Morning Glory Avenue | | | | | | 6 | | | 6 | 0.8 | | | 493 | | |
| Alston Avenue | Pettigrew Street | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| Alston Avenue | Price | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Alston Avenue | Riddle Road | 6 | 5 | | | | | 6 | 7 | 24 | 3.0 | | | 280 | | |
| Alston Avenue | Taylor Street | 8 | 9 | | 5 | 6 | 5 | | 7 | 40 | 5.0 | | | 194 | | |
| American | Morreene | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Anderson Street | Campus Drive | | | 7 | | 8 | | 5 | 6 | 26 | 3.3 | | | 267 | | |
| Anderson Street | Chapel Hill Street | | | 6 | | | | | | 6 | 0.8 | | | 493 | | |
| Anderson Street | Duke University Road | 5 | | 8 | 6 | 9 | | 9 | 6 | 43 | 5.4 | | | 185 | | |
| Anderson Street | Erwin Road | | 5 | | | | | 9 | | 14 | 1.8 | | | 372 | | |
| Anderson Street | Main Street | | | | | | | 5 | | 5 | 0.6 | | | 537 | | |
| Angier Avenue | Briggs Avenue | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Angier Avenue | Clay | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Angier Avenue | Commonwealth | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| Angier Avenue | Driver Street | | 5 | | | 6 | | | 6 | 17 | 2.1 | | | 344 | | |
| Angier Avenue | East End Avenue | | | | | | | 6 | | 6 | 0.8 | | | 493 | | |
| Angier Avenue | Ellis Road | 11 | 6 | 7 | 12 | | 6 | 7 | | 49 | 6.1 | | | 166 | | |



Source: North Carolina Department of Transportation - Traffic Engineering Accident Analysis System (TEAAS)

# 10.0 Intersection Ranking According to Frequency



| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | Threshold | 9.99 | | Rank to | 40 | |
| LOCATION | | Accidents per Year | | | | | | | | 8 year total ('01-2008) | Average per year | Over 10 per year | Intersection | Rank | Top 40 | Top 40 (excluded) |
| | | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | | | | | | | |
| Angier Avenue | Gutherie Avenue | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Angier Avenue | Miami Boulevard | 9 | 11 | 11 | 10 | 14 | 14 | 9 | 13 | 91 | 11.4 | yes | Angier Avenue & Miami Boulevard | 86 | | |
| Angier Avenue | Midway | | 6 | | | 5 | | | | 11 | 1.4 | | | 414 | | |
| Angier Avenue | Pleasant | | | | | 6 | | 5 | 8 | 19 | 2.4 | | | 320 | | |
| Angier Avenue | Plum | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Angier Avenue | Wood | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| Archdale Drive | Dixon | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Archdale Drive | Hope Valley Road | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Archdale Drive | M.L.K. Parkway | | | | | | | 9 | 7 | 16 | 2.0 | | | 353 | | |
| Archdale Drive | Old Chapel Hill/MLK | 5 | 5 | 6 | 6 | 10 | 12 | | | 44 | 5.5 | | | 177 | | |
| Argonne | Roxboro Street | | | | | | | 5 | | 5 | 0.6 | | | 537 | | |
| Arnette | Chapel Hill Street | | | | | | 5 | | | 5 | 0.6 | | | 537 | | |
| Ashe Street | Driver Street | | | | | 5 | | | | 5 | 0.6 | | | 537 | | |
| Ashe Street | Gutherie Avenue | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Auto Drive | Shannon Road | | | | | | | 5 | | 5 | 0.6 | | | 537 | | |
| Avondale Drive | Camden Avenue | | | | 5 | | 12 | 7 | 8 | 32 | 4.0 | | | 238 | | |
| Avondale Drive | Foushee Street | 14 | 21 | 18 | 13 | 15 | 15 | 19 | 22 | 137 | 17.1 | yes | Avondale Drive & Foushee Street | 35 | *** 35 *** | *** 19 *** |
| Avondale Drive | Geer Street | 7 | 14 | 20 | 8 | | | 6 | | 55 | 6.9 | | | 146 | | |
| Avondale Drive | Howard Street | 5 | | 5 | 5 | | | | 7 | 22 | 2.8 | | | 291 | | |
| Avondale Drive | Knox Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Avondale Drive | Markham Avenue | 6 | 9 | 6 | 9 | | 5 | | 5 | 40 | 5.0 | | | 194 | | |
| Avondale Drive | Nancy Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Avondale Drive | Roxboro Street | 22 | 19 | 16 | 14 | 16 | 10 | 10 | 17 | 124 | 15.5 | yes | Avondale Drive & Roxboro Street | 48 | | *** 30 *** |
| Avondale Drive | Trinity Avenue | 8 | 9 | 5 | 10 | 9 | 10 | 9 | 6 | 66 | 8.3 | | | 128 | | |
| Banner Street | Club Boulevard | | 5 | | | | | | | 5 | 0.6 | | | 537 | | |
| Bacon Street | Lawson Street | | | 5 | | 7 | 6 | | | 18 | 2.3 | | | 329 | | |
| Barbee Road | Fayetteville Street | 5 | 5 | 10 | 5 | | 6 | | 6 | 37 | 4.6 | | | 209 | | |
| Barbee Road | Grandale | | | 6 | | | | 5 | 7 | 18 | 2.3 | | | 329 | | |
| Barbee Road | Herndon | 7 | 6 | | | | | | 8 | 21 | 2.6 | | | 299 | | |
| Barbee Road | Windcrest | | | | 10 | | | | | 10 | 1.3 | | | 438 | | |
| Barbee Road | Woodcroft Parkway | | | | 6 | | | | | 6 | 0.8 | | | 493 | | |
| Barnes Street | Liberty Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Bay Point | Martin Luther King Parkway | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Beechwood | Cornwallis Road | | | | 6 | | | | | 6 | 0.8 | | | 493 | | |
| Belleview | Hillsborough Road | | | | | | | | 6 | 6 | 0.8 | | | 493 | | |
| Ben Franklin | Carver Street | | | | | 5 | | | | 5 | 0.6 | | | 537 | | |
| Berkeley | Club Boulevard | 5 | | | | | | | | 5 | 0.6 | | | 537 | | |
| Bertland | Hillandale Road | | | | | 11 | | | 7 | 18 | 2.3 | | | 329 | | |
| Berwyn | Roxboro Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Bivens/Jersey | Chapel Hill Road | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Blackwell Street | Jackie Robinson Boulevard | | | | | | 5 | | 6 | 11 | 1.4 | | | 414 | | |
| Blackwell Street | Lakewood Avenue | | | | 5 | | | 5 | | 10 | 1.3 | | | 438 | | |
| Blackwell Street | Morehead Avenue | | | | | | | 6 | | 6 | 0.8 | | | 493 | | |
| Blackwell Street | Pettigrew Street | | | 7 | | | | | | 7 | 0.9 | | | 468 | | |
| Blackwell Street | Vivian | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| Bon Air Avenue | Roxboro Street | 7 | 15 | 7 | 10 | 11 | 7 | 6 | 8 | 71 | 8.9 | | | 116 | | |
| Briggs Avenue | Holloway Street | | 7 | | | | | | | 7 | 0.9 | | | 468 | | |
| Briggs Avenue | Lawson Street | 5 | | | | | | | | 5 | 0.6 | | | 537 | | |
| Briggs Avenue | Liberty Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Briggs Avenue | Main Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Briggs Avenue | Pettigrew Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Briggs Avenue | Riddle Road | | | | 5 | | | | | 5 | 0.6 | | | 537 | | |
| Brittania Street | Roxboro Street | 5 | 7 | | | 8 | | 6 | 7 | 33 | 4.1 | | | 230 | | |
| Brandt | Fayetteville Street | 5 | | | | 6 | 8 | 5 | | 24 | 3.0 | | | 280 | | |
| Broad Street | Carver Street | 6 | 6 | | 7 | | 7 | 5 | 8 | 39 | 4.9 | | | 200 | | |



Source: North Carolina Department of Transportation - Traffic Engineering Accident Analysis System (TEAAS)

# 10.0 Intersection Ranking According to Frequency



| | | | | | | | | | | | | Threshold | 9.99 | | Rank to | 40 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOCATION | | Accidents per Year | | | | | | | | 8 year total ('01-2008) | Average per year | Over 10 per year | Intersection | Rank | Top 40 | Top 40 (excluded) |
| | | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | | | | | | | |
| Broad Street | Club Boulevard | 10 | | 5 | 8 | 7 | 7 | | 13 | 50 | 6.3 | | | 165 | | |
| Broad Street | Englewood Avenue | 6 | | | | | | | 5 | 11 | 1.4 | | | 414 | | |
| Broad Street | Green Street | 10 | | | | | 5 | | | 15 | 1.9 | | | 359 | | |
| Broad Street | Guess Road | 14 | 15 | 11 | 10 | 15 | 12 | 9 | 20 | 106 | 13.3 | yes | Broad Street & Guess Road | 63 | | |
| Broad Street | Knox Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Broad Street | Leon Street | | | | | | 6 | | | 6 | 0.8 | | | 493 | | |
| Broad Street | Main Street | 6 | 19 | 12 | 7 | 11 | 9 | 11 | 7 | 82 | 10.3 | yes | Broad Street & Main Street | 97 | | |
| Broad Street | Markham Avenue | 5 | | 7 | 7 | 8 | 7 | | 11 | 45 | 5.6 | | | 175 | | |
| Broad Street | Murray Avenue | 5 | | | 7 | | | | 5 | 17 | 2.1 | | | 344 | | |
| Broad Street | Northpointe | 5 | 9 | | 7 | 11 | 8 | | 15 | 55 | 6.9 | | | 146 | | |
| Broad Street | Perry Street | | 6 | 7 | | 5 | 7 | 6 | 6 | 37 | 4.6 | | | 209 | | |
| Broad Street | Sprunt Avenue | | | | | | | | 7 | 7 | 0.9 | | | 468 | | |
| Broad Street | Stadium Drive | | | | | 5 | | | | 5 | 0.6 | | | 537 | | |
| Brye Street | Holloway Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Buchanan Boulevard | Chapel Hill Street | | 7 | | | 6 | | | 8 | 21 | 2.6 | | | 299 | | |
| Buchanan Boulevard | Club Boulevard | 6 | 5 | 5 | | | 6 | | | 22 | 2.8 | | | 291 | | |
| Buchanan Boulevard | Englewood Avenue | | | | | 5 | | | | 5 | 0.6 | | | 537 | | |
| Buchanan Boulevard | Green Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Buchanan Boulevard | Knox Street | 7 | | | 5 | | | | | 12 | 1.5 | | | 393 | | |
| Buchanan Boulevard | Main Street | 7 | 6 | 8 | | 8 | 10 | 7 | | 46 | 5.8 | | | 171 | | |
| Buchanan Boulevard | Markham Avenue | | 5 | | 5 | | | 5 | | 15 | 1.9 | | | 359 | | |
| Buchanan Boulevard | Trinity Avenue | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Buchanan Boulevard | Urban Avenue | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Burlington Avenue | Fayetteville Street | 9 | | 13 | | | 8 | 6 | 7 | 43 | 5.4 | | | 185 | | |
| Burlington Avenue | Lincoln | | | | 5 | | | | | 5 | 0.6 | | | 537 | | |
| Burlington Avenue | Nebo | | | 5 | | | | | | 5 | 0.6 | | | 537 | | |
| Buxton Street | Fayetteville Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Camden Avenue | Midland Terrace | | | | | 5 | | | | 5 | 0.6 | | | 537 | | |
| Cameron Avenue | Erwin Road | 9 | 10 | 6 | 14 | 9 | 7 | 12 | 9 | 76 | 9.5 | | | 108 | | |
| Cameron Avenue | Science Drive | 7 | | | | | | | 6 | 13 | 1.6 | | | 381 | | |
| Campus | Swift Avenue | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Carpenter Pond | Olive Branch Road | | | | | 5 | | | | 5 | 0.6 | | | 537 | | |
| Carroll Street | Jackson Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Carver Street | Duke Homestead Road | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Carver Street | Duke Street | 16 | 7 | 12 | 9 | 10 | 18 | 9 | 16 | 97 | 12.1 | yes | Carver Street & Duke Street | 77 | | |
| Carver Street | Guess Road | 21 | 17 | 16 | 15 | 17 | 15 | 14 | 24 | 139 | 17.4 | yes | Carver Street & Guess Road | 33 | *** 33 *** | *** 18 *** |
| Carver Street | Hillandale Road | 11 | 7 | | 9 | 7 | | | | 34 | 4.3 | | | 224 | | |
| Carver Street | Patrick Henry | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| Carver Street | Roxboro Street | 9 | 12 | 21 | 8 | 11 | 14 | 14 | 12 | 101 | 12.6 | yes | Carver Street & Roxboro Street | 69 | | |
| Carver Street | Stadium Drive | | | | | | | 5 | | 5 | 0.6 | | | 537 | | |
| Cecil Street | Fayetteville Street | 9 | 6 | | 5 | | 9 | 7 | 8 | 44 | 5.5 | | | 177 | | |
| Chalk Level Road | Horton Road | 5 | 7 | 5 | | 7 | | | 8 | 32 | 4.0 | | | 238 | | |
| Champaigne Road | Garrett Road | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| Chandler Road | Holloway Street | | | | 8 | 5 | 10 | 8 | 8 | 39 | 4.9 | | | 200 | | |
| Channing Street | Roxboro Street | 6 | 11 | 11 | 6 | 10 | 5 | | 8 | 57 | 7.1 | | | 144 | | |
| Chapel Drive | Duke University Road | 10 | | | | | | | | 10 | 1.3 | | | 438 | | |
| Chapel Hill Boulevard | Hope Valley Road | | | | | | | 8 | | 8 | 1.0 | | | 465 | | |
| Chapel Hill Boulevard | James Street | 6 | | | | 5 | 5 | | | 16 | 2.0 | | | 353 | | |
| Chapel Hill Boulevard | Legion Street | | | | 5 | | 6 | 6 | | 17 | 2.1 | | | 344 | | |
| Chapel Hill Boulevard | Nation Avenue | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Chapel Hill Boulevard | Tower Boulevard | 7 | 15 | 5 | 9 | 13 | 12 | 7 | 10 | 78 | 9.8 | | | 104 | | |
| Chapel Hill Boulevard | University Drive | 7 | 6 | | | 5 | 7 | 5 | 6 | 36 | 4.5 | | | 213 | | |
| Chapel Hill Boulevard | Westgate Drive | 5 | | | | | 5 | | | 10 | 1.3 | | | 438 | | |
| Chapel Hill Boulevard | Shannon Road | | | | 6 | 6 | | 6 | 6 | 24 | 3.0 | | | 280 | | |
| Chapel Hill Boulevard/US | Garrett Road | | 35 | 11 | 5 | 34 | 6 | 8 | 26 | 125 | 15.6 | yes | Chapel Hill Boulevard/US 15-501 & Garrett Roa | 47 | | *** 29 *** |



Source: North Carolina Department of Transportation - Traffic Engineering Accident Analysis System (TEAAS)

# 10.0 Intersection Ranking According to Frequency



Threshold 9.99 | Rank to 40

| LOCATION | | Accidents per Year 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 8 year total ('01-2008) | Average per year | Over 10 per year | Intersection | Rank | Top 40 | Top 40 (excluded) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chapel Hill Road | Cornwallis Road | 7 | 10 | | 6 | | | | 6 | 29 | 3.6 | | | 250 | | |
| Chapel Hill Road | House Avenue | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Chapel Hill Road | Huron | | | | | | 5 | | | 5 | 0.6 | | | 537 | | |
| Chapel Hill Road | Lakewood Avenue | 5 | | | | | | | | 5 | 0.6 | | | 537 | | |
| Chapel Hill Road | Mt. Moriah Road | 10 | 5 | 8 | 5 | 5 | 5 | | | 38 | 4.8 | | | 204 | | |
| Chapel Hill Road | Shannon Road | | | 10 | | | | | 5 | 15 | 1.9 | | | 359 | | |
| Chapel Hill Road | Vineyard Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Chapel Hill Street | Chapel Hill Boulevard | | | 7 | | | | | | 7 | 0.9 | | | 468 | | |
| Chapel Hill Street | Duke Street | | 11 | 7 | 10 | 16 | 12 | 10 | 15 | 81 | 10.1 | yes | Chapel Hill Street & Duke Street | 100 | | |
| Chapel Hill Street | Duke University Road | | | 6 | | 5 | | | | 11 | 1.4 | | | 414 | | |
| Chapel Hill Street | Gattis Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Chapel Hill Street | Gregson Street | 8 | 5 | 10 | 7 | 5 | 11 | 13 | 19 | 78 | 9.8 | | | 104 | | |
| Chapel Hill Street | Main Street | 5 | | | | | | | | 5 | 0.6 | | | 537 | | |
| Chapel Hill Street | Mangum Street | | | | 7 | | | | | 7 | 0.9 | | | 468 | | |
| Chapel Hill Street | Morehead Avenue | | 6 | | | | | 10 | 6 | 22 | 2.8 | | | 291 | | |
| Chapel Hill Street | Pettigrew Street | | 5 | | 5 | | | 5 | 7 | 22 | 2.8 | | | 291 | | |
| Chapel Hill Street | Ramsuer Street | | | | | | 6 | | | 6 | 0.8 | | | 493 | | |
| Chapel Hill Street | Rigsbee Avenue | 5 | | 5 | 9 | | | 6 | | 25 | 3.1 | | | 273 | | |
| Chapel Hill Street | Willard Street | | | | | | | | 8 | 8 | 1.0 | | | 465 | | |
| Charles Street | Cornwallis Road | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Charles Street | Roxboro Street | 5 | | | | | | | 7 | 12 | 1.5 | | | 393 | | |
| Chateau Drive | Roxboro Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Cheek Road | Cornwallis Road | | | | | | 5 | | | 5 | 0.6 | | | 537 | | |
| Cheek Road | Geer Street | | 5 | | | | | | | 5 | 0.6 | | | 537 | | |
| Cheek Road | Junction Road | | | | | | 5 | 8 | 5 | 18 | 2.3 | | | 329 | | |
| Cheek Road | Midland Terrace | 6 | | | | | | | 5 | 11 | 1.4 | | | 414 | | |
| Cheek Road | Muldee | | | | | | | 5 | | 5 | 0.6 | | | 537 | | |
| Cheek Road | Hardee Street | 5 | | | 9 | | | | 6 | 20 | 2.5 | | | 311 | | |
| Chester Street | Holloway Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Chin Page Road | Miami Boulevard | | | | | | 5 | | | 5 | 0.6 | | | 537 | | |
| Christian Street | Hillsborough Road | 13 | 10 | 12 | 19 | 8 | 11 | 13 | 22 | 108 | 13.5 | yes | Christian Street & Hillsborough Road | 61 | | |
| Church Street | Parrish | | | | | 6 | | | | 6 | 0.8 | | | 493 | | |
| Cleveland | Dowd Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Club Boulevard | Dearborn Drive | | | | 9 | 8 | 5 | | 6 | 28 | 3.5 | | | 258 | | |
| Club Boulevard | Duke Street | 17 | 12 | 10 | 11 | 10 | 14 | 8 | 26 | 108 | 13.5 | yes | Club Boulevard & Duke Street | 61 | | |
| Club Boulevard | Glennbrook Drive | | | | | | | | 7 | 7 | 0.9 | | | 468 | | |
| Club Boulevard | Glendale Avenue | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Club Boulevard | Gregson Street | 18 | 32 | 26 | 25 | 12 | 15 | 24 | 29 | 181 | 22.6 | yes | Club Boulevard & Gregson Street | 19 | *** 19 *** | *** 8 *** |
| Club Boulevard | Guess Road(buchanan) | 9 | 18 | 13 | 14 | 22 | 7 | | 17 | 100 | 12.5 | yes | Club Boulevard & Guess Road(buchanan) | 71 | | |
| Club Boulevard | Farthing Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Club Boulevard | Georgia Avenue | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Club Boulevard | Hillandale Road | 6 | | | | | | 5 | | 11 | 1.4 | | | 414 | | |
| Club Boulevard | Highland Avenue | 5 | | | | | | | 5 | 10 | 1.3 | | | 438 | | |
| Club Boulevard | Lancaster Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Club Boulevard | Northgate Entrance | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Club Boulevard | Ninth Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Club Boulevard | Roxboro Street | 36 | 30 | 26 | 36 | 39 | 30 | 22 | 32 | 251 | 31.4 | yes | Club Boulevard & Roxboro Street | 7 | *** 7 *** | *** 1 *** |
| Club Boulevard | Washington Street | 5 | 6 | | 5 | 7 | | | 5 | 28 | 3.5 | | | 258 | | |
| Club Boulevard | Watts Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Cobb | Duke Street | | | | 6 | | | | | 6 | 0.8 | | | 493 | | |
| Cole Mill Road | Croasdaile | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Cole Mill Road | Hillsborough Road | 13 | 13 | 14 | 15 | 12 | 11 | 12 | 21 | 111 | 13.9 | yes | Cole Mill Road & Hillsborough Road | 56 | | *** 38 *** |
| Cole Mill Road | Oak | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Cole Mill Road | Quail Ridge | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Cole Mill Road | Rose of Sharon Road | | | | 6 | | | | | 6 | 0.8 | | | 493 | | |



Source: North Carolina Department of Transportation - Traffic Engineering Accident Analysis System (TEAAS)

# 10.0 Intersection Ranking According to Frequency



Threshold 9.99 | Rank to 40

| LOCATION | | Accidents per Year 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 8 year total ('01-2008) | Average per year | Over 10 per year | Intersection | Rank | Top 40 | Top 40 (excluded) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cole Mill Road | Sparger Road | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Colorado Street | Garrett Road | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Concord Street | Formosa Avenue | | | | | | | | 6 | 6 | 0.8 | | | 493 | | |
| Concord Street | Lawson Street | 5 | | 5 | | | | 5 | | 15 | 1.9 | | | 359 | | |
| Concord Street | Nelson Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Concord Street | Pekoe Avenue | | | | | 5 | | | | 5 | 0.6 | | | 537 | | |
| Cook Road | Fayetteville Street | 10 | 10 | 21 | 10 | 12 | 16 | 5 | 16 | 100 | 12.5 | yes | Cook Road & Fayetteville Street | 71 | | |
| Cook Road | Martin Luther King Parkway | 5 | 6 | 6 | 7 | | 8 | 5 | 12 | 49 | 6.1 | | | 166 | | |
| Corcoran Street | Main Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Corcoran Street | Ramsuer Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Cornwallis Road | Alexander Drive | | | | | | | 5 | 5 | 10 | 1.3 | | | 438 | | |
| Cornwallis Road | Creek | | | | | | | 8 | 5 | 13 | 1.6 | | | 381 | | |
| Cornwallis Road | Davis Drive | | | | | | | | 6 | 6 | 0.8 | | | 493 | | |
| Cornwallis Road | Fayetteville Street | 16 | 12 | 9 | 13 | 17 | 21 | 15 | 25 | 128 | 16.0 | yes | Cornwallis Road & Fayetteville Street | 43 | | *** 26 *** |
| Cornwallis Road | Hope Valley Road | 8 | 7 | 7 | 9 | 8 | | | | 39 | 4.9 | | | 200 | | |
| Cornwallis Road | Industry Drive | | | | 5 | | | 5 | | 10 | 1.3 | | | 438 | | |
| Cornwallis Road | Miami Boulevard | 6 | 6 | 6 | 9 | 6 | 11 | | 7 | 51 | 6.4 | | | 160 | | |
| Cornwallis Road | Pickett Road | 11 | 8 | 10 | | | | | | 29 | 3.6 | | | 250 | | |
| Cornwallis Road | Roxboro Street | 6 | | 16 | 6 | 6 | 11 | 7 | 15 | 67 | 8.4 | | | 126 | | |
| Cornwallis Road | Stuart Drive | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Cornwallis Road | TriCenter Drive | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Cornwallis Road | University Drive | | 5 | | 7 | | 5 | | 7 | 24 | 3.0 | | | 280 | | |
| Cornwallis Road | Weaver Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Corporation Street | Duke Street | | | | 5 | 6 | 5 | 5 | | 21 | 2.6 | | | 299 | | |
| Corporation Street | Mangum Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Corporation Street | Morris | | | | | | 7 | | | 7 | 0.9 | | | 468 | | |
| Corporation Street | Rigsbee Avenue | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Corporation Street | Roxboro Street | | | | | | | 7 | 7 | 14 | 1.8 | | | 372 | | |
| Costco Drive | North Pointe Drive | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Crooked Creek | Fayetteville Street | 12 | 11 | 9 | 11 | 7 | 14 | 16 | 7 | 87 | 10.9 | yes | Crooked Creek & Fayetteville Street | 91 | | |
| Crosby | Duke Street | | | | | | | | 6 | 6 | 0.8 | | | 493 | | |
| Crutchfeild Street | Duke Street | | | 5 | 8 | 7 | | 5 | 10 | 35 | 4.4 | | | 222 | | |
| Crutchfeild Street | Roxboro Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Dacian Avenue | Duke Street | | 5 | | | | | | | 5 | 0.6 | | | 537 | | |
| Dacian Avenue | Gregson Street | | | | | | | | 7 | 7 | 0.9 | | | 468 | | |
| Danube Lane | Hebron | | | | | | | 5 | | 5 | 0.6 | | | 537 | | |
| Danube Lane | Old Oxford Highway | 9 | 22 | 12 | 9 | 7 | 14 | 17 | 15 | 105 | 13.1 | yes | Danube Lane & Old Oxford Highway | 65 | | |
| Davidson Street | Roxboro Street | 21 | 16 | 12 | 7 | 10 | 12 | 14 | 18 | 110 | 13.8 | yes | Davidson Street & Roxboro Street | 57 | | *** 39 *** |
| Davis Drive | Hopson Road | | | 5 | 5 | | | 5 | 8 | 23 | 2.9 | | | 288 | | |
| Davis Drive | Park Knoll | | | | | 6 | | | | 6 | 0.8 | | | 493 | | |
| Dearborn Drive | Canada | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| Dearborn Drive | Maplewood Drive | | | | 7 | | | 6 | 5 | 18 | 2.3 | | | 329 | | |
| Dearborn Drive | Martin | | | | | | | 5 | | 5 | 0.6 | | | 537 | | |
| Dearborn Drive | Old Oxford Highway | 5 | | | 9 | 7 | 5 | 7 | 8 | 41 | 5.1 | | | 192 | | |
| Dearborn Drive | Thelma Street | | 5 | | 6 | | | | | 11 | 1.4 | | | 414 | | |
| Delafield Street | Roxboro Street | | 8 | 10 | 8 | 9 | 9 | 7 | 9 | 60 | 7.5 | | | 140 | | |
| Demerius | Gregson Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Denfield Street | Hebron | | 7 | | | | | | | 7 | 0.9 | | | 468 | | |
| Denfield Street | Roxboro Street | | 5 | | 7 | | 5 | 6 | 9 | 32 | 4.0 | | | 238 | | |
| Dillard Street | Liberty Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Dillard Street | Main Street | | | | | | | 10 | 8 | 18 | 2.3 | | | 329 | | |
| Dillard Street | Mangum Street | 7 | 5 | | | | 10 | 7 | 9 | 38 | 4.8 | | | 204 | | |
| Dillard Street | Ramsuer Street | | | | | | | | 7 | 7 | 0.9 | | | 468 | | |
| Dillard Street | Roxboro Street | 6 | 12 | | | 7 | 6 | 16 | 11 | 58 | 7.3 | | | 143 | | |
| Dixon Road | Martin Luther King Parkway | 5 | 5 | 8 | 6 | | | 8 | 9 | 41 | 5.1 | | | 192 | | |



Source: North Carolina Department of Transportation - Traffic Engineering Accident Analysis System (TEAAS)

# 10.0 Intersection Ranking According to Frequency



| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | Threshold | 9.99 | | Rank to | 40 | |
| | | Accidents per Year | | | | | | | | 8 year total ('01-2008) | Average per year | Over 10 per year | Intersection | Rank | Top 40 | Top 40 (excluded) |
| LOCATION | | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | | | | | | | |
| Dixon Road | University Drive | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Douglas Street/Research | Erwin Road | 7 | 15 | | 17 | 16 | 6 | 14 | 10 | 85 | 10.6 | yes | Douglas Street/Research & Erwin Road | 93 | | |
| Dowd Street | Elizabeth | | 6 | 6 | | 6 | 9 | | 9 | 36 | 4.5 | | | 213 | | |
| Dowd Street | Roxboro Street | 7 | | | | | | | 8 | 15 | 1.9 | | | 359 | | |
| Drew Street | Miami Boulevard | 13 | 8 | | | | | | | 21 | 2.6 | | | 299 | | |
| Driver Street | Ashe Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Driver Street | Holloway Street | | 5 | 5 | 5 | | | 10 | 7 | 32 | 4.0 | | | 238 | | |
| Driver Street | Liberty Street | | | | 6 | 6 | | 7 | | 19 | 2.4 | | | 320 | | |
| Driver Street | Main Street | | | | 5 | | | | | 5 | 0.6 | | | 537 | | |
| Driver Street | Peabody Street | | | | 5 | | | | | 5 | 0.6 | | | 537 | | |
| Driver Street | Pettigrew Street | | 5 | | | | 5 | | | 10 | 1.3 | | | 438 | | |
| Driver Street | Taylor Street | | | 8 | 9 | | | | 5 | 22 | 2.8 | | | 291 | | |
| Duke Street | Englewood Avenue | | | | | | | | 7 | 7 | 0.9 | | | | | |
| Duke Street | Fairfeild Street | | 6 | 10 | 7 | 7 | | 9 | 16 | 55 | 6.9 | | | 146 | | |
| Duke Street | Fraiser Street | | 5 | 6 | 5 | 5 | | 7 | 8 | 36 | 4.5 | | | 213 | | |
| Duke Street | Green Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Duke Street | Gregson Street | | | | | 6 | 7 | | 5 | 18 | 2.3 | | | 329 | | |
| Duke Street | Holt School Road | 10 | 7 | | | | 8 | 7 | 10 | 42 | 5.3 | | | 189 | | |
| Duke Street | Horton Road | 32 | 28 | 20 | 26 | 31 | 24 | 32 | 29 | 222 | 27.8 | yes | Duke Street & Horton Road | 10 | *** 10 *** | *** 3 *** |
| Duke Street | Hudson | | | 6 | | | | | | 6 | 0.8 | | | 493 | | |
| Duke Street | Jackson Street | | 8 | 10 | 13 | 5 | 5 | 10 | 11 | 62 | 7.8 | | | 136 | | |
| Duke Street | Knox Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Duke Street | Lakewood Avenue | 5 | | 7 | 9 | | 8 | 11 | 12 | 52 | 6.5 | | | 157 | | |
| Duke Street | Laraine Avenue | | | 5 | | | | | 7 | 12 | 1.5 | | | 393 | | |
| Duke Street | Leon Street | 7 | 9 | 15 | 18 | 9 | 6 | 10 | 11 | 85 | 10.6 | yes | Duke Street & Leon Street | 93 | | |
| Duke Street | Main Street | 5 | 7 | 7 | | 6 | | 9 | 10 | 44 | 5.5 | | | 177 | | |
| Duke Street | Markham Avenue | 5 | | | | | | | | 5 | 0.6 | | | 537 | | |
| Duke Street | Maynard Street | | | | 6 | 5 | 5 | | 5 | 21 | 2.6 | | | 299 | | |
| Duke Street | Morehead Avenue | | | 5 | | | 5 | | 5 | 15 | 1.9 | | | 359 | | |
| Duke Street | Morgan Street | 7 | 7 | 10 | | | 7 | | 5 | 36 | 4.5 | | | 213 | | |
| Duke Street | Murray Avenue | 14 | 21 | 18 | 9 | 14 | 9 | 13 | 14 | 112 | 14.0 | yes | Duke Street & Murray Avenue | 55 | | *** 37 *** |
| Duke Street | Newsom | 7 | 7 | | 6 | | | | | 20 | 2.5 | | | 311 | | |
| Duke Street | Roxboro Street | 8 | 5 | 13 | 5 | 8 | 7 | 13 | 13 | 72 | 9.0 | | | 113 | | |
| Duke Street | Ruby Street | | 5 | | | 7 | 8 | 5 | 5 | 30 | 3.8 | | | 245 | | |
| Duke Street | Stadium Drive | 9 | 13 | 7 | 5 | 8 | 12 | 12 | 12 | 78 | 9.8 | | | 104 | | |
| Duke Street | Trinity Avenue | 5 | | | | | | 6 | | 11 | 1.4 | | | 414 | | |
| Duke Street | University Drive | 5 | 7 | 9 | | 6 | 11 | 7 | 6 | 51 | 6.4 | | | 160 | | |
| Duke Street | Yancey | 5 | | | | 6 | 7 | 5 | 6 | 29 | 3.6 | | | 250 | | |
| Duke University Drive | Swift Avenue | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Duke University Drive | Towerview Road | | | | | | | 5 | | 5 | 0.6 | | | 537 | | |
| Dunhill | Fayetteville Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Dupree Street | Fayetteville Street | 6 | | | | | | | 7 | 13 | 1.6 | | | 381 | | |
| East End | Miami Boulevard | | 6 | 5 | 7 | 8 | 6 | 8 | 11 | 51 | 6.4 | | | 160 | | |
| Ebon | Fayetteville Street | | | | 6 | | | | | 6 | 0.8 | | | 493 | | |
| Edgewood Drive | Roxboro Street | | 7 | | | 8 | | | | 15 | 1.9 | | | 359 | | |
| Elba Street | Elf Street | | | | | | 7 | | 7 | 14 | 1.8 | | | 372 | | |
| Elba Street | Fulton Street | 6 | | 10 | 12 | | 9 | 11 | 6 | 54 | 6.8 | | | 151 | | |
| Elba Street | Trent Street | | | | | | 7 | 5 | | 12 | 1.5 | | | 393 | | |
| Elizabeth Street | Holloway Street | 5 | | 8 | | | 6 | 7 | | 26 | 3.3 | | | 267 | | |
| Elizabeth Street | Liberty Street | | 5 | | 9 | | 7 | | | 21 | 2.6 | | | 299 | | |
| Elizabeth Street | Lyric | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| Elizabeth Street | Main Street | | 5 | | | | | | 5 | 10 | 1.3 | | | 438 | | |
| Ellerbee Street | Roxboro Street | 5 | 8 | | | | | | 7 | 20 | 2.5 | | | 311 | | |
| Elliot Street | Roxboro Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Ellis Road | Glover Road | | | | | | | 5 | | 5 | 0.6 | | | 537 | | |



Source: North Carolina Department of Transportation - Traffic Engineering Accident Analysis System (TEAAS)

# 10.0 Intersection Ranking According to Frequency



| | | | | | | | | | | | | Threshold | 9.99 | | Rank to | 40 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOCATION | | Accidents per Year | | | | | | | | 8 year total ('01-2008) | Average per year | Over 10 per year | Intersection | Rank | Top 40 | Top 40 (excluded) |
| | | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | | | | | | | |
| Ellis Road | Miami Boulevard | 6 | 7 | 8 | 10 | | 8 | 6 | 18 | 63 | 7.9 | | | 132 | | |
| Ellis Road | Pettigrew Street | | | | 8 | 5 | | | 6 | 19 | 2.4 | | | 320 | | |
| Ellis Road | Riddle Road | | 5 | | 7 | | | | | 12 | 1.5 | | | 393 | | |
| Elm Street | Main Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Elm Street | Holloway Street | | | 5 | | | | | | 5 | 0.6 | | | | | |
| Elmira Avenue | Fayetteville Street | | | | | | 6 | | 5 | 11 | 1.4 | | | 414 | | |
| Emperor Drive | Page Road | 9 | | 6 | 9 | 7 | 8 | | 12 | 51 | 6.4 | | | 160 | | |
| Emperor Drive | Slater Road | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Englewood | Gregson Street | | | | | 5 | | | | 5 | 0.6 | | | 537 | | |
| Enterprise Street | Roxboro Street | | 5 | | | | | | | 5 | 0.6 | | | 537 | | |
| Enterprise Street | South Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Erie Street | Roxboro Street | | 5 | | | | | | | 5 | 0.6 | | | 537 | | |
| Erwin Road | Kerley Road | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Erwin Road | Lambeth | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Erwin Road | LaSalle Street | 8 | 15 | 12 | 6 | 9 | 7 | 14 | 13 | 84 | 10.5 | yes | Erwin Road & LaSalle Street | 95 | | |
| Erwin Road | Main Street | 5 | | 5 | | | | | | 10 | 1.3 | | | 438 | | |
| Erwin Road | Moreene Road | 14 | 13 | 7 | 7 | 7 | 5 | 8 | 7 | 68 | 8.5 | | | 122 | | |
| Erwin Road | Pettigrew Street | | | | 5 | 5 | | | | 10 | 1.3 | | | | | |
| Erwin Road | Towerview Road | | | | 5 | 6 | | 5 | | 16 | 2.0 | | | 353 | | |
| Erwin Road | Trent Street | 7 | | 9 | 5 | 11 | 9 | 7 | 7 | 55 | 6.9 | | | 146 | | |
| Evanston | Page Road | | | | | | | 5 | | 5 | 0.6 | | | 537 | | |
| Evergreen | Park | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| Fairfield Street | Roxboro Street | 7 | 5 | | 6 | | 5 | | 5 | 28 | 3.5 | | | 258 | | |
| Farrington Road | Old Chapel Hill Road | | 5 | | | 6 | 5 | | 5 | 21 | 2.6 | | | 299 | | |
| Fawn Street | Guess Road | | 6 | | | 5 | | | | 11 | 1.4 | | | 414 | | |
| Fawn Street | Hillandale Road | | 5 | 5 | | 5 | | | | 15 | 1.9 | | | 359 | | |
| Fay Street | Juniper Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Fayetteville Street | Dancy | | | | | | | | 6 | 6 | 0.8 | | | 493 | | |
| Fayetteville Street | Fayetteville Street | | | | | | 38 | 43 | 54 | 135 | 16.9 | yes | Fayetteville Street & Fayetteville Street | 39 | *** 39 *** | *** 22 *** |
| Fayetteville Street | Formosa Avenue | | 5 | | | 7 | 5 | | 6 | 23 | 2.9 | | | 288 | | |
| Fayetteville Street | Geneva | 7 | 8 | | 7 | | 9 | 8 | 17 | 56 | 7.0 | | | 145 | | |
| Fayetteville Street | Hanson | | | | | 6 | 5 | | 5 | 16 | 2.0 | | | 353 | | |
| Fayetteville Street | Hemmingwood | | | | 5 | | | | | 5 | 0.6 | | | 537 | | |
| Fayetteville Street | Herndon | 7 | 13 | 13 | 9 | 18 | 16 | 11 | 23 | 110 | 13.8 | yes | Fayetteville Street & Herndon | 57 | | *** 39 *** |
| Fayetteville Street | Homeland Avenue | | | | 5 | | | | 7 | 12 | 1.5 | | | 393 | | |
| Fayetteville Street | Jackie Robinson Boulevard | | | | | | 11 | | | 11 | 1.4 | | | 414 | | |
| Fayetteville Street | Juliette Drive | | | | | 5 | 7 | | 7 | 19 | 2.4 | | | 320 | | |
| Fayetteville Street | Lakewood Avenue | | 5 | 8 | 7 | 5 | 8 | | 7 | 40 | 5.0 | | | 194 | | |
| Fayetteville Street | Larchwood Drive | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Fayetteville Street | Lawson Street | 11 | 7 | 13 | 12 | 15 | 10 | 13 | 19 | 100 | 12.5 | yes | Fayetteville Street & Lawson Street | 71 | | |
| Fayetteville Street | Linwood Avenue | 11 | | 6 | | 5 | | 5 | 6 | 33 | 4.1 | | | 230 | | |
| Fayetteville Street | Main Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Fayetteville Street | Martin Luther King Parkway | 10 | 17 | 11 | 15 | 19 | 17 | 20 | 17 | 126 | 15.8 | yes | Fayetteville Street & Martin Luther King Parkwa | 46 | | *** 28 *** |
| Fayetteville Street | Massey Avenue | | | | | | | | 9 | 9 | 1.1 | | | 461 | | |
| Fayetteville Street | Moline Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Fayetteville Street | Morehead Avenue | | | | | | | 5 | 6 | 11 | 1.4 | | | 414 | | |
| Fayetteville Street | Mutual | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| Fayetteville Street | Nash Street | 7 | | | | | | | | 7 | 0.9 | | | 468 | | |
| Fayetteville Street | Nelson Street | | | | 5 | | | 6 | 9 | 20 | 2.5 | | | 311 | | |
| Fayetteville Street | Obie Drive | 7 | | | | | | 5 | 8 | 20 | 2.5 | | | 311 | | |
| Fayetteville Street | Pekoe Avenue | | | | | | | 6 | | 6 | 0.8 | | | 493 | | |
| Fayetteville Street | Pettigrew Street | | 6 | | 5 | 6 | | 5 | | 22 | 2.8 | | | 291 | | |
| Fayetteville Street | Piedmont Street | | | | | | | 7 | 5 | 12 | 1.5 | | | 393 | | |
| Fayetteville Street | Pilot Street | 6 | 12 | 8 | 9 | 10 | 11 | 8 | 18 | 82 | 10.3 | yes | Fayetteville Street & Pilot Street | 97 | | |
| Fayetteville Street | Price | | 5 | | | | | | | 5 | 0.6 | | | 537 | | |



Source: North Carolina Department of Transportation - Traffic Engineering Accident Analysis System (TEAAS)

# 10.0 Intersection Ranking According to Frequency



Threshold 9.99 | Rank to 40

| LOCATION | | Accidents per Year 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 8 year total ('01-2008) | Average per year | Over 10 per year | Intersection | Rank | Top 40 | Top 40 (excluded) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fayetteville Street | Ramsuer Street | | | | | | | | 10 | 10 | 1.3 | | | 438 | | |
| Fayetteville Street | Renassance Parkway | | 13 | 12 | 13 | 9 | 22 | 20 | 35 | 124 | 15.5 | yes | Fayetteville Street & Renassance Parkway | 48 | | *** 30 *** |
| Fayetteville Street | Riddle Road | 9 | 8 | | 6 | 17 | 9 | 7 | 6 | 62 | 7.8 | | | 136 | | |
| Fayetteville Street | Simmons Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Fayetteville Street | SouthPoint Mall | | | | | 10 | | | 5 | 15 | 1.9 | | | 359 | | |
| Fayetteville Street | Stratford Lake | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| Fayetteville Street | Timothy Avenue | | | 5 | | 5 | | | | 10 | 1.3 | | | 438 | | |
| Fayetteville Street | Tralea Drive | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| Fayetteville Street | Umstead Street | | | | | | 7 | | 7 | 14 | 1.8 | | | 372 | | |
| Fayetteville Street | Willard Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Fayetteville Street | Woodcroft Parkway | 17 | 17 | 16 | 10 | 16 | 20 | 7 | 19 | 122 | 15.3 | yes | Fayetteville Street & Woodcroft Parkway | 51 | | *** 33 *** |
| Fayetteville Street | Wortley | | | | | | 5 | | | 5 | 0.6 | | | 537 | | |
| Fidelity Drive | Raynor Street | | | | | | 5 | | 7 | 12 | 1.5 | | | 393 | | |
| Five Oaks | Old Chapel Hill Road | | | | | 5 | | | | 5 | 0.6 | | | 537 | | |
| Forest Hill Boulevard | University Drive | | 10 | | 8 | 7 | 7 | 8 | 13 | 53 | 6.6 | | | 155 | | |
| Foster Street | Geer Street | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| Foster Street | Morgan Street | 6 | 7 | | | 10 | 5 | 6 | | 34 | 4.3 | | | 224 | | |
| Foster Street | Trinity Avenue | | | | | | | 5 | | 5 | 0.6 | | | 537 | | |
| Foushee Street | Roxboro Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Front Street | Hillandale Road | 6 | 8 | 6 | 12 | | | | 8 | 40 | 5.0 | | | 194 | | |
| Fulton Street | Erwin Road | 17 | 21 | 18 | 22 | 13 | 15 | 21 | 22 | 149 | 18.6 | yes | Fulton Street & Erwin Road | 29 | *** 29 *** | *** 14 *** |
| Fulton Street | Shirley | | | | | | 5 | 5 | | 10 | 1.3 | | | 438 | | |
| Garland Avenue | Guess Road | | 6 | 5 | 5 | 6 | 6 | | | 28 | 3.5 | | | 258 | | |
| Garrett Road | Garrett Road | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Garrett Road | Hope Valley Road | 8 | 16 | 15 | 18 | 15 | 15 | 21 | 26 | 134 | 16.8 | yes | Garrett Road & Hope Valley Road | 40 | *** 40 *** | *** 23 *** |
| Garrett Road | Kelly Drive | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Garrett Road | King Charles | | | 6 | | | | | 6 | 12 | 1.5 | | | 393 | | |
| Garrett Road | Marydell | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| Garrett Road | Millennium | | | | 6 | | 9 | | 7 | 22 | 2.8 | | | 291 | | |
| Garrett Road | Old Chapel Hill Road | 24 | 20 | 28 | 30 | 21 | 20 | 44 | 36 | 223 | 27.9 | yes | Garrett Road & Old Chapel Hill Road | 9 | *** 9 *** | *** 2 *** |
| Garrett Road | Pickett Road | | | 7 | | | | | 6 | 13 | 1.6 | | | 381 | | |
| Garrett Road | Swarthmore Road | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Garrett Road | Trotter Ridge Road | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Gary Street | Liberty Street | | | | | 5 | | 5 | | 10 | 1.3 | | | 438 | | |
| Geer Street | Glenn School Road | | | 6 | 7 | | | | | | | | | | | |
| Geer Street | Hardee Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Geer Street | Junction Road | | | 5 | 5 | | | | | | | | | | | |
| Geer Street | Mangum Street | 5 | | | | 8 | | | | 13 | 1.6 | | | 381 | | |
| Geer Street | Miami Boulevard | 7 | 8 | 7 | | 6 | | 8 | | 36 | 4.5 | | | 213 | | |
| Geer Street | Midland Terrace | | 6 | 6 | | | | | | 12 | 1.5 | | | 393 | | |
| Geer Street | North Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Geer Street | Roxboro Street | 6 | | 6 | 5 | | | 6 | | 23 | 2.9 | | | 288 | | |
| Gibson | Lynn Road | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Glendale | Trinity Avenue | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Goodwin | Roxboro Street | | | | | | 6 | | | 6 | 0.8 | | | 493 | | |
| Gray | Roxboro Street | | | | | | 5 | 6 | 6 | 17 | 2.1 | | | 344 | | |
| Great Jones | Main Street | | | | 7 | | | | | 7 | 0.9 | | | 468 | | |
| Green Street | Gregson Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Green Street | Washington Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Gregson Street | Jackson Street | | | | 13 | 7 | | | | 20 | 2.5 | | | 311 | | |
| Gregson Street | Knox Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Gregson Street | Main Street | 7 | 14 | 7 | 11 | 10 | 15 | 12 | 16 | 92 | 11.5 | yes | Gregson Street & Main Street | 84 | | |
| Gregson Street | Markham Avenue | | | | | | 9 | | | 9 | 1.1 | | | 461 | | |
| Gregson Street | Memorial | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Gregson Street | Minerva | | | | | | 5 | 5 | | 10 | 1.3 | | | 438 | | |



*Source: North Carolina Department of Transportation - Traffic Engineering Accident Analysis System (TEAAS)*

# 10.0 Intersection Ranking According to Frequency



| | | | | | | | | | | | | Threshold | 9.99 | | Rank to | 40 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOCATION | | Accidents per Year | | | | | | | | 8 year total ('01-2008) | Average per year | Over 10 per year | Intersection | Rank | Top 40 | Top 40 (excluded) |
| | | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | | | | | | | |
| Gregson Street | Morgan Street | 8 | 11 | 12 | 6 | 11 | | 6 | 8 | 62 | 7.8 | | | 136 | | |
| Gregson Street | Peabody Street | 12 | 10 | 12 | 18 | 16 | 9 | 20 | 30 | 127 | 15.9 | yes | Gregson Street & Peabody Street | 45 | | *** 27 *** |
| Gregson Street | Pettigrew Street | 5 | | | | | 8 | | | 13 | 1.6 | | | 381 | | |
| Gregson Street | Trinity Avenue | 6 | | | 7 | 9 | 7 | 5 | | 34 | 4.3 | | | 224 | | |
| Guess Road | Hillcrest Drive | | | | 5 | 6 | | | 7 | 18 | 2.3 | | | 329 | | |
| Guess Road | Horton Road | 19 | 23 | 19 | 22 | 15 | 24 | 16 | 31 | 169 | 21.1 | yes | Guess Road & Horton Road | 21 | *** 21 *** | *** 9 *** |
| Guess Road | Lamar | | | | | | | | 6 | 6 | 0.8 | | | 493 | | |
| Guess Road | Lancaster Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Guess Road | Lambeth | | | | | | | | | | | | | | | |
| Guess Road | Latta Road | 6 | 5 | 6 | | 6 | 6 | 7 | 7 | 43 | 5.4 | | | 185 | | |
| Guess Road | Lombard Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Guess Road | Northpoint Drive | 12 | 12 | 17 | 10 | 17 | 18 | 12 | 25 | 123 | 15.4 | yes | Guess Road & Northpoint Drive | 50 | | *** 32 *** |
| Guess Road | Old Road | | | 6 | | | | | | 6 | 0.8 | | | 493 | | |
| Guess Road | Peppertree Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Guess Road | Rose of Sharon Road | | | 6 | | | | | 7 | 13 | 1.6 | | | 381 | | |
| Guess Road | Sedgefield Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Guess Road | Sovereign Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Guess Road | Umstead Road | 8 | 9 | 8 | 5 | 8 | | 5 | 6 | 49 | 6.1 | | | 166 | | |
| Guess Road | Victory | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| Guardian | Miami Boulevard | | | | | | | 6 | 5 | 11 | 1.4 | | | 414 | | |
| Guthrie Avenue | Holloway Street | | | 7 | 6 | 6 | 6 | 8 | 10 | 43 | 5.4 | | | 185 | | |
| Guthrie Avenue | Liberty Street | | | | | 5 | | | | 5 | 0.6 | | | 537 | | |
| Haley | Kent | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Hamlin | Old Oxford Highway | | | | | 6 | | | | 6 | 0.8 | | | 493 | | |
| Hammond Street | Roxboro Street | | 9 | | | | | | 9 | 18 | 2.3 | | | 329 | | |
| Hardee Street | Holloway Street | 7 | 8 | 9 | 8 | 11 | 14 | 17 | 19 | 93 | 11.6 | yes | Hardee Street & Holloway Street | 80 | | |
| Hardee Street | Naple | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| Hardee Street | Raynor Street | | | | | | 5 | | | 5 | 0.6 | | | 537 | | |
| Harvard | Miami Boulevard | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| Herbert Street | Holloway Street | 9 | 8 | 5 | | 8 | 8 | 11 | 19 | 68 | 8.5 | | | 122 | | |
| Hewitt Street | Roxboro Street | 7 | 6 | | | | 5 | 7 | | 25 | 3.1 | | | 273 | | |
| Higbee Street | Roxboro Street | | 5 | | | | | | | 5 | 0.6 | | | 537 | | |
| Highgate Drive/Old Fox T | Woodcroft Parkway | | | | 5 | 5 | 5 | | 5 | 20 | 2.5 | | | 311 | | |
| Hillandale Road | Hillsborough Road | 7 | | 7 | 6 | | | | 10 | 30 | 3.8 | | | 245 | | |
| Hillandale Road | Horton Road | | 7 | | | | | | | 7 | 0.9 | | | 468 | | |
| Hillandale Road | Indian Trial Drive | 9 | | 6 | | 6 | | | 10 | 31 | 3.9 | | | 242 | | |
| Hillandale Road | Peppertree Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Hillandale Road | Rose of Sharon Road | | | 5 | | | | | | 5 | 0.6 | | | 537 | | |
| Hillandale Road | Sprunt Avenue | | 5 | | | | 6 | 7 | 7 | 25 | 3.1 | | | 273 | | |
| Hillsborough Road | LaSalle Street | 11 | 10 | 15 | 18 | 9 | 9 | 16 | 21 | 109 | 13.6 | yes | Hillsborough Road & LaSalle Street | 60 | | |
| Hillsborough Road | Lawndale Avenue | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Hillsborough Road | Main Street | | | | | | 7 | | | 7 | 0.9 | | | 468 | | |
| Hillsborough Road | Neal Road | | | 8 | 6 | | | | 6 | 20 | 2.5 | | | 311 | | |
| Hillsborough Road | Ninth Street | | | | | | | | 7 | 7 | 0.9 | | | 468 | | |
| Hillsborough Road | Sparger Road | 5 | | | 5 | 5 | 14 | | 5 | 34 | 4.3 | | | 224 | | |
| Holder | Mineral Springs Road | | | | | | 5 | | | 5 | 0.6 | | | 537 | | |
| Holloway Street | Calvin | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| Holloway Street | Hoover Road | 6 | 8 | | 8 | 10 | 9 | 9 | 9 | 59 | 7.4 | | | 141 | | |
| Holloway Street | Hyde Park Avenue | | 5 | 6 | 5 | 5 | | | | 21 | 2.6 | | | 299 | | |
| Holloway Street | Joyland Avenue | | 6 | | 7 | | | 9 | 7 | 29 | 3.6 | | | 250 | | |
| Holloway Street | Junction Road | 25 | 15 | 12 | 9 | 10 | 13 | 13 | 18 | 115 | 14.4 | yes | Holloway Street & Junction Road | 53 | | *** 35 *** |
| Holloway Street | Lynn Road | 12 | 14 | 8 | 15 | 9 | 16 | 10 | 22 | 106 | 13.3 | yes | Holloway Street & Lynn Road | 63 | | |
| Holloway Street | Miami Boulevard | 12 | 14 | 15 | 8 | 14 | 18 | 14 | 19 | 114 | 14.3 | yes | Holloway Street & Miami Boulevard | 54 | | *** 36 *** |
| Holloway Street | Muldee | | | | 5 | | 8 | | | 13 | 1.6 | | | 381 | | |
| Holloway Street | Nichols Farm/Oak Grove | | | | | | | | | 0 | 0.0 | | | 647 | | |



Source: North Carolina Department of Transportation - Traffic Engineering Accident Analysis System (TEAAS)

# 10.0 Intersection Ranking According to Frequency



Threshold 9.99 | Rank to 40

| LOCATION | | Accidents per Year 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 8 year total ('01-2008) | Average per year | Over 10 per year | Intersection | Rank | Top 40 | Top 40 (excluded) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Holloway Street | Park Avenue | | | | | 6 | | 5 | 10 | 21 | 2.6 | | | 299 | | |
| Holloway Street | Raynor Street | 8 | 10 | 9 | | 9 | 12 | 19 | 12 | 79 | 9.9 | | | 102 | | |
| Holloway Street | Rochelle Street | 9 | | | | | | 6 | | 15 | 1.9 | | | 359 | | |
| Holloway Street | Roxboro Street | | | | | | 6 | | | 6 | 0.8 | | | 493 | | |
| Holloway Street | Rummel Street | | | 6 | | | | | | 6 | 0.8 | | | 493 | | |
| Holloway Street | Southerland Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Holloway Street | Spruce Street | | | 5 | | | 5 | | 11 | 21 | 2.6 | | | 299 | | |
| Holloway Street | Woodcrest Avenue | 6 | | 7 | 7 | | | 5 | 11 | 36 | 4.5 | | | 213 | | |
| Hope Valley Road | Martin Luther King Parkway | 11 | 14 | 11 | 12 | 7 | 11 | 17 | 18 | 101 | 12.6 | yes | | | | |
| Hope Valley Road | Roxboro Street | | | | | | 7 | | | 7 | 0.9 | | | 468 | | |
| Hope Valley Road | University Drive | | | 5 | 5 | 7 | | 8 | | 25 | 3.1 | | | 273 | | |
| Hope Valley Road | Woodcroft Parkway | 7 | 5 | 13 | 7 | | | 9 | 8 | 49 | 6.1 | | | 166 | | |
| Hopson Road | Miami Boulevard | | | | | | | | 10 | 10 | 1.3 | | | 438 | | |
| Horton Road | Newby Road | 6 | | 11 | | | | | 7 | 24 | 3.0 | | | 280 | | |
| Horton Road | Stadium Drive | | 6 | 6 | | | 7 | 7 | | 26 | 3.3 | | | 267 | | |
| Horton Road | Thames Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Horton/Denfield Road | Roxboro Street | 13 | 17 | 15 | 14 | 15 | 14 | 27 | 21 | 136 | 17.0 | yes | Horton/Denfield Road & Roxboro Street | 36 | *** 36 *** | *** 20 *** |
| Horton Road | Wildwood | | | 6 | | | | | | 6 | 0.8 | | | 493 | | |
| Hugo Street | Roxboro Street | 7 | | | | 5 | | | | 12 | 1.5 | | | 393 | | |
| Hyde Park Avenue | Liberty Street | | | | | | | 5 | | 5 | 0.6 | | | 537 | | |
| Hyde Park Avenue | Main Street | | | | | 5 | 5 | | | 10 | 1.3 | | | 438 | | |
| I - 40 | Alston Avenue | | | | | | | 5 | | 5 | 0.6 | | | 537 | | |
| I - 40 | Barbee Road | | | | | | | 8 | 11 | 19 | 2.4 | | | 320 | | |
| I - 40 | Chapel Hill | | | | | | 62 | 32 | 38 | 132 | 16.5 | yes | I - 40 & Chapel Hill | 41 | | *** 24 *** |
| I - 40 | Davis Drive | 5 | 5 | 15 | 23 | 22 | 23 | 32 | 29 | 154 | 19.3 | yes | I - 40 & Davis Drive | 27 | *** 27 *** | |
| I - 40 | Fayetteville Street | 50 | 55 | 61 | 66 | 71 | 68 | 54 | 83 | 508 | 63.5 | yes | I - 40 & Fayetteville Street | 1 | *** 1 *** | |
| I - 40 | I - 40 | | 9 | 9 | | | 8 | | 14 | 40 | 5.0 | | | 194 | | |
| I - 40 | I - 540 | 20 | 20 | 12 | 35 | 24 | 22 | 16 | 43 | 192 | 24.0 | yes | I - 40 & I - 540 | 17 | *** 17 *** | |
| I - 40 | Miami Boulevard | 10 | 16 | 29 | 20 | 27 | 23 | 28 | 42 | 195 | 24.4 | yes | I - 40 & Miami Boulevard | 14 | *** 14 *** | |
| I - 40 | N.C. 147 | | | | | | | 16 | 17 | 33 | 4.1 | | | 230 | | |
| I - 40 | NC 54 | 30 | 25 | 29 | 26 | 43 | 43 | 48 | 66 | 310 | 38.8 | yes | I - 40 & NC 54 | 3 | *** 3 *** | |
| I - 40 | NC 55 | 28 | 35 | 48 | 34 | 42 | 47 | 52 | 74 | 360 | 45.0 | yes | I - 40 & NC 55 | 2 | *** 2 *** | |
| I - 40 | NC 751 | 8 | 18 | 19 | 29 | 31 | 33 | 42 | 36 | 216 | 27.0 | yes | I - 40 & NC 751 | 13 | *** 13 *** | |
| I - 40 | Old Raleigh Road | | | | | | | | | 0 | 0.0 | | | 647 | | |
| I - 40 | Page Road | 11 | 9 | 26 | 21 | 25 | 18 | 11 | 37 | 158 | 19.8 | yes | I - 40 & Page Road | 26 | *** 26 *** | |
| I - 40 | US 15-501/Chapel Hill Blvd | 7 | 23 | 32 | 26 | 32 | 5 | 15 | 25 | 165 | 20.6 | yes | I - 40 & US 15-501/Chapel Hill Blvd | 24 | *** 24 *** | |
| I - 40 | NC 147 | 6 | | 12 | 31 | 21 | 28 | | | 98 | 12.3 | yes | I - 40 & NC 147 | 74 | | |
| I - 85 | Avondale Drive | 19 | 32 | 18 | 26 | 28 | 50 | 29 | 57 | 259 | 32.4 | yes | I - 85 & Avondale Drive | 5 | *** 5 *** | |
| I - 85 | Club Boulevard | | | 5 | 10 | 7 | 7 | | 8 | 37 | 4.6 | | | 209 | | |
| I - 85 | Cole Mill Road | 10 | 7 | 8 | 15 | 8 | 9 | 18 | 16 | 91 | 11.4 | yes | I - 85 & Cole Mill Road | 86 | | |
| I - 85 | Croasdaile | | | | | | | | | 0 | 0.0 | | | 647 | | |
| I - 85 | Duke Street | 13 | 25 | 20 | 28 | 28 | 22 | 24 | 22 | 182 | 22.8 | yes | I - 85 & Duke Street | 18 | *** 18 *** | |
| I - 85 | Gregson Street | | | | | | | | 11 | 11 | 1.4 | | | 414 | | |
| I - 85 | Guess Road | 22 | 39 | 32 | 26 | 24 | 32 | 41 | 45 | 261 | 32.6 | yes | I - 85 & Guess Road | 4 | *** 4 *** | |
| I - 85 | Hillandale Road | 23 | 28 | 15 | 22 | 23 | 11 | 20 | 36 | 178 | 22.3 | yes | I - 85 & Hillandale Road | 20 | *** 20 *** | |
| I - 85 | Hillsborough Road | | | | | 6 | | | 13 | 19 | 2.4 | | | 320 | | |
| I - 85 | I - 85 | | | | | | | | | 0 | 0.0 | | | 647 | | |
| I - 85 | NC 147 | | | | | | | 5 | | 5 | 0.6 | | | 537 | | |
| I - 85 | Red Mill | | | | | 5 | 14 | 11 | 5 | 35 | 4.4 | | | 222 | | |
| I - 85 | Roxboro Street | 29 | 29 | 30 | 30 | 28 | 33 | 38 | 38 | 255 | 31.9 | yes | I - 85 & Roxboro Street | 6 | *** 6 *** | |
| I - 85 | US 15-501 | | | | | | | | 13 | 13 | 1.6 | | | 381 | | |
| I - 85 | US 70 | | 5 | 5 | | | | 8 | 19 | 37 | 4.6 | | | 209 | | |
| Industry Drive | Martin Luther King Parkway | | | | | | | | 7 | 7 | 0.9 | | | 468 | | |
| Iredell | Main Street | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| Iredell | Perry Street | | | | | 6 | | | | 6 | 0.8 | | | 493 | | |



Source: North Carolina Department of Transportation - Traffic Engineering Accident Analysis System (TEAAS)

# 10.0 Intersection Ranking According to Frequency



| | | | | | | | | | | | | Threshold | 9.99 | | Rank to | 40 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOCATION | | Accidents per Year | | | | | | | | 8 year total ('01-2008) | Average per year | Over 10 per year | Intersection | Rank | Top 40 | Top 40 (excluded) |
| | | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | | | | | | | |
| Ivy Street | Juniper Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Jackson | Willard Street | | | | 9 | | | | | 9 | 1.1 | | | 461 | | |
| James Street | Chapel Hill Boulevard | | | | 5 | | | | | 5 | 0.6 | | | 537 | | |
| Jean Street | Old Chapel Hill Road | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Juliette | Roxboro Street | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| Junction | Ross | | | | | 5 | | | | 5 | 0.6 | | | 537 | | |
| Juniper StreetGuthrie | Miami Boulevard | | 6 | | | 5 | | | | 11 | 1.4 | | | 414 | | |
| Kangaroo Drive | LaSalle Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Kent Street | Lakewood Avenue | 8 | 8 | | | | | | | 16 | 2.0 | | | 353 | | |
| Kent Street | Morehead Avenue | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Knox Street | Roxboro Street | | | | | 5 | | | 7 | 12 | 1.5 | | | 393 | | |
| Lakewood Avenue | Mangum Street | 5 | | | | 6 | | | 5 | 16 | 2.0 | | | 353 | | |
| Lakewood Avenue | Roxboro Street | 8 | 6 | 6 | 6 | 6 | 5 | 8 | 9 | 54 | 6.8 | | | 151 | | |
| Lakewood Avenue | South Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Lakewood Avenue | University Drive | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Lakewood Avenue | Vickers Street | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| Larchmont | University Drive | 6 | 5 | 6 | | | | 6 | 6 | 29 | 3.6 | | | 250 | | |
| LaSalle Street | Campus Walk Drive | 5 | | | | | | | | 5 | 0.6 | | | 537 | | |
| LaSalle Street | Kangaroo Drive | | | | | | | | 7 | 7 | 0.9 | | | 468 | | |
| LaSalle Street | Pettigrew Street | | | | | | | | 7 | 7 | 0.9 | | | 468 | | |
| Latta/ Infinity Road | Roxboro Street | 19 | 23 | 26 | 21 | 24 | 19 | 23 | 40 | 195 | 24.4 | yes | Latta/ Infinity Road & Roxboro Street | 14 | *** 14 *** | *** 6 *** |
| Lavender Street | Roxboro Street | 11 | 13 | 8 | 5 | 8 | 5 | 8 | 11 | 69 | 8.6 | | | 120 | | |
| Lawson Street | Concord | | | | | | | | 12 | 12 | 1.5 | | | 393 | | |
| Lawson Street | Lincoln Street | | | | | | 6 | | 6 | 12 | 1.5 | | | 393 | | |
| Lawson Street | Merrick | | | | | | 6 | | | 6 | 0.8 | | | 493 | | |
| Lawson Street | Ridgeway Avenue | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Lawson Street | Roxboro Street | | | 6 | | | | 6 | | 12 | 1.5 | | | 393 | | |
| Lednum | Leon Street | | | | | | | | 6 | 6 | 0.8 | | | | | |
| Liberty Street | Maple Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Liberty Street | Miami Boulevard | 11 | | 10 | 5 | | | 8 | 10 | 44 | 5.5 | | | 177 | | |
| Liberty Street | Park Avenue | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Liberty Street | Raynor Street | | | | 6 | 5 | | 5 | 8 | 24 | 3.0 | | | 280 | | |
| Liberty Street | Roxboro Street | | 7 | | | 8 | 5 | | 10 | 30 | 3.8 | | | 245 | | |
| Liberty Street | Spruce Street | | | | 5 | | | 5 | | 10 | 1.3 | | | 438 | | |
| Luther | Rose of Sharon Road | | | | | | | 5 | | 5 | 0.6 | | | 537 | | |
| Lumley Road | Miami Boulevard | | 6 | 7 | | 5 | 5 | | 5 | 28 | 3.5 | | | 258 | | |
| Lumley Road | Page Road | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Lynn Road | Miami Boulevard | | 7 | 18 | 14 | 9 | 9 | 17 | 21 | 95 | 11.9 | yes | Lynn Road & Miami Boulevard | 79 | | |
| Main Street | Mangum Street | 8 | 7 | 9 | 13 | 10 | 6 | 10 | 6 | 69 | 8.6 | | | 120 | | |
| Main Street | Morgan Street | | | | | | | 5 | | 5 | 0.6 | | | 537 | | |
| Main Street | Fifteenth | | | | | 5 | | | | 5 | 0.6 | | | 537 | | |
| Main Street | Ninth Street | 10 | 9 | 5 | 11 | 10 | | 5 | 13 | 63 | 7.9 | | | 132 | | |
| Main Street | Roxboro Street | 7 | 7 | | 12 | 6 | 6 | 6 | 8 | 52 | 6.5 | | | 157 | | |
| Main Street | Swift Street ***** | | | | 5 | 5 | | | | 10 | 1.3 | | | 438 | | |
| Mangum Street | Jackie Robinson Boulevard | | 6 | | | 6 | 10 | 9 | 11 | 42 | 5.3 | | | 189 | | |
| Mangum Street | Markham Avenue | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Mangum Street | Morehead Avenue | 28 | 23 | 20 | 20 | 15 | 25 | 13 | 24 | 168 | 21.0 | yes | Mangum Street & Morehead Avenue | 22 | *** 22 *** | *** 10 *** |
| Mangum Street | Morgan Street | | 6 | | 8 | | | | | 14 | 1.8 | | | 372 | | |
| Mangum Street | Parrish Street | | | | 5 | 7 | 6 | 7 | | 25 | 3.1 | | | 273 | | |
| Mangum Street | Pettigrew Street | 7 | 6 | 5 | 10 | 7 | | | 5 | 40 | 5.0 | | | 194 | | |
| Mangum Street | Ramsuer Street | | | | | | | 6 | | 6 | 0.8 | | | 493 | | |
| Mangum Street | Seminary Street | | 7 | | 6 | | | | 6 | 19 | 2.4 | | | 320 | | |
| Mangum Street | Trinity Avenue | | 5 | | 8 | | | | 5 | 18 | 2.3 | | | 329 | | |
| Mangum Street | Willard Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Maple Street | Southgate Street | | | | | | | | | 0 | 0.0 | | | 647 | | |



*Source: North Carolina Department of Transportation - Traffic Engineering Accident Analysis System (TEAAS)*

# 10.0 Intersection Ranking According to Frequency



| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | Threshold | 9.99 | | | Rank to | 40 | |
| LOCATION | | Accidents per Year | | | | | | | | 8 year total ('01-2008) | Average per year | Over 10 per year | Intersection | Rank | Top 40 | Top 40 (excluded) |
| | | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | | | | | | | |
| Markham Avenue | Ninth Street | | | | | 6 | | | | 6 | 0.8 | | | 493 | | |
| Markham Avenue | Roxboro Street | 7 | 5 | | 5 | | | | | 17 | 2.1 | | | 344 | | |
| Martin Luther King Parkw | Old Chapel Hill | 5 | | | 5 | | | 7 | | 17 | 2.1 | | | 344 | | |
| Martin Luther King Parkw | Roxboro Street | 7 | 10 | 11 | 12 | 20 | 17 | 16 | | 93 | 11.6 | yes | Martin Luther King Parkway & Roxboro Street | 80 | | |
| Martin Luther King Parkw | Shannon Road | 12 | 7 | 8 | 12 | 13 | 7 | 8 | | 67 | 8.4 | | | 126 | | |
| Martin Luther King Parkw | Stratford Lake | | | 5 | | 6 | | 9 | 9 | 29 | 3.6 | | | 250 | | |
| Martin Luther King Parkw | University Drive | 14 | 18 | 8 | 10 | 19 | 16 | 15 | 18 | 118 | 14.8 | yes | Martin Luther King Parkway & University Drive | 52 | | *** 34 *** |
| Martin Luther King Parkw | Yorktown | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Maynard Street | Roxboro Street | 8 | 10 | 7 | | 10 | 7 | 7 | 21 | 70 | 8.8 | | | 119 | | |
| McFarland | Witherspoon | | | | 6 | 8 | | | | 14 | 1.8 | | | 372 | | |
| Medical Park Drive | Ben Franklin Drive | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Meriwether Drive | Old Oxford Highway | 5 | | 8 | 5 | 6 | 6 | | 12 | 42 | 5.3 | | | 189 | | |
| Miami Boulevard | Chin Page Road | | | | | | | | 6 | 6 | 0.8 | | | 493 | | |
| Miami Boulevard | Hobson Road | | | | | | 5 | | | 5 | 0.6 | | | 537 | | |
| Miami Boulevard | Old Page Road | | | | 7 | 6 | | | 5 | 18 | 2.3 | | | 329 | | |
| Miami Boulevard | Page Road/Slater | | | | 9 | | | 5 | 10 | 24 | 3.0 | | | 280 | | |
| Miami Boulevard | Peyton Ave. | | | | | | 5 | 5 | 7 | 17 | 2.1 | | | 344 | | |
| Miami Boulevard | Presidential | | | 6 | | | | | | 6 | 0.8 | | | | | |
| Miami Boulevard | Raynor Street | 18 | 12 | 8 | 9 | 8 | | 17 | 16 | 88 | 11.0 | yes | Miami Boulevard & Raynor Street | 89 | | |
| Miami Boulevard | Robinhood Road | | | | | | 5 | | | 5 | 0.6 | | | 537 | | |
| Miami Boulevard | Slater | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Miami Boulevard | Stirrup Creek Parkway | | | | | | 5 | | 8 | 13 | 1.6 | | | 381 | | |
| Miami Boulevard | Surles | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Miami Boulevard | T. W. Alexander Drive | 14 | 21 | 24 | 20 | 14 | 10 | 19 | 24 | 146 | 18.3 | yes | Miami Boulevard & T. W. Alexander Drive | 30 | *** 30 *** | *** 15 *** |
| Midland Terrace | Camden Avenue | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Milton Road | Roxboro Street | 5 | 5 | | 6 | | 6 | 6 | 8 | 36 | 4.5 | | | 213 | | |
| Mineral Springs | N.C. 98 | | | | 10 | 6 | 5 | | 8 | 29 | 3.6 | | | 250 | | |
| Mineral Springs | Pleasant | | | | | 5 | | 5 | | 10 | 1.3 | | | 438 | | |
| Monk Road | Roxboro Street | 12 | 7 | 10 | 16 | 9 | 10 | 9 | 15 | 88 | 11.0 | yes | Monk Road & Roxboro Street | 89 | | |
| Moores Mill | Red Mountain | | | | 7 | | | | | 7 | 0.9 | | | 468 | | |
| Morehead Avenue | Roxboro Street | 16 | 13 | 11 | 15 | 7 | 9 | 6 | 16 | 93 | 11.6 | yes | Morehead Avenue & Roxboro Street | 80 | | |
| Morehead Avenue | Vickers Street | | | 5 | | 5 | | 5 | 7 | 22 | 2.8 | | | 291 | | |
| Morgan Street | Morris Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Morgan Street | Rigsbee Avenue | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Morrene Road | Campus Walk Drive | 6 | | 5 | | | | | | 11 | 1.4 | | | 414 | | |
| Mossdale | University Drive | | | | 5 | | | | | 5 | 0.6 | | | 537 | | |
| Mt. Herman | Page Road | | | | | 5 | | 5 | | 10 | 1.3 | | | 438 | | |
| Mt. Moriah Road | Durham Chapel Hill | 10 | 20 | 34 | 27 | 34 | 28 | 23 | 19 | 195 | 24.4 | yes | Mt. Moriah Road & Durham Chapel Hill | 14 | *** 14 *** | *** 6 *** |
| Mt. Moriah Road | McFarland | | | | | | | | 9 | 9 | 1.1 | | | 461 | | |
| Mt. Moriah Road | New Hope Commons Blvd. | 10 | 23 | 11 | 15 | 12 | 16 | 11 | 12 | 110 | 13.8 | yes | Mt. Moriah Road & New Hope Commons Blvd. | 57 | | *** 39 *** |
| Mt. Moriah Road | Old Chapel Hill | 6 | | | | | | 5 | | 11 | 1.4 | | | 414 | | |
| Mt. Moriah Road | Watkins Road | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Murray Avenue | Roxboro Street | 12 | 11 | 10 | 11 | 6 | 9 | 9 | 14 | 82 | 10.3 | yes | Murray Avenue & Roxboro Street | 97 | | |
| Myra | University Drive | | | | | | | | | 0 | 0.0 | | | 647 | | |
| NC 147 | Alexander Drive | 8 | 11 | 7 | 41 | 20 | 21 | 15 | 16 | 139 | 17.4 | yes | NC 147 & Alexander Drive | 33 | *** 33 *** | |
| NC 147 | Alston Avenue | 14 | 26 | 25 | 33 | 24 | 26 | 28 | 50 | 226 | 28.3 | yes | NC 147 & Alston Avenue | 8 | *** 8 *** | |
| NC 147 | Anderson | | | | | | | | 6 | 6 | 0.8 | | | 493 | | |
| NC 147 | Blackwell | | | | | | | | | 0 | 0.0 | | | 647 | | |
| NC 147 | Briggs Avenue | 5 | 7 | 10 | 10 | 5 | 7 | 9 | 22 | 75 | 9.4 | | | 109 | | |
| NC 147 | Chapel Hill Street | 13 | 8 | 6 | 16 | 7 | 15 | 15 | 18 | 98 | 12.3 | yes | NC 147 & Chapel Hill Street | 74 | | |
| NC 147 | Cornwallis Road | | | | 6 | 5 | 7 | 15 | 11 | 44 | 5.5 | | | 177 | | |
| NC 147 | Duke Street | | | | 6 | | 6 | | 7 | 19 | 2.4 | | | 320 | | |
| NC 147 | Ellis Road | | 5 | | 6 | 5 | 14 | 9 | 16 | 55 | 6.9 | | | 146 | | |
| NC 147 | Fayetteville Street | | 9 | 6 | 9 | 11 | 9 | | 18 | 62 | 7.8 | | | 136 | | |
| NC 147 | Fulton/Hillandale Street | 11 | 25 | 12 | 6 | 17 | 20 | 14 | 23 | 128 | 16.0 | yes | NC 147 & Fulton/Hillandale Street | 43 | | |



Source: North Carolina Department of Transportation - Traffic Engineering Accident Analysis System (TEAAS)

# 10.0 Intersection Ranking According to Frequency



| | | | | | | | | | | | | Threshold | 9.99 | | Rank to | 40 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOCATION | | Accidents per Year | | | | | | | | 8 year total ('01-2008) | Average per year | Over 10 per year | Intersection | Rank | Top 40 | Top 40 (excluded) |
| | | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | | | | | | | |
| NC 147 | Gann Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| NC 147 | Glover | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| NC 147 | Hopson Road | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| NC 147 | Mangum Street | | | | | | | 5 | | 5 | 0.6 | | | 537 | | |
| NC 147 | Roxboro Street | | | | 5 | | 6 | | | 11 | 1.4 | | | 414 | | |
| NC 147 | Swift Avenue | 7 | 7 | 6 | 19 | 6 | 6 | 11 | 10 | 72 | 9.0 | | | 113 | | |
| NC 147 | Trent | | | | | | | 11 | | | | | | | | |
| NC 54 | Alexander Drive | | | | 5 | | 8 | | 7 | 20 | 2.5 | | | 311 | | |
| NC 54 | Alston Avenue | 8 | | 5 | 7 | 8 | 5 | 10 | 22 | 65 | 8.1 | | | 130 | | |
| NC 54 | Barbee Road | 8 | 13 | 13 | 13 | 10 | 5 | 15 | 15 | 92 | 11.5 | yes | NC 54 & Barbee Road | 84 | | |
| NC 54 | Davis Drive | | | | | | | 7 | 8 | 15 | 1.9 | | | 359 | | |
| NC 54 | Falconbridge Road | | | | 6 | 7 | | | 16 | 29 | 3.6 | | | 250 | | |
| NC 54 | Farrington Road | 18 | 18 | 20 | 20 | 17 | 27 | 20 | 20 | 160 | 20.0 | yes | NC 54 & Farrington Road | 25 | *** 25 *** | *** 12 *** |
| NC 54 | Fayetteville Street | 25 | 26 | 28 | 25 | 15 | 21 | 43 | 36 | 219 | 27.4 | yes | NC 54 & Fayetteville Street | 12 | *** 12 *** | *** 5 *** |
| NC 54 | Garrett Road | | | 13 | 7 | 12 | 16 | 16 | 14 | 78 | 9.8 | | | 104 | | |
| NC 54 | Highgate Drive | | | 5 | | 7 | 6 | 9 | 6 | 33 | 4.1 | | | 230 | | |
| NC 54 | Hope Valley Road | | | 5 | | 7 | 10 | 5 | 7 | 34 | 4.3 | | | 224 | | |
| NC 54 | Huntingridge | | 9 | 17 | 7 | 17 | 17 | 31 | 42 | 140 | 17.5 | yes | NC 54 & Huntingridge | 32 | *** 32 *** | *** 17 *** |
| NC 54 | Miami Boulevard | 8 | | 10 | | 9 | 6 | 7 | 5 | 45 | 5.6 | | | 175 | | |
| NC 54 | NC 55 | 23 | 18 | 39 | 22 | 21 | 32 | 22 | 44 | 221 | 27.6 | yes | NC 54 & NC 55 | 11 | *** 11 *** | *** 4 *** |
| NC 54 | NC 751 | | 10 | 5 | 9 | | 5 | 11 | 12 | 52 | 6.5 | | | 157 | | |
| NC 54 | Park Office | | 5 | | | 6 | | | 7 | 18 | 2.3 | | | 329 | | |
| NC 54 | Park Ridge | | | | | | | 7 | | 7 | 0.9 | | | 468 | | |
| NC 54 | Point | | | 5 | | | 9 | 5 | 5 | 24 | 3.0 | | | 280 | | |
| NC 54 | Quadrangle | 5 | | | 7 | 6 | | | | 18 | 2.3 | | | 329 | | |
| NC 54 | Revere Road | | 5 | 8 | | 7 | | | 10 | 30 | 3.8 | | | 245 | | |
| NC 54 | Residence Inn | | | | | | 5 | 6 | 10 | 21 | 2.6 | | | 299 | | |
| NC 54 | Rollingwood Drive | | | | | | | | | 0 | 0.0 | | | 647 | | |
| NC 54 | Tudor | | | | | | | | | 0 | 0.0 | | | 647 | | |
| NC 55 | Alexander Drive | | | | 5 | | 5 | | | 10 | 1.3 | | | 438 | | |
| NC 55 | Allendown Drive | | | 7 | | 6 | 10 | 10 | 11 | 44 | 5.5 | | | 177 | | |
| NC 55 | Alston Avenue | | 6 | | | | | | | 6 | 0.8 | | | 493 | | |
| NC 55 | Burlington | | | | 6 | 6 | 5 | | 11 | 28 | 3.5 | | | 258 | | |
| NC 55 | Carpenter Fletcher Road | 6 | 5 | 5 | 6 | 11 | 9 | 13 | 20 | 75 | 9.4 | | | 109 | | |
| NC 55 | Cecil Street | | | | | 6 | 7 | 5 | 7 | 25 | 3.1 | | | 273 | | |
| NC 55 | Cornwallis Road | 13 | 14 | 16 | 18 | 13 | 18 | 18 | 26 | 136 | 17.0 | yes | NC 55 & Cornwallis Road | 36 | *** 36 *** | *** 20 *** |
| NC 55 | Crete | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| NC 55 | Lawson Street | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| NC 55 | Martin Luther King Parkway | 6 | 10 | 10 | 9 | 8 | 10 | 14 | 16 | 83 | 10.4 | yes | NC 55 & Martin Luther King Parkway | 96 | | |
| NC 55 | Merideth Drive | | 11 | 7 | 14 | 15 | 12 | 7 | 13 | 79 | 9.9 | | | 102 | | |
| NC 55 | Meridian Parkway | | 10 | 5 | 9 | 6 | 12 | 9 | 13 | 64 | 8.0 | | | 131 | | |
| NC 55 | NC 147 | | | | 5 | | | | 7 | 12 | 1.5 | | | 393 | | |
| NC 55 | Odessy Drive | | | 5 | | | 6 | 7 | 10 | 28 | 3.5 | | | 258 | | |
| NC 55 | Park | 6 | 10 | 8 | 11 | 23 | 23 | 10 | 11 | 102 | 12.8 | yes | NC 55 & Park | 66 | | |
| NC 55 | Residence Inn | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| NC 55 | Riddle Road | 16 | 18 | 9 | 8 | 11 | 8 | 12 | 11 | 93 | 11.6 | yes | NC 55 & Riddle Road | 80 | | |
| NC 55 | Sedwick Road | 5 | | 5 | | | 5 | 7 | 11 | 33 | 4.1 | | | 230 | | |
| NC 55/Alston Avenue | Cecil Street | | 5 | | | | | | | 5 | 0.6 | | | 537 | | |
| NC 751 | Erwin Road | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| NC 751 | Renaissance | | 10 | | 14 | 18 | 10 | 7 | 9 | 68 | 8.5 | | | 122 | | |
| NC 751 | Stagecoach | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| NC 98 | Fletcher Chapel Road | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Newsome Street | Roxboro Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Normandy | Roxboro Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| NorthPointe | Strebor | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |



*Source: North Carolina Department of Transportation - Traffic Engineering Accident Analysis System (TEAAS)*

# 10.0 Intersection Ranking According to Frequency



Threshold 9.99 | Rank to 40

| LOCATION | | Accidents per Year 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 8 year total ('01-2008) | Average per year | Over 10 per year | Intersection | Rank | Top 40 | Top 40 (excluded) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ninth Street | Englewood | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| Ninth Street | Perry Street | | | | 5 | | | | 9 | 14 | 1.8 | | | 372 | | |
| Oak Hill | Roxboro Street | 5 | | | | | | | 7 | 12 | 1.5 | | | 393 | | |
| Old Chapel Hill Road | University Drive | 5 | 5 | 6 | 5 | | 7 | | 11 | 39 | 4.9 | | | 200 | | |
| Old Chapel Hill Road | Williamsburg | | | | | 6 | | | | 6 | 0.8 | | | 493 | | |
| Old Farm Road | Roxboro Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Old Oxford Highway | Roxboro Street | 26 | 23 | 18 | 19 | 17 | 21 | 19 | 25 | 168 | 21.0 | yes | Old Oxford Highway & Roxboro Street | 22 | *** 22 *** | *** 10 *** |
| Olympic Drive | Roxboro Street | 7 | 7 | 8 | | 5 | | 8 | 9 | 44 | 5.5 | | | 177 | | |
| Omega Road | Roxboro Street | 14 | 7 | 8 | | 11 | 10 | 11 | 13 | 74 | 9.3 | | | 111 | | |
| Otis | Pekoe | | | | | 5 | | | | 5 | 0.6 | | | 537 | | |
| Pacific Avenue | Roxboro Street | 5 | | 5 | 9 | 10 | 5 | 5 | 7 | 46 | 5.8 | | | 171 | | |
| Page Road | Alexander Drive | 9 | 7 | 8 | 9 | 8 | 9 | 8 | 14 | 72 | 9.0 | | | 113 | | |
| Page Road | Davis Drive | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Page Road | Emperor Road | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Page Road | Slater Road | | | | 9 | | | 5 | | 14 | 1.8 | | | 372 | | |
| Parker | Vickers Street | | | | | | 6 | 5 | | 11 | 1.4 | | | 414 | | |
| Parrish Street | Roxboro Street | | | | 6 | | | | | 6 | 0.8 | | | 493 | | |
| Perry Street | Ninth Street | | | | | | 7 | | | 7 | 0.9 | | | 468 | | |
| Pettigrew Street | Plum | | | | | | 5 | | | 5 | 0.6 | | | 537 | | |
| Pettigrew Street | Roxboro Street | | 9 | 9 | 10 | 15 | 11 | 9 | | 63 | 7.9 | | | 132 | | |
| Pettigrew Street | Swift Avenue | 9 | 9 | 5 | 9 | 6 | 16 | 10 | 7 | 71 | 8.9 | | | 116 | | |
| Pickett Road | Tower Blvd. | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| Pickett Road | Western Bypass | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Piedmont Street | Roxboro Street | | | | | | | | 11 | 11 | 1.4 | | | 414 | | |
| Proctor | Vickers Street | | | | 5 | | | | | 5 | 0.6 | | | 537 | | |
| Renaissance Parkway | Knoll | | | | | | | | 6 | 6 | 0.8 | | | 493 | | |
| Renaissance Parkway | Leonardo Drive | 5 | 6 | 7 | 5 | | 8 | | 7 | 38 | 4.8 | | | 204 | | |
| Revere Road | Sedwick Road | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Ridgeway Avenue | Wabash Street | | | 5 | | | 5 | | 5 | 15 | 1.9 | | | 359 | | |
| Rippling Stream Road | Roxboro Street | 6 | 7 | 5 | 5 | 7 | 6 | 8 | 15 | 59 | 7.4 | | | 141 | | |
| Roxboro Street | Jackie Robinson Boulevard | 20 | 11 | 10 | 19 | 13 | 19 | 23 | 27 | 142 | 17.8 | yes | Roxboro Street & Jackie Robinson Boulevard | 31 | *** 31 *** | *** 16 *** |
| Roxboro Street | Lodge | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| Roxboro Street | Macwood | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| Roxboro Street | Rockway | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| Roxboro Street | Roxboro Street | | | | | | 8 | 5 | 8 | 21 | 2.6 | | | 299 | | |
| Roxboro Street | Ryan | | | | | | 6 | | | 6 | 0.8 | | | 493 | | |
| Roxboro Street | Seven Oaks Road | | 7 | 8 | 8 | 5 | 8 | 6 | 12 | 54 | 6.8 | | | 151 | | |
| Roxboro Street | St. Paul Street | 6 | | | | | | 5 | | 11 | 1.4 | | | 414 | | |
| Roxboro Street | Summit Street | | | | | | | 7 | 6 | 13 | 1.6 | | | 381 | | |
| Roxboro Street | Trinity Avenue | 9 | 9 | 8 | 7 | 6 | | | 5 | 44 | 5.5 | | | 177 | | |
| Roxboro Street | Wellington Street | | 8 | | | | | | | 8 | 1.0 | | | 465 | | |
| Roxboro Street | Willard Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Roxboro Street | William Penn | | 5 | | | 5 | | 10 | 6 | 26 | 3.3 | | | 267 | | |
| Science Drive | Towerview Road | | | | 5 | | | | | 5 | 0.6 | | | 537 | | |
| Shannon Road | University Drive | 9 | 10 | 9 | 6 | 13 | 8 | 10 | 6 | 71 | 8.9 | | | 116 | | |
| Sharon Road | Wake Forest Hwy | | | 5 | | 7 | | | 6 | 18 | 2.3 | | | 329 | | |
| Stirrup Creek | Alexander Drive | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Summit Street | University Drive | | 5 | | | 7 | | | | 12 | 1.5 | | | 393 | | |
| Trinity Avenue | Washington Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Truman | Wabash Street | | | 5 | | | | | | 5 | 0.6 | | | 537 | | |
| University Drive | University Drive | | | | | | 10 | 8 | 12 | 30 | 3.8 | | | 245 | | |
| University Drive | Vickers Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| University Drive | Westgate Drive | 7 | 9 | 6 | 7 | 10 | 13 | 12 | 9 | 73 | 9.1 | | | 112 | | |
| University Drive | Weymouth | | | | | | | | | 0 | 0.0 | | | 647 | | |
| US 15-501 | Bacon Road | | | | | | 5 | | | 5 | 0.6 | | | 537 | | |



Source: North Carolina Department of Transportation - Traffic Engineering Accident Analysis System (TEAAS)

# 10.0 Intersection Ranking According to Frequency



Threshold 9.99 | Rank to 40

| LOCATION | | Accidents per Year 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 8 year total ('01-2008) | Average per year | Over 10 per year | Intersection | Rank | Top 40 | Top 40 (excluded) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 15-501 | Cameron Avenue | | | | 9 | | | 5 | | 14 | 1.8 | | | 372 | | |
| US 15-501 | Chapel Hill Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| US 15-501 | Cornwallis Road | | | | | | 5 | 5 | 8 | 18 | 2.3 | | | 329 | | |
| US 15-501 | Garrett Road | 20 | | | | | | 16 | 17 | 53 | 6.6 | | | | | |
| US 15-501 | Hillsborough Road | | 6 | 8 | 10 | 5 | 23 | 15 | 31 | 98 | 12.3 | yes | US 15-501 & Hillsborough Road | 74 | | |
| US 15-501 | Martin Luther King Parkway | | | | | | | | | 0 | 0.0 | | | | | |
| US 15-501 | Moreene Road | | | | | 5 | 7 | 5 | | 17 | 2.1 | | | 344 | | |
| US 15-501 | Mt. Moriah Road | | | | 5 | | 5 | 13 | 11 | 34 | 4.3 | | | 224 | | |
| US 15-501 | NC 147 | | | | | | | 9 | 24 | 33 | 4.1 | | | 230 | | |
| US 15-501 | NC 751 | | | | | | 6 | 5 | 8 | 19 | 2.4 | | | 320 | | |
| US 70 | Angier Avenue | 9 | | | 7 | 14 | 15 | 12 | 11 | 68 | 8.5 | | | 122 | | |
| US 70 | Cheek Road | | | | | | 5 | 13 | 15 | 33 | 4.1 | | | 230 | | |
| US 70 | Copper Leaf | | | | | | | | 5 | 5 | 0.6 | | | 537 | | |
| US 70 | East End Avenue | | 6 | | | | | 6 | | 12 | 1.5 | | | 393 | | |
| US 70 | Fletcher Chapel Road | | 5 | | 10 | 7 | 5 | | 11 | 38 | 4.8 | | | 204 | | |
| US 70 | Geer Street | | | | | | | | | 0 | 0.0 | | | 647 | | |
| US 70 | Holloway Street | 9 | 10 | 12 | 15 | 13 | 23 | 38 | 16 | 136 | 17.0 | yes | US 70 & Holloway Street | 36 | *** 36 *** | |
| US 70 Bypass | Holloway Street | | | | | | | | 28 | 28 | 3.5 | | | 258 | | |
| US 70 | Leesville Road | | | | 5 | | 9 | 11 | 11 | 36 | 4.5 | | | 213 | | |
| US 70 | Lynn Road | | | | | 7 | 6 | 9 | 6 | 28 | 3.5 | | | 258 | | |
| US 70 | Marley | | | | | 5 | | | | 5 | 0.6 | | | 537 | | |
| US 70 | Miami Boulevard | 6 | | | 10 | 18 | 19 | 15 | 29 | 97 | 12.1 | yes | | | | |
| US 70 | NC 98 | | | | | | | | | 0 | 0.0 | | | 647 | | |
| US 70 | Old Raleigh Road | | | | 8 | | 5 | 13 | | 26 | 3.3 | | | 267 | | |
| US 70 | Page Road | | | | 5 | 6 | 7 | | 13 | 31 | 3.9 | | | 242 | | |
| US 70 | Peyton Ave. | | 6 | 7 | | 8 | 7 | 22 | 16 | 66 | 8.3 | | | 128 | | |
| US 70 | Pleasant | | | | 8 | | 11 | 9 | 10 | 38 | 4.8 | | | 204 | | |
| US 70 | Sharon Road | | | | | | 6 | 9 | | 15 | 1.9 | | | 359 | | |
| US 70 | US 70 | | | | | | | | | 0 | 0.0 | | | 647 | | |
| Westgate Drive | U.S. 15-501 | | | 5 | 6 | | | 7 | 13 | 31 | 3.9 | | | 242 | | |
| Westgate Drive | Westgate Drive | | | | | | 8 | | 5 | 13 | 1.6 | | | 381 | | |
| William Penn | Ben Franklin Drive | 15 | 11 | 7 | | | | | | 33 | 4.1 | | | 230 | | |
| William Penn | Patrick Henry | | | | | 6 | | | | 6 | 0.8 | | | 493 | | |

**Previous Countermeasure Implemented - Follow up Study Closed**
**Under Study or Pending Countermeasure Implementation**
***** "Excluded" refers to the interchanges being excluded from the accident ranking**



*Source: North Carolina Department of Transportation - Traffic Engineering Accident Analysis System (TEAAS)*

# *11.0 Intersection Ranking According to Severity*

**Severity at High Accident in Durham County for the period 1/1/2015 through 12/31/2015 with a minimum of 5 accidents within 150 feet of the intersection**

**Overall Totals and Averages**

| Total Crashes | Average Severity |
|---|---|
| 5208 | 3.09 |

| Ranking | Location | Severity Index | Number of Crashes | Total K + A Injuries | Total B + C Injuries | Total Number of Injuries | Estimated Property Damage |
|---|---|---|---|---|---|---|---|
| 1 | Old Chapel Hill & Shannon Rd. | 19.12 | 5 | 1 | 3 | 12 | $23,200 |
| 2 | Anderson St. & Campus Dr. | 16.1 | 6 | 1 | 2 | 14 | $26,500 |
| 3 | Club Blvd. & Dearborn Dr. | 16.1 | 6 | 1 | 7 | 9 | $46,000 |
| 4 | Fayetteville St. & Homeland Ave. | 15 | 7 | 1 | 3 | 15 | $36,950 |
| 5 | Hillsborough Rd. & Neal Rd. | 14.87 | 6 | 1 | 2 | 11 | $14,750 |
| 6 | Guess Rd. & Rose of Sharon Rd. | 12.89 | 7 | 1 | 3 | 18 | $49,400 |
| 7 | University Dr. & Westgate Dr. | 12.71 | 9 | 1 | 7 | 17 | $35,700 |
| 8 | Denfield St. & Roxboro St. | 11.89 | 9 | 1 | 3 | 28 | $39,050 |
| 9 | U.S. 70 Bypass & Cheek Rd. | 11.83 | 7 | 1 | 0 | 16 | $35,400 |
| 10 | N.C. 55 & Park Ave. | 10.58 | 11 | 1 | 8 | 19 | $45,430 |
| 11 | Miami Blvd. & Page Rd. | 10.06 | 10 | 1 | 2 | 17 | $34,500 |
| 12 | N.C. 54 & Residence Inn | 9.32 | 10 | 1 | 3 | 20 | $50,000 |
| 13 | N.C. 55 & Burlington Ave. | 9.24 | 11 | 2 | 11 | 18 | $41,200 |
| 14 | Cook Rd. & Fayetteville Rd. | 8.98 | 16 | 1 | 11 | 36 | $94,550 |
| 15 | I-85 & Gregson St. | 8.56 | 11 | 1 | 3 | 37 | $68,850 |
| 16 | Duke St. & Stadium Dr. | 8.55 | 12 | 1 | 3 | 25 | $64,600 |
| 17 | M.L.K. Parkway & Roxboro St. | 8.55 | 12 | 2 | 6 | 35 | $101,400 |
| 18 | I-85 & Hillsborough Rd. | 7.97 | 13 | 1 | 5 | 32 | $67,500 |
| 19 | Broad St. & Club Blvd. | 7.97 | 13 | 1 | 2 | 31 | $28,201 |
| 20 | Garrett Rd. & Old Chapel Hill Rd. | 7.5 | 29 | 2 | 7 | 65 | $87,400 |
| 21 | Page Rd. & Alexander Dr. | 7.47 | 14 | 1 | 4 | 23 | $72,700 |
| 22 | N.C. 147 & Fayetteville Rd. | 7.27 | 18 | 2 | 7 | 42 | $145,500 |
| 23 | Rippling Stream & Roxboro Rd. | 7.04 | 15 | 1 | 3 | 35 | $56,802 |
| 24 | Broad St. & NorthPointe Dr. | 7.04 | 15 | 1 | 3 | 36 | $39,551 |
| 25 | Harvard Ave. & Miami Blvd. | 6.92 | 5 | 0 | 8 | 5 | $36,400 |



Source: North Carolina Department of Transportation - Traffic Engineering Accident Analysis System (TEAAS)

# 12.0 Study Locations and Countermeasures



| Location | Initial Study Date | Problem | Proposed Countermeasure | Countermeasure Implemented |
|---|---|---|---|---|
| Old Chapel Hill Rd. & Mt. Moriah | 12/13/2002 | Angle @ Unsignalized | Roundabout | 1/2010 |
| Duke St. & Stadium Dr. | 02/2003 | Left-turn @ Signalized | Protected/Permitted (NB,SB,WB) | 8/13/2003 |
| Cook Rd. & M.L.K. Parkway | 2/7/2003 | Angle @ Signalized | Signal Installation | 2/20/2007 |
| Carpenter Fletcher Rd. & N.C. 55 | 2/19/2003 | Left-turn @ Signalized | Protected/Permitted Left-turn Phase | 1/12/2005 |
| Alston Ave. & Linwood Ave. | 4/9/2003 | Left-turn @ Signalized | Protected/Permitted Left-turn Phase | 12/5/2003 |
| Alston Ave. & Avondale Dr. | 4/9/2003 | Angle @ Signalized | Signal Installation | 6/1/2011 |
| Morehead Ave. & Roxboro St. | 5/1/2003 | Rt.Angle @ Signalized | 12" Double Reds - All Approaches | 9/13/2007 |
| Dillard St. & Roxboro St. | 6/24/2003 | Rt. Angle @ Unsignalized | Eliminate right turning vehicle obstruction<br>Reduce crossover distance from 60 to 38 ft. | 11/4/2003 |
| Concord & Nelson | 8/22/2003 | Sight Distance | Four-Way Stop | 3/8/2006 |
| Anderson St. & Erwin Rd. | 11/2003 | Left-turn @ Signalized | Protected/Permitted All Approaches | 1/5/2004 |
| Erwin Rd. & Trent Dr. | 11/2003 | Left-turn @ Signalized | Protected/Permitted All Approaches | 1/14/2004 |
| Alston Ave. & Lawson St. | 11/5/2003 | Left-turn @ Signalized | Protected/Permitted Left-turn Phase | 7/16/2015 |
| Duke St. & Murray Ave. | 11/8/2003 | Rt. Angle @ Signalized | Supplemental near side signal face | 6/13/2006 |
| Farrington Rd. & N.C. 54 | 11/13/2003 | Left-turn @ Signalized | Protected/Permitted Left-turn Phase | 1/20/2004 |
| Anderson St. & Duke University Rd. | 12/9/2003 | Angle @ Signalized | Restriping | 10/21/2005 |
| M.L.K. Parkway & Yorktown Ave. | 12/23/2003 | Angle @ Signalized | Signal Installation | 2/12/2007 |
| Broad St.& North Pointe Dr. | 8/17/2004 | Left-turn @ Signalized | NB Left-turn phase | 1/4/2005 |
| Glendale Rd. & Trinity Ave. | 9/15/2004 | Sight Distance | Roundabout | 8/10/2006 |
| Revere Rd. & Sedwick Rd. | 1/14/2005 | Angle @ Signalized | Converted to Four-Way Stop | 2/2/2005 |
| Academy Dr. & University Dr. | 03/2005 | Angle @ Signalized | 12" head upgrade | 4/4/2005 |
| Chapel Hill Blvd. & Tower Blvd. | 4/4/2005 | Left-turn @ Signalized | SB Left-turn phase | 5/11/2005 |
| Briggs Ave. & Lawson St. | 4/4/2005 | Angle @ Unsignalized | Signal Installation | 8/11/2009 |
| N.C. 55 & Riddle Rd. | 4/20/2005 | Angle @ Signalized | Protected/Permitted Left-turn Phase | 3/18/2010 |
| Alston Ave. & Liberty St. | 04/2005 | Angle @ Signalized | 12" head upgrade | 5/27/2005 |
| Main St. & Roxboro St. | 05/2005 | Angle @ Signalized | 12" head upgrade | 6/12/2005 |
| Liberty St. & Roxboro St. | 05/2005 | Angle @ Signalized | 12" head upgrade | 6/27/2005 |
| Fayetteville Rd. & N.C. 147 NB Ramp | 7/26/2005 | Left-turn @ Signalized | Left-turn phase, revised pavement markings | 11/1/2005 |
| Alston Ave. & Geer St. | 09/2005 | Angle @ Signalized | 12" head upgrade | 10/18/2005 |
| Holloway St. & Raynor | 10/2005 | Angle @ Signalized | 12" head upgrade | 11/17/2005 |
| Morehead Ave. & Vickers Ave. | 11/8/2005 | Left-turn @ Signalized | Tree Trim, Markings, Clean Signs, 12" Head Upgrade, Arrow Markings | 12/6/2005 |
| Old Chapel Hill Rd. & M.L.K. Pkwy. | 11/2005 | Angle @ Unsignalized | Signal Installation | 10/6/2006 |

# 12.0 Study Locations and Countermeasures



| Location | Initial Study Date | Problem | Proposed Countermeasure | Countermeasure Implemented |
|---|---|---|---|---|
| Pickett Rd. & Western Bypass | 4/6/2006 | Angle @ Unsignized | Signal Installation | 7/31/2008 |
| Broad St. & Stadium Dr. | 5/8/2006 | Angle @ Unsignized | Signal Installation | 9/12/2006 |
| Erwin Rd. & Morreene Rd. | 5/16/2006 | Left-turn @ Signalized | Left-turn phase (NB & SB) | 10/12/2009 |
| Carver St. & Stadium Dr. | 9/20/2006 | Angle @ Unsignized | Signal Installation | 6/26/2007 |
| Broad St. & Perry St. | 9/27/2006 | Angle @ Unsignized | Signal Installation | 12/20/2006 |
| Cornwallis Rd. & Hope Valley Rd. | 01/2007 | Sight Distance | Flasher Installation | 1/16/2008 |
| Fayetteville Rd. & M.L.K. Parkway | 4/2/2007 | Sight Distance | Protected Left-turn (EB/WB) from Prot/Perm | 4/2/2007 |
| Fayetteville Rd. & Pilot | 4/30/2007 | Monitor Rear-end | Changed Phasing | 4/30/2007 |
| Cornwallis Rd. & N.C. 55 | 5/18/2007 | Left-turn @ Signalized | Protected/Permitted (WB) | 10/19/2007 |
| Guthrie, Juniper, & Miami Blvd. | 6/1/2007 | Angle @ Unsignalized | Restriping/Channelization | 10/16/2007 |
| Drew St. & Miami Blvd. | 3/5/2008 | Angle @ Unsignalized | Reconstruction Eliminate Free Flow Right | 6/18/2010 |
| Lakewood Ave. & Vickers Ave. | 4/7/2008 | Angle @ Signalized | 12" head upgrade with back plates | 4/25/2008 |
| Pacific Ave. & Roxboro Rd. | 4/10/2008 | Right angle/Rear-end | Remove sight obstruction (Tree NB approach)<br>Add advanced signal ahead warning sign<br>Add supplemental (NB) nearside signal head | 5/20/2008<br>4/16/2008<br>10/23/2008 |
| Leonardo Dr. & Renaissance Pkwy. | 4/15/2008 | Sight Distance | Actuated Flashing Beacon | 3/16/2010 |
| Forest Hills, University Dr., & Vickers | 6/25/2008 | Angle @ Signalized | Head Upgrade & Channelization | 2/12/2016 |
| Jackie Robinson & Roxboro | 8/5/2008 | Angle @ Signalized | Signal Head Supplement (Near Rt./Far Lt.) | 7/21/2009 |
| Ben Franklin Blvd. & William Penn | 12/3/2008 | Angle @ Unsignalized | Four-Way Stop to Signalized | 10/7/2010 |
| Roxboro Rd. & Trinity Ave. | 2/3/2009 | Angle @ Unsignalized | Head Upgrade, Warning Sign, Change Inter. | 9/21/2011 |
| Kent St. & Lakewood Ave. | 4/24/2009 | Angle @ Unsignalized | Upgrade Flasher (overhead) to 12" | 8/13/2009 |
| Garrett Rd. & Pickett Rd. | 5/29/2009 | Rear End/Missing Stop Sign | Rumble Strips/Markings/Signs | 6/9/2009 |
| Alston Ave. & Riddle Rd. | 6/24/2009 | Angle @ Unsignalized | Overhead Flasher & Refresh Markings | 3/4/2010 |
| Alston Ave., Cecil St., & N.C. 55 | 9/23/2009 | Angle @ Signalized | Prot./Perm. Left-turn phase (NB) | 3/25/2010 |
| Broad St. & Carver St. | 10/16/2009 | Angle @ Unsignalized | Signal Installation or Roundabout | 5/5/2016 |
| Avondale Dr. & Geer St. | 4/19/2010 | Angle @ Unsignalized | Roundabout | 11/10/2011 |
| Cornwallis Rd. & Pickett Rd. | 4/20/2010 | Angle @ Unsignalized | Four-Way Stop | 7/13/2010 |
| Erwin Rd. & Kerley Rd. | 10/27/2010 | Angle @ Unsignalized | Roundabout | Pending |
| N.C. 147 (NB), Gann St., & Alston Ave. | 8/16/2011 | Left-turn @ Signalized | Left-turn phase (NB) | 2/5/2014 |
| N.C. 147 (SB) & Alston Ave. | 8/16/2011 | Left-turn @ Signalized | Left-turn phase (SB) | 2/5/2014 |
| Old Oxford Rd. & Danube Ln. | 9/27/2011 | Angle @ Unsignalized | Signal Installation | 7/30/2015 |
| Hope Valley Rd. & Cornwallis Rd. | 10/20/2011 | Angle @ Unsignalized | Signal Installation | 8/1/2012 |

# 12.0 Study Locations and Countermeasures



| Location | Initial Study Date | Problem | Proposed Countermeasure | Countermeasure Implemented |
|---|---|---|---|---|
| Chapel Hill, Bivens, & Jersey | 11/22/2011 | Runoffs | Four-Way Stop | 11/22/2011 |
| Highgate Dr., Old Fox Tr., & Woodcroft | 1/12/2012 | Angle @ Unsignalized | Yield Signs, Warnings Signs, & Reflectors | 2/13/2012 |
| Archdale Dr. & M.L.K. Parkway | 3/2/2012 | Sight distance/Angle | Signal Installation | 10/14/2014 |
| Roxboro St. & Dillard St. | 3/28/2012 | Increased Volume | Signal Installation | 3/28/2012 |
| Kent St. & Lakewood Ave. | 6/1/2012 | Angle @ Unsignalized | Moved Stop Bar (Reduce Crossover Distance) | 6/1/2012 |
| Chapel Hill Blvd. & Hope Valley Rd. | 8/3/2012 | High Volume | Signal Installation | Pending |
| Dowd St. & Elizabeth St. | 8/7/2012 | Angle @ Unsignalized | Stop Bars, Warning Signs, & Reflectors | 8/7/2012 |
| Holloway St. & Mineral Springs Rd. | 4/12/2013 | Left-turn @ Signalized | Left-turn phasing (NB/SB) | 8/6/2015 |
| Forestwood Dr., Univ. Dr. & Summit St. | 5/1/2013 | Angle @ Unsignalized | Signal Installation | 8/14/2015 |
| Buchanan Blvd. & Knox St. | 5/21/2013 | Angle @ Unsignalized | Relocate Stop Bar; Remove Onstreet Parking | 10/24/2013 |
| Cornwallis Rd. & N.C. 147 SB Ramp | 6/12/2013 | High Volume | Signal Installation | Pending |
| Horton Rd. & Stadium Dr. | 8/20/2013 | Angle @ Unsignalized | Signal Installation | 4/21/2015 |
| Alston Ave. & Carpenter Fletcher Rd. | 10/11/2013 | Angle @ Unsignalized | Signal Installation | Pending |
| McFarland Dr. & Witherspoon Blvd. | 6/4/2013 | Angle @ Unsignalized | Four-Way Stop | 6/20/2013 |
| Jackson St. & Willard St. | 6/25/2013 | Angle @ Unsignalized | Four-Way Stop | 6/25/2013 |
| Roxboro St., Juliette Dr., & Gaithers Pt. | 1/31/2014 | Angle Accidents/Speeding | Overhead Flasher/Warning Signs | 4/29/2015 |
| Parker St. & Vickers Ave. | 7/15/2014 | Sideswipe | Signs & Pavement Markings (SB)<br>Refreshed Markings/Added NC 147 Sign | 12/11/2013<br>7/15/2014 |
| Corporation St. & Rigsbee Ave. | 6/19/2014 | Sightdistance | Four-Way Stop | 6/19/2014 |
| Garrett Rd./Hope Valley & N.C. 54 | 9/29/2014 | Left-turn @ Signalized | Protected/Permitted to Protected only (NB) | 2/18/2016 |
| Erwin Rd. & LaSalle St. | 11/18/2014 | Left-turn @ Signalized | Left-turn phasing on LaSalle | 11/5/2015 |
| M.L.K. Pkwy & Stratford Lakes | 11/26/2014 | Left-turn @ Signalized | Left-turn phasing (EB) | Pending |
| North Pointe Dr. & Costco Dr. | 1/26/2015 | High Volume | Signal Installation | Pending |
| Driver St. & Taylor St. | 2/19/2015 | Angle @ Unsignalized | Four-Way Stop | 3/12/2015 |
| Roxboro Rd. & Rippling Stream | 4/9/2015 | Angle @ Unsignalized | Signal Installation | Pending |
| Holloway St. & Nichols Farm/Oak | 4/10/2015 | Angle @ Unsignalized | Signal Installation | Pending |
| Cheek Rd. & Junction Rd. | 6/25/2015 | Angle @ Unsignalized | Signal Installation | Pending |
| Kent St. & Lakewood Ave. | 2/9/2016 | Angle @ Unsignalized | Four-Way Stop | 2/11/2016 |
| Dowd St. & Elizabeth St. | 4/12/2016 | Angle @ Unsignalized | Four-Way Stop | 4/19/2016 |
| Dillard St. & Ramseur St. | 6/23/2016 | Angle @ Unsignalized | Four-Way Stop | 6/29/2016 |
| | | | | |
| | | | | |
| | | | | |

# *13.0 Summary of Results*

| Location | Targeted Crashes Before | Targeted Crashes After | Targeted Injuries Before | Targeted Injuries After | Total Crashes Before | Total Crashes After | Total Prop. Damage Before | Total Prop. Damage After | Status of Invest. |
|---|---|---|---|---|---|---|---|---|---|
| Academy Dr. & University Dr. | 10 | 5 | 1 | 3 | 24 | 19 | $ 70,900 | $ 50,355 | **Closed** |
| Alston Ave. & Avondale Dr. | 16 | 7 | 9 | 4 | 19 | 18 | $ 84,100 | $ 53,400 | **Closed** |
| Alston Ave., Cecil St. & N.C. 55 | 5 | 2 | 2 | 0 | 23 | 30 | $ 89,750 | $ 98,600 | **Closed** |
| Alston Ave. & Geer St. | 5 | 9 | 1 | 3 | 19 | 23 | $ 42,452 | $ 87,650 | **Closed** |
| Alston Ave. & Liberty St. | 18 | 18 | 11 | 16 | 41 | 37 | $ 131,350 | $ 144,575 | **Closed** |
| Alston Ave. & Linwood Ave. | 5 | 1 | 9 | 0 | 28 | 17 | $ 117,925 | $ 59,500 | **Closed** |
| Alston Ave. & Riddle Rd. | 10 | 7 | 6 | 11 | 11 | 8 | $ 55,300 | $ 32,550 | **Closed** |
| Anderson St. & Duke University Rd. | 25 | 9 | 7 | 1 | 31 | 16 | $ 158,600 | $ 64,550 | **Closed** |
| Anderson St. & Erwin Rd. | 2 | 2 | 0 | 2 | 17 | 15 | $ 126,500 | $ 50,550 | **Closed** |
| Avondale Dr. & Geer St. | 17 | 3 | 6 | 2 | 28 | 6 | $ 77,900 | $ 8,800 | **Closed** |
| Ben Franklin & William Penn | 28 | 0 | 14 | 0 | 30 | 4 | $ 153,600 | $ 6,000 | **Closed** |
| Bivens, Chapel Hill, & Jersey | 2 | 0 | 2 | 0 | 3 | 3 | $ 29,000 | $ 4,700 | **Closed** |
| Briggs Ave. & Lawson St. | 10 | 2 | 6 | 1 | 12 | 4 | $ 75,000 | $ 12,650 | **Closed** |
| Broad St. & North Pointe Dr. | 2 | 4 | 2 | 0 | 11 | 16 | $ 28,575 | $ 32,100 | **Closed** |
| Broad St. & Perry St. | 8 | 4 | 3 | 2 | 9 | 10 | $ 20,120 | $ 26,850 | **Closed** |
| Broad St. & Stadium Dr. | 28 | 5 | 21 | 5 | 29 | 8 | $ 138,900 | $ 64,550 | **Closed** |
| Carpenter Fletcher & N.C. 55 | 5 | 2 | 4 | 2 | 16 | 9 | $ 55,500 | $ 85,250 | **Closed** |
| Carver St. & Stadium Dr. | 16 | 3 | 21 | 4 | 19 | 4 | $ 93,350 | $ 51,000 | **Closed** |
| Chapel Hill Blvd. & Tower Blvd. | 3 | 0 | 1 | 0 | 14 | 10 | $ 35,502 | $ 13,050 | **Closed** |
| Chapel Hill Rd. & Mt. Moriah Rd. | 10 | 2 | 3 | 0 | 15 | 4 | $ 53,200 | $ 13,250 | **Closed** |
| Concord & Nelson | 4 | 1 | 0 | 0 | 7 | 2 | $ 29,050 | $ 3,700 | **Closed** |
| Cook Rd. & M.L.K. Parkway | 25 | 9 | 28 | 5 | 27 | 12 | $ 158,550 | $ 38,650 | **Closed** |
| Cornwallis Rd. & Hope Valley Rd. | 8 | 9 | 10 | 8 | 27 | 22 | $ 144,900 | $ 87,200 | **Closed** |
| Cornwallis Rd. & Hope Valley Rd. | 23 | 4 | 11 | 2 | 25 | 4 | $ 137,400 | $ 45,300 | **Closed** |
| Cornwallis Rd. & N.C. 55 | 8 | 11 | 5 | 6 | 43 | 30 | $ 179,650 | $ 154,800 | **Closed** |
| Cornwallis Rd. & Pickett Rd. | 33 | 5 | 25 | 1 | 33 | 5 | $ 157,465 | $ 15,050 | **Closed** |
| Dillard St. & Roxboro St. | 16 | 9 | 12 | 8 | 31 | 16 | $ 177,150 | $ 72,700 | **Closed** |
| Dillard St. & Roxboro St. | 8 | 6 | 1 | 2 | 8 | 11 | $ 41,800 | $ 34,000 | **Closed** |
| Dowd St. & Elizabeth St. | 15 | 17 | 6 | 13 | 16 | 18 | $ 52,360 | $ 87,000 | **Closed** |
| Drew St. & Miami Blvd. | 19 | 0 | 17 | 0 | 24 | 0 | $ 104,900 | $ - | **Closed** |
| Duke St. & Murray Ave. | 16 | 17 | 11 | 9 | 44 | 53 | $ 201,950 | $ 217,050 | **Closed** |
| Duke St. & Stadium Dr. | 4 | 6 | 0 | 12 | 28 | 29 | $ 126,670 | $ 95,350 | **Closed** |
| Erwin Rd. & Morreene Rd. | 10 | 9 | 1 | 1 | 45 | 28 | $ 272,850 | $ 115,600 | **Closed** |
| Erwin Rd. & Trent Dr. | 1 | 4 | 0 | 3 | 10 | 16 | $ 27,125 | $ 60,000 | **Closed** |
| Farrington Rd. & N.C. 54 | 4 | 1 | 4 | 1 | 49 | 34 | $ 206,820 | $ 185,350 | **Closed** |

# *13.0 Summary of Results*

| Location | Targeted Crashes Before | Targeted Crashes After | Targeted Injuries Before | Targeted Injuries After | Total Crashes Before | Total Crashes After | Total Prop. Damage Before | Total Prop. Damage After | Status of Invest. |
|---|---|---|---|---|---|---|---|---|---|
| Fayetteville Rd. & M.L.K. Parkway | 14 | 2 | 20 | 1 | 54 | 35 | $ 292,200 | $ 84,550 | **Closed** |
| Fayetteville Rd. & N.C. 147 NB Ramp | 9 | 7 | 4 | 3 | 24 | 24 | $ 115,250 | $ 92,925 | **Closed** |
| Fayetteville Rd. & Pilot | 13 | 3 | 7 | 0 | 31 | 19 | $ 86,100 | $ 29,800 | **Closed** |
| Garrett Rd. & Pickett Rd. | 6 | 4 | 0 | 0 | 8 | 7 | $ 22,400 | $ 13,800 | **Closed** |
| Glendale Rd. & Trinity Ave. | 5 | 1 | 0 | 0 | 12 | 7 | $ 28,500 | $ 61,400 | **Closed** |
| Guthrie, Juniper, & Miami Blvd. | 8 | 3 | 8 | 1 | 21 | 9 | $ 104,500 | $ 49,200 | **Closed** |
| Highgate Dr., Old Fox Tr., & Woodcroft | 8 | 8 | 8 | 12 | 8 | 9 | $ 69,000 | $ 110,300 | **Closed** |
| Holloway St. & Raynor | 13 | 7 | 3 | 7 | 31 | 19 | $ 94,870 | $ 73,700 | **Closed** |
| Jackie Robinson & Roxboro St. | 8 | 6 | 10 | 8 | 33 | 36 | $ 151,056 | $ 111,300 | **Closed** |
| Jackson & Willard | 14 | 4 | 6 | 5 | 15 | 5 | $ 62,800 | $ 15,800 | **Closed** |
| Kent St. & Lakewood Ave. | 20 | 9 | 14 | 7 | 20 | 10 | $ 115,950 | $ 55,950 | **Closed** |
| Kent St. & Lakewood Ave. | 4 | 2 | 5 | 0 | 12 | 7 | $ 76,950 | $ 34,500 | **Closed** |
| Lakewood Ave. & Vickers Ave. | 6 | 5 | 8 | 6 | 9 | 8 | $ 58,600 | $ 28,200 | **Closed** |
| Leonardo Dr. & Renaissance Pkwy. | 8 | 3 | 2 | 1 | 18 | 12 | $ 70,050 | $ 46,000 | **Closed** |
| Liberty St. & Roxboro St. | 15 | 11 | 18 | 9 | 20 | 17 | $ 135,100 | $ 58,300 | **Closed** |
| Main St. & Roxboro St. | 9 | 7 | 2 | 2 | 25 | 29 | $ 45,700 | $ 44,450 | **Closed** |
| McFarland & Witherspoon | 15 | 1 | 6 | 0 | 15 | 1 | $ 98,800 | $ 2,000 | **Closed** |
| M.L.K. Parkway & Old Chapel Hill Rd. | 9 | 9 | 6 | 12 | 17 | 15 | $ 70,050 | $ 86,500 | **Closed** |
| M.L.K. Parkway & Yorktown Ave. | 10 | 3 | 7 | 2 | 13 | 4 | $ 82,850 | $ 25,900 | **Closed** |
| Morehead Ave. & Roxboro St. | 13 | 18 | 22 | 9 | 20 | 21 | $ 188,200 | $ 139,300 | **Closed** |
| Morehead Ave. & Vickers Ave. | 21 | 6 | 11 | 4 | 30 | 11 | $ 149,780 | $ 57,400 | **Closed** |
| N.C. 55 & Riddle Rd. | 3 | 2 | 0 | 2 | 35 | 22 | $ 227,450 | $ 90,800 | **Closed** |
| Pacific Ave. & Roxboro Rd. | 6 | 2 | 5 | 0 | 14 | 13 | $ 58,800 | $ 44,700 | **Closed** |
| Pickett Rd. & Western Bypass | 2 | 1 | 0 | 1 | 3 | 6 | $ 6,800 | $ 43,500 | **Closed** |
| Revere Rd. & Sedwick Rd. | 7 | 1 | 2 | 0 | 7 | 1 | $ 64,000 | $ 4,000 | **Closed** |
| Roxboro St. & Trinity Ave. | 11 | 5 | 5 | 8 | 18 | 9 | $ 81,600 | $ 58,050 | **Closed** |
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| **Summary** | **666** | **318** | **438** | **224** | **1305** | **878** | **$6,142,620** | **$3,583,650** | |

**** Summary reflects comparison of equivalent lengths of time*

# *13.0 Summary of Results*

| Location | Targeted Crashes Before | Targeted Crashes After | Targeted Injuries Before | Targeted Injuries After | Total Crashes Before | Total Crashes After | Total Prop. Damage Before | Total Prop. Damage After | Status of Invest. |
|---|---|---|---|---|---|---|---|---|---|
| Alston Ave. Gann St. & N.C. 147 (NB) | | | | | | | | | **Active** |
| Alston Ave. & Lawson St. | | | | | | | | | **Active** |
| Alston Ave. & N.C. 147 (SB) | | | | | | | | | **Active** |
| Archdale Dr. & M.L.K. Parkway | 16 | | 6 | | 23 | | $ 112,600 | | **Active** |
| Broad St. & Carver St. | 12 | | 11 | | 17 | | $ 127,300 | | **Active** |
| Buchanan Blvd. & Knox St. | 9 | | 9 | | 10 | | $ 54,000 | | **Active** |
| Corporation St. & Rigsbee Ave. | 5 | | 3 | | 6 | | $ 11,600 | | **Active** |
| Danube Ln. & Old Oxford Rd. | 25 | | 13 | | 37 | | $ 130,801 | | **Active** |
| Dillard St. & Ramseur St. | 12 | | 6 | | 12 | | $ 37,350 | | **Active** |
| Dowd St. & Elizabeth St. | 18 | | 12 | | 20 | | $ 113,500 | | **Active** |
| Driver St. & Taylor St. | 6 | | 1 | | 8 | | $ 43,400 | | **Active** |
| Erwin Rd. & LaSalle St. | 8 | | 5 | | 25 | | $ 72,950 | | **Active** |
| Forest Hills, University Dr. & Vickers | | | | | | | | | **Active** |
| Forestwood Dr., Univ. Dr. & Summit St. | | | | | | | | | **Active** |
| Garrett Rd./Hope Valley Com. & N.C. 54 | | | | | | | | | **Active** |
| Holloway St. & Mineral Springs Rd. | | | | | | | | | **Active** |
| Horton Rd. & Stadium Dr. | 13 | | 9 | | 14 | | $ 88,900 | | **Active** |
| Juliette & Roxboro | 6 | | 5 | | 6 | | $ 33,450 | | **Active** |
| Kent St. & Lakewood Ave. | 9 | | 1 | | 9 | | $ 46,500 | | **Active** |
| Parker St. & Vickers Ave. | 4 | | 1 | | 10 | | $ 38,380 | | **Active** |
| | | | | | | | | | |
| | | | | | | | | | |
| Alston Ave. & Carpenter Fletcher | | | | | | | | | **Pending** |
| Chapel Hill Blvd. & Hope Valley Rd. | | | | | | | | | **Pending** |
| Cheek Rd. & Junction Rd. | | | | | | | | | **Pending** |
| Cornwallis Rd. & N.C. 147 SB Ramp | | | | | | | | | **Pending** |
| Costco Dr. & North Pointe Dr. | | | | | | | | | **Pending** |
| Erwin Rd. & Kerley Rd. | | | | | | | | | **Pending** |
| Holloway St., Nichols Farm & Oak Grove | | | | | | | | | **Pending** |
| M.L.K. Pkwy. & Stratford Lakes | | | | | | | | | **Pending** |
| Roxboro St. & Rippling Stream | | | | | | | | | **Pending** |
| | | | | | | | | | |
| | | | | | | | | | |

**** Summary reflects comparison of equivalent lengths of time*

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