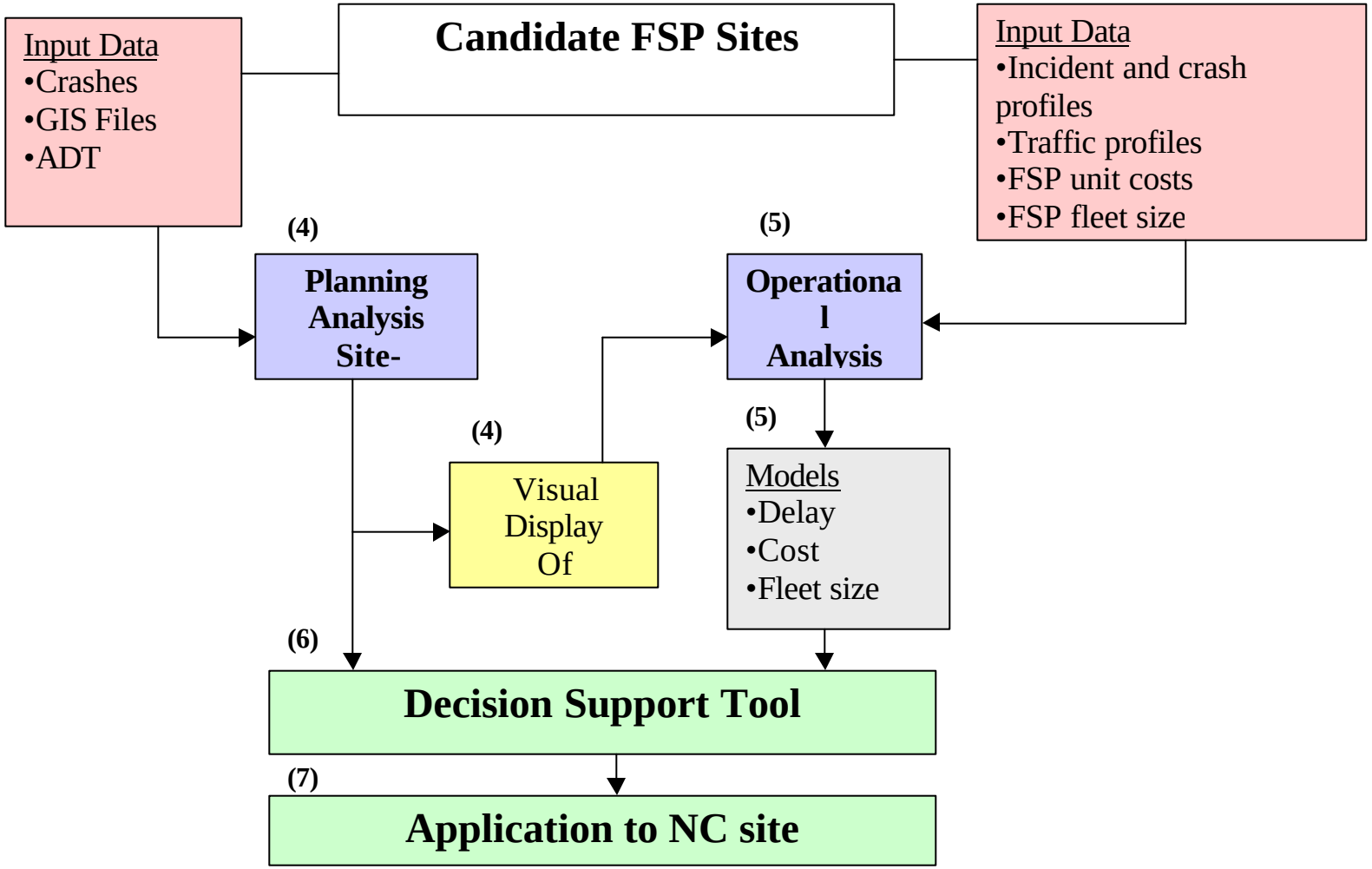
Exhibit 1. Methodology Flowchart



Note: (.) indicates chapter number in the report

Exhibit 2. Measures of Performance: Percentile Distributions

Percentiles	AADT per Lane			Crashes per Mile per Year			Crashes per 100 Million Vehicle Miles		
	All Sites	Non-FSP Sites	FSP Sites	All Sites	Non-FSP Sites	FSP Sites	All Sites	Non-FSP Sites	FSP Sites
95	19163	14407	22388	84.8	53.6	138.0	395	375	416
90	16677	12769	20000	53.1	30.3	78.0	237	211	259
85	15370	11500	19000	36.8	19.0	63.1	167	144	204
80	14000	10805	17900	27.4	14.6	48.8	134	112	164
75	13000	10250	16674	20.0	11.1	40.3	110	95	143
70	12167	9996	15825	16.7	9.5	33.3	96	84	116
65	11256	9250	15500	13.7	8.3	28.6	84	72	105
60	10750	8750	14625	11.1	7.0	24.2	73	63	95
55	10250	7996	14000	9.5	6.1	20.5	65	58	83
50	9750	7500	13500	8.3	5.4	18.5	58	51	74
45	9167	7000	12667	6.9	4.8	16.1	52	45	67
40	8474	6285	12333	5.9	4.2	14.3	45	42	59
35	7596	5838	12000	5.0	3.5	12.5	41	38	52
30	6833	5238	11107	4.3	2.9	10.5	37	34	44
25	6136	4842	10750	3.5	2.3	9.0	33	28	40
20	5309	4394	10500	2.6	1.8	7.6	26	21	35
15	4719	3686	10000	1.8	0.9	6.0	18	9	29
10	3719	3279	9167	0.0	0.0	4.5	0	0	24
5	3039	2450	7330	0.0	0.0	0.6	0	0	3

Note: (1) The above numbers are based on 1997-1999 statewide crash and inventory data.
(2) All sites refers to all freeway facilities in North Carolina.
(3) Non-FSP sites refers to all freeway facilities in North Carolina that do not currently have IMAP service

Exhibit 3. Initial unmatched GIS data (subsequently corrected)

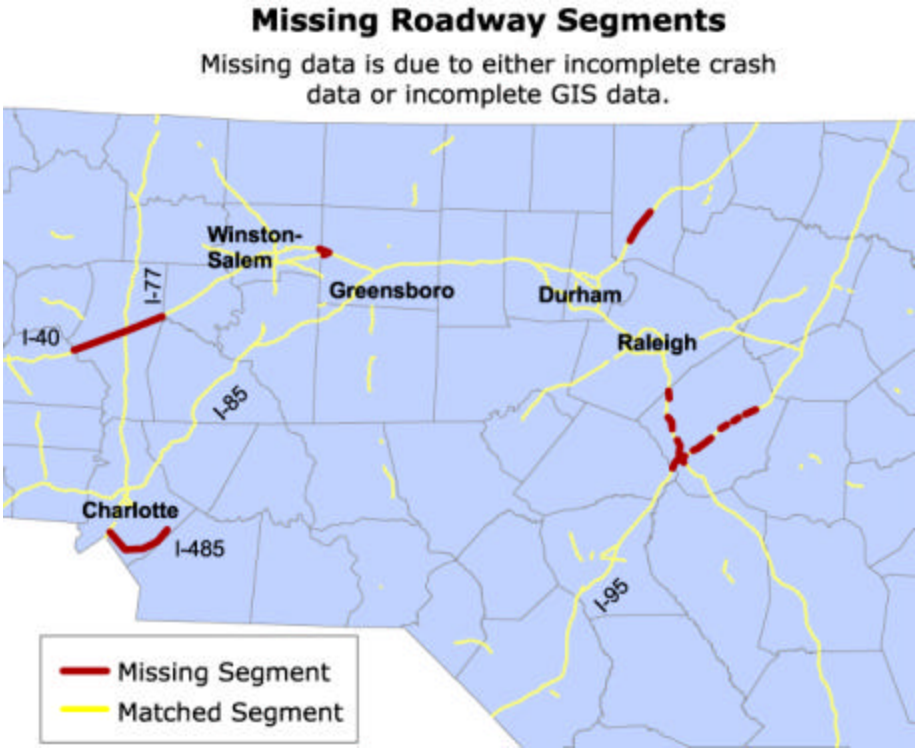
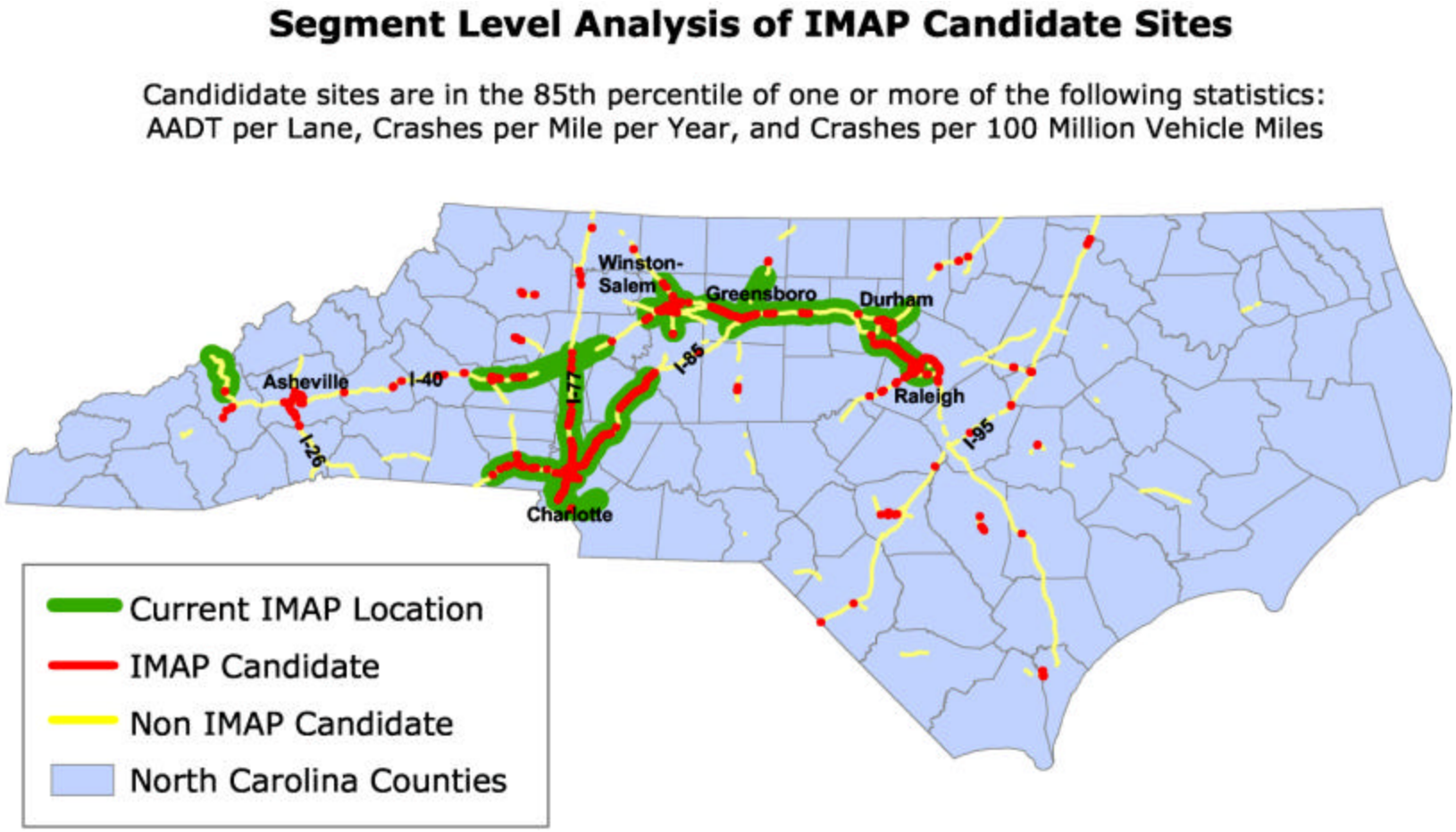


Exhibit 4. Segment Level Planning Analysis Map



Note: Graphics depicting current IMAP locations are exaggerated for effect and may inaccurately suggest continuous coverage in areas where multiple IMAP routes exist in close proximity. For example, no IMAP patrols currently exist in Orange County.

Exhibit 5. AADT per Lane Density Map

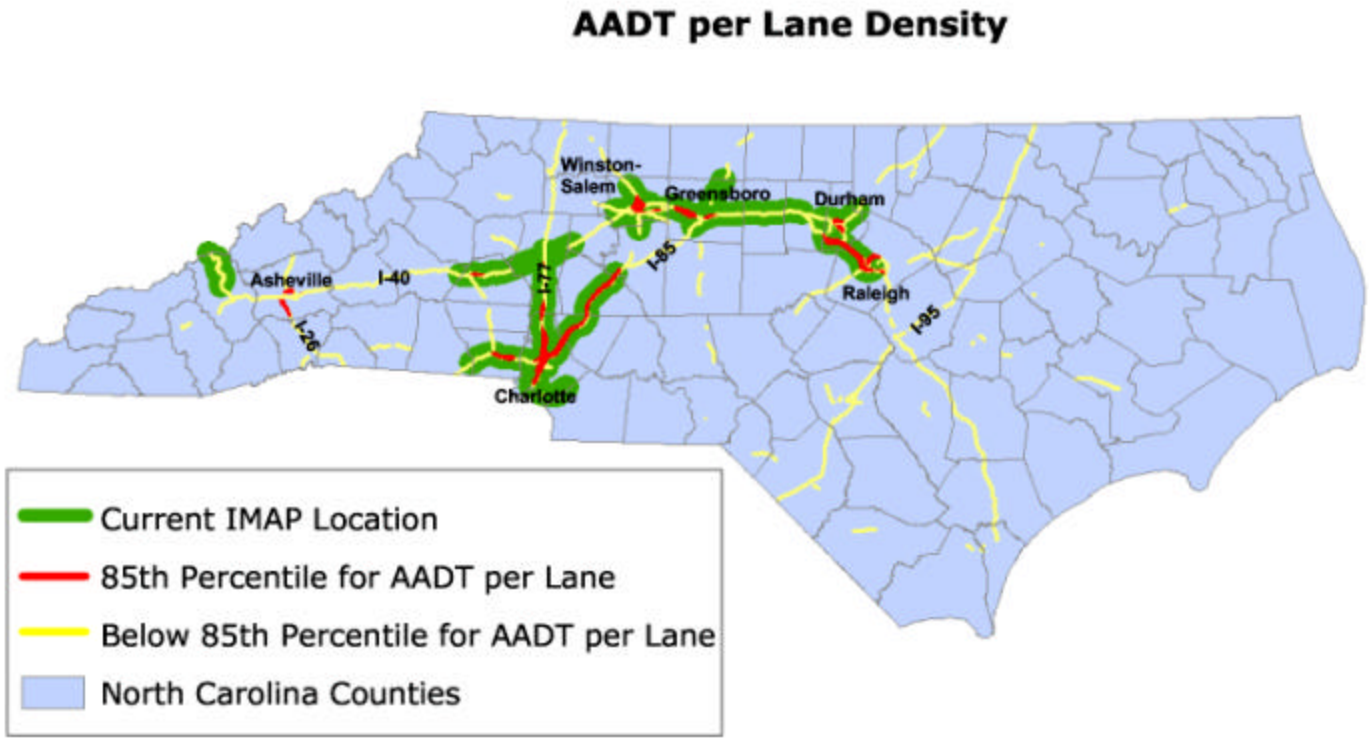


Exhibit 6. Crashes per Mile per Year Density Map

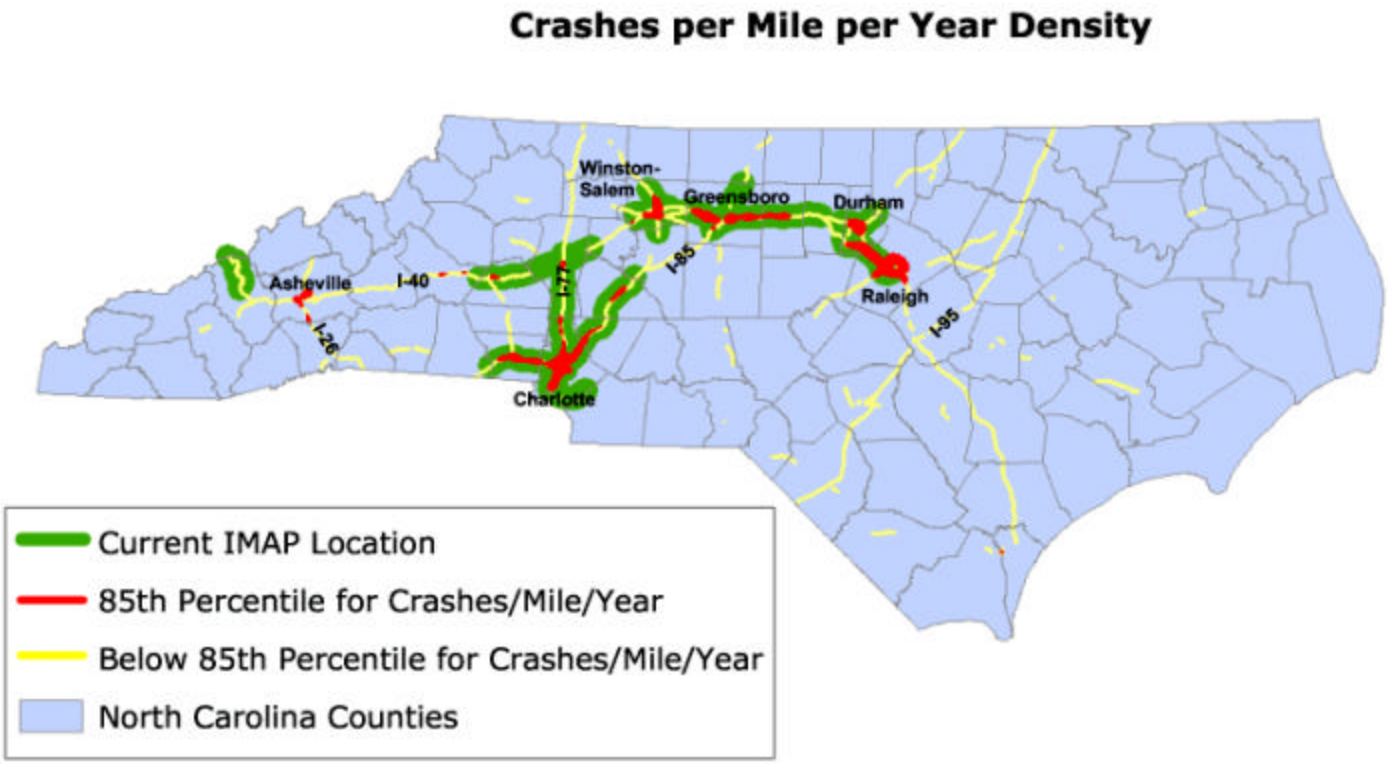


Exhibit 7. Crashes per 100 Million Vehicle Miles Density Map

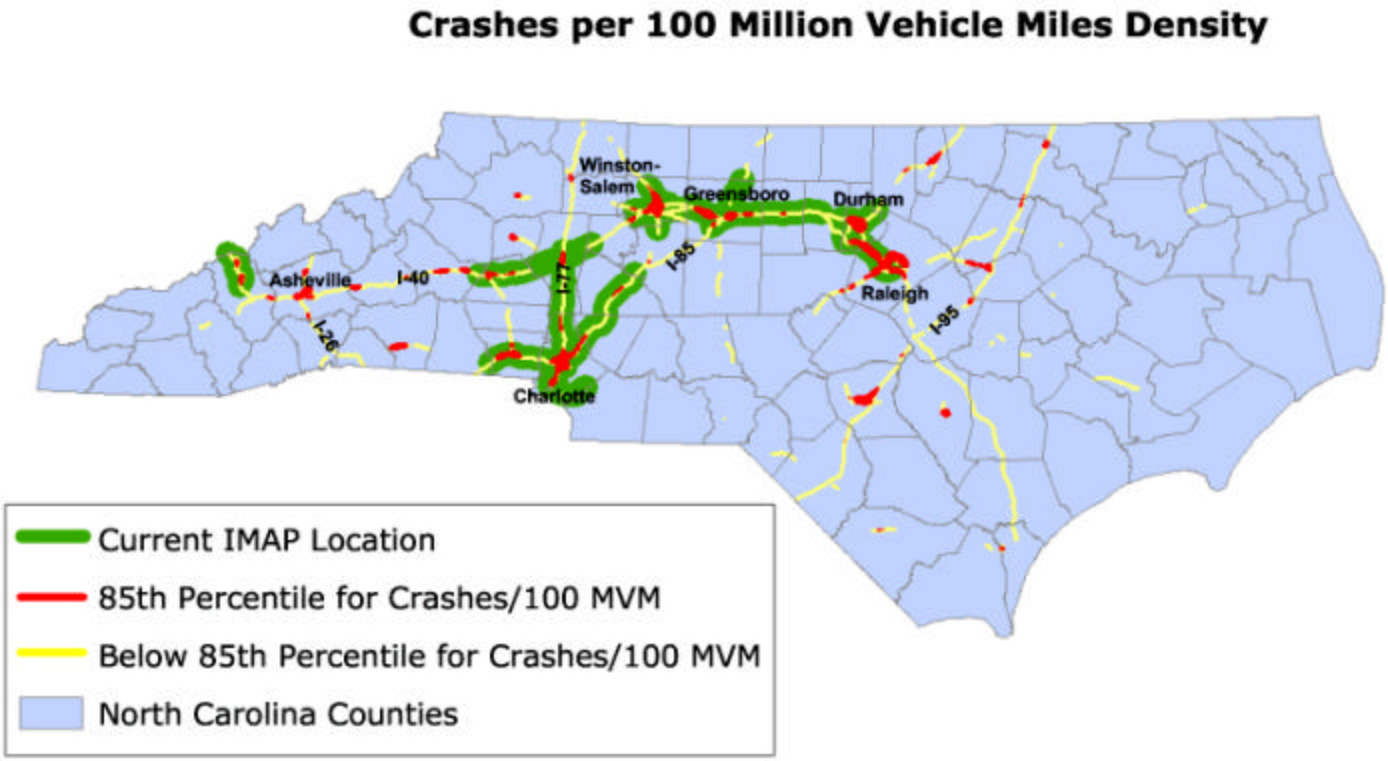


Exhibit 8. Density Map of IMAP Candidate Sites

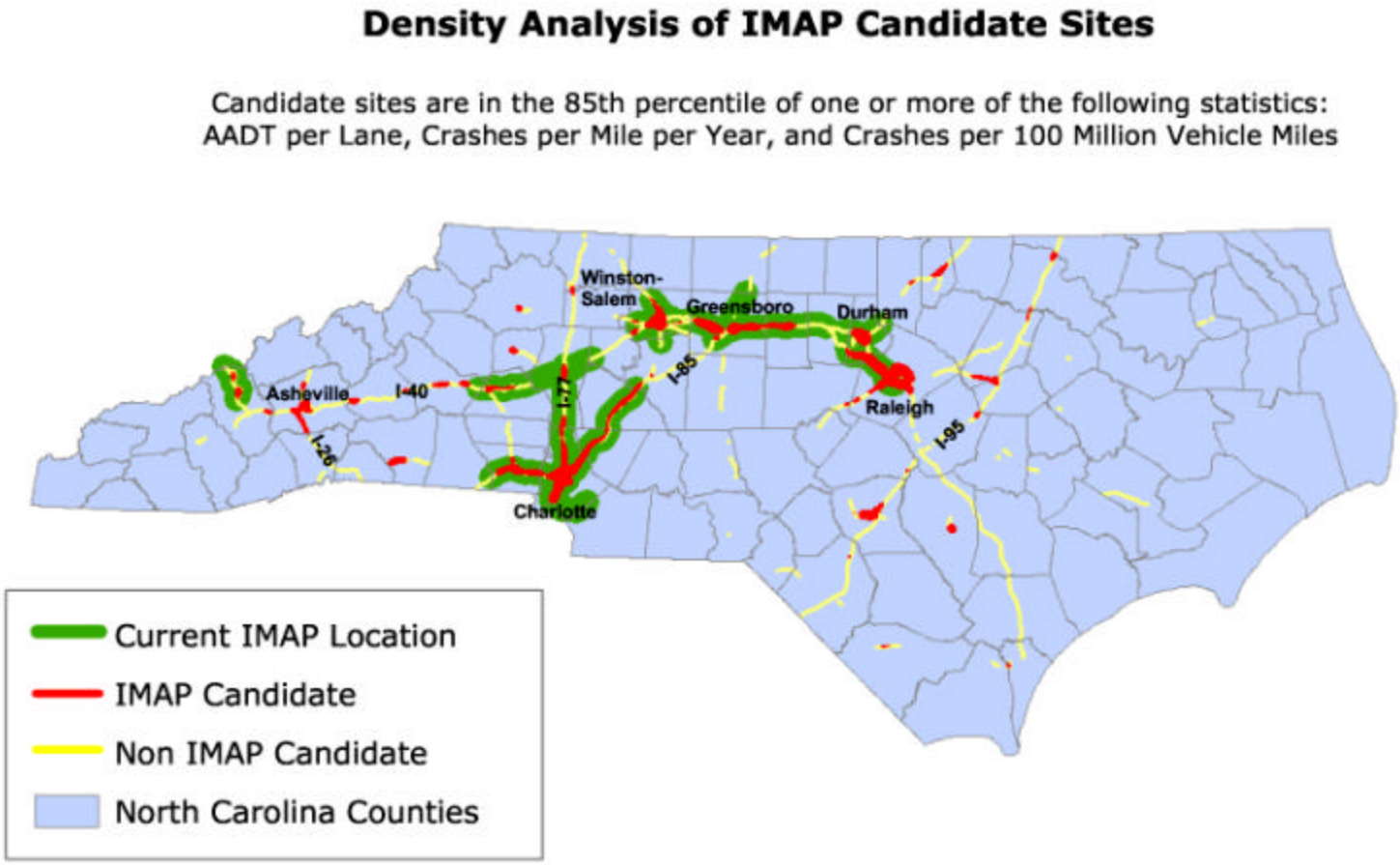
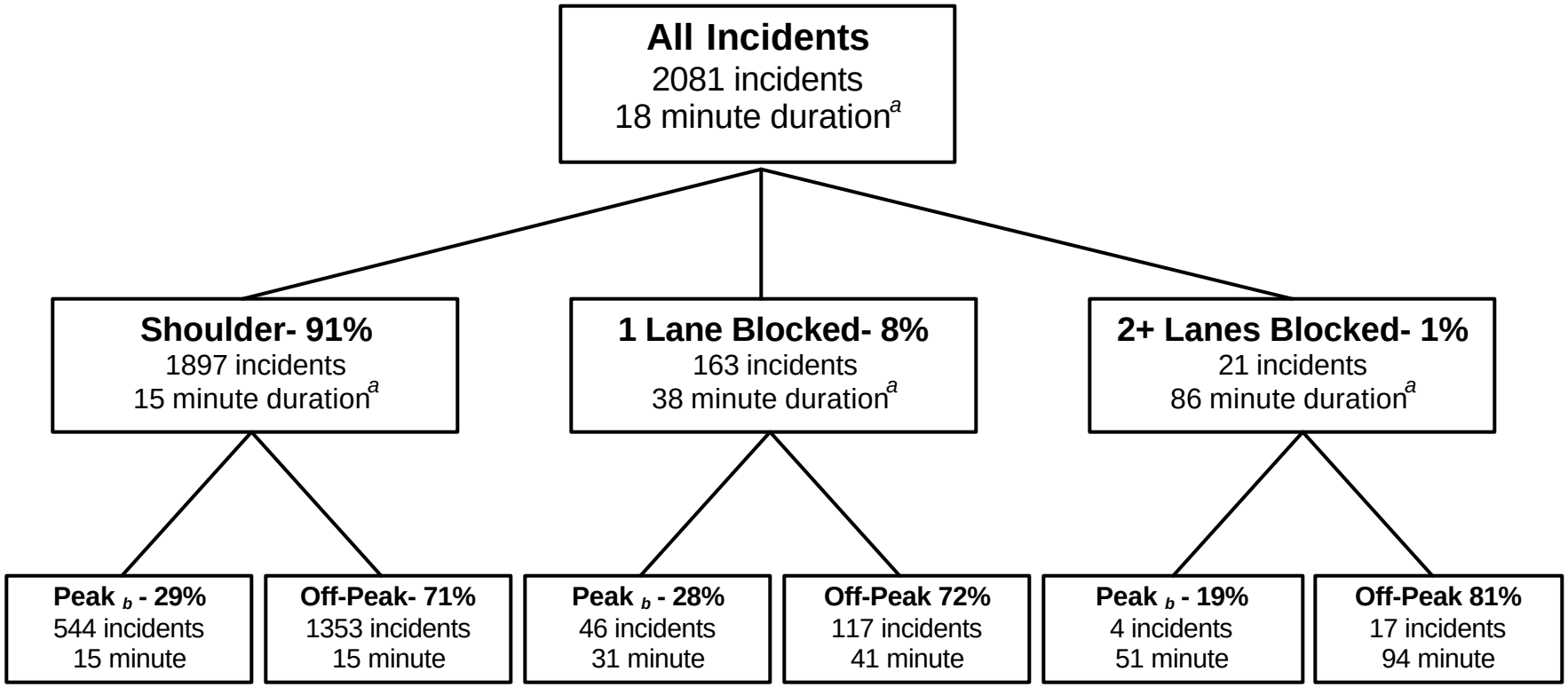


Exhibit 9. Average Incident Frequencies, Response, Clearance, and Duration Times for Charlotte and Greensboro

Incident Type	Frequency (%)	Average Response Time (minutes)	Average Clearance Time (minutes)	Average Duration (minutes)
Abandoned Vehicle	405 (19.4)	1.0	3.4	4.3
Crash	259 (12.4)	9.0	33.5	42.5
Debris in Roadway	179 (8.6)	11.7	5.0	16.7
Disabled Vehicle	1203 (57.8)	7.3	9.7	17.0
Fire	12 (0.5)	7.6	11.5	19.1
Hazardous Material Spill	2 (0.2)	10.5	106.0	116.5
Maintenance	5 (0.1)	9.2	52.6	61.8
Other	16 (0.7)	3.5	9.0	12.5
Total	**2081**	**6.6**	**11.3**	**17.9**

Exhibit 10. Incident Distribution Tree



[a]*Average Duration with Freeway Service Patrol*

[b]*Peak periods are assumed to be Monday- Friday, 7 – 9 am and 4 - 6 pm*

Exhibit 11. Urban Traffic Volume Profile

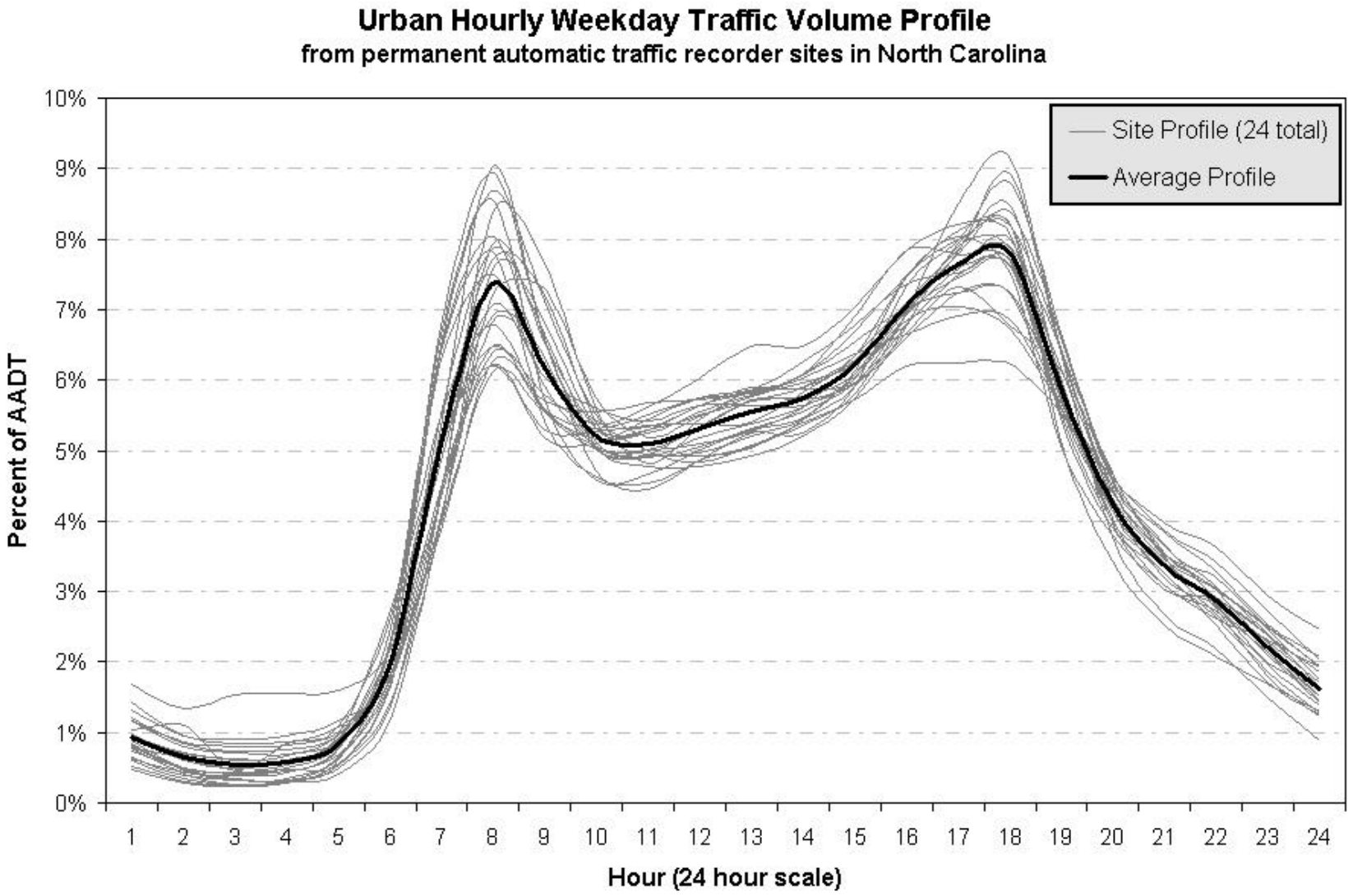


Exhibit 12. Rural Traffic Volume Profile

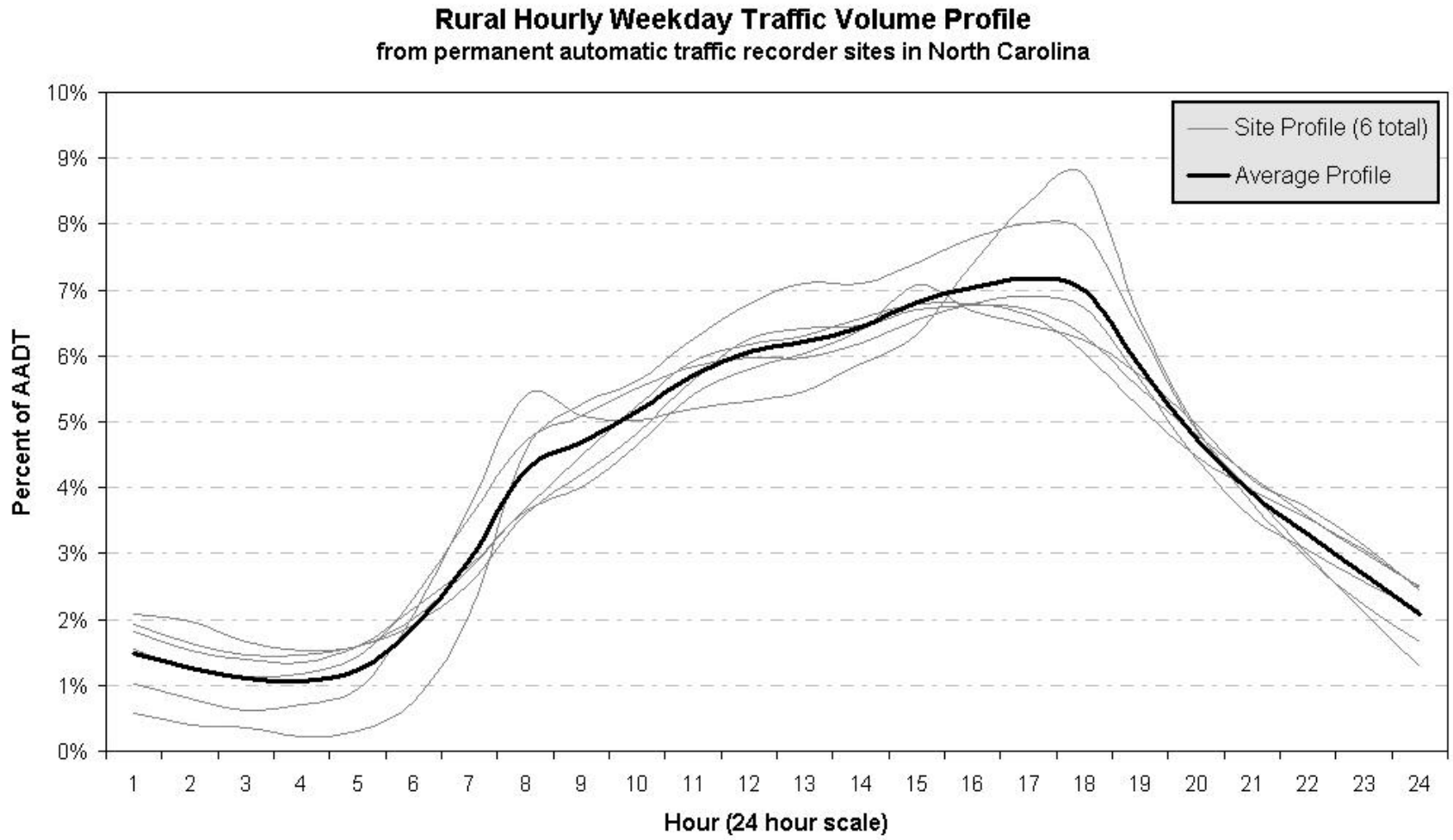


Exhibit 13. Synthetic Urban Traffic Volume Divisions

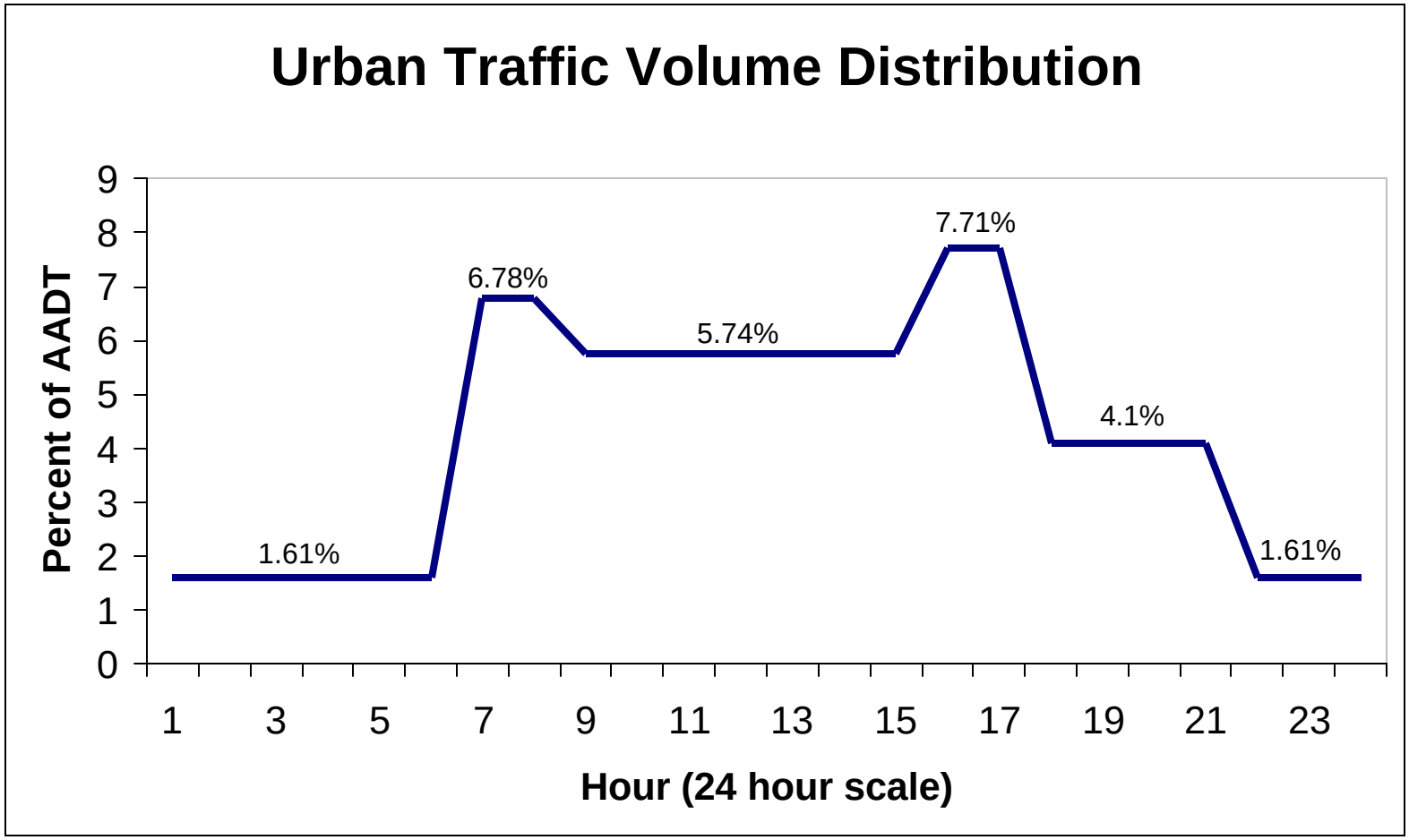


Exhibit 14. Synthetic Rural Traffic Volume Divisions

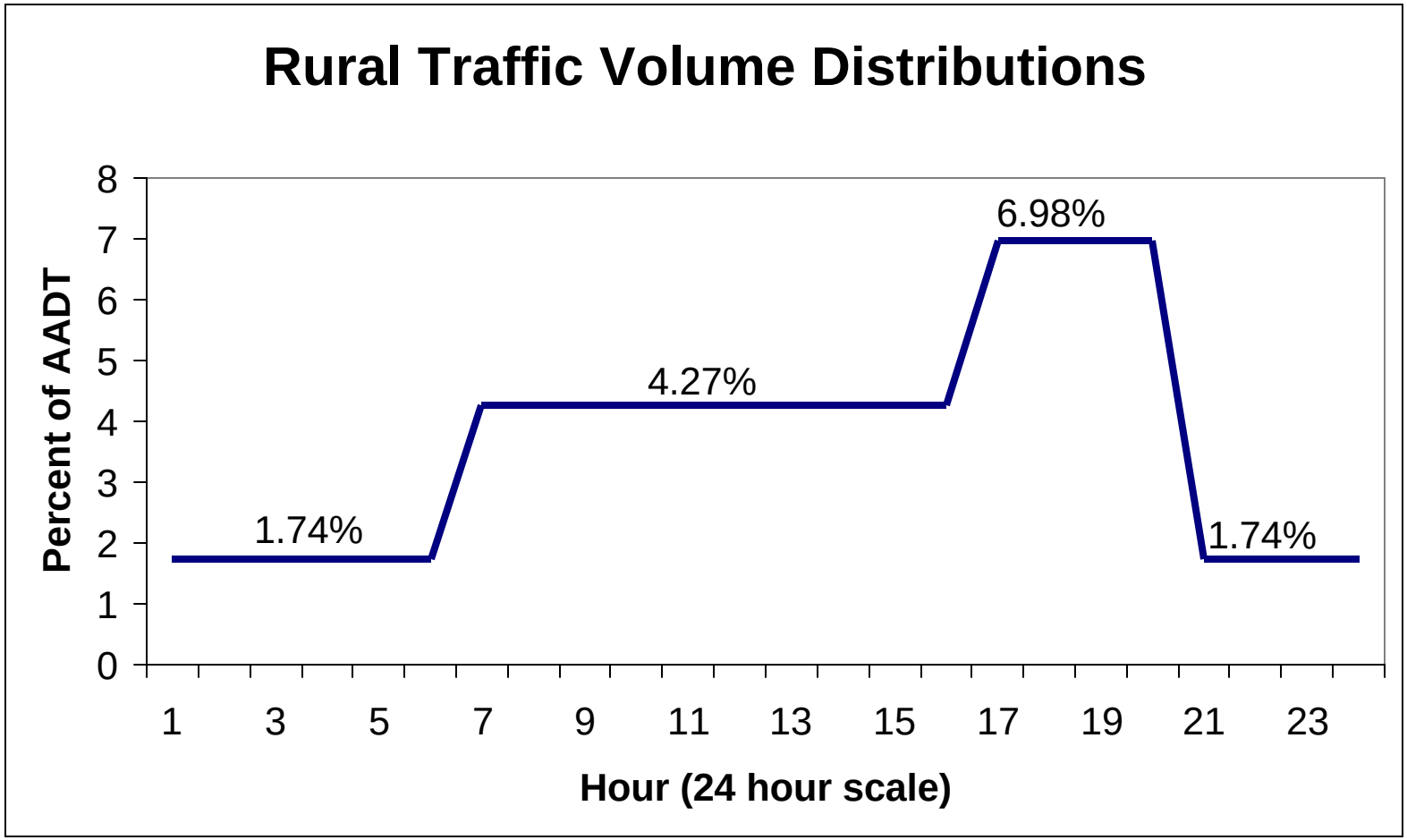


Exhibit 15. Sample Urban Facility Delay Rate Models for Indicated Available % Capacities