

Safety Project Evaluation

Order ID:	41000074912
Project ID:	R-5311A / 01-11-16220
Signal ID:	N/A
Location:	NC 11 at SR 1212 (location 1 of 2)
GPS Coordinates:	36.32991, -76.99178
County:	Hertford
City:	N/A
Division:	1

Countermeasure(s):	Construct a partial clover (B2) interchange.
Estimated Project Cost:	\$20,600,000 (total for 2 locations)
Completion Date:	11/9/2020

	Start Date	End Date	Length
Before Period	1/1/2013	7/31/2017	4y, 7m
Construction Period	8/1/2017	11/30/2020	3y, 4m
After Period	12/1/2020	6/30/2025	4y, 7m

Analysis Criteria:	Intersection (150' Y-line), including all crashes within interchange in the after period
--------------------	--

Target Crashes:	Frontal Impact Crashes (left-turn same roadway, left-turn different roadway, right-turn same roadway, right-turn different roadway, head-on, and angle crashes) in the Intersection(s)
-----------------	--

Project Development Comparison

Crashes Per Year by Project Time Period	Project Development	Before Period	After Period
Years	5.00 years	4.58 years	4.58 years
Start Date	9/1/2007	1/1/2013	12/1/2020
End Date	8/31/2012	7/31/2017	6/30/2025
Total	4.60	1.75	0.00
Fatal Injury	0.20	0.00	0.00
Class A Injury	0.40	0.00	0.00
Class B Injury	1.60	0.22	0.00
Class C Injury	1.60	0.44	0.00
Property Damage Only	0.80	1.09	0.00

Items for Discussion

- o In the before period, NC 11/SR 1212 (Short Cut Rd) was uncontrolled, and NC 11 (NW leg) was stop controlled. An actuated flasher (ID 01-0308) displayed flashing red alongside a *Vehicle Entering* sign for the stop-controlled approaches and flashing yellow for uncontrolled approaches. SR 1213 (Old NC 11) was disconnected from the intersection throughout the before period. *Side Road Warning* signs with 45 mph ASPs and left and right-turn lanes were present on NC 11/SR 1212 (Short Cut Rd).
- o In the before, there was 1 stop sign run-through crash on SB NC 11.
- o In the before period target crash, a vehicle attempted to turn left onto the "open shoulder" of the roadway at the intersection, and a truck following behind it traveled left of center then struck the vehicle on its left side.
- o There were 2 target crashes in the construction period. Both were left turn, same roadway involving vehicles turning left from NB NC 11.
- o The project was originally planned to have an HSIP contribution but ultimately was not funded by HSIP.

Data Prepared For:

The Traffic Safety Unit of the
Transportation Mobility and Safety Division of the
Division of Highways of the
North Carolina Department of Transportation

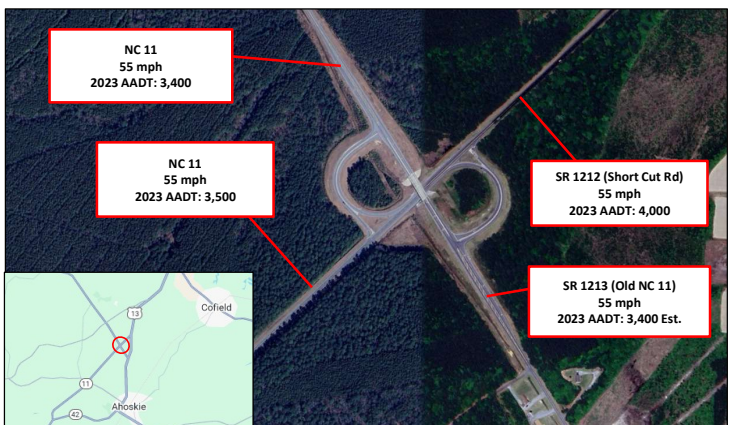
Treatment Information	Before	After	Percent Reduction (-) Percent Increase (+)
Total Crashes	8	0	-100.00%
Total Severity Index	3.78	0.00	-100.00%
Target Crashes	1	0	-100.00%
Target Crash Severity Index	1.00	0.00	-100.00%
Volume (2017, 2023)	7,700	7,200	-6.49%

Injury Crash Summary	Before	After	Percent Reduction (-) Percent Increase (+)
Fatal Injury Crashes	0	0	n/a
Class A Injury Crashes	0	0	n/a
Class B Injury Crashes	1	0	-100.00%
Class C Injury Crashes	2	0	-100.00%
Property Damage Only	5	0	-100.00%

Target Injury Crash Summary	Before	After	Percent Reduction (-) Percent Increase (+)
Fatal Injury Crashes	0	0	n/a
Class A Injury Crashes	0	0	n/a
Class B Injury Crashes	0	0	n/a
Class C Injury Crashes	0	0	n/a
Property Damage Only	1	0	-100.00%

Additional Information	Before	After	Percent Reduction (-) Percent Increase (+)
Rear-End Crashes (All SB NC 11)	5	0	-100.00%
n/a			n/a
n/a			n/a
n/a			n/a

Map/Satellite Views



Data Prepared By:

Principal Investigator:	John Stanford, E.I.
Work Group/Consultant:	HNTB
Date:	9/12/2025

Safety Project Evaluation

Order ID:	41000074912
Project ID:	R-5311A / 01-11-16220
Signal ID:	N/A
Location:	NC 11 and SR 1130 (Modlin Road) (location 2 of 2)
GPS Coordinates:	36.32029, -77.00272
County:	Hertford
City:	N/A
Division:	1

Countermeasure(s):	Construct overpass.
Estimated Project Cost:	\$20,600,000 (total for 2 locations)
Completion Date:	11/9/2020

	Start Date	End Date	Length
Before Period	1/1/2013	7/31/2017	4y, 7m
Construction Period	8/1/2017	11/30/2020	3y, 4m
After Period	12/1/2020	6/30/2025	4y, 7m

Analysis Criteria:	Intersection (150' Y-line)
--------------------	----------------------------

Target Crashes:	Frontal Impact Crashes (left-turn same roadway, left-turn different roadway, right-turn same roadway, right-turn different roadway, head-on, and angle crashes) in the Intersection(s)
-----------------	--

Project Development Comparison

Crashes Per Year by Project Time Period	Project Development	Before Period	After Period
Years	5.00 years	4.58 years	4.58 years
Start Date	10/1/2009	1/1/2013	12/1/2020
End Date	9/30/2014	7/31/2017	6/30/2025
Total	3.40	4.15	0.00
Fatal Injury	0.00	0.00	0.00
Class A Injury	0.40	0.87	0.00
Class B Injury	0.60	0.44	0.00
Class C Injury	1.00	1.09	0.00
Property Damage Only	1.40	1.75	0.00

Items for Discussion

- o In the before period, NC 11 was uncontrolled and had Intersection Warning signs and left and right-turn lanes. SR 1130 was stop-controlled.
- o SR 1213 was severed from Intersection (1) of this project on 8/9/2010. AADT data from the count station on SR 1130 just east of NC 11 show an increase in volumes of over 100% between 2010 and 2014 counts. Data from the same station show a 66% decrease in volumes between 2018 and 2022, when the project was completed (re-connecting SR 1213 and eliminating access between SR 1130 and NC 11).
- o 8 target crashes were failure to yield to a SB vehicle from the stop-controlled WB approach. 3 target crashes were failure to yield from the stop-controlled EB approach (1 to WB, 1 to SB, 1 to NB). The remaining 2 failure to yield target crashes involved left turns from the uncontrolled SB NC 11 approach (1 failure to yield to NB, 1 crash caused by a rear vehicle passing).
- o Both failure to stop target crashes occurred on the WB approach. Additionally, there was 1 WB stop sign run-through.
- o There were 5 construction period target crashes, including 4 WB failure to yield (1 fatal). In all reports, 2-way stop control is shown, and no construction activity is indicated.
- o The project was originally planned to have an HSIP contribution but ultimately was not funded by HSIP.

Data Prepared For:

The Traffic Safety Unit of the
Transportation Mobility and Safety Division of the
Division of Highways of the
North Carolina Department of Transportation

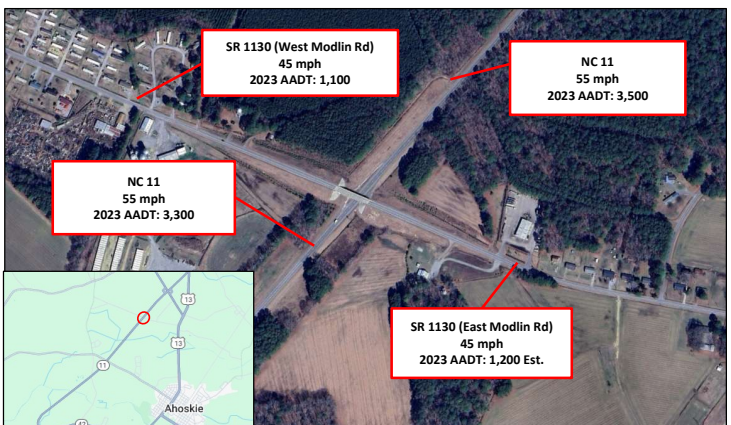
Treatment Information	Before	After	Percent Reduction (-) Percent Increase (+)
Total Crashes	19	0	-100.00%
Total Severity Index	19.68	0.00	-100.00%
Target Crashes	15	0	-100.00%
Target Crash Severity Index	19.12	0.00	-100.00%
Volume (2017, 2023)	9,300	4,600	-50.54%

Injury Crash Summary	Before	After	Percent Reduction (-) Percent Increase (+)
Fatal Injury Crashes	0	0	n/a
Class A Injury Crashes	4	0	-100.00%
Class B Injury Crashes	2	0	-100.00%
Class C Injury Crashes	5	0	-100.00%
Property Damage Only	8	0	-100.00%

Target Injury Crash Summary	Before	After	Percent Reduction (-) Percent Increase (+)
Fatal Injury Crashes	0	0	n/a
Class A Injury Crashes	3	0	-100.00%
Class B Injury Crashes	2	0	-100.00%
Class C Injury Crashes	4	0	-100.00%
Property Damage Only	6	0	-100.00%

Additional Information	Before	After	Percent Reduction (-) Percent Increase (+)
Target Crashes - Failure to Yield	13	0	-100.00%
Target Crashes - Failure to Stop	2	0	-100.00%
Rear-End Crashes (All EB)	3	0	-100.00%
n/a			n/a

Map/Satellite Views



Data Prepared By:

Principal Investigator:	John Stanford, E.I.
Work Group/Consultant:	HNTB
Date:	9/12/2025

DISCLAIMER FOR 2020 DATA:

Reductions in typical roadway volumes were experienced Statewide in 2020 due to the COVID-19 pandemic. In addition, the frequency of total crashes in 2020 was found to have decreased from prior years, but the frequency of fatal crashes in 2020 was found to have increased from prior years. The potential impact of the COVID-19 pandemic and shift in data trends should be kept in mind when reviewing traffic safety analyses and/or data reports that incorporate 2020 volume and/or crash data. The analyses and reports that include this data may not represent typical conditions of the areas and locations being reviewed.