Asheboro Planning Board
Asheboro City Hall (146 N. Church Street)
Monday, July 7, 2025
6:00 PM
AGENDA

I. Call to Order

II. Approval of Minutes June 2, 2025

III. Review of Cases and Monthly Report on Major Subdivisions Administratively Approved *(No major subdivisions have been approved since the June 2, 2025 Planning Board meeting.)*

IV. New Business

(a) RZ-25-12: Request to amend an existing R15 (CZ) Low-Density Single-Family Residential Conditional Zoning district that would allow a Residential Planned Unit Development, on properties located at the intersection of Old Cox Road and Old Humble Mill Roads and on the west side of Old Cox Road, (Randolph County Parcel Identification Numbers 7679024396 addressed as 2159 Old Cox Road, 7669905560 7679008885), consisting of approximately 234.6 acres +/-.

(b) RZ-25-13: Request to rezone 1315 Cliff Road (Randolph County Parcel Identification Number 7760066599) from R15 Low-Density Single-Family Residential zoning to B2 General Commercial zoning

(c) Items not on the agenda

(d) Adjournment

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MEETING OF THE ASHEBORO PLANNING BOARD
CITY COUNCIL CHAMBERS, 146 N. CHURCH ST.
MONDAY, JUNE 2, 2025
6:00 p.m.

****

This being the time and place for the regular meeting of the Asheboro Planning Board, a meeting was held with the following officials and members present:

Michael O'Kelley) – Chair
Pamela Vuncannon) – Vice Chair

Greg Patton)
Van Rich)
Thomas Rush) - Members Present
Taylor Trogdon, Jr.)
Jake Wilburn)

Justin Luck, Planning and Zoning Director
Jamie Wilkins, Planning Technician

CALL TO ORDER

Michael O'Kelley called the Asheboro Planning Board to order.

APPROVAL OF MINUTES MAY 5, 2025

Mr. O'Kelley inquired if there were any corrections or additions to the May 5, 2025 Planning Board minutes. Hearing no corrections or additions, the minutes were approved as presented.

REVIEW OF CASES, MONTHLY REPORT ON MAJOR SUBDIVISIONS ADMINISTRATIVELY APPROVED.

Mr. Justin Luck went over the three land use cases that the City Council heard at the May 8th Regular Meeting, including three rezonings and one special use permit. He listed each case and gave a brief description of each, citing that each item had been approved. Mr. Luck noted that there have been no new major subdivisions since the May 5th Planning Board meeting.

OLD BUSINESS

A. RZ-25-08: REQUEST TO APPLY CITY OF ASHEBORO HIGH-DENSITY RESIDENTIAL ZONING (RA6 (CZ)) FOR DEVELOPMENT WITH MULTIPLE FAMILY DWELLINGS AND RESIDENTIAL PLANNED UNIT DEVELOPMENT WITH SINGLE-FAMILY DWELLINGS ON PROPERTY LOCATED ON CRESTVIEW CHURCH ROAD, SOUTHWEST OF 1172 CRESTVIEW CHURCH ROAD (RANDOLPH COUNTY PARCEL IDENTIFICATION NUMBER 7669360946), APPROXIMATELY 1100 FEET SOUTHWEST OF ZOO PARKWAY.

Mr. Luck explained that the applicant for the above-mentioned case has withdrawn the request. No action was needed on this item.

NEW BUSINESS

A. RZ-25-12: APPLICATION TO REZONE PROPERTY LOCATED AT 619 ALBEMARLE RD. (RANDOLPH COUNTY PARCEL IDENTIFICATION NUMBER 7750575394). THE REQUEST IS TO REZONE FROM B2/R7.5 TO B2 GENERAL COMMERCIAL.

Mr. Luck explained that the applicant of the above-mentioned case is requesting a continuance on this item until the July 7th, 2025 Planning Board Meeting.

Mr. O'Kelley asked if there was a motion to continue RZ-25-12. Mr. Trogdon motioned to continue, and Ms. Vuncannon seconded the motion; the motion carried unanimously.

B. PRESENTATION OF INFORMATION RELATED TO PLANNING & ZONING PROCESSES AND PROJECTS

Mr. Luck briefly listed current developments and projects that are occurring in Asheboro, including renovations and new construction. He also mentioned activities going on within the Planning and Zoning Department, including the formation of a new technical review committee for reviewing major development projects and subdivisions; the committee will be made up of several departments and will meet in the City Council Chambers on an as-needed basis when developers have submitted plans to planning staff for review.

ITEMS NOT ON THE AGENDA

There were no items to discuss.

ADJOURNMENT

Hearing no further business, Mr. O'Kelley adjourned the meeting.

_____ _____

Jamie Wilkins, Planning Board Secretary Michael O'Kelley, Planning Board Chair

RZ-25-12

Application to rezone property located at the intersection of Old Cox Road and Old Humble Mill Road and on the west side of Old Cox Road (Randolph County Parcel Identification Numbers 7679024396, 7669905560, and 7679008885). The request is to amend an existing R15 (CZ) Single-Family Residential Conditional Zoning District to allow a residential planned unit development.

Zoning Map Amendment: RZ-25-12
Staff Report prepared for Asheboro Planning Board
Date: July 7, 2025

1. Request	
Applicant: Southeastern Site Acquisitions, LLC	**Property Owner:** Mary Ella Pugh, Barbara Pugh Marsh, Susan Pugh Hash, Joyce Pugh Morgan
Zoning	
Existing: R15 (CZ) Single Family Residential Conditional Zoning	
Proposed: R15 (CZ) Single Family Residential Conditional Zoning	
History: 2023: RZ-23-05: R15 (CZ) zoning approved for Residential Planned Unit Development with no more than 399 units on 399 lots, subsequent to annexation	
Required Notice	
Mailed Notice by Applicant: 5-23-25	
Mailed Notice by Staff: 6-26-25	
Published Notice: 6-19-25 & 6-26-25	
Posted Notice: 6-20-25	

2. Site Information	
Location	Old Cox Road and Old Humble Mill Road
PIN	7679024396, 7669905560, and 7679008885
Size	234.6 acres +/-
Jurisdiction	Corporate Limits
Current Land Use	Undeveloped
Overlay Districts	None
Infrastructure	City utilities are available, subject to city policies and improvements as required.
Transportation	
Street Classification:	Both streets are minor thoroughfares.
Maintenance:	Both streets are state-maintained.
Other Notes:	**Old Humble Mill 2023 Annual Average Daily Traffic**: 1,100 (2012 Capacity: 13,600) **Old Cox Rd 2023 AADT**: 2,400 vpd between Zoo Parkway and Walden Road (approximately 1.25 miles from the subject property), and a 2024 capacity of 10,200. A Traffic Impact Analysis (TIA) for this proposed development has been completed by an engineering firm on behalf of the applicant, and a copy has been provided to the City of Asheboro and NC Department of Transportation. Additional information on volumes and capacities is included. The street detail shows a "city street section" profile, indicating that new streets within the development will be requested to be city-maintained and built to city standards.
Surrounding Land Use	

North:	Low Density Residential, Agriculture, Undeveloped
South:	Low Density Residential, Agriculture, Undeveloped
East:	Low Density Residential, Agriculture, Undeveloped
West:	Low Density Residential, Agriculture, Undeveloped

3. Staff Analysis

1) The proposed use is a Residential Planned Unit Development
2) The R15 Residential District Statement of Intent "to provide regulations which will produce a low intensity of single-family residential use with the necessary governmental and other support facilities to service such suburban intensity living." The overall density of the development (excluding public rights-of-way) is approximately 2.15 dwellings per acre, which is consistent with an R15 designation.
3) **Relevant Zoning Ordinance Definitions:**
   Dwelling/Residence, Detached Single Family
   An individual dwelling unit for one family located on an independent lot containing no other dwelling units.
   Planned Development
   Land under unified control to be planned and developed as a whole in a single development operation or a definitely programmed series of development operations. A planned development includes principal and accessory structures and uses substantially related to the character and purposes of the planned development. A planned development is built according to general and detailed plans which include not only streets, utilities, lots and building location, and the like, but also site plans for all buildings as are intended to be located, constructed, used, and related to each other, and plans for other uses and improvements on the land as related to the buildings. A planned development includes a program for the provision, operation, and maintenance of such areas, facilities, and improvements as will be for common use by some or all of the occupants of the planned development district, but which will not be provided, operated, or maintained at general public expense.
4) This request plan differs from the previously approved development as follows:
   (a) The previous plan authorized up to 399 dwelling units with 343 single-family dwellings and 56 attached townhome style dwellings. The current plan proposes 464 dwelling units with 312 single-family attached dwellings and 152 attached townhome style dwellings.
   (b) The previous development had a roundabout providing two entrances into the development from Old Cox Road. In lieu of this roundabout, the developer has proposed left and right turning lanes from Old Cox Road into these two entrances into the development.
   (c) A decrease in the linear footage of proposed streets from 21,556 to 15,847 LF.
   (d) The previous plan included a Future Development Area, with the potential for either a Commercial or Residential component. The current plan does not include a commercial component.
   (e) The overall amount of open space has increased (approximately 64.7% of this development compared to 39.2% of the previous development), with the impervious portion of the development compacted on a smaller footprint.

(f) The previous plan showed recreation space that included a clubhouse, play court, and a private trail system throughout the development. The current plan includes an amenity center with a pool and athletic courts in the same location. The private trails are not provided with this request, but a network of sidewalks connecting dwellings and amenities is provided.

(g) The previous plan included a 6' black acrylic or wooden fence along portions of the easternmost side of the property on Parcel Identification Number 7679024396. This fence is not shown on the current site plan. This was offered as a condition with the previous request, general ordinance requirements do not require such screening. However, a general note on the site plan indicates that, "Existing Vegetation to remain when possible."

(h) The applicant's engineer has indicated that no permanent stormwater control measures are requested due to the increased amount of open space and the density being considered "low density" by NC Department of Environmental Quality. The engineer's statement related to stormwater is attached to the report.

5) Similar to the previous plan, a 30' street yard is proposed along both Old Cox and Old Humble Mill Roads. The site plan notes that the 30' street yard will have a minimum of 1 evergreen shrub per 10 linear feet and 1 canopy tree per 20 linear feet. The plan also notes "existing vegetation to be retained when possible." In addition, at least one street tree is proposed in front of each detached single-family dwelling.

6) A portion of the property is within a floodplain, however, no dwellings are proposed within the floodplain. Any utilities located in the floodplain will require applicable floodplain permitting.

7) One of the review comments related to utility capacity, indicating that upgrades to the City's Lift Station 6, approximately 2 miles northwest of the development, may be necessary to serve the number of units requested and that financial participation from the developer may be required to expand the utility capacity.

8) The applicant has indicated that RV parking will be prohibited on-site. During discussions with staff, the applicant indicated that each townhome dwelling will have a garage for at least one vehicle in addition to one driveway space, and each detached single-family dwelling will have either a one or two vehicle garage in addition to two driveway spaces. There are additional visitor spaces provided and some areas in which on-street parking may be permissible. In addition to other site plan comments noted in (9) below, staff has asked the applicant to provide additional detail on these items.

9) After receiving an updated site plan on June 24, 2025, staff returned comments on June 27, 2025. Comments included items related to phasing, clarification on accessory structure setbacks, clarification on perimeter buffer/landscaping detail, street detail clarifying the design of River Otter Road leading to the recreation area, detail on dwelling types and dwelling garage information, and utility/street detail information that would be needed prior to construction if the zoning district is approved.

4. Modifications to Ordinance Regulations

Staff returned comments related to the site plan and upon receipt of an updated plan will have more finalized information on any modifications of the zoning ordinance.

1) (+) 30' street yard buffer along Old Cox Road, and one street tree per dwelling for each detached single-family dwelling.

2) (+) Open space exceeds the typical amount of space for a Residential Planned Unit Development.
3) (-) The amount of designated recreation area shown (pool, amenity center, athletic courts equal a total of 0.49 acres +/- in land area) on the plan is less than typically required (3.3% of the land area). Staff requested clarification on whether a portion of the open space may be used for passive recreational use, which could count towards the recreation space.

5. Summary of Proposed Zoning Conditions (subject to change prior to final report)

A) The use approved shall be Residential Planned Unit Development with no more than 464 units on 464 lots and development shall be per the approved site plan and materials submitted in support of the application.
B) All parties involved in this request, including the owner, successors, heirs, and assigns, agree to the conditions and approved site plan. Prior to the issuance of a Zoning Compliance Permit, the owner shall provide city staff with written acceptance of any zoning district conditions discussed and accepted during the public hearing.
C) Enclosure of concrete pads or other additions to the rear of dwellings shall not be considered a modification requiring city council review so long as such additions are located on a recorded lot and receive applicable permitting.
D) Any utility infrastructure indicated by the city as required to be publicly maintained shall be located within a City of Asheboro utility easement. Surveying of any required easements shall be the responsibility of the property owner.
E) Solid waste disposal for the project shall be consistent with city policies and codes.
F) Prior to the preliminary plat approval, plans concerning water, including provisions for fire hydrants, streetlights, street and paving details and sanitary sewage that comply with city policies shall be submitted and approved.
G) All dwellings shall be located on a subdivided lot that is recorded in the public registry in accordance with the city's land development requirements.
H) Open space shall be created and recorded consistent with the conditional zoning district site plan.
I) Every dwelling unit constructed shall have a garage and dedicated driveway leading to the street. Single-family driveways shall be at least 18 feet wide to accommodate two vehicles.
J) Passenger vehicle overflow parking, equivalent to the number of spaces and in locations generally consistent with the approved site plan, shall be built as shown on the site plan in a ratio equaling the number of such spaces required, in locations generally consistent with the approved site plan, and sized in compliance with the Asheboro zoning ordinance.
K) Maintenance of all recreation areas, any utilities not publicly maintained, roads, and drainage facilities that are not specifically labeled on the approved site plan as publicly owned and maintained shall be the responsibility of the property owner and any successors in interest including, but not limited to, the homeowners association (HOA).
L) Landscaping, including street trees, front yard landscaping, and preservation of existing vegetation, shall be installed or retained consistent with the details and specifications shown on the site plan and as modified by these conditions.

M) All setbacks shall be no less than as provided by the site plan, except for accessory structures that may be permitted subject to general R15 requirements and located outside of buffers/screens shown on the approved site plan. Front yard averaging provisions shall not be applicable within any phase of the development.

N) All terminations of public streets, whether permanent or temporary, shall comply with city ordinances and policies pertaining to turnaround and maneuvering area.

O) The recreational amenities depicted on the site plan on Randolph County Parcel Identification Number 7679024396 shall be constructed and available for use prior to the recording of subdivision plats resulting in the creation of more than 75% of the lots approved on that parcel of land as ultimately shown on the preliminary plats to be presented.

P) Sidewalks that meet ADA standards shall be provided along all streets to connect units and lots, parking areas, recreation facilities, trash facilities, community mailboxes, and shall extend to intersections with existing streets and along existing public streets where new curb and gutter is added. Where existing and proposed streets exceed five percent (5%) grade, and sidewalks area added along those streets, sidewalks shall meet ADA standards at the intersection(s).

Q) Within the 30-foot buffer areas, shown along Old Cox Road and Old Humble Mill Road, existing vegetation shall be retained where present; where no vegetation is present, a street yard equivalent to 1 evergreen shrub per 10 linear feet and 1 canopy tree per 20 linear feet shall be provided within the buffer area.

R) Changes related to locations of cluster box units (CBU) for mail delivery as required by USPS or NCDOT, will not be considered a modification of the conditional zoning district requiring council action. If required within the public right-of-way, an area shall be provided that, at a minimum, is adequate for one drop-off space for a motor vehicle, including any maneuvering area. Any drop-off area shall be designed in accordance with commonly accepted traffic engineering practices. Construction of this area shall be the responsibility of the developer and is subject to approval of the City of Asheboro Public Works Division and/or Engineering Department. Alternatively, should the developer choose to construct the community mailbox and any associated vehicular areas in a location completely on private property, this activity shall not be considered a modification, subject to Section 4.05 of the Asheboro Zoning Ordinance and applicable permitting.

S) Solid waste disposal for the project shall be consistent with city policies and codes.

T) No new driveways or roadway connections shall be made to Old Cox Road or Old Humble Mill Road except for those shown on the submitted site plan unless determined by city staff and NCDOT to be necessary for public or emergency service response(s).

U) Final roadway names shall be subject to city and Randolph County approval.

V) Floodplain development permits shall be issued by the city prior to any construction within regulated floodplain areas.

W) Prior to recording a final plat for any phase of the development, homeowners' association documents, which contain provisions consistent with the terms of the adopted conditional zoning ordinance, shall be recorded in the Office of the Randolph County Register of Deeds and shall include, but not be limited to, maintenance responsibilities of the association, a release of the City of Asheboro from liability due to utility maintenance

on any streets, indication that walls between units are party walls, and the prohibition of parking recreational vehicles (boats, campers, travel trailers, etc.) outdoors.

X) Consistent with Chapter 71 of the Asheboro Code of Ordinances, parking on any public street in such a way that interferes with emergency or sanitation vehicles shall be prohibited.

Y) Prior to the issuance of a Zoning Compliance Permit for the proposed land use, the Applicant shall submit documentation detailing the following approvals:
   a.) Driveway permit approval from North Carolina Department of Transportation
   b.) Permitting from the North Carolina Department of Environmental Quality; and
   c.) Subdivision sketch design and preliminary plat showing compliance with zoning and subdivision ordinance requirements and submittal of required review fees.

Z) The owner(s) of the Zoning Lot shall properly execute and deliver to the Zoning Administrator for recordation in the office of the Randolph County Register of Deeds a Memorandum of Land Use Restrictions prepared by the City Attorney for the purpose of placing notice of the conditions attached to this Conditional Zoning in the chain of title for the Zoning Lot.

AA) Prior to the recording of the Memorandum of Land Use Restrictions outlined in supplemental condition (Z), the Applicant shall submit a site plan reflecting any revisions necessary to comply with city codes and conditions of approval.

6. Land Development Plan Consistency and Reasonableness	
Proposed Land Use Map	Not Designated
Growth Strategy Map	Not Designated
Small Area Map	Not Designated
LDP Goals/Policies Supporting Request • Checklist Item 3. The property on which the rezoning district is proposed fits the description of the Zoning Ordinance. • Goal 2.3: Compact, interconnected and sustainable development patterns • Goal 3.2: Quality design demanding appropriate scale and context • Goal 4.1: Identification and protection of environmentally sensitive areas • Goal 5.3: Interconnected and multi-modal transportation networks • Checklist Item 12.) Property is located outside of watershed;	
LDP Goals/Policies Not Supporting Request • Checklist Item 6: Existing infrastructure is adequate to support the desired zone *(specifically related to existing infrastructure for public sewer described in Analysis).* • Checklist Item 13. The property is located outside of Special Hazard Flood Area; • Checklist Item 14. Rezoning is located on steep slopes of greater than 20%.	
Staff Proposed Plan Consistency and Reasonableness Statement	Although the Land Development Plan does not provide specific growth strategy and land use recommendations for the property and surrounding area, the request can be reviewed against general goals and policies. The LDP's Southeast Small Area Plan recognized that the US Hwy 64 Bypass likely would change development patterns in the vicinity of the highway but recommended balancing growth with the preservation of rural character and protecting gateways leading

	to the NC Zoo. The Plan's prediction has proven true; improved access provided by the Bypass, combined with recent economic development announcements and the proximity of municipal water and sewer service, has continued to generate development interest in the area. Similar to the previous plan, the request's proposed clustering of homes in areas most suitable for development, diversity of homeownership options, preservation of significant natural areas for open space, and active recreational amenities and sidewalks strikes a reasonable balance between well-planned growth supported by Land Development Plan goals and policies and honoring the uniqueness of the area afforded by the NC Zoo. Staff believes the request is generally consistent with the Land Development Plan but is awaiting final details from the applicant that will advance additional Land Development Plan goals and polices before making a final recommendation.

7. Recommendations and Planning Board Action Items	
Staff Recommendation	Staff's recommendation is pending.
Planning Board Action Items	1) Adopt Plan Consistency and Reasonableness Statement 2) a) Approve or deny zoning map amendment RZ-25-12; amend an existing R15 (CZ) Single-Family Residential Conditional Zoning District to allow a residential planned unit development. b) Attach zoning conditions as summarized or with modification.

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PRELIMINARY PLAN - NOT FOR CONSTRUCTION

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SOUTHERN SITE ACQUISITIONS, INC.
Mr. Tom Flanagan
5826 Samet Drive, Suite 105
High Point, NC 27265

SIERRA RIDGE SUBDIVISION
OLD COX ROAD
ASHEBORO, NC 27205

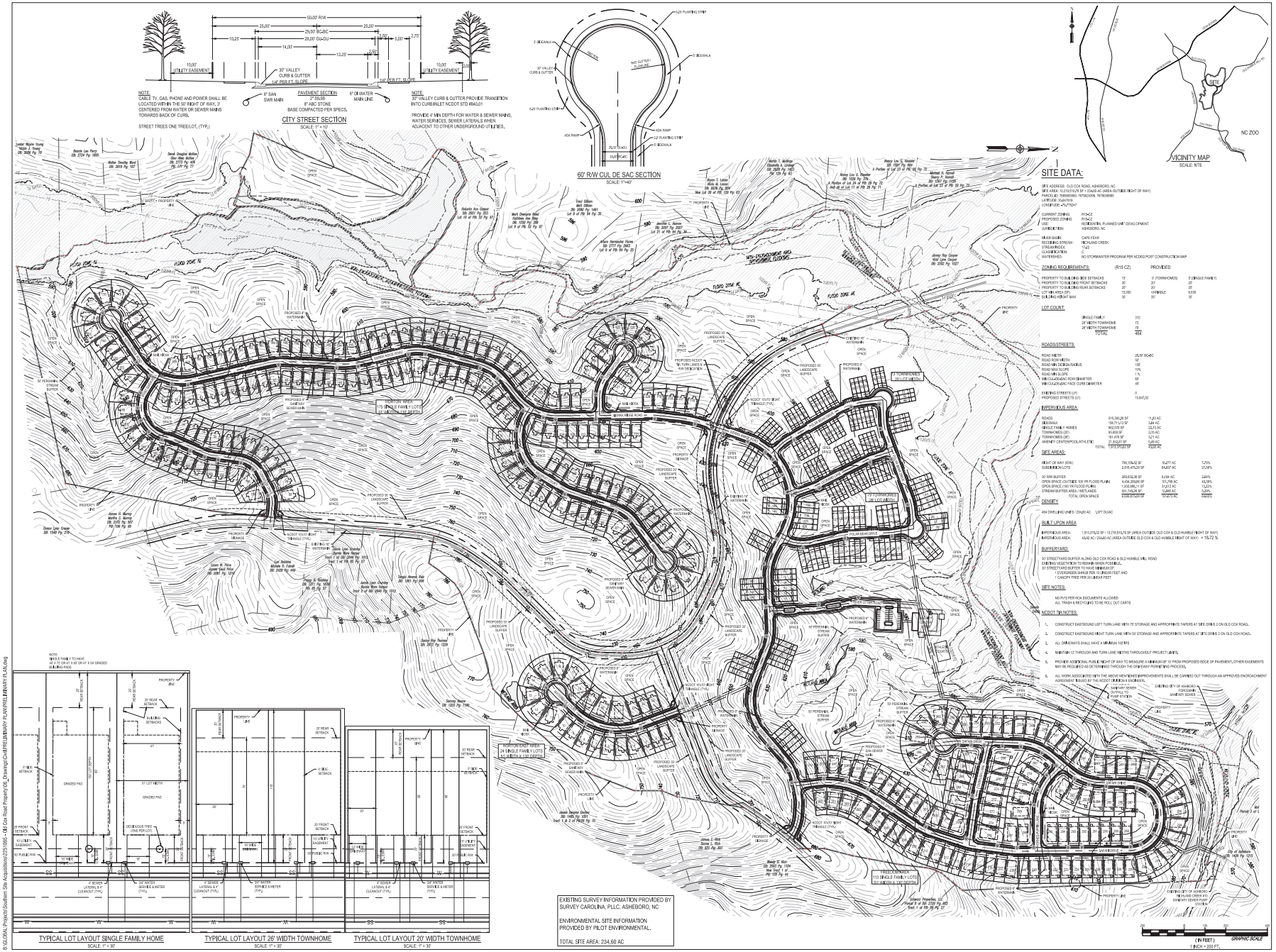
NO.	DATE:	DESCRIPTION:
Revisions		

PROJECT NUMBER: 2251065
DRAWN BY: TWD
REVIEWED BY: PAS
ISSUED FOR: CONSTRUCTION
DATE: May 2025
DRAWING NAME:

PRELIMINARY SUBDIVISION PLAN

DRAWING NUMBER:

C100



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PRELIMINARY PLAN - NOT FOR CONSTRUCTION

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Mr. Tom Flanagan
5826 Samet Drive, Suite 105
High Point, NC 27265

SIERRA RIDGE SUBDIVISION
OLD COX ROAD
ASHEBORO, NC 27205

NO.	DATE:	DESCRIPTION:
Revisions		

PROJECT NUMBER: 2251065
DRAWN BY: TWD
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ISSUED FOR: CONSTRUCTION
DATE: May 2025
DRAWING NAME:

PRELIMINARY SUBDIVISION PLAN

DRAWING NUMBER:

C100

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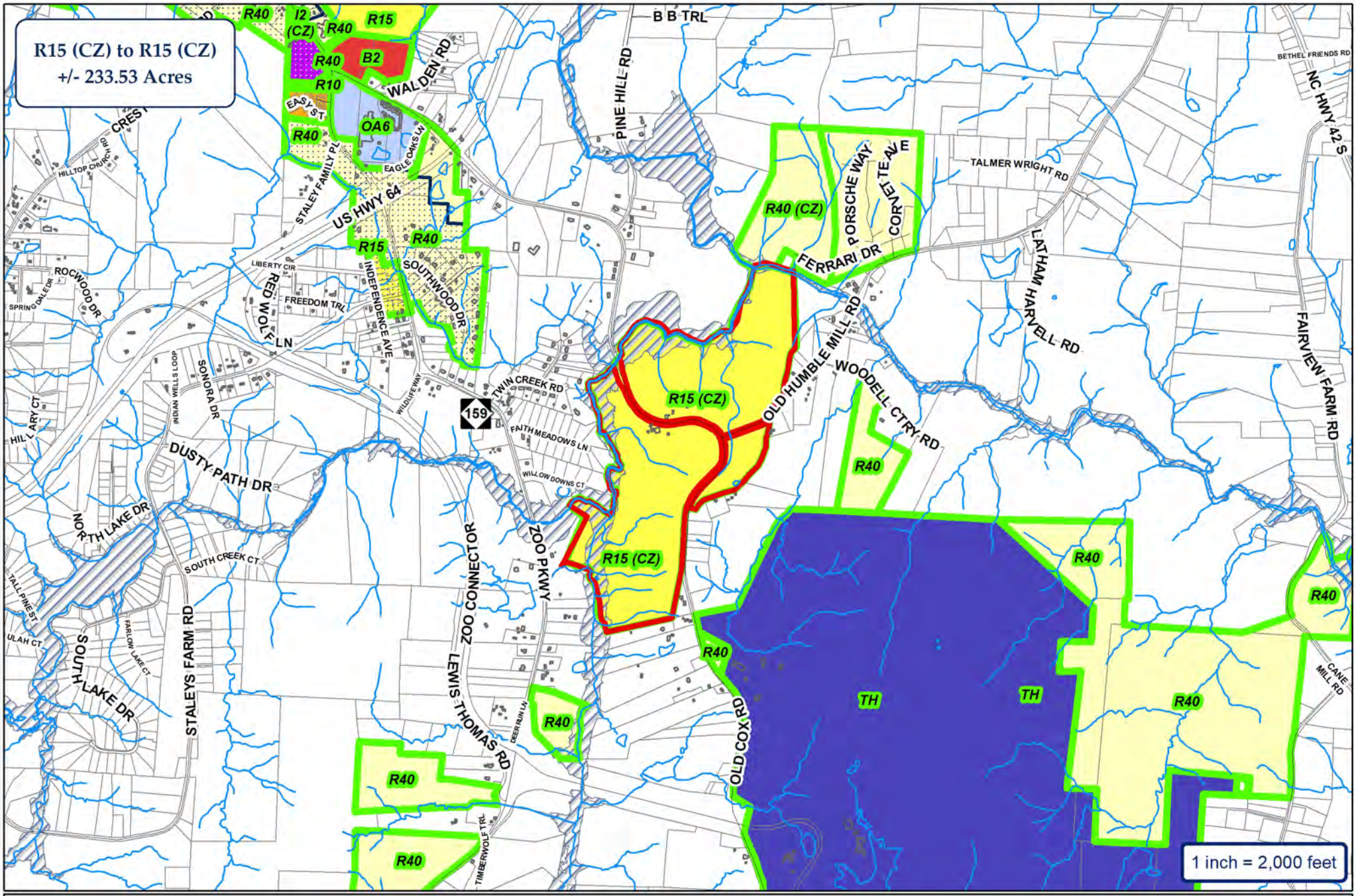

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ETJ

City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-25-12

Parcels: 7669905560, 7679024396 & 7679008885

Subject Property
Zoning

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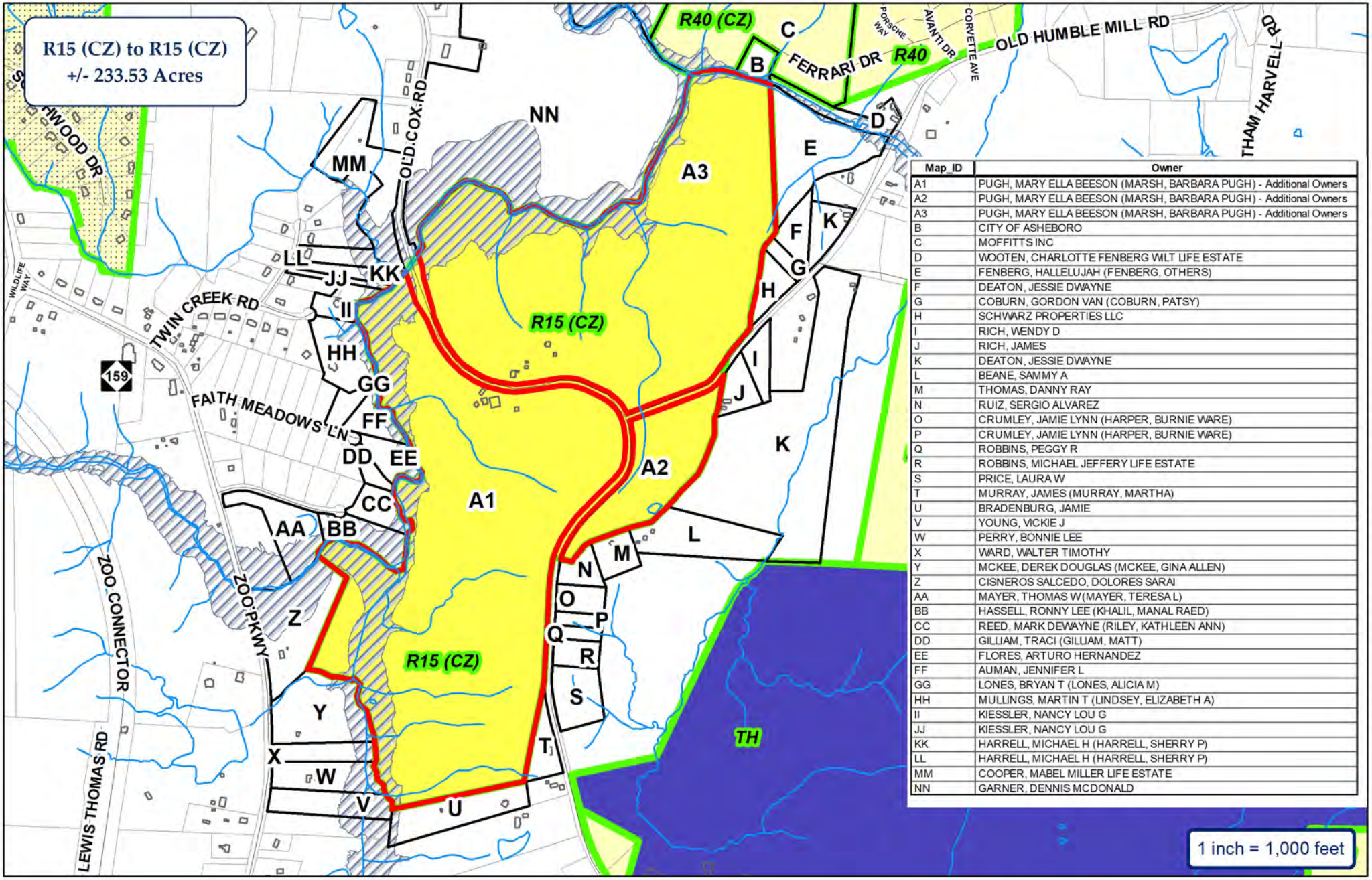

Map_ID	Owner
A1	PUGH, MARY ELLA BEESON (MARSH, BARBARA PUGH) - Additional Owners
A2	PUGH, MARY ELLA BEESON (MARSH, BARBARA PUGH) - Additional Owners
A3	PUGH, MARY ELLA BEESON (MARSH, BARBARA PUGH) - Additional Owners
B	CITY OF ASHEBORO
C	MOFFITTS INC
D	WOOTEN, CHARLOTTE FENBERG WILT LIFE ESTATE
E	FENBERG, HALLELUJAH (FENBERG, OTHERS)
F	DEATON, JESSIE DWAYNE
G	COBURN, GORDON VAN (COBURN, PATSY)
H	SCHWARZ PROPERTIES LLC
I	RICH, WENDY D
J	RICH, JAMES
K	DEATON, JESSIE DWAYNE
L	BEANE, SAMMY A
M	THOMAS, DANNY RAY
N	RUIZ, SERGIO ALVAREZ
O	CRUMLEY, JAMIE LYNN (HARPER, BURNIE WARE)
P	CRUMLEY, JAMIE LYNN (HARPER, BURNIE WARE)
Q	ROBBINS, PEGGY R
R	ROBBINS, MICHAEL JEFFERY LIFE ESTATE
S	PRICE, LAURA W
T	MURRAY, JAMES (MURRAY, MARTHA)
U	BRADENBURG, JAMIE
V	YOUNG, VICKIE J
W	PERRY, BONNIE LEE
X	WARD, WALTER TIMOTHY
Y	MCKEE, DEREK DOUGLAS (MCKEE, GINA ALLEN)
Z	CISNEROS SALCEDO, DOLORES SARAI
AA	MAYER, THOMAS W(MAYER, TERESA L)
BB	HASSELL, RONNY LEE (KHALIL, MANAL RAED)
CC	REED, MARK DEWAYNE (RILEY, KATHLEEN ANN)
DD	GILLIAM, TRACI (GILLIAM, MATT)
EE	FLORES, ARTURO HERNANDEZ
FF	AUMAN, JENNIFER L
GG	LONES, BRYAN T (LONES, ALICIA M)
HH	MULLINGS, MARTIN T (LINDSEY, ELIZABETH A)
II	KIESSLER, NANCY LOU G
JJ	KIESSLER, NANCY LOU G
KK	HARRELL, MICHAEL H (HARRELL, SHERRY P)
LL	HARRELL, MICHAEL H (HARRELL, SHERRY P)
MM	COOPER, MABEL MILLER LIFE ESTATE
NN	GARNER, DENNIS MCDONALD

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City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-25-12

Parcels: 7669905560, 7679024396 & 7679008885

Subject Property
Adjoining Properties
City Zoning

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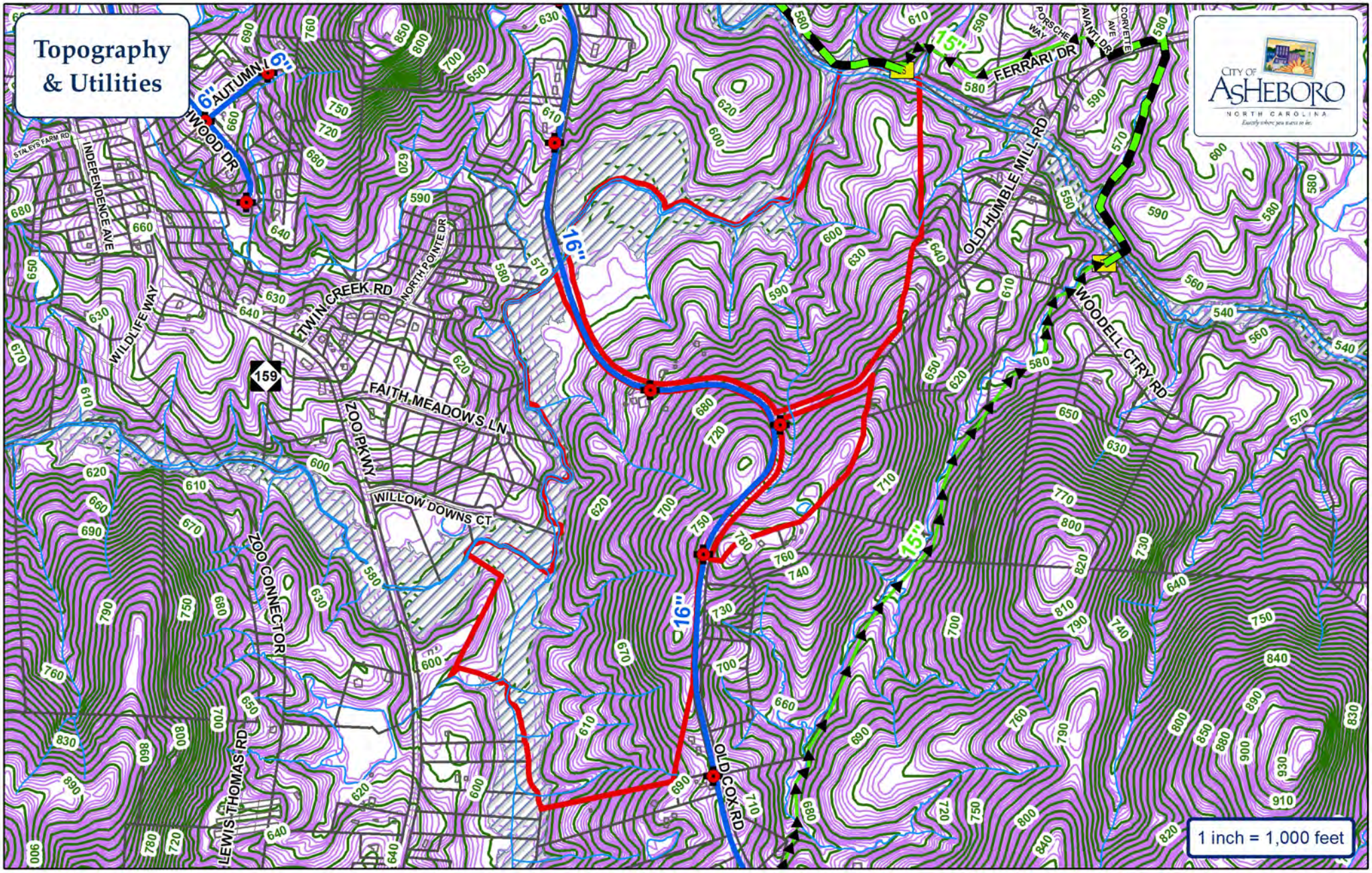


Water Main

Sewer Main

Force Main

Fire Hydrant

Pump Station

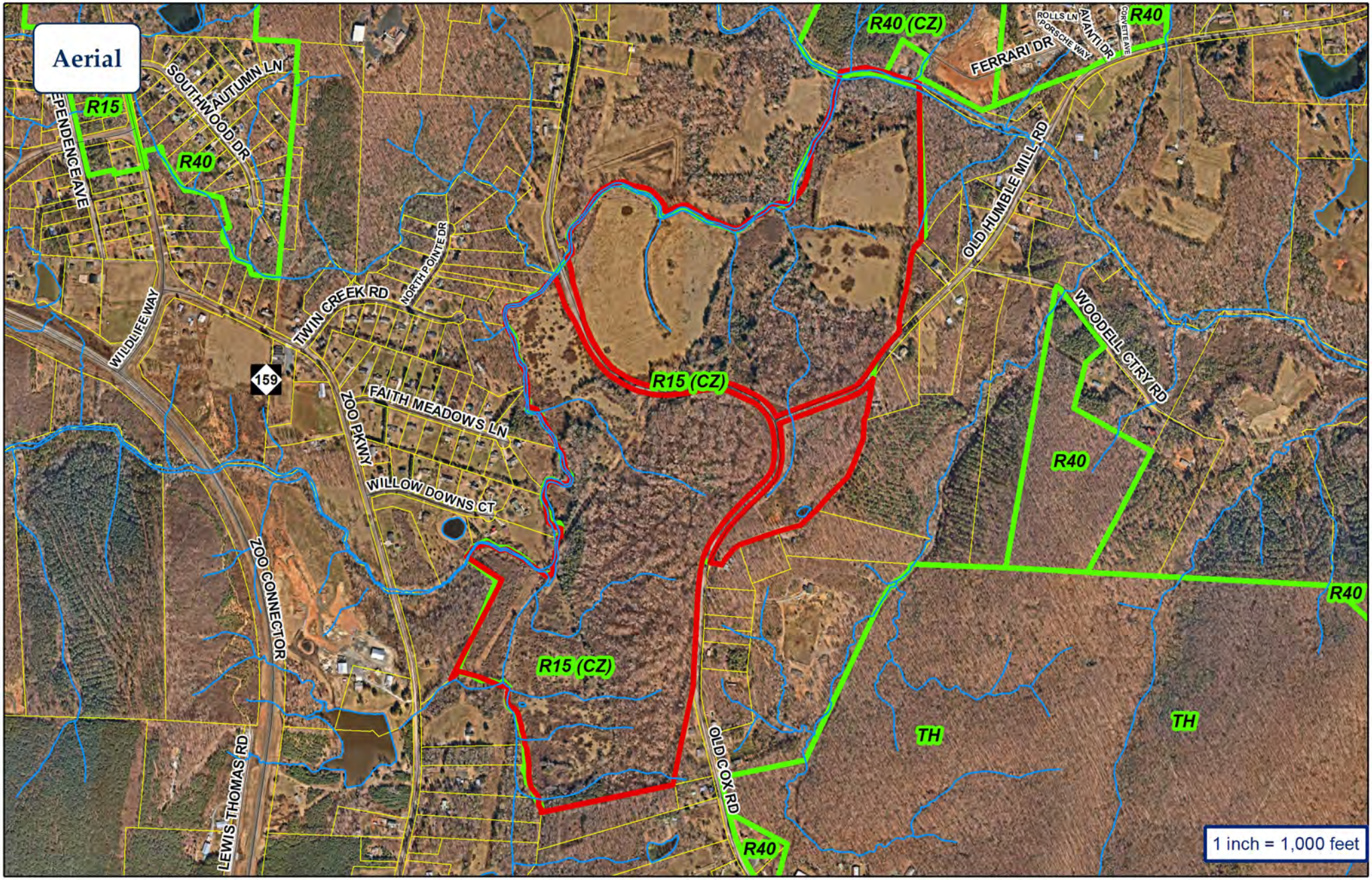
Watershed

City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-25-12

Parcels: 7669905560, 7679024396 & 7679008885

Subject Property



City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-25-12

Parcels: 7669905560, 7679024396 & 7679008885

Subject Property

Zoning

RZ-25-12: The following Traffic Impact Analysis provided by the applicant is provided in the electronic report for this case.

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Traffic Impact Analysis

Asheboro Residential

Prepared for:

Blue Ridge Companies

Kimley»Horn

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Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Traffic Impact Analysis for

Asheboro Residential Development

Asheboro, North Carolina

Prepared for:

Blue Ridge Companies

High Point, North Carolina

Prepared by:

Kimley-Horn and Associates, Inc.
NC License #F-0102
421 Fayetteville Street, Suite 600
Raleigh, NC 27601
(919) 677-2000

March 2025

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Executive Summary

Kimley-Horn and Associates, Inc. has performed a Traffic Impact Analysis (TIA) for the Asheboro Residential Development located in the vicinity of Old Cox Road and Old Humble Mill Road in Asheboro, NC. The site is currently vacant and as envisioned will consist of up to 260 single-family homes and 160 townhomes. Development will be split up into three tracts surrounding the intersection of Old Cox Road and Old Humble Mill Road. The first tract is located north of Old Cox Road and west of Old Humble Mill Road and is proposed to be accessed by a full movement site driveway on each roadway. The second tract is located south and west of Old Cox Road with a proposed full movement access on Old Cox Road across from the site driveway for the first tract and a second full movement site driveway on Old Cox Road, south of Old Humble Mill Road. The third tract is located south of Old Humble Mill Road and east of Old Cox Road with a proposed full movement site driveway on Old Humble Mill Road. Build-out of the development is anticipated to occur by 2029.

This report presents trip generation, distribution, traffic analyses, and recommendations for transportation improvements required to meet anticipated traffic demands in conjunction with the development. The traffic conditions studied include the existing (2025) traffic condition and the projected (2029) background and build-out traffic conditions. The weekday AM and PM peak hours were studied.

As shown in Table ES-1, the proposed development has the potential to generate 3,600 new daily trips, 256 new trips during the AM peak hour, and 336 new trips during the PM peak hour on a typical weekday.

Table ES-1
ITE Traffic Generation (Vehicles)

Land Use Code	Land Use	Intensity	Daily Total	AM Peak Hour		PM Peak Hour	
				In	Out	In	Out
210	Single Family Detached Housing	260 d.u.	2,430	45	133	154	90
215	Single Family Attached Housing	160 d.u.	1,170	20	58	54	38
Total New External Trips			**3,600**	**65**	**191**	**208**	**128**

Capacity analyses were performed using Synchro/SimTraffic Version 12 software. Table ES-2 summarizes the operation of study intersections for the AM and PM peak hour traffic conditions.

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Table ES-2 - Level of Service Summary							
Intersection and Approach/Movement	**Traffic Control**	**Existing (2025) Traffic**		**Background (2029) Traffic**		**Build-out (2029) Traffic**	
		AM	**PM**	**AM**	**PM**	**AM**	**PM**
Zoo Parkway at Old Cox Road	**Unsignalized**	**- (-)**	**- (-)**	**- (-)**	**- (-)**	**- (-)**	**- (-)**
Westbound		B (10.1)	B (10.8)	B (10.3)	B (11.0)	B (12.0)	B (13.7)
Southbound Left		A (7.7)	A (7.8)	A (7.7)	A (7.8)	A (7.8)	A (8.1)
Old Cox Road at Pine Hill Road	**Unsignalized**	**- (-)**	**- (-)**	**- (-)**	**- (-)**	**- (-)**	**- (-)**
Southbound		A (9.0)	A (9.5)	A (9.1)	A (9.6)	B (10.2)	B (11.4)
Eastbound Left		A (7.4)	A (7.4)	A (7.5)	A (7.4)	A (7.8)	A (7.6)
Old Cox Road at Old Humble Mill Road	**Unsignalized**	**- (-)**	**- (-)**	**- (-)**	**- (-)**	**- (-)**	**- (-)**
Westbound		A (9.0)	A (9.3)	A (9.1)	A (9.4)	A (9.3)	A (9.6)
Southbound Left		A (7.3)	A (7.5)	A (7.4)	A (7.5)	A (7.4)	A (7.5)
Old Cox Road at Lions Rest Road	**Unsignalized**	**- (-)**	**- (-)**	**- (-)**	**- (-)**	**- (-)**	**- (-)**
Eastbound		A (8.7)	A (8.9)	A (8.8)	A (8.9)	A (8.9)	A (9.3)
Northbound Left		A (7.3)	A (7.3)	A (7.3)	A (7.3)	A (7.3)	A (7.4)
NC 42 at Old Humble Mill Road	**Unsignalized**	**- (-)**	**- (-)**	**- (-)**	**- (-)**	**- (-)**	**- (-)**
Northbound		B (14.3)	B (13.2)	B (14.7)	B (13.6)	C (17.2)	C (15.9)
Westbound Left		A (7.6)	A (8.4)	A (7.6)	A (8.5)	A (7.6)	A (8.6)
Old Cox Road at Site Driveway #1/ Site Driveway #2	**Unsignalized**	**N/A**		**N/A**		**- (-)**	**- (-)**
Northbound						B (10.9)	B (12.9)
Southbound						A (9.5)	B (10.1)
Eastbound Left						A (7.5)	A (7.6)
Westbound Left						A (7.4)	A (7.6)
Old Cox Road at Site Driveway #3	**Unsignalized**	**N/A**		**N/A**		**- (-)**	**- (-)**
Eastbound						A (8.8)	A (8.7)
Northbound Left						A (7.3)	A (7.4)
Old Humble Mill Road at Site Driveway #4	**Unsignalized**	**N/A**		**N/A**		**- (-)**	**- (-)**
Northbound						A (9.0)	A (9.2)
Westbound Left						A (7.3)	A (7.4)
Old Humble Mill Road at Site Driveway #5	**Unsignalized**	**N/A**		**N/A**		**- (-)**	**- (-)**
Eastbound						A (9.4)	A (9.7)
Northbound Left						A (7.4)	A (7.5)

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Proposed Improvements

The following roadway laneage is recommended based on the capacity analysis presented herein:

Old Cox Road at Site Driveway #1/ Site Driveway #2:

- Construct the site driveway northbound approach as full movement with one ingress lane and one egress lane.
- Construct the site driveway southbound approach as full movement with one ingress lane and one egress lane.

Old Cox Road at Site Driveway #3:

- Construct the site driveway as full movement with one ingress lane and one egress lane.

Old Humble Mill Road at Site Driveway #4:

- Construct the site driveway as full movement with one ingress lane and one egress lane.

Old Humble Mill Road at Site Driveway #5:

- Construct the site driveway as full movement with one ingress lane and one egress lane.

Adequate sight distance and stopping sight distance should be provided for all driveway connections via clearing and grading along the respective site frontages or other measures, as necessary.

Analyses indicate that all existing and future study intersections and minor street approaches are expected to operate with short delays during the AM and PM peak hours with the development in place.

The recommended roadway laneage is shown on **Figure ES-1.**

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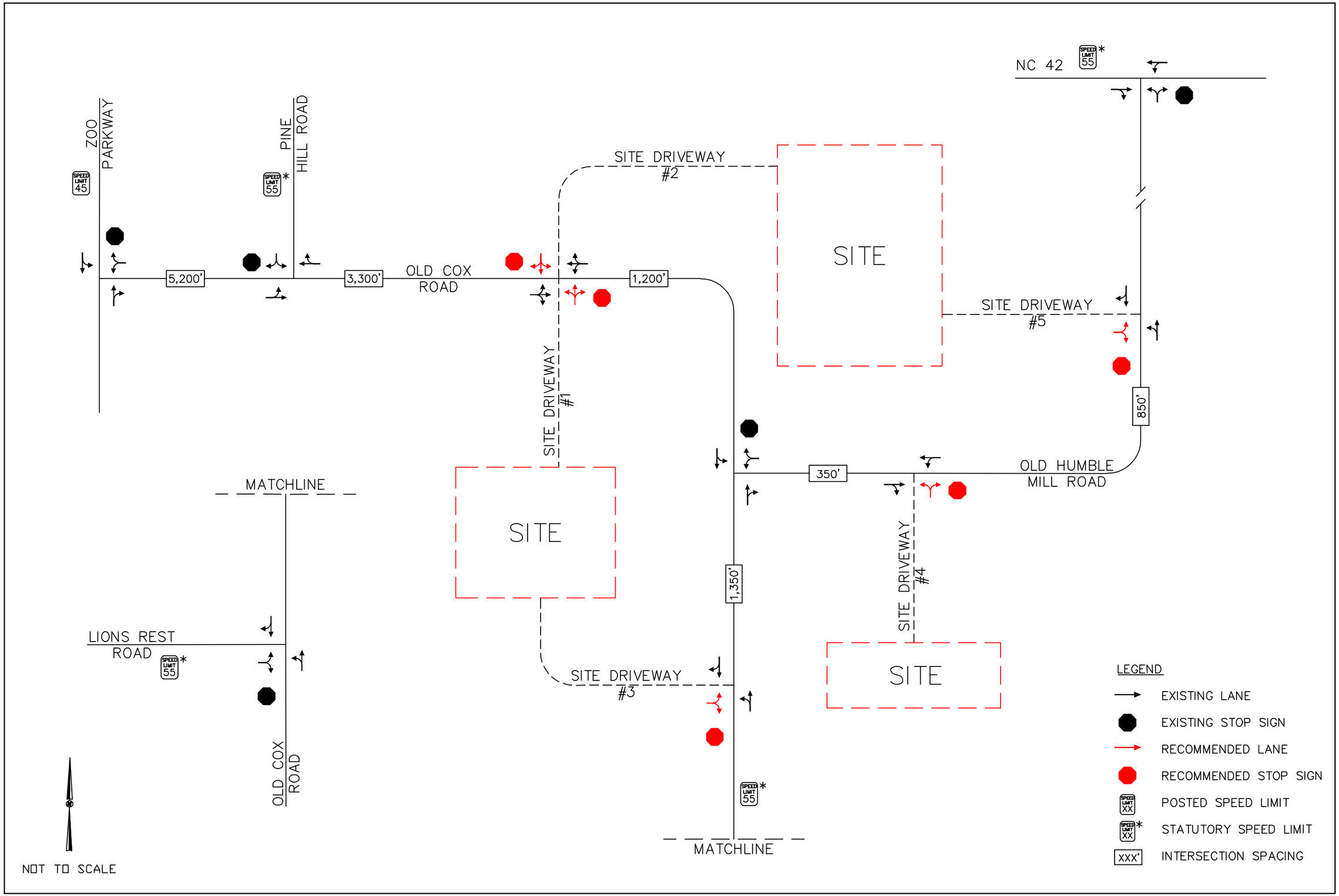

FIGURE ES-1

RECOMMENDED ROADWAY LANEAGE

ASHEBORO RESIDENTIAL
ASHEBORO, NC
TRAFFIC IMPACT ANALYSIS

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1.0 Introduction

Kimley-Horn and Associates, Inc. has performed a Traffic Impact Analysis (TIA) for the Asheboro Residential Development located in the vicinity of Old Cox Road and Old Humble Mill Road in Asheboro, NC. The site is currently vacant and as envisioned will consist of up to 260 single-family homes and 160 townhomes. Development will be split up into three tracts surrounding the intersection of Old Cox Road and Old Humble Mill Road. The first tract is located north of Old Cox Road and west of Old Humble Mill Road and is proposed to be accessed by a full movement site driveway on each roadway. The second tract is located south and west of Old Cox Road with a proposed full movement access on Old Cox Road across from the site driveway for the first tract and a second full movement site driveway on Old Cox Road, south of Old Humble Mill Road. The third tract is located south of Old Humble Mill Road and east of Old Cox Road with a proposed full movement site driveway on Old Humble Mill Road. Build-out of the development is anticipated to occur by 2029.

This report presents trip generation, distribution, traffic analyses, and recommendations for transportation improvements required to meet anticipated traffic demands in conjunction with the development. The traffic conditions studied include the existing (2025) traffic condition and the projected (2029) background and build-out traffic conditions. The weekday AM and PM peak hours were studied.

City of Asheboro and North Carolina Department of Transportation (NCDOT) staff were consulted regarding the methodology and assumptions to be included in this analysis. The approved Memorandum of Understanding is included in the Appendix of this report.

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2.0 Inventory

2.1 Study Area

The study area for this development includes the following intersections:

- Zoo Parkway at Old Cox Road
- Old Cox Road at Pine Hill Road
- Old Cox Road at Old Humble Mill Road
- Old Cox Road at Lions Rest Road
- NC 42 at Old Humble Mill Road
- Old Cox Road at Site Driveway #1/ Site Driveway #2
- Old Cox Road at Site Driveway #3
- Old Humble Mill Road at Site Driveway #4
- Old Humble Mill Road at Site Driveway #5

Figure 2.1 shows the site location, and the conceptual site plan for the development is shown on **Figure 2.2.**

2.2 Existing Roadway Conditions

The proposed Asheboro Residential Development is located on all three sides of the intersection of Old Cox Road and Old Humble Mill Road in Asheboro, NC. Roadways in the study area include Old Cox Road, Old Humble Mill Road, Zoo Parkway, Pine Hill Road, NC 42, and Lions Rest Road. Recent annual average daily traffic (AADT) volumes were available from NCDOT for most of the study area roadways. Where NCDOT data were not available, 2025 average daily traffic (ADT) volumes were estimated by multiplying the average of the AM and PM peak hour link volumes by 10. The existing roadway laneage is shown in **Figure 2.3**.

Within the vicinity of the site, Old Cox Road is a two-lane undivided roadway with a statutory speed limit of 55 miles per hour (mph). The estimated 2025 ADT volume is 1,500 vehicles per day (vpd) in the vicinity of Old Humble Mill, and the 2023 AADT volume reported from NCDOT was 2,400 vpd east of Zoo Parkway. Per the NCDOT Functional Class Map, Old Cox Road is designated as a local road.

Old Humble Mill Road is a two-lane undivided roadway with a statutory speed limit of 55 mph. The 2023 AADT volume reported from NCDOT was 1,100 vpd east of Old Cox Road. Per the NCDOT Functional Class Map, Old Cox Road is designated as a local road.

Zoo Parkway is a two-lane undivided roadway with a posted speed limit of 45 mph in the vicinity of Old Cox Road. The 2023 AADT volume reported from NCDOT was 4,500 vpd north of Old Cox Road and 2,700 vpd south of Old Cox Road. Per the NCDOT Functional Class Map, Zoo Parkway is designated as a minor arterial in the vicinity of Old Cox Road.

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Pine Hill Road is a two-lane undivided roadway with a statutory speed limit of 55 mph. The estimated 2025 ADT volume is 600 vpd north of Old Cox Road. Per the NCDOT Functional Class Map, Pine Hill Road is designated as a local road.

NC 42 is a two-lane undivided roadway with a statutory speed limit of 55 mph in the vicinity of Old Humble Mill Road. The 2023 AADT volume reported from NCDOT was 8,500 vpd west of Old Humble Mill Road. Per the NCDOT Functional Class Map, NC 42 is designated as a major collector.

Lions Rest Road is a two-lane undivided roadway with a statutory speed limit of 55 mph. The 2023 AADT volume reported from NCDOT was 300 vpd south of Old Cox Road. Per the NCDOT Functional Class Map, Lions Rest Road is designated as a local road.

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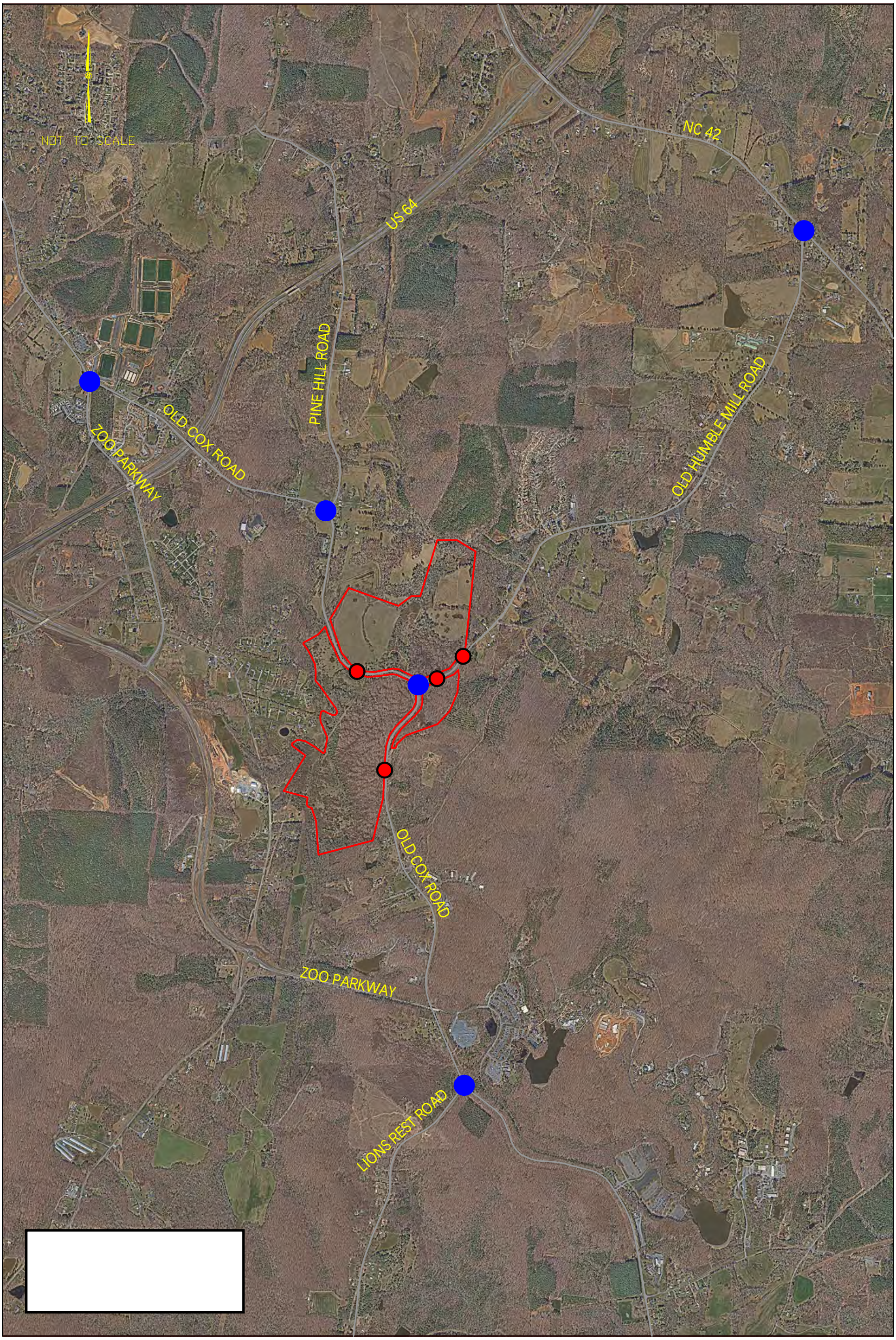

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ASHEBORO RESIDENTIAL
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SITE LOCATION

FIGURE
2.1

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Kimley»Horn	ASHEBORO RESIDENTIAL ASHEBORO, NC TRAFFIC IMPACT ANALYSIS	CONCEPTUAL SITE PLAN	FIGURE 2.2

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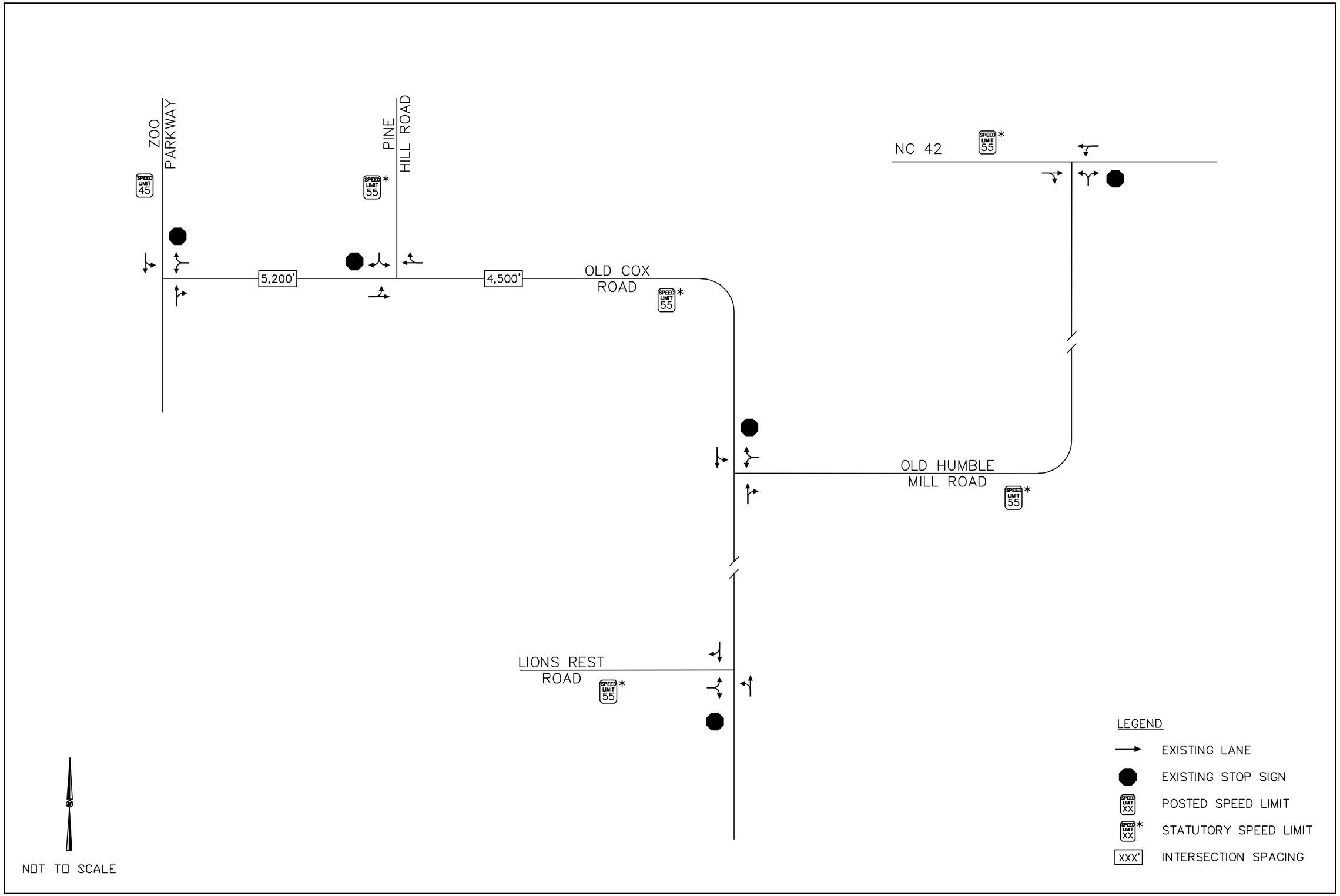

FIGURE 2.3

EXISTING ROADWAY LANEAGE

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3.0 Traffic Generation

The traffic generation potential for the proposed development uses was determined using the traffic generation rates and equations published in *Trip Generation* (Institute of Transportation Engineers, 11th Edition, 2021). As currently envisioned, the development will include up to 260 single-family homes and 160 townhomes. Trip generation for the proposed development is shown on Table 3.1.

Table 3.1
ITE Traffic Generation (Vehicles)

Land Use Code	Land Use	Intensity	Daily Total	AM Peak Hour		PM Peak Hour	
				In	Out	In	Out
210	Single Family Detached Housing	260 d.u.	2,430	45	133	154	90
215	Single Family Attached Housing	160 d.u.	1,170	20	58	54	38
Total New External Trips			**3,600**	**65**	**191**	**208**	**128**

As shown in Table 3.1, the proposed development has the potential to generate 3,600 new daily trips, 256 new trips during the AM peak hour, and 336 new trips during the PM peak hour on a typical weekday.

Detailed trip generation calculations including daily trip generation are included in the Appendix of this report.

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4.0 Site Traffic Distribution

The proposed generated site trips for the development were assigned to the surrounding roadway network. The directional distribution and assignment for the development were based on a review of surrounding land uses and existing traffic patterns in the area.

- 40% to/from the north on Zoo Parkway
- 25% to/from the west on NC 42
- 10% to/from the north on Pine Hill Road
- 10% to/from the south on Zoo Parkway
- 5% to/from the east on NC 42
- 5% to/from the south on Old Cox Road
- 5% to/from the south on Lions Rest Road

The site trip distribution and assignment percentages are shown in **Figure 4.1**.

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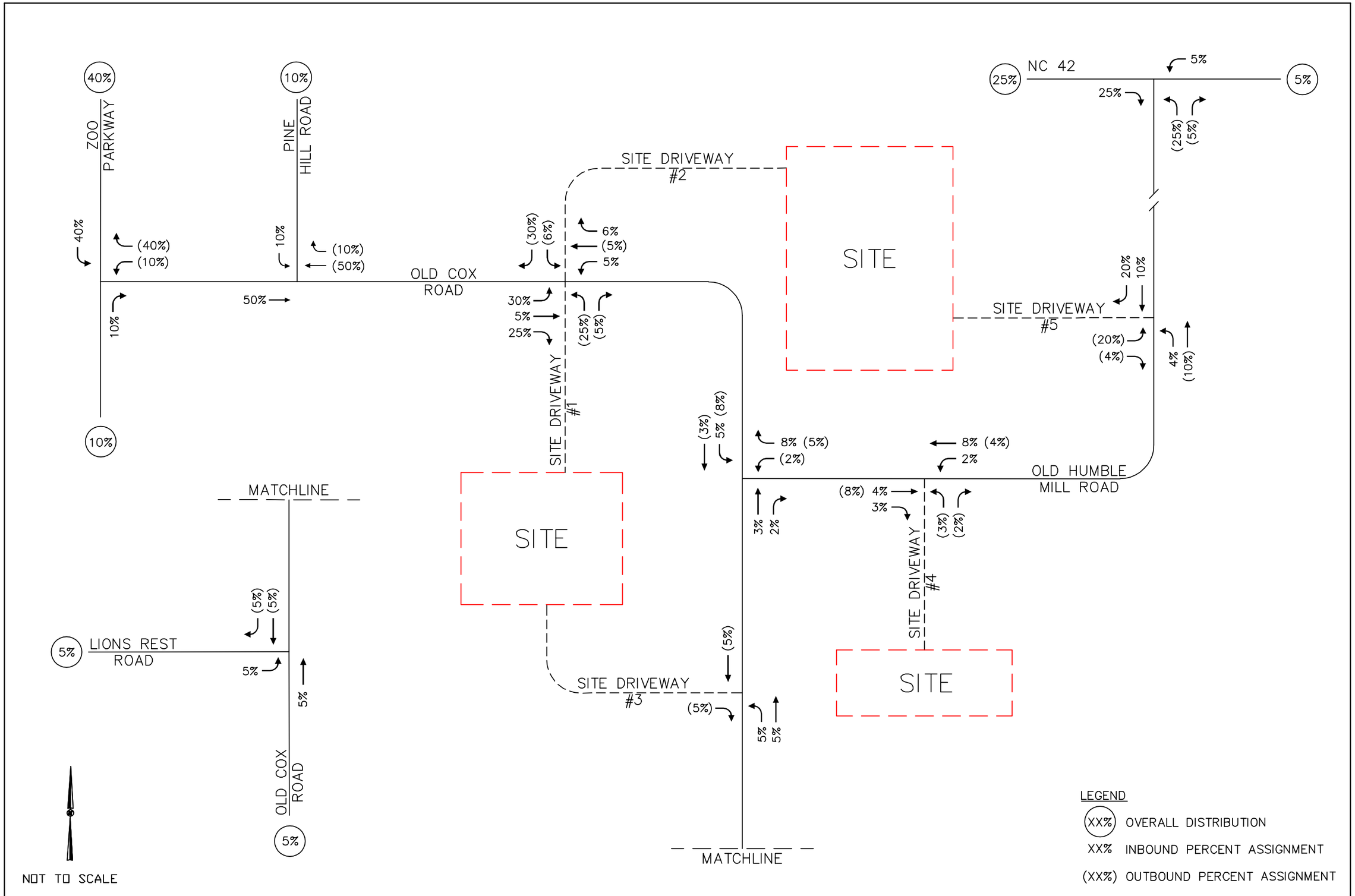

FIGURE 4.1

SITE TRIP DISTRIBUTION AND PERCENT ASSIGNMENT

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5.0 Projected Traffic Volumes

5.1 Existing Traffic

Weekday AM peak hour (7:00 to 9:00 AM) and PM peak hour (4:00 to 6:00 PM) turning movement counts were performed at the following intersections on February 5, 2025:

- Zoo Parkway at Old Cox Road
- Old Cox Road at Pine Hill Road
- Old Cox Road at Old Humble Mill Road
- Old Cox Road at Lions Rest Road
- NC 42 at Old Humble Mill Road

Existing AM and PM peak hour traffic volumes are shown on **Figures 5.1** and **5.2**, respectively, and the traffic count data are included in the Appendix.

5.2 Historic Growth Traffic

Historic growth traffic is the increase in traffic due to usage increases and non-specific growth throughout the area. Based on a review of historic growth rates in the area, a 1% annual growth rate was applied to existing traffic volumes up to the study year 2029 for all roads in the study area.

5.3 Approved Development Traffic

Approved development traffic is generated by approved, but not yet constructed, projects in the vicinity of the proposed project. Based on discussions with NCDOT, one (1) development was identified for inclusion as background traffic in this study.

<u>NC Zoo Expansion</u>

- A 12.5-acre zoo exhibit expansion located at 4401 Zoo Parkway expected to open in 2026.
- Trip generation was obtained from section *3.1 Approved Developments* of the *Richlands Creek Subdivision TIA* (Davenport, July 2023) and assigned to the study intersections with an estimated distribution and assignment based on a review of surrounding land uses and roadway connections.

Background traffic volumes, consisting of existing turning movement counts, historic growth traffic, and approved development site traffic are shown on **Figures 5.1** and **5.2** for the AM and PM peak hours, respectively. The approved development trip distribution and resulting peak hour site trips are included in the Appendix.

5.4 Site Traffic

The projected site traffic for the development was generated and assigned to the adjacent roadway network according to the distribution discussed previously in Section 4.0. The AM and PM peak hour site traffic volumes are shown on **Figures 5.3** and **5.4**, respectively.

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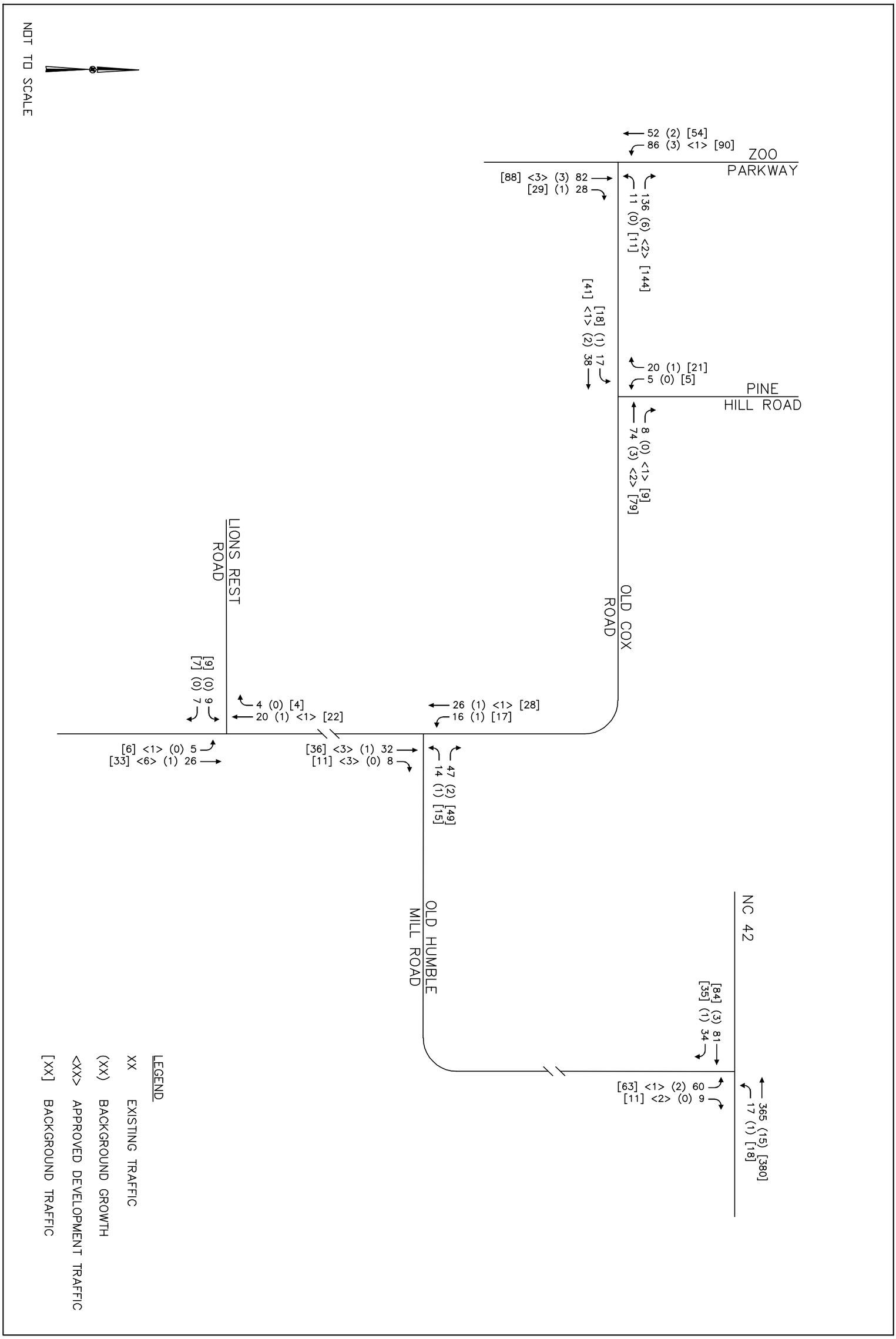
5.5 Build-Out Traffic

To obtain the projected (2029) build-out traffic volumes, the projected site traffic was added to the projected (2029) background traffic. Traffic volume calculations are detailed in intersection spreadsheets in the Appendix of this report. **Figures 5.3** and **5.4** show the projected (2029) AM and PM peak hour build-out traffic volumes, respectively.



Kimley»Horn	ASHEBORO RESIDENTIAL ASHEBORO, NC TRAFFIC IMPACT ANALYSIS	EXISTING AND PROJECTED (2029) BACKGROUND AM PEAK HOUR TRAFFIC VOLUMES	FIGURE 5.1

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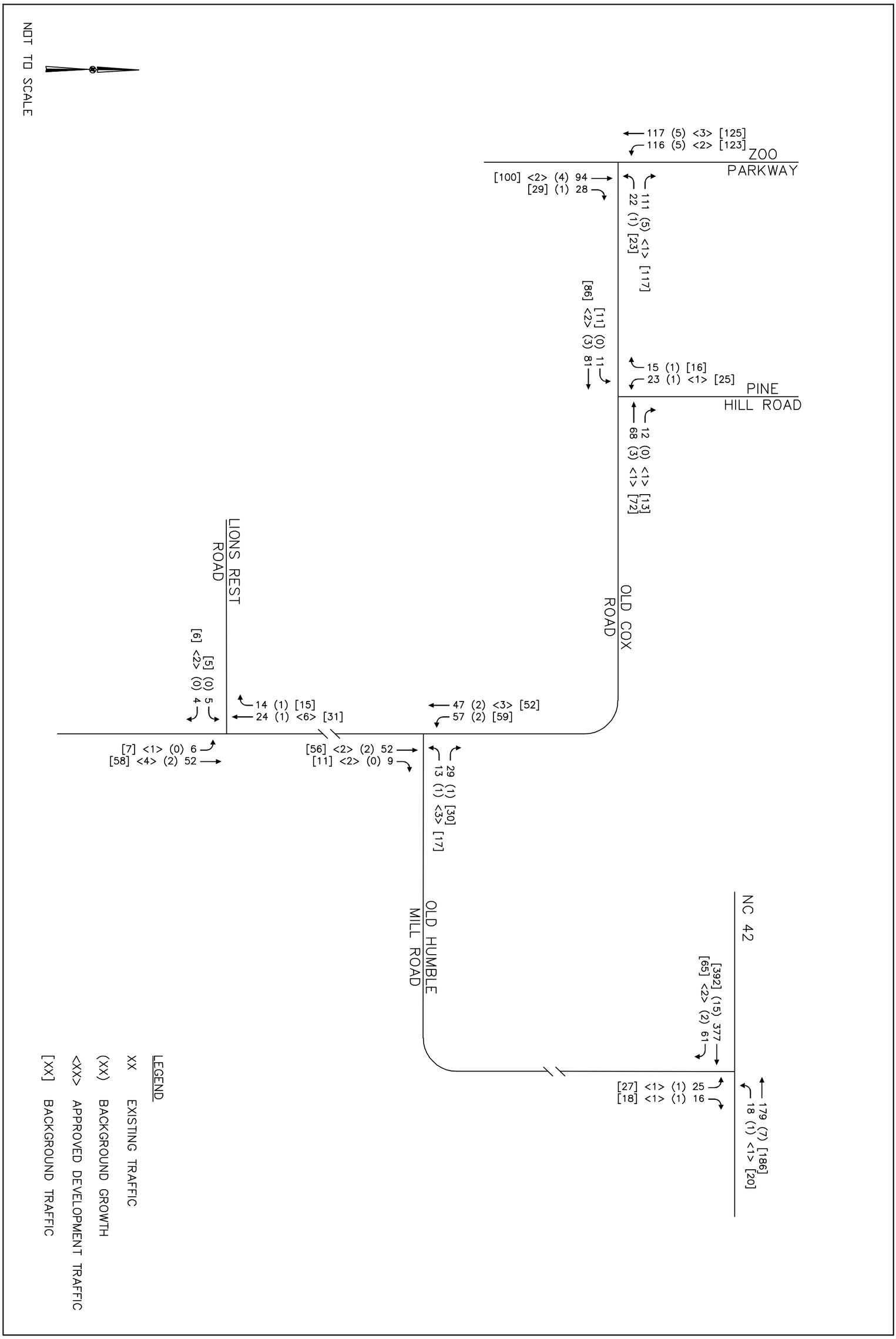

Kimley»Horn	ASHEBORO RESIDENTIAL ASHEBORO, NC TRAFFIC IMPACT ANALYSIS	EXISTING AND PROJECTED (2029) BACKGROUND PM PEAK HOUR TRAFFIC VOLUMES	FIGURE 5.2

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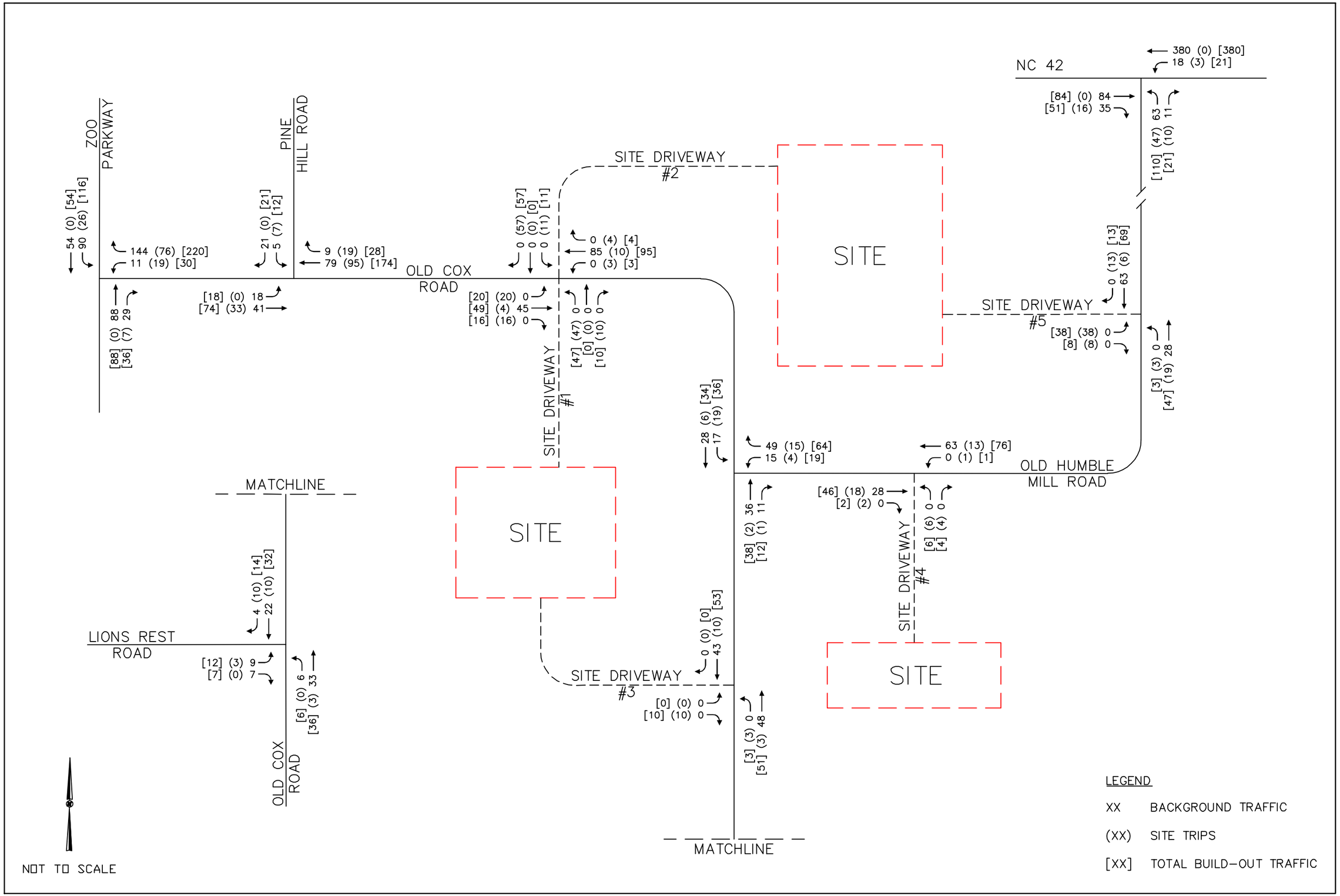

FIGURE 5.3

PROJECTED (2029)
BUILD-OUT AM
PEAK HOUR TRAFFIC VOLUMES

ASHEBORO RESIDENTIAL
ASHEBORO, NC
TRAFFIC IMPACT ANALYSIS

Kimley»Horn

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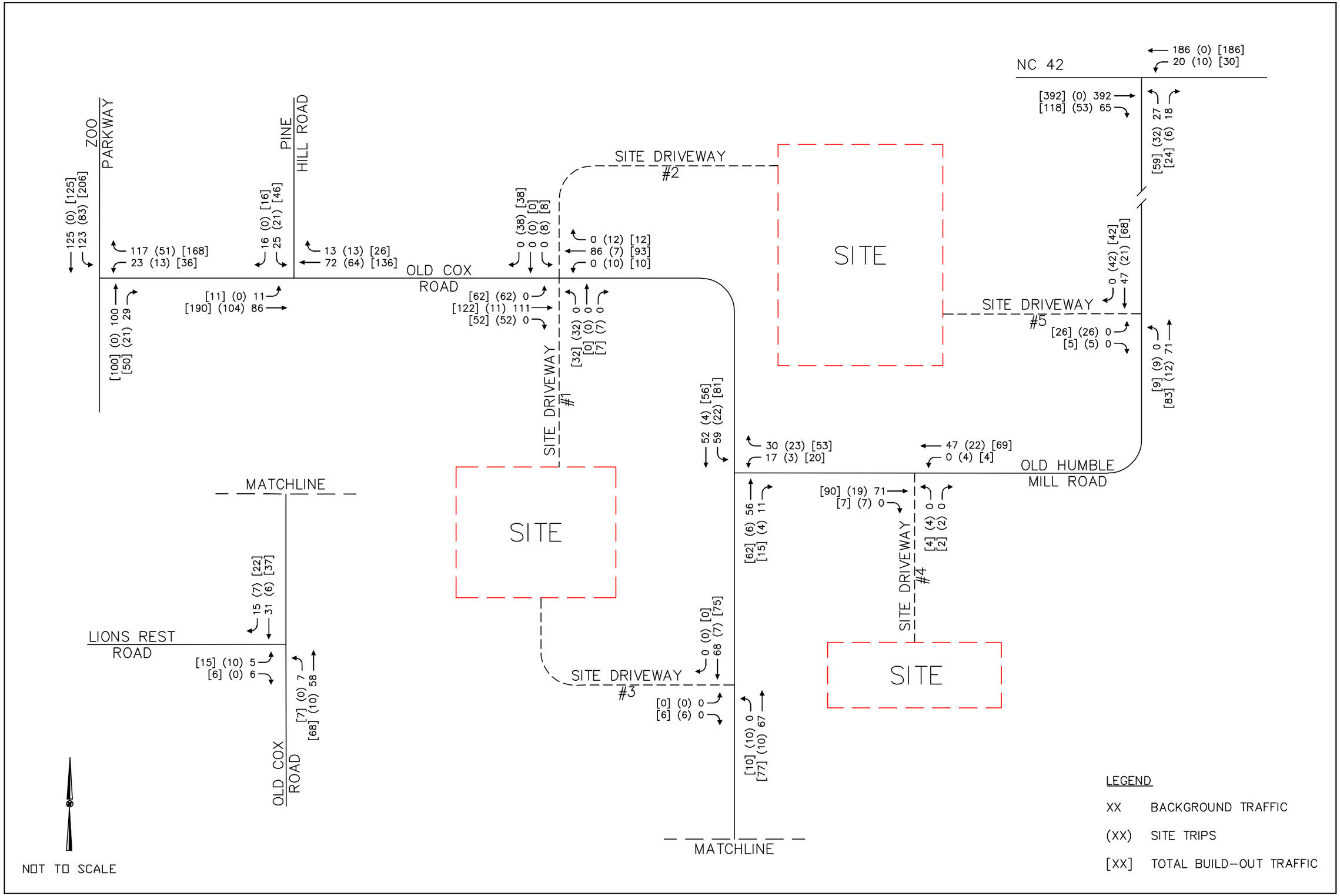

FIGURE 5.4

PROJECTED (2029) BUILD-OUT PM PEAK HOUR TRAFFIC VOLUMES

ASHEBORO RESIDENTIAL
ASHEBORO, NC
TRAFFIC IMPACT ANALYSIS

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6.0 Capacity Analysis

Capacity analyses (see Appendix) were performed for the AM and PM peak hours for the existing (2025) traffic condition and the projected (2029) background and build-out traffic conditions using Synchro/SimTraffic Version 12 software to determine the operating characteristics of the adjacent road network and the impacts of the proposed project. The NCDOT Congestion Management Group uses and reports Synchro Level-of-Service output for the analysis of intersection operating conditions.

Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a set time duration. Capacity is combined with level-of-service (LOS) to describe the operating characteristics of a road segment or intersection. LOS is a qualitative measure that describes operational conditions and motorist perceptions within a traffic stream. The *Highway Capacity Manual (HCM)* defines six levels-of-service, LOS A through LOS F, with A representing the shortest average delays and F representing the longest average delays. LOS D is the typically accepted standard for signalized intersections in urbanized areas. For signalized intersections, LOS is defined for the overall intersection operation.

For unsignalized intersections, only the movements that must yield right-of-way experience control delay. Therefore, LOS criteria for the overall intersection is not reported by Synchro Version 12 or computable using methodology published in the *Highway Capacity Manual.* Level of service for roundabout intersections is reported based on delay thresholds for unsignalized intersections. It is typical for stop sign-controlled side streets and driveways intersecting major streets to experience long delays during peak hours, while the majority of the traffic moving through the intersection on the major street experiences little or no delay. Table 6.0 lists the LOS control delay thresholds published in the *Highway Capacity Manual* for signalized and unsignalized intersections.

Table 6.0
Level-of-Service Control Delay Thresholds

Level-of-Service	Signalized Intersections – Control Delay Per Vehicle [sec/veh]	Unsignalized Intersections – Average Control Delay [sec/veh] & Qualitative Operational Description	
A	≤ 10	≤ 10	Short Delays
B	> 10 – 20	> 10 – 15	
C	> 20 – 35	> 15 – 25	
D	> 35 – 55	> 25 – 35	Moderate Delays
E	> 55 – 80	> 35 – 50	
F	> 80	> 50	Long Delays

Existing peak hour factors (PHF) were used for existing intersections, while a PHF of 0.90 was used for new intersections.

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Capacity analyses were performed for the existing (2025) traffic condition, the projected (2029) background traffic condition, and the projected (2029) build-out traffic condition for the following intersections:

- Zoo Parkway at Old Cox Road
- Old Cox Road at Pine Hill Road
- Old Cox Road at Old Humble Mill Road
- Old Cox Road at Lions Rest Road
- NC 42 at Old Humble Mill Road
- Old Cox Road at Site Driveway #1/ Site Driveway #2
- Old Cox Road at Site Driveway #3
- Old Humble Mill Road at Site Driveway #4
- Old Humble Mill Road at Site Driveway #5

All capacity analyses are included in the Appendix and are briefly summarized in the following sub-sections.

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6.1 Zoo Parkway at Old Cox Road

Analyses indicate that the existing unsignalized intersection of Zoo Parkway at Old Cox Road currently operates with short delays on the minor street approach (Old Cox Road) in both the AM and PM peak hours. The intersection is expected to continue to operate with short delays for the minor street approach in the background and build-out traffic conditions. No significant delays or queuing issues are expected at this intersection, and therefore no roadway improvements are recommended in conjunction with the proposed development.

Turn lane warrants for the southbound left-turn movement were evaluated for the build-out condition and are attached in the Appendix.

Table 6.1 summarizes the operation of the intersection of Zoo Parkway at Old Cox Road for the existing (2025) traffic condition and the projected (2029) background and build-out traffic conditions.

Table 6.1
Zoo Parkway at Old Cox Road

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2025) Traffic	WB - B (10.1) SBL - A (7.7)	WB - B (10.8) SBL - A (7.8)
Background (2029) Traffic	WB - B (10.3) SBL - A (7.7)	WB - B (11.0) SBL - A (7.8)
Build-out (2029) Traffic	WB - B (12.0) SBL - A (7.8)	WB - B (13.7) SBL - A (8.1)

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6.2 Old Cox Road at Pine Hill Road

Analyses indicate that the existing unsignalized intersection of Old Cox Road at Pine Hill Road currently operates with short delays on the minor street approach (Pine Hill Road) in both the AM and PM peak hours. The intersection is expected to continue to operate with short delays for the minor street approach in the background and build-out traffic conditions. No significant delays or queuing issues are expected at this intersection, and therefore no roadway improvements are recommended in conjunction with the proposed development.

Table 6.2 summarizes the operation of the intersection of Old Cox Road at Pine Hill Road for the existing (2025) traffic condition and the projected (2029) background and build-out traffic conditions.

Table 6.2
Old Cox Road at Pine Hill Road

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2025) Traffic	SB - A (9.0) EBL - A (7.4)	SB - A (9.5) EBL - A (7.4)
Background (2029) Traffic	SB - A (9.1) EBL - A (7.5)	SB - A (9.6) EBL - A (7.4)
Build-out (2029) Traffic	SB - B (10.2) EBL - A (7.8)	SB - B (11.4) EBL - A (7.6)

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6.3 Old Cox Road at Old Humble Mill Road

Analyses indicate that the existing unsignalized intersection of Old Cox Road at Old Humble Mill Road currently operates with short delays on the minor street approach (Old Humble Mill Road) in both the AM and PM peak hours. The intersection is expected to continue to operate with short delays for the minor street approach in the background and build-out traffic conditions. No significant delays or queuing issues are expected at this intersection, and therefore no roadway improvements are recommended in conjunction with the proposed development.

Table 6.3 summarizes the operation of the intersection of Old Cox Road at Old Humble Mill Road for the existing (2025) traffic condition and the projected (2029) background and build-out traffic conditions.

Table 6.3
Old Cox Road at Old Humble Mill Road

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2025) Traffic	WB - A (9.0) SBL - A (7.3)	WB - A (9.3) SBL - A (7.5)
Background (2029) Traffic	WB - A (9.1) SBL - A (7.4)	WB - A (9.4) SBL - A (7.5)
Build-out (2029) Traffic	WB - A (9.3) SBL - A (7.4)	WB - A (9.6) SBL - A (7.5)

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6.4 Old Cox Road at Lions Rest Road

Analyses indicate that the existing unsignalized intersection of Old Cox Road at Lions Rest Road currently operates with short delays on the minor street approach (Lions Rest Road) in both the AM and PM peak hours. The intersection is expected to continue to operate with short delays for the minor street approach in the background and build-out traffic conditions. No significant delays or queuing issues are expected at this intersection, and therefore no roadway improvements are recommended in conjunction with the proposed development.

Table 6.4 summarizes the operation of the intersection of Old Cox Road at Lions Rest Road for the existing (2025) traffic condition and the projected (2029) background and build-out traffic conditions.

Table 6.4
Old Cox Road at Lions Rest Road

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2025) Traffic	EB - A (8.7) NBL - A (7.3)	EB - A (8.9) NBL - A (7.3)
Background (2029) Traffic	EB - A (8.8) NBL - A (7.3)	EB - A (8.9) NBL - A (7.3)
Build-out (2029) Traffic	EB - A (8.9) NBL - A (7.3)	EB - A (9.3) NBL - A (7.4)

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6.5 NC 42 at Old Humble Mill Road

Analyses indicate that the existing unsignalized intersection of NC 42 at Old Humble Mill Road currently operates with short delays on the minor street approach (Old Humble Mill Road) in both the AM and PM peak hours. The intersection is expected to continue to operate with short delays for the minor street approach in the background and build-out traffic conditions. No significant delays or queuing issues are expected at this intersection, and therefore no roadway improvements are recommended in conjunction with the proposed development.

Turn lane warrants for the eastbound right-turn movement were evaluated for the build-out condition and are attached in the Appendix.

Table 6.5 summarizes the operation of the intersection of NC 42 at Old Humble Mill Road for the existing (2025) traffic condition and the projected (2029) background and build-out traffic conditions.

Table 6.5
NC 42 at Old Humble Mill Road

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2025) Traffic	NB - B (14.3) WBL - A (7.6)	NB - B (13.2) WBL - A (8.4)
Background (2029) Traffic	NB - B (14.7) WBL - A (7.6)	NB - B (13.6) WBL - A (8.5)
Build-out (2029) Traffic	NB - C (17.2) WBL - A (7.6)	NB - C (15.9) WBL - A (8.6)

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6.6 Old Cox Road at Site Driveway #1/ Site Driveway #2

Two full movement site driveways are proposed across from each other on Old Cox Road, approximately 1,200 feet west of Old Humble Mill Road. Analyses indicate that this intersection is expected to operate with short delays for the minor street approaches (Site Driveway #1 and Site Driveway #2) in both the AM and PM peak hours of the build-out traffic conditions. To accommodate site traffic for the proposed development, the following are recommended:

- Construct the site driveway northbound approach as full movement with one ingress lane and one egress lane.
- Construct the site driveway southbound approach as full movement with one ingress lane and one egress lane.
- Provide adequate sight distance for the driveway approaches and stopping sight distance along Old Cox Road via clearing and grading along the site frontage or other measures, as necessary.

A roundabout has been previously discussed and analyzed to be potentially constructed for this site driveway intersection. However, the existing grades along Old Cox Road in the vicinity of the site driveways may exceed the maximum grade recommended for constructing a roundabout. If the site driveways are to operate under stop control, the development should work to clear vegetation and adjust grades as necessary to provide adequate sight distance and stopping sight distance.

A roundabout may still be pursued for the intersection as a measure to slow speeds along Old Cox Road. A roundabout is not a formal recommendation within this analysis but may still be constructed with the development.

No significant delays or queuing issues are expected at this intersection, and therefore no additional roadway improvements are recommended in conjunction with the proposed development. Sight distance should be reviewed in detail with design of this intersection.

Table 6.6 summarizes the operation of the intersection of Old Cox Road at Site Driveway #1/ Site Driveway #2 for the projected (2029) build-out traffic condition.

Table 6.6
Old Cox Road at Site Driveway #1/ Site Driveway #2

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Build-out (2029) Traffic	NB - B (10.9) SB - A (9.5) EBL - A (7.5) WBL - A (7.4)	NB - B (12.9) SB - B (10.1) EBL - A (7.6) WBL - A (7.6)

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6.7 Old Cox Road at Site Driveway #3

A full movement site driveway is proposed on Old Cox Road, approximately 1,350 feet south of Old Humble Mill Road. Analyses indicate that this intersection is expected to operate with short delays for the minor street approach (Site Driveway #3) in both the AM and PM peak hours of the build-out traffic conditions. To accommodate site traffic for the proposed development, the following is recommended:

- Construct the site driveway as full movement with one ingress lane and one egress lane.
- Provide adequate sight distance for the driveway approach and stopping sight distance along Old Cox Road via clearing and grading along the site frontage or other measures, as necessary.

No significant delays or queuing issues are expected at this intersection, and therefore no additional roadway improvements are recommended in conjunction with the proposed development. Sight distance should be reviewed in detail with design of this intersection.

Table 6.7 summarizes the operation of the intersection of Old Cox Road at Site Driveway #3 for the projected (2029) build-out traffic condition.

Table 6.7
Old Cox Road at Site Driveway #3

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Build-out (2029) Traffic	EB - A (8.8) NBL - A (7.3)	EB - A (8.7) NBL - A (7.4)

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6.8 Old Humble Mill Road at Site Driveway #4

A full movement site driveway is proposed on Old Humble Mill Road, approximately 350 feet east of Old Cox Road. Analyses indicate that this intersection is expected to operate with short delays for the minor street approach (Site Driveway #4) in both the AM and PM peak hours of the build-out traffic conditions. To accommodate site traffic for the proposed development, the following is recommended:

- Construct the site driveway as full movement with one ingress lane and one egress lane.
- Provide adequate sight distance for the driveway approach and stopping sight distance along Old Humble Mill Road via clearing and grading along the site frontage or other measures, as necessary.

No significant delays or queuing issues are expected at this intersection, and therefore no additional roadway improvements are recommended in conjunction with the proposed development. Sight distance should be reviewed in detail with design of this intersection.

Table 6.8 summarizes the operation of the intersection of Old Humble Mill Road at Site Driveway #4 for the projected (2029) build-out traffic condition.

Table 6.8
Old Humble Mill Road at Site Driveway #4

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Build-out (2029) Traffic	NB - A (9.0) WBL - A (7.3)	NB - A (9.2) WBL - A (7.4)

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6.9 Old Humble Mill Road at Site Driveway #5

A full movement site driveway is proposed on Old Humble Mill Road, approximately 850 feet northeast of Site Driveway #4. Analyses indicate that this intersection is expected to operate with short delays for the minor street approach (Site Driveway #5) in both the AM and PM peak hours of the build-out traffic conditions. To accommodate site traffic for the proposed development, the following is recommended:

- Construct the site driveway as full movement with one ingress lane and one egress lane.
- Provide adequate sight distance for the driveway approach and stopping sight distance along Old Humble Mill Road via clearing and grading along the site frontage or other measures, as necessary.

No significant delays or queuing issues are expected at this intersection, and therefore no additional roadway improvements are recommended in conjunction with the proposed development. Sight distance should be reviewed in detail with design of this intersection.

Table 6.9 summarizes the operation of the intersection of Old Humble Mill Road at Site Driveway #5 for the projected (2029) build-out traffic condition.

Table 6.9
Old Humble Mill Road at Site Driveway #5

Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Build-out (2029) Traffic	EB - A (9.4) NBL - A (7.4)	EB - A (9.7) NBL - A (7.5)

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7.0 Recommendations

The following roadway laneage is recommended based on the capacity analysis presented herein:

Old Cox Road at Site Driveway #1/ Site Driveway #2:

- Construct the site driveway northbound approach as full movement with one ingress lane and one egress lane.
- Construct the site driveway southbound approach as full movement with one ingress lane and one egress lane.

Old Cox Road at Site Driveway #3:

- Construct the site driveway as full movement with one ingress lane and one egress lane.

Old Humble Mill Road at Site Driveway #4:

- Construct the site driveway as full movement with one ingress lane and one egress lane.

Old Humble Mill Road at Site Driveway #5:

- Construct the site driveway as full movement with one ingress lane and one egress lane.

Adequate sight distance and stopping sight distance should be provided for all driveway connections via clearing and grading along the respective site frontages or other measures, as necessary.

Analyses indicate that all existing and future study intersections and minor street approaches are expected to operate with short delays during the AM and PM peak hours with the development in place. The recommended roadway laneage is shown on **Figure 7.1.**

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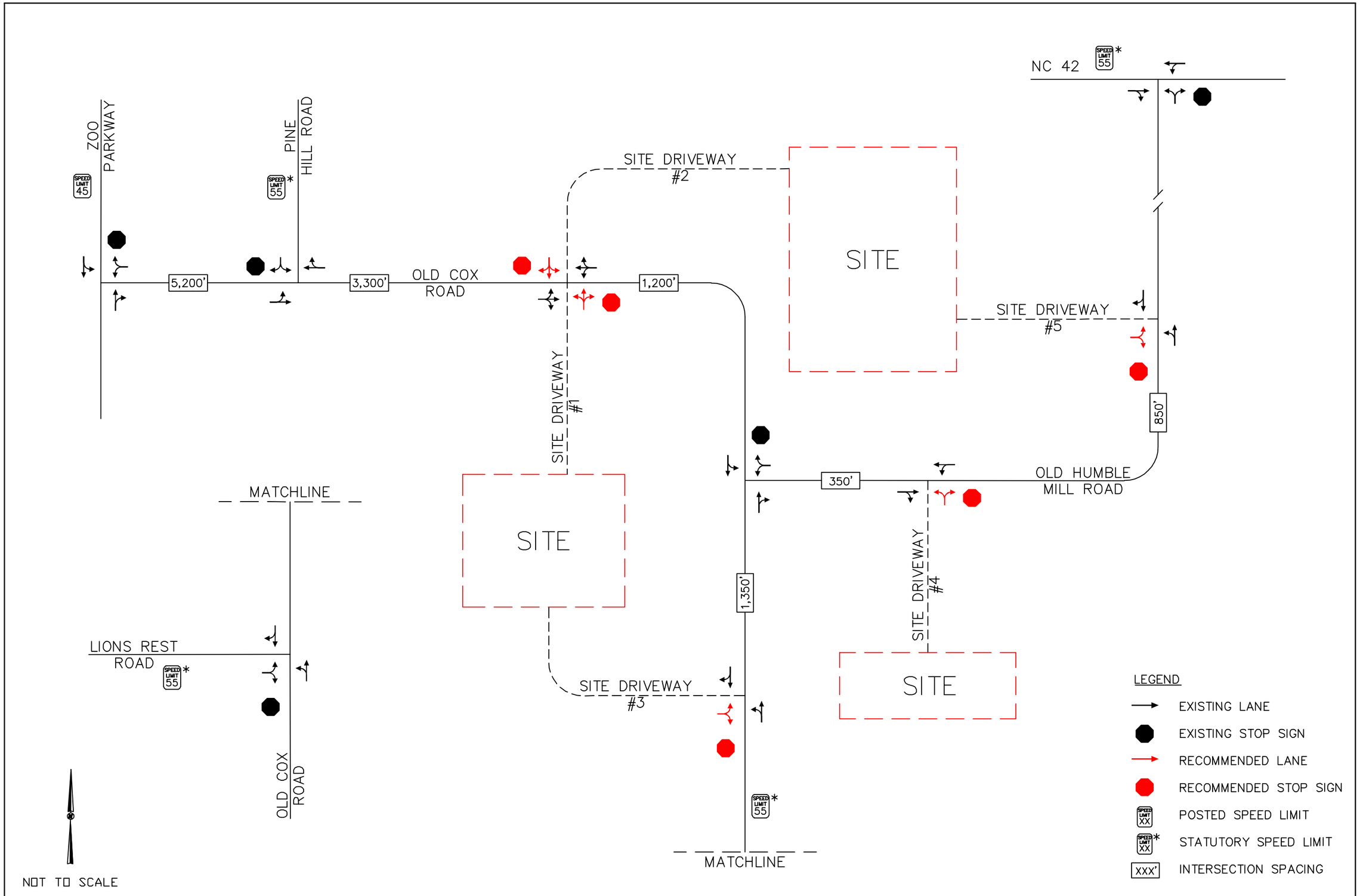

FIGURE 7.1

RECOMMENDED ROADWAY LANEAGE

ASHEBORO RESIDENTIAL
ASHEBORO, NC
TRAFFIC IMPACT ANALYSIS

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Appendix

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Appendix A:

Approved Assumptions Memorandum

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MEMORANDUM OF UNDERSTANDING

To: Tyler J. Kimes, Division 8 District 1
John Evans, City of Asheboro

From: Nathan Rhomberg, PE, Kimley-Horn and Associates

Date: February 4, 2025

Subject: Asheboro Residential Traffic Impact Analysis Assumptions
Asheboro, North Carolina

Introduction

The proposed Asheboro Residential development is located in the vicinity of the intersection of Old Cox Road and Old Humble Mill Road in Asheboro, North Carolina. The site will be split up into three tracts surrounding the intersection. The first tract is located north of Old Cox Road and west of Old Humble Mill Road and is proposed to be accessed by a full movement site driveway on each roadway. The second tract is located south and west of Old Cox Road with a proposed full movement access on Old Cox Road across from the site driveway for the first tract and a second full movement site driveway on Old Cox Road, south of Old Humble Mill Road. The third tract is located south of Old Humble Mill Road and east of Old Cox Road with a proposed full movement site driveway on Old Humble Mill Road. As currently envisioned, the development will include up to 260 single-family homes and 160 townhomes. Build-out of the development is anticipated by 2029. A site location exhibit (Figure 1) is attached for reference.

Study Intersections

The study area will consist of the following intersections:

Zoo Parkway at Old Cox Road	*(Unsignalized)*
Old Cox Road at Pine Hill Road	*(Unsignalized)*
Old Cox Road at Old Humble Mill Road	*(Unsignalized)*
Old Cox Road at Lions Rest Road	*(Unsignalized)*
NC 42 at Old Humble Mill Road	*(Unsignalized)*
Old Cox Road at Site Driveway #1/ Site Driveway #2	*(Future Unsignalized)*
Old Cox Road at Site Driveway #3	*(Future Unsignalized)*
Old Humble Mill Road at Site Driveway #4	*(Future Unsignalized)*
Old Humble Mill Road at Site Driveway #5	*(Future Unsignalized)*

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Study Scenarios

The study shall consist of the following scenarios:

1. Existing Year (2025)
2. Background Year (2029)
3. Build-out (2029)

Volume Development Methodology

1. Traffic Data Collection
    a. Peak turning movement counts will be collected at the five (5) existing study intersections when area schools are in session.
2. Growth Rate Assumptions
    a. Based on AADT data from NCDOT in the vicinity of the site, a 1.0% annual growth rate will be used.
3. Background Developments
    a. The following approved development has been identified for inclusion in this analysis:
        i. NC Zoo Expansion – anticipated to be completed in 2026
4. Proposed Development
    a. Trip Generation will be used for a General Urban/Suburban setting/location.
    b. ITE 11th Edition data will be used (see attached Table 1 for anticipated trip generation calculations).

Trip Distribution / Assignment

Projected site traffic generated by the proposed development will be assigned throughout the study with the following distribution:

- 40% to/from the north on Zoo Parkway
- 25% to/from the west on NC 42
- 10% to/from the north on Pine Hill Road
- 10% to/from the south on Zoo Parkway
- 5% to/from the east on NC 42
- 5% to/from the south on Old Cox Road
- 5% to/from the south on Lions Rest Road

The overall trip distribution and trip assignment percentages are shown on Figure 2 in the attachments.

Analysis Methods

This analysis will be performed using Synchro/SimTraffic version 12. Analysis files will be provided in Synchro/SimTraffic version 11 for TIA submittal.

Existing peak hour factors (PHF) will be used at all intersections, and a PHF of 0.90 will be used for turning movements at new intersections.

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Attachments:

Figure 1: Study Area
Figure 2: Trip Distribution and Assignment
Table 1: Trip Generation

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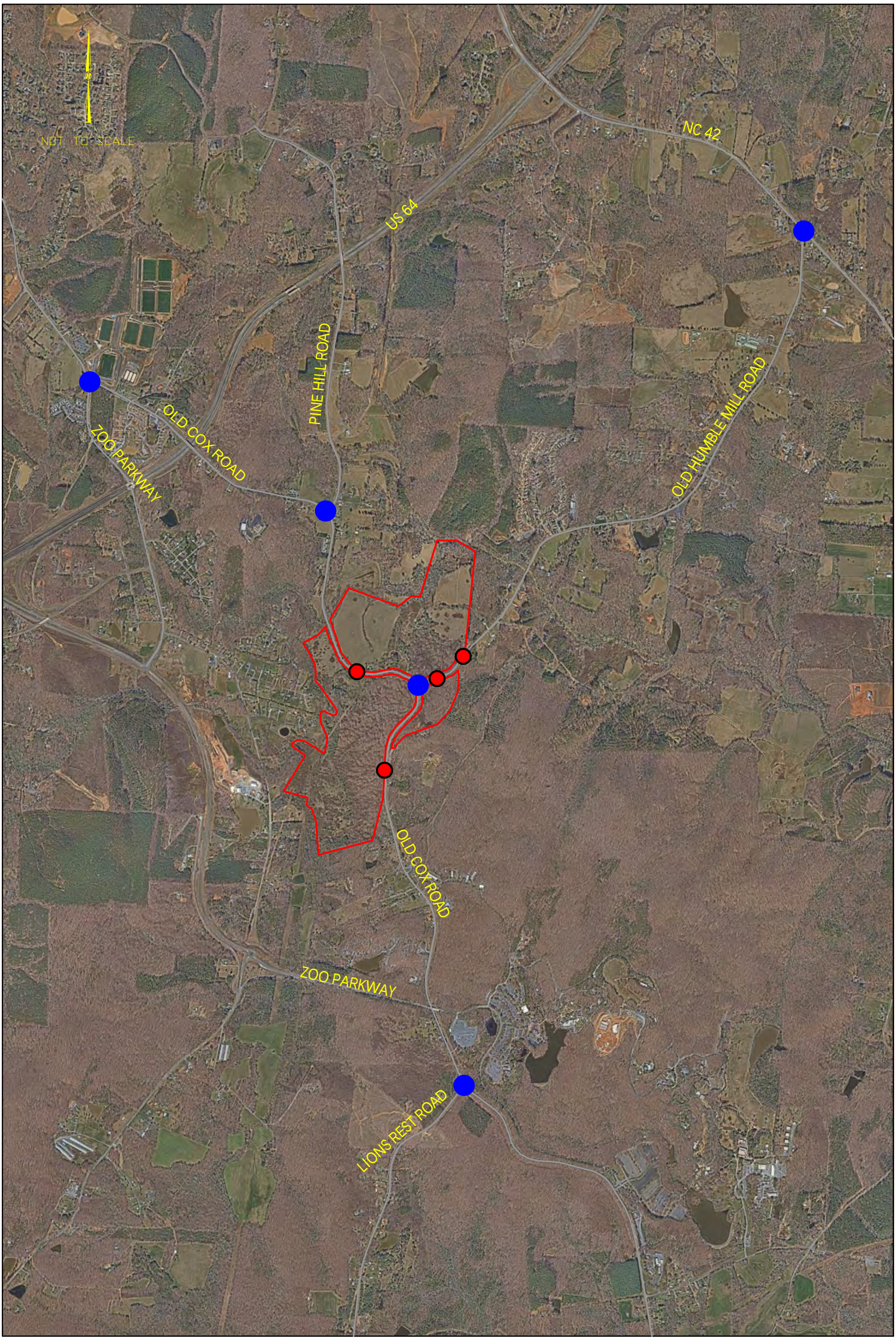

Kimley»Horn	ASHEBORO RESIDENTIAL ASHEBORO, NC TRAFFIC IMPACT ANALYSIS	STUDY AREA	FIGURE 1

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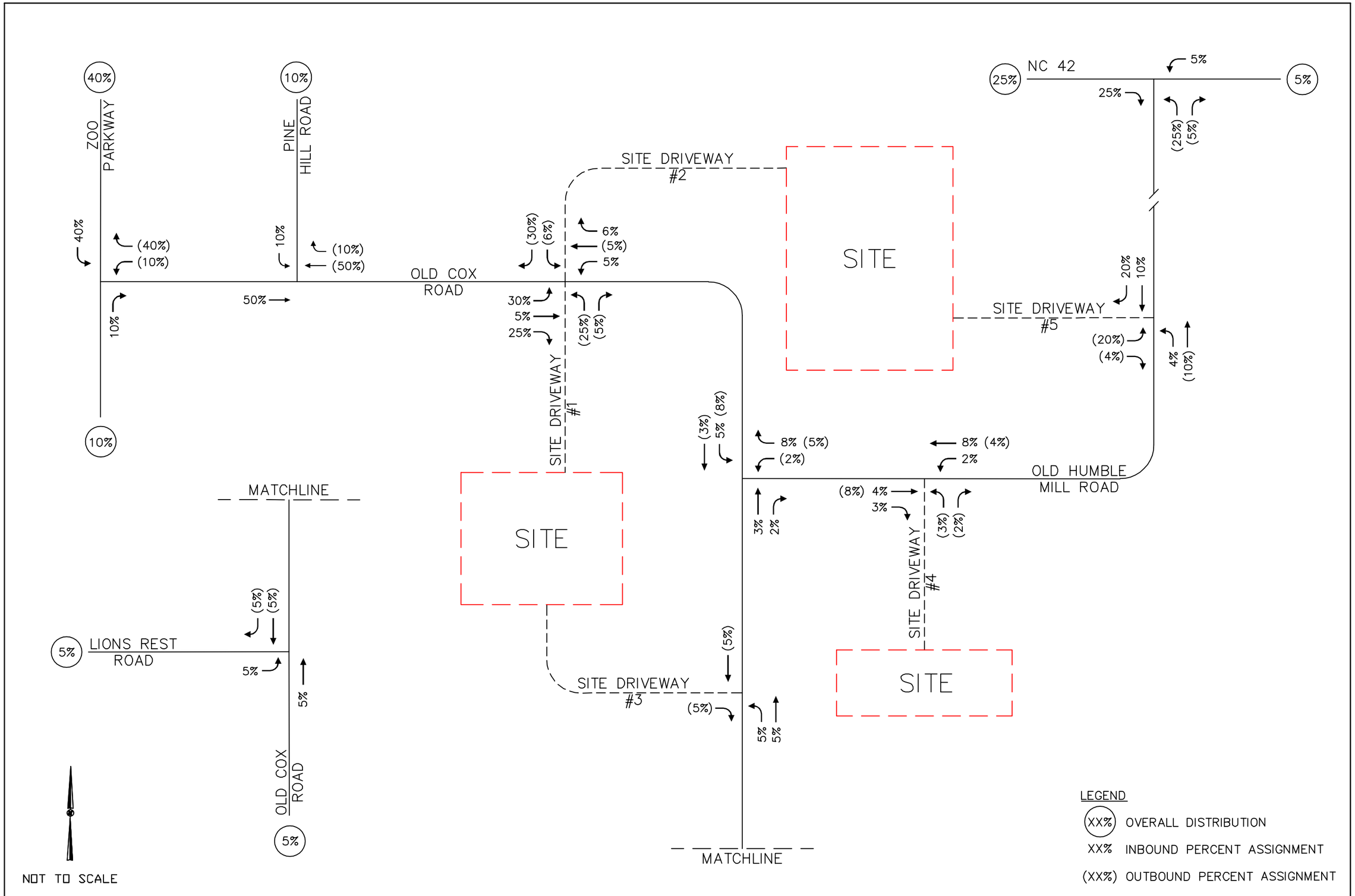

FIGURE 2

TRIP DISTRIBUTION AND ASSIGNMENT

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ASHEBORO, NC
TRAFFIC IMPACT ANALYSIS

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Asheboro Residential

Table 1 - Trip Generation

Land Use	Intensity		Daily			AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
210 Single Family Detached Housing	260	d.u.	2,430	1,215	1,215	178	45	133	244	154	90
215 Single Family Attached Housing	160	d.u.	1,170	585	585	78	20	58	92	54	38
Total Net New External Trips			**3,600**	**1,800**	**1,800**	**256**	**65**	**191**	**336**	**208**	**128**

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Appendix B:

Trip Generation

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Asheboro Residential

Table 1 - Trip Generation

Land Use	Intensity		Daily			AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
210 Single Family Detached Housing	260	d.u.	2,430	1,215	1,215	178	45	133	244	154	90
215 Single Family Attached Housing	160	d.u.	1,170	585	585	78	20	58	92	54	38
Total Net New External Trips			**3,600**	**1,800**	**1,800**	**256**	**65**	**191**	**336**	**208**	**128**

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Appendix C:

Traffic Count Data

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

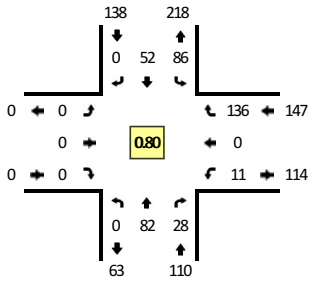
Type of peak hour being reported: Intersection Peak

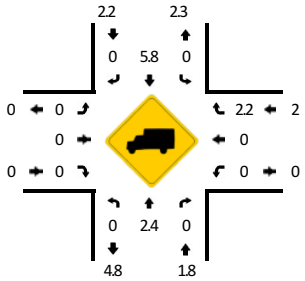
Method for determining peak hour: Total Entering Volume

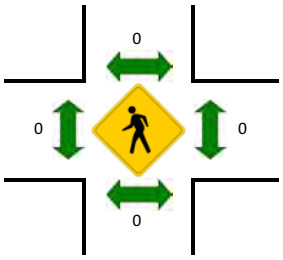
LOCATION: Zoo Pkwy -- Old Cox Rd
CITY/STATE: Randolph, NC

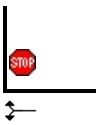
QC JOB #: 16904501
DATE: Wed, Feb 5 2025

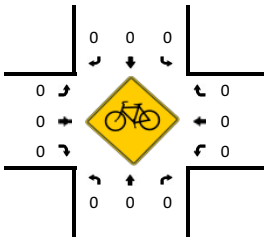
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

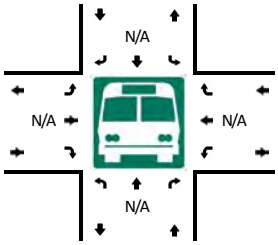


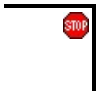


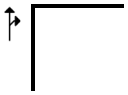


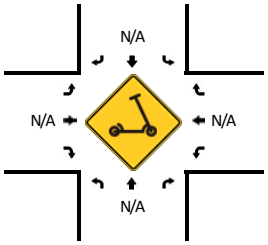












15-Min Count Period Beginning At	Zoo Pkwy (Northbound)				Zoo Pkwy (Southbound)				Old Cox Rd (Eastbound)				Old Cox Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	12	5	0	11	9	0	0	0	0	0	0	0	0	23	0	60	
7:15 AM	0	20	4	0	17	11	0	0	0	0	0	0	2	0	24	0	78	
7:30 AM	0	14	7	0	19	10	0	0	0	0	0	0	3	0	45	0	98	
7:45 AM	0	28	7	0	30	19	0	0	0	0	0	0	1	0	38	0	123	359
8:00 AM	0	20	10	0	20	12	0	0	0	0	0	0	5	0	29	0	96	395
8:15 AM	0	16	0	0	13	13	0	0	0	0	0	0	6	0	14	0	62	379
8:30 AM	0	19	0	0	16	16	0	0	0	0	0	0	1	0	18	0	70	351
8:45 AM	0	23	2	0	11	11	0	0	0	0	0	0	2	0	15	0	64	292

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	112	28	0	120	76	0	0	0	0	0	0	4	0	152	0	492
Heavy Trucks	0	0	0		0	4	0		0	0	0		0	0	4		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/7/2025 2:27 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

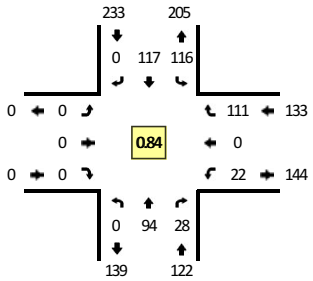
Type of peak hour being reported: Intersection Peak

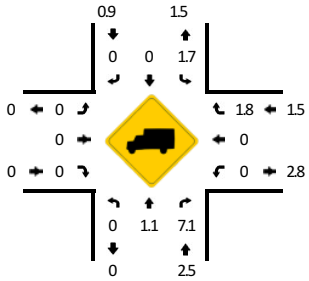
Method for determining peak hour: Total Entering Volume

LOCATION: Zoo Pkwy -- Old Cox Rd
CITY/STATE: Randolph, NC

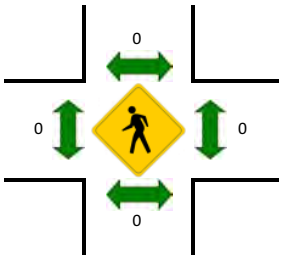
QC JOB #: 16904502
DATE: Wed, Feb 5 2025

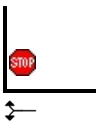
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

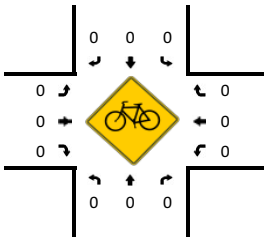


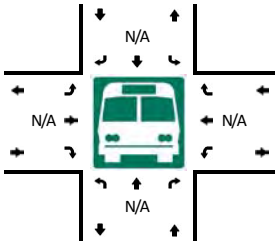


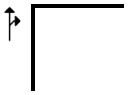
TRUE DATA TO IMPROVE MOBILITY

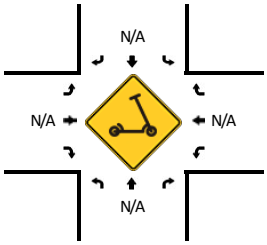












15-Min Count Period Beginning At	Zoo Pkwy (Northbound)				Zoo Pkwy (Southbound)				Old Cox Rd (Eastbound)				Old Cox Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	15	6	0	28	25	0	0	0	0	0	0	5	0	32	0	111	
4:15 PM	0	25	2	0	22	28	0	0	0	0	0	0	3	0	21	0	101	
4:30 PM	0	21	2	0	29	27	0	0	0	0	0	0	2	0	22	0	103	
4:45 PM	0	22	7	0	22	23	0	0	0	0	0	0	4	0	25	0	103	418
5:00 PM	0	30	5	0	25	29	0	0	0	0	0	0	7	0	30	0	126	433
5:15 PM	0	20	9	0	44	39	0	0	0	0	0	0	5	0	29	0	146	478
5:30 PM	0	22	7	0	25	26	0	0	0	0	0	0	6	0	27	0	113	488
5:45 PM	0	18	5	0	14	29	0	0	0	0	0	0	3	0	22	0	91	476

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	80	36	0	176	156	0	0	0	0	0	0	20	0	116	0	584
Heavy Trucks	0	0	0		4	0	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/7/2025 2:27 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

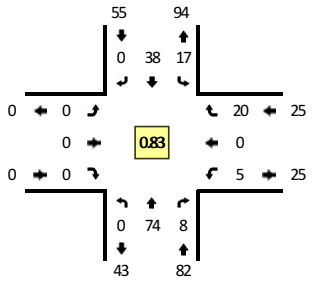
Type of peak hour being reported: Intersection Peak

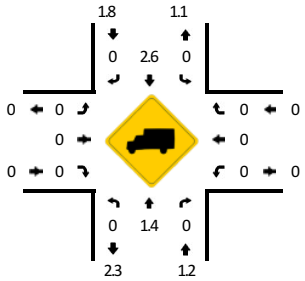
Method for determining peak hour: Total Entering Volume

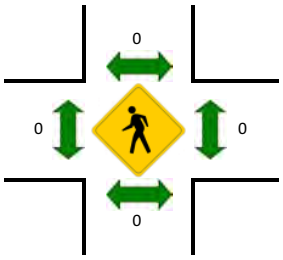
LOCATION: Old Cox Rd -- Pine Hill Rd
CITY/STATE: Asheboro, NC

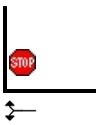
QC JOB #: 16904509
DATE: Wed, Feb 5 2025

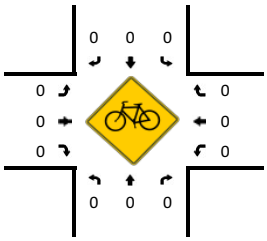
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

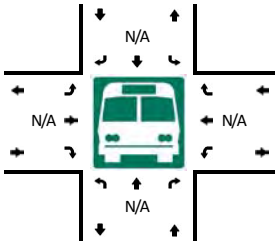


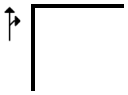


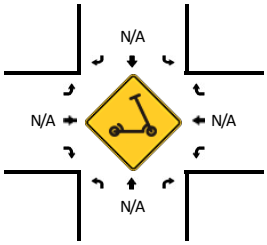












15-Min Count Period Beginning At	Old Cox Rd (Northbound)				Old Cox Rd (Southbound)				Pine Hill Rd (Eastbound)				Pine Hill Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	12	1	0	1	9	0	0	0	0	0	0	0	0	3	0	26	
7:15 AM	0	13	1	0	1	11	0	0	0	0	0	0	1	0	6	0	33	
7:30 AM	0	26	1	0	5	8	0	0	0	0	0	0	1	0	8	0	49	
7:45 AM	0	24	3	0	5	7	0	0	0	0	0	0	3	0	3	0	45	153
8:00 AM	0	11	2	0	5	9	0	0	0	0	0	0	1	0	4	0	32	159
8:15 AM	0	13	2	0	2	14	0	0	0	0	0	0	0	0	5	0	36	162
8:30 AM	0	13	2	0	0	10	0	0	0	0	0	0	2	0	4	0	31	144
8:45 AM	0	12	1	0	3	6	0	0	0	0	0	0	2	0	3	0	27	126

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	104	4	0	20	32	0	0	0	0	0	0	4	0	32	0	196
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/7/2025 2:27 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

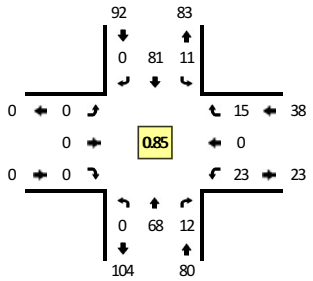
Type of peak hour being reported: Intersection Peak

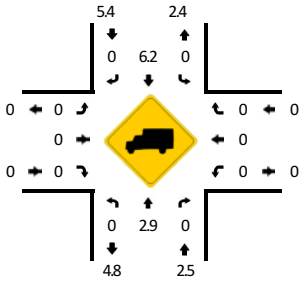
Method for determining peak hour: Total Entering Volume

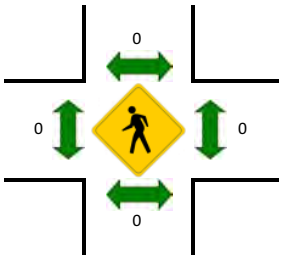
LOCATION: Old Cox Rd -- Pine Hill Rd
CITY/STATE: Asheboro, NC

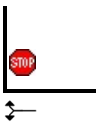
QC JOB #: 16904510
DATE: Wed, Feb 5 2025

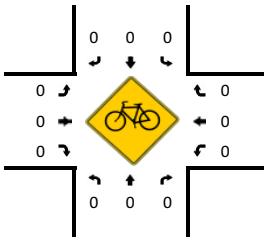
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

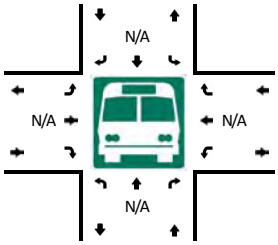


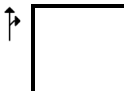


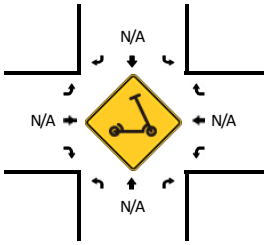












15-Min Count Period Beginning At	Old Cox Rd (Northbound)				Old Cox Rd (Southbound)				Pine Hill Rd (Eastbound)				Pine Hill Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	20	3	0	2	15	0	0	0	0	0	0	5	0	5	0	50	
4:15 PM	0	12	6	0	3	16	0	0	0	0	0	0	3	0	2	0	42	
4:30 PM	0	16	1	0	5	20	0	0	0	0	0	0	7	0	3	0	52	
4:45 PM	0	16	3	0	4	15	0	0	0	0	0	0	4	0	2	0	44	188
5:00 PM	0	20	6	0	2	16	0	0	0	0	0	0	4	0	3	0	51	189
5:15 PM	0	11	1	0	1	28	0	0	0	0	0	0	9	0	3	0	53	200
5:30 PM	0	21	2	0	4	22	0	0	0	0	0	0	6	0	7	0	62	210
5:45 PM	0	17	5	0	1	12	0	0	0	0	0	0	3	0	5	0	43	209

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	84	8	0	16	88	0	0	0	0	0	0	24	0	28	0	248
Heavy Trucks	0	4	0		0	12	0		0	0	0		0	0	0		16
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/7/2025 2:27 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Type of peak hour being reported: Intersection Peak

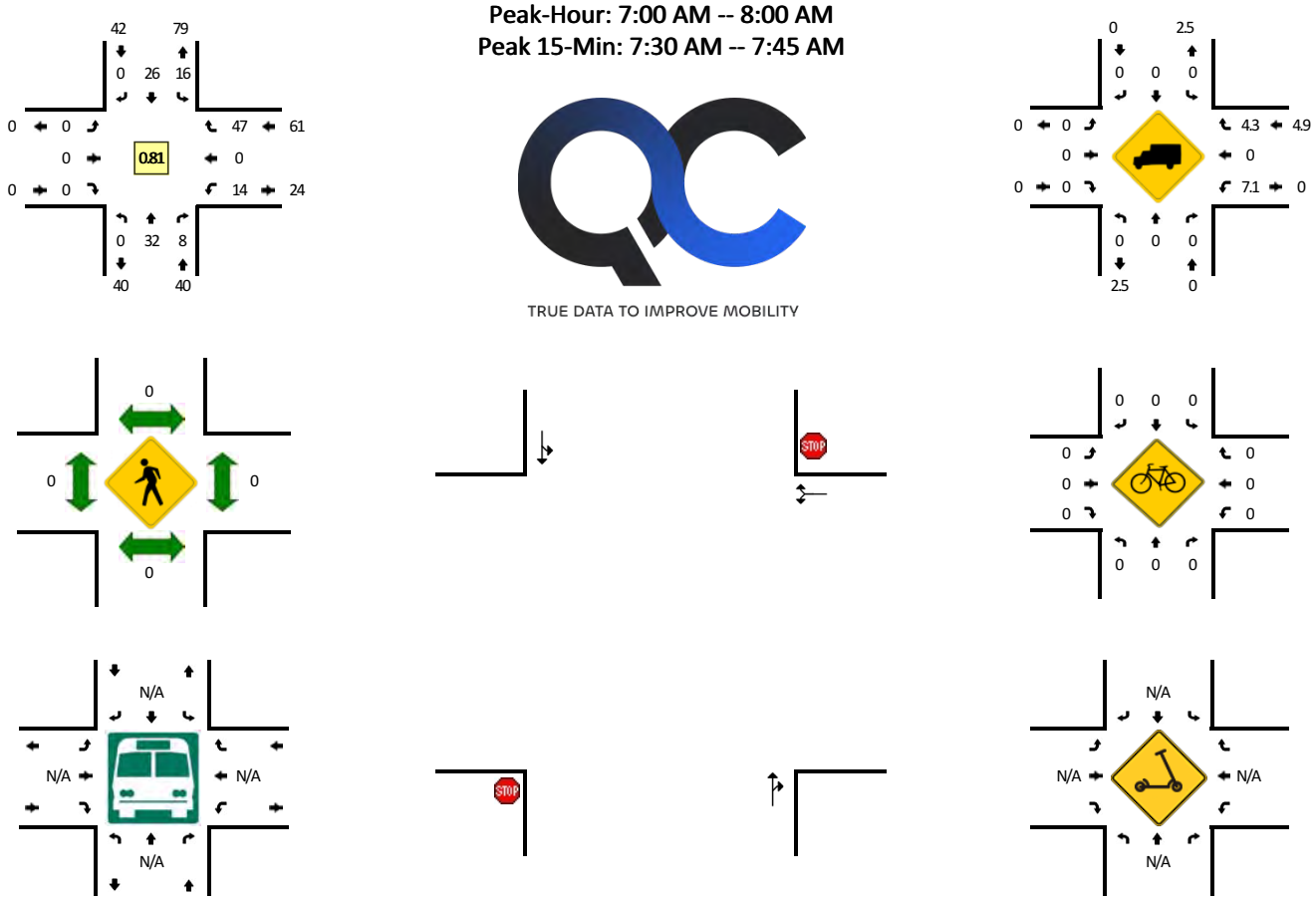
Method for determining peak hour: Total Entering Volume

LOCATION: Old Cox Rd -- Old Humble Mill Rd
CITY/STATE: Randolph, NC

QC JOB #: 16904505
DATE: Wed, Feb 5 2025

Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

TRUE DATA TO IMPROVE MOBILITY



15-Min Count Period Beginning At	Old Cox Rd (Northbound)				Old Cox Rd (Southbound)				Old Humble Mill Rd (Eastbound)				Old Humble Mill Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	8	0	0	6	5	0	0	0	0	0	0	1	0	5	0	25	
7:15 AM	0	4	5	0	2	10	0	0	0	0	0	0	3	0	11	0	35	
7:30 AM	0	8	1	0	3	6	0	0	0	0	0	0	7	0	19	0	44	
7:45 AM	0	12	2	0	5	5	0	0	0	0	0	0	3	0	12	0	39	143
8:00 AM	0	4	1	0	3	4	0	0	0	0	0	0	2	0	8	0	22	140
8:15 AM	0	12	4	0	9	5	0	0	0	0	0	0	1	0	3	0	34	139
8:30 AM	0	8	0	0	7	4	0	0	0	0	0	0	1	0	9	0	29	124
8:45 AM	0	4	0	0	2	8	0	0	0	0	0	0	1	0	6	0	21	106

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	32	4	0	12	24	0	0	0	0	0	0	28	0	76	0	176
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/7/2025 2:27 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

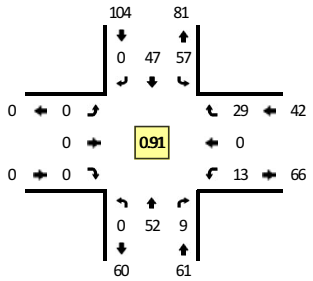
Type of peak hour being reported: Intersection Peak

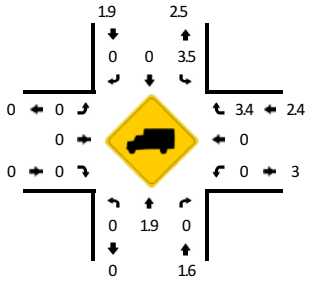
Method for determining peak hour: Total Entering Volume

LOCATION: Old Cox Rd -- Old Humble Mill Rd
CITY/STATE: Randolph, NC

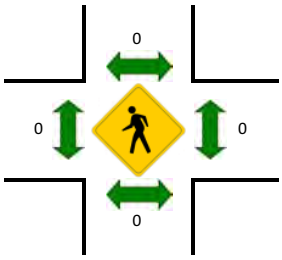
QC JOB #: 16904506
DATE: Wed, Feb 5 2025

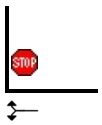
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

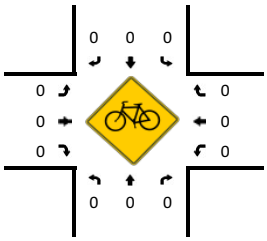


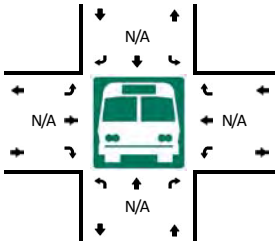


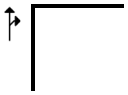
TRUE DATA TO IMPROVE MOBILITY

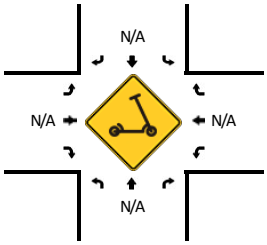












15-Min Count Period Beginning At	Old Cox Rd (Northbound)				Old Cox Rd (Southbound)				Old Humble Mill Rd (Eastbound)				Old Humble Mill Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	18	4	0	9	7	0	0	0	0	0	0	4	0	8	0	50	
4:15 PM	0	11	2	0	7	13	0	0	0	0	0	0	2	0	5	0	40	
4:30 PM	0	9	6	0	13	7	0	0	0	0	0	0	1	0	7	0	43	
4:45 PM	0	10	4	0	13	12	0	0	0	0	0	0	2	0	9	0	50	183
5:00 PM	0	18	2	0	9	10	0	0	0	0	0	0	2	0	8	0	49	182
5:15 PM	0	11	3	0	22	14	0	0	0	0	0	0	3	0	4	0	57	199
5:30 PM	0	13	0	0	13	11	0	0	0	0	0	0	6	0	8	0	51	207
5:45 PM	0	8	2	0	6	7	0	0	0	0	0	0	3	0	10	0	36	193

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	44	12	0	88	56	0	0	0	0	0	0	12	0	16	0	228
Heavy Trucks	0	0	0		4	0	0		0	0	0		0	0	4		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/7/2025 2:27 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

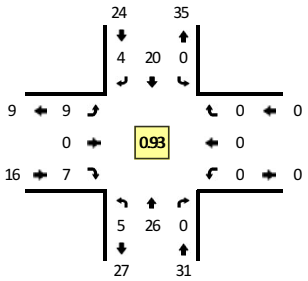
Type of peak hour being reported: Intersection Peak

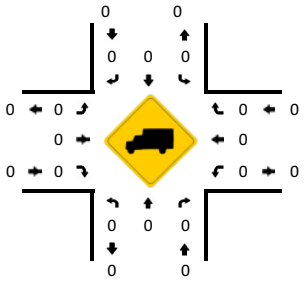
Method for determining peak hour: Total Entering Volume

LOCATION: Old Cox Rd -- Lions Rest Rd
CITY/STATE: Asheboro, NC

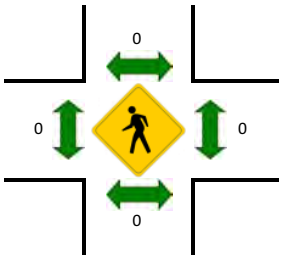
QC JOB #: 16904507
DATE: Wed, Feb 5 2025

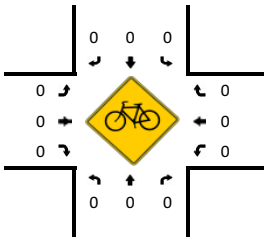
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

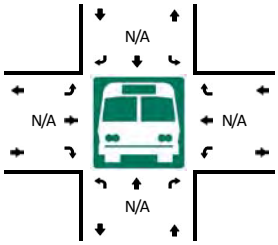


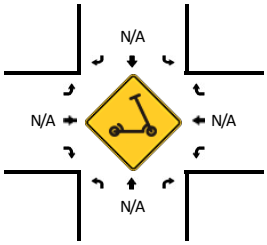


TRUE DATA TO IMPROVE MOBILITY









15-Min Count Period Beginning At	Old Cox Rd (Northbound)				Old Cox Rd (Southbound)				Lions Rest Rd (Eastbound)				Lions Rest Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	5	0	0	0	6	0	0	3	0	0	0	0	0	0	0	15	
7:15 AM	1	6	0	0	0	7	0	0	2	0	2	0	0	0	0	0	18	
7:30 AM	2	6	0	0	0	3	3	0	3	0	2	0	0	0	0	0	19	
7:45 AM	1	9	0	0	0	4	1	0	1	0	3	0	0	0	0	0	19	71
8:00 AM	1	5	0	0	0	3	0	0	1	0	0	0	0	0	0	0	10	66
8:15 AM	0	10	0	0	0	5	0	0	0	0	1	0	0	0	0	0	16	64
8:30 AM	0	4	0	0	0	3	0	0	0	0	1	0	0	0	0	0	8	53
8:45 AM	0	4	0	0	0	7	1	0	0	0	0	0	0	0	0	0	12	46

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	24	0	0	0	12	12	0	12	0	8	0	0	0	0	0	76
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/7/2025 2:27 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

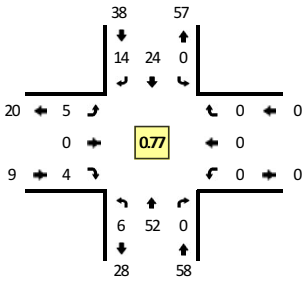
Type of peak hour being reported: Intersection Peak

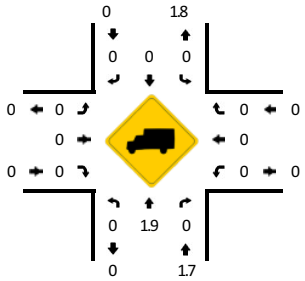
Method for determining peak hour: Total Entering Volume

LOCATION: Old Cox Rd -- Lions Rest Rd
CITY/STATE: Asheboro, NC

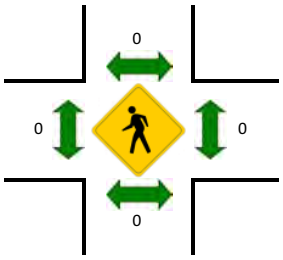
QC JOB #: 16904508
DATE: Wed, Feb 5 2025

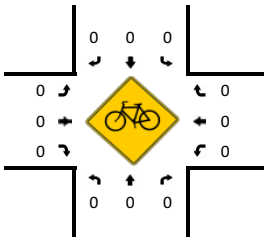
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

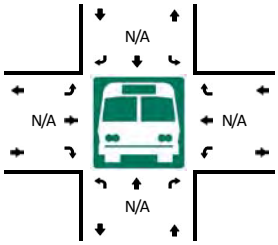


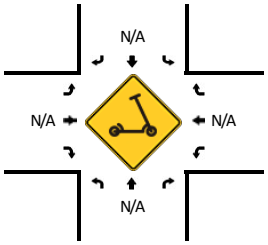


TRUE DATA TO IMPROVE MOBILITY









15-Min Count Period Beginning At	Old Cox Rd (Northbound)				Old Cox Rd (Southbound)				Lions Rest Rd (Eastbound)				Lions Rest Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	22	0	0	0	5	2	0	1	0	1	0	0	0	0	0	34	
4:15 PM	1	10	0	0	0	9	4	0	2	0	0	0	0	0	0	0	26	
4:30 PM	1	10	0	0	0	3	2	0	1	0	2	0	0	0	0	0	19	
4:45 PM	1	10	0	0	0	7	6	0	1	0	1	0	0	0	0	0	26	105
5:00 PM	1	6	0	0	0	7	4	0	4	0	1	0	0	0	0	0	23	94
5:15 PM	0	9	0	0	0	9	4	0	3	0	0	0	0	0	0	0	25	93
5:30 PM	0	9	0	0	0	9	5	0	1	0	2	0	0	0	0	0	26	100
5:45 PM	0	2	0	0	0	6	3	0	1	0	0	0	0	0	0	0	12	86

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	88	0	0	0	20	8	0	4	0	4	0	0	0	0	0	136
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/7/2025 2:27 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

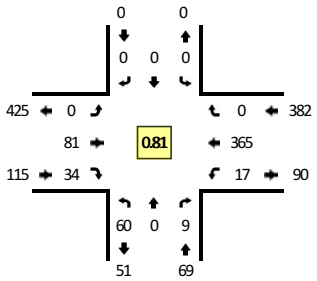
Type of peak hour being reported: Intersection Peak

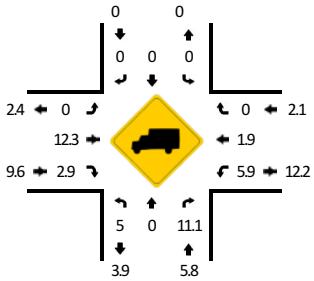
Method for determining peak hour: Total Entering Volume

LOCATION: Old Humble Mill Rd -- NC 42
CITY/STATE: Randolph, NC

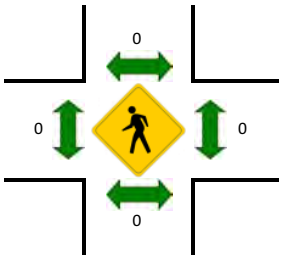
QC JOB #: 16904503
DATE: Wed, Feb 5 2025

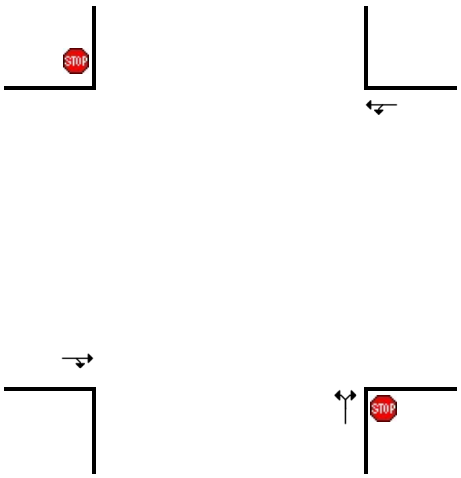
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

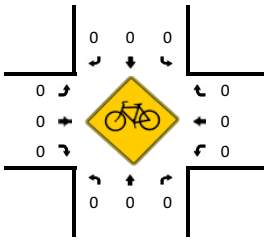


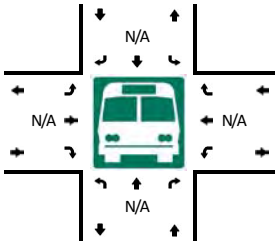


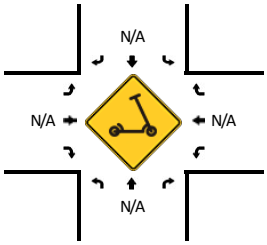
TRUE DATA TO IMPROVE MOBILITY











15-Min Count Period Beginning At	Old Humble Mill Rd (Northbound)				Old Humble Mill Rd (Southbound)				NC 42 (Eastbound)				NC 42 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	9	0	2	0	0	0	0	0	0	15	1	0	2	75	0	0	104	
7:15 AM	16	0	4	0	0	0	0	0	0	25	11	0	6	82	0	0	144	
7:30 AM	20	0	1	0	0	0	0	0	0	24	11	0	6	113	0	0	175	
7:45 AM	11	0	1	0	0	0	0	0	0	19	4	0	4	97	0	0	136	559
8:00 AM	13	0	3	0	0	0	0	0	0	13	8	0	1	73	0	0	111	566
8:15 AM	11	0	1	0	0	0	0	0	0	27	5	0	2	38	0	0	84	506
8:30 AM	13	0	2	0	0	0	0	0	0	26	6	0	3	68	0	0	118	449
8:45 AM	2	0	2	0	0	0	0	0	0	23	5	0	0	45	0	0	77	390

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	80	0	4	0	0	0	0	0	0	96	44	0	24	452	0	0	700
Heavy Trucks	0	0	0		0	0	0		0	4	4		0	4	0		12
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 2/7/2025 2:27 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

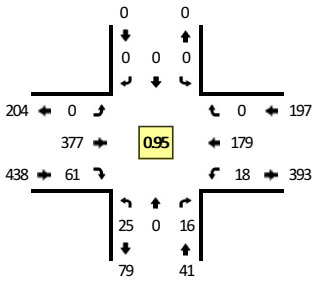
Type of peak hour being reported: Intersection Peak

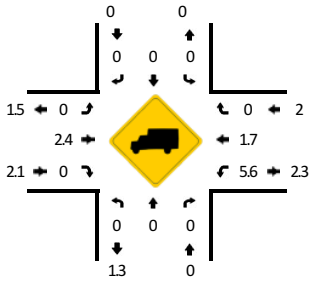
Method for determining peak hour: Total Entering Volume

LOCATION: Old Humble Mill Rd -- NC 42
CITY/STATE: Randolph, NC

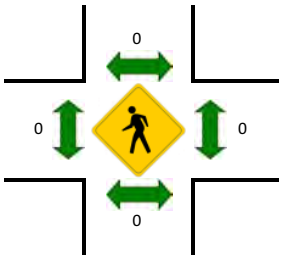
QC JOB #: 16904504
DATE: Wed, Feb 5 2025

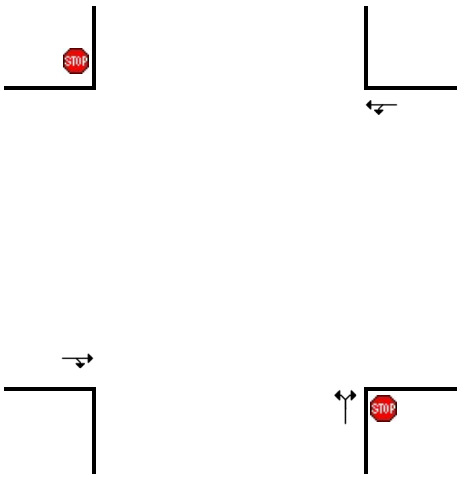
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

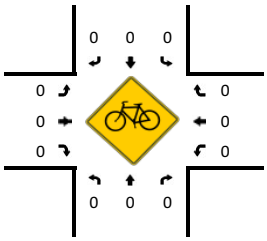


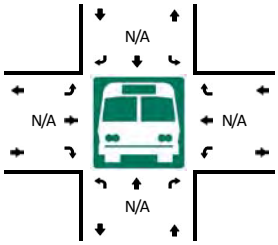


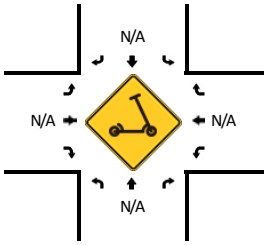
TRUE DATA TO IMPROVE MOBILITY











15-Min Count Period Beginning At	Old Humble Mill Rd (Northbound)				Old Humble Mill Rd (Southbound)				NC 42 (Eastbound)				NC 42 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	0	2	0	0	0	0	0	0	73	19	0	0	44	0	0	145	
4:15 PM	7	0	4	0	0	0	0	0	0	74	12	0	2	39	0	0	138	
4:30 PM	8	0	4	0	0	0	0	0	0	81	10	0	2	51	0	0	156	
4:45 PM	9	0	4	0	0	0	0	0	0	82	17	0	3	35	0	0	150	589
5:00 PM	5	0	5	0	0	0	0	0	0	98	12	0	5	49	0	0	174	618
5:15 PM	7	0	3	0	0	0	0	0	0	107	15	0	5	40	0	0	177	657
5:30 PM	4	0	4	0	0	0	0	0	0	89	13	0	1	50	0	0	161	662
5:45 PM	9	0	4	0	0	0	0	0	0	83	21	0	7	40	0	0	164	676

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	0	12	0	0	0	0	0	0	428	60	0	20	160	0	0	708
Heavy Trucks	0	0	0		0	0	0		0	4	0		4	4	0		12
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

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SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

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Appendix D:

Approved Development Information

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

DAVENPORT

Transportation Impact Analysis

Richlands Creek Subdivision

Randolph County, NC

Prepared for
The Turner Group, LLC

Original: January 19, 2023
Revised: July 28, 2023

Analysis and Graphics by: Monisha Badarinath, EI

Reviewed by: R. Steven Epley, PE

Sealed by: R. Steven Epley, PE

SEAL

[redacted]

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3.0 Approved Development and Committed Improvements

3.1 Approved Developments

Approved developments are developments that have been recently approved in the area but are not yet constructed. Per the approved scoping document, there are four (4) approved developments to consider for this study site: Zoo City Sportsplex, Asheboro NC Zoo Expansion, Zoocrest Townhomes, and Parkway South.

Zoo City Sportsplex is located on the northeast corner of the intersection of Zoo Parkway and Old Cox Road. The development is under construction and is planned to include eight (8) turf soccer fields, two (2) turf football fields, six (6) sand volleyball courts, four (4) pickleball courts, a dog park, a playground, and walking trails. A TIA was completed by DRMP for this project in April 2020. Future traffic associated with the site were incorporated into the future no-build and build analysis based on the TIA as the site has an expected opening of Summer 2023.

Asheboro NC Zoo Expansion is located at NC Zoo at 4401 Zoo Parkway. The expansion is expected to open in 2026 and will add the Asia continent. As currently planned, the Asia continent will feature animals such as tigers, white-cheeked gibbons, Komodo dragons, Chinese alligators, king cobras, and Komodo dragons. Traffic volumes for these approved developments were generated based on equations available in the ITE Trip Generation Manual 11th edition, which shows a trip generation potential of 534 daily trips with 32 trips in the AM peak hour and 50 trips in the PM peak hour. Additionally, these trips were incorporated into the future no-build and build analysis. Trip distribution at the study intersections were based on expected routing patterns.

Zoocrest Townhomes was zoned to consist of a 44-unit townhouse development. As proposed, Zoocrest Townhomes will be located at 1223 Crestview Church Road. Since the site is not yet built out, the traffic associated with this development was included in this analysis to project future no-build and build traffic volumes under all phases. Traffic volumes for this site were generated based on equations and rates available in the ITE Trip Generation Manual 11th edition and were distributed at the study intersections based on expected routing patterns.

Parkway South located at 3140 Zoo Parkway was zoned to consist of a 36-unit townhouse development. As this development was fully constructed at the time of data collection and the trips associated with the proposed development were captured in existing traffic volumes, no additional traffic was projected in the future no-build and build conditions.

Approved development traffic for the AM and PM peak hours are shown in Figure 5. Relevant information is provided in the Appendix.

3.2 Committed Improvements

Committed improvements are improvements that are planned by NCDOT, the City of Asheboro, Randolph County or that are associated with a prior approved development in the area but are not yet constructed. Per the approved scoping document, there is one (1) committed improvement to be included in this study: construction of a roundabout at the Old Cox Road and Zoo Parkway intersection as a requirement of the Zoo City Sportsplex development. The roundabout is anticipated to be operational by Phase 1 of this proposed development (2025).

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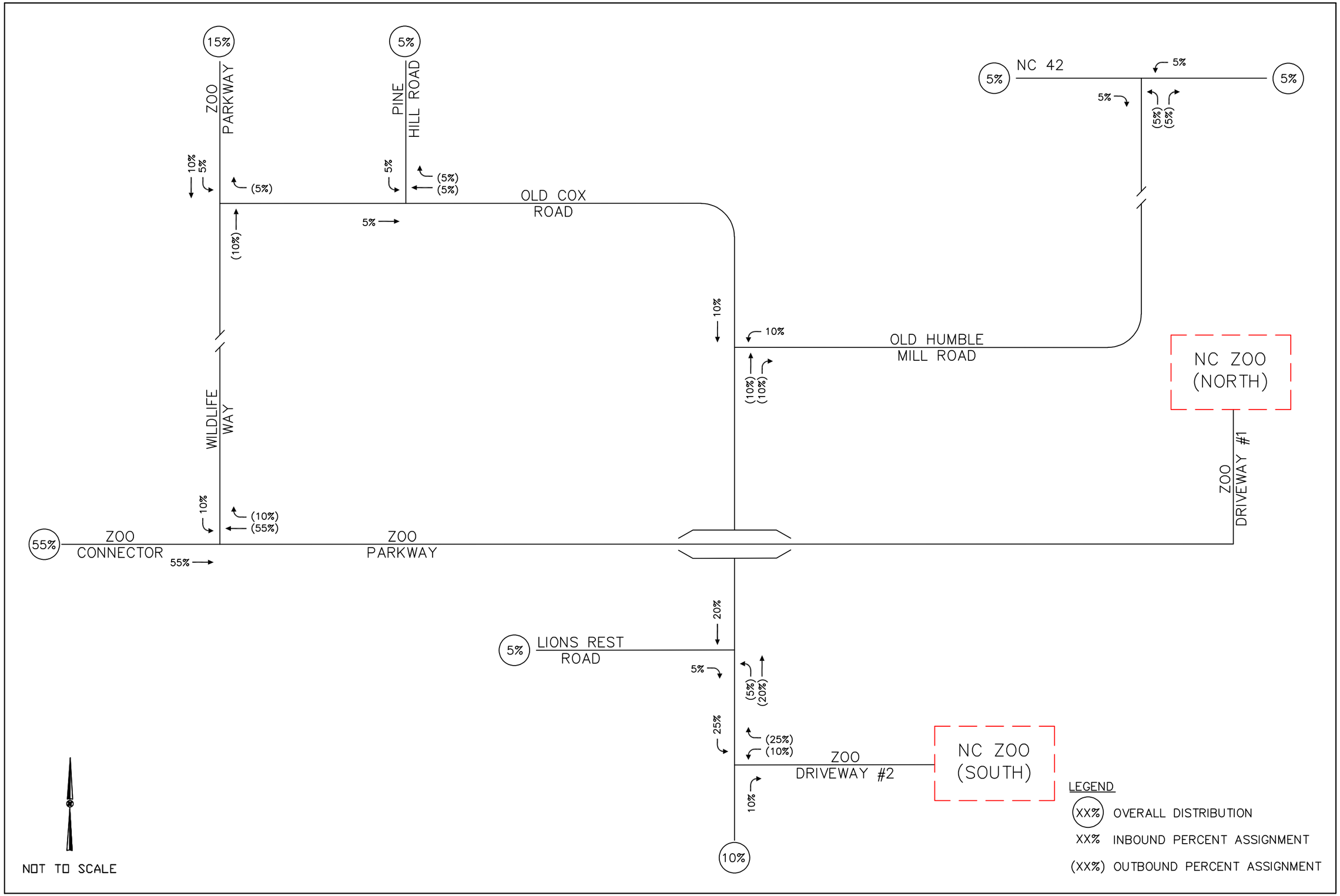

FIGURE D.1

NC ZOO EXPANSION – APPROVED DEVELOPMENT SITE TRIP DISTRIBUTION

ASHEBORO RESIDENTIAL
ASHEBORO, NC
TRAFFIC IMPACT ANALYSIS

Kimley»Horn

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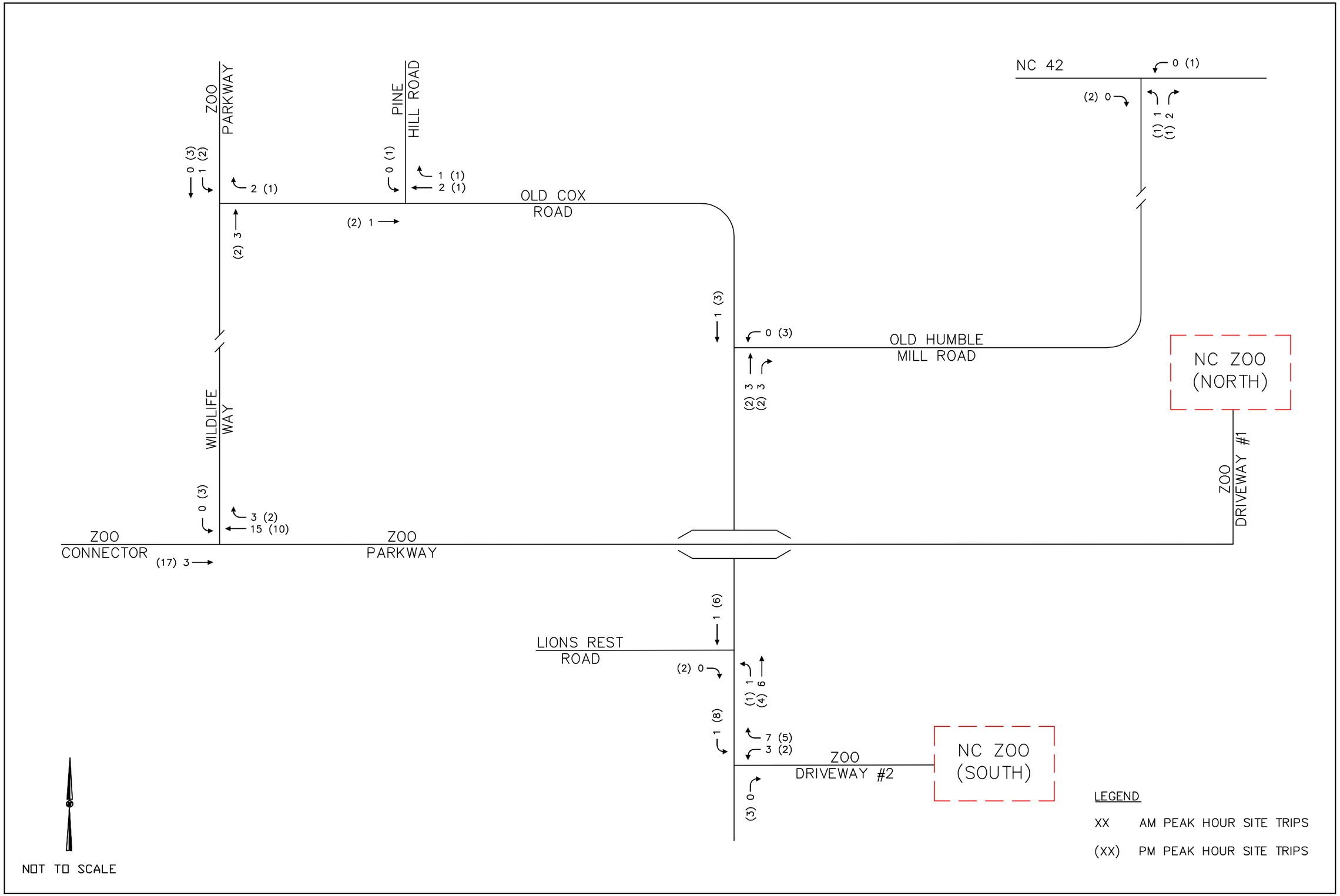

FIGURE D.2

NC ZOO EXPANSION – APPROVED DEVELOPMENT SITE TRIPS

ASHEBORO RESIDENTIAL
ASHEBORO, NC
TRAFFIC IMPACT ANALYSIS

Kimley»Horn

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Appendix E:

Intersection Spreadsheets

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INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #1
Zoo Parkway at Old Cox Road

AM PEAK HOUR

	Zoo Parkway Northbound				Zoo Parkway Southbound				Eastbound				Old Cox Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	82	28	0	86	52	0	0	0	0	0	0	11	0	136
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	3
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.80				0.80				0.80				0.80			
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**0**	**82**	**28**	**0**	**86**	**52**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**136**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	3	1	0	3	2	0	0	0	0	0	0	0	0	6
NC Zoo Expansion			3			1	0									2
Total Approved Development Trips	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	2
2029 No-Build Traffic	**0**	**0**	**88**	**29**	**0**	**90**	**54**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**144**
2029 No-Build Pedestrians	**0**				**0**				**0**				**0**			
2029 No-Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 No-Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 No-Build Conflicting Bicycles				**0**				**0**				**0**				**0**
Trip Distribution IN				10%		40%										
Trip Distribution OUT														(10%)		(40%)
Balancing Adjustment																
Residential Trips	0	0	0	7	0	26	0	0	0	0	0	0	0	19	0	76
Total Vehicular Project Trips	0	0	0	7	0	26	0	0	0	0	0	0	0	19	0	76
2029 Build Traffic	**0**	**0**	**88**	**36**	**0**	**116**	**54**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**0**	**220**
2029 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**6%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**
2029 Build Pedestrians	**0**				**0**				**0**				**0**			
2029 Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 Build Conflicting Bicycles				**0**				**0**				**0**				**0**
% from Existing	**0.0%**	**0.0%**	**90.0%**	**80.0%**	**0.0%**	**70.0%**	**100.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**40.0%**	**0.0%**	**60.0%**
% from Background Growth	**0.0%**	**0.0%**	**100.0%**	**80.0%**	**0.0%**	**80.0%**	**100.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**40.0%**	**0.0%**	**70.0%**
% from Project Trips	**0.0%**	**0.0%**	**0.0%**	**20.0%**	**0.0%**	**20.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**60.0%**	**0.0%**	**30.0%**

PM PEAK HOUR

	Zoo Parkway Northbound				Zoo Parkway Southbound				Eastbound				Old Cox Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	94	28	0	116	117	0	0	0	0	0	0	22	0	111
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0	2
Heavy Vehicle %	2%	2%	2%	7%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.84				0.84				0.84				0.84			
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**0**	**94**	**28**	**0**	**116**	**117**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**0**	**111**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	4	1	0	5	5	0	0	0	0	0	0	1	0	5
NC Zoo Expansion			2			2	3									1
Total Approved Development Trips	0	0	2	0	0	2	3	0	0	0	0	0	0	0	0	1
2029 No-Build Traffic	**0**	**0**	**100**	**29**	**0**	**123**	**125**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**0**	**117**
2029 No-Build Pedestrians	**0**				**0**				**0**				**0**			
2029 No-Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 No-Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 No-Build Conflicting Bicycles				**0**				**0**				**0**				**0**
Trip Distribution IN				10%		40%										
Trip Distribution OUT														(10%)		(40%)
Balancing Adjustment																
Residential Trips	0	0	0	21	0	83	0	0	0	0	0	0	0	13	0	51
Total Vehicular Project Trips	0	0	0	21	0	83	0	0	0	0	0	0	0	13	0	51
2029 Build Traffic	**0**	**0**	**100**	**50**	**0**	**206**	**125**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**0**	**168**
2029 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**4%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**
2029 Build Pedestrians	**0**				**0**				**0**				**0**			
2029 Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 Build Conflicting Bicycles				**0**				**0**				**0**				**0**
% from Existing	**0.0%**	**0.0%**	**90.0%**	**60.0%**	**0.0%**	**60.0%**	**90.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**60.0%**	**0.0%**	**70.0%**
% from Background Growth	**0.0%**	**0.0%**	**100.0%**	**60.0%**	**0.0%**	**60.0%**	**100.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**60.0%**	**0.0%**	**70.0%**
% from Project Trips	**0.0%**	**0.0%**	**0.0%**	**40.0%**	**0.0%**	**40.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**40.0%**	**0.0%**	**30.0%**

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INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #2
Old Cox Road at Pine Hill Road

AM PEAK HOUR

	Northbound				Pine Hill Road Southbound				Old Cox Road Eastbound				Old Cox Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	0	0	0	5	0	20	0	17	38	0	0	0	74	8
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Peak Hour Factor	0.83				0.83				0.83				0.83			
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**20**	**0**	**17**	**38**	**0**	**0**	**0**	**74**	**8**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	0	0	0	0	0	1	0	1	2	0	0	0	3	0
NC Zoo Expansion						0					1				2	1
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	1
2029 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**21**	**0**	**18**	**41**	**0**	**0**	**0**	**79**	**9**
2029 No-Build Pedestrians	**0**				**0**				**0**				**0**			
2029 No-Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 No-Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 No-Build Conflicting Bicycles				**0**				**0**				**0**				**0**
Trip Distribution IN						10%					50%					
Trip Distribution OUT															(50%)	(10%)
Balancing Adjustment															-1	
Residential Trips	0	0	0	0	0	7	0	0	0	0	33	0	0	0	95	19
Total Vehicular Project Trips	0	0	0	0	0	7	0	0	0	0	33	0	0	0	95	19
2029 Build Traffic	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**21**	**0**	**18**	**74**	**0**	**0**	**0**	**174**	**28**
2029 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**
2029 Build Pedestrians	**0**				**0**				**0**				**0**			
2029 Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 Build Conflicting Bicycles				**0**				**0**				**0**				**0**
% from Existing	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**40.0%**	**0.0%**	**100.0%**	**0.0%**	**90.0%**	**50.0%**	**0.0%**	**0.0%**	**0.0%**	**40.0%**	**30.0%**
% from Background Growth	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**40.0%**	**0.0%**	**100.0%**	**0.0%**	**100.0%**	**60.0%**	**0.0%**	**0.0%**	**0.0%**	**50.0%**	**30.0%**
% from Project Trips	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**60.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**40.0%**	**0.0%**	**0.0%**	**0.0%**	**50.0%**	**70.0%**

PM PEAK HOUR

	Northbound				Pine Hill Road Southbound				Old Cox Road Eastbound				Old Cox Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	0	0	0	23	0	15	0	11	81	0	0	0	68	12
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	2%	2%	2%	3%	2%
Peak Hour Factor	0.85				0.85				0.85				0.85			
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**0**	**0**	**0**	**0**	**23**	**0**	**15**	**0**	**11**	**81**	**0**	**0**	**0**	**68**	**12**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	0	0	0	1	0	1	0	0	3	0	0	0	3	0
NC Zoo Expansion						1					2				1	1
Total Approved Development Trips	0	0	0	0	0	1	0	0	0	0	2	0	0	0	1	1
2029 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**25**	**0**	**16**	**0**	**11**	**86**	**0**	**0**	**0**	**72**	**13**
2029 No-Build Pedestrians	**0**				**0**				**0**				**0**			
2029 No-Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 No-Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 No-Build Conflicting Bicycles				**0**				**0**				**0**				**0**
Trip Distribution IN						10%					50%					
Trip Distribution OUT															(50%)	(10%)
Balancing Adjustment																
Residential Trips	0	0	0	0	0	21	0	0	0	0	104	0	0	0	64	13
Total Vehicular Project Trips	0	0	0	0	0	21	0	0	0	0	104	0	0	0	64	13
2029 Build Traffic	**0**	**0**	**0**	**0**	**0**	**46**	**0**	**16**	**0**	**11**	**190**	**0**	**0**	**0**	**136**	**26**
2029 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**3%**	**2%**	**2%**	**2%**	**2%**	**2%**
2029 Build Pedestrians	**0**				**0**				**0**				**0**			
2029 Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 Build Conflicting Bicycles				**0**				**0**				**0**				**0**
% from Existing	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**50.0%**	**0.0%**	**90.0%**	**0.0%**	**100.0%**	**40.0%**	**0.0%**	**0.0%**	**0.0%**	**50.0%**	**50.0%**
% from Background Growth	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**50.0%**	**0.0%**	**100.0%**	**0.0%**	**100.0%**	**50.0%**	**0.0%**	**0.0%**	**0.0%**	**50.0%**	**50.0%**
% from Project Trips	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**50.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**50.0%**	**0.0%**	**0.0%**	**0.0%**	**50.0%**	**50.0%**

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INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #3
Old Cox Road at Old Humble Mill Road

AM PEAK HOUR

	Old Cox Road Northbound				Old Cox Road Southbound				Eastbound				Old Humble Mill Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	32	8	0	16	26	0	0	0	0	0	0	14	0	47
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	4%
Peak Hour Factor	0.81				0.81				0.81				0.81			
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**0**	**32**	**8**	**0**	**16**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**47**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	1	0	0	1	1	0	0	0	0	0	0	1	0	2
NC Zoo Expansion			3	3			1							0		
Total Approved Development Trips	0	0	3	3	0	0	1	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	**0**	**0**	**36**	**11**	**0**	**17**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**49**
2029 No-Build Pedestrians	**0**				**0**				**0**				**0**			
2029 No-Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 No-Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 No-Build Conflicting Bicycles				**0**				**0**				**0**				**0**
Trip Distribution IN			3%	2%		5%										8%
Trip Distribution OUT						(8%)	(3%)							(2%)		(5%)
Balancing Adjustment																
Residential Trips	0	0	2	1	0	19	6	0	0	0	0	0	0	4	0	15
Total Vehicular Project Trips	0	0	2	1	0	19	6	0	0	0	0	0	0	4	0	15
2029 Build Traffic	**0**	**0**	**38**	**12**	**0**	**36**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**64**
2029 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**5%**	**2%**	**3%**
2029 Build Pedestrians	**0**				**0**				**0**				**0**			
2029 Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 Build Conflicting Bicycles				**0**				**0**				**0**				**0**
% from Existing	**0.0%**	**0.0%**	**80.0%**	**70.0%**	**0.0%**	**40.0%**	**80.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**70.0%**	**0.0%**	**70.0%**
% from Background Growth	**0.0%**	**0.0%**	**90.0%**	**90.0%**	**0.0%**	**50.0%**	**80.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**80.0%**	**0.0%**	**80.0%**
% from Project Trips	**0.0%**	**0.0%**	**10.0%**	**10.0%**	**0.0%**	**50.0%**	**20.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**20.0%**	**0.0%**	**20.0%**

PM PEAK HOUR

	Old Cox Road Northbound				Old Cox Road Southbound				Eastbound				Old Humble Mill Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	52	9	0	57	47	0	0	0	0	0	0	13	0	29
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	1
Heavy Vehicle %	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
Peak Hour Factor	0.91				0.91				0.91				0.91			
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**0**	**52**	**9**	**0**	**57**	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**29**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	2	0	0	2	2	0	0	0	0	0	0	1	0	1
NC Zoo Expansion			2	2			3							3		
Total Approved Development Trips	0	0	2	2	0	0	3	0	0	0	0	0	0	3	0	0
2029 No-Build Traffic	**0**	**0**	**56**	**11**	**0**	**59**	**52**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**30**
2029 No-Build Pedestrians	**0**				**0**				**0**				**0**			
2029 No-Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 No-Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 No-Build Conflicting Bicycles				**0**				**0**				**0**				**0**
Trip Distribution IN			3%	2%		5%										8%
Trip Distribution OUT						(8%)	(3%)							(2%)		(5%)
Balancing Adjustment						1										
Residential Trips	0	0	6	4	0	22	4	0	0	0	0	0	0	3	0	23
Total Vehicular Project Trips	0	0	6	4	0	22	4	0	0	0	0	0	0	3	0	23
2029 Build Traffic	**0**	**0**	**62**	**15**	**0**	**81**	**56**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**0**	**53**
2029 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**3%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**
2029 Build Pedestrians	**0**				**0**				**0**				**0**			
2029 Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 Build Conflicting Bicycles				**0**				**0**				**0**				**0**
% from Existing	**0.0%**	**0.0%**	**80.0%**	**60.0%**	**0.0%**	**70.0%**	**80.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**70.0%**	**0.0%**	**50.0%**
% from Background Growth	**0.0%**	**0.0%**	**90.0%**	**70.0%**	**0.0%**	**70.0%**	**90.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**90.0%**	**0.0%**	**60.0%**
% from Project Trips	**0.0%**	**0.0%**	**10.0%**	**30.0%**	**0.0%**	**30.0%**	**10.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**20.0%**	**0.0%**	**40.0%**

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INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #4
Old Cox Road at Lions Rest Road

AM PEAK HOUR

	Old Cox Road				Old Cox Road				Lions Rest Road							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	5	26	0	0	0	20	4	0	9	0	7	0	0	0	0
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.93				0.93				0.93				0.93			
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**5**	**26**	**0**	**0**	**0**	**20**	**4**	**0**	**9**	**0**	**7**	**0**	**0**	**0**	**0**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
NC Zoo Expansion		1	6				1					0				
Total Approved Development Trips	0	1	6	0	0	0	1	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	**0**	**6**	**33**	**0**	**0**	**0**	**22**	**4**	**0**	**9**	**0**	**7**	**0**	**0**	**0**	**0**
2029 No-Build Pedestrians	**0**				**0**				**0**				**0**			
2029 No-Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 No-Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 No-Build Conflicting Bicycles				**0**				**0**				**0**				**0**
Trip Distribution IN			5%							5%						
Trip Distribution OUT							(5%)	(5%)								
Balancing Adjustment																
Residential Trips	0	0	3	0	0	0	10	10	0	3	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	3	0	0	0	10	10	0	3	0	0	0	0	0	0
2029 Build Traffic	**0**	**6**	**36**	**0**	**0**	**0**	**32**	**14**	**0**	**12**	**0**	**7**	**0**	**0**	**0**	**0**
2029 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**
2029 Build Pedestrians	**0**				**0**				**0**				**0**			
2029 Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 Build Conflicting Bicycles				**0**				**0**				**0**				**0**
% from Existing	**0.0%**	**80.0%**	**70.0%**	**0.0%**	**0.0%**	**0.0%**	**60.0%**	**30.0%**	**0.0%**	**80.0%**	**0.0%**	**100.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**
% from Background Growth	**0.0%**	**100.0%**	**90.0%**	**0.0%**	**0.0%**	**0.0%**	**70.0%**	**30.0%**	**0.0%**	**80.0%**	**0.0%**	**100.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**
% from Project Trips	**0.0%**	**0.0%**	**10.0%**	**0.0%**	**0.0%**	**0.0%**	**30.0%**	**70.0%**	**0.0%**	**30.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

PM PEAK HOUR

	Old Cox Road				Old Cox Road				Lions Rest Road							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	6	52	0	0	0	24	14	0	5	0	4	0	0	0	0
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.77				0.77				0.77				0.77			
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**6**	**52**	**0**	**0**	**0**	**24**	**14**	**0**	**5**	**0**	**4**	**0**	**0**	**0**	**0**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0
NC Zoo Expansion		1	4				6					2				
Total Approved Development Trips	0	1	4	0	0	0	6	0	0	0	0	2	0	0	0	0
2029 No-Build Traffic	**0**	**7**	**58**	**0**	**0**	**0**	**31**	**15**	**0**	**5**	**0**	**6**	**0**	**0**	**0**	**0**
2029 No-Build Pedestrians	**0**				**0**				**0**				**0**			
2029 No-Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 No-Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 No-Build Conflicting Bicycles				**0**				**0**				**0**				**0**
Trip Distribution IN			5%							5%						
Trip Distribution OUT							(5%)	(5%)								
Balancing Adjustment								1								
Residential Trips	0	0	10	0	0	0	6	7	0	10	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	10	0	0	0	6	7	0	10	0	0	0	0	0	0
2029 Build Traffic	**0**	**7**	**68**	**0**	**0**	**0**	**37**	**22**	**0**	**15**	**0**	**6**	**0**	**0**	**0**	**0**
2029 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**
2029 Build Pedestrians	**0**				**0**				**0**				**0**			
2029 Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 Build Conflicting Bicycles				**0**				**0**				**0**				**0**
% from Existing	**0.0%**	**90.0%**	**80.0%**	**0.0%**	**0.0%**	**0.0%**	**60.0%**	**60.0%**	**0.0%**	**30.0%**	**0.0%**	**70.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**
% from Background Growth	**0.0%**	**100.0%**	**90.0%**	**0.0%**	**0.0%**	**0.0%**	**80.0%**	**70.0%**	**0.0%**	**30.0%**	**0.0%**	**100.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**
% from Project Trips	**0.0%**	**0.0%**	**10.0%**	**0.0%**	**0.0%**	**0.0%**	**20.0%**	**30.0%**	**0.0%**	**70.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

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INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #5
NC 42 at Old Humble Mill Road

AM PEAK HOUR

	Old Humble Mill Road								NC 42				NC 42			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	60	0	9	0	0	0	0	0	0	81	34	0	17	365	0
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
Conflicting Bicycles				0				0								0
Heavy Vehicles	0	3	0	1	0	0	0	0	0	0	10	1	0	1	7	0
Heavy Vehicle %	2%	5%	2%	11%	2%	2%	2%	2%	2%	2%	12%	3%	2%	6%	2%	2%
Peak Hour Factor	0.81				0.81				0.81				0.81			
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**60**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**81**	**34**	**0**	**17**	**365**	**0**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	2	0	0	0	0	0	0	0	0	3	1	0	1	15	0
NC Zoo Expansion		1		2								0		0		
Total Approved Development Trips	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	**0**	**63**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**84**	**35**	**0**	**18**	**380**	**0**
2029 No-Build Pedestrians	**0**				**0**				**0**				**0**			
2029 No-Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 No-Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 No-Build Conflicting Bicycles				**0**				**0**				**0**				**0**
Trip Distribution IN												25%		5%		
Trip Distribution OUT		(25%)		(5%)												
Balancing Adjustment		-1														
Residential Trips	0	47	0	10	0	0	0	0	0	0	0	16	0	3	0	0
Total Vehicular Project Trips	0	47	0	10	0	0	0	0	0	0	0	16	0	3	0	0
2029 Build Traffic	**0**	**110**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**84**	**51**	**0**	**21**	**380**	**0**
2029 Build Heavy Vehicle %	**2%**	**3%**	**2%**	**5%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**12%**	**2%**	**2%**	**5%**	**2%**	**2%**
2029 Build Pedestrians	**0**				**0**				**0**				**0**			
2029 Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 Build Conflicting Bicycles				**0**				**0**				**0**				**0**
% from Existing	**0.0%**	**50.0%**	**0.0%**	**40.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**100.0%**	**70.0%**	**0.0%**	**80.0%**	**100.0%**	**0.0%**
% from Background Growth	**0.0%**	**60.0%**	**0.0%**	**50.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**100.0%**	**70.0%**	**0.0%**	**90.0%**	**100.0%**	**0.0%**
% from Project Trips	**0.0%**	**40.0%**	**0.0%**	**50.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**30.0%**	**0.0%**	**10.0%**	**0.0%**	**0.0%**

PM PEAK HOUR

	Old Humble Mill Road								NC 42				NC 42			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	25	0	16	0	0	0	0	0	0	377	61	0	18	179	0
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	9	0	0	1	3	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	2%	2%
Peak Hour Factor	0.95				0.95				0.95				0.95			
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**25**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**377**	**61**	**0**	**18**	**179**	**0**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	1	0	1	0	0	0	0	0	0	15	2	0	1	7	0
NC Zoo Expansion		1		1								2		1		
Total Approved Development Trips	0	1	0	1	0	0	0	0	0	0	0	2	0	1	0	0
2029 No-Build Traffic	**0**	**27**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**392**	**65**	**0**	**20**	**186**	**0**
2029 No-Build Pedestrians	**0**				**0**				**0**				**0**			
2029 No-Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 No-Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 No-Build Conflicting Bicycles				**0**				**0**				**0**				**0**
Trip Distribution IN												25%		5%		
Trip Distribution OUT		(25%)		(5%)												
Balancing Adjustment												1				
Residential Trips	0	32	0	6	0	0	0	0	0	0	0	53	0	10	0	0
Total Vehicular Project Trips	0	32	0	6	0	0	0	0	0	0	0	53	0	10	0	0
2029 Build Traffic	**0**	**59**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**392**	**118**	**0**	**30**	**186**	**0**
2029 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**3%**	**2%**	**2%**
2029 Build Pedestrians	**0**				**0**				**0**				**0**			
2029 Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 Build Conflicting Bicycles				**0**				**0**				**0**				**0**
% from Existing	**0.0%**	**40.0%**	**0.0%**	**70.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**100.0%**	**50.0%**	**0.0%**	**60.0%**	**100.0%**	**0.0%**
% from Background Growth	**0.0%**	**50.0%**	**0.0%**	**80.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**100.0%**	**60.0%**	**0.0%**	**70.0%**	**100.0%**	**0.0%**
% from Project Trips	**0.0%**	**50.0%**	**0.0%**	**30.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**40.0%**	**0.0%**	**30.0%**	**0.0%**	**0.0%**

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INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #6

Old Cox Road at Site Driveway #1/Site Driveway #2

AM PEAK HOUR

	Site Driveway #1				Site Driveway #2				Old Cox Road				Old Cox Road			
		Northbound				**Southbound**				**Eastbound**				**Westbound**		
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing											42				79	
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%
Peak Hour Factor	0.90				0.90				0.90				0.90			
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**	**0**	**0**	**0**	**79**	**0**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0
NC Zoo Expansion											1				3	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0
2029 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**45**	**0**	**0**	**0**	**85**	**0**
2029 No-Build Pedestrians	**0**				**0**				**0**				**0**			
2029 No-Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 No-Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 No-Build Conflicting Bicycles				**0**				**0**				**0**				**0**
Trip Distribution IN										30%	5%	25%		5%		6%
Trip Distribution OUT		(25%)		(5%)		(6%)		(30%)							(5%)	
Balancing Adjustment		-1									1					
Residential Trips	0	47	0	10	0	11	0	57	0	20	4	16	0	3	10	4
Total Vehicular Project Trips	0	47	0	10	0	11	0	57	0	20	4	16	0	3	10	4
2029 Build Traffic	**0**	**47**	**0**	**10**	**0**	**11**	**0**	**57**	**0**	**20**	**49**	**16**	**0**	**3**	**95**	**4**
2029 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**
2029 Build Pedestrians	**0**				**0**				**0**				**0**			
2029 Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 Build Conflicting Bicycles				**0**				**0**				**0**				**0**
% from Existing	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**90.0%**	**0.0%**	**0.0%**	**0.0%**	**80.0%**	**0.0%**
% from Background Growth	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**90.0%**	**0.0%**	**0.0%**	**0.0%**	**90.0%**	**0.0%**
% from Project Trips	**0.0%**	**100.0%**	**0.0%**	**100.0%**	**0.0%**	**100.0%**	**0.0%**	**100.0%**	**0.0%**	**100.0%**	**10.0%**	**100.0%**	**0.0%**	**100.0%**	**10.0%**	**100.0%**

PM PEAK HOUR

	Site Driveway #1				Site Driveway #2				Old Cox Road				Old Cox Road			
		Northbound				**Southbound**				**Eastbound**				**Westbound**		
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing											104				81	
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.90				0.90				0.90				0.90			
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**104**	**0**	**0**	**0**	**81**	**0**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0
NC Zoo Expansion											3				2	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0
2029 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**111**	**0**	**0**	**0**	**86**	**0**
2029 No-Build Pedestrians	**0**				**0**				**0**				**0**			
2029 No-Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 No-Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 No-Build Conflicting Bicycles				**0**				**0**				**0**				**0**
Trip Distribution IN										30%	5%	25%		5%		6%
Trip Distribution OUT		(25%)		(5%)		(6%)		(30%)							(5%)	
Balancing Adjustment				1							1				1	
Residential Trips	0	32	0	7	0	8	0	38	0	62	11	52	0	10	7	12
Total Vehicular Project Trips	0	32	0	7	0	8	0	38	0	62	11	52	0	10	7	12
2029 Build Traffic	**0**	**32**	**0**	**7**	**0**	**8**	**0**	**38**	**0**	**62**	**122**	**52**	**0**	**10**	**93**	**12**
2029 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**
2029 Build Pedestrians	**0**				**0**				**0**				**0**			
2029 Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 Build Conflicting Bicycles				**0**				**0**				**0**				**0**
% from Existing	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**90.0%**	**0.0%**	**0.0%**	**0.0%**	**90.0%**	**0.0%**
% from Background Growth	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**90.0%**	**0.0%**	**0.0%**	**0.0%**	**90.0%**	**0.0%**
% from Project Trips	**0.0%**	**100.0%**	**0.0%**	**100.0%**	**0.0%**	**100.0%**	**0.0%**	**100.0%**	**0.0%**	**100.0%**	**10.0%**	**100.0%**	**0.0%**	**100.0%**	**10.0%**	**100.0%**

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INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #7

Old Cox Road at Site Driveway #3

AM PEAK HOUR

	Old Cox Road				Old Cox Road				Site Driveway #3							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing			40				40									
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.90				0.90				0.90				0.90			
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**0**	**40**	**0**	**0**	**0**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
NC Zoo Expansion			6				1									
Total Approved Development Trips	0	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	**0**	**0**	**48**	**0**	**0**	**0**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 No-Build Pedestrians	**0**				**0**				**0**				**0**			
2029 No-Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 No-Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 No-Build Conflicting Bicycles				**0**				**0**				**0**				**0**
Trip Distribution IN		5%	5%													
Trip Distribution OUT							(5%)					(5%)				
Balancing Adjustment																
Residential Trips	0	3	3	0	0	0	10	0	0	0	0	10	0	0	0	0
Total Vehicular Project Trips	0	3	3	0	0	0	10	0	0	0	0	10	0	0	0	0
2029 Build Traffic	**0**	**3**	**51**	**0**	**0**	**0**	**53**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**
2029 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**
2029 Build Pedestrians	**0**				**0**				**0**				**0**			
2029 Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 Build Conflicting Bicycles				**0**				**0**				**0**				**0**
% from Existing	**0.0%**	**0.0%**	**80.0%**	**0.0%**	**0.0%**	**0.0%**	**80.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**
% from Background Growth	**0.0%**	**0.0%**	**90.0%**	**0.0%**	**0.0%**	**0.0%**	**80.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**
% from Project Trips	**0.0%**	**100.0%**	**10.0%**	**0.0%**	**0.0%**	**0.0%**	**20.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**100.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

PM PEAK HOUR

	Old Cox Road				Old Cox Road				Site Driveway #3							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing			61				60									
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.90				0.90				0.90				0.90			
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**0**	**61**	**0**	**0**	**0**	**60**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
NC Zoo Expansion			4				6									
Total Approved Development Trips	0	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	**0**	**0**	**67**	**0**	**0**	**0**	**68**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 No-Build Pedestrians	**0**				**0**				**0**				**0**			
2029 No-Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 No-Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 No-Build Conflicting Bicycles				**0**				**0**				**0**				**0**
Trip Distribution IN		5%	5%													
Trip Distribution OUT							(5%)					(5%)				
Balancing Adjustment							1									
Residential Trips	0	10	10	0	0	0	7	0	0	0	0	6	0	0	0	0
Total Vehicular Project Trips	0	10	10	0	0	0	7	0	0	0	0	6	0	0	0	0
2029 Build Traffic	**0**	**10**	**77**	**0**	**0**	**0**	**75**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**
2029 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**
2029 Build Pedestrians	**0**				**0**				**0**				**0**			
2029 Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 Build Conflicting Bicycles				**0**				**0**				**0**				**0**
% from Existing	**0.0%**	**0.0%**	**80.0%**	**0.0%**	**0.0%**	**0.0%**	**80.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**
% from Background Growth	**0.0%**	**0.0%**	**90.0%**	**0.0%**	**0.0%**	**0.0%**	**90.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**
% from Project Trips	**0.0%**	**100.0%**	**10.0%**	**0.0%**	**0.0%**	**0.0%**	**10.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**100.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

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INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #8
Old Humble Mill Road at Site Driveway #4

AM PEAK HOUR

	Site Driveway #4								Old Humble Mill Road				Old Humble Mill Road			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing											24				61	
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%
Peak Hour Factor	0.90				0.90				0.90				0.90			
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**0**	**61**	**0**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
NC Zoo Expansion											3				0	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
2029 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**0**	**0**	**63**	**0**
2029 No-Build Pedestrians	**0**				**0**				**0**				**0**			
2029 No-Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 No-Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 No-Build Conflicting Bicycles				**0**				**0**				**0**				**0**
Trip Distribution IN											4%	3%		2%	8%	
Trip Distribution OUT		(3%)		(2%)							(8%)				(4%)	
Balancing Adjustment																
Residential Trips	0	6	0	4	0	0	0	0	0	0	18	2	0	1	13	0
Total Vehicular Project Trips	0	6	0	4	0	0	0	0	0	0	18	2	0	1	13	0
2029 Build Traffic	**0**	**6**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**46**	**2**	**0**	**1**	**76**	**0**
2029 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**4%**	**2%**
2029 Build Pedestrians	**0**				**0**				**0**				**0**			
2029 Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 Build Conflicting Bicycles				**0**				**0**				**0**				**0**
% from Existing	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**50.0%**	**0.0%**	**0.0%**	**0.0%**	**80.0%**	**0.0%**
% from Background Growth	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**60.0%**	**0.0%**	**0.0%**	**0.0%**	**80.0%**	**0.0%**
% from Project Trips	**0.0%**	**100.0%**	**0.0%**	**100.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**40.0%**	**100.0%**	**0.0%**	**100.0%**	**20.0%**	**0.0%**

PM PEAK HOUR

	Site Driveway #4								Old Humble Mill Road				Old Humble Mill Road			
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing											66				42	
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Peak Hour Factor	0.90				0.90				0.90				0.90			
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**66**	**0**	**0**	**0**	**42**	**0**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0
NC Zoo Expansion											2				3	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0
2029 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**71**	**0**	**0**	**0**	**47**	**0**
2029 No-Build Pedestrians	**0**				**0**				**0**				**0**			
2029 No-Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 No-Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 No-Build Conflicting Bicycles				**0**				**0**				**0**				**0**
Trip Distribution IN											4%	3%		2%	8%	
Trip Distribution OUT		(3%)		(2%)							(8%)				(4%)	
Balancing Adjustment				-1								1				
Residential Trips	0	4	0	2	0	0	0	0	0	0	19	7	0	4	22	0
Total Vehicular Project Trips	0	4	0	2	0	0	0	0	0	0	19	7	0	4	22	0
2029 Build Traffic	**0**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**90**	**7**	**0**	**4**	**69**	**0**
2029 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**
2029 Build Pedestrians	**0**				**0**				**0**				**0**			
2029 Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 Build Conflicting Bicycles				**0**				**0**				**0**				**0**
% from Existing	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**70.0%**	**0.0%**	**0.0%**	**0.0%**	**60.0%**	**0.0%**
% from Background Growth	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**80.0%**	**0.0%**	**0.0%**	**0.0%**	**70.0%**	**0.0%**
% from Project Trips	**0.0%**	**100.0%**	**0.0%**	**100.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**20.0%**	**100.0%**	**0.0%**	**100.0%**	**30.0%**	**0.0%**

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INTERSECTION VOLUME DEVELOPMENT

INTERSECTION #9

Old Humble Mill Road at Site Driveway #5

AM PEAK HOUR

	Old Humble Mill Road				Old Humble Mill Road				Site Driveway #5							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing			24				61									
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.90				0.90				0.90				0.90			
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**0**	**24**	**0**	**0**	**0**	**61**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
NC Zoo Expansion			3				0									
Total Approved Development Trips	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	**0**	**0**	**28**	**0**	**0**	**0**	**63**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 No-Build Pedestrians	**0**				**0**				**0**				**0**			
2029 No-Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 No-Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 No-Build Conflicting Bicycles				**0**				**0**				**0**				**0**
Trip Distribution IN		4%					10%	20%								
Trip Distribution OUT			(10%)							(20%)		(4%)				
Balancing Adjustment							-1									
Residential Trips	0	3	19	0	0	0	6	13	0	38	0	8	0	0	0	0
Total Vehicular Project Trips	0	3	19	0	0	0	6	13	0	38	0	8	0	0	0	0
2029 Build Traffic	**0**	**3**	**47**	**0**	**0**	**0**	**69**	**13**	**0**	**38**	**0**	**8**	**0**	**0**	**0**	**0**
2029 Build Heavy Vehicle %	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**5%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**
2029 Build Pedestrians	**0**				**0**				**0**				**0**			
2029 Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 Build Conflicting Bicycles				**0**				**0**				**0**				**0**
% from Existing	**0.0%**	**0.0%**	**50.0%**	**0.0%**	**0.0%**	**0.0%**	**90.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**
% from Background Growth	**0.0%**	**0.0%**	**60.0%**	**0.0%**	**0.0%**	**0.0%**	**90.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**
% from Project Trips	**0.0%**	**100.0%**	**40.0%**	**0.0%**	**0.0%**	**0.0%**	**10.0%**	**100.0%**	**0.0%**	**100.0%**	**0.0%**	**100.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

PM PEAK HOUR

	Old Humble Mill Road				Old Humble Mill Road				Site Driveway #5							
	Northbound				**Southbound**				**Eastbound**				**Westbound**			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing			66				42									
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.90				0.90				0.90				0.90			
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	**0**	**0**	**66**	**0**	**0**	**0**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0
NC Zoo Expansion			2				3									
Total Approved Development Trips	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	**0**	**0**	**71**	**0**	**0**	**0**	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 No-Build Pedestrians	**0**				**0**				**0**				**0**			
2029 No-Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 No-Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 No-Build Conflicting Bicycles				**0**				**0**				**0**				**0**
Trip Distribution IN		4%					10%	20%								
Trip Distribution OUT			(10%)							(20%)		(4%)				
Balancing Adjustment		1	-1													
Residential Trips	0	9	12	0	0	0	21	42	0	26	0	5	0	0	0	0
Total Vehicular Project Trips	0	9	12	0	0	0	21	42	0	26	0	5	0	0	0	0
2029 Build Traffic	**0**	**9**	**83**	**0**	**0**	**0**	**68**	**42**	**0**	**26**	**0**	**5**	**0**	**0**	**0**	**0**
2029 Build Heavy Vehicle %	**2%**	**2%**	**3%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**	**2%**
2029 Build Pedestrians	**0**				**0**				**0**				**0**			
2029 Build Conflicting Pedestrians		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
2029 Build Bicycles	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2029 Build Conflicting Bicycles				**0**				**0**				**0**				**0**
% from Existing	**0.0%**	**0.0%**	**80.0%**	**0.0%**	**0.0%**	**0.0%**	**60.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**
% from Background Growth	**0.0%**	**0.0%**	**90.0%**	**0.0%**	**0.0%**	**0.0%**	**70.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**
% from Project Trips	**0.0%**	**100.0%**	**10.0%**	**0.0%**	**0.0%**	**0.0%**	**30.0%**	**100.0%**	**0.0%**	**100.0%**	**0.0%**	**100.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**

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Appendix F:

Synchro Output: Existing (2025)

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	136	82	28	86	52
Future Volume (vph)	11	136	82	28	86	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1623	0	1799	0	0	1781
Flt Permitted	0.996					0.970
Satd. Flow (perm)	1623	0	1799	0	0	1781
Link Speed (mph)	55		45			45
Link Distance (ft)	1262		1175			1397
Travel Time (s)	15.6		17.8			21.2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	184	0	138	0	0	173
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 29.8%	ICU Level of Service A
Analysis Period (min) 15	

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	5.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	136	82	28	86	52
Future Vol, veh/h	11	136	82	28	86	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	6
Mvmt Flow	14	170	103	35	108	65

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	402	121	0	0	138	0
Stage 1	121	-	-	-	-	-
Stage 2	281	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	604	930	-	-	1446	-
Stage 1	904	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	557	930	-	-	1446	-
Mov Cap-2 Maneuver	557	-	-	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	708	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.1	0	4.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	886	1446	-
HCM Lane V/C Ratio	-	-	0.207	0.074	-
HCM Control Delay (s/veh)	-	-	10.1	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.8	0.2	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	17	38	74	8	5	20
Future Volume (vph)	17	38	74	8	5	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Satd. Flow (prot)	0	1822	1837	0	1645	0
Flt Permitted		0.985			0.990	
Satd. Flow (perm)	0	1822	1837	0	1645	0
Link Speed (mph)		55	55		55	
Link Distance (ft)		1851	1163		1179	
Travel Time (s)		22.9	14.4		14.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	66	99	0	30	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 19.6%	ICU Level of Service A
Analysis Period (min) 15	

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	38	74	8	5	20
Future Vol, veh/h	17	38	74	8	5	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	3	2	2	2	2
Mvmt Flow	20	46	89	10	6	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	99	0	-	0	180	94
Stage 1	-	-	-	-	94	-
Stage 2	-	-	-	-	86	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1494	-	-	-	810	963
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	937	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1494	-	-	-	799	963
Mov Cap-2 Maneuver	-	-	-	-	799	-
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	937	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.3	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1494	-	-	-	925
HCM Lane V/C Ratio	0.014	-	-	-	0.033
HCM Control Delay (s/veh)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0.1

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	14	47	32	8	16	26
Future Volume (vph)	14	47	32	8	16	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1608	0	1812	0	0	1827
Flt Permitted	0.989					0.981
Satd. Flow (perm)	1608	0	1812	0	0	1827
Link Speed (mph)	55		55			55
Link Distance (ft)	1465		1092			1218
Travel Time (s)	18.2		13.5			15.1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	4%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	0	50	0	0	52
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.3%		ICU Level of Service A	
Analysis Period (min) 15			

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	4.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	47	32	8	16	26
Future Vol, veh/h	14	47	32	8	16	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	7	4	2	2	2	2
Mvmt Flow	17	58	40	10	20	32

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	117	45	0	0	50	0
Stage 1	45	-	-	-	-	-
Stage 2	72	-	-	-	-	-
Critical Hdwy	6.47	6.24	-	-	4.12	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.336	-	-	2.218	-
Pot Cap-1 Maneuver	867	1019	-	-	1557	-
Stage 1	965	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	856	1019	-	-	1557	-
Mov Cap-2 Maneuver	856	-	-	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	926	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9	0	2.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	976	1557	-
HCM Lane V/C Ratio	-	-	0.077	0.013	-
HCM Control Delay (s/veh)	-	-	9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.3	0	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	9	7	5	26	20	4
Future Volume (vph)	9	7	5	26	20	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Satd. Flow (prot)	1704	0	0	1848	1824	0
Flt Permitted	0.973			0.992		
Satd. Flow (perm)	1704	0	0	1848	1824	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	926			864	943	
Travel Time (s)	11.5			10.7	11.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	0	33	26	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.6%		ICU Level of Service A	
Analysis Period (min) 15			

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	7	5	26	20	4
Future Vol, veh/h	9	7	5	26	20	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	8	5	28	22	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	62	24	26	0	-	0
Stage 1	24	-	-	-	-	-
Stage 2	38	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	944	1052	1588	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	984	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	941	1052	1588	-	-	-
Mov Cap-2 Maneuver	941	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	984	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.7	1.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1588	-	987	-	-
HCM Lane V/C Ratio	0.003	-	0.017	-	-
HCM Control Delay (s/veh)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	81	34	17	365	60	9
Future Volume (vph)	81	34	17	365	60	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1668	0	0	1856	1692	0
Flt Permitted				0.998	0.958	
Satd. Flow (perm)	1668	0	0	1856	1692	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1136			1430	1207	
Travel Time (s)	14.1			17.7	15.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	12%	3%	6%	2%	5%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	142	0	0	472	85	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.4%		ICU Level of Service A	
Analysis Period (min) 15			

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	81	34	17	365	60	9
Future Vol, veh/h	81	34	17	365	60	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	12	3	6	2	5	11
Mvmt Flow	100	42	21	451	74	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	142	0	614	121
Stage 1	-	-	-	-	121	-
Stage 2	-	-	-	-	493	-
Critical Hdwy	-	-	4.16	-	6.45	6.31
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.254	-	3.545	3.399
Pot Cap-1 Maneuver	-	-	1417	-	450	907
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	608	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1417	-	441	907
Mov Cap-2 Maneuver	-	-	-	-	441	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	596	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.3	14.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	473	-	-	1417	-
HCM Lane V/C Ratio	0.18	-	-	0.015	-
HCM Control Delay (s/veh)	14.3	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.7	-	-	0	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	22	111	94	28	116	117
Future Volume (vph)	22	111	94	28	116	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1639	0	1785	0	0	1818
Flt Permitted	0.992					0.976
Satd. Flow (perm)	1639	0	1785	0	0	1818
Link Speed (mph)	55		45			45
Link Distance (ft)	1262		1175			1397
Travel Time (s)	15.6		17.8			21.2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	7%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	158	0	145	0	0	277
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.3%		ICU Level of Service A	
Analysis Period (min) 15			

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	4.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	111	94	28	116	117
Future Vol, veh/h	22	111	94	28	116	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	7	2	2
Mvmt Flow	26	132	112	33	138	139

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	544	129	0	0	145	0
Stage 1	129	-	-	-	-	-
Stage 2	415	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	500	921	-	-	1437	-
Stage 1	897	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	448	921	-	-	1437	-
Mov Cap-2 Maneuver	448	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	597	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.8	0	3.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	784	1437	-
HCM Lane V/C Ratio	-	-	0.202	0.096	-
HCM Control Delay (s/veh)	-	-	10.8	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.8	0.3	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	11	81	68	12	23	15
Future Volume (vph)	11	81	68	12	23	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Satd. Flow (prot)	0	1790	1810	0	1711	0
Flt Permitted		0.994			0.971	
Satd. Flow (perm)	0	1790	1810	0	1711	0
Link Speed (mph)		55	55		55	
Link Distance (ft)		1851	1163		1179	
Travel Time (s)		22.9	14.4		14.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	6%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	108	94	0	45	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 21.5%	ICU Level of Service A
Analysis Period (min) 15	

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	81	68	12	23	15
Future Vol, veh/h	11	81	68	12	23	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	6	3	2	2	2
Mvmt Flow	13	95	80	14	27	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	94	0	-	0	208	87
Stage 1	-	-	-	-	87	-
Stage 2	-	-	-	-	121	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1500	-	-	-	780	971
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1500	-	-	-	773	971
Mov Cap-2 Maneuver	-	-	-	-	773	-
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	904	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.9	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1500	-	-	-	841
HCM Lane V/C Ratio	0.009	-	-	-	0.053
HCM Control Delay (s/veh)	7.4	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0.2

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	13	29	52	9	57	47
Future Volume (vph)	13	29	52	9	57	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1651	0	1825	0	0	1793
Flt Permitted	0.985					0.973
Satd. Flow (perm)	1651	0	1825	0	0	1793
Link Speed (mph)	55		55			55
Link Distance (ft)	1465		1092			1218
Travel Time (s)	18.2		13.5			15.1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	2%	2%	4%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	46	0	67	0	0	115
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.3%		ICU Level of Service A	
Analysis Period (min) 15			

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	29	52	9	57	47
Future Vol, veh/h	13	29	52	9	57	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	3	2	2	4	2
Mvmt Flow	14	32	57	10	63	52

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	240	62	0	0	67	0
Stage 1	62	-	-	-	-	-
Stage 2	178	-	-	-	-	-
Critical Hdwy	6.42	6.23	-	-	4.14	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	-	-	2.236	-
Pot Cap-1 Maneuver	748	1000	-	-	1522	-
Stage 1	961	-	-	-	-	-
Stage 2	853	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	716	1000	-	-	1522	-
Mov Cap-2 Maneuver	716	-	-	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	816	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.3	0	4.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	891	1522	-
HCM Lane V/C Ratio	-	-	0.052	0.041	-
HCM Control Delay (s/veh)	-	-	9.3	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.2	0.1	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	4	6	52	24	14
Future Volume (vph)	5	4	6	52	24	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Satd. Flow (prot)	1702	0	0	1853	1770	0
Flt Permitted	0.973			0.995		
Satd. Flow (perm)	1702	0	0	1853	1770	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	926			864	943	
Travel Time (s)	11.5			10.7	11.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	0	76	49	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.8%		ICU Level of Service A	
Analysis Period (min) 15			

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	4	6	52	24	14
Future Vol, veh/h	5	4	6	52	24	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	5	8	68	31	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	124	40	49	0	-	0
Stage 1	40	-	-	-	-	-
Stage 2	84	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	871	1031	1558	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	939	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	867	1031	1558	-	-	-
Mov Cap-2 Maneuver	867	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	939	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.9	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1558	-	933	-	-
HCM Lane V/C Ratio	0.005	-	0.013	-	-
HCM Control Delay (s/veh)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	377	61	18	179	25	16
Future Volume (vph)	377	61	18	179	25	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1827	0	0	1847	1713	0
Flt Permitted				0.995	0.971	
Satd. Flow (perm)	1827	0	0	1847	1713	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1136			1430	1207	
Travel Time (s)	14.1			17.7	15.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	6%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	461	0	0	207	43	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.4%		ICU Level of Service A	
Analysis Period (min) 15			

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	377	61	18	179	25	16
Future Vol, veh/h	377	61	18	179	25	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	397	64	19	188	26	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	461	0	655	429
Stage 1	-	-	-	-	429	-
Stage 2	-	-	-	-	226	-
Critical Hdwy	-	-	4.16	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.254	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1079	-	431	626
Stage 1	-	-	-	-	657	-
Stage 2	-	-	-	-	812	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1079	-	422	626
Mov Cap-2 Maneuver	-	-	-	-	422	-
Stage 1	-	-	-	-	657	-
Stage 2	-	-	-	-	796	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.8	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	483	-	-	1079	-
HCM Lane V/C Ratio	0.089	-	-	0.018	-
HCM Control Delay (s/veh)	13.2	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.3	-	-	0.1	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Appendix G:

Synchro Output: Background (2029)

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	144	88	29	90	54
Future Volume (vph)	11	144	88	29	90	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1623	0	1801	0	0	1781
Flt Permitted	0.996					0.970
Satd. Flow (perm)	1623	0	1801	0	0	1781
Link Speed (mph)	55		45			45
Link Distance (ft)	1262		1175			1397
Travel Time (s)	15.6		17.8			21.2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	194	0	146	0	0	181
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 30.7%	ICU Level of Service A
Analysis Period (min) 15	

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	5.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	144	88	29	90	54
Future Vol, veh/h	11	144	88	29	90	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	6
Mvmt Flow	14	180	110	36	113	68

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	422	128	0	0	146	0
Stage 1	128	-	-	-	-	-
Stage 2	294	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	588	922	-	-	1436	-
Stage 1	898	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	540	922	-	-	1436	-
Mov Cap-2 Maneuver	540	-	-	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	694	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.3	0	4.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	878	1436	-
HCM Lane V/C Ratio	-	-	0.221	0.078	-
HCM Control Delay (s/veh)	-	-	10.3	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.8	0.3	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	18	41	79	9	5	21
Future Volume (vph)	18	41	79	9	5	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Satd. Flow (prot)	0	1822	1837	0	1643	0
Flt Permitted		0.985			0.990	
Satd. Flow (perm)	0	1822	1837	0	1643	0
Link Speed (mph)		55	55		55	
Link Distance (ft)		1851	1163		1179	
Travel Time (s)		22.9	14.4		14.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	71	106	0	31	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.8%		ICU Level of Service A	
Analysis Period (min) 15			

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	41	79	9	5	21
Future Vol, veh/h	18	41	79	9	5	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	3	2	2	2	2
Mvmt Flow	22	49	95	11	6	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	106	0	-	0	194	101
Stage 1	-	-	-	-	101	-
Stage 2	-	-	-	-	93	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1485	-	-	-	795	954
Stage 1	-	-	-	-	923	-
Stage 2	-	-	-	-	931	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1485	-	-	-	783	954
Mov Cap-2 Maneuver	-	-	-	-	783	-
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	931	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.3	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1485	-	-	-	916
HCM Lane V/C Ratio	0.015	-	-	-	0.034
HCM Control Delay (s/veh)	7.5	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0.1

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	15	49	36	11	17	28
Future Volume (vph)	15	49	36	11	17	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1608	0	1801	0	0	1829
Flt Permitted	0.988					0.982
Satd. Flow (perm)	1608	0	1801	0	0	1829
Link Speed (mph)	55		55			55
Link Distance (ft)	1465		1092			1218
Travel Time (s)	18.2		13.5			15.1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	4%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	79	0	58	0	0	56
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.6%		ICU Level of Service A	
Analysis Period (min) 15			

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	49	36	11	17	28
Future Vol, veh/h	15	49	36	11	17	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	7	4	2	2	2	2
Mvmt Flow	19	60	44	14	21	35

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	128	51	0	0	58	0
Stage 1	51	-	-	-	-	-
Stage 2	77	-	-	-	-	-
Critical Hdwy	6.47	6.24	-	-	4.12	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.336	-	-	2.218	-
Pot Cap-1 Maneuver	855	1011	-	-	1546	-
Stage 1	959	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	843	1011	-	-	1546	-
Mov Cap-2 Maneuver	843	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	921	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.1	0	2.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	966	1546	-
HCM Lane V/C Ratio	-	-	0.082	0.014	-
HCM Control Delay (s/veh)	-	-	9.1	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.3	0	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	9	7	6	33	22	4
Future Volume (vph)	9	7	6	33	22	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Satd. Flow (prot)	1704	0	0	1850	1827	0
Flt Permitted	0.973			0.993		
Satd. Flow (perm)	1704	0	0	1850	1827	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	926			864	943	
Travel Time (s)	11.5			10.7	11.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	0	41	28	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 16.8%	ICU Level of Service A
Analysis Period (min) 15	

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	7	6	33	22	4
Future Vol, veh/h	9	7	6	33	22	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	8	6	35	24	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	73	26	28	0	-	0
Stage 1	26	-	-	-	-	-
Stage 2	47	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	931	1050	1585	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	975	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	927	1050	1585	-	-	-
Mov Cap-2 Maneuver	927	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	975	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.8	1.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1585	-	977	-	-
HCM Lane V/C Ratio	0.004	-	0.018	-	-
HCM Control Delay (s/veh)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	84	35	18	380	63	11
Future Volume (vph)	84	35	18	380	63	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1670	0	0	1856	1684	0
Flt Permitted				0.998	0.959	
Satd. Flow (perm)	1670	0	0	1856	1684	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1136			1430	1207	
Travel Time (s)	14.1			17.7	15.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	12%	3%	6%	2%	5%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	147	0	0	491	92	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.5%		ICU Level of Service A	
Analysis Period (min) 15			

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	84	35	18	380	63	11
Future Vol, veh/h	84	35	18	380	63	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	12	3	6	2	5	11
Mvmt Flow	104	43	22	469	78	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	147	0	639	126
Stage 1	-	-	-	-	126	-
Stage 2	-	-	-	-	513	-
Critical Hdwy	-	-	4.16	-	6.45	6.31
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.254	-	3.545	3.399
Pot Cap-1 Maneuver	-	-	1411	-	435	901
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1411	-	426	901
Mov Cap-2 Maneuver	-	-	-	-	426	-
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	583	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.3	14.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	462	-	-	1411	-
HCM Lane V/C Ratio	0.198	-	-	0.016	-
HCM Control Delay (s/veh)	14.7	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.7	-	-	0	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	23	117	100	29	123	125
Future Volume (vph)	23	117	100	29	123	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1639	0	1785	0	0	1818
Flt Permitted	0.992					0.976
Satd. Flow (perm)	1639	0	1785	0	0	1818
Link Speed (mph)	55		45			45
Link Distance (ft)	1262		1175			1397
Travel Time (s)	15.6		17.8			21.2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	7%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	166	0	154	0	0	295
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.9%		ICU Level of Service A	
Analysis Period (min) 15			

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	4.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	117	100	29	123	125
Future Vol, veh/h	23	117	100	29	123	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	7	2	2
Mvmt Flow	27	139	119	35	146	149

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	578	137	0	0	154	0
Stage 1	137	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	478	911	-	-	1426	-
Stage 1	890	-	-	-	-	-
Stage 2	648	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	424	911	-	-	1426	-
Mov Cap-2 Maneuver	424	-	-	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	575	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11	0	3.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	766	1426	-
HCM Lane V/C Ratio	-	-	0.218	0.103	-
HCM Control Delay (s/veh)	-	-	11	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.8	0.3	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	11	86	72	13	25	16
Future Volume (vph)	11	86	72	13	25	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Satd. Flow (prot)	0	1789	1810	0	1713	0
Flt Permitted		0.994			0.971	
Satd. Flow (perm)	0	1789	1810	0	1713	0
Link Speed (mph)		55	55		55	
Link Distance (ft)		1851	1163		1179	
Travel Time (s)		22.9	14.4		14.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	6%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	114	100	0	48	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.8%		ICU Level of Service A	
Analysis Period (min) 15			

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	86	72	13	25	16
Future Vol, veh/h	11	86	72	13	25	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	6	3	2	2	2
Mvmt Flow	13	101	85	15	29	19

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	100	0	-	0	220	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	127	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1493	-	-	-	768	964
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	899	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1493	-	-	-	761	964
Mov Cap-2 Maneuver	-	-	-	-	761	-
Stage 1	-	-	-	-	923	-
Stage 2	-	-	-	-	899	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.8	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1493	-	-	-	829
HCM Lane V/C Ratio	0.009	-	-	-	0.058
HCM Control Delay (s/veh)	7.4	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0.2

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	17	30	56	11	59	52
Future Volume (vph)	17	30	56	11	59	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1662	0	1822	0	0	1796
Flt Permitted	0.982					0.974
Satd. Flow (perm)	1662	0	1822	0	0	1796
Link Speed (mph)	55		55			55
Link Distance (ft)	1465		1092			1218
Travel Time (s)	18.2		13.5			15.1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	2%	2%	4%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	0	74	0	0	122
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.7%		ICU Level of Service A	
Analysis Period (min) 15			

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	30	56	11	59	52
Future Vol, veh/h	17	30	56	11	59	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	3	2	2	4	2
Mvmt Flow	19	33	62	12	65	57

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	255	68	0	0	74	0
Stage 1	68	-	-	-	-	-
Stage 2	187	-	-	-	-	-
Critical Hdwy	6.42	6.23	-	-	4.14	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	-	-	2.236	-
Pot Cap-1 Maneuver	734	992	-	-	1513	-
Stage 1	955	-	-	-	-	-
Stage 2	845	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	702	992	-	-	1513	-
Mov Cap-2 Maneuver	702	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	808	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.4	0	4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	863	1513	-
HCM Lane V/C Ratio	-	-	0.06	0.043	-
HCM Control Delay (s/veh)	-	-	9.4	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.2	0.1	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	6	7	58	31	15
Future Volume (vph)	5	6	7	58	31	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Satd. Flow (prot)	1683	0	0	1853	1783	0
Flt Permitted	0.979			0.995		
Satd. Flow (perm)	1683	0	0	1853	1783	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	926			864	943	
Travel Time (s)	11.5			10.7	11.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	0	84	59	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 18.9%	ICU Level of Service A
Analysis Period (min) 15	

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	6	7	58	31	15
Future Vol, veh/h	5	6	7	58	31	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	8	9	75	40	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	143	50	59	0	-	0
Stage 1	50	-	-	-	-	-
Stage 2	93	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	850	1018	1545	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	931	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	845	1018	1545	-	-	-
Mov Cap-2 Maneuver	845	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	931	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.9	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1545	-	931	-	-
HCM Lane V/C Ratio	0.006	-	0.015	-	-
HCM Control Delay (s/veh)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	392	65	20	186	27	18
Future Volume (vph)	392	65	20	186	27	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1827	0	0	1846	1709	0
Flt Permitted				0.995	0.971	
Satd. Flow (perm)	1827	0	0	1846	1709	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1136			1430	1207	
Travel Time (s)	14.1			17.7	15.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	6%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	481	0	0	217	47	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.5%		ICU Level of Service A	
Analysis Period (min) 15			

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	392	65	20	186	27	18
Future Vol, veh/h	392	65	20	186	27	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	413	68	21	196	28	19

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	481	0	685	447
Stage 1	-	-	-	-	447	-
Stage 2	-	-	-	-	238	-
Critical Hdwy	-	-	4.16	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.254	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1061	-	414	612
Stage 1	-	-	-	-	644	-
Stage 2	-	-	-	-	802	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1061	-	405	612
Mov Cap-2 Maneuver	-	-	-	-	405	-
Stage 1	-	-	-	-	644	-
Stage 2	-	-	-	-	784	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.8	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	468	-	-	1061	-
HCM Lane V/C Ratio	0.101	-	-	0.02	-
HCM Control Delay (s/veh)	13.6	-	-	8.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.3	-	-	0.1	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Appendix H:

Synchro Output: Build-out (2029)

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	30	220	88	36	116	54
Future Volume (vph)	30	220	88	36	116	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1631	0	1790	0	0	1779
Flt Permitted	0.994					0.967
Satd. Flow (perm)	1631	0	1790	0	0	1779
Link Speed (mph)	55		45			45
Link Distance (ft)	1262		1175			1397
Travel Time (s)	15.6		17.8			21.2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	313	0	155	0	0	213
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.3%		ICU Level of Service A	
Analysis Period (min) 15			

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	7.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	220	88	36	116	54
Future Vol, veh/h	30	220	88	36	116	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	6
Mvmt Flow	38	275	110	45	145	68

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	491	133	0	0	155	0
Stage 1	133	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	537	916	-	-	1425	-
Stage 1	893	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	480	916	-	-	1425	-
Mov Cap-2 Maneuver	480	-	-	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	632	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12	0	5.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	826	1425	-
HCM Lane V/C Ratio	-	-	0.378	0.102	-
HCM Control Delay (s/veh)	-	-	12	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	1.8	0.3	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	18	74	174	28	12	21
Future Volume (vph)	18	74	174	28	12	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Satd. Flow (prot)	0	1844	1827	0	1670	0
Flt Permitted		0.990			0.982	
Satd. Flow (perm)	0	1844	1827	0	1670	0
Link Speed (mph)		55	55		55	
Link Distance (ft)		1851	1163		1179	
Travel Time (s)		22.9	14.4		14.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	111	244	0	39	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 29.1%	ICU Level of Service A
Analysis Period (min) 15	

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	74	174	28	12	21
Future Vol, veh/h	18	74	174	28	12	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	89	210	34	14	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	244	0	-	0	360	227
Stage 1	-	-	-	-	227	-
Stage 2	-	-	-	-	133	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1322	-	-	-	639	812
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	893	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1322	-	-	-	627	812
Mov Cap-2 Maneuver	-	-	-	-	627	-
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	893	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.5	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1322	-	-	-	733
HCM Lane V/C Ratio	0.016	-	-	-	0.054
HCM Control Delay (s/veh)	7.8	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0.1	-	-	-	0.2

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	19	64	38	12	36	34
Future Volume (vph)	19	64	38	12	36	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1626	0	1801	0	0	1816
Flt Permitted	0.989					0.975
Satd. Flow (perm)	1626	0	1801	0	0	1816
Link Speed (mph)	55		55			55
Link Distance (ft)	344		1364			1218
Travel Time (s)	4.3		16.9			15.1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	3%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	102	0	62	0	0	86
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 22.1%	ICU Level of Service A
Analysis Period (min) 15	

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	5.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	64	38	12	36	34
Future Vol, veh/h	19	64	38	12	36	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	5	3	2	2	2	2
Mvmt Flow	23	79	47	15	44	42

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	185	55	0	0	62	0
Stage 1	55	-	-	-	-	-
Stage 2	130	-	-	-	-	-
Critical Hdwy	6.45	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.327	-	-	2.218	-
Pot Cap-1 Maneuver	797	1009	-	-	1541	-
Stage 1	960	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	774	1009	-	-	1541	-
Mov Cap-2 Maneuver	774	-	-	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	863	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.3	0	3.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	943	1541	-
HCM Lane V/C Ratio	-	-	0.109	0.029	-
HCM Control Delay (s/veh)	-	-	9.3	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.4	0.1	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	12	7	6	36	32	14
Future Volume (vph)	12	7	6	36	32	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Satd. Flow (prot)	1715	0	0	1850	1786	0
Flt Permitted	0.970			0.993		
Satd. Flow (perm)	1715	0	0	1850	1786	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	926			864	943	
Travel Time (s)	11.5			10.7	11.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	0	45	49	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.0%		ICU Level of Service A	
Analysis Period (min) 15			

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	7	6	36	32	14
Future Vol, veh/h	12	7	6	36	32	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	8	6	39	34	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	93	42	49	0	-	0
Stage 1	42	-	-	-	-	-
Stage 2	51	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	907	1029	1558	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	903	1029	1558	-	-	-
Mov Cap-2 Maneuver	903	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	971	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.9	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1558	-	946	-	-
HCM Lane V/C Ratio	0.004	-	0.022	-	-
HCM Control Delay (s/veh)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	84	51	21	380	110	21
Future Volume (vph)	84	51	21	380	110	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1666	0	0	1854	1727	0
Flt Permitted				0.997	0.960	
Satd. Flow (perm)	1666	0	0	1854	1727	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1136			1430	1207	
Travel Time (s)	14.1			17.7	15.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	12%	2%	5%	2%	3%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	167	0	0	495	162	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.1%		ICU Level of Service A	
Analysis Period (min) 15			

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	84	51	21	380	110	21
Future Vol, veh/h	84	51	21	380	110	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	12	2	5	2	3	5
Mvmt Flow	104	63	26	469	136	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	167	0	657	136
Stage 1	-	-	-	-	136	-
Stage 2	-	-	-	-	521	-
Critical Hdwy	-	-	4.15	-	6.43	6.25
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.245	-	3.527	3.345
Pot Cap-1 Maneuver	-	-	1393	-	428	905
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	594	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1393	-	417	905
Mov Cap-2 Maneuver	-	-	-	-	417	-
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	579	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.4	17.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	456	-	-	1393	-
HCM Lane V/C Ratio	0.355	-	-	0.019	-
HCM Control Delay (s/veh)	17.2	-	-	7.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q (veh)	1.6	-	-	0.1	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	49	16	4	95	4	47	4	10	11	4	57
Future Volume (vph)	20	49	16	4	95	4	47	4	10	11	4	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1793	0	0	1850	0	0	1754	0	0	1648	0
Flt Permitted		0.988			0.998			0.963			0.992	
Satd. Flow (perm)	0	1793	0	0	1850	0	0	1754	0	0	1648	0
Link Speed (mph)		55			55			25			25	
Link Distance (ft)		2071			1218			841			946	
Travel Time (s)		25.7			15.1			22.9			25.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	94	0	0	114	0	0	67	0	0	79	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 28.1%	ICU Level of Service A
Analysis Period (min) 15	

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	49	16	4	95	4	47	4	10	11	4	57
Future Vol, veh/h	20	49	16	4	95	4	47	4	10	11	4	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	54	18	4	106	4	52	4	11	12	4	63

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	110	0	0	72	0	0	257	225	63	231	232	108
Stage 1	-	-	-	-	-	-	107	107	-	116	116	-
Stage 2	-	-	-	-	-	-	150	118	-	115	116	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1480	-	-	1528	-	-	696	674	1002	724	668	946
Stage 1	-	-	-	-	-	-	898	807	-	889	800	-
Stage 2	-	-	-	-	-	-	853	798	-	890	800	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1480	-	-	1528	-	-	637	661	1002	702	655	946
Mov Cap-2 Maneuver	-	-	-	-	-	-	637	661	-	702	655	-
Stage 1	-	-	-	-	-	-	884	794	-	875	798	-
Stage 2	-	-	-	-	-	-	789	796	-	861	787	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.8	0.3	10.9	9.5
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	679	1480	-	-	1528	-	-	878
HCM Lane V/C Ratio	0.1	0.015	-	-	0.003	-	-	0.091
HCM Control Delay (s/veh)	10.9	7.5	0	-	7.4	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q (veh)	0.3	0	-	-	0	-	-	0.3

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	4	10	4	51	53	4
Future Volume (vph)	4	10	4	51	53	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Satd. Flow (prot)	1657	0	0	1857	1846	0
Flt Permitted	0.987			0.997		
Satd. Flow (perm)	1657	0	0	1857	1846	0
Link Speed (mph)	25			55	55	
Link Distance (ft)	675			1012	1364	
Travel Time (s)	18.4			12.5	16.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	0	61	63	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 16.0%		ICU Level of Service A	
Analysis Period (min) 15			

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	10	4	51	53	4
Future Vol, veh/h	4	10	4	51	53	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	11	4	57	59	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	126	61	63	0	-	0
Stage 1	61	-	-	-	-	-
Stage 2	65	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	869	1004	1540	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	866	1004	1540	-	-	-
Mov Cap-2 Maneuver	866	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	958	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.8	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1540	-	960	-	-
HCM Lane V/C Ratio	0.003	-	0.016	-	-
HCM Control Delay (s/veh)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	46	4	4	76	6	4
Future Volume (vph)	46	4	4	76	6	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1844	0	0	1825	1717	0
Flt Permitted				0.998	0.969	
Satd. Flow (perm)	1844	0	0	1825	1717	0
Link Speed (mph)	55			55	25	
Link Distance (ft)	344			847	685	
Travel Time (s)	4.3			10.5	18.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	0	0	88	11	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.3%		ICU Level of Service A	
Analysis Period (min) 15			

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	46	4	4	76	6	4
Future Vol, veh/h	46	4	4	76	6	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	4	2	2
Mvmt Flow	51	4	4	84	7	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	55	0	145	53
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	92	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1550	-	847	1014
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	932	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1550	-	844	1014
Mov Cap-2 Maneuver	-	-	-	-	844	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	929	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.4	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	905	-	-	1550	-
HCM Lane V/C Ratio	0.012	-	-	0.003	-
HCM Control Delay (s/veh)	9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0	-	-	0	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	38	8	4	47	69	13
Future Volume (vph)	38	8	4	47	69	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Satd. Flow (prot)	1745	0	0	1855	1779	0
Flt Permitted	0.960			0.996		
Satd. Flow (perm)	1745	0	0	1855	1779	0
Link Speed (mph)	25			55	55	
Link Distance (ft)	770			847	1124	
Travel Time (s)	21.0			10.5	13.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	5%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	0	0	56	91	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.8%		ICU Level of Service A	
Analysis Period (min) 15			

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	8	4	47	69	13
Future Vol, veh/h	38	8	4	47	69	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	5	2
Mvmt Flow	42	9	4	52	77	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	144	84	91	0	-	0
Stage 1	84	-	-	-	-	-
Stage 2	60	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	849	975	1504	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	846	975	1504	-	-	-
Mov Cap-2 Maneuver	846	-	-	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	963	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.4	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1504	-	866	-	-
HCM Lane V/C Ratio	0.003	-	0.059	-	-
HCM Control Delay (s/veh)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	36	168	100	50	206	125
Future Volume (vph)	36	168	100	50	206	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1641	0	1767	0	0	1807
Flt Permitted	0.991					0.970
Satd. Flow (perm)	1641	0	1767	0	0	1807
Link Speed (mph)	55		45			45
Link Distance (ft)	1262		1175			1397
Travel Time (s)	15.6		17.8			21.2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	243	0	179	0	0	394
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.6%		ICU Level of Service A	
Analysis Period (min) 15			

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	6.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	168	100	50	206	125
Future Vol, veh/h	36	168	100	50	206	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	4	2	2
Mvmt Flow	43	200	119	60	245	149

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	788	149	0	0	179	0
Stage 1	149	-	-	-	-	-
Stage 2	639	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	360	898	-	-	1397	-
Stage 1	879	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	291	898	-	-	1397	-
Mov Cap-2 Maneuver	291	-	-	-	-	-
Stage 1	879	-	-	-	-	-
Stage 2	426	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.7	0	5.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	656	1397	-
HCM Lane V/C Ratio	-	-	0.37	0.176	-
HCM Control Delay (s/veh)	-	-	13.7	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	1.7	0.6	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	11	190	136	26	46	16
Future Volume (vph)	11	190	136	26	46	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Satd. Flow (prot)	0	1840	1822	0	1733	0
Flt Permitted		0.997			0.964	
Satd. Flow (perm)	0	1840	1822	0	1733	0
Link Speed (mph)		55	55		55	
Link Distance (ft)		1851	1163		1179	
Travel Time (s)		22.9	14.4		14.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	237	191	0	73	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 29.2%	ICU Level of Service A
Analysis Period (min) 15	

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	190	136	26	46	16
Future Vol, veh/h	11	190	136	26	46	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	3	2	2	2	2
Mvmt Flow	13	224	160	31	54	19

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	191	0	-	0	426	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	250	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1383	-	-	-	585	867
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	792	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1383	-	-	-	579	867
Mov Cap-2 Maneuver	-	-	-	-	579	-
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	792	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.4	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1383	-	-	-	633
HCM Lane V/C Ratio	0.009	-	-	-	0.115
HCM Control Delay (s/veh)	7.6	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0.4

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	53	62	15	81	56
Future Volume (vph)	20	53	62	15	81	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	1657	0	1814	0	0	1798
Flt Permitted	0.986					0.971
Satd. Flow (perm)	1657	0	1814	0	0	1798
Link Speed (mph)	55		55			55
Link Distance (ft)	344		1364			1218
Travel Time (s)	4.3		16.9			15.1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	3%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	80	0	84	0	0	151
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 25.1%	ICU Level of Service A
Analysis Period (min) 15	

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	4.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	53	62	15	81	56
Future Vol, veh/h	20	53	62	15	81	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	3	2
Mvmt Flow	22	58	68	16	89	62

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	316	76	0	0	84	0
Stage 1	76	-	-	-	-	-
Stage 2	240	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.13	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.227	-
Pot Cap-1 Maneuver	677	985	-	-	1506	-
Stage 1	947	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	636	985	-	-	1506	-
Mov Cap-2 Maneuver	636	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	751	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.6	0	4.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	856	1506	-
HCM Lane V/C Ratio	-	-	0.094	0.059	-
HCM Control Delay (s/veh)	-	-	9.6	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.3	0.2	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	6	7	68	37	22
Future Volume (vph)	15	6	7	68	37	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Satd. Flow (prot)	1727	0	0	1853	1768	0
Flt Permitted	0.966			0.995		
Satd. Flow (perm)	1727	0	0	1853	1768	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	926			864	943	
Travel Time (s)	11.5			10.7	11.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	0	97	77	0
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.4%		ICU Level of Service A	
Analysis Period (min) 15			

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	6	7	68	37	22
Future Vol, veh/h	15	6	7	68	37	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	8	9	88	48	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	169	63	77	0	-	0
Stage 1	63	-	-	-	-	-
Stage 2	106	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	821	1002	1522	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	918	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	816	1002	1522	-	-	-
Mov Cap-2 Maneuver	816	-	-	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	918	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.3	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1522	-	862	-	-
HCM Lane V/C Ratio	0.006	-	0.032	-	-
HCM Control Delay (s/veh)	7.4	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	392	118	30	186	59	24
Future Volume (vph)	392	118	30	186	59	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1805	0	0	1847	1729	0
Flt Permitted				0.993	0.966	
Satd. Flow (perm)	1805	0	0	1847	1729	0
Link Speed (mph)	55			55	55	
Link Distance (ft)	1136			1430	1207	
Travel Time (s)	14.1			17.7	15.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	537	0	0	228	87	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.6%		ICU Level of Service A	
Analysis Period (min) 15			

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	392	118	30	186	59	24
Future Vol, veh/h	392	118	30	186	59	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	413	124	32	196	62	25

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	537	0	735	475
Stage 1	-	-	-	-	475	-
Stage 2	-	-	-	-	260	-
Critical Hdwy	-	-	4.13	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1026	-	387	590
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	783	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1026	-	373	590
Mov Cap-2 Maneuver	-	-	-	-	373	-
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	756	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.2	15.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	417	-	-	1026	-
HCM Lane V/C Ratio	0.21	-	-	0.031	-
HCM Control Delay (s/veh)	15.9	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q (veh)	0.8	-	-	0.1	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	122	52	10	93	12	32	4	7	8	4	38
Future Volume (vph)	62	122	52	10	93	12	32	4	7	8	4	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1783	0	0	1829	0	0	1754	0	0	1658	0
Flt Permitted		0.987			0.996			0.964			0.992	
Satd. Flow (perm)	0	1783	0	0	1829	0	0	1754	0	0	1658	0
Link Speed (mph)		55			55			25			25	
Link Distance (ft)		2071			1218			841			946	
Travel Time (s)		25.7			15.1			22.9			25.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	263	0	0	127	0	0	48	0	0	55	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 34.6%	ICU Level of Service A
Analysis Period (min) 15	

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	62	122	52	10	93	12	32	4	7	8	4	38
Future Vol, veh/h	62	122	52	10	93	12	32	4	7	8	4	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	69	136	58	11	103	13	36	4	8	9	4	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	116	0	0	194	0	0	458	441	165	441	464	110
Stage 1	-	-	-	-	-	-	303	303	-	132	132	-
Stage 2	-	-	-	-	-	-	155	138	-	309	332	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1473	-	-	1379	-	-	513	510	879	527	495	943
Stage 1	-	-	-	-	-	-	706	664	-	871	787	-
Stage 2	-	-	-	-	-	-	847	782	-	701	644	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1473	-	-	1379	-	-	464	478	879	494	464	943
Mov Cap-2 Maneuver	-	-	-	-	-	-	464	478	-	494	464	-
Stage 1	-	-	-	-	-	-	669	629	-	825	780	-
Stage 2	-	-	-	-	-	-	797	775	-	653	610	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	2	0.7	12.9	10.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	504	1473	-	-	1379	-	-	768
HCM Lane V/C Ratio	0.095	0.047	-	-	0.008	-	-	0.072
HCM Control Delay (s/veh)	12.9	7.6	0	-	7.6	0	-	10.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q (veh)	0.3	0.1	-	-	0	-	-	0.2

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	6	10	77	75	0
Future Volume (vph)	0	6	10	77	75	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Satd. Flow (prot)	1611	0	0	1852	1863	0
Flt Permitted				0.994		
Satd. Flow (perm)	1611	0	0	1852	1863	0
Link Speed (mph)	25			55	55	
Link Distance (ft)	675			1012	1364	
Travel Time (s)	18.4			12.5	16.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	97	83	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	21.3%
	ICU Level of Service A
Analysis Period (min)	15

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	10	77	75	0
Future Vol, veh/h	0	6	10	77	75	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	11	86	83	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	191	83	83	0	-	0
Stage 1	83	-	-	-	-	-
Stage 2	108	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	798	976	1514	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	792	976	1514	-	-	-
Mov Cap-2 Maneuver	792	-	-	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	916	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.7	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1514	-	976	-	-
HCM Lane V/C Ratio	0.007	-	0.007	-	-
HCM Control Delay (s/veh)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	90	7	4	69	4	4
Future Volume (vph)	90	7	4	69	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1847	0	0	1861	1728	0
Flt Permitted				0.998	0.976	
Satd. Flow (perm)	1847	0	0	1861	1728	0
Link Speed (mph)	55			55	25	
Link Distance (ft)	344			847	685	
Travel Time (s)	4.3			10.5	18.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	108	0	0	81	8	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 16.9%		ICU Level of Service A	
Analysis Period (min) 15			

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	90	7	4	69	4	4
Future Vol, veh/h	90	7	4	69	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	100	8	4	77	4	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	108	0	189	104
Stage 1	-	-	-	-	104	-
Stage 2	-	-	-	-	85	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1495	-	805	956
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	943	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1495	-	803	956
Mov Cap-2 Maneuver	-	-	-	-	803	-
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	940	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.4	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	873	-	-	1495	-
HCM Lane V/C Ratio	0.01	-	-	0.003	-
HCM Control Delay (s/veh)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0	-	-	0	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	26	5	9	83	68	42
Future Volume (vph)	26	5	9	83	68	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Satd. Flow (prot)	1747	0	0	1837	1766	0
Flt Permitted	0.960			0.995		
Satd. Flow (perm)	1747	0	0	1837	1766	0
Link Speed (mph)	25			55	55	
Link Distance (ft)	770			847	1124	
Travel Time (s)	21.0			10.5	13.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	35	0	0	102	123	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 21.5%	ICU Level of Service A
Analysis Period (min) 15	

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	5	9	83	68	42
Future Vol, veh/h	26	5	9	83	68	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	3	2	2
Mvmt Flow	29	6	10	92	76	47

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	212	100	123	0	-	0
Stage 1	100	-	-	-	-	-
Stage 2	112	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	776	956	1464	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	771	956	1464	-	-	-
Mov Cap-2 Maneuver	771	-	-	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	913	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.7	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1464	-	796	-	-
HCM Lane V/C Ratio	0.007	-	0.043	-	-
HCM Control Delay (s/veh)	7.5	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Appendix I:

SimTraffic Reports

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Queuing and Blocking Report
Existing (2025) AM

03/04/2025

Intersection: 1: Zoo Parkway & Old Cox Road

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	63	2	43
Average Queue (ft)	31	0	8
95th Queue (ft)	50	2	30
Link Distance (ft)	1203	1138	1377
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Old Cox Road & Pine Hill Road

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	20	30
Average Queue (ft)	2	13
95th Queue (ft)	11	33
Link Distance (ft)	1801	1151
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Old Cox Road & Old Humble Mill Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	57	10
Average Queue (ft)	25	0
95th Queue (ft)	46	4
Link Distance (ft)	1438	1171
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection: 4: Old Cox Road & Lions Rest Road

Movement	EB
Directions Served	LR
Maximum Queue (ft)	27
Average Queue (ft)	9
95th Queue (ft)	28
Link Distance (ft)	894
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Old Humble Mill Road & NC 42

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	26	59
Average Queue (ft)	2	22
95th Queue (ft)	14	45
Link Distance (ft)	1386	1149
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Queuing and Blocking Report
Existing (2025) PM

03/04/2025

Intersection: 1: Zoo Parkway & Old Cox Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	67	54
Average Queue (ft)	31	14
95th Queue (ft)	51	41
Link Distance (ft)	1203	1377
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Old Cox Road & Pine Hill Road

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	10	34
Average Queue (ft)	0	19
95th Queue (ft)	7	37
Link Distance (ft)	1801	1151
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Old Cox Road & Old Humble Mill Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	44	28
Average Queue (ft)	20	2
95th Queue (ft)	39	15
Link Distance (ft)	1438	1171
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection: 4: Old Cox Road & Lions Rest Road

Movement	EB
Directions Served	LR
Maximum Queue (ft)	25
Average Queue (ft)	7
95th Queue (ft)	24
Link Distance (ft)	894
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Old Humble Mill Road & NC 42

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	45	44
Average Queue (ft)	7	14
95th Queue (ft)	29	32
Link Distance (ft)	1386	1149
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Queuing and Blocking Report
Background (2029) AM

03/04/2025

Intersection: 1: Zoo Parkway & Old Cox Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	65	52
Average Queue (ft)	33	11
95th Queue (ft)	53	38
Link Distance (ft)	1203	1377
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Old Cox Road & Pine Hill Road

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	24	32
Average Queue (ft)	2	14
95th Queue (ft)	12	34
Link Distance (ft)	1801	1151
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Old Cox Road & Old Humble Mill Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	56	5
Average Queue (ft)	26	0
95th Queue (ft)	46	4
Link Distance (ft)	1438	1171
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection: 4: Old Cox Road & Lions Rest Road

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	26	5
Average Queue (ft)	9	0
95th Queue (ft)	28	4
Link Distance (ft)	894	837
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Old Humble Mill Road & NC 42

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	35	80
Average Queue (ft)	2	25
95th Queue (ft)	16	54
Link Distance (ft)	1386	1149
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Queuing and Blocking Report
Background (2029) PM

03/04/2025

Intersection: 1: Zoo Parkway & Old Cox Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	68	60
Average Queue (ft)	32	12
95th Queue (ft)	52	42
Link Distance (ft)	1203	1377
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Old Cox Road & Pine Hill Road

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	7	36
Average Queue (ft)	0	19
95th Queue (ft)	4	37
Link Distance (ft)	1801	1151
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Old Cox Road & Old Humble Mill Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	40	22
Average Queue (ft)	20	2
95th Queue (ft)	39	14
Link Distance (ft)	1438	1171
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection: 4: Old Cox Road & Lions Rest Road

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	26	5
Average Queue (ft)	7	0
95th Queue (ft)	24	4
Link Distance (ft)	894	837
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Old Humble Mill Road & NC 42

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	2	53	50
Average Queue (ft)	0	7	15
95th Queue (ft)	2	30	34
Link Distance (ft)	1106	1386	1149
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Queuing and Blocking Report
Build-out (2029) AM

03/04/2025

Intersection: 1: Zoo Parkway & Old Cox Road

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	91	4	41
Average Queue (ft)	44	0	12
95th Queue (ft)	74	3	37
Link Distance (ft)	1203	1138	1377
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Old Cox Road & Pine Hill Road

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	28	38
Average Queue (ft)	2	17
95th Queue (ft)	13	37
Link Distance (ft)	1801	1151
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Old Cox Road & Old Humble Mill Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	60	17
Average Queue (ft)	30	1
95th Queue (ft)	48	11
Link Distance (ft)	279	1170
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection: 4: Old Cox Road & Lions Rest Road

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	27	2
Average Queue (ft)	11	0
95th Queue (ft)	30	2
Link Distance (ft)	894	837
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Old Humble Mill Road & NC 42

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	2	36	102
Average Queue (ft)	0	2	35
95th Queue (ft)	2	17	72
Link Distance (ft)	1106	1386	1149
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Site Driveway #1/Site Driveway #2 & Old Cox Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	23	7	60	60
Average Queue (ft)	2	0	30	31
95th Queue (ft)	12	3	52	51
Link Distance (ft)	2013	1170	811	917
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection: 7: Old Cox Road & Site Driveway #3

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	31	2
Average Queue (ft)	12	0
95th Queue (ft)	37	3
Link Distance (ft)	647	990
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Site Driveway #4 & Old Humble Mill Road

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	8	30
Average Queue (ft)	0	7
95th Queue (ft)	4	27
Link Distance (ft)	797	651
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Old Humble Mill Road & Site Driveway #5

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	54	7
Average Queue (ft)	25	0
95th Queue (ft)	47	4
Link Distance (ft)	735	797
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Queuing and Blocking Report
Build-out (2029) PM

03/04/2025

Intersection: 1: Zoo Parkway & Old Cox Road

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	112	6	86
Average Queue (ft)	45	0	24
95th Queue (ft)	83	5	63
Link Distance (ft)	1203	1138	1377
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Old Cox Road & Pine Hill Road

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	20	55
Average Queue (ft)	1	24
95th Queue (ft)	9	44
Link Distance (ft)	1801	1151
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Old Cox Road & Old Humble Mill Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	42	39
Average Queue (ft)	26	5
95th Queue (ft)	40	24
Link Distance (ft)	279	1170
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection: 4: Old Cox Road & Lions Rest Road

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	30	8
Average Queue (ft)	12	0
95th Queue (ft)	31	5
Link Distance (ft)	894	837
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Old Humble Mill Road & NC 42

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	4	62	80
Average Queue (ft)	0	12	29
95th Queue (ft)	3	42	60
Link Distance (ft)	1106	1386	1149
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Site Driveway #1/Site Driveway #2 & Old Cox Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	36	17	61	57
Average Queue (ft)	5	1	25	28
95th Queue (ft)	22	10	52	51
Link Distance (ft)	2013	1170	811	917
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Intersection: 7: Old Cox Road & Site Driveway #3

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	31	7
Average Queue (ft)	6	0
95th Queue (ft)	25	3
Link Distance (ft)	647	990
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Site Driveway #4 & Old Humble Mill Road

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	2	27
Average Queue (ft)	0	6
95th Queue (ft)	2	24
Link Distance (ft)	797	651
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Old Humble Mill Road & Site Driveway #5

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	55	15
Average Queue (ft)	21	1
95th Queue (ft)	48	7
Link Distance (ft)	735	797
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

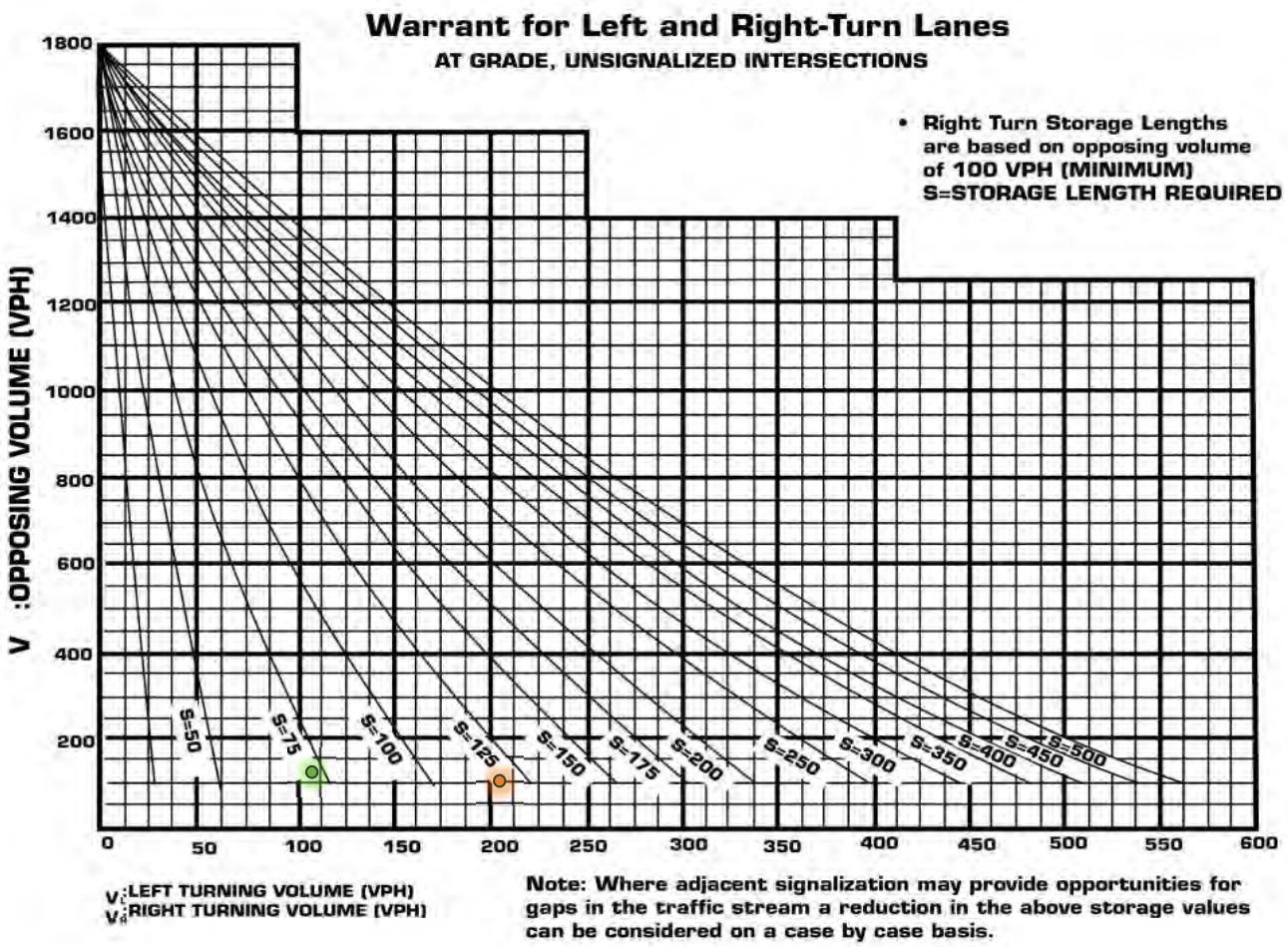
Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

Appendix J:

Turn Lane Warrants

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

	AM Peak	PM Peak
Left Turning Traffic (Horizontal Axis)	116	206
Opposing Volume (Vertical Axis)	124	150



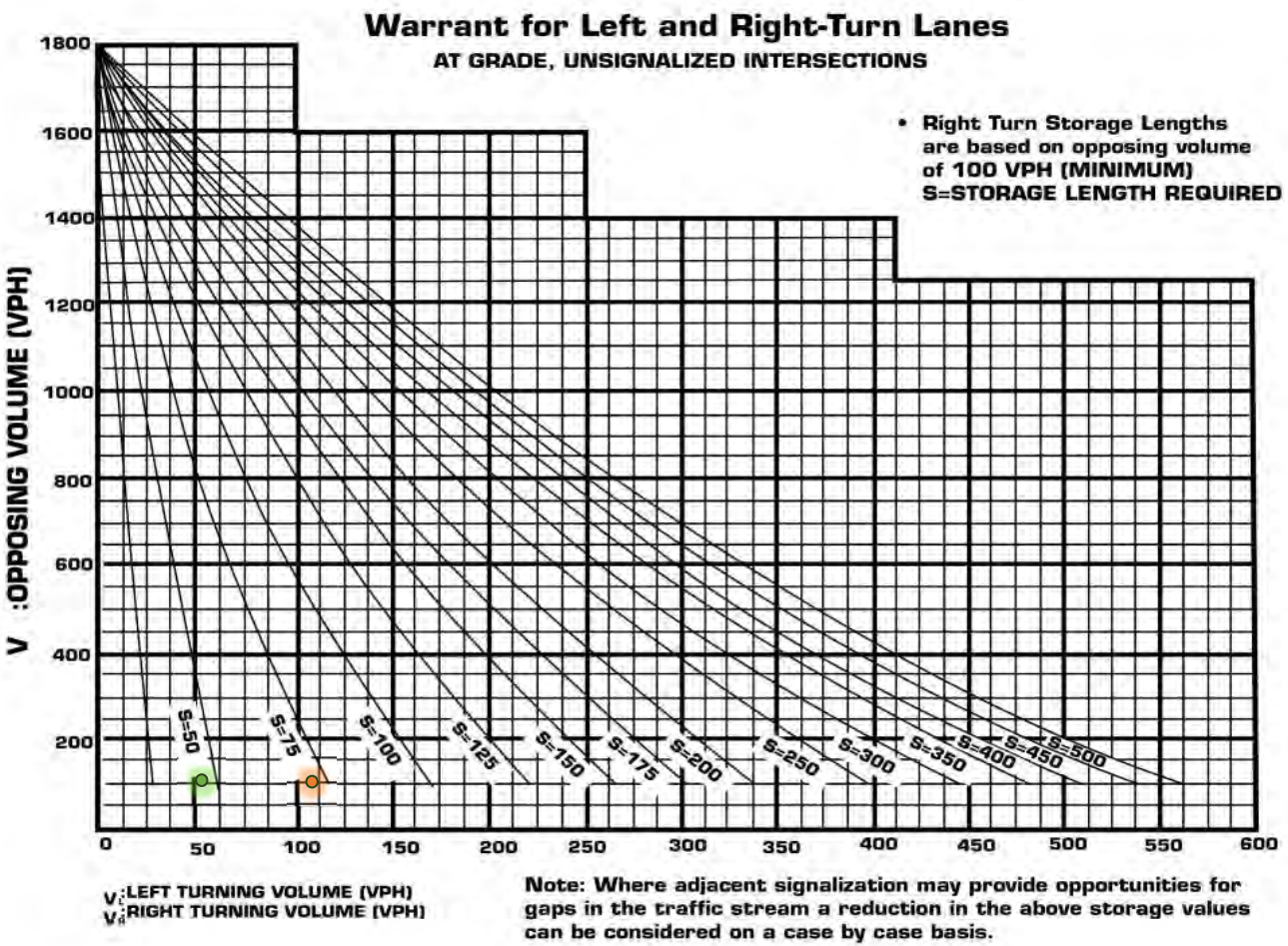
Intersection Name:
Zoo Parkway at Old Cox Road

Build Condition:
Build-out (2029)

Turning Movement:
Southbound Left Turn

Docusign Envelope ID: 8F5FB5A4-C634-4410-A91A-869308DFD4D0

	AM Peak	PM Peak
Right Turning Traffic (Horizontal Axis)	51	118
Opposing Volume (Vertical Axis)	100	100



Intersection Name:
NC 42 at Old Humble Mill Road

Build Condition:
Build-out (2029)

Turning Movement:
Eastbound Right Turn

John Evans

To: Stimpson, Paul; Tom Flanagan; Justin Luck
Cc: Matthew Dunbar
Subject: RE: Seirra Ridge updated plans

From: Stimpson, Paul <pstimpson@labellapc.com>
Sent: Tuesday, June 24, 2025 11:51 AM
To: John Evans <jevans@ci.asheboro.nc.us>; Tom Flanagan <tflanagan@blueridgecompanies.com>; Justin Luck <jluck@ci.asheboro.nc.us>
Cc: Matthew Dunbar <mdunbar@blueridgecompanies.com>
Subject: [External Sender] Seirra Ridge updated plans

John,

Good morning, for clarity, I also wanted to let you know that this site is planning to dedicate 151.67 acres to open space which is 64.65% of the site area which is remarkable. Also, the overall density of the site is only 1.97 dwelling units/acre. Both of these criteria are all below NCDEQ's thresholds to be considered low density. Based on this information, this site is not proposing to have permanent stormwater control measures for water quality nor for water quantity because the site is planned as low density. You mentioned a condition from the previous development regarding stormwater; however, that Development was high density.

We plan to ensure that all storm drainage pipes are stable with rip rap energy dissipators in a 10 year storm and that the flow is distributed to the existing 100 year floodplain areas.

Thank you,

Paul

Paul A. Stimpson, PE
LaBella Associates | Regional Civil Leader/Office Manager

704-560-8514 **direct**
704-941-2114 **office**
939 Burke Street, Suite H
Winston-Salem, NC 27101
pstimpson@labellapc.com
labellapc.com

APPLICANT INFORMATION

Applicant Southeastern Site Acquisitions, LLC. c/o Matt Dunbar, Chris Dunbar & Tom Flanagan *Applicant's Phone #* (336) 669-2980

Applicant's Address 5826 Samet Drive, Suite 105

High Point, NC 27265

Applicant email address [redacted]

PROPERTY INFORMATION

Property Owner's Name Mary Ella Pugh, Barbara Pugh Marsh, Susan Pugh Hash, and Joyce Pugh Morgan

Location of Property Old Cox Road/Old Humble Mill Road *Property Size (ac. or s.f.)* 233.53 ac.

Randolph County Property Identification Number (PIN#) 7679024396, 7669905560, 7679008885

Current Zoning District R-15 (CZ) *Requested Zoning District* R-15 (CZ)

Date Property Title Acquired 08-22-2019 *Deed Book* 2663 et vide. 89E 180 *Page* 1409-1411

Subdivision _____ *Section* _____ *Lot #* _____

Plat Book 71 *Page* 46

CONDITIONAL ZONING DISTRICT INFORMATION (Attach additional sheets if necessary)

1. Application is hereby made to the City of Asheboro for a Conditional Zoning District for the following purpose:

Constructing a residential subdivison development consisting of both single family homes and townhouses.

2. In what manner will the proposed amendment carry out the intent of the Land Development Plan?

The housing development is being configured in accordance with the City Land Development plan with CZ conditions agreed upon by the parties. Growth Strategy Map draft (Spring 2022) notes the NC Zoo Study Area is expecting significant growth potential due to public utility availability, recent transportation improvements, and the proximity to the North Carolina Zoo.

For questions (3) and (4), if either of these questions apply, please state a reason. If you believe these do not apply, please check "does not apply".

3. Are there alleged errors in this Ordinance that would be corrected by the proposed amendment? If so, give a detailed explanation of such error and detailed reasons how the proposed amendment will correct the errors.

Does not apply ☑

4. What are the changed or changing conditions, if any, in the jurisdiction of the City of Asheboro generally, which would make the proposed amendment reasonably necessary to the promotion of the public health, safety, and general welfare?

Does not apply ☑

5. Are there any other circumstances, factors, or reasons that the applicant offers in support of the proposed amendment?

The City of Asheboro ("City"), as well as Randolph County, are poised for significant residential growth in the near future due to major economic development projects in close proximity to the City. This residential project helps address the anticipated growth by providing necessary and ample housing stock.

APPLICATION SIGNATURES

It is understood by the undersigned that while this application will be carefully reviewed and considered, the burden of proving the need for a Conditional Zoning District rests with the applicant.

No application for a Conditional Zoning District will be advertised for public hearing until the Planning and Zoning Department has received all required materials. If all required materials are not received prior to the specified deadlines, hearings for the case may be delayed.

Per Section 4.05 of the zoning ordinance, it is intended that property will be reclassified to a Conditional Zoning District only in the event of firm plans to develop the property. Accordingly, subject to any specific durational limits imposed by the ordinance applying conditional zoning to the Zoning Lot, if no action has been taken to obtain a Zoning Compliance Permit in conformance with the conditional zoning ordinance within 36 months of the City Council's approval of conditional zoning for the Zoning Lot, the Community Development Director or his or her designee shall initiate appropriate action to rezone the Zoning Lot to a general zoning classification that is consistent with the adopted comprehensive plan.

Applicant Signature

Chris Dunbar

Printed Name of Authorized Signatory (if different from Applicant)

Chris Dunbar

Position/Relationship of Authorized Signatory to Applicant

MANAGER

Owner Signature (if different than Applicant)

Mary Ella Brown Pugh

Owner Address

1038 Redding Road
Asheboro NC 27203

Telephone Number

(336) 625-6665

Printed Name of Authorized Signatory (if different from Owner)

Position/Relationship of Authorized Signatory to Owner

STAFF USE

Received by: JTL ***Date:*** 5-16-25 ***Case Number:*** 25-12

Zoning Application

Final Audit Report 2025-05-16

Created:	2025-05-16
By:	George Kearns [redacted]
Status:	Signed
Transaction ID:	CBJCHBCAABAAKu6eJr3arIPbfkf5ZHAT3hlqw40hfQjn

"Zoning Application" History

Document created by George Kearns [redacted]
2025-05-16 - 2:20:08 PM GMT

Document emailed to Matt Dunbar [redacted] for signature
2025-05-16 - 2:20:30 PM GMT

Email viewed by Matt Dunbar [redacted]
2025-05-16 - 2:30:44 PM GMT

Document e-signed by Matt Dunbar [redacted]
Signature Date: 2025-05-16 - 2:31:59 PM GMT - Time Source: server

Agreement completed.
2025-05-16 - 2:31:59 PM GMT

APPLICATION SIGNATURES

It is understood by the undersigned that while this application will be carefully reviewed and considered, the burden of proving the need for a Conditional Zoning District rests with the applicant.

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Applicant Signature

_____

Printed Name of Authorized Signatory (if different from Applicant)

_____

Position/Relationship of Authorized Signatory to Applicant

_____

Owner Signature (if different than Applicant)

Susan Pugh Hash

Susan Pugh Hash (May 14, 2025 19:28 EDT)

Owner Address

265 Flintshire Rd.

Winston Salem, NC 27104

Telephone Number

336-408-1170

Printed Name of Authorized Signatory (if different from Owner)

_____

Position/Relationship of Authorized Signatory to Owner

_____

STAFF USE

Received by: _____ ***Date:*** _____ ***Case Number:*** _____

Zoning Application (Susan Pugh Hash)

Final Audit Report 2025-05-15

Created:	2025-05-15
By:	George Kearns [redacted]
Status:	Signed
Transaction ID:	CBJCHBCAABAA29MVOCzrEtua_F3AddkcNpk05UeQChCl

"Zoning Application (Susan Pugh Hash)" History

Document created by George Kearns [redacted]
2025-05-15 - 11:11:24 PM GMT

Document emailed to Susan Pugh Hash [redacted] for signature
2025-05-15 - 11:11:28 PM GMT

Email viewed by Susan Pugh Hash [redacted]
2025-05-15 - 11:21:23 PM GMT

Document e-signed by Susan Pugh Hash [redacted]
Signature Date: 2025-05-15 - 11:28:04 PM GMT - Time Source: server

Agreement completed.
2025-05-15 - 11:28:04 PM GMT

APPLICATION SIGNATURES

It is understood by the undersigned that while this application will be carefully reviewed and considered, the burden of proving the need for a Conditional Zoning District rests with the applicant.

No application for a Conditional Zoning District will be advertised for public hearing until the Planning and Zoning Department has received all required materials. If all required materials are not received prior to the specified deadlines, hearings for the case may be delayed.

Per Section 4.05 of the zoning ordinance, it is intended that property will be reclassified to a Conditional Zoning District only in the event of firm plans to develop the property. Accordingly, subject to any specific durational limits imposed by the ordinance applying conditional zoning to the Zoning Lot, if no action has been taken to obtain a Zoning Compliance Permit in conformance with the conditional zoning ordinance within 36 months of the City Council's approval of conditional zoning for the Zoning Lot, the Community Development Director or his or her designee shall initiate appropriate action to rezone the Zoning Lot to a general zoning classification that is consistent with the adopted comprehensive plan.

Applicant Signature

_____

Printed Name of Authorized Signatory (if different from Applicant)

_____

Position/Relationship of Authorized Signatory to Applicant

_____

Owner Signature (if different than Applicant)

Barbara Pugh Marsh

Barbara Pugh Marsh (May 15, 2025 18:27 EDT)

Owner Address

3028 Cambridge Rd

Winston Salem 27104

Telephone Number

843-470-0007

Printed Name of Authorized Signatory (if different from Owner)

_____

Position/Relationship of Authorized Signatory to Owner

_____

STAFF USE

Received by: _____ ***Date:*** _____ ***Case Number:*** _____

Zoning Application (for Barbara Pugh Marsh)

Final Audit Report 2025-05-15

Created:	2025-05-15
By:	George Kearns [redacted]
Status:	Signed
Transaction ID:	CBJCHBCAABAASb-M0UYa8c3Ntw5ZvUqlmfWyrG0xgTOk

"Zoning Application (for Barbara Pugh Marsh)" History

Document created by George Kearns [redacted]
2025-05-15 - 9:40:32 PM GMT

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2025-05-15 - 9:40:37 PM GMT

Email viewed by Barbara Pugh Marsh [redacted]
2025-05-15 - 10:24:06 PM GMT

Document e-signed by Barbara Pugh Marsh [redacted]
Signature Date: 2025-05-15 - 10:27:30 PM GMT - Time Source: server

Agreement completed.
2025-05-15 - 10:27:30 PM GMT

APPLICATION SIGNATURES

It is understood by the undersigned that while this application will be carefully reviewed and considered, the burden of proving the need for a Conditional Zoning District rests with the applicant.

No application for a Conditional Zoning District will be advertised for public hearing until the Planning and Zoning Department has received all required materials. If all required materials are not received prior to the specified deadlines, hearings for the case may be delayed.

Per Section 4.05 of the zoning ordinance, it is intended that property will be reclassified to a Conditional Zoning District only in the event of firm plans to develop the property. Accordingly, subject to any specific durational limits imposed by the ordinance applying conditional zoning to the Zoning Lot, if no action has been taken to obtain a Zoning Compliance Permit in conformance with the conditional zoning ordinance within 36 months of the City Council's approval of conditional zoning for the Zoning Lot, the Community Development Director or his or her designee shall initiate appropriate action to rezone the Zoning Lot to a general zoning classification that is consistent with the adopted comprehensive plan.

Applicant Signature

_____

Printed Name of Authorized Signatory (if different from Applicant)

_____

Position/Relationship of Authorized Signatory to Applicant

_____

Owner Signature (if different than Applicant)

[illegible]gan (May 15, 2025 18:19 EDT)

Owner Address

6603 Old Magnolia Lane, Mint Hill, NC

6603 Old Magnolia Lane, Mint Hill, NC

Telephone Number

704-451-4940

Printed Name of Authorized Signatory (if different from Owner)

_____

Position/Relationship of Authorized Signatory to Owner

_____

STAFF USE

Received by: _____ ***Date:*** _____ ***Case Number:*** _____

Zoning Application (for Joyce Pugh Morgan)

Final Audit Report 2025-05-15

Created:	2025-05-15
By:	George Kearns [redacted]
Status:	Signed
Transaction ID:	CBJCHBCAABAArJOPcZOir3paC7UUO8uqfHvwnvfYmFyU

"Zoning Application (for Joyce Pugh Morgan)" History

Document created by George Kearns [redacted]
2025-05-15 - 9:47:53 PM GMT

Document emailed to Joyce Pugh Morgan [redacted] for signature
2025-05-15 - 9:47:57 PM GMT

Email viewed by Joyce Pugh Morgan [redacted]
2025-05-15 - 10:08:00 PM GMT

Document e-signed by Joyce Pugh Morgan [redacted]
Signature Date: 2025-05-15 - 10:19:57 PM GMT - Time Source: server

Agreement completed.
2025-05-15 - 10:19:57 PM GMT

BK 2663 PG 1409 (3)
This document presented and filed:
08/22/2019 12:25:41 PM
DEED
Fee $26.00 Excise Tax: $0.00
20083818
Randolph County North Carolina
Krista M. Lowe, Register of Deeds

Mailed to: B. Jeffrey Wood, Attorney
3600 Country Club Rd., Ste. 100
Winston Salem, NC 27104

Drafted by: B. Jeffrey Wood, Attorney at Law, Wood & Rabil, L.L.P., 3600 Country Club Road, Suite 100, Winston-Salem, NC 27104
Mail future tax bills to: Grantee at 1105 16th Street, Port Royal, SC 29935
NO TITLE SEARCH REQUESTED OR PERFORMED
No taxable consideration

RANDOLPH COUNTY, NORTH CAROLINA QUITCLAIM DEED

THIS DEED made this 31st day of July, 2019, by and between, DAVID CHARLES PUGH (single), as GRANTOR, to BARBARA PUGH MARSH (married), as GRANTEE.

The address of the Grantor is 137 Columbine Drive, Apt. 615, Winston-Salem, NC 27106

The address of the Grantee is 1105 16th Street, Port Royal, SC 29935

The designation Grantor and Grantee as used herein shall include said parties, their heirs, successors, and assigns, and shall include singular, plural, masculine or neuter as required by context.

WITNESSETH, that the Grantor, in consideration of One Dollar and Other Valuable Considerations ($1.00 & O.V.C.) to him paid by the Grantee, the receipt of which is hereby acknowledged, has and by these presents does hereby release and forever quitclaim unto the Grantee, forever, all such right, title and interest as the Grantor has in or to those parcels of land in Randolph County, North Carolina, and more particularly described as follows:

See Exhibit A attached hereto for a complete description of subject property.

Property Address: 2159 Old Cox Road, Asheboro, NC 27205
PIN NO. 7679024396 (120.69 acres on property tax statement)
Property Address: 0 Old Cox Road, Asheboro, NC 27205
PIN NO. 7669905560 (98.708 acres on property tax statement)
Property address: 0 Old Cox Road, Asheboro, NC 27205
PIN NO. 7679008885 (14.14 acres on property tax statement)

The purpose of this Quitclaim Deed is to convey to the Grantee the Grantor's ownership interest in the subject property.

The property conveyed herein does not contain the primary residence of the Grantor.

For further reference see Deed Book 263, page 39 (1933), and Deed Book 897, page 27, (1980) Randolph County Registry. See Estate of Ruth Beeson Pugh. See Estate of Garland Beeson.

TO HAVE AND TO HOLD the herein described premises unto the said Grantee, to the said Grantee's only proper use and benefit forever, so that neither the Grantor nor any person in the Grantor's name and behalf, shall or will hereafter claim or demand any right or title to the premises, or any part thereof, but they and each of them shall by these presents be excluded and forever barred.

IN WITNESS WHEREOF the Grantor has set his hand and seal, the day and year first above written.

David Charles Pugh (SEAL)
DAVID CHARLES PUGH (single)

STATE OF NORTH CAROLINA - FORSYTH COUNTY

I, Karen Denise Haun, a Notary Public of said County and State, do hereby certify that before me personally appeared DAVID CHARLES PUGH (single), who proved to me by satisfactory evidence to be the person who signed the foregoing document and acknowledged to me that he signed it voluntarily for its stated purpose.

Witness my hand and notarial seal or stamp this the 31 day of July, 2019.

Karen Denise Haun
Notary Public

My commission expires: 11/27/2023

KAREN DENISE HAUN
NOTARY PUBLIC
Forsyth County, North Carolina
My Commission Expires: 11/27/2023

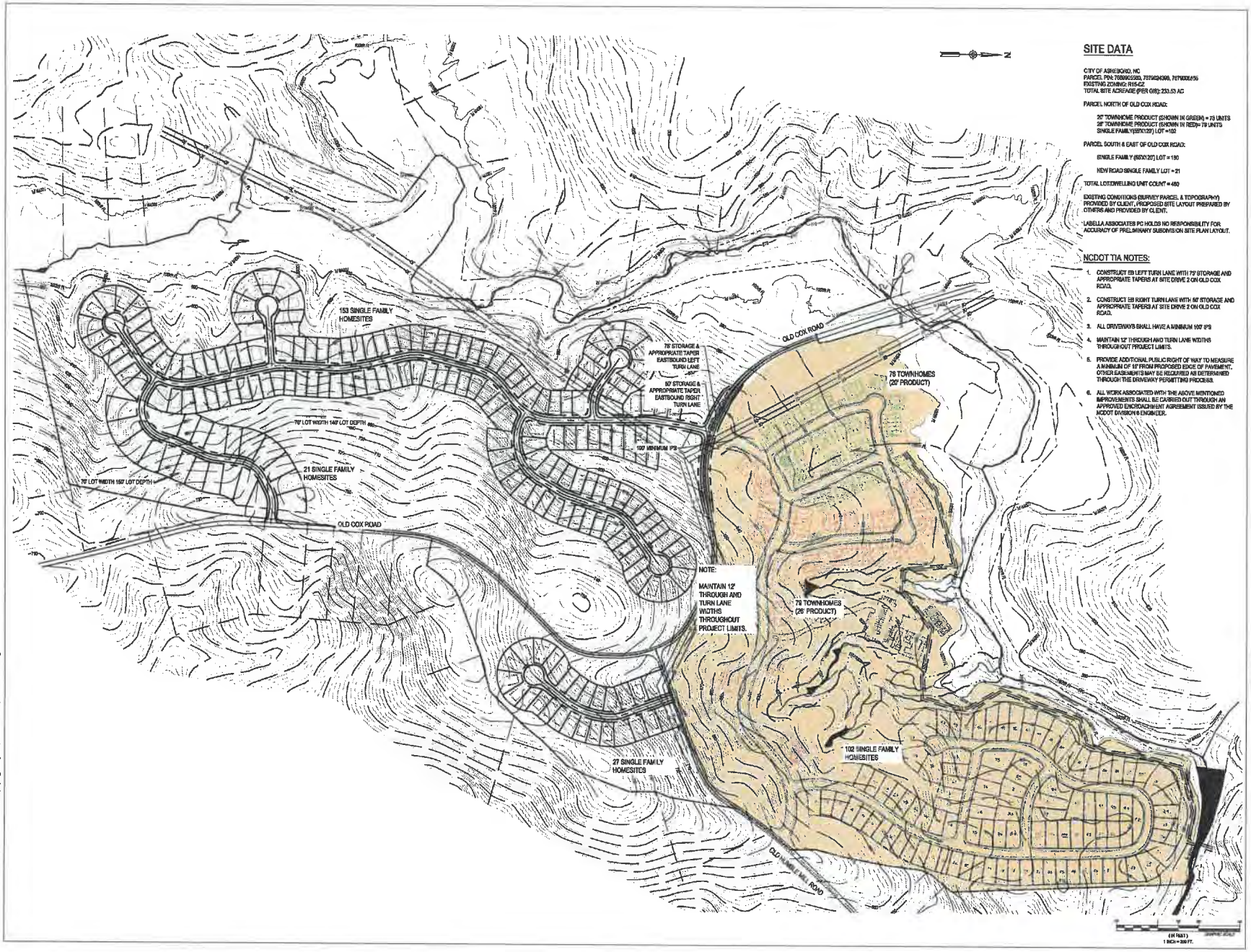
EXHIBIT A

DAVID CHARLES PUGH (single), GRANTOR
TO
BARBARA PUGH MARSH (married), GRANTEE

Tract One: Beginning in the middle of Richland Creek at June Luther's northwest corner; running thence North 80 degrees east 16.81 chains to a stone in June Luther's line; thence North 11 degrees east 11 ½ chains to a stone pile on the west side of the Cox Road; thence in a northern direction with the Cox Road 12 ½ chains to the fork of the roads; thence with the old Humble Mill Road in a northeastern direction 36 chains to the new Humble Mill Road; thence with the new Humble Mill Road in a northeastern direction 5 chains to a stake in the middle of the road; thence in a northern direction with the old Humble Mill Road 12 ½ chains to a stone pile in said road in G. E. Woodell's line, corner of the Humble Mill tract; thence North 2 degrees east 17 ½ chains to a stake in the middle of Richland Creek; thence up the various courses of Richland Creek to the mouth of Abie Creek; thence up Abie Creek 13 ½ chains to the Lewallen line; thence South 50 degrees east with the Lewallen line 4 ½ chains to a stone at an old apple tree; thence South 28 ½ degrees west with the Lewallen line 13 ½ chains to a stone at a branch; thence down the branch its various courses 6 ½ chains to Richland Creek; thence up said Creek to the beginning, containing 326 ½ acres, more or less. (This legal description was contained in 1933 Deed, Book 263, page 39.)

Tract Two: Beginning at an existing iron pipe, John Roberts and Gilmore corner in Beeson line; thence along Beeson line South 5 degrees 51' West 253.45 feet to an existing iron pipe, Beeson and Gilmore corner; thence South 84 degrees, 09' East 54 feet to a point in the center of Secondary Road No. 2834; thence along the center line of said road North 00 degrees 14' West 254.88 feet to a nail and cap in the center of said road in John Roberts line; thence along Roberts line North 84 degrees 09' West 27 feet to an existing iron pipe, the point and place of Beginning, containing 0.236 acre, more or less, according to a survey by Jerry C. Callicutt, R.L.S. on August 28, 1980, designated as Job No. 80-291. (This legal description was contained in 1980 Deed, Book 897, page 27.)

See also survey map prepared by Jerry King Surveying, Inc. for The Garland Beeson Estate, and Mary Ella Beeson Pugh, dated April 20, 2001, and recorded in Book 89E, page 180 on April 27, 2001, with an acreage total that differs from the old legal description for Tract One above, as contained in Deed Book 263, page 39, a 1933 Deed.



SITE DATA

CITY OF ASHEBORO, NC
PARCEL PIN: 7689905500, 7675924399, 7676936155
EXISTING ZONING: R15-CZ
TOTAL SITE ACREAGE (PER GIS): 233.53 AC

PARCEL NORTH OF OLD COX ROAD:

20' TOWNHOME PRODUCT (SHOWN IN GREEN) = 76 UNITS
26' TOWNHOME PRODUCT (SHOWN IN RED)= 76 UNITS
SINGLE FAMILY (55'X120') LOT =102

PARCEL SOUTH & EAST OF OLD COX ROAD:

SINGLE FAMILY (55'X120') LOT = 180

NEW ROAD SINGLE FAMILY LOT = 21

TOTAL LOT/DWELLING UNIT COUNT = 480

EXISTING CONDITIONS (SURVEY PARCEL & TOPOGRAPHY) PROVIDED BY CLIENT, PROPOSED SITE LAYOUT PREPARED BY OTHERS AND PROVIDED BY CLIENT.

LABELLA ASSOCIATES PC HOLDS NO RESPONSIBILITY FOR ACCURACY OF PRELIMINARY SUBDIVISION SITE PLAN LAYOUT.

NCDOT TIA NOTES:

1. CONSTRUCT EB LEFT TURN LANE WITH 75' STORAGE AND APPROPRIATE TAPERS AT SITE DRIVE 2 ON OLD COX ROAD.
2. CONSTRUCT EB RIGHT TURN LANE WITH 50' STORAGE AND APPROPRIATE TAPERS AT SITE DRIVE 2 ON OLD COX ROAD.
3. ALL DRIVEWAYS SHALL HAVE A MINIMUM 100' IPS
4. MAINTAIN 12' THROUGH AND TURN LANE WIDTHS THROUGHOUT PROJECT LIMITS.
5. PROVIDE ADDITIONAL PUBLIC RIGHT OF WAY TO MEASURE A MINIMUM OF 10' FROM PROPOSED EDGE OF PAVEMENT. OTHER EASEMENTS MAY BE REQUIRED AS DETERMINED THROUGH THE DRIVEWAY PERMITTING PROCESS.
6. ALL WORK ASSOCIATED WITH THE ABOVE MENTIONED IMPROVEMENTS SHALL BE CARRIED OUT THROUGH AN APPROVED ENCROACHMENT AGREEMENT ISSUED BY THE NCDOT DIVISION 8 ENGINEER.

LaBella
Powered by partnership.
939 Burke Street, Suite H
Winston-Salem, NC 27103
704-560-8514
C#0430
labellapc.com

ZONING BOARD REVIEW - NOT FOR CONSTRUCTION

© 2024 LaBella Associates

SOUTHERN SITE ACQUISITIONS, LLC
Mr. Tom Flanagan
5828 Samet Drive
Suite 105
High Point, NC 27265

OLD COX ROAD PROPERTY
0 & 2159 Old Cox Road
Asheboro, NC 27205

REV	DATE	DESCRIPTION
1	05/14/2025	NCDOT TIA REQUIREMENTS

Revisions

PROJECT NUMBER: 2251085
DRAWN BY: TWD
REVIEWED BY: PAS
ISSUED FOR: PRELIMINARY
DATE: 02/05/2025
DRAWING NAME:

PRELIMINARY SUBDIVISION PLAN

DRAWING NUMBER:

C100

5/14/2025 2:30:26 PM
S:\PROJECTS\2251085 Old Cox Road Property\06_Drawings\Civil\PRELIMINARY PLAN\PRELIMINARY PLAN.dwg

CITY OF ASHEBORO
NOTICE OF CONDITIONAL ZONING DISTRICT HEARING

This is to notify you that I (we) Southeastern Site Acquisitions, LLC. c/o Chris Dunbar & Tom Flanagan have filed an application with the City of Asheboro for a Conditional Zoning District for the property located at 2159 Old Cox Road, Asheboro, NC 27205; "0" Old Cox Road, Asheboro, NC 27205; and "0" Cox Road, Asheboro, NC 27205 for the purpose of Constructing a residential subdivison development consisting of both single family homes and townhouses.

On July, 7, 2025, at 6:00 PM, the Planning Board will review the Conditional Zoning District request and forward its recommendation to City Council. As part of this process, you and others will have an opportunity to speak concerning the request and offer input.

On Thursday, July 10, 2025, at 6:00 pm the City Council will hold a public hearing on the Conditional Zoning District request. As part of this process, you and others again will have an opportunity to speak concerning the request and offer input.

The meetings will be held in the City Council Chambers, 146 North Church Street, Asheboro, NC. The Council, after considering the information/testimony presented during the public hearing and reviewing the report of the Planning and Zoning Department and recommendation of the Planning Board, will take action on the application. Such action may include approval of the request, referral back to the Planning Board, denial of the request, or approval of a modified version of the request on the basis of the Council's determination that such action is reasonably necessary to promote the public health, safety, or general welfare and to achieve the purposes of the adopted Land Development Plan. The meeting is open to the public and your participation is encouraged. If you have any questions, please contact the Planning and Zoning Department at 336-626-1201 Ext. 2392. In addition, you may contact me (or my representative) Robert E. Wilhoit, Wilhoit Hatchel, LLP at 336-626-4502.

RZ-25-13

Application to rezone property located at 1315 Cliff Rd.
(Randolph County Parcel Identification Number 7760066599)
The request is to rezone from R15 to B2 General Commercial.

Zoning Map Amendment: RZ-25-13
Staff Report prepared for Asheboro Planning Board
Date: July 7, 2025

1. Request	
Applicant: Golden Waffle Real Estate 2 LLC (Patricia B. Greene Member/Manager)	**Property Owner:** Golden Waffle Real Estate 2 LLC
Zoning ***Existing:*** R15 ***Proposed:*** B2 ***History:*** None	
Required Notice ***Mailed Notice by Applicant:*** 6-19-25	

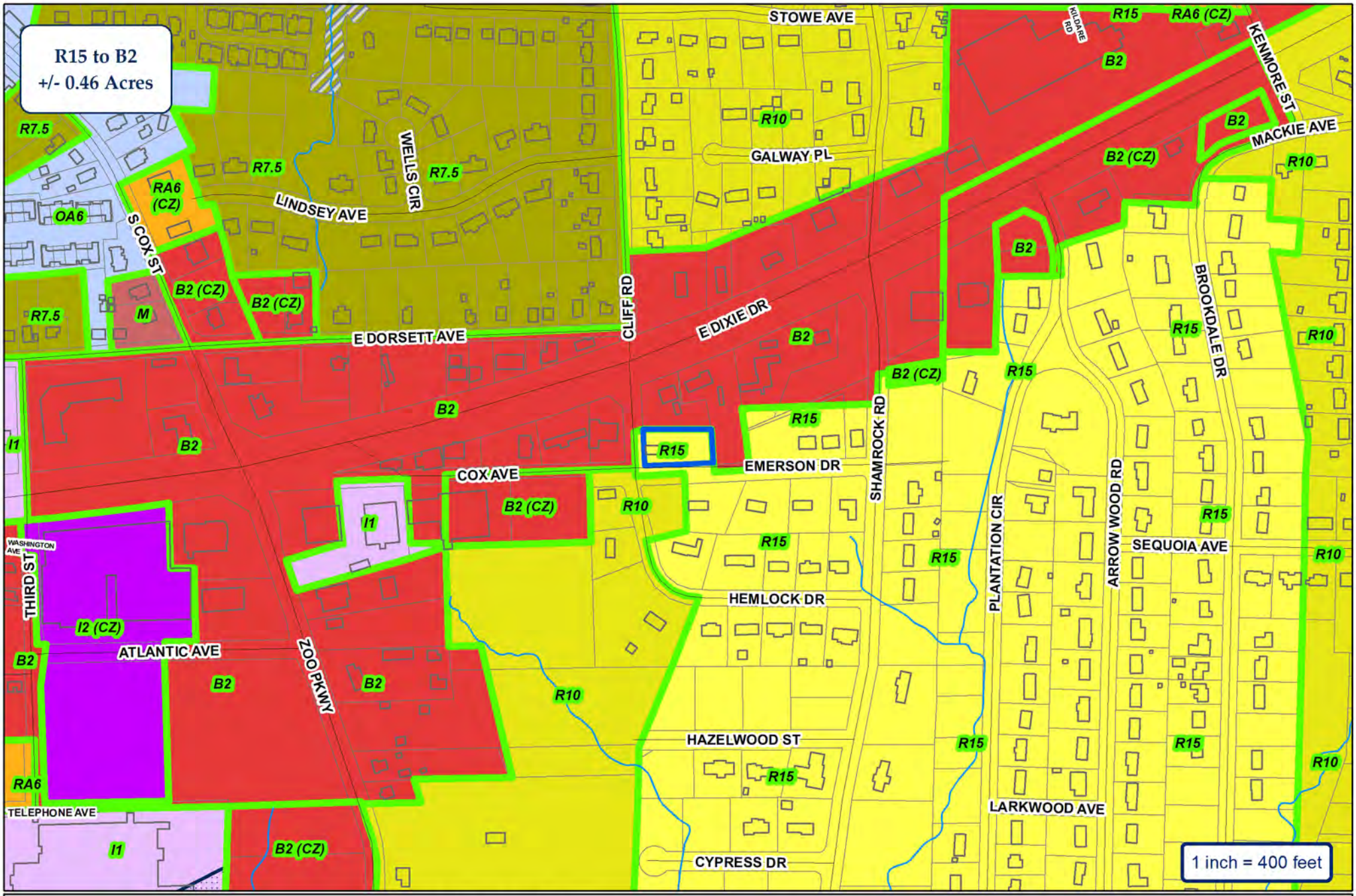
2. Site Information	
Location	1315 Cliff Road
PIN	7760066599
Size	0.46 Acres
Jurisdiction	Corporate Limits
Current Land Use	Single Family Dwelling
Overlay Districts	None
Infrastructure	City utilities available
Transportation	
Street Classification:	Cliff Rd. and Emerson Dr. are local streets
Maintenance:	Cliff Rd. and Emerson Dr. are city maintained
Other Notes:	None
Surrounding Land Use	
North:	Commercial
South:	Single Family Residential
East:	Commercial
West:	Commercial

3. Staff Analysis

1) **B2 General Commercial District Statement of Intent:** The B2 General Commercial District is intended to serve the convenience goods, shoppers' goods retail and service needs of the motoring public, both local and transient. This district should always be located with access directly to minor thoroughfares or higher classification streets, but never local residential streets.
2) Tax Department records indicate that the existing single-family dwelling was built in 1940. Rezoning to B2 would make the dwelling legal, nonconforming. The zoning ordinance would permit continued residential use of the dwelling, but the legal, nonconforming status may limit future expansions.
3) This is a general district request with no specific use or site plan required; however, B2 standards will have to be met for any future development

4. Land Development Plan Consistency and Reasonableness	
Proposed Land Use Map	Commercial
Growth Strategy Map	Primary Growth
Small Area Map	Central
LDP Goals/Policies Supporting Request • Checklist Item 1: Rezoning is compliant with the Proposed Land Use Map. • Checklist Item 5: The proposed rezoning is compliant with the objectives of the Growth Strategy Map. • Checklist Item 7: The proposed rezoning is compatible with the applicable Small Area Plan. • Checklist Items 12-13: 12.) Property is located outside of watershed; 13.) The property is located outside of Special Hazard Flood Area;	
LDP Goals/Policies Not Supporting Request • Checklist Item 3. The property on which the rezoning district is proposed fits the description of the Zoning Ordinance. • Checklist Item 14: Rezoning is located on steep slopes of greater than 20%. • 2.1.5: The City will ensure development regulations provide appropriate transitional land uses, such as office & institutional, between high-intensity industrial/commercial & low-intensity residential uses.	
Staff Proposed Plan Consistency Statement The Land Development Plan map designates this property as Commercial, which encourages development of new & redesign of existing commercial uses. The Central Small Area Plan also notes that Commercial Uses are designated in this location to accommodate some future development.	
Staff Proposed Reasonableness Statement The zoning map amendment is reasonable given the property is bordered to the east, north, and west by B2 commercial zoning and uses, with the neighboring property to the west recently being rezoned from R15 to B2 in 2016, and the flexibility provided to the property owner for future investment and expansion.	

5. Staff Recommendation and Planning Board Action Items	
Staff Recommendation	Recommend approval
Planning Board Action Items	1) Adopt Plan Consistency and Reasonableness Statement 2) Recommend approval or denial of zoning map amendment RZ-25-13; rezone from R15 to B2 General Commercial



City of Asheboro Planning & Zoning Department

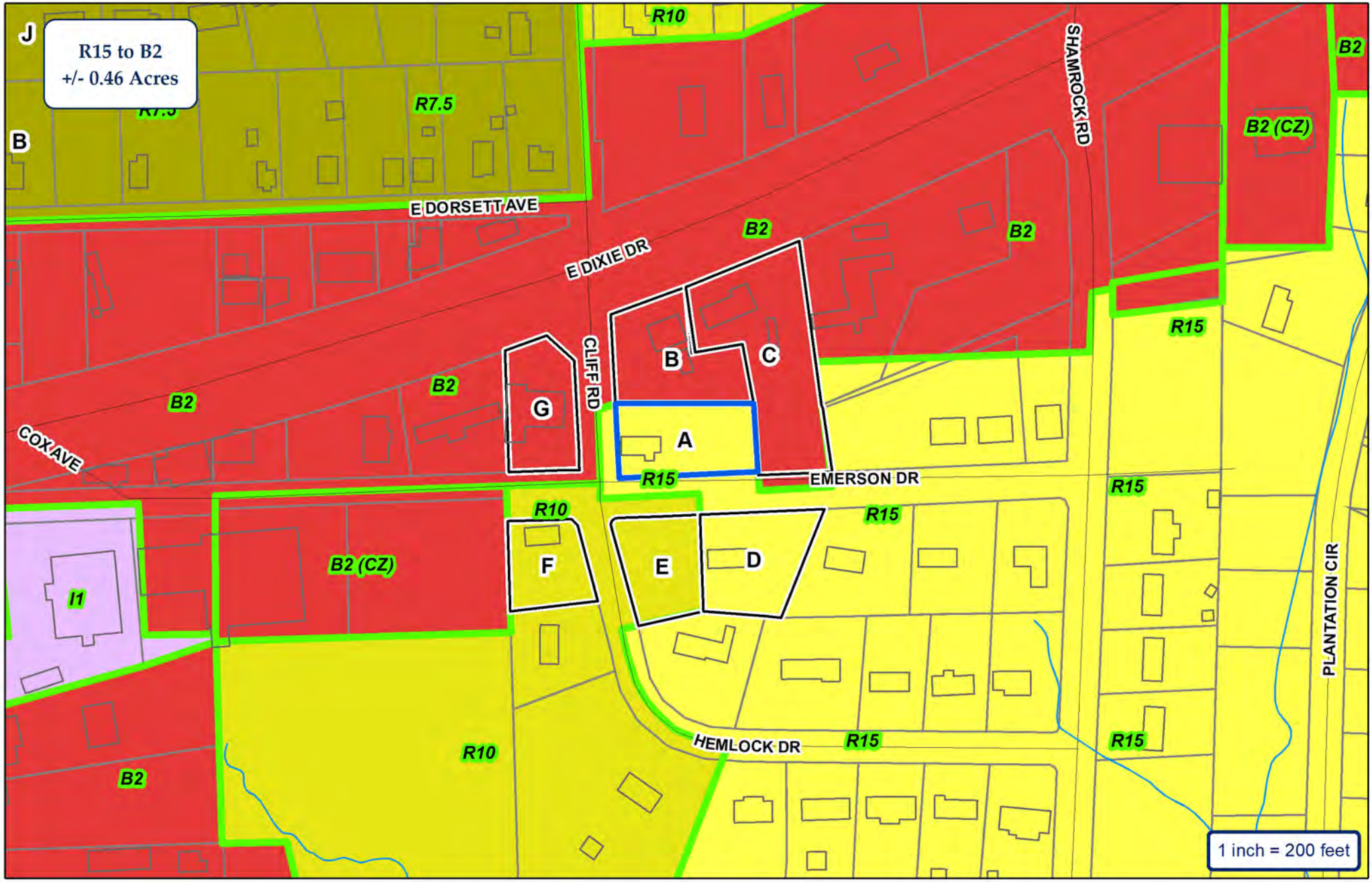
Rezoning Case: RZ-25-13

Parcels: 7760066599

ETJ

Subject Property

Zoning



City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-25-13

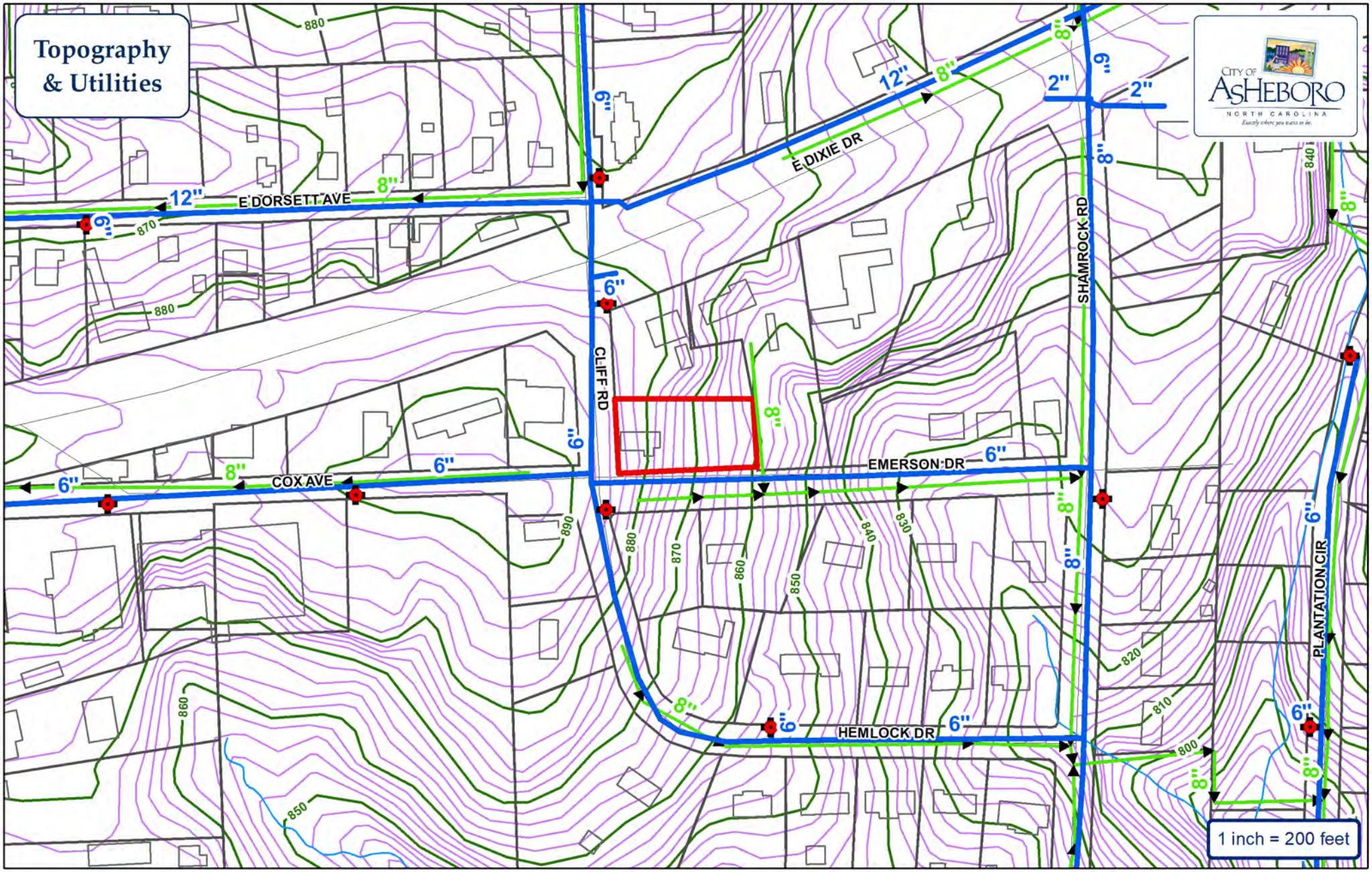
Parcels: 7760066599

ETJ

Subject Property

Adjoining Properties

City Zoning



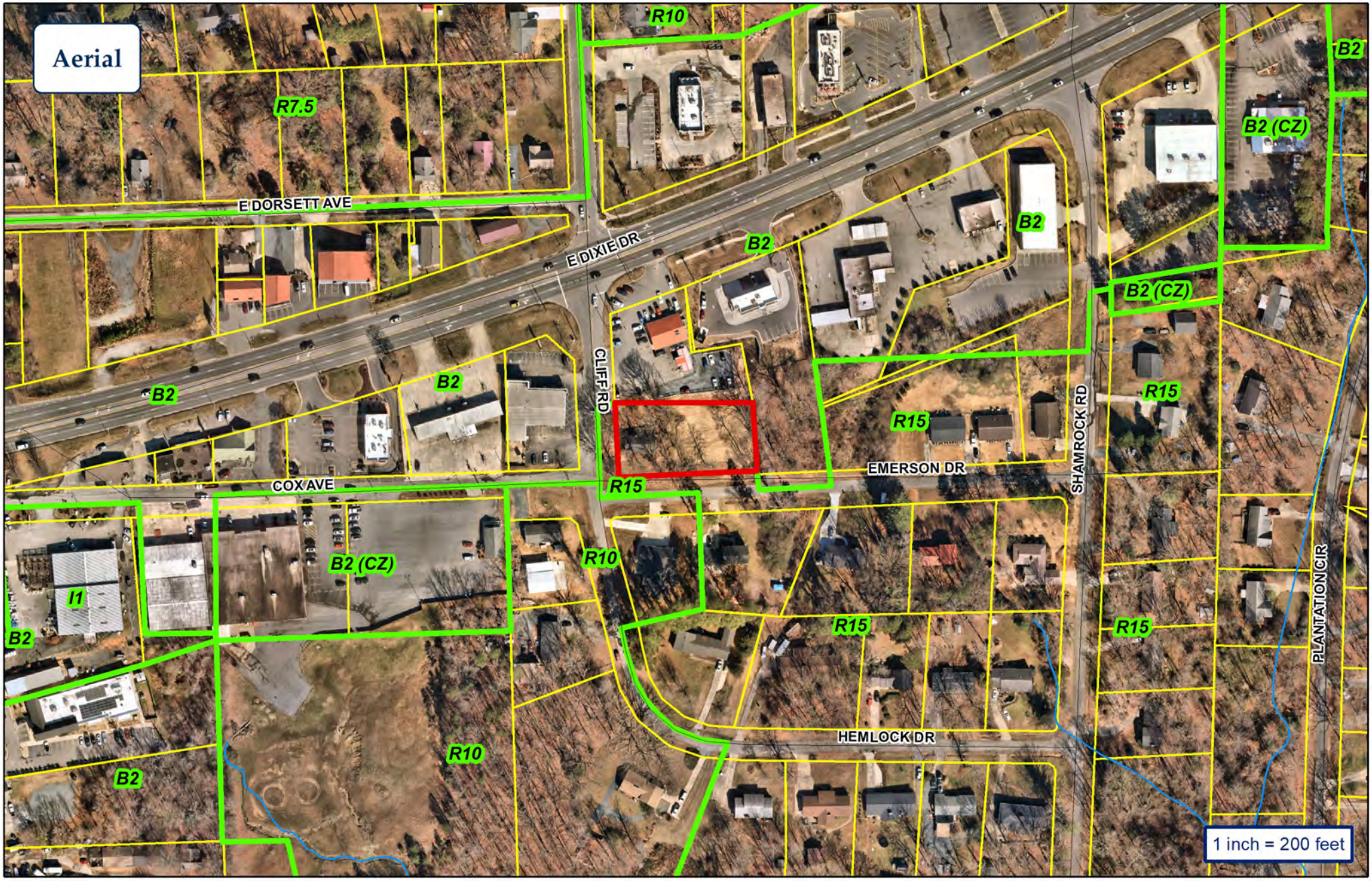
Water Main
Sewer Main
Force Main
Fire Hydrant
Pump Station
Watershed

City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-25-13

Parcels: 7760066599

Subject Property



City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-25-13

Parcels: 7760066599

Subject Property

Zoning

APPLICANT INFORMATION

Applicant Golden Waffle Real Estate 2 LLC

Applicant's Phone # 336-953-0044 (Patty) or 336-963-8701 (Ken)

Applicant's Address P.O. Box 352

Asheboro NC 27204

Applicant Email Address [redacted]

PROPERTY INFORMATION FOR MAP AMENDMENTS

Property Owner's Name Patricia B. Greene (member/manager)

Location of Property 1315 Cliff Rd., Asheboro N.C.

Property Size (ac. or s.f.) 0.46 Acres

Randolph County Property Identification Number (PIN#) 7760066599

Current Zoning District R 15

Requested Zoning District B 2

Date Property Title Acquired 12/16/2024

Deed Book 002943 Page 01119

Subdivision _____ Section _____ Lot # _____

Plat Book _____ Page _____

ORDINANCE AMENDMENT INFORMATION

1. In what manner will the proposed amendment carry out the intent of the Land Development Plan?

City of Asheboro has identified this property in the Land Development Plan as future commercial.

For questions (2) and (3), if either of these questions apply, please state a reason. If you believe these do not apply, please check "does not apply".

2. Are there alleged errors in this Ordinance that would be corrected by the proposed amendment? If so, give a detailed explanation of such error and detailed reasons how the proposed amendment will correct the errors.

NA

Does not apply ☒

3. What are the changed or changing conditions, if any, in the jurisdiction of the City of Asheboro generally, which would make the proposed amendment reasonably necessary to the promotion of the public health, safety, and general welfare?

Does not apply ☒

4. Are there any other circumstances, factors, or reasons that the applicant offers in support of the proposed amendment?

Will provide overflow parking for Asheboro residents and tourists. Golden Waffle customers are continually pointing out the need for overflow parking.

APPLICATION SIGNATURES

It is understood by the undersigned that while this application will be carefully reviewed and considered, the burden of proving the need for the proposed amendment rests with the applicant. The applicant for rezoning to any district other than a conditional use district shall be prohibited from offering any testimony or evidence concerning the specific manner in which he or she intends to use or develop the property.

Applicant Signature

Patricia B. Greene

Printed Name of Authorized Signatory (if different from Applicant)

Position/Relationship of Authorized Signatory to Applicant

Owner Signature (if different than Applicant)

Owner Address

P.O. Box 352

Asheboro, N.C. 27204

Telephone Number

336-953-0044

Printed Name of Authorized Signatory (if different from Owner)

Position/Relationship of Authorized Signatory to Owner

STAFF USE

Received by: JTL ***Date:*** 6-2-25 ***Case Number:*** 25-13

CITY OF ASHEBORO
NOTICE OF ZONING HEARING

This is to notify you that I (we) Golden Waffle Real Estate 2 LLC have filed an application with the City of Asheboro for to rezone property located at

1315 Cliff Rd. Asheboro, N.C.

from R15 to B2

On July, 7, 2025, at 6:00 PM, the Planning Board will review the zoning request and forward its recommendation to City Council. As part of this process, you and others will have an opportunity to speak concerning the request and offer input.

On Thursday, August 7, 2025, at 6:00 pm the City Council will hold a public hearing on the zoning request. As part of this process, you and others again will have an opportunity to speak concerning the request and offer input.

The meetings will be held in the City Council Chambers, 146 North Church Street, Asheboro, NC. The Council, after considering the information/testimony presented during the public hearing and reviewing the report of the Planning and Zoning Department and recommendation of the Planning Board, will take action on the application. Such action may include approval of the request, denial of the request, or approval of a modified version of the request on the basis of the Council's determination that such action is reasonably necessary to promote the public health, safety, or general welfare and to achieve the purposes of the adopted Land Development Plan. The meeting is open to the public and your participation is encouraged. If you have any questions, please contact the Planning and Zoning Department at 336-626-1201 Ext. 2392. In addition, you may contact me (or my representative)

Patricia Greene at 336-953-0044.
Kennith Greene at 336-963-8701

Randolph County, NC

Addressing

Structures

MultiStructures

Transportation

ROADS

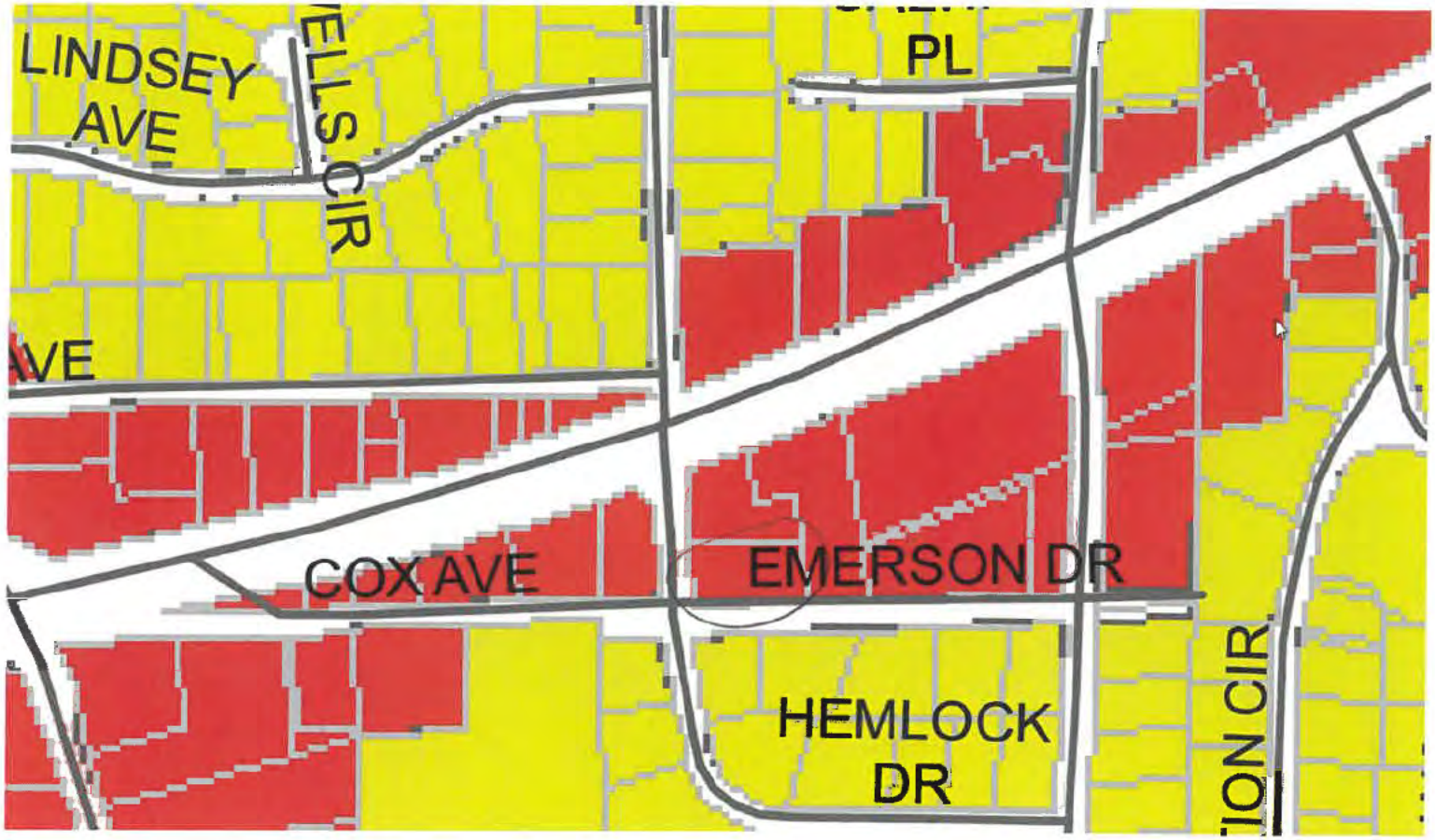
Jurisdiction

- Highways
- Highways
- Highways
- Secondary Roads
- Secondary Roads
- Secondary Roads
- Secondary Roads

REID	48414	OWNER ADDRESS2	
PIN	7760066599	OWNER CITY	ASHEBORO
TAXED ACREAGE	0.46	OWNER STATE	NC
PROPERTY DESCRIPTION	R2802;E	OWNER ZIP	27203
DEED BOOK & PAGE	002943/01119	LOCATION ADDRESS	1315 CLIFF RD
PLAT BOOK & PAGE		LOCATION ZIP	ASHEBORO,27205
OWNER	GOLDEN WAFFLE REAL ESTATE 2 LLC	DATA REFRESHED	5/25/2025
OWNER ADDRESS	602 E DIXIE DR		

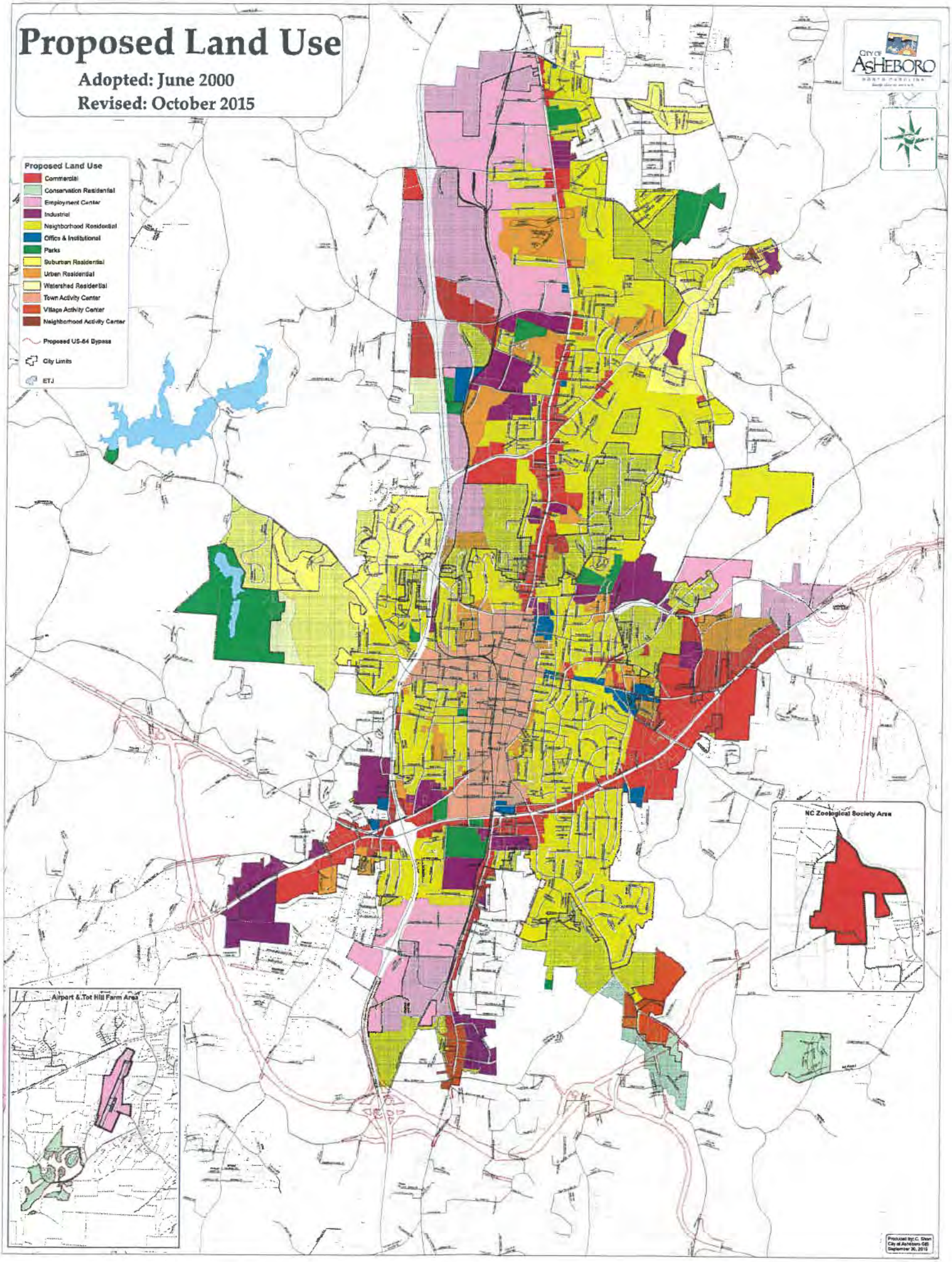
Disclaimer: This map was compiled from recorded deeds, plats, and other public records and data. Users of this data are hereby notified that the aforementioned public information sources should be consulted for verification of the information. Randolph County, its agents and employees make no warranty as to the accuracy of the information on this map.

Map Scale
1 inch = 50 feet
5/30/2025


LINDSEY
AVE
ELLS CIR
PL
AVE
COX AVE
EMERSON DR
HEMLOCK
DR
ION CIR

Proposed Land Use

Adopted: June 2000
Revised: October 2015



BK 2943 PG 1119 (4)
This document presented and filed:
01/02/2025 12:40:43 PM
DEED
Fee $26.00 Excise Tax: $0.00
20193862
Randolph County North Carolina
Krista M. Lowe, Register of Deeds

After recording: I & E p/u
THIS **IS NOT** THE PRIMARY RESIDENCE OF THE GRANTORS.
PREPARED BY (SSE/cg) Ivey & Eggleston, Attorney at Law, 111 Worth Street, Asheboro, NC 27203

PIN: 7760066599 **REVENUE: $0.00**

NORTH CAROLINA)
RANDOLPH COUNTY) **WARRANTY DEED**

THIS DEED, made this 16 day of December, 2024, by and between:

GRANTORS: **PATRICIA B. GREENE (F/K/A PATRICIA MANESS) and KENNITH R. GREENE**
602 E. Dixie Drive
Asheboro, NC 27203

LISA M. WENTZ and husband, LUCAS WENTZ
405 25th Avenue S
North Myrtle Beach, SC 29582

GRANTEE: **GOLDEN WAFFLE REAL ESTATE 2, LLC**
A North Carolina Limited Liability Company
602 E. Dixie Drive
Asheboro, NC 27203

WITNESSETH, that the GRANTORS, in consideration of Ten Dollars ($10.00) and other good and valuable consideration, to them paid by the GRANTEES, the receipt of which is hereby acknowledged, has bargained and sold, and by these presents does grant, bargain, sell and convey unto GRANTEE and its heirs assigns, all that certain tract of land, situate, lying and being in Asheboro Township, Randolph County, North Carolina, and more particularly described as follows:

SEE ATTACHMENT A – Description attached hereto and incorporated herein by reference.

In connection with the preparation so of this instrument, Ivey & Eggleston has not examined any public records as they may pertain to the above-described premises, and does not certify title.

For back reference see Deed recorded in Book 2743, Page 1116 Randolph County Registry.

TO HAVE AND TO HOLD the aforesaid tract of land and all privileges and appurtenances thereto belonging to the GRANTEE, its heirs and assigns, to their only use and behoof forever.

And the GRANTORS, for themselves, their heirs, executors and administrators, covenant with the GRANTEES, their heirs and assigns, that they are seized of said premises in fee, and have the right to convey the same in fee simple; that the same are free and clear from all encumbrances, and that they will warrant and defend the said title to the same against the lawful claims of all persons whomsoever.

IN TESTIMONY WHEREOF, the said GRANTORS by these presents have hereunto set their hands and seals, the day and year first above written.

Patricia B. Greene (SEAL)
PATRICIA B. GREENE
(F/K/A PATRICIA MANESS)

Kennith R. Greene (SEAL)
KENNITH R. GREENE

NORTH CAROLINA

RANDOLPH COUNTY

I, S. Scott Eggleston, a Notary Public for Randolph County North Carolina do hereby certify that **PATRICIA B. GREENE (F/K/A PATRICIA MANESS) and KENNITH R. GREENE,** personally appeared before me this day and acknowledged the due execution of the foregoing deed.

WITNESS my hand and notarial seal, this 16 day of December, 2024.

Notary Public

My Commission Expires: 05/25/2027

S. SCOTT EGGLESTON
Notary Public
Randolph County, NC
RANDOLPH COUNTY, NC

Lisa M. Wentz (SEAL)
LISA M. WENTZ

(SEAL)
LUCAS WENTZ

STATE OF North Carolina

COUNTY OF Randolph

I, S. Scott Eggleston, a Notary Public for Randolph County, State of NC, do hereby certify that **LISA M. WENTZ and husband, LUCAS WENTZ,** personally appeared before me this day and acknowledged the due execution of the foregoing deed.

WITNESS my hand and notarial seal, this 16 day of December, 2024.

Notary Public

My Commission Expires: 05/20/2027

S. SCOTT EGGLESTON
Notary Public
Randolph County, NC
RANDOLPH COUNTY, NC

ATTACHMENT A
Description for
Golden Waffle Real Estate 2, LLC

Asheboro Township, Randolph County, North Carolina

1315 Cliff Road, Asheboro, NC 27205
PIN 7760066599

BEGINNING at an iron stake, Gurney Fry's line; thence East on Fry's line 266 feet to an iron stake; thence North 100 feet to an iron stake; thence North 87 degrees West 266 feet to an iron stake on the West side of Street, Fry's line; thence South on Gurney Fry's line 106 feet to the beginning, containing 27,398 Sq feet more or less.