

# TOWN OF ZEBULON PLANNING BOARD MEETING October 9, 2023 Following 6:00 Joint Public Hearing

- I. CALL TO ORDER
- II. APPROVAL OF AGENDA
- III. ADOPTION OF MINUTES
  - a. August 14, 2023 Minutes

### IV. NEW BUSINESS

a. **PD 2023-01 Chamblee Lake**— The Town has received a Planned Development request to develop 355 residential units (townhomes and single-family detached units) on 136 acres at 1509 Chamblee Road.

### V. OLD BUSINESS

- a. Discussion About the Update of the Comprehensive and Future Land Use Plans
- VI. DEVELOPMENT UPDATES
- VII. ADJOURNMENT

### Zebulon Planning Board Minutes August 14, 2023

Present: David Lowry, Laura Johnson, Genia Newkirk, Michael Germano, Domenick Schilling, Stephanie Jenkins, Peggy Alexander, Michael Clark-Planning, Stacie Paratore-Deputy Town Clerk, Adam Culpepper-Planning, Cate Farrell-Planning, Kaleb Harmon-Communications, Sam Slater-Town Attorney

David Lowry called the meeting to order.

#### APPROVAL OF AGENDA

Laura Johnson made a motion, second by Domenick Schilling to approve the agenda. There was no discussion and the motion passed unanimously.

#### **ADOPTION OF MINUTES**

Laura Johnson made a motion, second by Domenick Schilling to approve the minutes for February 13, 2023, March 13, 2023, and April 10, 2023. There was no discussion and the motion passed unanimously.

#### **NEW BUSINESS**

A. CZ 2023-03 1106 N. Arendell Avenue

Adam Culpepper stated this was a conditional rezoning request for a 3.51-acre parcel from Heavy Commercial (HC) to Heavy Commercial-Conditional (HC-C) District for the development of a convenience store with gasoline sales.

The standards under section 2.2.6.K for a conditional rezoning were:

- 1. Health, safety and welfare
- 2. Appropriate for location
- 3. Reasonable in the public interest
- 4. Concept plan consistent with regulations
- 5. Other relevant factors

The public hearing notification process was detailed. The aerial map, zoning map, future land use plan, timeline, concept plan and proposed elevations were shown. The applicant proposed the following conditions:

- Gasoline pumps between the building and street
- Façade requirements
- Construction of road and traffic improvements

Mr. Culpepper reviewed the façade requirements. The proposed plan showed the south wall with 29% transparency/glazing, west wall with 33% transparency/glazing and the east wall with no transparency provided.

The proposed road improvements included:

- Eastbound right turn lane on Dogwood Dr.
- Westbound left turn lane on Dogwood Dr.
- Left turn lane on the US 64 Hwy off-ramp
- Retiming and signal upgrade at N. Arendell Ave. and Dogwood Dr. recessed behind the front of the home

Staff spoke about the Utility Allocation Policy points for the project. The applicant received a total of 60 points by doing full construction of the Jones Street right of way, wetland style stormwater control measures, and 10 native shade trees which was in addition to the landscaping requirements.

Domenick Schilling asked why the right turn lane off Arendell to Dogwood was tapered. Mr. Culpepper explained it was a deceleration lane to pull the driver out and prevent traffic collisions.

There was discussion about the truck turning radius from questions raised during the Joint Public Hearing. The turn was shown on a map and stated it met the standards required by NCDOT.

Michael Germano wanted to see the radius expanded at Dogwood and Jones because he felt the radius was tight for a regular car and would be a difficult turn for large trucks.

There was discussion about the wall glazing. Adam Culpepper explained that spandrel glass was not permitted in the project and was spelled out in the conditions.

Laura Johnson had concerns about the traffic at the intersection, especially the left turn from Dogwood to Arendell. Mr. Culpepper stated the TIA did have a dedicated left turn lane from Dogwood to Arendell and gave details about the TIA.

There was a question about having the gas pumps behind the building. Michael Clark explained by having the pumps behind the building promoted a more pedestrian oriented development.

David Lowry had concerns about the site being tight making it difficult for tank refills.

There was a question about the signal changes that were being made. Adam Culpepper stated there were additional signals added for the dedicated lanes and the applicant was responsible for those changes.

Michael Germano asked if DOT would allow another intersection that close to an interchange once Jones Street was competed. Michael Clark explained DOT required one mile separation from intersections on any limited access control highway. The closest interchange that could be added would be near Little River.

There was more discussion about vehicle congestion issues and concerns about trucks having difficulty making a right turn into the fueling area.

Tom Johnson, an attorney at Williams Mullen for the applicant, detailed the improvements the applicant was making to help with trucks turning in and out of the parcel.

Michael Germano asked about the status of the development on the other side of the Jones Street extension. Mr. Culpepper gave details of the development and stated the applicant was working to make sure the driveways lined up.

Michael Germano made a motion, second by Laura Johnson to recommend approval of CZ 2023-03 1106 N. Arendell Avenue. There was no discussion and the motion passed with a vote 6 to 1 with David Lowry, Laura Johnson, Genia Newkirk, Michael Germano, Stephanie Jenkins, and Peggy Alexander voting in favor and Domenick Schilling voting in opposition.

#### B. TA 2024-01 RV Park

Michael Clark stated this was a text amendment to Section 4.2.3 to allow for consideration of Recreational Vehicle Parks as part of a Planned Development request.

The standards under section 2.2.20.G for a text amendment were:

- 1. Public's Health, Safety and Welfare
- 2. Town's Adopted Policy Guidance
- 3. Not in Conflict
- 4. Changed Conditions
- 5. Demonstrated Community Need
- 6. Matter Not Present UDO Adoption
- 7. Consistent with the Purpose and Intent
- 8. Logical and Orderly Development Pattern
- 9. Other Factors
- 10. No Adverse Impacts

Staff recommended approval of TA 2024-01 RV Park.

Domenick Schilling made a motion, second by Peggy Alexander to recommend approval of TA 2024-01 RV Parks. There was no discussion and the motion passed unanimously.

### C. TA 2024-02 Drop-in Child Care

Cate Farrell stated this was a text amendment to Section 4.2.3 and Section 94 of the UDO to allow for consideration of a new use, "Child Care, Drop-In." The Town received interest from business owners in providing this this type of use. There was a comparison of child daycare centers and drop-in daycares. The drop-in daycares were to be used on an irregular basis, watch children for shorter periods, for parents running local errands and no outdoor space requirement.

The standards under section 2.2.20.G for a text amendment were:

- 1. Public's Health, Safety and Welfare
- 2. Town's Adopted Policy Guidance

- 3. Not in Conflict
- 4. Changed Conditions
- 5. Demonstrated Community Need
- 6. Matter Not Present UDO Adoption
- 7. Consistent with the Purpose and Intent
- 8. Logical and Orderly Development Pattern
- 9. Other Factors
- 10. No Adverse Impacts

Staff recommended approval of TA 2024-02 Drop-in Child Care.

Michael Germano recommended adding use specific standards to the Text Amendment.

Michael Germano made a motion, second by Peggy Alexander to recommend approval of TA 2024-01 RV Parks as amended. There was no discussion and the motion passed unanimously.

### D. TA 2024-03 Contractor Signs

Cate Farrell stated this was a text amendment to Section 5.11 and Section 9.4 of the UDO to allow for consideration of a new sign type "Contractor Signs." The dimensional standards had a maximum height of 8', maximum sign face area equal to 32 sq. ft. per side, and minimum setback from lot line of 10'. Durational standards were also added where they would be reviewed for all residential districts every two years and non-residential and mixed us district every year. The signs had to be removed once the development was determined to be complete. Cate reviewed the additional standards added to the text amendment.

The standards under section 2.2.20.G for a text amendment were:

- 1. Public's Health, Safety and Welfare
- 2. Town's Adopted Policy Guidance
- 3. Not in Conflict
- 4. Changed Conditions
- 5. Demonstrated Community Need
- 6. Matter Not Present UDO Adoption
- 7. Consistent with the Purpose and Intent
- 8. Logical and Orderly Development Pattern
- 9. Other Factors
- 10. No Adverse Impacts

Staff recommended approval of TA 2024-03 Contractor Signs.

Laura Johnson made a motion, second by Michael Germano to recommend approval of TA 2024-03 Contractor Signs. There was no discussion and the motion passed unanimously.

#### E. TA 2024-04 Process Change

Adam Culpepper stated this was a text amendment to Article 2 of the UDO to revise and clarify site plan and construction drawing development review. The current plan and proposed plan

process were reviewed. The proposed plan would match what other area municipalities used and would make it an easier process for staff, TRC and developers.

Staff recommended approval of TA 2024-04 Process Change.

David Lowry asked if the preliminary plans would still include the elevations. Adam Culpepper explained if the applicant was not including a condition that was specific to the architectural standards, then the elevations would not be included.

Peggy Alexander made a motion, second by Stephanie Jenkins to recommend approval of TA 2024-04 Process Change. There was no discussion and the motion passed unanimously.

### **DEVELOPMENT UPDATES**

Michael Clark provided development updates.

Laura Johnson made a motion, second by Michael Germano to adjourn. There was no discussion and the motion passed unanimously.

Adopted this the 9<sup>th</sup> day of October 2023.

	David Lowry—Chair
SEAL	
	Stacie Paratore, CMC—Deputy Town Clerk



# STAFF REPORT PLANNED DEVELOPMENT 2023-01 CHAMBLEE LAKE OCTOBER 9, 2023

Topic: PD 2023-01 Chamblee Lake Project Number 891828

Speaker: Michael J. Clark, AICP, CZO, Planning Director From: Michael J. Clark, AICP, CZO, Planning Director

Prepared by: Adam Culpepper, Senior Planner

Approved by: Joseph M. Moore II, PE, Town Manager

### **Executive Summary:**

The Board of Commissioners will consider a Planned Development / Map Amendment Rezoning for 1509 Chamblee Road (PIN# 2715101559). This is a legislative case.

### Background:

The Town has received a Planned Development request to develop 355 residential units (townhomes and single-family detached units) on 136 acres at 1509 Chamblee Road. The land is owned by Chamblee, R.M. Heirs, is currently outside the Town's Planning Jurisdiction, and zoned R-30W (Wake County zoning). The applicant is seeking annexation simultaneously with this rezoning request.

#### Discussion:

The Board shall consider the following questions to determine whether the rezoning is consistent with the intent of the Unified Development Ordinance (Section 2.2.24.J):

- 1. Does the request advance the public health, safety, or welfare?
- 2. Is the request appropriate for its proposed location, and is consistent with the purposes, goals, objectives, and Town's policies?
- 3. Is the request reasonable and in the public interest?
- 4. Are there other factors which the Board of Commissioners determines relevant?

#### Policy Analysis:

Grow Zebulon: Comprehensive Land Use Plan (Land Use Plan):

The Land Use Plan (adopted June 2021) designated this area "Suburban Residential" which allows planned developments with a mixture of product types with increased open space to preserve an overall suburban character. (Land Use and Development Page 13, Attached).

Suburban Residential characteristics include a greater focus on the home and less on driveways consuming a large percentage of the front lawn. These characteristics are preserved through alley-loaded town homes while reserving front-loaded homes to wider lots. The applicant requests deviation for 12 front-loaded townhomes in exchange for "affordable" deed restrictions placed upon these residences. This exchange is consistent with goals of the Land Use Plan (re. Housing and Neighborhoods Pages 2 and 3, Attached)

Grow Zebulon: Comprehensive Transportation Plan (Transportation Plan):

The Transportation Plan calls for the construction of a 4-lane median divided arterial road section along Chamblee Road as well as connecting Chamblee Road to Perry Curtis Road via a 4-lane median divided arterial road.



### STAFF REPORT PLANNED DEVELOPMENT 2023-01 CHAMBLEE LAKE OCTOBER 9, 2023

The applicant proposes amending the CTP by reducing the 4-lane median divided road requirements to a modified 2-lane cross section design with marked on-street parking on both sides and bulb-outs at significant intersections. (re. Nate Bouquin, PE, PTOE letter). A TIA, along with recommendations from the Town's Contract Engineer, includes several recommendations as noted in the attached summary. (re. "Complete Streets, Priority Intersections, and Traffic Calming" CTP pp 36-37)

### Play Zebulon: Parks and Recreation Master Plan (Park Master Plan):

The Park Master Plan does not identify public parks or greenways in this general vicinity. The applicant proposes a development with private greenways, dock or similar water activation element, dog park, pocket parks, and similar recreational features throughout the development.

### <u>Unified Development Ordinance (UDO):</u>

The UDO (Section 2.2.13) allows flexibility from some standards in exchange for a higher quality development more aggressively accomplishing other goals, such as amenities and diverse housing. The applicant proposes a highly amenitized mixed-product residential neighborhood with multiple attached, and detached home options providing a broader range of housing values.

### **Fiscal Analysis:**

When complete, this development will have an estimated taxable value greater than \$102 Million, producing approximately \$590,000 per year in property tax revenue. The development also improves the economic development viability of the Stadium Area Mixed Use District (re Land Use Plan Economic Development Section pg. 8)

#### Staff Recommendation:

Staff recommends accepting public comment and referring the matter to the Planning Board for consideration.

### **Attachments:**

- 1. Application, Site Plan, TIA
- 2. Future Land Use and Character Map
- 3. Aerial Map
- 4. Zoning Map
- 5. Site Pictures
- 6. Public Hearing Notice Affidavit
- 7. UDO Section 3.5.5 Planned Development
- 8. TIA Review & Developer Response
- 9. Comprehensive Land Use Plan (Excerpts)
- 10. Comprehensive Transportation Plan (Excerpts)



### Town of Zebulon

### Planning Department

1003 N. Arendell Avenue, Zebulon, NC 27597 Phone: (919) 823-1810 Fax: (919) 887-2824 www.townofzebulon.org

### PLANNED DEVELOPMENT APPLICATION

#### **GENERAL INFORMATION:**

A Planned Development in accordance with Section 2.2.13 and 3.5.5 of the UDO is intended to provide flexibility by establishing site specific regulations including permitted uses, dimensional standards, phasing schedules and additional details to allow for a development that is better than what would otherwise be permitted under the strict interpretation of the UDO. All site-specific standards and conditions must be consistent with the objectives of these regulations, the adopted Comprehensive Land Use Plan, Transportation Plan, and Vision 2030 Strategic Plan. The review process established in this part provides for the accommodation of such uses by a reclassification of property into a Planned Development, subject to site-specific standards and conditions.

### **INSTRUCTIONS:**

PRE-APPLICATION MEETING: A pre-application meeting with staff in accordance with Section 2.3.2 of the UDO to verify the application requirements, processes, and procedures regarding a proposed request. To schedule a meeting, applicants must e-mail a pdf map, drawing, model, site or sketch plan to Assistant Planning Director Meade Bradshaw (<a href="mailto:mbradshaw@TownofZebulon.org">mbradshaw@TownofZebulon.org</a>) no later than five (5) working days prior to the desired meeting day.

**NEIGHBORHOOD MEETING:** Neighborhood meetings are required in accordance with Section 2.3.4 of the UDO prior to application submission. The applicant is required to notify property owners and any neighborhood association that represents citizens within that area within 300 feet of the subject property via first class mail a minimum of 10 days in advance of the neighborhood meeting. The applicant shall use their own return address on the envelopes as the meeting is a private meeting between the developer and the neighbors. The applicant shall submit the "Certified List of Property Owners" and "Neighborhood Meeting Packet" forms included in this application packet with their initial submittal.

**ANNEXATION REQUIREMENTS**: If a property or portion thereof subject to this rezoning is outside the corporate limits and ETJ, an annexation petition is **required** to be submitted on the same day as this application in accordance with section 2.2.2 of the UDO.

**APPLICATION PROCEDURE** – The applicant requesting a Planned Development must submit a written application to the Zebulon Planning Department using the forms included in this packet.

- Completed Application Form
- 8 Full Size Plan Sets and 1 PDF set on USB drive. (see site plan checklist)
- Comprehensive Planned Development Document
- Petition Fee (Please See Fee Schedule)
- One (1) Legal Description (metes and bounds) of subject property
- Registered survey of subject property
- Certified List of Property Owners within 150 feet of subject property

- Owner's Consent Form
- Neighborhood Meeting Packet
- Stamped envelopes addressed to Certified List of Property Owners all the homeowners associations of those properties within 150 feet of the outer boundary subject property or properties affixed with the following return address:

Town of Zebulon Planning Department 1003 N. Arendell Ave Zebulon, NC 27597



### APPLICATION FOR PLANNED DEVELOPMENT

PUBLIC HEARING PROCEDURE – Upon submittal of a complete application, the Planning Department will schedule the application for a joint public hearing before the Planning Board and the Board of Commissioners. APPLICANTS ARE STRONGLY ENCOURAGED TO CONTACT PLANNING STAFF AS SOON AS POSSIBLE TO ADDRESS ANY QUESTIONS ABOUT THE PUBLIC HEARING. Notices of the public hearing will be mailed to all adjacent property owners of the property being considered for a Planned Development Amendment. At the public hearing, the applicant, proponents, and opponents will be given the opportunity to offer evidence in favor of or against the proposal. After completion of the public hearing, the Planning Board will deliberate and forward its recommendation to the Board of Commissioners for final consideration. Deadline dates and Joint Public Hearing dates can be found on the Town of Zebulon's website.





PART 1. DESCRIPTION OF REQUEST/PI	ROPERTY			
1509 Chamblee Rd, Zebulon NC			~136	
Parcel Identification Number (NC PIN): 2715101559	Deed Book: 001789		Deed Page(s): 00402	
Existing Zoning of the Property: R-30 (Wake County)	Proposed Zoning o	evelopment (	R4 base	)
Existing Use of the Property:  N/A (Vacant)  Reason for rezoning to a Planned Unit Development:	Proposed Use of th SFD and	e Property: Townhome s	subdivision	
In order to balance the significant amount of of environmental features, the applicant is seeking mixed-use residential development with lot size the development standards permitted within the	ig a Planned Ur es and lot-orien	nit Developme tations which	nt to propose require devia	a tions from
PART 2. APPLICANT/AGENT INFORMA Name of Applicant/Agent:	ATION			
David Bergmark			-	
Street Address of Applicant/Agent: 2905 Meridian Parkway				
City: Durham	State:		Zip Code: 27713	
Email of Applicant/Agent: bergmark@mcadamsco.com	919-449	of Applicant/Agent: 9-4005	Fax Number of Applic	ant/Agent:
Are you the owner of the property?  Yes  No  Are you the owner's agent?  Yes		re not the owner of the not the signature giving		
PART 3. PROPERTY OWNER INFORMA	TION			
Name of Property Owner:  CHAMBLEE, RM HEIRS, C/O Jim Edw	ards (Tin	n P. Edwa	ands T	7.)
Street Address of Property Owner: 2711 ROYSTER ST			10.	
City: RALEIGH	State:		Zip Code: 27608	
Email of Property Owner:  Exolored Construction Co 1 Com	Telephone Number of Prop	The second second	Fax Number of Proper	ty Owner:
I hereby state that the facts related in this application a correct, and accurate to the best of my knowledge.	and any document	s submitted here	with are comple	ete, true,
Signature of Applicant:  Sould Bergmonh	Print Name David	Bergmarl	<	Date: 9/19/22
Signature of Owner:	Print Name.	P. Elelan	edantr.	Date:



### APPLICATION FOR PLANNED DEVELOPMENT

### LEGISLATIVE CONSIDERATIONS - PLANNED DEVELOPMENT

The applicant shall propose site-specific standards and conditions that take into account the following considerations, which are considerations that are relevant to the legislative determination of whether or not the proposed planned development is in the public interest. Therese considerations do not exclude the legislative consideration of any other factor that is relevant to the public interest. Failure to adequately address the findings below may result in denial of the application. Please provide responses to the following standards as outlined in Section 2.2.13 of the Unified Development Ordinance.

1. Please provide details on how the proposed Planned Development advances the public health, safety, or welfare
See attached Exhibit A.
<ol> <li>Please provide details on how the proposed Planned Development is appropriate for its proposed location, and is consistent with the purposes, goals, objectives, and policies of the Town's adopted policy guidance.</li> </ol>
See attached Exhibit A.
3. Please provide details on how the proposed Planned Development is reasonable and in the public interest.
See attached Exhibit A.
4. Please provide details on how the proposed Planned Unit Development provides for innovative land planning and site design concepts that support a high quality of life and achieve a high quality of development, environmental sensitivity, energy efficiency, and other Town goals and objectives.
See attached Exhibit A.
5. Please provide details on how the proposed planned unit development provides improved means of access, open space, and
design amenities;
See attached Exhibit A.



### APPLICATION FOR PLANNED DEVELOPMENT

nonresidential land uses in the same development, including a mix of housing types, lot sizes, and densities;
See attached Exhibit A.
7. Please provide details on how the proposed Planned Unit Development creates a system of incentives for redevelopment and infill in order to revitalize established areas;
See attached Exhibit A.
8. Please provide details on how the proposed Planned Unit Development promotes a vibrant public realm by placing increased
emphasis on active ground floor uses, pedestrian-oriented building façade design, intensive use of sidewalks, and establishment of public gathering areas;
See attached Exhibit A.
9. Please provide details on how the proposed Planned Unit Development provides for efficient use of land resulting in smaller networks of utilities and streets and thereby lowering development and housing costs; and
See attached Exhibit A.
10. Please provide details on how the proposed Planned Unit Development provides quality design and environmentally sensitive development that respects surrounding established land use character and respects and takes advantage of a site's natural and man-made features, such as trees, estuaries, shorelines, special flood hazard area, and historic features.
See attached Exhibit A.
11. Other factors as the Board of Commissioners may determine to be relevant.
See attached Exhibit A.



### APPLICATION FOR PLANNED DEVELOPMENT

OWNER'S CONSE	NIFORM			
Name of Project:	Chamblee Rd Pla	anned Development	Submittal Date:	11-1-22
OWNER'S AUTHOR	IZATION			
I hereby give CONSENT	to D.R. Horlon, McAdams (C	avid Bergmerk) and Longleaf Law Partr	ners (type	e, stamp or print clearly
full name of agent) to act				all required material and
documents, and to attend				
indicated above. Further				
conditions which may aris				_
I hereby certify I have full	knowledge the prop	erty I have an ownersh	in interest in is the su	biect of this application
I acknowledge and agree				
Ordinance, that lands subj				
approved as part of that a				
the land as an amendment				
with the procedures establ				
limits shall comply with a				
all other applicable stand	ards and regulation	s of the UDO will rea	main applicable to	the subject lands unless
specifically listed as cond				•
incomplete information p				
withdrawal of this applica				
required to process this ap				
copyrighted document sub		* * *		er agree to all terms and
conditions, which may be	1	• • • • • • • • • • • • • • • • • • • •		1
Janes Y. Edn	rough, IY.	Chambiee	, R M Heirs	9/19/20
Signature of Owner	i.	Print Name 📆	Ames P. Eghads	Date
CERTIFICATION OF	F PROPERTY OV	VNER	Vr	
I hereby certify the statem	ents or information	made in any paper or p	olans submitted here	with are true and
correct to the best of my k	nowledge. I unders	tand this application, r	elated material and	all attachments become
official records of the Plan	nning Department of	f the Town of Zebulon,	North Carolina, and	d will not be returned.
James D.E	dwards. Tr.	Chamblee, R	M Heirs	9/19/2
Signature of Own	ner	Print Name Jawn	3 P. Edvado	Date
15			Jr	

\*Owner of record as shown by the Wake County Revenue Department (<a href="www.wakegov.com">www.wakegov.com</a>). An option to purchase does not constitute ownership. If ownership has been recently transferred, a copy of the deed must accompany this form.



### APPLICATION FOR PLANNED DEVELOPMENT

### **CONCEPT PLAN REQUIREMENTS**

Every applicant requesting Planned Development approval shall submit 8 copies and 1 pdf (email or USB Drive) of a concept plan drawing with the application for a Planned Development. The concept plan shall contain sufficient information to adequately determine the type of development being proposed. The concept plan drawing shall include, at a minimum, the following features unless otherwise specified by the Planning Department:

CHECK IF SUBMITTED

ITEM		/
1.	Plot plan showing all existing and planned structures, building setback lines, perimeter	
	boundaries, and easements.	/
2.	Elevation drawings of all buildings indicating the proposed exterior finish materials.	
3.	Landscaping plan, lighting, fencing, screening, and walls, indicating all heights and locations.	_/_
4.	Location of all ingress and egress.	
5.	Off-street parking and loading facilities, with calculations showing how the quantities were obtained.	
6.	All pedestrian walks and open areas for use by residents, tenants, or the public.	
7.	Proposed land uses indicating areas in square feet.	11
8.	The location and types of all signs, including lighting and heights, with elevation drawings.	
9.	Existing and/or proposed street names.	
10.	Proposed potable or reuse water, wastewater connections, and storm sewer line; proposed grading and drainage patterns; proposed water and sewer allocations.	<del></del>
11.	Such additional items and conditions, including design standards as the Planning Board and Board of Commissioners deems necessary.	
12.	Trip generation data and TIA	



### APPLICATION FOR PLANNED DEVELOPMENT

### PROPOSED USES

An application has been duly filed requesting that the property described in this application be rezoned from R-30 (Wake County) to Planned Development (PD). It is understood and acknowledged that if the property is rezoned as requested, the property described in this request will be perpetually bound to the use(s) authorized and subject to such conditions as imposed, unless subsequently changed or amended as provided for in the Unified Development Ordinance. It is further understood and acknowledged that final plans for any specific development to be made pursuant to any such Planned Development shall be submitted for site or subdivision plan approval. Use additional pages as needed.

The Rezoned Lands may be used for, and only for, the uses listed immediately below. The permitted uses are subject to the limitations and regulations stated in the Use Table and any additional limitations or regulations stated below. For convenience, some relevant sections of the Unified Development Ordinance may be referenced; such references do not imply that other sections of the Unified Development Ordinance do not apply.

1.	Single Family Detached Dwelling	25.
2.	Single Family Attached Dwelling	26.
3.	Accessory Dwelling Unit	27.
4.	Cluster Box Unit	28.
5.	Detached Accessory Structure	29.
6.	Guard House, Shelter, or Gatehouse	30.
7.	Home Occupation	31.
8.	Play Equipment	32.
9.	Swimming Pool/Hot Tub	33.
10.	Tool/Storage Shed	34.
11.		35.
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<b>17.</b>		41.
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24.		48.



### APPLICATION FOR PLANNED DEVELOPMENT

### PROPOSED DEVELOPMENT CONDITIONS The applicant hereby requests that the Zebulon Board of Commissioner

elopment Ordinano	requests that the Zebulon Board of Commissioners, pursuant to Section 3.3.5 ace, approve the Proposed Planned Development with above listed use(s), subdivided deviations, and proposed alternative means of compliance. (Attach addition	ject to the follov
See Section	on 5 of Planned Development Document.	
Architectural	dasign commitments are in Section 3 (pg 28)	Li
	D-	



### APPLICATION FOR PLANNED DEVELOPMENT

### **ADJACENT OWNERS**

Provide a certified list of property owners subject to this application and all properties owners within 150-feet feet of the subject property, and any HOA Contacts for developments which fall within 300-feet of the subject property.

Parcel Address	Parcel ID Number	Owner's Name
See Attached List	200' Baffer applied.	

### **HOA CONTACTS**

Development Name	Contact Person	Address
N/A	NA	NA
		1 210

Certified List of Property Owners (Wake Co. Real Estate Records) - 200 ft buffer applied (instead of 150) to be conservative. (NOTE: stamped envelopes provided for this full list)

PIN_NUM OWNER	ADDR1	ADDR2	SITE_ADDRESS
2714081891 STRICKLAND, FRANCES MARIE STRICKLAND, ROGER L	1101 FIELD MEADOWS DR	ZEBULON NC 27597-6852	1101 FIELD MEADOWS DR
2715115366 LIVERMAN, LORAINE A	1404 CHAMBLEE RD	ZEBULON NC 27597-9668	1404 CHAMBLEE RD
2714193007 FOUNTAIN, JAMES I III FOUNTAIN, LAURA E	10405 PERRY RIDGE CT	ZEBULON NC 27597-6844	10405 PERRY RIDGE CT
2715215283 POOLE, JOSHUA	1516 CARROLL HEIGHTS RD	ZEBULON NC 27597-9640	1516 CARROLL HEIGHTS RD
2704984963 MITCHELL, F WADDELL MITCHELL, JANE H	504 PERRY CURTIS RD	ZEBULON NC 27597-8877	504 PERRY CURTIS RD
2714299043 KILLETTE, PHILLIP KILLETTE, LINDA W	929 PERRY CURTIS RD	ZEBULON NC 27597-8886	929 PERRY CURTIS RD
2714282739 CRENSHAW, BARRY A	833 PERRY CURTIS RD	ZEBULON NC 27597-8884	833 PERRY CURTIS RD
2714286726 KILLETTE, PHILLIP KILLETTE, LINDA W	929 PERRY CURTIS RD	ZEBULON NC 27597-8886	905 PERRY CURTIS RD
2715116128 DOZIER, CLARA RHODES	255 DAVIS RD	ZEBULON NC 27597-7046	1412 CHAMBLEE RD
2714080800 MITCHELL, FRANK W MITCHELL, JANE H	504 PERRY CURTIS RD	ZEBULON NC 27597-8877	1108 FIELD MEADOWS DR
2715214284 ROBERTSON, ROBERT J	1512 CARROLL HEIGHTS RD	ZEBULON NC 27597-9640	1512 CARROLL HEIGHTS RD
2705912377 PATE FAMILY I LTD PTNRP	2333 ZEBULON RD	ZEBULON NC 27597-8155	O PERRY CURTIS RD
2715217214 KHALIOUI, YOUNES	1520 CARROLL HEIGHTS RD	ZEBULON NC 27597-9640	1520 CARROLL HEIGHTS RD
2714191047 KIRIAZES, KENNETH E KIRIAZES, MARIE A	10401 PERRY RIDGE CT	ZEBULON NC 27597-6844	10401 PERRY RIDGE CT
2714195099 BRODEUR, MADELINE	10413 PERRY RIDGE CT	ZEBULON NC 27597-6844	10413 PERRY RIDGE CT
2714194057 HINNANT, HULEY JR HINNANT, GERALDINE	10409 PERRY RIDGE CT	ZEBULON NC 27597-6844	10409 PERRY RIDGE CT
2714197170 SMITH, KENNETH R SMITH, TONYA K	10417 PERRY RIDGE CT	ZEBULON NC 27597-6844	10417 PERRY RIDGE CT
2704995359 HINTON, REBECCA H	409 S ARENDELL AVE	ZEBULON NC 27597-2807	612 PERRY CURTIS RD
2715101559 CHAMBLEE, R M HEIRS; C/O JIM EDWARDS	2711 ROYSTER ST	RALEIGH NC 27608-1529	1509 CHAMBLEE RD
2715211421 HARBAR, LINDA WATKINS, ANGELA	1501 CARROLL HEIGHTS RD	ZEBULON NC 27597-9641	1501 CARROLL HEIGHTS RD
2715219341 HAUGH, PAUL G HAUGH, HEATHER W	1532 CARROLL HEIGHTS RD	ZEBULON NC 27597-9640	1532 CARROLL HEIGHTS RD
2714083747 MOZINGO, JUDY B	708 PERRY CURTIS RD	ZEBULON NC 27597-8881	708 PERRY CURTIS RD
2715116216 JUAREZ, PEDRO CARREON JUAREZ, MARIA DEL	1408 CHAMBLEE RD	ZEBULON NC 27597-9668	1408 CHAMBLEE RD
2715019636 CHAMBLEE, CAROLYN P	1922 TRAWICK RD	RALEIGH NC 27604-3839	0 CHAMBLEE RD
2714098086 SARNA, KERRY RICHARD	1001 RIDGE VALLEY WAY	ZEBULON NC 27597-6845	1001 RIDGE VALLEY WAY
2714097005 GONZALEZ, ALFONSO GONZALEZ	10303 PERRY RIDGE CT	ZEBULON NC 27597-6842	10303 PERRY RIDGE CT
2715212207 WILLIAMS, GEORGETTE	1413 CHAMBLEE RD	ZEBULON NC 27597-9669	1413 CHAMBLEE RD
2714080938 ALVAREZ-CORNEJO, AZUCENA	1104 FIELD MEADOWS DR	ZEBULON NC 27597-6852	1104 FIELD MEADOWS DR
2월5410167 DAN RYAN BUILDERS - NORTH CAROLINA LLC	2099 GAITHER RD STE 600	ROCKVILLE MD 20850-4018	O CHAMBLEE RD
2為4383837 MCNABB, WILLIAM R	204 W GANNON AVE	ZEBULON NC 27597-2626	O CHAMBLEE RD
2714093190 FOCA, KIMBERLY	706 PERRY CURTIS RD	ZEBULON NC 27597-8881	706 PERRY CURTIS RD

2715213285 TELLEZ MAGANA, MARIA TERESA	1508 CARROLL HEIGHTS RD	ZEBULON NC 27597-9640	1508 CARROLL HEIGHTS RD
2715212128 WALL, JODY C	133 W 1ST ST	WENDELL NC 27591-7600	1417 CHAMBLEE RD
2714189947 HOAD, RYAN PATRICK HOAD, JAMIE LEIGH	10421 PERRY RIDGE CT	ZEBULON NC 27597-6844	10421 PERRY RIDGE CT
2714085959 NUNEZ, RICARDO RODRIGUEZ, ANGELICA MARIA	10301 PERRY RIDGE CT	ZEBULON NC 27597-6842	10301 PERRY RIDGE CT
2714091017 OLVERA, RAMON HERNANDEZ	1100 FIELD MEADOWS DR	ZEBULON NC 27597-6852	1100 FIELD MEADOWS DR
2714495712 DRSFA LLC	2099 GAITHER RD STE 600	ROCKVILLE MD 20850-4018 1701 CHAMBLEE RD	1701 CHAMBLEE RD

#### **Dory Meadows Legal Description**

Being all of the land described in deed book 1789, page 402 in the Durham County Register of Deeds. Being more particularly described as:

Beginning at a point on the northern right of way line of Chamblee Road (a 60 foot public right of way), being the southwest corner of Tract One as shown on book of maps 2020, page 866 in the Durham County Register of Deeds, the point of beginning; thence across the right of way of Chamblee Road and with the western line of Tract Three, as shown on book of maps 2020, page 866, South 00°19'14" East a distance of 541.01 feet to a point on the northern line of lands now or formally owned by Linda W. and Phillip Killette, as described in deed book 8407, page 888; thence with the common line of Killette and others, South 89°11'35" West a distance of 3101.18 feet to a point on the eastern line of lands now or formally owned by Rebecca H. Hinton, as described in deed book 2244, page 189; thence with the common line of Hinton and others, North 02°37'04" East a distance of 1937.74 feet to an axle, being the southwest corner of lands now or formally owned by Carolyn P. Chamblee, as described in estate file 2578, page 00-E; thence with the common line of Chamblee and others, North 88°59'09" East a distance of 3001.95 feet to an iron pipe on the western line of Tract One, as shown on book of maps 2020, page 866; thence with said common line, South 00°19'14" East a distance of 1404.20 feet to the point and place of beginning; containing an area of 5,918,772 square feet or 135.88 acres.

### **Exhibit A: Dory Meadows Planned Development Application Responses**

1. Please provide details on how the proposed Planned Development advances the public health, safety, or welfare.

Response: The proposed Planned Development will provide a much-needed supply of housing in a regional market that is chronically undersupplied – resulting in significant housing affordability issues due to skyrocketing home prices. Furthermore, the proposed location of this development will result in a safe and convenient neighborhood within a 5-minute drive to the Zebulon Community Park, shopping in downtown Zebulon, and a local fire station and EMS station. The development will be within a 10-minute drive of the local police station and all levels of grade schools. Finally, with over 1/3<sup>rd</sup> of the gross acreage retained as open space, the proposed Planned Development will help protect environmental health and promote a more active lifestyle.

2. Please provide details on how the proposed Planned Development is appropriate for its proposed location, and is consistent with the purposes, goals, objectives, and policies of the Town's adopted policy guidance.

<u>Response</u>: Though this development would constitute a satellite annexation, it abuts a previously approved satellite annexation known as Sidney Creek. Thus, municipal services are already being extended to this area. Furthermore, as indicated in Response #1, this site is less than a 10 minute drive to the areas schools, downtown shopping, and public safety facilities.

The adopted Future Land Use Map designates this area as Suburban Residential (SR). and identifies one of the Primary Land Use Types for Suburban Residential as, "Planned developments that integrate other housing types (e.g., attached residential such as patio homes or townhomes) [in addition to Detached residential dwellings], with increased open space to preserve an overall suburban character." Thus, the proposed Planned Development with a mix of SFD detached dwellings, attached dwellings, and over 1/3<sup>rd</sup> of gross acreage as open space precisely fits the intended use and place type within the SR FLU designation.

Furthermore, this Planned Development advances the following goals and policies of the Town's adopted Comprehensive Plan:

a. [Land Use and Development – Goal 1] – "A land use allocation and pattern that advances Zebulon's objectives of achiever greater housing variety.......with convenient resident access to schools, recreation, shopping and Services."

### i. Supporting Statement(s):

- The site is located within a 5-minute drive to Zebulon Community Park, Downtown Zebulon Shopping, Fire Station, and EMS station and less than 10 minutes from Zebulon elementary, middle, and high school.
- 2. The proposed development includes a mix of rear-loaded homes SFD homes, front-loaded SFD homes, and Townhomes, providing a variety of housing options to suit different needs.
- b. [Land Use and Development Goal 3] "Ongoing and effective collaboration between land use and transportation planning to ensure a well-connected community with adequate means and capacity to accommodate multiple forms of circulation between local destinations."

### i. Supporting Statement(s):

- 1. The proposed Planned Development incorporates a new E-W collector road free of driveways, which will ultimately form a new connection between Chamblee Road and Perry Curtis road to the west. This new route will form a travel alternative to the current Perry Curtis Road connection to Chamblee road one with significantly improved access management and which aligns through the Planned Development directly to the Sidney Creek subdivision to the east. This new collector road, through its future westward extension, could be designed as the main E-W throughway to Chamblee road in lieu of the current Perry Curtis Road connection, or it could "T" into Perry Curtis Road. This decision could be made in the future based upon traffic needs at that time and with coordination with NCDOT.
- c. [Land Use and Development Policy C] "Emphasize compatible intensities and character when evaluating applications involving more intensive and/or non-residential development near existing homes and neighborhoods.

#### i. Supporting Statement(s):

1. The proposed Planned Development locates its denser Townhome units closer to Chamblee Road, where existing infrastructure is most capable of serving it. Furthermore, the location of townhomes on the east side of Chamblee Road connects to proposed Townhomes to be established as a future phase of the Sidney Creek development. Detached single family home lots are proposed along most of the project perimeter, where the proposed PD abuts existing subdivisions such as the Perry Creek and Fieldcrest Meadow subdivisions to the south. A riparian buffer and additional undisturbed open space is left along the site's northern boundary where it abuts the Carroll Heights subdivision.

- d. [Land Use and Development -- Policy D] "Promote land use outcomes that further community objectives for preventing traffic congestion, ensuring more pedestrianand cyclist-friendly design, and support expanded and viable public transit options."
  - i. Supporting Statement(s):
    - As explained under the response for Goal 3 for Land Use and Development, the proposed E-W collector road will be unloaded with driveways and will enhance both vehicular, bicycle, and pedestrian connectivity. Additional trail networks within the site's open space will further support recreational bicycle and pedestrian use.
- e. [Land Use and Development Policy E] "Ensure development design respects the area's environmental assets and resource base, including waterways and their riparian buffers, unique landscapes, and mature tree stands, especially where there is potential for greenway and/or blueway acquisition."
  - i. Supporting Statement(s):
    - 1. As proposed the Planned Development retains approximately 1/3rd of the site as open space (both passive and active). The site design integrates and provides convenient access to several environmental features, including riparian buffers, over 10 acres of wooded wetlands, and a 5+ acre lake. The main amenity for the development is located along this existing lake, letting the natural environment serve as an extension of and backdrop to this active open space. The site's larger residential lots back up to this lake, with a pedestrian trail network providing access along its perimeter.
- f. [Land Use and Development Policy G] "Ensure that all residential developments have multiple access points for public safety reasons and circulation options."
  - i. Supporting Statement(s):
    - The proposed Planned Development has multiple access points along Chamblee Road, connects to a future phase of the Sidney Creek approved development to the east, and connects to Perry Curtis Road via an the existing stub of Ridge Valley Way to the south. Roadway stubs will also be provided in 2 locations along the northern property boundary – to be extended at the time of future development.
- g. [General Policy G1] "Land uses should not detract from the enjoyment or value of neighboring properties."
  - i. Supporting Statement(s):

- 1. All proposed uses are residential in nature, abutting existing residential uses or vacant land. A Type B buffer (20' width) is provided along the project perimeter (either as preserved vegetation or new plantings).
- h. [General Policy G3] "Adequate transportation access and circulation should be provided for uses that generate large numbers of trips. Pedestrian and bicycle access should be addressed where appropriate."
  - i. Supporting Material:
    - The proposed Planned Development incorporates a new E-W collector road free of driveways, which will ultimately form a new connection between Chamblee Road and Perry Curtis road to the west. This new route will form a travel alternative to the current Perry Curtis Road connection to Chamblee road one with significantly improved access management and which aligns through the Planned Development directly to the Sidney Creek subdivision to the east.
    - 2. Sidewalks shall be provided along all proposed streets and offstreet pedestrian trails shall be provided to improve access to the site's natural features and active open spaces.
- i. [General Policy G6] "Environmentally sensitive areas should be protected, including wildlife habitat areas."
  - i. Supporting Statement(s):
    - The proposed site design avoids any new vehicular crossings of riparian buffers, as well as works around a significant (>10 acre) wetland area in the southeastern portion of the site. Pedestrian access is provided to these areas to allow for community enjoyment and exposure to nature, but otherwise they are left undisturbed.
- j. [Residential Policy R1] "Residential areas should not be located next to heavy industrial areas."
  - i. Supporting Statement(s):
    - 1. All adjacent zoning and existing uses are residential or agricultural in nature. No industrial areas are located adjacent to the proposed planned development.
- k. [Residential Policy R3] "Schools, parks and community facilities should be located close to or within residential neighborhoods.
  - i. Supporting Statement(s):
    - 1. The site has over 4 acres of private/active open space proposed within the residential neighborhood.

- 2. The site is within a 5-minute drive to Zebulon Community Park, Downtown Zebulon Shopping, a Fire Station, and an EMS station.
- 3. The site is less than a 10-minute drive to elementary, middle, and high schools.
- I. [Residential Policy R4] "Houses should have direct access to local residential streets but not to collector streets or thoroughfares.
  - i. Supporting Statement(s):
    - No driveways are located along the site's proposed E-W collector road. All dwelling units have direct access to a local residential street or an alley.
- m. [Residential Policy R7] "New residential developments should include adequate area for parks and recreation facilities, schools and places of worship.
  - i. Supporting Statement(s):
    - 1. The site has over 40 acres open spaces, including over 4 acres of private, active open space.
- n. [Parks and Open space Policy P5] "Natural features should be used as buffers or preserved open space between or around developed areas."
  - i. Supporting Statement(s):
    - The proposed Planned Development utilizes both riparian buffers and wooded woodlands to provide natural buffers between developed areas.
- 3. Please provide details on how the proposed Planned Development is reasonable and in the public interest.

Response: As indicated in the responses above, the proposed uses and density is aligned with the adopted Future Land Use Map and place types intended for the suburban residential designation. The site is adjacent to an large existing satellite annexation, meaning urban services have already been extended to this area and the extension of those services to this development will not incur any disproportionate ongoing costs to service agencies (police, fire, public works, etc.). Finally, the site protects a significant amount of natural areas, while providing an east-west collector road free of driveways to facilitate connectivity and ease the amount of traffic utilizing a portion of Perry Curtis road which does not have nearly as good access management as the proposed development.

4. Please provide details on how the proposed Planned Unit Development provides for innovative land planning and site design concepts that support a high quality of life

and achieve a high quality of development, environmental sensitivity, energy efficiency, and other Town goals and objectives.

Response: The propose Planned Development utilizes the natural features of the site as an asset to be built around, rather than as an obstacle to overcome. The site design integrates and provides convenient access to several environmental features, including riparian buffers, over 10 acres of wooded wetlands, and a 5+ acre lake. The main amenity for the development is located along this existing lake, letting the natural environment serve as an extension of and backdrop to this active open space. The site's larger residential lots back up to this lake, with a pedestrian trail network providing access along its perimeter. Existing wetlands and riparian buffers are preserved and used along the northern and southern property boundaries as natural perimeter buffers.

The proposed E-W collector street provides improved access and connectivity at a scale that does not split the community in terms of pedestrian cross-access. Furthermore, the absence of driveways along this collector street allows for a much more aesthetically pleasing and pedestrian friendly streetscape for the development's primary connecting street.

5. Please provide details on how the proposed planned unit development provides improved means of access, open space, and design amenities.

<u>Response</u>: The proposed layout provides 3 points of access along Chamblee Road, 3 local street stubs to be extended when future development is proposed, a connection which aligns with the proposed Sidney Creek street layout to the east and will provide direct access to Chamblee Road for this adjacent development, and a new collector street that when extended through 1 additional property to the west will provide an improved alternative to a portion of Perry Curtis Road for east-west movement.

Active open spaces are distributed throughout the development for convenient access and are located along the site's major internal roadway. The main amenity utilizes the large existing lake as a significant site feature. Architectural design standards are proffered for the development, as outlined in the Planned Development document.

6. Please provide details on how the proposed Planned Unit Development provides a well-integrated mix of residential and nonresidential land uses in the same development, including a mix of housing types, lot sizes, and densities.

<u>Response</u>: Due to the future land use plan's 'Suburban Residential' designation for this area, non-residential land uses are not included in the overall layout. However, the site does include a mix of housing types, lot sizes, lot orientations, and densities in the form of single family detached dwellings and townhomes. Details on dimensional standards for the sites different residential products are contained in the associated Planned Development document.

7. Please provide details on how the proposed Planned Unit Development creates a system of incentives for redevelopment and infill in order to revitalize established areas.

Response: The proposed development is primarily surrounded by vacant land, creating an incentive for 'development' rather than 'redevelopment', as roadway and utility extensions included as part of this project make adjacent development more viable. Redevelopment opportunities in this area would likely be more limited to potential future pedestrian improvements in an existing adjacent neighborhood.

8. Please provide details on how the proposed Planned Unit Development promotes a vibrant public realm by placing increased emphasis on active ground floor uses, pedestrian-oriented building façade design, intensive use of sidewalks, and establishment of public gathering areas.

<u>Response</u>: The layout for the proposed development is intentional in terms of its creation of public gathering areas in the form of active and passive open spaces. The primary amenity is centrally located within the development along the site's primary internal road and backing up to a large lake. This amenity will serve as the heart of this neighborhood, where both formal and informal events are held.

In addition to the site's active open spaces, the proposed Planned Development will have an extensive pedestrian trail system that facilitates the use of it's public gathering areas. All local new roads shall have sidewalks on both sides.

9. Please provide details on how the proposed Planned Unit Development provides for efficient use of land resulting in smaller networks of utilities and streets and thereby lowering development and housing costs.

Response: The proposed layout preserves approximately  $1/3^{rd}$  of its acreage as passive or active open space. The result of this type of layout is a more condensed

development pattern with smaller lots served by less linear feet of infrastructure, surrounded by a significant amount of common open space in lieu of larger individual yards. The interconnected road network is only limited by the numerous environmental features which this site must accommodate.

10. Please provide details on how the proposed Planned Unit Development provides quality design and environmentally sensitive development that respects surrounding established land use character and respects and takes advantage of a site's natural and man-made features, such as trees, estuaries, shorelines, special flood hazard area, and historic features.

<u>Response</u>: As mentioned in previous responses, the site design preserves and provides convenient access to several environmental features, including riparian buffers, over 10 acres of wooded wetlands, and a 5+ acre lake. The main amenity for the development is located along this existing lake, letting the natural environment serve as an extension of and backdrop to this active open space. The site's larger residential lots back up to this lake, with a pedestrian trail network providing access along its perimeter.

Existing wetlands and riparian buffers are preserved and used along the northern and southern property boundaries in locations as natural perimeter buffers. Where these existing features are not present along the project perimeter, a minimum Type B Buffer is proposed.

To better align with nearby development, the site's Townhomes are clustered on the eastern side of the development, adjacent to approved Townhomes to be built as part of the Sidney Creek development.

#### 11. Other factors as the Board of Commissioners may determine to be relevant.

<u>Response</u>: The inclusion of some front-loaded townhomes within the development helps create a more diverse and economically resilient residential offering and supports housing affordability by avoiding rear-loaded alleys within this segment.

Please refer to the associated Planned Development document for more information on proposed architectural conditions.



### APPLICATION FOR PLANNED DEVELOPMENT

OWNER'S CONSE	INTFORM			
Name of Project:	Chambles Rd Planne	d Development	Submittal Date:	11-1-22
OWNER'S AUTHOR	IZATION			
I hereby give CONSENT		rgmark) and Longleaf Law Partne	ers (type	, stamp or print clearly
full name of agent) to act				Ill required material and
documents, and to attend				
indicated above. Further				agree to all terms and
conditions which may aris	se as part of the approval	of this application	l.	
Thought contifut house full	Irmarriladas tha musmoutu	Chava an arrmanahi	n interest in is the sul	higgs of this application
I hereby certify I have full I acknowledge and agree				
Ordinance, that lands subj	· •			-
approved as part of that a				
the land as an amendment				
with the procedures establ				
limits shall comply with a				
all other applicable stand	•			_
specifically listed as condincomplete information p		-		•
withdrawal of this applica		_	-	
required to process this ap				
copyrighted document sul				
conditions, which may be	imposed as part of the ap	pproval of this app	lication.	
Janes P. Edn	and W.	Chamblee.	RM Heirs Imes P. Educus	aliuba
Signature of Owner	000013,011	Print Name (VI	mood Elade	Date
Signature or Owner		1 Intervalue 00	VIIIES P. Lapuas	Date
CERTIFICATION OF	F PROPERTY OWNE	E <b>R</b>	Ur	
I hereby certify the statem	ents or information mad	e in any paper or p	lans submitted herev	with are true and
correct to the best of my k				
official records of the Plan				
				Maria and Maria

\*Owner of record as shown by the Wake County Revenue Department (<a href="www.wakegov.com">www.wakegov.com</a>). An option to purchase does not constitute ownership. If ownership has been recently transferred, a copy of the deed must accompany this form.

PERRY CURTIS RD

SITE

**VICINITY MAP** 

# CHAMBLEE LAKE

1509 CHAMBLEE ROAD ZEBULON, NORTH CAROLINA PD 2023-01 / PROJECT NUMBER 891828

## **CONCEPT PLAN**

PROJECT NUMBER: DRH-22004 DATE: NOVEMBER 1, 2022 REVISED: SEPTEMBER 12, 2023

PROPOSED ZONING CONDITIONS

1. IN ORDER TO ACCOMMODATE A MORE COMPACT DESIGN THAT SUPPORTS PRESERVATION OF ENVIRONMENTAL SENSITIVE FEATURES, THIS PROJECT WOULD PERMIT FRONT-LOADING OF SFD DETACHED LOTS 50' AND LARGER (RATHER THAN 70'). THE APPLICANT HAS OFFERED TAILORED ARCHITECTURAL STANDARDS FOR THESE UNITS AS A CONDITION OF THE ZONING APPROVAL.

2. TO FACILITATE A MORE COMPACT DESIGN AND SUPPORT PRESERVATION OF OPEN SPACE AND ENVIRONMENTAL SENSITIVE FEATURES, CHAMBLEE LAKE SHALL ADHERE TO THE DIMENSIONAL STANDARDS OUTLINED IN THE PLANNED DEVELOPMENT DOCUMENT. 3. CHAMBLEE LAKE SHALL BE SUBJECT TO THE ARCHITECTURAL ZONING CONDITIONS INCLUDED WITHIN THE ASSOCIATED PLANNED DEVELOPMENT DOCUMENT.

4. THE ADOPTED COMPREHENSIVE TRANSPORTATION PLAN (CTP) CALLS FOR A 4-LANE DIVIDED ROADWAY TO TRAVERSE THE NORTHERN PORTION OF THIS PROPERTY, WEST OF CHAMBLEE ROAD. AS EXPLAINED IN THE APPLICANT'S CTP AMENDMENT REQUEST, THERE IS STRONG JUSTIFICATION FOR A DIFFERENT ROAD SECTION TO BE APPLIED. AS SUCH, THIS PLANNED DEVELOPMENT SHOWS A PROPOSED 2-LANE COLLECTOR ROAD WITH ON-STREET PARKING CONNECTING DIRECTLY TO PERRY CURTIS ROAD (IN LIEU OF THE CTP'S PROPOSED 4-LANE DIVIDED E-W ROADWAY). THIS PLAN ALSO INCORPORATES A 2-LANE DIVIDED SECTION WITH A MULTI-PURPOSE PATH ON ONE SIDE FOR CHAMBLEE ROAD.

S. CHAMBLEE LAKE WILL APPLY A 35% MAXIMUM IMPERVIOUS REQUIREMENT FOR THE DEVELOPMENT AS A WHOLE (BASED ON TOTAL ACREAGE). 6. PURSUANT TO UDO SECTION 3.5.5.B.4, THE APPLICANT REQUESTS AN EXEMPTION FROM SUBSEQUENT SITE PLAN REVIEW. THIS PD INCLUDES A MASTER PLAN THAT IS DETAILED AND MEETS THE REQUIREMENTS FOR A SITE PLAN, AS DEMONSTRATED BY THE INCLUDED ZEBULON SITE PLAN CHECKLIST. THEREFORE, UPON APPROVAL OF THIS PD, THE APPLICANT SHALL BE EXEMPT FROM SUBSEQUENT SITE PLAN REVIEW.

8. THE APPLICANT COMMITS TO PROVIDING A 20' WIDE TYPE B BUFFER ALONG IT'S SHARED SOUTHERN BOUNDARY WITH PERRY RIDGE CT (EXCEEDING THE UDO REQUIRED 10' TYPE A BUFFER). WHERE EXISTING VEGETATION IS NOT USED TO SATISFY THE TYPE B BUFFER REQUIREMENT, A 6' PRIVACY FENCE WILL ALSO BE

9. THE APPLICANT COMMITS (SUBJECT TO NCDOT REVIEW AND APPROVAL) TO PROVIDING 13' WIDE PLANTED AREAS WITHIN MEDIANS (EXCEEDING THE UDO

10. PERIMETER AND STREETSCAPE BUFFERS SHALL BE COMPRISED OF NATIVE OR ADAPTIVE SPECIES.

. THE APPLICANT COMMITS TO PROVIDING 30' WIDE STREETSCAPE BUFFERS (EXCEEDING THE UDO REQUIRED 15').

(5% OF THE SITE). THE APPLICANT HEREBY COMMITS TO PROVIDING A MINIMUM OF 41 ACRES OF OPEN SPACE (30% OF THE SITE) AND 13.6 ACRES OF TREE SAVE 12. TO SUPPORT COMMUNITY GATHERINGS AND ACTIVE NEIGHBORHOODS, THE DEVELOPMENT'S MAIN AMENITY SITE AND 2 POCKET PARKS WILL INCORPORATE OFF-STREET PARKING OR MARKED ON-STREET PARKING TO ACCOMMODATE VISITORS WITHOUT IMPEDING TRAVEL LANES. SAID PARKING PROVIDES A SAFE AND CONVENIENT LOCATION FOR FOOD TRUCKS TO LOCATE IN SUPPORT OF COMMUNITY FUNCTIONS. FURTHERMORE, THE APPLICANT COMMITS TO PROVIDING A

MINIMUM OF 2 LARGER PARKING SPACES WITHIN THE MAIN AMENITY SITE DESIGNED FOR FOOD TRUCKS OR DELIVERY VEHICLES, WITH AN ELECTRICAL OUTLET

1. BASED ON THE SITE'S ACREAGE, THE UDO WOULD REQUIRE A MINIMUM OF 13.6 ACRES OF DEDICATED OPEN SPACE (10% OF THE AND 6.8 ACRES OF TREE SAVE

13. IN ADDITION TO PROVIDING (AT A MINIMUM) SIDEWALKS ON BOTH SIDES OF ALL ROADS (SUBJECT TO NCDOT APPROVAL ALONG DOT MAINTAINED ROADWAYS ). THE PROPOSED DEVELOPMENT WILL FURTHER SUPPORT PEDESTRIAN AND BICYCLE ACCESS THROUGH THE INCORPORATION OF A MULTI-USE PATH ALONG CHAMBLEE ROAD AND THE SITE'S PROPOSED EAST-WEST COLLECTOR ROAD. FURTHERMORE, CHAMBLEE LAKE WILL PROVIDE AN OFF-STREET PEDESTRIAN TRAIL NETWORK (BOTH PAVED AND UNPAVED) OF AT LEAST 1 MILE IN LENGTH, WITH A MINIMUM OF 4 EXERCISE STATIONS ALONG THE TRAIL. THIS PEDESTRIAN NETWORK, IN CONNECTION  $\mid$  WITH SIDNEY CREEK'S COMMITTED IMPROVEMENTS, WILL PROVIDE A DIRECT CONNECTION TO FIVE COUNTY STADIUM.

14. ALL PLANNED IMPROVEMENTS TO ROADWAYS AND RIGHT-OF-WAY OWNED AND MAINTAINED BY THE NC DEPARTMENT OF TRANSPORTATION (NCDOT), INCLUDING IMPROVEMENTS THAT REQUIRE OFF-SITE PROPERTY ACQUISITION AND/OR EASEMENTS, ARE SUBJECT TO NCDOT APPROVAL DURING SUBSEQUENT PHASES OF DEVELOPMENT. IF ANY IMPROVEMENTS ARE NOT APPROVED BY NCDOT, ALTERNATIVE DESIGNS

15. CONSTRUCTION OF A POOL AND CLUBHOUSE STRUCTURE SHALL BE COMPLETED AT THE EARLIER OF EITHER 24 MONTHS FROM RECORDATION OF THE PHASE 1 PLAT, OR PRIOR TO ISSUANCE OF THE 150TH CERTIFICATE OF OCCUPANCY. 16. IN ORDER TO PROTECT ADJACENT NEIGHBORHOODS. NO CONSTRUCTION TRAFFIC WILL UTILIZE PERRY RIDGE COURT OR RIDGE VALLEY WAY AS A MEANS OF

7. CHAMBLEE LAKE SHALL INCLUDE A PROMINENT ENTRY FEATURE AT THE PRIMARY ENTRANCES ON CHAMBLEE ROAD. 18. AT LEAST ONE STORMWATER CONTROL POND SHALL CONTAIN A FOUNTAIN. AT LEAST SEVENTY-FIVE PERCENT (75%) OF ANY REQUIRED PLANTS IN THE

STORMWATER CONTROL MEASURE PONDS, EXCLUDING GRASSES, SHALL BE POLLINATOR PLANTS SUCH AS NATIVE MILKWEEDS AND OTHER NECTAR-RICH FLOWERS. 19. IF A BUS PICKUP LOCATION IS APPROVED BY WAKE COUNTY PUBLIC SCHOOLS IN THE NEIGHBORHOOD, ONE BUST STOP AREA, INCLUDING A SHELTER, A BENCH, A TRASH CAN, AND AT LEAST 5 BICYCLE SPACES SHALL BE PROVIDED WITH THE SECOND PHASE OF DEVELOPMENT. 20. A MINIMUM OF FOUR (4) PET WASTE STATIONS SHALL BE PROVIDED ALONG THE SITE'S SIDEWALKS, PATHS, OR TRAILS.

22. IN ORDER TO FURTHER ACTIVATE THE EXISTING POND, A FISHING DOCK WILL BE PROVIDED, ACCESSIBLE FROM THE PEDESTRIAN TRAIL SURROUNDING CHAMBLEE MILL POND. THE EXACT LOCATION OF THIS FISHING DOCK WILL BE PROVIDED IN THE CONSTRUCTION DRAWINGS, PENDING FURTHER COORDINATION WITH

21. DUE TO EXISTING FEATURES WHICH PREVENT ADDITIONAL ROAD CONNECTIVITY, A MAXIMUM BLOCK LENGTH OF 950 LF SHALL APPLY TO STREET A, STREET B,

23. ALL FRONT-LOADED SINGLE-FAMILY ATTACHED UNITS IN THE DEVELOPMENT (12 UNITS, 10% OF ALL SINGLE-FAMILY ATTACHED UNITS) SHALL BE DEED-RESTRICTED AFFORDABLE HOUSING SINGLE-FAMILY MEDIAN-INCOME OWNERSHIP UNITS (THE "AFFORDABLE UNITS"). THE AFFORDABLE UNITS SHALL BE SOLD TO AND OCCUPIED BY LOW OR MEDIAN-INCOME HOUSEHOLDS EARNING NO MORE THAN 80% OF THE AREA MEDIAN INCOME, FOR A PERIOD OF AT LEAST SEVEN (7) YEARS. A RESTRICTIVE COVENANT MEMORIALIZING THIS ZONING CONDITION SHALL BE RECORDED IN THE WAKE COUNTY REGISTRY AGAINST EACH OF THE AFFORDABLE UNITS UPON THE SALE OF THE AFFORDABLE UNITS, AND A COVENANT BETWEEN THE TOWN AND APPLICANT SHALL BE RECORDED IN THE WAKE COUNTY REGISTRY AGAINST EACH OF THE LOTS FOR THE AFFORDABLE UNITS PRIOR TO THE ISSUANCE OF A BUILDING PERMIT FOR SUCH LOTS. TOWN STAFF WILL ASSIST WITH THE ADMINISTRATIVE DUTIES OF THE AFFORDABLE UNITS DURING THE AFFORDABILITY PERIOD.

24. PRIOR TO ISSUANCE OF THE FINAL PLAT FOR THE PHASE OF DEVELOPMENT THAT COMPLETES THE RIDGE VALLEY WAY EXTENSION, ANY TEMPORARY BARRIERS INSTALLED BY THE BUILDER IMPEDING VEHICULAR CIRCULATION ON RIDGE VALLEY WAY SHALL BE REMOVED. 25. ALONG THE SOUTHERN PROPERTY BOUNDARY WHERE ADJOINING PINS (2714191047, 2714193007, 2714194057, 2714195099, 2714197170) DEVELOPER WILL

INSTALL A STORMWATER DRAINAGE SWALE TO COLLECT THE EXISTING REAR LOT RUNOFF AND DIRECT IT THROUGH THE SWALE TO THE PROPOSED SCM MANAGEMENT SYSTEM, WHERE THE STORMWATER RUNOFF WILL BE TREATED ONSITE PRIOR TO DISCHARGE TO THE NEUSE RIPARIAN SYSTEM. THE SWALE SHALL BE DESIGNED TO HANDLE A 25-YEAR INTENSITY STORM.

26. EROSION CONTROL CONTAINMENT DEVICES (SUCH AS RISER BASINS OR SEDIMENT TRAPS) SHALL BE SIZED TO ACCOMMODATE THE 25-YEAR PEAK FLOW OF RUNOFF COMING FROM DISTURBED ACREAGE. DENUDED AREAS, IF LEFT EXPOSED AND NOT BEING WORKED ON SHALL RECEIVE GROUND COVER WITHIN 7 DAYS. ALL DENUDED AREAS SHALL HAVE DOUBLE SILT FENCE INSTALLED WHERE ADJACENT TO RIPARIAN BUFFERS AND OR WETLANDS LOCATED ON THE SUBJECT PROPERTY.



SIDE SETBACK (MIN): 5 FT CORNER SETBACK (MIN): 15 FT REAR SETBACK (MIN): 20 FT FRONT SETBACK (MIN): 10 F

SIDE SETBACK (MIN): 3 FT

SIDE SETBACK (MIN): N/A

CORNER SETBACK (MIN): 10 FT REAR SETBACK (MIN): 20 FT FRONT/STREET SETBACK (MIN): 5 FT (OR 20' FOR FACE OF GARAGE ON FRONT-LOADED UNIT)

MIN. BUILDING SEPARATION: 10 FT REAR SETBACK (MIN): 20 FT

### UDO SUPPLEMENTAL USE STANDARDS

SINGLE FAMILY DWELLINGS (ATTACHED)

• A MINIMUM TEN FEET OF SEPARATION SHALL BE MAINTAINED BETWEEN ALL BUILDINGS IN THE DEVELOPMENT. BUILDINGS MUST BE SET BACK FROM PRIVATE DRIVES AND PARKING LOTS A MINIMUM OF 10 FEET. SINGLE FAMILY ATTACHED DEVELOPMENTS SHALL ABUT A PUBLIC • GUEST PARKING SHALL ADHERE TO TABLE 5.8.4.H.

ABOVE THE FINISHED GRADE ADJACENT TO THE HOME'S PRIMARY

 EXCEPT FOR SINGLE-FAMILY DETACHED DWELLINGS SUBJECT TO A DEED RESTRICTING LIMITING THE AGE OF RESIDENTS TO 55 YEARS OF AGE OR OLDER, THE FINISHED FLOOR ELEVATION SHALL BE AT LEAST 18 INCHES

SINGLE-FAMILY DETACHED DWELLINGS SHALL BE CONFIGURED SO THAT EACH SIDE OF THE DWELLING INCLUDES SOME FORM OF INGRESS OR EGRESS CAPABLE OF ALLOWING EMERGENCY EXIT FROM OR ENTRANCE INTO THE DWELLING.

WATER ALLOCATION POINTS				
POINTS	ITEM			
10	BASE POINTS			
7	CONSERVATION OF NATURAL HABITAT			
10	ON-STREET PARKING			
4	FOUNTAIN IN SCM FOR"OUTDOOR ENHANCEMENT"			
10	ARCHITECTURAL STANDARDS			
3	CLUBHOUSE WITH BATHROOMS - NO MEETING SPACE			
2	RESORT STYLE POOL			
1	DECK OR PATIO			
2	WATER PLAY APPARATUS IN POOL			
4	IPEMA PLAYGROUND			
3	POLLINATOR GARDEN (225 SF MINIMUM)			
3	POCKET PARK (5,000 SF MINIMUM)			
9	INSTALLATION OF NATIVE SHADE TREE SPECIES (10+ TREES)			
5	10% AFFORDABLE HOUSING (TOWNHOMES)			
73	TOTAL POINTS			

SHEET INDEX

**EXISTING CONDITIONS** C2.00 SITE PLAN

IMPROVED OPEN SPACE CONCEPTUAL DESIGNS C2.01 C3.00 **GRADING PLAN** 

C4.00 UTILITY PLAN SITE DETAILS LANDSCAPE PLAN

LANDSCAPE NOTES & DETAILS

LIGHTING PLAN

SITE DATA

		SITE DATA			
	2715-10-1559				
L ESTATE ID	0012701				
AREA	136.00 AC				
R BASIN	NEUSE				
TERSHED	MOCCASIN CREEK				
TING ZONING	R-30 (WAKE COUNTY ZONING)				
POSED ZONING	PLANNED DEVELOPMENT (R4 BASE)				
POSED USES	SINGLE FAMILY DETACHED AND TOWNHOUSES INCLUDING ACCESSORY USES				
SITY	355 UNITS / 136.00 AC = 2.61 DU/AC				
E SAVE	REQUIRED	136.00 AC x 5% = 6.80 AC			
	PROVIDED	10.00 AC MINIMUM			
N SPACE	REQUIRED	136.00 AC x 10% = 13.60 AC			
	PROVIDED	48.50 AC - PASSIVE			
		4.70 AC - ACTIVE			
		1.85 AC - AMENITY CENTER			
		1.07 AC - POCKET PARK "B"			
		0.30 AC - DOG PARK			
		_ 1.48 AC - TRAILS/FITNESS STATIONS			
		53.20 AC - TOTAL			
IVE	REQUIRED	136.00 AC x 2.5% = 3.40 AC			
N SPACE	PROVIDED	4.70 AC			
ST PARKING	REQUIRED	355 UNITS x 0.25 SPACES/UNIT = 89 SPACES			
	PROVIDED	194 SPACES			
LIC ROVEMENT	LENGTH OF NE	LENGTH OF NEW PUBLIC ROADS - 14,790 LF			
	LENGTH OF MULTI-USE PATHS - 4,304 LF				
	LENGTH OF TR	LENGTH OF TRAILS - 6,389 LF			
	LENGTH OF SIDEWALKS - 27,104 LF				
RENT FUTURE D USE	SUBURBAN RESIDENTIAL (SR)				
POSED FUTURE D USE	SUBURBAN RESIDENTIAL (SR)				
A FLOODPLAIN	NOT PRESENT (FIRM PANEL 3720270500K, EFFECTIVE 7/19/2022)				



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**CONTACT** 

RYAN AKERS akers@mcadamsco.com PHONE: 919. 361. 5000

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RALEIGH, NC 27615 **CONTACT: JON HOLTVEDT** PHONE: 919. 809. 4207 EMAIL: JHoltvedt@drhorton.com

> **D·R·HORTON** America's Builder

**PROJECT DIRECTORY** 

CHAMBLEE, R M HEIRS

2711 ROYSTER STREET RALEIGH, NC 27608

1 07. 28. 2023 PER TOWN COMMENTS 2 09. 12. 2023 PER TOWN COMMENTS

**CONCEPT PLAN** 

CHAMBLEE LAKE ZEBULON, NORTH CAROLINA

PROJECT NUMBER: DRH-22004 PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION



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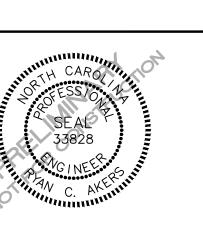
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**CLIENT** 

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1 07. 28. 2023 PER TOWN COMMENTS 2 09. 12. 2023 PER TOWN COMMENTS

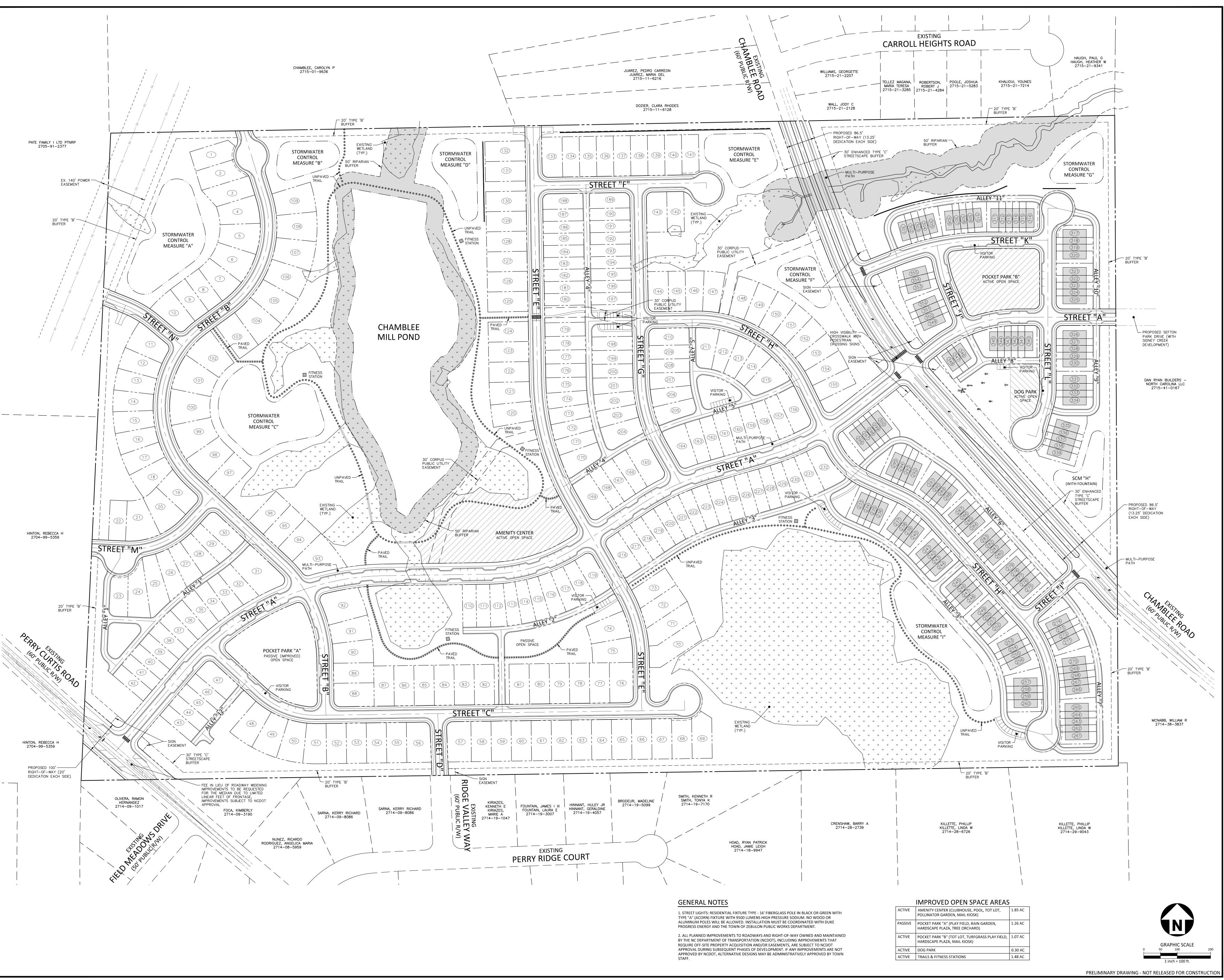
**PLAN INFORMATION** 

PROJECT NO. DRH-22004 DRAWN BY SCALE DATE 11. 01. 2022

SHEET

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

**EXISTING** CONDITIONS



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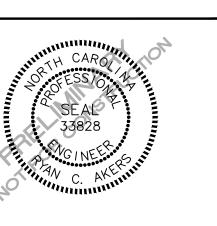
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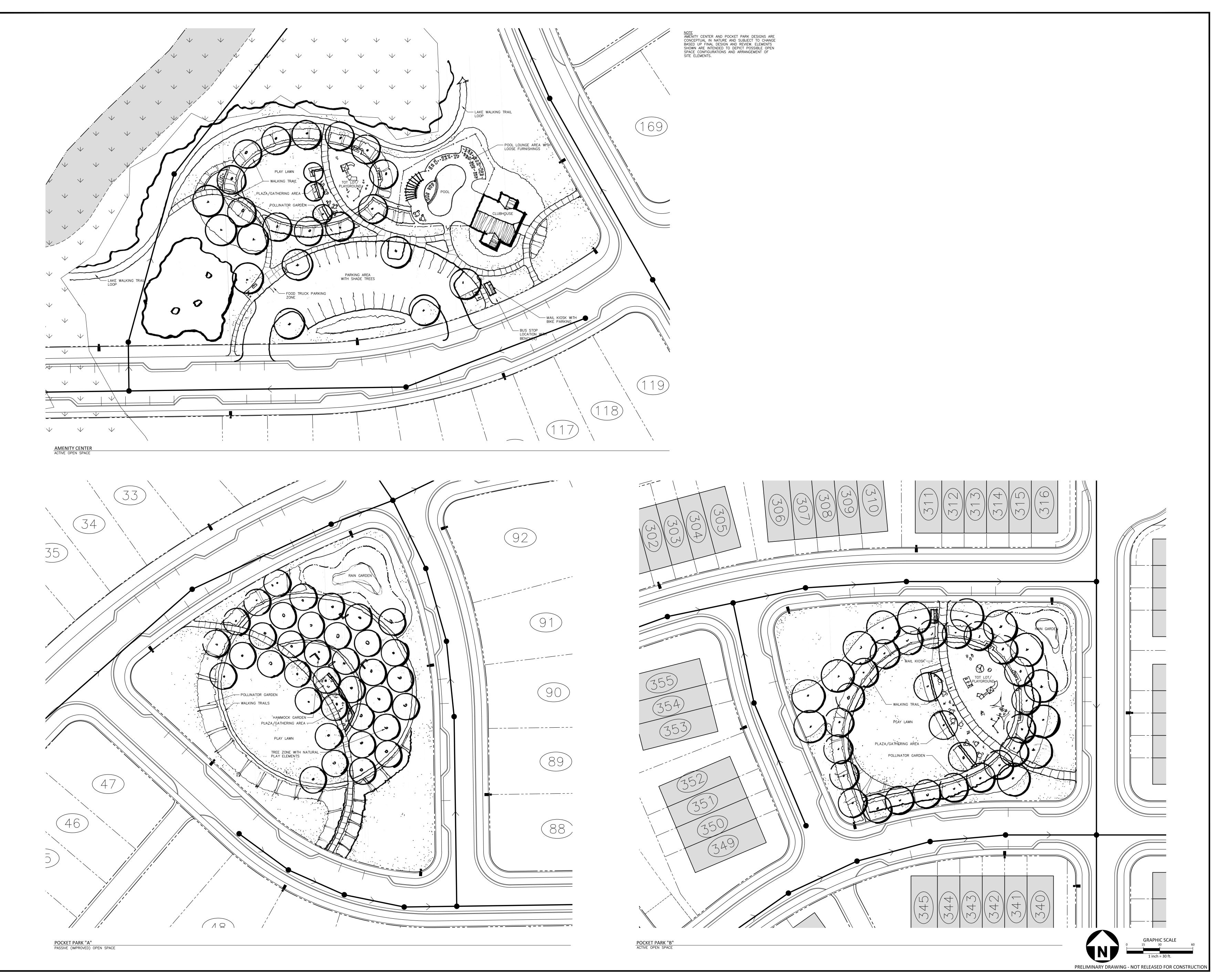
**PLAN INFORMATION** 

PROJECT NO. DRH-22004 DRH22004-S1 FILENAME CHECKED BY DRAWN BY

DATE SHEET

**SITE PLAN** 

11. 01. 2022



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CHAMBLEE L
CONCEPT PLA
1509 CHAMBLEE

### REVISIONS

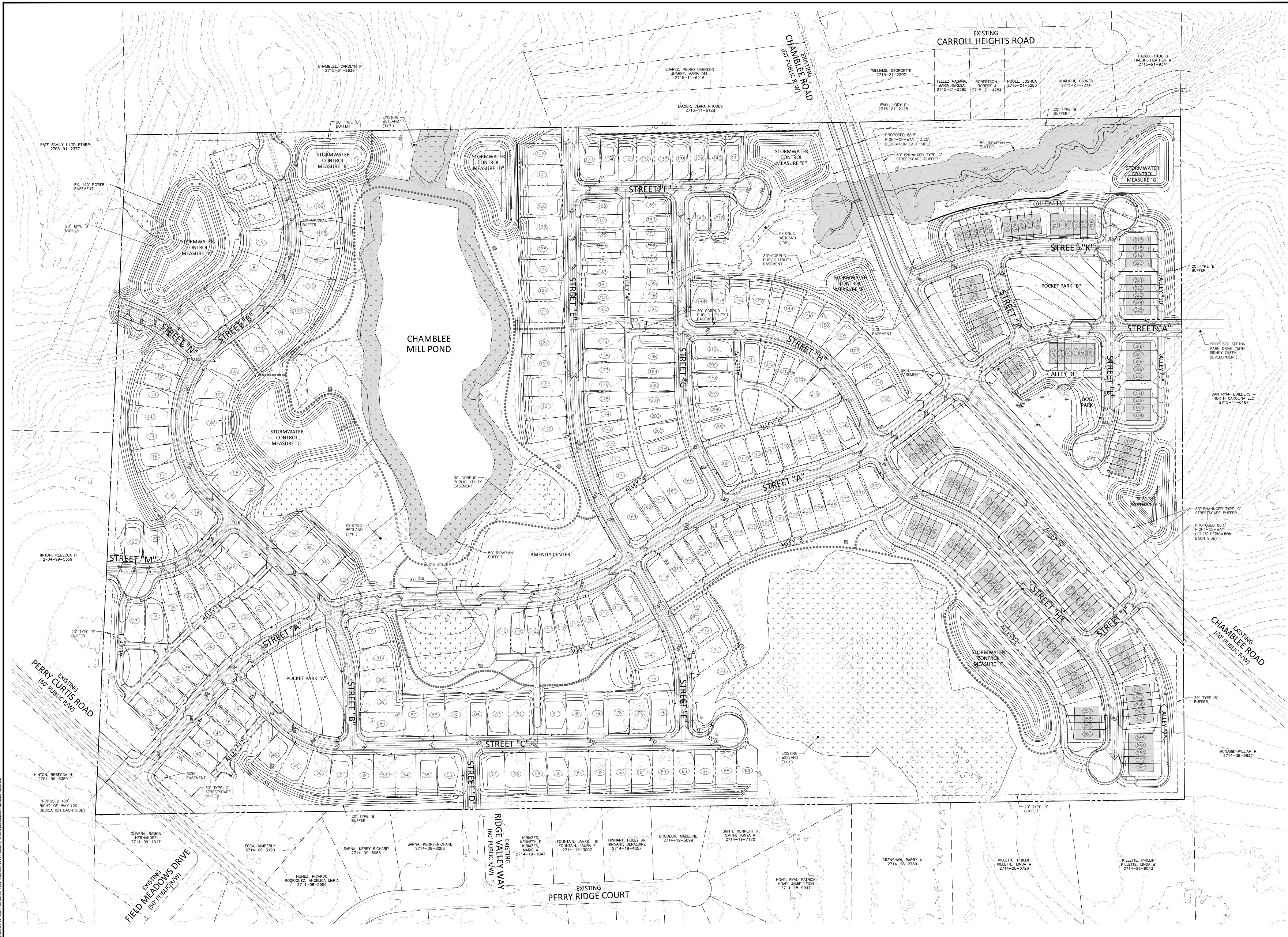
NO. DATE
1 07. 28. 2023 PER TOWN COMMENTS
2 09. 12. 2023 PER TOWN COMMENTS

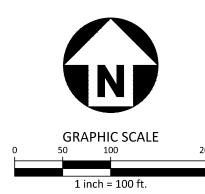
### PLAN INFORMATION

PROJECT NO. DRH-22004
FILENAME DRH22004-S2
CHECKED BY RCA
DRAWN BY RLU
SCALE 1"=30'
DATE 11. 01. 2022

### SHEET

IMPROVED OPEN SPACE CONCEPTUAL DESIGNS





1 inch = 100 ft.

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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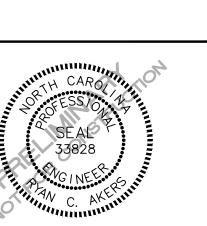
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CLIENT

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RALEIGH, NC 27615
CONTACT: JON HOLTVEDT
PHONE: 919. 809. 4207



CHAMBLEE LAKE
CONCEPT PLAN
1509 CHAMBLEE ROAE



REVISIONS

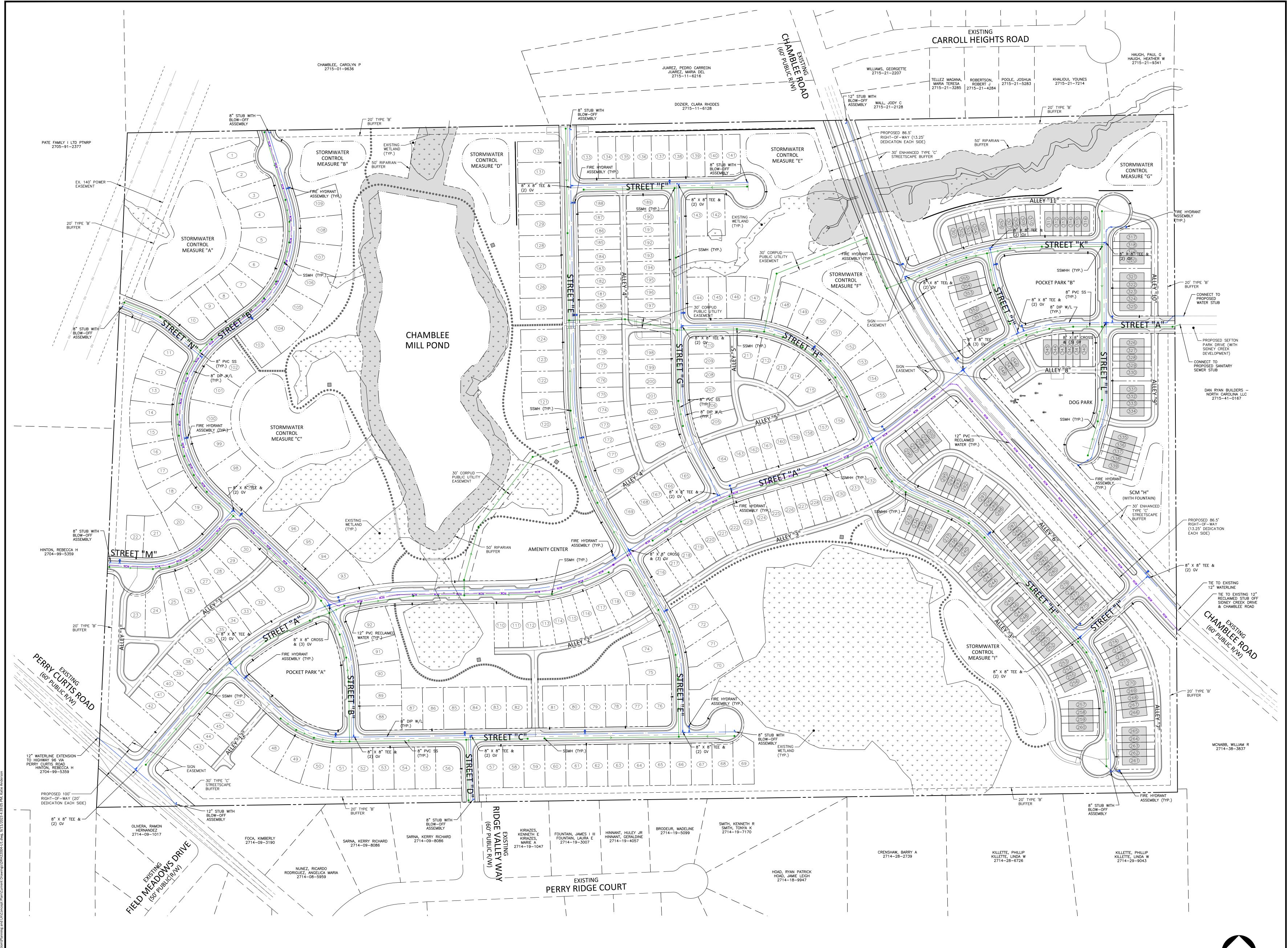
1 07. 28. 2023 PER TOWN COMMENTS
2 09. 12. 2023 PER TOWN COMMENTS

PLAN INFORMATION

FILENAME DRH22004-G1
CHECKED BY RCA
DRAWN BY RLU
SCALE 1"=100'
DATE 11. 01. 2022

SHEET

GRADING PLAN
C3.00





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Durham, NC 27713

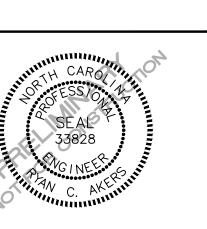
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NO. DATE 1 07. 28. 2023 PER TOWN COMMENTS 2 09. 12. 2023 PER TOWN COMMENTS

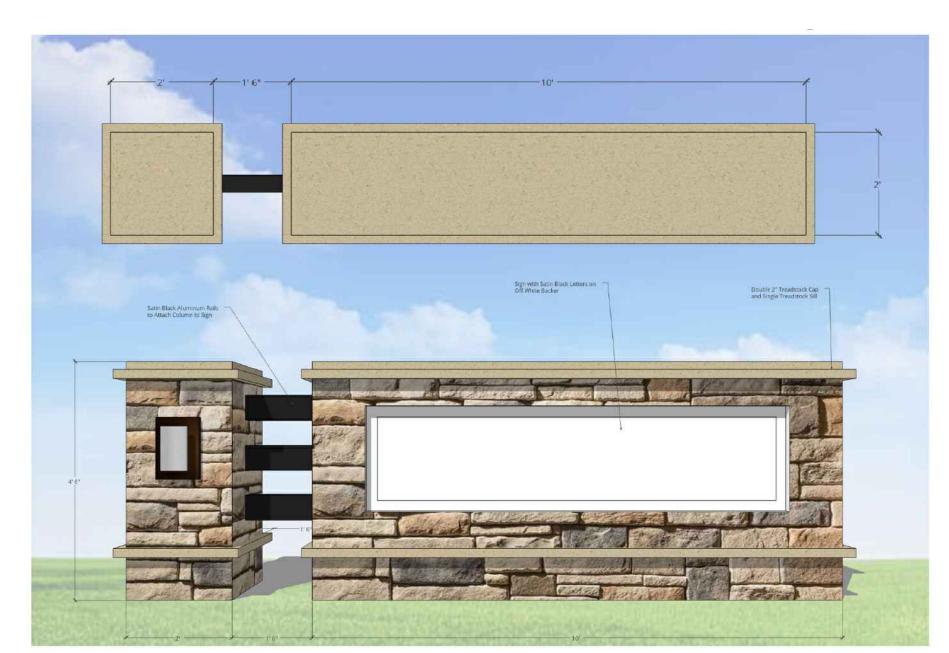
**PLAN INFORMATION** 

PROJECT NO. DRH-22004 DATE 11. 01. 2022

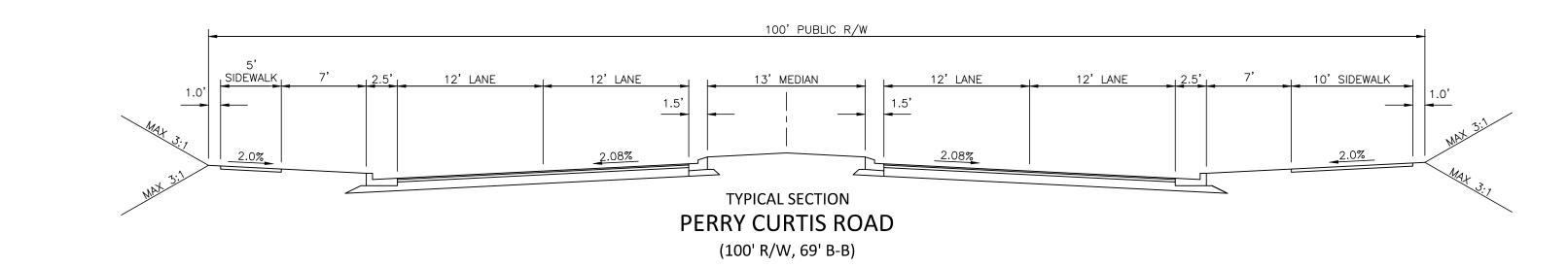
SHEET

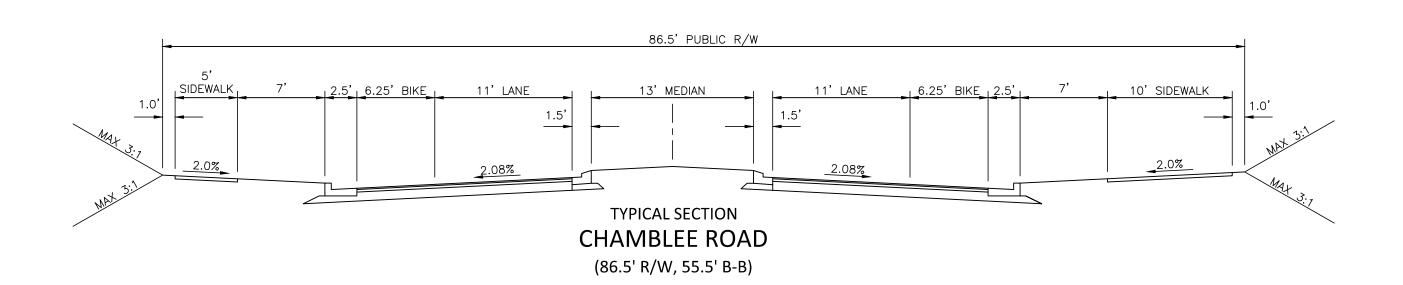
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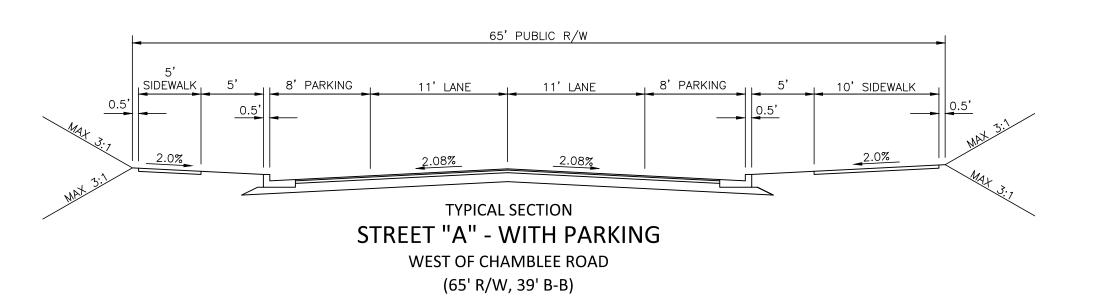
**UTILITY PLAN** 

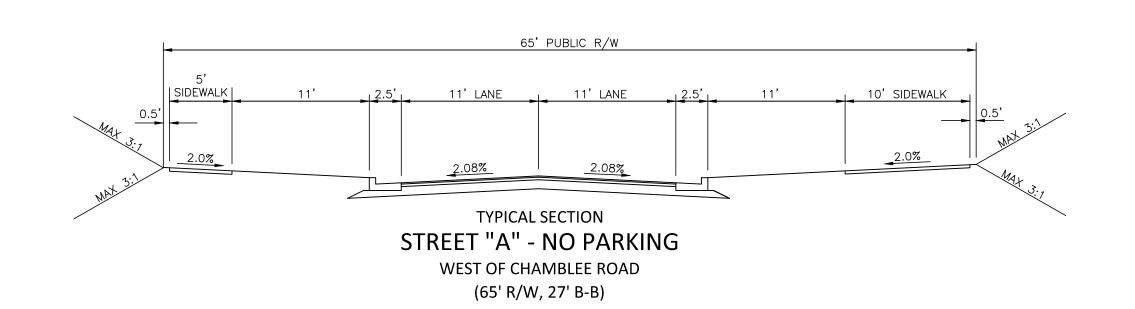


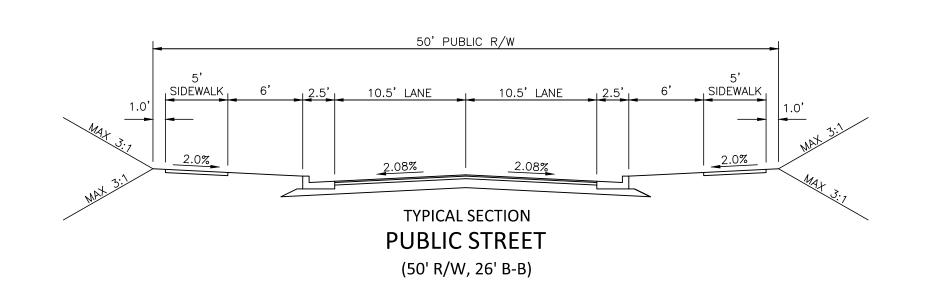
TYPICAL MONUMENT SIGN NOT TO SCALE

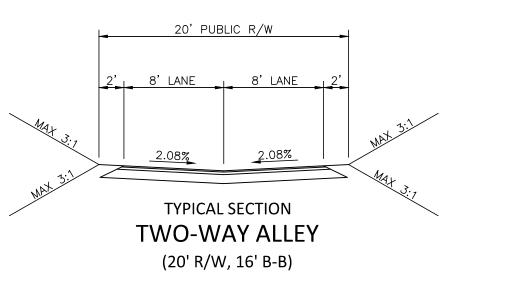














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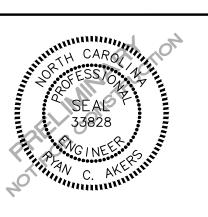
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NO. DATE 1 07. 28. 2023 PER TOWN COMMENTS 2 09. 12. 2023 PER TOWN COMMENTS

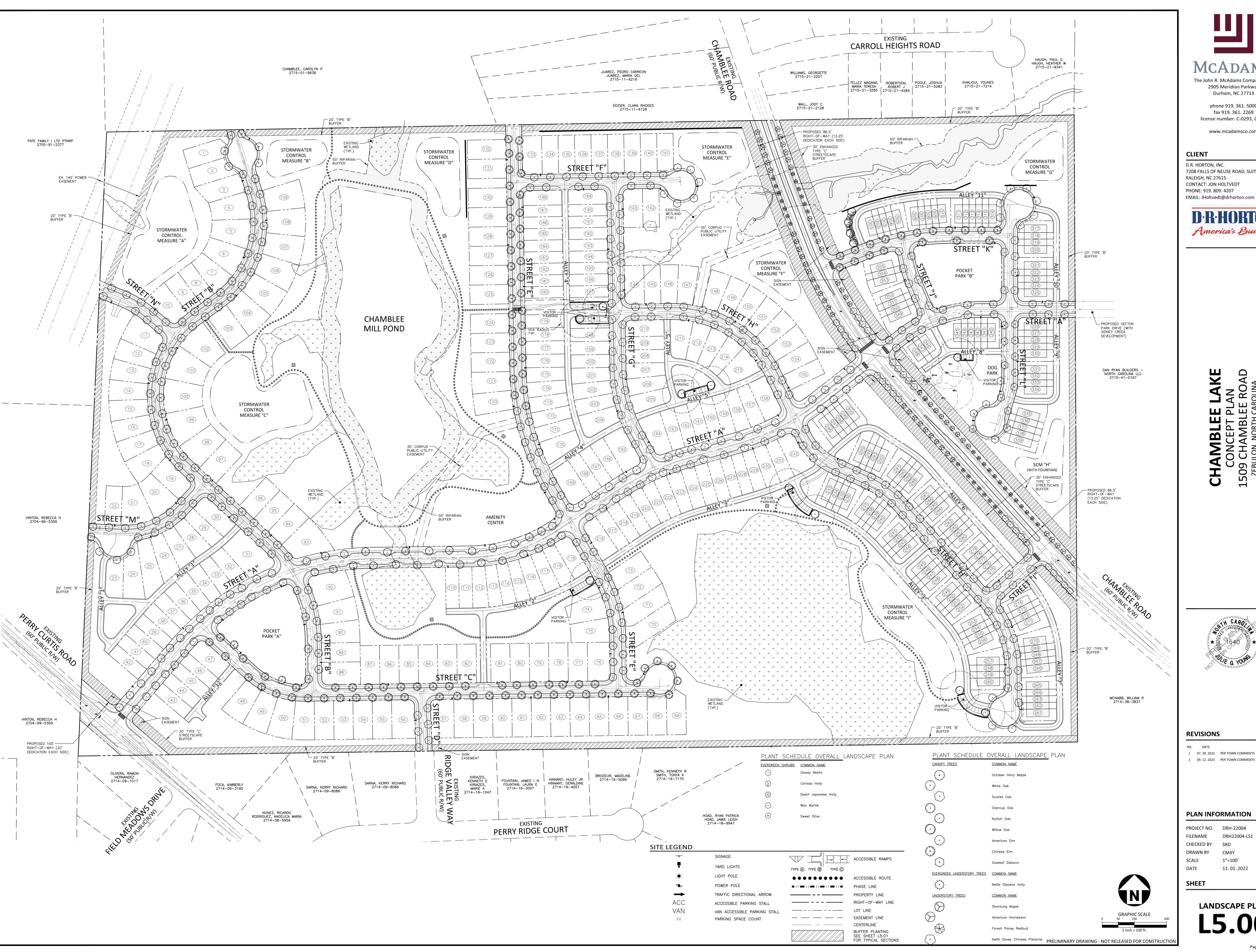
# **PLAN INFORMATION**

PROJECT NO. DRH-22004 DRH22004-D1 CHECKED BY RCA DRAWN BY DATE 11. 01. 2022

SHEET

SITE DETAILS

PD 2023-01



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1 07. 28. 2023 PER TOWN COMMENTS 2 09. 12. 2023 PER TOWN COMMENTS

**PLAN INFORMATION** 

PROJECT NO. DRH-22004 DRH22004-LS1 CHECKED BY DRAWN BY DATE 11. 01. 2022

SHEET

LANDSCAPE PLAN

#### **GENERAL LANDSCAPE NOTES:** . ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE TOWN OF ZEBULON AND THE STATE OF NORTH CAROLINA STANDARDS AND

2. CONTRACTOR IS RESPONSIBLE FOR THE SITE INSPECTION BEFORE LANDSCAPE CONSTRUCTION AND INSTALLATION IN ORDER TO BECOME FAMILIAR WITH THE EXISTING LANDSCAPE CALCULATIONS

109 (1/50 LF)

73 (1/50 LF)

55 (1/50 LF)

6 (1/50 LF)

66 (1/50 LF)

20 (1/50 LF)

32 (1/50 LF)

66 (1/50 LF)

6 (1/50 LF)

8 (1/50 LF)

18 (1/50 LF)

29 (1/50 LF)

16 (1/50 LF)

9 (1/50 LF)

125 (1/25 LF)

\*\*NOTE: STREET TREES ON CHAMBLEE ROAD ARE LOCATED WITHIN NCDOT RIGHT-OF-WAY

REQUIRMENTS. ALL PLANTINGS IN MEDIAN ARE SUBJECT TO REVIEW AND APPROVAL BY

= SINGLE CONTINUOUS ROW OF EVERGREEN SHRUBS

= 1,000 CUBIC FEET OF SOIL PER TREE FOR EVERY

LANDSCAPE ISLAND WITH PROPERLY-PREPARED STRUCTURAL SOIL FOR ALL LANDSCAPE

NOTE: ALL PLANTINGS IN MEDIAN ARE SUBJECT TO REVIEW AND APPROVAL BY NCDOT.

1 TREE (UNDERSTORY OR CANOPY) OR 2 ORNAMENTAL TREES PER LOT

TO AVOID UTILITY AND DRIVEWAY CONFLICTS WITHIN TOWNHOME AREAS,

REQUIRED RESIDENTIAL SITE LANDSCAPING MAY BE LOCATED EITHER ON

THE TOWNHOME LOT ITSELF OR WITHIN NEARBY HOA OWNED COMMON

ALL RESIDENTIAL LOTS SHALL HAVE APPROPRIATE SHRUBS LOCATED WITHIN 10' OF THE BUILDING FOUNDATION WHICH IS VISIBLE FROM THE STREET, IN

(INSTALLED AT 18" HT. MIN.)

BUXUS SP. - BOXWOOD SPECIES

ABELIA X GRANDIFLORA — ABELIA CULTIVARS

ILEX SP. - HOLLY SPECIES (CARISSA, GLABRA, YAUPON, ETC.)

PRUNUS LAUROCERASUS SPP. – ENGLISH LAUREL CULTIVARS

RHAPHIOLEPSIS SPP. - INDIAN HAWTHORN CULTIVARS

AND SHALL BE IN ACCORDANCE WITH NCDOT STANDARDS AND CLEAR ZONE

REQUIRED: = 4 [1 CANOPY TREE PER 12 SPACES]

MEDIANS WILL BE PLANTED WITH THE FOLLOWING STANDARD:

1 UNDERSTORY TREE AND 15 SHRUBS PER 100 LINEAR FEET.

**BUILDING LANDSCAPE REQUIREMENTS:** 

1 CANOPY TREE AND 1 UNDERSTORY TREE

ACCORDANCE WITH SECTION 5.6.11.D.1 OF THE UDO

792 I F

STREET TREES

STREET NAME A

STREET NAME B

STREET NAME C

REQUIRED:

PROVIDED:

STREET NAME M

PROVIDED:

REQUIRED:

PROVIDED:

CHAMBLEE ROAD\*\*

REQUIRED:

PROVIDED:

VEHICLE USE AREAS:

VISITOR PARKING AREAS:

PROVIDED:

PROVIDED:

REQUIRED:

ISLANDS AND STRIPS

MEDIAN PLANTING

AREAS

SINGLE FAMILY - FRONT LOADED

SINGLE FAMILY - REAR LOADED

2 UNDERSTORY TREES

PREFFERED PLANT SPECIES FOR RESIDENTIAL

NYSSA SYLVATICA 'GREEN GABLE - BLACK GUM

ILEX X 'EMILY BRUNER' - EMILY BRUNER HOLLY

ILEX X ATTENUATA 'FOSTERI' - FOSTER HOLLY

ILEX X 'NELLIE R STEVENS' - NELLIE STEVENS HOLLY

JUNIPERUS CHINENSIS 'SPARTAN' - SPARTAN JUNIPER

VIBURNUM AWABUKI 'CHINDO' — CHINDO VIBURNUM

FOUNDATION PLANTINGS

LARGE DECIDUOUS TREE SPECIES

ACER BUERGERANUM - TRIDENT MAPLE

(INSTALLED AT 2.5" CAL.)

QUERCUS ALBA - WHITE OAK

QUERCUS NIGRA — WATER OAK

OUFRCUS LYRATA - OVERCUP OAK

QUERCUS PHELLOS - WILLOW OAK ULMUS PARVIFOLIA - LACEBARK ELM

SMALL EVERGREEN TREE SPECIES (INSTALLED AT 5-6' HT)

ILEX VOMITORIA - YAUPON HOLLY

STREET NAME N

STREET NAME J

STREET NAME K

STREET NAME L

STREET NAME D

STREET NAME E

STREET NAME F

STREET NAME G

- 3. LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES
- BEFORE BEGINNING DEMOLITION OR INSTALLATION. 4. CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT OF ANY DISCREPANCIES BETWEEN THE
- NOTES, SPECIFICATIONS, DRAWINGS OR SITE CONDITIONS FOR RESOLUTION PRIOR TO
- 5. ANY DAMAGE TO UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. 6. THIS PLAN IS FOR PLANTING PURPOSES ONLY. FOR INFORMATION REGARDING BUILDINGS,
- GRADING, WALLS, ETC., REFER TO ARCHITECTURE, SITE AND GRADING PLANS.
- 7. VERIFICATION OF TOTAL PLANT QUANTITIES AS SHOWN IN THE PLANT SCHEDULE SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT.
- 8. CONTRACTOR TO ENSURE PROPER STABILIZATION AND SEEDING OF THE SITE IN ACCORDANCE WITH APPLICABLE REGULATIONS. 9. LANDSCAPE MATERIAL SHALL BE WELL FORMED, VIGOROUS, GROWING SPECIMENS WITH
- GROWTH TYPICAL OF VARIETIES SPECIFIED AND SHALL BE FREE FROM DAMAGE, INSECTS AND DISEASES. MATERIAL SHALL EQUAL OR SURPASS #1 QUALITY AS DEFINED IN THE CURRENT ISSUE OF "AMERICAN STANDARD FOR NURSERY STOCK" AS PUBLISHED BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION.
- 10. ALL PLANT MATERIAL IS TO BE CAREFULLY HANDLED BY THE ROOT BALL, NOT THE TRUNK, BRANCHES AND/OR FOLIAGE OF THE PLANT. MISHANDLED PLANT MATERIAL MAY BE REJECTED BY THE LANDSCAPE ARCHITECT.
- 11. ALL PLANT MATERIAL IS TO BE WELL ROOTED, NOT ROOT BOUND, SUCH THAT THE ROOT BALL REMAINS INTACT THROUGHOUT THE PLANTING PROCESS. DEFICIENT PLANT MATERIAL MAY BE REJECTED BY THE LANDSCAPE ARCHITECT OR OWNER.
- 12. ALL PLANTS TO BE A MINIMUM OF WHAT IS SPECIFIED IN THE PLANT SCHEDULE. ANY CHANGES OR SUBSTITUTIONS SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT AND GOVERNING JURISDICTION PRIOR TO ANY HOLE BEING DUG.
- 13. CONTRACTOR TO COORDINATE WITH OWNER'S REPRESENTATIVE AND LANDSCAPE ARCHITECT TO ESTABLISH THE EXTENTS OF MULCH/SEED/SOD IF NOT SPECIFICALLY SHOWN
- 14. CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE IN ALL PLANTING AREAS. 15. PROPOSED TREES TO BE PLANTED A MINIMUM 10 FEET FROM ANY LIGHT POLE AS
- MEASURED FROM TRUNK OF THE TREE TO THE POLE. 16. PROPOSED TREES TO BE PLANTED A MINIMUM 5 FEET FROM ANY FIRE HYDRANT AS
- MEASURED FROM TRUNK OF THE TREE TO THE HYDRANT.
- 17. CONTRACTOR SHALL COMPLETE SOIL TEST IN ALL PLANTING AREAS TO DETERMINE SOIL AMENDMENT REQUIREMENTS UNLESS WAIVED BY OWNER'S REPRESENTATIVE. CONTRACTOR SHALL ADJUST PH AND FERTILITY BASED UPON THE SOIL TEST RESULTS.
- 18. TOPSOIL SHALL BE FREE OF MATERIAL LARGER THAN 1.0 INCH IN DIAMETER OR LENGTH AND SHALL NOT CONTAIN SLAG, CINDERS, STONES, LUMPS OF SOIL, STICKS, ROOTS, TRASH, OR OTHER EXTRANEOUS MATERIAL.
- 19. LOOSEN SUBGRADE / SURFACE SOIL TO A MINIMUM DEPTH OF 6 INCHES. APPLY SOIL AMENDMENTS AND FERTILIZERS AS REQUIRED BY THE SOIL TEST RESULTS TO ACHIEVE A HEALTHY GROWING MEDIA AND MIX THOROUGHLY INTO TOP 4 INCHES OF SOIL. SPREAD PLANTING SOIL MIX TO A DEPTH OF 6 INCHES BUT NOT LESS THAN REQUIRED TO MEET

INSTALLATION OF IMPORTED TOPSOIL, THE TOPSOIL SHALL BE TILLED TO INTEGRATE THE

- FINISH GRADES AFTER NATURAL SETTLEMENT. DO NOT SPREAD IF PLANTING SOIL OR SUBGRADE IS FROZEN, MUDDY, OR EXCESSIVELY WET. 20. IF IMPORTED TOPSOIL IS REQUIRED, THE SUBGRADE SHALL BE SCARIFIED OR TILLED TO A DEPTH OF AT LEAST 6 INCHES PRIOR TO INSTALLATION OF IMPORTED TOPSOIL. FOLLOWING
- 21. PLANT MATERIALS ARE TO BE GUARANTEED FOR A PERIOD OF 12 MONTHS. PLANT MATERIALS WHICH REMAIN UNHEALTHY WILL BE REPLACED BY THE LANDSCAPE CONTRACTOR BEFORE THE EXPIRATION OF THE GUARANTEE PERIOD OR IMMEDIATELY IF SO
- DIRECTED BY THE OWNER'S REPRESENTATIVE OR LANDSCAPE ARCHITECT. 22. ALL TREE PLANTINGS SHALL BE MULCHED TO A DEPTH OF 3 INCHES, AND WITH A MINIMUM 3 FOOT RADIUS FROM BASE OF TREE OR TO DRIPLINE. MULCH SHALL BE FREE OF TRASH AND MAINTAINED WEED FREE. MULCH SHALL NOT COVER THE ROOT FLARE, CONFIRM
- 23. DO NOT PRUNE TREES AND SHRUBS BEFORE DELIVERY. PROTECT BARK, BRANCHES, AND ROOT SYSTEMS FROM SUN SCALD, DRYING, SWEATING, WHIPPING, AND OTHER HANDLING AND TYING DAMAGE. DO NOT BEND OR BIND-TIE TREES OR SHRUBS IN SUCH A MANNER AS TO DESTROY THEIR NATURAL SHAPE. PROVIDE PROTECTIVE COVERING OF EXTERIOR PLANTS
- 24. DELIVER EXTERIOR PLANTS AFTER PREPARATIONS FOR PLANTING HAVE BEEN COMPLETED AND INSTALL IMMEDIATELY. IMMEDIATELY AFTER UNLOADING, STAND THE TREES UP TO REDUCE THE RISK OF SUN SCALD. PROPERLY STAGED TREES ARE STANDING, UNTIED AND SPACED. UNLESS IMMEDIATELY INSTALLED, SET EXTERIOR PLANTS AND TREES IN SHADE, PROTECT FROM WEATHER AND MECHANICAL DAMAGE, AND KEEP ROOTS MOIST.

DURING DELIVERY. DO NOT DROP EXTERIOR PLANTS DURING DELIVERY AND HANDLING.

- 25. SEE LANDSCAPE DETAILS FOR TREE STAKING REQUIREMENTS.
- 26. EXCAVATE EDGES OF ALL PLANTING BEDS TO 2 INCH DEPTH TO FORM A NEAT AND CRISP
- 27. CONTRACTOR SHALL REMOVE DEBRIS AND FINE GRADE ALL PLANTING AREAS PRIOR TO
- 28. REMOVE GUY WIRES AND STAKES AT END OF WARRANTY PERIOD OR ESTABLISHMENT. 29. FINISH GRADING: GRADE PLANTING AREAS TO A SMOOTH, UNIFORM SURFACE PLANE WITH LOOSE, UNIFORMLY FINE TEXTURE. GRADE TO WITHIN PLUS OR MINUS 1/2 INCH OF FINISH ELEVATION. ROLL AND RAKE, REMOVE RIDGES, AND FILL DEPRESSIONS TO MEET FINISH GRADES. LIMIT FINISHED GRADING TO AREAS THAT CAN BE PLANTED IN THE IMMEDIATE
- 30. STRUCTURAL SOILS REQUIRED FOR LANDSCAPE ISLANDS AND STRIPS LOCATED IN PARKING AREAS PER SECION 5.6.9.B.7 OF THE ZEBULON UDO.

#### **WARRANTY & MAINTENANCE:** 1. WARRANTY: INSTALLER SHALL REPAIR OR REPLACE ANY PLANTINGS

- THAT FAIL IN MATERIALS, WORKMANSHIP, OR GROWTH WITHIN ONE YEAR AFTER THE DATE OF SUBSTANTIAL COMPLETION. FAILURES INCLUDE, BUT ARE NOT LIMITED TO, THE FOLLOWING: DEATH AND UNSATISFACTORY GROWTH, EXCEPT FOR DEFECTS RESULTING FROM LACK OF ADEQUATE MAINTENANCE,
- NEGLECT, ABUSE BY OWNER, OR INCIDENTS THAT ARE BEYOND CONTRACTOR'S CONTROL. STRUCTURAL FAILURES INCLUDING PLANTINGS FALLING OR BLOWING OVER.
- 2. MAINTENANCE: INITIAL MAINTENANCE SHALL BE PROVIDED IMMEDIATELY AFTER EACH AREA IS PLANTED AND CONTINUE UNTIL SUBSTANTIAL COMPLETION. UPON SUBSTANTIAL COMPLETION, MAINTENANCE FOR ALL PLANT MATERIAL SHALL BE PROVIDED FOR ONE YEAR AT A MINIMUM SHALL INCLUDE:
- TREE AND SHRUB MAINTENANCE: MAINTAIN PLANTINGS BY PRUNING, CULTIVATING, WATERING, WEEDING, FERTILIZING RESTORING PLANTING SAUCERS, AND RESETTING TO PROPER GRADES OR VERTICAL POSITION, AS REQUIRED TO ESTABLISH
- HEALTHY, VIABLE PLANTINGS. SPRAY OR TREAT AS REQUIRED TO KEEP TREES AND SHRUBS FREE OF INSECTS AND DISEASE. GROUND COVER AND PLANT MAINTENANCE: MAINTAIN AND ESTABLISH PLANTINGS BY WATERING, WEEDING, FERTILIZING, MULCHING, AND OTHER OPERATIONS AS REQUIRED TO
- ESTABLISH HEALTHY, VIABLE PLANTINGS. PROTECT EXTERIOR PLANTS FROM DAMAGE DUE TO LANDSCAPE OPERATIONS, OPERATIONS BY OTHER CONTRACTORS AND TRADES, AND OTHERS. MAINTAIN PROTECTION DURING INSTALLATION AND MAINTENANCE PERIODS. TREAT, REPAIR, OR REPLACE DAMAGED PLANTINGS.

# UNDERSTORY TREES (4/100 LF) ----CANOPY TREES (2/100 LF) —

TRUNK FLARE AND TOP OF ROOT -

BALL SHOULD BE 2" ABOVE FINISHED GRADE AFTER SETTLING

MDTH OF PLANTING HOLE SHALL — BE 3 TIMES THE ROOT BALL DIAMETER IN HIGHLY COMPACTED OR CLAY SOIL; 2 TIMES THE ROOT BALL DIAMETER MINIMUM IN ALL OTHERS.

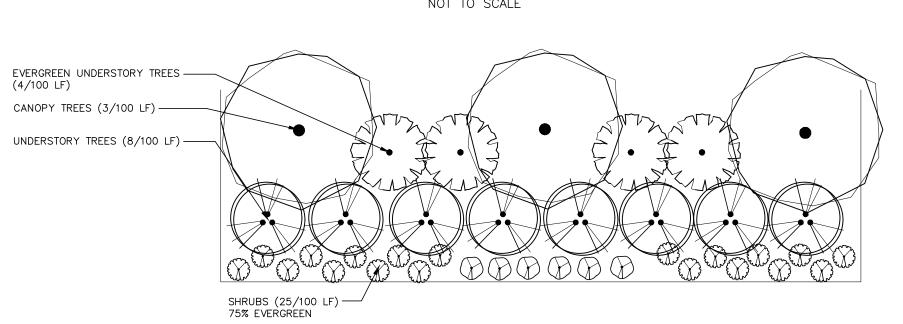
DIG WIDE PLANTING HOLE WITH — TAPERED SIDES

EXISTING GRADE YYYY

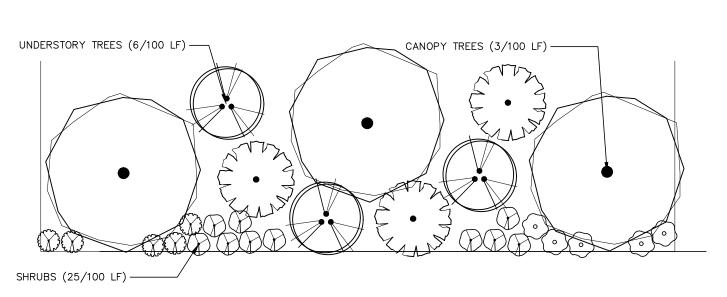
SET ROOT BALL ON UNDISTURBED SOIL — TO PREVENT SETTLING

20' TYPE 'B' BUFFER

SHRUBS (15/100 LF) ---



30' ENHANCED STREETSCAPE BUFFER (ALONG CHAMBLEE RD) NOT TO SCALE



IRRIGATION.

2. BEFORE INSTALLING PLANTING SOIL MIX
BACKFILL AROUND ROOT BALL, BE SURE TO
SOAK HOLE TO CONFIRM WATER FILTERS
THROUGH UNDISTURBED SOIL. DESIGN
ALTERNATIVE DRAINAGE SYSTEM IF REQUIRED.

3. A SOIL EXPERT CAN BE CONSULTED TO

4. IF USING CONTAINER GROWN TREES, USE FINGERS OR SMALL HAND TOOLS TO PULL ROOTS OUT OF THE OUTER LAYER OF POTTING SOIL; THEN CUT OR PULL APART ANY ROOTS CIRCLING THE PERIMETER OF THE CONTAINER.

5. THOROUGHLY SOAK THE TREE ROOT BALL AND ADJACENT PREPARED SOIL SEVERAL TIMES DURING THE FIRST MONTH AFTER PLANTING AND DURING DRY PERIODS.

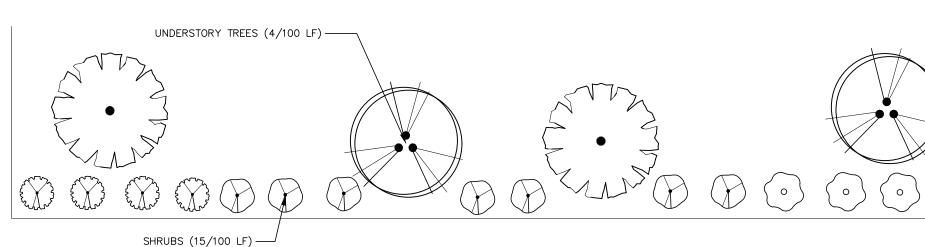
4" (10 CM) RAISED RING OF SOIL TO DIRECT WATER INTO ROOT BALL - ESPECIALLY IMPORTANT IF TOP OF ROOT BALL IS RAISED ABOVE

- 3" (8 CM) BARK MULCH; DO NOT

- 4"-6" (10-15 CM) DEEPER THAN ROOT BALL FOR LOWERED PLANTING HOLE AS NEEDED WITH POOR DRAINAGE.

- TO STABILIZE, COMPACT A PLANTING SOIL MIX BACKFILL AROUND ROOT BALL: COMPACT SOIL BY SOAKING WITH WATER AND OR LIGHTLY HAND

PLACE MULCH WITHIN 3" OF TREE EXTEND STAKES INTO



NOTE: ALL LANDSCAPING SURROUNDING THE SCM SHALL MEET THE TYPE A BUFFER STANDARD PER SECTION 5.6.19 OF THE UDO. ALL PLANTINGS WITHIN THE POND AREA SHALL MEET THE RECOMMENDATIONS OF THE NC STATE EXTENSION OFFICE FOR STORMWATER WETLAND CONSTRUCTION.

#### **BUFFER PLANT SPECIES**

LARGE DECIDUOUS TREES QUERCUS PALUSTRIS - PIN OAK QUERCUS RUBRA - RED OAK QUERCUS BICOLOR - SWAMP WHITE OAK BETULA NIGRA - RIVER BIRCH LIRIODENDRON TULIPIFERA - TULIP POPLAR NYSSA SYLVATICA - BLACK TUPELO ACER RUBRUM - RED MAPLE TAXODIUM DISTICHUM

**EVERGREENS** ILEX X 'NELLIE STEVENS' - NELLIE STEVENS HOLLY MAGNOLIA GRANDIFLORA - SOUTHERN MAGNOLIA JUNIPERUS VIRGINIANA - EASTERN REDCEDAR ILEX OPACA - AMERICAN HOLLY PINUS TAEDA - LOBLOLLY PINE

CUPRESSUS ARIZONICA - ARIZONA CYPRESS SMALL DECIDUOUS TREES CERCIS CANADENSIS - RED BUD CORNUS KOUSA - DOGWOD CARPINUS CAROLINA - EASTERN HORNBEAM AMELANCHIER ARBOREA - SERVICEBERRY

CORNUS FLORIDA - EASTERN FLOWERING DOGWOOD CHIONANTHUS VIRGINICUS - FRINGETREE **ILEX SPECIES** OSMANTHUS FRAGRANS - TEA OLIVE CAMELLIA JAPONICA - CAMELLIA MYRICA CERIFERA - SOUTHERN WAX MYRTLE CHAMAECYPARIS PISIFERA - THREADLEAF FALSECYPRESS LINDERA BENZOIN - SPICEBUSH HYDRANGEA QUERCIFOLIA - OAKLEAF HYDRANGEA

VIBURNUM AWABUKI - CHINDO VIBURNUM

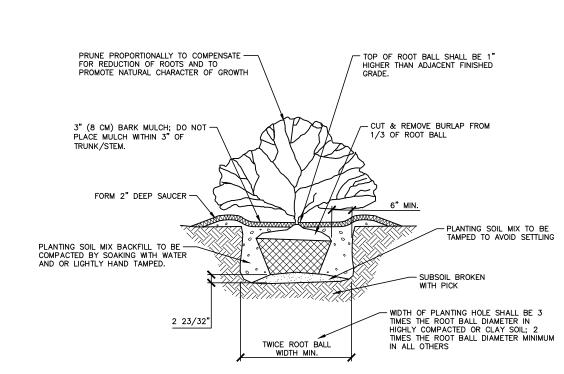
CORNUS SERICEA - RED TWIG DOGWOOD

CLETHRA ALNIFOLIA - SUMMER SWEET

PRUNUS CAROLINIANA - CAROLINA CHERRY LAURE NOTE: ADDITIONAL SPECIES MAY BE ALLOWED AT THE APPROVAL OF THE LANDSCAPE

PLANT SCHEDULE OVERALL LANDSCAPE PLAN CANOPY TREES <u>CAL</u> <u>HEIGHT</u> CODE QTY COMMON NAME BOTANICAL NAME Acer rubrum 'October Glory' TM { + } ARO 74 October Glory Maple 2.5" QAW 46 White Oak Quercus alba QCS 65 Scarlet Oak 2.5" Quercus coccinea QLO 28 Overcup Oak Quercus lyrata 2.5" QNN 123 Nuttall Oak Quercus nuttallii 2.5" QPW 14 Willow Oak Quercus phellos Ulmus americana 'Princeton' 2.5" UAP 61 American Elm 2.5" UPC 107 Chinese Elm Ulmus parvifolia 2.5" ZSG 16 Sawleaf Zelkova Zelkova serrata 'Green Vase' EVERGREEN UNDERSTORY TREES CODE QTY COMMON NAME <u>CAL</u> <u>HEIGHT</u> BOTANICAL NAME INS 6 Nellie Stevens Holly llex x 'Nellie R Stevens' UNDERSTORY TREES <u>CAL</u> <u>HEIGHT</u> <u>CODE</u> <u>QTY</u> <u>COMMON NAME</u> BOTANICAL NAME ATR 41 Shantung Maple Acer truncatum 1" 8' CCA 18 American Hornbeam Carpinus caroliniana Cercis canadensis 'Forest Pansy' TM 1" 8' CCP 35 Forest Pansy Redbud 1" min 8' min PCD 30 Keith Davey Chinese Pistache Pistacia chinensis 'Keith Davey' EVERGREEN SHRUBS <u>CODE</u> <u>QTY</u> <u>COMMON NAME</u> BOTANICAL NAME HEIGHT SPACING AGEG 90 Glossy Abelia Abelia x grandiflora 'Edward Goucher' 18" ICCC 63 Carissa Holly llex cornuta 'Carissa' ICCD 122 Dwarf Japanese Holly llex crenata 'Compacta' MCWM 12 Wax Myrtle Myrica cerifera

Osmanthus fragrans



OFSO 19 Sweet Olive

SHRUB INSTALLATION

SCALE: 3/8"=1'-0"

The John R. McAdams Company, Inc. 2905 Meridian Parkway Durham, NC 27713

> phone 919. 361. 5000 fax 919. 361. 2269 license number: C-0293, C-187

www.mcadamsco.com

# **CLIENT**

D.R. HORTON, INC. 7208 FALLS OF NEUSE ROAD, SUITE 201 RALEIGH, NC 27615 CONTACT: JON HOLTVEDT PHONE: 919. 809. 4207 EMAIL: JHoltvedt@drhorton.com



# **REVISIONS**

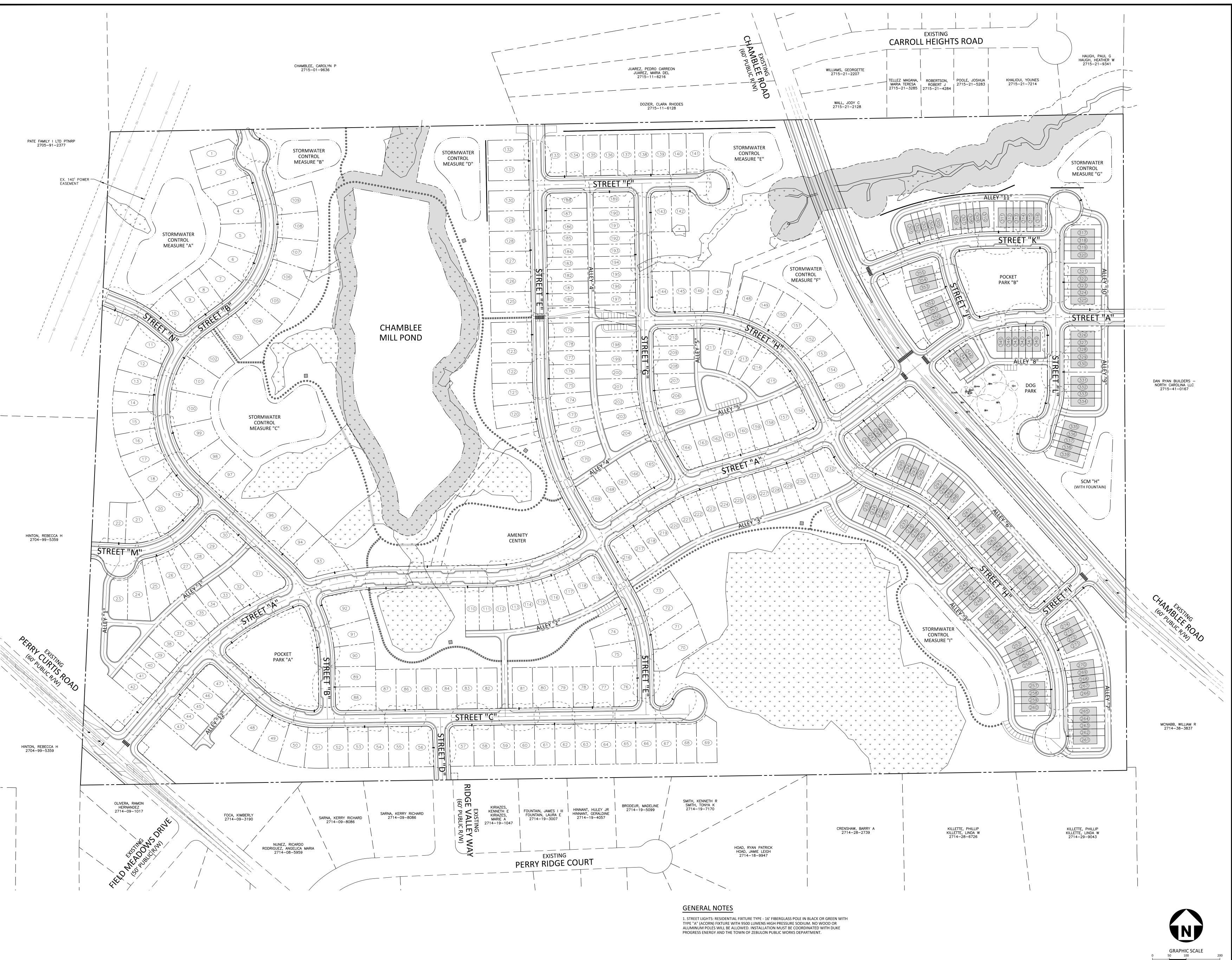
NO. DATE 1 07. 28. 2023 PER TOWN COMMENTS 2 09. 12. 2023 PER TOWN COMMENTS

# **PLAN INFORMATION**

PROJECT NO. DRH-22004 **FILENAME** DRH22004-LS1 CHECKED BY DRAWN BY SCALE DATE 11. 01. 2022

# **SHEET**

**LANDSCAPE NOTES & DETAILS**  PD 2023-01





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> phone 919. 361. 5000 fax 919. 361. 2269 license number: C-0293, C-187

Durham, NC 27713

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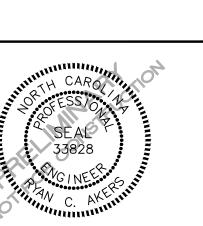
**CLIENT** 

D.R. HORTON, INC. 7208 FALLS OF NEUSE ROAD, SUITE 201

RALEIGH, NC 27615 CONTACT: JON HOLTVEDT PHONE: 919. 809. 4207 EMAIL: JHoltvedt@drhorton.com



America's Builder



**REVISIONS** 

1 07. 28. 2023 PER TOWN COMMENTS 2 09. 12. 2023 PER TOWN COMMENTS

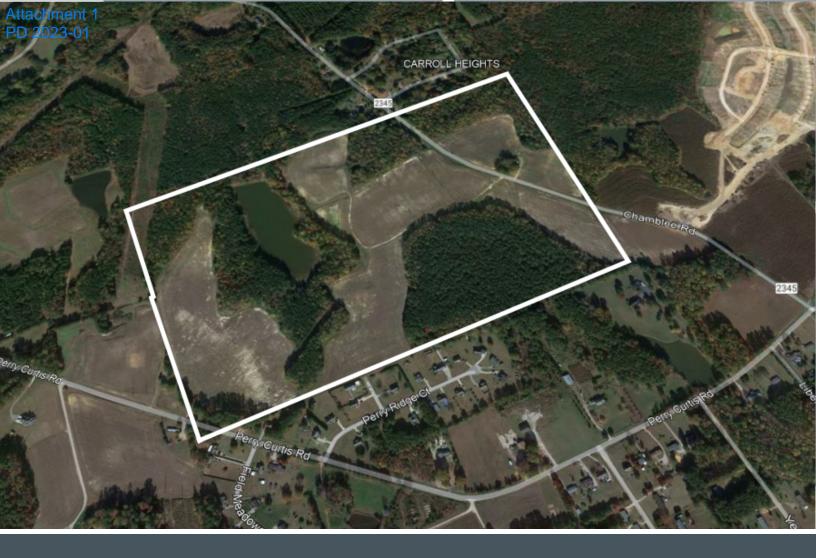
**PLAN INFORMATION** PROJECT NO. DRH-22004 DRH22004-LI1

CHECKED BY RCA DRAWN BY DATE 11. 01. 2022

SHEET

PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

LIGHTING PLAN



# **CHAMBLEE LAKE**

## PLANNED DEVELOPMENT NARRATIVE DOCUMENT

Town of Zebulon November 1, 2022



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# Chamblee Lake Planned Development

Planned Development - Narrative Document Prepared for The Town of Zebulon

Submittal Dates

First Submittal: 11/1/22

Second Submittal: 7/31/23

Third Submittal: 9/12/23

Developer D.R. Horton, INC. 7208 Falls of Neuse Rd, Ste 201 Raleigh, NC 27615

McAdams Company, Design Lead 621 Hillsborough Street, Ste 500 Raleigh, NC 27603







1

# **VISION + INTENT**

#### **VISION + INTENT**

As referenced in Section 3.5.5 of the Town of Zebulon Unified Development Ordinance, Planned Developments are intended to encourage innovative land planning and site design concepts that support a high quality of life and achieve a high quality of development, environmental sensitivity, energy efficiency, and other Town goals and objectives. As shown in the following pages, the Chamblee Lake Planned Development is structured to embody and support excellence in site design, circulation, environmental protection, and compatibility with neighboring properties. The Planned Development process encourages creativity in the design of development, but in return for this flexibility the expectation is for communities to:

- Promote a vibrant public realm by placing increased emphasis on active ground floor uses, pedestrian-oriented building façade design, intensive use of sidewalks, and establishment of public gathering areas.
- Provide for efficient use of land resulting in smaller networks of utilities and streets and thereby lowering development and housing costs.
- Promote quality design and environmentally sensitive development that respects surrounding established land use character and respects and takes advantage of a site's natural and man-made features, such as trees, estuaries, shorelines, special flood hazard area, and historic features.

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#### How the Planned Development advances the public health, safety, or welfare.

The proposed Planned Development will provide a much-needed supply of housing in a regional market that is chronically undersupplied – resulting in significant housing affordability issues due to skyrocketing home prices. Furthermore, the proposed location of this development will result in a safe and convenient neighborhood within a 5-minute drive to the Zebulon Community Park, and shopping in downtown Zebulon. The development will be within a 10-minute walkable and bikeable drive of Five County stadium, the local police station, and all levels of grade schools. Finally, with over 1/3rd of the gross acreage retained as open space, over 6 miles walking trails, sidewalks, and multi-use paths, outdoor exercise equipment, pollinator plants located throughout the community, and native and non-invasive plant species in the landscaping, the proposed Planned Development will help protect environmental health and promote a more active lifestyle.

# How the proposed Planned Development is appropriate for its proposed location, and is consistent with the purposes, goals, objectives, and policies of the Town's adopted policy guidance.

This development abuts a previously approved satellite annexation known as Sidney Creek. Thus, municipal services are already being extended to this area. While Chamblee lake will connect to Sidney Creek and both new residential developments will mesh seamlessly, Chamblee Lake will offer a wider variety of housing options and amenities for residents, enhanced architectural commitments, and more environmental preservation, consistent with the Town's current planning policies. Furthermore, as indicated in Response #1, this site is less than a 10 minute drive to the areas schools and downtown shopping.

The adopted Future Land Use Map designates this area as Suburban Residential (SR) and identifies one of the Primary Land Use Types for Suburban Residential as, "Planned developments that integrate other housing types (e.g., attached residential such as patio homes or townhomes) [in addition to Detached residential dwellings], with increased open space to preserve an overall suburban character." Thus, the proposed Planned Development with a mix of SFD detached dwellings, attached dwellings, and over 1/3rd of gross acreage as open space precisely fits the intended use and place type within the SR FLU designation.

Furthermore, this Planned Development advances the following goals and policies of the Town's adopted Comprehensive Plan:

[Land Use and Development – Goal 1] – "A land use allocation and pattern that advances Zebulon's objectives of achiever greater housing variety......with convenient resident access to schools, recreation, shopping and Services."

#### Supporting Statement(s):

- The site is located within a 5-minute drive to Zebulon Community Park, Downtown Zebulon Shopping, and less than 10 minutes from Fire/EMS and Zebulon elementary, middle, and high school.
- The proposed development includes a mix of rear-loaded homes SFD homes, front-loaded SFD homes, and Townhomes, providing a variety of housing options to suit different needs.
- The proximity of this site and it's proposed pedestrian improvements will help support Five County stadium.

The Planned Development advances the following goals and policies of the Town's adopted Comprehensive Plan:

[Land Use and Development - Goal 3] - "Ongoing and effective collaboration between land use and transportation planning to ensure a well-connected community with adequate means and capacity to accommodate multiple forms of circulation between local destingation of the control of the control

➤ The proposed Planned Development incorporates a new E-W collector road free of driveways, which will form a direct connection between Chamblee Road and Perry Curtis road to the west. This new route will form a travel alternative for residents traveling between Perry Curtis road and Chamblee Road – one with significantly improved access management and which aligns through the Planned Development directly to the Sidney Creek subdivision to the east.

[Land Use and Development – Policy C] – "Emphasize compatible intensities and character when evaluating applications involving more intensive and/or non-residential development near existing homes and neighborhoods.

- Supporting Statement(s):
  - The proposed Planned Development locates its denser Townhome units closer to Chamblee Road, where existing infrastructure is most capable of serving it. Furthermore, the location of townhomes on the east side of Chamblee Road connects to proposed Townhomes to be established as a future phase of the Sidney Creek development. Detached single family home lots are proposed along most of the project perimeter, where the proposed PD abuts existing subdivisions such as the Perry Creek and Fieldcrest Meadow subdivisions to the south. A riparian buffer and additional undisturbed open space is left along the site's northern boundary where it abuts the Carroll Heights subdivision.

[Land Use and Development – Policy D] – "Promote land use outcomes that further community objectives for preventing traffic congestion, ensuring more pedestrian- and cyclist-friendly design, and support expanded and viable public transit options."

- Supporting Statement(s):
  - As explained under the response for Goal 3 for Land Use and Development, the proposed E-W collector road will be unloaded with driveways and will incorporate on-street parking and a multi-purpose trail/sidepath, enhancing vehicular, bicycle, and pedestrian connectivity. Additional trail networks within the site's open space will further support recreational bicycle and pedestrian use and allow residents to walk or bike to the Five County Stadium through Sidney Creek.

The Planned Development advances the following goals and policies of the Town's adopted Comprehensive Plan:

[Land Use and Development – Policy E] – "Ensure development design respects the area's environmental assets and resource base, including waterways and their riparian buffers, unique landscapes, and mature tree stands, especially where there is potential for greenway and/or blueway acquisition."

#### Supporting Statement(s):

As proposed the Chamblee Lake Planned Development retains approximately 1/3rd of the site as open space (both passive and active). The site design integrates and provides convenient access to several environmental features, including riparian buffers, over 10 acres of wooded wetlands, and a 5+ acre lake. The main amenity for the development is located along this existing lake, letting the natural environment serve as an extension of and backdrop to this active open space. The site's larger residential lots back up to this lake, with a pedestrian trail network providing access along its perimeter.

[Land Use and Development – Policy G] – "Ensure that all residential developments have multiple access points for public safety reasons and circulation options."

#### Supporting Statement(s):

➤ The proposed Planned Development has multiple access points along Chamblee Road, connects to a future phase of the Sidney Creek approved development to the east, and connects to Perry Curtis Road via a direct connection, as well as an existing stub of Ridge Valley Way to the south. Roadway stubs will also be provided in 3 locations along the northern and western property boundaries - to be extended by future development.

[General Policy – G1] – "Land uses should not detract from the enjoyment or value of neighboring properties."

#### Supporting Statement(s):

➤ All proposed uses are residential in nature, abutting existing residential uses or vacant land. At a minimum, a Type B buffer (20' width) is provided along the project perimeter (either as preserved vegetation or new plantings). Where the site abuts Perry Ridge Ct to the south, enhanced buffers are provided with fencing where existing vegetation is not present. In addition, the project will provide an enhanced Type C Streetscape Buffer (30' wide) on Chamblee Rd to soften views of the neighborhood from the road and maintain a small town feel for passerby.

[General Policy – G3] – "Adequate transportation access and circulation should be provided for uses that generate large numbers of trips. Pedestrian and bicycle access should be addressed where appropriate."

#### Supporting Material:

- ➤ The proposed Planned Development incorporates a new E-W collector road free of driveways, which will form a direct connection between Chamblee Road and Perry Curtis road to the west. The proposed E-W collector road will incorporate on-street parking and a multi-purpose trail/sidepath, enhancing vehicular, bicycle, and pedestrian connectivity.
- > Sidewalks shall be provided along all proposed streets and off-street pedestrian trails shall be provided to improve access to the site's natural features and active open spaces 44

The Planned Development advances the following goals and policies of the Town's adopted Comprehensive Plan:

[General Policy – G6] – "Environmentally sensitive areas should be protected, including wildlife habitat areas."

- Supporting Statement(s):
  - ➤ The proposed site design avoids any new vehicular crossings of riparian buffers, as well as works around a significant (>10 acre) wetland area in the southeastern portion of the site. Pedestrian access is provided to these areas to allow for community enjoyment and exposure to nature, but otherwise they are left undisturbed.

[Residential Policy - R1] - "Residential areas should not be located next to heavy industrial areas."

- Supporting Statement(s):
  - ➤ All adjacent zoning and existing uses are residential or agricultural in nature. No industrial areas are located adjacent to the proposed planned development.

[Residential Policy – R3] – "Schools, parks and community facilities should be located close to or within residential neighborhoods.

- Supporting Statement(s):
  - > The site has over 4 acres of private/active open space proposed within the residential neighborhood.
  - ➤ The site is within a 5-minute drive to Zebulon Community Park, Downtown Zebulon Shopping.
  - ➤ The site is less than a 10-minute drive to Fire/EMS & elementary, middle, and high schools.

[Residential Policy – R4] – "Houses should have direct access to local residential streets but not to collector streets or thoroughfares.

- Supporting Statement(s):
  - ➤ No driveways are located along the site's proposed E-W collector road. All dwelling units have direct access to a local residential street or an alley.

[Residential Policy – R7] – "New residential developments should include adequate area for parks and recreation facilities, schools and places of worship.

- Supporting Statement(s):
  - ➤ The site has over 40 acres open spaces, including over 3 acres of private, active open space.

[Parks and Open space Policy – P5] – "Natural features should be used as buffers or preserved open space between or around developed areas."

- Supporting Statement(s):
  - > The proposed Planned Development utilizes both riparian buffers and wooded woodlands to provide natural buffers between developed areas.

#### How the proposed Planned Development is reasonable and in the public interest.

As indicated in the previous response statements, the proposed uses and density is aligned with the adopted Future Land Use Map and place types intended for the suburban residential designation. The site is adjacent to an large existing satellite annexation, meaning urban services have already been extended to this area and the extension of those services to this development will not incur any disproportionate ongoing costs to service agencies (police, fire, public works, etc.). Finally, the site protects a significant amount of natural areas, while providing an east-west collector road free of driveways to facilitate connectivity and ease the amount of traffic utilizing a portion of Perry Curtis road which does not have nearly as good access management as the proposed development.

How the proposed Planned Unit Development provides for innovative land planning and site design concepts that support a high quality of life and achieve a high quality of development, environmental sensitivity, energy efficiency, and other Town goals and objectives.

The proposed Planned Development utilizes the natural features of the site as an asset to be built around, rather than as an obstacle to overcome. The site design integrates and provides convenient access to several environmental features, including riparian buffers, over 10 acres of wooded wetlands, and a 5+ acre lake. The main amenity for the development is located along this existing lake, letting the natural environment serve as an extension of and backdrop to this active open space. The site's larger residential lots back up to this lake, with a pedestrian trail network providing access along its perimeter. Existing wetlands and riparian buffers are preserved and used along the northern and southern property boundaries as natural perimeter buffers.

The proposed E-W collector street provides improved access and connectivity at a scale that does not split the community in terms of pedestrian cross-access. Furthermore, the absence of driveways along this collector street allows for a much more aesthetically pleasing and pedestrian friendly streetscape for the development's primary connecting street.

# How the how the proposed planned unit development provides improved means of access, open space, and design amenities.

The proposed layout provides 4 points of access along Chamblee Road, 3 local street stubs to be extended when future development is proposed, a connection which aligns with the proposed Sidney Creek street layout to the east and will provide direct access to Chamblee Road for this adjacent development, and a new collector street forming a direct connection between Chamblee Road and Perry Curtis Road.

Active open spaces are distributed throughout the development for convenient access and are located along the site's major internal roadway. The main amenity utilizes the large existing lake as a significant site feature. Architectural design standards are proffered for the development, as outlined in the Planned Development document.

How the proposed Planned Unit Development provides a well-integrated mix of residential and nonresidential land uses in the same development, including a mix of housing types, lot sizes, and densities.

Due to the future land use plan's 'Suburban Residential' designation for this area, non-residential land uses are not included in the overall layout. However, the site does include a mix of housing types, lot sizes, lot orientations, and densities in the form of single family detached dwellings and townhomes. Details on dimensional standards for the sites different residential products are contained in a later section of this document.

How the proposed Planned Unit Development creates a system of incentives for redevelopment and infill in order to revitalize established areas.

The proposed development is primarily surrounded by vacant land, creating an incentive for 'development' rather than "redevelopment', as roadway and utility extensions included as part of this project make adjacent development more viable, including desired commercial development surrounding the Five County Stadium. Proposed water line extensions to be carried out by the developer from Chamblee Road to NC 96 to the west would support redevelopment opportunities in the future.

How the proposed Planned Unit Development promotes a vibrant public realm by placing increased emphasis on active ground floor uses, pedestrian-oriented building façade design, intensive use of sidewalks, and establishment of public gathering areas.

The layout for the proposed development is intentional in terms of its creation of public gathering areas in the form of active and passive open spaces. The primary amenity is centrally located within the development along the site's primary internal road and backing up to a large lake. This amenity will serve as the heart of this neighborhood, where both formal and informal events are held.

In addition to the site's active open spaces, the proposed Planned Development will have an extensive pedestrian trail system that facilitates the use of it's public gathering areas. All local new roads shall have sidewalks on both sides.

How the proposed Planned Unit Development provides for efficient use of land resulting in smaller networks of utilities and streets and thereby lowering development and housing costs.

The proposed layout preserves approximately 1/3rd of its acreage as passive or active open space. The result of this type of layout is a more condensed development pattern with smaller lots served by less linear feet of infrastructure, surrounded by a significant amount of common open space in lieu of larger individual yards. The interconnected road network is only limited by the numerous environmental features which this site must accommodate.

How the the proposed Planned Unit Development provides quality design and environmentally sensitive development that respects surrounding established land use character and respects and takes advantage of a site's natural and manmade features, such as trees, estuaries, shorelines, special flood hazard area, and historic features.

As mentioned in previous responses, the site design preserves and provides convenient access to several environmental features, including riparian buffers, over 10 acres of wooded wetlands, and a 5+ acre lake. The main amenity for the development is located along this existing lake, letting the natural environment serve as an extension of and backdrop to this active open space. The site's larger residential lots back up to this lake, with a pedestrian trail network providing access along its perimeter.

Existing wetlands and riparian buffers are preserved and used along the northern and southern property boundaries in locations as natural perimeter buffers. Where these existing features are not present along the project perimeter, a minimum Type B Buffer is proposed.

To better align with nearby development, the site's Townhomes are clustered on the eastern side of the development, adjacent to approved Townhomes to be built as part of the Sidney Creek development.

#### Other factors as the Board of Commissioners may determine to be relevant.

The inclusion of some front-loaded townhomes (all deed restricted to meet affordable housing standards per the associated zoning condition) within the development helps create a more diverse and economically resilient residential offering and supports housing affordability. While the majority of proposed Townhomes are rear loaded, including a smaller percentage of front-loaded homes allows select lots to protect and enjoy riparian buffers to the rear and provides the opportunities for back yard for home buyers prioritizing this feature.

Please refer to Section 4 of this document for more information on proposed architectural conditions.

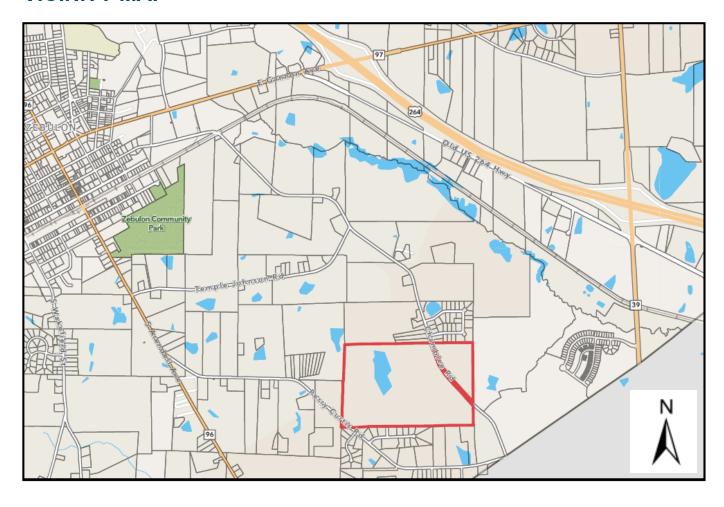


# 2 EXISTING CONDITIONS

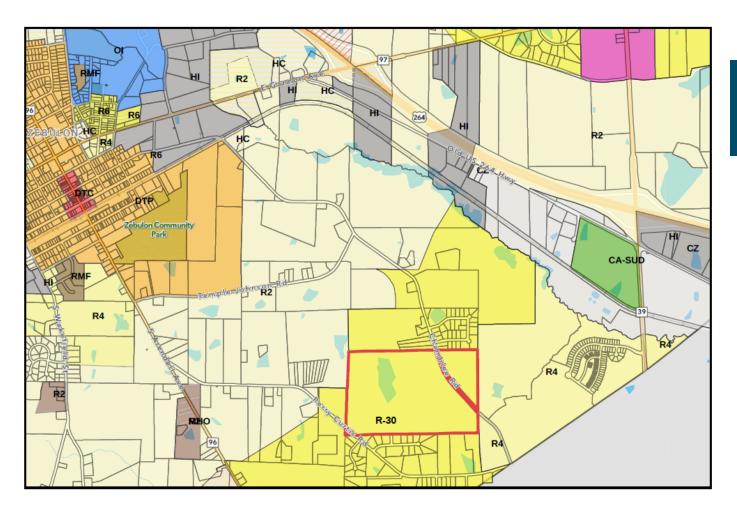
#### **EXISTING CONDITIONS SUMMARY**

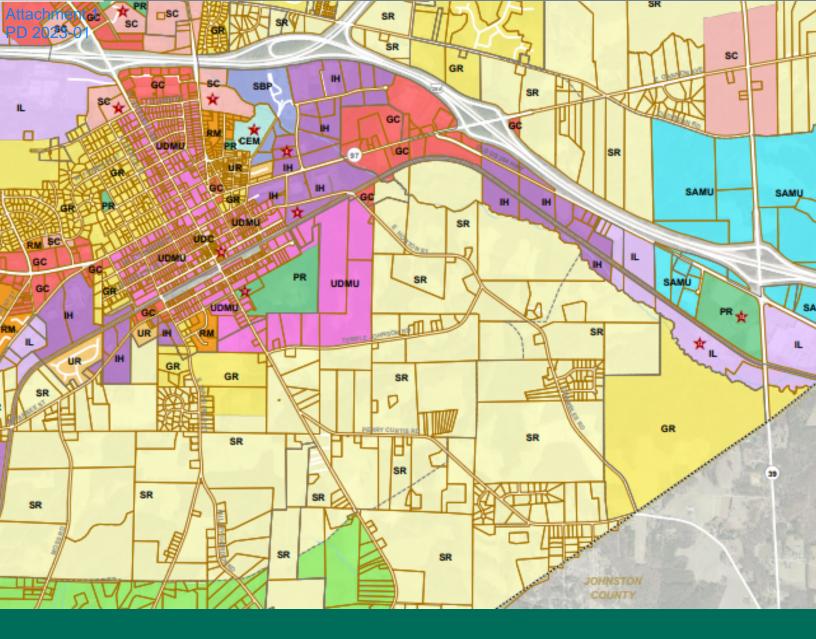
The Chamblee Lake Planned Development is located on a single parcel (+/- 136-acres) near the intersection of Chamblee Rd and Perry Curtis Road ,along the southeastern boundary of Zebulon's zoning jurisdiction. The site is currently in Wake County's zoning jurisdiction, but a petition for annexation accompanies this rezoning request. The parcel is divided by Chamblee Road, with the majority of the site located to the west of Chamblee Road. The site is located generally between Snipes Creek to the west and Little Creek (west side) to the east, with both riparian buffers and jurisdictional wetlands on site. The most prominent environmental features include a +/- 6 acre pond located on the western side of Chamblee Road and a 10+ acre wetland area located along the southern property line. This project is free of any floodplain. The site generally slopes eastwards towards Little Creek, with some internal variation within the boundary. Two jurisdictional streams will be preserved during development with no vehicular stream crossings proposed. Current land cover includes large stands of trees and cleared fields used for agricultural purposes.

#### **VICINITY MAP**



#### **CURRENT ZONING MAP**





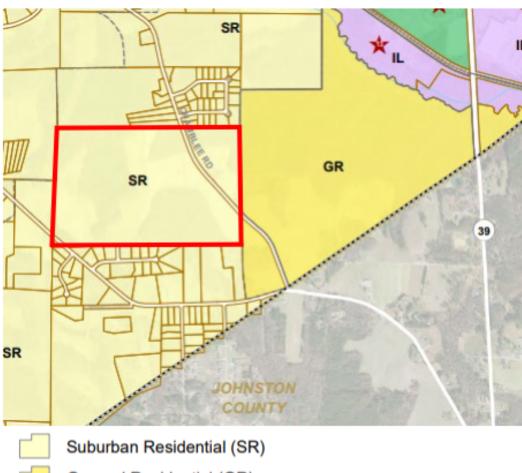
# 3 PLAN CONSISTENCY / LAND USE COMPATIBILITY

#### **COMPREHENSIVE PLAN CONSISTENCY**

As previously stated in the 'legislative considerations' section of this narrative document, this rezoning is consistent with the Future Land Use Map (the "FLUM") and many goals and recommendations of the Town's Comprehensive Plan.

The adopted Future Land Use Map designates this area as Suburban Residential (SR) and identifies one of the Primary Land Use Types for Suburban Residential as, "Planned developments that integrate other housing types (e.g., attached residential such as patio homes or townhomes) [in addition to Detached residential dwellings], with increased open space to preserve overall suburban character."

Thus, the proposed Planned Development with a mix of SFD detached dwellings, attached dwellings, and over one third of gross acreage as open space precisely fits the intended use and place type within the Suburban Residential (SR) Future Land Use designation. It is also worth noting that the proposed site abuts a 'General Residential' (GR) Future Land Use area to the east, which is meant to support even more intense residential uses than Suburban Residential.



General Residential (GR)

#### LAND USE COMPATIBILITY

The proposed development is limited to detached single family detached lots and attached single family lots (aka townhouses). These proposed uses, and the development standards restricting those uses, are compatible with the adjacent communities, which are zoned and/or currently used for low to medium density residential uses.

The proposed development standards defined within this document and the associated concept plan will ensure quality of design across the entire development. The overall site layout is designed to create a cohesive environment by positioning the more dense residential uses along Chamblee Rd, adjacent to proposed Townhomes in the approved Sidney Creek subdivision. The site transitions to lower density single family homes along the edges of the community, and utilizes environmental features as natural buffers to adjoining property. The concept plan features a creative integration of residential uses, active open space, and preserved open space to create a cohesive environment. The design guidelines will ensure quality architectural features that are consistent across the community.

#### COMPLIANCE WITH ADOPTED TRANSPORTATION PLAN

To better serve the future Chamblee Lake residents and the Town's overall transportation planning goals, the applicant proposes the following amendments to the 2045 Comprehensive Transportation Plan (CTP):

- Modify the proposed cross-section of Chamblee Road from its existing terminus at SR 1727 (Wake County Line Road) to south of SR 2346 (Temple-Johnson Road) from a 4-lane divided to a 2-lane divided roadway.
- Realign the proposed new E-W street section through the proposed development and modify
  the proposed cross-section to that of a 2-lane undivided roadway with on-street parking (on
  both sides) and a multi-purpose path (on one side with a sidewalk on the opposite side).

The amendments described above are contained within a separate CTP amendment request and are reflected within the associated Concept Plan.



4

# PLANNED DEVELOPMENT MASTER PLAN

#### PLANNED DEVELOPMENT CONCEPT PLAN

#### **DEVELOPMENT DETAILS**

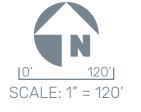
Chamblee Lake is planned as a mixed-residential development consisting of a 355 units, designed to the Planned Development standards of the Town of Zebulon Unified Development Ordinance. Due to the site's proposed density of less than 3 DUA, the development shall use the R4 district as the base zoning of it's planned development, except as modified by this document. Chamblee Lake will provide a variety of housing choices for future residents as well as well-designed and multi-functional recreational amenities. The development will establish bicycle and pedestrian connections between proposed site amenities, while preserving a significant amount of natural areas comprised of wetlands, riparian buffers, and a sizable existing pond. Permitted uses shall be limited to single family detached dwellings, attached single family dwellings (townhomes), and customary residential accessory uses.

#### **DEVELOPMENT MIX**

JEVELOPIVIENT IVIIA	Total # of Units	Estimated Percentage of Dev.
<ul><li>Single Family Dwellings</li><li>Townhomes</li></ul>	232 123	65.3% 34.7%









DRH22004

#### FRONTLOADED SINGLE-FAMILY DWELLINGS

#### MODIFICATIONS TO UDO STANDARDS

The Town of Zebulon UDO requires that any lot less than 70' in width be accessed via rear lane access (or side on a corner lot). In order to accommodate a more compact design that supports preservation of environmental sensitive features, this project would permit front-loading of lots 50' and larger with a minimum lot size of 6000 sq. ft. The planned development proposes a mix of 50', 60', and 70' wide front-loaded lots, as shown in the associated Concept Plan. The applicant has offered tailored architectural standards for these units as a condition of the zoning approval.

To encourage interaction between the public and private realm, front-loaded single-family dwellings in Chamblee Lake will permit a minimum front setback of 20' feet, rather than the UDO requirement of 30 feet. Side and rear setbacks are also less than typical R4 requirements, as indicated below.

#### FRONT LOADED SFD DIMENSIONAL STANDARDS

Min. Lot Area
Min. Lot Width
Front Setback (min)
Side Setback (min)
Corner Setback (min)
Rear Setback (min)
20'

Maximum Height
 Permitted Front Porch Encroachment
 35' / 3 stories
 into front setback

#### REAR LOADED SINGLE-FAMILY DWELLINGS

#### MODIFICATIONS TO UDO STANDARDS

The Town of Zebulon UDO requires that any lot within the R4 district be a minimum of 6000 sq. feet or more in size. In order to accommodate a more compact design that supports preservation of environmental sensitive features, this project would permit rear-loading of lots 35' wide and larger with a minimum lot size of 4000 sq. ft. The applicant has offered tailored architectural standards for these units as a condition of the zoning approval.

To encourage interaction between the public and private realm, rear-loaded single-family dwellings in Chamblee Lake will permit a minimum front setback of 10' feet, rather than the UDO requirement of 30 feet. Side and rear setbacks are also reduced compared to typical R4 requirements, as indicated below.

#### REAR LOADED SFD DIMENSIONAL STANDARDS

>	Min. Lot Area	4000 sf
>	Min. Lot Width	35'
>	Front Setback (min)	10'
>	Side Setback (min)	3'
>	Corner Setback (min)	10'
>	Rear Setback (min)	20'

Max Height 35' / 3 stories

#### **TOWNHOUSES**

#### MODIFICATIONS TO UDO STANDARDS

The Town of Zebulon UDO provides dimensional standards for attached single family development (i.e. Townhomes) based on the entire building unit. Rather than apply dimensional standards based on the entire Townhome building, Dory Meadows shall adhere to the following dimensional standards for each individual townhome lot (and be exempt from the dimensional standards contained in Section 3.3.4 of the UDO). Townhomes within Dory Meadows will be a mix of front-loaded and rear-loaded options. The applicant has offered tailored architectural standards for these units as a condition of the zoning approval, and hereby limits townhome buildings to no more than 6 consecutive townhome lots.

#### TOWNHOUSE DWELLING DIMENSIONAL STANDARDS

Min. Lot Area
 Min. Street Setback (front or corner)
 2000 SF for FL units / 1500 SF for Rear-loaded
 5' (20' for face of garage on front-loaded units)

20'

Min. Side Setback
Min. Rear Setback
Min. Building Separation
N/A
20'
10'

Max Building Height 42' / 3 stories

Min. Lot Width

#### **ARCHITECTURAL DESIGN STANDARDS (Voluntary Commitments)**

Chamblee Lake offers the following architectural design standards as they relate to detached and attached single family homes:

#### **Architectural Conditions for All Homes**

- 1. All single family homes and townhomes will have a two or more of the following design features on the front facade (not including foundation):
  - a. stone
  - b. brick
  - c. lap siding
  - d. shakes
  - e. board and batten
  - f. window pediments
  - g. recessed windows
  - h. side and/or front window box bays
  - i. roof gables
  - j. roof dormers
  - k. roofline cornices
  - I. metal roofing as accent
  - m. columns
  - n. shutters
  - o. other decorative features approved by the Planning Director
- 2. The exterior siding material on the side and rear facades will be fiber cement.
- 3. When two materials are used, the materials shall be different but complementary colors.
- 4. Vinyl siding shall not be permitted.
- 5. Vinyl may be used only for soffits, fascia, corner boards, decorative elements, trim and vinyl windows.
- 6. The use of corrugated metal siding, unpainted plywood, or smooth-face concrete block is prohibited.
- 7. All single-family attached and detached homes with crawlspaces, stem wall or poured concrete foundations shall have the front of the foundation wrapped in brick or stone; as well as on any foundation adjacent to a public right of way.
- 8. All street-facing garage doors shall contain window inserts and carriage-style adornments
- 9. Front and rear eaves shall project a minimum of 12". Side eaves shall be a min of 4". Eaves will be allowed to encroach into required setbacks.
- 10. No attached or detached home located adjacent, across the street, or diagonal shall have the same elevation and color combination.
- 11. Front doors shall be illuminated.
- 12. Each garage door shall be illuminated.
- 13. All exterior windows shall have a minimum 3" trim.

#### **ARCHITECTURAL DESIGN STANDARDS (Voluntary Commitments)**

#### <u>Architectural Conditions for All Homes (continued)</u>

- 14. No venting will be provided on any front facades except that when a bathroom is located on the front of the home, a vent of a similar color to either the siding or the trim may be provided on the front of the home.
- 15. Trim color shall be distinct from the façade color.
- 16. Porch railings, if included on homes, shall be a complimentary color of the house and shall be made of either aluminum, or composite material.
- 17. Windows on front and side elevations shall feature shutters or trim. Shutters, when provided, shall accommodate the width of the corresponding window.
- 18. Each house will have a min. of 1 story and a maximum of 3 stories.
- 19. Street-facing garage doors shall not exceed a maximum width of 18 feet per garage door.
- 20. Vegetative screening for HVAC units shall be provided
- 21. For all detached and attached lots, the entire yard will be sodded.
- 22. Accessory buildings, if constructed, shall be of similar materials and colors of the single-family dwelling.
- 23. The mail kiosk structure(s) shall be covered.
- 24. All lots shall be served by public water and sanitary sewer.
- 25. We commit to exceed the architectural requirements in Section 5.2.4 of the UDO. We will work with Town Planning and Building staff to provide additional architectural features with the exception of Section 5.2.4.E.3.e. Garage doors will not be required to be located at least two or more feet behind a front porch or the primary entrance to the dwelling.
- 26. Each front entrance shall contain a covered stoop or porch.
- 27. Every home will have either a back deck, porch or patio.
- 28. Front porches shall extend beyond the front plane of the garage by a minimum of 12" on 25% of the homes constructed. Front Porches shall be allowed to extend beyond the minimum front setback a maximum of 10".

#### Single-Family Attached Architectural Conditions

- 29. Single-family attached dwellings shall comply with all standards in UDO Section 4.3.3.0, except for 4.3.3.0.7.
- 30. Townhome main roof pitches (excluding porches) will be at least 6:12.
- 31. The roofline of each attached building cannot be a single mass; it must be broken up either horizontally and/or vertically between, at a minimum every two homes.
- 32. The building façade cannot be a single mass; it must be broken up by home articulations of at least 12 inches, at minimum, between every two homes.

#### **ARCHITECTURAL DESIGN STANDARDS (Voluntary Commitments)**

#### Single-Family Detached Architectural Conditions

- 33. Single-family detached dwellings shall comply with all standards in UDO Section 4.3.3.P, except for Section 4.3.3.P.3.
- 34. UDO 4.3.3.P.1 Finished Floor Height, Except for single-family detached dwellings subject to a deed restricting limiting the age of residents to 55 years of age or older, the finished floor elevation shall be at least 18 inches above the finished grade adjacent to the home's primary entrance.
- 35. UDO 4.3.3.P.2 Single-family detached dwellings shall be configured so that each side of the dwelling includes some form of ingress or egress capable of allowing emergency exit from or entrance into the dwelling. Windows, doors, or other wall penetrations shall be credited towards these standards. Skylights shall also be credited towards these standards in cases where there is sufficient access to the ground from the room.
- 36. Single Family main roof pitches (excluding porches) will be at least 6:12.
- 37. A mail kiosk for the single family detached homes shall be located adjacent to the pool and clubhouse, subject to USPS Approval.

#### **Example Building Elevations**

The following example renderings and building elevations are <u>representative</u> of the type of design features intended for SFD detached and attached homes in Chamblee Lake, in keeping with the architectural standards committed to as part of the zoning approval. However, these example elevations are subject to change within the parameters allowed by the architectural commitments. To the extent which any differences exist between the voluntary architectural commitments and the example elevations contained herein (as well as for review of submitted building permits to follow), the list of Architectural Design Standards (Voluntary Commitments) provided on the previous pages shall control.

#### **Front-Loaded SFD Example Elevations**



### **Front-Loaded SFD Example Elevations**



D·R·HORTON America's Builder

# HAYDEN 40' FRONT LOAD



# **ELEVATION 'A'**

3/16" = 1'-0"



09.11.2023



**ELEVATION 'B'** 

3/16" = 1'-0"





ELEV 'A' - REAR



ELEV 'A' - LEFT

1/8" = 1'-0"



ELEV 'A' - RIGHT

1/8" = 1'-0"



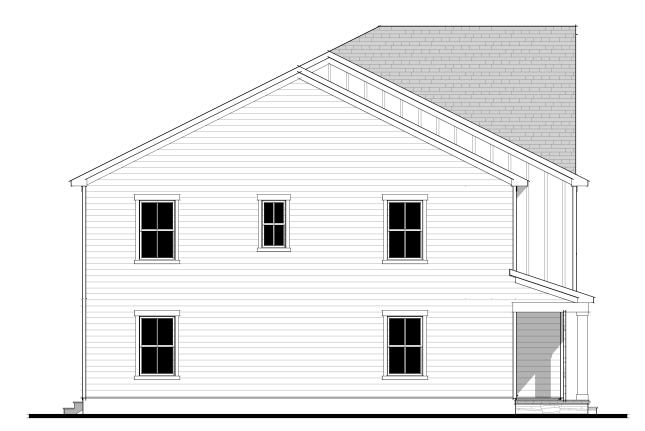
09.11.2023



The drawings presented are illustrative of character and design intent only, and subject to change based upon final design considerations (i.e. applicable or structural, and MEP design requirements, unit plan / floor plan changes,



ELEV 'B' - REAR



ELEV 'B' - LEFT



ELEV 'B' - RIGHT

1/8" = 1'-0"



HAYDEN 40' FRONT LOAD

09.11.2023



The drawings presented are illustrative of character and design intent only, an subject to change based upon final design considerations (i.e. applicable a structural, and MEP design requirements, unit plan / floor plan changes, © 2023 gmddesigngraup carolina

### **Rear-Loaded SFD Example Elevations**





D·R·HORTON America's Builder



**ELEVATION 'A'** 

3/16" = 1'-0"



09.11.2023

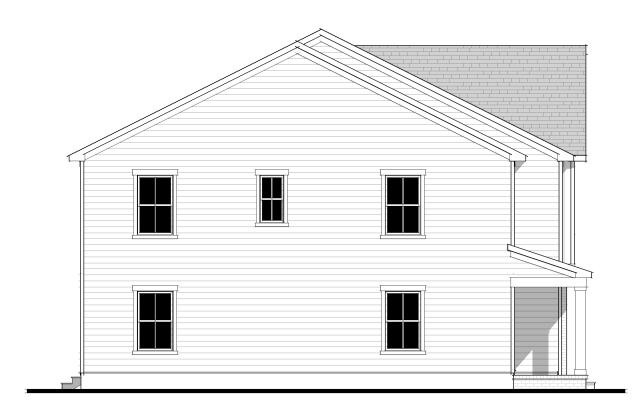


**ELEVATION 'B'** 

3/16" = 1'-0"



ELEV 'A' - REAR



ELEV 'A' - LEFT

1/8" = 1'-0"



ELEV 'A' - RIGHT

1/8" = 1'-0"

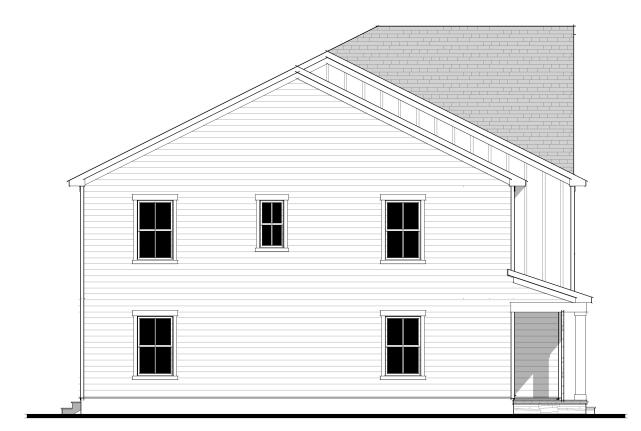


09.11.2023





ELEV 'B' - REAR



ELEV 'B' - LEFT

1/8" = 1'-0"

ELEV 'B' - RIGHT

1/8" = 1'-0"



09.11.2023













**ELEVATION 'A'** 3/16" = 1'-0"





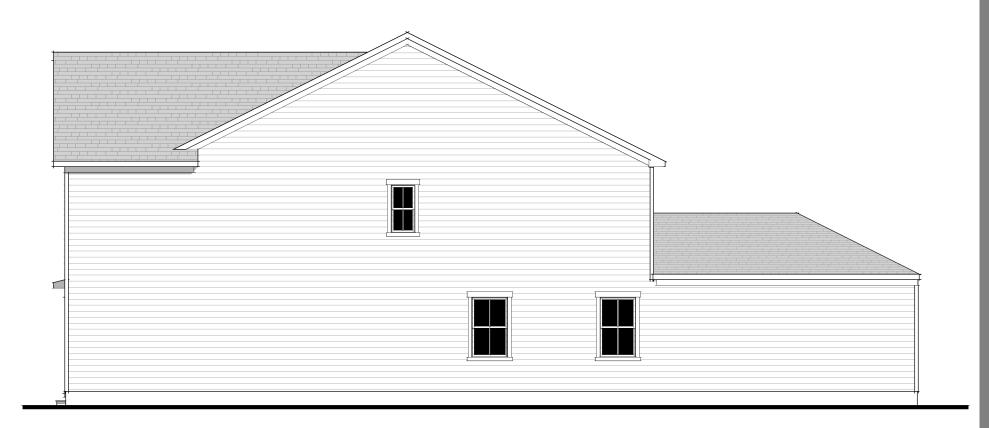
ELEV 'A' - REAR

1/8" = 1'-0"



ELEV 'A' - LEFT

1/8" = 1'-0"



ELEV 'A' - RIGHT

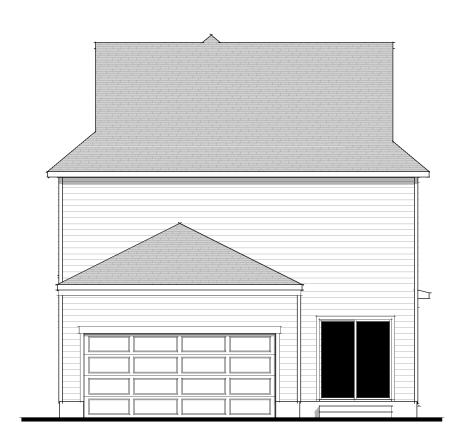
1/8" = 1'-0"



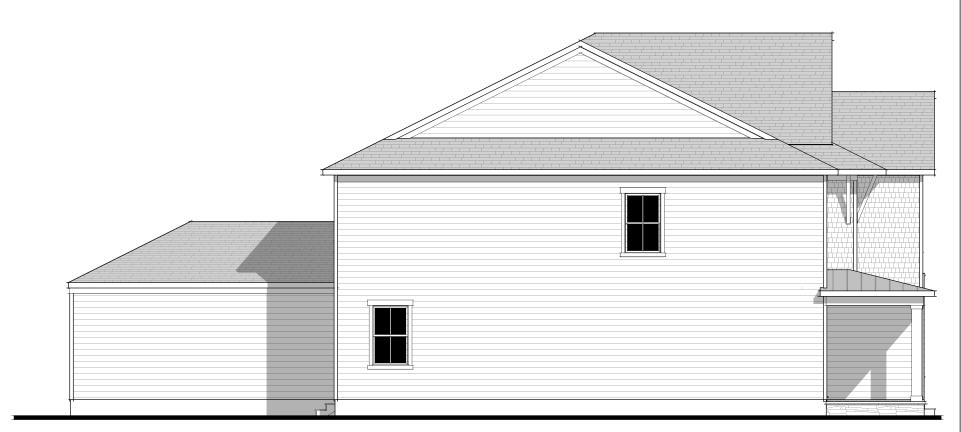
CALHOUN 30' REAR LOAD



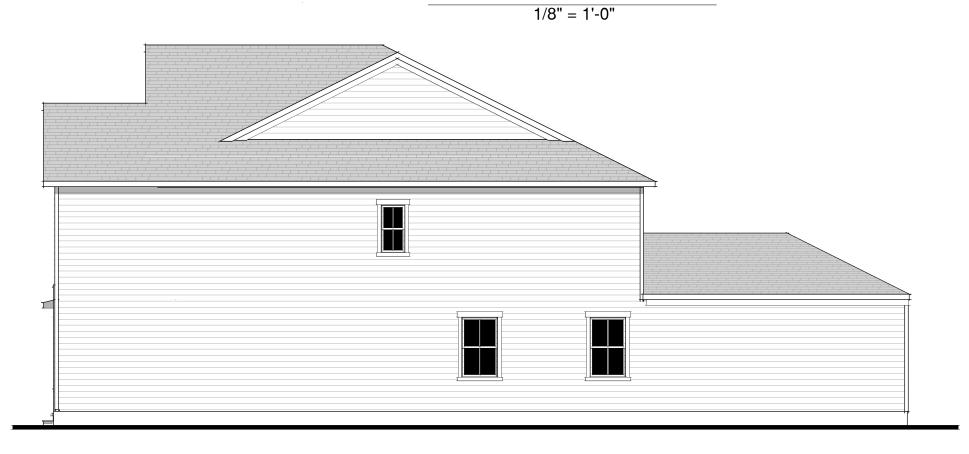
The drawings presented are illustrative of character and design intent only, and subject to change based upon final design considerations (i.e. applicable oo structural, and MEP design requirements, unit plan / floor plan changes, e © 2023 amadesianarous carolinas



ELEV 'B' - REAR



ELEV 'B' - LEFT



ELEV 'B' - RIGHT

1/8" = 1'-0"



CALHOUN 30' REAR LOAD



### **Townhome Example Elevations (Front Load)**



08.25.2023



**ELEVATION 'A'** 

3/16" = 1'-0"



**ELEVATION 'B'** 

3/16" = 1'-0"





## MADISON 20' FRONT LOAD TOWNHOMES

08.25.2023



ELEV 'A' - RIGHT END UNIT

ELEV'A' - REAR

1/8" = 1'-0"



## MADISON 20' FRONT LOAD TOWNHOMES

08.25.2023



ELEV 'B' - REAR

1/8" = 1'-0"

### **Townhome Example Elevations (Rear Load)**





### TOWNHOMES 08.25.2023

## 22' REAR LOAD

BLAKE

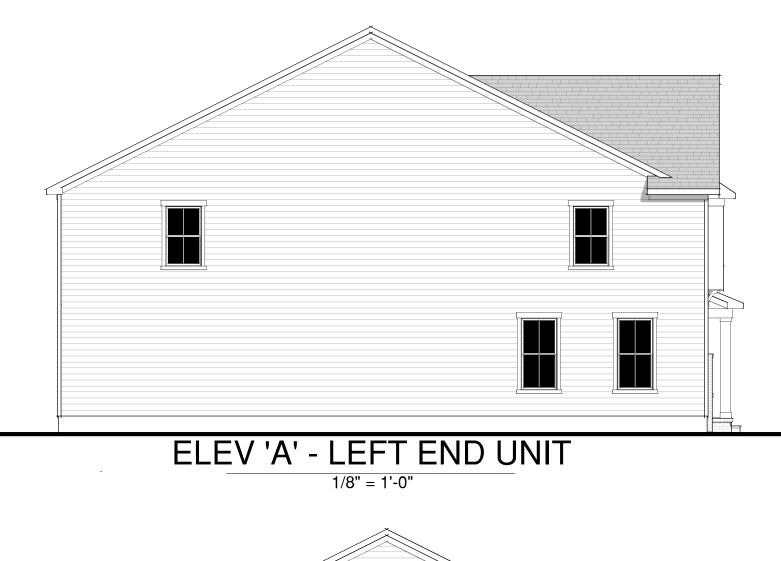




**ELEVATION 'A'** 

3/16" = 1'-0"

**ELEVATION 'B'** 3/16" = 1'-0"





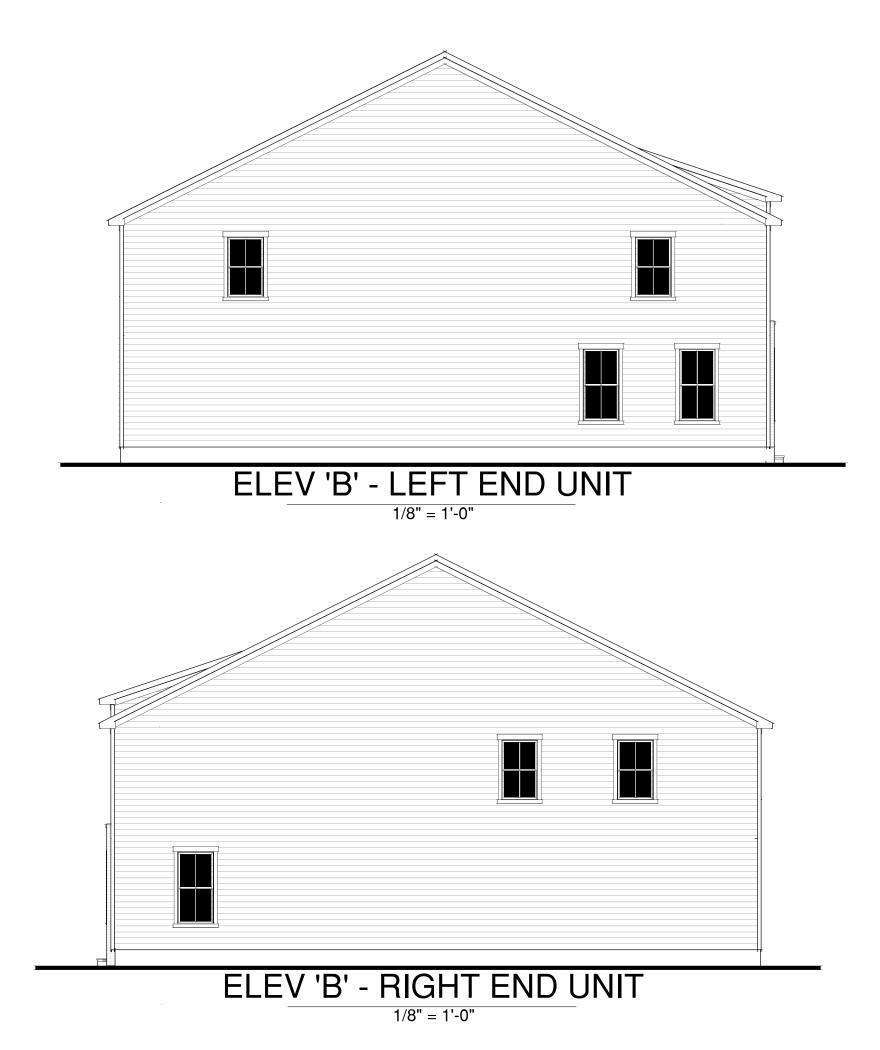
ELEV 'A' - RIGHT END UNIT

1/8" = 1'-0"



# BLAKE 22' REAR LOAD TOWNHOMES







# BLAKE 22' REAR LOAD TOWNHOMES

08.25.2023



The drawings presented are illustrative of character and design intent only, and subject to change based upon final design considerations (i.e. applicable oo structural, and MEP design requirements, unit plan / floor plan changes, e © 2023 gmddesigngroup carolinas







**ELEVATION 'A'** 3/16" = 1'-0"







## **TOWNHOMES** 22' REAR LOAD





## **TOWNHOMES** 22' REAR LOAD



### **HOMEOWNERS ASSOCIATION**

Prior to the issuance of the first certificate of occupancy for the Development, a Homeowners Association ('HOA') shall be formed to govern the affairs of Chamblee Lake. The HOA shall be responsible for maintaining the common areas of the Development including any shared stormwater facilities, landscaping, hardscape structures (such as signage, irrigation, lighting, and fountains), and recreation amenities.

### LANDSCAPING DESIGN STANDARDS

To ensure the proposed development both respects and enhances the natural environment and provides context sensitive landscaping and screening, the applicant hereby commits to adhere to the landscaping design standards contained below. To the extent which these standards differ from those contained with the Town's adopted Unified Development ordinance, the standards contained in this document shall prevail.

### **Perimeter Buffers**

Per Section 5.6.10 of the UDO, the proposed development will incorporate perimeter buffers along shared property boundaries with other parcels in order to create physical and visual separation between land uses in separate zoning districts. Said buffers will be split between 2 categories as defined below and will be identified on the associated Master Plan.

### Type B Perimeter Buffer

Where identified on the Master Plan, the Type B Perimeter Buffer shall adhere to the design and specifications outlined in Table 5.6.10.C of the UDO. This buffer shall have a minimum width of 20 ft, and shall be planted to 2 canopy trees, 4 understory trees, and 15 shrubs per linear feet. Final tree species shall be selected and approved by Town staff at a subsequent phase of development, but shall include fast-growing species.

### Type B Perimeter Buffer (with Privacy Fence requirement)

To create greater visual separation between the proposed development and the adjacent neighborhood to the south, a 6' privacy fence must be added to any <u>planted</u> Type B Buffer along the applicant's shared boundary with any lot fronting Perry Ridge Ct or Ridge Valley Way. Where existing vegetation is retained which satisfies the requirements of a Type B Buffer, no privacy fence shall be required.

### Street Trees

- All Town-maintained streets shall include street trees along both sides of the street in accordance with Section 5.6.13 of the UDO, with the following exception:
  - Along street frontages with front-loaded townhomes, maximum street tree spacing may increase to 60' OC (instead of 50' OC) due to utility and driveway conflicts.
     The total number of street trees required along a given street segment shall be calculated based on 1 street tree per 50 LF.

### LANDSCAPING DESIGN STANDARDS

### **Streetscape Buffers**

The proposed planned development includes Streetscape Buffers along Chamblee Road and Perry Curtis Road to soften the view of development from the Town's or NCDOT's street rights-of-way and maintain a more 'rural' feel along these scenic viewsheds. Streetscape buffers shall not apply to the proposed Collector Road linking Perry Curtis and Chamblee road (internal to the development), as the majority of this road is fronted by rear-loaded units.

- The proposed development shall provide Streetscape Buffers which exceed the width requirements of Section 5.6.12 of the UDO. Streetscape Buffers shall maintain a minimum width of 30 feet and shall adhere to the following planting rates and spacing requirements (or use existing vegetation which meets or exceeds these standards):
- Along Chamblee Rd (Enhanced Type C Streetscape Buffer)
  - o 3 canopy trees per every 100 linear feet (maximum of 33 ft on-center spacing)
  - o 12 understory trees per every 100 linear feet (4 evergreen)
  - o 35 shrubs per every 100 linear feet (maximum of 5 feet on center spacing)
- Along Perry Curtis Rd:
  - 3 canopy trees per every 100 linear feet (maximum of 33 ft on-center spacing)
  - o 6 understory trees per every 100 linear feet (maximum of 16 ft on center spacing)
  - o 20 shrubs per every 100 linear feet (maximum of 5 feet on center spacing)

### Minimum Landscaping for Residential Lots

- Foundation Plantings:
  - All residential lots shall contain foundation plantings in accordance with Section 5.6.11.D.1 of the UDO.
- Site Landscaping:
  - All residential lots shall require minimum tree plantings based on the following rates. These trees may be located anywhere on the lot, or within adjacent open spaces where specified below.
    - Front loaded SFD lots: 1 canopy tree and 1 understory tree
    - Rear loaded SFD lots: 2 understory trees
    - > Townhome lot: 1 tree (understory or canopy) or 2 ornamental trees per lot
      - To avoid utility and driveway conflicts within Townhome areas, required residential site landscaping may be located either on the Townhome lot itself or within nearby HOA owned common areas.

### **Median Planting Requirements**

- Medians proposed on divided roadways will be subject to the following planting standard, subject to NCDOT review and approval.
  - o Median Planting Rate: 4 understory trees and 15 shrubs per 100 LF



5

### RECREATIONAL OPEN SPACE + AMENITIES

### RECREATIONAL OPEN SPACE AND AMENITIES

Dory Meadows will provide a diverse offering of active and passive recreation areas within the development. In total, over 33% of the gross acreage will be set aside as some form of open space.

### **Open Space Standards**

Total open space required:
 13.6 acres (10% gross site area)

Total open space provided: +/- 50 acres
 Active open space required: 3.4 acres
 Active open space provided: +/- 4.7 acres
 Passive open space provided: +/- 45 acres

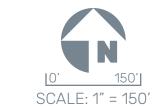
Chamblee Lake's recreational open space will be anchored by a primary amenity site centrally located along a new E-W collector road, utilizing a large existing pond as the backdrop to this active open space. A pedestrian trail network will circle the existing pond, and supporting park spaces will be provided to the east and west for convenient access for all neighborhood residents (including the portion on the east side of Chamblee Road. The primary amenity site will incorporate a pool and clubhouse, while the site's other active open spaces shall incorporate such elements as trails, playgrounds, a dog park, and outdoor living space as further detailed on the following page and within the Master Plan set. While the exact design and layout shown on the Character Board on the following page and Master Plan set is conceptual in nature, the applicant commits to providing the list of open space amenities included.













### 6 INFRASTRUCTURE

### STREETS + SIDEWALKS

All streets within Chamblee Lake shall be designed to meet the standards of the Town of Zebulon, except as otherwise modified by this document or its associated concept plan set (subject to NCDOT review and approval along NCDOT maintained roadways).

- Frontage along Chamblee Road shall be improved to a modified 2-lane divided cross-section along the project's half of the centerline (widened from the Town's typical 2-lane divided roadway to accommodate fire access and NCDOT clearance zones for the median).
- Perry Curtis Road will be widened to the ultimate cross-section, with a fee in lieu applied for the median due to the site's limited frontage.
- All proposed roads shall be public right-of-way.
- All proposed roads shall have pedestrian facilities on both sides of the road.

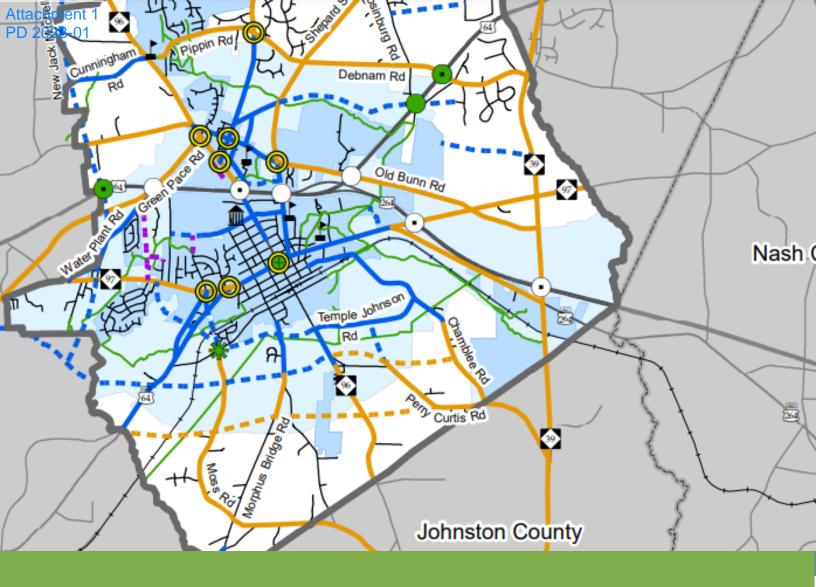
### **STORMWATER**

The proposed development will require stormwater management measures for quality and quantity treatment in accordance with the Town of Zebulon's adopted stomwater ordinance (enforced by Wake County). A network of storm drainage conveyances will transport storm drainage from impervious areas to the proposed Stormwater Control Measures (SCM). Preliminary locations of these SCMS are provided in the Concept Plan which accompanies this planned development request, based on existing drainage basins. The majority of the site drains internally towards the existing lake. Location and adequate sizing for the proposed stormwater devices will be verified during final design. All stormwater management will be required to meet North Carolina Department of Environmental Quality and Town of Zebulon design requirements at the time of site construction drawing submittal.

### **WATER & SEWER**

There are two existing waterline stubs to the south side of the Town of Zebulon. Each stub is a 6" main, one being on the south side of the Zebulon Community Park of South Arendell Avenue (HWY 96) and the other is stubbed 500' south of the intersection of East Horton Street and the Norfolk Southern Rail right of way. In either case, a 12" water main would tie to the 6" stub and extend to the property from the south side of the Town of Zebulon. The preferred alignment would be to utilize the HWY 96 NCDOT right of way and extend the watermain on the north side of Perry Curtis Road to the subject property. That water main would pass through the subject site and connect to an existing 12" water main stub that was placed within the Sidney Creek Subdivision east of the subject development. The Sidney Creek site pulls water from the CORPUD water network existing off Old US HWY 264. Through it's waterline extensions, the proposed development will create an interconnected grid network with two feeds, providing a much greater resiliency in this southern side of Zebulon on the very outer reach of CORPUD's distribution system.

There is an existing waste water treatment facility that the Town of Zebulon built along the Little Creek system (Little Creek WWTP) that CORPUD assumed control/ownership over when the merger happened in the early 2000's. From the existing WWTP, there is a sewer main that runs west of the little creek WWTP to serve the Sidney Creek subdivision. This 8" sewer main ties to the upstream receiving SSMH for the WWTP, and then runs over the creek to serve the wester side of this creek. The Chamblee Road site can gravity sewer to an existing 8" stub that is proposed with the Sidney Creek Phase 2 development approved by CORPUD. A sewer analysis is being performed to validate the capacity of this existing 8" sewer system. It is envisioned that the entirety of the proposed development will be served by the 8" sewer stub and any ensuing upsizing of that receiving gravity line that ties directly to the Little Creek WWTP.



### TRANSPORTATION ANALYSIS

### TRANSPORTATION IMPACT ANALYSIS SUMMARY

A Traffic Impact Analysis (TIA) was conducted by McAdams for the proposed development in accordance with the Zebulon (Town) Unified Development Ordinance (UDO) and North Carolina Department of Transportation (NCDOT) capacity analysis guidelines. A full copy of the TIA was submitted for review and approval with the PD submittal. A summary of the preliminary recommended traffic improvements is provided below for reference. The listed recommended improvements are subject to additional DOT review and revision.

### STUDY AREA

The study area for the TIA was determined through coordination with the Town and NCDOT and consists of the following existing intersections:

- > Chamblee Road/ E. Horton Street and Temple-Johnson Road
- > NC 96 and Temple-Johnson Road
- > NC 96 and Perry Curtis Road
- > Perry Curtis Road and Perry Ridge Court
- > Perry Ridge Court and Ridge Valley Way
- > Perry Curtis Road / Wake County Line Road and Chamblee Road
- > NC 39 and Wake County Line Road
- NC 39 and Old US 264
- > Chamblee Road and Site Drive #1
- > Chamblee Road and Site Drive #2
- > Chamblee Road and Site Drive #3

### RECOMMENDED IMPROVEMENTS

Based on the analysis of the TIA (including improvements to be installed by the adjacent Sidney Creek development), the following improvements have been recommended to be constructed by the developer to mitigate traffic impacts by the proposed development.

### Chamblee Road and Site Drive #1

- Construct Site Drive #1 as the westbound approach with one (1) ingress lane and one (1) egress lane.
  - Note: This intersection will be restricted to right-in/right-out operations.
- Provide stop control on the westbound approach of the site drive.

### Chamblee Road and Site Drive #2

- Construct Site Drive #2 with a full movement eastbound and westbound approach with one (1) ingress lane and one (1) egress lane each, respectively.
- Provide stop control on the eastbound and westbound approaches of the site drives.
- Construct a northbound left-turn lane on Chamblee Road with a minimum of 100 feet of full width storage and appropriate deceleration and taper.
- Construct a southbound left-turn lane on Chamblee Road with a minimum of 100 feet of full width storage and appropriate deceleration and taper.

### RECOMMENDED IMPROVEMENTS (continued)

### Chamblee Road and Site Drive #3

- Construct Site Drive #3 as a full movement eastbound approach with one (1) ingress lane and one (1) egress lane.
- Provide stop control on the eastbound approach of the site drive.
- Construct a northbound left-turn lane on Chamblee Road with a minimum of 100 feet of full width storage and appropriate deceleration and taper.

### Perry Curtis Road and Site Drive #4

- Construct Site Drive #4 as a full movement southbound approach with one (1) ingress lane and one (1) egress lane.
- Provide stop control on the southbound approach of the site drive.
- Construct an eastbound left turn lane on Perry Curtis Road with a minimum of 100 feet of full width storage and appropriate deceleration and taper.

### Perry Curtis Road and NC 96 (Arendell Avenue)

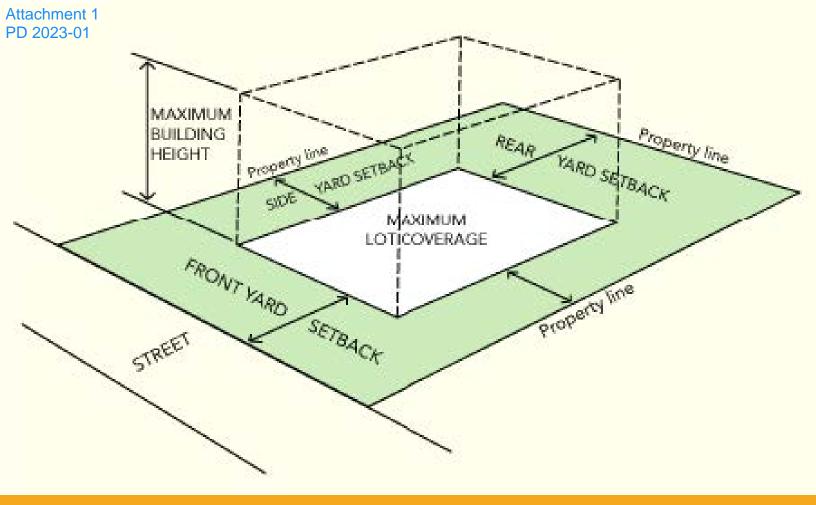
- Construct a southbound left-turn lane on NC 96 (Arendell Avenue) with a minimum of 100 feet of full width storage and appropriate deceleration and taper.
- Restripe the westbound approach of Perry Curtis Road to provide an improved alignment.

### Wake County Line Road and NC 39

- Construct a southbound right-turn lane on NC 39 with a minimum of 100 feet of full width storage and appropriate deceleration and taper.
- Restripe the eastbound approach of Wake County Line Road to provide an improved alignment.

### Perry Curtis Road / Wake County Line Road and Chamblee Road

 Monitor for all-way stop-control warrants and convert to an all-way stop-control intersection when warranted and approved by NCDOT.



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### **ZONING CONDITIONS**

Chamblee Lake has been designed to meet the requirements of the Unified Development Ordinance where practical and achievable. There are some instances where due to site constraints or desires to maximize open space preservation through more compact design, it is reasonable to deviate from the typical requirements of the Ordinance through customized dimensional standards. Furthermore, to enhance the design and quality of the development, there are instances where the applicant proposes to surpass code requirements through committed site elements and standards. The section below summarizes the project's customized dimensional standards and zoning conditions.

### 1. DRIVEWAY ORIENTATION / ACCESS

In order to accommodate a more compact design that supports preservation of environmental sensitive features, this project would permit front-loading of SFD detached lots 50' and larger (rather than 70'). The applicant has offered tailored architectural standards for these units as a condition of the zoning approval.

### 2.SFD DETACHED LOT DIMENSIONAL STANDARDS

To facilitate a more compact design and support preservation of open space and environmental sensitive features, Chamblee Lake proposes the following permitted dimensional standards. The applicant has offered tailored architectural standards for all SFD as a condition of the zoning approval.

	Proposed Standard	Notes
Min Lot Area	4000 SF Rear Load / 6000 SF Front-Load	
Min Lot Width	35' Rear Load / 50' Front Load	
Front Setback (min)	20' (10' for Rear-Load SFD)	20' normally allowed by UDO for porch
Rear Setback (min)	20'	
Side Setback (min)	3' or 5' (based on lot width)	
Front Porch Encroachment	5' into front setback	ONLY permitted for front-loaded lots

### 3. TOWNHOME DIMENSIONAL STANDARDS

To facilitate a more compact design and support preservation of open space and environmental sensitive features, Chamblee Lake proposes custom Townhome dimensional standards, based on individual townhome lots, rather than townhome buildings. These custom Townhome dimensional standards are contained within Section 3 of this document, and copied below for reference.

•	Min. Lot Area	2000 SF for FL / 1500 SF for Rear-Loaded
•	Min. Street Setback (front or corner)	5' (20' for face of garage on front-loaded units)
•	Min. Side Setback	N/A
•	Min. Rear Setback	20'
•	Min. Building Separation	10'
•	Max Building Height	42' / 3 stories
•	Min. Lot Width	20'
•	Min. Side Setback Min. Rear Setback Min. Building Separation Max Building Height	N/A 20' 10' 42' / 3 stories

### 4. COMPREHENSIVE TRANSPORTATION PLAN (CTP) MODIFICATION

The adopted Comprehensive Transportation Plan (CTP) calls for a 4-lane divided roadway to traverse the northern portion of this property, west of Chamblee Road. As explained in the applicant's CTP amendment request, there is strong justification for a different road section to be applied. As such, this planned development shows a proposed 2-lane collector road with on-street parking connecting directly to Perry Curtis Road (in lieu of the CTP's proposed 4-lane divided E-W roadway). This plan also incorporates a 2-lane divided section with a multi-purpose path on one side for Chamblee Road.

### 5. MAX LOT COVERAGE

Chamblee Lake will apply a 35% maximum impervious requirement for the development as a whole (based on total acreage).

### 6. PRELIMINARY SITE PLAN APPROVAL

Pursuant to UDO Section 3.5.5.B.4, the applicant requests an exemption from subsequent site plan review. This PD includes a master plan that is detailed and meets the requirements for a site plan, as demonstrated by the included Zebulon Site Plan Checklist. Therefore, upon approval of this PD, the applicant shall be exempt from subsequent site plan review.

### 7. ENHANCED STREETSCAPE, PERIMETER BUFFER, AND MEDIAN STANDARDS

- The applicant commits to providing 30' wide streetscape buffers (exceeding the UDO required 15'). Along Chamblee Road, enhanced planting rates shall be used to screen the rear of homes.
- The applicant commits to providing a 20' wide TypeB buffer along it's shared southern boundary with Perry Ridge Ct (exceeding the UDO required 10' Type A buffer). Where existing vegetation is not used to satisfy the Type B buffer requirement, a 6' privacy fence will also be provided.
- The applicant commits (subject to NCDOT review and approval) to providing 13' wide planted areas within medians (exceeding the UDO required 11')
- Perimeter and streetscape buffers shall be comprised of native or adaptive species.

### 8. ENHANCEDOPEN SPACE DEDICATOIN AND TREE SAVE

Based on the site's acreage, the UDO would require a minimum of 13.6 acres of dedicated open space (10% of the site) and 6.8 acres of Tree Save (5% of the site). The applicant hereby commits to providing a minimum of 41 acres of open space (30% of the site) and 13.6 acres of Tree Save (10% of the site).

### 9. ACTIVE BY DESIGN / FOOD TRUCK ACCOMODATION

To support community gatherings and active neighborhoods, the development's main amenity site and 2 pocket parks will incorporate off-street parking or marked on-street parking to accommodate visitors without impeding travel lanes. Said parking provides a safe and convenient location for food trucks to locate in support of community functions. Furthermore, the applicant commits to providing a minimum of 2 larger parking spaces within the main amenity site designed for food trucks or delivery vehicles, with an electrical outlet available.

### 10. ENHANCED BIKE / PEDESTRIAN ACCESS

In addition to providing (at a minimum) sidewalks on both sides of all roads (subject to NCDOT approval along DOT maintained roadways), the proposed development will further support pedestrian and bicycle access through the incorporation of a multi-use path along Chamblee Road and the site's proposed East-West collector road. Furthermore, Chamblee Lake will provide an off-street pedestrian trail network (both paved and unpaved) of a least 1 mile in length, with a minimum of 4 exercise stations along the trail. This pedestrian network, in connection with Sidney Creek's committed improvements, will provide a direct connection to Five County Stadium.

### 11. SITE IMRPOVEMENTS AND NCDOT APPROVAL

All planned improvements to roadways and right-of-way owned and maintained by the NC Department of Transportation (NCDOT), including improvements that require off-site property acquisition and/or easements, are subject to NCDOT approval during subsequent phases of development. If any improvements are not approved by NCDOT, alternative designs may be administratively approved by Town staff.

### 12. POOL/CLUBHOUSE

Construction of a pool and clubhouse structure shall be completed at the earlier of either 24 months from recordation of the Phase 1 plat, or prior to issuance of the 150th Certificate of Occupancy.

### 13. CONSTRUCTION TRAFFIC ACCESS

In order to protect adjacent neighborhoods, no construction traffic will utilize Perry Ridge Court or Ridge Valley Way as a means of access.

### 14. ENTRY FEATURES

Chamblee Lake shall include a prominent entry feature at the primary entrances on Chamblee Road.

### 15. STORMWATER CONTROL PONDS

At least one stormwater control pond shall contain a fountain. At least seventy-five percent (75%) of any required plants in the Stormwater Control Measure ponds, excluding grasses, shall be pollinator plants such as native milkweeds and other nectar-rich flowers.

### 16. BUS STOP

If a bus pickup location is approved by Wake County Public Schools in the neighborhood, one bust stop area, including a shelter, a bench, a trash can, and at least 5 bicycle spaces shall be provided with the second phase of development.

### **17. PET WASTE STATIONS**

A minimum of four (4) pet waste stations shall be provided along the site's sidewalks, paths, or trails.

### 18. MAX BLOCK LENGTH

Due to existing environmental features which prevent additional road connectivity, a maximum block length of 950 LF shall apply to Street A, Street B, and Street H.

### 19. FISHING DOCK

In order to further activate the existing pond, a fishing dock will be provided, accessible from the pedestrian trail surrounding Chamblee Mill Pond. The exact location of this fishing dock will be provided in the construction drawings, pending further coordination with environmental agencies.

### 20. AFFORDABLE HOUSING

All front-loaded single-family attached units in the Development (12 units, 10% of all single-family attached units) shall be deed-restricted affordable housing single-family median-income ownership units (the "Affordable Units"). The Affordable Units shall be sold to and occupied by low or median-income households earning no more than 80% of the Area Median Income, for a period of at least seven (7) years. A restrictive covenant memorializing this zoning condition shall be recorded in the Wake County Registry against each of the Affordable Units upon the sale of the Affordable Units, and a covenant between the Town and applicant shall be recorded in the Wake County Registry against each of the lots for the Affordable Units prior to the issuance of a building permit for such lots. Town staff will assist with the administrative duties of the Affordable Units during the affordability period.

### 21. RIDGE VALLEY WAY BARRIERS

Prior to issuance of the final plat for the phase of development that completes the Ridge Valley Way extension, any temporary barriers installed by the builder impeding vehicular circulation on Ridge Valley Way shall be removed.

### 22. STORMWATER PROTECTION

Along the southern property boundary where adjoining PINS (2714191047, 2714193007, 2714194057, 2714195099, 2714197170) developer will install a stormwater drainage swale to collect the existing rear lot runoff and direct it through the swale to the proposed SCM Management system, where the stormwater runoff will be treated onsite prior to discharge to the Neuse Riparian system. The swale shall be designed to handle a 25-year intensity storm.

### 23. EROSION CONTROL MEASURE

Erosion control containment devices (sucha s riser basins or sediment traips) shall be sized to accommodate the 25-year peak flow of runoff coming from disturbed acreage. Denuded areas, if left exposed and not being worked on shall receive ground cover within 7 days. All denuded areas shall have double silt fence installed where adjacent to riparian buffers and/or wetlands located on the subject property.

# **Dory Meadows Utility Allocation Worksheet**

**Base Points Provided: 10** 

**Bonus Points Required: 50** 

# BASE POINTS: List of Preferred Land Uses and Required Characteristics:

The uses listed below have been determined to be the most desirable and important uses for the Town of Zebulon to promote and maintain economic and housing diversity. Only projects that completely meet the stated performance characteristics will be considered for utility allocation. Please select one of the following Base Point classifications.

60 Base Points	Single Family Homes (Expedited Subdivision or Recombination) Newly constructed Single Family Homes built upon new lots created via the minor subdivision, exempt subdivision, expedited subdivision (3 or fewer lots) or recombination process.
60 Base Points	Change of Use This category captures renovation, rehabilitation, up-fit or retrofit of existing buildings or portions of buildings that pre-date this policy and require a code summary sheet, change in building occupancy, certificate of occupancy, building permit and/or building inspections and do not increase the utility demand from the previous use of the building.
45 Base Points	Business Office/Finance/ Insurance / Professional Services Center - Large Qualifying projects must exceed 100,000 square feet of heated floor space and create at least 150 employment positions that exceed the average annual Wake County salary according to Wake County Economic Development or the Employment Security Commission. Employees perform professional, scientific, and technical services for others. Such services require a high degree of expertise and training and provide high salaried employment opportunities. Examples include software engineering, legal, medical, accounting, consulting, architectural, biomedical, chemical, research and development, and administrative services. Finance or Insurance Centers shall also pool financial risks by underwriting insurance and annuities. Some establishments support employee benefit programs. Examples include bank or credit union headquarters, brokerages, investments, insurance, financing, and data processing establishments.
45 Base Points	Manufacturing/Industrial Employment Center  Manufacturing or Industrial establishments in this category exceed 200,000
	square feet of floor space located in plants, factories, or mills and employ power-

	driven machines and materials-handling equipment. They may also employ workers who assemble or create new products by hand, without the characteristic machinery-intensive enterprise. Many manufacturing establishments process products of agriculture, forestry, fishing, mining, or quarrying as well as products of other manufacturing establishments. Most manufacturing establishments have some form of captive services (e.g., research and development, and administrative operations, such as accounting, payroll, or management) in conjunction on-site.
45 Base Points	Governmental Uses/Public Administration  This category encompasses centers for all government functions; it includes federal, state, and local government agencies that administer, oversee, and manage public programs and budgets and have executive, legislative, or judicial authority. Establishments develop policy, create laws, adjudicate civil and criminal legal cases, and provide for public safety and national defense.
40 Base Points	Single Use Retail  Newly constructed single use, stand-alone building used primarily for retail, restaurant, or similar commercial use.
40 Base Points	Hotels, Motels, or other Accommodation Service Establishments This category serves lodging and short-term accommodations for travelers. They may offer a wide range of services, from overnight sleeping space to full-service hotel suites. They may offer these services in conjunction with other activities, such as entertainment or recreation. Stays in these establishments are generally less than one month. This classification does not include boarding or rooming houses.
40 Base Points	Arts/Entertainment/Museums  These establishments operate facilities or provide services for a variety of cultural, entertainment, and performing art functions. Establishments include those that produce, promote, or participate in live performances, events, or exhibits intended for public viewing; those that preserve and exhibit objects and sites of historical, cultural, or educational interest; and those that operate facilities or provide services to serve activities associated with the aforementioned.
40 Base Points	Amusement, Sports or Recreational Establishment Establishments in this category operate either indoor or outdoor facilities offering family activities (i.e. sports, recreation, or amusement) and provide services, such as facilitating amusement in places operated by others, operating recreational sports groups and leagues. Examples include golf courses, indoor sports venues, bowling alleys, miniature golf courses, athletic clubs, skating rinks and arcades. This category may be used in conjunction with a commercial or residential development as a mixed use development.
40 Base Points	Mixed Use Development (Transit Oriented)  Newly constructed or substantially rehabilitated collection of vertically mixed retail, office and residential uses in multi-story buildings centered within a one-half mile radius of an existing rail or bus transit station or the intersection of

	Horton Street and North Arendell Avenue in Downtown Zebulon. In order to qualify as mixed use, developments must dedicate at least one-third of the total heated square footage to residential use and the remainder to a mix of retail and office uses. All three use types must be represented and at least 10% of the heated square footage must be dedicated to street level, storefront retail uses.
40 Base Points	Mixed Use Development (Urban Infill)  Newly constructed or substantially rehabilitated collection of mixed retail, office and residential uses in a multi-story building on a previously developed parcel within the corporate limits. In order to qualify as mixed use, developments must dedicate at least one-third of the total heated square footage to residential use and the remainder to a mix of retail and office uses. All three use types must be represented and at least 10% of the heated square footage must be dedicated to street level, storefront retail uses.
40 Base Points	Mixed Use Development (Greenfield)  Newly constructed collection of mixed retail, office and residential uses in a multistory building or buildings on a previously undeveloped parcel. In order to qualify as mixed use, developments must dedicate at least one-third of the total heated square footage to residential use and the remainder to a mix of retail and office uses. All three use types must be represented and at least 10% of the heated square footage must be dedicated to street level, storefront retail uses.
35 Base Points	Housing Services for the Elderly Establishments This category offers housing services for the aged, not requiring a license from the North Carolina Department of Health and Human Services, such as independent retirement housing, multi-unit assisted housing with services (MAHS), and continuing care retirement centers. All facilities must provide, but not necessarily be limited to, the following services/facilities: On-site laundry facilities, on site management, guaranteed transportation services at least four days per week, on-site exercise facilities, on-site computer access, and a clubhouse/common lounge area for all residents.
35 Base Points	Mixture of Use Development (Retail/Office-Institutional/Commercial)  Newly constructed collection of horizontally arranged uses including retail, office-institutional and commercial within a master planned project on a previously undeveloped parcel or parcels totaling at least 10 acres. Mixture of use projects must include at least two (2) use types with at least 25% of the space devoted to each use type included in the development.
30 Base Points	Retail/Commercial Center  Newly constructed center of at least 50,000 square feet, typically containing an anchor such as a grocery store and other smaller spaces and/or outparcels for subordinate uses. Uses are entirely consumer-driven and include all manner of retail, service and office possibilities.
30 Base Points	Business Office/Finance/ Insurance / Professional Services Center – Medium Qualifying projects must exceed 50,000 square feet of heated floor space and create at least 75 employment positions that exceed the average annual Wake County salary according to Wake County Economic Development or the

	Employment Security Commission. Employees perform professional, scientific, and technical services for others. Such services require a high degree of expertise and training and provide high salaried employment opportunities. Examples include software engineering, legal, medical, accounting, consulting, architectural, biomedical, chemical, research and development, and administrative services. Finance or Insurance Centers shall also pool financial risks by underwriting insurance and annuities. Some establishments support employee benefit programs. Examples include bank or credit union headquarters, brokerages, investments, insurance, financing, and data processing establishments.
30 Base Points	Business Office/Finance/ Insurance / Professional Services Center – Small Qualifying projects 50,000 square feet of heated floor space or less. Employees perform professional, scientific, and technical services for others. Such services require a high degree of expertise and training and provide high salaried employment opportunities. Examples include software engineering, legal, medical, accounting, consulting, architectural, biomedical, chemical, research and development, and administrative services. Finance or Insurance Centers shall also pool financial risks by underwriting insurance and annuities. Some establishments support employee benefit programs. Examples include bank or credit union headquarters, brokerages, investments, insurance, financing, and data processing establishments.
30 Base Points	Multi-Tenant Retail Center  Newly constructed center 50,000 square feet or less, typically containing a more than one tenant space within a single structure. Uses are entirely consumer-driven and include all manner of retail, service and office possibilities.
30 Base Points	Single Use Office Newly constructed single use, stand-alone building used primarily for office and professional.
30 Base Points	Bungalow Court or Pocket Neighborhood  Newly constructed Bungalow Court or Pocket Neighborhood per the standards of the Unified Development Ordinance.
30 Base Points	Distribution/Trucking Center Newly constructed center of at least 500,000 square feet where products and resources are transported to and delivered from via truck or rail.
25 Base Points	Warehouse Newly constructed center of at least 500,000 square feet where products and resources are stored.
25 Base Points	Religious Institutions  Any facility such as a church, temple, synagogue, mosque or monastery used for worship by a non-profit organization and their customarily related uses.
20 Base Points	Intensive Industrial Uses: Uses classified as Special Land Uses within the Industrial Classification.

20 Base Points	Multi-Family Residential & Condo Units
20 Base Points	Major Subdivision 4- 25 Lots Any subdivision of land of four (4) – 25 Lots.
10 Base Points	Major Subdivision 26 lots or more Any subdivision of land of 26 or more lots.
Board Determination	All Other Uses Not Categorized  This category of use captures all other uses not categorized elsewhere.  Allocations for such uses are left to the discretion of the Town's Board of Commissioners upon recommendation of the Planning Board and acted on a case- by-case basis.

### **BONUS POINTS**

Proposed projects can gain BONUS POINTS by agreeing to provide any of the following items over and above the UDO or Standard Specification requirements for their development proposal.

NOTE: No bonus points are given for UDO requirements.

CATEGORY 1 – Non-Conformity Abatement and Public Infrastructure Improvements

Section 1A - Abatement of Nonconformities		(Max - 3 points)
	Abatement of any existing non-conforming structures	3
	Abatement of any existing non-conforming use of land	2
Abatement of any existing non-conforming lots		1

Section 1B - Roadway Infrastructure Not Warranted by TIA/UDO/CTP	(Max - 10 points)
Construction of full cross section of existing off-site public street	5
Nearby intersection improvements	5
Traffic signal improvements	4
Signage or striping improvements	1

Section 1C - Off-Site Public Greenway Improvements	(Max - 10 points)
Construct more than 4000 linear feet of 10-foot-wide path	10
Construct more than 3000 linear feet of 10-foot-wide path	8
Construct more than 2000 linear feet of 10-foot-wide path	6
Construct more than 1000 linear feet of 10-foot-wide path	4
Construct 500 to 1000 linear feet of 10-foot-wide path	2

Section 1D – Off-Site Bike-Ped Improvements	(Max – 5 points)
Construction of off-site sidewalk improvements (Subject to TRC	2
Approval)	
Construction of off-site bike lane improvements (Subject to TRC	3
Approval)	

# CATEGORY 2. Green Development Standards/ Building & Site Design

Section 2	Section 2A - Conservation of Natural Habitat Meeting Active Open Space		(Max - 10 points)	Points
Requirer	Requirements as Defined in the UDO			Earned
	One point per acre up to 10 acres	(fishing dock included per zoning)	1 - 10	7

Section 2B - Parking	(Max – 15 points)	Points Earned
Structured Parking Facilities - must reduce footprint by 20%	10	
EV Charging Stations (two-port)	5	
Provision of on-street public parking (1 point per stall up to 10 Max)	1 - 10	10

Sectio	n 2C - Stormwater SCM's	(Max – 10 points)	Points Earned
	Stormwater - Restored Riparian Buffer	10	
	Construct a fountain or other stormwater amenity within the	4	
	BMP/SCM		4
	(as approved by Staff)		
	Stormwater - Landscaped Green Roof	5	
	Stormwater - Underground capture system for on-site irrigation	5	
	Stormwater - Bioretention	5	
	Stormwater - Wetland	5	
	Exclusive use of porous pavement in parking areas where suitable	2	

Section	n 2D - Building/Site Design	(Max - 20 points)	Points Earned
	Compliance with residential design guidelines per Section 5.2 of the UDO	10	10
	Non-Residential building design that incorporates an active upper story.	5	
	Pedestrian oriented and walkable site design which promotes alternatives to vehicular travel within the development. (Subject to TRC Approval)	5	

Section 2E - Infill/Redevelopment	(Max – 16 points)
Development or Redevelopment within DTC	10
Development or Redevelopment within DTP	6
Redevelopment of previously vacant building space over 20,000 square feet	6
Redevelopment of previously vacant building space under 20,000 square feet	5

Section 2	PF - Historic Preservation	
	Historic Structure Preservation via Deed Restriction (Determined by TRC)	10
	Restoration of Historic Structure (Must be approved by TRC)	5

Section 2G – LEED Certification	(Max – 10 points)
LEED Certification for Neighborhood Development (LEED ND)	10
Platinum LEED Certification	10
Gold LEED Certification	8
Silver LEED Certification	6
Bronze LEED Certification	4
LEED Certified Certification	2

# CATEGORY 3 – Outdoor Enhancement and Transit Improvements

Section 3	SA – Outdoor Enhancement	(Max – 12 points)
	Construction of a Parkway Street Section on a Collector level street	5

Construction or Preservation of Gateway Landscaping or Structure (Subject to Comprehensive Plan Consistency and TRC approval)	5	Points Earned
Outdoor Display of Public Art (Subject to TRC Approval)	4	
Public Facing Outdoor Mural (Subject to TRC Approval)	4	
Maintenance of Roadside Gateway Plant Bed (requires maintenance agreement)	3	
Planting Pollinator Garden (225 Square Foot Minimum)	3	3
Exclusive use of xeriscaping techniques and drought tolerant species	3	
Enhanced Roadside Landscaping (Subject to TRC Approval)	2	
Enhanced Buffer Landscaping (Subject to TRC Approval)	2	
Construction of a Parkway Street Section on a Local level street	2	
Installation of Native Shade Tree Species (per Tree up to 10 Trees)	1	9

(Shade tree planting locations to be specified in Construction Drawings)

Section 3B – Transit (Pursuant to location being adjacent to a planned or active transit route)	(Max - 8 points)
Provision of more than 50 designated Park & Ride Stalls	8
Provision of 25 designated Park & Ride Stalls	5
Provision of 10 designated Park & Ride Stalls	3
Provision of mass transit easement w/ structure (bus stop with	2
shelter & bench)	

# CATEGORY 4 - Amenities

Section 4A - Private Greenway	(Max - 3 points)
Construction of more than 3000 linear feet private greenway	3
meeting Town of Zebulon standards	
Construction of more than 2000 linear feet of private greenway	2
meeting Town of Zebulon standards	
Construction of more than 1000 linear feet of private greenway	1
meeting Town of Zebulon standards	

Section 4B – Pool (Combinations may be approved by TRC)	(Max - 8 points)	Points Earned
Olympic Pool and Aquatic Center	8	
Junior Olympic Pool	5	
Lap Pool (four lane minimum)	3	
Resort Style Pool	2	2
Any Other Pool	1	

Section 4C - Outdoor Deck/Patio	(Max - 3 points)	Points Earned
Deck/Patio - More than 3000 square feet	3	
Deck/Patio - More than 2000 square feet	2	
Deck/Patio - More than 1000 square feet	1	1

Section 4D - Pool Amenities (Max - 2 points)
--

		Points Earned
Jacuzzi/Hot Tub/Whirlpool	2	
Water Playground with apparatus	2	2
Sauna/Steam room	2	

Section 4E - Clubhouse	(Max - 10 points)	Points Earned
Commercial Coffee Shop with at least 10 designated public seating	10	
spaces.		
With full kitchen and over 4000 square feet of meeting space	10	
With full kitchen and less than 4000 square feet of meeting space	9	
Meeting space without kitchen more than 3500 square feet	8	
Meeting space without kitchen 2500 - 3499 square feet	7	
Meeting Space without kitchen 1500 - 2499 square feet	5	
Meeting Space without kitchen less than 1500 square feet	4	
No meeting space, bathrooms and changing rooms only	3	3
Outdoor Kitchen or Grills	2	

Section 4F - Additional Active Recreation	(Max - 10 points)	Points Earned
Gymnasium (regulation size indoor basketball court)	10	
Baseball/Softball Field (regulation size)	5	
Football/Soccer Field (regulation size)	5	
Skate Park	5	
Tennis Courts (two regulation courts, fenced)	5	
Multi-Use Hardcourt (two regulation basketball courts, street	5	
hockey, fenced)		
Pickleball Court (three regulation courts, fenced)	5	
Pocket Park – 5,000 square feet	3	3
IPEMA Certified Playground Equipment	4	4
Lighted Field of Play for nighttime use	3	
Electronic Scoreboard or Covered Dugouts or Bleachers	3	
Community Garden – 15-foot by 15-foot, with water access and	3	
potting shed.		

Section 4G – Additional Urban Open Space Enhancements (Within Non Residential Zoning Districts)	(Max – 10 points)
Fountain	2
Canopy Including Fixed Permanent Seating	2
Drinking Fountain with Pet Fountain	2
Permanent Game Tables	1
Permanent Tables with Shade Cover	1
All Weather Bulletin Board	1
Covered or Internal Bicycle Parking	1
Artist-Design Bicycle Racks	1
Little Free Library	1
Drinking Fountain	1
Public Work Bike Stand With Tools	1

# CATEGORY 5 – Affordable Housing

Inclusion of a development 80% of the Ar	(Max – 10 Points	Points Earned		
· · · · · · · · · · · · · · · · · · ·	15% Affordable Housing		10	
<u> </u>	10% Affordable Housing	(10% of THs are deed restricted affordable)	5	5

# CATEGORY 6 – Other

(Max 5 Points)

Integrated public safety operation systems (EX. Flock Safety or others	3
as approved by the Police Department)	
Smart Waste and Recycling Stations	2

Total Points Earned

**73** 

(10 + 63 Bonus)



# **CHAMBLEE PROPERTY**

Traffic Impact Analysis, Zebulon, NC / November 2022

Prepared by: McAdams



# **CHAMBLEE PROPERTY**

ZEBULON, NORTH CAROLINA

# TRAFFIC IMPACT ANALYSIS

PROJECT NUMBER: DRH22004

Prepared By: Tyler Huggins

REVIEWED BY: NATE BOUQUIN, PE, PTOE

DATE: NOVEMBER 2022

SEAL
050502
11/1/22
ENGINEER
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621 HILLSBOROUGH STREET, SUITE 500 RALEIGH, NC 27603 NC Lic. # C-0293



#### **EXECUTIVE SUMMARY**

The proposed residential development will be located along Chamblee Road north of Perry Curtis Road in Zebulon, North Carolina. Site access will be served via one (1) right-in/right-out driveway and two (2) full movement driveways on Chamblee Road as well as via a connection to the existing Ridge Valley Way which is stubbed to the southern border of the property. The middle site driveway along Chamblee Road is proposed to be aligned across Chamblee Road, providing access to both sides of the development. The site is currently undeveloped and is expected to consist of a maximum of 211 single family homes and 119 townhomes. The proposed site is expected to be built-out by the year 2027. The purpose of this Traffic Impact Analysis (TIA) is to determine the potential traffic impacts of this development and to identify transportation improvements that may be required to mitigate the impacts on the roadway network.

A Memorandum of Understanding (MOU) was reviewed and approved by the North Carolina Department of Transportation (NCDOT) and the Town of Zebulon (Town), outlining the TIA scope and assumptions. The MOU and approval correspondence is provided in the appendix of this study. Based on the approved scoping, the following intersections are included in this TIA study area:

- > Chamblee Road/ E. Horton Street and Temple-Johnson Road
- NC 96 and Temple-Johnson Road
- > NC 96 and Perry Curtis Road
- > Perry Curtis Road and Perry Ridge Court
- > Perry Ridge Court and Ridge Valley Way
- > Perry Curtis Road / Wake County Line Road and Chamblee Road
- > NC 39 and Wake County Line Road
- > NC 39 and Old US 264
- Chamblee Road and Site Drive #1
- > Chamblee Road and Site Drive #2
- Chamblee Road and Site Drive #3

To determine the traffic impacts of the proposed development, the following analysis scenarios are included in this study:

- > Existing (2022) Traffic Conditions
- > No-Build (2027) Traffic Conditions
- > Build (2027) Traffic Conditions

Peak hour traffic counts were conducted at the existing study intersections in June and October 2022 and balanced between study intersections, as appropriate, to determine Existing (2022) traffic volumes. To account for background development growth, a 3% annual growth rate was applied to the existing traffic volumes and the adjacent development traffic from one approved nearby development, Sidney Creek, was added to determine the No-Build (2027) traffic volumes.

Based on the Institute for Transportation Engineers (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition, and the suggested method of trip calculations provided in NCDOT's *Rate vs. Equation spreadsheet* trips for the proposed development were calculated for weekday daily, weekday AM peak hour, and weekday PM peak hour. A summary of this trip generation is provided in Table ES-1.



TABLE ES-1: TRIP GENERATION											
Land Use (ITE Code)	and Use (ITE Code) Density		Daily	AM Peak Hour PM Peak Hour							
Land Ose (TE code)	Density	Density	Meth	Methodology	Trips	Enter	Exit	Total	Enter	Exit	Total
Single-Family Detached Housing (210)	211 Units	Adjacent / Equation	2,006	38	109	147	126	74	200		
Single-Family Attached Housing (215)	119 Units	Adjacent / Equation	856	17	39	56	38	29	67		
		TOTAL	2,862	55	148	203	164	103	267		

The peak hour site traffic was distributed throughout the network according to the site trip distribution approved by NCDOT and Town staff within the MOU. This site traffic was added onto the No-Build (2027) traffic volumes to determine the Build (2027) traffic volumes for the capacity analysis.

Capacity analysis was conducted at all study intersections according to NCDOT and Town guidelines utilizing the methodology contained in the Institute of Transportation Engineers (ITE) *Highway Capacity Manual*. Refer to Table ES-2 for a summary of the capacity analysis results.



	Conditions	A P	Weekday AM	Peak Hour	Weekday PM Peak Hour	
Intersection		P R O A C H	LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
	Existing (2022)	EB <sup>2</sup> NB <sup>1</sup> SB	A (9) A (7)	N/A	A (9) A (7)	N/A
Chamblee Road/ E. Horton Street and Temple-Johnson Road	No-Build (2027)	EB <sup>2</sup> NB <sup>1</sup> SB	A (9) A (7)	N/A	A (9) A (7) 	N/A
	Build (2027)	EB <sup>2</sup> NB <sup>1</sup> SB	A (9) A (7) 	N/A	A (9) A (8) 	N/A
Temple-Johnson Road and NC 96	Existing (2022)	WB <sup>2</sup> NB SB <sup>1</sup>	B (11)  A (8)	N/A	B (11)  A (8)	N/A
	No-Build (2027)	WB <sup>2</sup> NB SB <sup>1</sup>	B (11)  A (8)	N/A	B (11)  A (8)	N/A
	Build (2027)	WB <sup>2</sup> NB SB <sup>1</sup>	B (12)  A (8)	N/A	B (12)  A (8)	N/A
	Existing (2022)	WB <sup>2</sup> NB SB <sup>1</sup>	B (10)  A (8)	N/A	B (10)  A (8)	N/A
Perry Curtis Road and NC 96	No-Build (2027)	WB <sup>2</sup> NB SB <sup>1</sup>	B (11)  A (8)	N/A	B (12)  A (8)	N/A
	Build (2027)	WB <sup>2</sup> NB SB <sup>1</sup>	B (12)  A (8)	N/A	B (13)  A (8)	N/A
	Existing (2022)	WB <sup>2</sup> NB SB <sup>1</sup>	A (9)  A (7)	N/A	A (9)  A (7)	N/A
Perry Curtis Road and Perry Ridge Court	No-Build (2027)	WB <sup>2</sup> NB SB <sup>1</sup>	A (9)  A (8)	N/A	A (9)  A (7)	N/A
	Build (2027)	WB <sup>2</sup> NB SB <sup>1</sup>	A (9)  A (8)	N/A	A (9)  A (8)	N/A
Perry Ridge Court and Ridge Valley Way	Existing (2022)	EB <sup>1</sup> WB SB <sup>2</sup>	A (7)  A (9)	N/A	A (7)  A (9)	N/A
	No-Build (2027)	EB <sup>1</sup> WB SB <sup>2</sup>	A (7)  A (9)	N/A	A (7)  A (9)	N/A



	5 111/0007	EB <sup>1</sup>	A (7)		A (7)	
	Build (2027)	WB SB <sup>2</sup>	 A (9)	N/A	 A (9)	N/A
		EB <sup>1</sup>	A (7)		A (7)	
	Existing (2022)	WB		N/A		N/A
	,	SB <sup>2</sup>	A (9)	<b>'</b>	A (9)	,
Perry Curtis Road /		EB <sup>1</sup>	A (7)		A (8)	
Wake County Line Road	No-Build (2027)	WB		N/A	` ´	N/A
and Chamblee Road	, ,	SB <sup>2</sup>	A (9)		A (10)	
		EB <sup>1</sup>	A (7)		A (8)	
	Build (2027)	WB		N/A		N/A
		SB <sup>2</sup>	A (10)		B (11)	
		EB <sup>2</sup>	B (12)		B (13)	
	Existing (2022)	$NB^1$	A (8)	N/A	A (8)	N/A
		SB				
Make County Line Dead		EB <sup>2</sup>	B (12)		B (14)	
Wake County Line Road	No-Build (2027)	$NB^1$	A (8)	N/A	A (8)	N/A
and NC 39		SB				
		EB <sup>2</sup>	C (17)		C (20)	
	Build (2027)	$NB^1$	A (8)	N/A	A (9)	N/A
		SB				
	Existing (2022)	EB <sup>2</sup>	C (16)		F (76)	
		WB <sup>2</sup>	C (21)	N/A	D (32)	N/A
		NB <sup>1</sup>	A (8)	IN/A	A (8)	NA
		SB <sup>1</sup>	A (8)		A (8)	
		EB	D (38)		D (43)	
NC 39 and Old US 264	No-Build (2027)	WB	D (38)	С	D (40)	C
NC 39 and Old 03 204		NB	C (29)	(30)	C (32)	(33)
		SB	C (25)		C (29)	
		EB	D (39)		D (47)	
	Build (2027)	WB	D (40)	С	D (47)	С
	Dalla (2027)	NB	C (29)	(31)	C (32)	(35)
		SB	C (25)		C (30)	
Chamblee Road and		WB <sup>1</sup>	A (9)		A (9)	
Site Drive #1	Build (2027)	NB		N/A		N/A
once brive #1		SB				
		EB <sup>2</sup>	A (9)		B (10)	
Chamblee Road and	Build (2027)	WB <sup>2</sup>	A (10)	N/A	B (10)	N/A
Site Drive #2	( /	NB <sup>1</sup>	A (7)		A (8)	
		SB <sup>1</sup>	A (7)		A (7)	
Chambles D. J. J.		EB <sup>2</sup>	A (9)		A (9)	
Chamblee Road and	Build (2027)	$NB^1$	A (7)	N/A	A (8)	N/A
Site Drive #3		SB				

Based on review of adjacent development and background information provided by NCDOT and the Town, the following improvements are expected to be constructed by Sidney Creek and were included in the future year analyses:

#### NC 39 and Old US 264

- > Monitor for signalization and install once warranted and approved by NCDOT.
- > Construct an exclusive eastbound right-turn lane on Old US 264 with a minimum of 100 feet of full width storage and appropriate deceleration and taper.



- > Construct an exclusive eastbound left-turn lane on Old US 264 with a minimum of 50 feet of full width storage and appropriate deceleration and taper.
- > Construct an exclusive westbound right-turn lane on Old US 264 with a minimum of 125 feet of full width storage and appropriate deceleration and taper.
- > Construct an exclusive westbound left-turn lane on Old US 264 with a minimum of 50 feet of full width storage and appropriate deceleration and taper.
- > Extend the existing southbound left-turn lane on NC 39 to provide a minimum of 100 feet of full width storage and appropriate deceleration and taper.

Based on the findings in the TIA, the improvements below have been recommended to be constructed by the **developer** to mitigate traffic impacts by the proposed development:

#### Chamblee Road and Site Drive #1

- > Construct Site Drive #1 as the westbound approach with one (1) ingress lane and one (1) egress lane.
  - Note: This intersection will be restricted to right-in/right-out operations.
- > Provide stop control on the westbound approach of the site drive.

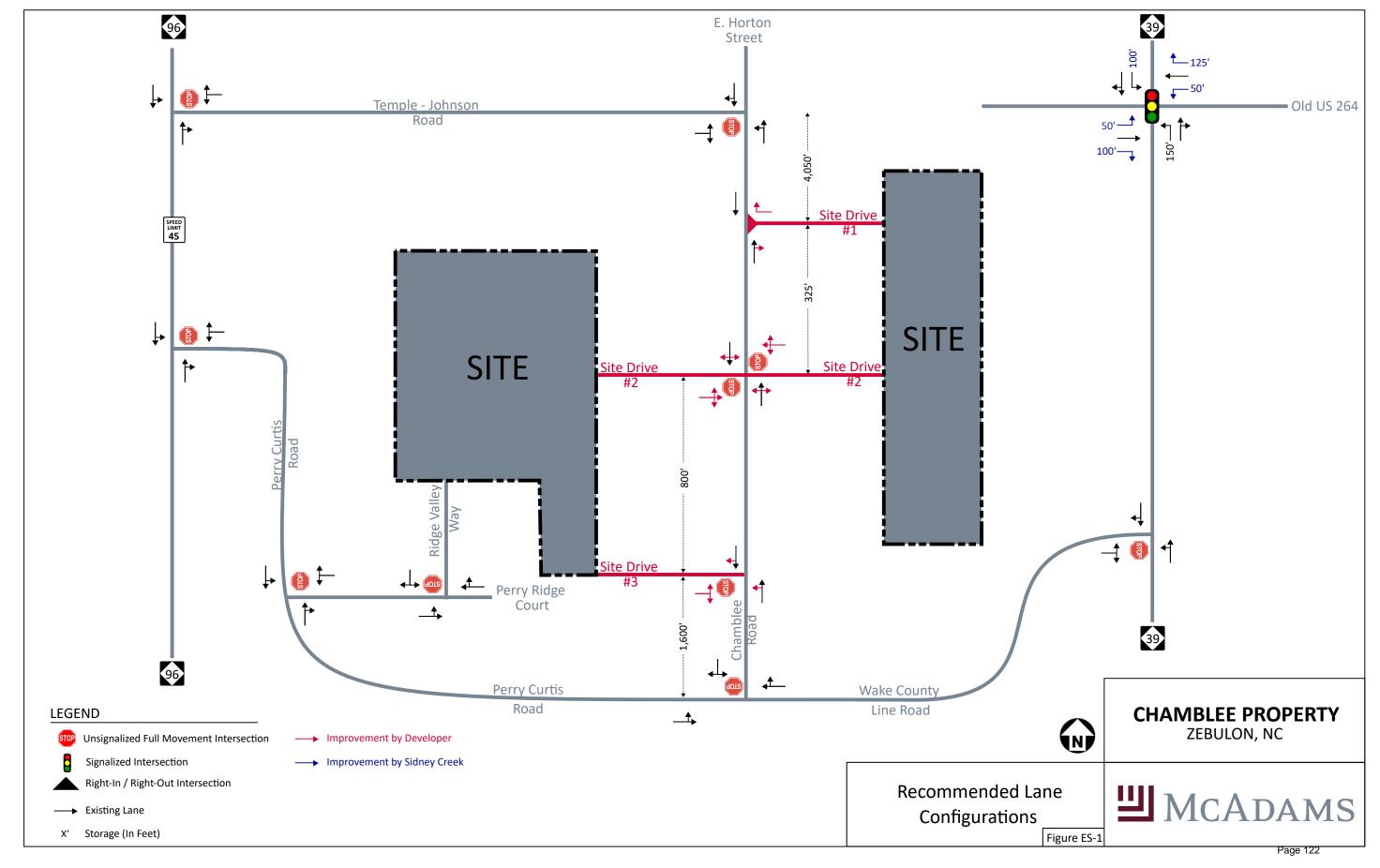
#### Chamblee Road and Site Drive #2

- > Construct Site Drive #2 with a full movement eastbound and westbound approach with one (1) ingress lane and one (1) egress lane each, respectively.
- > Provide stop control on the eastbound and westbound approaches of the site drives.

#### Chamblee Road and Site Drive #3

- > Construct Site Drive #3 as a full movement eastbound approach with one (1) ingress lane and one (1) egress lane.
- > Provide stop control on the eastbound approach of the site drive.

Figure ES-1, on the following page, provides a graphical representation of recommended improvements at the study intersections.





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APPENDIX B: COUNT DATA

APPENDIX C: ADJACENT DEVELOPMENT INFORMATION

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APPENDIX I: CAPACITY ANALYSIS RESULTS - PERRY CURTIS ROAD / WAKE COUNTY LINE ROAD + CHAMBLEE ROAD

APPENDIX J: CAPACITY ANALYSIS RESULTS - NC 39 + WAKE COUNTY LINE ROAD

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# TRAFFIC IMPACT ANALYSIS CHAMBLEE PROPERTY

Zebulon, NC

#### INTRODUCTION

The proposed residential development will be located along Chamblee Road north of Perry Curtis Road in Zebulon, North Carolina. Site access will be served via one (1) right-in/right-in driveway and two (2) full movement driveways along Chamblee Road as well as via connection to the existing Ridge Valley Way stubbed to the southern border of the property. The middle site driveway along Chamblee Road is proposed to be aligned across Chamblee Road, providing access to both sides of the development. The purpose of this Traffic Impact Analysis (TIA) is to determine the potential traffic impacts of this development and to identify transportation improvements that may be required to mitigate the impacts on the roadway network. The site is currently undeveloped and is expected to consist of the following land uses at full buildout:

- > 211 single family homes
- > 119 townhomes

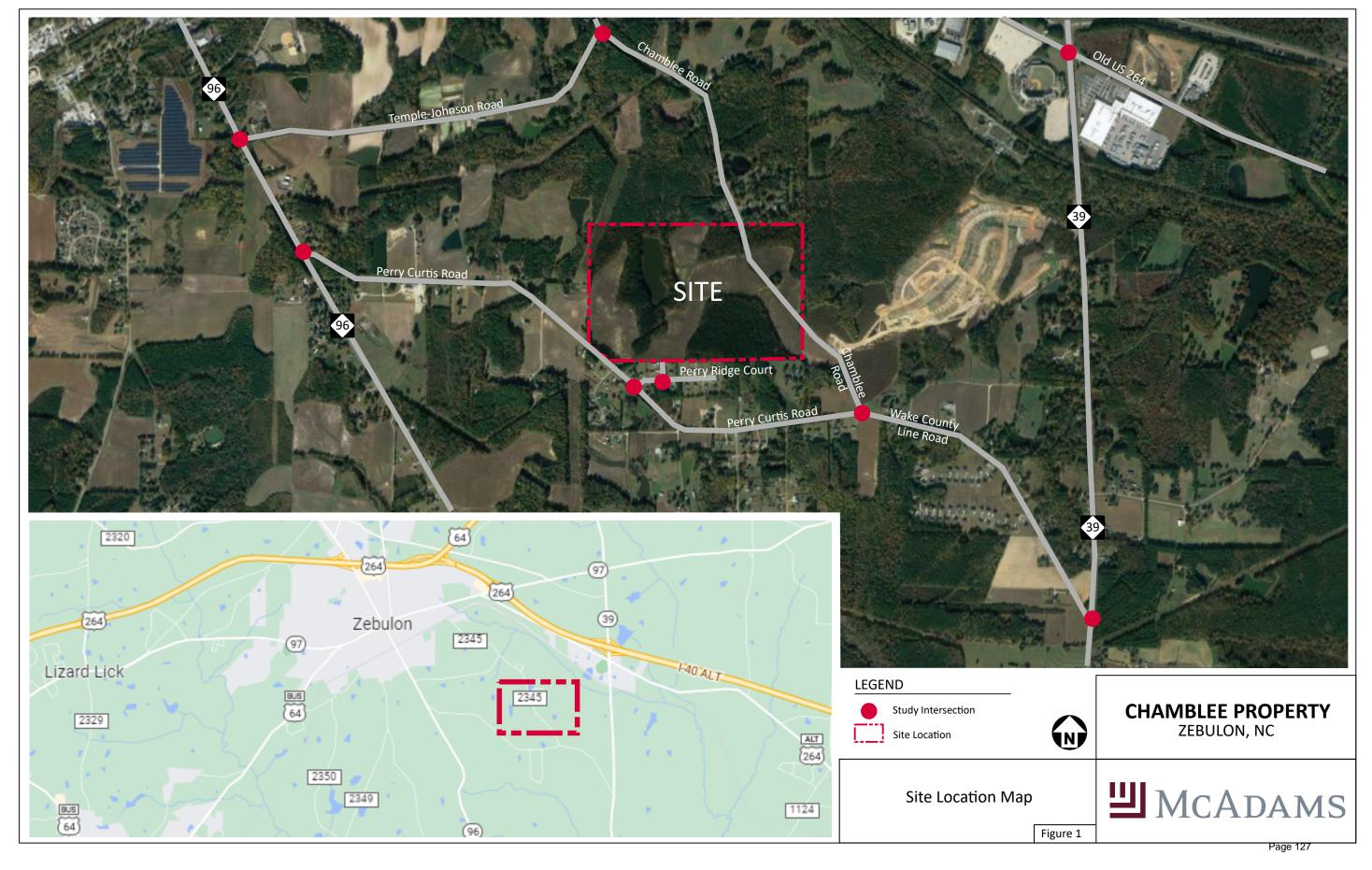
The proposed site is to be built-out by the year 2027. A Memorandum of Understanding (MOU) was reviewed and approved by the North Carolina Department of Transportation (NCDOT) and the Town of Zebulon (Town), outlining the TIA scope and assumptions. The MOU and approval correspondence is provided in Appendix A. Based on the approved scoping; the following intersections are included in this TIA study area:

- > Chamblee Road/ E. Horton Street and Temple-Johnson Road
- > NC 96 and Temple-Johnson Road
- > NC 96 and Perry Curtis Road
- > Perry Curtis Road and Perry Ridge Court
- > Perry Ridge Court and Ridge Valley Way
- > Perry Curtis Road / Wake County Line Road and Chamblee Road
- NC 39 and Wake County Line Road
- NC 39 and Old US 264
- > Chamblee Road and Site Drive #1
- Chamblee Road and Site Drive #2
- Chamblee Road and Site Drive #3

Refer to Figure 1 for a map of the study area. Figure 2 provides the most up to date preliminary site plan available at time of preparation of this study.

To determine the traffic impacts of the proposed development, the following analysis scenarios are included in this study:

- > Existing (2022) Traffic Conditions
- No-Build (2027) Traffic Conditions
- > Build (2027) Traffic Conditions

















#### **EXISTING CONDITIONS**

The proposed development is located in an area primarily consisting of residential development and undeveloped land. Figure 3 provides a graphical representation of the existing lane configuration, storage capacity, traffic control type, and intersection spacing within the study area. Roadway characteristics within the study area is shown in Table 1. Average Annual Daily Traffic (AADT) data is provided based on the most recent count data provided by NCDOT. This AADT data provides the average Vehicles Per Day (vpd) for the subject facility based on typical operations. This AADT data is provided for informational purposes only and is not utilized for capacity analysis calculations within this study.

TABLE 1: ROADWAY CHARACTERISTICS							
Road Name	Route #	Maintained By Typical Cross Section		Speed Limit	AADT (year of data)		
NC 39		NCDOT	2-lane undivided	55 mph	8,500 vpd (2019)		
NC 96		NCDOT	2-lane undivided	45 mph	5,600 vpd (2019)		
Old US 264	US 264 ALT	NCDOT	2-lane undivided	55 mph	3,800 vpd (2017)		
Perry Curtis Road	SR 2347	NCDOT	2-lane undivided	55 mph	1,300 vpd (2015)		
Wake County Line Road	SR 1727	NCDOT	2-lane undivided	55 mph	970 vpd (2016)		
Chamblee Road	SR 2345	NCDOT	2-lane undivided	35 mph	830 vpd (2022)*		
Temple-Johnson Road	SR 2346	NCDOT	2-lane undivided	55 mph	220 vpd (2022)*		
Perry Ridge Court	SR 5417	NCDOT	2-lane undivided	25 mph	100 vpd (2022)*		
Ridge Valley Way	N/A	Public	2-lane undivided	25 mph	N/A**		

<sup>\*</sup>AADT determined based on Existing (2022) traffic volumes assuming that the weekday PM peak hour accounts for approximately 10% of the daily traffic on the roadway.

Existing peak hour turning movement counts were conducted in June and October 2022 during a typical weekday AM (7:00 - 9:00 AM) and weekday PM (4:00 - 6:00 PM) peak hours while local public schools were in session. This data was collected at the following existing study intersections:

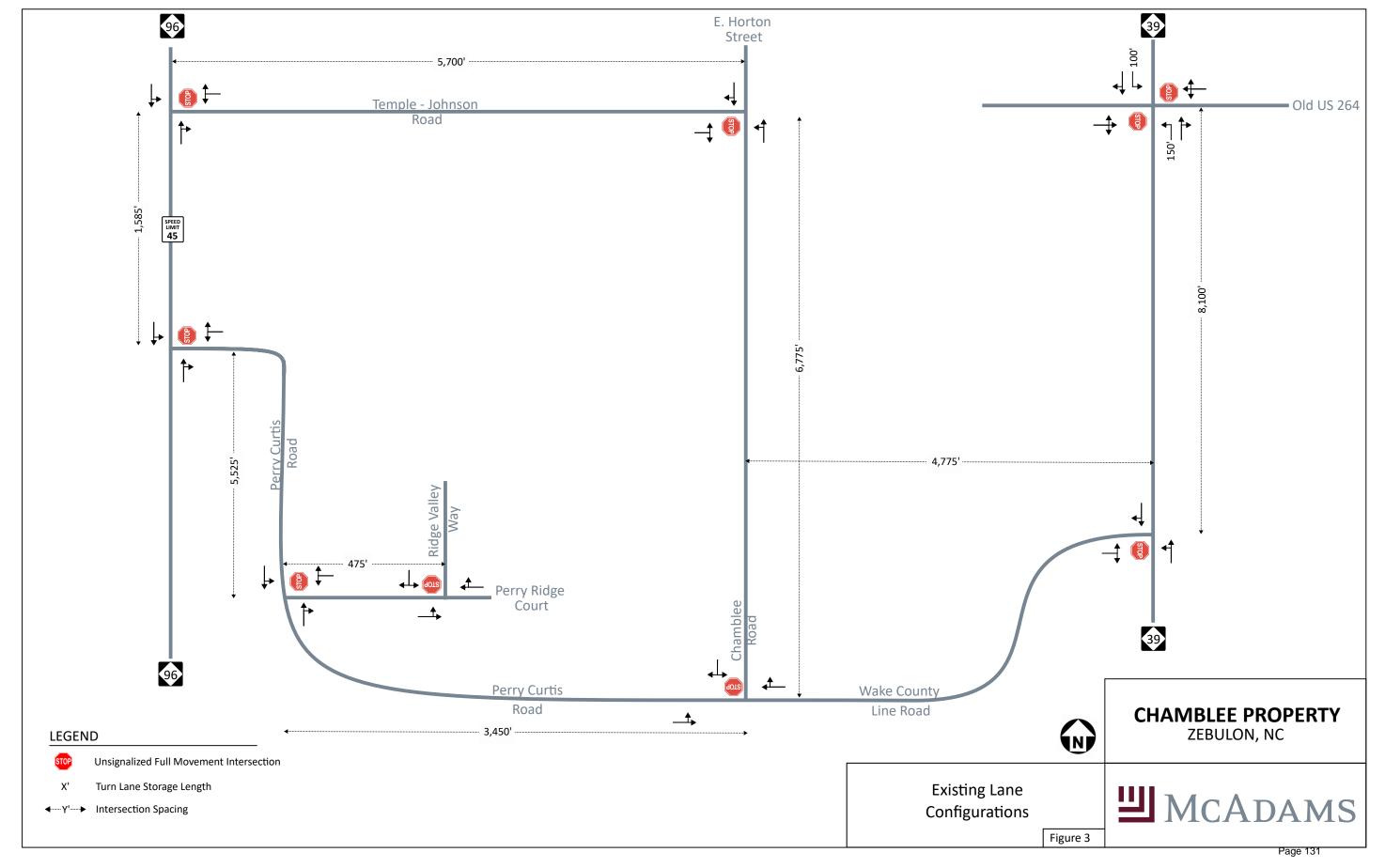
- > Chamblee Road/ E. Horton Street and Temple-Johnson Road
- > NC 96 and Temple-Johnson Road
- > NC 96 and Perry Curtis Road
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- Perry Ridge Court and Ridge Valley Way
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- Chamblee Road and Site Drive #3

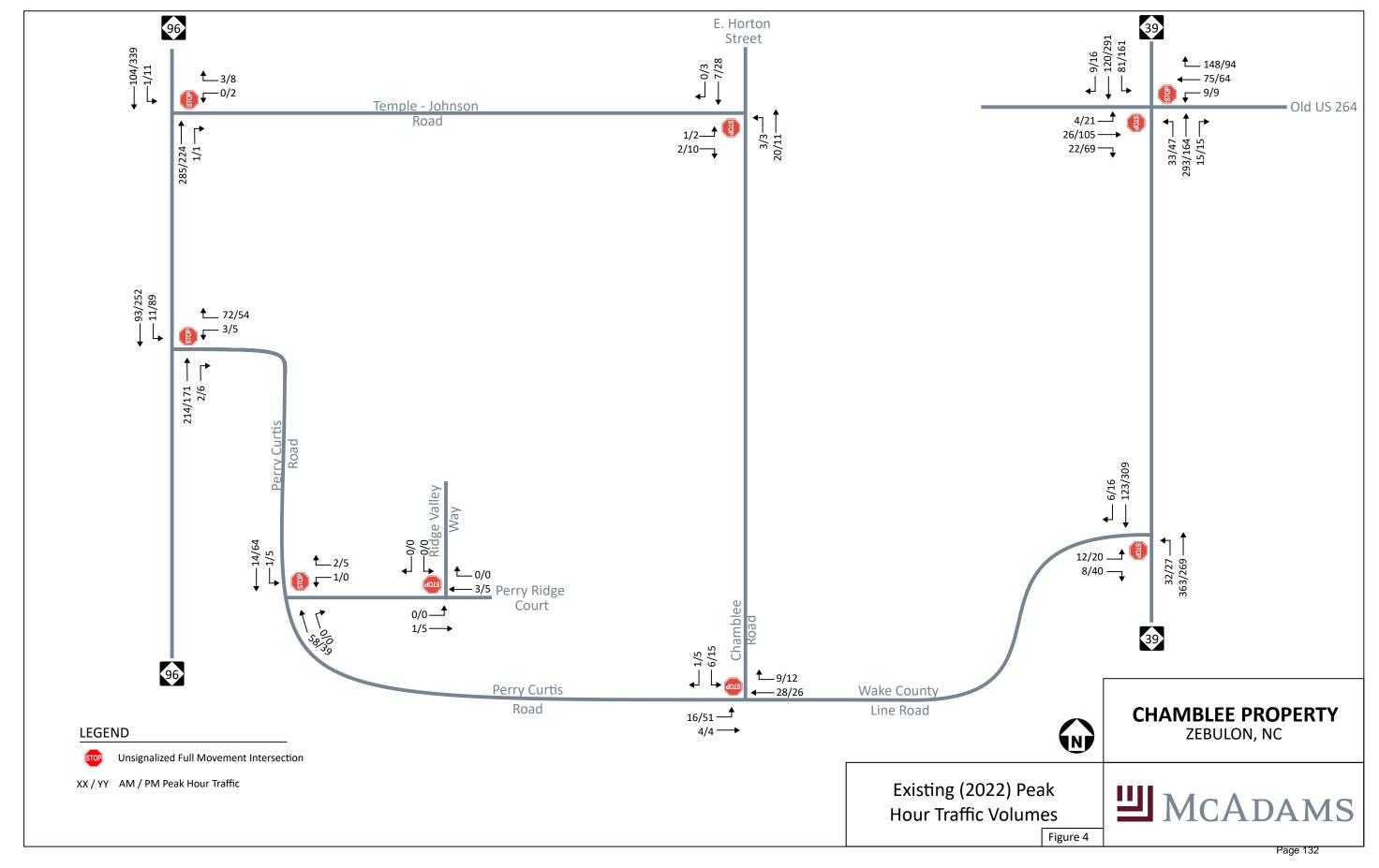
Peak hour traffic volumes were determined from these traffic counts and balanced between study intersections, where appropriate. Per the approved MOU, existing volumes at the intersection of Perry Ridge Court at Ridge Valley Way were pulled through from the adjacent intersection of Perry Curtis Road at Perry Ridge Court. Traffic count data is provided in Appendix B. Refer to Figure 4 for the Existing (2022) peak hour traffic volumes.

<sup>\*\*</sup>No AADT data was available or could be determined based on the assumptions outlined in the MOU.



The Existing (2022) traffic volumes were analyzed utilizing the current lane configurations to determine existing operations for the study area.







#### **NO-BUILD CONDITIONS**

In order to account for background growth in the study area prior to the proposed developments buildout year of 2022, the existing traffic count volumes were grown at a set growth rate and nearby approved adjacent development traffic was added to the study area based on their approved TIA's. Per the approved MOU, the existing traffic counts were grown at a 3% annual growth rate to determine projected traffic volumes. Refer to Figure 5 for the Projected (2027) traffic volumes.

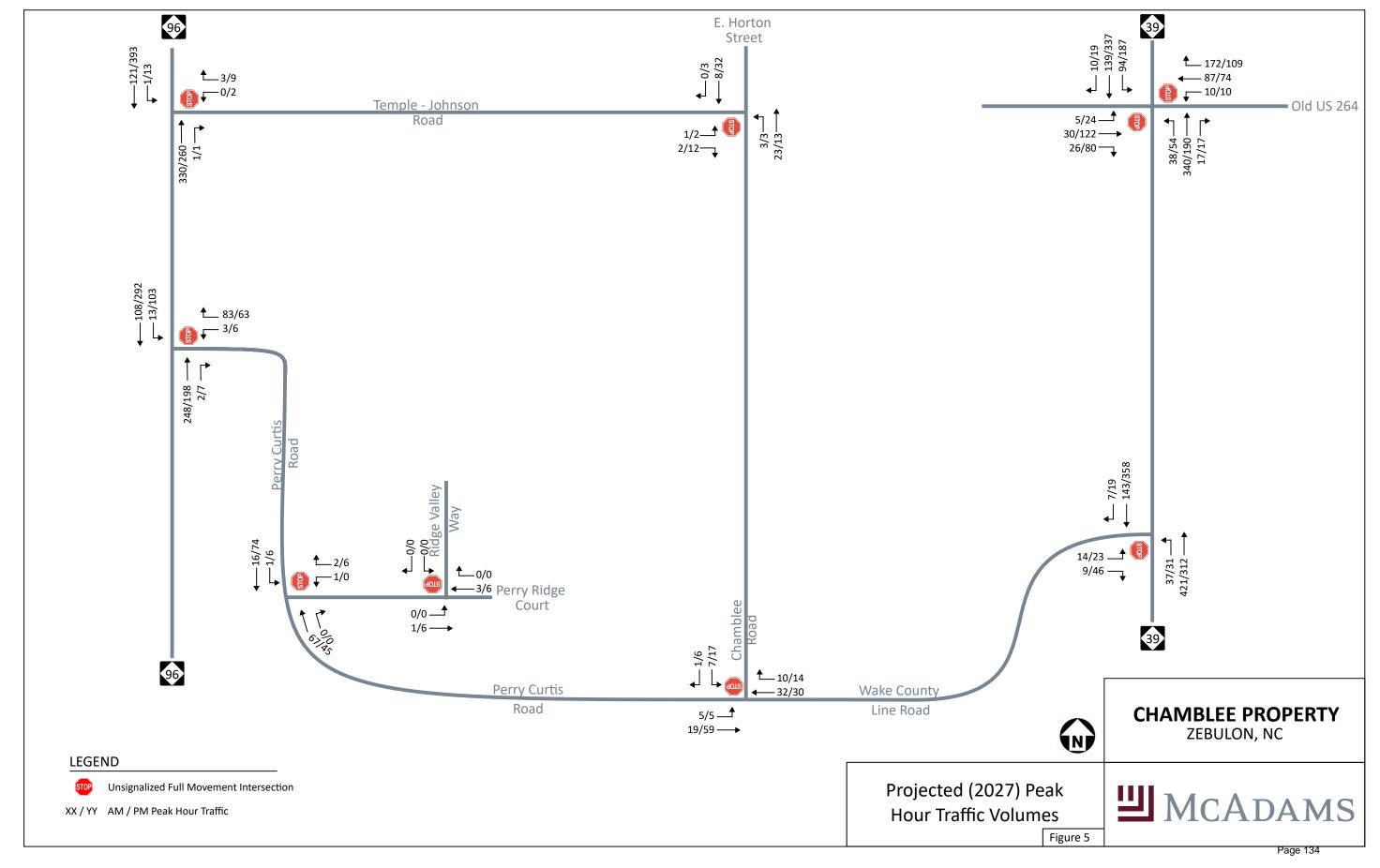
To account for the traffic volumes of the adjacent developments approved in the area, the traffic from those developments were also compiled and added to the analysis. The adjacent development traffic volumes are provided on Figure 6. Based on the approved MOU, the following development was included:

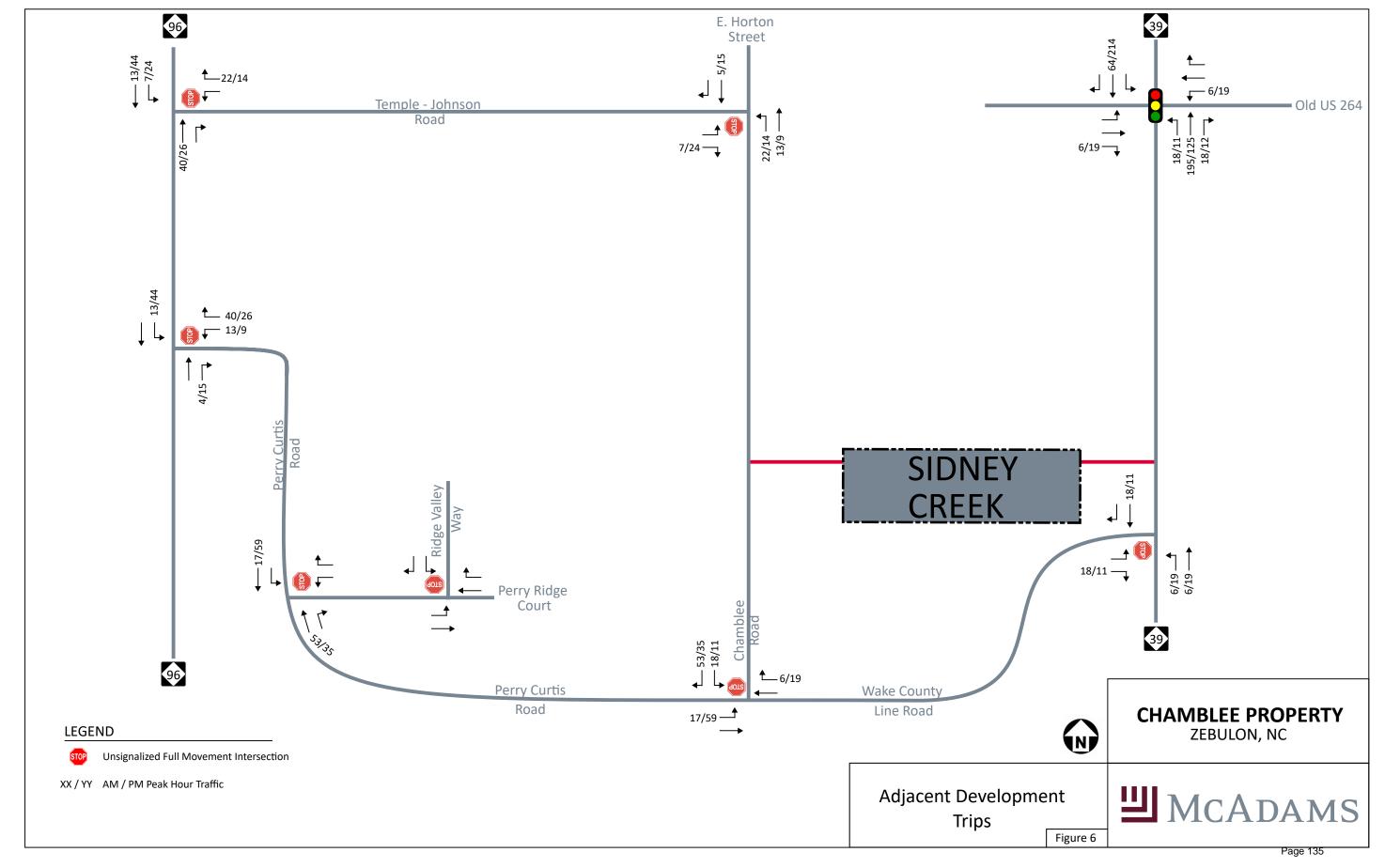
TABLE 2: ADJACENT DEVELOPMENTS								
Development Name	Location	Land Use / Density	Build-out Year	Firm Completing TIA				
Sidney Creek	West of NC 39 along Chamblee Road	565 single-family homes 140 townhomes	2029	RKA				

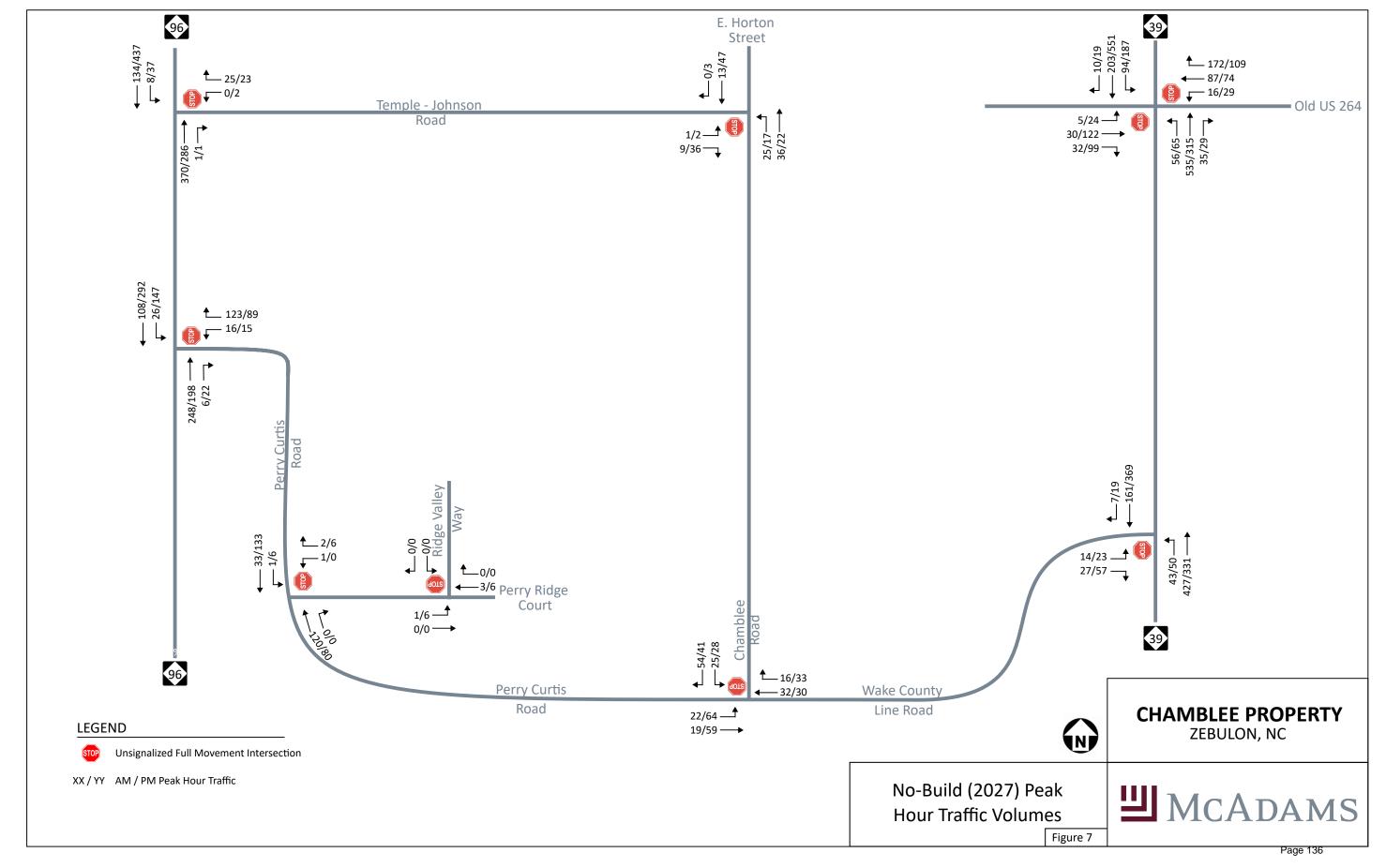
According to the Town and NCDOT, the following roadway improvements at the are expected at the intersection of NC 39 and Old US 264 by the Sidney Creek adjacent development:

- > Monitor for signalization and install once warranted and approved by NCDOT
- > Construct an exclusive eastbound right-turn lane on Old US 264 with a minimum of 100 feet of full width storage and appropriate deceleration and taper.
- > Construct an exclusive eastbound left-turn lane on Old US 264 with a minimum of 50 feet of full width storage and appropriate deceleration and taper.
- > Construct an exclusive westbound right-turn lane on Old US 264 with a minimum of 125 feet of full width storage and appropriate deceleration and taper.
- > Construct an exclusive westbound left-turn lane on Old US 264 with a minimum of 50 feet of full width storage and appropriate deceleration and taper.
- > Extend the existing southbound left-turn lane on NC 39 to provide a minimum of 100 feet of full width storage and appropriate deceleration and taper.

Appendix C provides a full summary of the adjacent developments included in this analysis. In order to account for future year analysis without the proposed development, the Projected (2027) traffic volumes were added to the adjacent development trips to determine the No-Build (2027) traffic volumes. Figure 7 provides the No-Build (2027) volumes.









#### **BUILD CONDITIONS**

The proposed development is expected to consist of 211 single-family homes and 119 townhomes. Based on the Institute for Transportation Engineers (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition, and the suggested method of trip calculations provided in NCDOT's *Rate vs. Equation spreadsheet*, trips for the proposed development were calculated for weekday daily, weekday AM peak hour, and weekday PM peak hour. A summary of this trip generation is provided in Table 3.

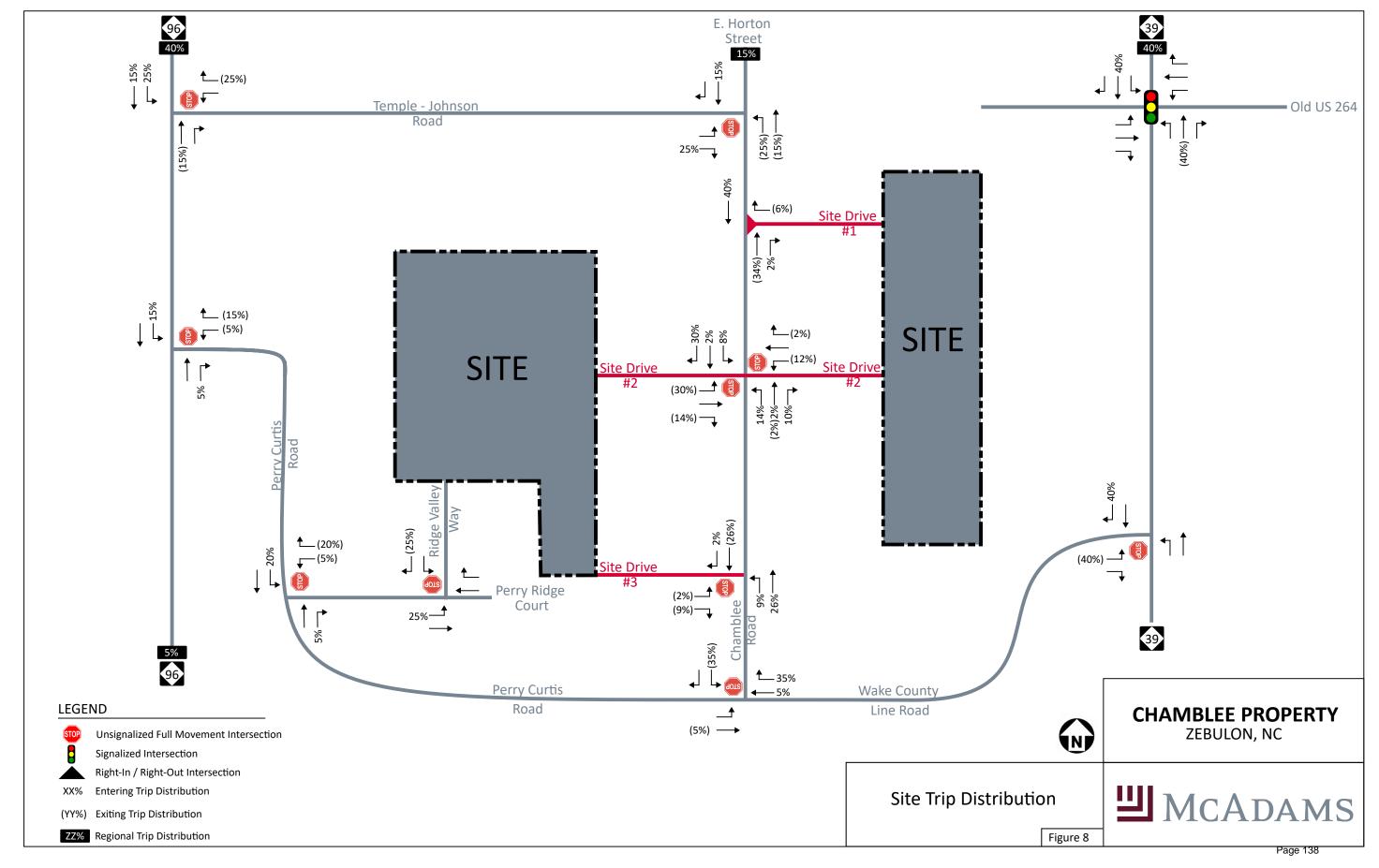
TABLE 3: TRIP GENERATION									
Land Use (ITE Code)	Density	Calculation Methodology	Daily Trips	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Single-Family Detached Housing (210)	211 Units	Adjacent / Equation	2,006	38	109	147	126	74	200
Single-Family Attached Housing (215)	119 Units	Adjacent / Equation	856	17	39	56	38	29	67
Total				55	148	203	164	103	267

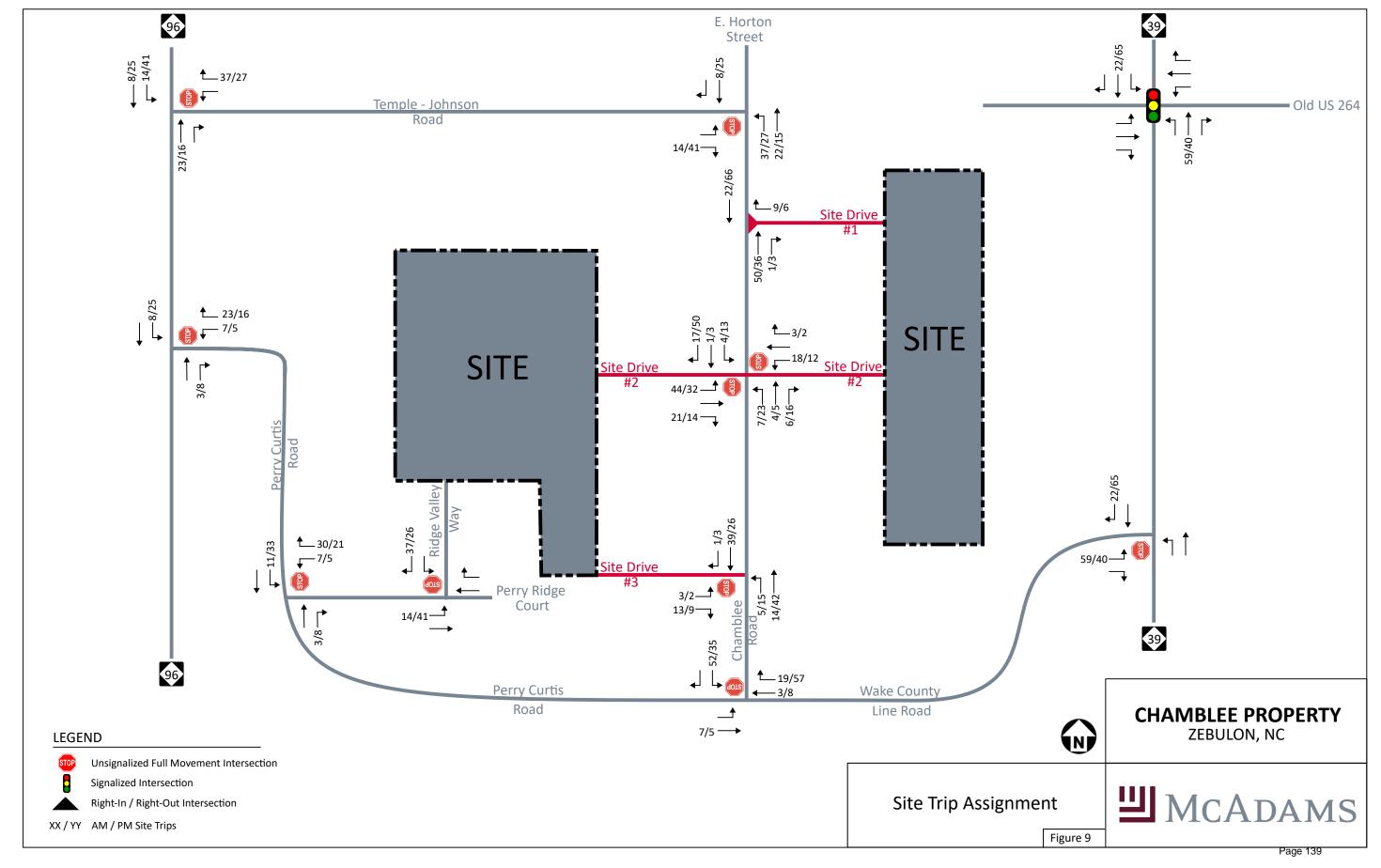
Based on the existing traffic patterns, population centers surrounding the development, and engineering judgment the site trips were distributed according to the regional distributions listed as follows:

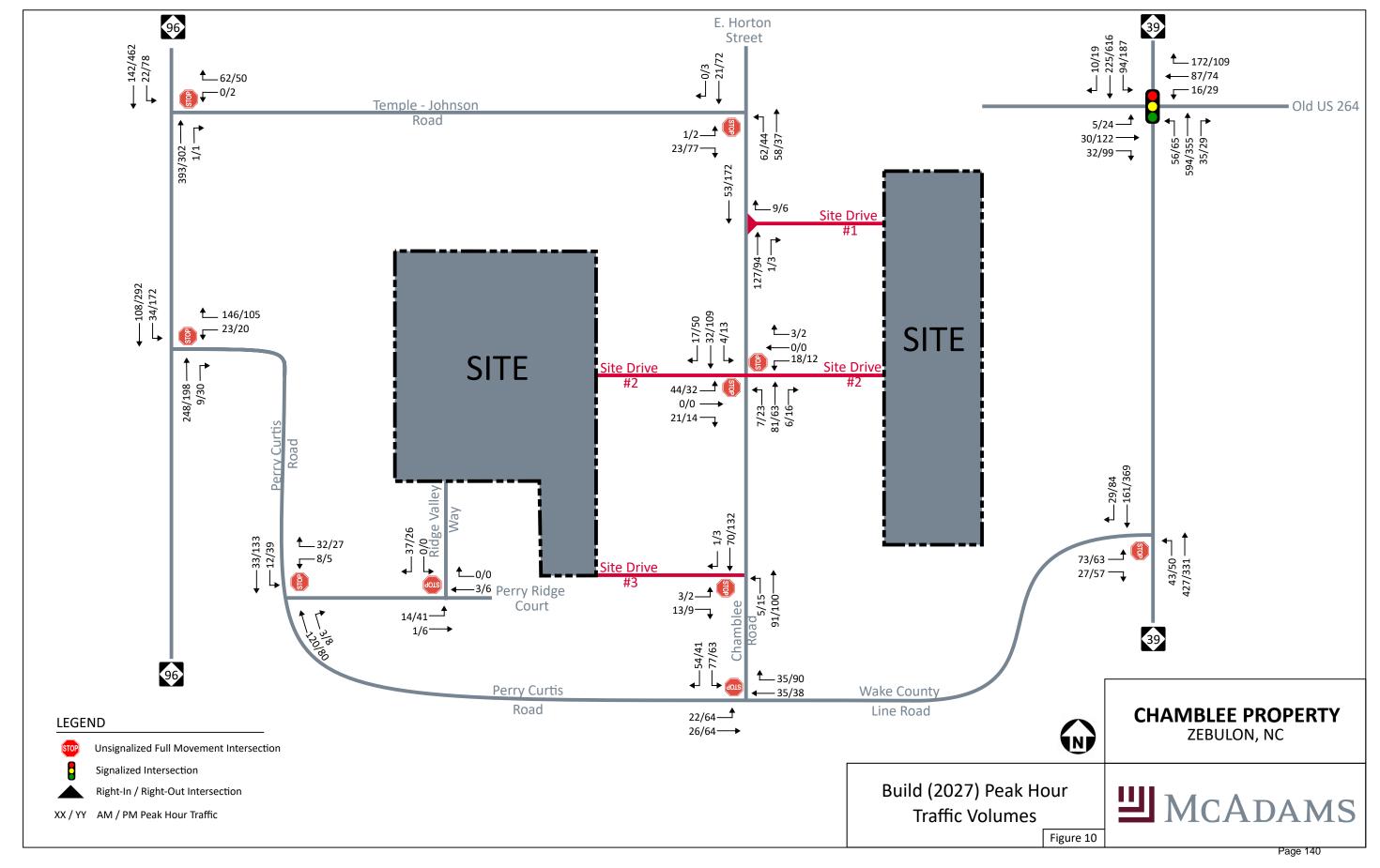
- > 40% to/from the north via NC 96
- > 40% to/from the north via NC 39
- > 15% to/from the south via Chamblee Road
- > 5% to/from the north via NC 96

Refer to Figure 8 for the detailed trip distribution percentages within the study area. The trip generation and distribution were approved by NCDOT and the Town within the MOU provided in Appendix A.

The trip distribution was applied to the trip generation to determine the trip assignment for the proposed development site trips at all study intersections. Refer to Figure 9 for the site trip assignment. To determine the future traffic volumes at the study intersections with buildout of the proposed site, the No-Build (2027) traffic volumes were added to the site trip assignment to determine Build (2027) traffic volumes. Refer to Figure 10 for the Build (2027) traffic volumes.









## **CAPACITY ANALYSIS**

The intersections and analysis scenarios included in this study were analyzed to determine the potential impact by the proposed development and to recommend improvements to mitigate any potential impacts. The capacity analysis reviews the level of service (LOS), delay, and vehicle queues expected under each analysis scenario utilizing the methodology contained in the *Highway Capacity Manual* (HCM), 6<sup>th</sup> Edition, published by the Transportation Research Board.

LOS is a qualitative measurement of traffic operations based on the average total vehicle delay of the movement, approach, or intersection. The HCM includes six levels of service, ranging from level "A" (free flow conditions) to level "F" (where over-saturated conditions are evident). Table 4 provides a summary of the thresholds for each LOS under both unsignalized (stop-control) and signalized operations.

TABLE 4: HIGHWAY C	APACITY MANUAL – LEVELS OF SERVICE + DEL	AY CRITERIA
Lovel of Comics (LOC)	Unsignalized	Signalized
Level of Service (LOS)	Average Control Delay (Seconds per vehicle)	Average Control Delay (Seconds per vehicle)
Α	≤ 10	≤ 10
В	> 10 and ≤ 15	> 10 and ≤ 20
С	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

A computer software package, Synchro (version 11.1), was utilized for the analysis of operations within this study. Within this software package, SimTraffic was also used to review queue lengths and the operations of intersections within the context of location and spacing in the study area. The capacity analysis summary table for each study intersection provides the delay and LOS for each approach and overall intersection, when appropriate. More detailed queues and delay information is provided in the appendix.

Per the NCDOT *Congestion Management Capacity Analysis Guidelines*, several assumptions were applied to the full study. A summary of these assumptions is provided below:

- > A Peak Hour Factor (PHF) of 0.90 was used for all analysis scenarios and intersections.
- > A heavy vehicle percentage of 2% was applied to all analysis scenarios and intersections.
- > For allowable movements with volumes less than four (4), a volume of four (4) was applied in the capacity analysis. In order to present accurate information within the traffic volume figures, this was not applied to those conditions.



## CHAMBLEE ROAD / E. HORTON STREET + TEMPLE-JOHNSON ROAD

The intersection of Chamblee Road / E. Horton Street and Temple-Johnson Road is currently an unsignalized, three-leg intersection. This intersection was analyzed under Existing (2022), No-Build (2027), and Build (2027) conditions.

Table 5 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix D for the Synchro capacity analysis reports.

	A P		Weekday AM Peak Hour		Weekday PM Peak Hour	
Conditions	P R O A C H	Lane Configurations	LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
	EB <sup>2</sup>	1 LT-RT	A (9)		A (9)	
Existing (2022)	NB <sup>1</sup>	1 LT-TH	A (7)	N/A	A (7)	N/A
	SB	1 TH-RT	<b></b>			
	EB <sup>2</sup>	1 LT-RT	A (9)		A (9)	
No-Build (2027)	NB <sup>1</sup>	1 LT-TH	A (7)	N/A	A (7)	N/A
	SB	1 TH-RT	<b></b>			
	EB <sup>2</sup>	1 LT-RT	A (9)		A (9)	
Build (2027)	NB <sup>1</sup>	1 LT-TH	A (7)	N/A	A (8)	N/A
	SB	1 TH-RT				

<sup>1.</sup> Level of service for major-street left-turn movement.

Capacity analysis of Existing (2022), No-Build (2027), and Build (2027) conditions indicate that the intersection of Chamblee Road / E. Horton Street and Temple-Johnson Road is expected to operate at LOS A for both the major-street left-turn movement and minor-street approach during the weekday AM and PM peak hours.

<sup>2.</sup> Level of service for minor-street approach.



#### NC 96 + TEMPLE-JOHNSON ROAD

The intersection of NC 96 and Temple-Johnson Road is currently an unsignalized, three-leg intersection. This intersection was analyzed under Existing (2022), No-Build (2027), and Build (2027) conditions.

Table 6 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix E for the Synchro capacity analysis reports.

	A P	P	Weekday AM Peak Hour		Weekday PM Peak Hour	
Conditions	P R O A C H	Lane Configurations	LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
	WB <sup>2</sup>	1 LT-RT	B (11)		B (11)	
Existing (2022)	NB	1 TH-RT		N/A		N/A
	SB <sup>1</sup>	1 LT-TH	A (8)		A (8)	
	WB <sup>2</sup>	1 LT-RT	B (11)		B (11)	
No-Build (2027)	NB	1 TH-RT		N/A		N/A
	SB <sup>1</sup>	1 LT-TH	A (8)		A (8)	
	WB <sup>2</sup>	1 LT-RT	B (12)		B (12)	
Build (2027)	NB	1 TH-RT		N/A		N/A
	SB <sup>1</sup>	1 LT-TH	A (8)		A (8)	

<sup>1.</sup> Level of service for major-street left-turn movement.

Capacity analysis of Existing (2022), No-Build (2027), and Build (2027) conditions indicate that the intersection of NC 96 and Temple-Johnson Road is expected to operate at LOS B or better for both the major-street left-turn movement and minor-street approach during the weekday AM and PM peak hours.

<sup>2.</sup> Level of service for minor-street approach.



#### NC 96 + PERRY CURTIS ROAD

The intersection of NC 96 and Perry Curtis Road is currently an unsignalized, three-leg intersection. This intersection was analyzed under Existing (2022), No-Build (2027), and Build (2027) conditions.

Table 7 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix F for the Synchro capacity analysis reports.

	A P	P	Weekday AM Peak Hour		Weekday PM Peak Hour	
Conditions	P R O A C H	Lane Configurations	LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
	WB <sup>2</sup>	1 LT-RT	B (10)		B (10)	
Existing (2022)	NB	1 TH-RT		N/A		N/A
	SB <sup>1</sup>	1 LT-TH	A (8)		A (8)	
	WB <sup>2</sup>	1 LT-RT	B (11)		B (12)	
No-Build (2027)	NB	1 TH-RT		N/A		N/A
	SB <sup>1</sup>	1 LT-TH	A (8)		A (8)	
	WB <sup>2</sup>	1 LT-RT	B (12)		B (13)	
Build (2027)	NB	1 TH-RT		N/A		N/A
	SB <sup>1</sup>	1 LT-TH	A (8)		A (8)	

<sup>1.</sup> Level of service for major-street left-turn movement.

Capacity analysis of Existing (2022), No-Build (2027), and Build (2027) conditions indicate that the intersection of NC 96 and Perry Curtis Road is expected to operate at LOS B or better for both the major-street left-turn movement and minor-street approach during the weekday AM and PM peak hours.

<sup>2.</sup> Level of service for minor-street approach.



#### PERRY CURTIS ROAD + PERRY RIDGE COURT

The intersection of Perry Curtis Road and Perry Ridge Court is currently an unsignalized, three-leg intersection. This intersection was analyzed under Existing (2022), No-Build (2027), and Build (2027) conditions.

Table 8 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix G for the Synchro capacity analysis reports.

	A P		Weekday AM Peak Hour		Weekday PM Peak Hour	
Conditions	P R O A C H	Lane Configurations	LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
	WB <sup>2</sup>	1 LT-RT	A (9)		A (9)	
Existing (2022)	NB	1 TH-RT		N/A		N/A
	SB <sup>1</sup>	1 LT-TH	A (7)		A (7)	
	WB <sup>2</sup>	1 LT-RT	A (9)		A (9)	
No-Build (2027)	NB	1 TH-RT		N/A		N/A
	SB <sup>1</sup>	1 LT-TH	A (8)		A (7)	
	WB <sup>2</sup>	1 LT-RT	A (9)		A (9)	
Build (2027)	NB	1 TH-RT		N/A		N/A
	SB <sup>1</sup>	1 LT-TH	A (8)		A (8)	

<sup>1.</sup> Level of service for major-street left-turn movement.

Capacity analysis of Existing (2022), No-Build (2027), and Build (2027) conditions indicate that the intersection of Perry Curtis Road and Perry Ridge Court is expected to operate at LOS A for both the major-street left-turn movement and minor-street approach during the weekday AM and PM peak hours.

This intersection was analyzed with the assumption that site trips from the proposed development may utilize this roadway for access in order to present a conservative analysis. With this assumption, the proposed development is expected to have a negligible impact in delay on the subject intersection.

<sup>2.</sup> Level of service for minor-street approach.



#### PERRY RIDGE COURT + RIDGE VALLEY WAY

The intersection of Perry Ridge Court and Ridge Valley Way is currently an unsignalized, three-leg intersection. This intersection was analyzed under Existing (2022), No-Build (2027), and Build (2027) conditions.

Table 9 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix H for the Synchro capacity analysis reports.

	A P	P	Weekday AM Peak Hour		Weekday PM Peak Hour	
Conditions	P R O A C H	Lane Configurations	LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
	EB <sup>1</sup>	1 LT-TH	A (7)		A (7)	
Existing (2022)	WB	1 TH-RT		N/A		N/A
	SB <sup>2</sup>	1 LT-RT	A (9)		A (9)	
	EB <sup>1</sup>	1 LT-TH	A (7)		A (7)	
No-Build (2027)	WB	1 TH-RT		N/A		N/A
	SB <sup>2</sup>	1 LT-RT	A (9)		A (9)	
	EB <sup>1</sup>	1 LT-TH	A (7)		A (7)	
Build (2027)	WB	1 TH-RT	` ´	N/A	`´	N/A
(2027)	SB <sup>2</sup>	1 LT-RT	A (9)	-	A (9)	-

<sup>1.</sup> Level of service for major-street left-turn movement.

Capacity analysis of Existing (2022), No-Build (2027), and Build (2027) conditions indicate that the intersection of Perry Ridge Court and Ridge Valley Way is expected to operate at LOS A for both the major-street left-turn movement and minor-street approach during the weekday AM and PM peak hours.

Ridge Valley Way is currently stubbed to the property line for future connection. As such, this intersection was analyzed with the assumption that site trips from the proposed development may utilize this roadway for access in order to present a conservative analysis. With this assumption, the proposed development is expected to have a negligible impact in delay on the subject intersection.

<sup>2.</sup> Level of service for minor-street approach.



## PERRY CURTIS ROAD / WAKE COUNTY LINE ROAD + CHAMBLEE ROAD

The intersection of Perry Curtis Road / Wake County Line Road and Chamblee Road is currently an unsignalized, three-leg intersection. This intersection was analyzed under Existing (2022), No-Build (2027), and Build (2027) conditions.

Table 10 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix I for the Synchro capacity analysis reports.

	A P		Weekday AM Peak Hour		Weekday PM Peak Hour	
Conditions	P R O A C H	Lane Configurations	LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2022)	EB <sup>1</sup> WB SB <sup>2</sup>	1 LT-TH 1 TH-RT 1 LT-RT	A (7)  A (9)	N/A	A (7)  A (9)	N/A
No-Build (2027)	EB <sup>1</sup> WB SB <sup>2</sup>	1 LT-TH 1 TH-RT 1 LT-RT	A (7)  A (9)	N/A	A (8)  A (10)	N/A
Build (2027)	EB <sup>1</sup> WB SB <sup>2</sup>	1 LT-TH 1 TH-RT 1 LT-RT	A (7)  A (10)	N/A	A (8)  B (11)	N/A

<sup>1.</sup> Level of service for major-street left-turn movement.

Capacity analysis of Existing (2022), No-Build (2027), and Build (2027) conditions indicate that the intersection of Perry Curtis Road / Wake County Line Road and Chamblee Road is expected to operate at LOS B or better for both the major-street left-turn movement and minor-street approach during the weekday AM and PM peak hours.

<sup>2.</sup> Level of service for minor-street approach.



#### NC 39 + WAKE COUNTY LINE ROAD

The intersection of NC 39 and Wake County Line Road is currently an unsignalized, three-leg intersection. This intersection was analyzed under Existing (2022), No-Build (2027), and Build (2027) conditions.

Table 11 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix J for the Synchro capacity analysis reports.

	A P		Weekday AM Peak Hour		Weekday PM Peak Hour	
Conditions	P R O A C H	Lane Configurations	LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2022)	EB <sup>2</sup> NB <sup>1</sup> SB	1 LT-TH 1 LT-TH 1 TH-RT	B (12) A (8)	N/A	B (13) A (8)	N/A
No-Build (2027)	EB <sup>2</sup> NB <sup>1</sup> SB	1 LT-TH 1 LT-TH 1 TH-RT	B (12) A (8)	N/A	B (14) A (8) 	N/A
Build (2027)	EB <sup>2</sup> NB <sup>1</sup> SB	1 LT-TH 1 LT-TH 1 TH-RT	C (17) A (8)	N/A	C (20) A (9)	N/A

<sup>1.</sup> Level of service for major-street left-turn movement.

Capacity analysis of Existing (2022), No-Build (2027), and Build (2027) conditions indicate that the intersection of NC 39 and Wake County Line Road is expected is to operate at LOS C or better for both the major-street left-turn movement and minor-street approach during the weekday AM and PM peak hours.

<sup>2.</sup> Level of service for minor-street approach.



#### NC 39 + OLD US 264

The intersection of NC 39 and Old US 264 is currently an unsignalized, four-leg intersection. This intersection was analyzed under Existing (2022), No-Build (2027), and Build (2027) conditions. Based on coordination with Town and NCDOT staff, Sidney Creek is expected to construct improvements at the subject intersection prior to the 2027 buildout of the proposed development. These improvements were included under all future year analyses (No-Build and Build conditions). The improvements included as adjacent development improvements are:

- Monitor for signalization and install once warranted and approved by NCDOT.
- > Construct an exclusive eastbound right-turn lane on Old US 264 with a minimum of 100 feet of full width storage and appropriate deceleration and taper.
- > Construct an exclusive eastbound left-turn lane on Old US 264 with a minimum of 50 feet of full width storage and appropriate deceleration and taper.
- > Construct an exclusive westbound right-turn lane on Old US 264 with a minimum of 125 feet of full width storage and appropriate deceleration and taper.
- > Construct an exclusive westbound left-turn lane on Old US 264 with a minimum of 50 feet of full width storage and appropriate deceleration and taper.
- > Extend the existing southbound left-turn lane on NC 39 to provide a minimum of 100 feet of full width storage and appropriate deceleration and taper.

Table 12 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix K for the Synchro capacity analysis reports.

	A P		Weekday AM Peak Hour		Weekday PM Peak Hour	
Conditions	P R O A C H	Lane Configurations	LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2022)	EB <sup>2</sup> WB <sup>2</sup> NB <sup>1</sup> SB <sup>1</sup>	1 LT-TH-RT 1 LT-TH-RT 1 LT, 1 TH-RT 1 LT, 1 TH-RT	C (16) C (21) A (8) A (8)	N/A	F (76) D (32) A (8) A (8)	N/A
No-Build (2027)	EB WB NB SB	1 LT, 1 TH, 1 RT 1 LT, 1 TH, 1 RT 1 LT, 1 TH-RT 1 LT, 1 TH-RT	D (38) D (38) C (29) C (25)	C (30)	D (43) D (40) C (32) C (29)	C (33)
Build (2027)	EB WB NB SB	1 LT, 1 TH, <u>1 RT</u> 1 LT, 1 TH, <u>1 RT</u> 1 LT, 1 TH, <u>1 RT</u> 1 LT, 1 TH-RT 1 LT, 1 TH-RT	D (39) D (40) C (30) C (25)	C (31)	D (46) D (46) C (33) C (30)	D (35)

Background Improvements by Sidney Creek are shown <u>underlined</u>.

- 1. Level of service for major-street left-turn movement.
- 2. Level of service for minor-street approach.

Capacity analysis of Existing (2022) conditions indicate that the intersection of NC 39 and Old US 264 currently operates at LOS A for the major-street left-turn movement and at LOS D or better for the minor-street approach during the weekday AM and PM peak hour, with the exception of the eastbound approach (LOS F) during the PM peak hour.



Under future 2027 conditions, the Sidney Creek adjacent development is expected to install a traffic signal in addition to constructing geometric improvements at this intersection. Capacity analysis of No-Build (2027) and Build (2027) conditions indicates that this intersection is expected to operate at an overall LOS C during both the weekday AM and PM peak hours. Additionally, all approaches are expected to operate at LOS D or better during the weekday AM and PM peak hours.

The proposed development is expected to account for less than 7% of the total trips at the intersection during the weekday AM and PM peak hours under Build (2027) conditions. It should also be noted that the subject intersection is approximately 3 miles from the proposed site's property line. Due to the expected acceptable operation of this intersection upon buildout of the proposed development, no improvements are recommended by the development.



#### **CHAMBLEE ROAD + SITE DRIVE #1**

The future intersection of Chamblee Road and Site Drive #1 is expected to operate as an unsignalized, three-leg, right turn in/right turn out intersection. This intersection was analyzed under Build (2027) conditions.

Table 13 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix L for the Synchro capacity analysis reports.

TABLE 13: CAPAC	CITY ANAL	YSIS SUMMARY OF CH	HAMBLEE ROAI	D + SITE DRIVE #1		
A P	A P		Weekday AM Peak Hour		Weekday PM Peak Hour	
Conditions	P R O A C H	Lane Configurations	LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Build (2027)	WB <sup>1</sup> NB SB	1 RT 1 TH-RT 1 TH	A (9)  	N/A	A (9)  	N/A

Improvements recommended by the Developer are shown in **bold**.

Capacity analysis of Build (2027) conditions indicates that the intersection of Chamblee Road and Site Drive #1 is expected to operate at LOS A for the minor-street approach during the weekday AM and PM peak hours.

An exclusive northbound right-turn lane was considered at this intersection based on the methodology outlined in the Policy on Street and Driveway Access to North Carolina Highways (published by the NCDOT). Based on the findings from the turn lane warrant analysis, the intersection does not meet the criteria to warrant an exclusive turn lane. Additionally, Chamblee Road is expected to have an AADT of less than 4,000 vpd upon buildout year 2027, which is the typical threshold for considering designated turn lanes at unsignalized intersections; therefore, no exclusive turn lanes are recommended at the site drive. Appendix P provides the Turn Lane Warrant analysis.

<sup>1.</sup> Level of service for minor-street approach.



#### **CHAMBLEE ROAD + SITE DRIVE #2**

The future intersection of Chamblee Road and Site Drive #2 is expected to operate as an unsignalized, four-leg intersection. This intersection was analyzed under Build (2027) conditions.

Table 14 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix M for the Synchro capacity analysis reports.

TABLE 14: CAPACITY ANALYSIS SUMMARY OF CHAMBLEE ROAD + SITE DRIVE #2							
	A P		Weekday AM	Weekday AM Peak Hour		Weekday PM Peak Hour	
Conditions	P R O A C H	Lane Configurations	LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)	
Build (2027)	EB <sup>2</sup> WB <sup>2</sup> NB <sup>1</sup> SB <sup>1</sup>	1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT	A (9) A (10) A (7) A (7)	N/A	B (10) B (10) A (8) A (7)	N/A	

Improvements recommended by the Developer are shown in **bold**.

- 1. Level of service for major-street left-turn movement.
- 2. Level of service for minor-street approach.

Capacity analysis of Build (2027) conditions indicates that the intersection of Chamblee Road and Site Drive #2 is expected to operate at LOS B or better for the major-street left-turn movements and minor-street approaches during the weekday AM and PM peak hours.

An exclusive northbound right-turn lane was considered at this intersection based on the methodology outlined in the Policy on Street and Driveway Access to North Carolina Highways (published by the NCDOT). Based on the findings from the turn lane warrant analysis, the intersection does not meet the criteria to warrant an exclusive turn lane. Additionally, Chamblee Road is expected to have an AADT of less than 4,000 vpd upon buildout year 2027, which is the typical threshold for considering designated turn lanes at unsignalized intersections; therefore, no exclusive turn lanes are recommended at the site drive. Appendix P provides the Turn Lane Warrant analysis.



#### **CHAMBLEE ROAD + SITE DRIVE #3**

The future intersection of Chamblee Road and Site Drive #3 is expected to operate as an unsignalized, three-leg intersection. This intersection was analyzed under Build (2027) conditions.

Table 15 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to Appendix N for the Synchro capacity analysis reports.

A P		Weekday AM Peak Hour		Weekday PM Peak Hour		
Conditions	P R O A C H	Lane Configurations	LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
	<b>EB</b> <sup>2</sup>	1 LT-RT	A (9)		A (9)	
Build (2027)	NB <sup>1</sup> SB	1 LT-TH 1 TH-RT	A (7)	N/A	A (8)	N/A

Improvements recommended by the Developer are shown in **bold**.

- 1. Level of service for major-street left-turn movement.
- 2. Level of service for minor-street approach.

Capacity analysis of Build (2027) conditions indicates that the intersection of Chamblee Road and Site Drive #3 is expected to operate at LOS A for the major-street left-turn movement and minor-street approach during the weekday AM and PM peak hours.

An exclusive northbound right-turn lane was considered at this intersection based on the methodology outlined in the Policy on Street and Driveway Access to North Carolina Highways (published by the NCDOT). Based on the findings from the turn lane warrant analysis, the intersection does not meet the criteria to warrant an exclusive turn lane. Additionally, Chamblee Road is expected to have an AADT of less than 4,000 vpd upon buildout year 2027, which is the typical threshold for considering designated turn lanes at unsignalized intersections; therefore, no exclusive turn lanes are recommended at the site drive. Appendix P provides the Turn Lane Warrant analysis.



## CONCLUSION / RECOMMENDATIONS

The purpose of this Traffic Impact Analysis is to determine the potential traffic impacts of this development and to identify transportation improvements that may be required to mitigate the impacts on the roadway network. The proposed residential development will be located along Chamblee Road, north of Perry Curtis Road in Zebulon, NC. Site access will be served via one (1) right-in/right-out driveway and two (2) full movement driveways on Chamblee Road as well as via a connection to the existing Ridge Valley Way which is stubbed to the southern border of the property. The site is currently undeveloped and is expected to consist of a maximum of 211 single family homes and 199 townhomes and is expected to be built-out by the year 2027.

Based on the approved scoping, the following intersections were included in this TIA study area:

- > Chamblee Road/ E. Horton Street and Temple-Johnson Road
- > NC 96 and Temple-Johnson Road
- > NC 96 and Perry Curtis Road
- > Perry Curtis Road and Perry Ridge Court
- > Perry Ridge Court and Ridge Valley Way
- > Perry Curtis Road / Wake County Line Road and Chamblee Road
- > NC 39 and Wake County Line Road
- NC 39 and Old US 264
- > Chamblee Road and Site Drive #1
- Chamblee Road and Site Drive #2
- > Chamblee Road and Site Drive #3

Capacity analysis was conducted at all study intersections according to NCDOT and Town guidelines utilizing the methodology contained in the Institute of Transportation Engineers (ITE) *Highway Capacity Manual*. Based on review of adjacent development and background information provided by NCDOT and the Town, the following improvements have been identified or are recommended to accommodate future traffic conditions. Figure 11 provides a graphical representation of recommended improvements at the study intersections.

Improvements by Sidney Creek

## NC 39 and Old US 264

- > Monitor for signalization and install once warranted and approved by NCDOT.
- > Construct an exclusive eastbound right-turn lane on Old US 264 with a minimum of 100 feet of full width storage and appropriate deceleration and taper.
- > Construct an exclusive eastbound left-turn lane on Old US 264 with a minimum of 50 feet of full width storage and appropriate deceleration and taper.
- > Construct an exclusive westbound right-turn lane on Old US 264 with a minimum of 125 feet of full width storage and appropriate deceleration and taper.
- > Construct an exclusive westbound left-turn lane on Old US 264 with a minimum of 50 feet of full width storage and appropriate deceleration and taper.
- > Extend the existing southbound left-turn lane on NC 39 to provide a minimum of 100 feet of full width storage and appropriate deceleration and taper.

## Recommended Improvements by Developer Chamblee Road and Site Drive #1

- > Construct Site Drive #1 as the westbound approach with one (1) ingress lane and one (1) egress lane.
  - o Note: This intersection will be restricted to right-in/right-out operations.
- > Provide stop control on the westbound approach of the site drive.

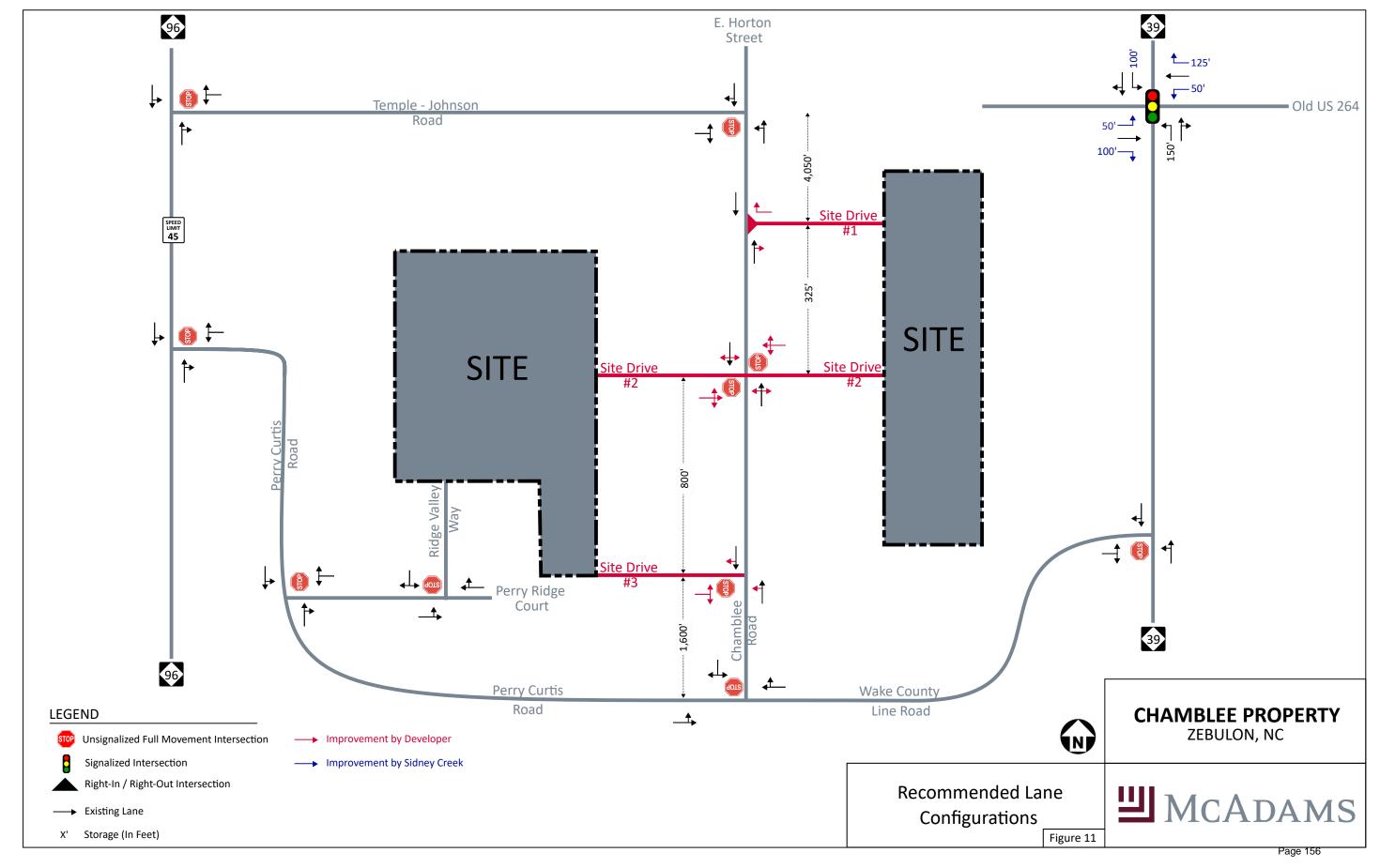


## Chamblee Road and Site Drive #2

- > Construct Site Drive #2 with a full movement eastbound and westbound approach with one (1) ingress lane and one (1) egress lane each, respectively.
- > Provide stop control on the eastbound and westbound approaches of the site drives.

## Chamblee Road and Site Drive #3

- > Construct Site Drive #3 as a full movement eastbound approach with one (1) ingress lane and one (1) egress lane.
- > Provide stop control on the eastbound approach of the site drive.



## **APPENDIX**

Attachment 1 PD 2023-01

APPENDIX A: MEMORANDUM OF UNDERSTANDING (MOU)



## MEMORANDUM OF UNDERSTANDING > CHAMBLEE PROPERTY

October 12, 2022

Michael J. Clark, AICP, CZO Town of Zebulon 1003 North Arendell Avenue Zebulon, NC 27597 919.823.1808

RE: Chamblee Property – Zebulon, NC – Traffic Impact Analysis

Dear Mr. Clark,

## MEMORANDUM OF UNDERSTANDING

This letter provides a Memorandum of Understanding (MOU) outlining the proposed scope and assumptions related to the Traffic Impact Analysis (TIA) for the proposed Chamblee Property development, to be located along Chamblee Road, north of Perry Curtis Road in Zebulon, North Carolina. A preliminary site plan is attached. The following TIA scope is based on preliminary scoping email coordination with the Town of Zebulon (Town) and the North Carolina Department of Transportation (NCDOT) and a scoping meeting held on 9/27/2022 with Town and NCDOT staff.

The proposed development is anticipated to be completed in 2027 and is expected to include the following uses:

- > 211 Single family homes
- > 119 townhomes

The proposed development is expected to be served by one (1) right-in/right-out driveway on Chamblee Road, three (3) full movement driveways on Chamblee Road (two on the western side of Chamblee Road and one on the eastern side) and connection to the existing Ridge Valley Way stubbed to the properties southern border.

### STUDY AREA

Based on coordination with NCDOT and Town staff, the study area consists of the following intersections:

- > Temple-Johnson Road at NC 96
- > Perry Curtis Road at NC 96
- > Chamblee Road at Temple-Johnson Road
- > Perry Curtis Road at Perry Ridge Court
- > Perry Ridge Court at Ridge Valley Way
- > Perry Curtis Road / Wake County Line Road at Chamblee Road
- > Wake County Line Road at NC 39
- > NC 39 at Old US 264



## MEMORANDUM OF UNDERSTANDING > CHAMBLEE PROPERTY

### **EXISTING TRAFFIC VOLUMES**

Peak hour turning movement counts will be conducted during weekday AM (7:00 to 9:00 AM) and weekday PM (4:00 to 6:00 PM) peak hours in June and October 2022 at the existing study intersections while local public schools are in session. The existing volumes at the intersection of Perry Ridge Court at Ridge Valley Way will be pulled through from the adjacent intersection of Perry Curtis Road at Perry Ridge Court.

Traffic volumes will be balanced between study intersections, where appropriate.

#### **NO-BUILD TRAFFIC VOLUMES**

No-Build (2027) traffic volumes are proposed to be determined by projecting existing (2022) traffic volumes to the buildout year (2027) using a 3% annually compounded growth rate, as determined based on coordination with the Town.

Based on coordination with the Town and NCDOT, the Sidney Creek Residential development will be included as an adjacent development according to the 2019 Traffic Impact Analysis

#### TRIP GENERATION

Based on the Institute for Transportation Engineers (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition, and the suggested method of trip calculations provided in NCDOT's *Rate vs. Equation spreadsheet*, trips for the proposed development were calculated for weekday daily, weekday AM peak hour, and weekday PM peak hour. Refer to Table 1 for the trip generation for the proposed development.

TABLE 1: TRIP GENERATIO	N								
Land Use (ITE Code)	Density		Daily	AM Pea	ak Hour		PM Pea	ık Hour	
Land Ose (TE code)	Density	Methodology	Trips	Enter	Exit	Total	Enter	Exit	Total
Single-Family Detached Housing (210)	211 units	Adjacent / Equation	2,006	38	109	147	126	74	200
Single-Family Attached Housing (215)	119 units	Adjacent / Equation	856	17	39	56	38	29	67
		Total Trips	2,862	55	148	203	164	103	267

## TRIP DISTRIBUTION / ASSIGNMENT

The primary site trip distribution was determined based on the locations of existing traffic patterns, population centers adjacent to the study area, and engineering judgment. A summary of the regional residential distributions is below:

- > 40% to/from the north via NC 96
- > 40% to/from the north via NC 39
- > 15% to/from the north via Chamblee Road
- > 5% to/from the south via NC 96



## MEMORANDUM OF UNDERSTANDING > CHAMBLEE PROPERTY

To account for the traffic of the proposed development, the trip generation will be applied to the trip distribution and added to the no-build traffic volumes to determine build conditions. Refer to the attached figure for the trip distributions at the study intersections.

#### **ANALYSIS SCENARIOS**

Study intersections will be analyzed during the weekday AM and PM peak hours under the following traffic scenarios:

- > Existing (2022) Conditions
- > No-Build (2027) Conditions
- > Build (2027) Conditions

## STUDY DOCUMENT

All capacity analysis will be performed utilizing Synchro (Version 11.1). The traffic study report will be prepared based on Town and NCDOT requirements and will be summarized in a letter format.

If you find this memorandum of understanding acceptable, please let me know so that we may include it in the attachments. If you should have any questions or comments, please feel free to contact me at 919.287.0741.

Sincerely,

**MCADAMS** 

Nate Bouquin, PE, PTOE

Traffic Engineering Lead, Transportation

Attachments: Preliminary Site Plan

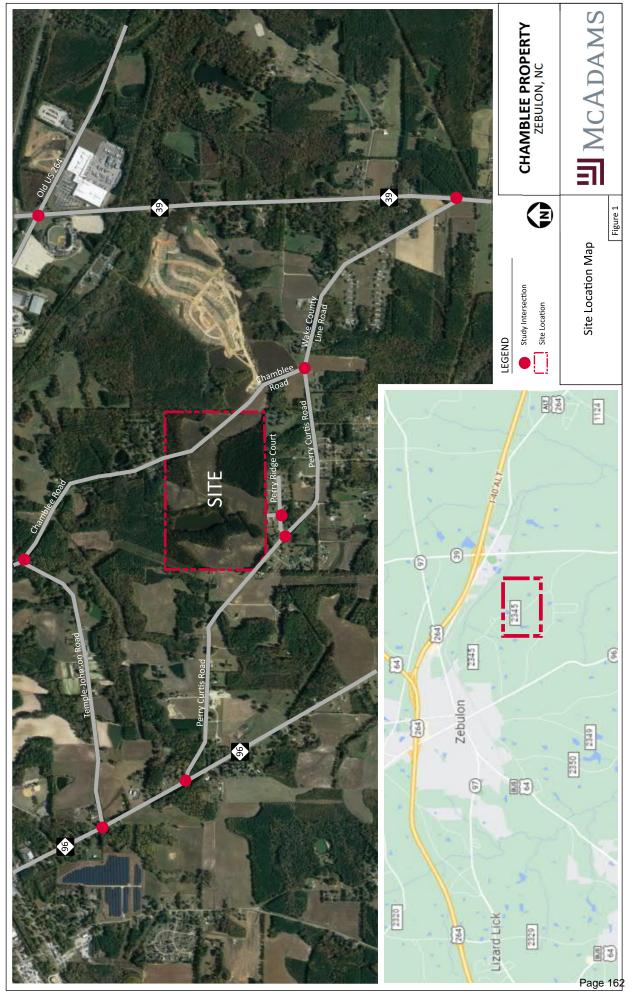
Site Trip Distribution Figure

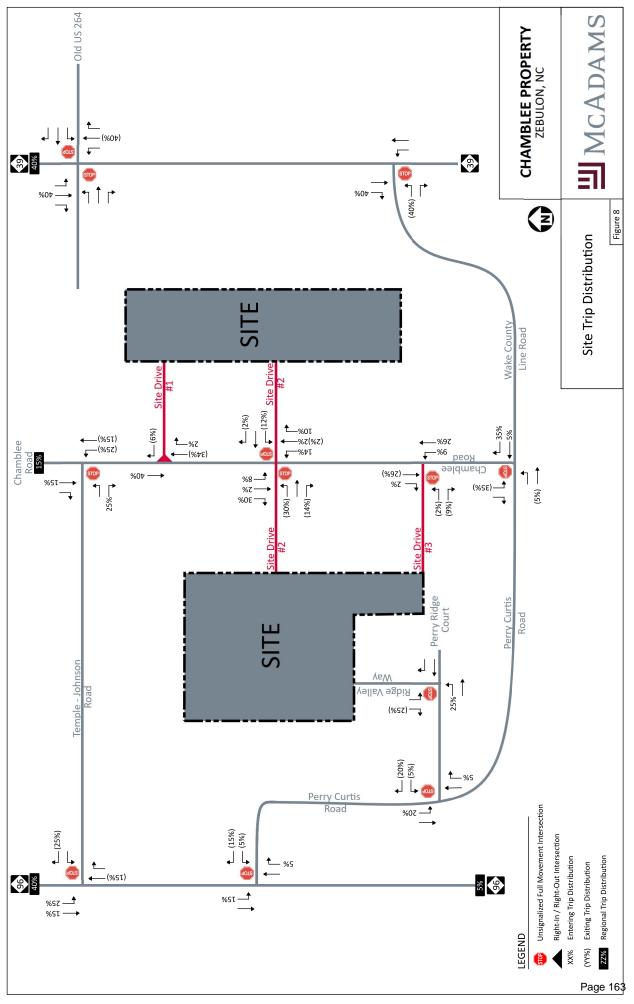
CC: Jeremy Warren, NCDOT

Matthew Nolfo, NCDOT

Clarence Bunting, NCDOT

Aaron Chalker, Town of Zebulon





# Attachment 1 PD 2023-01

#### Thanks!



Nate Bouquin PE PTOE traffic engineering lead, transportation

direct 919.287.0741 mobile 919.961.4065 bouquin@mcadamsco.com 621 Hillsborough Street, Suite 500, Raleigh, NC 27603

www.mcadamsco.com Join Our Team



\*Our Raleigh office has moved! We can't wait to see you there soon.

From: Warren, Jeremy L < <u>jlwarren@ncdot.gov</u>> Sent: Monday, October 17, 2022 3:02 PM

To: Nate Bouquin <bouquin@mcadamsco.com>; Aaron Chalker <achalker@townofzebulon.org>; Michael Clark

<mclark@townofzebulon.org>; Nolfo, Matthew J <mjnolfo@ncdot.gov>

Cc: Bunting, Clarence B < <a href="mailto:cbunting@ncdot.gov">cbunting@ncdot.gov</a>; Lineberger, Nicholas C < <a href="mailto:nclineberger@ncdot.gov">nclineberger@ncdot.gov</a>; Tyler Huggins

<huggins@mcadamsco.com>

Subject: RE: [External] Chamblee Rd Residential - TIA Scoping

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The Department has no comments for the MOU.

## Jeremy Warren, P.E.

District Engineer
Division 5, District 1
North Carolina Department of Transportation

919 814 6115 office NEW jlwarren@ncdot.gov

4009 District Drive Raleigh, NC 27607



Email correspondence to and from this address is subject to the North Carolina Public Records Law and may be disclosed to third parties.

From: Nate Bouquin < bouquin@mcadamsco.com > Sent: Wednesday, October 12, 2022 3:13 PM

To: Aaron Chalker <a href="mailto:achalker@townofzebulon.org">achalker@townofzebulon.org</a>; Warren, Jeremy L

<jlwarren@ncdot.gov>; Nolfo, Matthew J <mjnolfo@ncdot.gov>

Cc: Bunting, Clarence B <cbunting@ncdot.gov>; Lineberger, Nicholas C <nclineberger@ncdot.gov>; Tyler Huggins

<huggins@mcadamsco.com>

Subject: RE: [External] Chamblee Rd Residential - TIA Scoping

## Tyler Huggins

From: Michael Clark <mclark@townofzebulon.org>

Sent: Monday, October 24, 2022 3:51 PM To: Nate Bouquin; Aaron Chalker

Cc: Tyler Huggins

Subject: RE: [External] Chamblee Rd Residential - TIA Scoping

You don't often get email from mclark@townofzebulon.org. Learn why this is important

CAUTION: This email is NOT from McAdams. DO NOT click links or open attachments unless you verify the sender and content.

Good Afternoon,

The Town is good with these assumptions.

Thank you, Mike

Michael J. Clark, AICP, CZO Planning Director Town of Zebulon

(919) 823-1808 (direct)

1003 North Arendell Avenue Zebulon, N.C. 27597



### www.townofzebulon.org

Email correspondence to and from this sender is subject to N.C. Public Records Law and may be disclosed to third parties.

From: Nate Bouquin <bouquin@mcadamsco.com>

Sent: Monday, October 24, 2022 9:42 AM

To: Aaron Chalker <achalker@townofzebulon.org>; Michael Clark <mclark@townofzebulon.org>

Cc: Tyler Huggins < huggins@mcadamsco.com>

Subject: RE: [External] Chamblee Rd Residential - TIA Scoping

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Michael / Aaron,

Does the Town have any additional comments on this MOU or are we clear to proceed with these assumptions?

Attachment 1 PD 2023-01

APPENDIX B: COUNT DATA

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

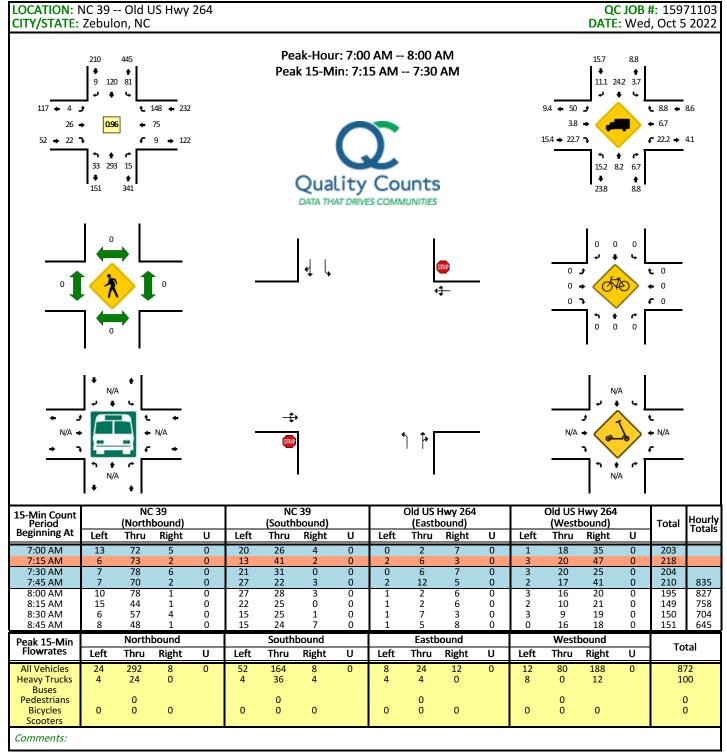
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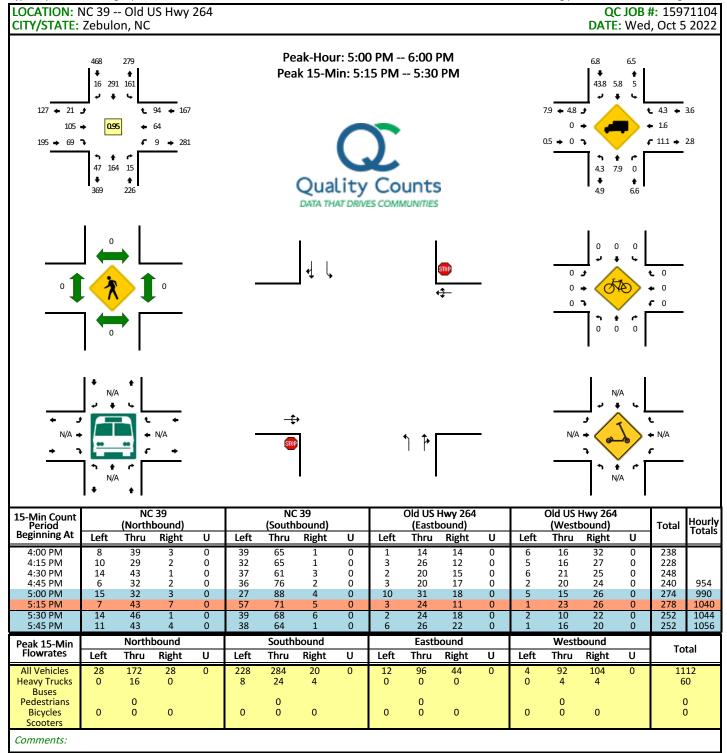
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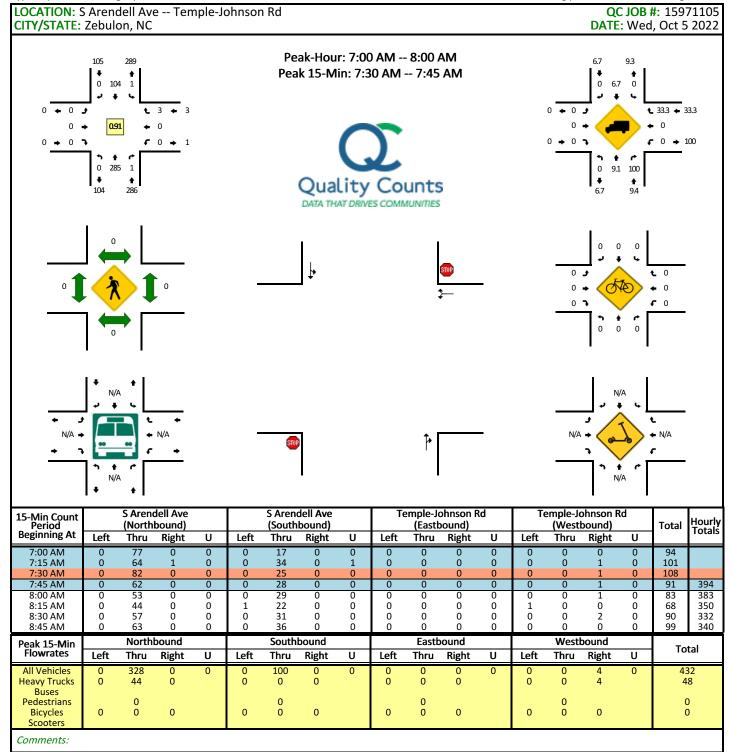


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SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

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7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM	0 0 0 0	(North) Thru 0 0 0 0 0 0 0 0 0 0	Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0	0 1 0 3 2	(South Thru 0 0 0 0 0 0 0 0 0 0	Right 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0	Left 0 1 0 1 1 1 1	Curt (Eastb Thru 0 4 6 0 6 5 2 4	is Rd cound) Right 0 0 0 0 0 0	0 1 0 0 0	Left 0 0 0 0 0 0 0	Curt (Westl Thru 9 8 8 8 4 7 7 6	is Rd bound) Right 3 2 1 5 1 4 3 2	0 0 0 0 0	12 17 15 18 14 17	62 64 64
7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM	0 0 0 0 0 0	(North)  Thru  0 0 0 0 0 0 0 North	Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0	0 1 0 3 2 0 0 1	(South Thru 0 0 0 0 0 0 0 South	Right  O O O O O O O O O O O O O O O O O O	0 0 0 0 0	Left  0 1 0 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0	Curt (Eastb Thru 0 4 6 0 6 5 2 4 Eastb	is Rd cound) Right 0 0 0 0 0 0 0 0	U 0 1 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	Left 0 0 0 0 0 0 0 0	Curt (Westl Thru 9 8 8 8 4 4 7 7 6 6 Westl	is Rd bound) Right 3 2 1 5 1 4 3 2 bound	U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 17 15 18 14 17 15 13	62 64 64 64
7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM Peak 15-Min Flowrates All Vehicles Heavy Trucks	0 0 0 0 0	(North) Thru 0 0 0 0 0 0 0 0 0 0	Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0	0 1 0 3 2 0 0	(South Thru 0 0 0 0 0 0 0 0 0 0	Right 0 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0	Left 0 1 0 1 1 1 1 1	Curt (Eastb Thru 0 4 6 0 6 5 2 4	is Rd cound) Right 0 0 0 0 0 0	U 0 1 0 0 0	Left 0 0 0 0 0 0 0 0	Curt (Westl Thru 9 8 8 8 4 7 7 6	is Rd bound) Right 3 2 1 5 1 4 3 2	0 0 0 0 0	12 17 15 18 14 17 15 13	62 64 64 64 59
7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM Peak 15-Min Flowrates	0 0 0 0 0 0 0 0	(North)  Thru  0 0 0 0 0 0 0 North)  Thru  0	Right  O O O O O O O O O O O O O O O O O O	0 0 0 0 0 0	0 1 0 3 2 0 0 1 Left	(South Thru 0 0 0 0 0 0 0 South Thru 0	Right  O O O O O O O O O O O O O O O O O O	0 0 0 0 0	Left 0 1 0 1 1 1 1 1 1 4	Curt (Eastb Thru 0 4 6 0 6 5 2 4 Eastb Thru 0	is Rd sound) Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U 0 1 0 0 0 0 0 1 0 0 U	Left 0 0 0 0 0 0 0 0 Left	Curt (West) Thru  9  8  8  4  7  7  6  West) Thru	is Rd bound) Right 3 2 1 5 1 4 3 2 bound Right 2 0	U 0 0 0 0 0 0 0 0 0 0 U	12 17 15 18 14 17 15 13 To	62 64 64 64 59

Report generated on 6/17/2022 11:49 AM

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

Reginning At	CITY/STATE:				e Cour	nty Line	e Rd_P	erry Cu	rtis Ro	<u> </u>								#: 158! ı, Jun 9	
15-Min Count   Chamblee Rd (Northbound)   Chamblee Rd (Southbound)   Clastbound	51	5 0 5 0 6 0 6 0	15 L	26			Pea	Qua	in: 5:4	E PM	6:00 unts	PM			7.8	* 0 0 0 + 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	13.3	<b>•</b> 0	
Chamblee Rd   Chamblee Rd   Chamblee Rd   Chamblee Rd   County   Curtis Rd   Perry   Curtis Rd   Cur	0 1		• [	0		_	STO	<b>.</b>				<u>,*</u>	-		0		(a)	<b>•</b> 0	
15-Min Count Period Beginning At		_ , , , , , , , , , , , , , , , , , , ,	-			_	_ <del>2</del>	· 				STOP .	_		N/A			_	
Left   Thru   Right   U   Left   Thru   Ri				.1 5 !						Wake	Curt	is Rd	Perry	Wake	Curt	is Rd bound)		Total	Hour Tota
Sign	L5-Min Count Period Beginning At		(North	bound)											•				
Peak 15-Min Flowrates   Northbound   Southbound   Eastbound   Eastbound   Total	4:00 PM 4:15 PM 4:30 PM	0 0 0	(North Thru 0 0 0	Right 0 0 0	0 0 0	3 8 3	7hru 0 0 0	1 3 0	0 0 0	0 0 0	7hru 9 13 8	Right 0 0 0	0 0	0 0 0	7 3 8	3 1 3	0 0 0	28 22	00
All Vehicles 0 0 0 0 4 0 4 0 8 64 0 0 0 44 12 0 136 Heavy Trucks 0 0 0 0 0 0 0 0 8 0 0 0 0 8	4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	0 0 0 0 0 0	(North Thru 0 0 0 0 0 0 0 0	Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0	3 8 3 6 7 5 2	Thru 0 0 0 0 0 0 0 0 0	Right  1 3 0 0 2 2 0	0 0 0 0 0	0 0 0 1 1 1 0	9 13 8 4 15 9 11	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	7 3 8 4 4 5 6	3 1 3 0 3 2 4	0 0 0 0 0	28 22 15 32 24 23	88 97 93 94
Pedestrians 0 0 0 0 0	4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	0 0 0 0 0 0 0 0	(North Thru 0 0 0 0 0 0 0 North	Right  O O O O O O O O O O O O O O O O O O	0 0 0 0 0	3 8 3 6 7 5 2	Thru 0 0 0 0 0 0 0 0 0 South	Right  1 3 0 0 2 2 0 1 bound	0 0 0 0 0 0	0 0 0 1 1 1 0	7hru 9 13 8 4 15 9 11 16 Easth	Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	7 3 8 4 4 5 6 11 West	3 1 3 0 3 2 4 3	0 0 0 0 0 0	28 22 15 32 24 23 34	97 93 94 11

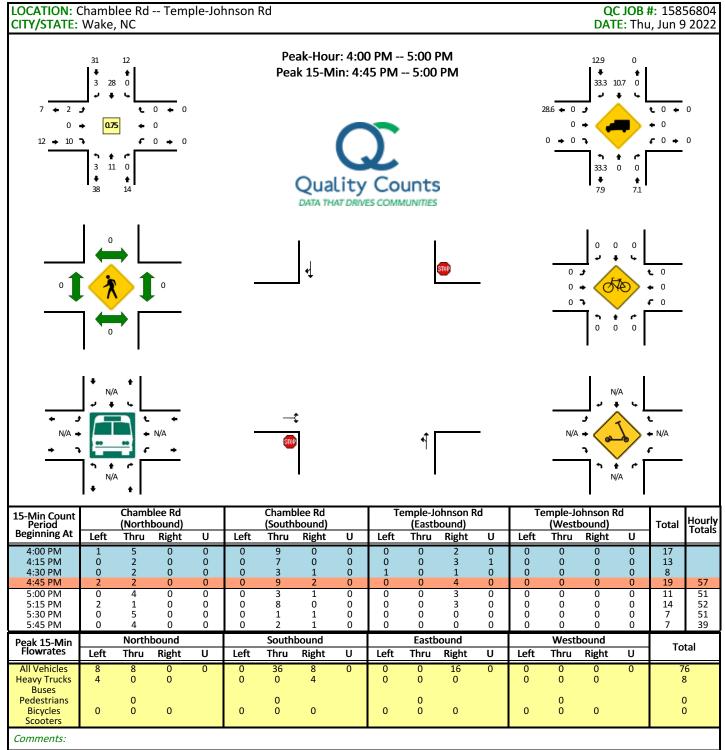
Report generated on 6/17/2022 11:49 AM

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

LOCATION: Char CITY/STATE: Wa	mblee Rd ake, NC	Temp	ole-Jol	nnson	Rd											#: 158! ı, Jun 9	56803 9 2022
3 + 1 + 3 + 2 + 3 + 9	092 +	0 <b>+</b> 0 0 <b>+</b> 0				ak-Hou k 15-M	in: 8:3	Co	8:45 unts	AM			0 <b>4</b> 0 0	_	4.8	• 0 • • 0	
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N/A + + ¬¬	N/A N/A N/A	. N/A		_	STO!	\$			4		-		N/A			► N/A	
15-Min Count Period Beginning At Le	(North	olee Rd bound) Right	U	Left		olee Rd bound) Right	U	Te Left		ohnson R oound) Right	ld U	Te Left		ohnson F bound) Right	ld U	Total	Hourly Totals
7:00 AM C 7:15 AM 1 7:30 AM C 7:45 AM 1	3 1 5 0 2 1 6 0 4 1 4	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	1 2 2 1 3 3 0	0 0 0 0 0 0 0	0 1 1 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 1 0 0 1 0 1 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	4 10 5 8 8 8 9	27 31 29 33 28
Peak 15-Min Flowrates Le		bound Right	U	Left	South Thru	bound Right	U	Left	Eastb Thru	ound Right	U	Left	West Thru	bound Right	U	То	tal
All Vehicles 4 Heavy Trucks 0 Buses Pedestrians Bicycles 0 Scooters	0	0	0	0 0	0 0 0 0	0	0	4 0	0 0 0	4 0	0	0 0	0 0 0 0	0 0	0	(	66 0 0 0
000000																	

Report generated on 6/17/2022 11:49 AM

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



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

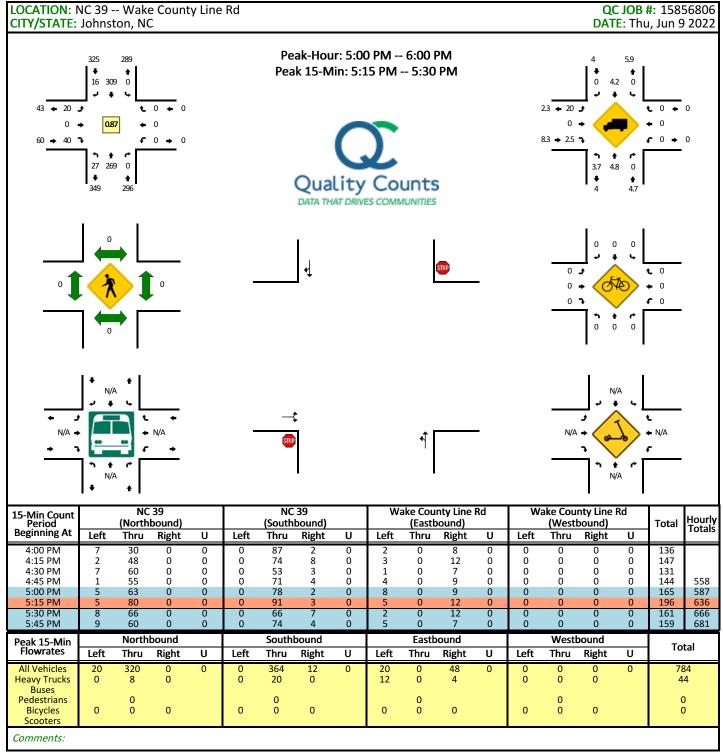
Type of peak hour being reported: Intersection Peak

LOCATION: NC 39 - CITY/STATE: Johnst			y Line	Rd												#: 1585 ı, Jun 9	
129 6 123 7 + 12 J 0 + 088 20 + 8 7 32 363 132	ب <u>ا</u> د د	0 <b>+</b> 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			Pea	ak-Hou k 15-M	lity	Co	7:45 unts	AM			0 + 0 0			• 0 • • 0	
	1	0		-		4				<b>∞</b>	-		0 0 0	* <b></b>		<b>€</b> 0 <b>•</b> 0 <b>•</b> 0	
N/A + N/A	- C	← N/A →		_	:	1			1		-		N/A	+ + + N	/A	Ł ► N/A	
15-Min Count Period Beginning At Left	NC (North Thru		U	Left		39 bound) Right	U	Left		nty Line cound) Right	Rd U	Wa Left	ake Cou (West Thru	nty Line bound) Right	Rd U	Total	Hourly Totals
7:00 AM 9 7:15 AM 6 7:30 AM 10 7:45 AM 6 8:00 AM 4 8:15 AM 8	92 94 106 71 61 74	0 0 0 0	0 1 0 0	0 0 0 0	23 33 31 36 26 24	3 1 1 1 1 3	0 0 0 0	3 3 4 2 2 3	0 0 0 0	0 3 3 2 6 2	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	130 141 155 118 100 114	544 514 487
8:30 AM 8 8:45 AM 5	57 35 <b>Northl</b>	0 0	0	0	36 21	1 4 bound	0 0	1 5	0 0 <b>Easth</b>	1 2 oound	0	0	0 0 West	0 0 <b>bound</b>	0	104 72	436 390
Peak 15-Min Flowrates Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Tot	
All Vehicles 40 Heavy Trucks 0 Buses Pedestrians Bicycles 0 Scooters	424 12 0 0	0 0	0	0 0	124 4 0 0	4 0 0	0	16 0 0	0 0 0 0	12 0 0	0	0 0	0 0 0	0	0	62 10 0	6
Comments:																	

Report generated on 6/17/2022 11:49 AM

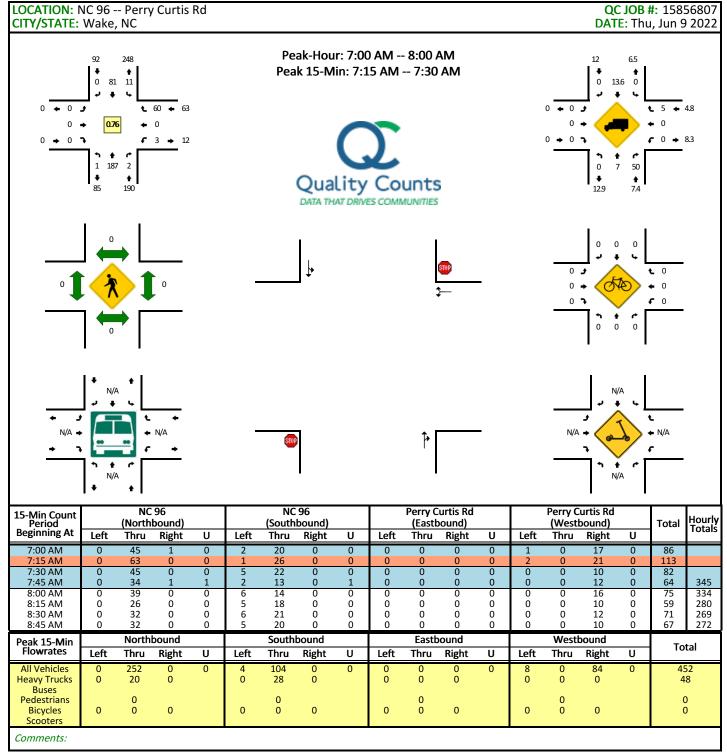
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak



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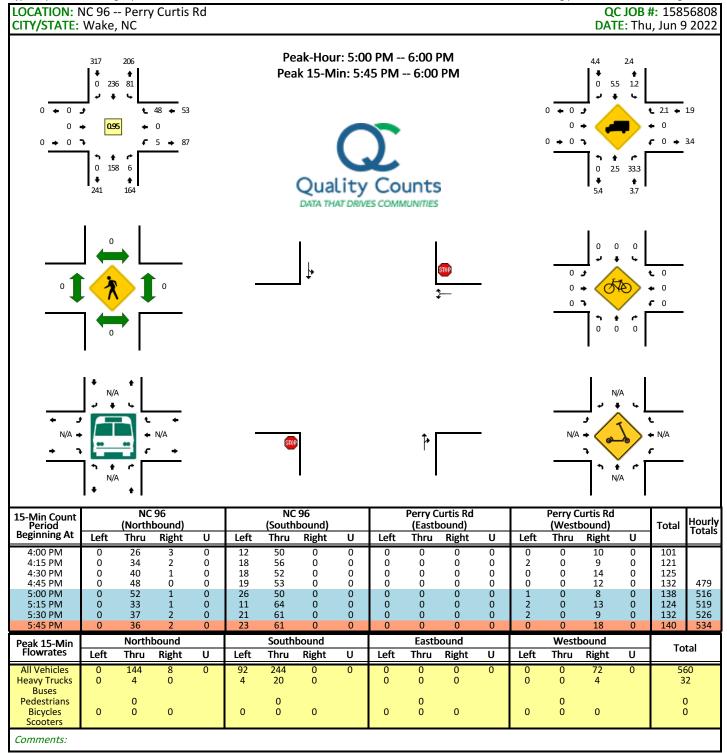
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212



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

Type of peak hour being reported: Intersection Peak



Report generated on 6/17/2022 11:49 AM

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

# APPENDIX C : ADJACENT DEVELOPMENT INFORMATION

# TRAFFIC IMPACT ANALYSIS

**FOR** 

## SIDNEY CREEK

**LOCATED** 

IN

## ZEBULON, NORTH CAROLINA

Prepared For: Stocks Engineering, PA 801 East Washington Street Nashville, NC 27856

and

Dan Ryan Builders 3000 RDU Center Dr., Suite 202 Morrisville, NC 27560

Prepared By:
Ramey Kemp & Associates, Inc.
5808 Faringdon Place, Suite 100
Raleigh, NC 27609
License #C-0910

July 2019

CAROLLA SEAL OSPECIAL OSPECIAL

Prepared By: CAB

Reviewed By: JTR

#### 6. Recommendations

Based on the findings of this study, specific geometric and traffic control improvements have been identified at study intersections. The improvements are summarized below and are illustrated in Figure E-1.

#### **Recommended Improvements by Developer**

Based on previous coordination with the Town consultant, offsite improvements should be considered for a cost-share agreement (proportional share fee-in-lieu) with the Town.

#### NC 39 and US 264 Westbound Ramps

• Monitor the intersection for signalization and conduct a signal warrant analysis prior to the build-out of the proposed Sidney Creek development.

#### NC 39 and Old US 264

- Utilizing the existing pavement width, provide an exclusive westbound left-turn lane with maximized (approximately 50 feet) storage and appropriate taper and an exclusive westbound right-turn lane with maximized (approximately 125 feet) storage and appropriate taper and deceleration length.
- Utilizing the existing pavement width, provide an exclusive eastbound left-turn lane with maximized (approximately 50 feet) storage and appropriate taper and an exclusive eastbound right-turn lane with maximized (approximately 100 feet) storage and appropriate taper and deceleration length.
- Monitor the intersection for signalization and conduct a signal warrant analysis prior to the build-out of the proposed Sidney Creek development.
- Extend the existing southbound right-turn lane with a minimum of 100 feet of storage and appropriate taper and deceleration length.

#### Chamblee Road and Site Drive 1

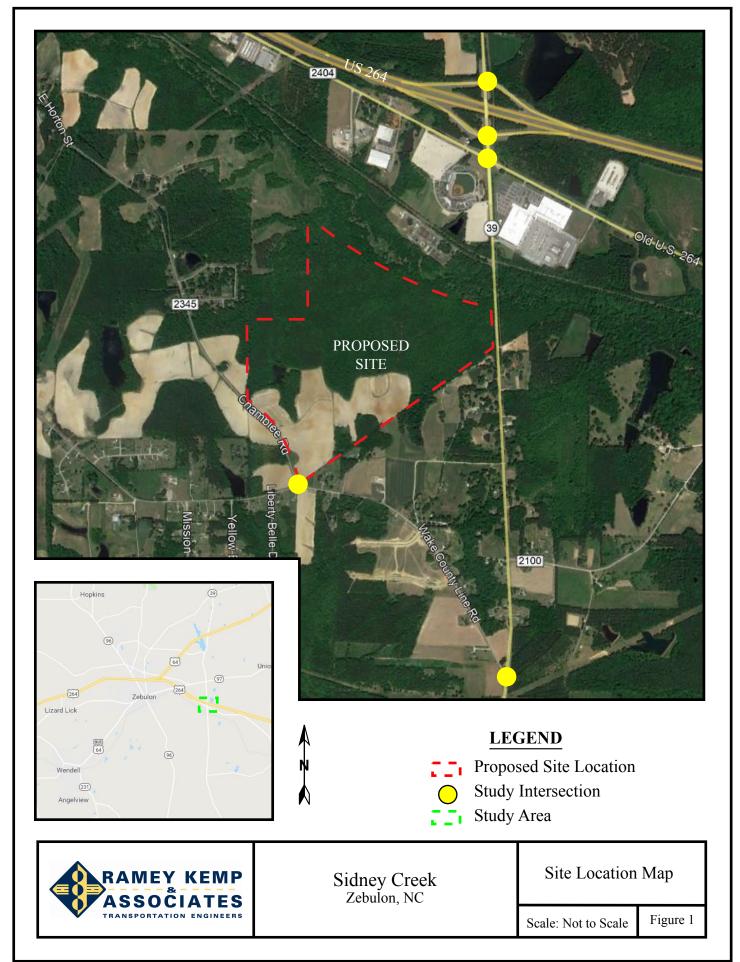
- Construct the westbound approach (Site Drive 1) with one ingress lane and one egress lane.
- Provide stop-control for the westbound approach.

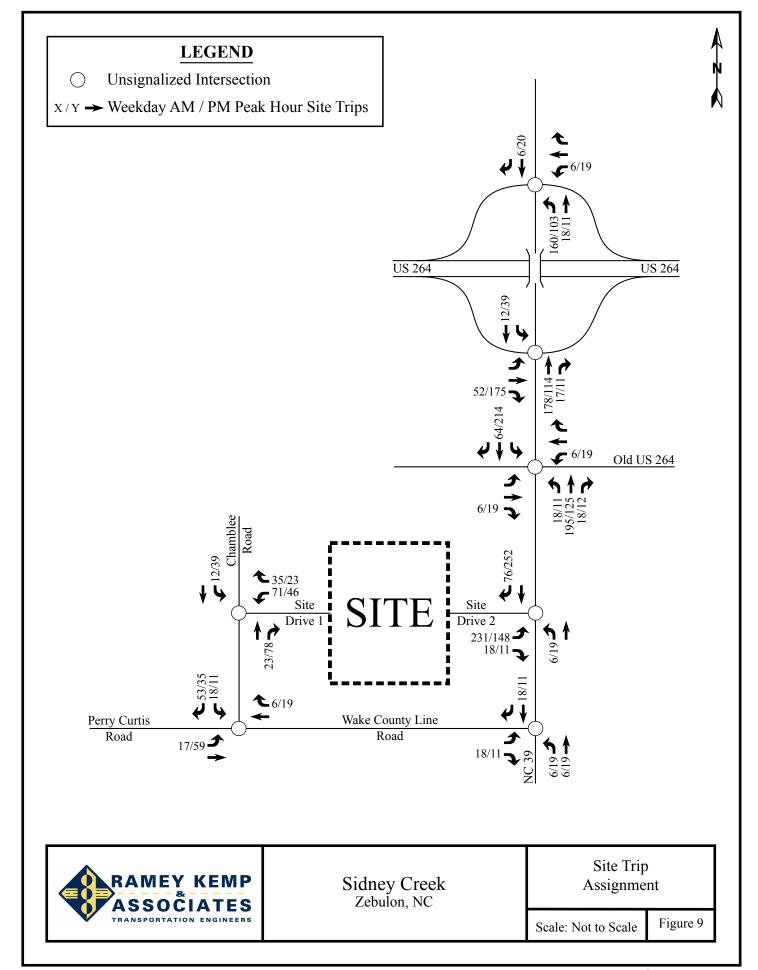


#### NC 39 and Site Drive 2

- Construct the eastbound approach (Site Drive 2) with one ingress lane and two egress lanes.
- Provide stop-control for the eastbound approach.
- Provide an exclusive northbound left-turn lane with a minimum of 50 feet of storage and appropriate taper and deceleration length.
- Provide an exclusive southbound right-turn lane with a minimum of 150 feet of storage and appropriate taper and deceleration length.







APPENDIX D: CAPACITY ANALYSIS RESULTS – CHAMBLEE ROAD/E. HORTON STREET + TEMPLE-JOHNSON ROAD

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
		LDK	NDL			אטכ
Lane Configurations	Y	,		4	_ ∱	4
Traffic Vol, veh/h	4	4	4	20	7	4
Future Vol, veh/h	4	4	4	20	7	4
Conflicting Peds, #/hr		0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storag	e,# 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	4	4	22	8	4
IVIVIIIL I IOW	4	4	4	22	Ü	4
Major/Minor	Minor2		Major1	N	Major2	
Conflicting Flow All	40	10	12	0	-	0
Stage 1	10	-	-	-	-	-
Stage 2	30	_	_	_	_	_
Critical Hdwy	6.42	6.22	4.12		_	_
Critical Hdwy Stg 1	5.42	0.22	4.12	_		
				-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy		3.318		-	-	-
Pot Cap-1 Maneuver	972	1071	1607	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	969	1071	1607	-	-	-
Mov Cap-2 Maneuver		-	-	-	_	_
Stage 1	1010	_	_	-	_	-
Stage 2	993	-	_	_	_	_
Staye 2	773	-	_	-		-
Approach	EB		NB		SB	
HCM Control Delay, s			1.2		0	
HCM LOS	A					
TIOW EOO	, ,					
Minor Lane/Major Mvi	nt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1607	-	1017	-	-
HCM Lane V/C Ratio		0.003		0.009	-	-
HCM Control Delay (s	3)	7.2	0	8.6	_	-
HCM Lane LOS	,	Α	A	A	_	_
HCM 95th %tile Q(vel	າ)	0	-	0	_	_
110101 73011 700116 Q(VE	'/	U		- 0		

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
	₩.	LDIN	NDL			SDIX
Lane Configurations		10	4	<u>ન</u>	<b>1</b>	4
Traffic Vol, veh/h	4	10	4	11	28	4
Future Vol, veh/h	4	10	4	11	28	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	e, # 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	12	31	4
WWW.C 10W	•	•	•	12	01	•
	Minor2		Major1		/lajor2	
Conflicting Flow All	53	33	35	0	-	0
Stage 1	33	-	-	-	-	-
Stage 2	20	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	_	-	-	-	_
Follow-up Hdwy		3.318	2 218	_	_	_
Pot Cap-1 Maneuver	955	1041	1576	-	_	-
Stage 1	989	-	-	_	_	_
Stage 2	1003	_		_	_	_
Platoon blocked, %	1003	-	-	-	-	-
	952	10/11	1574	-	-	-
Mov Cap-1 Maneuver		1041	1576	-	-	-
Mov Cap-2 Maneuver	952	-	-	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	8.6		1.9		0	
HCM LOS	Α		1.7		U	
HCW LOS	A					
Minor Lane/Major Mvn	nt	NBL	NBT I	EBLn1	SBT	SBR
		1576	_	1014	-	-
				0.015	-	
Capacity (veh/h) HCM Lane V/C Ratio		0.003	-			
HCM Lane V/C Ratio	)	0.003			-	-
HCM Lane V/C Ratio HCM Control Delay (s)	)	7.3	0	8.6		-
HCM Lane V/C Ratio					- -	

No-BuildAM.syn 10/31/2022

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	₩.	LDI	NDL	4	\$	אומט
Traffic Vol, veh/h	<b>T</b> 4	9	25	36	13	4
Future Vol, veh/h	4	9	25	36	13	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control		Stop	Free	Free	Free	Free
RT Channelized	Stop -	None	riee -			None
		None -			-	
Storage Length	0		-	-	-	-
Veh in Median Storage		-	-	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	10	28	40	14	4
Major/Minor I	Minor2		Major1	N	//ajor2	
Conflicting Flow All	112	16	18	0		0
Stage 1	16	-	-	_	_	_
Stage 2	96	_	_	_	_	_
Critical Hdwy	6.42	6.22	4.12	_	_	_
Critical Hdwy Stg 1	5.42	0.22	7.12	_	_	_
Critical Hdwy Stg 2	5.42	_	_	_	_	_
Follow-up Hdwy		3.318	2 218	_	_	_
Pot Cap-1 Maneuver	885	1063	1599	-	-	
	1007	1003	1599	-	_	_
Stage 1		_	-	-		-
Stage 2	928	-	-	-	-	-
Platoon blocked, %	000	4000	4500	-	-	-
Mov Cap-1 Maneuver	869	1063	1599	-	-	-
Mov Cap-2 Maneuver	869	-	-	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	928	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	8.7		3		0	
HCM LOS	Α		3		U	
TIOW LOO						
Minor Lane/Major Mvm	nt	NBL	NBT I	EBLn1	SBT	SBR
Capacity (veh/h)		1599	-	995	-	-
HCM Lane V/C Ratio		0.017	-	0.015	-	-
HCM Control Delay (s)		7.3	0	8.7	-	-
HCM Lane LOS		Α	Α	Α	-	-
		0.1	_	0		_
HCM 95th %tile Q(veh)		0.1	-	U	-	_

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3.7					
EBL	EBR	NBL	NBT	SBT	SBR
4	36	17	22	47	4
4					4
					0
					Free
-				-	None
0	-	_	-	_	-
	_	_		0	_
	_	_			_
					90
					2
					4
4	40	13	24	52	4
Minor2	1	Major1	٨	/lajor2	
116	54	56	0	-	0
54	-	-	-	-	-
62	-	-	-	-	-
6.42	6.22	4.12	-	-	-
5.42	-	-	-	-	-
5.42	-	-	-	-	-
	3.318	2.218	-	-	_
			-	-	-
	-	-	_	-	_
	_	_	_	_	_
001			_	_	_
869	1013	1549	_	_	_
		10-13	<u>_</u>	_	_
		_			
			_	_	_
901		-		-	-
EB		NB		SB	
8.8		3.2		0	
	NE	NET	EDL 1	057	000
t		NBT		SBT	SBR
		-		-	-
	0.012			-	-
	7.4	0	8.8	_	-
	7.4 A	A	A 0.1	-	-
	EBL  4 4 0 Stop 0 ,# 0 90 2 4  Minor2 116 54 62 6.42 5.42 5.42 5.42 3.518 880 969 961 869 957 961 EB	EBL EBR  4 36 4 36 0 0 Stop Stop - None 0 - 9,# 0 - 90 90 2 2 4 40  Minor2  116 54 54 - 62 - 6.42 6.22 5.42 - 5.42 - 3.518 3.318 880 1013 969 - 961 -  869 1013 869 - 961 -  EB 8.8 A  It NBL 1549	EBL EBR NBL  4 36 17 4 36 17 0 0 0 0 Stop Stop Free - None 0 90 90 90 2 2 2 2 4 40 19  Minor2 Major1 116 54 56 54 62 642 6.22 4.12 5.42 5.42 3.518 3.318 2.218 880 1013 1549 969 961  869 1013 1549 869 961  EB NB 8.8 3.2 A  It NBL NBT 1549 -	EBL EBR NBL NBT  4 36 17 22 4 36 17 22 0 0 0 0 0 Stop Stop Free Free - None 0 0 90 90 90 90 90 90 90 2 2 2 2 2 4 40 19 24  Minor2 Major1 N 116 54 56 0 54 62 642 6.22 4.12 - 5.42 5.42 5.42 5.42 5.42 880 1013 1549 - 969 961 869 1013 1549 - 969 961  EB NB 8.8 3.2 A  It NBL NBT EBLn1 1549 - 996	EBL         EBR         NBL         NBT         SBT           Y         Image: Control of the part of th

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W	LDI	HUL	4	\$	OBIN
Traffic Vol, veh/h	4	23	62	58	21	4
Future Vol, veh/h	4	23	62	58	21	4
	0	23	02	0	0	0
Conflicting Peds, #/hr	-					
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	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	26	69	64	23	4
	•					•
Major/Minor	Minor2		Major1	٨	/lajor2	
Conflicting Flow All	227	25	27	0	-	0
Stage 1	25	-	-	-	-	-
Stage 2	202	-	-	_	-	_
Critical Hdwy	6.42	6.22	4.12	_	_	_
Critical Hdwy Stg 1	5.42	-	7.12	_	_	_
	5.42		_	_	_	_
Critical Hdwy Stg 2			0.040	-		
Follow-up Hdwy		3.318		-	-	-
Pot Cap-1 Maneuver	761	1051	1587	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	727	1051	1587	-	-	-
Mov Cap-2 Maneuver	727	-	-	-	-	-
Stage 1	953	-	-	-	_	_
Stage 2	832	_	_	_	_	_
Olaye Z	002		_	_		_
Approach	EB		NB		SB	
HCM Control Delay, s	8.8		3.8		0	
HCM LOS	Α		0.0		- 0	
I IOWI LOG	٨					
Minor Lane/Major Mvn	nt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1587	_	986	-	
HCM Lane V/C Ratio		0.043	_	0.03	_	_
HCM Control Delay (s)		7.4	0	8.8	_	_
HCM Lane LOS						
	١ -	Α	Α	Α	-	-
HCM 95th %tile Q(veh	)	0.1	-	0.1	-	-

Intersection						
Int Delay, s/veh	4.5					
			No	NET	057	000
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥			4	1	
Traffic Vol, veh/h	4	77	44	37	72	4
Future Vol, veh/h	4	77	44	37	72	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 Storag	je,# 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	86	49	41	80	4
WWW.CT IOW	•	00	10	•	00	•
Major/Minor	Minor2		Major1	N	/lajor2	
Conflicting Flow All	221	82	84	0	-	0
Stage 1	82	-	-	-	-	-
Stage 2	139	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	_	_	-	_	-
Follow-up Hdwy		3.318	2.218	_	_	-
Pot Cap-1 Maneuver	767	978	1513	-	_	-
Stage 1	941	-		_	_	_
Stage 2	888	_	_	_	_	_
Platoon blocked, %	000		_			
Mov Cap-1 Maneuver	742	978	1513	-	-	-
			1313		-	
Mov Cap-2 Maneuver		-	-	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	888	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s			4.1		0	
HCM LOS	A		7.1		U	
HOW LOS						
Minor Lane/Major Mv	mt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1513	-	963	-	-
HCM Lane V/C Ratio		0.032	-		-	-
HCM Control Delay (s	s)	7.5	0	9.1	_	-
HCM Lane LOS	7	Α	A	A	_	_
HCM 95th %tile Q(vel	h)	0.1	-	0.3	_	_
HOW SOUT TOUTE Q(VE)	11)	0.1	_	0.5		_

Attachment 1 PD 2023-01

APPENDIX E: CAPACITY ANALYSIS RESULTS - NC 96 + TEMPLE-JOHNSON ROAD

Chamblee Property DRH-22004

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	**		ĵ.			र्स
Traffic Vol, veh/h	4	4	285	4	4	104
Future Vol, veh/h	4	4	285	4	4	104
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
Grade, %	ο, π ο	_	0	_	_	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	4	317	4	4	116
Major/Minor N	Minor1	N	Major1	1	Major2	
Conflicting Flow All	443	319	0	0	321	0
Stage 1	319	-	-	-	-	-
Stage 2	124	_	_	_		_
Critical Hdwy	6.42	6.22	_		4.12	_
Critical Hdwy Stg 1	5.42	0.22	_	_	4.12	_
Critical Hdwy Stg 2	5.42		-	_		-
		-	-	-	- 210	
Follow-up Hdwy	3.518		-	-	2.218	-
Pot Cap-1 Maneuver	572	722	-	-	1239	-
Stage 1	737	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	570	722	-	-	1239	-
Mov Cap-2 Maneuver	570	-	-	-	-	-
Stage 1	737	-	-	-	-	-
Stage 2	899	-	-	-	-	-
Ŭ						
A I-	MD		ND		CD	
Approach	WB		NB		SB	
HCM Control Delay, s	10.7		0		0.3	
HCM LOS	В					
Minor Lane/Major Mvm	nt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)	IC.	IVDI	NDIX	637	1239	301
HCM Lane V/C Ratio		-	-			-
		-	-	0.014		-
HCM Lora LOS		-	-	10.7	7.9	0
HCM Lane LOS		-	-	B 0	A 0	Α
HCM 95th %tile Q(veh)						

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		f)			4
Traffic Vol, veh/h	4	8	224	4	11	339
Future Vol, veh/h	4	8	224	4	11	339
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	-	_	-	_	TVOTIC
Veh in Median Storage		_	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	9	249	4	12	377
Major/Minor N	Vinor1	N	Major1	ľ	Major2	
Conflicting Flow All	652	251	0	0	253	0
Stage 1	251	-	-	_	-	-
Stage 2	401	_	_		_	_
Critical Hdwy	6.42	6.22	_	_	4.12	-
	5.42			-		
Critical Hdwy Stg 1		-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518		-	-	2.218	-
Pot Cap-1 Maneuver	433	788	-	-	1312	-
Stage 1	791	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	428	788	-	-	1312	-
Mov Cap-2 Maneuver	428	_	_	_	_	_
Stage 1	791	_	_	_	_	_
Stage 2	668				_	
Staye 2	000	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	11		0		0.2	
HCM LOS	В					
Minor Lane/Major Mvm	<u>nt</u>	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-	-	615	1312	-
HCM Lane V/C Ratio		-	-	0.022	0.009	-
HCM Control Delay (s)		-	-	11	7.8	0
HCM Lane LOS		-	-	В	Α	Α
HCM 95th %tile Q(veh	)	-	-	0.1	0	-
70 2(1011						

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		ĵ.			4
Traffic Vol, veh/h	4	25	370	4	8	134
Future Vol, veh/h	4	25	370	4	8	134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	0	-	_	-	-	-
Veh in Median Storage		-	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	28	411	4	9	149
WWW.CT IOW	•	20		•	U	110
	Minor1		Major1		Major2	
Conflicting Flow All	580	413	0	0	415	0
Stage 1	413	-	-	-	-	-
Stage 2	167	-	-	-	-	-
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	477	639	-	-	1144	-
Stage 1	668	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	473	639	-	-	1144	-
Mov Cap-2 Maneuver	473	-	_	_	-	_
Stage 1	668	_	-	_	-	-
Stage 2	855	_	_	_	_	_
o tago _						
Approach	WB		NB		SB	
HCM Control Delay, s	11.2		0		0.5	
HCM LOS	В					
Minor Lane/Major Mvm	nt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		_		609	1144	-
HCM Lane V/C Ratio		_		0.053		_
HCM Control Delay (s)	1	_	_	11.2	8.2	0
HCM Lane LOS		_	_	В	Α	A
HCM 95th %tile Q(veh	)	_	_	0.2	0	-
				0.2		

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		ĵ.			र्स
Traffic Vol, veh/h	4	23	286	4	37	437
Future Vol, veh/h	4	23	286	4	37	437
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	_	None	-		-	
Storage Length	0	-	-	-	-	-
Veh in Median Storage		_	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	26	318	4	41	486
WWW.CT IOW	'	20	010	•	•	100
		_		_		
	Minor1		//ajor1		Major2	
Conflicting Flow All	888	320	0	0	322	0
Stage 1	320	-	-	-	-	-
Stage 2	568	-	-	-	-	-
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	314	721	-	-	1238	-
Stage 1	736	-	-	-	-	-
Stage 2	567	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	300	721	-	-	1238	-
Mov Cap-2 Maneuver	300	-	_	_	-	_
Stage 1	736	_	-	-	-	_
Stage 2	541	_	_	_	_	_
o tago _	• • •					
Approach	WB		NB		SB	
HCM Control Delay, s	11.3		0		0.6	
HCM LOS	В					
Minor Lane/Major Mvm	nt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-	-	597	1238	_
HCM Lane V/C Ratio		_	_		0.033	_
HCM Control Delay (s)		_	_	11.3	8	0
HCM Lane LOS		_	_	В	A	A
HCM 95th %tile Q(veh	)	-	_	0.2	0.1	-
7000 Q(VOII				V. <u>~</u>	<b>V.</b> 1	

Intersection						
Int Delay, s/veh	1.5					
-		WDD	NDT	NDD	CDI	CDT
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y	co	<b>}</b>	4	00	4
Traffic Vol, veh/h	4	62	393	4	22	142
Future Vol, veh/h	4	62	393	4	22	142
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
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	69	437	4	24	158
Major/Minor I	Minor1	N	Major1	ı	Major2	
	645	439	0		441	0
Conflicting Flow All				0		
Stage 1	439	-	-	-	-	-
Stage 2	206	-	-	-	- 4.40	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy		3.318	-	-	2.218	-
Pot Cap-1 Maneuver	437	618	-	-	1119	-
Stage 1	650	-	-	-	-	-
Stage 2	829	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	427	618	-	-	1119	-
Mov Cap-2 Maneuver	427	-	-	-	-	-
Stage 1	650	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Annragah	MD		ND		CD	
Approach	WB		NB		SB	
HCM Control Delay, s	11.8		0		1.1	
HCM LOS	В					
Minor Lane/Major Mvm	nt	NBT	NBRV	VBLn1	SBL	SBT
		-	-		1119	-
Capacity (yeh/h)				0.122		_
Capacity (veh/h) HCM Lane V/C Ratio		-	_			
HCM Lane V/C Ratio		-	_		8.3	0
HCM Lane V/C Ratio HCM Control Delay (s)				11.8	8.3 A	0 A
HCM Lane V/C Ratio		-			8.3 A 0.1	0 A

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	WBL	אטול	1\D1	אטא	ODL	<u>उठा</u>
Traffic Vol, veh/h	<b>T</b>	50	302	4	78	<b>462</b>
Future Vol, veh/h		50	302		78	462
-	4	0		4		
Conflicting Peds, #/hr	0		0		0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None			-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	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	56	336	4	87	513
Major/Minor I	Minor1	N	Major1	ı	Major2	
Conflicting Flow All	1025	338	0	0	340	0
Stage 1	338	330 -		U	340	
			-	-		-
Stage 2	687	- 6.00	-	-	4 40	-
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			-	2.218	-
Pot Cap-1 Maneuver	260	704	-	-	1219	-
Stage 1	722	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	234	704	-	-	1219	-
Mov Cap-2 Maneuver	234	-	-	-	-	-
Stage 1	722	-	-	-	-	-
Stage 2	449	-	-	-	-	-
, and the second						
Annragah	MD		ND		CD	
Approach	WB		NB		SB	
HCM Control Delay, s	11.5		0		1.2	
HCM LOS	В					
Minor Lane/Major Mvm	it	NBT	NBRV	WBLn1	SBL	SBT
Capacity (veh/h)		-	-		1219	-
HCM Lane V/C Ratio		_		0.098		_
HCM Control Delay (s)		_	_		8.2	0
HCM Lane LOS		_	<u>-</u>	В	Α.2	A
LIGHT LUTTO LOO						Λ.
HCM 95th %tile Q(veh)	\	_	_	0.3	0.2	-

Attachment 1 PD 2023-01

APPENDIX F: CAPACITY ANALYSIS RESULTS - NC 96 + PERRY CURTIS ROAD

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	WDL	אטא		NOK	JDL	<u></u>
Traffic Vol, veh/h	4	72	214	4	11	93
Future Vol, veh/h	4	72	214	4	11	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop -	None	-	None	-	None
Storage Length	0	-	_	-	-	NONE
Veh in Median Storage		-	0			0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
	2	2	2	2	2	2
Heavy Vehicles, %	4				12	
Mvmt Flow	4	80	238	4	12	103
Major/Minor N	Vinor1	N	Major1	1	Major2	
Conflicting Flow All	367	240	0	0	242	0
Stage 1	240	-	-	-	-	-
Stage 2	127	-	-	-	-	-
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	633	799	_	-	1324	-
Stage 1	800	-	-	-	-	-
Stage 2	899	_	-	-	_	_
Platoon blocked, %	0		_	_		_
Mov Cap-1 Maneuver	627	799	_	_	1324	_
Mov Cap-2 Maneuver	627	-	_		1021	_
Stage 1	800	_	_		_	-
Stage 2	890	_	_	_	_	
Stage 2	070	<u>-</u>	-			
Approach	WB		NB		SB	
HCM Control Delay, s	10.1		0		0.8	
HCM LOS	В					
Minor Lane/Major Mvm	nt	NBT	NIRDV	VBLn1	SBL	SBT
	IL					301
Capacity (veh/h) HCM Lane V/C Ratio		-	-	788 0.107	1324	-
		-				-
HCM Long LOS		-	-		7.7	0
HCM Lane LOS	`	-	-	B 0.4	A 0	A -
HCM 95th %tile Q(veh)						

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		<b>1</b>			4
Traffic Vol, veh/h	5	54	171	6	89	252
Future Vol, veh/h	5	54	171	6	89	252
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Jiop -	None	-		-	
Storage Length	0	-	_	-	_	TVOIC
Veh in Median Storage			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	6	60	190	7	99	280
Major/Minor N	Minor1	N	Major1	1	Major2	
Conflicting Flow All	672	194	0	0	197	0
Stage 1	194	-	-	_	-	-
Stage 2	478	_	_	_	_	_
Critical Hdwy	6.42	6.22	_		4.12	_
Critical Hdwy Stg 1	5.42	0.22		-	4.12	
			-	-		-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518		-	-	2.218	-
Pot Cap-1 Maneuver	421	847	-	-	1376	-
Stage 1	839	-	-	-	-	-
Stage 2	624	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	385	847	-	-	1376	-
Mov Cap-2 Maneuver	385	-	-	-	-	-
Stage 1	839	-	-	-	-	-
Stage 2	571	_	_	-	_	_
Olugo 2	07.					
Approach	WB		NB		SB	
HCM Control Delay, s	10.1		0		2	
HCM LOS	В					
Minor Lane/Major Mvm	nt	NBT	NRDV	VBLn1	SBL	SBT
	ıı	INDI	NDIXV			301
Capacity (veh/h)		-	-	769	1376	-
HCM Lane V/C Ratio		-		0.085		-
HCM Control Delay (s)		-	-	10.1	7.8	0
HCM Lane LOS		-	-	В	Α	Α
HCM 95th %tile Q(veh)				0.3	0.2	

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		1			4
Traffic Vol, veh/h	16	123	248	6	26	108
Future Vol, veh/h	16	123	248	6	26	108
Conflicting Peds, #/hr		0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	0	-	_	-	-	-
Veh in Median Storage		-	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	18	137	276	7	29	120
IVIVIIIL FIOW	10	137	210	ı	23	120
Major/Minor	Minor1	ľ	Major1	1	Major2	
Conflicting Flow All	458	280	0	0	283	0
Stage 1	280	-	-	-	-	-
Stage 2	178	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	_	_	_	_	-
Critical Hdwy Stg 2	5.42	_	_	_	_	_
Follow-up Hdwy		3.318	_	_	2.218	_
Pot Cap-1 Maneuver	561	759	_	_	1279	_
Stage 1	767	-	_	_	1210	_
Stage 2	853	_	_		_	_
Platoon blocked, %	000	_	_	_	_	_
Mov Cap-1 Maneuver	548	759		_	1279	_
Mov Cap-1 Maneuver		109		-	1219	_
			-	-	_	
Stage 1	767	-	-	-	-	-
Stage 2	833	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s			0		1.5	
HCM LOS	В				1.0	
110W 200						
Minor Lane/Major Mvr	nt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-	-	727	1279	-
HCM Lane V/C Ratio		-	-	0.212	0.023	-
HCM Control Delay (s	5)	-	-	11.3	7.9	0
HCM Lane LOS		-	-	В	Α	Α
HCM 95th %tile Q(veh	1)	-	-	0.8	0.1	-

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	**		ĵ.			र्स
Traffic Vol, veh/h	15	89	198	22	147	292
Future Vol, veh/h	15	89	198	22	147	292
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	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	17	99	220	24	163	324
WWW.CT IOW	•	00	LLU		100	021
		_		_		
	Minor1		Major1		Major2	
Conflicting Flow All	882	232	0	0	244	0
Stage 1	232	-	-	-	-	-
Stage 2	650	-	-	-	-	-
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	317	807	-	-	1322	-
Stage 1	807	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	269	807	-	-	1322	-
Mov Cap-2 Maneuver	269	-	_	_	-	_
Stage 1	807	-	-	-	-	_
Stage 2	442	_	_	_	_	_
	14/5				0.0	
Approach	WB		NB		SB	
HCM Control Delay, s	12		0		2.7	
HCM LOS	В					
Minor Lane/Major Mvm	t	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)	· ·	-	-	626	1322	-
HCM Lane V/C Ratio		_		0.185		_
HCM Control Delay (s)		_	_	12	8.1	0
HCM Lane LOS		_	_	В	Α	A
HCM 95th %tile Q(veh)		_	_	0.7	0.4	
				J.1	Jr	

Intersection						
Int Delay, s/veh	4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	**	אוטוז	1	TIDIT	ODL	4
Traffic Vol, veh/h	23	146	248	9	34	108
Future Vol, veh/h	23	146	248	9	34	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	0	-	_	INOIIC	_	-
Veh in Median Storage		_	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	26	162	276	10	38	120
MINITE FIOW	20	102	210	10	30	120
Major/Minor I	Minor1	N	Major1	ا	Major2	
Conflicting Flow All	477	281	0	0	286	0
Stage 1	281	-	-	-	-	-
Stage 2	196	-	-	-	-	-
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	547	758	-	-	1276	-
Stage 1	767	-	-	-	-	-
Stage 2	837	_	_	-	-	_
Platoon blocked, %			_	_		_
Mov Cap-1 Maneuver	529	758	_	_	1276	_
Mov Cap-2 Maneuver	529	-	_	_	-	_
Stage 1	767	_	_	_	_	_
Stage 2	810	_	_	_	_	_
Olugo 2	010					
Approach	WB		NB		SB	
HCM Control Delay, s	11.8		0		1.9	
HCM LOS	В					
Minor Lane/Major Mvm	ıt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-	-		1276	-
HCM Lane V/C Ratio		_		0.262	0.03	<u>-</u>
HCM Control Delay (s)		_	_	11.8	7.9	0
HCM Lane LOS		_	_	В	Α.5	A
HCM 95th %tile Q(veh)		_	_	1.1	0.1	-
TIOM JOHN JUHIC Q(VOII)				1.1	0.1	

Intersection						
Int Delay, s/veh	3.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
	WDL	WDR		NON	JDL	<u>अज्ञा</u>
Lane Configurations Traffic Vol, veh/h	20	105	<b>1</b> 98	30	172	292
The second secon	20	105	198	30	172	292
Future Vol, veh/h	20	105	198		0	292
Conflicting Peds, #/hr				0		
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	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	22	117	220	33	191	324
Major/Minor	Minor1	N	Major1	N	//ajor2	
						0
Conflicting Flow All	943	237	0	0	253	0
Stage 1	237	-	-	-	-	-
Stage 2	706	-	-	-	- 4.40	-
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		-	-	2.218	-
Pot Cap-1 Maneuver	291	802	-	-	1312	-
Stage 1	802	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	239	802	-	-	1312	-
Mov Cap-2 Maneuver	239	-	-	-	-	-
Stage 1	802	-	-	-	-	_
Stage 2	402	-	_	_	_	_
Approach	WB		NB		SB	
HCM Control Delay, s	13.1		0		3	
HCM LOS	В					
Minor Long/Major Mars	o t	NDT	NDDV	N/DI ∽1	CDI	CDT
Minor Lane/Major Mvn	π	NBT		VBLn1	SBL	SBT
Capacity (veh/h)		-	-		1312	-
HCM Lane V/C Ratio		-		0.239		-
HCM Control Delay (s)		-	-		8.2	0
HCM Lane LOS		-	-	В	Α	Α
HCM 95th %tile Q(veh	)	-	-	0.9	0.5	-

Attachment 1 PD 2023-01

## APPENDIX G: CAPACITY ANALYSIS RESULTS - PERRY CURTIS ROAD + PERRY RIDGE COURT

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥		<b>1</b>		002	4
Traffic Vol, veh/h	4	4	58	4	4	14
Future Vol, veh/h	4	4	58	4	4	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- Jiop	None	-	None	-	None
Storage Length	0	-	-	NUITE -	-	NOHE
Veh in Median Storage			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	4	64	4	4	16
Major/Minor I	Minor1	N	Major1		Major2	
Conflicting Flow All	90	66	0	0	68	0
Stage 1	66	-	-	_	-	-
Stage 2	24	_	_	_	_	_
	6.42	6.22		-	4.12	-
Critical Hdwy			-	-	4.12	
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518		-	-	2.218	-
Pot Cap-1 Maneuver	910	998	-	-	1533	-
Stage 1	957	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	907	998	-	-	1533	-
Mov Cap-2 Maneuver	907	-	-	-	-	-
Stage 1	957	_	-	_	_	-
Stage 2	996	-	_	_	_	_
Glago 2	,,,					
Approach	WB		NB		SB	
HCM Control Delay, s	8.8		0		1.6	
HCM LOS	Α					
Minor Long/Major Mym	nt.	NBT	NDDV	VBLn1	SBL	SBT
Minor Lane/Major Mvm	ll	INDI	NDKV			SBT
Capacity (veh/h)		-	-	950	1533	-
HCM Lane V/C Ratio		-	-	0.009		-
HCM Control Delay (s)		-	-	8.8	7.4	0
HCM Lane LOS		-	-	Α	Α	Α
HCM 95th %tile Q(veh	)	-	-	0	0	-

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		ĵ.			4
Traffic Vol, veh/h	4	5	39	4	5	64
Future Vol, veh/h	4	5	39	4	5	64
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
Grade, %	0	-	0	_	_	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	6	43	4	6	71
Major/Minor I	Minor1	N	Major1		Major2	
Conflicting Flow All	128	45	0	0	47	0
Stage 1	45	-	-	-	-	-
Stage 2	83	_	_	_	_	_
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		-	-	2.218	-
Pot Cap-1 Maneuver	866	1025	-	-	1560	-
Stage 1	977	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	863	1025	-		1560	-
Mov Cap-2 Maneuver	863	-	-	-	-	-
Stage 1	977	_	-	-	-	_
Stage 2	936	_	_	_	_	_
Stage 2	750					
Approach	WB		NB		SB	
HCM Control Delay, s	8.8		0		0.5	
HCM LOS	Α					
Minor Lang/Major Mym	\ <del>†</del>	NBT	NDDV	VBLn1	SBL	SBT
Minor Lane/Major Mvm	Il	INDI	INDRV			SBT
Capacity (veh/h)		-	-	946	1560	-
HCM Lane V/C Ratio		-	-	0.011		-
HCM Control Delay (s)		-	-	8.8	7.3	0
HCM Lane LOS		-	-	Α	Α	Α
HCM 95th %tile Q(veh	)	-	-	0	0	-

Intersection						
Int Delay, s/veh	0.6					
		WED	NET	NDD	ODI	ODT
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		<b>}</b>			4
Traffic Vol, veh/h	4	4	120	4	4	33
Future Vol, veh/h	4	4	120	4	4	33
Conflicting Peds, #/hr	0	0	0	_ 0	0	_ 0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	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	4	133	4	4	37
Major/Minor I	Minor1	N	Major1		Major2	
Conflicting Flow All	180	135	0	0	137	0
Stage 1	135	-	-	-	-	-
Stage 2	45	_	_	_	_	_
Critical Hdwy	6.42	6.22	_	_	4.12	_
Critical Hdwy Stg 1	5.42	-	_	_	7.12	_
Critical Hdwy Stg 2	5.42	_	_	_	_	_
Follow-up Hdwy		3.318	_	_	2.218	_
Pot Cap-1 Maneuver	810	914	_	_	4447	_
Stage 1	891	-	_	_		_
Stage 2	977	_	_	_	_	_
Platoon blocked, %	511		_	_		_
Mov Cap-1 Maneuver	808	914	_	_	1447	_
Mov Cap-1 Maneuver	808	-	<u>-</u>	_	-	<u>-</u>
Stage 1	891	_	_		_	
_	974	_	_	-	_	-
Stage 2	314	-	-	-	_	-
Approach	WB		NB		SB	
HCM Control Delay, s	9.2		0		0.8	
HCM LOS	Α					
Minor Lane/Major Mvm	\ <del>+</del>	NBT	NIDDV	VBLn1	SBL	SBT
	IL	- 1001	- INDIX	858		
Capacity (veh/h) HCM Lane V/C Ratio			-		0.003	-
HCM Control Delay (s)		-	-	9.2	7.5	0
HCM Lane LOS		-		9.2 A	7.5 A	A
HCM 95th %tile Q(veh)		-	-	0	0	
DUIVE MAIN TAINE CILVAN	1	-	-	U	U	-

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Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		1>			र्स
Traffic Vol, veh/h	4	6	80	4	6	133
Future Vol, veh/h	4	6	80	4	6	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	0	-	_	-	_	-
Veh in Median Storage		_	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	7	89	4	7	148
IVIVIIIL I IOW	4	1	09	4	ı	140
Major/Minor N	Minor1	N	Major1	I	Major2	
Conflicting Flow All	253	91	0	0	93	0
Stage 1	91	-	-	-	-	-
Stage 2	162	-	-	-	-	-
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	736	967	_	_		_
Stage 1	933	-	_	_	-	_
Stage 2	867	_	_	_	_	_
Platoon blocked, %	001		_	_		_
Mov Cap-1 Maneuver	732	967	_	_	1501	_
Mov Cap-1 Maneuver	732	-	_	_	1301	_
Stage 1	933	-	_	-	-	
_	863			-		
Stage 2	003	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	9.3		0		0.3	
HCM LOS	Α					
Minor Lane/Major Mvm	ıt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-	-	857	1501	-
HCM Lane V/C Ratio		-	-	0.013		-
HCM Control Delay (s)		-	-	9.3	7.4	0
				Λ	٨	Α
HCM Lane LOS HCM 95th %tile Q(veh)		-	-	A 0	A 0	А

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥	VIDI(	<b>1</b>	HUIN	ODL	4
Traffic Vol, veh/h	8	32	120	4	12	33
Future Vol, veh/h	8	32	120	4	12	33
Conflicting Peds, #/hr		0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop -	None	riee -		-	None
			-			NOHE
Storage Length	0	-	-	-	-	-
Veh in Median Storag		-	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	9	36	133	4	13	37
Major/Minor	Minor1	D.	Major1		Major2	
Conflicting Flow All	198	135	0	0	137	0
Stage 1	135	-	-	U	101	-
Stage 2	63	_		-	-	-
			-		4.12	
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		-	-	2.218	-
Pot Cap-1 Maneuver	791	914	-	-	1447	-
Stage 1	891	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	784	914	-	-	1447	-
Mov Cap-2 Maneuver	784	-	-	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Ŭ						
A	MD		ND		OD	
Approach	WB		NB		SB	
HCM Control Delay, s			0		2	
HCM LOS	A					
Minor Lane/Major Mvi	mt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-	-	885		-
HCM Lane V/C Ratio		_	_		0.009	<u>-</u>
HCM Control Delay (s	-1	_	_	9.3	7.5	0
	יו		-	9.3 A		A
		-	-	А	Α	А
HCM Lane LOS HCM 95th %tile Q(veh	2)		_	0.2	0	_

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Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥		1>		_	स
Traffic Vol, veh/h	5	27	80	8	39	133
Future Vol, veh/h	5	27	80	8	39	133
Conflicting Peds, #/hr		0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	_		_	None
Storage Length	0	-	_	-	_	-
Veh in Median Storag		_	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	6	30	89	9	43	148
IVIVIIIL FIOW	U	30	09	9	43	140
Major/Minor	Minor1	N	Major1	ı	Major2	
Conflicting Flow All	328	94	0	0	98	0
Stage 1	94	_	_	-	_	_
Stage 2	234	_	-	_	_	_
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		<u>-</u>	_	2.218	
Pot Cap-1 Maneuver	666	963	_	_	1495	_
Stage 1	930	300	-	-	1435	-
Stage 2	805	_		-	-	
	000	-	-			-
Platoon blocked, %	045	000	-		4405	-
Mov Cap-1 Maneuver		963	-	-	1495	-
Mov Cap-2 Maneuver		-	-		_	-
Stage 1	930	-	-	-	-	-
Stage 2	780	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s			0		1.7	
•			U		1.7	
HCM LOS	A					
Minor Lane/Major Mvr	nt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-	-	894	1495	-
HCM Lane V/C Ratio		-	-		0.029	-
HCM Control Delay (s	3)	-	_	9.2	7.5	0
HCM Lane LOS		-	_	A	A	A
HCM 95th %tile Q(veh	1)	_	_	0.1	0.1	-

Attachment 1 PD 2023-01

## APPENDIX H: CAPACITY ANALYSIS RESULTS - PERRY RIDGE COURT + RIDGE VALLEY WAY

Chamblee Property
DRH-22004

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	LDL	4	<b>1</b>	WOR	¥.	אפט
Traffic Vol, veh/h	4	<b>4</b>	4	4	4	4
Future Vol, veh/h	4	4	4	4	4	4
·	0	0	0	0	0	0
Conflicting Peds, #/hr						
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage	2,# -	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	4	4	4	4	4
		_		_		
	Major1		Major2		Minor2	
Conflicting Flow All	8	0	-	0	18	6
Stage 1	-	-	-	-	6	-
Stage 2	-	-	-	-	12	-
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	_	_	_		3.318
Pot Cap-1 Maneuver	1612	-	_	_	1000	1077
Stage 1	-	_	_	_	1017	-
Stage 2	_	_	_	-	1017	_
Platoon blocked, %	-	-	-		1011	-
	1410	-		-	000	1077
Mov Cap-1 Maneuver	1612	-	-	-	998	1077
Mov Cap-2 Maneuver	-	-	-	-	998	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1011	-
Approach	EB		WB		SB	
HCM Control Delay, s	3.6		0		8.5	
HCM LOS					Α	
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR:	SBI n1
Capacity (veh/h)		1612	LDI	WDI		1036
			-	-		
HCM Cantal Dalay (2)		0.003	-	-		0.009
HCM Control Delay (s)		7.2	0	-	-	0.0
HCM Lane LOS		A	Α	-	-	A
HCM 95th %tile Q(veh	)	0	-	-	-	0

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	LDL	4	<b>1</b>	WOR	¥.	אפט
Traffic Vol, veh/h	4	<b>4</b> 5	5	4	<b>T</b> -	4
Future Vol, veh/h	4	5	5		-	
· ·		0	0	4	4	4
Conflicting Peds, #/hr				0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage	e,# -	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	6	6	4	4	4
IVIVIIIL I IOVV		U	U	т.	7	7
Major/Minor	Major1	ľ	Major2	ľ	Minor2	
Conflicting Flow All	10	0	-	0	22	8
Stage 1	-	-	-	-	8	-
Stage 2	_	_	_	_	14	_
Critical Hdwy	4.12	_	_	_	6.42	6.22
Critical Hdwy Stg 1	4.12		_	_	5.42	0.22
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-		3.318
Pot Cap-1 Maneuver	1610	-	-	-	995	1074
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1009	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1610	-	_	-	993	1074
Mov Cap-2 Maneuver		_	_	_	993	-
Stage 1	_	_	_	_	1013	_
Ğ	-	-		-		
Stage 2	-	-	-	-	1009	-
Approach	EB		WB		SB	
HCM Control Delay, s			0		8.5	
HCM LOS	J.Z		U		Α	
HCIVI LU3					А	
Minor Lane/Major Mvr	nt	EBL	EBT	WBT	WBR :	SBLn1
Capacity (veh/h)		1610		_		1032
HCM Lane V/C Ratio		0.003				0.009
	١		-	-		
HCM Control Delay (s	)	7.2	0	-	-	0.0
HCM Lane LOS	,	A	А	-	-	A
HCM 95th %tile Q(veh	1)	0	-	-	-	0

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	<b>1</b>		<b>Y</b>	USIN
Traffic Vol, veh/h	4	4	4	4	4	4
Future Vol, veh/h	4	4	4	4	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	TVOITE
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	4	4	4	4	4
Major/Minor N	/lajor1	N	Major2	ľ	Minor2	
Conflicting Flow All	8	0	-	0	18	6
Stage 1	_	_	_	-	6	_
Stage 2	_	_	_	_	12	_
Critical Hdwy	4.12	_	_	_	6.42	6.22
Critical Hdwy Stg 1		_	_	_	5.42	- 0.22
Critical Hdwy Stg 2	_	_		_	5.42	
	2.218	-	-		3.518	
Pot Cap-1 Maneuver	1612		-		1000	1077
		-	-	-	1017	1077
Stage 1	-	-	-	-		
Stage 2	-	-	-	-	1011	-
Platoon blocked, %	1/10	-	-	-	000	4077
Mov Cap-1 Maneuver	1612	-	-	-	998	1077
Mov Cap-2 Maneuver	-	-	-	-	998	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1011	-
Approach	EB		WB		SB	
HCM Control Delay, s	3.6		0		8.5	
HCM LOS	3.0		U		^	
HCIVI LU3					А	
Minor Lane/Major Mvm	t	EBL	EBT	WBT	WBR :	SBLn1
Capacity (veh/h)		1612	-	-	_	1036
HCM Lane V/C Ratio		0.003	_	-		0.009
HCM Control Delay (s)		7.2	0	-	-	8.5
HCM Lane LOS		A	A	_	_	A
HCM 95th %tile Q(veh)		0	-	_	_	0

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	LDL	4	₩ <u>₩</u>	אטוע	₩.	JUIC
Traffic Vol, veh/h	4	6	6	4	<b>T</b>	4
					-	
Future Vol, veh/h	4	6	6	4	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	2,# -	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	7	7	4	4	4
		_		_		
	Major1		Major2		Minor2	
Conflicting Flow All	11	0	-	0	24	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	15	-
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	_	_	_		3.318
Pot Cap-1 Maneuver	1608	_	_	_	992	1073
Stage 1	-	_	_	_	1014	-
Stage 2	_	_	_	_	1008	_
Platoon blocked, %	-	-			1006	-
	1/00	-	-	-	000	1070
Mov Cap-1 Maneuver	1608	-	-	-	990	1073
Mov Cap-2 Maneuver	-	-	-	-	990	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1008	-
Approach	EB		WB		SB	
HCM Control Delay, s	2.9		0		8.5	
HCM LOS					Α	
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR :	SBI n1
Capacity (veh/h)	ıı.	1608	LDI	WDI		1030
			-	-		
HCM Caratast Datas (a)		0.003	-	-		0.009
HCM Control Delay (s)		7.2	0	-	-	8.5
HCM Lane LOS		A	Α	-	-	A
HCM 95th %tile Q(veh	)	0	-	-	-	0

Intersection						
Int Delay, s/veh	6.7				·	
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	<b>1</b>		¥	
Traffic Vol, veh/h	14	4	4	4	4	37
Future Vol, veh/h	14	4	4	4	4	37
Conflicting Peds, #/hr		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	e.# -	0	0	_	0	-
Grade, %	<b>υ,</b> π -	0	0	_	0	_
Peak Hour Factor	90	90	90	90	90	90
	2					
Heavy Vehicles, %		2	2	2	2	2
Mvmt Flow	16	4	4	4	4	41
Major/Minor	Major1	N	Major2	N	Minor2	
Conflicting Flow All	8	0		0	42	6
Stage 1	-	-	_	-	6	-
Stage 2	_	_	_	_	36	_
Critical Hdwy	4.12	_		_	6.42	6.22
Critical Hdwy Stg 1	4.12		_	-	5.42	0.22
		-	-			
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-		3.518	
Pot Cap-1 Maneuver	1612	-	-	-	969	1077
Stage 1	-	-	-	-	1017	-
Stage 2	-	-	-	-	986	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1612	-	-	-	959	1077
Mov Cap-2 Maneuver	-	-	-	-	959	-
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	986	-
21292						
Approach	EB		WB		SB	
HCM Control Delay, s	5.6		0		8.5	
HCM LOS					Α	
Minor Lane/Major Mvr	nt	EBL	EBT	WBT	WBR	SRI n1
	III		LDI	וטייי		
Capacity (veh/h)		1612	-	-		1064
HCM Lane V/C Ratio		0.01	-	-		0.043
HCM Control Delay (s	)	7.3	0	-	-	8.5
HCM Lane LOS	,	A	Α	-	-	Α
HCM 95th %tile Q(veh	1)	0	-	-	-	0.1

Int Delay, s/veh						
<i>J</i> ,	6.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
-				WDK		SDK
Lane Configurations		<del>्र</del>	<b>1</b>	Λ	**	2/
Traffic Vol, veh/h	41	6	6	4	4	26
Future Vol, veh/h	41	6	6	4	4	26
Conflicting Peds, #/h		0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Stora	ge,# -	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	46	7	7	4	4	29
IVIVIIIC I IOVV	70	,	,		7	21
Major/Minor	Major1	N	Major2	ľ	Minor2	
Conflicting Flow All	11	0	-	0	108	9
Stage 1	-	-	-	-	9	-
Stage 2	_	_	_	_	99	_
Critical Hdwy	4.12	_	_	_	6.42	6.22
Critical Hdwy Stg 1	-	_	_	_	5.42	- 0.22
Critical Hdwy Stg 2				_	5.42	_
		-	-			
Follow-up Hdwy	2.218	-	-		3.518	3.318
Pot Cap-1 Maneuver		-	-	-	889	1073
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	925	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuve	er 1608	-	-	-	863	1073
Mov Cap-2 Maneuve	er -	-	-	-	863	-
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	925	-
J						
Approach	EB		WB		SB	
HCM Control Delay,	s 6.4		0		8.6	
HCM LOS					Α	
Minor Long/Maior M	unat	EDI	EDT	WDT	WDD	CDI n1
Minor Lane/Major My	vmı	EBL	EBT	WBT	WBR:	
		1608	-	-		1039
Capacity (veh/h)	n	0.028	-	-	-	0.032
HCM Lane V/C Ratio			^		_	8.6
HCM Lane V/C Ration		7.3	0	-		0.0
HCM Lane V/C Ratio		7.3 A	A	-	-	Α
HCM Lane V/C Ration HCM Control Delay	(s)					

APPENDIX I: CAPACITY ANALYSIS RESULTS – PERRY CURTIS ROAD/WAKE COUNTY LINE ROAD + CHAMBLEE ROAD

## 6: Perry Curtis Road/Wake County Line Road & Chamblee Road

Int Delay, s/veh  Movement  Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/I Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Stg 1 Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Stage 1 Stage 2 Stage 1 Stage 2	hr	1.7 EBL  4 4 0 Free , # - 90 2 4  Major1 41 - 4.12	0 - - -	WBT  28 28 0 Free  0 0 90 2 31  Major2	WBR  9 9 0 Free None 10 0	SBL 6 6 0 Stop 0 0 90 2 7 Minor2 62 36 26 6.42	SBR  4 4 0 Stop None 90 2 4
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/l Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1	hr	4 4 0 Free - - , # - 90 2 4 Major1 - - 4.12	16 16 0 Free None - 0 0 90 2 18	28 28 0 Free - 0 0 90 2 31	9 9 0 Free None - - - 90 2 10	6 6 0 Stop 0 0 0 90 2 7 Winor2 62 36 26	4 4 0 Stop None - - - 90 2 4
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/l Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1	hr	4 4 0 Free - - , # - 90 2 4 Major1 - - 4.12	16 16 0 Free None - 0 0 90 2 18	28 28 0 Free - 0 0 90 2 31	9 9 0 Free None - - - 90 2 10	6 6 0 Stop 0 0 0 90 2 7 Winor2 62 36 26	4 4 0 Stop None - - - 90 2 4
Traffic Vol, veh/h Future Vol, veh/h Future Vol, veh/h Conflicting Peds, #/l Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Stage 1 Stage 2 Stage 1 Stage 2	hr	4 0 Free - , # - 90 2 4 Major1 - - 4.12	16 16 0 Free None - 0 0 90 2 18	28 28 0 Free - 0 0 90 2 31	9 0 Free None - - 90 2 10	6 6 0 Stop 0 0 0 90 2 7 Minor2 62 36 26	4 0 Stop None - - - 90 2 4
Future Vol, veh/h Conflicting Peds, #/l Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Stage 1 Stage 2	age	4 0 Free - , # - 90 2 4 Major1 - - 4.12	16 0 Free None - 0 0 90 2 18	28 0 Free - 0 0 90 2 31	9 0 Free None - - 90 2 10	6 0 Stop 0 0 0 90 2 7 Minor2 62 36 26	4 0 Stop None - - - 90 2 4
Conflicting Peds, #/I Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuve Stage 1	age	0 Free - - , # - 90 2 4 Major1 - - 4.12	0 Free None - 0 0 90 2 18	0 Free - 0 0 90 2 31 Major2	0 Free None - - - 90 2 10	0 Stop 0 0 0 90 2 7 Minor2 62 36 26	0 Stop None - - - 90 2 4
Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Stage 1 Stage 2	age	Free	Free None - 0 0 90 2 18 None	Free 0 90 2 31  Major2	Free None 90 2 10 0	Stop	Stop None - - - 90 2 4
RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Stage 1 Stage 2		, # - 90 2 4 Major1 41 - 4.12	None - 0 90 2 18	- 0 0 90 2 31 Major2	None 90 2 10	0 0 0 90 2 7 Minor2 62 36 26	None - - - 90 2 4
Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Stage 1 Stage 2		, # - 90 2 4 Major1 41 - 4.12	0 0 90 2 18	0 0 90 2 31 Major2	90 2 10	0 0 90 2 7 Minor2 62 36 26	90 2 4
Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor  Conflicting Flow All Stage 1 Stage 2  Critical Hdwy Critical Hdwy Stg 1  Critical Hdwy Stg 2  Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2  Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1		, # - 90 2 4 Major1 41 - 4.12	0 0 90 2 18 0 -	0 0 90 2 31 Major2	- 90 2 10	0 90 2 7 Minor2 62 36 26	90 2 4
Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor  Conflicting Flow All Stage 1 Stage 2  Critical Hdwy Critical Hdwy Stg 1  Critical Hdwy Stg 2  Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2  Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1		90 2 4 Major1 41 - 4.12	0 90 2 18 N 0	0 90 2 31 Major2	90 2 10 •••••••••••••••••••••••••••••••••	0 90 2 7 Minor2 62 36 26	90 2 4
Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1		90 2 4 Major1 41 - 4.12	0 90 2 18 N 0	90 2 31 Major2	90 2 10 0 -	0 90 2 7 Minor2 62 36 26	90 2 4
Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Stage 1 Stage 2	N	2 4 Major1 41 - - 4.12	90 2 18 0 -	90 2 31 Major2	2 10 N 0	90 2 7 Minor2 62 36 26	36
Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Stage 1 Stage 2	N	2 4 Major1 41 - - 4.12	2 18 0 - -	2 31 Major2 -	2 10 N 0	2 7 Minor2 62 36 26	36
Movmt Flow  Major/Minor  Conflicting Flow All Stage 1 Stage 2  Critical Hdwy Critical Hdwy Stg 1  Critical Hdwy Stg 2  Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2  Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1	N	4 Major1 41 - - 4.12	18 0 - -	31 <u>Major2</u> -	10 0 -	7 Minor2 62 36 26	36
Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Stage 1 Stage 2	N	Major1 41 - - 4.12	0 - -	Major2 - -	0 - -	Minor2 62 36 26	36
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1	N	41 - 4.12	0 - - -	-	0 - -	62 36 26	
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1	N	41 - 4.12	0 - - -	-	0 - -	62 36 26	
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1		41 - 4.12	0 - - -	-	0 - -	62 36 26	
Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1		4.12	-	-	-	36 26	
Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1		4.12	-	-	-	26	
Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1		4.12	-	-			_
Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1			-	_			6.22
Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1							
Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1			-	-	-	5.42	-
Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1			-	-	-	5.42	-
Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1		2.218	-	-	-	3.518	3.318
Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1	er	1568	-	-	-	944	1037
Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1		-	-	-	-	986	-
Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1		-	-	-	-	997	-
Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1			-	-	-		
Mov Cap-2 Maneuve Stage 1	er	1568	_	-	-	941	1037
Stage 1		-	_	-	_	941	-
	CI	_			_	983	_
Staye 2		_	-	-	-	997	-
J		-	-	-	-	991	-
Approach		EB		WB		SB	
HCM Control Delay,	ς	1.5		0		8.7	
HCM LOS	, 3	1.0		U		Α	
TICIVI EUS							
Minor Lane/Major M	lvm	t	EBL	EBT	WBT	WBR:	SBLn1
Capacity (veh/h)			1568	_	_	_	977
HCM Lane V/C Rati			0.003	_	_	_	0.011
HCM Control Delay	in		7.3	0	-	_	8.7
HCM Lane LOS			7.3 A	A		-	Α
HCM 95th %tile Q(v					-		0
HOW YOUR WINE U(V	(s)		0	-	-	-	U

## 6: Perry Curtis Road/Wake County Line Road & Chamblee Road

Intersection						
Int Delay, s/veh	1.8					
	EBL	EBT	WBT	WBR	SBL	SBR
Movement	EDL			WDK		SDK
Lane Configurations	,	ન	<b>}</b>	40	Y	-
Traffic Vol, veh/h	4	51	26	12	15	5
Future Vol, veh/h	4	51	26	12	15	5
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	e,# -	0	0	-	0	-
Grade, %	-,	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
	4	57		13		
Mvmt Flow	4	5/	29	13	17	6
Major/Minor	Major1	N	Major2	N	Minor2	
Conflicting Flow All	42	0	-	0	101	36
Stage 1	-	-	_	-	36	-
Stage 2	_	_	_	-	65	_
Critical Hdwy	4.12	-	-		6.42	6.22
<b>J</b>		-	-	-		
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-		3.318
Pot Cap-1 Maneuver	1567	-	-	-	898	1037
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	958	-
Platoon blocked, %		_	_	_		
Mov Cap-1 Maneuver	1567	_	_	_	895	1037
Mov Cap 1 Maneuver	-	_	_	_	895	-
		_	-		983	
Stage 1	-	-	-	-		
Stage 2	-	-	-	-	958	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.5		0		9	
	0.3		U			
HCM LOS					Α	
Minor Lane/Major Mvn	nt	EBL	EBT	WBT	WBR :	SBI n1
Capacity (veh/h)		1567	-			927
HCM Lane V/C Ratio		0.003	-	_		0.024
	١	7.3		-		
HCM Long LOS	)		0	-	-	9
HCM Lane LOS	,	A	Α	-	-	A
HCM 95th %tile Q(veh	1)	0	-	-	-	0.1

Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS	E Fr ge, #	90 2 24 Major1	0 0 90 2 21	WBT 32 32 0 Free 0 90 2 36	WBR  16 16 0 Free None 90 2 18	SBL 25 25 0 Stop 0 0 0 2 28	SBR  54 54 0 Stop None 90 2 60
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Mov Cap-1 Maneuver Mov Cap-2 Maneuver Mov Cap-1 Maneuver Mov Cap-1 Maneuver Mov Cap-1 Maneuver Mov Cap-2 Maneuver Mov Cap-1 Maneuver Mov Cap-1 Maneuver Mov Cap-1 Maneuver Mov Cap-2 Maneuver Mov Cap-1 Maneuver Mov Cap-1 Maneuver Mov Cap-1 Maneuver	Fr ge,#	22 22 0 Free - - - 90 2 24 Major1	19 19 0 Free None - 0 0 90 2 21	32 32 0 Free - 0 0 90 2	16 16 0 Free None - - - 90 2	25 25 0 Stop - 0 0 0 90	54 54 0 Stop None - - - 90 2
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Mov Cap-1 Maneuver Mov Cap-2 Maneuver Mov Cap-1 Maneuver Mov Cap-1 Maneuver Mov Cap-1 Maneuver Mov Cap-2 Maneuver Mov Cap-1 Maneuver Mov Cap-1 Maneuver Mov Cap-1 Maneuver Mov Cap-2 Maneuver Mov Cap-1 Maneuver Mov Cap-1 Maneuver Mov Cap-1 Maneuver	Fr ge,#	22 22 0 Free - - - 90 2 24 Major1	19 19 0 Free None - 0 0 90 2 21	32 32 0 Free - 0 0 90 2	16 16 0 Free None - - - 90 2	25 25 0 Stop - 0 0 0 90	54 54 0 Stop None - - - 90 2
Traffic Vol, veh/h Future Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS	Fr je,#	22 0 Free - - 2, # - - 90 2 24	19 19 0 Free None - 0 0 90 2 21	32 32 0 Free - 0 0 90 2	16 0 Free None - - - 90 2	25 25 0 Stop - 0 0 0 90	54 0 Stop None - - - - 90 2
Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS	Fr je,#	22 0 Free - - 2, # - - 90 2 24	19 0 Free None 0 0 90 2 21	32 0 Free - 0 0 90 2	16 0 Free None - - - 90 2	25 0 Stop - 0 0 0 90	54 0 Stop None - - - - 90 2
Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Mov Cap-2 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS	Fr Je, #	0 Free - - - - - 90 2 24 Major1	0 Free None - 0 0 90 2 21	0 Free - 0 0 90 2	0 Free None - - - 90 2	0 Stop - 0 0 0 90	0 Stop None - - - 90 2
Sign Control RT Channelized Storage Length Veh in Median Storage Grade, % Peak Hour Factor Heavy Vehicles, % Mymt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Mov Cap-2 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS	Fr je, # Majo	Free 90 2 24	Free None 0 0 90 2 21	Free - 0 0 90 2	Free None - - - 90 2	Stop	Stop None - - - 90 2
RT Channelized Storage Length Veh in Median Storage Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Mov Cap-2 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS	je, # Majo	- e, # - 90 2 24 Major1	None 0 0 90 2 21	- 0 0 90 2	None - - - 90 2	0 0 0 0 90 2	None 2
Storage Length Veh in Median Storage Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Mov Cap-2 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS	Majo	- , # - 90 2 24 Major1	0 0 90 2 21	0 0 90 2	- - - 90 2	0 0 0 90 2	- - 90 2
Veh in Median Storage Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS	Majo	90 2 24 Major1	0 0 90 2 21	0 0 90 2	- - 90 2	0 0 90 2	90 2
Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS	Majo	90 2 24 Major1	0 90 2 21	0 90 2	90 2	0 90 2	90 2
Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS	Majo	2 24 Major1	90 2 21	90 2	90 2	90	90 2
Heavy Vehicles, % Mymt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Hov Cap-2 Maneuver Mov Cap-2 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS	Majo	2 24 Major1	2 21	2	2	2	2
Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS	Majo	24 Major1	21				
Major/Minor  Conflicting Flow All  Stage 1  Stage 2  Critical Hdwy  Critical Hdwy Stg 1  Critical Hdwy Stg 2  Follow-up Hdwy  Pot Cap-1 Maneuver  Stage 1  Stage 2  Platoon blocked, %  Mov Cap-2 Maneuver  Mov Cap-2 Maneuver  Stage 1  Stage 2  Approach  HCM Control Delay, s  HCM LOS	Majo	Major1		36	18	28	60
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS							UU
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS							
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS				Major2		Minor2	
Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS		54	0		0	114	45
Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS		-	-	_	-	45	-
Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS		_	_	_	_	69	_
Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS	Δ	4.12	_	_	_	6.42	6.22
Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS		-	_	_	_	5.42	0.22
Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS		_	-			5.42	_
Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS	2.2	2.218	-	_		3.518	
Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS		1551		-	-	882	1025
Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS	10		-	•		977	
Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS		-	-	-	-		-
Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS		-	-	-	-	954	-
Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS	4 =	4554	-	-	-	0.40	1005
Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS		1551	-	-	-	868	1025
Stage 2  Approach  HCM Control Delay, s  HCM LOS		-	-	-	-	868	-
Approach HCM Control Delay, s HCM LOS		-	-	-	-	961	-
HCM Control Delay, s HCM LOS		-	-	-	-	954	-
HCM Control Delay, s HCM LOS							
HCM Control Delay, s HCM LOS		EB		WB		SB	
HCM LOS		3.9		0		9.1	
	,	J.7		U		Α.1	
Minor Lane/Major Mvm		nt	EBL	EBT	WBT	WBR:	SBLn1
Capacity (veh/h)	mt		1551	-	-	-	970
HCM Lane V/C Ratio	<u>mt</u>		0.016	-	-	-	0.09
HCM Control Delay (s)			7.4	0	-	-	9.1
HCM Lane LOS			Α	Α	-	-	Α
HCM 95th %tile Q(veh)			0	-	-	-	0.3

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBT	MPT	WBR	SBL	SBR
	EBL		WBT	WBK		SBK
Lane Configurations		<b>€</b>	<b>ફ</b>	0.0	₩	4.0
Traffic Vol, veh/h	64	59	30	33	28	41
Future Vol, veh/h	64	59	30	33	28	41
Conflicting Peds, #/hr		0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storag	e,# -	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	71	66	33	37	31	46
		_				
	Major1		/lajor2		Minor2	
Conflicting Flow All	70	0	-	0	260	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	208	-
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	-	-	-		3.318
Pot Cap-1 Maneuver	1531	-	_	-	729	1016
Stage 1	-	-	_	-	970	-
Stage 2	_	_	_	-	827	-
Platoon blocked, %		_	_	-	UZI	
Mov Cap-1 Maneuver	1531		-	-	694	1016
		-			694	
Mov Cap-2 Maneuver		-	-	-		-
Stage 1	-	-	-	-	923	-
Stage 2	-	-	-	-	827	-
Approach	EB		WB		SB	
HCM Control Delay, s			0		9.6	
HCM LOS	5.7		U		7.0 A	
HOW LOS					А	
Minor Lane/Major Mvr	nt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		1531	-		-	855
HCM Lane V/C Ratio		0.046	_	_	-	0.09
HCM Control Delay (s	()	7.5	0	_	_	9.6
HCM Lane LOS	,	Α.	A	_	_	Α.
HCM 95th %tile Q(vel	n)	0.1	-			0.3
HOW YOU WILL U(VEI	IJ	U. I	-	-	-	0.5

Intersection						
Int Delay, s/veh	5.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		ન	ĵ.		¥	
Traffic Vol, veh/h	22	26	35	35	77	54
Future Vol, veh/h	22	26	35	35	77	54
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	2.# -	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	24	29	39	39	86	60
IVIVIIIL I IOW	24	27	37	37	00	00
Major/Minor 1	Major1	N	Major2	N	/linor2	
Conflicting Flow All	78	0	-	0	136	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	77	-
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	1520	-	-	-	857	1007
Stage 1	_	_		_	964	_
Stage 2	_	_	_	_	946	_
Platoon blocked, %		_	_	_	, .0	
Mov Cap-1 Maneuver	1520	_	_	_	843	1007
Mov Cap-2 Maneuver	-	_	_	_	843	-
Stage 1	_	_	_	_	949	_
Stage 2	_				946	
Stage 2			-		740	
Approach	EB		WB		SB	
HCM Control Delay, s	3.4		0		9.7	
HCM LOS					Α	
Minor Long/Maior M.		ED!	EDT	WDT	WDD	CDI1
Minor Lane/Major Mvm	1[	EBL	EBT	WBT	WBR :	
Capacity (veh/h)		1520	-	-	-	904
HCM Lane V/C Ratio		0.016	-	-	-	0.161
HCM Control Delay (s)		7.4	0	-	-	9.7
HCM Lane LOS		Α	Α	-	-	Α
HCM 95th %tile Q(veh	)	0	-	-	-	0.6

BuildPM.syn 10/26/2022

Intersection						
Int Delay, s/veh	4.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	LUL	4	<b>1</b>	אפאי	<b>Y</b>	אפט
Traffic Vol, veh/h	64	64	38	90	63	41
Future Vol, veh/h	64	64	38	90	63	41
·		04				
Conflicting Peds, #/hr	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	2,# -	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	71	71	42	100	70	46
WWW. Tion	, ,	, .	12	100	, 0	10
Major/Minor	Major1	1	Major2	N	Minor2	
Conflicting Flow All	142	0	-	0	305	92
Stage 1	-	-	-	-	92	-
Stage 2	_	_	_	_	213	_
Critical Hdwy	4.12	_	_	_	6.42	6.22
Critical Hdwy Stg 1	7.12		_	_	5.42	- 0.22
		-				
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-			3.318
Pot Cap-1 Maneuver	1441	-	-	-	687	965
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	823	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1441	-	-	-	652	965
Mov Cap-2 Maneuver	-	-	-	-	652	-
Stage 1	_	_	_	_	884	_
Stage 2	_	_		_	823	_
Stage 2					023	
Approach	EB		WB		SB	
HCM Control Delay, s	3.8		0		10.7	
HCM LOS	0.0		Ū		В	
HOW LOS						
Minor Lane/Major Mvn	nt	EBL	EBT	WBT	WBR:	SBLn1
Capacity (veh/h)		1441	-	-	-	748
HCM Lane V/C Ratio		0.049	_	_	_	0.154
HCM Control Delay (s)		7.6	0	_	_	
HCM Lane LOS		Α.	A	-	_	В
HCM 95th %tile Q(veh	1	0.2	- A	-	-	0.5
HOW YOU WILL U(VEN	)	0.2	-	-	-	0.5

Attachment 1 PD 2023-01

APPENDIX J: CAPACITY ANALYSIS RESULTS - NC 39 + WAKE COUNTY LINE ROAD

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	**			4	\$	JJIN
Traffic Vol, veh/h	12	8	32	363	123	6
Future Vol, veh/h	12	8	32	363	123	6
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	None -	-	None -	-	None -
Veh in Median Storage		-	-	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	13	9	36	403	137	7
Major/Minor N	/linor2	ı	Major1	N	/lajor2	
Conflicting Flow All	616	141	144	0	- najorz	0
Stage 1	141	141	-	U	-	-
<b>U</b>				-		
Stage 2	475	- ( ))	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
		3.318		-	-	-
Pot Cap-1 Maneuver	454	907	1438	-	-	-
Stage 1	886	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	439	907	1438	_	_	_
Mov Cap-2 Maneuver	439	-	-	_	_	_
Stage 1	858	_	_	-	_	_
Stage 2	626	_	_	_	_	_
Stage 2	020	-			-	<u>-</u>
Approach	EB		NB		SB	
HCM Control Delay, s	11.8		0.6		0	
HCM LOS	В					
Minor Lane/Major Mvm	t	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1438	-	553	-	-
HCM Lane V/C Ratio		0.025	-	0.04	-	-
HCM Control Delay (s)		7.6	0	11.8	-	-
HCM Lane LOS		Α	Α	В	-	-
HCM 95th %tile Q(veh)		0.1	-	0.1	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	₽	
Traffic Vol, veh/h	20	40	27	269	309	16
Future Vol, veh/h	20	40	27	269	309	16
Conflicting Peds, #/hr		0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- -	None	-		-	None
Storage Length	0	-	_	-	_	-
Veh in Median Storag		_	_	0	0	_
Grade, %	0	_	_	0	0	_
Peak Hour Factor	90	90	90	90	90	90
			90			90
Heavy Vehicles, %	2	2		2	2	
Mvmt Flow	22	44	30	299	343	18
Major/Minor	Minor2		Major1	Λ	/lajor2	
Conflicting Flow All	711	352	361	0		0
Stage 1	352	-	-	-	_	-
Stage 2	359	_	_	_	_	_
Critical Hdwy	6.42	6.22	4.12	_	_	_
Critical Hdwy Stg 1	5.42	0.22	7.12	_	_	_
Critical Hdwy Stg 2	5.42	_			_	_
Follow-up Hdwy		3.318	2 210	-	_	_
	400	692	1198	-	-	-
Pot Cap-1 Maneuver			1198	-	-	
Stage 1	712	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver		692	1198	-	-	-
Mov Cap-2 Maneuver		-	-	-	-	-
Stage 1	691	-	-	-	-	-
Stage 2	707	-	-	-	-	-
·						
Annroach	EB		NB		SB	
Approach						
HCM Control Delay, s			0.7		0	
HCM LOS	В					
Minor Lane/Major Mvi	mt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1198	_	549		_
HCM Lane V/C Ratio		0.025	_	0.121	_	_
HCM Control Delay (s	-)	8.1	0	12.5		
HCM Lane LOS	2)	Α	A	12.5 B	-	-
HCM 95th %tile Q(ve	h)	0.1	А	0.4	-	-
110101 33111 781118 Q(VE	11)	0.1	-	0.4	-	•

Int Delay, s/veh  Movement  Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/r Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1	Stop - 0 ge, # 0 90 2 16  Minor2 753 183 570	183 -	NBL  43 43 0 Free 90 2 48  Major1  187 -	0 0 90 2 474	SBT 161 161 0 Free - 0 90 2 179 Major2	SBR  7 7 0 Free None 90 2 8
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/r Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	14 14 17 18 19 10 10 10 10 10 10 10 10 10 10 10 10 10	27 27 0 Stop None - - - 90 2 30	43 43 0 Free - - - 90 2 48 Major1 187	427 427 0 Free None 0 0 90 2 474	161 161 0 Free - 0 0 90 2 179	7 7 0 Free None - - - 90 2 8
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/r Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	14 14 17 18 19 10 10 10 10 10 10 10 10 10 10 10 10 10	27 27 0 Stop None - - - 90 2 30	43 43 0 Free - - - 90 2 48 Major1 187	427 427 0 Free None 0 0 90 2 474	161 161 0 Free - 0 0 90 2 179	7 7 0 Free None - - - 90 2 8
Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/h Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	14 14 or 0 Stop - 0 ge, # 0 90 2 16 Minor2 753 183 570	27 0 Stop None - - 90 2 30	43 0 Free - - - 90 2 48 Major1 187	427 427 0 Free None - 0 0 90 2 474	161 161 0 Free - 0 0 90 2 179	7 0 Free None - - - 90 2 8
Future Vol, veh/h Conflicting Peds, #/h Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	14 or 0 Stop - 0 0 90 2 16 Minor2 753 183 570	27 0 Stop None - - 90 2 30	43 0 Free - - - 90 2 48 Major1 187	427 0 Free None - 0 0 90 2 474	161 0 Free - 0 0 90 2 179	7 0 Free None - - - 90 2 8
Conflicting Peds, #/r Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	stop - 0 ge, # 0 90 2 16  Minor2 753 183 570	0 Stop None - - - 90 2 30	0 Free - - - 90 2 48 Major1 187	0 Free None - 0 0 90 2 474	0 Free - 0 0 90 2 179	0 Free None - - - 90 2 8
Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	Stop - 0 ge, # 0 90 2 16  Minor2 753 183 570	Stop None - - - 90 2 30	Free 90 2 48  Major1 187	Free None - 0 0 90 2 474	Free - 0 0 90 2 179	Free None - - 90 2 8
RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	0 ge, # 0 90 2 16 Minor2 753 183 570	None 90 2 30	- - - 90 2 48 Major1	None 0 0 90 2 474	- 0 0 90 2 179 Major2	None - - - 90 2 8
Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	0 ge, # 0 90 2 16 Minor2 753 183 570	90 2 30	- - 90 2 48 Major1	0 0 90 2 474	0 0 90 2 179 Major2	90 2 8
Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	ge, # 0 90 2 16 Minor2 753 183 570	90 2 30	90 2 48 Major1	0 0 90 2 474	0 90 2 179 Major2	90 2 8
Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	0 90 2 16 Minor2 753 183 570	90 2 30 183	90 2 48 Major1 187	0 90 2 474	0 90 2 179 Major2	90 2 8
Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	90 2 16 Minor2 753 183 570	90 2 30 183	90 2 48 <u>Major1</u> 187	90 2 474	90 2 179 Major2	90 2 8
Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	2 16 Minor2 753 183 570	2 30 183	2 48 <u>Major1</u> 187	2 474 N	2 179 Major2	2 8
Mymt Flow  Major/Minor  Conflicting Flow All  Stage 1  Stage 2  Critical Hdwy	16 Minor2 753 183 570	30 183	48 <u>Major1</u> 187	474 N	179 Major2	8
Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	Minor2 753 183 570	183 -	<u>Major1</u> 187	N	Major2	
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	753 183 570	183 -	187			0
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	753 183 570	183 -	187			0
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy	753 183 570	183 -	187			0
Stage 1 Stage 2 Critical Hdwy	183 570	-		-	-	
Stage 2 Critical Hdwy	570		-			
Critical Hdwy					-	-
		-	-	-	-	-
Critical Hdwy Sta 1	6.42	6.22	4.12	-	-	-
	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	377	859	1387	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Platoon blocked, %				_	_	-
Mov Cap-1 Maneuve	r 359	859	1387	-	-	_
Mov Cap 1 Maneuve		-	-	_	_	_
Stage 1	808	_	_		_	-
•			-	-		-
Stage 2	566	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay,			0.7		0	
HCM LOS	3 11.7 B		0.7		U	
HOW LOS	U					
Minor Lane/Major My	/mt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1387	-	582	-	-
HCM Lane V/C Ratio	)	0.034	_	0.078		_
HCM Control Delay		7.7	0	11.7	_	_
HCM Lane LOS	(~)	Α	A	В	_	_
HCM 95th %tile Q(ve	eh)	0.1	-	0.3		
110101 75111 701118 Q(VI	511)	U. I	-	0.5	-	-

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥	LDI	NUL	4	<u>351</u>	JUIN
Traffic Vol, veh/h	23	57	50	331	369	19
•	23					19
Future Vol, veh/h		57	50	331	369	
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	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	63	56	368	410	21
		_				
	Vlinor2		Major1		/lajor2	
Conflicting Flow All	901	421	431	0	-	0
Stage 1	421	-	-	-	-	-
Stage 2	480	-	-	-	-	-
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	309	632	1129	_	_	-
Stage 1	662	-	-	_	_	_
Stage 2	622	-	_	_	_	_
Platoon blocked, %	UZZ	_	_			
	200	422	1120	-	-	-
Mov Cap-1 Maneuver	290	632	1129	-	-	-
Mov Cap-2 Maneuver	290	-	-	-	-	-
Stage 1	621	-	-	-	-	-
Stage 2	622	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	14.4		1.1		0	
HCM LOS	В					
Minor Lane/Major Mvm	nt	NBL	NRT I	EBLn1	SBT	SBR
	IL .				301	JUK
Capacity (veh/h)		1129	-	472	-	-
HCM Caratast Paters (a)		0.049		0.188	-	-
HCM Control Delay (s)		8.4	0	14.4	-	-
HCM Lane LOS		Α	Α	В	-	-
HCM 95th %tile Q(veh)	)	0.2	-	0.7	-	-

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W	LDIT	HUL	4	<b>1</b>	ODIT
Traffic Vol, veh/h	73	27	43	427	161	29
Future Vol, veh/h	73	27	43	427	161	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- -	None	-		-	None
Storage Length	0	-	_	-	_	-
Veh in Median Storage			_	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	81	30	48	474	179	32
Major/Minor	Minor2		Major1	N	/lajor2	
Conflicting Flow All	765	195	211	0	-	0
Stage 1	195	175	211	-	_	-
Stage 2	570	-	-	-		-
		6.22	4.12	-	-	
Critical Hdwy	6.42			-	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy		3.318		-	-	-
Pot Cap-1 Maneuver	371	846	1360	-	-	-
Stage 1	838	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	353	846	1360	-	-	-
Mov Cap-2 Maneuver	353	-	-	-	-	-
Stage 1	798	-	-	-	-	-
Stage 2	566	-	-	-	-	-
J. J.						
Approach	EB		NB		SB	
HCM Control Delay, s	16.7		0.7		0	
HCM LOS	С					
Minor Lane/Major Mvn	nt	NBL	MRT	EBLn1	SBT	SBR
Capacity (veh/h)	ıı	1360	INDI	419	301	JUIN
			-		-	-
HCM Carata Data (2)		0.035		0.265	-	-
HCM Control Delay (s)		7.7	0	16.7	-	-
HCM Lane LOS	`	A	Α	C	-	-
HCM 95th %tile Q(veh	1)	0.1	-	1.1	-	-

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	**	LDIN	IVDL	4	<u>351</u>	ODIC
Traffic Vol, veh/h	63	57	50	331	369	84
Future Vol, veh/h	63	57	50	331	369	84
Conflicting Peds, #/hr		0	0	0	0	04
Sign Control		Stop	Free	Free	Free	Free
RT Channelized	Stop	None				None
	-		-		-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storag		-	-	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	70	63	56	368	410	93
Major/Minor	Minor2		Major1	N	/lajor2	
Conflicting Flow All	937	457	503	0	- najorz	0
Stage 1	457	437	505	-	-	-
9	480			-	-	_
Stage 2		- / 22	110	-	-	
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy		3.318		-	-	-
Pot Cap-1 Maneuver	294	604	1061	-	-	-
Stage 1	638	-	-	-	-	-
Stage 2	622	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	275	604	1061	-	-	-
Mov Cap-2 Maneuver	275	-	-	-	-	-
Stage 1	596	-	-	-	-	-
Stage 2	622	-	-	-	_	-
<b></b>						
			ND		0.0	
Approach	EB		NB		SB	
HCM Control Delay, s			1.1		0	
HCM LOS	С					
Minor Lane/Major Mvr	mt	NBL	NRT	EBLn1	SBT	SBR
	TIL		וטוו		JUT	JUK
Capacity (veh/h)		1061	-	371	-	-
HCM Lane V/C Ratio	`	0.052		0.359	-	-
HCM Control Delay (s	5)	8.6	0	20	-	-
HCM Lane LOS		A	Α	C	-	-
HCM 95th %tile Q(vel	1)	0.2	-	1.6	-	-

Attachment 1 PD 2023-01

APPENDIX K: CAPACITY ANALYSIS RESULTS - NC 39 + OLD US 264

Intersection												
Int Delay, s/veh	7.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	ĵ.		ሻ	f)	
Traffic Vol, veh/h	4	26	22	9	75	148	33	293	15	81	120	9
Future Vol, veh/h	4	26	22	9	75	148	33	293	15	81	120	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	100	-	-
Veh in Median Storage	e,# -	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	4	29	24	10	83	164	37	326	17	90	133	10
Major/Minor	Minor2			Minor1			Major1		1	Major2		
Conflicting Flow All	850	735	138	754	732	335	143	0	0	343	0	0
Stage 1	318	318	-	409	409	-	-	-	-	-	-	-
Stage 2	532	417	-	345	323	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	280	347	910	326	348	707	1440	-	-	1216	-	-
Stage 1	693	654	-	619	596	-	-	-	-	-	-	-
Stage 2	531	591	-	671	650	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	159	313	910	273	314	707	1440	-	-	1216	-	-
Mov Cap-2 Maneuver	159	313	-	273	314	-	-	-	-	-	-	-
Stage 1	675	606	-	603	581	-	-	-	-	-	-	-
Stage 2	340	576	-	576	602	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	15.7			20.7			0.7			3.2		
HCM LOS	С			С								
Minor Lane/Major Mvn	nt	NBL	NBT	NRR	EBLn1V	WBI n1	SBL	SBT	SBR			
Capacity (veh/h)		1440	1101	TUDIC	393	482	1216	- 100	ODIN.			
HCM Lane V/C Ratio		0.025	-	_		0.535		-				
HCM Control Delay (s)	\	7.6	_	_	15.7	20.7	8.2		_			
HCM Lane LOS		7.0 A	-	-	C	20.7 C	Α	-	_			
HCM 95th %tile Q(veh	1)	0.1			0.5	3.1	0.2					
110W 70W 70W Q(VCI)	'/	0.1			0.0	J. 1	0.2					

Intersection												
Int Delay, s/veh	20.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	f)		ሻ	f)	
Traffic Vol, veh/h	21	105	69	9	64	94	47	164	15	161	291	16
Future Vol, veh/h	21	105	69	9	64	94	47	164	15	161	291	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	100	-	-
Veh in Median Storage	e,# -	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	23	117	77	10	71	104	52	182	17	179	323	18
Major/Minor	Minor2			Minor1		ا	Major1		1	Major2		
Conflicting Flow All	1072	993	332	1082	994	191	341	0	0	199	0	0
Stage 1	690	690	-	295	295	-	-	-	-	-	-	-
Stage 2	382	303	-	787	699	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	198	245	710	195	245	851	1218	-	-	1373	-	-
Stage 1	435	446	-	713	669	-	-	-	-	-	-	-
Stage 2	640	664	-	385	442	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	111	204	710	84	204	851	1218	-	-	1373	-	-
Mov Cap-2 Maneuver	111	204	-	84	204	-	-	-	-	-	-	-
Stage 1	416	388	-	682	640	-	-	-	-	-	-	-
Stage 2	478	635	-	209	385	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	76.3			31.8			1.7			2.8		
HCM LOS	F			D								
Minor Lane/Major Mvn	nt	NBL	NBT	NBR	EBLn1V	WBL n1	SBL	SBT	SBR			
Capacity (veh/h)		1218		-	243	314	1373	-				
HCM Lane V/C Ratio		0.043	_	_	0.892		0.13	_	_			
HCM Control Delay (s)	)	8.1	_		76.3	31.8	8	_	_			
HCM Lane LOS		A	_	_	70.5 F	D	A	_	_			
HCM 95th %tile Q(veh	1)	0.1	_	_	7.5	3.5	0.4	_	_			
	,	0.1			7.0	0.0	J. 1					

	۶	<b>→</b>	•	•	<b>—</b>	•	•	<b>†</b>	<i>&gt;</i>	<b>/</b>	Ţ	✓
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	<b>+</b>	7	ň	<b>+</b>	7	ሻ	f)		ň	ĥ	
Traffic Volume (vph)	5	30	32	16	87	172	56	535	35	94	203	10
Future Volume (vph)	5	30	32	16	87	172	56	535	35	94	203	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		125	50		125	100		0	50		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.991			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1846	0	1770	1850	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1863	1583	1770	1863	1583	1770	1846	0	1770	1850	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1272			1346			8116			1238	
Travel Time (s)		15.8			16.7			100.6			15.3	
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
Adj. Flow (vph)	6	33	36	18	97	191	62	594	39	104	226	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	33	36	18	97	191	62	633	0	104	237	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12	Ţ.		12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						

No-Build (2027) AM Chamblee Property 1:36 pm 10/07/2022 Baseline McAdams

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	14.0		7.0	14.0	
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0	14.0	14.0	21.0		14.0	21.0	
Total Split (s)	14.0	28.0	28.0	14.0	28.0	28.0	14.0	61.0		17.0	64.0	
Total Split (%)	11.7%	23.3%	23.3%	11.7%	23.3%	23.3%	11.7%	50.8%		14.2%	53.3%	
Maximum Green (s)	7.0	21.0	21.0	7.0	21.0	21.0	7.0	54.0		10.0	57.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	
Act Effct Green (s)	10.1	14.1	14.1	10.1	18.7	18.7	10.1	37.4		12.1	39.4	
Actuated g/C Ratio	0.12	0.17	0.17	0.12	0.23	0.23	0.12	0.46		0.15	0.48	
v/c Ratio	0.03	0.10	0.13	0.08	0.23	0.53	0.28	0.75		0.40	0.27	
Control Delay	45.4	36.7	37.2	45.1	33.6	39.4	46.5	27.2		45.6	15.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	45.4	36.7	37.2	45.1	33.6	39.4	46.5	27.2		45.6	15.4	
LOS	D	D	D	D	C	D	D	C		D	В	
Approach Delay		37.7			37.9			28.9			24.6	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	3	13	15	8	41	86	29	260		48	68	
Queue Length 95th (ft)	18	51	54	38	116	219	94	537		138	158	
Internal Link Dist (ft)	10	1192	01		1266	217	71	8036		100	1158	
Turn Bay Length (ft)	50	1172	125	50	1200	125	100	0000		50	1100	
Base Capacity (vph)	219	591	502	219	598	508	219	1311		293	1364	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.03	0.06	0.07	0.08	0.16	0.38	0.28	0.48		0.35	0.17	
Intersection Summary	0.00	0.00	0.07	0.00	01.10	0.00	0.20	01.10		0,00	0117	
	Other											
Cycle Length: 120	Otrici											
Actuated Cycle Length: 81.7	7											
Natural Cycle: 80												
Control Type: Actuated-Unc	oordinated	l										
Maximum v/c Ratio: 0.75	ooramated											
Intersection Signal Delay: 3	U 3			İr	ntersectio	n I OS· C						
Intersection Capacity Utiliza		<u> </u>			CU Level							
Analysis Period (min) 15	111011 37.37	)		10	OU LEVE	OI SCIVIC	ъ <b>Б</b>					
Analysis r chou (IIIIII) 10												
Splits and Phases: 8: NC	39 & Old	US 264										
<u> </u>								<u></u>				
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Lane Group         EBL         EBT         EBR         WBL         WBT         WBR         NBL         NBT         NBR         SBL         SBT         SI           Lane Configurations         1         <		NBL NBT								
Traffic Volume (vph)         24         122         99         29         74         109         65         315         29         187         551           Future Volume (vph)         24         122         99         29         74         109         65         315         29         187         551           Ideal Flow (vphpl)         1900			R N	WBR	WBT	WBL	EBR	EBT	EBL	Lane Group
Traffic Volume (vph)         24         122         99         29         74         109         65         315         29         187         551           Future Volume (vph)         24         122         99         29         74         109         65         315         29         187         551           Ideal Flow (vphpl)         1900		ሻ ቕ	#	7	<b>*</b>	ች	7	<b>*</b>	*	
Future Volume (vph)         24         122         99         29         74         109         65         315         29         187         551           Ideal Flow (vphpl)         1900						29	99			
Ideal Flow (vphpl)         1900 <td>99 29 74 109 65 315 29 187 551</td> <td>65 315</td> <td>9</td> <td>109</td> <td>74</td> <td>29</td> <td>99</td> <td>122</td> <td>24</td> <td>, , ,</td>	99 29 74 109 65 315 29 187 551	65 315	9	109	74	29	99	122	24	, , ,
Storage Length (ft)         50         125         50         125         150         0         100           Storage Lanes         1         1         1         1         1         0         1           Taper Length (ft)         100         100         100         100         100           Lane Util. Factor         1.00			0 19	1900	1900	1900	1900	1900	1900	
Storage Lanes         1         1         1         1         1         0         1           Taper Length (ft)         100         100         100         100         100           Lane Util. Factor         1.00	125 50 125 150 0 100	150	5 1	125		50	125		50	
Taper Length (ft)         100         100         100         100         100         100         100         100         100         1.00	1 1 1 1 0 1	1	1	1		1	1		1	
Lane Util. Factor     1.00	100 100 100	100	•			100			100	
Flt Protected 0.950 0.950 0.950 0.950	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00	0 1	1.00	1.00	1.00	1.00	1.00	1.00	
	0.850 0.850 0.987 0.995	0.987	0	0.850			0.850			Frt
	0.950 0.950 0.950	0.950	0.9			0.950			0.950	Flt Protected
Satd. Flow (prot) 1770 1863 1583 1770 1863 1583 1770 1839 0 1770 1853	1583 1770 1863 1583 1770 1839 0 1770 1853	1770 1839	3 17	1583	1863	1770	1583	1863	1770	Satd. Flow (prot)
Flt Permitted 0.950 0.950 0.950 0.950	0.950 0.950 0.950	0.950	0.9			0.950			0.950	
Satd. Flow (perm) 1770 1863 1583 1770 1863 1583 1770 1839 0 1770 1853	1583 1770 1863 1583 1770 1839 0 1770 1853	1770 1839	3 17	1583	1863	1770	1583	1863		Satd. Flow (perm)
Right Turn on Red No No No	No No No		0	No			No			Right Turn on Red
Satd. Flow (RTOR)										
Link Speed (mph) 55 55 55	55 55 55	55			55			55		
Link Distance (ft) 1272 1346 8116 1238	1346 8116 1238	8116			1346			1272		Link Distance (ft)
Travel Time (s) 15.8 16.7 100.6 15.3	16.7 100.6 15.3	100.6			16.7			15.8		
Peak Hour Factor 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.9	0.90	0.90 0.90	0 0	0.90	0.90	0.90	0.90		0.90	` ,
Adj. Flow (vph) 27 136 110 32 82 121 72 350 32 208 612				121		32			27	Adj. Flow (vph)
Shared Lane Traffic (%)										
Lane Group Flow (vph) 27 136 110 32 82 121 72 382 0 208 633	110 32 82 121 72 382 0 208 633	72 382	1	121	82	32	110	136	27	
Enter Blocked Intersection No		No No	0	No	No		No		No	,
Lane Alignment Left Left Right Left Right Left Right Left Right				Right			Right			Lane Alignment
Median Width(ft) 12 12 12 12				<b>J</b>			<b>J</b>			
Link Offset(ft) 0 0 0										
Crosswalk Width(ft) 16 16 16 16	16 16 16	16			16			16		
Two way Left Turn Lane										, ,
Headway Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00	0 1	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph) 15 9 15 9 15 9 15										
Number of Detectors 1 2 1 1 2 1 1 2					2		1	2		
Detector Template Left Thru Right Left Thru Right Left Thru Left Thru			nt L	Right		Left	Right		Left	
Leading Detector (ft) 20 100 20 20 100 20 20 100 20 100	J									
Trailing Detector (ft) 0 0 0 0 0 0 0 0 0										
Detector 1 Position(ft) 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0	0	0	0	0	0	0	0	` '
Detector 1 Size(ft) 20 6 20 20 6 20 20 6 20 6			0	20	6	20	20	6	20	
Detector 1 Type CI+Ex CI+Ex CI+Ex CI+Ex CI+Ex CI+Ex CI+Ex CI+Ex CI+Ex					CI+Ex			CI+Ex		` '
Detector 1 Channel										
Detector 1 Extend (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0 0.0	0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.										. ,
Detector 1 Delay (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.										, ,
Detector 2 Position(ft) 94 94 94										
Detector 2 Size(ft) 6 6 6										` ,
Detector 2 Type CI+Ex CI+Ex CI+Ex CI+Ex										
Detector 2 Channel	- On Ex	31. EX						<b>_</b>		<b>7</b> I
Detector 2 Extend (s) 0.0 0.0 0.0 0.0	0.0 0.0	0.0			0.0			0.0		
Turn Type Prot NA Perm Prot NA Perm Prot NA Prot NA			n F	Perm		Prot	Perm		Prot	
Protected Phases 7 4 3 8 5 2 1 6			., .	. 01111			. 51111			
Permitted Phases 4 8			8	8			4		-	

No-Build (2027) PM Chamblee Property 1:36 pm 10/07/2022 Baseline McAdams

Minimum Split (s)         14.0         14.0         14.0         14.0         14.0         14.0         21.0         14.0         21.0           Total Split (s)         14.0         23.0         23.0         14.0         23.0         23.0         15.0         53.0         30.0         68.0           Total Split (s)         11.7%         19.2%         11.7%         19.2%         11.7%         19.2%         12.5%         44.2%         25.0%         56.7%           Maximum Green (s)         7.0         16.0         16.0         7.0         16.0         8.0         46.0         23.0         61.0           Yellow Time (s)         5.0		•	<b>→</b>	•	•	<b>←</b>	•	4	<b>†</b>	/	<b>&gt;</b>	ļ	4
Switch Phase Minimum Initial (s) 7.0 7.0 7.0 7.0 7.0 7.0 7.0 14.0 7.0 14.0 Minimum Initial (s) 7.0 7.0 7.0 7.0 7.0 7.0 7.0 14.0 14.0 Minimum Initial (s) 14.0 14.0 14.0 14.0 14.0 14.0 14.0 14.0	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	Detector Phase	7	4	4	3	8	8	5	2		1	6	
Minimum Split (s) 14.0 14.0 14.0 14.0 14.0 14.0 14.0 14.0	Switch Phase												
Total Split (%)	Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	14.0		7.0	14.0	
Total Split (%) 11.7% 192% 19.2% 11.9% 11.7% 192% 19.2% 11.5% 44.2% 25.0% 56.7% Maximum Gren (s) 7.0 16.0 15.0 7.0 16.0 15.0 8.0 46.0 23.0 61.0 Yellow Time (s) 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0	` ,	14.0	14.0	14.0	14.0	14.0	14.0	14.0	21.0		14.0	21.0	
Total Spill (%)  11.796   19.2%   19.2%   11.796   19.2%   19.2%   12.5%   19.2%   12.5%   42.2%   25.0%   56.7%    Maximum Green (\$)		14.0	23.0	23.0	14.0	23.0	23.0	15.0	53.0		30.0	68.0	
Maximum Green (s) 7.0 16.0 16.0 7.0 16.0 16.0 8.0 46.0 23.0 61.0 Yellow Time (s) 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0		11.7%	19.2%	19.2%	11.7%	19.2%	19.2%	12.5%	44.2%		25.0%		
Yellow Time (s)	Maximum Green (s)			16.0	7.0				46.0		23.0	61.0	
Lost Time Adjust (s)	Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Total Lost Time (s)	All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lead-Lag Optimize? Yes	Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0	
Lead-Lag Optimize?	Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead-Lag Optimize?	Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Recall Mode (S) 9.9 14.1 14.1 9.9 16.6 16.6 10.5 29.0 17.7 41.0 Act Effet Green (S) 9.9 14.1 14.1 9.9 16.6 16.6 10.5 29.0 17.7 41.0 Actualed g/C Ratio 0.12 0.17 0.17 0.17 0.17 0.12 0.20 0.20 0.12 0.34 0.21 0.49 v/c Ratio 0.13 0.44 0.42 0.15 0.22 0.39 0.33 0.60 0.56 0.70 Control Delay 46.0 42.4 43.3 46.1 36.5 39.7 47.3 29.5 40.5 25.0 Cueue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Act Effet Green (s) 9,9 14.1 14.1 9,9 16.6 16.6 10.5 29.0 17.7 41.0 Actuated g/C Ratio 0.12 0.17 0.17 0.12 0.20 0.20 0.12 0.34 0.21 0.49 W/C Ratio 0.13 0.44 0.42 0.15 0.22 0.39 0.33 0.60 0.56 0.70 Control Delay 46.0 42.4 43.3 46.1 36.5 39.7 47.3 29.5 40.5 25.0 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Actuated g/C Ratio 0.12 0.17 0.17 0.12 0.20 0.20 0.12 0.34 0.21 0.49 v/c Ratio 0.13 0.44 0.42 0.15 0.22 0.39 0.33 0.60 0.56 0.70 Control Delay 46.0 42.4 43.3 46.1 36.5 39.7 47.3 29.5 40.5 25.0 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Recall Mode	None	None	None	None	None	None	None	Min		None	Min	
v/c Ratio       0.13       0.44       0.42       0.15       0.22       0.39       0.33       0.60       0.56       0.70         Control Delay       46.0       42.4       43.3       46.1       36.5       39.7       47.3       29.5       40.5       25.0         Cueue Delay       0.0	Act Effct Green (s)	9.9	14.1	14.1	9.9	16.6	16.6	10.5	29.0		17.7	41.0	
Control Delay	Actuated g/C Ratio	0.12	0.17	0.17	0.12	0.20	0.20	0.12	0.34		0.21	0.49	
Queue Delay       0.0	v/c Ratio	0.13	0.44	0.42	0.15	0.22	0.39	0.33	0.60		0.56	0.70	
Total Delay	Control Delay	46.0	42.4	43.3	46.1	36.5	39.7	47.3	29.5		40.5	25.0	
LOS D D D D D D D D D C D C Approach Delay 43.1 39.5 32.3 28.8 Approach LOS D D D C C C C C Queue Length 50th (ft) 15 74 60 18 35 53 40 185 112 315 Oueue Length 95th (ft) 49 156 132 55 101 144 100 321 215 476 Internal Link Dist (ft) 1192 1266 8036 1158 Turn Bay Length (ft) 50 125 50 125 150 100 Base Capacity (vph) 207 437 372 207 478 406 231 1152 577 1426 Starvation Cap Reductn 0 0 0 0 0 0 0 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
LOS D D D D D D D D D D C D C Approach Delay 43.1 39.5 32.3 28.8 Approach LOS D D C C C C C Queue Length 50th (ft) 15 74 60 18 35 53 40 185 112 315 Oueue Length 95th (ft) 49 156 132 55 101 144 100 321 215 476 Internal Link Dist (ft) 192 1266 8036 1158 Turn Bay Length (ft) 50 125 50 125 150 100 Base Capacity (vph) 207 437 372 207 478 406 231 1152 577 1426 Starvation Cap Reducth 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Spillback Cap Reducth 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total Delay	46.0	42.4	43.3	46.1	36.5	39.7	47.3	29.5		40.5	25.0	
Approach LOS D D D C C C Queue Length 50th (ft) 15 74 60 18 35 53 40 185 112 315 Queue Length 95th (ft) 49 156 132 55 101 144 100 321 215 476 Internal Link Dist (ft) 1192 1266 8036 1158 Turn Bay Length (ft) 50 125 50 125 150 100 Base Capacity (vph) 207 437 372 207 478 406 231 1152 577 1426 Starvation Cap Reductn 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Reduced v/c Ratio 0.13 0.31 0.30 0.15 0.17 0.30 0.31 0.33 0.36 0.44  Intersection Summary  Area Type: Other Cycle Length: 120 Actuated Cycle Length: 84.3 Natural Cycle: 75 Control Type: Actuated-Uncoordinated Maximum v/c Ratio: 0.70 Intersection Capacity Utilization 64.9% Inter		D	D	D	D	D	D	D	С		D	С	
Queue Length 50th (ft)	Approach Delay		43.1			39.5			32.3			28.8	
Queue Length 50th (ft)       15       74       60       18       35       53       40       185       112       315         Queue Length 95th (ft)       49       156       132       55       101       144       100       321       215       476         Internal Link Dist (ft)       1192       1266       8036       1158         Turn Bay Length (ft)       50       125       50       125       150       100         Base Capacity (vph)       207       437       372       207       478       406       231       1152       577       1426         Starvation Cap Reductn       0	11		D			D			С			С	
Queue Length 95th (ft)		15	74	60	18	35	53	40	185		112	315	
Internal Link Dist (ft) 1192 1266 8036 1158  Turn Bay Length (tt) 50 125 50 125 150 100  Base Capacity (vph) 207 437 372 207 478 406 231 1152 577 1426  Starvation Cap Reductn 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		49	156	132	55	101	144	100	321		215	476	
Base Capacity (vph) 207 437 372 207 478 406 231 1152 577 1426  Starvation Cap Reductn 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			1192			1266			8036			1158	
Starvation Cap Reductn	Turn Bay Length (ft)	50		125	50		125	150			100		
Spillback Cap Reductn 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Base Capacity (vph)	207	437	372	207	478	406	231	1152		577	1426	
Storage Cap Reductin 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio 0.13 0.31 0.30 0.15 0.17 0.30 0.31 0.33 0.36 0.44  Intersection Summary  Area Type: Other  Cycle Length: 120  Actuated Cycle Length: 84.3  Natural Cycle: 75  Control Type: Actuated-Uncoordinated  Maximum v/c Ratio: 0.70  Intersection Signal Delay: 33.2  Intersection LOS: C  Intersection Capacity Utilization 64.9%  ICU Level of Service C  Analysis Period (min) 15  Splits and Phases: 8: NC 39 & Old US 264	Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Intersection Summary  Area Type: Other  Cycle Length: 120  Actuated Cycle Length: 84.3  Natural Cycle: 75  Control Type: Actuated-Uncoordinated  Maximum v/c Ratio: 0.70  Intersection Signal Delay: 33.2  Intersection LOS: C  Intersection Capacity Utilization 64.9%  ICU Level of Service C  Analysis Period (min) 15  Splits and Phases: 8: NC 39 & Old US 264	Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Area Type: Other  Cycle Length: 120  Actuated Cycle Length: 84.3  Natural Cycle: 75  Control Type: Actuated-Uncoordinated  Maximum v/c Ratio: 0.70  Intersection Signal Delay: 33.2  Intersection LOS: C  Intersection Capacity Utilization 64.9%  ICU Level of Service C  Analysis Period (min) 15  Splits and Phases: 8: NC 39 & Old US 264	Reduced v/c Ratio	0.13	0.31	0.30	0.15	0.17	0.30	0.31	0.33		0.36	0.44	
Cycle Length: 120 Actuated Cycle Length: 84.3 Natural Cycle: 75 Control Type: Actuated-Uncoordinated Maximum v/c Ratio: 0.70 Intersection Signal Delay: 33.2 Intersection LOS: C Intersection Capacity Utilization 64.9% ICU Level of Service C Analysis Period (min) 15  Splits and Phases: 8: NC 39 & Old US 264	Intersection Summary												
Actuated Cycle Length: 84.3 Natural Cycle: 75 Control Type: Actuated-Uncoordinated Maximum v/c Ratio: 0.70 Intersection Signal Delay: 33.2 Intersection LOS: C Intersection Capacity Utilization 64.9% ICU Level of Service C Analysis Period (min) 15  Splits and Phases: 8: NC 39 & Old US 264	<b>71</b>	Other											
Natural Cycle: 75 Control Type: Actuated-Uncoordinated Maximum v/c Ratio: 0.70 Intersection Signal Delay: 33.2 Intersection LOS: C Intersection Capacity Utilization 64.9% ICU Level of Service C Analysis Period (min) 15  Splits and Phases: 8: NC 39 & Old US 264	Cycle Length: 120												
Control Type: Actuated-Uncoordinated  Maximum v/c Ratio: 0.70 Intersection Signal Delay: 33.2 Intersection LOS: C Intersection Capacity Utilization 64.9% ICU Level of Service C Analysis Period (min) 15  Splits and Phases: 8: NC 39 & Old US 264		3											
Maximum v/c Ratio: 0.70 Intersection Signal Delay: 33.2 Intersection LOS: C Intersection Capacity Utilization 64.9% ICU Level of Service C Analysis Period (min) 15  Splits and Phases: 8: NC 39 & Old US 264													
Intersection Signal Delay: 33.2 Intersection LOS: C Intersection Capacity Utilization 64.9% ICU Level of Service C Analysis Period (min) 15  Splits and Phases: 8: NC 39 & Old US 264		coordinated											
Intersection Capacity Utilization 64.9%  ICU Level of Service C  Analysis Period (min) 15  Splits and Phases: 8: NC 39 & Old US 264													
Analysis Period (min) 15  Splits and Phases: 8: NC 39 & Old US 264	Intersection Signal Delay: 3	3.2											
Splits and Phases: 8: NC 39 & Old US 264		ation 64.9%	ò		IC	CU Level	of Service	e C					
Ø1     Ø2       30 s     53 s       Ø5     Ø6       15 s     68 s       14 s     23 s       14 s     23 s       14 s     23 s	Analysis Period (min) 15												
30 s	Splits and Phases: 8: NC	39 & Old	US 264										
30 s			<b>*</b>						<b>√</b> ø	3	₩ Ø4		
15 s 68 s 23 s	30 s	53 :									23 s		
									Ø	7	Ø8		
	, ,		- <del>-</del>						14 s		23 s		Page 2

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>†</b>	7	ሻ	<b>†</b>	7	ሻ	ĵ.		ሻ	ĥ	
Traffic Volume (vph)	5	30	32	16	87	172	56	594	35	94	225	10
Future Volume (vph)	5	30	32	16	87	172	56	594	35	94	225	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		125	50		125	150		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.992			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1848	0	1770	1852	0
FIt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1863	1583	1770	1863	1583	1770	1848	0	1770	1852	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1272			1346			8116			1238	
Travel Time (s)		15.8			16.7			100.6			15.3	
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
Adj. Flow (vph)	6	33	36	18	97	191	62	660	39	104	250	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	33	36	18	97	191	62	699	0	104	261	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12	<u> </u>		12	<b>.</b>		12	<b>J</b>		12	<u> </u>
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						

Build (2027) AM Chamblee Property 1:36 pm 10/07/2022 Build AM Peak Hour McAdams

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	14.0		7.0	14.0	
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0	14.0	14.0	21.0		14.0	21.0	
Total Split (s)	14.0	28.0	28.0	14.0	28.0	28.0	14.0	61.0		17.0	64.0	
Total Split (%)	11.7%	23.3%	23.3%	11.7%	23.3%	23.3%	11.7%	50.8%		14.2%	53.3%	
Maximum Green (s)	7.0	21.0	21.0	7.0	21.0	21.0	7.0	54.0		10.0	57.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	
Act Effct Green (s)	10.0	15.7	15.7	10.0	19.0	19.0	10.0	41.6		12.0	43.6	
Actuated g/C Ratio	0.12	0.18	0.18	0.12	0.22	0.22	0.12	0.48		0.14	0.51	
v/c Ratio	0.03	0.10	0.12	0.09	0.24	0.55	0.30	0.78		0.42	0.28	
Control Delay	46.8	37.8	38.3	46.8	35.4	41.8	49.0	28.5		48.3	15.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	46.8	37.8	38.3	46.8	35.4	41.8	49.0	28.5		48.3	15.1	
LOS	D	D	D	D	D	D	D	С		D	В	
Approach Delay		38.8			40.1			30.2			24.5	
Approach LOS	0	D	4.1	0	D	0.4	00	C		F0	C	
Queue Length 50th (ft)	3	15	16	9	44	94	32	310		53	78	
Queue Length 95th (ft)	18	51	54	38	116	219	94	624		138	174	
Internal Link Dist (ft)	ГΩ	1192	100	ГО	1266	100	150	8036		100	1158	
Turn Bay Length (ft)	50	554	125	50	561	125 476	150	1256		100	1306	
Base Capacity (vph)	206		470	206			206			274		
Starvation Cap Reductn Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductin	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.03	0.06	0.08	0.09	0.17	0.40	0.30	0.56		0.38	0.20	
Neuded We Natio	0.03	0.00	0.00	0.07	0.17	0.40	0.50	0.50		0.30	0.20	
Intersection Summary												
<i>J</i> 1	Other											
Cycle Length: 120												
Actuated Cycle Length: 86.1												
Natural Cycle: 90												
Control Type: Actuated-Unco	oordinated											
Maximum v/c Ratio: 0.78												
Intersection Signal Delay: 31					ntersectio							
Intersection Capacity Utilizat Analysis Period (min) 15	ion 62.4%	ó		I	CU Level	of Servic	e B					
, ,	39 & Old	IIS 264										
<b>A</b>							T					
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17 s 61 s							14:		28 s			
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>^</b>	7	ሻ	<b>†</b>	7	ሻ	ĵ.		*	f)	
Traffic Volume (vph)	24	122	99	29	74	109	65	355	29	187	616	19
Future Volume (vph)	24	122	99	29	74	109	65	355	29	187	616	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		125	50		125	150		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.989			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1842	0	1770	1855	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1863	1583	1770	1863	1583	1770	1842	0	1770	1855	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1272			1346			8116			1238	
Travel Time (s)		15.8			16.7			100.6			15.3	
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
Adj. Flow (vph)	27	136	110	32	82	121	72	394	32	208	684	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	136	110	32	82	121	72	426	0	208	705	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12	<b>.</b>		12	J
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4	. 51111	3	8	. 51111	5	2		1	6	
Permitted Phases	•	•	4			8				•		

Build (2027) PM Chamblee Property 1:36 pm 10/07/2022 Build PM Peak Hour McAdams

	۶	<b>→</b>	•	€	<b>←</b>	•	•	<b>†</b>	~	<b>/</b>	<b>↓</b>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	14.0		7.0	14.0	
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0	14.0	14.0	21.0		14.0	21.0	
Total Split (s)	14.0	23.0	23.0	14.0	23.0	23.0	15.0	53.0		30.0	68.0	
Total Split (%)	11.7%	19.2%	19.2%	11.7%	19.2%	19.2%	12.5%	44.2%		25.0%	56.7%	
Maximum Green (s)	7.0	16.0	16.0	7.0	16.0	16.0	8.0	46.0		23.0	61.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	
Act Effct Green (s)	10.0	14.6	14.6	10.0	14.6	14.6	10.6	32.9		18.3	45.5	
Actuated g/C Ratio	0.11	0.16	0.16	0.11	0.16	0.16	0.12	0.37		0.20	0.51	
v/c Ratio	0.14	0.45	0.43	0.16	0.27	0.47	0.34	0.63		0.57	0.75	
Control Delay	49.2	45.6	46.5	49.4	42.5	47.6	51.0	29.6		43.7	26.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	49.2	45.6	46.5	49.4	42.5	47.6	51.0	29.6		43.7	26.0	
LOS	D	D	D	D	D	D	D	С		D	С	
Approach Delay		46.3			46.1			32.7			30.1	
Approach LOS		D			D			С			С	
Queue Length 50th (ft)	16	80	64	19	47	71	43	218		121	378	
Queue Length 95th (ft)	51	164	139	57	107	151	104	361		227	556	
Internal Link Dist (ft)		1192			1266			8036			1158	
Turn Bay Length (ft)	50		125	50		125	150			100		
Base Capacity (vph)	197	416	354	197	416	354	219	1098		549	1364	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.14	0.33	0.31	0.16	0.20	0.34	0.33	0.39		0.38	0.52	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 89.	3											
Natural Cycle: 80												
Control Type: Actuated-Und	coordinated											
Maximum v/c Ratio: 0.75												
Intersection Signal Delay: 3					ntersection							
Intersection Capacity Utiliza	ation 68.3%	) )		IC	CU Level	of Service	e C					
Analysis Period (min) 15												
Splits and Phases: 8: NC	39 & Old	US 264										
ø <sub>01</sub>		∱ <sub>Ø2</sub>						<b>√</b> ø	3	₩ Ø4		
30 s	53 :							14 s		23 s		
<b>↑</b> ø5 <b>↓</b> ø6								, P 0	7	Ø8		
15 s 68 s McAdams	1 - 7	- 1						14 s		23 s		Page 2
mortuanio												. ugc Z

APPENDIX L: CAPACITY ANALYSIS RESULTS - CHAMBLEE ROAD + SITE DRIVE #1

Chamblee Property DRH-22004

BuildAM.syn 10/26/2022

Intersection Int Delay, s/veh Movement Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/r Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay,	#/hr orage	0.5 WBL  0 0 0 Stop - ,# 0 90 2 0 /inor1	WBR  9 9 0 Stop None 0 10  104 - 6.22	NBT 92 92 0 Free - 0 0 90 2 102  Major1 0 -	90 2	SBL  0 0 0 Free 90 2 0  Major2 -	SBT 41 41 0 Free None 0 0 90 2 46
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/r Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Stage 1 Stage 2	#/hr orage	0 0 0 Stop - - , # 0 0 90 2 0	9 9 0 Stop None 0 90 2 10 None None	92 92 0 Free - 0 0 90 2 102 Major1 0	4 4 0 Free None - - - 90 2 4	0 0 Free - - - 90 2 0	41 41 0 Free None 0 0 90 2 46
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/r Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Stage 1 Stage 2	#/hr orage	0 0 0 Stop - - , # 0 0 90 2 0	9 9 0 Stop None 0 90 2 10 None None	92 92 0 Free - 0 0 90 2 102 Major1 0	4 4 0 Free None - - - 90 2 4	0 0 Free - - - 90 2 0	41 41 0 Free None 0 0 90 2 46
Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/h Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay,	#/hr orage	0 0 Stop - , # 0 0 90 2 0	9 9 0 Stop None 0 - - 90 2 10	92 92 0 Free - 0 0 90 2 102 Major1 0	4 0 Free None - - - 90 2 4	0 0 Free - - - 90 2 0	41 41 0 Free None 0 0 90 2 46
Future Vol, veh/h Conflicting Peds, #/r Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay,	orage,	0 0 Stop - , # 0 0 90 2 0	9 0 Stop None 0 - - 90 2 10	92 0 Free - 0 0 90 2 102 Major1 0	4 0 Free None - - - 90 2 4	0 0 Free - - - 90 2 0	41 0 Free None 0 0 90 2 46
Conflicting Peds, #/r Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay,	orage,	0 Stop - ,# 0 0 90 2 0	0 Stop None 0 - - 90 2 10	0 Free - 0 0 90 2 102 Major1 0	0 Free None - - - 90 2 4	0 Free - - - 90 2 0	0 Free None - 0 0 90 2 46
Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay,	orage,	Stop	Stop None 0 - - 90 2 10	Free 0 90 2 102  Major1 0 -	Free None	Free 90 2 0 Major2 -	Free None - 0 0 90 2 46
RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay,	, S	,# 0 0 90 2 0	None 0	- 0 0 90 2 102 Major1 0	None	- - - 90 2 0	None 0 0 90 2 46
Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay,	, S	,# 0 0 90 2 0	0 - - 90 2 10 - - 104 -	0 0 90 2 102 Major1 0	- - 90 2 4	- - 90 2 0	0 0 90 2 46
Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-2 Maneuve Stage 1 Stage 2 Approach HCM Control Delay,	, S	,# 0 0 90 2 0 Minor1	90 2 10 N 104	0 0 90 2 102 Major1 0	90 2 4	90 2 0 Major2	0 0 90 2 46
Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay,	, S	0 90 2 0 //inor1	90 2 10 104	0 90 2 102 Major1 0	90 2 4 M	- 90 2 0 Major2	0 90 2 46
Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay,	N	90 2 0 //inor1 -	90 2 10 N 104	90 2 102 Major1 0	90 2 4	90 2 0 Major2	90 2 46
Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay,	N	2 0 <u>/linor1</u> -	2 10 N 104 -	2 102 <u>Major1</u> 0	2 4 N 0	2 0 <u>Major2</u>	2 46
Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2 Approach HCM Control Delay,	N	0 <u>/linor1</u> - -	10 N 104 -	102 <u>Major1</u> 0	4 	0 Major2 -	46
Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay,		/linor1 - -	104 - -	<u>Major1</u> 0 -	0 -	Major2 -	
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2 Approach HCM Control Delay,		-	104 - -	0	0 -	-	-
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2 Approach HCM Control Delay,		-	104 - -	0	0 -	-	
Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay,	II	-	-	-	-		-
Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay,			-			-	
Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay,		-		-	-		-
Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay,		-	6.22			-	-
Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay,			U.ZZ	-	-	-	-
Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay,	1	-	-	-	-	-	-
Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay,	2	-	-	-	-	-	-
Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2  Approach HCM Control Delay,		-	3.318	-	-	-	-
Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2  Approach HCM Control Delay,	/er	0	951	_	-	0	-
Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2  Approach HCM Control Delay,		0	_	-	_	0	_
Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2  Approach HCM Control Delay,		0	-	-	_	0	_
Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2 Approach HCM Control Delay,	6			_	_		_
Mov Cap-2 Maneuve Stage 1 Stage 2 Approach HCM Control Delay,		_	951	_	_	_	-
Stage 1 Stage 2  Approach HCM Control Delay,		_	-	_	_	_	_
Stage 2  Approach HCM Control Delay,	1001	_	_	_	_	_	_
Approach HCM Control Delay,		_	_	_	_	_	_
HCM Control Delay,							
HCM Control Delay,							
		WB		NB		SB	
	ıy, s	8.8		0		0	
HCM LOS		Α					
Minor Lane/Major My		t	NBT	NBRV	VBLn1	SBT	
Capacity (veh/h)	Mvm		_	-	951		
HCM Lane V/C Ratio	Mvm		_		0.011	_	
HCM Control Delay			_	_	8.8	_	
HCM Lane LOS	atio		_	_	Α	_	
HCM 95th %tile Q(ve	atio		_	_	0	_	
110M 75M 76MC Q(M	atio y (s)				U		

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	WDL	7	<b>1</b>	HUIK	ODL	<u> </u>
Traffic Vol, veh/h	0	6	71	4	0	133
Future Vol, veh/h	0	6	71	4	0	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop		Free	Free	Free	Free
		Stop				
RT Channelized	-	None	-	None	-	None
Storage Length	- " 0	0	-	-	-	-
Veh in Median Storage		-	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	79	4	0	148
N A = ! =/N A! =	M:		1-11		4-10	
	Vinor1		Major1		/lajor2	
Conflicting Flow All	-	81	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	979	-	-	0	-
Stage 1	0	-	_	_	0	_
Stage 2	0	_	_	_	0	_
Platoon blocked, %	U		_	<u>-</u>	U	
Mov Cap-1 Maneuver	-	979		-	_	-
			-	-		
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	8.7		0		0	
			U		U	
HCM LOS	Α					
Minor Lane/Major Mvm	nt	NBT	NBRV	VBLn1	SBT	
Capacity (veh/h)				979		
HCM Lane V/C Ratio		-		0.007		
HCM Control Delay (s)				8.7		
		-	-		-	
HCM Lane LOS	\	-	-	A	-	
HCM 95th %tile Q(veh)	)	-	-	0	-	

APPENDIX M: CAPACITY ANALYSIS RESULTS – CHAMBLEE ROAD + SITE DRIVE #2

Chamblee Property
DRH-22004

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	44	4	21	18	4	4	7	46	6	4	20	17
Future Vol, veh/h	44	4	21	18	4	4	7	46	6	4	20	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	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	49	4	23	20	4	4	8	51	7	4	22	19
Major/Minor N	Minor2		1	Minor1		1	Major1		N	Major2		
Conflicting Flow All	115	114	32	124	120	55	41	0	0	58	0	0
Stage 1	40	40	-	71	71	-	-	-	-	-	-	_
Stage 2	75	74	-	53	49	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	862	776	1042	850	770	1012	1568	-	-	1546	-	-
Stage 1	975	862	-	939	836	-	-	-	-	-	-	-
Stage 2	934	833	-	960	854	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	849	770	1042	822	764	1012	1568	-	-	1546	-	-
Mov Cap-2 Maneuver	849	770	-	822	764	-	-	-	-	-	-	-
Stage 1	970	859	-	934	832	-	-	-	-	-	-	-
Stage 2	920	829	-	931	851	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	9.4			9.5			0.9			0.7		
HCM LOS	Α			A								
Minor Lang/Major Mum	\t	NIDI	NDT	NDD	EDI 51V	VDI 51	CDI	CDT	CDD			
Minor Lane/Major Mvm	IL	NBL	NBT	NRK	EBLn1V		SBL	SBT	SBR			
Capacity (veh/h)		1568	-	-	894	836	1546	-	-			
HCM Cantral Dalay (a)		0.005	-					-	-			
HCM Long LOS		7.3	0	-	9.4	9.5	7.3	0	-			
HCM Lane LOS	١	A	Α	-	A	Α	A	Α	-			
HCM 95th %tile Q(veh	)	0	-	-	0.3	0.1	0	-	-			

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	32	4	14	12	4	4	23	40	16	13	70	50
Future Vol, veh/h	32	4	14	12	4	4	23	40	16	13	70	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	2,# -	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	36	4	16	13	4	4	26	44	18	14	78	56
Major/Minor	Minor2			Minor1			Major1		1	Major2		
Conflicting Flow All	243	248	106	249	267	53	134	0	0	62	0	0
Stage 1	134	134	-	105	105	-	-	-	-	-	-	-
Stage 2	109	114	-	144	162	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	711	655	948	705	639	1014	1451	-	-	1541	-	-
Stage 1	869	785	-	901	808	-	-	-	-	-	-	-
Stage 2	896	801	-	859	764	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	688	636	948	675	620	1014	1451	-	-	1541	-	-
Mov Cap-2 Maneuver	688	636	-	675	620	-	-	-	-	-	-	-
Stage 1	852	777	-	884	793	-	-	-	-	-	-	-
Stage 2	870	786	-	832	756	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	10.3			10.2			2.2			0.7		
HCM LOS	В			В								
Minor Lane/Major Mvn	nt	NBL	NBT	MPD	EBLn1V	VRI n1	SBL	SBT	SBR			
Capacity (veh/h)	ι		INDI					SDI	SDR			
1 3 , ,		1451	-	-	740	710	1541	-	-			
HCM Control Dolay (c)		0.018 7.5	-	-		0.031		-	-			
HCM Control Delay (s) HCM Lane LOS			0	-	10.3		7.4	0	-			
HCM 95th %tile Q(veh	١ -	0.1	A	-	0.2	0.1	A 0	A	-			
HOW YOU WINE U(Ven	)	0.1	-	-	0.2	0.1	U	-	-			

APPENDIX N: CAPACITY ANALYSIS RESULTS – CHAMBLEE ROAD + SITE DRIVE #3

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥	LDIK	HUL	4	<u>381</u>	OBIN
Traffic Vol, veh/h	4	13	5	56	58	4
Future Vol, veh/h		13		56	58	4
-	4	0	5 0			
Conflicting Peds, #/hr				0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storag	e,# 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	14	6	62	64	4
				- 02	- 01	
Major/Minor	Minor2		Major1	<b>N</b>	Najor2	
Conflicting Flow All	140	66	68	0	-	0
Stage 1	66	-	-	-	-	-
Stage 2	74	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	_		_
Critical Hdwy Stg 1	5.42	-	-	_	_	_
Critical Hdwy Stg 2	5.42	_		_		_
Follow-up Hdwy		3.318	2 210	<u>-</u>	_	<u>-</u>
	853	998	1533	-	-	-
Pot Cap-1 Maneuver				-	-	-
Stage 1	957	-	-	-	-	-
Stage 2	949	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	850	998	1533	-	-	-
Mov Cap-2 Maneuver	850	-	-	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	949	_	_	_	_	_
olago 2	, , ,					
Approach	EB		NB		SB	
HCM Control Delay, s	8.8		0.6		0	
HCM LOS	Α					
		ND	NET		ODT	000
Minor Lane/Major Mvr	nt	NBL	NRTE	EBLn1	SBT	SBR
		1533	-	959	-	-
Capacity (veh/h)			_	0.02	-	-
Capacity (veh/h) HCM Lane V/C Ratio		0.004	-	0.02		
	s)	0.004 7.4	0	8.8	-	-
HCM Lane V/C Ratio HCM Control Delay (s	)	7.4		8.8	-	-
HCM Lane V/C Ratio			0			-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥			4	₽	
Traffic Vol, veh/h	4	9	15	77	93	4
Future Vol, veh/h	4	9	15	77	93	4
Conflicting Peds, #/hr		0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	_	-	_	-
Veh in Median Storag		_	_	0	0	_
Grade, %	0	_	_	0	0	
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
	4	10	17	86	103	
Mvmt Flow	4	10	17	80	103	4
Major/Minor	Minor2	I	Major1	١	/lajor2	
Conflicting Flow All	225	105	107	0	-	0
Stage 1	105	-	-	-	-	-
Stage 2	120	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	_	-
Critical Hdwy Stg 1	5.42	-	-	_	_	_
Critical Hdwy Stg 2	5.42	_	_	_	_	_
Follow-up Hdwy		3.318		_	_	_
Pot Cap-1 Maneuver	763	949	1484	-	_	-
Stage 1	919		-	_	_	_
Stage 2	905	_	_	_	_	
Platoon blocked, %	703			_	_	_
Mov Cap-1 Maneuver	754	949	1484	<del>-</del>		_
Mov Cap-1 Maneuver	754	747	1404	-	-	_
	908	-	-	-		
Stage 1		-	-	-	-	-
Stage 2	905	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	9.2		1.2		0	
HCM LOS	Α					
N Alice and Leave (N. 4. 1. 1. 1.		ND	NOT	EDL 4	CDT	CDD
Minor Lane/Major Mvr	nt	NBL	NBII	EBLn1	SBT	SBR
Capacity (veh/h)		1484	-	879	-	-
HCM Lane V/C Ratio		0.011	-	0.016	-	-
HCM Control Delay (s	)	7.5	0	9.2	-	-
HCM Lane LOS		Α	Α	Α	-	-
HCM 95th %tile Q(vel	1)	0	-	0.1	-	-

APPENDIX O: SIMTRAFFIC REPORTS

## 1: Chamblee Road /E. Horton Street & Temple-Johnston Road Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Del/Veh (s)	1.6	0.7	0.1	2.2	0.0	0.0	1.3

#### 2: NC 96 & Temple-Johnston Road Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.8	2.6	0.7	0.2	1.5	0.3	0.6

#### 3: NC 96 & Perry Curtis Road Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0	0.0	0.1
Total Del/Veh (s)	1.4	2.5	0.8	0.2	4.2	0.4	1.1

#### 4: Perry Curtis Road & Perry Ridge Court Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.7	2.7	0.6	0.0	0.1	0.0	0.6

# 5: Perry Ridge Court & Ridge Valley Way Performance by movement

Movement	EBL	EBT	WBT	WBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.6	0.1	0.0	0.0	2.7	0.6

#### 6: Perry Curtis Road/Wake County Line Road & Chamblee Road Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.1	0.3	0.2	0.0	1.5	0.0	0.7	0.3

# 7: NC 39 & Wake County Line Road Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.2
Total Del/Veh (s)	3.6	0.0	0.6	1.1	1.4	2.1	10.4	1.6

Chamblee Property McAdams

AM Peak Hour Default

# 8: NC 39 & Old US 264 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.1	0.2	0.1	0.2	0.2	0.0	0.0	0.0	3.8	0.4	0.1
Total Del/Veh (s)	9.3	12.9	3.5	15.0	15.7	6.1	8.2	7.1	5.6	2.4	1.4	0.7

# 8: NC 39 & Old US 264 Performance by movement

Movement	All	
Denied Del/Veh (s)	0.5	
Total Del/Veh (s)	6.7	

#### **Total Network Performance**

Denied Del/Veh (s)	0.5	
Total Del/Veh (s)	7.1	

# Intersection: 1: Chamblee Road /E. Horton Street & Temple-Johnston Road

Movement	EB
Directions Served	LR
Maximum Queue (ft)	22
Average Queue (ft)	5
95th Queue (ft)	20
Link Distance (ft)	1057
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

## Intersection: 2: NC 96 & Temple-Johnston Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	30	27
Average Queue (ft)	5	1
95th Queue (ft)	21	9
Link Distance (ft)	1194	1680
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

# Intersection: 3: NC 96 & Perry Curtis Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	20	51
Average Queue (ft)	1	6
95th Queue (ft)	9	27
Link Distance (ft)	1102	1554
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Chamblee Property McAdams

# Intersection: 4: Perry Curtis Road & Perry Ridge Court

Movement	WB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	5
95th Queue (ft)	23
Link Distance (ft)	410
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

## Intersection: 5: Perry Ridge Court & Ridge Valley Way

Movement	SB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	2
95th Queue (ft)	15
Link Distance (ft)	998
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

# Intersection: 6: Perry Curtis Road/Wake County Line Road & Chamblee Road

Movement	SB
Directions Served	LR
Maximum Queue (ft)	23
Average Queue (ft)	3
95th Queue (ft)	15
Link Distance (ft)	931
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

# Intersection: 7: NC 39 & Wake County Line Road

Movement	NB
Directions Served	LT
Maximum Queue (ft)	31
Average Queue (ft)	5
95th Queue (ft)	21
Link Distance (ft)	1470
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

## Intersection: 8: NC 39 & Old US 264

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	L
Maximum Queue (ft)	55	64	10	17
Average Queue (ft)	12	36	0	9
95th Queue (ft)	31	65	3	18
Link Distance (ft)	1213	1287		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			150	100
Storage Blk Time (%)				
Queuing Penalty (veh)				

## **Network Summary**

Network wide Queuing Penalty: 0

## 1: Chamblee Road /E. Horton Street & Temple-Johnston Road Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All	
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.1	
Total Del/Veh (s)	1.6	0.0	0.8	0.1	2.3	0.0	0.0	0.7	

#### 2: NC 96 & Temple-Johnston Road Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.3	0.3	0.2
Total Del/Veh (s)	6.5	3.0	0.7	0.1	1.4	0.8	0.8

#### 3: NC 96 & Perry Curtis Road Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.1	0.2	0.1	0.0	0.0	0.1
Total Del/Veh (s)	2.4	2.6	0.6	0.4	2.5	2.2	1.8

#### 4: Perry Curtis Road & Perry Ridge Court Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.0	2.5	0.4	0.0	0.4	0.5	0.7

# 5: Perry Ridge Court & Ridge Valley Way Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.5	0.1	0.0	0.0	3.6	2.7	1.3

#### 6: Perry Curtis Road/Wake County Line Road & Chamblee Road Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.4	0.7	0.2	0.0	2.4	0.1	1.4	0.6

# 7: NC 39 & Wake County Line Road Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.3	0.0	0.0	0.1
Total Del/Veh (s)	7.2	0.0	4.7	3.9	1.3	5.6	2.0	3.9

Chamblee Property McAdams

PM Peak Hour Default

# 8: NC 39 & Old US 264 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.1	0.2	0.1	0.2	0.0	0.0	0.0	3.2	0.6	0.8
Total Del/Veh (s)	13.3	18.5	8.2	8.4	17.5	7.1	5.1	4.9	4.6	2.9	3.5	0.5

# 8: NC 39 & Old US 264 Performance by movement

Movement	All	
Denied Del/Veh (s)	0.7	
Total Del/Veh (s)	6.6	

#### **Total Network Performance**

Denied Del/Veh (s)	0.6	
Total Del/Veh (s)	8.3	

# Intersection: 1: Chamblee Road /E. Horton Street & Temple-Johnston Road

Movement	EB
Directions Served	LR
Maximum Queue (ft)	22
Average Queue (ft)	7
95th Queue (ft)	24
Link Distance (ft)	1057
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

# Intersection: 2: NC 96 & Temple-Johnston Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	24	27
Average Queue (ft)	3	3
95th Queue (ft)	17	15
Link Distance (ft)	1194	1680
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

# Intersection: 3: NC 96 & Perry Curtis Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	28	72
Average Queue (ft)	4	13
95th Queue (ft)	16	46
Link Distance (ft)	1102	1554
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Chamblee Property McAdams

# Intersection: 4: Perry Curtis Road & Perry Ridge Court

Movement	WB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	10
95th Queue (ft)	33
Link Distance (ft)	410
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

## Intersection: 5: Perry Ridge Court & Ridge Valley Way

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	10
95th Queue (ft)	33
Link Distance (ft)	998
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

# Intersection: 6: Perry Curtis Road/Wake County Line Road & Chamblee Road

Movement	SB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	8
95th Queue (ft)	26
Link Distance (ft)	931
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

# Intersection: 7: NC 39 & Wake County Line Road

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	19	93
Average Queue (ft)	3	11
95th Queue (ft)	15	50
Link Distance (ft)	2460	1470
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Intersection: 8: NC 39 & Old US 264

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	L	TR	L
Maximum Queue (ft)	101	100	30	17	38
Average Queue (ft)	39	32	7	1	11
95th Queue (ft)	77	66	20	6	32
Link Distance (ft)	1213	1287		7984	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			150		100
Storage Blk Time (%)					
Queuing Penalty (veh)					

## **Network Summary**

Network wide Queuing Penalty: 0

## 1: Chamblee Road /E. Horton Street & Temple-Johnston Road Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	2.1	0.7	0.4	2.6	0.0	0.0	1.5

#### 2: NC 96 & Temple-Johnston Road Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.0
Total Del/Veh (s)	3.3	2.6	1.1	0.2	1.2	0.3	1.0

#### 3: NC 96 & Perry Curtis Road Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0	0.0	0.1
Total Del/Veh (s)	7.6	3.4	1.1	0.4	2.1	0.9	1.9

# 4: Perry Curtis Road & Perry Ridge Court Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.1	3.3	0.4	0.0	0.6	0.1	0.6

## 5: Perry Ridge Court & Ridge Valley Way Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.7	0.2	0.0	0.0	4.0	2.7	1.8

#### 6: Perry Curtis Road/Wake County Line Road & Chamblee Road Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	0.8	0.1	0.2	0.0	2.6	1.5	1.0

#### 7: NC 39 & Wake County Line Road Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.5	0.4	0.0	0.0	0.2
Total Del/Veh (s)	6.1	0.0	1.9	2.6	1.8	5.9	6.0	3.3

# 8: NC 39 & Old US 264 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.2	0.2	4.1	3.9	0.7	3.6	0.3	0.2	0.1	3.3	0.5	0.8
Total Del/Veh (s)	36.9	34.6	27.6	43.8	28.0	29.9	41.9	27.1	23.1	35.2	15.5	14.6

# 8: NC 39 & Old US 264 Performance by movement

Movement	All
Denied Del/Veh (s)	1.2
otal Del/Veh (s)	27.3

#### **Total Network Performance**

Denied Del/Veh (s)	1.0
Total Del/Veh (s)	23.3

# Intersection: 1: Chamblee Road /E. Horton Street & Temple-Johnston Road

Movement	EB
Directions Served	LR
Maximum Queue (ft)	26
Average Queue (ft)	7
95th Queue (ft)	23
Link Distance (ft)	1057
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

## Intersection: 2: NC 96 & Temple-Johnston Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	30	26
Average Queue (ft)	13	3
95th Queue (ft)	32	15
Link Distance (ft)	1194	1680
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Intersection: 3: NC 96 & Perry Curtis Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	40	27
Average Queue (ft)	8	7
95th Queue (ft)	26	26
Link Distance (ft)	1102	1554
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

# Intersection: 4: Perry Curtis Road & Perry Ridge Court

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	30	24
Average Queue (ft)	11	1
95th Queue (ft)	34	8
Link Distance (ft)	410	2304
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

# Intersection: 5: Perry Ridge Court & Ridge Valley Way

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	10
95th Queue (ft)	33
Link Distance (ft)	998
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

## Intersection: 6: Perry Curtis Road/Wake County Line Road & Chamblee Road

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	21	60
Average Queue (ft)	1	27
95th Queue (ft)	7	46
Link Distance (ft)	2550	931
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

# Intersection: 7: NC 39 & Wake County Line Road

Movement	EB	NB
	ED	IND
Directions Served	LR	LT
Maximum Queue (ft)	18	55
Average Queue (ft)	1	7
95th Queue (ft)	8	33
Link Distance (ft)	2460	1470
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Intersection: 8: NC 39 & Old US 264

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	
Directions Served	L	Т	R	L	T	R	L	TR	L	TR	
Maximum Queue (ft)	17	30	21	35	231	213	199	366	109	160	
Average Queue (ft)	4	3	5	8	41	69	37	179	53	68	
95th Queue (ft)	13	13	17	24	122	138	93	307	100	145	
Link Distance (ft)		1212			1286			7981		1181	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	50		125	50		125	100		50		
Storage Blk Time (%)				0	4	2		19	15	13	
Queuing Penalty (veh)				0	8	3		11	33	12	

## **Network Summary**

Network wide Queuing Penalty: 67

## 1: Chamblee Road /E. Horton Street & Temple-Johnston Road Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All	
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	
Total Del/Veh (s)	2.2	0.2	1.3	1.2	1.0	0.1	0.0	0.8	

#### 2: NC 96 & Temple-Johnston Road Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.2	0.3	0.2
Total Del/Veh (s)	4.3	1.4	8.0	0.4	2.3	1.5	1.3

#### 3: NC 96 & Perry Curtis Road Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	8.8	2.9	1.1	0.3	4.5	3.8	3.1

# 4: Perry Curtis Road & Perry Ridge Court Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.8	2.5	0.3	0.0	0.2	0.7	0.7

## 5: Perry Ridge Court & Ridge Valley Way Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.0	0.1	0.0	0.0	3.8	2.7	1.1

# 6: Perry Curtis Road/Wake County Line Road & Chamblee Road Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.6	1.9	0.7	0.0	2.9	0.2	1.2	1.3

#### 7: NC 39 & Wake County Line Road Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.3	0.0	0.0	0.1
Total Del/Veh (s)	7.6	0.0	5.3	4.6	2.8	11.3	12.8	8.2

# 8: NC 39 & Old US 264 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.6	0.5	3.6	3.5	0.7	3.8	0.1	0.1	0.0	3.2	0.9	1.0
Total Del/Veh (s)	38.7	35.7	33.9	37.3	28.1	32.7	56.3	29.2	26.4	45.3	27.3	22.1

# 8: NC 39 & Old US 264 Performance by movement

Movement	All	
Denied Del/Veh (s)	1.4	
Total Del/Veh (s)	32.4	

#### **Total Network Performance**

Denied Del/Veh (s)	1.0
Total Del/Veh (s)	28.8

# Intersection: 1: Chamblee Road /E. Horton Street & Temple-Johnston Road

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	27	25
Average Queue (ft)	16	3
95th Queue (ft)	32	15
Link Distance (ft)	1057	1661
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Intersection: 2: NC 96 & Temple-Johnston Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	29	76
Average Queue (ft)	12	10
95th Queue (ft)	31	43
Link Distance (ft)	1194	1680
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Intersection: 3: NC 96 & Perry Curtis Road

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	22	22	97
Average Queue (ft)	4	0	35
95th Queue (ft)	18	0	78
Link Distance (ft)	1102	1141	1554
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

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# Intersection: 4: Perry Curtis Road & Perry Ridge Court

Movement	WB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	13
95th Queue (ft)	36
Link Distance (ft)	410
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

# Intersection: 5: Perry Ridge Court & Ridge Valley Way

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	9
95th Queue (ft)	31
Link Distance (ft)	998
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

# Intersection: 6: Perry Curtis Road/Wake County Line Road & Chamblee Road

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	29	47
Average Queue (ft)	3	21
95th Queue (ft)	15	39
Link Distance (ft)	2550	931
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

# Intersection: 7: NC 39 & Wake County Line Road

M	ED	ND
Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	40	74
Average Queue (ft)	6	23
95th Queue (ft)	25	67
Link Distance (ft)	2460	1470
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Intersection: 8: NC 39 & Old US 264

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	
Directions Served	L	Т	R	L	Т	R	L	TR	L	TR	
Maximum Queue (ft)	40	137	109	39	106	89	250	261	200	492	
Average Queue (ft)	10	56	31	11	22	47	54	130	119	218	
95th Queue (ft)	32	114	74	30	63	90	129	214	205	387	
Link Distance (ft)		1212			1286			7981		1181	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	50		125	50		125	150		100		
Storage Blk Time (%)	0	17	0	0	1			7	12	25	
Queuing Penalty (veh)	0	22	0	0	2			5	68	48	

## **Network Summary**

Network wide Queuing Penalty: 144

# 1: Chamblee Road & Temple-Johnston Road Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All	
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.1	0.1	0.0	
Total Del/Veh (s)	2.8	1.0	0.6	0.7	0.1	0.0	0.7	

#### 2: NC 96 & Temple-Johnston Road Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.2	0.1
Total Del/Veh (s)	3.7	2.2	1.2	1.1	2.2	1.2	1.4

#### 3: NC 96 & Perry Curtis Road Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0	0.0	0.1
Total Del/Veh (s)	7.1	3.7	1.0	0.0	3.5	1.8	2.3

# 4: Perry Curtis Road & Perry Ridge Court Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.1	0.3	3.2	0.7	0.0	0.8	0.1	1.1

# 5: Perry Ridge Court & Ridge Valley Way Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.8	0.3	0.0	0.0	4.5	2.8	2.3

#### 6: Perry Curtis Road/Wake County Line Road & Chamblee Road Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.5	1.0	0.8	0.0	3.8	2.1	1.9

#### 7: NC 39 & Wake County Line Road Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.4	0.0	0.0	0.2
Total Del/Veh (s)	9.8	0.1	3.4	2.6	2.2	6.5	6.1	4.4

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## 8: NC 39 & Old US 264 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.1	0.1	4.1	3.6	0.7	3.7	0.5	0.2	0.1	3.6	0.5	0.5
Total Del/Veh (s)	34.1	30.8	28.1	43.8	26.2	29.6	43.9	32.1	30.1	39.8	13.0	10.1

#### 8: NC 39 & Old US 264 Performance by movement

Movement	All	
Denied Del/Veh (s)	1.2	
Total Del/Veh (s)	29.0	

#### 9: Chamblee Road & Site Drive #1 Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.2	0.4	0.0	0.2	0.4

# 10: Chamblee Road & Site Drive #2 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.0	4.1	2.7	4.6	7.8	3.3	0.1	0.4	0.0	0.2	0.2	0.0

#### 10: Chamblee Road & Site Drive #2 Performance by movement

#### 11: Chamblee Road & Site Drive #3 Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.3	0.1	0.0	0.0	0.1
Total Del/Veh (s)	3.6	2.3	0.6	0.3	0.4	0.0	0.5

#### **Total Network Performance**

Denied Del/Veh (s)	0.9	
Total Del/Veh (s)	25.3	

# Intersection: 1: Chamblee Road & Temple-Johnston Road

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	52	24
Average Queue (ft)	17	2
95th Queue (ft)	40	12
Link Distance (ft)	1057	1661
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

# Intersection: 2: NC 96 & Temple-Johnston Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	51	53
Average Queue (ft)	25	11
95th Queue (ft)	38	38
Link Distance (ft)	1194	1680
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Intersection: 3: NC 96 & Perry Curtis Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	83	53
Average Queue (ft)	11	13
95th Queue (ft)	43	43
Link Distance (ft)	1102	1554
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

# Intersection: 4: Perry Curtis Road & Perry Ridge Court

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	53	24
Average Queue (ft)	25	1
95th Queue (ft)	47	8
Link Distance (ft)	410	2304
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

# Intersection: 5: Perry Ridge Court & Ridge Valley Way

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	29	74
Average Queue (ft)	1	27
95th Queue (ft)	10	53
Link Distance (ft)	410	998
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

# Intersection: 6: Perry Curtis Road/Wake County Line Road & Chamblee Road

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	22	73
Average Queue (ft)	1	29
95th Queue (ft)	7	46
Link Distance (ft)	2552	1499
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

# Intersection: 7: NC 39 & Wake County Line Road

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	38	72
Average Queue (ft)	8	10
95th Queue (ft)	26	44
Link Distance (ft)	2460	1470
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Intersection: 8: NC 39 & Old US 264

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	
Directions Served	L	T	R	L	T	R	L	TR	L	TR	
Maximum Queue (ft)	35	30	45	56	224	208	250	534	117	130	
Average Queue (ft)	2	8	7	5	31	69	41	205	64	61	
95th Queue (ft)	13	25	31	23	106	145	113	348	115	111	
Link Distance (ft)		1212			1286			7981		1181	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	50		125	50		125	150		100		
Storage Blk Time (%)	0			0	3	2		17	4	1	
Queuing Penalty (veh)	0			1	5	2		9	10	1	

## Intersection: 9: Chamblee Road & Site Drive #1

Movement	WB
Directions Served	R
Maximum Queue (ft)	19
Average Queue (ft)	5
95th Queue (ft)	18
Link Distance (ft)	1016
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

# Intersection: 10: Chamblee Road & Site Drive #2

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	43	60
Average Queue (ft)	18	12
95th Queue (ft)	32	31
Link Distance (ft)	1073	1388
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Intersection: 11: Chamblee Road & Site Drive #3

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	15	23
Average Queue (ft)	7	1
95th Queue (ft)	19	8
Link Distance (ft)	864	1499
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## **Network Summary**

Network wide Queuing Penalty: 28

## 1: Chamblee Road & Temple-Johnston Road Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All	
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	
Total Del/Veh (s)	3.7	0.0	1.7	0.9	1.0	0.8	0.0	1.2	

## 2: NC 96 & Temple-Johnston Road Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.5	0.5	0.3
Total Del/Veh (s)	4.7	2.0	1.3	1.3	3.5	2.5	2.2

## 3: NC 96 & Perry Curtis Road Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All	
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	
Total Del/Veh (s)	10.6	0.0	3.0	1.6	0.4	5.2	4.2	3.7	

## 4: Perry Curtis Road & Perry Ridge Court Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.2	3.1	0.6	0.0	1.1	1.3	1.2

## 5: Perry Ridge Court & Ridge Valley Way Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.1	0.0
Total Del/Veh (s)	1.6	0.1	0.0	0.0	3.7	2.7	1.7

## 6: Perry Curtis Road/Wake County Line Road & Chamblee Road Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.5	2.6	0.8	0.1	3.7	0.2	2.0	1.6

### 7: NC 39 & Wake County Line Road Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.1
Total Del/Veh (s)	14.2	0.7	9.0	7.9	4.1	13.6	13.3	10.7

Chamblee Property McAdams

SimTraffic Report Page 1

## 8: NC 39 & Old US 264 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.7	0.6	3.8	3.5	0.7	3.8	0.2	0.1	0.1	3.0	1.0	0.8
Total Del/Veh (s)	43.8	35.6	38.2	53.3	35.5	34.6	49.4	31.7	20.3	54.7	32.9	29.3

## 8: NC 39 & Old US 264 Performance by movement

Movement	All
Denied Del/Veh (s)	1.4
Total Del/Veh (s)	36.5

## 9: Chamblee Road & Site Drive #1 Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.4	0.4	0.4	0.9	0.7

## 10: Chamblee Road & Site Drive #2 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.5	4.6	2.5	5.1	5.5	1.6	1.2	0.6	0.0	1.2	1.1	0.1

### 10: Chamblee Road & Site Drive #2 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.6

## 11: Chamblee Road & Site Drive #3 Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.9	2.3	1.6	0.5	1.0	0.2	0.9

### **Total Network Performance**

Denied Del/Veh (s)	1.0	
Total Del/Veh (s)	32.5	

## Intersection: 1: Chamblee Road & Temple-Johnston Road

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	51	25
Average Queue (ft)	23	4
95th Queue (ft)	40	18
Link Distance (ft)	1057	1661
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Intersection: 2: NC 96 & Temple-Johnston Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	46	96
Average Queue (ft)	22	25
95th Queue (ft)	40	70
Link Distance (ft)	1194	1680
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Intersection: 3: NC 96 & Perry Curtis Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	42	116
Average Queue (ft)	6	34
95th Queue (ft)	25	83
Link Distance (ft)	1102	1554
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Intersection: 4: Perry Curtis Road & Perry Ridge Court

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	77	26
Average Queue (ft)	19	2
95th Queue (ft)	52	13
Link Distance (ft)	410	2304
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Intersection: 5: Perry Ridge Court & Ridge Valley Way

Movement	SB
Directions Served	LR
Maximum Queue (ft)	79
Average Queue (ft)	21
95th Queue (ft)	55
Link Distance (ft)	998
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

## Intersection: 6: Perry Curtis Road/Wake County Line Road & Chamblee Road

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	28	52
Average Queue (ft)	7	29
95th Queue (ft)	25	42
Link Distance (ft)	2552	1499
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Intersection: 7: NC 39 & Wake County Line Road

	ED	ND
Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	60	162
Average Queue (ft)	14	34
95th Queue (ft)	42	98
Link Distance (ft)	2460	1470
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Intersection: 8: NC 39 & Old US 264

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	
Directions Served	L	T	R	L	T	R	L	TR	L	TR	
Maximum Queue (ft)	137	229	150	58	96	148	249	330	200	581	
Average Queue (ft)	21	56	44	17	25	50	49	155	134	283	
95th Queue (ft)	63	136	110	43	70	119	122	263	221	516	
Link Distance (ft)		1212			1286			7981		1181	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	50		125	50		125	150		100		
Storage Blk Time (%)	0	15	1	0	4	1		9	17	30	
Queuing Penalty (veh)	0	19	1	1	6	1		6	109	56	

## Intersection: 9: Chamblee Road & Site Drive #1

Movement	WB
Directions Served	R
Maximum Queue (ft)	19
Average Queue (ft)	3
95th Queue (ft)	13
Link Distance (ft)	1016
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

## Intersection: 10: Chamblee Road & Site Drive #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	44	39	20	24
Average Queue (ft)	19	11	3	3
95th Queue (ft)	36	26	14	15
Link Distance (ft)	1073	1388	701	235
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

## Intersection: 11: Chamblee Road & Site Drive #3

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	38	28
Average Queue (ft)	5	4
95th Queue (ft)	22	18
Link Distance (ft)	864	1499
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

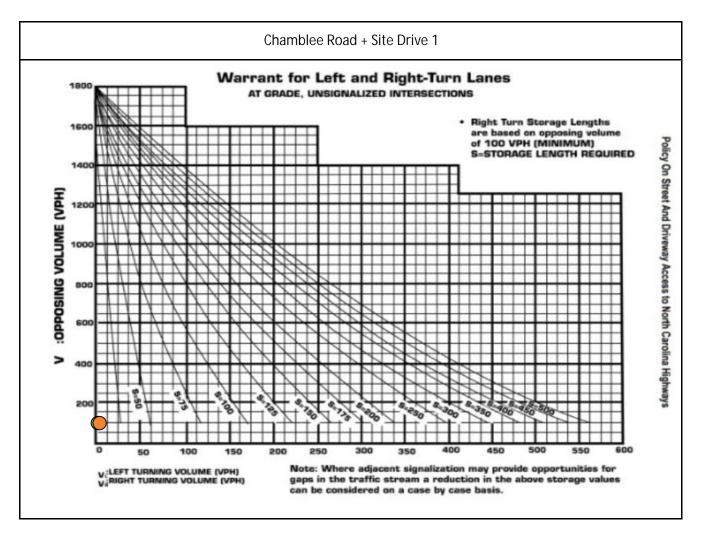
## **Network Summary**

Network wide Queuing Penalty: 198

Attachment 1 PD 2023-01

APPENDIX P: TURN LANE WARRANTS

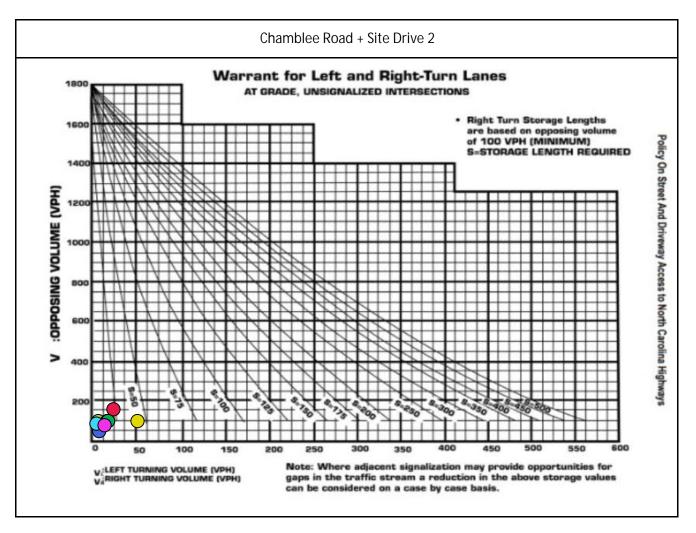
Chamblee Property
DRH-22004



Peak Hour	Lane	Turn Lane	Turning Volume	Approach / Opposing Volume	Symbol	Length Warranted
Weekday AM	NBR	Right	1	100		N/A
Weekday PM	NBR	Right	3	100		N/A
					0	

Chamblee Property
Zebulon, NC

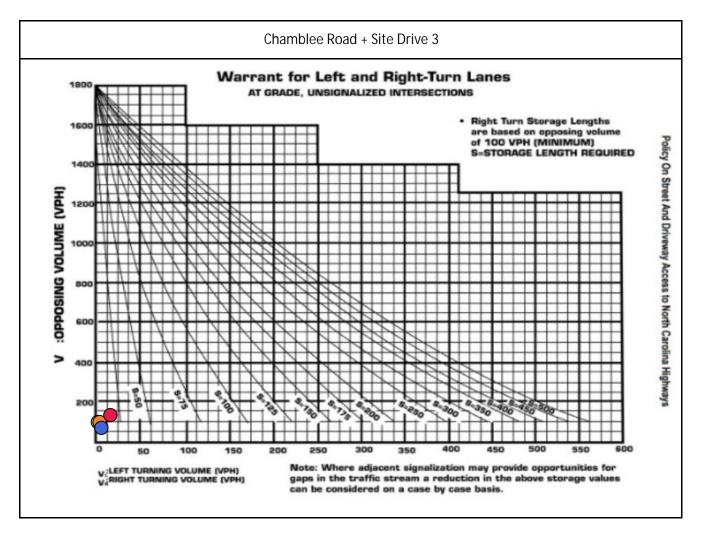




Peak Hour	Lane	Turn Lane	Turning Volume	Approach / Opposing Volume	Symbol	Length Warranted
Weekday AM	NBR	Right	6	100		N/A
Weekday PM	NBR	Right	16	100		N/A
Weekday AM	NBL	Left	7	49		N/A
Weekday PM	NBL	Left	23	159		N/A
Weekday AM	SBR	Right	17	100		N/A
Weekday PM	SBR	Right	50	100	0	N/A
Weekday AM	SBL	Left	4	87	0	N/A
Weekday PM	SBL	Left	13	79		N/A

Chamblee Property Zebulon, NC



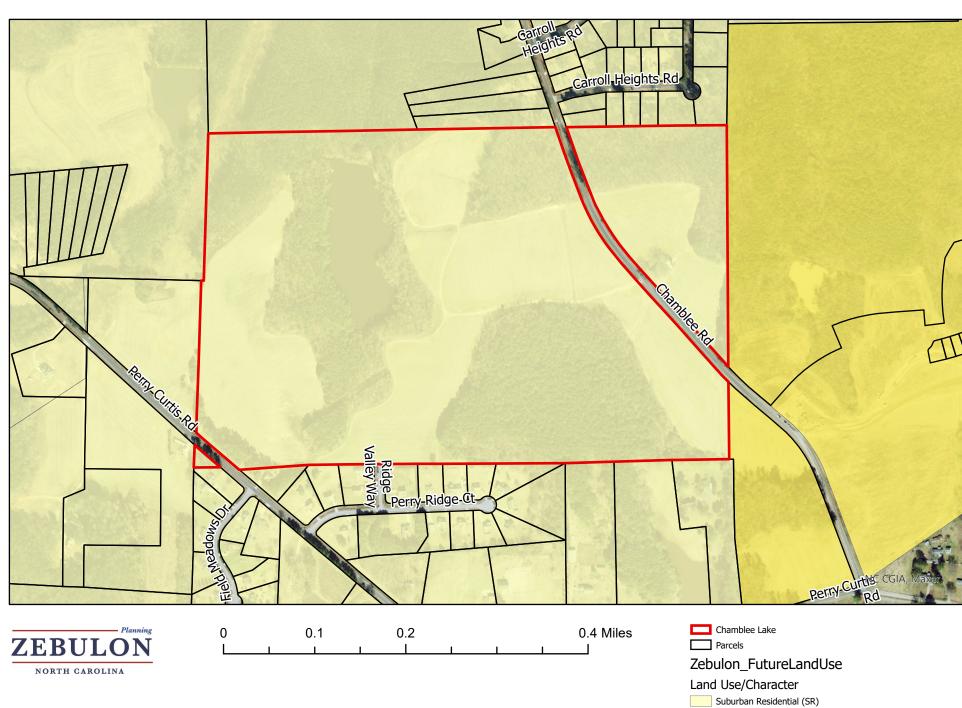


Peak Hour	Lane	Turn Lane	Turning Volume	Approach / Opposing Volume	Symbol	Length Warranted
Weekday AM	SBR	Right	1	100		N/A
Weekday PM	SBR	Right	3	100		N/A
Weekday AM	NBL	Left	5	71		N/A
Weekday PM	NBL	Left	15	135		N/A
					0	

Chamblee Property Zebulon, NC



## Future Land Use Map



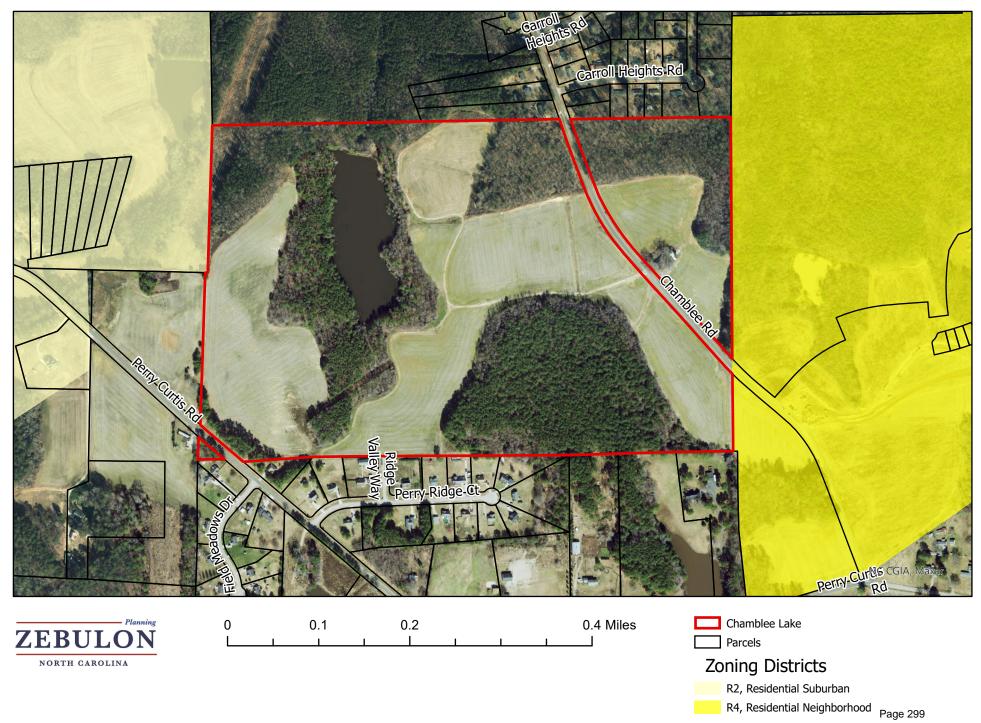
General Residential (GR)

## Aerial Map

















CASE # PD 2023-01 IDT# 891828 - Chamblee Lake

**PROJECT ADDRESS 1509 Chamblee Road** 

PIN NUMBER: 2715101559

**HEARING DATE: OCTOBER 9, 2023** 

State of North Carolina	
County of wake	
BEFORE ME, the undersigned Notary, Stace	on 20 23, personally appeared Michael J. Clark, who being by me first duly sworn, on his oath,
I Michael J. Clark, acting as the Planning Director for the Public Notice Procedures have been completed in acco Statute and Town of Zebulon Unified Development Ord above referenced hearing.	rdance with applicable North Carolina General
<ul> <li>First Class Mailing Sent on 9/25/2023 (see atta</li> <li>Advertisement in a Paper of General Circulation dates 9/29 &amp; 9/6/2023)</li> <li>Posting Public Hearing Signage on Property on</li> <li>Posted to Planning Department Website 9/25/</li> <li>Sent to E-Mail Distribution List on 10/1/2023</li> </ul>	n sent on 9/25/2023 (Wake weekly, publication 9/25/2023 (pictures attached)
Michael J. Clark, AICP, CZO	Date
Subscribed and sworn to before me, this 3rd	day of October 20 23
[Notary Seal:]	
Sacre Poretore	Stacie Paradore
[signature of Notary]	[printed name of Notary]
NOTARY PUBLIC	
My commission expires: $0/27$ , $20/25$ .	STACIE PARATORE NOTARY PUBLIC WAKE COUNTY, N.C.

## **Notice of Public Hearing**

Notice is hereby given pursuant to the provisions of Article 2.2.6 of the Town of Zebulon Unified Development Ordinance that a public hearing will be held on October 9, 2023 at 6:00 PM at the Zebulon Municipal Complex, 1003 N. Arendell Avenue, and will be conducted by the Board of Commissioners and Planning Board of the Town of Zebulon for the purpose of considering the following items:

## IDT Project Number 891828 - PD 2023-01 - Chamblee Lake (1509 Chamblee Road)

*PIN* # 2715101559. A request by D.R. Horton Inc on behalf of the property owner Chamblee, R.M. Heirs, for a Rezoning to the Planned Development (PD) zoning district for the development of 355 single-family residential lots.

Public comments may be submitted to Deputy Town Clerk Stacie Paratore at <u>SParatore@TownofZebulon.org</u> no later than 12:00 Noon on the day of the hearing to be read into the record. Links will be provided along with the full application packet and documentation on the Planning Department web page at <a href="https://www.townofzebulon.org/departments/planning/public-hearing-information">https://www.townofzebulon.org/departments/planning/public-hearing-information</a> For questions or additional information, please contact us at (919) 823-1816.

Wake Weekly September 29th & October 6th











3.5. General Mixed Use Zoning Districts

3.5.5 Planned Development (PD) District

## 3.5.5. PLANNED DEVELOPMENT (PD) DISTRICT

#### A. PURPOSE AND INTENT

The Planned Development (PD) districts are established and intended to encourage innovative land planning and site design concepts that support a high quality of life and achieve a high quality of development, environmental sensitivity, energy efficiency, and other Town goals and objectives by:

- **a.** Reducing or diminishing the inflexibility or uniform design that sometimes results from strict application of zoning and development standards designed primarily for individual lots;
- **b.** Allowing greater freedom in selecting the means of providing access, open space, and design amenities;
- **C.** Allowing greater freedom in providing a well-integrated mix of residential and nonresidential land uses in the same development, including a mix of housing types, lot sizes, and densities;
- **d.** Creating a system of incentives for redevelopment and infill in order to revitalize established areas;
- **e.** Promoting a vibrant public realm by placing increased emphasis on active ground floor uses, pedestrian-oriented building façade design, intensive use of sidewalks, and establishment of public gathering areas;
- **f.** Providing for efficient use of land resulting in smaller networks of utilities and streets and thereby lowering development and housing costs; and
- **g.** Promoting quality design and environmentally sensitive development that respects surrounding established land use character and respects and takes advantage of a site's natural and man-made features, such as trees, estuaries, shorelines, special flood hazard area, and historic features.

#### B. GENERAL STANDARDS FOR ALL PLANNED DEVELOPMENTS

#### 1. HOW ESTABLISHED

A planned development is established in a manner similar to the establishment of a conditional zoning district in accordance with the procedures and requirements in <u>Section 2.2.13</u>, <u>Planned Development</u>.

#### 2. MASTER PLAN REQUIRED

All development configured as a PD shall be subject to a master plan submitted and approved as part of the application to establish the district. The master plan shall:

- **a.** Include a statement of planning objectives for the district;
- **b.** Describe the specific ways in which any modifications to the generally applicable standards in this Ordinance will result in a development of higher quality than would have otherwise resulted if the development was established without any proposed modifications to the standards in this Ordinance.
- **c.** Identify the general location of individual development areas, identified by land use(s) and/or development density or intensity;
- **d.** Depict the general configuration and relationship of the principal elements of the proposed development, including general building types;
- **e.** Identify for the entire district and each development area the acreage, types and mix of land uses, number of residential units (by use type), nonresidential floor area (by use type), residential density, and nonresidential intensity;
- **f.** Identify the general location, amount, and type (whether designated for active, passive, or urban) of open space;
- **g.** Identify the location of environmentally sensitive lands, wildlife habitat, and resource protection lands;
- **h.** Identify the on-site transportation circulation system, including the general location of all public and private streets, existing or projected transit service, pedestrian and vehicular circulation features, and how they will connect with existing and planned systems;
- i. Identify the general location of on-site potable water and wastewater facilities, and how they will connect to existing systems;
- j. Identify the general location of on-site stormwater management facilities, and how they will connect to existing public systems; and

3.5. General Mixed Use Zoning Districts

3.5.5 Planned Development (PD) District

**k.** Identify the general location of all other on-site public facilities serving the development, including but not limited to parks, schools, bus shelters, and facilities for fire protection, police protection, EMS, and solid waste management.

#### 3. COMPLIANCE WITH SUBDIVISION STANDARDS

Planned developments that include the division of land into two or more lots shall be subject to the subdivision standards in <u>Article 6: Subdivisions</u>, and shall be subject to the requirements of <u>Section</u> 2.2.14, Preliminary Plat, and Section 2.2.10, Final Plat, prior to the issuance of a building permit.

#### 4. SITE PLAN REVIEW

- a. The planned development master plan may take the form of a generalized concept plan for development that provides a general indication of building and site feature location, or may it may be configured to the level of detail associated with site plans and construction drawings depicting exact building placement, location and profile of public infrastructure, and configuration of site features like parking, landscaping, and similar elements.
- **b.** In cases where the master plan is more general or conceptual in nature, the development proposed in the planned development designation shall also undergo site plan review in accordance with Section 2.2.17, Site Plan.
- **c.** In cases where the master plan is detailed and meets the minimum requirements for a site plan in the opinion of the Board of Commissioners, the applicant shall request, and the Board of Commissioners may grant an exemption from subsequent site plan review.
- **d.** If a site plan review exemption is granted by the Board of Commissioners, the proposed development shall fully comply with the development configuration depicted in the planned development master plan. Failure to comply with the approved master plan configuration shall require an amendment of the planned development application in accordance with <u>Section 2.2.17.I</u>, Amendment.

#### 5. DENSITIES/INTENSITIES

The densities for residential development and the intensities for nonresidential development applicable in each development area of a PD district shall be as established in the master plan, and shall be consistent with adopted policy guidance.

#### 6. DIMENSIONAL STANDARDS

The dimensional standards applicable in each development area of a PD district shall be as established in the master plan. The master plan shall include at least the following types of dimensional standards:

- **a.** Minimum lot area;
- **b.** Minimum lot width;
- **c.** Minimum and maximum setbacks;
- **d.** Maximum lot coverage;
- e. Maximum building height;
- f. Maximum individual building size;
- g. Floor area ratio; and
- **h.** Minimum setbacks from adjoining residential development or residential zoning districts.

#### 7. DEVELOPMENT STANDARDS

- **a.** All development in a PD district shall comply with the development standards of <u>Article 5:</u> <u>Development Standards</u>, and the subdivision and infrastructure design standards of <u>Article 6:</u> <u>Subdivisions</u>, unless modified in accordance with this section.
- **b.** In no instance shall a planned development district seek to modify, waive, or reduce any of the following standards:
  - i. Section 3.8, Overlay Zoning Districts; or
  - ii. Section 6.5, Owners' Associations.
- **C.** In cases where a planned development district is proposed as part of redevelopment of an existing site and the existing site does not comply with the standards in subsection (b) above, the development contemplated in the planned development shall not be required to achieve full

3.5. General Mixed Use Zoning Districts

3.5.5 Planned Development (PD) District

compliance, but shall not increase the degree to which the development fails to comply with the standards in subsection (b) above.

#### 8. CONSISTENCY WITH ADOPTED POLICY GUIDANCE

The PD zoning district designation, the master plan, and the terms and conditions document should be consistent with the Comprehensive Plan, and any applicable functional plans and small area plans adopted by the Town.

#### 9. COMPATIBILITY WITH SURROUNDING AREAS

Development along the perimeter of a PD district shall be compatible with adjacent existing or proposed development. Where there are issues of compatibility, the master plan shall provide for transition areas at the edges of the PD district that provide for appropriate buffering and/or ensure a complementary character of uses. Determination of complementary character shall be based on densities/intensities, lot size and dimensions, building height, building mass and scale, hours of operation, exterior lighting, siting of service areas, or other aspects identified by the Board of Commissioners.

#### 10. DEVELOPMENT PHASING PLAN

If development in the PD district is proposed to be phased, the master plan shall include a development phasing plan that identifies the general sequence or phases in which the district is proposed to be developed, including how residential and nonresidential development will be timed, how infrastructure (public and private) and open space will be provided and timed, and how development will be coordinated with the Town's capital improvements program.

#### 11. CONVERSION SCHEDULE

- a. The planned development application may include a conversion schedule that identifies the extent to which one type of residential use may be converted to another type of residential use or one type of nonresidential use may be converted to another type of nonresidential use (i.e., residential to residential, or nonresidential to nonresidential). These conversions may occur within development areas and between development areas, as long as they occur within the same development phase, as identified by the approved development phasing plan, and are consistent with established extents of conversion set down in the conversion schedule.
- **b.** In the event an applicant seeks to revise the development in accordance with an approved conversion schedule, the applicant shall provide a revised site plan depicting the proposed conversions to the TRC for review and approval prior to commencing any conversions.

#### 12. ON-SITE PUBLIC FACILITIES

#### a. DESIGN AND CONSTRUCTION

The master plan shall establish the responsibility of the developer/landowner to design and construct or install required and proposed on-site public facilities in compliance with applicable Town, state, and federal regulations.

#### b. DEDICATION

The master plan shall establish the responsibility of the developer/landowner to dedicate to the public the right-of-way and easements necessary for the construction or installation of required and proposed on-site public facilities in compliance with applicable Town, state, and federal regulations.

#### c. MODIFICATIONS TO STREET STANDARDS

In approving a master plan, the Board of Commissioners may approve modifications or reductions of street design standards—including those for right-of-way widths, pavement widths, required materials, provision of public transit amenities, and turning radii, with NCDOT approval, on finding that:

- **i.** The master plan provides for adequate separation/integration of vehicular, pedestrian, and bicycle traffic;
- ii. Access for emergency service vehicles is not substantially impaired;
- **iii.** Adequate parking is provided for the uses proposed; and

3.5. General Mixed Use Zoning Districts

3.5.5 Planned Development (PD) District

iv. Adequate space for public utilities is provided within the street right-of-way.

#### **13. USES**

The uses allowed in a PD district are identified in <u>Table 4.2.3</u>, <u>Principal Use Table</u>, as allowed subject to a master plan. Allowed uses shall be established in the master plan. Allowed uses shall be consistent with adopted policy guidance, the purpose of the particular PD district, and subject to any additional limitations or requirements set forth in <u>Section 4.3</u>, <u>Use-Specific Standards</u>, for the PD district. Nothing shall limit an applicant from seeking to modify an otherwise applicable use-specific standard in accordance with the standards in Section 3.5.5.B.2, Master Plan Required.

#### C. PLANNED DEVELOPMENT TERMS AND CONDITIONS

The terms and conditions document shall incorporate by reference or include, but not be limited to:

- 1. Conditions related to approval of the application for the PD zoning district classification;
- **2.** The master plan, including any density/intensity standards, dimensional standards, and development standards established in the master plan;
- **3.** Conditions related to the approval of the master plan, including any conditions related to the form and design of development shown in the master plan;
- **4.** Provisions addressing how transportation, potable water, wastewater, stormwater management, and other infrastructure will be provided to accommodate the proposed development;
- **5.** Provisions related to environmental protection and monitoring; and
- **6.** Any other provisions the Board of Commissioners determines are relevant and necessary to the development of the PD in accordance with applicable standards and regulations.

#### D. AMENDMENTS TO APPROVED MASTER PLAN

Amendments or modifications to a master plan shall be considered in accordance with the standards in Section 2.2.13, Planned Development.



Roy Cooper Governor J. Eric Boyette
Secretary

September 1, 2023

## **Chamblee Property**

## Traffic Impact Analysis Review Report Congestion Management Section

TIA Project: SC-2023-329R1

Division: 5

County: Wake



Nicholas C. Lineberger, P.E. Regional Engineer Daniel W. Collins, Project Design Engineer

	Chamblee Property	
SC-2023-329R1	Zebulon	Wake County

Per your request, the Congestion Management Section (CMS) of the Transportation Mobility and Safety Division has completed a review of the subject site. The comments and recommendations contained in this review are based on data for background conditions presented in the Traffic Impact Analysis (TIA) and are subject to the approval of the local District Engineer's Office and appropriate local authorities.

Date Initially Received by CMS	08/04/23	Date of Site Plan	07/28/23
Date of Complete Information	08/04/23	Date of Sealed TIA	N/A

## **Proposed Development**

The TIA assumes the development is completed by 2027 and consists of the following:

Land Use	Land Use Code	Size
Single-Family Detached Housing	210	232 d.u.
Single-Family Attached Housing	215	128 d.u.

Trip Generation - Unadjusted Volumes During a Typical Weekday							
	IN OUT TOTAL						
AM Peak Hour	55	166	221				
PM Peak Hour	181	111	292				
Daily Trips			3,114				

#### **General Reference**

For reference to various documents applicable to this review please reference the following link: <a href="https://connect.ncdot.gov/resources/safety/Pages/Congestion-Management.aspx">https://connect.ncdot.gov/resources/safety/Pages/Congestion-Management.aspx</a>

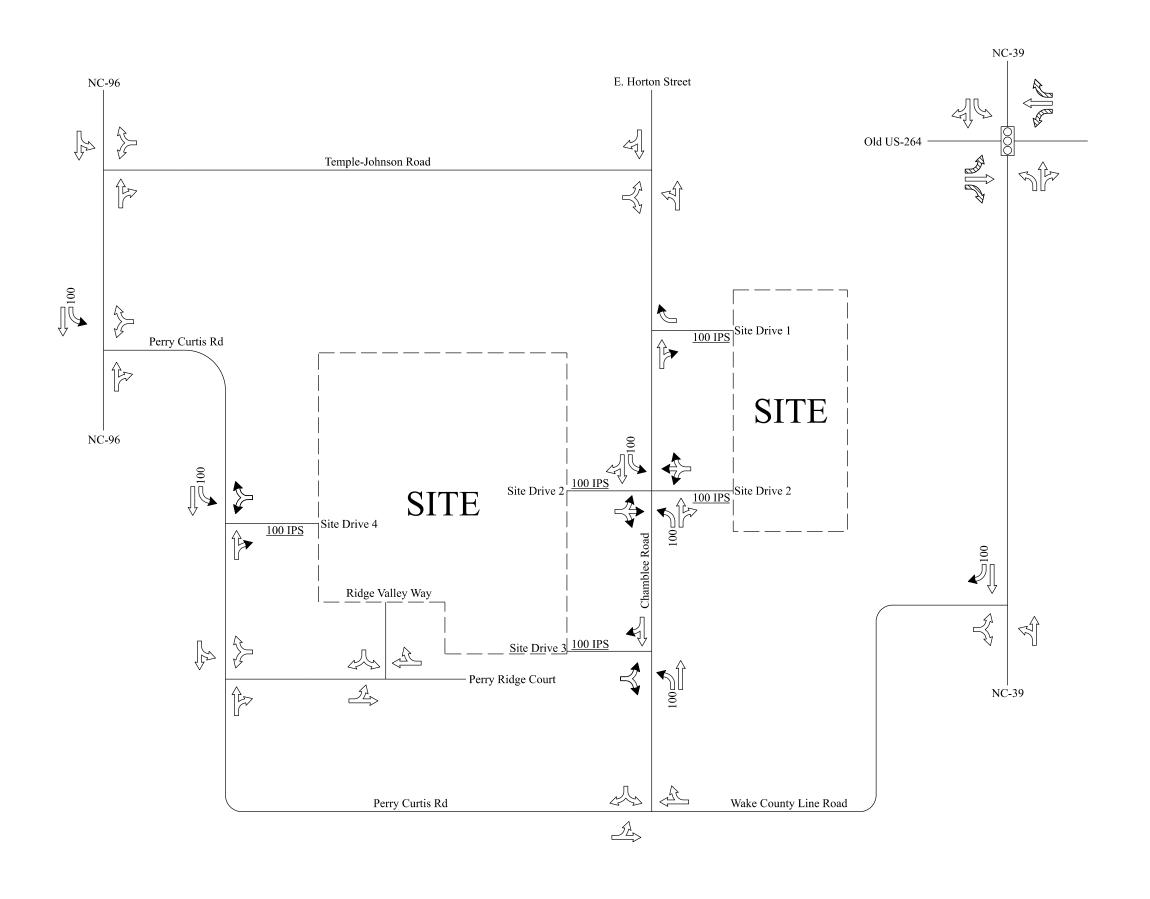
Once the driveway permit has been approved and issued, a copy of the final driveway permit requirements should be forwarded to this office. If we can provide further assistance, please contact the Congestion Management Section.

#### Improvements By Others

The analysis includes background improvements by others. If these improvements are not in place at the time of construction, the site should provide these improvements or analysis demonstrating mitigation is not necessary.

#### TIA Not Sealed

The TIA submitted was not sealed by a professional engineer. This review serves as a preliminary review of the draft TIA. A sealed TIA should be submitted before final approval



# Chamblee Property SC-2022-329R1

Existing Laneage

Recommended Laneage

Laneage Built By Others

NCDOT Recommendation **Existing Signal** 

Monitor for Signal

Developer Proposed Signal

XXX Storage

NCDOT Recommended Storage

<XXX> Distance Between Intersections Internal Protected Stem

All Distances in Feet

Drawing Not to Scale Page 315



August 4, 2023

Michael J. Clark, AICP, CZO Town of Zebulon 1003 North Arendell Avenue Zebulon, NC 27597 919.823.1808

RE: Chamblee Lake - Zebulon, North Carolina - Traffic Impact Analysis Addendum

Dear Mr. Clark,

#### **TIA ADDENDUM**

This letter presents updated analysis as an addendum to the previously completed Traffic Impact Analysis (TIA) for the proposed Chamblee Lake development that was completed in November of 2022 by McAdams. The Town of Zebulon (Town) TIA reviewer issued comments dated January 9, 2023, and North Carolina Department of Transportation (NCDOT) approved the TIA on November 29, 2022. These comments and approvals are provided in the attachments. The proposed residential development will be located along Chamblee Road north of Perry Curtis Road in Zebulon, North Carolina. The purpose of this TIA Addendum is to determine the potential traffic impacts of the proposed development as it relates to the change in development density and site access from the previously completed TIA, as well as to identify transportation improvements that may be required to mitigate the development's impact on the surrounding roadway network. This addendum reviews the operations at all study intersections from the original TIA under revised Build (2027) traffic conditions. Since background assumptions are not expected to change within this addendum, capacity analysis results from Existing (2022) and No-Build (2027) conditions from the original TIA are utilized. Refer to the previously completed TIA for a breakdown of the assumed methodology and depiction of Existing (2022) and No-Build (2027) traffic volumes.

#### **BUILD TRAFFIC**

The original TIA considered a density of 211 single family detached homes and 119 townhomes. The revised analysis in this addendum considers an updated buildout density of 232 single family detached homes and 128 townhomes, as well as a proposed site driveway on Perry Curtis Road that was not previously considered at the time of preparation of the original TIA. Based on the Institute for Transportation Engineers (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition, and the suggested method of trip calculations provided in NCDOT's *Rate vs. Equation spreadsheet*, trips for the proposed development were calculated for weekday daily, weekday AM peak hour, and weekday PM peak hour. Refer to Table 1, on the following page, for the trip generation for the proposed land uses.



TABLE 1: TRIP GENERATION									
Land Has (ITE Cods)	Donoitu	Calculation	Daily	AM Peak Hour			PM Peak Hour		
Land Use (ITE Code)	Density	Methodology	Trips	Enter	Exit	Total	Enter	Exit	Total
Single family detached (210)	232 units	Adjacent / Equation	2,189	40	120	160	138	81	219
Townhomes (215)	128 units	Adjacent / Equation	925	15	46	61	43	30	73
	***************************************	Total	3,114	55	166	221	181	111	292

Site trips were distributed according to the approved regional distributions in the original TIA with modifications made to the way traffic was assumed to enter and exit the site due to the change in the site access for the proposed site. Refer to Figure 1 in the attachments for the detailed trip distribution percentages within the study area.

The trip distribution was applied to the updated trip generation to determine the trip assignment for the proposed development at all study intersections. Refer to Figure 2 in the attachments for the site trip assignment. To determine the future traffic volumes at the study intersections with buildout of the proposed site, the No-Build (2027) traffic volumes from the original TIA were added to the updated site trip assignment to determine Build (2027) traffic volumes. Refer to Figure 3 in the attachments for the Build (2027) traffic volumes.

#### **CAPACITY ANALYSIS**

The intersections and analysis scenarios included in this study were analyzed to determine the potential impact by the proposed development and to recommend improvements to mitigate any potential impacts. The capacity analysis reviews the level of service (LOS), delay, and vehicle queues expected under each analysis scenario utilizing the methodology contained in the *Highway Capacity Manual* (HCM), 6<sup>th</sup> Edition, published by the Transportation Research Board.

LOS is a qualitative measurement of traffic operations based on the average total vehicle delay of the movement, approach, or intersection. The HCM includes six levels of service, ranging from level "A" (free flow conditions) to level "F" (where over-saturated conditions are evident).

A computer software package, Synchro (version 11.1), was utilized for the analysis of operations within this study. Within this software package, SimTraffic was also used to review queue lengths and the operations of intersections within the context of location and spacing in the study area. The capacity analysis summary table for each study intersection provides the delay and LOS for each approach and overall intersection, when appropriate. More detailed queues and delay information is provided in the attachments.



#### CHAMBLEE ROAD / E. HORTON STREET + TEMPLE-JOHNSTON ROAD

The intersection of Chamblee Road / E. Horton Street and Temple-Johnston Road is an unsignalized, three-leg intersection. This intersection was analyzed under Build (2027) conditions in this addendum, with analysis of Existing (2022) and No-Build (2027) conditions provided from the previously completed TIA.

Table 2 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to the attachments for the Synchro capacity analysis reports.

	A P		Weekday AM	Peak Hour	Weekday PM	Weekday PM Peak Hour	
Conditions	P R O A C H	Lane Configurations	LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)	
Existing (2022) From Original TIA	EB <sup>2</sup> NB <sup>1</sup> SB	1 LT-RT 1 LT-TH 1 TH-RT	A (9) A (7)	N/A	A (9) A (7)	N/A	
No-Build (2027) From Original TIA	EB <sup>2</sup> NB <sup>1</sup> SB	1 LT-RT 1 LT-TH 1 TH-RT	A (9) A (7)	N/A	A (9) A (7) 	N/A	
Build (2027)	EB <sup>2</sup> NB <sup>1</sup> SB	1 LT-RT 1 LT-TH 1 TH-RT	A (9) A (7)	N/A	A (9) A (7)	N/A	

<sup>1.</sup>Level of service for major-street left-turn movement.

Capacity analysis of Existing (2022), No-Build (2027), and Build (2027) conditions indicate that the minor-street approach and major-street left-turn movement at the intersection of Chamblee Road / E. Horton Street and Temple-Johnston Road are expected to operate at LOS A during the weekday AM and PM peak hours. Due to the minor impacts at this intersection by the proposed development and expected acceptable future operations, no improvements are recommended.

<sup>2.</sup>Level of service for minor-street approach.



#### **TEMPLE-JOHNSTON ROAD + NC 96**

The intersection of Temple-Johnston Road and NC 96 is an unsignalized, three-leg intersection. This intersection was analyzed under Build (2027) conditions in this addendum, with analysis of Existing (2022) and No-Build (2027) conditions provided from the previously completed TIA.

Table 3 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to the attachments for the Synchro capacity analysis reports.

	A P		Weekday AM	Peak Hour	Hour Weekday PM Peak Hour	
Conditions	P R O A C H	Lane Configurations	rations  LOS and Approach Delay (seconds)  Coverall Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2022) From Original TIA	WB <sup>2</sup> NB SB <sup>1</sup>	1 LT-RT 1 TH-RT 1 LT-TH	B (11)  A (8)	N/A	B (11)  A (8)	N/A
No-Build (2027) From Original TIA	WB <sup>2</sup> NB SB <sup>1</sup>	1 LT-RT 1 TH-RT 1 LT-TH	B (11)  A (8)	N/A	B (11)  A (8)	N/A
Build (2027)	WB <sup>2</sup> NB SB <sup>1</sup>	1 LT-RT 1 TH-RT 1 LT-TH	B (12)  A (8)	N/A	B (12)  A (8)	N/A

<sup>1.</sup>Level of service for major-street left-turn movement.

Capacity analysis of Existing (2022), No-Build (2027), and Build (2027) conditions indicate that the major-street left-turn movement and minor-street approach at the intersection of Temple-Johnston Road and NC 96 are expected to operate at LOS B or better during the weekday AM and PM peak hours. Based on comparison of No-Build (2027) and Build (2027) conditions, the proposed development is expected to account for a negligible increase in delay to the major-street left-turn movement and minor-street approach. Additionally, the site trips from the proposed development are not expected to have a high level of utilization for Temple-Johnston Road due to the more direct access on Perry Curtis Road. Under Build (2027) conditions, the proposed development is expected to add approximately three (3) southbound left-turns during the weekday AM peak hour and nine (9) southbound left-turns during the PM peak hour. Due to the minor impacts at this intersection by the proposed development and expected acceptable future operations, no improvements are recommended.

<sup>2.</sup>Level of service for minor-street approach.



#### **PERRY CURTIS ROAD + NC 96**

The intersection of Perry Curtis Road and NC 96 is an unsignalized, three-leg intersection. This intersection was analyzed under Build (2027) conditions in this addendum, with analysis of Existing (2022) and No-Build (2027) conditions provided from the previously completed TIA. Based on NCDOT comments on the previously completed TIA, the following improvement is required to be constructed by the developer:

> Construct an exclusive southbound left-turn lane on NC 96 with a minimum of 100 feet of full width storage and appropriate deceleration and taper.

Table 4 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to the attachments for the Synchro capacity analysis reports.

Conditions	A P P R O A C H	Lane Configurations	Weekday AM Peak Hour		Weekday PM Peak Hour	
			LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2022) From Original TIA	WB <sup>2</sup> NB SB <sup>1</sup>	1 LT-RT 1 TH-RT 1 LT-TH	B (10)  A (8)	N/A	B (10)  A (8)	N/A
No-Build (2027) From Original TIA	WB <sup>2</sup> NB SB <sup>1</sup>	1 LT-RT 1 TH-RT 1 LT-TH	B (11)  A (8)	N/A	B (12)  A (8)	N/A
Build (2027)	WB <sup>2</sup> NB SB <sup>1</sup>	1 LT-RT 1 TH-RT <b>1 LT</b> , 1 TH	B (12)  A (8)	N/A	B (14)  A (8)	N/A

Improvements by Developer are shown in BOLD.

Capacity analysis of Existing (2022), No-Build (2027), and Build (2027) conditions indicate that the major-street left-turn movement and minor-street approach at the intersection of Perry Curtis Road and NC 96 are expected to operate at LOS B or better during the weekday AM and PM peak hours. Based on comparison of No-Build (2027) and Build (2027) conditions, the proposed development is expected to account for a minor increase in delay to the major-street left-turn movement and minor-street approach. Based on coordination with NCDOT, the developer is expected to construct a southbound left-turn lane on NC 96.

<sup>1.</sup>Level of service for major-street left-turn movement.

<sup>2.</sup>Level of service for minor-street approach.



#### PERRY CURTIS ROAD + PERRY RIDGE COURT

The intersection of Perry Curtis Road and Perry Ridge Court is an unsignalized, three-leg intersection. This intersection was analyzed under Build (2027) conditions in this addendum, with analysis of Existing (2022) and No-Build (2027) conditions provided from the previously completed TIA.

Table 5 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to the attachments for the Synchro capacity analysis reports.

	A P		Weekday AM Peak Hour		Weekday PM Peak Hour	
Conditions	P R O A C H	Lane Configurations	LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2022) From Original TIA	WB <sup>2</sup> NB SB <sup>1</sup>	1 LT-RT 1 TH-RT 1 LT-TH	A (9)  A (7)	N/A	A (9)  A (7)	N/A
No-Build (2027) From Original TIA	WB <sup>2</sup> NB SB <sup>1</sup>	1 LT-RT 1 TH-RT 1 LT-TH	A (9)  A (8)	N/A	A (9)  A (7)	N/A
Build (2027)	WB <sup>2</sup> NB SB <sup>1</sup>	1 LT-RT 1 TH-RT 1 LT-TH	A (9)  A (8)	N/A	A (9)  A (7)	N/A

<sup>1.</sup>Level of service for major-street left-turn movement.

Capacity analysis of Existing (2022), No-Build (2027), and Build (2027) conditions indicate that the major-street left-turn movement and minor-street approach at the intersection of Perry Curtis Road and Perry Ridge Court are expected to operate at LOS A during the weekday AM and PM peak hours. Based on comparison of No-Build (2027) and Build (2027) conditions, the proposed development is expected to account for a negligible increase in delay to the minor-street approach and major-street left-turn movement. Due to the minor impacts at this intersection by the proposed development and expected acceptable future operations, no improvements are recommended.

<sup>2.</sup>Level of service for minor-street approach.



#### PERRY RIDGE COURT + RIDGE VALLEY WAY

The intersection of Perry Ridge Court and Ridge Valley Way is an unsignalized, three-leg intersection. This intersection was analyzed under Build (2027) conditions in this addendum, with analysis of Existing (2022) and No-Build (2027) conditions provided from the previously completed TIA.

Table 6 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to the attachments for the Synchro capacity analysis reports.

	A P	Р		Weekday AM Peak Hour		Weekday PM Peak Hour	
Conditions	P R O A C H	Lane Configurations	LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)	
Existing (2022) From Original TIA	EB <sup>1</sup> WB SB <sup>2</sup>	1 LT-TH 1 TH-RT 1 LT-RT	A (7)  A (9)	N/A	A (7)  A (9)	N/A	
No-Build (2027) From Original TIA	EB <sup>1</sup> WB SB <sup>2</sup>	1 LT-TH 1 TH-RT 1 LT-RT	A (7)  A (9)	N/A	A (7)  A (9)	N/A	
Build (2027)	EB <sup>1</sup> WB SB <sup>2</sup>	1 LT-TH 1 TH-RT 1 LT-RT	A (7)  A (9)	N/A	A (7)  A (9)	N/A	

<sup>1.</sup>Level of service for major-street left-turn movement.

Capacity analysis of Existing (2022), No-Build (2027), and Build (2027) conditions indicate that the major-street left-turn movement and minor-street approach at the intersection of Perry Ridge Court and Ridge Valley Way are expected to operate at LOS A during the weekday AM and PM peak hours. Due to the minor impacts at this intersection by the proposed development and expected acceptable future operations, no improvements are recommended.

<sup>2.</sup>Level of service for minor-street approach.

#### PERRY CURTIS ROAD / WAKE COUNTY LINE ROAD + CHAMBLEE ROAD

The intersection of Perry Curtis Road / Wake County Line Road and Chamblee Road is an unsignalized, three-leg intersection. This intersection was analyzed under Build (2027) conditions in this addendum, with analysis of Existing (2022) and No-Build (2027) conditions provided from the previously completed TIA.

Table 7 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to the attachments for the Synchro capacity analysis reports.

	A P		Weekday AM Peak Hour		Weekday PM	Weekday PM Peak Hour	
Conditions	P R O A C H	Lane Configurations	LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)	
Existing (2022) From Original TIA	EB <sup>1</sup> WB SB <sup>2</sup>	1 LT, 1 RT 1 LT, 1 TH 1 TH, 1 RT	A (7)  A (9)	N/A	A (7)  A (9)	N/A	
No-Build (2027) From Original TIA	EB <sup>1</sup> WB SB <sup>2</sup>	1 LT, 1 RT 1 LT, 1 TH 1 TH, 1 RT	A (7)  A (9)	N/A	A (8)  A (10)	N/A	
Build (2027)	EB <sup>1</sup> WB SB <sup>2</sup>	1 LT-TH 1 TH-RT 1 LT-RT	A (7)  A (10)	N/A	A (8) B (11)	N/A	

<sup>1.</sup>Level of service for major-street left-turn movement.

Capacity analysis of Existing (2022), No-Build (2027), and Build (2027) conditions indicate that the major-street left-turn movement and minor-street approach at the intersection of Perry Curtis Road / Wake County Line Road and Chamblee Road are expected to operate at LOS B or better during the weekday AM and PM peak hours. Due to the minor impacts at this intersection by the proposed development and expected acceptable future operations, no improvements are recommended.

The potential need for a multi-way stop control was evaluated based on the guidelines contained within the *Manual on Uniform Control Devices* (MUTCD) due to previous comments provided by the Town TIA reviewer. Weekday AM and PM peak hour traffic volumes analyzed under Build (2027) conditions were utilized to evaluate the potential need for multi-way stop control based on the vehicular volume thresholds outlined in the MUTCD. Based on the results, this intersection is not expected to satisfy the minimum volume thresholds during either the weekday AM or PM peak hours and as such, is not expected to satisfy these thresholds for the extended 8-hour period required for consideration of conversion to multi-way stop control. Based on the low expected traffic volumes at this intersection upon buildout of the development, conversion of this intersection to a multi-way stop control is not recommended. Refer to Table 14 for a summary of the multi-way stop control warrant analysis.

<sup>2.</sup>Level of service for minor-street approach.



#### **WAKE COUNTY LINE ROAD + NC 39**

The intersection of Wake County Line Road and NC 39 is an unsignalized, three-leg intersection. This intersection was analyzed under Build (2027) conditions in this addendum, with analysis of Existing (2022) and No-Build (2027) conditions provided from the previously completed TIA. Based on NCDOT comments on the previously completed TIA, the following improvement is required to be constructed by the developer:

> Construct an exclusive southbound right-turn lane on NC 39 with a minimum of 100 feet of full width storage and appropriate deceleration and taper.

Table 8 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to the attachments for the Synchro capacity analysis reports.

TABLE 8: CAPACITY ANALYSIS SUMMARY OF WAKE COUNTY LINE ROAD + NC 39							
A			Weekday AM Peak Hour		Weekday PM Peak Hour		
Conditions	P R O A C H	Lane Configurations	LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)	
Existing (2022) From Original TIA	EB <sup>2</sup> NB <sup>1</sup> SB	1 LT-TH 1 LT-TH 1 TH-RT	B (12) A (8)	N/A	B (13) A (8)	N/A	
No-Build (2027) From Original TIA	EB <sup>2</sup> NB <sup>1</sup> SB	1 LT-TH 1 LT-TH 1 TH-RT	B (12) A (8)	N/A	B (14) A (8) 	N/A	
Build (2027)	EB <sup>2</sup> NB <sup>1</sup> SB	1 LT-TH 1 LT-TH 1 TH, <b>1 RT</b>	C (17) A (8)	N/A	C (19) A (9) 	N/A	

Improvements by Developer are shown in BOLD.

Capacity analysis of Existing (2022), No-Build (2027), and Build (2027) conditions indicate that the major-street left-turn movement and minor-street approach at the intersection of Wake County Line Road and NC 39 are expected to operate at LOS C or better during the weekday AM and PM peak hours. Based on comparison of No-Build (2027) and Build (2027) conditions, the proposed development is expected to account for a minor increase in delay to the major-street left-turn movement and minor-street approach. Based on coordination with NCDOT, the developer is expected to construct a southbound right-turn lane on NC 39.

<sup>1.</sup>Level of service for major-street left-turn movement.

<sup>2.</sup>Level of service for minor-street approach.

#### NC 39 + OLD US 264

The intersection of NC 39 and Old US 264 is currently an unsignalized, four-leg intersection. This intersection was analyzed under Build (2027) conditions in this addendum, with analysis of Existing (2022) and No-Build (2027) conditions provided from the previously completed TIA. Based on coordination with City and NCDOT staff, Sidney Creek is expected to construct improvements at the subject intersection prior to the 2027 buildout of the proposed development. These improvements were included under all future year analyses (No-Build and Build conditions). The improvements included as adjacent development improvements are:

- > Monitor for signalization and install once warranted and approved by NCDOT.
- > Construct an exclusive eastbound right-turn lane on Old US 264 with a minimum of 100 feet of full width storage and appropriate deceleration and taper.
- > Construct an exclusive eastbound left-turn lane on Old US 264 with a minimum of 50 feet of full width storage and appropriate deceleration and taper.
- > Construct and exclusive westbound right-turn lane on Old US 264 with a minimum of 125 feet of full width storage and appropriate deceleration and taper.
- Construct an exclusive westbound left-turn lane on Old US 264 with a minimum of 50 feet of full width storage and appropriate deceleration and taper.
- > Extend the existing southbound left-turn lane on NC 39 to provide a minimum of 100 feet of full width storage and appropriate deceleration and taper.

Table 9 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to the attachments for the Synchro capacity analysis reports.

TABLE 9: CAPACIT	A P	SIS SUMMARY OF NC	Weekday AM		Weekday PM	Peak Hour
Conditions	P R O A C	Lane Configurations	LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Existing (2022) From Original TIA	EB <sup>2</sup> WB <sup>2</sup> NB <sup>1</sup> SB <sup>1</sup>	1 LT-TH-RT 1 LT-TH-RT 1 LT, 1 TH-RT 1 LT, 1 TH-RT	C (16) C (21) A (8) A (8)	N/A	F (76) D (32) A (8) A (8)	N/A
No-Build (2027) From Original TIA	EB WB NB SB	1 LT, 1 TH, <u>1 RT</u> 1 LT, 1 TH, <u>1 RT</u> 1 LT, 1 TH-RT 1 LT, 1 TH-RT	D (38) D (38) C (29) C (25)	C (30)	D (43) D (40) C (32) C (29)	C (33)
Build (2027)	EB WB NB SB	1 LT, 1 TH, <u>1 RT</u> <u>1 LT</u> , 1 TH, <u>1 RT</u> 1 LT, 1 TH-RT 1 LT, 1 TH-RT	D (39) D (40) C (30) C (25)	C (31)	D (47) D (46) C (33) C (30)	D (35)

Background Improvements by Sidney Creek are shown underlined.

<sup>1.</sup>Level of service for major-street left-turn movement.

<sup>2.</sup>Level of service for minor-street approach.



Capacity analysis of Existing (2022) conditions indicate that the intersection of NC 39 and Old US 264 currently operates at LOS A for the major-street left-turn movement and at LOS D or better for the minor-street approach during the weekday AM and PM peak hours, with the exception of the eastbound approach (LOS F) during the PM peak hour. Under future 2027 conditions, the Sidney Creek adjacent development is expected to install a traffic signal in addition to constructing geometric improvements at this intersection. Capacity analysis of No-Build (2027) and Build (2027) conditions indicate that this intersection is expected to operate at an overall LOS D or better during the weekday AM and PM peak hours. The proposed development is expected to add 1 second of delay during the weekday AM peak hour and 2 seconds of delay during the weekday PM peak hour. Due to the minor impacts at this intersection by the proposed development and expected acceptable future operations, no improvements are recommended.



#### **CHAMBLEE ROAD + SITE DRIVE #1**

The proposed intersection of Chamblee Road and Site Drive #1 is expected to operate as an unsignalized, three-leg intersection. This intersection was analyzed under Build (2027) conditions. The driveway is expected to be restricted to right-in/right-out (RIRO) operations. Based on review of the capacity analysis, the following improvements are recommended to be constructed by the developer:

- > Construct Site Drive #1 as the westbound approach with one (1) ingress lane and one (1) egress lane.
- > Provide stop-control for the westbound approach of the site drive.

Table 10 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to the attachments for the Synchro capacity analysis reports.

A P		Weekday AM Peak Hour		Weekday PM Peak Hour		
Conditions	P R O A C H	Lane Configurations	LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
	WB <sup>1</sup>	1 RT	A (9)		A (9)	
Build (2027)	NB	1 TH- <b>RT</b>	<b></b>	N/A		N/A
	SB	1 TH				

Improvements by Developer are shown in **BOLD**.

Capacity analysis of Build (2027) conditions indicate that the minor street approach of the intersection of Chamblee Road and Site Drive #1 is expected to operate at LOS A during the weekday AM and PM peak hours.

<sup>1.</sup> Level of service for minor-street approach.



#### **CHAMBLEE ROAD + SITE DRIVE #2**

The proposed intersection of Chamblee Road and Site Drive #2 is expected to be an unsignalized, four-leg intersection. This intersection was analyzed under Build (2027) conditions. Based on coordination with NCDOT, exclusive left-turn lanes are expected to be required along Chamblee Road for the northbound and southbound approaches. These improvements were included under Build (2027) conditions. The improvements included as developer improvements are:

- > Construct Site Drive #2 with a full movement eastbound and westbound approach with one (1) ingress lane and one (1) egress lane for each approach.
- > Provide stop-control on the eastbound and westbound approaches of the site drives.
- > Construct an exclusive southbound left-turn lane on Chamblee Road with a minimum of 100 feet of full width storage and appropriate deceleration and taper.
- > Construct an exclusive northbound left-turn lane on Chamblee Road with a minimum of 100 feet of full width storage and appropriate deceleration and taper.

Table 11 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to the attachments for the Synchro capacity analysis reports.

	A P		Weekday AM	Peak Hour	Weekday PM Peak Hour	
Conditions	P R O A C	Lane Configurations	LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Build (2027)	EB <sup>2</sup> WB <sup>2</sup> NB <sup>1</sup> SB <sup>1</sup>	1 LT-TH-RT 1 LT-TH-RT 1 LT, 1 TH-RT 1 LT, 1 TH-RT	A (9) A (10) A (7) A (7)	N/A	A (10) B (10) A (8) A (7)	N/A

Improvements by Developer are shown in BOLD.

Capacity analysis of Build (2027) conditions indicate the major-street left-turn movements at the intersection of Chamblee Road and Site Drive #2 are expected to operate at LOS A during the weekday AM and PM peak hours. The minor-street approaches are expected to operate at LOS B or better during the weekday AM and PM peak hours. Based on coordination with NCDOT, the developer is expected to construct northbound and southbound left-turn lanes on Chamblee Road.

<sup>1.</sup>Level of service for major-street left-turn movement.

<sup>2.</sup>Level of service for minor-street approach.



#### **CHAMBLEE ROAD + SITE DRIVE #3**

The proposed intersection of Chamblee Road and Site Drive #3 is expected to be an unsignalized three-leg intersection. This intersection was analyzed under Build (2027) conditions. Based on coordination with NCDOT, an exclusive left-turn lane is expected to be required along Chamblee Road for the northbound approach. This improvement was included under Build (2027) conditions. The improvement included as a developer improvement is:

- Construct Site Drive #3 as the eastbound approach with one (1) ingress lane and one (1) egress lane.
- > Provide stop-control for the eastbound approach of the site drive.
- > Construct an exclusive northbound left-turn lane on Chamblee Road with a minimum of 100 feet of full width storage and appropriate deceleration and taper.

Table 12 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to the attachments for the Synchro capacity analysis reports.

TABLE 12: CAPACI	TY ANAI	LYSIS SUMMARY OF CH	HAMBLEE ROAI	D + SITE DRIVE #3		
A P	A P		Weekday AM Peak Hour		Weekday PM Peak Hour	
Conditions	P R O A C H	Lane Configurations	LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Build (2027)	EB <sup>2</sup> NB <sup>1</sup> SB	1 LT-RT 1 LT, 1 TH 1 TH-RT	A (9) A (7)	N/A	A (9) A (8)	N/A

Improvements by Developer are shown in BOLD.

Capacity analysis of Build (2027) conditions indicate that the major-street left-turn movement and minor-street approach at the intersection of Chamblee Road and Site Drive #3 are expected to operate at LOS A during the weekday AM and PM peak hours. Based on coordination with NCDOT, the developer is expected to construct a northbound left-turn lane on Chamblee Road.

<sup>1.</sup>Level of service for major-street left-turn movement.

<sup>2.</sup>Level of service for minor-street approach.



#### **PERRY CURTIS ROAD + SITE DRIVE #4**

The proposed intersection of Perry Curtis Road and Site Drive #4 is expected to be an unsignalized three-leg intersection. This intersection was analyzed under Build (2027) conditions. Based on coordination with NCDOT, a turn lane is expected to be required along Perry Curtis Road for the southbound approach. This improvement was included under Build (2027) conditions. The improvement included as a developer improvement is:

- > Construct Site Drive #4 as the westbound approach with one (1) ingress lane and one (1) egress lane.
- > Provide stop-control for the westbound approach of the site drive.
- > Construct an exclusive southbound left-turn lane on Perry Curtis Road with a minimum of 100 feet of full width storage and appropriate deceleration and taper.

Table 13 provides the capacity analysis for the subject intersection with the lane configurations and traffic control shown in the table. Refer to the attachments for the Synchro capacity analysis reports.

TABLE 13: CAPAC	CITY ANAL	YSIS SUMMARY OF PE	ERRY CURTIS RO	OAD + SITE DRIVE	#4	
A P	A P		Weekday AM Peak Hour		Weekday PM Peak Hour	
Conditions	P R O A C H	Lane Configurations	LOS and Approach Delay (seconds)	Overall Delay (seconds)	LOS and Approach Delay (seconds)	Overall Delay (seconds)
Build (2027)	WB <sup>2</sup> NB SB <sup>1</sup>	1 LT-RT 1 TH-RT 1 LT, 1 TH	A (10)  A (8)	N/A	A (9)  A (8)	N/A

Improvements by Developer are shown in BOLD.

Capacity analysis of Build (2027) conditions indicate that the major-street left-turn movement and minor-street approach at the intersection of Perry Curtis Road and Site Drive #4 are expected to operate at LOS A during the weekday AM and PM peak hours. According to the NCDOT warrant for left and right-turn lanes at unsignalized driveways chart contained within the NCDOT Driveway Manual, a southbound left-turn lane on Perry Curtis Road is recommended. Based on coordination with NCDOT, the developer is expected to construct a 100-foot left-turn lane on Perry Curtis Road.

<sup>1.</sup>Level of service for major-street left-turn movement.

<sup>2.</sup>Level of service for minor-street approach.



#### **MULTI-WAY STOP CONTROL WARRANT ANALYSIS**

Per coordination with Town staff on the recommendations of the November 2022 TIA, analysis of the potential need for multi-way stop control at the intersection of Perry Curtis Road / Wake County Line Road and Chamblee Road was performed to determine the potential need for conversion upon buildout of the proposed development. Weekday AM and PM peak hour traffic volumes analyzed under Build (2027) conditions were evaluated based on the vehicular volume thresholds outlined in Criteria C within the *Manual on Uniform Traffic Control Devices* (MUTCD). Refer to the Table 14 for a summary of the multi-way stop control warrant analysis under Build (2027) conditions.

TABLE 14: MULT	TABLE 14: MULTI-WAY STOP CONTROL WARRANT ANALYSIS SUMMARY						
	Volum	es (vph)		Criteria			
Conditions	Major Stroot	Minor-Street	C1 + C2 C3				
	Major-Street	wimor-street	Major (300 vph) Minor (200 vph)		70% of Threshold		
AM Peak Hour	119	138	N	N	N		
PM Peak Hour	264	108	N	N	Υ		
Criteria Met			NO		NO		

Based on a review of the volume-based criteria for the intersection of Perry Curtis Road / Wake County Line Road and Chamblee Road, this intersection is not expected to satisfy these thresholds during either the weekday AM or PM peak hours and as such, is not expected to satisfy these thresholds for the extended 8-hour period required for consideration of conversion to multi-way stop control. Based on a review of the capacity analysis results of this intersection, this intersection is expected to operate at acceptable levels-of service under Build (2027) conditions. Based on the low expected traffic volumes at this intersection upon buildout of the development, conversion of this intersection to a multi-way stop control is not a recommended improvement by the proposed development.



#### **SUMMARY / RECOMMENDATIONS**

This letter presents the results of the capacity analysis of the TIA Addendum for the proposed Chamblee Lake development in Zebulon, NC. This addendum serves to provide an updated analysis of buildout conditions surrounding the proposed Chamblee Lake development as a result of a change in density and site access compared to the original TIA prepared in November of 2022 by McAdams. Based on the findings of this study and coordination during the review of the original TIA, the following improvements summarized below have been identified or are recommended to accommodate future traffic conditions. Refer to Figure 4 in the attachments for a graphical representation of the recommended improvements at the study intersections.

#### Improvements by Sidney Creek

#### NC 39 and Old US 264

- > Monitor for signalization and install once warranted and approved by NCDOT.
- > Construct an exclusive eastbound right-turn lane on Old US 264 with a minimum of 100 feet of full width storage and appropriate deceleration and taper.
- > Construct an exclusive eastbound left-turn lane on Old US 264 with a minimum of 50 feet of full width storage and appropriate deceleration and taper.
- > Construct and exclusive westbound right-turn lane on Old US 264 with a minimum of 125 feet of full width storage and appropriate deceleration and taper.
- > Construct an exclusive westbound left-turn lane on Old US 264 with a minimum of 50 feet of full width storage and appropriate deceleration and taper.
- > Extend the existing southbound left-turn lane on NC 39 to provide a minimum of 100 feet of full width storage and appropriate deceleration and taper.

#### **Recommended Improvements by Developer**

#### Perry Curtis Road and NC 96

> Construct an exclusive southbound left-turn lane on NC 96 with a minimum of 100 feet of full width storage and appropriate deceleration and taper.

#### Wake County Line Road and NC 39

> Construct an exclusive southbound right-turn lane on NC 39 with a minimum of 100 feet of full width storage and appropriate deceleration and taper.

#### Chamblee Road and Site Drive #1

- > Construct Site Drive #1 as the westbound approach with one (1) ingress lane and one (1) egress lane.
- > Provide stop-control for the westbound approach of the site drive.



#### Chamblee Road and Site Drive #2

- > Construct Site Drive #2 with a full movement eastbound and westbound approach with one (1) ingress lane and one (1) egress lane for each approach.
- > Provide stop-control on the eastbound and westbound approaches of the site drives.
- > Construct an exclusive southbound left-turn lane on Chamblee Road with a minimum of 100 feet of full width storage and appropriate deceleration and taper.
- > Construct an exclusive northbound left-turn lane on Chamblee Road with a minimum of 100 feet of full width storage and appropriate deceleration and taper.

#### Chamblee Road and Site Drive #3

- > Construct Site Drive #3 as the eastbound approach with one (1) ingress lane and one (1) egress lane.
- > Provide stop-control for the eastbound approach of the site drive.
- > Construct an exclusive northbound left-turn lane on Chamblee Road with a minimum of 100 feet of full width storage and appropriate deceleration and taper.

#### Perry Curtis Road and Site Drive #4

- > Construct Site Drive #4 as the westbound approach with one (1) ingress lane and one (1) egress lane.
- > Provide stop-control for the westbound approach of the site drive.
- > Construct an exclusive southbound left-turn lane on Perry Curtis Road with a minimum of 100 feet of full width storage and appropriate deceleration and taper.

If you should have any questions or comments relative to this study, please feel free to contact me at 919.287.0741.

Sincerely,

**MCADAMS** 

Nate Bouquin, PE, PTOE

Traffic Engineering Lead, Transportation

CC: NCDOT District Office

**NCDOT Congestion Management** 

Attachments: Town TIA Review

**NCDOT TIA Review** 

Site Plan Figures

**Capacity Analysis Reports** 





434 Fayetteville Street, Ste 1500 Raleigh, NC 27601 Office: 919.836.4040 NC Licensure # F-0165 www.wsp.com

Date: January 9, 2023

To: Michael Clark, AICP, CZO, Planning Director, Town of Zebulon

Nate Bouquin, PE, PTOE, Traffic Engineering Lead, McAdams

From: Sravya Suryadevara, PE, Traffic Engineering Director, WSP USA Inc.

Subject: Chamblee Property Traffic Impact Analysis Review #2

Per your request, WSP has performed a review of the Chamblee property traffic impact study submitted by McAdams, dated November 1, 2022, and the additional information provide via email on December 7, 2022. We have the following comments:

#### Site Plan and Site Access:

- The site plan provided with the TIA does not include the following and hence could not be reviewed:
  - a. Right-of-way lines, easements and restrictions, if any, and property lines.
  - b. Driveway approaches and roadway alignment.
  - c. Interior drives, channelization, traffic flow pattern, traffic control devices, pavement markings, internal truck, service and delivery routing, emergency vehicle access, etc.
  - d. Distance of intersecting roads, streets, driveways within the study area
  - e. Width of rights-of-way and sight distance areas
  - f. Width and type of adjacent road surface
  - g. Width, radii, and lane use of the proposed driveways or streets
  - h. Existing/proposed speed limits
  - i. Width of property frontage.
  - j. Distance between driveways being requested.
  - k. Location of sidewalks and crosswalks
- The access to/from Perry Curtis Road is provided through the Perry Ridge neighborhood via Perry Ridge
  Court and Ridge Valley Road although the site has frontage along Perry Curtis Road. Consider providing
  access directly to Perry Curtis Road to avoid traffic through an existing neighborhood.

#### Traffic Volumes:

• The revised Build (2027) Peak Hour Traffic Volumes along Chamblee Road are accurate. There is no need for additional analysis to reflect this change.

#### Conclusions/Recommendations:

- As per the Town's 2045 Comprehensive Transportation Plan (CTP), Chamblee Road, Perry Curtis Road, and
  Future Collector Street within the proposed development, are planned to be four-lane divided roadways.
  The Town expects this development to construct the collector street within the property as well as widen
  Perry Curtis Road and Chamblee Road along the property's frontage to provide the future cross-sections as
  per the Town's 2045 CTP.
- Perry Curtis Road and Chamblee Road Intersection
  - o Convert this stop-controlled intersection to an all-way stop-controlled intersection.

# Attachment 8 PD 2023-01



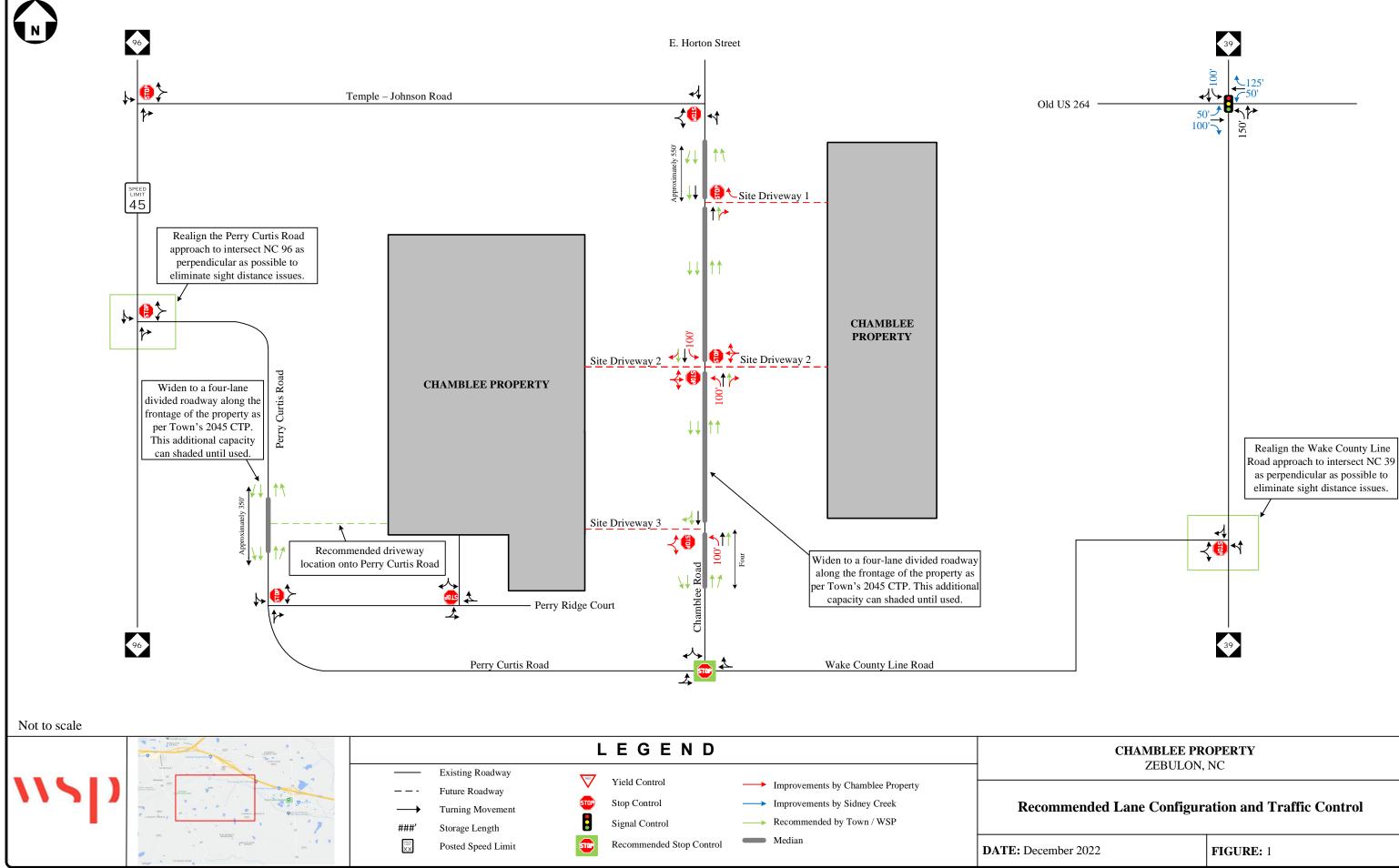
#### NC 39 and Wake County Line Road Intersection

o A significant portion of the site traffic (40%) is anticipated to travel through this skewed-angle intersection making a sharp left and right-turning movements between eastbound Wake County Line Road and southbound NC 39. A Google Streetview of this intersection shows tire marks of cars making these maneuvers and indicates safety concerns. The intersection is recommended to be realigned such that Wake County Line Road intersects NC 39 as close to perpendicular as possible.

#### • NC 96 (S Arendell Avenue) and Perry Curtis Road Intersection

o This intersection is also a skewed angle and is recommended to be realigned such that Perry Curtis Road intersects NC 96 as close to perpendicular as possible.

The attached figure shows the recommended lane configuration. If you have any questions about this review, please do not hesitate to contact me at 984-389-2944 or <a href="mailto:sravya.suryadevara@wsp.com">sravya.suryadevara@wsp.com</a>.



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# STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

ROY COOPER GOVERNOR J. ERIC BOYETTE SECRETARY

November 29, 2022

# **Chamblee Property**

**Traffic Impact Analysis Review Report Congestion Management Section** 

TIA Project: SC-2022-329

Division: 5

County: Wake



Clarence B. Bunting, IV, P.E. Regional Engineer Charles Sorrell, Project Design Engineer

Mailing Address: NC DEPARTMENT OF TRANSPORTATION TRANSPORTATION MOBILITY & SAFETY DIVISION 1561 MAIL SERVICE CENTER RALEIGH, NC 27699-1561 Telephone: (919) 814-5000 Fax: (919) 771-2745 Customer Service: 1-877-368-4968

Customer Service: 1-877-368-4968

Location: 750 N. GREENFIELD PARKWAY GARNER, NC 27529

Website: www.ncdot.gov

# Chamblee Property TIA SC-2022-329 Zebulon Wake County

Per your request, the Congestion Management Section (CMS) of the Transportation Mobility and Safety Division has completed a review of the subject site. The comments and recommendations contained in this review are based on data for background conditions presented in the Traffic Impact Analysis (TIA) and are subject to the approval of the local District Engineer's Office and appropriate local authorities.

Date Initially Received by CMS	11/1/22	Date of Site Plan	N/A
Date of Complete Information	11/14/22	Date of Sealed TIA	11/1/22

## **Proposed Development**

The TIA assumes the development is to be completed by 2027 and consist of the following:

Land Use	Land Use Code	Size
Single-Family Detached Housing	210	211 units
Single-Family Attached Housing	215	119 units

Trip Generation - Unadjusted	d Volumes During a	Typical Weekday	
	IN	OUT	TOTAL
AM Peak Hour	55	148	203
PM Peak Hour	164	103	267
Daily Trips			2,862

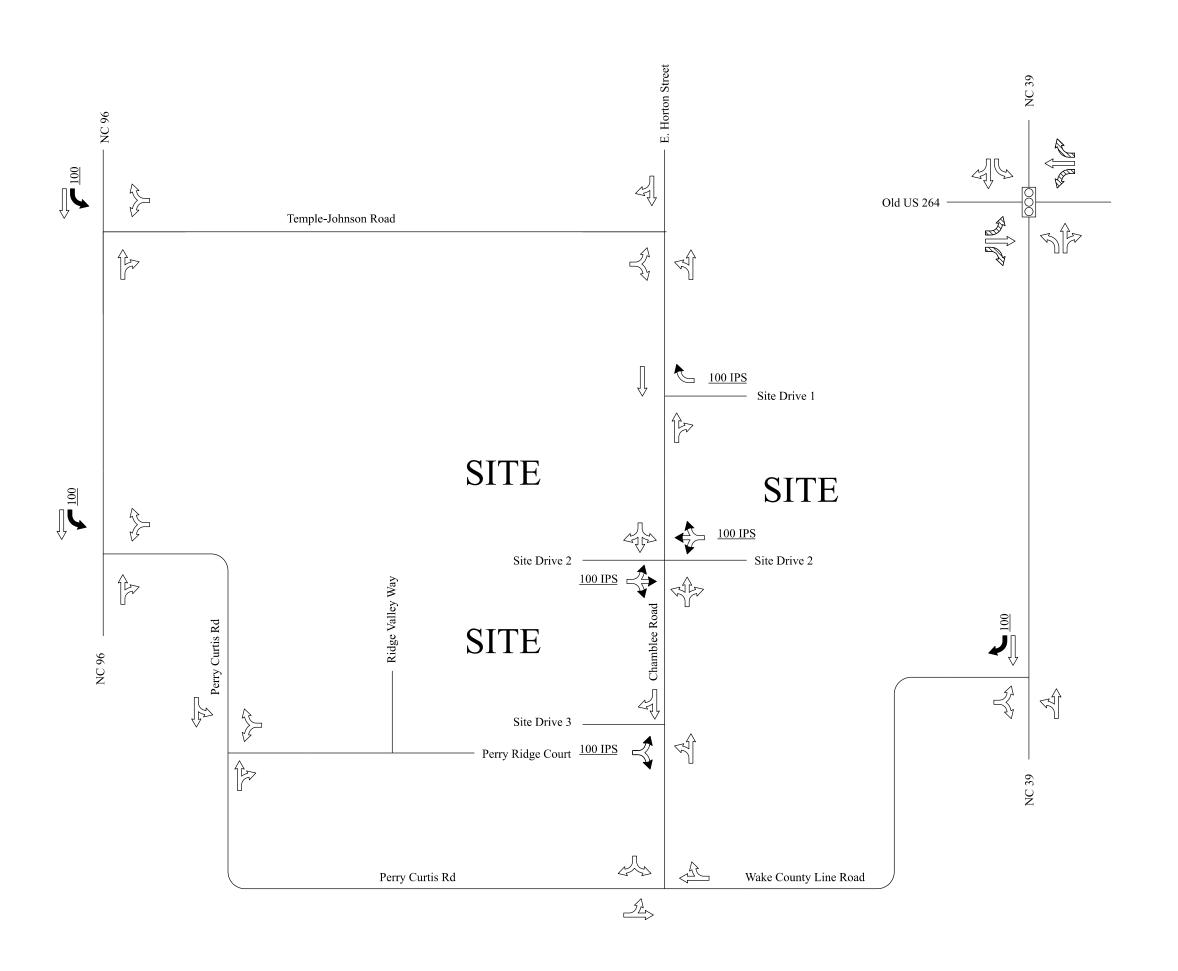
### **General Reference**

For reference to various documents applicable to this review please reference the following link: <a href="https://connect.ncdot.gov/resources/safety/Pages/Congestion-Management.aspx">https://connect.ncdot.gov/resources/safety/Pages/Congestion-Management.aspx</a>

Once the driveway permit has been approved and issued, a copy of the final driveway permit requirements should be forwarded to this office. If we can provide further assistance, please contact the Congestion Management Section.

#### **Improvements By Others**

The analysis includes background improvements by others. If these improvements are not in place at the time of construction, the site should provide these improvements or analysis demonstrating mitigation is not necessary.



# Chamblee Property SC-2022-329

Existing Laneage

Recommended Laneage

Laneage Built By Others

NCDOT Recommendation

Existing Signal

Monitor for Signal

Developer Proposed Signal

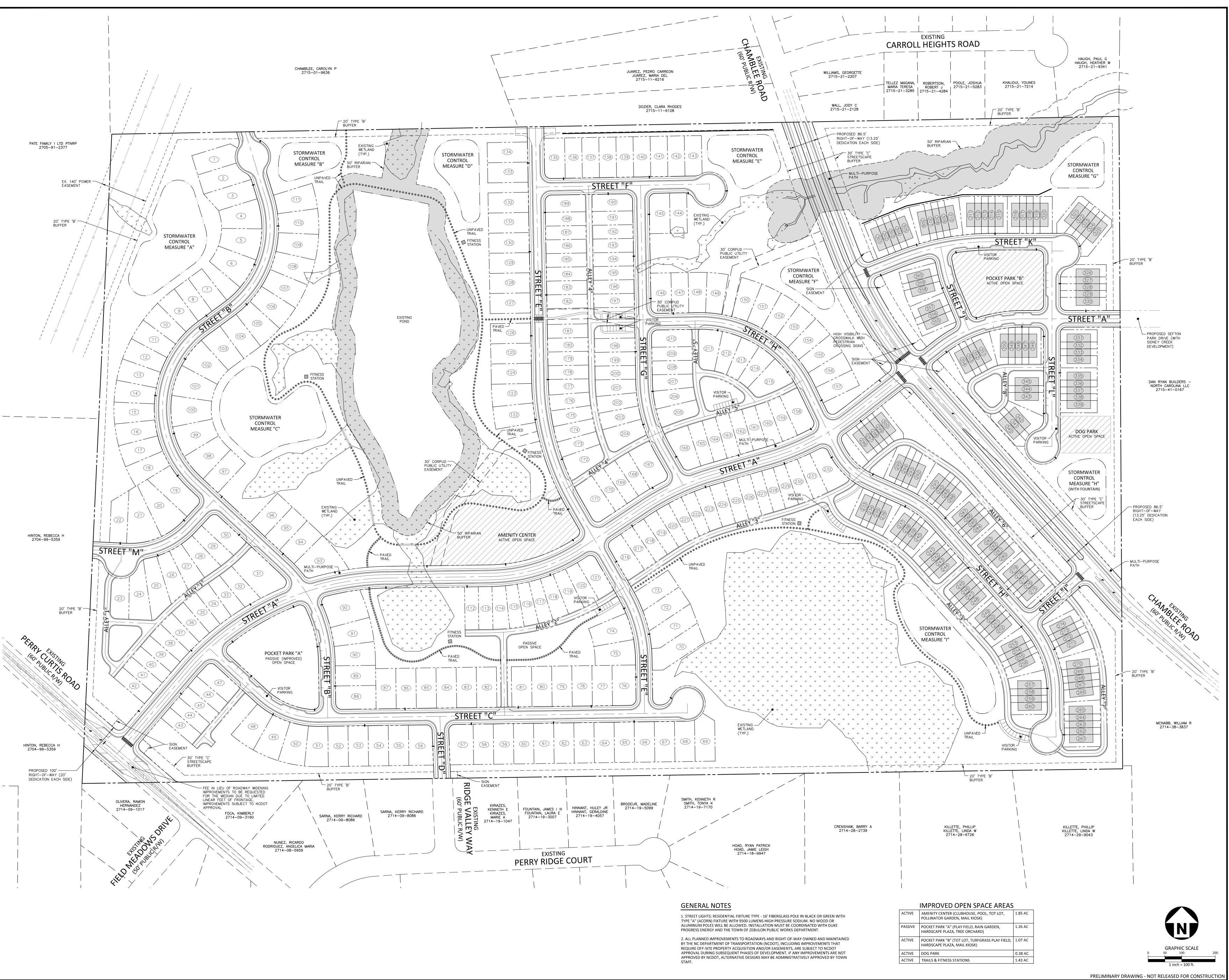
XXX Storage

XXX NCDOT Recommended Storage

<XXX> Distance Between Intersections

IPS Internal Protected Stem
All Distances in Feet
Page 339
Drawing Not to Scale

PD 2023-01



The John R. McAdams Company, Inc. 2905 Meridian Parkway Durham, NC 27713

> phone 919. 361. 5000 fax 919. 361. 2269 license number: C-0293, C-187

www.mcadamsco.com

**CLIENT** 

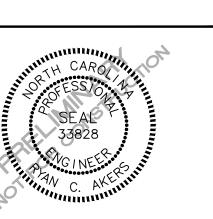
D.R. HORTON, INC.

7208 FALLS OF NEUSE ROAD, SUITE 201 RALEIGH, NC 27615 CONTACT: JON HOLTVEDT PHONE: 919. 809. 4207

EMAIL: JHoltvedt@drhorton.com



America's Builder



**REVISIONS** 

NO. DATE 1 07. 28. 2023 PER TOWN COMMENTS

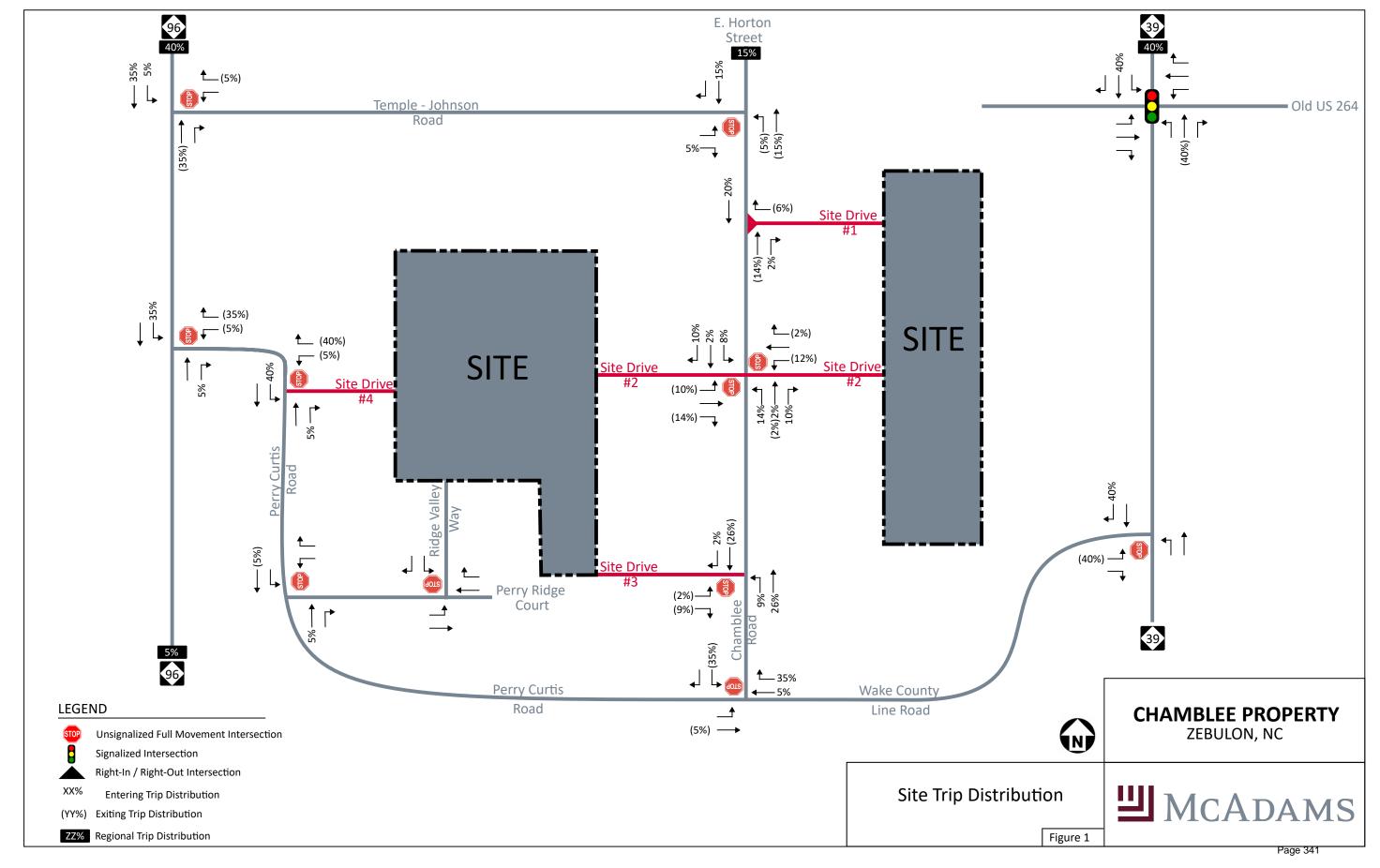
**PLAN INFORMATION** 

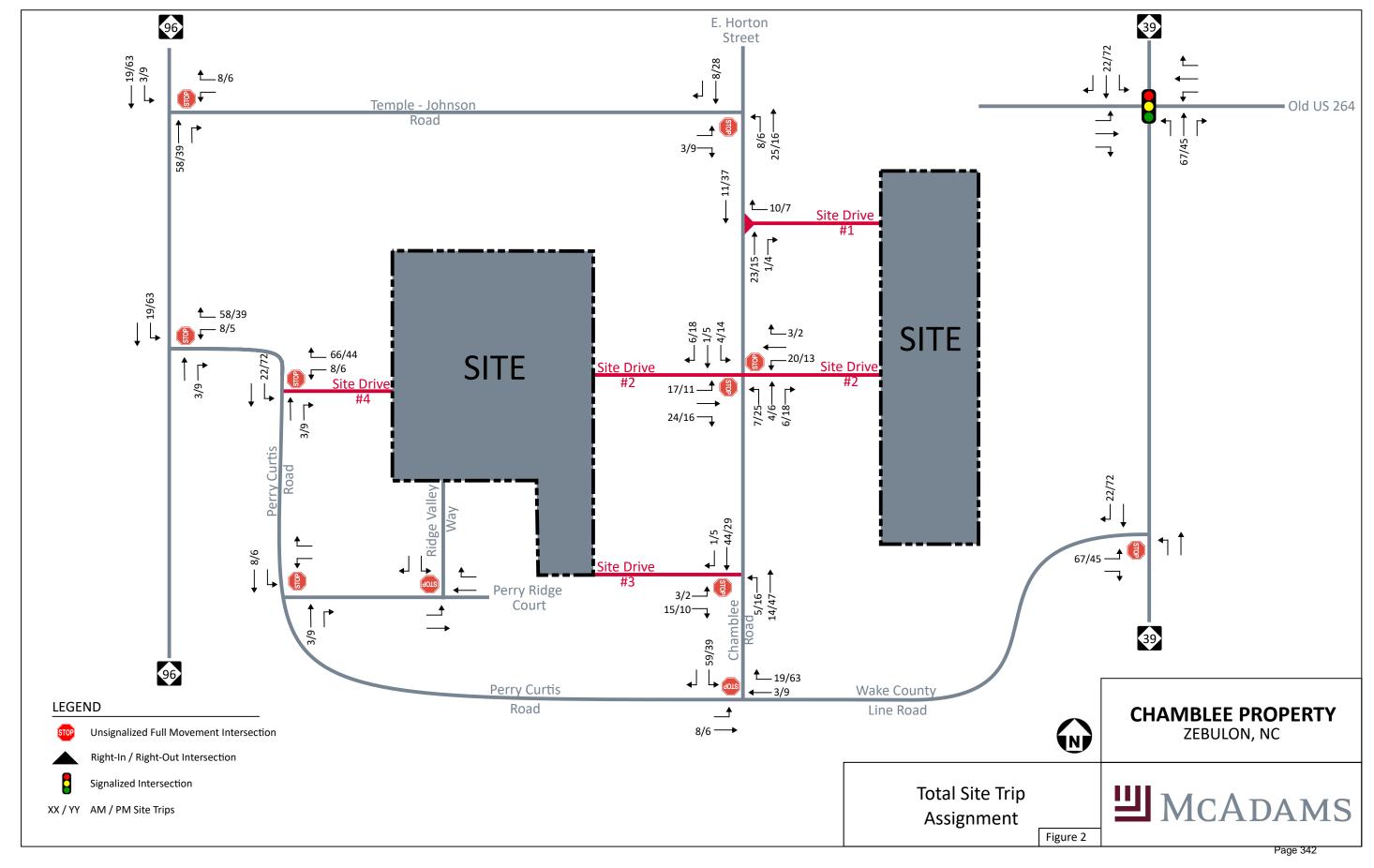
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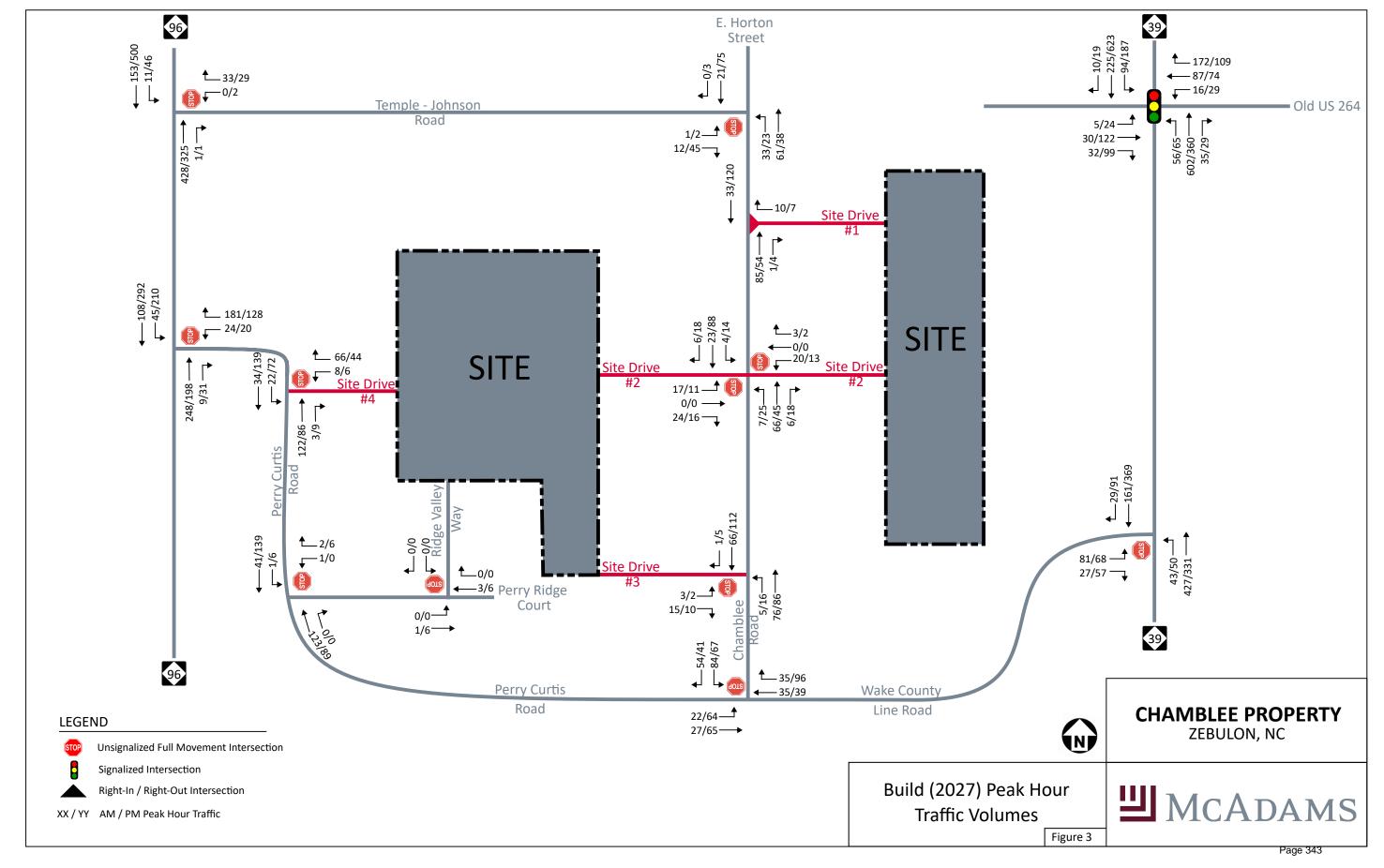
DRAWN BY DATE 11. 01. 2022

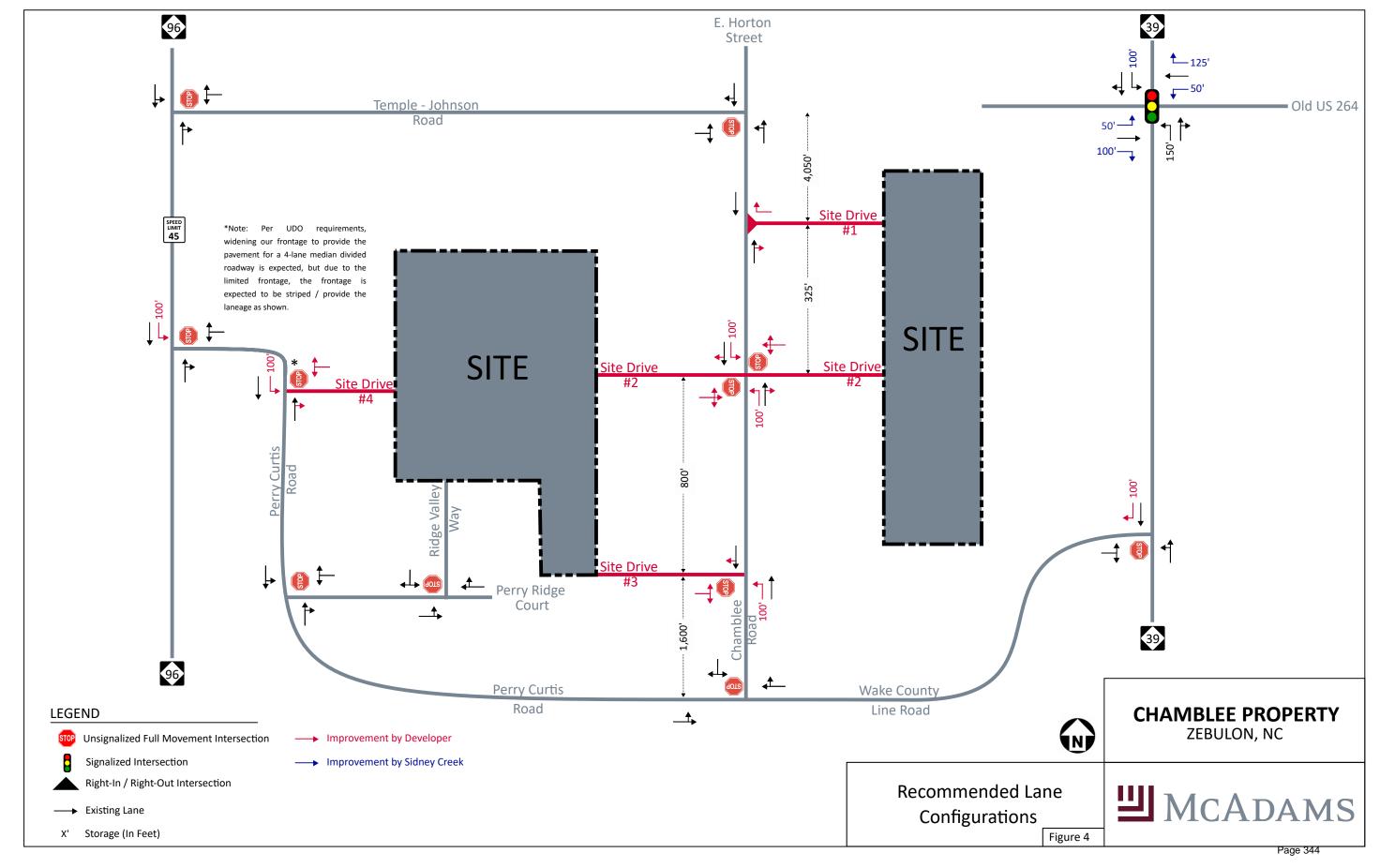
SHEET

**SITE PLAN** 









# 1: Chamblee Road/E. Horton Street & Temple-Johnston Road

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W	LDIX	INDL	4	\$	ODIT
Traffic Vol. veh/h	4	12	33	61	21	4
Future Vol, veh/h	4	12	33	61	21	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	_
Grade, %	0	_	_	0	0	_
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	4	13	37	68	23	4
WWITH TOW	4	13	31	00	20	4
Major/Minor	Minor2		Major1	N	Major2	
Conflicting Flow All	167	25	27	0	-	0
Stage 1	25	-	-	-	-	-
Stage 2	142	-	-	-	-	-
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	823	1051	1587	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	885	_	_	_	_	-
Platoon blocked, %				_	_	_
Mov Cap-1 Maneuver	803	1051	1587	_	_	-
Mov Cap-2 Maneuver	803	-	-	_	_	_
Stage 1	974	_	_		_	_
Stage 2	885	_	_	_	_	_
Stage 2	000	-	-	-	-	_
Approach	EB		NB		SB	
HCM Control Delay, s	8.8		2.6		0	
HCM LOS	Α					
Minar Lana/Maiar Muse		NDI	NDT	CDL1	CDT	CDD
Minor Lane/Major Mvm	IL	NBL		EBLn1	SBT	SBR
		1587	-	976	-	-
Capacity (veh/h)				0.018	-	-
HCM Lane V/C Ratio		0.023				
HCM Lane V/C Ratio HCM Control Delay (s)		7.3	0	8.8	-	-
HCM Lane V/C Ratio					- -	-

Build (2027) AM Synchro 11 Report McAdams Page 1

Build PM Peak Hour Timing Plan: Default

## 1: Chamblee Road/E. Horton Street & Temple-Johnston Road

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	<b>1</b>	
Traffic Vol, veh/h	4	45	23	38	75	4
Future Vol, veh/h	4	45	23	38	75	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	0	-	_	-	_	-
Veh in Median Storage		_	_	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	50	26	42	83	4
				12	- 00	
		_				
	Minor2		Major1		Major2	
Conflicting Flow All	179	85	87	0	-	0
Stage 1	85	-	-	-	-	-
Stage 2	94	-	-	-	-	-
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		-	-	-
Pot Cap-1 Maneuver	811	974	1509	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	930	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	796	974	1509	-	-	-
Mov Cap-2 Maneuver	796	-	-	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	930	-	-	-	-	-
A			ND		O.B.	
Approach	EB		NB		SB	
HCM Control Delay, s	9		2.8		0	
HCM LOS	Α					
Minor Lane/Major Mvm	nt	NBL	NBT I	EBLn1	SBT	SBR
Capacity (veh/h)		1509	-	957	-	
HCM Lane V/C Ratio		0.017		0.057	_	_
HCM Control Delay (s)		7.4	0	9	_	
HCM Lane LOS		Α	A	A	_	_
HCM 95th %tile Q(veh)	\	0.1		0.2	_	_
LISTON STATE FOR COLVERY	1	0.1	_	0.2	_	_

Build (2027) PM McAdams

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		<b>f</b>			4
Traffic Vol, veh/h	4	33	428	4	11	153
Future Vol, veh/h	4	33	428	4	11	153
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	0	-	_	-	_	-
Veh in Median Storage		_	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	37	476	4	12	170
IVIVMT FIOW	4	31	4/6	4	12	170
Major/Minor	Minor1	N	Major1		Major2	
Conflicting Flow All	672	478	0	0	480	0
Stage 1	478	-	-	-	-	-
Stage 2	194	<u>-</u>	_	<u>-</u>	_	<u>-</u>
Critical Hdwy	6.42	6.22	_	_	4.12	_
Critical Hdwy Stg 1	5.42	-	_	_	7.12	_
Critical Hdwy Stg 2	5.42	_	_			_
Follow-up Hdwy	3.518		_	_	2.218	_
Pot Cap-1 Maneuver	421	587	_	_	1082	
•	624	- -			1002	_
Stage 1			-	-	-	
Stage 2	839	-	-	-	-	-
Platoon blocked, %	440	<b>507</b>	-	-	4000	-
Mov Cap-1 Maneuver	416	587	-	-	1082	-
Mov Cap-2 Maneuver	416	-	-	-	-	-
Stage 1	624	-	-	-	-	-
Stage 2	829	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	11.9		0		0.6	
HCM LOS			U		0.0	
HCIVI LOS	В					
Minor Lane/Major Mvn	nt	NBT	NBRV	WBLn1	SBL	SBT
Capacity (veh/h)		_	_		1082	_
HCM Lane V/C Ratio		_	-	0.073		_
HCM Control Delay (s		_	_		8.4	0
HCM Lane LOS		_	_	В	A	A
HCM 95th %tile Q(veh	)	_	_	0.2	0	-
	1			0.2		

Build (2027) AM McAdams

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	WDL	אטוע	1 Take	NON	ODL	<u>अधा</u>
Traffic Vol, veh/h	<b>T</b>	29	325	4	46	500
Future Vol, veh/h		29	325		46	500
-	4	0		4	46	
Conflicting Peds, #/hr	O Stop		0 Eroo			0 Eroo
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	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	32	361	4	51	556
Major/Minor	Minor1		Agior1		/laio-2	
			Major1		Major2	^
Conflicting Flow All	1021	363	0	0	365	0
Stage 1	363	-	-	-	-	-
Stage 2	658	-	-	-	-	-
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		-		2.218	-
Pot Cap-1 Maneuver	262	682	-	-	1194	-
Stage 1	704	-	-	-	-	-
Stage 2	515	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	246	682	_	_	1194	-
Mov Cap 1 Maneuver	246	-	_	-	-	-
Stage 1	704	_			_	_
Stage 2	483	-		_	_	
Staye 2	403	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	11.9		0		0.7	
HCM LOS	В					
= . •						
				UE:		
Minor Lane/Major Mvm	nt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-	-	•••	1194	-
HCM Lane V/C Ratio		-	-	0.065		-
HCM Control Delay (s)		-	-	11.9	8.2	0
HCM Lane LOS		-	-	В	Α	Α
HCM 95th %tile Q(veh	)	-	-	0.2	0.1	-

Intersection						
Int Delay, s/veh	4.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	7	אופוז	13	TUDIT	)	<u> </u>
Traffic Vol, veh/h	24	181	248	9	45	108
Future Vol, veh/h	24	181	248	9	45	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	0	-	_	-	100	-
Veh in Median Storage		_	0	_	-	0
Grade, %	, # 0 0	_	0	_	_	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
	27	201		10	50	
Mvmt Flow	21	201	276	10	50	120
Major/Minor I	Minor1	N	Major1	ı	Major2	
Conflicting Flow All	501	281	0	0	286	0
Stage 1	281		_	_		_
Stage 2	220	_	_	_	_	_
Critical Hdwy	6.42	6.22	_	_	4.12	_
Critical Hdwy Stg 1	5.42	-	_	_	-	_
Critical Hdwy Stg 2	5.42	_	_	_	_	_
Follow-up Hdwy		3.318	_	_	2.218	_
Pot Cap-1 Maneuver	530	758	_	_	1276	_
Stage 1	767	-	_	<u>_</u>	1270	_
Stage 2	817	_		_	_	_
Platoon blocked, %	017	_	_		_	_
Mov Cap-1 Maneuver	509	758			1276	
Mov Cap-1 Maneuver	509	750	-	-	1270	-
Stage 1	767		-	-	-	-
	785	-	-	-	-	-
Stage 2	700	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	12.3		0		2.3	
HCM LOS	В					
N. 1 (2.4 )		NET	NEE	MDL 4	051	007
Minor Lane/Major Mvm	nt	NBT		WBLn1	SBL	SBT
Capacity (veh/h)		-	-		1276	-
HCM Lane V/C Ratio		-	-	0.318		-
HCM Control Delay (s)		-	-		7.9	-
HCM Lane LOS		-	-	В	Α	-
HCM 95th %tile Q(veh)		-	-	1.4	0.1	-

Build (2027) AM McAdams

Intersection						
Int Delay, s/veh	4.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	VVDL	אטא		INDIX	SBL	<u>SBI</u>
		120	<b>1</b> 98	21	210	<b>T</b> 292
Traffic Vol, veh/h	20	128		31		
Future Vol, veh/h	20	128	198	31	210	292
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage		-	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	22	142	220	34	233	324
Major/Minor I	Minor1	N	Major1	P	Major2	
						0
Conflicting Flow All	1027	237	0	0	254	0
Stage 1	237	-	-	-	-	-
Stage 2	790	-	-	-	-	-
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	260	802	-	-	1311	-
Stage 1	802	-	-	-	-	-
Stage 2	447	-	_	-	-	-
Platoon blocked, %			_	_		-
Mov Cap-1 Maneuver	214	802	_	-	1311	_
Mov Cap-2 Maneuver	214	-	_	<u>_</u>	-	_
Stage 1	802	_	_		_	
_	367	_	_	-		_
Stage 2	307	-	-	<u>-</u>	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	13.5		0		3.5	
HCM LOS	В					
Minor Lane/Major Mvm	nt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-	-	000	1311	-
HCM Lane V/C Ratio		-	-	0.281		-
HCM Control Delay (s)		-	-	13.5	8.3	-
HCM Lane LOS		-	-	В	Α	-
HCM 95th %tile Q(veh)	١	_	_	1.1	0.6	_
HOW SOUL WILL WINE						

Build (2027) PM McAdams

Intersection						
Int Delay, s/veh	0.6					
		=				
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		₽			स
Traffic Vol, veh/h	4	4	123	4	4	41
Future Vol, veh/h	4	4	123	4	4	41
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	4	137	4	4	46
N 4 = i =/N 4i =	A: 4		A-!. A		M-1. C	
	Minor1		Major1		Major2	
Conflicting Flow All	193	139	0	0	141	0
Stage 1	139	-	-	-	-	-
Stage 2	54	-	-	-	-	-
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		-	-	2.218	-
Pot Cap-1 Maneuver	796	909	-	-	1442	-
Stage 1	888	-	-	-	-	-
Stage 2	969	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	794	909	-	-	1442	-
Mov Cap-2 Maneuver	794	-	-	_	-	-
Stage 1	888	_	_	_	_	-
Stage 2	966	_	_	_	_	_
J	300					
Approach	WB		NB		SB	
HCM Control Delay, s	9.3		0		0.7	
HCM LOS	Α					
				MRI n1	SBL	SBT
Minor Lane/Major Mum	ıt .	NDT	NIDDU		ODL	امی
Minor Lane/Major Mvm	ıt	NBT	NBRV			
Capacity (veh/h)	it	-	-	848	1442	-
Capacity (veh/h) HCM Lane V/C Ratio		NBT - -	-	848 0.01	1442 0.003	- -
Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s)		- - -	- - -	848 0.01 9.3	1442 0.003 7.5	0
Capacity (veh/h) HCM Lane V/C Ratio		-	-	848 0.01	1442 0.003	

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Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	WBL	וטייי	λ	NDI	ODL	<u>361</u>
Traffic Vol, veh/h	4	6	89	4	6	139
Future Vol, veh/h	4	6	89	4	6	139
Conflicting Peds, #/hr	0	0	09	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop -	None	riee -			None
	0	None -	-	None	-	None
Storage Length				-	-	-
Veh in Median Storage	-	-	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	7	99	4	7	154
Major/Minor	Minor1	N	Major1		Major2	
Conflicting Flow All	269	101	0	0	103	0
Stage 1	101	-	-	_	-	-
Stage 2	168	_	_	_	_	_
Critical Hdwy	6.42	6.22	_	_	4.12	_
Critical Hdwy Stg 1	5.42	0.22	_		7.12	_
Critical Hdwy Stg 2	5.42		-	-	-	-
	3.518		_	_	2.218	_
Follow-up Hdwy	720	954		-	1489	
Pot Cap-1 Maneuver			-	-		-
Stage 1	923	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Platoon blocked, %	= 4.0		-	-	1100	-
Mov Cap-1 Maneuver	716	954	-	-	1489	-
Mov Cap-2 Maneuver	716	-	-	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Approach	WB		NB		SB	
	9.3		0		0.3	
HCM Control Delay, s			U		0.3	
HCM LOS	Α					
Minor Lane/Major Mvm	nt	NBT	NBRV	WBLn1	SBL	SBT
Capacity (veh/h)		_	-	842	1489	-
HCM Lane V/C Ratio		-	-	0.013	0.004	-
HCM Control Delay (s)		-	-	9.3	7.4	0
HCM Lane LOS		-	_	Α	Α	A
HCM 95th %tile Q(veh)	)	-	-	0	0	-

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	LDL	4	₩ <b>1</b>	WDI	₩.	אופט
Traffic Vol, veh/h	4	<b>식</b>	4	4	<b>T</b>	4
Future Vol, veh/h	4	4	4	4	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	riee -		riee -		Slop -	None
	-	None -	-		0	
Storage Length	-			-		-
Veh in Median Storage	e, # -	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	4	4	4	4	4
Major/Minor I	Major1	_	Major2		Minor2	
Conflicting Flow All	8	0	-	0	18	6
Stage 1	-	-	_	-	6	-
Stage 2	<u>-</u>	_	<u>-</u>	<u>-</u>	12	_
Critical Hdwy	4.12	_	_	_	6.42	6.22
Critical Hdwy Stg 1		_	_	<u>-</u>	5.42	- 0.22
Critical Hdwy Stg 2	_		_	_	5.42	
Follow-up Hdwy	2.218	_	_	_	3.518	
Pot Cap-1 Maneuver	1612	-	-	-	1000	1077
		-	-	-		
Stage 1	-	-	-	-	1017	-
Stage 2	-	-	-	-	1011	-
Platoon blocked, %	1010	-	-	-		
Mov Cap-1 Maneuver	1612	-	-	-	998	1077
Mov Cap-2 Maneuver	-	-	-	-	998	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1011	-
Approach	EB		WB		SB	
	3.6		0		8.5	
HCM Control Delay, s	3.0		U			
HCM LOS					Α	
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		1612	-	-	-	1036
HCM Lane V/C Ratio		0.003	_	-	-	0.009
HCM Control Delay (s)		7.2	0	-	-	8.5
HCM Lane LOS		Α	A	-	-	Α
HCM 95th %tile Q(veh)	)	0	_	-	_	0

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Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
	EDL			WDK	SDL W	SDK
Lane Configurations	1	र्स	<b>1</b>	1		1
Traffic Vol, veh/h	4	6	6	4	4	4
Future Vol, veh/h	4	6	6	4	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	2	2	2	2	2
Mvmt Flow	4	7	7	4	4	4
Major/Minor I	Major1	ı	Major2		Minor2	
Conflicting Flow All	11	0	- -	0	24	9
Stage 1	-	-	_	-	9	-
Stage 2	_	_	_	_	15	_
Critical Hdwy	4.12	-			6.42	6.22
•	4.12	-	-	-	5.42	0.22
Critical Hdwy Stg 1		-	-	-		-
Critical Hdwy Stg 2	- 0.040	-	-	-	5.42	
Follow-up Hdwy	2.218	-	-	-	3.518	
Pot Cap-1 Maneuver	1608	-	-	-	992	1073
Stage 1		-	-		1014	-
Stage 2	-	-	-	-	1008	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1608	-	-	-	990	1073
Mov Cap-2 Maneuver	-	-	-	-	990	-
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1008	-
Approach	EB		WB		SB	
HCM Control Delay, s	2.9		0		8.5	
HCM LOS	2.9		U		0.5 A	
TIOW LOS						
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		1608	-	-		1030
HCM Lane V/C Ratio		0.003	-	-	-	0.009
HCM Control Delay (s)		7.2	0	-	-	8.5
HCM Lane LOS		Α	Α	-	-	Α
HCM 95th %tile Q(veh)	)	0	-	-	-	0

Build (2027) PM McAdams

## 6: Perry Curtis Road/Wake County Line Road & Chamblee Road

Intersection						
Int Delay, s/veh	5.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	LDL			WOIX	₩.	אומט
	22	<b>र्स</b> 27	<b>1</b> → 35	25		54
Traffic Vol, veh/h				35	84	
Future Vol, veh/h	22	27	35	35	84	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	110110	-	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	24	30	39	39	93	60
Major/Minor I	Major1		Ania-2	N	Minor2	
	Major1 78		Major2			E0.
Conflicting Flow All		0	-	0	137	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	78	-
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	
Pot Cap-1 Maneuver	1520	-	-	-	856	1007
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	945	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1520	-	-	-	842	1007
Mov Cap-2 Maneuver	-	_	_	_	842	-
Stage 1	_	_	_	_	949	_
Stage 2		_			945	_
Staye 2	-	-	_	<u>-</u>	340	-
Approach	EB		WB		SB	
HCM Control Delay, s	3.3		0		9.8	
HCM LOS					Α	
Minor Lang/Major Myss	·+	EDI	EDT	WDT	W/DD	CDI 51
Minor Lane/Major Mvm	IL	EBL	EBT	WBT	WBR :	
Capacity (veh/h)		1520	-	-	-	900
HCM Lane V/C Ratio		0.016	-	-	-	0.17
HCM Control Delay (s)		7.4	0	-	-	9.8
HCM Lane LOS		Α	Α	-	-	Α
HCM 95th %tile Q(veh)		0	-	-	-	0.6

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## 6: Perry Curtis Road/Wake County Line Road & Chamblee Road

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1>	W DIX	¥	ODIT
Traffic Vol, veh/h	64	65	39	96	67	41
Future Vol, veh/h	64	65	39	96	67	41
Conflicting Peds, #/hr	0	0.5	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, %	σ, π	0	0	<u>-</u>	0	<u>-</u>
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
	71				74	
Mvmt Flow	71	72	43	107	74	46
Major/Minor	Major1	N	Major2	N	Minor2	
Conflicting Flow All	150	0		0	311	97
Stage 1	-	-	-	-	97	-
Stage 2	_	_	_	_	214	_
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	
Pot Cap-1 Maneuver	1431	_	_	_	681	959
Stage 1	1-70 1	_	_	<u>-</u>	927	- 505
Stage 2	-	_	_		822	_
Platoon blocked, %	_	-		<u>-</u>	022	_
Mov Cap-1 Maneuver	1431	-	-		646	959
		-		-	646	309
Mov Cap-2 Maneuver	-	<del>-</del>	-	-		<del>-</del>
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	822	-
Approach	EB		WB		SB	
HCM Control Delay, s	3.8		0		10.8	
HCM LOS	0.0		U		В	
TIOWI LOO					U	
Minor Lane/Major Mvr	nt	EBL	EBT	WBT	WBR :	SBLn1
Capacity (veh/h)		1431	-	-	-	737
HCM Lane V/C Ratio		0.05	-	-	-	0.163
HCM Control Delay (s	)	7.6	0	-	-	10.8
HCM Lane LOS		Α	Α	-	-	В
HCM 95th %tile Q(veh	1)	0.2	-	-	-	0.6

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Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	N/			4	<b>↑</b>	7
Traffic Vol, veh/h	81	27	43	427	161	29
Future Vol, veh/h	81	27	43	427	161	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	_		-	None
Storage Length	0	-	_	-	_	100
Veh in Median Storag		_	_	0	0	-
Grade, %	0, 11 0	_	_	0	0	_
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	90	30	48	474	179	32
IVIVIIIL FIOW	90	30	40	4/4	179	32
Major/Minor	Minor2	ı	Major1	N	//ajor2	
Conflicting Flow All	749	179	211	0	-	0
Stage 1	179	-	-	-	-	-
Stage 2	570	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	_	_
Critical Hdwy Stg 1	5.42	-	_	-	-	-
Critical Hdwy Stg 2	5.42	_	_	_	_	_
Follow-up Hdwy		3.318	2 218	_	_	_
Pot Cap-1 Maneuver	379	864	1360	_	_	_
Stage 1	852	-	-	_	_	_
Stage 2	566	_	_	_		
Platoon blocked, %	300	-	-	-	_	-
· · · · · · · · · · · · · · · · · · ·	361	864	1360	-	-	-
Mov Cap-1 Maneuver		004	1300	-	-	-
Mov Cap-2 Maneuver		-	-	-	-	-
Stage 1	811	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s			0.7		0	
HCM LOS	C		0.1		U	
TIOWI LOG	U					
Minor Lane/Major Mvr	nt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1360	-	422	-	-
HCM Lane V/C Ratio		0.035	-	0.284	-	-
HCM Control Delay (s	s)	7.7	0	16.9	-	-
HCM Lane LOS		Α	Α	С	-	-
HCM 95th %tile Q(veh	1)	0.1	-	1.2	-	-

Intersection						
Int Delay, s/veh	2.9					
	EBL	EBR	NBL	NBT	SBT	SBR
Movement		EBK	INBL			
Lane Configurations	<b>**</b>	F7	Ε0.	4	200	7
Traffic Vol, veh/h	68	57	50	331	369	91
Future Vol, veh/h	68	57	50	331	369	91
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	-	-	-	-	100
Veh in Median Storage		-	-	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	76	63	56	368	410	101
Major/Minor	Minor2		Major1	ı	/lajor2	
Conflicting Flow All	890	410	511	0	//ajuiz -	0
Stage 1	410	410				
•	410	-	-	-	-	-
Stage 2	6.42	6.22	4.12	-		-
Critical Hdwy			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	313	642	1054	-	-	-
Stage 1	670	-	-	-	-	-
Stage 2	622	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	292	642	1054	-	-	-
Mov Cap-2 Maneuver	292	-	-	-	-	-
Stage 1	625	-	-	-	-	-
Stage 2	622	-	-	-	-	-
Annroach	EB		NID		SB	
Approach			NB			
HCM Control Delay, s	19.3		1.1		0	
HCM LOS	С					
Minor Lane/Major Mvm	nt	NBL	NBT I	EBLn1	SBT	SBR
Capacity (veh/h)		1054	-		-	_
HCM Lane V/C Ratio		0.053		0.357	_	_
HCM Control Delay (s)		8.6	0	19.3	_	_
HCM Lane LOS		A	A	C	_	_
HCM 95th %tile Q(veh	)	0.2	-	1.6	_	_
300. 7000 00 00	,	J				

	٠	<b>→</b>	`	-	+	•	4	<b>†</b>	<b>/</b>	<b>\</b>	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	T T	<u></u>	₹ T	YVDL		7	NDL 1	1\D1	NDIX	JDL 1	<b>1</b>	ODIN
Traffic Volume (vph)	5	30	32	16	87	172	56	602	35	94	225	10
Future Volume (vph)	5	30	32	16	87	172	56	602	35	94	225	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50	1900	125	50	1900	125	150	1900	0	100	1900	0
Storage Lanes	1		123	1		123	130		0	100		0
Taper Length (ft)	100			100		1	100		U	100		U
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.850	1.00	1.00	0.850	1.00	0.992	1.00	1.00	0.994	1.00
FIt Protected	0.950		0.000	0.950		0.000	0.950	0.992		0.950	0.994	
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1848	0	1770	1852	0
Flt Permitted	0.950	1003	1505	0.950	1003	1000	0.950	1040	U	0.950	1002	U
Satd. Flow (perm)	1770	1863	1583	1770	1863	1583	1770	1848	0	1770	1852	0
Right Turn on Red	1770	1003	No	1770	1003	No	1770	1040	No	1770	1002	No
Satd. Flow (RTOR)			INU			INO			INU			NO
Link Speed (mph)		55			55			55			55	
,		1272			1346			8116			1238	
Link Distance (ft) Travel Time (s)		15.8			16.7			100.6			15.3	
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
	0.90	33	36	18	97	191	62	669	39	104	250	11
Adj. Flow (vph)	Ü	33	30	10	91	191	02	009	39	104	250	11
Shared Lane Traffic (%)	6	33	36	18	97	191	62	708	0	104	261	0
Lane Group Flow (vph)	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	U	Prot	NA	U
Turn Type Protected Phases	7	1NA 4	reiiii	3	NA 8	reiiii	5	2		1	1NA 6	
Permitted Phases	I	4	4	J	O	8	5	2		1	U	
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase	I	4	4	J	O	0	J	2		1	U	
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	14.0		7.0	14.0	
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0	14.0	14.0	21.0		14.0	21.0	
Total Split (s)	14.0	28.0	28.0	14.0	28.0	28.0	14.0	61.0		17.0	64.0	
Total Split (%)	11.7%	23.3%	23.3%	11.7%	23.3%	23.3%	11.7%	50.8%		14.2%	53.3%	
Maximum Green (s)	7.0	21.0	21.0	7.0	21.0	21.0	7.0	54.0		10.0	57.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	Min		None	Min							
Act Effct Green (s)	10.0	15.8	15.8	10.0	19.1	19.1	10.0	42.3		12.0	44.3	
Actuated g/C Ratio	0.12	0.18	0.18	0.12	0.22	0.22	0.12	0.49		0.14	0.51	
v/c Ratio	0.12	0.10	0.10	0.12	0.22	0.22	0.12	0.49		0.14	0.31	
Control Delay	47.2	38.1	38.6	47.1	35.7	42.2	49.4	28.7		48.8	15.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	47.2	38.1	38.6	47.1	35.7	42.2	49.4	28.7		48.8	15.0	
LOS	47.2 D	30.1 D	30.0 D	47.1 D	35.7 D	42.2 D	49.4 D	20.7 C		40.0 D	15.0 B	
Approach Delay	D	39.1	U	U	40.4	U	U	30.3		U	24.6	
Approach LOS		D			D			С			С	

Build AM Peak Hour Timing Plan: Default

EBT 15 51 1192 548 0 0 0	16 54 125 465 0	9 38 50 203 0	45 116 1266	95 219 125	NBL 33 94	NBT 318 638 8036	NBR	54 138	78 174 1158	SBR
51 1192 548 0	125 465 0	38 50 203	116 1266	219 125	94	638		-	174	
1192 548 0	125 465 0	50 203	1266	125				138		
548 0 0	465 0	203			150	8036			1158	
0 0	465 0	203	555		150				1 100	
0 0	0		555					100		
0		Λ		471	203	1248		271	1297	
	Λ	U	0	0	0	0		0	0	
0	U	0	0	0	0	0		0	0	
	0	0	0	0	0	0		0	0	
0.06	0.08	0.09	0.17	0.41	0.31	0.57		0.38	0.20	
d										
		Int	tersection	LOS: C						
6		IC	U Level c	of Service	В					
US 264										
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	6 US 264		6 IC	6 ICU Level o		6 ICU Level of Service B US 264	US 264  US 264	US 264  US 264  14 s 28 s	US 264  US 264  US 264  US 264  US 264  US 268 S  US 28 S	US 264  US 264  28 s

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	T T	<u></u>	T T	YVDL		VVDIX	NDL 1		INDIX	JDL 1	<u>361</u>	SDIN
Traffic Volume (vph)	24	122	99	29	<b>T</b> 74	109	65	360	29	187	623	19
Future Volume (vph)	24	122	99	29	74	109	65	360	29	187	623	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50	1900	125	50	1900	125	150	1900	0	100	1900	0
Storage Lanes	1		123	1		123	130		0	100		0
Taper Length (ft)	100		1	100			100		U	100		U
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.850	1.00	1.00	0.850	1.00	0.989	1.00	1.00	0.996	1.00
FIt Protected	0.950		0.000	0.950		0.000	0.950	0.909		0.950	0.990	
	1770	1863	1583	1770	1863	1583	1770	1842	0	1770	1855	0
Satd. Flow (prot) FIt Permitted	0.950	1003	1000	0.950	1003	1303	0.950	1042	U	0.950	1000	U
	1770	1863	1583	1770	1863	1583	1770	1842	0	1770	1855	0
Satd. Flow (perm) Right Turn on Red	1770	1003	No	1770	1003	No	1770	1042	No	1770	1000	0 No
•			INO			INO			NO			INO
Satd. Flow (RTOR)		EE			EE			EE			EE	
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		1272			1346			8116			1238	
Travel Time (s)	0.00	15.8	0.00	0.00	16.7	0.00	0.00	100.6	0.00	0.00	15.3	0.00
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
Adj. Flow (vph)	27	136	110	32	82	121	72	400	32	208	692	21
Shared Lane Traffic (%)	07	400	4.40	20	20	101	=0	400	•	000	740	
Lane Group Flow (vph)	27	136	110	32	82	121	72	432	0	208	713	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4	4	3	8	_	5	2		1	6	
Permitted Phases	_		4	•	•	8	_	•			•	
Detector Phase	7	4	4	3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	14.0		7.0	14.0	
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0	14.0	14.0	21.0		14.0	21.0	
Total Split (s)	14.0	23.0	23.0	14.0	23.0	23.0	15.0	53.0		30.0	68.0	
Total Split (%)	11.7%	19.2%	19.2%	11.7%	19.2%	19.2%	12.5%	44.2%		25.0%	56.7%	
Maximum Green (s)	7.0	16.0	16.0	7.0	16.0	16.0	8.0	46.0		23.0	61.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	
Act Effct Green (s)	10.0	14.6	14.6	10.0	14.6	14.6	10.6	33.2		18.4	45.9	
Actuated g/C Ratio	0.11	0.16	0.16	0.11	0.16	0.16	0.12	0.37		0.21	0.51	
v/c Ratio	0.14	0.45	0.43	0.16	0.27	0.47	0.34	0.63		0.57	0.75	
Control Delay	49.5	45.8	46.7	49.7	42.8	47.8	51.3	29.8		43.9	26.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	49.5	45.8	46.7	49.7	42.8	47.8	51.3	29.8		43.9	26.2	
LOS	D	D	D	D	D	D	D	С		D	С	
Approach Delay		46.6			46.3			32.8			30.2	
Approach LOS		D			D			С			С	

	٠	<b>→</b>	*	•	<b>←</b>	•	4	<b>†</b>	-	/	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	16	80	65	19	47	72	44	223		122	385	
Queue Length 95th (ft)	51	164	139	57	107	151	104	366		227	567	
Internal Link Dist (ft)		1192			1266			8036			1158	
Turn Bay Length (ft)	50		125	50		125	150			100		
Base Capacity (vph)	197	415	352	197	415	352	219	1094		547	1359	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.14	0.33	0.31	0.16	0.20	0.34	0.33	0.39		0.38	0.52	
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 89	.7											
Natural Cycle: 80												
Control Type: Actuated-Un	coordinated											
Maximum v/c Ratio: 0.75												
Intersection Signal Delay:				ln <sup>-</sup>	tersection	LOS: D						
Intersection Capacity Utiliz	ation 68.7%			IC	U Level c	of Service	С					
Analysis Period (min) 15												
Splits and Phases: 8: No	C 39 & Old U	S 264										
Spills and Friases. 0. No	33 & Old 0	<u>5 204</u>						1	55			33
Ø1		Ø2					1/2	<b>₹</b> Ø	3	₩04		
30 s	53 s							14 s		23 s		
<b>↑</b> Ø5 ↓ Ø6								10	7	Ø8		
15 s 68 s								14 s		23 s		

0.7 WBL 0 0	WBR	NBT	NBR	SBL	
0	7		NBR	CDI	
0	7			ומט	SBT
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	10	85	4	0	33
	0	0	0	0	0
Stop	Stop	Free	Free	Free	Free
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ı)	-	-	0	-	
	0 90 2 0 Minor1 - - - 0 0 0 0 - - - - WB 8.8 A	0 - 90 90 2 2 0 11  Minor1 N - 96 6.22 3.318 0 960 0 - 0 960 WB 8.8 A	0 - 0 90 90 90 2 2 2 2 0 11 94  Minor1 Major1 - 96 0 6.22 3.318 - 0 960 - 0 0 960 960 10 -	0 - 0 - 0 - 90 90 90 90 90 2 2 2 2 2 2 0 11 94 4    Minor1 Major1 N - 96 0 0 0	0 - 0 - 0 90 90 90 90 2 2 2 2 2 2 0 11 94 4 0  Minor1 Major1 Major2 - 96 0 0 6.22 3.318 3.318 3.960 0 0 0 0 0 0 0  WB NB SB 8.8 0 0 0 A  MINOR NBRWBLn1 SBT - 960 0.012 0.012 8.8 8.8 8.8

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	1			<b>†</b>
Traffic Vol, veh/h	0	7	54	4	0	120
Future Vol, veh/h	0	7	54	4	0	120
Conflicting Peds, #/hr		0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	_	0	_	-	-	-
Veh in Median Storag	e,# 0	-	0	-	-	0
Grade, %	0	_	0	_	_	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	0	8	60	4	0	133
WWITE I IOW	U	U	00	7	U	100
Major/Minor	Minor1		Major1		//ajor2	
Conflicting Flow All	-	62	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	_	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	1003	-	-	0	-
Stage 1	0	-	_	_	0	_
Stage 2	0	_	-	_	0	_
Platoon blocked, %			_	_		_
Mov Cap-1 Maneuver		1003	_	_	_	_
Mov Cap-2 Maneuver		-	_	_	_	_
Stage 1	_	_	_	_	_	_
Stage 2	_	<u>-</u>	_	_	_	_
Olage 2	<u> </u>		_			
Approach	WB		NB		SB	
HCM Control Delay, s	8.6		0		0	
HCM LOS	Α					
Minor Lane/Major Mvi	mt	NBT	NDDV	VBLn1	SBT	
	IIIL					
Capacity (veh/h)		-	-		-	
HCM Lane V/C Ratio	\	-		0.008	-	
HCM Control Delay (s	5)	-	-	8.6	-	
HCM Lane LOS		-	-	A	-	
HCM 95th %tile Q(vel	n)	-	-	0	-	

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		٦	1		7	f)	
Traffic Vol, veh/h	17	4	24	20	4	4	7	66	6	4	23	6
Future Vol, veh/h	17	4	24	20	4	4	7	66	6	4	23	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage	e, # -	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	19	4	27	22	4	4	8	73	7	4	26	7
Major/Minor I	Minor2			Minor1			Major1		- 1	Major2		
Conflicting Flow All	135	134	30	146	134	77	33	0	0	80	0	0
Stage 1	38	38	-	93	93	-	-	-	-	-	_	-
Stage 2	97	96	_	53	41	_	_	_	_	_	_	_
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	_	_	4.12	_	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	- 1	_	_	-	_	_
Critical Hdwy Stg 2	6.12	5.52	_	6.12	5.52	_	_	_	_	_	_	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	_	_	2.218	_	_
Pot Cap-1 Maneuver	836	757	1044	823	757	984	1579	_	_	1518	_	-
Stage 1	977	863	-	914	818	-	-	_	_	-	_	_
Stage 2	910	815	-	960	861	_	-	_	_	_	-	_
Platoon blocked, %	310	310		500	301			_	_		_	_
Mov Cap-1 Maneuver	823	751	1044	793	751	984	1579	_	_	1518	_	_
Mov Cap-2 Maneuver	823	751	-	793	751	- 307		_	_	-	_	_
Stage 1	972	860	_	909	814	_	-	_	_	_	-	_
Stage 2	896	811	_	928	858	_	-	_	_	_	_	_
- Cago 2	300	3.1		323	300							
Approach	EB			WB			NB			SB		
HCM Control Delay, s	9.1			9.6			0.6			0.9		
HCM LOS	Α			3.0 A			0.0			0.0		
TOW LOO				Α								
Minor Lane/Major Mvm	nt	NBL	NBT	NRR	EBLn1V	VBI n1	SBL	SBT	SBR			
Capacity (veh/h)		1579	-	-	919	809	1518	-	-			
HCM Lane V/C Ratio		0.005	_			0.038		_				
HCM Control Delay (s)		7.3		_	9.1	9.6	7.4	_	_			
HCM Lane LOS		7.5 A	_	_	9.1 A	9.0 A	Α.4	_				
HCM 95th %tile Q(veh)	1	0		_	0.2	0.1	0	_	-			
HOW JOHN JOHN W(VEII)		U	_	_	0.2	0.1	U		_			

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		1102	4	· · · · · · · · · · · · · · · · · · ·	ሻ	4	TTDIT	ሻ	<b>1</b>	ODIT
Traffic Vol, veh/h	11	4	16	13	4	4	25	45	18	14	88	18
Future Vol, veh/h	11	4	16	13	4	4	25	45	18	14	88	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
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	12	4	18	14	4	4	28	50	20	16	98	20
Major/Minor I	Minor2			Minor1			Major1		I	Major2		
Conflicting Flow All	260	266	108	267	266	60	118	0	0	70	0	0
Stage 1	140	140	-	116	116	-	-	-	-	-	-	-
Stage 2	120	126	-	151	150	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	693	640	946	686	640	1005	1470	-	-	1531	-	-
Stage 1	863	781	-	889	800	-	-	-	-	-	-	-
Stage 2	884	792	-	851	773	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	671	621	946	654	621	1005	1470	-	-	1531	-	-
Mov Cap-2 Maneuver	671	621	-	654	621	-	-	-	-	-	-	-
Stage 1	847	773	-	872	785	-	-	-	-	-	-	-
Stage 2	858	777	-	822	765	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	9.8			10.4			2.1			0.9		
HCM LOS	Α			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1470	-	-	780	693	1531	-				
HCM Lane V/C Ratio		0.019	_		0.044		0.01	_	_			
HCM Control Delay (s)		7.5	-	-	9.8	10.4	7.4	-	_			
HCM Lane LOS		Α	-	-	A	В	Α	-	-			
HCM 95th %tile Q(veh)		0.1	-	-	0.1	0.1	0	-	-			

Intersection						
Int Delay, s/veh	1.2					
-		EDD	NDI	NDT	CDT	CDD
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	N/		ሻ	<b>^</b>	ĵ»	
Traffic Vol, veh/h	4	15	5	76	66	4
Future Vol, veh/h	4	15	5	76	66	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	-	100	-	-	-
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	17	6	84	73	4
	ſ	- 11	J	- 01	- 10	•
	Minor2		Major1		//ajor2	
Conflicting Flow All	171	75	77	0	-	0
Stage 1	75	-	-	-	-	-
Stage 2	96	-	-	-	-	-
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	819	986	1522	_	_	_
Stage 1	948	-	-	_	_	_
Stage 2	928	_	_	_	_	_
Platoon blocked, %	320			_	_	_
Mov Cap-1 Maneuver	816	986	1522	_		
	816		1322	-	-	-
Mov Cap-2 Maneuver		-	-	-		-
Stage 1	944	-	-	-	-	-
Stage 2	928	-	-		-	
Approach	EB		NB		SB	
HCM Control Delay, s	8.9		0.5		0	
HCM LOS	A		0.0			
	, ,					
Minor Lane/Major Mvm	nt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1522	-	0.0	-	-
HCM Lane V/C Ratio		0.004	-	0.022	-	-
		7.4	_	8.9	-	-
HCM Control Delay (s)		7.7				
		Α.	-	A	-	-
HCM Control Delay (s)					-	-

Intersection						
Int Delay, s/veh	1.1					
	EBL	EBR	NBL	NBT	SBT	SBR
Movement		EBK				SBK
Lane Configurations	Y	10	<b>ነ</b>	<b>†</b>	112	_
Traffic Vol, veh/h	4	10	16	86	112	5
Future Vol, veh/h	4	10	16	86	112	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	100	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage		-	-	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	18	96	124	6
Major/Minor	Minor2		Major1	N	//ajor2	
Conflicting Flow All	259	127	130	0	- najorz	0
Stage 1	127	121	-	-	_	-
Stage 2	132	_	-	-	-	-
	6.42		4.12	-		-
Critical Hdwy		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	730	923	1455	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	721	923	1455	-	-	-
Mov Cap-2 Maneuver	721	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Δ	ED		ND		00	
Approach	EB		NB		SB	
HCM Control Delay, s	9.3		1.2		0	
HCM LOS	Α					
Minor Lane/Major Mvm	nt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1455	-		-	
HCM Lane V/C Ratio		0.012		0.018	_	<u>-</u>
HCM Control Delay (s)		7.5	_	9.3	_	_
HCM Lane LOS		7.5 A	_	9.5 A	_	_
HCM 95th %tile Q(veh	١	0	-	0.1	-	-
HOW SOUT /OUR W(VEI)	)	U	-	0.1	_	-

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥		1>		*	<b>↑</b>
Traffic Vol, veh/h	8	66	122	4	22	34
Future Vol, veh/h	8	66	122	4	22	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	_	_	-	100	_
Veh in Median Storage		-	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	9	73	136	4	24	38
Million Ion			100	•		- 00
		_				
	Minor1		Major1		Major2	
Conflicting Flow All	224	138	0	0	140	0
Stage 1	138	-	-	-	-	-
Stage 2	86	-	-	-	-	-
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		-	-	2.218	-
Pot Cap-1 Maneuver	764	910	-	-	1443	-
Stage 1	889	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	751	910	-	-	1443	-
Mov Cap-2 Maneuver	751	-	-	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Ŭ						
A	\A/D		МВ		0.0	
Approach	WB		NB		SB	
HCM Control Delay, s	9.5		0		3	
HCM LOS	Α					
Minor Lane/Major Mvn	nt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-	-	890	1443	-
HCM Lane V/C Ratio		_		0.092		_
HCM Control Delay (s)		_	_	9.5	7.5	_
HCM Lane LOS		_	_	A	A	_
HCM 95th %tile Q(veh	)	-	-	0.3	0.1	-
	,					

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥	TIBIC	<b>1</b>	HOIL	ሻ	<u> </u>
Traffic Vol, veh/h	6	44	86	9	72	139
Future Vol, veh/h	6	44	86	9	72	139
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	0	-	_	-	100	-
Veh in Median Storage		_	0	_	-	0
Grade, %	0	_	0	_	_	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
	7	49	96	10	80	154
Mvmt Flow	1	49	90	10	80	154
Major/Minor I	Minor1	N	Major1	1	Major2	
Conflicting Flow All	415	101	0	0	106	0
Stage 1	101	-	_	_	-	_
Stage 2	314	_	_	_	_	_
Critical Hdwy	6.42	6.22	_	_	4.12	_
Critical Hdwy Stg 1	5.42	-	_	_	- 1	_
Critical Hdwy Stg 2	5.42	_	_	_	_	_
Follow-up Hdwy	3.518	3.318	_	<u>-</u>	2.218	_
Pot Cap-1 Maneuver	594	954	_	_	1485	
Stage 1	923	-	_	_	1400	_
	741		-	_	_	_
Stage 2	141	-	-	-	-	-
Platoon blocked, %	FC0	054	-	-	4405	-
Mov Cap-1 Maneuver	562	954	-	-	1485	-
Mov Cap-2 Maneuver	562	-	-	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	9.4		0		2.6	
HCM LOS	9.4 A		U		2.0	
I IOIVI LOG						
Minor Lane/Major Mvm	nt	NBT	NBRV	WBLn1	SBL	SBT
Capacity (veh/h)		_	-	880	1485	-
HCM Lane V/C Ratio		-	-	0.063	0.054	-
HCM Control Delay (s)		-	-	9.4	7.6	-
			_	Α	Α	-
HCM Lane LOS		-	-	$\overline{}$		
HCM Lane LOS HCM 95th %tile Q(veh)		-	-	0.2	0.2	-

# 1: Chamblee Road/E. Horton Street & Temple-Johnston Road Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	3.3	0.6	0.4	0.6	0.0	0.0	0.5

## 2: NC 96 & Temple-Johnston Road Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.0
Total Del/Veh (s)	8.1	2.0	1.2	0.5	2.4	0.2	1.0

## 3: NC 96 & Perry Curtis Road Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.3	0.0	0.0	0.1
Total Del/Veh (s)	9.4	5.3	1.3	0.7	3.4	0.5	3.0

## 4: Perry Curtis Road & Perry Ridge Court Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.8	2.5	0.4	0.0	7.3	0.4	0.5

## 5: Perry Ridge Court & Ridge Valley Way Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.6	0.1	0.0	0.0	3.5	2.5	1.6

## 6: Perry Curtis Road/Wake County Line Road & Chamblee Road Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.9	1.0	0.5	0.0	3.5	2.3	1.7

#### 7: NC 39 & Wake County Line Road Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All	
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.3	0.0	0.0	0.2	
Total Del/Veh (s)	10.3	0.0	1.9	2.1	2.1	6.2	5.2	4.0	

## 8: NC 39 & Old US 264 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.2	0.3	4.0	3.3	0.5	3.7	0.3	0.2	0.1	3.4	0.6	0.3
Total Del/Veh (s)	45.3	40.8	24.1	37.2	27.2	28.1	52.5	30.0	27.4	41.5	14.5	6.2

## 8: NC 39 & Old US 264 Performance by movement

Movement	All
Denied Del/Veh (s)	1.1
Total Del/Veh (s)	28.2

## 9: Chamblee Road & Site Drive #1 Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.2	0.4	0.0	0.0	0.4

## 10: Chamblee Road & Site Drive #2 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.9	4.2	2.5	3.8	4.6	2.9	0.3	0.3	0.0	0.2	0.2	0.0

## 10: Chamblee Road & Site Drive #2 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.5

#### 11: Chamblee Road & Site Drive #3 Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.5	0.0	0.0	0.0	0.1
Total Del/Veh (s)	3.3	2.2	0.2	0.2	0.6	0.3	0.6

#### 12: Perry Curtis Road & Site Drive #4 Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.9	3.4	0.5	0.0	0.8	0.9	1.5

#### **Total Network Performance**

Denied Del/Veh (s)	0.8
Total Del/Veh (s)	24.0

# Intersection: 1: Chamblee Road/E. Horton Street & Temple-Johnston Road

Movement	EB
Directions Served	LR
Maximum Queue (ft)	25
Average Queue (ft)	7
95th Queue (ft)	24
Link Distance (ft)	1058
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

## Intersection: 2: NC 96 & Temple-Johnston Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	30	27
Average Queue (ft)	16	4
95th Queue (ft)	34	19
Link Distance (ft)	1187	1196
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Intersection: 3: NC 96 & Perry Curtis Road

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	103	52
Average Queue (ft)	21	10
95th Queue (ft)	59	35
Link Distance (ft)	1072	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

# Intersection: 4: Perry Curtis Road & Perry Ridge Court

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	30	23
Average Queue (ft)	10	1
95th Queue (ft)	34	8
Link Distance (ft)	410	695
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

# Intersection: 5: Perry Ridge Court & Ridge Valley Way

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	9
95th Queue (ft)	31
Link Distance (ft)	998
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

## Intersection: 6: Perry Curtis Road/Wake County Line Road & Chamblee Road

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	28	66
Average Queue (ft)	3	31
95th Queue (ft)	16	49
Link Distance (ft)	2528	1499
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

# Intersection: 7: NC 39 & Wake County Line Road

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	31	91
Average Queue (ft)	6	11
95th Queue (ft)	21	47
Link Distance (ft)	2444	1184
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Intersection: 8: NC 39 & Old US 264

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	
Directions Served	L	T	R	L	Т	R	L	TR	L	TR	
Maximum Queue (ft)	11	52	42	38	124	166	250	395	136	160	
Average Queue (ft)	1	8	7	5	33	63	47	206	54	74	
95th Queue (ft)	6	28	27	19	82	139	146	372	111	136	
Link Distance (ft)		1212			1286			7962		1181	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	50		125	50		125	150		100		
Storage Blk Time (%)		0		0	5	1		18	3	3	
Queuing Penalty (veh)		0		0	9	1		10	8	3	

## Intersection: 9: Chamblee Road & Site Drive #1

Movement	WB
Directions Served	R
Maximum Queue (ft)	18
Average Queue (ft)	4
95th Queue (ft)	16
Link Distance (ft)	1010
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

# Intersection: 10: Chamblee Road & Site Drive #2

Movement	EB	WB	NB
Directions Served	LTR	LTR	L
Maximum Queue (ft)	20	35	8
Average Queue (ft)	13	10	0
95th Queue (ft)	28	24	3
Link Distance (ft)	1066	1072	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			100
Storage Blk Time (%)			
Queuing Penalty (veh)			

## Intersection: 11: Chamblee Road & Site Drive #3

Movement	EB
Directions Served	LR
Maximum Queue (ft)	16
Average Queue (ft)	8
95th Queue (ft)	20
Link Distance (ft)	972
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

## Intersection: 12: Perry Curtis Road & Site Drive #4

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	53	26
Average Queue (ft)	31	3
95th Queue (ft)	49	18
Link Distance (ft)	1021	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

## **Network Summary**

Network wide Queuing Penalty: 32

# 1: Chamblee Road/E. Horton Street & Temple-Johnston Road Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All	
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	
Total Del/Veh (s)	3.6	0.0	1.3	0.6	0.3	0.4	0.6	0.6	

## 2: NC 96 & Temple-Johnston Road Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.4	0.4	0.3
Total Del/Veh (s)	8.5	2.0	0.9	0.5	2.3	1.6	1.5

## 3: NC 96 & Perry Curtis Road Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.2	0.1	0.0	0.0	0.0
Total Del/Veh (s)	13.4	4.1	1.3	0.3	4.5	2.1	3.0

## 4: Perry Curtis Road & Perry Ridge Court Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.4	2.7	0.6	0.0	0.1	0.3	0.5

## 5: Perry Ridge Court & Ridge Valley Way Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.9	0.1	0.0	0.0	3.9	2.6	1.3

# 6: Perry Curtis Road/Wake County Line Road & Chamblee Road Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.9	1.7	1.4	0.4	4.4	0.3	2.0	1.8

#### 7: NC 39 & Wake County Line Road Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All	
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.3	0.0	0.0	0.1	
Total Del/Veh (s)	24.0	0.2	13.6	9.1	4.0	11.3	11.1	10.0	

## 8: NC 39 & Old US 264 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.6	0.5	3.6	3.9	0.4	3.8	0.1	0.1	0.0	3.2	1.0	1.2
Total Del/Veh (s)	52.2	30.9	34.8	45.2	34.4	36.9	53.5	30.1	24.9	49.0	30.7	23.0

## 8: NC 39 & Old US 264 Performance by movement

Movement	All	
Denied Del/Veh (s)	1.3	
Total Del/Veh (s)	34.4	

## 9: Chamblee Road & Site Drive #1 Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.9	0.1	0.5	0.6	0.5

## 10: Chamblee Road & Site Drive #2 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.9	6.6	3.6	5.4	4.2	2.4	0.8	0.3	0.0	0.6	0.5	0.0

## 10: Chamblee Road & Site Drive #2 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.3

#### 11: Chamblee Road & Site Drive #3 Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.8	2.6	0.6	0.3	0.7	0.5	0.6

## 12: Perry Curtis Road & Site Drive #4 Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.7	0.6	0.0	1.4	0.7	1.0

#### **Total Network Performance**

Denied Del/Veh (s)	1.0
Total Del/Veh (s)	29.9

# Intersection: 1: Chamblee Road/E. Horton Street & Temple-Johnston Road

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	28	27
Average Queue (ft)	16	4
95th Queue (ft)	33	18
Link Distance (ft)	1058	1661
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Intersection: 2: NC 96 & Temple-Johnston Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	30	71
Average Queue (ft)	18	10
95th Queue (ft)	34	41
Link Distance (ft)	1188	1189
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Intersection: 3: NC 96 & Perry Curtis Road

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	64	75
Average Queue (ft)	7	38
95th Queue (ft)	35	64
Link Distance (ft)	1068	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

# Intersection: 4: Perry Curtis Road & Perry Ridge Court

Movement	WB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	11
95th Queue (ft)	34
Link Distance (ft)	410
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

# Intersection: 5: Perry Ridge Court & Ridge Valley Way

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	6
95th Queue (ft)	27
Link Distance (ft)	998
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

## Intersection: 6: Perry Curtis Road/Wake County Line Road & Chamblee Road

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	48	18	51
Average Queue (ft)	7	1	27
95th Queue (ft)	27	6	41
Link Distance (ft)	2535	1202	1500
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

# Intersection: 7: NC 39 & Wake County Line Road

Movement	EB	NB
Movement	ED	
Directions Served	LR	LT
Maximum Queue (ft)	124	178
Average Queue (ft)	26	44
95th Queue (ft)	81	117
Link Distance (ft)	2449	1186
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Intersection: 8: NC 39 & Old US 264

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	
Directions Served	L	Т	R	L	Т	R	L	TR	L	TR	
Maximum Queue (ft)	61	134	83	55	74	106	250	382	200	523	
Average Queue (ft)	25	41	33	11	22	30	68	176	125	281	
95th Queue (ft)	56	96	75	34	63	77	178	306	223	475	
Link Distance (ft)		1212			1286			7962		1181	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	50		125	50		125	150		100		
Storage Blk Time (%)	4	8		0	6	0		11	13	26	
Queuing Penalty (veh)	9	10		1	9	0		7	86	49	

## Intersection: 9: Chamblee Road & Site Drive #1

Movement	WB
Directions Served	R
Maximum Queue (ft)	19
Average Queue (ft)	2
95th Queue (ft)	11
Link Distance (ft)	1010
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

# Intersection: 10: Chamblee Road & Site Drive #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	L
Maximum Queue (ft)	43	38	17	16
Average Queue (ft)	14	10	2	1
95th Queue (ft)	34	27	9	8
Link Distance (ft)	1066	1062		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			100	100
Storage Blk Time (%)				
Queuing Penalty (veh)				

## Intersection: 11: Chamblee Road & Site Drive #3

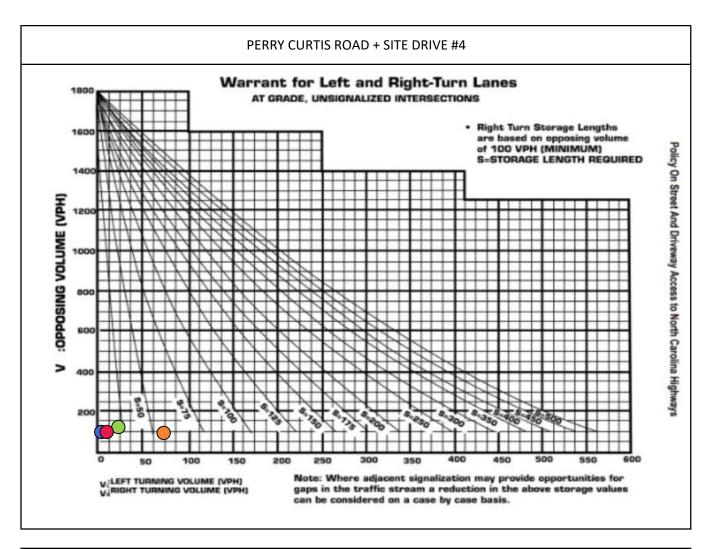
Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	16	23
Average Queue (ft)	6	1
95th Queue (ft)	19	8
Link Distance (ft)	962	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Intersection: 12: Perry Curtis Road & Site Drive #4

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	30	50
Average Queue (ft)	25	7
95th Queue (ft)	44	29
Link Distance (ft)	1022	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

## **Network Summary**

Network wide Queuing Penalty: 171



Peak Hour	Lane	Turn Lane	Turning Volume	Approach / Opposing Volume	Symbol	Length Warranted
Weekday AM	SBL	Left	22	125		N/A
Weekday PM	SBL	Left	72	95		Yes - 50'
Weekday AM	NBR	Right	3	100		N/A
Weekday PM	NBR	Right	9	100		N/A
					<u> </u>	

Chamblee Lake Zebulon, NC



# Attachment 9 PD 2023-01

#### Suburban Residential

This designation is for residential areas where suburban character is established and preserved by achieving a balance between buildings and other site improvements relative to the degree of open space maintained within the neighborhood. The openness may be found in relatively large yard areas on individual lots and between homes and/or in common green spaces or water features. This distinguishes suburban character areas from more auto-oriented areas where site coverage in the form of dwellings, driveways and other paved surfaces predominates over open space.

#### **Primary Land Use Types**

- Detached residential dwellings.
- Planned developments that integrate other housing types (e.g., attached residential such as patio homes or townhomes), with increased open space to preserve an overall suburban character.
- Golf course subdivisions.



Subdivisions around Pippin Road in north Zebulon.

#### Characteristics

- Less noticeable accommodation of the automobile compared to more intensive autooriented areas, especially where driveways are on the side of homes rather than occupying a portion of the front yard and where garages are situated to the side or rear of the dwelling.
- A larger baseline minimum lot size in a Suburban Residential zoning district allows for deeper front yards and building setbacks and greater side separation between homes.
- Character-based zoning and development standards can also discourage overly standardized subdivision designs and promote conservation design by allowing for smaller lot sizes than the baseline in exchange for greater open space set-aside. This approach enables some viable use of sites partially constrained by topography or other factors. It also provides flexibility for additional housing forms that blend with the area's suburban residential character through additional on-site open space and perimeter buffering where differing housing types and densities are adjacent.
- More opportunity for natural and/or swale drainage (and storm water retention/absorption) relative to concentrated storm water conveyance in auto-oriented areas.

#### Where on the Map

Extensive coverage on the map, surrounding much of the core area of Zebulon in most directions, and all the way to the edge of the larger planning area in some locations.



#### **Key Planning Issues and Considerations**

Through the Zebulon Today and Plan Direction phases of the comprehensive planning effort, a set of **10 Plan Priorities** was identified based on input from the Town's Board of Commissioners, Planning Board, other community stakeholders, the results of varied public engagement activities, and Town staff and the consultant team. Six of the 10 strategic items are most relevant to the Housing and Neighborhoods portion of the CLUP:

- Connect, connect the Zebulon community in all ways.
- Fortify a resilient economic (and tax) base.
- Secure new and renewed partnerships.
- Protect and reinforce community character.
- Build community ONE community.
- Think BIG but share costs wisely.

#### Framework for Action

This Framework for Action section builds off of the Plan Priorities highlighted above. The actions below involve tangible steps that will, in the long run, lead to achievement of the goals in this Housing and Neighborhoods section in line with the plan's Guiding Principles.

#### **Goals for Housing and Neighborhoods**

- 1. A quantity and diversity of housing options that makes living in Zebulon attainable for a wide range of age groups and income levels.
- **2.** Appealing housing and neighborhood choices for families drawn by Zebulon's employment opportunities, small town charm, recreational assets and other amenities.
- 3. Neighborhoods that are safe and comfortable for all residents.
- **4.** Preserved and enhanced integrity and value of existing neighborhoods, and quality design of newer residential areas to ensure their livability and long-term sustainability.

Suburban Residential character of an existing in-town neighborhood along W. Franklin Street, near Whitley Park.





#### Policies for Housing and Neighborhoods

In making decisions that involve public resource allocation, regulatory matters and physical improvements, among others, Zebulon will:

- A. Continue to apply development regulations and standards which ensure that new and redeveloped residential properties are compatible with the character of their surrounding area.
- B. Maintain a regulatory framework that encourages an array of residential options through new development, redevelopment, adaptive re-use of structures and maintenance of existing housing stock to respond to the need for varied housing types, sizes and price points that are attainable for prospective owners and renters at all levels of income.



- C. In cooperation with public and private partners, consider the entire spectrum of tools for assisting people in attaining their ownership or rental goals and methods for spurring and guiding the supply side of the market to pursue projects that will address local needs.
- D. Evaluate and improve any permitting processes that could hinder desired and compatible housing construction, renovation and preservation within the Town's jurisdiction.
- E. Continue to promote developments that mix rather than isolate varied housing types, with common amenities to be enjoyed by all residents.
- F. Support development of assisted living and higher-level care facilities and other residential options intended specifically for those hoping to age in place rather than leave Zebulon during life transitions.
- **G.** Encourage mixed-use development proposals that include a residential component, especially where this will support retail viability and transit ridership, place residents near education and local employment options, and provide living options for seniors and others close to transit, parks and shopping, medical and other services.
- H. Promote quality design of residential developments near greenways, parks, trails and preserved open spaces that capitalizes on this proximity.
- Support the ongoing appeal of Zebulon's neighborhoods through effective code compliance and by using public investments in streets, sidewalks, infrastructure, parks and trails, and pedestrian/bicycle safety measures,

along with routine maintenance practices for all of the above.

Attached housing option in the Wakelon Townhomes development along Pearces Road.

Importance of the interface between natural areas and suburban development as in the Shepards Park development along Old Bunn Road.



# Attachment 10 PD 2023-01

#### Expressways

These roadways represent a multi-lane divided facility with a high level of access control (interchanges, limited at-grade intersections, right-in/right-out access, and no traffic signals). Design Classification: Arterial.

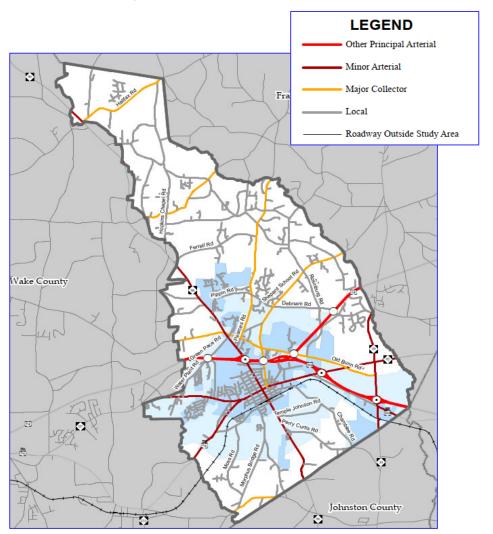
#### **Boulevards**

These roadways represent a typically divided facility with moderate access control (at-grade intersections, right-in/right-out access, and traffic signals at major intersections). Design classification: Arterial or Collector.

#### Thoroughfares (Major and Minor)

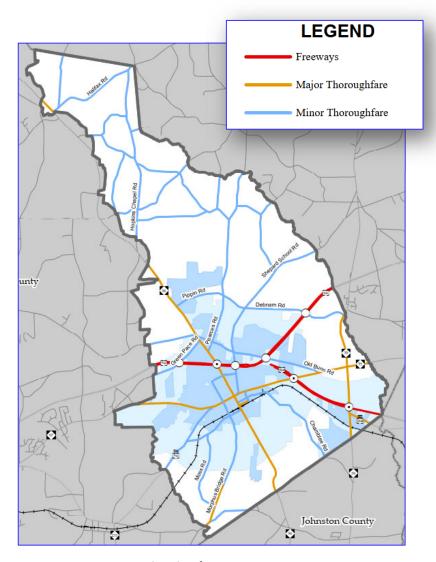
These roadways are a minimum of 2 lanes and have no medians. This includes all facilities with a two-way left-turn lane. These facilities typically have low access control (at-grade intersections, access to development, and traffic signals at major and some minor intersections). Design Classification: Collector or Local.

Refer to Map 6 for the Federal Functional Classification of roadways within the study. Map 7 depicts the NCDOT CTP facility classifications.





Map 6: Federal Functional Classifications



Map 7: NCDOT CTP Facility Classifications

The Zebulon UDO defines the Street Classifications for Interstate, Principal Arterial, Minor Arterial, Major Collector, Minor Collector, Local, Cul-de-Sac, and Alley in Section 6.10.2.

# **Existing Conditions**

### **Capacity Analysis**

Roadway segments were analyzed using the methodology outlined in the 2010 Highway Capacity Manual (HCM) published by the Transportation Research Board.

The HCM defines capacity as "the maximum hourly rate at which persons or vehicles can reasonably be expected to traverse a point or uniform section of a lane or roadway during a given time period under prevailing roadway, traffic, and control conditions." Level of service (LOS) is a term used to represent different driving conditions and is defined as a "qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers." Level of service varies from Level "A" representing free flow, to Level "F" where breakdown conditions are evident. Refer to Table 3 for HCM levels of service and related average daily traffic (ADT) volume. Although roadway capacity is typically associated with an hourly traffic

