Town Board Meeting
March 3, 2026 – 6:30 PM
502 Southtown Circle, Rolesville, NC 27571

Agenda

1. Call to Order

2. Invocation led by Reverend Steve Davis (Retired)

3. Pledge of Allegiance

4. Proclamations: Women's History Month and Vietnam Veterans' Day

5. Consider Approval of the Agenda

6. Consider Approval of the Consent Agenda
   6.a. Minutes: February 3, 2026, and February 17, 2026
   6.b. Town Code 113.5 Alcoholic Beverages Provision Waived For Town Events
   6.c. Town Code 113.5 Alcoholic Beverages Provision Waived For The Chamber Mingle on Main Events
   6.d. FY25-26 Audit Contract

7. Public Invited to be Heard
   Individuals wishing to speak during the Public Invited to be Heard proceedings are encouraged to be prepared, and individuals will be limited to three (3) minutes. Written comments are welcome and should be given to the Town Clerk before the start of the meeting.

8. Town Board Liaison Reports

9. Communication from Town Staff
   9.a. Eric Marsh, Town Manager
   9.b. Amy Stevens, Finance Director
   9.c. Chandra Wright, Human Resources Director

10. Business

11. Legislative Hearings
    11.a. Continued Legislative Hearing – REZ-25-05/ANX-25-03 – Scarboro Village
    Stephen Wensman, Planning Director
    11.b. Legislative Hearing - CPA-26-01 – Collector Roadway Network
    Stephen Wensman, Planning Director
    11.c. Continued Legislative Hearing – REZ-24-05/Atticus Woods – Wait Avenue
    Stephen Wensman, Planning Director

12. Communications
    12.a. Dave Neill, Town Attorney
    12.b. Town Board

13. Adjourn

The Town of Rolesville will make reasonable accommodations for access to Town services, programs, and activities and will make special communication arrangements for persons with disabilities. Please call (919) 556-3506 by noon on the Thursday prior to the meeting to make arrangements.

Proclamation of the Town of Rolesville
Women's History Month 2026

WHEREAS, Women of every race, class, and ethnic background have made historic contributions to the growth and strength of the Town of Rolesville in countless recorded and unrecorded ways;

WHEREAS, Women have played and continue to play a critical economic, cultural, and social role in every sphere of life in the Town of Rolesville by constituting a significant portion of the labor force working inside and outside of the home;

WHEREAS, Women have played a unique role throughout the history of Rolesville by providing the majority of the volunteer labor force of the Town;

WHEREAS, Women were particularly important in the establishment of early charitable, philanthropic, and cultural institutions in the Town of Rolesville;

WHEREAS, Women of every race, class, and ethnic background served as early leaders in the forefront of every major progressive social change movement;

WHEREAS, Women have served our country courageously in the military;

WHEREAS, Women have been leaders, not only in securing their own rights of suffrage and equal opportunity, but also in the abolitionist movement, the emancipation movement, the industrial labor movement, the civil rights movement, and other movements, especially the peace movement, which creates a fair and just society for all; and

NOW, THEREFORE, the Rolesville Board of Commissioners do hereby proclaim March 2026 as **"Women's History Month"** in the Town of Rolesville and commend its observance to all citizens.

IN WITNESS WHEREOF, I have set my signature and the seal of the Town of Rolesville, on this 3rd day of March 2026

ATTEST: _____ Ronnie I. Currin, Mayor

_____
Christy Frazier, Town Clerk

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Proclamation of the Town of Rolesville
Vietnam Veterans Day 2026

WHEREAS, we honor the more than 3 million Americans who served in the Vietnam War and pay tribute to those who lost their lives due to the conflict, and we reaffirm our dedication to showing a generation of veterans the respect and support of a grateful nation, and

WHEREAS, Americans from every corner of our nation reported for duty during the Vietnam War, and we are grateful for their services and their sacrifices; and

WHEREAS, thousands of service members returned home from the conflict, burdened by visible scars as well as the invisible wounds of post-traumatic stress and Agent Orange exposure, and

WHEREAS, we bear witness to the more than 58,000 names etched into two faces of black granite in our nation's capital, a lasting memorial to those who bore conflict's greatest cost; and

WHEREAS, today we reaffirm one of our most fundamental obligations - to show all who have worn the uniform of the United States the respect and dignity they deserve and to honor their sacrifice by serving them as well as they served us; and

WHEREAS, the Town of Rolesville and the North Carolina Department of Military and Veterans Affairs are grateful for the strength and service of our Vietnam veterans, and we honor their proud legacy with our deepest appreciation;

NOW, THEREFORE, the Rolesville Board of Commissioners does hereby proclaim March 29, 2026, as **"Vietnam Veterans Day"** in the Town of Rolesville and commend its observance to all citizens.

IN WITNESS WHEREOF, I have set my signature and the seal of the Town of Rolesville, on this 3rd day of March 2026

_____
Ronnie I. Currin, Mayor

ATTEST:

_____
Christy Frazier, Town Clerk

Board of Commissioners
Regular Business Meeting
February 3, 2026 – 6:30 PM
502 Southtown Circle, Rolesville, NC 27571

MINUTES

Present: Mayor Ronnie Currin
Mayor Pro Tem Dan Alston
Commissioner April Sneed
Commissioner Lenwood Long
Commissioner Michael Paul
Commissioner Jenn Bernat
Town Attorney Dave Neill
Town Manager Eric Marsh
Town Clerk Christy Frazier
Police Chief David Simmons
Assistant Planning Director Michael Elebarger

1. Call to Order

The Mayor called to order the Rolesville Board of Commissioners Business Meeting on February 3, 2026, at 6:30 pm. He thanked everyone for attending despite the weather.

2. Invocation & Pledge of Allegiance

Reverend Tony Davis from Living Stones Family Church led the invocation. The Mayor asked everyone to stand and remain standing for the Pledge of Allegiance. Following the prayer, the Mayor thanked Reverend Davis for leading it and noted that his church, Living Stones Family Church, is located on South Main Street.

3. Proclamation – Black History Month

The Mayor read a proclamation for Black History Month, noting that it was formally adopted in 1976 to honor, recognize, and affirm the importance of black history throughout American experience. The proclamation highlighted the significant and enduring role of African Americans in United States history and designated February 2026 as Black History Month in Rolesville.

Commissioner Long thanked the Mayor and stated that this was a great opportunity for the community to continue to push for unity and to have conversations about what's important to the community, particularly diversity.

Mayor Pro Tem Alston added some local history, noting that just outside Rolesville is the historically black community of Jonesville, where families established homes, businesses, and a strong support network during the Jim Crow era. He mentioned that shortly after the Civil War, New Bethel Baptist Church was founded and has served as a spiritual and social heartbeat of black residents in the Little River and Rolesville area for more than 158 years.

4. Consider Approval of the Agenda

The Mayor presented the agenda and noted that the board requested one change: moving legislative hearing item 10.D to the March 3rd board meeting.

> **Mayor Pro Tem Alston moved to approve the agenda, removed item 10.D, and moved it to their next business board meeting on March 3rd. The motion was seconded by Commissioner Long. The motion was approved unanimously.**

5. Consider Approval of the Consent Agenda

The Mayor reviewed the items on the consent agenda, which included:

- Resolution regarding the financial policy
- Resolution regarding the purchasing policy update
- FY 2025-2026 budget amendment
- Capital project amendment ordinance
- Amendment to the 2026 Board of Commissioners calendar
- Approval of minutes for January 6, January 13, and January 20, 2026

> **The motion to approve the consent agenda was made by Commissioner Paul and seconded by Commissioner Long. The motion was approved unanimously.**

6. Public Invited to be Heard

Mr. George Garcia of 524 Averette Road spoke about the stake being taken north of his property to extend Jones Dairy, which would go all the way to 401 as a four-lane road. He mentioned hearing from CAMPO about a planned four-lane enhancement on Averette Road. He expressed concerns about the increasing number of cars and new development applications.

7. Town Board Liaison Reports

Commissioner Michael Paul - Senior Center Report

Commissioner Paul reported that one of his priorities since joining the board had been establishing a dedicated senior center for the town. He announced that the town is officially committed to creating a senior center, with the community center next door serving as its home. Beginning in spring, the community center will be dedicated to senior programming and events Monday through Friday from 8 a.m. to 5 p.m. The Senior Network will also host several of its 2026 events at the senior center.

He noted that Parks and Recreation Director June Green is actively expanding programming for the senior community, with a full calendar being developed and shared soon. A survey will be sent out later that week to gather residents' input on desired events and programs, with responses due by February 25th. The goal is to

offer a full schedule of engaging activities that entertain, educate, and strengthen the community.

Mayor Pro Tem Alston - Veterans Report

Mayor Pro Tem Alston reported that on January 23rd, Town Hall hosted a flag-folding ceremony for fallen Marine Corporal Swiger, conducted by the United States Marine Corps from Quantico. He described it as an old tradition that reflects the nation's gratitude and respect for Corporal Swiger's service and sacrifice.

He shared information about several opportunities for veterans and their families:

- The Joel Fund is hosting "Deploy Operation Art," a creative program for military-affiliated individuals on February 13th at the Wake County Veterans Service Office and February 24th at the National Guard Armory
- The Greater Triangle Veterans Military and Family Alliance will meet on February 10th at their Wake Forest location and via Zoom
- American Legion Post 1 will host a Super Bowl gathering on February 8th at their location on Sawmill Road in Raleigh
- CJ Jones has opened a new location for Pride Boxing and Fitness in Garner, with classes being held on Wednesdays and Saturdays

He also reported that the Board of Adjustments convened its first meeting in nearly 18 months, during which they conducted an election of officers, received staff introductions, and participated in board training. Melissa Elliott remains chair, and Jerry Wuchick is vice chair, with members Mark Kamosky, Tracy Goss, and Daniel Fox. The board plans to meet monthly to maintain continuity and uphold due-process standards, while operating under a high level of scrutiny given its quasi-judicial role.

Commissioner April Sneed - Parks and Recreation Report

Commissioner Sneed reported on the first Parks and Recreation meeting she attended as the new liaison on January 28th. She noted they elected a new chair and vice chair, with the vice chair stepping up to the chair position each year.

She shared updates from Parks and Recreation Director June Green:

- Baseball and soccer signups are open, with some teams already full
- A softball team that has played outside Rolesville for years is returning to play in Rolesville
- Basketball tournaments will be pushed back due to school closures from the snow
- 225 non-perishable meals were distributed
- A trip to Tanger Outlet Mall in Mebane is scheduled for seniors
- The department is finalizing a $400,000 HUD grant to revitalize Main Street Park with security cameras, internet, and playground equipment
- The farm design is to be selected in February
- There is an upcoming meeting with Wake County Tourism regarding a grant
- Four staff members attended a conference in Charleston, where they learned a lot and made valuable connections

- Eddie has been recertified as a playground inspector
- A tree board webpage is being developed where people can submit landmark trees
- An Arbor Day event is planned for April

Commissioner Lenwood Long - Planning Board Report

Commissioner Long reported that there was no new update, as the Planning Board meeting scheduled for January 26th was canceled. However, he provided information about a new software system called GovWell that the planning department began using effective September 15, 2025. The software will help accelerate, track, and streamline development review services.

He explained that for the first month, submittal dates will remain the same unless the first falls on a weekend, in which case the submission deadline moves to the first Monday. Projects can now be submitted online via the new GovWell application site rather than by email to planning@rolesvillenc.gov

Commissioner Jenn Bernat - Public Safety Report

Commissioner Bernat reported that she had nothing to report at the moment, as they had not yet met. She mentioned that with the transition of a new fire chief, the first quarterly meeting had not yet been scheduled.

8. Communication from Town Staff

Town Manager Eric Marsh noted that there would be no presentations that night. Instead of presentations, the new fire chief and police chief had prepared presentations and attached memos that provided context, which were included in the agenda packet for the board and community to read. He indicated there were no major updates, just routine updates and statistics. The Mayor noted that board members should reach out to the chiefs if they have any questions about the information in the package.

9. Legislative Hearings

Legislative Hearing – REZ-25-03, Rezoning Map Amendment – 625 Averette Rd

Michael Elabarger, Assistant Planning Director, presented information on the rezoning case for 625 Averette Road. He stated it was a 12.2-acre portion of an approximately 16-acre tract. The current zoning is residential and planned unit development (an old district that only exists under the former unified development ordinance). The property is part of a large, old rezoning known as Averette Farms (MA 07-07). For more information, visit https://www.rolesvillenc.gov/project/Averette-farms.

The proposed zoning is to a Residential High Conditional Zoning district (RHCZ), with the proposed use being single-family attached housing. Mr. Elabarger showed an old image from the Averette Farms rezoning, indicating the approximate location of the property and noting that certain areas had been identified for commercial uses to support the residential uses in the larger project.

Ken Edwards, representing the applicants, stated that he was a member of the Wake County Bar Association and introduced David Peoples and Steve Maco, the applicants' representatives. He requested the board's support for two motions: to find that the rezoning is consistent with the comprehensive plan, and to approve a statement of consistency.

Mr. Edwards stated that the subject property is identified as a mixed residential community in the comprehensive plan, which is characterized by single-family development. He noted that the category aims to provide diverse residential opportunities, amenities, and connectivity. He mentioned that the planning board and staff had determined the proposed rezoning meets these criteria.

He explained that the applicant had imposed three conditions:

- Development in accordance with the concept plan
- Limiting density to 5.9 units per acre (a 35% decrease from the 9 units per acre that would be allowable under the new zoning)
- Providing a separate 2-acre park to be administered by the Town of Rolesville for use by residents

Commissioner Paul asked about the watershed issues on the property and how the developer proposed to address them. David Peoples explained that the watershed issue is primarily on the east side of the site, and they plan to grade out of the watershed, directing water to exit the site to the south and west, primarily to the south. He noted this approach is similar to what was done in Elizabeth Springs.

Commissioner Paul asked about potential adverse impacts on adjoining property owners from this water diversion. Mr. Peoples explained that Wake County requirements mandate that post-development water flow cannot exceed pre-development flow, and that detention systems are used to modulate water runoff. He stated that this would prevent adverse conditions for neighboring properties.

Mayor Pro Tem Alston asked if the developer had consulted with the NC Department of Environmental Quality about this issue. Mr. Peoples responded that they haven't gotten that far yet, noting that they would have those conversations during the preliminary plat and construction drawing review process once engineering work is complete.

Commissioner Sneed asked why the land should not retain its commercial component, given that Rolesville needs commercial development. Mr. Peoples agreed that commercial development would be desirable but explained that the Little River Watershed explicitly prohibits it. When Commissioner Sneed noted that they plan to regrade out of the watershed, Mr. Peoples explained that the limited frontage on Jones Dairy and other constraints would make commercial development impractical on the site.

Commissioner Long asked about the potential granite blasting and its impact on the watershed and neighboring residents. Mr. Peoples explained that while granite is prevalent in the area, they don't expect to encounter rock that would require blasting because they will be grading up and bringing in fill material.

Commissioner Paul questioned the traffic impact, noting that the developer's trip generation numbers (498 daily trips) fell just under the 500-trip threshold that would

require a traffic study. He expressed concern about adding more traffic to already congested roads built for a much smaller population. Mr. Peoples acknowledged the traffic concerns but suggested that the impact of this project would not be substantial enough to make a significant difference.

Commissioner Bernat questioned how 72 townhomes would generate only 32 peak-hour trips in the morning and 39 in the evening, noting that this seemed unrealistically low given that there could be over 100 cars from the development. Mr. Peoples explained that they used a sanctioned program with regulated formulas to calculate these figures.

Mayor Pro Tem Alston asked about the proposed park and its accessibility. Mr. Peoples explained that town staff had requested dedication of land for a pocket park in the northwest corner of the property. While the internal logistics hadn't been worked out yet, they planned to have trails along both the Jones Dairy and Averette frontages.

Several residents spoke during the public hearing:

- Betty Freeman of 524 Averette Road expressed concerns about watershed issues, stating that water on the property drains to the north, not the south, as claimed. She also raised significant concerns about traffic on Averette Road and predicted future accidents at the Jones Dairy and Averette Road intersection due to speeding vehicles.
- Sandra Bledsoe of 609 Averette Road voiced concerns about water runoff, questioning what would happen if the detention system didn't work as planned after the development was completed. She also mentioned issues with granite in the area and severe traffic congestion, noting difficulties getting out of her driveway. She worried about how HOA might affect her rural lifestyle, including her ability to keep chickens on her property.
- John Hugh Davis of 1608 Jones Dairy Road, who lives across from the proposed development, expressed concerns about water runoff affecting his property, which he said was once a swamp that he had worked to drain. He worried about chemicals, fertilizers, and salt from the development running onto his property and causing flooding. He also mentioned that rezoning from commercial to residential would affect the future potential value of his own property.

After deliberation, the board expressed concerns about stormwater management, traffic issues, and the loss of potential commercial development.

> **Mayor Pro Tem Alston moved to deny the rezoning request REZ-25-03 (625 Averette Road) due to inconsistencies with Rolesville's Comprehensive Plan, including concerns about stormwater, traffic, and the need for commercial rather than residential use. The motion was seconded by Commissioner Paul. The motion was approved unanimously.**

Legislative Hearing – TA-25-10 - Land Development Ordinance Text Amendment (Building Separation)

Michael Elabarger presented information on a text amendment initiated by Dave Gorman with Lock 7 Development to amend LDO table 3.1.1 regarding townhome building separation requirements. The request was to reduce the townhome building

separation requirements, but only for 3-unit and 2-unit townhome buildings or structures.

Mr. Elabarger noted that in August 2024, the board had adopted another applicant-initiated text amendment for age-restricted townhomes, which decreased building separation and setback requirements for 2-unit structures. The current request was similar but not limited to age-restricted housing.

He explained that the LDO currently limits the number of dwelling units per building to 8. The proposed amendment would allow a minimum 10-foot separation between structures of 3 units or less, with a special standard requiring that 2- or 3-unit buildings adjacent to 4-unit or greater townhome buildings continue to follow the existing 30-foot building separation.

Gabe Cunningham, representing Lock 7 Development, explained that the text amendment proposes reducing the side setback minimums for 2- and 3-unit attached residences from 30 feet to 10 feet. He stated that this would add flexibility to townhome development, create more walkable, cohesive neighborhoods, and support the goals of the 2050 comprehensive plan by promoting more diverse, attainable housing.

Mr. Cunningham noted that neighboring municipalities, such as Wake Forest and Knightdale, have similar setbacks for comparable products. He stated they had been working with staff and the planning board since late last year to refine the language.

Commissioner Paul asked about the purpose of narrowing the separation from 30 to 10 feet. Mr. Cunningham explained that it was for development efficiency and to create a more diverse product, noting that reducing land costs could make housing more attainable. When pressed about price points, Mr. Cunningham indicated they would likely fall between current townhome market rates and single-family home prices.

Commissioner Sneed asked for clarification on "more attainable housing" and how many units could fit on an acre with the reduced separation. Mr. Cunningham explained it would create another housing option not currently available in Rolesville, including wider units that could accommodate first-floor master bedrooms to appeal to seniors. He noted the 3-unit option provides flexibility for irregularly shaped properties.

The Planning Board reviewed the amendment at its December 15th meeting and recommended approval. Staff found the proposal consistent with the comprehensive plan and the housing attainability plan.

> **Commissioner Sneed moved to approve TA-25.10, the LDO text amendment to table 3.1.3, to reduce townhome building separation requirements, as it is consistent with the comprehensive plan and promotes the diversity of housing called for by the Comp Plan. The motion was seconded by Commissioner Bernat. The motion was approved unanimously.**
>
> **Commissioner Sneed moved to adopt the statement of consistency and reasonableness for TA-25.10, as it is consistent with Rolesville's comprehensive plan, supporting the plan's land use and housing focus**

area, and is therefore reasonable. The motion was seconded by Mayor Pro Tem Alston. The motion was approved unanimously.

Mayor Currin requested a recess at 8:20 pm and reconvened at 8:30 pm.

Legislative Hearing – TA-25-11 - Land Development Ordinance Text Amendment (Buffer yards)

Michael Elabarger presented information on another applicant-initiated text amendment submitted by Dave Gorman of Lock 7 Development. This amendment requested modifications to require perimeter buffers, specifically to eliminate walls within buffers between residential developments.

Mr. Elabarger explained that there are currently four different types of perimeter buffer yards in the LDO (Type 1 through Type 4), with varying requirements for width, fencing/walls, and plantings. The proposed amendment would create options called Type 2L and Type 3L, which would denote landscape materials only with no fence required. These modified buffers would include at least 25% more landscape materials than the standard Type 2 or Type 3 buffers. They require at least one evergreen tree per 100 linear feet, with at least 35% of plant materials being evergreen to provide some opacity in place of the fence.

Gabe Cunningham explained that the current walls and fences are intended for high-intensity transitions, but walls between residential districts can be visually intrusive and hinder neighborhood connectivity. He stated that the proposed landscape buffers would provide screening while supporting healthier site conditions, better environmental outcomes, and a more connected, walkable community, as envisioned in the 2050 Comprehensive Plan.

Board members discussed concerns about the potential loss of perceived privacy for existing residents without the fence requirement. They questioned the opacity of plants versus fences and whether neighboring municipalities have similar requirements. Town Attorney Dave Neill clarified that many communities have fence requirements. Still, some more sophisticated communities offer menu options that allow narrowing buffers with additional elements such as walls, berms, or plantings.

The board also discussed the issue of redundant fencing that can arise when two adjacent developments both install perimeter fences, creating, as Mayor Pro Tem Alston called it, a "deer path" between them. Mr. Neill noted that this was an unintended consequence of the current LDO and that it needs to be addressed.

After considerable discussion about opacity levels and the need for more specific standards for evergreen plantings, the board decided to continue the hearing to allow staff time to gather more information.

Commissioner Long moved to continue TA-25-11 - LDO text amendments to require perimeter buffers to a future Town Board of Commissioners meeting of March 17, 2026. The motion was seconded by Commissioner Bernat. The motion was approved unanimously.

Hearings end at 9:16 PM.

10. Communications

Town Attorney

Town Attorney Dave Neill suggested that the board consider taking up legislative hearings in a single motion rather than having separate votes for approval and consistency statements. He noted that while the original intent of having two separate votes was to allow for different reasoning among board members, this had not been an issue during his time with the town. The board agreed to try the streamlined approach, with the option of returning to the old method if needed.

Town Manager

Town Manager Eric Marsh reported that several residents from the Barrington community had reached out with questions and concerns about living near the future WakeMed campus. He stated that WakeMed has agreed to hold another community meeting to address these concerns, which primarily involve light, sirens, sound, and light pollution.

Mr. Marsh clarified that there may be misconceptions about the type of medical facility and associated impacts, noting that severe trauma cases would be directed to larger hospitals rather than this facility. He indicated that EMS has agreed to give a separate presentation on how their call prioritization will be shifting.

Mr. Marsh also mentioned that he would be participating in a Leadership North Carolina fellowship in New Bern the following week, focusing on economic development. He noted that the previous month's immersive learning experience had centered on racial equity.

11. Adjourn

Mayor Pro Tem Alston moved to adjourn. The motion was seconded by Commissioner Bernat. The motion was approved unanimously at 9:28 pm.

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Board of Commissioners

Work Session

February 17, 2026

6:30 PM

MINUTES

Present:	Mayor Ronnie Currin	Town Attorney Dave Neill
	Mayor Pro Tem Dan Alston	Town Manager Eric Marsh
	Commissioner April Sneed	Town Clerk Christy Frazier
	Commissioner Lenwood Long	Police Captain Richard Haynes
	Commissioner Michael Paul	Planning Director Stephen Wensman
	Commissioner Jenn Bernat	Economic Dev. Manager Mical McFarland

1. Call to Order

The Mayor called the Rolesville Board of Commissioners work session to order at 6:30 PM on February 17, 2026. The meeting proceeded directly with the first agenda item: Downtown Overlay District Proposal.

2. Downtown Overlay District Proposal – Sheilah Sutton, President of Rolesville Downtown Development Association (RDDA)

Sheilah Sutton, President of the Rolesville Downtown Development Association, presented a proposal to create a downtown overlay district. She explained that the overlay would be a zoning tool layered over existing zoning to ensure development aligns with the town's comprehensive plan, focusing on architectural design standards, building placement, street activation, density, walkability, and commercial frontage.

Ms. Sutton emphasized the importance of intentional planning to protect Rolesville's limited downtown land, ensure consistency for developers, and implement the vision outlined in the town's plans. She presented examples of towns that have successfully implemented similar strategies, including Wake Forest and Knightdale.

Key points from Ms. Sutton's presentation included:

- The overlay would help create a walkable, vibrant downtown with mixed-use development and activated street frontage
- Higher density in properly designed areas can mitigate traffic issues through internal trip capture
- Commercial frontage on Main Street should be prioritized to expand the commercial tax base
- The downtown overlay should work in coordination with the existing Town Center district

Commissioner Long asked for clarification on "guiding growth" and the types of businesses and living areas under consideration. Commissioner Alston inquired about the implementation timeline and opportunities for public input, to which Ms. Sutton responded that, while timing would depend on staff resources, she hoped it could be enacted in 2026 with public involvement throughout the process.

Commissioner Sneed expressed support for the plan's walkability aspects. Commissioner Paul noted that downtown areas like White Street in Wake Forest and downtown Franklinton thrive without residential components directly on the main streets, emphasizing the need to consider traffic impacts.

Commissioner Bernat supported architectural standards for Main Street, noting that Rolesville lost its historic buildings at the turn of the century and would benefit from a unique architectural standard.

Mayor directed staff to come back to the Board with a text amendment recommendation for a downtown overlay district. Town Manager Marsh confirmed that a recommendation could be presented by the end of the calendar year, with plans to gather public input through an open house process.

3. Comprehensive Plan 2050 – Stephen Wensman, Planning Director

Planning Director Stephen Wensman presented the Future Land Use Map (FLUM) from the Rolesville 2050 comprehensive plan, which was adopted in late 2023. Town Manager Marsh provided background on the plan's development, which included public engagement through surveys, focus groups, and workshop sessions.

The discussion centered on ensuring commercial frontage along Main Street and other major corridors. Mayor and commissioners expressed concerns about apartments and townhomes dominating commercial spaces, particularly on Main Street.

Commissioner Paul noted inconsistencies in the comprehensive plan, highlighting the imbalance in the town's property tax base (92% residential, 8% commercial) and the need for more commercial development. He expressed concern that portions of the plan seem to promote higher-density residential on Main Street.

Commissioner Long emphasized that traffic should not be used as a reason to stop growth, stating, "We're going to have commercial if you have commercial. You're going to drive; people are going to drive along the street still."

Commissioner Sneed shared insights from conversations with developers who indicated that density is necessary to support businesses. She noted that both

Wallbrook and Cobblestone had to add residential components to make their commercial elements viable.

Commissioner Bernat expressed concern about losing limited Main Street frontage to residential development, particularly with the Scarborough property, saying, "If we lose that frontage, if we lose that space to townhomes, we're not getting that back."

Planning Director Wensman highlighted the need for workforce housing to support commercial development, noting that many retail workers may not be able to afford single-family homes in the community.

Town Manager Marsh asked the Board to provide feedback on specific areas they would like designated as commercial on the FLUM. The Board agreed to submit their recommendations within two weeks, with staff to bring back proposed amendments to the comprehensive plan.

4. Continued Hearing - REZ-25-05/ANX-25-03 - Scarboro Village - Stephen Wensman, Planning Director

Planning Director Wensman noted that this rezoning case was continued from a previous meeting to address traffic concerns. He explained that six new conditions were added to the application, along with an updated concept site plan.

Worth Mills, with Longleaf Law Partners representing the rezoning applicant, presented an updated proposal to rezone approximately 13 acres, with the portion closest to Main Street designated as general commercial conditional zoning and the remaining 11.4 acres designated as residential high-density conditional zoning for 63 townhomes.

Mr. Mills detailed the additional conditions, including:

- An expanded list of prohibited uses for the commercial portion
- A maximum building height of 2 stories and 30 feet
- Maximum development limit of 16,000 square feet total
- No individual floor exceeding 10,000 square feet
- 60% of street-facing building façades to be composed of brick or stone
- No vehicular parking areas between buildings and South Main Street
- A left-hand turn lane from the collector street onto South Main Street
- Requirement for a traffic impact analysis for any site development plan on the commercial parcel

Matthew Peach with Stantec Consulting Services presented traffic distribution information, explaining that the 63 townhomes would generate 27 AM peak-hour trips and 34 PM peak-hour trips, with traffic dispersing through the new street network and adjacent roads.

Board members raised concerns about ensuring commercial development would occur alongside residential development. Peter Cross with KDM Development explained that, while they intended to move forward with both commercial and residential development concurrently, they could not commit to specific phasing due to the project's small size and financing considerations.

After discussion, Worth Mills agreed to a condition that would tie vertical construction in commercial development to the issuance of the last certificate of occupancy for the townhome development.

The Board also requested the removal of lodge/private club, minor utility, minor transportation installation, and preserved open space from the list of permitted uses for the commercial portion.

> **Motion by Commissioner Sneed, seconded by Mayor Pro Tem Alston, to continue the hearing to the next meeting on March 3rd, limiting discussion, but will include an update of the conditions. Motion Passed unanimously.**

Mayor Currin requested a recess at 8:35 pm, and the meeting reconvened at 8:45 pm.

5. Economic Development Incentives Discussion – Mical McFarland, Economic Development Manager & Dave Neill, Town Attorney

Mical McFarland provided an educational overview of economic development incentives in North Carolina, explaining that these tools are intended to attract commercial development that hasn't yet reached Rolesville. He distinguished this from the development review process businesses go through after deciding to locate in Rolesville.

Mical McFarland explained that the North Carolina constitution prohibits state and local governments from giving money to private enterprises unless it's in exchange for public service. He referenced the 1996 Maready v. City of Winston-Salem case, which established that local government incentives for private companies serve a public purpose by creating jobs and increasing the tax base.

Key points about incentives included:

- They must serve a public purpose, primarily through job creation and enhancing the tax base
- Procedural requirements include determining that the incentive is necessary for the project, having a written agreement, holding a public hearing, and ensuring cash grants are performance-based
- Types of incentives can include land assembly, infrastructure investments, site preparation, and cash incentives

Mical McFarland noted that Rolesville's current incentive policy, approved in 2012, is well-written but could use updating. The policy includes a benchmark of 1% of development value for calculating incentives.

Town Attorney Neill emphasized that Rolesville's policy aligns with best practices by not providing incentives for commercial services serving residents or for residential development. He also highlighted the importance of infrastructure investment as a traditional form of incentive that benefits the community even if a project fails.

Mayor expressed concern about towns using incentives for shopping centers and retail commercial, noting, "Once you start, you can't stop it." He indicated a

preference for using incentives to attract factories or office buildings with significant job creation potential.

The Board directed staff to review and update the current incentive policy for future consideration.

6. Community Transportation Plan CTP Amendment – Classical Way – Stephen Wensman, Planning Director

Planning Director Wensman presented information on the Community Transportation Plan (CTP) adopted in 2021, focusing on the Classical Way. He explained that the plan predated the commercial component of the Atticus Woods development, creating a disconnect between the current plan and development realities.

The issue centered around a local collector road that was originally planned to connect through what is now designated as commercial property. The discussion focused on whether to amend CTP to eliminate the requirement for a collector street connection from Classical Way to Wade Avenue.

Town Attorney Neill clarified that the comprehensive transportation plan requires connections to be made at the standards of the roads, but doesn't dictate the exact route. He explained that the current text in the Land Development Ordinance (LDO) requires that any planned or stubbed-out road must be connected.

After discussion, the Board directed staff to bring forward an amendment to the CTP to eliminate the Classical Way collector street designation. This would still require a neighborhood-to-neighborhood connection per the LDO, but without the collector street standard. The Board also expressed a desire for no commercial curb cuts or connections between the commercial portion and the residential neighborhood.

The Mayor provided updates from a recent Mayors Association meeting, including:

- The importance of closing out any 2023 state or federal funds by March to ensure reimbursement
- Concerns about state discussions regarding property tax reductions, which could significantly impact municipal revenue
- Legislative discussions about affordable housing and potential changes to local control over development

Town Manager Marsh announced that Central Pines would host their annual regional day on Friday and shared that the town had been approved to receive $3,800,000 from Wake County for the Farm Park project.

7. Adjourn

Mayor Currin adjourned the meeting without opposition at 10:03 pm.

Memorandum

To: Mayor & Town Board
From: June Greene, Parks & Recreation Director
Date: March 3, 2026
Re: Town Code 113.5 Alcoholic Beverages

Background

Town Staff is requesting the Town Board to allow alcoholic beverages at:

- Music at Mill Bridge at Mill Bridge Nature Park (425 Nature Park Dr.)
- Freedom In The Park, Juneteenth Celebration at Mill Bridge Nature Park (425 Nature Park Dr.)
- Rolesville 4th Celebration at Redford Place Park (121 Redford Place Dr.)
- Fall FunFest at Redford Place Park (121 Redford Place Dr.)
- Tree Lighting at Redford Place Park (121 Redford Place Dr.)

Board Options

1) Waive Town Code 113.5 *Alcoholic Beverages* provision for the events.
2) Do not allow alcoholic beverages at the Music at Mill Bridge, Freedom In The Park, Juneteenth Celebration, Rolesville 4th Celebration, Fall Funfest, and Tree Lighting.

Relationship to Current Budget/Goals

NONE

Recommended Action

Move to temporarily waive Town Code 113.5 Alcoholic Beverages provision for Music at Mill Bridge, Freedom In The Park, Juneteenth Celebration, Rolesville 4th Celebration, Fall Funfest, and Tree Lighting

Attachments: NONE

Memorandum

To: Mayor & Town Board
From: June Greene, Parks & Recreation Director
Date: March 3, 2026
Re: Town Code 113.5 Alcoholic Beverages

Background

Rolesville Chamber of Commerce is requesting the Town Board to allow alcoholic beverages during BBQ & Bands and the Mingle on Main events. Rolesville Chamber of Commerce has applied for Special Event Permits and met the approval of Police Department, Fire Department, and Parks and Recreation Department.

- BBQ & Bands – April 25, 2026, at Redford Place Park (121 Redford Place Dr.)
- Mingle On Main – Rolesville Chamber of Commerce building (200 E. Young Street.) and Young and Main Intersection
    - March 27, 2026
    - April 24, 2026
    - May 22, 2026
    - June 26, 2026
    - July 24, 2026
    - August 28, 2026
    - September 25, 2026
    - October 23, 2026
    - November 20, 2026
    - December 28, 2026

Board Options

1) Waive Town Code 113.5 *Alcoholic Beverages* provision for the event.
2) Do not allow alcoholic beverages for the event.

Relationship to Current Budget/Goals

NONE

Recommended Action

Move to temporarily waive Town Code 113.5 Alcoholic Beverages provision for Mingle on Main

Attachments: Special Event Permit Application

Memorandum

To: Mayor and Town Board
From: Amy Stevens, Finance Director
Date: February 25, 2026
Re: Audit Contract for FY 2025-26, Agenda Item #6.c

Background

North Carolina General Statutes 159-34 require an annual audit of accounts by each unit of local government. Rolesville has used the firm of Cherry Bekaert LLP for the past several years. Government auditing is dealing with strong market pressures as CPA firms face staffing turnover and many firms are no longer doing governmental audits. Finance Department staff have found that this firm's extensive familiarity with governmental accounting is a significant asset.

The audit contract proposal for FY25-26 is $53,000; this amount includes the basic financial statements as well as a required federal audit for the LAPP grant program. If other separate program audits are identified, they will be invoiced for an additional $6,800 each.

Town staff recommend that the governing board continue to retain Cherry Bekaert LLP for audit services for FY25-26. If approved by the Town Board, this contract will be sent to the Local Government Commission for their review and approval, in accordance with their policies.

Board Options

Approve the attached contract or seek services elsewhere.

Recommended Action

Make a motion to approve the audit contract with Cherry Bekaert LLP for the fiscal year ending June 30, 2026.

Attachments:

- LGC audit contract with Cherry Bekaert LLP

CONTRACT TO AUDIT ACCOUNTS

The Governing Board: Board of Commissioners

of Primary Government Unit: Town of Rolesville, North Carolina

and Discretely Presented Component Unit (DPCU) (if applicable): N/A

Primary Government Unit, together with DPCU (if applicable), hereinafter referred to as Governmental Unit(s)

and Auditor Name: Cherry Bekaert LLP

Auditor Address: 3800 Glenwood Avenue, Suite 200, Raleigh, North Carolina, 27612

Hereinafter referred to as Auditor

for

Fiscal Year Ending	Date Audit Will Be Submitted to LGC
06/30/26	12/31/26

Must be within six months of FYE

hereby agree as follows:

1. The Auditor shall audit all statements and disclosures required by "U.S. Auditing Standards – AICPA (Clarified)," referred to as generally accepted auditing standards (GAAS) and additional required legal statements and disclosures of all funds and/or divisions of the Governmental Unit(s). The non-major combining, and individual fund statements and schedules shall be subjected to the auditing procedures applied in the audit of the basic financial statements and an opinion shall be rendered in relation to (as applicable) the governmental activities, the business-type activities, the aggregate DPCUs, each major governmental and enterprise fund, and the aggregate remaining fund information (non-major government and enterprise funds, the internal service fund type, and the fiduciary fund types). Budgetary comparison information shall be prepared in accordance with applicable GASB standards. Budget-to-actual comparisons at the level of the legally adopted budget ordinance shall be presented as required supplementary information and shall not be included in the basic financial statements. Any other budgetary comparison information shall be presented only as supplementary information for funds required to be budgeted under NCGS Chapter 159, Article 3.

2. At a minimum, the Auditor shall conduct the audit and render the report in accordance with GAAS. If the Governmental Unit expended $100,000 or more in combined Federal and State financial assistance during the reporting period, the Auditor shall perform the audit in accordance with *Generally Accepted Government Auditing Standards* (GAGAS). The Governmental Unit is subject to federal single audit requirements in accordance with Title 2 US Code of Federal Regulations Part 200 *Uniform Administration Requirements, Cost Principles, and Audit Requirements for Federal Awards*, Subpart F (*Uniform Guidance*) and the State Single Audit Implementation Act. Currently the threshold is $1,000,000 for federal and state single audits, or such other threshold as applicable for the fiscal year under audit. This audit and all associated audit documentation may be subject to review by federal and State agencies in accordance with federal and State laws, including the staff of the Office of State Auditor (OSA) and the Local Government Commission (LGC). If the audit requires a federal single audit in accordance with the Uniform Guidance (§200.501) the Auditor and Governmental Unit(s) should discuss, in advance of the execution of this contract, the responsibility for submission of the audit and the accompanying data collection form (form SF-FAC) to the Federal Audit Clearinghouse as required under the Uniform Guidance (§200.512) to ensure proper submission.

If the audit and Auditor communication are found in this review to be substandard, the results of the review may be forwarded to the North Carolina State Board of CPA Examiners (NC State Board).

3. If an entity is determined to be a component of another government as defined by the group audit standards, the entity's auditor shall make a good faith effort to comply in a timely manner with the requests of the group auditor in accordance with AU-6 §600.41 - §600.42.

4. This contract contemplates an unmodified opinion being rendered. If during the process of conducting the audit, the Auditor determines that it will not be possible to render an unmodified opinion on the financial statements of the unit, the Auditor shall contact the LGC Staff to discuss the circumstances leading to that conclusion as soon as is practical and before the final report is issued. The audit shall include such tests of the accounting records and such other auditing procedures as are considered by the Auditor to be necessary in the circumstances. Any limitations or restrictions in scope which would lead to a qualification should be fully explained in an attachment to this contract.

5. If this audit engagement is subject to the standards for audit as defined in *Government Auditing Standards* (2018 revision or subsequent revisions, as applicable) issued by the Comptroller General of the United States, then by accepting this engagement, the Auditor warrants that he or she has met the requirements for a peer review and continuing education as specified in *Government Auditing Standards*. The Auditor agrees to provide a copy of the most recent peer review report to the Governmental Unit(s) and to the Secretary of the LGC prior to the execution of an audit contract. Subsequent submissions of the report are required only upon report expiration or upon the Auditor's receipt of an updated peer review report. If the audit firm receives a peer review rating other than pass, the Auditor shall not contract with the Governmental Unit(s) without first contacting the Secretary of the LGC for a peer review analysis that may result in additional contractual requirements.

If the audit engagement is not subject to *Government Auditing Standards* or if financial statements are not prepared in accordance with U.S. generally accepted accounting principles (GAAP) and fail to include all disclosures required by GAAP, the Auditor shall provide an explanation as to why in an attachment to this contract or in an amendment.

6. It is agreed that time is of the essence in this contract. All audits are to be performed, and the report of audit submitted to LGC Staff, within six months of fiscal year end. At the time of the execution of this contract, if the parties know that the anticipated submission date of the audit exceeds six months after fiscal year end, a written explanation shall be provided to the Secretary of the LGC on this contract form (see the space provided on Page 7). If it becomes necessary to amend the audit fee or the date that the audit report will be submitted to the LGC, an amended contract along with a written explanation of the change shall be submitted to the Secretary of the LGC for approval.

7. It is agreed that GAAS include a review of the Governmental Unit's (Units') systems of internal control and accounting as they relate to accountability of funds and adherence to budget and law requirements applicable thereto; that the Auditor shall make a written report, which may or may not be a part of the written report of audit, to the Governing Board setting forth the Auditor's findings, together with his or her recommendations for improvement. That written report shall include all matters determined to be "significant deficiencies and material weaknesses" in accordance with AU-C §265 "Communicating Internal Control Related Matters Identified in an Audit" of GAAS. The Auditor shall file a copy of that report with the Secretary of the LGC.

For GAAS or *Government Auditing Standards* audits, if an Auditor issues an AU-C §260 report, "Auditor's Communication With Those Charged With Governance," commonly referred to as a "Governance Letter," LGC staff does not require the report to be submitted unless the Auditor cites significant findings or issues from the audit, as defined in AU-C §260 paragraphs 12 - 14. This would include issues such as difficulties encountered during the audit, significant or unusual transactions, uncorrected misstatements, matters that are difficult or contentious for which the Auditor consulted outside the engagement team and, in the Auditor's judgment, are significant and relevant to those charged with governance, and other findings or issues that the Auditor believes are significant and relevant. If matters identified during the audit were required to be reported as described in AU-C §260 paragraphs 12 - 14 and were communicated in a method other than an AU-C §260 letter, the written documentation must be submitted.

8. All local government and public authority contracts for audit or audit-related work require the approval of the Secretary of the LGC. This includes annual or special audits, agreed upon procedures related to internal controls, bookkeeping or other assistance necessary to prepare the Governmental Unit's records for audit, financial statement preparation, any finance-related investigations, or any other audit- related work in the State of North Carolina. Approval is also required for the Alternative Compliance Examination Engagement for auditing the Coronavirus State and Local Fiscal Recovery Funds expenditures as allowed by US Treasury. Approval is not required on audit contracts and invoices for system improvements and similar services of a non-auditing nature.

9. Invoices for services rendered under these contracts shall not be paid by the Governmental Unit(s) until the invoice has been approved by the Secretary of the LGC. This also includes any progress billings [G.S. 159-34 and 115C-447]. All invoices for audit work shall be submitted in PDF format to the Secretary of the LGC for approval. The invoice marked 'approved' with approval date shall be returned to the Auditor to present to the Governmental Unit(s) for payment. This paragraph is not applicable to contracts for audits of hospitals.

10. In consideration of the satisfactory performance of the provisions of this contract, the Governmental Unit(s) shall pay to the Auditor, upon approval by the Secretary of the LGC if required, the fee, which includes any costs the Auditor may incur from work paper or peer reviews or any other quality assurance program required by third parties (federal and state grantor and oversight agencies or other organizations) as required under the Federal Single Audit Act and the State Single Audit Act. This does not include fees for any pre-issuance reviews that may be required by the North Carolina Association of Certified Public Accountants (NCACPA) Peer Review Committee or North Carolina State Board of CPA Examiners (see Paragraph 13).

11. If the Governmental Unit(s) has/have outstanding revenue bonds, the Auditor shall submit to LGC Staff, either in the notes to the audited financial statements or as a separate report, a calculation demonstrating compliance with the revenue bond rate covenant. Additionally, the Auditor shall submit to LGC Staff simultaneously with the Governmental Unit’s (Units’) audited financial statements any other bond compliance statements or additional reports required by the authorizing bond documents, unless otherwise specified in the bond documents.

12. After completing the audit, the Auditor shall submit to the Governing Board a written report of audit. This report shall include, but not be limited to, the following information: (a) Management’s Discussion and Analysis, (b) the financial statements and notes of the Governmental Unit(s) and all of its component units prepared in accordance with GAAP, (c) supplementary information requested by the Governmental Unit(s) or required for full disclosure under the law, and (d) the Auditor’s opinion on the material presented. The Auditor shall furnish the required number of copies of the report of audit to the Governing Board upon completion.

13. If the audit firm is required by the Secretary of the Local Government Commission to obtain a pre-issuance review or take corrective action as a result of peer review findings or quality control deficiencies, such corrective action shall be consistent with the authority and requirements of the North Carolina State Board of Certified Public Accountant Examiners, the AICPA Peer Review Program, and established Local Government Commission practice, including the use of report addenda or other remedial measures, as appropriate.

14. In accordance with G.S. 159-34, the Finance Officer of the Unit is responsible for filing the audited financial statements with the Secretary of the Local Government Commission.

The Auditor may upload the audit report and related documents through the LGC's electronic submission system; however, submission shall not be deemed complete until the Finance Officer has reviewed and certified the submission.

The Auditor, Finance Officer, other Unit staff member designated by the Finance Officer, or a third party approved by the Unit may enter all Data Input Report information except the information on the "transmittal doc info" tab. The "transmittal doc info" tab must be completed by the Auditor.

The Finance Officer shall review, approve, and certify the accuracy and completeness of the Data Input Report (DIR) in the LGC's LOGOS system prior to LGC review, regardless of whether the DIR is prepared by the Auditor or the Unit.

Finance Officer certification is required for any corrected or revised submissions.

Finance Officer certification of the DIR shall be completed in a timely manner following notification that the DIR is ready for review and within time frames prescribed by the LGC. Failure to complete certification in a timely manner may result in the audit being considered late due to unit action rather than auditor performance

The Auditor shall conduct the audit in accordance with generally accepted auditing standards and shall ensure that the financial statements are prepared in accordance with generally accepted accounting principles as of the fiscal year end. Budget-to-actual comparisons at the level of the legally adopted budget ordinance shall be presented in required supplementary information, separate from the basic financial statements, and shall not be included in the audit opinion. The Auditor shall confirm that such information reconciles to the financial statements and is consistent with applicable accounting guidance and any LGC reporting requirements.

The Finance Officer shall certify in a timely manner that all data inputted in LOGOS used for preparation of the financial statements and required supplementary information is complete and accurate.

For audits of units other than hospitals, the audit report should be submitted when (or prior to) submitting the final invoice for services rendered. The report of audit, as filed with the Secretary of the LGC, becomes a matter of public record for inspection, review and copy in the offices of the LGC by any interested parties. Any subsequent revisions to these reports shall be sent to the Secretary of the LGC. These audited financial statements, excluding the Auditors' opinion, may be used in the preparation of official statements for debt offerings by municipal bond rating services to fulfill secondary market disclosure requirements of the Securities and Exchange Commission and for other lawful purposes of the Governmental Unit(s) without requiring consent of the Auditor. If the LGC Staff determines that corrections need to be made to the Governmental Unit's (Units') financial statements and/or the compliance section, those corrections shall be provided within three business days of notification unless another deadline is agreed to by LGC Staff.

15. Should circumstances disclosed by the audit call for a more detailed investigation by the Auditor than necessary under ordinary circumstances, the Auditor shall inform the Governing Board in writing of the need for such additional investigation and the additional compensation required therefore. Upon approval by the Secretary of the LGC, this contract may be modified or amended to include the increased time, compensation, or both as may be agreed upon by the Governing Board and the Auditor.

16. If an approved contract needs to be modified or amended for any reason, the change shall be made in writing and preaudited if the change includes a change in audit fee (preaudit requirement does not apply to hospitals). This amended contract shall be completed in full, including a written explanation of the change, signed and dated by all original parties to the contract. It shall then be submitted to the Secretary of the LGC for approval. No change to the audit contract shall be effective unless approved by the Secretary of the LGC.

17. A copy of the engagement letter, issued by the Auditor and signed by both the Auditor and the Governmental Unit(s), shall be attached to this contract, and except for fees, work, and terms not related to audit services, shall be incorporated by reference as if fully set forth herein as part of this contract. In case of conflict between the terms of the engagement letter and the terms of this contract, the terms of this contract shall take precedence. Engagement letter terms that conflict with the contract are deemed to be void unless the conflicting terms of this contract are specifically deleted in Paragraph 30 of this contract. Engagement letters containing indemnification clauses shall not be accepted by LGC Staff.

18. Special provisions should be limited. Please list any special provisions in an attachment.

19. A separate contract should not be made for each division to be audited or report to be submitted. If a DPCU is subject to the audit requirements detailed in The Local Government Budget and Fiscal Control Act and a separate audit report is issued, a separate audit contract is required. If a separate report is not to be issued and the DPCU is included in the primary government audit, the DPCU shall be named along with the primary government on this audit contract. DPCU Board approval date, signatures from the DPCU Board chairman and Finance Officer also shall be included on this contract.

20. The contract shall be executed, preaudited (preaudit requirement does not apply to hospitals) and physically signed by all parties including Governmental Unit(s) and the Auditor, then submitted in PDF format to the Secretary of the LGC.

21. The contract is not valid until it is approved by the Secretary of the LGC. The staff of the LGC shall notify the Governmental Unit and Auditor of contract approval by email. The audit should not be started before the contract is approved.

22. Retention of Client Records: Auditors are subject to the NC State Board of CPA Examiners' Retention of Client Records Rule 21 NCAC 08N .0305 as it relates to the provision of audit and other attest services, as well as non-attest services. Clients and former clients should be familiar with the requirements of this rule prior to requesting the return of records.

23. This contract may be terminated at any time by mutual consent and agreement of the Governmental Unit(s) and the Auditor, provided that (a) the consent to terminate is in writing and signed by both parties, (b) the parties have agreed on the fee amount which shall be paid to the Auditor (if applicable), and (c) no termination shall be effective until approved in writing by the Secretary of the LGC.

24. The Governmental Unit's (Units') failure or forbearance to enforce, or waiver of, any right or an event of breach or default on one occasion or instance shall not constitute the waiver of such right, breach or default on any subsequent occasion or instance.

25. There are no other agreements between the parties hereto and no other agreements relative hereto that shall be enforceable unless entered into in accordance with the procedure set out herein and approved by the Secretary of the LGC.

26. E-Verify. The Auditor shall comply with the requirements of NCGS Chapter 64 Article 2. Further, if the Auditor utilizes any subcontractor(s), Auditor shall require such subcontractor(s) to comply with the requirements of NCGS Chapter 64, Article 2.

27. For all non-attest services, the Auditor shall adhere to the independence rules of the AICPA Professional Code of Conduct and *Government Auditing Standards, 2018 or 2024 Revision* (as applicable). Preparing financial statements in their entirety shall be deemed a "significant threat" requiring the Auditor to apply safeguards sufficient to reduce the threat to an acceptable level. If the Auditor cannot reduce the threats to an acceptable level, the Auditor cannot complete the audit. If the Auditor is able to reduce the threats to an acceptable level, the documentation of this determination, including the safeguards applied, must be included in the audit workpapers.

All non-attest service(s) being performed by the Auditor that are necessary to perform the audit must be identified and included in this contract. The Governmental Unit shall designate an individual with the suitable skills, knowledge, and/or experience (SKE) necessary to oversee the services and accept responsibility for the results of the services performed. If the Auditor is able to identify an individual with the appropriate SKE, the Auditor must document and include in the audit workpapers how the Auditor reached that conclusion. If the Auditor determines that an individual with the appropriate SKE cannot be identified, the Auditor cannot perform both the non-attest service(s) and the audit. See "Fees for Audit Services" page of this contract to disclose the person identified as having the appropriate SKE for the Governmental Unit.

28. **Applicable to audits with fiscal year ends of June 30, 2021 and later.** The Auditor shall present the audited financial statements including any compliance reports to the Government Unit's Governing Board or audit committee in an official meeting in open session as soon as the audited financial statements are available but not later than 45 days after the submission of the audit report to the Secretary of the LGC. The Auditor's presentation to the Governing Board or audit committee shall include:

a) the description of each finding, including all material weaknesses and significant deficiencies, as found by the Auditor, and any other issues related to the internal controls or fiscal health of the Government Unit as disclosed in the management letter, the Single Audit or Yellow Book reports, or any other communications from the Auditor regarding internal controls as required by current auditing standards;

b) the status of the prior year audit findings;

c) the values of Financial Performance Indicators based on information presented in the audited financial statements; and

d) notification to the Governing Board that the Governing Board shall develop a "Response to the Auditor's Findings, Recommendations, and Fiscal Matters," if required under Rule 20 NCAC 03 .0508.

29. Information based on the audited financial statements shall be submitted to the Secretary of the LGC through the LGC's LOGOS system, including completion of the Data Input Report (DIR). Submission is not complete and shall not be accepted by the LGC until the Finance Officer has reviewed and certified the DIR in accordance with Paragraph 14 of this contract.

30. All of the above paragraphs are understood and shall apply to this contract, except the following numbered paragraphs shall be deleted (See Paragraph 17 for clarification).

31. The process for submitting contracts, audit reports and invoices is subject to change. Auditors and Units should use the submission process and instructions in effect at the time of submission. Refer to the N.C. Department of State Treasurer website at https://www.nctreasurer.com/state-and-local-government-finance-division/local-government-commission/submitting-your-audit.

32. All communications regarding audit contract requests for modification or official approvals will be sent to the email addresses provided on the signature pages that follow.

33. **Applicable to audits with fiscal year ends of June 30, 2025, and later.** The Unit authorizes the LGC to grant access to the LGC's LOGOS system, including the Data Input Report (DIR), to employees of the contracted audit firm who are associated with and acting on behalf of the firm for purposes of performing audit and reporting services under this contract. Such access shall be limited to the scope necessary to perform contracted services and shall not relieve the Auditor or the Unit of their respective responsibilities under this contract.

34. Changes or edits to the text of this contract form are not permitted, except for the Secretary's authority to revise or update this contract form pursuant to LGC Rule 20 NCAC 03. 0502.

For contracts with an anticipated audit submission date exceeding six months after fiscal year end, please use this space to explain the reason for the late submission, as required by Paragraph 6 of this contract form:

FEES FOR AUDIT SERVICES

1. For all non-attest services, the Auditor shall adhere to the independence rules of the AICPA Professional Code of Conduct (as applicable) and *Government Auditing Standards,2018 Revision*. Refer to Paragraph 27 of this contract for specific requirements. The following information must be provided by the Auditor; contracts presented to the LGC without this information will be not be approved.

Financial statements were prepared by: ☑ Auditor ☐ Governmental Unit ☐ Third Party

If applicable: The individual at the Governmental Unit designated to have the suitable skills, knowledge, and/or experience (SKE) necessary to oversee the non-attest services and accept responsibility for the results of these services:

Name:	***Title and Unit / Company:***	***Email Address:***
Amy Stevens	Finance Director	amy.stevens@rolesville.nc.gov

OR Not Applicable ☐ *(Identification of SKE Individual on the LGC-205 Contract is not applicable for GAAS-only audits or audits with FYEs prior to June 30, 2020.)*

2. Fees may not be included in this contract for work performed on Annual Financial Information Reports (AFIRs), Form 990s, or other services not associated with audit fees and costs. Such fees may be included in the engagement letter but may not be included in this contract or in any invoices requiring approval of the LGC. See Paragraphs 8 and 13 for details on other allowable and excluded fees.

3. The audit fee information included in the table below for both the Primary Government Fees and the DPCU Fees (if applicable) should be reported as a specific dollar amount of audit fees for the year under this contract. If any language other than an amount is included here, the contract will be returned to the audit firm for correction.

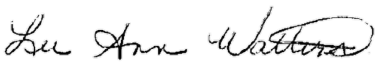
4. Prior to the submission of the completed audited financial report and applicable compliance reports subject to this contract, or to an amendment to this contract (if required) the Auditor may submit interim invoices for approval for services rendered under this contract to the Secretary of the LGC, not to exceed 75% of the billings for the Unit's last annual audit that was submitted to the Secretary of the LGC. All invoices for services rendered in an audit engagement as defined in Rule 20 NCAC .0503 shall be submitted to the Secretary of the LGC for approval before any payment is made. Payment before approval is a violation of law. (This paragraph not applicable to contracts and invoices associated with audits of hospitals).

Primary Government Unit	Town of Rolesville, North Carolina
Audit Fee (financial and compliance if applicable)	**$** 53,000 (includes one major program)
Fee per Major Program (if not included above)	**$** $6,800 for each additional major program
Additional Fees Not Included Above (if applicable):	
Financial Statement Preparation (incl. notes and RSI)	**$** Included in audit fee above
All Other Non-Attest Services	**$**
TOTAL AMOUNT NOT TO EXCEED	**$** 59,800

Discretely Presented Component Unit	N/A
Audit Fee (financial and compliance if applicable)	**$**
Fee per Major Program (if not included above)	**$**
Additional Fees Not Included Above (if applicable):	
Financial Statement Preparation (incl. notes and RSI)	**$**
All Other Non-Attest Services	**$**
TOTAL AMOUNT NOT TO EXCEED	**$**

SIGNATURE PAGE

AUDIT FIRM

Audit Firm* Cherry Bekaert LLP	
Authorized Firm Representative (typed or printed)* Lee Ann Waters	Signature* 
Date* 02/18/26	Email Address* leeann.watters@cbh.com

GOVERNMENTAL UNIT

Governmental Unit* Town of Rolesville, North Carolina	
Date Governing Board Approved Audit Contract* **(Enter date in box to right)**	
Mayor/Chairperson (typed or printed)*	Signature*
Date	Email Address*

Chair of Audit Committee (typed or printed, or "NA")	Signature
Date	Email Address

GOVERNMENTAL UNIT – PREAUDIT CERTIFICATE

Required by G.S. 159-28(a1) or G.S. 115C-441(a1). Not applicable to hospital contracts.

This instrument has been preaudited in the manner required by The Local Government Budget and Fiscal Control Act or by The School Budget and Fiscal Control Act.

Sum Obligated by This Transaction:	$ 59,800
Primary Governmental Unit Finance Officer* (typed or printed) Amy Stevens	Signature*
Date of Preaudit Certificate*	Email Address*

SIGNATURE PAGE – DPCU
(complete only if applicable)

DISCRETELY PRESENTED COMPONENT UNIT

DPCU* N/A	
Date DPCU Governing Board Approved Audit Contract* **(Enter date in box to right)**	
DPCU Chairperson (typed or printed)*	Signature*
Date*	Email Address*

Chair of Audit Committee (typed or printed, or "NA")	Signature
Date	Email Address

DPCU – PREAUDIT CERTIFICATE

Required by G.S. 159-28(a1) or G.S. 115C-441(a1). Not applicable to hospital contracts.

This instrument has been preaudited in the manner required by The Local Government Budget and Fiscal Control Act or by The School Budget and Fiscal Control Act.

Sum Obligated by this Transaction:	$
DPCU Finance Officer (typed or printed)*	Signature*
Date of Preaudit Certificate*	Email Address*

Remember to print this form, and obtain all
required signatures prior to submission.

PRINT

Memo

To: Mayor Currin and Town Board of Commissioners

From: Stephan Wensman, Planning Director & Michael Elabarger, Assistant Planning Director

Date: Meeting Held March 3, 2026

Re: Rezoning Map Amendment Application REZ-25-05 – Scarboro Village and ANX-25-03 – 200 School Street

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The Town Board of Commissioners continued REZ-25-05 and ANX-25-03 from the February 17, 2026 meeting to the March 3, 2026 meeting to allow the applicant time to craft a Condition of Approval for the timing of commercial development within the Scarboro Village project. An updated set of Conditions of Approval are included with this memo.

The Town Board of Commissioners continued REZ-25-05 and ANX-25-03 from the January 20, 2026 meeting to the February 17, 2026 meeting to allow the applicant time to add zoning conditions to address concerns about traffic and commercial uses along S. Main Street. An updated list of Proposed Conditions of Approval as well as an updated Concept Site Plan, both dated February 5, 2026, are included with this memo.

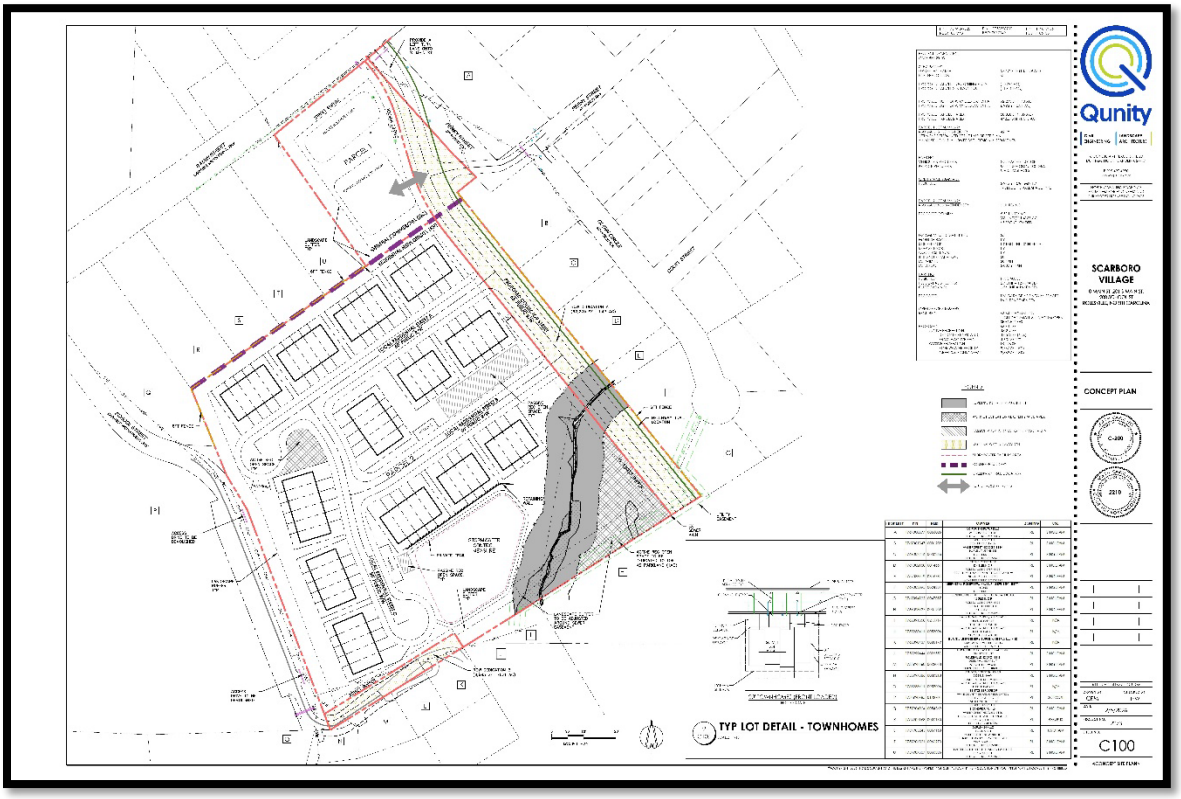
The Town Board of Commissioners previously continued REZ-25-05 and ANX-25-03 from the January 6, 2026 meeting to the January 20, 2026 meeting to invite Matt Peach of Stantec Consulting, one the Town's on-call traffic consultants, to answer their traffic-related questions about REZ-25-05, Scarboro Village. Mr. Peach was present at the January 20 meeting and answered questions about trip generation, level of service (*prior traffic study – REZ-23-05, Scarboro Apartments*), and recommendations (*prior traffic study – REZ-23-05, Scarboro Apartments*).

In addition, the Town Board of Commissioners continued both REZ-25-05 and ANX-25-03 from November 6, 2025 to January 6, 2026 to allow the applicant time to respond to concerns discussed at the November meeting: (1) Commercial use restrictions, (2) Right-of-Way dedication, and (3) Public comments. Those concerns were addressed with an updated Concept Site Plan and an updated set of Proposed Conditions, both dated December 17, 2025.

Background

The Town of Rolesville Planning Department received a Rezoning Map Amendment application in July 2025 for 13.15 acres comprising three (3) properties located on the eastern side of S. Main Street just south of Perry Street. The property includes two (2) parcels located within the Town's Corporate Limits, and one (1) parcel that lies in the Town's Extraterritorial Jurisdiction (ETJ). The request is to change the Zoning District of the subject properties from Residential Low Zoning District (RL) to a mix of General Commercial Conditional Zoning District (GC-CZ)

and Residential High Density Conditional Zoning District (RH-CZ). The request includes a set of proposed Conditions of Approval and Concept Site Plan of a development.



REZ-25-05 Concept Site Plan

Previous Rezoning Application for Property

Rezoning Map Amendment application ***REZ-23-05 Scarboro Apartments*** was denied on November 7, 2024 by the Town Board of Commissioners; that request was for a Town Center zoning district to develop a mixed use project of 240 Multi-family Dwelling Units (Density of 18.2 du/ac) and a certain amount of non-residential square footage.

Proposed Conditions of Approval – REZ-25-05

Following is a summary of the proposed Conditions of Approval:

1. Development shall be in compliance with the Concept Site Plan.
2. Documentation of the existing single family home at 201 S. Main Street. Development shall have priority to relocating or removing any items of historic significance and building items for reuse.
3. If the Development chooses not to relocate the existing home, it will allow any non-profit entity, individual, or for-profit entity wishes to relocate the home.
4. Vehicular ingress and egress via School Street are prohibited.
5. Development shall construct proposed collector road.
6. Development shall construct a 10’ wide sidepath within the new Collector Street right-of-way.
7. Provide a six foot (6’) fence along shared boundary lines with properties adjacent to S. Main Street.
8. Provide a six foot (6’) fence adjacent to single family homes on Glenn Circle.

9. Include one (1) acre of parkland located south of the stream in the southeastern corner of the subject property.
10. Dedication of right-of-way in front of the four existing homes on School Street.
11. Prohibited uses in the General Commercial parcel fronting Main Street: (i) Dwelling, Upper Story Unit; (ii) Schools (K-12); (iii) Bars and Nightclubs; (iv) Breweries and Distilleries; (v) Commercial Parking; (vi) Carwash; (vii) Gas Station; (viii) Golf Course; (ix) Retail Sales and Services, Community; (x) Retail Sales and Services, Shopping Center; (xi) Tattoo Establishment; (xii) Vape and Tobacco Store; (xiii) Vehicle, Rental and Sales; (xiv) Vehicle, Minor Service; (xv) Flex; (xvi) Fulfillment Center; (xvii) Major Utility; (xviii) Major Transportation Installation; (xix) Telecommunication Tower; and (xx) Water Storage Tower.
12. Within the GC-CZ district, building height shall not exceed two stories or thirty feet.
13. Within the GC-CZ district, development shall not exceed 16,000 square feet of gross floor area, and individual floors shall have no more than 10,000 square feet of floor area.
14. Within the GC-CZ district, at least sixty percent of any street facing building façade shall be composed of masonry.
15. Within the GC-CZ district, no vehicular parking areas shall be allowed between future buildings and South Main Street.
16. Construction of a lefthand turn lane within the new Collector Street right-of-way to South Main Street.
17. Within the GC-CZ district, Development shall perform a TIA for a nonresidential use Site Development Plan.
18. (**New**) a maximum of seventy-five percent (75%) of the approved residential units may be issued building permits until the completion of the foundation and footings for the designated non-residential building fronting S. Main Street as illustrated on the Concept Site Plan.

Voluntary Annexation Petition – ANX-25-03 200 School Street

A contiguous Voluntary Annexation petition for PIN 1758998560, being a 0.7366-acre tract, has been submitted, reviewed, and processed simultaneously with this Rezoning application. The Annexation Petition and Ordinance are included as attachments to this report.

Applicant Statement of Justification

The Applicant has provided a detailed Statement of Justification about the Rezoning request; it is included as an attachment.

Neighborhood Meetings

The Applicant conducted the required Neighborhood Meeting on August 18, 2025. Six (6) residents attended sharing concerns about intersection safety at Perry Street, having a fence for screening purposes, and the viability of townhomes selling and not being rental-only. Complete meeting minutes from the Applicant are included as an attachment to this report.

Comprehensive Plan

Land Use

Since this Rezoning application was received in July 2025, it was originally analyzed based on the 2017 Comprehensive Plan's Future Land Use Map. The 2017 Plan designates the subject property – and multiple adjacent properties - as appropriate for **High Density Residential (HDR)** development. In 2017, when the Town planned for this property to be best suited for

high-density residential use, these properties were zoned as a Residential 1 Zoning District under the Unified Development Ordinance *(UDO, no longer in effect, being replaced by the LDO*), which was a lower density designed Zoning District; the R-1 District translated into the RL (Residential Low Density) District under the LDO. Thus, at the time of that land use designation, the property was not zoned appropriately to fulfill that land use plan and would have necessitated a Rezoning to achieve that plan.

The **Rolesville 2050 Comprehensive Plan's** Future Land Use Map identifies the subject property as Downtown Residential. These parcels surround the Town's core and represent the concentrated residential development that supports a walkable downtown identity. Various support uses and mixed-use developments add to the diversity of these parcels. Design considerations include consideration of architectural enhancements, as they represent the first impressions of residential development in downtown Rolesville. Also, robust landscaping can help balance some separation for residents while still enjoying easy access to Main Street and nearby amenities. The Residential High (RH) zoning district is compatible with the Downtown Residential Future Land Use category. While the General Commercial (GC) zoning district is not listed as a compatible zoning district, the combination of residential and commercial development aligns with the other compatible zoning district, Neighborhood Center (NC).

Community Transportation Plan

The Town of Rolesville's Community Transportation Plan (CTP) was adopted by the Town Board of Commissioners in 2021 – it is the Town's long-range vision for improving existing, and developing all new, roadways so as to provide Rolesville accessible and redundant means of vehicular circulation that ensure movement through the community for both convenience and during times of emergency/construction. Below are the recommendations for Thoroughfares, Collectors, and intersections that directly affect or are near this subject property:

Thoroughfare Recommendations (Figure 31)

- South Main Street is proposed to be a two (2) lane Divided with Curb & Gutter, Bike Lanes, and Sidewalk.
- *EXISTING Condition: South Main Street is a two-lane undivided with two-way left turn lane, with Curb & Gutter and Sidewalks*.

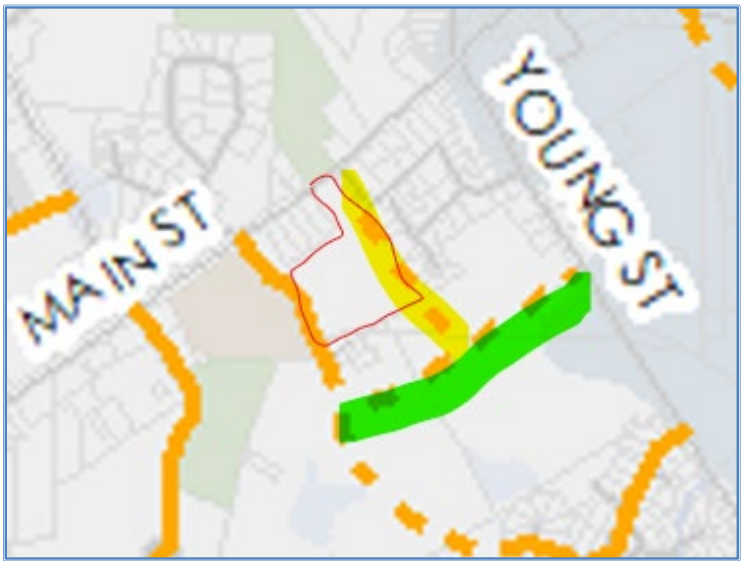
Collector Recommendations (Figure 32) – see clip below.

- A new (mostly running north/south) Collector roadway in this area is recommended that generally connects S. Main Street (opposite Main Street Park) with a new (mostly running east/west) roadway, which would connect to E. Young Street.
- *EXISTING Condition: This roadway does not exist.*

As envisioned in the CTP and demonstrated in the Concept Site Plan (in Attachment 8 & 9), the development is proposing to construct its portion of the north/south Collector road from S. Main Street to its southern property line; this roadway would, on the Town's property, be continued by the Town and then intersect with another CTP planned east/west Collector. The Town's 'town campus' project south of the subject property is proposing construction of that Collector between the Parker Ridge subdivision and E. Young Street.

Per the CTP, this new Collector road within this subject property would - where Perry intersects with S. Main Street - over-top or replace the existing Perry Street connection to Main. The existing local and residential Perry Street would then "T" intersect with this new Collector,

providing full access to S. Main Street but via a new and widened point of intersection. In the clip below, the subject property is outlined in red; the yellow highlight is the North/South Collector, and the green highlight is the (off-site) East/West Collector that would run from the Parker Ridge subdivision through the Town Campus property to an intersection with E. Young Street.



Greenway and Bike Plans

As per the 2022 Greenway Plan, the Concept Site Plan details the north/south Greenway through the project parallel to the proposed Collector road, from S. Main Street to the east/west Collector off the subject property. This Greenway is the last link to reach S. Main Street, opposite Main Street Park, connecting to other Greenway segments that will ultimately provide a pedestrian pathway to, under, and beyond the 401 Bypass to the south.

The Bicycle Plan identifies S. Main Street to include bicycle lanes within the vehicle travel lanes; this property has just 200' of Main Street road frontage; generally, piecemeal striping of Bicycle lanes is not permitted by NCDOT.

Traffic Generation

The applicant hired The John R. McAdams Company to prepare a Trip Generation Letter to determine whether a full Traffic Impact Analysis (TIA) would be required. The TIA studied a proposed sixty-three (63) townhomes and determined that to generate 430 daily trips, 27 AM peak hour trips, and 34 PM peak hour trips. These trip counts fall below the Land Development Ordinance's threshold of 500 daily trips and 50 peak (AM or PM) hour trips; therefore, a Traffic Impact Analysis was not required.

The trip generation analysis did not include any data from the development of the proposed General Commercial (GC) zoning district portion; that site and its development will have its traffic generation and impacts reviewed at the time that the property submits a Site Development Plan application to the Town.

Development Review

The Technical Review Committee (TRC) reviewed two (2) versions of the Rezoning application, with all comments pertinent to considering the proposed Zoning Districts and the general development plan being resolved.

NOTE: The project Concept Site Plan as part of the proposed Conditions of Approval has not been reviewed as a Site Development Plan (a construction document) for compliance with all applicable LDO site development regulations; it is a general conceptual plan and not an engineered and dimensioned layout. It was reviewed for compliance with major Town Policy elements related to the Comprehensive Plan, Community Transportation Plan, and Greenway/Bicycle Plans. It was reviewed against the Land Development Ordinance (LDO) for major spatial aspects such as Bufferyards, and for identifying potential conflicts related to the proposed voluntary conditions. Should the Rezoning request be approved by the Town Board of Commissioners, the next development step is a Preliminary Subdivision Plat (PSP), where it will receive a complete and full review for compliance by the entire Technical Review Committee of the Town.

Planning Board Recommendation

At their meeting on September 22, 2025, the Planning Board unanimously recommend approval with a condition of timing based upon the construction of the Collector street. Board members were interested in how the new Collector connection will tie into the existing Perry Street and the future Town Campus.

Staff Analysis / Recommendation

The Application seeks to establish a General Commercial (GC) Zoning District and a Residential High (RH) Zoning District, both as Conditional Zoning Districts.

- The Non-Residential component is conditioned to be a **1.35-acre parcel** fronting S. Main Street.
- The Residential component entails a maximum of **63 Townhome dwellings** at a **density of 6.08** units per gross site acre.

LDO Section 3.1.3. for the RH District permits up to nine (9) units per acre for a Single Family Attached dwelling units. The proposed density of 6.08 units per acre is below the maximum allowed density. The High Density Residential future land use category (which is 6-12 units per acre), does envision a variety of housing types – single family detached, single family attached (townhomes), and multifamily – and this application represents single family attached dwelling units.

The by-right residential development potential of the property under RL zoning is 20,000 SF minimum single family detached lots. Theoretically, 13.15 acres divided by 20,000 SF lots yields 28 home lots. The reality is that major spatial requirements like minimum open space (10% for RL, or 1.3 acres), the Collector road right-of-way area (approximately 1.5 acres), stormwater management (~1 acre), and unknown amounts of 50’ wide right-of-way for local streets to achieve lot frontage for every lot, the practical yield is estimated to be more like 18 - 20 lots.

The Conditions of Approval make several voluntary commitments to development aspects up front, such as no vehicular connection to School Street, a six foot (6') fence adjacent to existing single family homes, and considerations for removal and reuse by others of the existing stone building on site. By-right development would yield no such conditions.

Staff finds the proposed Rezoning request REZ-25-05 consistent with the Comprehensive Plan (2017) future land use category of High Density Residential **and** the 2050 Comprehensive Plan future land use category of Downtown Residential, as the project is a mixed-use development composed primarily of Single Family Attached housing units. The project meets many of the goals of the 2050 Comprehensive Plan and the Main Street Vision, when compared to what the Existing Zoning, RL, would yield in single family detached lots. The Rezoning provides a highly certain development scheme versus uncertain by-right potential.

Policy Plan Consistency

The Application's rezoning request is consistent with the Town of Rolesville's Comprehensive Plan and Main Street Vision Plan for the following reasons:

- The proposed mix of townhomes with a commercial element fits the High Density Residential land use description as well as the Downtown Residential (2050 Comprehensive Plan) land use description.
- The permitted density under the Residential High Zoning District (9 townhome dwelling units per acre) falls in the middle of the High Density Residential land use category (6-12 dwelling units); the applicant proposes 6.08 units per acre as per the Site Concept Plan.
- The proposed vehicular circulation network will establish Collector connections as the Town's Community Transportation Plan recommends.
- The proposed Greenway will establish pedestrian connections as Rolesville's Greenway Plan recommends.
- Townhome housing units fulfill Main Street Vision Goal #2: Promote Diverse Housing Stock for Multiple Age Groups and Income Levels.
- The mixed-use project works to fulfill Main Street Vision Goal #4, to Reestablish a Town Center.

Plan Consistency and Reasonableness Statement

As noted above under the Comprehensive Plan section of this report and the Staff analysis, the rezoning request for the subject parcels is consistent with Rolesville's vision in Policy documents and the Board of Commissioners' legislative decisions over the past several years. Rezoning application REZ-25-05 is thus consistent and is therefore reasonable.

Proposed Motions

1. Motion to (*approve or deny*) rezoning **REZ-25-05 Scarboro Village**.

2. (Following Approval) Motion to adopt a Plan Consistency Statement and Statement of Reasonableness for **REZ-25-05**. (*Please include examples of consistency or inconsistency*.)

3. Motion to (*approve or deny*) the Voluntary Annexation Petition received under G.S. 160A-31 for **ANX-25-03 – 200 School Street**.

Or

4. Motion to continue the Legislative Hearing and/or further consideration for **REZ-25-05** and **ANX-25-03** to a future date-certain Town Board of Commissioners' meeting.

Attachments

1	Rezoning Application
2	Deed
3	Legal Description (*Also Exhibit 1 for ORD-2026-01*)
4	Rezoning Plat (*Also Exhibit 2 for ORD-2026-01*)
5	Statement of Justification
6	Neighborhood Meeting Packages, August 18, 2025
7	Trip Generation Letter, June 27, 2025
8	Concept Site Plan, February 5, 2026 (*Also Exhibit 3 for ORD-26-01*)
9	Proposed Conditions of Approval, February 20, 2026 (*Also Exhibit 3 for ORD-26-01*)
10	Ordinance ORD-2026-01 for Case REZ-25-05
11	Annexation Petition for Case ANX-25-03
12	Ordinance ORD-2026-02 for Case ANX-25-03

Zoning Map (Rezoning) Application

Town of Rolesville Planning Department | PO Box 250 | Rolesville, NC 27571 | 919-554-6517 | planning@rolesvillenc.gov

Planning Department Home Page: Official Town Webpage

Complete one form for each parcel identification number.

APPLICATION INFORMATION:	
Site Address: 0 Main St, 201 S. Main St, 200 School St.	Site Area (in acres): 13.15
Rezoning Type: ☐ General ☑ Conditional	Total area requested to be rezoned (in acres): 1.71 to GC 11.44 to RH
Voluntary Annexation Application Submitted: ☑ Yes ☐ No ANX-	Current Location: ☐ County Limits ☑ ETJ ☑ Town Limits
Existing Zoning District: RL	**Proposed Zoning District(s):** GC & RH
PIN: 1758-99-8560, 1758-99-8909, 1759-90-9525	Associated Previous Case(s):
Current Use(s): vacant	Proposed Use(s): Commercial & Residential

APPLICATION REQUIREMENTS:	
☑ Complete Application and checklist.	☑ Completed Property Owner's Consent Form – 1 per Owner- See page 5.
☑ If the request is for a *Conditional District* per LDO Section 3.3. The submittal shall include a separate document listing the written Conditions of Approval, which may consist of exhibits, plans, maps, and other relevant materials. Provide a Date and space for revision Dates; this document will always be referenced, including its Date.	☑ A **Concept (nee site) Plan *** may be submitted, considered, and approved as part of a *Conditional District* request; it shall be incorporated into a written condition for "general compliance" upon future Development Application reviews and approvals. Provide a Date and space for revision Dates. See the Next page for details.
☑ Traffic Impact Analysis (TIA), ITE Trip Generation Letter, or a Letter/Email from Planning staff confirming that a TIA is not required. (LDO Section 8.C.5)	☐ * The Activity Center (AC) and Neighborhood Commercial (NC) zoning districts **require the submission of a Concept Plan (also known as a site plan) as** per LDO Sections 3.4.1 and 3.4.2.
☑ Legal Metes & Bounds	☑ Deeds with Book of Map & Page Number
☑ Sketch/Pre-submittal meeting held on: 6/12/2025	☑ Meeting Notes submitted
☐ *Application Fee: An invoice for the application fee will be issued during the completeness check or after the application review.*	

Financially Responsible Party (*REQUIRED: Who will pay invoices related to this application?)

Name: Matthew Shuey **Company Name:** Comm Dev LLC

Title: CEO **Signature:**

Mailing Address 1340 Clifton Pond Road **City/State/Zip** Louisburg, NC 27549

Phone (919) 761-4331 **Email** Barbara@commandcs.com

Property Owner (First name on Deed)

Name: Comm Dev LLC, Attn Matthew Shuey

Signature: 

Address: 1340 Clifton Pond Rd, Louisburg, NC

Email: Matt@commandcs.com

Property Owner (Second name on Deed or Spouse information required if applicable)

Name: _____

Signature: _____

Address: _____

Email: _____

Preferred Point of Contact: ☐ Owner ☐ Agent ☑ Applicant ☐ Architect ☐ Attorney ☐ Engineer

Please add contact information if applicable.

Agent Name: Peter Crossett

Title/ Firm: KDM Development

Phone: 315-882-8440

Email: peterc@kdmdevelopment.com

Applicant Name: Courtney McQueen, PLA

Title/ Firm: Project Coordinator, Qunity

Phone: 919-490-4990

Email: cmcqueen@qunity.com

Architect Name: _____

Title/ Firm: _____

Phone: _____

Email: _____

Attorney Name: _____

Title/ Firm: _____

Phone: _____

Email: _____

Engineer Name: _____

Title/ Firm: _____

Phone: _____

Email: _____

Owner Name: _____

Title/ Firm: _____

Phone: _____

Email: _____

Concept Plan Minimum Requirements (Required for AC or NC Districts, Optional for Conditional Districts):

- [x] A vicinity map of the site, illustrating the boundaries of the site, the north arrow, and the scale reference
- [x] Site Data Table: Typical Property Information (Property Legal Description, Acreage/Square Footage, etc.)
- [ ] * If Commercial, include the square footage of the proposed building, use, or development, the approximate proposed Impervious Coverage, approximate parking calculations, and if it is a multi-family development, the number of Dwelling units, etc.
- [x] * If Residential - Number of proposed development lots (including by type of lot and use), density (proposed and permitted), and approximate parking calculations.
- [x] * Calculations for open space are required and provided.
- [x] Existing and Proposed Use and Zoning District of the property and adjacent properties
- [x] A drawing depicting the details provided above as a general concept of the development, including such details as –
  - Residential - Lot layout and a "typical" lot size/dimension exhibit.
  - Non-res/multifamily - Proposed building layout and/or general footprint locations.
  - Vehicular circulation / street layout including existing/proposed right-of-way widths (public, alley, private);
  - Pedestrian circulation, including general greenways, side paths, and bike lane locations.
  - General Utility access and points of connection/extensions,
  - Buffer Spaces (street and perimeter), open communal spaces, stormwater control measures, etc.
- [x] Name, address, and contact information for the property owner and/or Applicant
- [x] Name/information of the professional who created the Concept Plan
- [ ] Any other information requested by the Planning Department staff

Rezoning Justification Statement – Complete the attached form

Provide a separate document titled "Statement of Justification" (including Date) that addresses each/all the following:

1. Is the application consistent with the Comprehensive Plan, Community Transportation Plan, Bicycle and Greenway Plans, and any other adopted Town policy plans?
2. Does the application conflict with any provision of the LDO or the Town Code of Ordinances?
3. Does the application correct any errors in the existing zoning present when it was adopted?
4. Does the rezoning allow uses compatible with existing and permitted uses on surrounding land/properties?
5. Would the application ensure efficient development within the Town, including the capacity and safety of the street network, public facilities, and other similar considerations?
6. Would the application result in a logical and orderly development pattern?
7. Would the application result in adverse impacts on water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment?
8. If a ***Conditional district*** providing proposed Conditions of Approval, do they address and mitigate the impacts reasonably expected to be generated by the development or use of the property, can they reasonably be implemented, and can they be enforced for the subject property, and will they result in no more significant impact on adjacent properties or the community at large than would be expected to occur by the permitted uses and the minimum development standards of the corresponding General zoning district.

Neighborhood Meeting- (Complete the attached form)

Per LDO Section 2.2, Appendix A / 2.3.D., and 2.3.F Rezoning (Zoning Map Amendment); and TA-23-01, all applicants **shall conduct a neighborhood meeting prior to any public hearing or review by the Planning Board and Board of Commissioners**. This meeting will enable the applicant to explain the proposed request and address the neighborhood's concerns. A summary of the meeting in the form of meeting notes or minutes, along with a list and contact information (as shown below) for all attendees and a list of property owners and Homeowners' Associations within 500 feet of the subject property as well as all property owners within 200 feet of any roadway improvements and/or utility improvements associated with an application (per Wake County tax records at the time of filing this application) as they are required to receive a Notification Letter regarding the Legislative Hearing before the Town Board of Commissioners (when scheduled).

Conditions of Approval – Provide a separate list of voluntary conditions proposed by the applicant to be signed upon presentation to the Town Board at the Legislative Hearing (if applicable).

Please visit the Submittal Process webpage for information on submission timing.

Submission Packet Document Review- Please be sure to include the following:

Required documents to be submitted with the Application	
☑ Complete Application	☑ Legal Metes and Bounds
☑ Concept Plan (if applicable)	☑ Property Owner Consent form(s)
☐ Conditional Zoning Proposed List (if applicable)	☑ Rezoning Boundary Survey with Total Area Requested and Zoning Districts labeled
☑ Deeds	☑ Rezoning Justification Statement
☑ Financial Responsible Party information	☑ Sketch Plan meeting notes (if applicable)

Required documents for Planning Board and/or Town Board meeting	
☐ Neighborhood Meeting Information	☐ PowerPoint slides (or other digital media) to include in the Planning Board and Town Board Agenda Packets.
☐ Signed Proposed Conditions (for approval by the Town Board at Legislative Hearing)	

Town of Rolesville Planning Department
Property Owner Consent & Authorization Form
planning@rolesvillenc.gov

Consent is required from the property owner(s) or legal representative. Unless otherwise specified, consent is valid for one year from the date of application.

Please provide a separate form for each parcel number. For properties with multiple owners, each owner must complete an individual form. (A husband and wife may both sign and submit one form.)

Project/ Subdivision Name: Scarboro Village

Site Address: 0 Main St

Parcel ID: 1759-90-9525 Deed Reference: BK 018825 PG297-301

Property Owner *This field is required.

1) Name: Comm Dev LLC, Attn Matthew Shuey (Type or print clearly.) Signature:

Mailing Address: 1340 Clifton Pond Rd City/State/Zip: Louisburg, NC 27549

Phone: 919-761-4331 Email: Matt@commandcs.com

2) Name: *(Type or print clearly.) (spouse if applicable)* Signature:

Mailing Address: City/State/Zip:

Phone: Email:

Company Name: Title:

☑ **Applicant** ☐ **P.O.A.** ☐ **Agent** ☐ **Legal Representative**
Check all that apply.

1) Name: Courtney McQueen, PLA *(Type or print clearly)* Signature:

Mailing Address: 16 Consultant Place, Suite 201 City/State/Zip: Durham NC 27707

Phone: 919-490-4990 Email: cmcqueen@qunity.com

Company Name: Qunity Title: Project Coordinator

By signing the above, I swear and affirm that I am the owner(s) or authorized representative as shown in the records of Wake County, North Carolina, which is the subject of this application. **I further affirm that I am fully aware of the Town's application, fees, and procedural requirements and consent to this Application. I authorize the person(s) listed below to submit this Application and serve as the representative and point of contact for this Application.**

Town of Rolesville Planning Department
Property Owner Consent & Authorization Form
planning@rolesvillenc.gov

Consent is required from the property owner(s) or legal representative. Unless otherwise specified, consent is valid for one year from the date of application.

Please provide a separate form for each parcel number. For properties with multiple owners, each owner must complete an individual form. (A husband and wife may both sign and submit one form.)

Project/ Subdivision Name: Scarboro Village

Site Address: 201 S. Main St

Parcel ID: 1758-99-8909 Deed Reference: BK 018825 PG297-301

Property Owner *This field is required.

1) Name: Comm Dev LLC, Attn Matthew Shuey (Type or print clearly.) Signature:

Mailing Address: 1340 Clifton Pond Rd City/State/Zip: Louisburg, NC 27549

Phone: 919-761-4331 Email: Matt@commandcs.com

2) Name: *(Type or print clearly.) (spouse if applicable)* Signature:

Mailing Address: City/State/Zip:

Phone: Email:

Company Name: Title:

☑ **Applicant** ☐ **P.O.A.** ☐ **Agent** ☐ **Legal Representative**
Check all that apply.

1) Name: Courtney McQueen, PLA *(Type or print clearly)* Signature:

Mailing Address: 16 Consultant Place, Suite 201 City/State/Zip: Durham NC 27707

Phone: 919-490-4990 Email: cmcqueen@qunity.com

Company Name: Qunity Title: Project Coordinator

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Property Owner Consent & Authorization Form
planning@rolesvillenc.gov

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Project/ Subdivision Name: Scarboro Village

Site Address: 200 School St.

Parcel ID: 1758-99-8560 Deed Reference: BK 018825 PG297-301

Property Owner ***This field is required.***

1) Name: Comm Dev LLC, Attn Matthew Shuey (Type or print clearly.) Signature:

Mailing Address: 1340 Clifton Pond Rd City/State/Zip: Louisburg, NC 27549

Phone: 919-761-4331 Email: Matt@commandcs.com

2) Name: *(Type or print clearly.) (spouse if applicable)* Signature:

Mailing Address: City/State/Zip:

Phone: Email:

Company Name: Title:

☑ **Applicant** ☐ **P.O.A.** ☐ **Agent** ☐ **Legal Representative**
Check all that apply.

1) Name: Courtney McQueen, PLA *(Type or print clearly)* Signature:

Mailing Address: 16 Consultant Place, Suite 201 City/State/Zip: Durham NC 27707

Phone: 919-490-4990 Email: cmcqueen@qunity.com

Company Name: Qunity Title: Project Coordinator

By signing the above, I swear and affirm that I am the owner(s) or authorized representative as shown in the records of Wake County, North Carolina, which is the subject of this application. **I further affirm that I am fully aware of the Town's application, fees, and procedural requirements and consent to this Application. I authorize the person(s) listed below to submit this Application and serve as the representative and point of contact for this Application.**

WAKE COUNTY, NC
TAMMY L. BRUNNER
REGISTER OF DEEDS
PRESENTED & RECORDED ON
12-02-2021 AT 15:29:31
STATE OF NC REAL ESTATE
EXCISE TAX: $3,600.00
BOOK: 018825 PAGE: 00297 - 00301

Revenue : $ 3600.00 (For Recording Data)

Parcel Identifier/Tax Account/PIN No.: **1758998909, 1758998560 and 1759909525**

Brief Description for the Index:

Prepared by: Edward W. Scarboro, Jr., Attorney at Law

Return to: Grantee

Property Address: 201 S. Main Street, Rolesville, NC

All or a portion of this property _____ was or _____was not used as the primary residence of the Grantor.

NORTH CAROLINA GENERAL WARRANTY DEED

This Deed is made as of this the 2 day of December, 2021 by and between **EDWARD W. SCARBORO, JR. AND SPOUSE, KIMBERLY MOORE SCARBORO with a mailing address of 4325 JONESVILLE ROAD, WAKE FOREST, NC 27587 AND SPENCER PULLEY SCARBORO AND SPOUSE, DONNA M. SCARBORO with a mailing address of 6625 Pulley Town Road, Wake Forest, NC 27587 ("Grantors")** and **COMM DEV LLC, a North Carolina Limited Liability Company** with a mailing address of 1340 Clifton Pond Road, Louisburg, NC 27549(**"Grantee"**).

For valuable consideration paid by Grantee to Grantor, the receipt and sufficiency of which is hereby acknowledged, Grantor has and by these presents does hereby grant, bargain, sell and convey unto Grantee in fee simple absolute all of that certain lot, parcel of land or unit of ownership (the "Premises") located in **WAKE** County, North Carolina and more particularly described as follows:

SEE ATTACHED EXHIBIT "A"

Submitted electronically by Hervey & Hervey, P.A. in compliance with North Carolina statutes governing recordable documents and the terms of the submitter agreement with the Wake County Register of Deeds.

ALSO, BEING the same Premises conveyed to Grantor by deed recorded in **Book 01112 page 65 , WAKE** County Registry.

TO HAVE AND TO HOLD all of that interest in the Premises and all privileges and appurtenances thereto belonging to Grantee in fee simple absolute.

And Grantor covenants with Grantee that Grantor is seized of the premises in fee simple, has the right to convey the same in fee simple, that title is marketable and free and clear of all encumbrances and that Grantor will warrant and defend the title against the lawful claims of all persons whomsoever, and valorem taxes for the year **2021** and subsequent years, easements, restrictions and rights of way of record, if any, affecting the Property herein described; and utility lines, easements and rights of way located over, under or upon the subject property.

SUBJECT TO RESTRICTIVE COVENANTS, EASEMENTS AND RIGHTS OF WAY OF RECORD, WAKE COUNTY REGISTRY.

The designation of Grantor and Grantee as used in this Deed includes the parties expressly named herein, their heirs, successors, and assigns and shall include the singular, plural, masculine, feminine or neuter as required by context.

The remainder of this page intentionally left blank.

IN WITNESS WHEREOF, Grantors have hereunto set their hands and seals all as of the day and year first above written.

Edw W. Scarboro Jr (SEAL)
EDWARD W. SCARBORO, JR.

STATE OF North Carolina
COUNTY OF Wake

I, a Notary Public of Wake County and State aforesaid, certify that the following person(s) personally appeared before me this day, each acknowledging that he or she voluntarily signed the foregoing document for the purpose stated therein and in the capacity indicated: **EDWARD W. SCARBORO, JR.**

Date: 12-2-2021

AMANDA JERNIGAN NOTARY PUBLIC FRANKLIN COUNTY, NC

(SEAL)

Amanda Jernigan
Printed Name of Notary:
Notary Public Amanda Jernigan
My commission expires:
09-15-2023

Kim Moore Scarboro (SEAL)
KIMBERLY MOORE SCARBORO

STATE OF North Carolina
COUNTY OF Wake

I, a Notary Public of Wake County and State aforesaid, certify that the following person(s) personally appeared before me this day, each acknowledging that he or she voluntarily signed the foregoing document for the purpose stated therein and in the capacity indicated: **KIMBERLY MOORE SCARBORO**

Date: 12-2-2021

AMANDA JERNIGAN NOTARY PUBLIC FRANKLIN COUNTY, NC

(SEAL)

Amanda Jernigan
Printed Name of Notary:
Notary Public Amanda Jernigan
My commission expires:
09-15-2023

IN WITNESS WHEREOF, Grantors have hereunto set their hands and seals all as of the day and year first above written.

_____(SEAL)
SPENCER PULLEY SCARBORO

STATE OF North Carolina
COUNTY OF Wake

I, a Notary Public of Wake County and State aforesaid, certify that the following person(s) personally appeared before me this day, each acknowledging that he or she voluntarily signed the foregoing document for the purpose stated therein and in the capacity indicated: **SPENCER PULLEY SCARBORO**

Date: 12-2-2021

AMANDA JERNIGAN NOTARY PUBLIC FRANKLIN COUNTY, NC

(SEAL)

Amanda Jernigan
Printed Name of Notary:
Notary Public Amanda Jernigan
My commission expires: 09-15-2023

_____(SEAL)
DONNA M. SCARBORO

STATE OF North Carolina
COUNTY OF Wake

I, a Notary Public of Wake County and State aforesaid, certify that the following person(s) personally appeared before me this day, each acknowledging that he or she voluntarily signed the foregoing document for the purpose stated therein and in the capacity indicated: **DONNA M. SCARBORO**

Date: 12-2-2021

(SEAL)

AMANDA JERNIGAN NOTARY PUBLIC FRANKLIN COUNTY, NC

Amanda Jernigan
Printed Name of Notary:
Notary Public Amanda Jernigan
My commission expires: 09-15-2023

Exhibit A

COMMENCING AT NCGS MONUMENT 'STREET' HAVING NC GRID NAD '83 / 2011 COORDINATES OF N=790,603.030 FT. AND E=2,159,788.080 FT.; THENCE N 43°22'24"E A DISTANCE OF 56.02 FEET TO HE POINT OF BEGINNING IN THE SOUTHERN RIGHT-OF-WAY OF S. MAIN ST, A VARIABLE PUBLIC RIGHT-OF-WAY, SAID POINT BEING THE NORTHWEST CORNER OF THE PROPERTY OF THE SPENCER PULLEY HEIRS AS REFERENCED IN D.B. 1112, PAGE 65; THENCE LEAVING THE SAID RIGHT-OF-WAY AND WITH THE COMMON LINE OF THE SAID SPENCER PULLEY HEIRS PROPERTY, S38°29'42"E A DISTANCE OF 300.00 FEET TO AN EXISTING IRON PIPE BEING THE NORTHWEST CORNER OF THE PROPERTY OF THE EDDINS FAMILY, LLC AS REFERENCED IN B.M. 2013, PG. 218; THENCE S38°47'03"E A DISTANCE OF 729.30 FEET TO A POINT BEING THE SOUTHERN MOST CORNER OF THE PROPERTY OF DAVID T. MERRITT AND BETTY M. MERRITT, TRUSTEES AS REFERENCED IN D.B. 9470, PG. 1562, SAID POINT ALSO BEING IN THE COMMON LINE OF THE PROPERTY OF DONNIE L. WOODLIEF AS REFERENCED IN D.B. 2906, PG. 75; THENCE CONTINUING WITH THE COMMON LINE OF THE SAID WOODLIEF PROPERTY, S57°30'43"W A DISTANCE OF 400.50 FEET TO A POINT IN THE LINE OF THE W. H. PARKER & DORIS FAYE PARKER PROPERTY AS REFERENCED IN D.B. 5409, PG. 926; THENCE S58°02'43"W A DISTANCE OF 127.18 FEET TO AN EXISTING AXLE BEING THE NORTHEAST CORNER OF THE PROPERTY OF ALBERT EMERY BURKE & KIMBERLY LUANNE BURKE AS REFERENCED IN D.B. 15944, PG. 1564; THENCE S58°12'26"W A DISTANCE OF 84.72 FEET TO A POINT BEING THE NORTHEAST CORNER OF THE PROPERTY OF RICHARD E. DUNN & MARDENIA WOODS AND OTHERS AS REFERENCED IN D.B. 9721, PG. 2124; THENCE S57°50'19"W A DISTANCE OF 74.89 FEET TO AN EXISTING ANGLE IRON BEING THE NORTHEAST CORNER OF THE PROPERTY OF RUTH DEBNAM UPCHURCH HEIRS; THENCE WITH THE COMMON LINE OF THE SAID UPCHURCH HEIRS PROPERTY, S58°20'21"W A DISTANCE OF 73.62 FEET TO A POINT BEING THE NORTHEAST CORNER OF THE PROPERTY OF DOROTHY JONES PENDER; THENCE WITH THE COMMON LINE OF THE SAID PENDER PROPERTY, S58°20'21"W A DISTANCE OF 60.00 FEET TO A POINT IN THE WESTERN RIGHT-OF-WAY OF SCHOOL STREET, A VARIABLE PUBLIC RIGHT-OF-WAY; THENCE ALONG SAID SCHOOL STREET RIGHT-OF-WAY, N20°43'10"W A DISTANCE OF 439.68 FEET TO A POINT ON A CURVE HAVING A RADIUS OF 211.05 FEET; THENCE WITH THE SAID CURVE AS IT TURNS TO THE LEFT AN ARC LENGTH OF 75.77 FEET AND HAVING A CHORD BEARING OF N31°00'17"W AND A CHORD DISTANCE OF 75.36 FEET TO A POINT; THENCE LEAVING THE SAID SCHOOL STREET RIGHT-OF-WAY, N22°13'08"W A DISTANCE OF 59.02 FEET TO A POINT BEING THE SOUTHEAST CORNER OF THE PROPERTY OF EDDINS FAMILY LLC AS REFERENCED IN D.B. 17186, PG. 434; THENCE CONTINUING WITH THE COMMON LINE OF THE SAID EDDINS FAMILY LLC PROPERTY, N22°13'08"W A DISTANCE OF 61.29 FEET TO A POINT; THENCE N22°13'08"W A DISTANCE OF 55.00 FEET TO AN EXISTING IRON PIPE BEING THE SOUTHWEST CORNER OF THE PROPERTY OF BREWER REAL ESTATE HOLDINGS LLC AS REFERENCED AS LOT 1 IN D.B. 13085, PG. 1846; THENCE N55°20'53"E A DISTANCE OF 99.72 FEET TO AN EXISTING IRON PIPE BEING THE SOUTHWEST CORNER OF THE PROPERTY OF DUPLEX 209 LLC AS REFERENCED IN D.B. 15172, PG. 1630; THENCE N54°52'50"E A DISTANCE OF 200.04 FEET TO AN EXISTING IRON PIPE BEING THE SOUTHWEST CORNER OF THE PROPERTY OF COLUMBUS F. EAGLES, III AND PAMELA S. EAGLES AS REFERENCED IN D.B. 5389, PG. 639; THENCE WITH THE SAID EAGLES COMMON LINE, N55°02'10"E A DISTANCE OF 100.00 FEET TO A POINT; THENCE N34°57'50"W A DISTANCE OF 300.00 FEET TO A POINT IN THE SOUTHERN RIGHT-OF-WAY OF AFOREMENTIONED S. MAIN ST.; THENCE WITH THE SAID S. MAIN ST. RIGHT-OF-WAY, N50°50'17"E A DISTANCE OF 201.58 FEET TO THE POINT AND PLACE OF BEGINNING AND CONTAINING 12.9073 ACRES OR 562,241 SQ. FT, as shown on that survey entitled "Boundary Survey for Scarboro Property" dated December 28, 2020 and prepared by Bass, Nixon & Kennedy, Inc.

PARCEL PIN# 1759909525 (AREA TO BE REZONED GC):

COMMENCING AT EXISTING NCGS MONUMENT “STREET”, SAID MONUMENT HAVING NC GRID(NAD ‘83/2011) COORDINATES OF N: 790603.030 FEET AND E: 2159788.080 FEET; THENCE N 43°22’24” E A DISTANCE OF 56.02 FEET TO THE POINT OF BEGINNING AT THE SOUTHERN RIGHT-OF-WAY OF S. MAIN STREET, SAID POINT BEING THE NORTHEASTERN PROPERTY CORNER OF LANDS NOW OR FORMERLY OWNED BY COMM DEV LLC AS RECORDED IN DEED BOOK 19072, PAGE 155, WAKE COUNTY REGISTRY; THENCE ALONG AND WITH SAID SOUTHERN RIGHT-OF-WAY N 50°50’17” E A DISTANCE OF 25.00 FEET TO A POINT AT THE INTERSECTION OF THE WESTERN RIGHT-OF-WAY OF PERRY STREET; THENCE ALONG AND WITH SAID WESTERN RIGHT-OF-WAY S 42°17’19” E A DISTANCE OF 300.64 FEET TO A POINT, SAID POINT BEING A NORTHWESTERN PROPERTY CORNER OF LOT 2 AS SHOWN IN BOOK OF MAPS 2013, PAGE 218, WAKE COUNTY REGISTRY; THENCE LEAVING SAID RIGHT-OF-WAY S 51°06’44” W A DISTANCE OF 44.89 FEET TO AN EXISTING IRON PIPE; THENCE N 38°29’42” W A DISTANCE OF 300.00 FEET TO THE POINT OF BEGINNING, CONTAINING 0.2407 ACRES.

PARCEL PIN# 1758998909 (AREA TO BE REZONED GC):

COMMENCING AT EXISTING NCGS MONUMENT “STREET”, SAID MONUMENT HAVING NC GRID(NAD ‘83/2011) COORDINATES OF N: 790603.030 FEET AND E: 2159788.080 FEET; THENCE N 43°22’24” E A DISTANCE OF 56.02 FEET TO THE POINT OF BEGINNING AT THE SOUTHERN RIGHT-OF-WAY OF S. MAIN STREET, SAID POINT BEING THE NORTHEASTERN PROPERTY CORNER OF LANDS NOW OR FORMERLY OWNED BY COMM DEV LLC AS RECORDED IN DEED BOOK 19072, PAGE 155, WAKE COUNTY REGISTRY; THENCE LEAVING SAID SOUTHERN RIGHT-OF-WAY S 38°29’42” E A DISTANCE OF 300.00 FEET TO AN EXISTING IRON PIPE, SAID PIPE BEING THE NORTHWESTERN PROPERTY CORNER OF LOT 2 AS SHOWN IN BOOK OF MAPS 2013, PAGE 218, WAKE COUNTY REGISTRY; THENCE S 38°47’03” E A DISTANCE OF 15.36 FEET TO A POINT; THENCE S 55°02’10” W A DISTANCE OF 220.54 FEET TO A POINT, SAID POINT BEING THE SOUTHEASTERN PROPERTY CORNER OF LOT 4 AS SHOWN IN BOOK OF MAPS 1928, PAGE 108, WAKE COUNTY REGISTRY; THENCE N 34°57’50” W A DISTANCE OF 300.00 FEET TO A POINT ON THE SOUTHERN RIGHT-OF-WAY OF S. MAIN STREET; THENCE ALONG AND WITH SAID SOUTHERN RIGHT-OF-WAY N 50°50’17” E A DISTANCE OF 201.58 FEET TO THE POINT OF BEGINNING, CONTAINING 1.4887 ACRES.

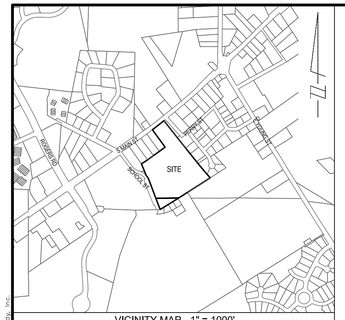
PARCEL PIN# 1758998909 (AREA TO BE REZONED RH):

COMMENCING AT EXISTING NCGS MONUMENT “STREET”, SAID MONUMENT HAVING NC GRID(NAD ‘83/2011) COORDINATES OF N: 790603.030 FEET AND E: 2159788.080 FEET; THENCE N 43°22’24” E A DISTANCE OF 56.02 FEET TO A POINT AT THE SOUTHERN RIGHT-OF-WAY OF S. MAIN STREET, SAID POINT BEING THE NORTHEASTERN PROPERTY CORNER OF LANDS NOW OR FORMERLY OWNED BY COMM DEV LLC AS RECORDED IN DEED BOOK 19072, PAGE 155, WAKE COUNTY REGISTRY; THENCE LEAVING SAID SOUTHERN RIGHT-OF-WAY S 38°29’42” E A DISTANCE OF 300.00 FEET TO AN EXISTING IRON PIPE, SAID PIPE BEING THE NORTHWESTERN PROPERTY CORNER OF LOT 2 AS SHOWN IN BOOK OF MAPS 2013, PAGE 218, WAKE COUNTY REGISTRY; THENCE S 38°47’03” E A DISTANCE OF 15.36 FEET TO THE POINT OF BEGINNING; THENCE S 38°47’03” E A DISTANCE OF 713.94 FEET TO A POINT, SAID POINT BEING THE SOUTHWESTERN PROPERTY CORNER OF LANDS NOW OR FORMERLY OWNED BY EDDIE C. HENDERSON AND PATRICIA A. HENDERSON AS RECORDED IN DEED BOOK 19208, PAGE 2339, WAKE COUNTY REGISTRY; THENCE S 57°30’43” W A DISTANCE OF 400.50 FEET TO A POINT; THENCE S 58°02’43” W A DISTANCE OF 112.68 FEET TO A POINT AT THE NORTHERN PROPERTY

LINE OF LANDS NOW OR FORMERLY OWNED BY LENNAR CAROLINAS, LLC AS RECORDED IN DEED BOOK 19559, PAGE 276, WAKE COUNTY REGISTRY; THENCE S 89°02’14” W A DISTANCE OF 320.84 FEET TO A POINT AT THE EASTERN RIGHT-OF-WAY OF SCHOOL STREET; THENCE ALONG AND WITH SAID EASTERN RIGHT-OF-WAY N 20°43’10” W A DISTANCE OF 271.91 FEET TO A POINT; THENCE ALONG AND WITH A CURVE TO THE LEFT AN ARC DISTANCE OF 75.77 FEET, SAID CURVE HAVING A RADIUS OF 211.05 FEET, A CHORD BEARING OF N 31°00’17” W AND A CHORD DISTANCE OF 75.36 FEET TO A POINT; THENCE LEAVING SAID EASTERN RIGHT-OF-WAY N 22°13’08” W A DISTANCE OF 59.02 FEET TO A POINT, SAID POINT BEING THE SOUTHEASTERN PROPERTY CORNER OF LANDS NOW OR FORMERLY OWNED BY EDDINS FAMILY LLC AS RECORDED IN DEED BOOK 17186, PAGE 434, WAKE COUNTY REGISTRY; THENCE N 22°13’08” W A DISTANCE OF 61.29 FEET TO A POINT; THENCE N 22°13’08” W A DISTANCE OF 55.00 FEET TO AN EXISTING IRON PIPE, SAID BEING THE SOUTHWESTERN PROPERTY CORNER OF LOT 1 AS SHOWN IN BOOK OF MAPS 1928, PAGE 108, WAKE COUNTY REGISTRY AND HAVING NC GRID (NAD ‘83/2011) COORDINATES OF N: 790041.514 FEET AND E: 2159514.571 FEET; THENCE N 55°20’53” E A DISTANCE OF 99.72 FEET TO AN EXISTING IRON PIPE; THENCE N 54°52’50” E A DISTANCE OF 200.04 FEET TO AN EXISTING IRON PIPE; THENCE N 55°02’10” E A DISTANCE OF 100.00 FEET TO A POINT; THENCE N 55°02’10” E A DISTANCE OF 220.54 FEET TO THE POINT OF BEGINNING, CONTAINING 10.8361 ACRES.

PARCEL PIN# 1758998560 (AREA TO BE REZONED RH):

COMMENCING AT EXISTING NCGS MONUMENT “STREET”, SAID MONUMENT HAVING NC GRID(NAD ‘83/2011) COORDINATES OF N: 790603.030 FEET AND E: 2159788.080 FEET; THENCE N 43°22’24” E A DISTANCE OF 56.02 FEET TO A POINT AT THE SOUTHERN RIGHT-OF-WAY OF S. MAIN STREET, SAID POINT BEING THE NORTHEASTERN PROPERTY CORNER OF LANDS NOW OR FORMERLY OWNED BY COMM DEV LLC AS RECORDED IN DEED BOOK 19072, PAGE 155, WAKE COUNTY REGISTRY; THENCE LEAVING SAID SOUTHERN RIGHT-OF-WAY S 38°29’42” E A DISTANCE OF 300.00 FEET TO AN EXISTING IRON PIPE, SAID PIPE BEING THE NORTHWESTERN PROPERTY CORNER OF LOT 2 AS SHOWN IN BOOK OF MAPS 2013, PAGE 218, WAKE COUNTY REGISTRY; THENCE S 38°47’03” E A DISTANCE OF 15.36 FEET TO A POINT; THENCE S 38°47’03” E A DISTANCE OF 713.94 FEET TO A POINT, SAID POINT BEING THE SOUTHWESTERN PROPERTY CORNER OF LANDS NOW OR FORMERLY OWNED BY EDDIE C. HENDERSON AND PATRICIA A. HENDERSON AS RECORDED IN DEED BOOK 19208, PAGE 2339, WAKE COUNTY REGISTRY; THENCE S 57°30’43” W A DISTANCE OF 400.50 FEET TO A POINT; THENCE S 58°02’43” W A DISTANCE OF 112.68 FEET TO THE POINT OF BEGINNING AT THE NORTHERN PROPERTY LINE OF LANDS NOW OR FORMERLY OWNED BY LENNAR CAROLINAS, LLC AS RECORDED IN DEED BOOK 19559, PAGE 276, WAKE COUNTY REGISTRY; THENCE S 58°02’43” W A DISTANCE OF 14.50 FEET TO AN EXISTING AXLE, SAID AXLE BEING THE NORTHEASTERN PROPERTY CORNER OF LOT 1 AS SHOWN IN BOOK OF MAPS 2012, PAGES 393-395, WAKE COUNTY REGISTRY; THENCE S 58°12’26” W A DISTANCE OF 84.72 FEET TO A POINT; THENCE S 57°50’19” W A DISTANCE OF 74.89 FEET TO AN EXISTING ANGLE IRON, SAID ANGLE IRON BEING THE NORTHEASTERN PROPERTY CORNER OF LANDS NOW OR FORMERLY OWNED BY MICHAEL T. DEBNAM AS SHOWN IN BOOK OF MAPS 2012, PAGES 393-395, WAKE COUNTY REGISTRY; THENCE S 58°20’21” W A DISTANCE OF 73.62 FEET TO A POINT; THENCE S 58°20’21” W A DISTANCE OF 60.00 FEET TO A POINT AT THE EASTERN RIGHT-OF-WAY OF SCHOOL STREET; THENCE ALONG AND WITH SAID EASTERN RIGHT-OF-WAY N 20°43’10” W A DISTANCE OF 167.77 FEET TO A POINT; THENCE LEAVING SAID EASTERN RIGHT-OF-WAY N 89°02’14” E A DISTANCE OF 320.84 FEET TO THE POINT OF BEGINNING, CONTAINING 0.5824 ACRES.



VICINITY MAP - 1" = 1000'

NOTE:
1. AREAS BY COORDINATE GEOMETRY UNLESS SHOWN OTHERWISE.
2. ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES.
3. ALL STREETS ARE PUBLIC RIGHTS-OF-WAY UNLESS SHOWN OTHERWISE.
4. OTHER INSTRUMENTS OF RECORD MAY AFFECT THIS PROPERTY.
5. NO TITLE SEARCH PERFORMED FOR THIS SURVEY.
6. NO FEMA FLOOD HAZARD AREAS PER FIRM NUMBER 3720175800K, DATED JULY 19, 2022, SITE LIES IN ZONE 'X'.
7. PROPERTIES ARE ZONED RL.
8. THE COORDINATES SHOWN ON THIS PLAT WERE DERIVED BY REAL TIME NETWORK (RTN) GLOBAL POSITIONING SYSTEM (GPS). THIS METHOD RESULTS IN (NAD 1983/2011) - (CORS 96) POSITIONS AND NORTH AMERICAN VERTICAL DATUM '88 (MEAN SEA LEVEL) ELEVATIONS USING THE CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS) MAINTAINED BY NORTH CAROLINA GEODETIC SURVEY, CLASS A SURVEY, 0.033 FT POSITIONAL ACCURACY, VRS FIELD PROCEDURE, GEOID12A AND UNITS IN FEET.
9. WETLANDS DELINEATED BY SAME APRIL, 2021.
10. STREAM BUFFER ON PROPERTY PER DETERMINATION LETTER DATED MAY 20, 2021 PROJECT NUMBER RRO #21-106.

I, DAN GREGORY, CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION. DEED DESCRIPTION RECORDED IN BOOK_SEE_, PAGE_REFERENCES_ ; THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS DRAWN FROM INFORMATION FOUND IN BOOK_SEE_, PAGE_REFERENCES_; THAT THE RATIO OF PRECISION AS CALCULATED IS 1:10,000+; THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED.

D, THAT THIS PLAT IS OF A SURVEY OF ANOTHER CATEGORY, SUCH AS THE RECOMBINATION OF EXISTING PARCELS, A COURT-ORDERED SURVEY OR OTHER EXCEPTION TO THE DEFINITION OF SUBDIVISION:

WITNESS MY ORIGINAL SIGNATURE, LICENSE NUMBER AND SEAL THIS

_____DAY OF_____, A.D., 2025.

DAN GREGORY, PLS L-5240

NORTH CAROLINA PROFESSIONAL LAND SURVEYOR DAN GREGORY L-5240

PRELIMINARY

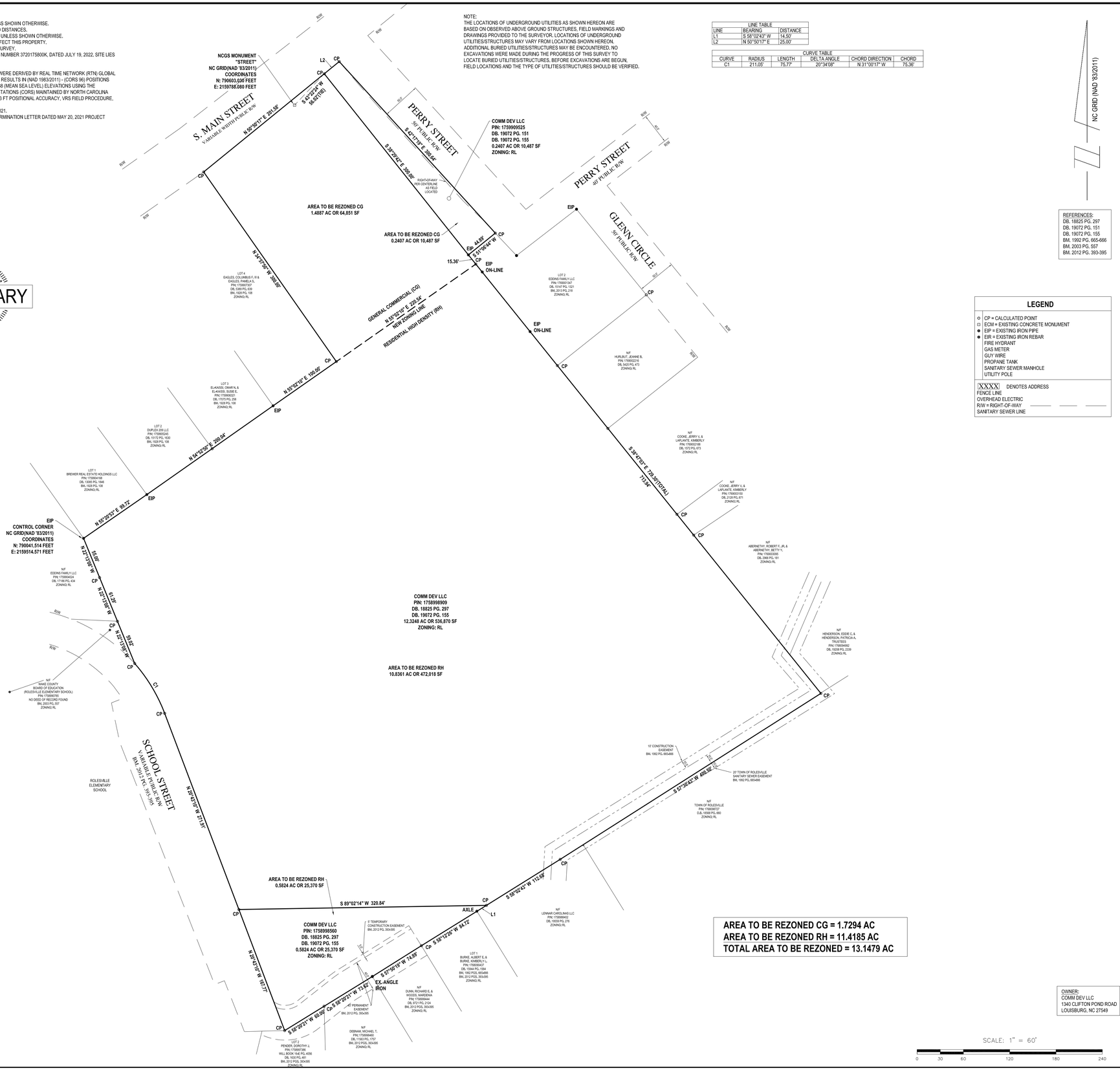
NOTE:
THE LOCATIONS OF UNDERGROUND UTILITIES AS SHOWN HEREON ARE BASED ON OBSERVED ABOVE GROUND STRUCTURES, FIELD MARKINGS AND DRAWINGS PROVIDED TO THE SURVEYOR. LOCATIONS OF UNDERGROUND UTILITIES/STRUCTURES MAY VARY FROM LOCATIONS SHOWN HEREON. ADDITIONAL BURIED UTILITIES/STRUCTURES MAY BE ENCOUNTERED, NO EXCAVATIONS WERE MADE DURING THE PROGRESS OF THIS SURVEY TO LOCATE BURIED UTILITIES/STRUCTURES, BEFORE EXCAVATIONS ARE BEGUN, FIELD LOCATIONS AND THE TYPE OF UTILITIES/STRUCTURES SHOULD BE VERIFIED.

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 58°10'43" W	14.50'
L2	N 50°50'17" E	25.00'

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA ANGLE	CHORD DIRECTION	CHORD
C1	211.05'	75.77'	20°34'08"	N 31°00'17" W	75.36'

NC GRID (NAD '83/2011)

REFERENCES:
DB. 18825 PG. 297
DB. 19072 PG. 151
DB. 19072 PG. 155
BM. 1992 PG. 665-666
BM. 2003 PG. 557
BM. 2012 PG. 393-395



AREA TO BE REZONED CG = 1.7294 AC
AREA TO BE REZONED RH = 11.4185 AC
TOTAL AREA TO BE REZONED = 13.1479 AC

OWNER:
COMM DEV LLC
1340 CLIFTON POND ROAD
LOUISBURG, NC 27549

BNK

BASS, NIXON & KENNEDY, INC.
CONSULTING ENGINEERS
• 6310 CHAPEL HILL ROAD, SUITE 250, RALEIGH, NORTH CAROLINA 27607
• TELEPHONE: (919)851-4422 or (800)354-1879
• FAX: (919)851-8866
• CERTIFICATION NUMBERS: NCBELS (C-0110); NCBLA (C-0267)

NO.	DATE	DESCRIPTION	BY
.	.	.	.

REVISIONS

JOB NO.	23073
DATE	6-26-2025
DRAWN BY	CWC
SCALE:	1" = 60'
CHK BY:	DG

REZONING PLAT
PROPERTY OF
COMM DEV LLC
WAKE COUNTY
NORTH CAROLINA
TOWN OF ROLESVILLE

SHEET 1 OF 1

LEGEND

○	CP = CALCULATED POINT
□	ECM = EXISTING CONCRETE MONUMENT
●	EIP = EXISTING IRON PIPE
●	EIR = EXISTING IRON REBAR
	FIRE HYDRANT
	GAS METER
	GUY WIRE
	PROPANE TANK
	SANITARY SEWER MANHOLE
	UTILITY POLE
XXXX	DENOTES ADDRESS
	FENCE LINE
	OVERHEAD ELECTRIC
R/W	R/W = RIGHT-OF-WAY
	SANITARY SEWER LINE

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REVISIONS	NO.	DATE	DESCRIPTION
	1	6/26/25	ADDED RH ZONING
	2	7/1/25	ADDED RH ZONING
	3	7/2/25	ADDED RH ZONING

R:\2020\20373 - Scarboro Property\SURVEY\20373CARLSON\dwg\20373 REZONING PLAT 2025.dwg, 6/26/2025 10:48:47 AM, colin campbell

Scarboro Village | Conditional Rezoning: Statement of Justification

July 1st, 2025

1. Is the application consistent with the Comprehensive Plan, Community Transportation Plan, Bicycle and Greenway Plans, and any other adopted Town policy plans?

This conditional rezoning petition proposes a dedicated right-of-way along the eastern boundary, in keeping with the Towns strategic transportation plan, a change from Residential Low Density (RL) to General Commercial (GC) along the Main Street corridor (±1.35 ac), and changing the balance of the parcel assemblage from Residential Low Density (RL) to Residential High Density (RH), while leaving the environmental features along the southern boundary undisturbed.

The site is designated High Density Residential on the Town's Future Land Use Map (FLUM), which supports a variety of housing types at a density of 6 to 12 dwelling units per acre. As defined in the Comprehensive Plan on pg. 37, this category includes townhomes and encourages compact, mixed residential development. This RH rezoning petition proposes a townhome development with a density of 6.08 units per acre, which aligns with the intended land use vision for the area.

The proposed GC zoning is consistent with the Town's Main Street Vision Plan. The parcel is located within the Town Center Core, identified in the Vision Plan as a key area for pedestrian activity, civic presence, and mixed-use development. The site sits directly across from one of the entrances to Main Street Park, which the Main Street Vision Plan designates as a civic anchor within the downtown core. This area is envisioned as a vibrant destination supporting walkability and community engagement.

According to the Vision Plan, this location supports development strategies that encourage small-scale office or professional space to support downtown uses and integrate local service restaurants or retail adjacent to public and civic buildings. The maps on pages 96–97 identify a proposed pedestrian crossing from this parcel to Main Street Park, reinforcing the site's role in promoting safe and accessible pedestrian connections.

Rezoning to GC along the Main Street corridor would strengthen the existing non-residential pattern along this segment of Main Street and enhance the commercial node created by adjacent General Industrial (GI) and Town Center (TC) districts across the street. This strategic land use supports the corridor's intended mix of uses and aligns with the Town's goal of fostering an economically vibrant, pedestrian-friendly downtown core.

The project also supports the multimodal transportation goals outlined in the Community Transportation Plan (CTP), Greenway Plan, and Bicycle Plan. The CTP recommends a new collector street along the eastern edge of the site to improve local network connectivity. This project includes a right-of-way dedication that will enable the Town to implement that critical north-south connection between Main Street and nearby neighborhoods.

The Greenway Plan highlights the need for improved multimodal access to parks, particularly the need for more bicycle and pedestrian connections to Main Street Park. Our project directly addresses this gap by locating residential development adjacent to a planned greenway. By dedicating right-of-way, we eliminate the need for future easements and support the implementation of the greenway as envisioned on pg. 103 of the plan, thereby reducing long-term infrastructure costs and enhancing community connectivity.

The area proposed for GC zoning is located on the existing GoRaleigh 401X express bus route. In addition, the Town's Bicycle and Greenway Plan identifies a dedicated bike lane along Main Street and collector

street with a future greenway along the eastern edge of the subject parcel. Our site plan dedicates right-of-way in support of both planned facilities.

Together, these elements demonstrate that the proposed development is fully aligned with Rolesville's adopted land use, transportation, and infrastructure plans by promoting responsible growth, multimodal access, and integrated public investments.

2. Does the application conflict with any provision of the LDO or the Town Code of Ordinances?

This application does not conflict with any provision of the Town of Rolesville's Land Development Ordinance (LDO) or Code of Ordinances. The proposed rezoning and development are consistent with the permitted uses, dimensional standards, and procedural requirements outlined in both documents.

3. Does the application correct any errors in the existing zoning present when it was adopted?

This application does not correct any errors in the existing zoning.

4. Does the rezoning allow uses compatible with existing and permitted uses on surrounding land/properties?

The proposed rezoning is compatible with both existing and permitted uses on surrounding properties. To the north, across Main Street, is Main Street Park, a nonresidential use located within nonresidential zoning. Adjacent to the park are parcels zoned General Industrial (GI). The proposed General Commercial (GC) zoning aligns with and complements these established nonresidential uses.

To the west, the proposed Residential High Density (RH) zoning is located adjacent to Rolesville Elementary School, a civic use that is compatible with residential development. The site also borders the future Parker Ridge residential development to the southwest and the existing Perry Street neighborhood to the east, making the proposed residential use contextually appropriate and in harmony with the surrounding area.

5. Would the application ensure efficient development within the Town, including the capacity and safety of the street network, public facilities, and other similar considerations?

The application supports efficient development by aligning with the Town's adopted transportation and infrastructure plans. The project includes right-of-way dedication for a future collector street along the eastern edge of the site, consistent with the Community Transportation Plan's goal to improve network connectivity and support future traffic capacity.

Residential units are strategically located near existing public facilities, including Rolesville Elementary School and Main Street Park, promoting walkability and reducing infrastructure strain. The northern portion of the site lies along the GoRaleigh 401X bus route and adjacent to proposed separated bike lanes, supporting safe and accessible transit options. Additionally, the site has access to public water and sewer, further supporting cost-effective development and reducing the need for new utility extensions.

By integrating this proposed land use with planned transportation, civic infrastructure, and public utilities, the project promotes compact, connected, and sustainable growth within the Town.

6. Would the application result in a logical and orderly development pattern?

This application supports a logical and orderly development pattern by transitioning from General Commercial (GC) zoning along Main Street, consistent with adjacent nonresidential uses, to Residential High Density (RH) zoning to the south, which aligns with surrounding neighborhoods and planned residential developments. The concept plan reflects thoughtful integration with existing land uses, public facilities, and transportation infrastructure.

By concentrating commercial uses along the Main Street corridor and placing residential units adjacent to schools and other residential communities, the proposed development reinforces the Town's goals for walkable, mixed use centers and connected neighborhoods. The inclusion of right of way dedication for a future collector street further enhances connectivity and supports coordinated growth consistent with the Town's long-term vision.

7. Would the application result in adverse impacts on water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment?

This application is not expected to result in any adverse environmental impacts. The concept plan has been designed to avoid disturbance to the jurisdictional wetlands and limits development to the northern side of the on-site riparian buffer. This approach preserves the natural functioning of the buffer and protects water quality and adjacent ecosystems.

The project will meet all applicable state and local requirements for stormwater detention and treatment, ensuring proper management of runoff and minimizing downstream impacts. While the majority of the site is currently cleared, the concept plan prioritizes the preservation of existing tree stands surrounding the riparian buffer, contributing to habitat value and vegetative stability.

There are no anticipated negative effects on air or noise quality as a result of the proposed development. By concentrating development within appropriate areas and integrating environmental protection measures from the outset, the application reflects responsible site planning and environmental stewardship consistent with the Town's development goals.

8. If a *Conditional District* providing proposed Conditions of Approval, do they address and mitigate the impacts reasonably expected to be generated by the development or use of the property, can they reasonably be implemented, and can they be enforced for the subject property, and will they result in no more significant impact on adjacent properties or the community at large than would be expected to occur by the permitted uses and the minimum development standards of the corresponding General zoning district.

The proposed conditions of approval for this Conditional District directly address and mitigate potential impacts that could be reasonably expected from the development. These proposed conditions include specific measures to preserve historical character, addresses neighborhood circulation and safety concerns, and ensures the proposed development has the flexibility to respond to site conditions and public input as it strives to meet the Towns planned goals and objectives.

Conditions such as the documentation and preservation efforts related to the existing single-family home at 201 S. Main Street provide thoughtful recognition of the site's historic context. Provisions for public notice and opportunities for relocation or salvage by third parties, including nonprofits and the Town, demonstrate a good-faith effort to reduce cultural and material loss.

Additionally, the prohibition of vehicular access from School Street is a proactive measure to minimize traffic impacts on surrounding residential areas, while still allowing flexibility for pedestrian connections if appropriate.

All proposed conditions are clear, reasonable, and enforceable through the Town's existing review and permitting procedures. Compared to what could be developed under the base zoning standards without conditions, the application with these commitments results in a more predictable, considerate, and community-sensitive development outcome.

July 28, 2025

Re: Community Information Meeting on August 18 2025 for Conditional Rezoning of Scarboro Village at 0 Main St., 201 S Main St., 200 School St., Rolesville, North Carolina.

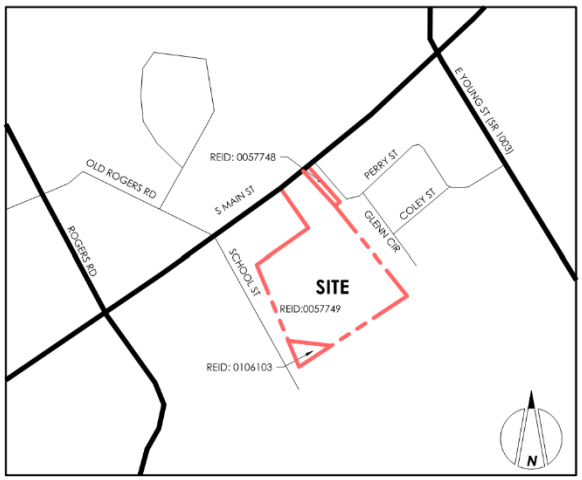
Dear Neighbor:

You're invited to a Neighborhood Meeting regarding the Conditional Rezoning for Scarboro Village, which is proposed on 13.15 Acres of land (REIDs: 0057748, 0057749, 0106103) near your property. The site is located at 0 Main St., 201 S. Main St., and 200 School St (see Vicinity Map below).

An informal community meeting will be held in-person on **Monday, August 18** from **6:00pm-7:00pm** at the **Rolesville Community Center** (514 Southtown Circle Rolesville, NC 27571).

This project proposes a conditional rezoning from **RL (Residential Low Density)** to **GC (General Commercial) & RH (Residential High Density)** to allow for the development of 63 lots for townhomes.

Plans for the proposed development will be presented at the meeting. Attendees will have the opportunity to ask questions and share feedback with individuals knowledgeable about the project. We would appreciate your attendance and input at this community meeting. If you have questions before the meeting, you may contact the person noted below.



VICINITY MAP
SCALE: 1" = 500'

Sincerely,

Courtney McQueen

Courtney McQueen, PLA
Landscape Architecture Project Coordinator
(919) 490-4990
cmcqueen@qunity.com

Property Owner Name	Street Address	Town, State, Zip	Parcel REID	Parcel PIN
WHITAKER, BARRY W WHITAKER, BETTY P	200 PERRY ST	ROLESVILLE, NC 27571	75956	1769003587
POWERS, MARK R POWERS, MARY K	120 S MAIN ST	ROLESVILLE, NC 27571	55852	1759918091
ABERNETHY, ROBERT FRANKLIN JR ABERNETHY, BETTY YOUNG	108 GLENN CIR	ROLESVILLE, NC 27571	24237	1769003095
WILLOUGHBY, DAPHNE B	210 S MAIN ST	ROLESVILLE, NC 27571	8895	1759901581
BURKE, ALBERT EMERY BURKE, KIMBERLY LUANNE	0 SCHOOL ST	ROLESVILLE, NC 27571	33179	1768090437
BURKE, ALBERT EMERY BURKE, KIMBERLY LUANNE	206 SCHOOL ST	ROLESVILLE, NC 27571	33180	1768090349
MOORE, MICHAEL EDWARD	204 BROWN CIR	ROLESVILLE, NC 27571	2408	1759913002
COOKE, WILLIS NANCY V	115 S MAIN ST	ROLESVILLE, NC 27571	14688	1769002815
WELLS, ANGELA S	113 S MAIN ST	ROLESVILLE, NC 27571	73785	1769003849
BREWER REAL ESTATE HOLDINGS LLC	211 S MAIN ST	ROLESVILLE, NC 27571	27130	1759904168
HURLBUT, JEANNE B	102 GLENN CIR	ROLESVILLE, NC 27571	7256	1769002216
PEARCE, LYNDA S	207 PERRY ST	ROLESVILLE, NC 27571	80612	1769003716
GALLAGHER, MICHAEL	109 GLENN CIR	ROLESVILLE, NC 27571	346	1769005049
ROLESVILLE COMMUNITY PARK	121 REDFORD PLACE DR	ROLESVILLE, NC 27571	189833	1758980948
EAGLES, COLUMBUS F III EAGLES, PAMELA S	205 S MAIN ST	ROLESVILLE, NC 27571	60335	1759907307
AUTERI, DONALD W	122 S MAIN ST	ROLESVILLE, NC 27571	8892	1759908823
WHITAKER, BARRY WAYNE WHITAKER, BETTY P	202 PERRY ST	ROLESVILLE, NC 27571	8896	1769002594
DUNN, RICHARD E WOODS, MARDENIA	204 SCHOOL ST	ROLESVILLE, NC 27571	23551	1758999444
WAKE COUNTY BOARD OF EDUCATION	307 S MAIN ST	ROLESVILLE, NC 27571	102701	1758990785
HENDERSON, EDDIE C HENDERSON, PATRICIA A	112 GLENN CIR	ROLESVILLE, NC 27571	47017	1768094992
BRAGDON, JESSE DAVID BRAGDON, JENNIFER KAY	111 GLENN CIR	ROLESVILLE, NC 27571	72001	1768096906
SUGGS, STEPHANIE SUGGS, ROBERT	119 S MAIN ST	ROLESVILLE, NC 27571	73754	1769000796
SUGGS, STEPHANIE SUGGS, ROBERT	0 PERRY ST	ROLESVILLE, NC 27571	283590	1769001695
EL-KAISSI, OMAR N EL-KAISSI, SUSIE E	207 S MAIN ST	ROLESVILLE, NC 27571	60273	1759906321
DURAN-LEMUS, HUGO ALBERTO	202 BROWN CIR	ROLESVILLE, NC 27571	6161	1759902826
EDDINS FAMILY, LLC	99 GLENN CIR	ROLESVILLE, NC 27571	98901	1769002540
EDDINS FAMILY, LLC	101 GLENN CIR	ROLESVILLE, NC 27571	57845	1769003415
EDDINS FAMILY, LLC	103 GLENN CIR	ROLESVILLE, NC 27571	8894	1769003452
COOKE, JERRY V LAPLANTE, KIMBERLY	104 GLENN CIR	ROLESVILLE, NC 27571	14661	1769002188
COOKE, JERRY V LAPLANTE, KIMBERLY	106 GLENN CIR	ROLESVILLE, NC 27571	8893	1769003150
ROLESVILLE, LLC	302 S MAIN ST	ROLESVILLE, NC 27571	357169	1759808293
EDDINS FAMILY LLC	213 S MAIN ST	ROLESVILLE, NC 27571	54369	1759904024

EDDINS FAMILY LLC	208 S MAIN ST	ROLESVILLE, NC 27571	73782	1759904541
EDDINS FAMILY LLC	206 S MAIN ST	ROLESVILLE, NC 27571	84033	1759904676
EDDINS FAMILY LLC	204 S MAIN ST	ROLESVILLE, NC 27571	76637	1759905567
LENNAR CAROLINAS LLC	82 SCHOOL ST	ROLESVILLE, NC 27571	53006	1758988402
LAMM, JAMES R LAMM, LOUISE S	101 COLEY ST	ROLESVILLE, NC 27571	47907	1769004306
DEBNAM, MICHAEL T	202 SCHOOL ST	ROLESVILLE, NC 27571	22033	1758998460
YOUNG, PATSY V YOUNG, HARRIET D	506 E YOUNG ST	ROLESVILLE, NC 27571	80478	1768194694
KEITH, BETTY C KEITH, RALPH BRIAN	104 COLEY ST	ROLESVILLE, NC 27571	38634	1769006376
COMM DEV LLC	201 S MAIN ST	ROLESVILLE, NC 27571	57749	1758998909
COMM DEV LLC	200 SCHOOL ST	ROLESVILLE, NC 27571	106103	1758998560
TOWN OF ROLESVILLE	0 E YOUNG ST	ROLESVILLE, NC 27571	106105	1768094465
COMM DEV LLC	0 S MAIN ST	ROLESVILLE, NC 27571	57748	1759909525
NC FOR THE FUTURE LLC	121 S MAIN ST	ROLESVILLE, NC 27571	53005	1769000577
EDDINS FAMILY LLC	100 GLENN CIR	ROLESVILLE, NC 27571	1209	1769001347
DUPLEX 209 LLC	209 S MAIN ST	ROLESVILLE, NC 27571	67163	1759905245
BELL, MORGAN V	102 COLEY ST	ROLESVILLE, NC 27571	63013	1769005278
COBBLESTONE CROSSING SPE LLC	100 S MAIN ST	ROLESVILLE, NC 27571	72561	1769011435
PENDER, DOROTHY JONES	118 SCHOOL ST	ROLESVILLE, NC 27571	37218	1758997386
YOUNG, PATSY V YOUNG, BOBBY W	508 E YOUNG ST	ROLESVILLE, NC 27571	106104	1768192148
TOWN OF ROLESVILLE	408 E YOUNG ST	ROLESVILLE, NC 27571	12313	1768098727
WOODBY, THERESA M	100 COLEY ST	ROLESVILLE, NC 27571	70593	1769004281
ROLESVILLE TOWN OF	200 S MAIN ST	ROLESVILLE, NC 27571	69979	1759922076
YOUNG, PATSY V	504 E YOUNG ST	ROLESVILLE, NC 27571	80445	1768193779
WILLOUGHBY, DAPHNE B	5300 OLD ROGERS RD	ROLESVILLE, NC 27571	10254	1759809483

Qunity

Scarboro Village Rezoning

REZ-25-05

Neighborhood Meeting

August 18, 2025
Rolesville Community Center
6:00 PM – 7:00 PM

Qunity

Meet the Team

Developer

KDM Development Corp.

Peter Crossett and Shane Saucier

Engineering and Design Firm

Qunity

Courtney McQueen, PLA , Alex Craig, MLA, SITES AP

Qunity

Agenda

- Description of Property
- Project Changes
- Rezoning Process
- Questions/Comments

Qunity

Overview of REZ-23-05

Site Information

13.15 Acres

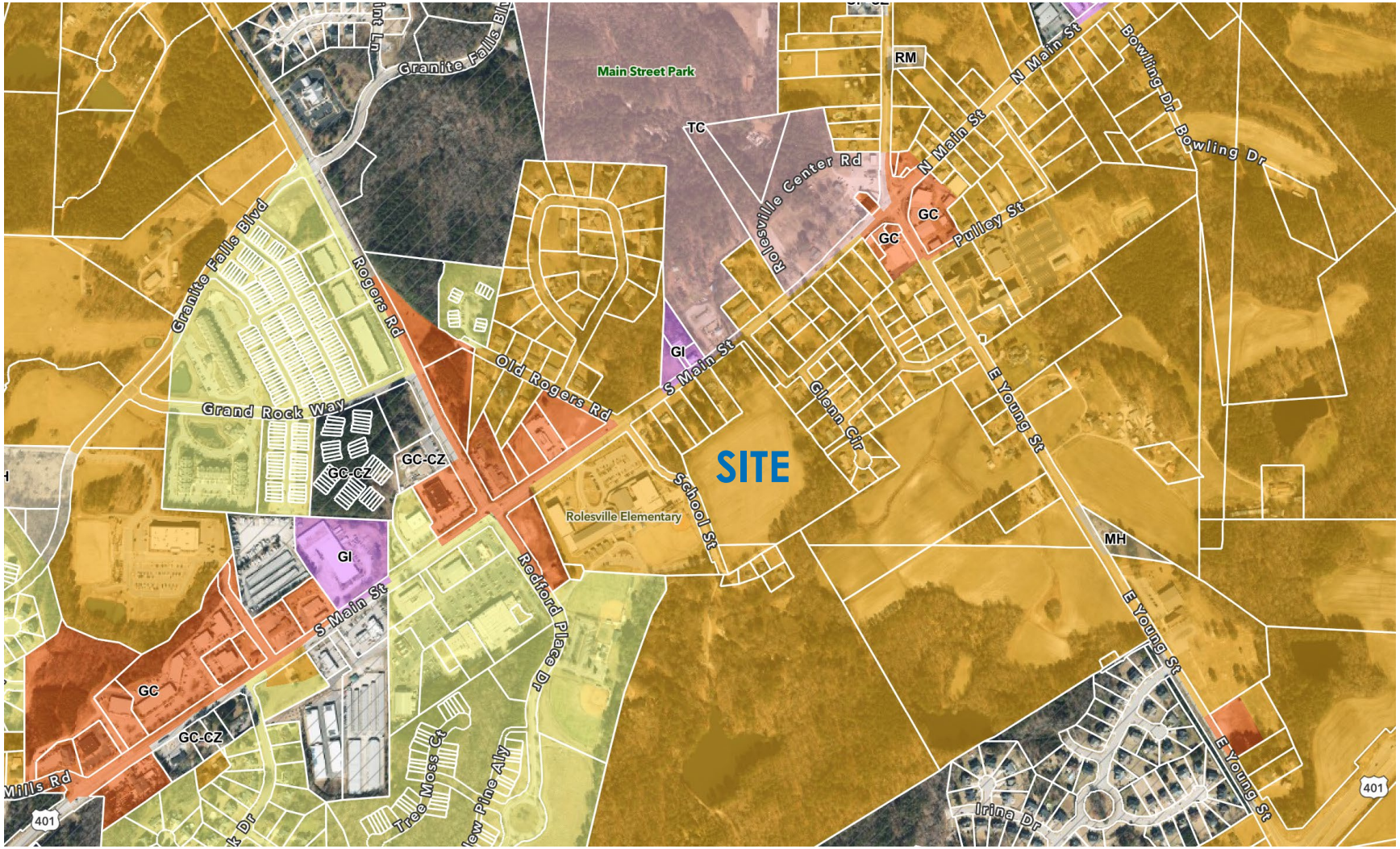
Existing Zoning:
Residential Low Density (RL)



Qunity

Current Zoning

Existing Zoning:
Residential Low Density (RL)

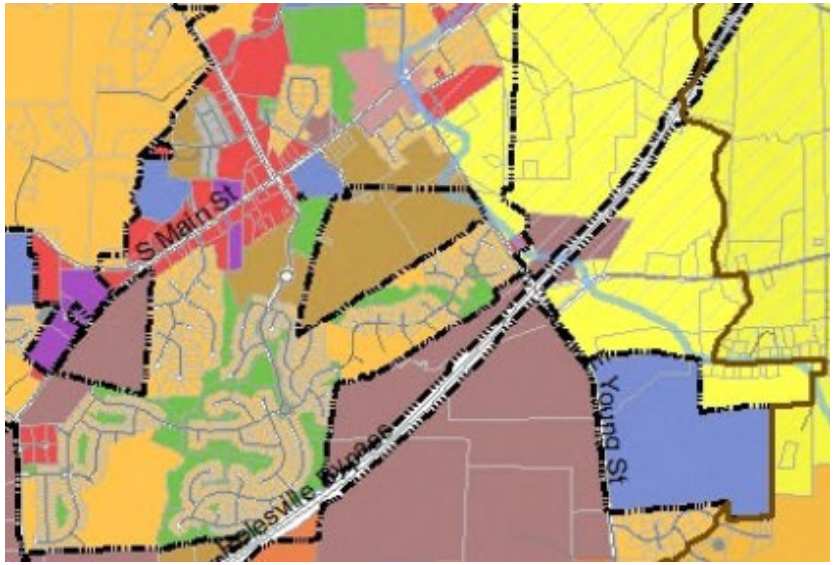


Future Land Use Map & Main Street Vision Plan

FLUM:
High Density Residential

No proposed change to current FLUM

Main Street Vision Plan:
Site is adjacent to Village Core



Rolesville: Future Land Use Map

ETJ Boundary	High Density Residential	Industrial
Town Boundary	Town Center	School
Water Supply Watershed	Mixed Use Neighborhood	Preserved Open Space
Low Density Residential	Commercial	Water Sewer Services
Medium Density Residential	Business Park	

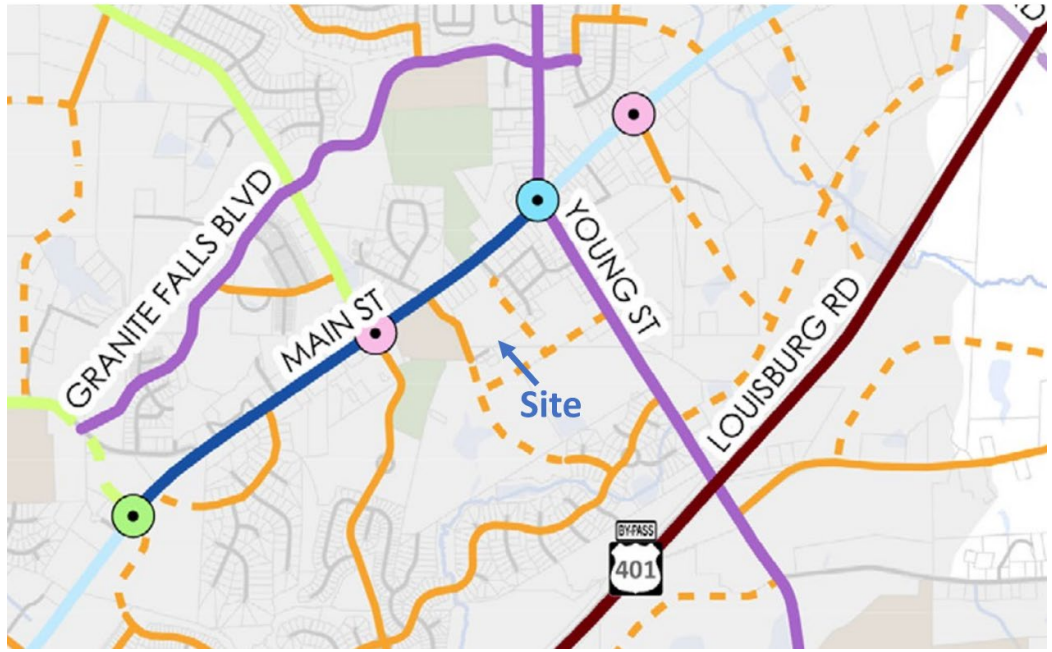


Figure 1-3: Main Street Context Zones Map

Rolesville Transportation &Greenway Plan

Transportation Plan: requires a collector road connecting Main Street to the new Town Campus property

Greenway Plan: Requires a connection from the new Town Campus property to Main Street Park





Proposed Concept Site Plan

Site Information

Parcel 1- 1.35 ac
General Rezoning
To General Commercial (GC)
1.35 ac

Parcel 2- 10.36 ac
Conditional Rezoning to Residential High Density (RH)
63 townhomes

Construction of new street connecting S Main St. to Rolesville Town Center

Installation of new greenway path to Main St Park



Timeline

Neighborhood meeting

Development Team receives feedback from neighbors

Rezoning and Development Plan Process

Resubmit plans to TOR on the 1st of each month. Once plans are clear of staff comments the project will be scheduled for the following board reviews:

1. Planning Board Review
2. Board of Commissioners Review & Approval

Project Page on TOR Website

https://www.rolesvillenc.gov/project/scarboro-village-fka-apartments-201-s-main

Courtney McQueen, PLA
LA Project Coordinator
cmcqueen@qunity.com
919-490-4990

Questions?



Courtney McQueen, PLA

LA Project Coordinator
cmcqueen@qunity.com
919-490-4990

Name	Email	Address
Patsy Young	patsyyoung@yahoo.com	504 E. Young St. Rolesville
Linda Barnes	lindybarnes@yahoo.com	105 Coley Street P.O. Box 241 Rolesville, N.C.
Penny Dykes	sh.eshe.lala@yahoo.com	303 Perry St Rolesville NC
Jennifer Bragdon	jkbragdon09@gmail.com	111 Glenn Circle Rolesville, NC
Morgan Bell	Djbell0319@gmail.com	101 Coley Rolesville
Rick E.	Rolesvillefurn@windspring.com	

August 18, 2025

Scarboro Village – Neighborhood Meeting Report

Attendees

- Courtney McQueen | LA Project Coordinator, **Qunity**
- Alex Craig | LA Designer II, **Qunity**
- Shane Saucier | Project Manager, **KDM Development Corp.**
- Community Members (6 Total)

Reactions and Feedback from Neighbors:

- Neighbor comment: Neighbors express they are pleased with the change from apartments to townhomes and the reduction in traffic
    - Qunity Response: -Acknowledged comments.
- Neighbor comment: Neighbor asks if the area to be dedicated as future parkland is the swampy area of the site.
    - Qunity Response: Confirms yes that is correct.
- Neighbor comment: Neighbor asks if the development is part of Parker Ridge development.
    - Qunity Response: Confirms no it is not.
- Neighbor comment: Neighbor asks who owns the properties south of the site. Which properties are south of the land.
    - Qunity Response: Confirms that area of land belongs to the Town of Roleseville, that is why the southeastern portion of the site would be dedicated to the parks department.
- Neighbor comment: Neighbor asks if the intersection at Perry street is going to change.
    - Qunity Response: Qunity explained the currently the design is still conceptual. The intersection will start designed at the time of site plan.
- Neighbor comment: Neighbors are concerned about the safety of the intersection at Perry St.
    - Qunity Response: Qunity explains this intersection will be designed by an engineering team working with NCDOT.
- Neighbor comment: Neighbors are concerned with the viability of the project due to other townhome development in the area and that developer may have difficulty.
    - Qunity: Qunity and KDM acknowledges the statement and thanked for the feedback.
- Neighbor comment: Neighbor asks if they will be rental units or owner occupied.
    - Qunity Response: KDM says we do not know yet.
- Neighbor comment: Neighbors prefer the townhomes to be owner occupied.

- Qunity Response: Qunity responds that they will communicate this to the town that the goal is not for all properties to be rentals. KDM suggests that this could be in the HOA Declarants. Design teams will investigate these items

- Neighbor comment: Neighbor asks why the fence is no longer being shown on the conceptual site plan and that they would like a screening fence to be added back.
    - Qunity Response: Qunity explains that since the design has been redone, we are waiting for feedback from neighbors before adding additional items back to the plan. Due to feedback from neighbors about a fence, a 6' fence will be added to the concept plan along the greenway and adjacent to the northern properties. The fence will be 6' instead of the previous 8' since they will no longer be screening tall apartment buildings.

- Neighbor comment: A neighbor is concerned about the intersection at Perry and the safety and wonders if we will have it fully designed by the time it is brought before the planning board.
    - Qunity Response: Qunity explains that the intersection will only be designed conceptually at that point.

- Neighbor comment: A neighbor asks if the town is still planning to extend and connect the collector road to future developments.
    - Qunity Response: Qunity confirms that that is still the plan.

- Neighbor comment: Neighbor asks what the proposed commercial site will be. Neighbors believe that since the town wants more commercial development it would be helpful to have an idea of what the commercial will be.
    - Qunity Response: KDM explains it has not been decided due to it being early in the process, and if the property gets sold it will be up to the new owner to decide what it will be.

- Neighbor comment: Neighbor asks if there will be another neighborhood meeting due to multiple community members not being able to attend due to sickness.
    - Qunity Response: Qunity commits to sending out the meeting presentation to the current attendees for them to share with neighbors and would confirm the next neighborhood meeting in the email. Qunity sent the requestion information in an email on 8/20/25

Summary of main concerns:

1. Intersection safety at Perry St.
2. Having a fence to screen the townhomes along the greenway trail and the Northern adjacent properties.
3. The viability of townhomes selling and not being rental-only.

McAdams
621 Hillsborough Street
Suite 500
Raleigh, NC 27603
919. 361. 5000

SPEC23591

June 27, 2025

Meredith Gruber
Town of Rolesville
502 Southtown Circle, PO Box 250
Rolesville, NC 27571
919.554.6517

RE: Scarboro Village – Rolesville, North Carolina – Trip Generation Letter

Dear Ms. Gruber,

Trip Generation Letter

This letter presents a summary of the trip generation potential for the proposed Scarboro Village development to be located at 201 S. Main Street in Rolesville, North Carolina. The purpose of this letter is to review the anticipated trip generation potential of the proposed site. The proposed development is expected to consist of 63 townhomes.

Site access will be served via two (2) full movement driveways along the extension of Perry Street.

Similar Site Data

Based on the Institute for Transportation Engineers (ITE) *Trip Generation Manual*, 11th 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 below for the trip generation for the proposed land uses.

TABLE 1: TRIP GENERATION

Land Use (ITE Code)	Density	Calculation Methodology	Daily Trips	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Townhomes (215)	63 units	Adjacent / Equation	430	7	20	27	20	14	34

The proposed development is expected to generate 430 daily trips consisting of 27 trips (7 entering and 20 exiting) during the weekday AM peak hour and 34 trips (20 entering and 14 exiting) during the weekday PM peak hour.

Based on the Town of Rolesville (Town) Unified Development Ordinance (UDO), a Traffic Impact Analysis (TIA) is required if the trip generation threshold is expected to generate greater than 1,000 daily trips or greater than 100 peak hour trips. The threshold for the North Carolina Department of Transportation (NCDOT) requiring a TIA of a proposed development is that of generating more than 3,000 daily trips. Based on a review of the proposed density and associated trip generation potential, the proposed development is expected to be well below these thresholds. Due to these reasons, offsite traffic impacts by the proposed development are expected to be negligible.

Summary

This letter presents a summary of the trip generation potential for the Scarboro Village development. The proposed development is at 201 S. Main Street in Rolesville, North Carolina. The purpose of this letter is to review the anticipated trip generation potential of the proposed site. The proposed development is expected to consist of 63 townhomes.

Based on review of the trip generation calculations using the methodology contained within the ITE *Trip Generation Manual*, 11th Edition, the proposed development is expected to generate a maximum of 430 daily trips consisting of 27 trips during the weekday AM peak hour and 34 trips during the weekday PM peak hour. This falls below the typical threshold for requiring a Traffic Impact Analysis (TIA) set by the Town of Rolesville of generating greater than 1,000 daily trips or 100 peak hour trips. Due to the low trip generation estimates for the proposed development, the development is expected to have a negligible impact on the area street network.

If you should have any questions or comments relative to this study, please feel free to contact me at 919.961.4065.

Sincerely,
McAdams



Nate Bouquin, PE, PTOE | Practice Lead, Traffic Engineering
bouquin@mcadamsco.com | 919. 961. 4065

The John R. McAdams Company, Inc.
NC License #C-0293

EXHIBIT A: SCARBORO VILLAGE CONCEPT PLAN



LEGEND

- STREAM BUFFER
- ACTIVE RECREATIONAL OPEN SPACE AREA
- RIGHT OF WAY DEDICATION
- STORMWATER FACILITY AREA
- ZONING BOUNDARY

0 30' 60' 120'

SCALE: 1" = 60'

N

DRAWN BY:	CHECKED BY:	PROJECT NO.
CRM	TS	2273
07-01-2025		SHEET NO.
SCALE AS NOTED		EXHIBIT A

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PROJECT INFORMATION

SITE SUMMARY

GROSS LAND AREA:	572,727 SF (13.15 AC)
PROPOSED RIGHT OF WAY DEDICATION:	62,633 SF (1.44 AC)
EXISTING ZONING:	RL
PROPOSED PARCEL 1 AREA:	58,828 SF (1.35 AC)
PROPOSED ZONING:	GC
PROPOSED PARCEL 2 AREA:	451,266 SF (10.36 AC)
PROPOSED ZONING:	RH

PARCEL 1 LOT SUMMARY

MAXIMUM BUILDING HEIGHT:	35'
FRONT SETBACK:	20'
SIDE SETBACK:	15'
REAR SETBACK:	35'
CORNER SETBACK:	25'
*SETBACK REDUCTIONS ALLOWED WITH STIPULATIONS	
LOT WIDTH:	100' MIN
LOT AREA:	20,000 SF MIN

PARKING

VEHICULAR REQUIRED:	2.5 SPACES/ 1,000 SF
BICYCLE REQUIRED:	MIN: 1 SPACES/ 5,000 GFA MAX: 20 SPACES

OPEN SPACE SUMMARY

REQUIRED:	2,942 SF (5%) MIN TO INCLUDE 1 SMALL SPACE TYPE

PARCEL 2 LOT SUMMARY

MAXIMUM ALLOWED DENSITY:	9 UNITS/ AC
PROPOSED DENSITY:	6.08 UNITS/ AC (63 UNITS/ 10.36 AC) 63 FRONT LOADED
MAXIMUM BUILDING HEIGHT:	35'
FRONT SETBACK:	15'
SIDE SETBACK:	10' END UNIT, 0' INTERNAL
REAR SETBACK:	15'
CORNER SETBACK:	15'
BUILDING SEPARATION:	30'
LOT WIDTH:	20' MIN
LOT AREA:	2,000 SF MIN

PARKING

REQUIRED:	140 SPACES
RESIDENTIAL BUILDING:	2 / UNIT = 126 SPACES
GUEST PARKING:	.25/ UNIT = 16 SPACES
PROPOSED:	126 GARAGE / DRIVEWAY SPACES 16 SURFACE SPACES

OPEN SPACE SUMMARY

REQUIRED:	67,690 SF (15%) MIN TO INCLUDE 1 SMALL & 1 MEDIUM OPEN SPACE TYPES
PROPOSED:	76,514 SF
ACTIVE RECREATION:	23,373 SF (35%)
ENVIRONMENTALLY SENSITIVE LAND:	13,538 SF (20%)
STORMWATER FACILITY:	30,779 SF (45%)

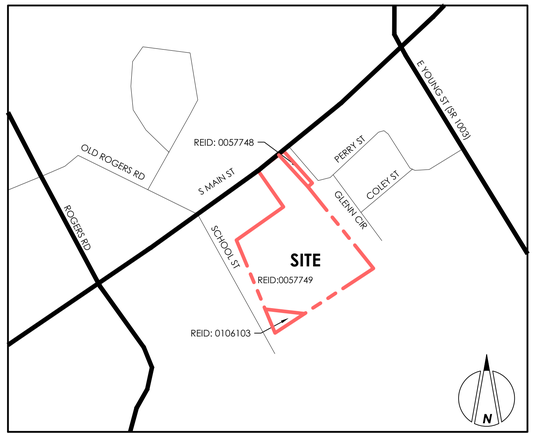
PROPERTY	PIN	REID	OWNER	ZONING	USE
A	1769000577	0053005	NC FOR THE FUTURE LLC 248 CHARACTER DR ROLESVILLE NC 27571-9384	RL	SINGLFAM
B	1769001347	0001209	EDDINS FAMILY LLC 6105 HOPE FARM LN WAKE FOREST NC 27587-8426	RL	SINGLFAM
C	1769002216	0007256	HUFFLEUT, JEANNE B 192 GLENN CIR ROLESVILLE NC 27571-9408	RL	SINGLFAM
D	1769002188	0014661	COOKE, DOROTHY F 104 GLENN CIR ROLESVILLE NC 27571-9408	RL	SINGLFAM
E	1759083719	0316781	BEECTON, WILLIAM BRYANT BEECTON, AMIE W 1937 OLD COLLEGE CIR WAKE FOREST NC 27587-3823	RL	SINGLFAM
F	1769003095	0024237	ABERNETHY, ROBERT FRANKLIN JR ABERNETHY, BETTY YOUNG 108 GLENN CIR	RL	SINGLFAM
G	1768094992	0047017	HENDERSON, EDDIE C HENDERSON, PATRICIA A 112 GLENN CIR ROLESVILLE NC 27571-9408	RL	SINGLFAM
H	1768098727	0001209	TOWN OF ROLESVILLE PO BOX 250 ROLESVILLE NC 27571-0250	RL	SINGLFAM
I	1768091558	0219717	PARKER, W HPARKER, DORIS FAYE HAROLD PARKER 149 STONEBRIDGE DR	RL	N/A
J	1758988411	0053006	PARKER, W HPARKER, DORIS FAYE HAROLD PARKER 149 STONEBRIDGE DR	RL	N/A
K	1768090437	0033179	BURKE, ALBERT EMERY BURKE, KIMBERLY LUANNE 1532 OAK GROVE CHURCH RD WAKE FOREST NC 27587-7103	RL	N/A
L	1758999444	0023551	DUNN, RICHARD E WOODS, MARYDENIA 204 SCHOOL ST ROLESVILLE NC 27571-9418	RL	SINGLFAM
M	1758998460	0022033	DEBNAM, MICHAEL T 240 WOODROW AVE BRIDGEPORT CT 06606-2938	RL	SINGLFAM
N	1758997386	0037218	PENDER, DOROTHY JONES 2188 US HWY FRANKLINTON NC 27525-8710	RL	SINGLFAM
O	1758988411	0053006	PARKER, W HPARKER, DORIS FAYE HAROLD PARKER 149 STONEBRIDGE DR	RL	N/A
P	1758990785	0102701	WAKE COUNTY BOARD OF EDUCATION RE SERVICES DIRECTOR 1551 ROCK QUARRY RD	RL	SCHOOL
Q	1759904024	0054369	EDDINS FAMILY LLC 6105 HOPE FARM LN WAKE FOREST NC 27587-8426	RL	SINGLFAM
R	1759904168	0027130	BREWER REAL ESTATE HOLDINGS LLC 1900 SILVER OAKS CT RALEIGH NC 27614-9359	RL	RES/BUS
S	1759905245	0067163	DUPLEX 209 LLC PO BOX 1811 WAKE FOREST NC 27588-1811	RL	TWOFAM
T	1759906321	0060273	ELKASSIS, OMAR N ELKASSIS, SUSIE E 207 S MAIN ST ROLESVILLE NC 27571-9660	RL	SINGLFAM
U	1759907307	0060335	EAGLES, COLUMBUS F III EAGLES, PAMELA S 205 S MAIN ST ROLESVILLE NC 27571-9660	RL	SINGLFAM

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www.qunity.com
NORTH CAROLINA BOARD OF EXAMINERS FOR ENGINEERS AND SURVEYORS LICENSE NO.: C-0676

PIN: 1759-90-9525 REID: 0057748	PIN: 1758998909 REID: 0057749	PIN: 1758998560 REID: 0106103

REZ-25-05
CONCEPT SITE PLAN
SCARBORO VILLAGE

0 MAIN ST, 201 S. MAIN ST, 200 SCHOOL ST, ROLESVILLE, NORTH CAROLINA



VICINITY MAP
SCALE: 1" = 500'

OWNER
COMM DEV,LLC
MATTHEW SHUEY
1340 CLIFTON POND ROAD
LOUISBURG, NC 27549
MATT@COMMANDCS.COM

ENGINEER/LAND PLANNER
QUNITY, PA
COURTNEY MCQUEEN, PLA
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F: (919) 490-8953
CMCQUEEN@QUNITY.COM

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MJONES@QUNITY.COM

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BNK
DAN GREGORY, PLS
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SCARBORO VILLAGE
0 MAIN ST, 201 S MAIN ST,
200 SCHOOL ST
ROLESVILLE, NORTH CAROLINA

NORTH CAROLINA REGISTERED LANDSCAPE ARCHITECTURAL CORPORATION C-200 QUNITY, P.A.

NORTH CAROLINA REGISTERED LANDSCAPE ARCHITECT 2210 COURTNEY ROSE MCQUEEN

811 - CALL BEFORE YOU DIG

DRAWN BY:	CHECKED BY:
CRM	JEW

DATE 2/5/2026
PROJECT NO. 2273
SHEET NO. C000
<CONCEPT SITE PLAN>

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PIN: 1759-90-9525 REID: 0057748	PIN: 1758998909 REID: 0057749	PIN: 1758998560 REID: 0106103

PROVIDE A LEFT TURN LANE ONTO S. MAIN ST.

S MAIN STREET
VARIABLE WIDTH PUBLIC R/W

SCHOOL STREET
VARIABLE WIDTH PUBLIC R/W

PERRY STREET
80' PUBLIC R/W

GLENN CIRCLE
50' PUBLIC R/W

COLEY STREET

PARCEL 1

PARCEL 2

STREET BUFFER

FUTURE BUILDABLE AREA

FUTURE PARKING LOCATION

GENERAL COMMERCIAL (GC)

RESIDENTIAL HIGH DENSITY (RH)

LANDSCAPE BUFFER, TYP

6FT FENCE

PROPOSED COLLECTOR STREET
65' PUBLIC R/W

ROW DEDICATION A
(62,270 SF | 1.43 AC)

LOCAL RESIDENTIAL STREET A
50' PUBLIC R/W

LOCAL RESIDENTIAL STREET B
50' PUBLIC R/W

LOCAL RESIDENTIAL STREET C
50' PUBLIC R/W

PASSIVE REC OPEN SPACE, TYP

GREENWAY TRAIL LOCATION

15' STREET BUFFER

ACTIVE REC OPEN SPACE, TYP

PARKING

RETAINING WALL

UTILITY EASEMENT

EX SEWER MAIN

STORMWATER CONTROL MEASURE

PRIVATE TRAIL

PASSIVE REC OPEN SPACE, TYP

LANDSCAPE BUFFER, TYP

ACTIVE REC OPEN SPACE TO BE DEDICATED TO TOR AS PARKLAND (1AC)

LANDSCAPE BUFFER TO BE ADJUSTED AROUND SEWER EASEMENT

ACCESS DRIVE TO BE DEMOLISHED

LANDSCAPE BUFFER, TYP

ACCESS DRIVE TO BE DEMOLISHED

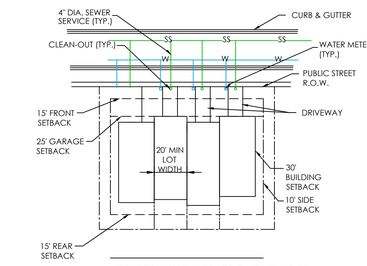
ROW DEDICATION B
(8,993 SF | 0.21 AC)

STREET BUFFER

A B C D E F G H I J K L M N O P Q R S T U

0 30' 60' 120'
SCALE: 1" = 60'

N



20' TOWNHOMES (FRONT LOADED)
NOT TO SCALE

2 C100 **TYP LOT DETAIL - TOWNHOMES**
SCALE: NTS

PROJECT INFORMATION
CASE REZ-25-05

SITE SUMMARY

GROSS LAND AREA:	572,727 SF (13.1479 AC)
EXISTING ZONING:	RL
PROPOSED PARCEL 1 GC ZONING AREA:	(1.7294 AC)
PROPOSED PARCEL 2 RH ZONING:	(11.4185 AC)
PROPOSED RIGHT OF WAY DEDICATION A:	62,270 SF (1.43 AC)
PROPOSED RIGHT OF WAY DEDICATION B:	8,993 SF (0.21 AC)
PROPOSED PARCEL 1 AREA:	58,828 SF (1.35 AC)
PROPOSED PARCEL 2 AREA:	442,273 SF (10.15 AC)

PARCEL 1 LOT SUMMARY

MAXIMUM BUILDING HEIGHT:	42' **
SETBACKS DETERMINED AT THE TIME OF SITE PLAN	
**MAX 50' HEIGHT ALLOWED WITH DESIGN ALTERNATIVES	
PARKING	
VEHICULAR REQUIRED:	2.5 SPACES/ 1,000 SF
BICYCLE REQUIRED:	MIN: 1 SPACES/ 5,000 GFA MAX: 20 SPACES
OPEN SPACE SUMMARY	
REQUIRED:	2,942 SF (5%) MIN TO INCLUDE 1 SMALL SPACE TYPE

PARCEL 2 LOT SUMMARY

MAXIMUM ALLOWED DENSITY:	9 UNITS/ AC
PROPOSED DENSITY:	5.51 UNITS/ AC (63 UNITS/ 11.4185 AC) 63 FRONT LOADED
MAXIMUM BUILDING HEIGHT:	35'
FRONT SETBACK:	15'
SIDE SETBACK:	10' END UNIT, 0' INTERNAL
REAR SETBACK:	15'
CORNER SETBACK:	15'
BUILDING SEPARATION:	30'
LOT WIDTH:	20' MIN
LOT AREA:	2,000 SF MIN
PARKING	
REQUIRED:	140 SPACES
RESIDENTIAL BUILDING:	2 / UNIT = 126 SPACES
GUEST PARKING:	.25/ UNIT = 16 SPACES
PROPOSED:	126 GARAGE / DRIVEWAY SPACES 16 SURFACE SPACES
OPEN SPACE SUMMARY	
REQUIRED:	66,341(15%) MIN TO INCLUDE 1 SMALL & 1 MEDIUM OPEN SPACE TYPES
PROPOSED:	66,341 SF
ACTIVE RECREATION:	48,215 SF
DEDICATED PARKLAND:	43,578 SF (65%)
PRIVATE ACTIVE REC:	4,637 SF (7%)
PASSIVE RECREATION:	18,126 SF
STORMWATER FACILITY:	9,737 SF (15%)
GREENS & PICNIC AREA:	8,389 SF (13%)

LEGEND

- JURISDICTIONAL STREAM BUFFER
- ACTIVE RECREATIONAL OPEN SPACE AREA
- PASSIVE RECREATIONAL OPEN SPACE AREA
- RIGHT OF WAY DEDICATION
- STORMWATER FACILITY AREA
- ZONING BOUNDARY
- GREENWAY TRAIL LOCATION
- FUTURE ACCESS POINTS

PROPERTY	PIN	REID	OWNER	ZONING	USE
A	1769000577	0053005	NC FOR THE FUTURE LLC 248 CHARACTER DR ROLESVILLE NC 27571-9304	RL	SINGLFAM
B	1769001347	0001209	EDDINS FAMILY LLC 6105 HOPE FARM LN WAKE FOREST NC 27587-8426	RL	SINGLFAM
C	1769002216	0007256	HEFFLEBOT, JEANNE B 102 GLENN CIR ROLESVILLE NC 27571-9408	RL	SINGLFAM
D	1769002188	0014661	COORE, DOROTHY F 104 GLENN CIR ROLESVILLE NC 27571-9408	RL	SINGLFAM
E	1759083719	0316781	BECTON, WILLIAM BRYANT BECTON, AMIE W 1937 OLD COLLEGE CIR WAKE FOREST NC 27587-3823	RL	SINGLFAM
F	1769003095	0024237	ABERNETHY, ROBERT FRANKLIN JR ABERNETHY, BETTY YOUNG 108 GLENN CIR ROLESVILLE NC 27571-9408	RL	SINGLFAM
G	1768094992	0047017	HENDERSON, EDDIE C HENDERSON, PATRICIA A 112 GLENN CIR ROLESVILLE NC 27571-9408	RL	SINGLFAM
H	1768098727	0001209	TOWN OF ROLESVILLE PO BOX 250 ROLESVILLE NC 27571-0250	RL	SINGLFAM
I	1768091558	0219717	PARKER, W HPARKER, DORIS FAYE HAROLD PARKER 149 STONEBRIDGE DR	RL	N/A
J	1758988411	0053006	PARKER, W HPARKER, DORIS FAYE HAROLD PARKER 149 STONEBRIDGE DR	RL	N/A
K	1768090437	0033179	BURKE, ALBERT EVERY BURKE, KIMBERLY LUANNE 1632 OAK GROVE CHURCH RD WAKE FOREST NC 27587-7923	RL	N/A
L	1758999444	0023551	DUNN, RICHARD E WOODS, MARDENIA 204 SCHOOL ST ROLESVILLE NC 27571-9418	RL	SINGLFAM
M	1758998460	0022033	DIEBNAM, MICHAEL T 245 WOODROW AVE BRIDGEPORT CT 06606-3938	RL	SINGLFAM
N	1758997386	0037218	PENDER, DOROTHY JONES 2108 US 1/NHWY FRANKLINTON NC 27525-8710	RL	SINGLFAM
O	1758988411	0053006	PARKER, W HPARKER, DORIS FAYE HAROLD PARKER 149 STONEBRIDGE DR	RL	N/A
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Q	1759904024	0054369	EDDINS FAMILY LLC 6105 HOPE FARM LN WAKE FOREST NC 27587-8426	RL	SINGLFAM
R	1759904168	0027130	BREWER REAL ESTATE HOLDINGS LLC 1100 SILVER OAKS CT RALEIGH NC 27614-9359	RL	RES/BUS
S	1759905245	0067163	DUPLEX 2319 LLC PO BOX 1811 WAKE FOREST NC 27588-1811	RL	TWOFAM
T	1759906321	0060273	EL-KASSI, OMAR N EL-KASSI, SUSIE E 207 S MAIN ST ROLESVILLE NC 27571-9660	RL	SINGLFAM
U	1759907307	0060335	EAGLES, COLUM BUSF III EAGLES, PAMELA S 205 S MAIN ST ROLESVILLE NC 27571-9660	RL	SINGLFAM

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NORTH CAROLINA BOARD OF EXAMINERS FOR ENGINEERS AND SURVEYORS LICENSE NO.: C-0676

SCARBORO VILLAGE

0 MAIN ST, 201 S MAIN ST,
200 SCHOOL ST
ROLESVILLE, NORTH CAROLINA

CONCEPT PLAN

NORTH CAROLINA REGISTERED LANDSCAPE ARCHITECTURE C-200 QUNITY, P.A.

NORTH CAROLINA REGISTERED LANDSCAPE ARCHITECT 2210 COURTNEY ROSE MCQUEEN

811 - CALL BEFORE YOU DIG

DRAWN BY: CRM
CHECKED BY: JEW
DATE: 2/5/2026
PROJECT NO.: 2273
SHEET NO.: C100

<CONCEPT SITE PLAN>

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Scarboro Village | Conditional Rezoning: Voluntary List of Proposed Conditions 02/20/2026

1. The Development shall be in general compliance with the Concept Site Plan dated February 5, 2026. Approval of this rezoning and Concept Site Plan shall not preclude the Developer from pursuing any administrative amendments to the Concept Site Plan as prescribed in LDO Section 6.9.

2. Prior to the submittal of a demolition permit for the removal of the existing single-family home at 201 S. Main Street (PIN 1758-99-8909), the Development shall document the existing structure through photographs and detailed exterior elevation drawings. The Development shall send the documentation to the Town of Rolesville Planning Department and Board of Commissioners. Prior to the demolition, the Development shall have first priority to relocate or remove any items of historic significance and building materials for reuse.

3. If the Development chooses not to relocate the existing home, the following Condition shall apply: Prior to the demolition, the Development will allow any non-profit entity, individual or for-profit entity to relocate any of the existing single-family home at no cost to the Development and without payment to the Development so long as the party relocating the single-family home is solely responsible for the relocation, including without limitation, securing all permits and approvals required by law. The Development will provide general public notice in the News & Observer of the offer for relocation or salvage. Public notice shall occur at least one hundred eighty (180) days prior to the scheduled demolition of the home. Prior to demolition of the single-family home that has not been relocated within thirty (30) days prior to demolition, the Development will allow the Town of Rolesville or any local organization (such as Habitat for Humanity) at least fifteen (15) days to remove items of historic significance and building materials for reuse. This condition shall not require the Development to demolish or remove the single-family home.

4. Vehicular ingress and egress via School Street are prohibited. Any existing access shall be removed. This condition shall not act as a prohibition on pedestrian access to School Street, nor shall it require pedestrian access to School Street.

5. The development shall construct the proposed collector road, as shown on the Community Transportation Plan, beginning at the S. Main Street Intersection to shared boundary line of that property with PIN 1768-09-8727. Construction of the proposed collector road as shown on the Concept Plan shall be conditioned on obtaining all necessary local, State and/or Federal permits or approval.

6. The Development shall construct a 10' wide sidepath (the "Path") within the new Collector Street right-of-way, beginning at the S. Main Street intersection and terminating at the boundary line with adjacent property with PIN 1768-09-8727, subject to all governmental reviews and approvals, in accordance with the Town of Rolesville Greenway Plan. The Path will be located on the eastern side of the new collector street, as shown on the Concept Site Plan. The Path shall be paved with either asphalt or concrete, at the discretion of Town staff at the time of development approval. A planting strip at least five feet (5') wide shall separate the Path from the back of curb. The Path shall take the place of and serve as the sidewalk along the eastern side of the new Collector Street.

7. The Development shall provide a fence at least six feet (6') in height along the shared boundary lines with those parcels have Wake County Property Identification Numbers (PINs) 1759-90-4168, 1759-90-5245, 1759-90-6321, 1759-90-7307, and 1759-90-4024, even if not required by the LDO. The location of the fence is shown on the Concept Site Plan.

8. To provide a buffer for the single-family homes along Glenn Circle from the new Collector Street right-of-way, the Development shall provide an opaque fence at least six feet (6') in height on the

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eastern side of the new Collector Street, beginning south of the intersection with Perry Street and the new Collector Street and terminating at the parcel with Wake County Property Identification Number 1768-09-8727. The approximate location of the fence is shown on the Concept Site Plan.

9. The development shall dedicate one (1) acre of parkland located south of the stream in the southeastern corner as outlined on the Concept Site Plan to the Town of Rolesville at the time of final plat.

10. At the time of final subdivision plat, the development shall dedicate that area from the southwestern corner of the development to the shared boundary line of that parcel with PIN 1768090437 (Deed Book 15944, Page 1564, Wake County Registry) as right-of-way, as shown on the Concept Site Plan. This condition shall not require the construction of any roadway improvements within this dedicated right-of-way.

11. The following Principal Uses as listed in LDO Section 5.1 that are permitted or special uses in the GC district shall be prohibited on Parcel 1: (i) Dwelling, Upper Story Unit; (ii) Schools (K-12); (iii) Bars and Nightclubs; (iv) Breweries and Distilleries; (v) Commercial Parking; (vi) Carwash; (vii) Gas Station; (viii) Golf Course; (ix) Retail Sales and Services, Community; (x) Retail Sales and Services, Shopping Center; (xi) Tattoo Establishment; (xii) Vape and Tobacco Store; (xiii) Vehicle, Rental and Sales; (xiv) Vehicle, Minor Service; (xv) Flex; (xvi) Fulfillment Center; (xvii) Major Utility; (xviii) Major Transportation Installation; (xix) Telecommunication Tower; and (xx) Water Storage Tower; (xxi) Day Care; (xxii) Government Office; (xxiii) Public Safety Facility; (xxiv) Funeral Home; (xxv) Lodging; (xxvi) Animal Care; (xxvii) Hospital; (xxviii) College/University; (xxix) Cultural Facility; (xxx) Social Services; (xxxi) Event Center; (xxxii) Eating Establishment with Drive-Thru Window; (xxxiii) Lodge or Private Clubs; (xxxiv) Preserved Open Space; (xxxv) Minor Utility; and (xxxvi) Minor Transportation Installation.

12. Within the GC-CZ district, building height shall not exceed two (2) stories and thirty feet (30').

13. Within the GC-CZ district, development shall not exceed 16,000 square feet of gross floor area. No individual floor shall have more than 10,000 square feet of gross floor area.

14. Within the GC-CZ district, at least sixty percent (60%) of any street-facing, non-glass building façade shall be composed of either natural or man-made brick or stone (or a combination thereof).

15. Within the GC-CZ district, no vehicular parking areas shall be allowed between future buildings and the S. Main Street right-of-way.

16. The Development shall construct a lefthand turn lane within the new Collector Street right-of-way to S. Main Street, subject to Town of Rolesville and NCDOT approval.

17. Within the GC-CZ district, the Development shall perform a Traffic Impact Analysis ("TIA") for a site development plan that includes nonresidential uses. This Condition shall only apply to the first nonresidential site development plan. Future TIAs shall be required pursuant to LDO Section 8.C.

18. To ensure compliance with the intent and standards for the inclusion of non-residential uses along the Main Street corridor as provided by the Rolesville Downtown Vision Plan and 2050 Comprehensive Plan, a maximum of seventy-five percent (75%) of the approved residential units may be issued building permits until the completion of the foundation and footings for the designated non-residential building fronting S. Main Street as illustrated on the Concept Plan.

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DocuSigned by:
MATTHEW SHUEY
3BF0F7FF099A425...

Matthew Shuey, Chief Executive Officer of Comm Dev LLC

ORDINANCE ORD-2026-01

ORDINANCE OF THE BOARD OF COMMISSIONERS OF THE TOWN OF ROLESVILLE AMENDING THE OFFICIAL ZONING DISTRICT MAP OF THE TOWN OF ROLESVILLE TO CHANGE THE ZONING OF APPROXIMATELY 13.15 ACRES LOCATED AT 200 SCHOOL STREET, 0 SOUTH MAIN STREET, 201 SOUTH MAIN STREET BEING WAKE COUNTY TAX PINS 1758998560, 1759909525, 1758998909 FROM RESIDENTIAL LOW ZONING DISTRICT (RL) TO RESIDENTIAL HIGH CONDITIONAL ZONING DISTRICT (RH-CZ) AND GENERAL COMMERCIAL CONDITIONAL ZONING DISTRICT (GC)

REZ-25-05
200 SCHOOL STREET, 0 SOUTH MAIN STREET, 201 SOUTH MAIN STREET – SCARBORO VILLAGE

WHEREAS, the application submitted by Comm Dev, LLC for the rezoning of land hereinafter described was duly filed with the Planning Department; and

WHEREAS, the Planning Board was presented the application for Recommendation on September 22, 2025, and the Board of Commissioners held Legislative hearings on November 6, 2025, January 6, 2026, January 20, 2026, February 17, 2026, and March 3, 2026;

WHEREAS, mailed notices and property sign postings were carried out in advance of the Legislative hearing pursuant to G.S. § 160D-602 and the Land Development Ordinance; and

WHEREAS, the Planning Board submitted its recommendation to the Board of Commissioners recommending Approval of said application that was generally consistent with the Comprehensive Plan for the lands hereinafter described, all in accordance with the requirements of the Town of Rolesville Land Development Ordinance and the provisions of Chapter 160D, Article 6, of the North Carolina General Statutes;

NOW, THEREFORE, BE IT ORDAINED by the Board of Commissioners of the Town of Rolesville, North Carolina:

Section 1: The lands that are the subject of the Ordinance are those certain lands described in **Exhibit 1 – Legal Description** and shown in **Exhibit 2 – Rezoning Plat**, which is

incorporated herein by reference, and said lands are hereafter referred to as the "Rezoned Lands."

Section 2: The parcels identified by the Wake County Tax Parcel Identification Numbers 1759909525, 1758998909, 1758998560, and described and observed in **Exhibits 1 and 2**, are located within the Town's Corporate Limits OR Extraterritorial Jurisdiction OR in Wake County.

Section 3: The Town of Rolesville Land Development Ordinance, including the Town of Rolesville North Carolina Official Zoning District Map, which is a part of said Ordinance, is hereby amended by changing the zoning classification of the "Rezoned Lands" from existing RL zoning district to a proposed RH-CZ and GC-CZ zoning districts.

Section 4: The "Rezoned Lands" are subject to all the standards and conditions in **Exhibit 3 – Conditions of Approval dated February 20, 2026, and associated and referenced Exhibits**, which are imposed as part of this rezoning.

Section 5: The Administrator is hereby authorized and directed to cause the said Official Zoning District Map for the Town of Rolesville, North Carolina, to be physically revised and amended to reflect the zoning changes ordained by this Ordinance.

Section 6: After reviewing all the information presented at the Legislative hearing and the Town of Rolesville plans, policies and ordinances, the Rolesville Board of Commissioners find the Rezoning map amendment request reasonable and consistent with the 2017 Comprehensive Plan and Rolesville 2050 Comprehensive Plan and is in the interest of the public and adopted a Plan Consistency and Reasonableness Statement.

Section 7: The "Rezoned Lands" shall be perpetually bound to the Conditions imposed including the uses authorized, unless subsequently changed or amended as provided for in the Land Development Ordinance.

Adopted and effective this the 3rd day of March, 2026.

_____

Ronnie Currin
Mayor

ATTEST:

_____

Christina Ynclan-Frazier
Town Clerk

APPROVED AS TO FORM:

_____

Dave Neill
Town Attorney

Office Use Only

ANX- 25-03

Date received: 07-01-2025

Application to Petition for Voluntary Annexation into Rolesville Town Limits

Planning Department • 502 Southtown Circle | Rolesville, NC 27571 | planning@rolesville.nc.gov | 919-554-6517

Section A Submittal

Applications to petition for voluntary annexation are accepted by the Planning Department according to our submittal process. Please submit your complete application by the next deadline date (typically the 1st of the month unless it is a weekend day). Fees are invoiced and review will start after receipt of a complete application.

The items below are **required** to complete your application. ***Your application will not be processed until all documents are received.**

1. Please complete a **separate application for each Parcel** Identification Number/Real Estate Identification Number/Property Owner.
2. A copy of the last **deed of record stamped with the Register of Deeds Book of Maps and Page number**.
3. A clear and legible **annexation boundary plat or map prepared by a professional land surveyor** showing the boundaries of the area or property requested for annexation into the Town of Rolesville.
4. A **written legal description of the metes and bounds** based on the annexation boundary map or plat.
5. A complete **Property Owner Consent Form**.

Section B Legal Disclosure

Voluntary Annexation- A voluntary process initiated by landowners to join the towns limits and acquire city services.

§ 160A-31. Annexation by petition.

The governing board of any municipality may annex by ordinance any area contiguous to its boundaries upon presentation to the governing board of a petition signed by the owners of all the real property located within such area. The petition shall be signed by each owner of real property in the area and shall contain the address of each such owner. The town shall advertise in the local newspaper at least 10 (ten) but no more than (25) twenty-five days prior to the public hearing.

Vested Rights – Site-specific vesting plans are commonly tied to existing development approvals such as special use permits, and subdivision plats. Vesting rights must include a sufficient level of detail, as outlined in the statutes, and must be identified and approved through a legislative hearing.

NC General Statutes require petitioners of both contiguous and satellite annexations to file a signed statement declaring whether vested rights have been established in accordance with G.S. §160D-108 and G.S.§160D-108.1 for properties subject to the petition. Do you declare vested rights for the property subject to this petition?

☐ Yes ☑ No

If yes, please submit proof that vested rights have been granted by the governing board. I hereby declare that my failure to disclose the existence of a vested right terminates any vested right previously acquired for this property.

Section C Project and Property Information

- **If no project name is given, the primary address will be used.**
- **Additional parcel information may be attached if multiple properties are owned by one person (attachment A).**

Development Project Name: Scarboro Village

Street Address(es) of property requesting to be annexed:

1. 200 School St.
2.
3.
4.
5.

PIN	REID	Deed BM#	Deed PG#	Acreage to be annexed
1758-99-8560	0106103	018825	00297	0.5824
PIN	REID	Deed BM#	Deed PG#	Acreage to be annexed
PIN	REID	Deed BM#	Deed PG#	Acreage to be annexed
PIN	REID	Deed BM#	Deed PG#	Acreage to be annexed
PIN	REID	Deed BM#	Deed PG#	Acreage to be annexed

Total Acreage of Requested Annexation Site	Linear Feet of New Public Streets within Annexation Boundaries:
0.5824	0

Section D Property Owner Information

Applicant/Owner or Project Contact Information

We, the undersigned owners of the real properties contained in the legal metes and bounds description and plat/map attached, request that the area described be annexed into the Town of Rolesville, North Carolina. By signing below, we acknowledge that all information is correct.

*** NOTE: If the property is owned by Individuals, all legal owners must sign the application for each parcel including both spouses. If the property is owned by multiple owners, please attach a separate Applicant/Owner Contact Information sheet (attachment B).**
*** NOTE: If the property is owned by a Company or Corporation, the Company or Corporation must be legally registered with the State of North Carolina- Office of the Secretary of State.**
*** Please attach a separate notarization of signature sheet for a Company or Corporation.**

Applicant/Owner Contact Information

Property Owner(s) Printed Name(s):
1. Comm Dev LLC, Attn Matthew Shuey 2. _____

Applicant/Property Owner mailing address:
1. 1340 Clifton Pond Rd, Louisburg, NC 27549 2. _____

Phone Number(s) and email address(es):
1. Matt@commandcs.com 2. _____

1. Matt@commandcs.com 2.

Property Owner Signature(s):
1. _____ 2. _____

Project Contact Information (if different than the property owner)

Name of Corporation:
Qunity PA

Name of Registered Agent:
Courtney McQueen, PLA

Corporation Address:
16 Consultant Place, Suite 201, Durham NC 27707

Corporation Phone Number and email address:
9191-490-4990; cmcqueen@qunity.com

I, Barbara P Shuey *, a Notary Public for said County and State, do hereby certify that the above signed individual(s) appeared before me this day and signed the foregoing instrument.*
Witness my hand and official seal, this 28th *day of* June, *20* 25.

Notary Public
Barbara P Shuey

Notary Seal

BARBARA P SHUEY
NOTARY
PUBLIC
FRANKLIN COUNTY, NC

My commission expires: _____
My Commission Expires December 12, 2027

Section E Annexation Petition	
State of North Carolina, County of Wake, Petition of Annexation of Property to the Town of Rolesville, North Carolina	
Part 1 The undersigned, being all the owners of the real property described in this application (Section D) respectfully request the annexation of said property to the Town of Rolesville, North Carolina. **The petitioners understand and agree that all streets and utilities within the annexed area will be constructed and installed by the developer according to the Subdivision Ordinance and any utilities that must be extended to the annexed area are the responsibility of the developers or successive property owners.** The property to be annexed is:	
☑	**Contiguous** to the present corporate limits of the Town of Rolesville, NC, or
☐	**Non Contiguous** to the municipal limits of the Town of Rolesville, NC and is located within three miles of the municipal limits of the Town of Rolesville, NC (pursuant to Chapter 989 of the Sessions Law of North Carolina, 1967). Distance in miles to closest parcel located in town limits: Click or tap here to enter text..
Section F Submittal (Application Packet) Checklist	
☑	**Annexation Petition** Each parcel/property requires a separate annexation petition (application packet).
☑	**Property Owner Consent Form** Please complete a separate form for each Annexation Petition (application). All real property owners must sign and date the application. Please confirm the **Correct Parcel Identification Number(s) (PIN).** Call Wake County Geographic Information Services at 919-856-6360, if there are any questions about the parcel identifier. **This is very important;** Please indicate if the property being requested for annexation is only a portion of an existing parcel. **Property Owned by a Corporation must include a Corporate Seal (**refer to **Section D).**
☑	**DEED-** A copy of the last deed of record stamped with the Register of Deeds Book of Maps and Page number for proof of ownership.
☐	**Annexation Boundary Survey or Plat** showing above written metes and bounds description of the property to be annexed must be submitted electronically in .pdf format, if possible. The survey or plat, if not already recorded, must be 18 x 24 and signed by a land surveyor licensed in the State of NC. The survey must be valid for the purposes of recording as set forth in NC General Statute § 47-30.
☑	**Metes and Bounds-** A legal description of the written metes and bounds description based on the annexation boundary plat/map.

Property Owner's Consent & Authorization Form

A Property Owner's Consent is required for each Development Application. A completed and signed copy of this form is required to be included with every Application submittal. **Each owner or spouse must sign a separate copy of this form for a property with more than one owner.** For Applications with more than one Applicant/representative, enter one name on each form and submit separate forms if the Owner of Property is an organization/entity, proof of signature authority on behalf of the organization/entity (i.e., Secretary of State business registration) must be attached to this form.

I, MATTHEW ALAN SHUEY

(property owner's **printed** legal name), swear and affirm that **I** am the owner of the property at

200 School St.

(Property Address)

1758-99-8560

(PIN)

0.5824 ac

(Acreage)

as shown in the records of Wake County, North Carolina, which is the subject of this Application Case # ANX-_____.

I further affirm that I am fully aware of the Town's Application, fee(s), and procedural requirements, and consent to this Application. I authorize the person(s) listed below to submit this Application and serve as representative/point of contact for this Application.

Property Owner's Signature: _____

Date: 6/26/2025

Scarboro Village | Annexation: Justification Statement

This request seeks the Town Board's approval to voluntarily annex a 0.58-acre triangle-shaped parcel located at 200 School Street, assigned Wake County PIN 1758-99-8560, along the edge of Rolesville's current municipal boundary. Although this parcel remains unincorporated, it is contiguous to the present corporations limits and it is part of a larger group of parcels under the same ownership that are already fully annexed into the Town.

Bringing this remaining parcel into the Town's jurisdiction will create a consistent boundary, support unified planning and development under a single municipal authority, and align with the Town's long-range growth goals outlined in its adopted Comprehensive Plan. This annexation will also improve the efficiency of municipal service delivery and land use regulation for the collective property.

We respectfully request the Town Board's approval to annex this parcel to support cohesive planning, coordinated development, and Rolesville's vision for orderly, connected growth.

16 Consultant Place, Suite 201
Durham, NC 27707
919.490.4990

METES AND BOUNDS DESCRIPTION

200 SCHOOL STREET

Beginning at a Control Point in the southwestern corner of that parcel with PIN 1758-99-8560, the POINT OF BEGINNING, thence N 20° 43’10” W 167.77 feet to a point, thence S 89°02’14” W 320.84 feet to a point, thence S 58°02’43” W 14.50 feet to a point, thence S 58°12’26” W 84.72 feet to a point, thence S 57°50’19” W 74.89 feet to a point, thence S 58°20’21” W 73.62 feet to a point, thence S 58°20’21” W 60 feet to the POINT OF BEGINNING containing 0.5824 acres and being owned by Comm Dev LLC as shown on survey entitled “Boundary & Topographic Survey for Scarboro Property” by Bass, Nixon & Kenney, Inc dated March 31, 2022 and last revised April 22, 2022.

WAKE COUNTY, NC
TAMMY L. BRUNNER
REGISTER OF DEEDS
PRESENTED & RECORDED ON
12-02-2021 AT 15:29:31
STATE OF NC REAL ESTATE
EXCISE TAX: $3,600.00
BOOK: 018825 PAGE: 00297 - 00301

Revenue : $ 3600.00 (For Recording Data)

Parcel Identifier/Tax Account/PIN No.: **1758998909, 1758998560 and 1759909525**

Brief Description for the Index:

Prepared by: Edward W. Scarboro, Jr., Attorney at Law

Return to: Grantee

Property Address: 201 S. Main Street, Rolesville, NC

All or a portion of this property _____ was or _____was not used as the primary residence of the Grantor.

NORTH CAROLINA GENERAL WARRANTY DEED

This Deed is made as of this the 2 day of December, 2021 by and between **EDWARD W. SCARBORO, JR. AND SPOUSE, KIMBERLY MOORE SCARBORO with a mailing address of 4325 JONESVILLE ROAD, WAKE FOREST, NC 27587 AND SPENCER PULLEY SCARBORO AND SPOUSE, DONNA M. SCARBORO with a mailing address of 6625 Pulley Town Road, Wake Forest, NC 27587 ("Grantors")** and **COMM DEV LLC, a North Carolina Limited Liability Company** with a mailing address of 1340 Clifton Pond Road, Louisburg, NC 27549(**"Grantee"**).

For valuable consideration paid by Grantee to Grantor, the receipt and sufficiency of which is hereby acknowledged, Grantor has and by these presents does hereby grant, bargain, sell and convey unto Grantee in fee simple absolute all of that certain lot, parcel of land or unit of ownership (the "Premises") located in **WAKE** County, North Carolina and more particularly described as follows:

SEE ATTACHED EXHIBIT "A"

Submitted electronically by Hervey & Hervey, P.A. in compliance with North Carolina statutes governing recordable documents and the terms of the submitter agreement with the Wake County Register of Deeds.

ALSO, BEING the same Premises conveyed to Grantor by deed recorded in **Book 01112 page 65 , WAKE** County Registry.

TO HAVE AND TO HOLD all of that interest in the Premises and all privileges and appurtenances thereto belonging to Grantee in fee simple absolute.

And Grantor covenants with Grantee that Grantor is seized of the premises in fee simple, has the right to convey the same in fee simple, that title is marketable and free and clear of all encumbrances and that Grantor will warrant and defend the title against the lawful claims of all persons whomsoever, and valorem taxes for the year **2021** and subsequent years, easements, restrictions and rights of way of record, if any, affecting the Property herein described; and utility lines, easements and rights of way located over, under or upon the subject property.

SUBJECT TO RESTRICTIVE COVENANTS, EASEMENTS AND RIGHTS OF WAY OF RECORD, WAKE COUNTY REGISTRY.

The designation of Grantor and Grantee as used in this Deed includes the parties expressly named herein, their heirs, successors, and assigns and shall include the singular, plural, masculine, feminine or neuter as required by context.

The remainder of this page intentionally left blank.

IN WITNESS WHEREOF, Grantors have hereunto set their hands and seals all as of the day and year first above written.

Edw W. Scarboro Jr (SEAL)
EDWARD W. SCARBORO, JR.

STATE OF North Carolina
COUNTY OF Wake

I, a Notary Public of Wake County and State aforesaid, certify that the following person(s) personally appeared before me this day, each acknowledging that he or she voluntarily signed the foregoing document for the purpose stated therein and in the capacity indicated: **EDWARD W. SCARBORO, JR.**

Date: 12-2-2021

AMANDA JERNIGAN NOTARY PUBLIC FRANKLIN COUNTY, NC

(SEAL)

Amanda Jernigan
Printed Name of Notary:
Notary Public Amanda Jernigan
My commission expires:
09-15-2023

Kim Moore Scarboro (SEAL)
KIMBERLY MOORE SCARBORO

STATE OF North Carolina
COUNTY OF Wake

I, a Notary Public of Wake County and State aforesaid, certify that the following person(s) personally appeared before me this day, each acknowledging that he or she voluntarily signed the foregoing document for the purpose stated therein and in the capacity indicated: **KIMBERLY MOORE SCARBORO**

Date: 12-2-2021

AMANDA JERNIGAN NOTARY PUBLIC FRANKLIN COUNTY, NC

(SEAL)

Amanda Jernigan
Printed Name of Notary:
Notary Public Amanda Jernigan
My commission expires:
09-15-2023

IN WITNESS WHEREOF, Grantors have hereunto set their hands and seals all as of the day and year first above written.

_____(SEAL)
SPENCER PULLEY SCARBORO

STATE OF North Carolina
COUNTY OF Wake

I, a Notary Public of Wake County and State aforesaid, certify that the following person(s) personally appeared before me this day, each acknowledging that he or she voluntarily signed the foregoing document for the purpose stated therein and in the capacity indicated: **SPENCER PULLEY SCARBORO**

Date: 12-2-2021

AMANDA JERNIGAN NOTARY PUBLIC FRANKLIN COUNTY, NC

(SEAL)

Amanda Jernigan
Printed Name of Notary:
Notary Public Amanda Jernigan
My commission expires: 09-15-2023

_____(SEAL)
DONNA M. SCARBORO

STATE OF North Carolina
COUNTY OF Wake

I, a Notary Public of Wake County and State aforesaid, certify that the following person(s) personally appeared before me this day, each acknowledging that he or she voluntarily signed the foregoing document for the purpose stated therein and in the capacity indicated: **DONNA M. SCARBORO**

Date: 12-2-2021

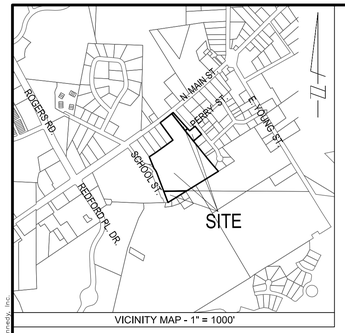
(SEAL)

AMANDA JERNIGAN NOTARY PUBLIC FRANKLIN COUNTY, NC

Amanda Jernigan
Printed Name of Notary:
Notary Public Amanda Jernigan
My commission expires: 09-15-2023

Exhibit A

COMMENCING AT NCGS MONUMENT 'STREET' HAVING NC GRID NAD '83 / 2011 COORDINATES OF N=790,603.030 FT. AND E=2,159,788.080 FT.; THENCE N 43°22'24"E A DISTANCE OF 56.02 FEET TO HE POINT OF BEGINNING IN THE SOUTHERN RIGHT-OF-WAY OF S. MAIN ST, A VARIABLE PUBLIC RIGHT-OF-WAY, SAID POINT BEING THE NORTHWEST CORNER OF THE PROPERTY OF THE SPENCER PULLEY HEIRS AS REFERENCED IN D.B. 1112, PAGE 65; THENCE LEAVING THE SAID RIGHT-OF-WAY AND WITH THE COMMON LINE OF THE SAID SPENCER PULLEY HEIRS PROPERTY, S38°29'42"E A DISTANCE OF 300.00 FEET TO AN EXISTING IRON PIPE BEING THE NORTHWEST CORNER OF THE PROPERTY OF THE EDDINS FAMILY, LLC AS REFERENCED IN B.M. 2013, PG. 218; THENCE S38°47'03"E A DISTANCE OF 729.30 FEET TO A POINT BEING THE SOUTHERN MOST CORNER OF THE PROPERTY OF DAVID T. MERRITT AND BETTY M. MERRITT, TRUSTEES AS REFERENCED IN D.B. 9470, PG. 1562, SAID POINT ALSO BEING IN THE COMMON LINE OF THE PROPERTY OF DONNIE L. WOODLIEF AS REFERENCED IN D.B. 2906, PG. 75; THENCE CONTINUING WITH THE COMMON LINE OF THE SAID WOODLIEF PROPERTY, S57°30'43"W A DISTANCE OF 400.50 FEET TO A POINT IN THE LINE OF THE W. H. PARKER & DORIS FAYE PARKER PROPERTY AS REFERENCED IN D.B. 5409, PG. 926; THENCE S58°02'43"W A DISTANCE OF 127.18 FEET TO AN EXISTING AXLE BEING THE NORTHEAST CORNER OF THE PROPERTY OF ALBERT EMERY BURKE & KIMBERLY LUANNE BURKE AS REFERENCED IN D.B. 15944, PG. 1564; THENCE S58°12'26"W A DISTANCE OF 84.72 FEET TO A POINT BEING THE NORTHEAST CORNER OF THE PROPERTY OF RICHARD E. DUNN & MARDENIA WOODS AND OTHERS AS REFERENCED IN D.B. 9721, PG. 2124; THENCE S57°50'19"W A DISTANCE OF 74.89 FEET TO AN EXISTING ANGLE IRON BEING THE NORTHEAST CORNER OF THE PROPERTY OF RUTH DEBNAM UPCHURCH HEIRS; THENCE WITH THE COMMON LINE OF THE SAID UPCHURCH HEIRS PROPERTY, S58°20'21"W A DISTANCE OF 73.62 FEET TO A POINT BEING THE NORTHEAST CORNER OF THE PROPERTY OF DOROTHY JONES PENDER; THENCE WITH THE COMMON LINE OF THE SAID PENDER PROPERTY, S58°20'21"W A DISTANCE OF 60.00 FEET TO A POINT IN THE WESTERN RIGHT-OF-WAY OF SCHOOL STREET, A VARIABLE PUBLIC RIGHT-OF-WAY; THENCE ALONG SAID SCHOOL STREET RIGHT-OF-WAY, N20°43'10"W A DISTANCE OF 439.68 FEET TO A POINT ON A CURVE HAVING A RADIUS OF 211.05 FEET; THENCE WITH THE SAID CURVE AS IT TURNS TO THE LEFT AN ARC LENGTH OF 75.77 FEET AND HAVING A CHORD BEARING OF N31°00'17"W AND A CHORD DISTANCE OF 75.36 FEET TO A POINT; THENCE LEAVING THE SAID SCHOOL STREET RIGHT-OF-WAY, N22°13'08"W A DISTANCE OF 59.02 FEET TO A POINT BEING THE SOUTHEAST CORNER OF THE PROPERTY OF EDDINS FAMILY LLC AS REFERENCED IN D.B. 17186, PG. 434; THENCE CONTINUING WITH THE COMMON LINE OF THE SAID EDDINS FAMILY LLC PROPERTY, N22°13'08"W A DISTANCE OF 61.29 FEET TO A POINT; THENCE N22°13'08"W A DISTANCE OF 55.00 FEET TO AN EXISTING IRON PIPE BEING THE SOUTHWEST CORNER OF THE PROPERTY OF BREWER REAL ESTATE HOLDINGS LLC AS REFERENCED AS LOT 1 IN D.B. 13085, PG. 1846; THENCE N55°20'53"E A DISTANCE OF 99.72 FEET TO AN EXISTING IRON PIPE BEING THE SOUTHWEST CORNER OF THE PROPERTY OF DUPLEX 209 LLC AS REFERENCED IN D.B. 15172, PG. 1630; THENCE N54°52'50"E A DISTANCE OF 200.04 FEET TO AN EXISTING IRON PIPE BEING THE SOUTHWEST CORNER OF THE PROPERTY OF COLUMBUS F. EAGLES, III AND PAMELA S. EAGLES AS REFERENCED IN D.B. 5389, PG. 639; THENCE WITH THE SAID EAGLES COMMON LINE, N55°02'10"E A DISTANCE OF 100.00 FEET TO A POINT; THENCE N34°57'50"W A DISTANCE OF 300.00 FEET TO A POINT IN THE SOUTHERN RIGHT-OF-WAY OF AFOREMENTIONED S. MAIN ST.; THENCE WITH THE SAID S. MAIN ST. RIGHT-OF-WAY, N50°50'17"E A DISTANCE OF 201.58 FEET TO THE POINT AND PLACE OF BEGINNING AND CONTAINING 12.9073 ACRES OR 562,241 SQ. FT, as shown on that survey entitled "Boundary Survey for Scarboro Property" dated December 28, 2020 and prepared by Bass, Nixon & Kennedy, Inc.

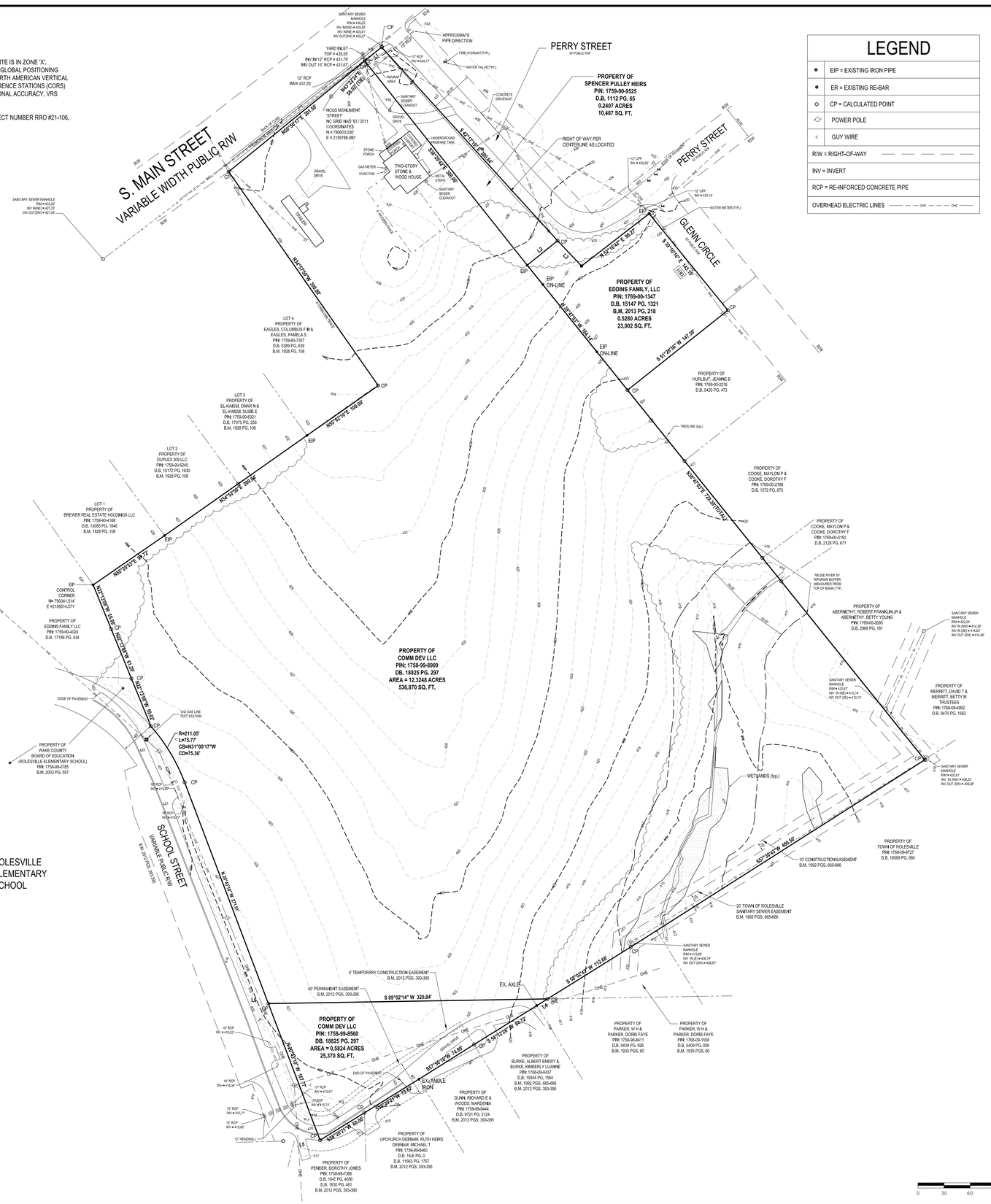


VICINITY MAP - 1" = 1000'

NOTE:
1. AREAS BY COORDINATE GEOMETRY UNLESS SHOWN OTHERWISE.
2. ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES.
3. ALL STREETS ARE PUBLIC RIGHTS-OF-WAY UNLESS SHOWN OTHERWISE.
4. OTHER INSTRUMENTS OF RECORD MAY AFFECT THIS PROPERTY.
5. NO TITLE SEARCH PERFORMED FOR THIS SURVEY.
6. NO FEMA FLOOD HAZARD AREAS PER FIRM PANEL 3720175800J, EFFECTIVE MAY 2, 2006. SITE IS IN ZONE 'X'.
7. THE COORDINATES SHOWN ON THIS PLAT WERE DERIVED BY REAL TIME NETWORK (RTN) GLOBAL POSITIONING SYSTEM (GPS). THIS METHOD RESULTS IN (NAD 1983/2011) - (CORS 96) POSITIONS AND NORTH AMERICAN VERTICAL DATUM '88 (MEAN SEA LEVEL) ELEVATIONS USING THE CONTINUOUSLY OPERATING REFERENCE STATIONS (CORS) MAINTAINED BY NORTH CAROLINA GEODETIC SURVEY. CLASS A SURVEY, 0.033 FT POSITIONAL ACCURACY, VRS FIELD PROCEDURE, GEOID12A AND UNITS IN FEET.
8. WETLANDS DELINEATED BY S&ME APRIL, 2021.
9. STREAM BUFFER ON PROPERTY PER DETERMINATION LETTER DATED MAY 20, 2021 PROJECT NUMBER RRO #21-106.

NOTE:
THE LOCATIONS OF UNDERGROUND UTILITIES AS SHOWN HEREON ARE BASED ON OBSERVED ABOVE GROUND STRUCTURES, FIELD MARKINGS AND DRAWINGS PROVIDED TO THE SURVEYOR. LOCATIONS OF UNDERGROUND UTILITIES/STRUCTURES MAY VARY FROM LOCATIONS SHOWN HEREON. ADDITIONAL BURIED UTILITIES/STRUCTURES MAY BE ENCOUNTERED. NO EXCAVATIONS WERE MADE DURING THE PROGRESS OF THIS SURVEY TO LOCATE BURIED UTILITIES/STRUCTURES. BEFORE EXCAVATIONS ARE BEGUN, FIELD LOCATIONS AND THE TYPE OF UTILITIES/STRUCTURES SHOULD BE VERIFIED.

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 50°50'17" E	25.00'
L2	S 51°06'44" W	44.89'
L3	S 43°21'26" E	40.01'
L4	S 58°02'43" W	14.50'
L5	S 88°32'59" W	42.37'
L6	N 89°02'14" E	42.50'



LEGEND	
●	EIP = EXISTING IRON PIPE
●	ER = EXISTING RE-BAR
○	CP = CALCULATED POINT
	POWER POLE
	GUY WIRE
R/W = RIGHT-OF-WAY	
INV = INVERT	
RCP = RE-INFORCED CONCRETE PIPE	
OVERHEAD ELECTRIC LINES	

NC GRID NAD '83 / 2011

REFERENCES:

D.B. 1112 PG. 65
D.B. 2906 PG. 75
D.B. 5389 PG. 639
D.B. 15147 PG. 1321
D.B. 18825 PG. 297
B.M. 1928 PG. 108
B.M. 1935 PG. 60
B.M. 1959 PG. 149
B.M. 1992 PGS. 663-664
B.M. 1992 PGS. 665-666
B.M. 2003 PG. 557
B.M. 2012 PGS. 393-395
B.M. 2013 PG. 218

OWNERS:

SPENCER PULLEY HEIRS
C/O CLAIRE P. SCARBORO
9412 LOUISBURG ROAD
WAKE FOREST, NC 27587-6330

EDDINS FAMILY, LLC
6105 HOPE FARM LANE
WAKE FOREST, NC 27587-8426

COMM DEV LLC
1340 CLIFTON POND ROAD
LOUISBURG, NC 27549-9080

"I CERTIFY THAT THIS MAP WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION USING REFERENCES SHOWN HEREON; THAT THE BOUNDARIES NOT SURVEYED ARE INDICATED AS DRAWN FROM INFORMATION IN BOOK _____, PAGE _____ OR OTHER REFERENCE SOURCE _____; THAT THE RATIO OF PRECISION OR POSITIONAL ACCURACY IS 10,000+; AND THAT THIS MAP MEETS THE REQUIREMENTS OF THE STANDARDS OF PRACTICE FOR LAND SURVEYING IN NORTH CAROLINA (21 NCAC 56. 1600)."

THIS 22 DAY OF APRIL, 2022.

SEAL _____
PROFESSIONAL LAND SURVEYOR

NORTH CAROLINA PROFESSIONAL SEAL L-5240 LAND SURVEYOR JOHN GREGORY

SCALE: 1" = 60'
0 30 60 120 180 240

BNK

BASS, NIXON & KENNEDY, INC.
CONSULTING ENGINEERS
• 6310 CHAPEL HILL ROAD, SUITE 250, RALEIGH, NORTH CAROLINA 27607
• TELEPHONE: (919)851-4422 or (800)354-1879
• FAX: (919)851-8866
• CERTIFICATION NUMBERS: NCBELS (C-0110); NCBLA (C-0267)

NO.	DATE	DESCRIPTION	BY
2	4-22-2022	REMOVED SCHOOL ST ANNEX LINES	CWC
1	4-1-2022	ADDITIONAL BOUNDARY & TOPO	CWC

JOB NO.	DATE	DRAWN BY
20373	3-31-2022	CWC

SCALE: 1" = 60' CHK BY: DG

BOUNDARY & TOPOGRAPHIC SURVEY
FOR
SCARBORO PROPERTY
TOWN OF ROLESVILLE WAKE COUNTY NORTH CAROLINA

SHEET 1 OF 1

©2020 Bass, Nixon & Kennedy, Inc. expressly reserves its common law copyright and other property rights in these plans. These plans are not to be reproduced, changed or copied in any form or manner whatsoever, nor are they to be assigned to any third party without first obtaining the expressed written permission and consent of Bass, Nixon & Kennedy, Inc.

R:\2020\20373 - Scarboro Property\SURVEY\20373CARLSON\dwg\20373 BOUNDARY & TOPO.dwg, 4/22/2022 12:50:51 PM, colin campbell

After Recording Mail to: Town of Rolesville
P. O. Box 250
Rolesville, NC 27571

AN ORDINANCE TO EXTEND THE CORPORATE LIMITS OF THE TOWN OF ROLESVILLE UNDER THE AUTHORITY GRANTED BY PART 1, ARTICLE 4A CHAPTER 160A OF THE GENERAL STATUTES OF NORTH CAROLINA

ORDINANCE ORD-2026-02
CASE ANX-25-03 - 200 SCHOOL STREET

WHEREAS, the Mayor and Board of Commissioners for the Town of Rolesville, North Carolina has adopted a resolution under G.S. 160A-31 stating its intent to annex the area described below; and

WHEREAS, the petition has been certified by the Town Clerk as to its sufficiency of meeting G.S. 160A-31; and

WHEREAS, a legislative hearing on the question of this annexation was held in the Town Board Room at Rolesville Town Hall located at 502 Southtown Circle, Rolesville, NC 27571 at 6:30 pm or thereafter on November 6, 2025, continued to January 6, 2026, continued to January 20, 2026, continued to February 17, 2026, and continued to March 3, 2026 after due notice; and

WHEREAS, the Mayor and Board of Commissioners finds that the proposed annexation meets the requirements of G.S. 160A-31;

NOW, THEREFORE, BE IT ORDAINED by the Mayor and Board of Commissioners of the Town of Rolesville, North Carolina that:

Section 1. By the authority granted by G.S. 160A-31, the following described contiguous property owned by Comm Dev LLC is hereby annexed and made part of the Town of Rolesville effective as of September 03, 2024:

All that tract or parcel of land lying and being in Rolesville, Wake County North Carolina and being more particularly described as follows;

PARCEL PIN# 1758998560

COMMENCING AT EXISTING NCGS MONUMENT “STREET”, SAID MONUMENT HAVING NC GRID(NAD ‘83/2011) COORDINATES OF N: 790603.030 FEET AND E: 2159788.080 FEET;

THENCE N 43°22’24” E A DISTANCE OF 56.02 FEET TO A POINT AT THE SOUTHERN RIGHT-OF-WAY OF S. MAIN STREET, SAID POINT BEING THE NORTHEASTERN PROPERTY CORNER OF LANDS NOW OR FORMERLY OWNED BY COMM DEV LLC AS RECORDED IN DEED BOOK 19072, PAGE 155, WAKE COUNTY REGISTRY; THENCE LEAVING SAID SOUTHERN RIGHT-OF-WAY S 38°29’42” E A DISTANCE OF 300.00 FEET TO AN EXISTING IRON PIPE, SAID PIPE BEING THE NORTHWESTERN PROPERTY CORNER OF LOT 2 AS SHOWN IN BOOK OF MAPS 2013, PAGE 218, WAKE COUNTY REGISTRY; THENCE S 38°47’03” E A DISTANCE OF 15.36 FEET TO A POINT; THENCE S 38°47’03” E A DISTANCE OF 713.94 FEET TO A POINT, SAID POINT BEING THE SOUTHWESTERN PROPERTY CORNER OF LANDS NOW OR FORMERLY OWNED BY EDDIE C. HENDERSON AND PATRICIA A. HENDERSON AS RECORDED IN DEED BOOK 19208, PAGE 2339, WAKE COUNTY REGISTRY; THENCE S 57°30’43” W A DISTANCE OF 400.50 FEET TO A POINT; THENCE S 58°02’43” W A DISTANCE OF 112.68 FEET TO THE POINT OF BEGINNING AT THE NORTHERN PROPERTY LINE OF LANDS NOW OR FORMERLY OWNED BY LENNAR CAROLINAS, LLC AS RECORDED IN DEED BOOK 19559, PAGE 276, WAKE COUNTY REGISTRY; THENCE S 58°02’43” W A DISTANCE OF 14.50 FEET TO AN EXISTING AXLE, SAID AXLE BEING THE NORTHEASTERN PROPERTY CORNER OF LOT 1 AS SHOWN IN BOOK OF MAPS 2012, PAGES 393-395, WAKE COUNTY REGISTRY; THENCE S 58°12’26” W A DISTANCE OF 84.72 FEET TO A POINT; THENCE S 57°50’19” W A DISTANCE OF 74.89 FEET TO AN EXISTING ANGLE IRON, SAID ANGLE IRON BEING THE NORTHEASTERN PROPERTY CORNER OF LANDS NOW OR FORMERLY OWNED BY MICHAEL T. DEBNAM AS SHOWN IN BOOK OF MAPS 2012, PAGES 393-395, WAKE COUNTY REGISTRY; THENCE S 58°20’21” W A DISTANCE OF 73.62 FEET TO A POINT; THENCE S 58°20’21” W A DISTANCE OF 60.00 FEET TO A POINT AT THE EASTERN RIGHT-OF-WAY OF SCHOOL STREET; THENCE ALONG AND WITH SAID EASTERN RIGHT-OF-WAY N 20°43’10” W A DISTANCE OF 167.77 FEET TO A POINT; THENCE LEAVING SAID EASTERN RIGHT-OF-WAY N 89°02’14” E A DISTANCE OF 320.84 FEET TO THE POINT OF BEGINNING, CONTAINING 0.5824 ACRES.

Section 2. That the Mayor and Board of Commissioners direct a duly certified copy of this ordinance and annexation boundary map be submitted for filing to the Office of the Register of Deeds of Wake County and the Office of the Secretary of the State of North Carolina.

Adopted this 3rd day of March, 2026.

_____

Ronnie I. Currin
Town of Rolesville Mayor

CERTIFICATION

I, Christina Ynclan-Frazier, Town Clerk for the Town of Rolesville, North Carolina, do hereby certify the foregoing to be a true copy of an ordinance duly adopted at the meeting of the Town Board of Commissioners held on this 3rd day of March, 2026.

_____

Christina Ynclan-Frazier
Town Clerk

Rolesville
Genuine Community • Capital Connection • Est. 1837

Memo

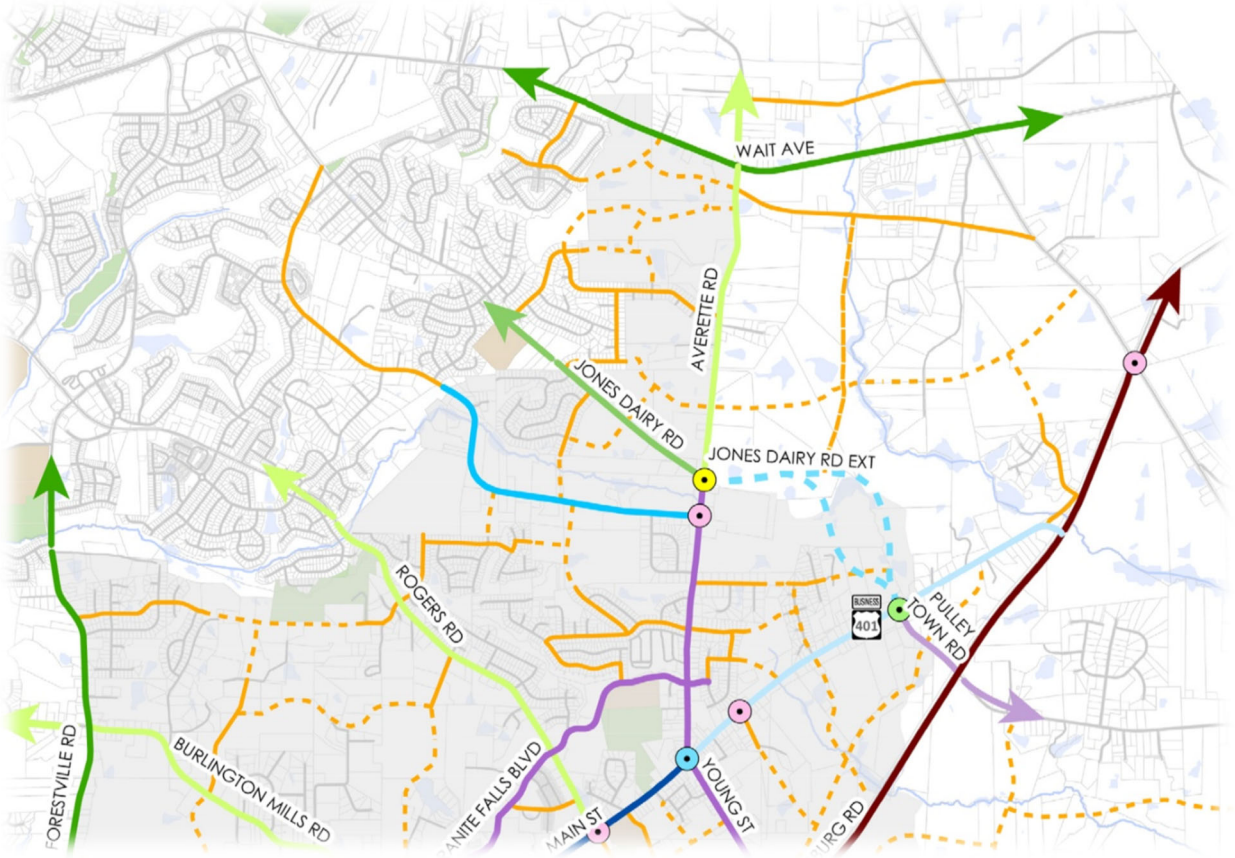
To: Mayor Currin and Town Board of Commissioners
From: Stephen Wensman, Planning Director
Date: Meeting Held March 3, 2026
Re: CPA-26-01 Community Transportation Plan Amendment for Collector Roadway Network

Background

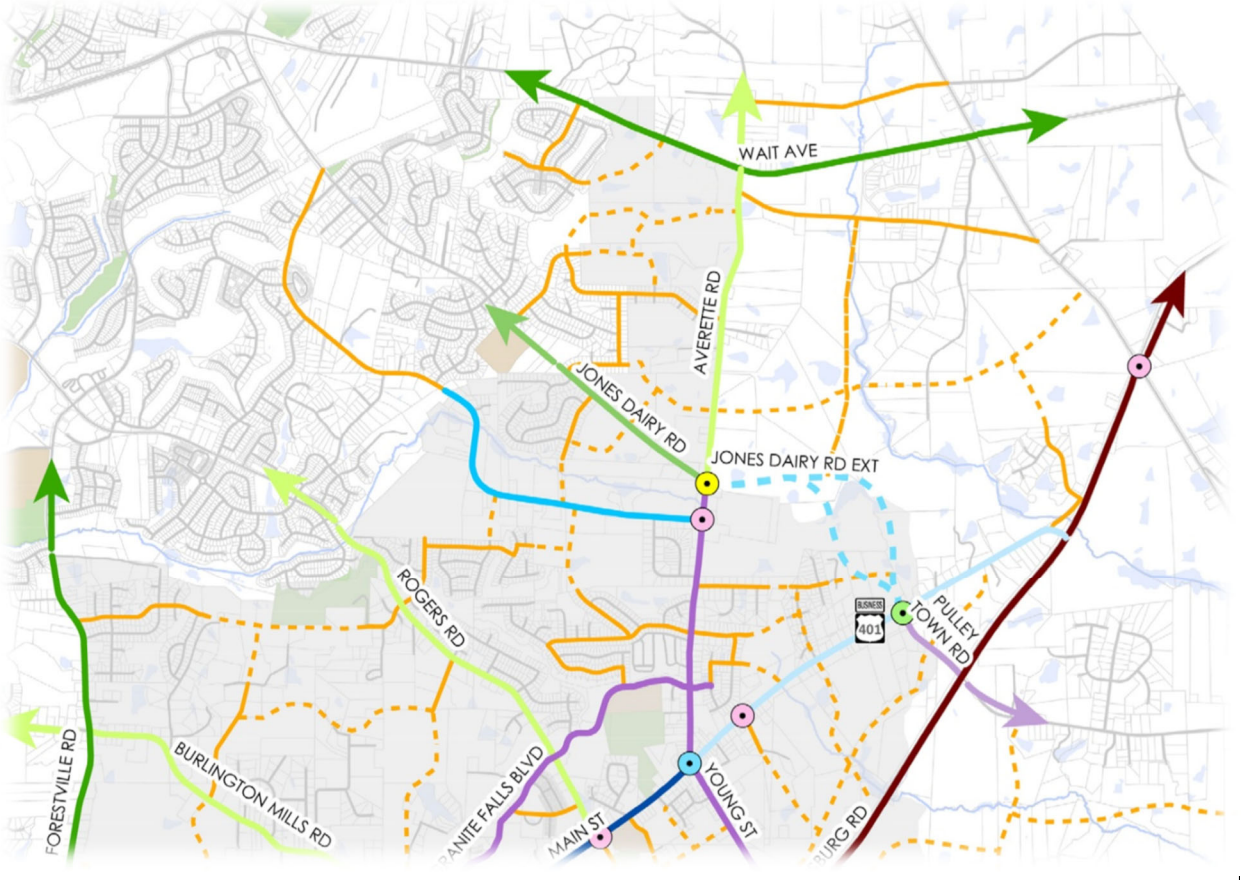
At the meeting on February 17, 2026, the Town Board of Commissioners directed staff to prepare a Comprehensive Plan Amendment for the Community Transportation Plan to remove two Collector connections from the Roadway Network Map: (1) the east-west Collector connection to Old Pearce Road and (2) the Collector Connection to Classical Way in Elizabeth Springs.

Proposed Amendment

The adopted CTP Roadway Network Map shows an east-west Collector connection to Old Pearce Road as well as a Collector Connection to Classical Way in Elizabeth Springs.



The proposed amendment to the CTP removes the east-west Collector connection to Old Pearce Road as well as a Collector Connection to Classical Way in Elizabeth Springs.



Comprehensive Plan Consistency

The Rolesville 2050 Comprehensive Plan Focus Areas include looking at challenges and opportunities as they relate to:

- Transportation,
- Economic Development,
- Land Use & Housing, and
- Parks, Recreation, & Community Character.

A CTP amendment aligns with the Transportation Focus Area. The Comprehensive Plan notes that Rolesville's transportation system should support safe, efficient, and sustainable mobility for all residents.

Planning Board Recommendation

At their regular meeting on February 23, 2026 the Planning Board unanimously recommended approval of CPA-26-01.

Staff Recommendation

Based on consistency with the Comprehensive Plan, as well as Comprehensive Plan Amendments allowing for alignment with development proposals with adopted plans, staff recommends approval of CPA-26-01.

Proposed Motions

- Motion to (*approve or deny*) **CPA-26-01 Community Transportation Plan Amendment for Collector Roadway Network** because it is (*consistent or inconsistent*) with the Comprehensive Plan. (*Please include examples of consistency or inconsistency.*)

If CPA-26-01 is approved:

- Motion to adopt a Statement of Consistency and Reasonableness as **CPA-26-01** is consistent with Rolesville's Comprehensive Plan, supporting the plan's Transportation Focus Area, and is therefore reasonable.

Or

- Motion to continue **CPA-26-01 Community Transportation Plan Amendment for Collector Roadway Network** to a future Town Board of Commissioners meeting (Provide date certain.)

Memo

To: Mayor Currin & Town Board of Commissioners

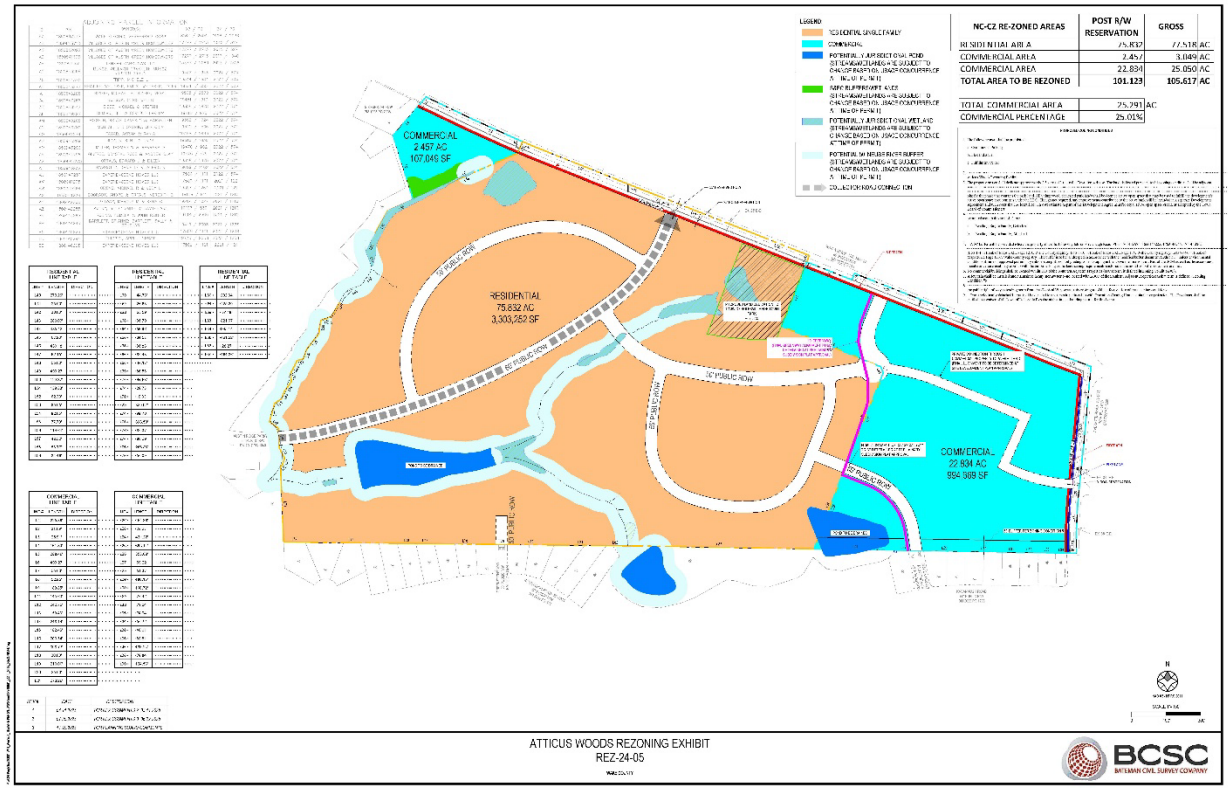
From: Stephen Wensman, Planning Director; Michael Elabarger, Assistant Planning Director; & Meredith Gruber, Senior Planner

Date: Meeting Held March 3, 2026

Re: REZ-24-05 Atticus Woods – Wait Avenue

Rezoning Application & Site Data

The Town of Rolesville Planning Department received a Rezoning application in December 2024 for property located at 2028, 2200, 2206, 2216, and 2232 Wait Avenue to change the zoning from Residential & Planned Unit Development (R&PUD) and Residential Low (RL) to Neighborhood Center Conditional Zoning District (NC-CZ). The applicant has included a Concept Site Plan as required by the Land Development Ordinance (LDO) for the Neighborhood Center (NC) zoning district.



Atticus Woods Concept Site Plan

Key information from the rezoning application is in the Site Data Table below:

Site Data Table	
Case Number and Name	REZ-24-05 Atticus Woods – Wait Avenue
Address(es)	2028, 2200, 2206, 2216, and 2232 Wait Avenue
Owner	Thales Academy and WFINV, LLC
Applicant	Paul C. Schmidt, Ardent Building, LLC
Area	105.619 Acres
PIN(s)	1850950449, 1860056400, 1860045778, 1860151206, 1860143789
Current Zoning	Residential & Planned Unit Development (R&PUD) and Residential Low (RL)
Proposed Zoning	Neighborhood Center Conditional Zoning District (NC-CZ)
Associated Previous Case Number(s)	MA-18-02, SUP-18-01, SUP-21-01
Current Use	Vacant
Proposed Use	Single Family Housing and Commercial Uses

Proposed Conditions of Approval

The applicant's proposed Conditions of Approval include:

1. Prohibiting Commercial Parking, Flex Industrial, and Fulfillment Center uses.
2. Self Storage Use will only be a viable use in the +/- 2.4 acre commercial portion at the northwestern corner of the subject property.
3. Parkland dedication of approximately 2.5 acres.
4. Maximum of 300 single family detached and attached housing.
5. A 50' Perimeter Buffer will be provided where commercial use abuts Elizabeth Springs residential lots.
6. No commercial buildings shall be located within 100' of the Elizabeth Springs residential lots.
7. A fountain shall be installed and maintained in any stormwater pond located within 300' of the Elizabeth Springs residential lots.
8. There will be no vehicular access from commercial property to Classical Way.
9. A single family detached home shall be donated to a veteran in partnership with Operation Coming Home or similar organization.

Development Agreement

The applicant is proposing a Development Agreement to modify the following standards:

- The NC District Development Standards in Table 3.4.3. of the LDO are modified as follows:
    - The minimum side setback for single-family detached homes shall be reduced to five feet (5').
    - The maximum single-use/building size (excluding residential only structures) shall be 100,000 square feet.

- The maximum single-use/building size for grocery store use shall be 65,000 square feet.

Applicant Justification

The Applicant provided a Justification Statement for their rezoning request; it is included as Attachment 3. The Justification Statement notes the proposed rezoning would allow the property to be developed with a mix of uses including commercial and single family housing within walking distance of the commercial development.

Neighborhood Meetings

The applicant held a neighborhood meeting at the Rolesville Community Center on May 20, 2025. A second neighborhood meeting was held on November 20, 2025. Meeting reports are included as Attachment 6.

Comprehensive Plan

Land Use

The Rolesville 2050 Comprehensive Plan's Future Land Use Map identifies the subject property as Mixed-Residential Community. These parcels are largely single family subdivisions with limited nonresidential development at key intersections, such as at Wait Avenue and Averette Road. The intent of this district is to provide unique and diverse residential opportunities and amenities through the Town while encouraging interconnectivity via multi-modal connections.

Community Transportation Plan

Note: This section of the Staff Memo is written as per the current Community Transportation Plan (CTP, adopted 2021). The March 3, 2026 Board of Commissioners' meeting agenda item 11.b. is a proposed amendment to the CTP. If the amendment is approved, some Collector requirements listed below may no longer be applicable.

The Town of Rolesville's CTP includes recommendations for Thoroughfares, Collectors, and intersections. Thoroughfare and Collector recommendations apply to REZ-24-05, Atticus Woods – Wait Avenue.

Thoroughfare Recommendations

- Wait Avenue: 4-lane divided (raised median) with curb & gutter and sidepath; such cross-section entails an ultimate right-of-way width of 110 feet – existing Right-of-way width is 60 Feet, hence ½ of the missing amount – 25' of 50' - would be required at the time of Preliminary Subdivision Plat. Due to the short length in Rolesville's planning area, Wait Avenue will include sidepath along both sides for consistency.
- Averette Road: 4-lane divided (narrow raised median) with curb & gutter, bike lanes, and sidewalks. Such cross-section entails an ultimate right-of-way width of 110 feet; existing Right-of-way width is 60 Feet, hence ½ of the missing amount – 25' of 50' - would be required at the time of Preliminary Subdivision Plat.

Collector Recommendations

- The CTP Proposed Network Map shows a Collector connection from Austin Ridge Parkway through the subject property connecting to Carrie May Lane.
- A Collector connection from the proposed Collector noted above to Old Pearce Road is also shown on the CTP Proposed Network Map.

- Finally, the CTP Proposed Network Map shows a Collector connection from Classical Way in Elizabeth Springs to the Collector connection to Old Pearce Road.



Proposed Network Map, Northern Rolesville
(Thoroughfares Shown in Green and Collectors shown in Mango Yellow)

Greenway and Bike Plans
As per the 2022 Greenway and Bike Plans, proposed pedestrian routes are shown in the following locations:

- A sidepath is required on Wait Avenue.
- Bike lanes and sidepaths are required along Averette Road.
- A developer-built greenway is required running south to north through the subject property.

Consistency
The Applicant's rezoning request is **consistent** with the Town of Rolesville's Comprehensive Plan for the following reasons:

- The proposed residential and commercial uses are consistent with the Mixed-Residential Community District.
- The vehicular circulation network includes the Collector connection from Austin Ridge Parkway through the subject property connecting to Wait Avenue opposite Carrie May Lane as recommended by Rolesville's Community Transportation Plan.
- The Concept Site Plan includes sidepaths, bike lanes, and the developer-built greenway as recommended by Rolesville's Greenway and Bike Plans.
- The vehicular circulation network illustrated on the Concept Site Plan includes a connection from the proposed Collector connection (from Austin Ridge Parkway to Carrie May Lane) to Old Pearce Road as recommended by Rolesville's Community Transportation Plan. While the roadway connection is not sized as a Collector with a 60' right-of-way, the connection is reflective of the residential land use and the commercial land use vehicular circulation networks. (It is very likely the 2021 Community Transportation Plan assumed residential development throughout the subject property and planned residential Collectors as such.)
- Collector connections to Old Pearce Road and from Classical Way were shown in a previous version of the REZ-24-05 Concept Site Plan. A revised plan was received on

February 25, 2026 in anticipation of CPA-26-01, an amendment to the Community Transportation Plan to remove these Collector connections.

Traffic

Traffic Impact Analysis

The consulting firm, DRMP, performed the Traffic Impact Analysis (TIA) for this project on behalf of the Town; the study analyzed a development of:

- 300 Single-Family Detached Housing Dwelling Units
- 107,049 SF Mini-Warehouse
- 51,000 SF Supermarket
- 23,700 SF Strip Retail Plaza
- 2,500 SF Coffee/Donut Shop with Drive-Through Window
- 2,400 SF Drive-in Bank
- 2 Fast Casual Restaurants at 2,500 SF each
- 5,000 SF Convenience Store/Gas Station with 12 fueling positions

The Draft Final Report dated August 2025 is included as Attachment 7 to this memo, and a final letter from NCDOT is included as Attachment 8.

TIA Summary - Trip Generation	**Entering**	**Exiting**	**Total**
AM Peak (7-9 am)	383	411	794
PM Peak (4-6 pm)	689	647	1,336
Weekday Daily Trips			**14,353**

Five intersections were studied for capacity analysis and Level of Service (LOS) impact of this development. Recommendations for improvements are listed in the table below.

TIA Summary – Recommendations	
Wait Avenue and Averette Road	• Construct a westbound right-turn lane on Wait Avenue with 100 feet of storage and appropriate taper. • Construct a northbound left-turn Lane on Averette Road with 300 feet of storage and appropriate taper
Wait Avenue and Carrie May Lane/Access B	• Construct Site Access B (northbound approach) with one ingress and one egress lane. • Construct an eastbound Wait Avenue right turn lane with 50 feet of storage and appropriate taper length. • Construct a westbound Wait Avenue left turn lane with 125 feet of storage and appropriate taper length. (Under Scenario-1). • Construct a westbound Wait Avenue left turn lane with 350 feet of storage and appropriate taper length. (Under Scenario-2). • Install a traffic signal.

Averette Road and Old Pearce Road/Access E	• Construct Site Access E (westbound approach) as a with one ingress and one egress lane. • Construct a northbound Averette Road left turn lane with 100 feet of storage and appropriate taper length. • Construct a southbound Averette Road right turn lane with 75 feet of storage and appropriate taper length. • Provide stop control for the westbound approach.
Wait Avenue and Access C	• Construct an eastbound Wait Avenue right turn lane with 50 feet of storage and appropriate taper length. • Construct a westbound Wait Avenue left turn lane with 175 feet of storage and appropriate taper length (Under Scenario-1).
Wait Avenue and Access D	• Construct an eastbound Wait Avenue right turn lane with 50 feet of storage and appropriate taper length.

Development Review

The Technical Review Committee (TRC) reviewed six (6) submittals of the Rezoning application and attachments, with all comments being resolved.

Planning Board Recommendation

Rezoning application REZ-24-05, Atticus Woods – Wait Avenue, was first presented by Planning staff to the Planning Board on October 27, 2025. The rezoning request and associated Development Agreement were both denied by the board. The applicant volunteered to return to the Planning Board, at their special meeting on December 15, 2025, with the following revised attachments: Proposed Conditions of Approval, Development Agreement, and Concept Site Plan.

At their December 15, 2025 meeting, the Planning Board unanimously recommended approval of REZ-24-05 with the proposal of an additional condition to include a Type 4 Perimeter Buffer between the proposed commercial development and the existing Elizabeth Springs neighborhood. The Planning Board also suggested the Town Board of Commissioners consider an amendment to the Community Transportation Plan to limit thoroughfare access to Classical Way. Since the Planning Board meeting in December, the applicant submitted an updated Concept Site Plan and updated Proposed Conditions of Approval.

Staff Recommendation

Staff recommends approval of REZ-24-05, Atticus Woods – Wait Avenue, based on consistency with the Comprehensive Plan as noted above in the *Comprehensive Plan* section of this report.

Consistency and Reasonableness

As noted above in both the *Comprehensive Plan* and *Staff Recommendation* sections of this memo, rezoning request REZ-24-05, Atticus Woods – Wait Avenue, is consistent with Rolesville's Comprehensive Plan and is therefore reasonable.

Proposed Motions

- Motion to (*approve or deny*) rezoning request REZ-24-05 Atticus Woods – Wait Avenue based on (*consistency or inconsistency*) with Rolesville's Comprehensive Plan. (*Please include examples of consistency or inconsistency.*)

- (*If approved*) Motion to adopt a Statement of Consistency and Reasonableness as REZ-24-05 is consistent with Rolesville's Comprehensive Plan—as per the Mixed Residential Future Land Use Category, the Community Transportation Plan Network, and the Bike and Greenway Plans Network—and is therefore reasonable.

Or

- Motion to continue REZ-24-05, Atticus Woods – Wait Avenue, to a future Town Board of Commissioners' meeting (provide date certain).

Attachments

1	Application
2	Conditions of Approval – February 25, 2026
3	Applicant Justification Statement - September 27, 2025
4	Development Agreement – November 10, 2025
5	Concept Site Plan – February 25, 2026
6	Neighborhood Meeting Minutes - May 20, 2025 and November 20, 2025
7	Traffic Impact Analysis (TIA) Report - August 7, 2025
8	NCDOT Final Letter - October 1, 2025
9	Rezoning Ordinance 2026-ORD-XX

Rolesville
Genuine Community • Capital Connection
Est. 1837

Case No. REZ-24-05

Date _____

Map Amendment Application

Contact Information

Property Owner WFINV, LLC

Address 4641 PARAGON PARK RD STE 104 City/State/Zip RALEIGH NC 27616-3407

Phone _____ Email _____

Developer ARDENT BUILDING, LLC

Contact Name PAUL C SCHMIDT

Address P.O. BOX 5509 City/State/Zip CARY, NC 27512

Phone 919-991-1428 Email cschmidt@e1homes.com

Property Information

Address 2028 WAIT AVE

Wake County PIN(s) 1850950449

Current Zoning District R&PUD Requested Zoning District NC-CZ

Total Acreage 51.758 AC

Owner Signature

I hereby certify that the information contained herein is true and completed. I understand that if any item is found to be otherwise after evidentiary hearing before the Town Board of Commissioners, that the action of the Board may be invalidated.

Signature Robert L Luddy Date APRIL 11, 2025

STATE OF NORTH CAROLINA

COUNTY OF Wake

I, a Notary Public, do hereby certify that Robert L Luddy *personally appeared before me this day and acknowledged the due execution of the foregoing instrument. This the* 11th *day of* April *20* 25 .

My commission expires 1-20-2030.

Signature Erin M Walsh Seal

ERIN M WALSH NOTARY PUBLIC FRANKLIN COUNTY, NC

Rolesville
Genuine Community • Capital Connection
Est. 1837

Map Amendment Application

Metes and Bounds Description of Property

LEGAL DESCRIPTION (PIN 1850950449):

BEGINNING AT A 1/2fl EXISTING IRON PIPE ON THE SOUTHERN RIGHT OF WAY OF WAIT AVENUE (N.C. HWY 98), SAID IRON PIPE BEING A CONTROL CORNER WITH NORTH CAROLINA STATE PLANE COORDINATES N: 804,321.45 & E: 2,161,634.68' (NSRS 2011 / NAD 83 / SPC), THENCE RUNNING THE FOLLOWING CALLS:

LEAVING THE SOUTHERN RIGHT OF WAY OF WAIT AVENUE, N40°39'22"E, 31.09 FEET TO A COMPUTED POINT ON THE CENTERLINE OF WAIT AVENUE;
THENCE, ALONG SAID CENTERLINE, S64°34'13"E, 225.89 FEET TO A COMPUTED POINT;
THENCE, CONTINUING ALONG SAID CENTERLINE, S65°41'26"E, 180.85 FEET TO A COMPUTED POINT;
THENCE, CONTINUING ALONG SAID CENTERLINE, S66°45'05"E, 115.01 FEET TO A COMPUTED POINT;
THENCE, CONTINUING ALONG SAID CENTERLINE, S68°23'19"E, 430.18 FEET TO A COMPUTED POINT, SAID COMPUTED POINT BEING THE NORTHERN MOST PROPERTY CORNER OF PIN# 1860045778 AS RECORDED IN DEED BOOK 17303 PG 1329, WAKE COUNTY REGISTRY;
THENCE, LEAVING SAID CENTERLINE, S00°38'21"W, 32.13 FEET TO A 1/2" EXISTING IRON PIPE ON THE SOUTHERN RIGHT OF WAY OF WAIT AVENUE;
THENCE, LEAVING THE SOUTHERN RIGHT OF WAY OF WAIT AVENUE, S00°38'21"W, 1,528.74 FEET TO A 2fl EXISTING IRON PIPE, SAID IRON PIPE BEING THE SOUTHWESTERN MOST PROPERTY CORNER OF PIN# 1860045778 AS RECORDED IN DEED BOOK 17303 PG 1329, WAKE COUNTY REGISTRY;
THENCE, N89°21'30"W, 505.32 FEET TO A 1/2" EXISTING IRON PIPE;
THENCE, N89°29'05"W, 50.09 FEET TO A 1/2" EXISTING IRON PIPE;
THENCE, N89°22'03"W, 825.13 FEET TO A 1/2" EXISTING IRON PIPE;
THENCE, N89°08'31"W, 92.70 FEET TO A 1/2" EXISTING IRON PIPE, SAID IRON PIPE BEING THE SOUTHWESTERN CORNER OF PIN# 1850950449, AS RECORDED IN DEED BOOK 16732 PAGE 2366, WAKE COUNTY REGISTRY;
THENCE N02°18'54"W, 325.02 FEET TO A COMPUTED POINT IN THE CENTERLINE OF A CREEK;
THENCE, ALONG SAID CREEK, N44°18'30"E, 12.33 FEET TO A COMPUTED POINT;
THENCE, ALONG SAID CREEK, N15°39'43"E, 29.73 FEET TO A COMPUTED POINT;
THENCE, ALONG SAID CREEK, N27°21'06"W, 47.68 FEET TO A COMPUTED POINT;
THENCE, ALONG SAID CREEK, N03°11'49"W, 86.56 FEET TO A COMPUTED POINT;
THENCE, ALONG SAID CREEK, N54°15'58"W, 47.18 FEET TO A COMPUTED POINT;
THENCE, ALONG SAID CREEK, N15°56'39"E, 82.48 FEET TO A COMPUTED POINT;
THENCE, ALONG SAID CREEK, N56°19'27"E, 35.88 FEET TO A COMPUTED POINT;
THENCE, ALONG SAID CREEK, N20°09'38"E, 31.53 FEET TO A COMPUTED POINT;
THENCE, ALONG SAID CREEK, N35°40'08"E, 53.96 FEET TO A COMPUTED POINT;
THENCE, ALONG SAID CREEK, N05°25'37"W, 35.70 FEET TO A COMPUTED POINT;
THENCE, ALONG SAID CREEK, N27°16'11"E, 63.59 FEET TO A COMPUTED POINT;
THENCE, ALONG SAID CREEK, N76°49'28"E, 26.68 FEET TO A COMPUTED POINT;
THENCE, ALONG SAID CREEK, N19°10'58"E, 44.78 FEET TO A COMPUTED POINT;
THENCE, ALONG SAID CREEK, N38°16'44"E, 84.46 FEET TO A COMPUTED POINT;
THENCE, ALONG SAID CREEK, N07°59'45"E, 58.77 FEET TO A COMPUTED POINT;
THENCE, ALONG SAID CREEK, N70°24'48"E, 48.52 FEET TO A COMPUTED POINT;
THENCE, ALONG SAID CREEK, N30°41'32"E, 119.64 FEET TO A COMPUTED POINT;
THENCE, ALONG SAID CREEK, N66°41'13"E, 77.79 FEET TO A COMPUTED POINT;
THENCE, ALONG SAID CREEK, N35°17'49"E, 82.65 FEET TO A COMPUTED POINT;
THENCE, ALONG SAID CREEK, N22°30'36"W, 85.05 FEET TO A COMPUTED POINT;
THENCE, ALONG SAID CREEK, N27°04'26"E, 62.39 FEET TO A COMPUTED POINT;
THENCE, ALONG SAID CREEK, N29°02'26"E, 139.83 FEET TO A COMPUTED POINT;
THENCE, ALONG SAID CREEK, N66°17'31"E, 120.37 FEET TO A COMPUTED POINT IN THE CENTERLINE OF A CREEK;
THENCE, LEAVING THE CENTERLINE OF SAID CREEK, N17°27'54"W, 288.49 FEET TO A 1/2" EXISTING IRON PIPE;
THENCE N40°39'22"E, 187.71 FEET TO A 1/2" EXISTING IRON PIPE ON THE WESTERN RIGHT OF WAY OF WAIT AVENUE, SAID IRON PIPE BEING THE POINT AND PLACE OF BEGINNING.

CONTAINING 2,254,593.10 SQUARE FEET, MORE OR LESS.

Map Amendment Application

Rezoning Justification

SEE ATTACHMENT

Rolesville
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Map Amendment Application

Property Owner Information

Wake County PIN	Property Owner	Mailing Address	Zip Code
1850950449	WFINV, LLC	4641 PARAGON PARK RD STE 104 RALEIGH NC	27616

Rolesville
Genuine Community • Capital Connection
Est. 1837

Case No. REZ-24-05
Date

Map Amendment Application

Contact Information

Property Owner THALES ACADEMY
Address 4641 PARAGON PARK RD City/State/Zip RALEIGH NC 27616-3407
Phone Email

Developer ARDENT BUILDING, LLC
Contact Name PAUL C SCHMIDT
Address P.O. BOX 5509 City/State/Zip CARY, NC 27512
Phone 919-991-1428 Email cschmidt@e1homes.com

Property Information

Address 2206 WAIT AVE / 2200 WAIT AVE / 2216 WAIT AVE / 2232 WAIT AVE
Wake County PIN(s) 1860045778 / 1860056400 / 1860151206 / 1860143789
Current Zoning District R&PUD AND RL Requested Zoning District NC-CZ
Total Acreage 53.861 AC

Owner Signature

I hereby certify that the information contained herein is true and completed. I understand that if any item is found to be otherwise after evidentiary hearing before the Town Board of Commissioners, that the action of the Board may be invalidated.

Signature Robert L Luddy Date APRIL 11, 2025

STATE OF NORTH CAROLINA
COUNTY OF Wake

I, a Notary Public, do hereby certify that Robert L Luddy *personally appeared before me this day and acknowledged the due execution of the foregoing instrument. This the* 11th *day of* April, 2025.

My commission expires 1-20-2030.

Signature Erin M. Walsh Seal

ERIN M. WALSH NOTARY PUBLIC FRANKLIN COUNTY, NC

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Map Amendment Application

Metes and Bounds Description of Property

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~~LEAVING THE SOUTHERN RIGHT OF WAY OF WAIT AVENUE, N40°39'22"E, 31.09 FEET TO A COMPUTED POINT ON THE CENTERLINE OF WAIT AVENUE;~~
~~THENCE, ALONG SAID CENTERLINE, S64°34'13"E, 225.89 FEET TO A COMPUTED POINT;~~
THENCE, CONTINUING ALONG SAID CENTERLINE, S65°41'26"E, 180.85 FEET TO A COMPUTED POINT;
~~THENCE, CONTINUING ALONG SAID CENTERLINE, S66°45'05"E, 115.01 FEET TO A COMPUTED POINT;~~
THENCE, CONTINUING ALONG SAID CENTERLINE, S68°23'19"E, 430.18 FEET TO A COMPUTED POINT, SAID COMPUTED POINT BEING THE NORTHERN MOST PROPERTY CORNER OF PIN# 1860045778 AS RECORDED IN DEED BOOK 17303 PG 1329, WAKE COUNTY REGISTRY;
THENCE, LEAVING SAID CENTERLINE, S00°38'21"W, 32.13 FEET TO A 1/2" EXISTING IRON PIPE ON THE SOUTHERN RIGHT OF WAY OF WAIT AVENUE;
THENCE, LEAVING THE SOUTHERN RIGHT OF WAY OF WAIT AVENUE, S00°38'21"W, 1,528.74 FEET TO A 2" EXISTING IRON PIPE, SAID IRON PIPE BEING THE SOUTHWESTERN MOST PROPERTY CORNER OF PIN# 1860045778 AS RECORDED IN DEED BOOK 17303 PG 1329, WAKE COUNTY REGISTRY;
THENCE, N89°21'30"W, 505.32 FEET TO A 1/2" EXISTING IRON PIPE;
~~THENCE, N89°29'05"W, 50.09 FEET TO A 1/2" EXISTING IRON PIPE;~~
THENCE, N89°22'03"W, 825.13 FEET TO A 1/2" EXISTING IRON PIPE;
~~THENCE, N89°08'31"W, 92.70 FEET TO A 1/2" EXISTING IRON PIPE, SAID IRON PIPE BEING THE SOUTHWESTERN CORNER OF PIN# 1850950449,~~ AS RECORDED IN DEED BOOK 16732 PAGE 2366, WAKE COUNTY REGISTRY;
~~THENCE N02°18'54"W, 325.02 FEET TO A COMPUTED POINT IN THE CENTERLINE OF A CREEK;~~
THENCE, ALONG SAID CREEK, N44°18'30"E, 12.33 FEET TO A COMPUTED POINT;
~~THENCE, ALONG SAID CREEK, N15°39'43"E, 29.73 FEET TO A COMPUTED POINT;~~
THENCE, ALONG SAID CREEK, N27°21'06"W, 47.68 FEET TO A COMPUTED POINT;
~~THENCE, ALONG SAID CREEK, N03°11'49"W, 86.56 FEET TO A COMPUTED POINT;~~
THENCE, ALONG SAID CREEK, N54°15'58"W, 47.18 FEET TO A COMPUTED POINT;
THENCE, ALONG SAID CREEK, N15°56'39"E, 82.48 FEET TO A COMPUTED POINT;
THENCE, ALONG SAID CREEK, N56°19'27"E, 35.88 FEET TO A COMPUTED POINT;
THENCE, ALONG SAID CREEK, N20°09'38"E, 31.53 FEET TO A COMPUTED POINT;
THENCE, ALONG SAID CREEK, N35°40'08"E, 53.96 FEET TO A COMPUTED POINT;
THENCE, ALONG SAID CREEK, N05°25'37"W, 35.70 FEET TO A COMPUTED POINT;
~~THENCE, ALONG SAID CREEK, N27°16'11"E, 63.59 FEET TO A COMPUTED POINT;~~
THENCE, ALONG SAID CREEK, N76°49'28"E, 26.68 FEET TO A COMPUTED POINT;
~~THENCE, ALONG SAID CREEK, N19°10'58"E, 44.78 FEET TO A COMPUTED POINT;~~
THENCE, ALONG SAID CREEK, N38°16'44"E, 84.46 FEET TO A COMPUTED POINT;
~~THENCE, ALONG SAID CREEK, N07°59'45"E, 58.77 FEET TO A COMPUTED POINT,~~
THENCE, ALONG SAID CREEK, N70°24'48"E, 48.52 FEET TO A COMPUTED POINT;
~~THENCE, ALONG SAID CREEK, N30°41'32"E, 119.64 FEET TO A COMPUTED POINT;~~
THENCE, ALONG SAID CREEK, N66°41'13"E, 77.79 FEET TO A COMPUTED POINT;
~~THENCE, ALONG SAID CREEK, N35°17'49"E, 82.65 FEET TO A COMPUTED POINT;~~
THENCE, ALONG SAID CREEK, N22°30'36"W, 85.05 FEET TO A COMPUTED POINT;
~~THENCE, ALONG SAID CREEK, N27°04'26"E, 62.39 FEET TO A COMPUTED POINT;~~
THENCE, ALONG SAID CREEK, N29°02'26"E, 139.83 FEET TO A COMPUTED POINT;
THENCE, ALONG SAID CREEK, N66°17'31"E, 120.37 FEET TO A COMPUTED POINT IN THE CENTERLINE OF A CREEK;
THENCE, LEAVING THE CENTERLINE OF SAID CREEK, N17°27'54"W, 288.49 FEET TO A 1/2" EXISTING IRON PIPE;
THENCE N40°39'22"E, 187.71 FEET TO A 1/2" EXISTING IRON PIPE ON THE WESTERN RIGHT OF WAY OF WAIT AVENUE, SAID IRON PIPE BEING THE POINT AND PLACE OF BEGINNING.

CONTAINING 2,254,593.10 SQUARE FEET, MORE OR LESS.

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Map Amendment Application

Metes and Bounds Description of Property

LEGAL DESCRIPTION (PIN# 1860056400):

BEGINNING AT A 1/2" EXISTING IRON PIPE ON THE SOUTHERN RIGHT OF WAY OF WAIT AVENUE (N.C. HWY 98), SAID IRON PIPE LYING ON THE NORTHERN PROPERTY LINE OF PIN# 1860045778 AS RECORDED IN DEED BOOK 17303 PAGE 1329, WAKE COUNTY REGISTRY, WITH NORTH CAROLINA STATE PLANE COORDINATES N: 805,576.92' & E: 2,160,558.91' (NSRS 2011 / NAD 83 / SPC), THENCE RUNNING THE FOLLOWING CALLS:

~~ALONG THE SOUTHERN RIGHT OF WAY OF WAIT AVENUE, S68°26'43"E, 210.00 FEET TO A 1/2" EXISTING IRON PIPE;~~

~~THENCE, LEAVING THE SOUTHERN RIGHT OF WAY OF WAIT AVENUE, S21°35'33"W, 337.67 FEET TO A 1/2" EXISTING IRON PIPE;~~

THENCE, N53°48'37"W, 217.00 FEET TO A 1/2" EXISTING IRON PIPE;

THENCE, N21°35'33"E, 282.84 FEET TO A 1/2" EXISTING IRON PIPE ON THE SOUTHERN RIGHT OF WAY OF WAIT AVENUE, SAID IRON PIPE BEING THE POINT AND PLACE OF BEGINNING;

~~CONTAINING 65,151.81 SQUARE FEET, MORE OR LESS.~~

LEGAL DESCRIPTION (PIN# 1860151206):

BEGINNING AT A 1/2" EXISTING IRON PIPE ON THE SOUTHERN RIGHT OF WAY OF WAIT AVENUE (N.C. HWY 98), SAID IRON ~~PIPE HAVING NORTH CAROLINA STATE PLANE COORDINATES N: 805,385.69' & E: 2,161,043.65' (NSRS 2011 / NAD 83 / SPC),~~ THENCE RUNNING THE FOLLOWING CALLS:

LEAVING THE SOUTHERN RIGHT OF WAY OF WAIT AVENUE, N17°09'14"E, 30.13 FEET TO A COMPUTED POINT ON THE CENTERLINE OF WAIT AVENUE, SAID IRON PIPE LYING ON THE NORTHERN PROPERTY LINE OF PIN# 1860045778 AS RECORDED IN DEED BOOK 17303 PAGE 1329, WAKE COUNTY REGISTRY;
THENCE, ALONG THE CENTERLINE OF WAIT AVENUE, S68°31'07"E, 200.54 FEET TO A COMPUTED POINT;
THENCE, LEAVING SAID CENTERLINE, S17°17'06"W, 29.71 FEET TO A 1/2" EXISTING IRON PIPE ON THE SOUTHERN RIGHT OF WAY OF WAIT AVENUE, SAID IRON PIPE LYING ON THE NORTHWESTERN PROPERTY LINE OF PIN# 1860143789 AS RECORDED IN DEED BOOK 17303 PAGE 1329;
~~THENCE, LEAVING THE SOUTHERN RIGHT OF WAY OF WAIT AVENUE, S17°17'06"W, 175.67 FEET TO A 1/2" EXISTING IRON PIPE;~~
~~THENCE, N75°43'47"W, 199.75 FEET TO A 1/2" EXISTING IRON PIPE;~~
THENCE, N17°09'17"E, 200.43 FEET TO A 1/2" EXISTING IRON PIPE ON THE SOUTHERN RIGHT OF WAY OF WAIT AVENUE, ~~SAID IRON PIPE BEING THE POINT AND PLACE OF BEGINNING;~~

CONTAINING 43,535.73 SQUARE FEET, MORE OR LESS.

Map Amendment Application

Metes and Bounds Description of Property

LEGAL DESCRIPTION (PIN# 1860143789):

BEGINNING AT A 1/2" EXISTING IRON PIPE ON THE SOUTHERN RIGHT OF WAY OF WAIT AVENUE, SAID IRON LAYING ON THE EASTERN PROPERTY LINE OF PIN# 1860151206 AS RECORDED TO IN DEED BOOK 17303 PAGE 1329, WAKE COUNTY REGISTRY, AND HAVING THE NORTH CAROLINA STATE PLANE COORDINATES N: 805,312.69' & E: 2,161,230.29' (NSRS 2011 / NAD 83 / SPC), THENCE RUNNING THE FOLLOWING CALLS:

LEAVING THE SOUTHERN RIGHT OF WAY OF WAIT AVENUE, N17°17'06"E, 29.71 FEET TO A COMPUTED POINT ON THE CENTERLINE OF WAIT AVENUE, SAID COMPUTED POINT BEING THE NORTHEASTERN PROPERTY CORNER OF PIN# 1860151206 AS RECORDED TO IN DEED BOOK 17303 PAGE 1329, WAKE COUNTY REGISTRY;

THENCE, ALONG THE CENTERLINE OF WAIT AVENUE, S68°12'44"E, 182.46 FEET TO A COMPUTED POINT;

THENCE, ALONG THE CENTERLINE OF WAIT AVENUE, S68°22'23"E, 248.14 FEET TO A COMPUTED POINT;

THENCE, ALONG THE CENTERLINE OF WAIT AVENUE, S69°23'18"E, 159.43 FEET TO A COMPUTED POINT AT THE INTERSECTION OF THE CENTERLINES OF WAIT AVENUE AND AVERETTE ROAD;

THENCE, RUNNING ALONG THE CENTERLINE OF AVERETTE ROAD, S05°20'11"W, 242.72 FEET TO A COMPUTED POINT ON THE CENTERLINE OF AVERETTE ROAD;

THENCE, CONTINUING ALONG THE CENTERLINE OF AVERETTE ROAD, S05°35'13"W, 145.63 FEET TO A COMPUTED POINT,

THENCE S05°58'10"W, 124.58 FEET TO A COMPUTED POINT;

THENCE, CONTINUING ALONG THE CENTERLINE OF AVERETTE ROAD, S05°27'34"W, 79.84 FEET TO A COMPUTED POINT;

THENCE, CONTINUING ALONG THE CENTERLINE OF AVERETTE ROAD, S2°54'54"W, 133.25 FEET TO A COMPUTED POINT;

THENCE, CONTINUING ALONG THE CENTERLINE OF AVERETTE ROAD, S00°26'49"E, 82.81 FEET TO A COMPUTED POINT;

THENCE, LEAVING THE CENTERLINE OF AVERETTE ROAD, N88°59'26"W, 30.01 FEET TO A 3/4" IRON PIPE SET ON THE WESTERN RIGHT OF WAY OF AVERETTE ROAD;

THENCE, LEAVING THE WESTERN RIGHT OF WAY OF AVERETTE ROAD, N88°59'26"W, 473.46 FEET TO A COMPUTED POINT, SAID POIT BEING THE SOUTHEASTERN PROPERTY CORNER OF PIN# 1860045778 AS RECORDED IN DEED BOOK 17303 PAGE 1329, WAKE COUNTY REGISTRY;

THENCE, N4°53'55"E, 514.28 FEET TO A 1/2" EXISTING IRON PIPE;

THENCE, N16°03'16"W, 316.19 FEET TO A 1/2" EXISTING IRON PIPE;

THENCE, N17°17'06"E, 175.67 FEET TO A 1/2" EXISTING IRON PIPE ON THE WESTERN RIGHT OF WAY OF WAIT AVENUE, SAID IRON PIPE BEING THE POINT AND PLACE OF BEGINNING.

CONTAINING 477,999.45 SQUARE FEET, MORE OR LESS.

Map Amendment Application

Rezoning Justification

SEE ATTACHMENT

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Map Amendment Application

Property Owner Information

Wake County PIN	Property Owner	Mailing Address	Zip Code
1850950449	WFINV, LLC	4641 PARAGON PARK RD STE 104 RALEIGH NC	27616

ZONING CONDITIONS
REZ-24-05
ATTICUS WOODS (2028, 2200, 2206, 2216, 2232 WAIT AVE)
SUBMITTED 02-25-26

1. The following uses shall be prohibited:

    a. Commercial Parking
    b. Flex Industrial
    c. Fulfillment Center

2. The Self Storage, Enclosed use shall only be permitted in the area at the northwest corner of the property labeled "COMMERCIAL 2.457 AC 107,049 SF" on the Atticus Woods Rezoning Exhibit.

3. The property owner shall dedicate approximately 2.5 acres of land to the Town for park use. The land dedicated pursuant to this zoning condition shall be adjacent to the Wait Avenue right-of-way in the approximate location of the area labeled "PROPOSED LAND DEDICATION TO TOWN OF ROLESVILLE FOR TOWN PARK +/-2.5 AC" on the Atticus Woods Rezoning Exhibit. The land shall be dedicated to the Town for park use at the time of recording of the final subdivision plat for the phase that contains the park land. All unimproved, dedicated park lands shall be deemed active open space that may be used to fulfill the development's active open space requirements under the LDO. Though not required, any improvements contributed to the active park will be included in a separate Development Agreement and such costs shall be identified in a cost estimate as part of the Development Agreement for equal active open space credit, as accepted by the Town Board of Commissioners.

4. The area labeled "RESIDENTIAL 75.832 AC 3,303,252 SF" on the Atticus Woods Rezoning Exhibit shall have a maximum of 300 dwelling units. The only permitted uses in this area shall be:

    a. Dwelling, Single Family, Detached
    b. Dwelling, Single Family, Attached

5. A 50' buffer will be provided where the property abuts the following lots on Kavanaugh Road: PINs 1860145294, 1860145225, 1860144245, 1860143265, 1860142285, 1860142205, 1860141226, 1860049264, 1860048290, 1860048119, 1860047147, 1860046167, 1860045197 (the "Southern Adjacent Properties") (Lots 1-4 in Book of Maps 2021, Page 1210, Wake County registry; Lots 5-10 in Book of Maps 2021, Page 119, Wake County registry; Lots 88-90 in Book of Maps 2022, Page 1237, Wake County registry).The buffer is to be landscaped in accordance with the modified buffer document (Exhibit 1), unless environmental conditions at time of approved preliminary subdivision plat prohibit grading or landscaping in the above-mentioned area. Part of the SCM as well as the access and maintenance easement may overlap with the buffer as long as the landscaping requirements enclosed in the modified buffer document are met.

6. No commercial buildings shall be located within 100' of the Southern Adjacent Properties (as that term is defined in Zoning Condition #5).

7. A fountain shall be installed and maintained in any stormwater pond located within 300' of the Southern Adjacent Properties (as that term is defined in Zoning Condition #5).

8. There shall be no vehicular access from property located in the area labeled "COMMERCIAL 22.834 AC 996,669 SF" in the Atticus Woods Rezoning Exhibit to the public right of way extending north from the Classical Way street stub existing as of the effective date of these zoning conditions.

9. One single-family detached home shall be donated to a veteran in partnership with Operation Coming Home or similar organization. The Developer shall be entitled to a waiver of all Town of Rolesville fees due at the time of building permit for this home.

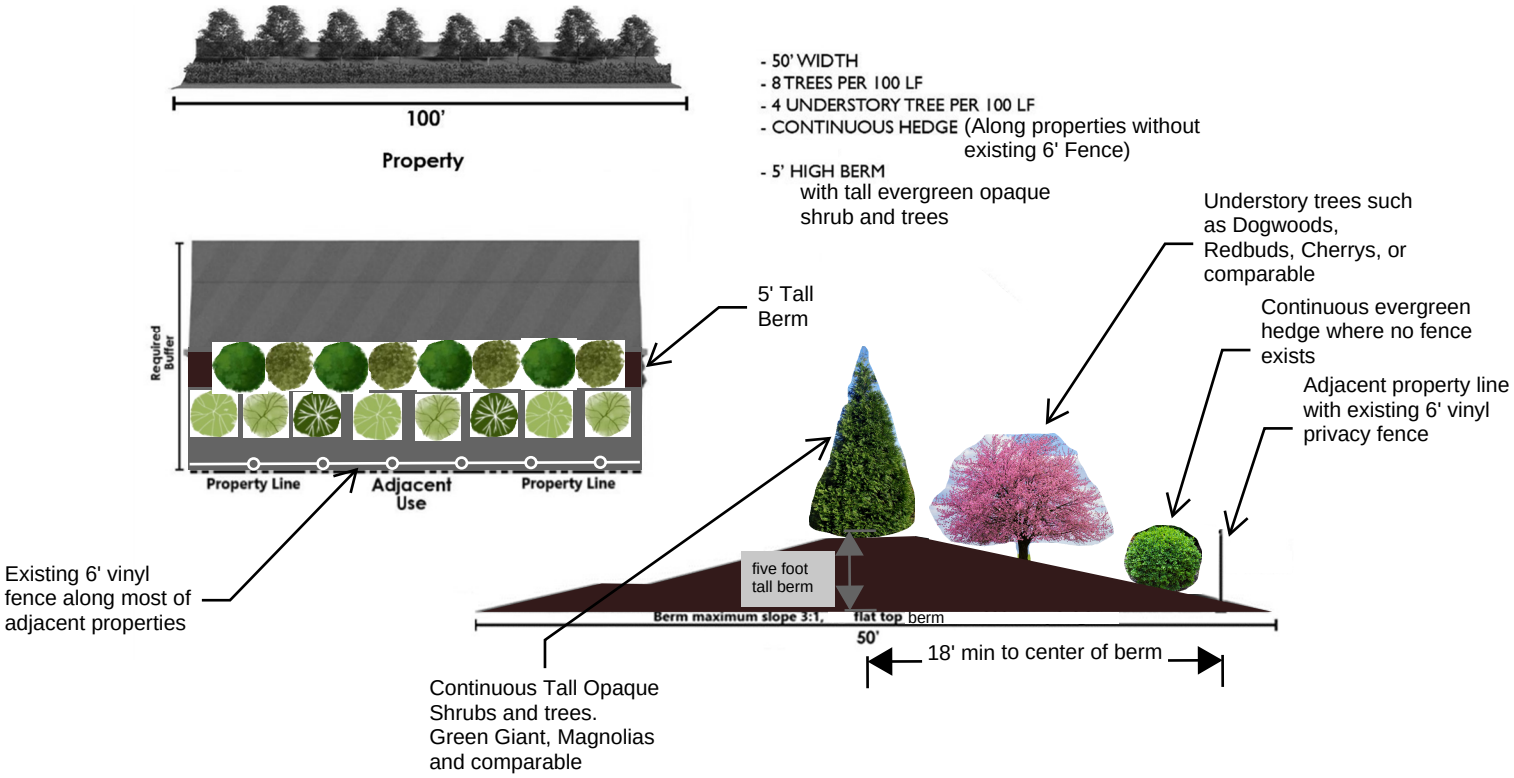
Property Owner: Thales Academy, NC Non-Profit Corporation
2006, 2200, 2216, and 2232 Wait Ave
(PINs : 1860045778, 1860056400, 1860151206, and 1860143789)

Signature: _____

Property Owner: WFINV, LLC
2028 Wait Ave
(PIN : 1850950449)

Signature: _____

4. **Perimeter Buffer Type 4** (Modified)



REZONING JUSTIFICATION

The proposed rezoning of the Property to Neighborhood Center- Conditional Zoning (NC-CZ) will permit the property to be developed for a mix of uses, including up to 125,000 sf of commercial for grocery stores, restaurants and other retail uses and up to 300 residences within walking distance of this new retail center.

The development team seeking this rezoning considers the proposed commercial portions of the development as crucial to the overall success of the development and plans on commencing construction of commercial areas in the initial phases of development. The proposed NC-CZ zoning will further ensure that the commercial areas actually develop during build out of residential areas and do not become another set of undeveloped lots set aside by a residential developer for commercial uses that may never come.

The proposed development is consistent with the Property's Medium Density Residential designation on the Future Land Use Map. The residential portions of the development will include a mix of high-quality single-family homes and townhomes at an overall density of up to 4 units per acre, which is consistent with Comprehensive Plan guidance. The commercial portions of the development will be consistent with Comprehensive Plan guidance.

The proposed residential uses are consistent with surrounding residential developments and will benefit residents of northern Rolesville and surrounding areas by providing needed retail uses not currently available in this part of town, including grocery and restaurants.

The proposed development is also consistent with the intent of the existing zoning of the Property. All of the Property outside of the watershed is zoned Residential and Planned Unit Development (R&PUD). The legacy PUD zoning district subjects the Property to a master plan that permits a school on the eastern portion of the site and up to 143 single-family homes on the western portion of the site. The legacy master plan is now infeasible because Thales Academy no longer intends to build a school on the eastern portion of the Property. Under the Town's Land Development Ordinance, the only way to update the legacy master plan is to rezone the property into a mixed-use district such as the NC district.

In addition to the proposed rezoning, the applicants are seeking a development agreement and text amendments with the Town. The applicant expects that the specific modifications needed as part of text amendments and development agreement will be determined in cooperation with Town staff.

Instrument prepared by:
Mail after recording: Town Clerk, Town of Rolesville, PO Box 250, Rolesville, NC 27571

NORTH CAROLINA

WAKE COUNTY

DEVELOPMENT AGREEMENT
ATTICUS WOODS

THIS DEVELOPMENT AGREEMENT (the "**Agreement**") is made to be effective as of the _____ day of _____, 2025, by and between the **TOWN OF ROLESVILLE**, a North Carolina municipal corporation (the "**Town**") and **ARDENT BUILDING, LLC**, a North Carolina limited liability company (the "**Developer**").

WITNESSETH:

WHEREAS, Developer desires to develop the real property comprised of approximately 101.123 acres and which is more particularly described on Exhibit A, attached hereto and incorporated herein (the "**Property**"); and

WHEREAS, the Property is an assemblage of parcels currently owned by Thales Academy and WFINV, LLC; and

WHEREAS, Developer has the right to purchase the Property under a purchase agreement(s) with Thales Academy and WFINV, LLC; and

WHEREAS, Developer desires to develop the Property as a mixed use development with a retail center and a neighborhood of single-family homes and townhomes, the concept plan for which is attached hereto and incorporated herein as Exhibit B;

WHEREAS, on _____, Developer filed a rezoning application (REZ-24-05) proposing to rezone the Property to Neighborhood Center ("NC") (the "Rezoning Application"); and

WHEREAS, between _____ and _____, Developer supplemented the Rezoning Application by amending its concept plan to more closely align its

plan for development of the Property to the Town's Land Development Ordinance ("LDO") and Comprehensive Land Use Plan (collectively, the "Amended Rezoning Application"); and

WHEREAS, pursuant to Section 3.4.3.D and Table 3.4.3 of Rolesville's Land Development Ordinance ("LDO"), the timing of development standards and development standards for the development may be modified as part of this Development Agreement; and

WHEREAS, on _____, following a public hearing before the Town Board of Commissioners, the Town approved the Amended Rezoning Application; and

WHEREAS, the approved rezoning of the Property permits up to 300 single-family home and townhome residential lots, up to 200,000 square feet of retail and office uses, along with ancillary public and private facilities, including streets, sidewalks, water and sewer lines, storm drainage improvements, open space, and passive and/or active recreation facilities that will be developed in multiple phases, requiring a long-term commitment of private and public resources; and

WHEREAS, pursuant to Article 10, Chapter 160D of the General Statutes, the Town possesses broad authority to form development agreements in instances when it determines that the location, nature, or size of a particular proposed development causes the necessity for Town to formulate specific conditions, terms, restrictions or other requirements for the public health, safety, or welfare of its citizens; and

WHEREAS, the Development will provide new retail and office space in an area of Rolesville where such uses are needed and currently lacking; and

WHEREAS, the residential areas of the Development will be developed to conserve significant open space and stream buffers in a manner that will benefit residents of the Town but is difficult to accommodate without modification to the residential lot standards; and

WHEREAS, pursuant to G.S. § 160D-1005, the Town Board of Commissioners conducted a public hearing on _____ concerning forming the Agreement. The notice of public hearing specified, among other things, the location of the Property subject to the Agreement, the development uses proposed on the Property, and a place where a copy of the proposed Agreement could be obtained; and

WHEREAS, the Town finds the following: (1) development projects often occur in multiple phases over several years, requiring a long-term commitment of both public and private resources; (2) such developments create community impacts and opportunities that are difficult to accommodate within traditional zoning processes; (3) because of the scale and duration, such projects often require careful coordination of public capital facilities planning, financing, and construction schedules and phasing of the private development; (4) such projects involve substantial commitments of private capital, which developers are usually unwilling to risk without sufficient assurances that development standards will remain stable through the extended period of the development; (5) such developments often permit communities and developers to experiment with different or nontraditional types of development concepts and standards, while still managing impacts on the surrounding areas; (6) to better structure and manage development approvals for such developments and ensure their proper integration into local capital facilities

programs, local governments need flexibility to negotiate such developments; and **(7)** modification of the LDO development standards described herein will facilitate the development of commercial uses in an area of Town that currently lacks such uses and will permit the Town to experiment with nontraditional standards for residential development while still preserving significant open space; and thereby promotes the public health, safety, and welfare; and

WHEREAS, after careful review and deliberation, including without limitation the General Assembly's findings set out in G.S. § 160D-1001, the Town Board of Commissioners finds forming a development agreement as permitted by Article 10 of Chapter 160D of the General Statutes is appropriate and is in the best interests of Rolesville and its citizens.

NOW, THEREFORE, in consideration of the mutual covenants and agreements contained herein and other good and valuable consideration, the parties hereto agree as follows:

1. Modification of Development Standards.

    a. The NC District Development Standards in Table 3.4.3 of the LDO are modified as follows:

        i. The minimum side setback for detached, single-family homes shall be reduced to 5'.

        ii. The maximum single-use/building size for self-storage, enclosed use, shall be 100,000 square feet.

        iii. The maximum single-use/building size for grocery store use, shall be 65,000 square feet.

2. Force Majeure. The parties hereto shall not be liable for any failure to perform hereunder as a result of an external event or events beyond their respective control, including, without limitation, acts of the United States of America, acts of the State of North Carolina (including the denial of permits which have been pursued in good faith), embargos, fire, flood, drought, hurricanes, tornadoes, explosions, acts of God or a public enemy, strikes, labor disputes, vandalism, civil riots, or pandemic. However, if any such event interferes with the performance by a party hereunder, such party shall diligently and in good faith act to the extent within its power to remedy the circumstances affecting its performance or to complete performance in as timely a manner as is reasonably possible.

3. Indemnification of Town.

    a. To the maximum extent allowed by law, Developer shall defend, indemnify, and hold harmless the Town from and against all Charges (as defined below) that arise in any manner from, in connection with, or out of this Agreement as a result of acts or omissions of the Developer or contractors or subcontractors or anyone directly or indirectly employed by or contracting with any of them or anyone for whose acts any of them may be liable. In performing its duties under this section, Developer shall, at is sole expense, defend all Charges with legal counsel

reasonably acceptable to the Town. Notwithstanding the foregoing, this Subsection shall not require Developer to indemnify or hold harmless the Town and indemnitees against liability for damages arising out of bodily injury to persons or damage to property proximately caused by or resulting from the gross negligence, in whole or in part, of the Town.

b. "**Charges**" shall mean claims, suits, judgments, costs, damages, losses, demands, liabilities, duties, obligations, fines, penalties, royalties, settlements, interest, reasonable attorney's fees, expenses, and amounts for alleged violations of sedimentation pollution, erosion control, pollution, or other environmental laws, regulations, ordinances, rules, or orders, including but not limited to any such alleged violation that arises out of the handling, transportation, deposit, or delivery of the items that are the subject of this Agreement. In this Indemnification, "the Town" includes the Town and its officers, officials, employees, independent contractors, and agents, which shall not be constructed to include the Developer.

c. Nothing in this Section shall affect any warranties in favor of the Town that are otherwise provided in or arise out of this Agreement. This section is in addition to and shall be construed separately from any other indemnification provisions that may be in this Agreement.

d. This Section shall remain in force despite termination of this Agreement (whether by expiration of the term or otherwise) and is not limited by any Warranty Period appearing elsewhere in the Agreement.

4. Written Consents from the Town. Where this Agreement refers to written approvals or consents to be given by the Town and the person or position that may give consent is not identified, the authority to give such approvals shall be delegated to the Town Manager or his designee. An approval required by this Agreement shall not be effective unless given in writing.

5. No Waiver of Governmental Authority or Discretion. Nothing in this Agreement shall be construed to bind, estop, direct, limit, or impair the future regulatory, legislative, or governmental discretion of the Town of Rolesville Board of Commissioners in a manner not permitted by law. The Town shall incur no liability to the Developer for any losses or damages it may incur as a result of or in connection with the Town's exercise or performance of its regulatory, legislative, or governmental powers or functions or any judicial determination regarding the same.

6. Miscellaneous.

a. Choice of Law and Forum. This Agreement shall be deemed made in Wake County, North Carolina. This Agreement shall be governed by and construed in accordance with the laws of North Carolina. The exclusive forum and venue for all actions arising out of this Agreement shall be the North Carolina General Court of Justice in Wake County, North Carolina. Such actions shall neither be

commenced in nor removed to federal court. This section shall not apply to subsequent actions to enforce a judgment entered in actions heard pursuant to this section.

b. Waiver. No action or failure to act by the Town shall constitute a waiver of any of its rights or remedies that arise out of this Agreement, nor shall such action or failure to act constitute approval of or acquiescence in a breach thereunder, except as may be specifically agreed in writing.

c. Severability. If any provision of this Agreement shall be unenforceable, the remainder of this Agreement shall be enforceable to the extent permitted by law.

d. No Third-Party Rights Created. This Agreement is intended for the benefit of the Town and Developer and not for any other person, and no such persons shall enjoy any right, benefit, or entitlement under this Agreement.

e. Principles of Interpretation and Definitions. In this Agreement, unless the context requires otherwise: (1) the singular includes the plural and the plural, the singular. The pronouns "it" and "its" include the masculine and feminine. References to statutes or regulations include all statutory and regulatory provisions consolidating, amending, or replacing the statute or regulation. References to contracts and agreements shall be deemed to include all amendments to them. The words "include," "including," etc. mean include, including, etc., without limitation. (2) References to a "Section" or "section" shall mean a section of this Agreement. (3) "Contract and "Agreement," whether or not capitalized, refer to this instrument. (4) Titles of sections, paragraphs, and articles are for convenience only and shall not be construed to affect the meaning of this Agreement. (5) "Duties" includes obligations. (6) The word "person" includes natural persons, firms, companies, associations, partnerships, trusts, corporations, governmental agencies and units, and other legal entities. (7) The word "shall" means the action is mandatory. (8) The word "day" means calendar day. (9) Attorneys for all parties have participated in the drafting of this document, and no future interpretation shall favor or disfavor one party over another on account of authorship.

f. Construction of Agreement. In the event of a conflict or inconsistency between this Agreement and any currently existing agreement between the Town and Developer, the provisions of this Agreement shall control. In the event of a conflict or inconsistency between this Agreement and the approved Standard Specifications, the approved Standard Specifications shall control.

g. Amendment. This Agreement shall not be modified in any manner except in writing, signed by each of the parties.

h. Applicability of Agreement. This Agreement shall be applicable to the Property and Construction Documents as approved at the time of this Agreement, and as the same shall thereafter be amended or modified and approved by the Town.

i. Preambles. The preambles to this Agreement are a part of the agreement of the parties set forth in this Agreement and shall be binding upon the parties in accordance with their terms.

7. Term. The term of this Agreement shall be a period of twelve (12) years following execution by both parties.

8. Real Covenant. This Agreement shall be a real covenant running with the Property, and any portion thereof, as it may be subdivided or recombined from time to time and shall apply to the development of all or any portion of the Property, and this Agreement shall be binding upon and shall insure to the benefit of any successor in title to the Property or any portion thereof.

9. Assignment. Developer shall be released from its obligations under this Agreement only upon the assignment and assumption of Developer's obligations hereunder by a successor in title to the Property and only with the prior written consent of the Town. The Town's consent shall not be unreasonably withheld, conditioned, or delayed if, as reasonably determined by the Town, the proposed assignee assuming Developer's obligations possesses adequate financial resources, ownership interests and development expertise needed to complete the requirements of this Agreement. An assignee's assumption of the obligations of this Agreement shall be memorialized by an assignment and assumption agreement executed by Developer and the assignee, and joined by the Town for the sole purpose of evidencing Town's consent, in a form reasonably approved by the Town Attorney and recorded in the Wake County Registry. Without otherwise modifying the foregoing, the Town consents to _____., as a permitted assignee upon execution and recordation of the aforementioned agreement.

10. Consideration. The parties hereto agree that this Agreement is mutually beneficial in that it provides for orderly urban growth and systematic extension of municipal improvements while at the same time saving a substantial amount of money for Developer by relieving Developer of certain infrastructure expenses for which it would otherwise have been obligated.

11. Default by Developer. The Town's Planning Director or his designee shall conduct an annual investigation on each anniversary date of recording this Agreement to determine if Developer is in compliance with the schedules and construction obligations attached hereto. In addition to other remedies provided for in this Agreement or by law or equity, any material breach which remains uncured for a period of thirty (30) days after receipt of written notice from the Town of non-compliance with the Phasing Schedule shall entitle the Town to require specific performance of Developer's obligations hereunder and recover such damages as to which the Town may be entitled, plus reasonable attorneys' fees and costs of any such litigation.

12. Lender Subordination. Any existing deeds of trust, mortgages, or liens encumbering the Property, other than property tax liens for the current tax year or governmental improvement assessment liens, must be subordinated to this Agreement. Such encumbrances must be listed, and this Agreement must be executed by the beneficiary

and trustee (if trustee execution is necessary per the terms of the security instrument), mortgagee, or lien holder to evidence such subordination. Grantor represents that no superior deeds of trust, mortgages, or liens (other than property tax liens for the current tax year or governmental improvement assessment liens) encumber or affect the property at the time of the execution and recording of this Agreement, or that if any of the foregoing exist, they shall be subordinate to this Agreement through the subordination language herein.

13. Effectiveness of Agreement. This Agreement shall be effective upon its recording in the offices of the Wake Register of Deeds.

14. Legal Obligations. The failure of this Agreement to describe any permit, condition, or term of restriction applicable to the Property by law does not relieve Developer of the necessity of complying with such laws governing permitting requirements, conditions, terms or restrictions.

[Signature, Acknowledgment, & Exhibit Pages Follow]

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed under seal on the day and year first written above:

"Town"

TOWN OF ROLESVILLE

By: _____
Ronnie Currin, Mayor

[municipal seal above]

Attest:

_____
Chritina Ynclan, Town Clerk

Approved as to Form:

_____
David J. Neill, Town Attorney

NORTH CAROLINA
WAKE COUNTY

I certify that Christina Ynclan, Town Clerk of Rolesville, personally appeared before me this day and certified to me under oath or by affirmation that she is not a named party to the foregoing document, has no interest in the transaction, signed the foregoing document as a subscribing witness, and either (i) witnessed Ronnie Currin, as Mayor of Rolesville, sign the foregoing document, or (ii) witnessed the principal acknowledge the principal's signature on the already-signed document.

Today's Date: _____, _____. _____
[Notary's signature as name appears on seal]

_____
[Notary's printed name as name appears on seal]

My commission expires: _____, 20__

[Affix Notary Seal in Space Above]

This instrument has been pre-audited to the extent and in the manner required by the "Local Government Budget and Fiscal Control Act."

By: _____
Amy Stevens, Town Finance Director

"Developer"

ARDENT BUILDING, LLC

(SEAL)

By: _____
Name: _____
Manager

NORTH CAROLINA
WAKE COUNTY

I certify that the following person(s) personally appeared before me this day, each acknowledging to me that he or she signed the foregoing document: _____.

Today's Date: _____, _____. _____
[Notary's signature as name appears on seal]

_____
[Notary's printed name as name appears on seal]

My commission expires: _____, 20__

EXHIBIT A
The "Property"

[legal description to be attached]

EXHIBIT B
The "Development"

[final concept plan to be attached]

ADJOINING PARCEL INFORMATION

ID	PIN	OWNER(S)	DB / PG	BM / PG
AA	1850867237	WAKE ELECTRIC MEMBERSHIP CORP	8182 / 2604	1998 / 2036
AB	1850856710	VILLAGES OF AUSTIN CREEK HOMEOWNERS	17277 / 2713	2010 / 527
AC	1850852022	VILLAGES OF AUSTIN CREEK HOMEOWNERS	17277 / 2713	2010 / 527
AD	1850841696	VILLAGES OF AUSTIN CREEK HOMEOWNERS	17277 / 2713	2017 / 1040
AE	1850841551	LENNAR CAROLINAS LLC	15377 / 2089	2023 / 2306
AF	1850843268	MUNOZ, WELLMAN FRANKLIN; MUNOZ, KRISTEN BRAUN	19407 / 1343	2022 / 575
AG	1850844370	TRIPP, MICHELE L	19344 / 1384	2022 / 575
AH	1850845277	BRATLEE-WHITAKER, EMILY; WHITAKER, TYLER	19328 / 555	2022 / 575
AI	1850846285	BIZIEFF, MICHAEL P; BIZIEFF, VESAL	19508 / 2570	2022 / 574
AJ	1850847266	BURGOA, CHRISTOPHER	19481 / 1310	2022 / 574
AK	1850848247	GIBBS, MICHAEL & STEFANI	19509 / 1828	2022 / 574
AL	1850849227	DEMIAN, JILL & BEVERLY LAVERY	19418 / 975	2022 / 574
AM	1850940208	HOISETH, BRUCE CAVERLY & MARYELLEN	19366 / 1724	2022 / 574
AN	1850940289	MCNEAL, BERLONDRIKA JERTORIA	19342 / 1506	2022 / 574
AO	1850941279	FAYAD, AKRAM & RANIA	19368 / 2463	2022 / 574
AP	1850943209	JENSEN, KENT & LINDA	19616 / 1836	2022 / 574
AQ	1850943299	MILLER, THOMAS W & BARBARA M	19470 / 962	2022 / 574
AR	1850944298	WINFREE, CRYSTAL ROSE & ANDREW CLAY	19425 / 429	2022 / 574
AS	1850945275	ORTALS, EDWARD J & EILEEN	19328 / 1625	2022 / 574
AT	1850946232	BAVISOTTO, DANIELLE M & ERIC N	19699 / 2162	2022 / 574
AU	1850947236	EXPERIENCEONE HOMES LLC	17509 / 1101	2022 / 574
AV	1860041295	EXPERIENCEONE HOMES LLC	17509 / 1101	2021 / 122
AW	1860049264	GIVENS, MICHAEL R & JODY L	19557 / 1264	2021 / 121
AX	1860141226	BOORADY, ANDRE J; ORTALS, MEREDITH B	19159 / 911	2021 / 1210
AY	1860142205	PETWAY, MARCUS M & KENA G	19204 / 1027	2021 / 1210
AZ	1860142285	AUTRY, BETSY SMITH & DAVID EARL	19197 / 530	2021 / 1210
BA	1860143265	ROGICH, PAMELA & JOHN RAINIER	19198 / 2595	2021 / 1210
BB	1860144245	BARTLETT, BRIANNE; BARTLETT, SALLY & DOUGLAS	19413 / 2008	2022 / 1238
BC	1860145225	EXPERIENCEONE HOMES LLC	17509 / 1101	2022 / 1238
BD	1860145294	THIGPEN, APRIL LINDSAY	19736 / 2558	2022 / 1238
BE	1860146265	EXPERIENCEONE HOMES LLC	17509 / 1101	2021 / 121

RESIDENTIAL LINE TABLE

LINE #	LENGTH	DIRECTION
L40	273.29'	N21° 35' 45"E
L41	25.00'	N21° 33' 17"E
L42	30.00'	N21° 35' 33"E
L43	289.03'	N68° 25' 12"W
L44	485.12'	N68° 36' 29"W
L45	67.90'	N68° 29' 21"W
L46	430.18'	N68° 23' 19"W
L47	62.15'	N66° 45' 05"W
L48	55.00'	S23° 14' 55"W
L49	493.27'	S66° 17' 31"W
L50	120.37'	S66° 17' 31"W
L51	139.83'	S29° 02' 26"W
L52	62.39'	S27° 04' 26"W
L53	85.05'	S22° 30' 36"E
L54	82.65'	S35° 17' 49"W
L55	77.79'	S66° 41' 13"W
L56	119.64'	S30° 41' 32"W
L57	48.52'	S70° 24' 48"W
L58	58.77'	S07° 59' 45"W
L59	84.46'	S38° 16' 44"W

RESIDENTIAL LINE TABLE

LINE #	LENGTH	DIRECTION
L60	44.78'	S19° 10' 58"W
L61	26.68'	S76° 49' 28"W
L62	63.59'	S27° 16' 11"W
L63	35.70'	S05° 25' 37"E
L64	53.96'	S35° 40' 08"W
L65	31.53'	S20° 09' 38"W
L66	35.88'	S56° 19' 27"W
L67	82.48'	S15° 56' 39"W
L68	47.18'	S54° 15' 58"E
L69	86.56'	S03° 11' 49"E
L70	47.68'	S27° 21' 06"E
L71	29.73'	S15° 39' 43"W
L72	12.33'	S44° 18' 30"W
L73	325.02'	S02° 18' 54"E
L74	92.70'	S89° 08' 31"E
L75	398.59'	S89° 22' 03"E
L76	80.37'	S89° 22' 03"E
L77	80.29'	S89° 22' 03"E
L78	265.88'	S89° 22' 03"E
L79	50.09'	S89° 29' 05"E

RESIDENTIAL LINE TABLE

LINE #	LENGTH	DIRECTION
L80	202.94'	S89° 21' 30"E
L81	225.20'	S89° 21' 30"E
L82	77.18'	S89° 21' 30"E
L83	821.67'	S89° 05' 43"E
L84	395.14'	N20° 51' 04"E
L85	421.22'	N22° 11' 38"E
L86	28.27'	N22° 49' 54"W
L87	464.36'	N67° 51' 27"W

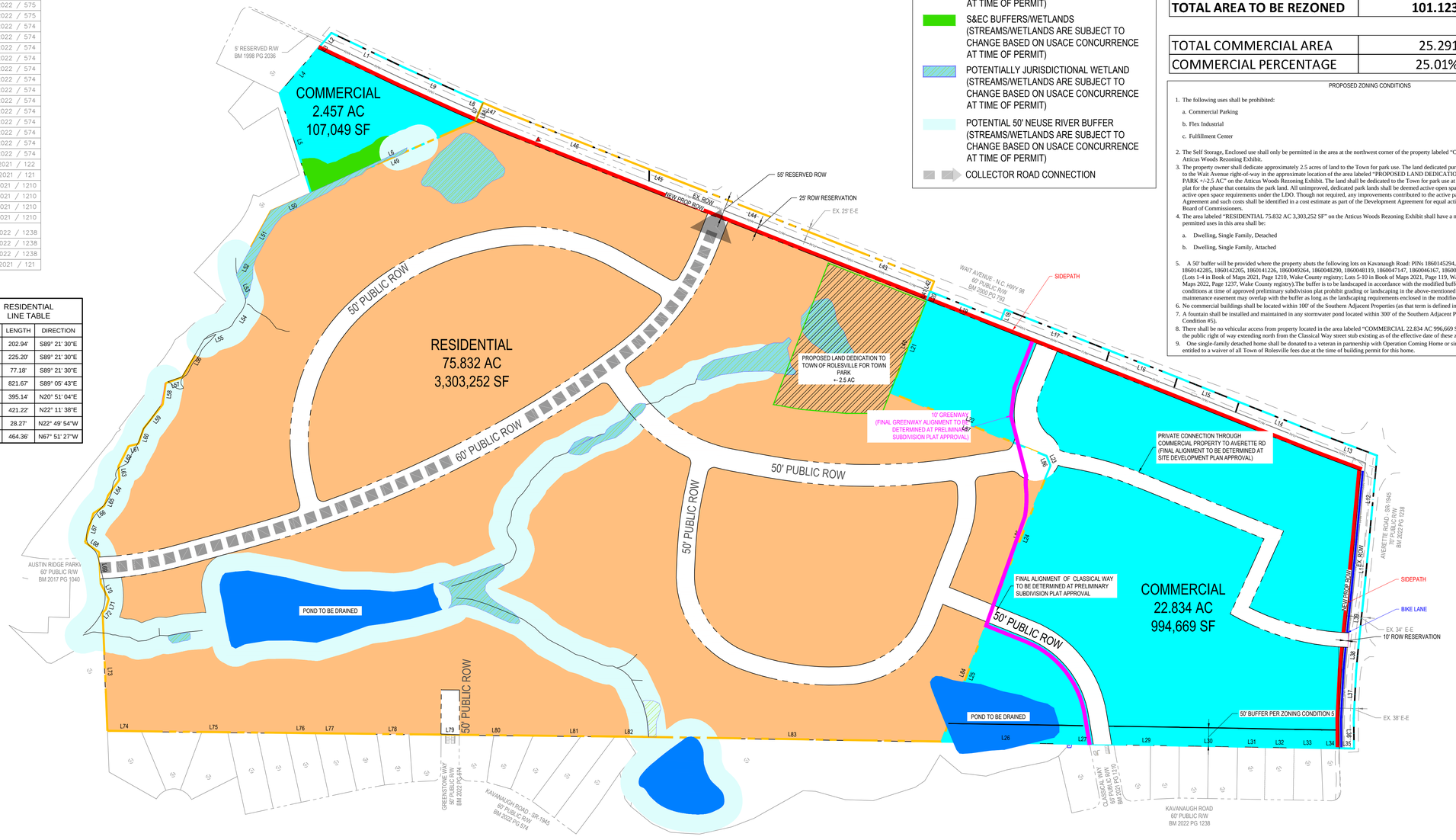
COMMERCIAL LINE TABLE

LINE #	LENGTH	DIRECTION
L1	225.89'	N64° 34' 13"W
L2	31.09'	S40° 39' 22"W
L3	25.91'	S40° 39' 22"W
L4	161.80'	S40° 39' 22"W
L5	288.49'	S17° 27' 54"E
L6	493.27'	N66° 17' 31"E
L7	55.00'	N23° 14' 55"E
L8	52.86'	N66° 45' 05"W
L9	180.85'	N65° 41' 26"W
L11	145.63'	N05° 35' 13"E
L12	242.72'	N05° 20' 11"E
L13	159.43'	N69° 23' 18"W
L14	248.14'	N68° 22' 23"W
L15	182.46'	N68° 12' 44"W
L16	200.54'	N68° 31' 07"W
L17	308.77'	N68° 30' 12"W
L18	30.00'	S21° 35' 33"W
L19	210.00'	N68° 26' 43"W
L20	25.00'	S21° 33' 17"W
L21	273.29'	S21° 35' 45"W

COMMERCIAL LINE TABLE

LINE #	LENGTH	DIRECTION
L22	464.36'	S67° 51' 27"E
L23	28.27'	S22° 49' 54"E
L24	421.22'	S22° 11' 38"W
L25	395.14'	S20° 51' 04"W
L26	353.08'	S89° 03' 29"E
L27	69.22'	S88° 46' 48"E
L28	51.37'	S89° 20' 02"E
L29	180.15'	S89° 03' 25"E
L30	160.72'	S89° 04' 00"E
L31	76.42'	S88° 46' 32"E
L32	79.04'	S89° 02' 22"E
L33	74.04'	S88° 59' 25"E
L34	50.72'	S88° 59' 26"E
L35	40.01'	S88° 59' 26"E
L36	82.81'	N00° 26' 49"W
L37	133.25'	N02° 54' 54"E
L38	79.84'	N05° 27' 34"E
L39	124.58'	N05° 58' 10"E

REV #	DATE	DESCRIPTION
1	04.11.2025	TOR REZ COMMENTS 2: 03.11.2025
2	07.30.2025	TOR REZ COMMENTS 3: 06.22.2025
3	11.10.2025	TOR PLANNING BOARD COMMENTS



NC-CZ RE-ZONED AREAS	POST R/W RESERVATION	GROSS	
RESIDENTIAL AREA	75.832	77.518	AC
COMMERCIAL AREA	2.457	3.049	AC
COMMERCIAL AREA	22.834	25.050	AC
TOTAL AREA TO BE REZONED	**101.123**	**105.617**	**AC**

TOTAL COMMERCIAL AREA	25.291	AC
COMMERCIAL PERCENTAGE	25.01%	

PROPOSED ZONING CONDITIONS

1. The following uses shall be prohibited:
   a. Commercial Parking
   b. Flex Industrial
   c. Fulfillment Center
2. The Self Storage, Enclosed use shall only be permitted in the area at the northwest corner of the property labeled "COMMERCIAL 2.457 AC 107,049 SF" on the Atticus Woods Rezoning Exhibit.
3. The property owner shall dedicate approximately 2.5 acres of land to the Town for park use. The land dedicated pursuant to this zoning condition shall be adjacent to the Wait Avenue right-of-way in the approximate location of the area labeled "PROPOSED LAND DEDICATION TO TOWN OF ROLESVILLE FOR TOWN PARK +/-2.5 AC" on the Atticus Woods Rezoning Exhibit. The land shall be dedicated to the Town for park use at the time of recording of the final subdivision plat for the phase that contains the park land. All unimproved, dedicated park lands shall be deemed active open space that may be used to fulfill the development's active open space requirements under the LDO. Though not required, any improvements contributed to the active park will be included in a separate Development Agreement and such costs shall be identified in a cost estimate as part of the Development Agreement for equal active open space credit, as accepted by the Town Board of Commissioners.
4. The area labeled "RESIDENTIAL 75.832 AC 3,303,252 SF" on the Atticus Woods Rezoning Exhibit shall have a maximum of 300 dwelling units. The only permitted uses in this area shall be:
   a. Dwelling, Single Family, Detached
   b. Dwelling, Single Family, Attached
5. A 50' buffer will be provided where the property abuts the following lots on Kavanaugh Road: PINs 1860145294, 1860145225, 1860144245, 1860143265, 1860142285, 1860142205, 1860141226, 1860049264, 1860048290, 1860048147, 1860046167, 1860045197 (the "Southern Adjacent Properties") (Lots 1-4 in Book of Maps 2021, Page 1210, Wake County registry; Lots 5-10 in Book of Maps 2021, Page 119, Wake County registry; Lots 88-90 in Book of Maps 2022, Page 1237, Wake County registry).The buffer is to be landscaped in accordance with the modified buffer document (Exhibit 1), unless environmental conditions at time of approved preliminary subdivision plat prohibit grading or landscaping in the above-mentioned area. Part of the SCM as well as the access and maintenance easement may overlap with the buffer as long as the landscaping requirements enclosed in the modified buffer document are met.
6. No commercial buildings shall be located within 100' of the Southern Adjacent Properties (as that term is defined in Zoning Condition #5).
7. A fountain shall be installed and maintained in any stormwater pond located within 300' of the Southern Adjacent Properties (as that term is defined in Zoning Condition #5).
8. There shall be no vehicular access from property located in the area labeled "COMMERCIAL 22.834 AC 996,669 SF" in the Atticus Woods Rezoning Exhibit to the public right of way extending north from the Classical Way street stub existing as of the effective date of these zoning conditions.
9. One single-family detached home shall be donated to a veteran in partnership with Operation Coming Home or similar organization. The Developer shall be entitled to a waiver of all Town of Rolesville fees due at the time of building permit for this home.

N

NAD 83 / NSRS 2011

SCALE 1"=150'

0 150' 300'

ATTICUS WOODS REZONING EXHIBIT
REZ-24-05

WAKE COUNTY

BCSC
BATEMAN CIVIL SURVEY COMPANY

P:\2024 Projects\240831 Wait_Averette_Thiele- E:\ENGINWSheets\P240831_C200_SITE_REZONING.dwg

BCSC
BATEMAN CIVIL SURVEY COMPANY

2524 Reliance Avenue
Apex, North Carolina 27539

Phone: 919.577.1080
info@batemancivilsurvey.com

DATE: **May 21, 2025**

RE: ***Wait Ave Rezoning Neighborhood Meeting 05/20/25– Meeting Minutes***

Notes:

Ardent Building, LLC formally held a meeting with neighbors adjacent to the property of the proposed rezoning, REZ-24-05. Meeting Notes are below:

- The Meeting was held at the Rolesville Community Center (514 Southtown Circle) and virtually via Microsoft Teams on May 20, 2025 at 6pm.
- Each Member on behalf of Ardent Building were introduced, which included: Paul (Corey) Schmidt, (Ardent Building/ExperienceOne Homes), David Schmidt (Ardent Building/ExperienceOne Homes), Timothy Grissinger (Bateman Civil Survey Company), Shelbey Daniel (Bateman Civil Survey Company).
- There were 5 in person attendees and 5 virtual attendees.
- The development team discussed that the requested rezoning was to revise the zoning district to NC-CZ and referenced the submitted site plan for the project that was on display to show areas of residential and commercial. It was noted that the rezoning case was in review with the Town of Rolesville, and that the project aligns with the current land use plan.
- Neighbors from Carrie May Lane proposed questions about why the project was being rezoned and referenced previously approved PUD. The development team explained that a different entity did that plan to include a school, but that the school has chosen another location within the area. Neighbors included many questions into where the school was going and how traffic will be handled with the school.
- Neighbors from Carrie May Lane expressed concerns about traffic on Wait Avenue/98. The development team discussed that a traffic impact analysis is underway to help determine what improvements will be necessary for Wait/98. Neighbors from Carrie May Lane expressed interest in the addition of a traffic light at their intersection to help enter and exit their neighborhood, and that they currently wait quite a while to leave their neighborhood. The development team discussed the required improvements to the Averette/Wait that is required with the Elizabeth Springs subdivision and that the TIA will provide more info to what improvements will be needed for the subject property.
- Neighbors from Carrie May Lane requested clarity on how many entrances/exits the property would have and expressed concerns about whether the entrance across from Carrie May would be the only ones in and out. The development team explained that the ones on the map would be the main egress points but that there would likely be smaller private entrances and exits within the commercial development areas.
- Neighbors from Carrie May proposed questions about the amount of single-family homes and type of commercial properties. The development team discussed that the site plan will be finalized later, and at this time it would likely be up to 300 homes with a mix of single-family homes and townhomes and that the exact locations of the homes will be determined by the site plan following more design work and environmental analysis. The development team also mentions the desire to bring in a grocer as a part of the commercial area, but that a grocery store might be hard to acquire given the quantity of homes in the area.

- Neighbors from Carrie May expressed concern over whether multi-family homes would be included in the residential areas. The development team explained that the plan is only for single-family homes and townhomes. The neighbors expressed concern over the architectural design for the homes. The development team mentioned that there could potentially be architectural restrictions on what could be built here, but that they intended to provide homes with architectural interest, similar to other projects the team has developed.
- Neighbors from Winter Springs Dr proposed questions on when the development team would be required to start building commercial properties. The development team mentions that it is currently 50% of the building permits before 50% of the commercial SF must be permitted, but that they are attempting to revise this to 75% of homes permitted prior to having to start commercial development. Neighbors from Winter Springs express concerns about the type of commercial and bring up the self-storage center on the project. The development team mentions that nothing is locked in at the time, but the desire is to do indoor self-storage.
- Neighbors from Winter Springs question the timeline of the project. The development team mention that the ideal timeline would be to begin construction in Spring 2026.
- Neighbors from Kavanaugh Road propose questions about whether there will be a privacy wall along the back of the properties on Kavanagaugh that would have commercial behind their property line. The development team explains that a wall likely wouldn't be required, but there will be a landscaping buffer requirement for this area. The neighbors question when this landscape buffer would be required to be constructed. The development team mentions that there isn't a timeline as far as they are aware, but that they intend to build it early in the process of commercial construction.
- The Kavanaugh neighbors express concerns about the commercial going behind their homes, and that they would prefer it to remain residential, and question what can be done to stop the rezoning. The development team provides information for them to reach out to the Town Staff and Boards with their concerns.
- Neighbors from Winter Springs ask about connectivity to Elizabeth Springs, and if the residents of the proposed development would be able to use Elizabeth Springs Amenities. The development team explains that the proposed development would have its own Amenity, and would not have access to the Elizabeth Springs Amenities. The team also mentioned that as of right now the intention for connectivity would be no access on Classical Way, but to provide access into the proposed development on Gemstone Way. The development team also mentions the intention to dedicate town park land within the development.
- A neighbor from Kavanaugh propose questions about the price points of the proposed homes. The development team explains that the prices have not been finalized but they're assuming $350k+ for townhomes and $450+ for single-family homes.
- A neighbor from Carrie May Lane proposes questions on the size of the single family and townhome projects. The development team explains that the sizes are not set in stone but they're assuming 1400-1500 SF for townhomes and 1600+ SF for single-family homes. The neighbors question lot sizes and setbacks. The development team explains that the proposed lot sizes and setback will be determined at plan design following a rezoning approval, but mention the minimum standards for the NC district.
- Neighbors from Kavanaugh question whether another meeting will be held as the project develops. The development team mentions that another meeting will not be required, but that the project info will be available on Rolesville's website following rezoning approval and plan submission.
- Neighbors from Carrie May question how many sidewalks will be provided in the community. The development team explains that the sidewalks will be designed and permitted with site plans, but that they typically provide sidewalks on both sides of the street in their other developments.

- Neighbors from Kavanaugh bring up traffic regarding the Thales Academy project. The development team explains that they will likely be required to provide traffic improvements precautions for carpool but that it is a separate project. The team mentions that they plan to coordinate with the Thales Academy project on traffic improvements.
- The sign-in sheet for the meeting has been attached as an exhibit to this document.

BCSC
BATEMAN CIVIL SURVEY COMPANY

2524 Reliance Avenue
Apex, North Carolina 27539

Phone: 919.577.1080
info@batemancivilsurvey.com

DATE: **May 20, 2025**

RE: **Wait Ave Rezoning – Meeting Sign-In**
Project Address

Meeting Purpose: Neighborhood Meeting

Name	Address	Email or Phone
Elizabeth Healey	1400 Carrie May Lane WF	ehenley@nc.rr.com
George Wrenn	1405 Carrie May Lane WF	
MAN LEETE	109 KAVANAUGH RD	SOLD@MANLEETE.COM
Christian Ondeka	6561 Winter Spring Dr	chrond001@gmail.com
	Virtual Attendees	
Will Apps	108 Kavanaugh rd	
Cang & Chuck Dequaine	1300 Rose Finch circle	
Ortals	128 Kavanaugh	
Hi	no info provided	
Kim	no info provided	

Bateman Civil Survey Company, PC
2524 Reliance Avenue
Apex, North Carolina 27539

Phone: 919.577.1080
Fax: 919.577.1081
info@batemancivilsurvey.com

To: Resident(s) and property owner(s)

From: Bateman Civil Survey Company

Date: November 6, 2025

Re: Notice of meeting to discuss potential rezoning for Atticus Woods (FKA Wait Subdivision) located at Wait Avenue and Averette Rd; having Wake County Property Identification Numbers 1860045778, 1860056400, 1860151206, 1860143789, 1850950449 (the "Property").

The applicant, Ardent Building LLC, is holding a second neighborhood meeting to discuss the rezoning of the properties having PINs listed above. The Property is outlined in red on the context map included with this mailing. The other parcels highlighted on the context map indicate to the property owners that the applicant is required to notify about this proposal.

The Property is currently zoned R&PUD AND RL. The applicant is submitting an application to rezone to NC-CZ.

The applicant will hold an in person and virtual neighborhood meeting on November 20, 2025, from 6pm to 7pm on Microsoft Teams and at the Rolesville Community Center (514 Southtown Circle). The purpose of this neighborhood meeting is to ensure that nearby property owners are made aware of the proposed project and to get a better understanding of how this project could impact you. Instructions for joining the virtual meeting are enclosed.

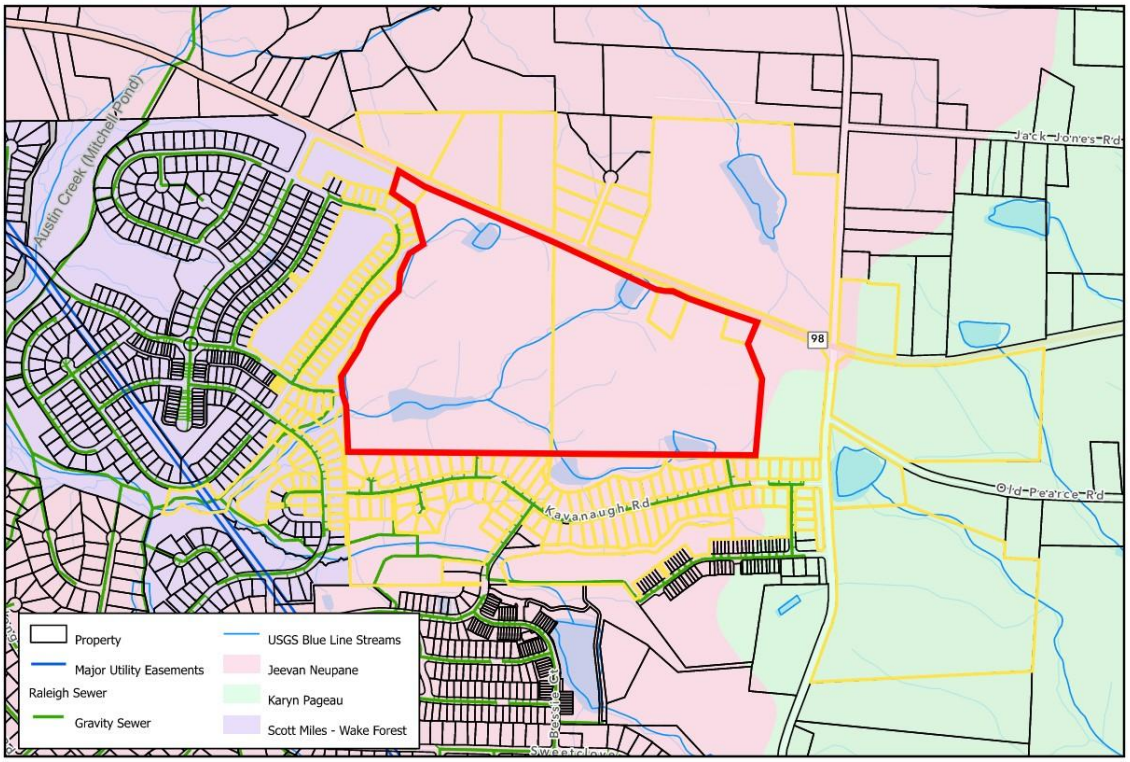
Please do not hesitate to contact Tim Grissinger at Bateman Civil Survey Company.

Also, for more information about Planning cases, you may want to visit rolesvillenc.gov, email planning@rolesville.nc.gov, or contact the Rolesville Planning Department via phone at (919) 554-6517.

The final decision to approve or deny this rezoning request rests with the Planning Board (for property within Towns' jurisdiction). Any interested party may speak at the public hearing. Please be advised that substantial changes to the proposed rezoning may be made during and following a public hearing, prior to the governing bodies final decision.

Bateman Civil Survey Company, PC
2524 Reliance Avenue
Apex, North Carolina 27539

Phone: 919.577.1080
Fax: 919.577.1081
info@batemancivilsurvey.com



Neighborhood Meeting Notice

N

0 400 800 1,600 ft

1 inch equals 800 feet

Disclaimer
*iMaps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are **NOT** surveys. No warranties, expressed or implied ,are provided for the data therein, its use,or its interpretation.*

Bateman Civil Survey Company, PC
2524 Reliance Avenue
Apex, North Carolina 27539

Phone: 919.577.1080
Fax: 919.577.1081
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November 6, 2025

RE: Virtual Neighborhood Meeting – Instructions

Dear Neighboring Property Owner,

We will be hosting a virtual neighborhood meeting via Microsoft Teams. The meeting will be held on November 20th, and run from 6pm to 7pm, (Organizaremos una reunión vecinal virtual a través de Microsoft Teams. La reunión se llevará a cabo el 20 de Noviembre y se llevará a cabo a partir de las 6pm hasta las 7pm)

> To attend the meeting via computer, mobile device, or iPad, type in the following link in your internet browser (Para asistir a la reunión a través de una computadora, dispositivo móvil o iPad, escriba el siguiente enlace en su navegador de Internet): https://www.microsoft.com/en-us/microsoft-teams/join-a-meeting

Microsoft Teams meeting

Join on your computer, mobile app or room device

Meeting ID: 241 360 053 344 3

Passcode: rH9VZ7nC

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Sincerely,

Tim Grissinger

Address	Owner	REID	PIN
412 KAVANAUGH RD	MOULTON, ALAN MOULTON, BRYNN	494444	1850849227
2001 WAIT AVE	STEELMAN, MAX H STEELMAN, JANE	195488	1850867665
120 KAVANAUGH RD	AUTRY, BETSY SMITH AUTRY, DAVID E/	485975	1860142285
2108 LONGMONT DR	AMH 2014-3 BORROWER LLC	376674	1850850275
201 PLOTT HOUND LN	AMH ROMAN TWO NC LLC	351109	1850862121
2037 LONGMONT DR	GREENE-SIMPSON, SHARONDA MONI	376692	1850853470
232 KAVANAUGH RD	REED, DARLENE MARY	481689	1860044151
1401 CARRIE MAY LN	DALEY, JAMES E DALEY, MICHELLE S	171727	1850958998
2029 LONGMONT DR	BUENVIAJE, ERIC M	376694	1850854540
2113 LONGMONT DR	KEHN, RYAN LAWRENCE KEHN, LAURI	376686	1850851182
209 KAVANAUGH RD	BREAKIRON, CHARLIE BREAKIRON, LI	481719	1860039929
1968 AUSTIN RIDGE PKWY	MICHAEL, ANTO THOMAS, SOLY	446566	1850747940
0 KAVANAUGH RD	ELIZABETH SPRINGS PROPERTY OWNI	494482	1850947236
1213 MARSH HAWK WAY	ELIZABETH SPRINGS PROPERTY OWNI	481722	1860132857
6545 WINTER SPRING DR	ELIZABETH SPRINGS PROPERTY OWNI	494480	1850838619
0 KAVANAUGH RD	ELIZABETH SPRINGS PROPERTY OWNI	2813	1860041295
0 KAVANAUGH RD	ELIZABETH SPRINGS PROPERTY OWNI	481723	1860033678
1201 AVERETTE RD	ELIZABETH SPRINGS PROPERTY OWNI	481725	1860136879
1221 AVERETTE RD	ELIZABETH SPRINGS PROPERTY OWNI	481726	1860146265
2012 LONGMONT DR	LYNAM, ANDREW M LYNAM, CATALIN/	376664	1850854784
2004 WAIT AVE	WAKE ELECTRIC MEMBERSHIP CORP	245700	1850867237
1408 CARRIE MAY LN	WRENN, GEORGE B WRENN, DAWN C	171735	1860062063
1413 CARRIE MAY LN	KIRCHHOFF, STEVEN C KIRCHHOFF, N	171730	1850968585
277 KAVANAUGH RD	MISKO, PATRICK S MISKO, LINDSEY J	481701	1850936839
248 KAVANAUGH RD	BOLOMEY, ANDREW BOLOMEY, AMAN	481693	1860041056
2020 LONGMONT DR	RIDGES, NATIA C.	376666	1850854606
240 KAVANAUGH RD	ROBINSON, JULIE W. ROBINSON, CUF	481691	1860043009
225 KAVANAUGH RD	JAMES, MICHAEL JAMES, VERONICA H	481715	1860036923
2028 LONGMONT DR	BARRINGTON, STEPHEN R BARRINGTC	376668	1850853526
2004 LONGMONT DR	VIDAL, BERNARDO C JR VIDAL, SHARC	376662	1850855863
2008 LONGMONT DR	AMH 2014-2 BORROWER LLC	376663	1850855729
244 KAVANAUGH RD	DELSERONE, DALE WILLIAM DELSERC	481692	1860042029
2021 LONGMONT DR	BASS, DEBORAH P BASS, NEWBERRY J	376696	1850855537
2005 LONGMONT DR	DOMACK, TIMOTHY PHILLIP DOMACK,	376699	1850867012
2040 LONGMONT DR	ETENI, LONGONDO	376671	1850852412
2112 LONGMONT DR	NR SN NC A LLC	376675	1850850240
213 KAVANAUGH RD	HANIFY, JENNIFER MICHELLE	481718	1860038949
252 KAVANAUGH RD	COHEN, JORDAN MICHAEL COHEN, K	481694	1860040084
2028 WAIT AVE	WFINV, LLC	10865	1850950449
1969 LONGMONT DR	MADIMBA, DJO UZIMA BASHILA, MIMIE	437964	1850863233
2132 LONGMONT DR	AMH NC PROPERTIES LP	376680	1850748968
260 KAVANAUGH RD	BANGLE, LARRY BANGLE, DINA	481696	1850949030
437 KAVANAUGH RD	IHANDER, FREDERICK PAUL III IHANDI	494455	1850835917
2001 BIRDHOUSE LN	LUSTER, BRENT LUSTER, SARA	446578	1850748658
2012 AUSTIN RIDGE PKWY	STOGRAN, CHRISTOPHER A STOGRAN	446575	1850841700
2000 AUSTIN RIDGE PKWY	CASTRO, DAVID CORREA, GLORIA ANI	446572	1850749727

1205 GOLDEN ASTER TRL	REDMOND, KELVIN DUANE REDMON,	494458	1850837914
1985 LONGMONT DR	DIMMITT, JEREMY DIMMITT, CARMEN	437968	1850865158
1929 BIRDHOUSE LN	PATEL, HARDIK PATEL, VIRAL	446580	1850747708
2000 BIRDHOUSE LN	RAMNARAIN, VISHWANAUTH DIAZ, JO	446584	1850747544
2120 LONGMONT DR	RODRIGUEZ, EVELIA	376677	1850759172
2109 LONGMONT DR	ATKINSON, KELLEY	376687	1850852117
2005 BIRDHOUSE LN	WATERS, JAMES ALAN WATERS, KATAF	446577	1850749614
2008 AUSTIN RIDGE PKWY	GOODWIN, WILLIAM BRENT GOODWII	446574	1850840742
2004 AUSTIN RIDGE PKWY	UGWUANYI, GODFREY CHUMA OZIOK	446573	1850749784
229 KAVANAUGH RD	NEVLUD, THOMAS V NEVLUD, CAROL'	481714	1860035858
128 KAVANAUGH RD	BOORADY, ANDRE J ORTALS, MEREDIT	485977	1860141226
1933 BIRDHOUSE LN	DANEHY, BRITTNEY ZACZKOWSKI, DO	446579	1850747754
405 KAVANAUGH RD	WILLIAMS, ANTHONY L	494465	1850941130
2016 BIRDHOUSE LN	GOWDA, BHANUPRAKASH BHEEME G/	512221	1850749366
228 KAVANAUGH RD	RICKLE, BRYAN DONALD RUDDY, TAYI	481688	1860045123
6549 WINTER SPRING DR	HALES, BRANDON MARK HALES, MEG/	494475	1850933851
1984 AUSTIN RIDGE PKWY	COLEMAN, ALIA N	446570	1850748815
2121 LONGMONT DR	COLETTA, DOMINIQUE SR COLETTA, M	376684	1850851004
2021 BIRDHOUSE LN	BALLIGATA, SUNANDA	512248	1850841480
2206 WAIT AVE	THALES ACADEMY	2811	1860045778
2200 WAIT AVE	THALES ACADEMY	270812	1860056400
2216 WAIT AVE	THALES ACADEMY	89828	1860151206
2232 WAIT AVE LOT 1	THALES ACADEMY	343815	1860143789
0 LONGMONT DR	VILLAGES OF AUSTIN CREEK HOMEOV	447711	1850742003
1964 AUSTIN RIDGE PKWY	VILLAGES OF AUSTIN CREEK HOMEOV	446587	1850746993
2020 AUSTIN RIDGE PKWY	VILLAGES OF AUSTIN CREEK HOMEOV	446589	1850841696
0 AUSTIN RIDGE PKWY	VILLAGES OF AUSTIN CREEK HOMEOV	446594	1850850499
0 LONGMONT DR	VILLAGES OF AUSTIN CREEK HOMEOV	376702	1850856710
0 LONGMONT DR	VILLAGES OF AUSTIN CREEK HOMEOV	376700	1850851388
0 AUSTIN RIDGE PKWY	VILLAGES OF AUSTIN CREEK HOMEOV	376701	1850852022
2000 LONGMONT DR	VILLAGES OF AUSTIN CREEK HOMEOV	376661	1850855899
0 LONGMONT DR	VILLAGES OF AUSTIN CREEK HOMEOV	437969	1850863308
2116 LONGMONT DR	CAVALET, VIRGINIA L	376676	1850850106
2045 LONGMONT DR	2018-4 IH BORROWER LP	376690	1850853310
2129 LONGMONT DR	HONG, ROBERT S HONG, BRUNA M	376682	1850840935
116 KAVANAUGH RD	RODICO, PAMELA RODICO, JOHN RAII	485974	1860143265
6557 WINTER SPRING DR	PEACH, KEVIN D PEACH, EMILY BOWE	494473	1850934953
308 KAVANAUGH RD	ORTALS, EDWARD J ORTALS, EILEEN	494437	1850945275
400 KAVANAUGH RD	FAYAD, AKRAM FAYAD, RANIA	494441	1850941279
2032 LONGMONT DR	BURKE, JAMES PHILLIP BURKE, CERIS	376669	1850852582
220 KAVANAUGH RD	ENGARD, KRISTIN	481686	1860046167
237 KAVANAUGH RD	MAYNARD, REID W MAYNARD, MAVIS	481712	1860034813
2008 BIRDHOUSE LN	VILLAGES OF AUSTIN CREEK HOMEOV	446592	1850748456
2125 LONGMONT DR	SHIELDS, HEATHER	376683	1850840979
2105 LONGMONT DR	WOODCOCK, DONALD AARON WINEC	376688	1850852241
2025 LONGMONT DR	PARRISH, GARY RUSSELL TRUSTEE PA	376695	1850854593
2037 BIRDHOUSE LN	OSTEEN, WILLIAM WALTER	512256	1850842125

2105 BIRDHOUSE LN	VENKATA DURGA, PRASADA RAO SATY	512258	1850832936
525 KAVANAUGH RD	MANCHIKANTI, SANTHOSH KUMAR PC	512264	1850739956
2113 BIRDHOUSE LN	THOTAKURI, SAI BHARGAV KONDABO	512260	1850832835
512 KAVANAUGH RD	PERINA, CHARLES PERINA, TRACY	512237	1850748175
508 KAVANAUGH RD	DUARTE, ERIK LOPEZ MUNOZ, SANDR	512236	1850749146
264 SHINGLE OAK RD	ELIZABETH SPRINGS PROPERTY OWN	481668	1860031589
1980 AUSTIN RIDGE PKWY	WEAVER, BRYAN WEAVER, JENNIFER	446569	1850747896
276 KAVANAUGH RD	YODER, JOEL DAN	481700	1850947017
6556 WINTER SPRING DR	GAY MULHEARN, KATE HETHERINGTO	494477	1850936717
1976 AUSTIN RIDGE PKWY	PETERSON, AMANDA NICOLE PETERS	446568	1850747878
1981 LONGMONT DR	DUNN, ANTHONY CRAIG DUNN, CARL	437967	1850865109
204 KAVANAUGH RD	GIVENS, MICHAEL R GIVENS, JODY L	481682	1860049264
320 KAVANAUGH RD	JENSEN, KENT JENSEN, LINDA	494440	1850943209
516 KAVANAUGH RD	VANSIA, JAYPALSINH HITENDRASINH	512238	1850748111
1213 GOLDEN ASTER TRL	VASUDEVAN, SINDHU NICHOLAS, BRU	494457	1850847024
104 KAVANAUGH RD	THIGPEN, APRIL LINDSAY	497433	1860145294
409 KAVANAUGH RD	PEDEN, TERRY GREGORY BARLOW, TF	494464	1850940047
2016 AUSTIN RIDGE PKWY	SOODAN, DEVON TRUSTEE SOODAN,	446576	1850841763
2020 BIRDHOUSE LN	ELIAN, EDGARD EL, DIB MELISSA	512222	1850749391
2100 BIRDHOUSE LN	GADRE, SARVESH AVINASH KULKARN	512266	1850840052
504 KAVANAUGH RD	HINES, LESLIE DARRELL III	512235	1850840106
1212 GOLDEN ASTER TRL	YORK, ELLIOTT TYLER YORK, ASHLEY	494463	1850849028
2133 LONGMONT DR	LEYVA, JOSEPH MICHAEL SALCEDO, S	376681	1850749990
2100 LONGMONT DR	LIHVARCIK, JULIE A GRAY, JEREMY M	376672	1850851354
2129 WAIT AVE	THALES ACADEMY	2792	1860161023
272 KAVANAUGH RD	JACKSON, ANTHONY JAMES JACKSON	481699	1850947072
109 KAVANAUGH RD	LEETE, HARRY M JR LEETE, DIANA S	497434	1860144005
445 KAVANAUGH RD	HOLMES, ROBERT WINFIELD	494453	1850833957
1308 ROSE FINCH CIR	TRIPP, MICHELE L	494450	1850844370
257 KAVANAUGH RD	HUNTER, JESSE ROBERT HUNTER, KIM	481707	1860030738
212 KAVANAUGH RD	GILBERT, LINDA	481684	1860048119
129 KAVANAUGH RD	LABARBERA, AMANDA LABARBERA, DA	485978	1860141075
124 KAVANAUGH RD	PETWAY, MARCUS M PETWAY, KENA G	485976	1860142205
2013 LONGMONT DR	HINMAN, PHILIP J HINMAN, ELISABETH	376697	1850857839
273 KAVANAUGH RD	APONTE, YOVAN ANTONIO APONTE, JO	481702	1850937803
269 KAVANAUGH RD	BALFOUR, MICHAEL DUAN II	481703	1850937778
217 KAVANAUGH RD	MEYER, KARL MEYER, EMMA	481717	1860037977
441 KAVANAUGH RD	REISER, RAYMOND A REISER, LINDA M	494454	1850834937
300 KAVANAUGH RD	SELTZER, JO ANN KAY	494435	1850946163
312 KAVANAUGH RD	WINFREE, CRYSTAL ROSE WINFREE, A	494438	1850944298
2041 LONGMONT DR	PLOTNER, DANIEL A STEWART-PLOTN	376691	1850853345
2009 BIRDHOUSE LN	LENNAR CAROLINAS LLC	512220	1850749651
6553 WINTER SPRING DR	POINDEXTER, BRETT N POINDEXTER, E	494474	1850933898
1304 ROSE FINCH CIR	BRATLEE-WHITAKER, EMILY WHITAKEF	494449	1850845277
261 KAVANAUGH RD	SMITH, MATTHEW G SMITH, ASHLEY	481705	1850939758
316 KAVANAUGH RD	MILLER, THOMAS W MILLER, BARBARA	494439	1850943299
1973 LONGMONT DR	FLETCHER, JEFFREY S FLETCHER, REB	437965	1850863292

249 KAVANAUGH RD	BROWN, RYAN CHRISTOPHER BROWN	481709	1860031880
245 KAVANAUGH RD	EARNHART, MICHELLE EARNHART, ST	481710	1860032860
2033 LONGMONT DR	BURELA, VISWESWARA BURELA, SUBH	376693	1850854414
317 KAVANAUGH RD	RICE, GARRY STEPHEN RICE, SUSAN C	494467	1850943039
2004 BIRDHOUSE LN	CHITRE, NILESH TRUSTEE CHITRE, AN	446585	1850747590
201 KAVANAUGH RD	FAIN, SHANNON FAIN, HAYWARD	481721	1860140094
205 KAVANAUGH RD	BILYJ, KEVIN A BILYJ, LISA L	481720	1860140000
404 KAVANAUGH RD	MCNEAL, BERLONDRIKA JERTORIA	494442	1850940289
420 KAVANAUGH RD	BURGOA, CHRISTOPHER	494446	1850847266
208 KAVANAUGH RD	HURST, KERRY J HURST, MOLLY E	481683	1860048290
2117 LONGMONT DR	SUTARIYA, NILESH M SUTARIYA, JAGRI	376685	1850851048
1977 LONGMONT DR	MALIK, AUSTIN TAYLOR	437966	1850864240
216 KAVANAUGH RD	ENGARD, HEATHER LYNN	481685	1860047147
265 KAVANAUGH RD	MANSSOUR, REMON GRACE, DALIA	481704	1850938768
2012 BIRDHOUSE LN	LENNAR CAROLINAS LLC	512270	1850747142
2013 BIRDHOUSE LN	LENNAR CAROLINAS LLC	512271	1850841551
0 KAVANAUGH RD	LENNAR CAROLINAS LLC	512272	1850833808
408 KAVANAUGH RD	HOISETH, BRUCE CAVERLY HOISETH,	494443	1850940208
433 KAVANAUGH RD	NALAWADE, VINIT VILAS MUNDHE, PR	494456	1850835997
2029 BIRDHOUSE LN	LUCKETT, LINDSAY DANAE LUCKETT, J	512252	1850842218
309 KAVANAUGH RD	GUPTA, NICHOLAS ALEXANDER GUPT	494468	1850943094
6561 WINTER SPRING DR	ONDERKA, CHRISTIAN ONDERKA, JOE	494472	1850945000
500 KAVANAUGH RD	MCCABE WILSON, ELYSE SUSANNE W	512234	1850840176
1988 AUSTIN RIDGE PKWY	TIONGCO, EUGENE TRUSTEE TIONGC	446571	1850748833
1201 GOLDEN ASTER TRL	LABE, CAROLINE RUB, MATTHEW	494459	1850837845
2017 BIRDHOUSE LN	WITZKE, CHARLES RYAN WITZKE, BRIT	512247	1850841456
2005 WAIT AVE	TABI LLC	203215	1850962688
416 KAVANAUGH RD	GIBBS, MICHAEL GIBBS, STEFANI	494445	1850848247
2024 LONGMONT DR	CAIN, DEBERA	376667	1850853661
241 KAVANAUGH RD	WEI, JOSHUA LI CASEY, KRYSTAL CHE	481711	1860033832
0 BIRDHOUSE LN	TOWN OF WAKE FOREST	512267	1850746155
108 KAVANAUGH RD	APPS, WILLIAM APPS, BRITTNEY	497432	1860145225
1300 ROSE FINCH CIR	DEQUAINE, CHARLES G DEQUAINE, C	494448	1850846107
1216 MARSH HAWK WAY	NEUMANN, SCOTT MICHAEL NEUMAN	497436	1860145070
1301 ROSE FINCH CIR	MCLEES, JOHN JR ZIMMER, DENA	494452	1850843157
304 KAVANAUGH RD	BAVISOTTO, DANIELLE M BAVISOTTO,	494436	1850946232
2024 BIRDHOUSE LN	STRICKER, SARAH SCHWENK, ANDRE	512223	1850840225
521 KAVANAUGH RD	SARABU, SRIKANTH SARABU, HIMA VA	512265	1850749052
1208 GOLDEN ASTER TRL	AUSTIN, BEKIM FEHMIU AUSTIN, XIOM	494462	1850839959
2009 LONGMONT DR	SMITH, FREDERICK ROYCE SMITH, TH	376698	1850857936
2016 LONGMONT DR	MORIN, JACQUELINE M	376665	1850854740
2128 LONGMONT DR	TALBOT, CHRISTOPHER MARK TALBOT	376679	1850759003
125 KAVANAUGH RD	PATEL, PRAKASH B PATEL, SHOBHANA	485979	1860142045
1972 AUSTIN RIDGE PKWY	JUDD, PRINCESS VLANDAMIR	446567	1850747859
2104 BIRDHOUSE LN	OSLE, HERBERT OSLE, ZILMA	512263	1850830965
1220 MARSH HAWK WAY	LAWRENCE, REGINA E	497435	1860145077
2104 LONGMONT DR	AMH 2014-3 BORROWER LLC	376673	1850851219

2036 LONGMONT DR	VON, CANON JON T VON, CANON JEN	376670	1850852457
1400 CARRIE MAY LN	HENLEY, FRANK A HENLEY, ELIZABETH	171736	1860052808
264 KAVANAUGH RD	BOWMAN, ANDREW CRAIG BOWMAN,	481698	1850938959
424 KAVANAUGH RD	BIZIEFF, MICHAEL P BIZIEFF, VESAL	494447	1850846285
1200 GOLDEN ASTER TRL	WILKINS, JESSICA A WILKINS, MICHAE	494460	1850838854
1405 CARRIE MAY LN	COOPER, ALLAN R	171728	1850968185
1409 CARRIE MAY LN	TATE, CHRISTOPHER	171729	1850968390
1204 GOLDEN ASTER TRL	YARBOROUGH, KELVIN ANTONIO YAR	494461	1850839829
1965 LONGMONT DR	LORA, YAHAIRA	437963	1850862275
121 KAVANAUGH RD	MCGAHA, PAUL H MCGAHA, FRANCES	485980	1860143015
112 KAVANAUGH RD	BARTLETT, BRIANNE BARTLETT, SALLY	497431	1860144245
236 KAVANAUGH RD	SMITH, JAMES S SMITH, MELISSA C	481690	1860043170
2109 BIRDHOUSE LN	RANI, BHARKAVI NAIDU, DEEPAK NEEI	512259	1850832930
221 KAVANAUGH RD	THOMAS, KAITLIN BURTON THOMAS, J	481716	1860036996
1412 CARRIE MAY LN	NG, ALEXANDER S NG, GLENNIE M	171734	1860063117
1305 ROSE FINCH CIR	MUNOZ, WELLMAN FRANKLIN MUNOZ	494451	1850843268
1212 MARSH HAWK WAY	JARAMILLO, YOHELVYS ANTONIO FER	497437	1860135982
2025 BIRDHOUSE LN	LENNON, RYAN LENNON, JENNIFER	512249	1850842314
224 KAVANAUGH RD	KUMAR, ABHISHEK TRUSTEE KUMAR,	481687	1860045197
321 KAVANAUGH RD	BANGLE, LARRY BANGLE, DINA	494466	1850942049
2101 BIRDHOUSE LN	LAYNE, HEATHER	512257	1850842032
233 KAVANAUGH RD	CARRENO, ERICA BUSTAMANTE CARR	481713	1860034884
2033 WAIT AVE	TABI LLC	195486	1850965586
2101 LONGMONT DR	SAVINON, JASON SAVINON, KATERINE	376689	1850852285
2124 LONGMONT DR	HABIBNIA, JAFAR ROUZBAHANI, MARZ	376678	1850759037
253 KAVANAUGH RD	ROBINSON, TYLER MCLEAN ROBINSO	481708	1860031719
256 KAVANAUGH RD	POLLOCK, MARY LOUISE	481695	1860040012
2033 BIRDHOUSE LN	ZHAO, ANYI TRUSTEE NIEDERMAN, RC	512253	1850842222

BCSC
BATEMAN CIVIL SURVEY COMPANY

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DATE: **November 24, 2025**

RE: ***Wait Ave Rezoning Neighborhood Meeting 11/20/25– Meeting Minutes***

Notes:

Ardent Building, LLC formally held a meeting with neighbors adjacent to the property of the proposed rezoning, REZ-24-05. Meeting Notes are below:

- The Meeting was held at the Rolesville Community Center (514 Southtown Circle) and virtually via Microsoft Teams on November 20, 2025 at 6pm.
- Each Member on behalf of Ardent Building were introduced, which included: Paul (Corey) Schmidt, (Ardent Building/ExperienceOne Homes), Eva King (Bateman Civil Survey Company), Shelbey Daniel (Bateman Civil Survey Company).
- There were 21 in person attendees and 20 virtual attendees.
- The development team discussed the changes to the concept plan and zoning conditions since the last rezoning. Including that the plan now shows connections from Classical Way, Gemstone, and a private connection to Averette. The development team also discussed the zoning conditions in regard to the placement of the self-storage enclosed to be only permitted on the NW commercial parcel.
- The development team then hit on some questions that had been submitted by neighbors prior to the meeting.
    - Why does commercial area need to be so close to residential? The development team discusses the desirability of proximity to the streets, and that the location of commercial aligns with the current land use plan.
    - The development team discusses landscape buffer requirements between commercial and residential.
- Many Elizabeth Springs residents discussed displeasure with the pond draining. The development team discussed that the intention behind draining the pond closest to Elizabeth Springs is to potentially use this area as a Stormwater Control Measure, and that the development team is pursuing the required permits to breach the ponds. The process for determining new buffers, draining of the ponds, and why the development team was draining the ponds was discussed at length.
    - The concerns of residents include:
        - Destroying existing vegetation/wildlife within the pond and buffers
        - SCM Maintenance and Aesthetics
        - A portion of the water surface being on Elizabeth Springs property
- Elizabeth Springs residents discussed displeasure with the new Classical Way Connection shown on the plan. There were concerns regarding traffic, safety, and deliveries to the commercial property. The development team explained that the original intention with the plan was to not include this connection, but that the planning board recommended disapproval because the original plan did not match the current CTP plan. The development team explained that the neighbors could bring their concerns with the CTP plan up to the local commissioners.

- Concerns about the Landscape buffers between the existing Elizabeth Springs Subdivision and the Commercial portion of the property were proposed by neighboring residents. The development team stated that they would do what is required by the Town of Rolesville, but that the buffers haven't been designed yet so the exact species of trees is conceptual, but that size and opacity of the buffer requirements will be followed. The neighboring residents noted that they would prefer a large buffer if possible or a fence.
- Traffic concerns were raised by residents; the development team referred the residents to the TIA on Town of Rolesville residents. Questions on the exact number of trips were raised. The development team again referred the residents to the TIA and mentioned that they would abide by the requirements.
- Questions were raised by a resident about the pond closest to Austin Creek that is shown to be drained. The development team mentioned that they don't currently know what the buffers will look like following the draining of this pond, but that it is likely with the current drainage patter to still have some buffer.
- A neighbor raised a question in regard to the Gemstone connection. The development team explained that the current concept is to just have two cul-de-sacs on a T road.
- A neighbor raised concerns about the pond on Elizabeth Springs property flooding. The development team stated they were unaware of the flooding that was mentioned.
- A neighbor raised concerns about traffic and is hoping for a light at Carrie May Lane. The development team states that the light is included in the TIA. The development team then discussed current plans for adding a turn lane on Averette. Another neighbor questions whether Averette will have more lanes added, the development team mentions that they believe the future plan calls for Averette being a median divided road.
- Neighbors from Carrie May express concerns on why not all the neighbors on the road received notification letters. The development team explained that there is a specific proximity to the site required to be notified.
- Neighbors again discuss the dangerous driving in the proximity and are asking about what all was included within the Tia, the development team explained that it is for the project specifically.
- Neighbors expressed interest in what the commercial portion will look like in regard to neighboring shopping centers (Lowes/Wegmans). The development team highlights Sweetwater in Apex as an example.
- Neighbors ask questions about split of acreage, The development team mentions that It is a little more than 25 acres commercial and appx 75 residential.
- Neighbors raise questions about why a grocery store would be included in the commercial portion of the property. The development team says the plan is conceptual but that the grocery would help bring in other commercial properties.
- Neighbors raise concerns about delivery trucks on Classical. The development team refers to the earlier conversation in regard to having residents talk to their commissioners about the connection but that the CTP plan requires it.
- The neighboring Thales project is brought up, The Development team mentions that at the time of the meeting, they believe it's happening but that it is an unrelated project.
- The concept for the commercial is brought up by neighbors, The development team discusses the timeline for commercial to be brought in is roughly 2/3 years, and that it could maybe include a convenience store/gas station and grocery store. The local residents discuss their desire to have something unique and different in this area that has more work/life feel. That the current plan is not as integrated as they would like to see.

- The neighbors question the split of single-family/townhomes/ apartments. The development team says that there will not be any apartments and that there will be no more than 300 units split between single/family and townhomes.
- Neighbors bring up concerns over what commercial businesses will be included, and would like to petition some different options to come in. The development team says it is hard to know this far out, and that it would depend on what companies are interested in the property.
- The pond draining is discussed again by the neighbors adjacent to it with concerns for the trees, and the Classical Way connection. The developer discusses that the intention for the SCM to be where the pond is.
- The buffers are discussed again, the development team references their answer from earlier in the discussion.
- Neighbors express interest in the greenway and park dedication. The development team explains that the location was agreed upon by Parks and Recreation and that the land will be dedicated to the Town for the Town to build on at a later date.
- The residents question what kinds of trees will be in the landscape buffer. The development team mentions that it could be something similar to a green arborvitae.
- Residents again bring concerns about the Classical Way connection.
- Neighbors discuss that the next planning board meeting hasn't been published at time of meeting.
- Neighbors near the NW commercial portion bring concerns over buffers from potential self-storage and environmental disturbance. The development team mentions that minimal disturbance to the buffers and wetlands is the plan and that the landscape buffer requirements will be met.
- Neighbors raise concerns over density, and the Development team states that per the zoning conditions they cannot exceed 4 units per acre.
- Neighbors show concern over potential convenience store like uses and bring up concerns about delivery times and lighting. The development team mentions that a photometric study will be done to hopefully mitigate lighting concerns.
- Neighbors bring concerns about building heights, building height max is discussed.
- The residents bring concerns about road widths; The development team explains that the numbers on the plan are right-of-way widths and not pavements widths.
- A neighbor questions next steps, the development team discusses that the next steps are planning board and eventually board of commissioners.
- A neighbor asks if a crosswalk will be provided at Carrie May, the development team mentions that they aren't sure and will check the TIA.
- Neighbors ask if it's possible to move the town park to include the pond to be drained or the commercial area in the NW parcel. The development team mentions that Parks and Rec picked the proposed location.
- Residents want to know why storage use is being proposed, they mention they don't feel it is necessary in the area. The development team takes note.
- Neighbors again bring concerns with the connections in the transportation plan, and question if there are any other options to arrange the roads. The development team discusses the movements around the site and the required connections. Neighbors would prefer other options to slow down traffic and not cut through from Wait Ave to Elizabeth Springs.
- Residents ask for a full concept, The development team says that the current plan is conceptual and that it is subject to change.
- The development team again discuss the next steps in the rezoning process.
- Neighbors bring up concerns over Thales property traffic.
- Residents bring up traffic concerns again, and The development team points them to the TIA.

- Elizabeth Springs residents bring up sound concerns and question when the landscaping buffers would be required to be put in place. The development team mentions that it would be done prior to vertical construction.
- A resident asks about development of the residential portion, who will be doing it, size, price etc. The development team says that right now the plan is for them to develop it, and that price point is hard to narrow down at this point. Single Family 2200-3000 sf and townhomes 1500-2200 sf. The development teams says this could all change depending on the market. The resident asks about ranch/single story houses. The development team plans to include ranch homes.
- The development team offers their contact information for any more concerns. cschmidt@e1homes.com
- The residents again bring up concerns with the classical way connection traffic, and propose some other options. The development team again lets the residents know to discuss with their commissioners.

BCSC
BATEMAN CIVIL SURVEY COMPANY

2524 Reliance Avenue
Apex, North Carolina 27539

Phone: 919.577.1080
info@batemancivilsurvey.com

DATE: **November 20, 2025**

RE: **Wait Ave Rezoning – Meeting Sign-In**
Project Address

Meeting Purpose: Neighborhood Meeting

Name	Address	Email or Phone
Kim Cohen	252 Kavanaugh	KMacnold@gmail.com
Larry Bangle	260 KAVANAUGH	LBangle25@Gmail.com.
Miles Givens	204 KAVANAUGH	GIVENS.MILES@GMAIL.COM
Heather Engard	216 Kavanaugh	hlengard@gmail.com
K Engard	220 Kavanaugh	KEngard523@gmail.com
Autry	120 Kavanaugh	theautry5@yahoo.com
Jim & Kim Hagenbuch	901 Averette Road	ncpianist63@aol.com
RANDALL COOPER	1405 CARRIE MAY LN	
GEORGE WREN	1405 CARRIE MAY LN	
Luis Andre Carreño	238 Kavanaugh RD	LuisAndreCarreño84@gmail.com
TOM NEVILL	229 KAVANAUGH RD	czechmysoccer@hotmail.com
Ed & Lynn Ortals	308 Kavanaugh	eortals@verizon.net
Elisabeth Dillon	7000 Daniel Rd	EDLISD2016@gmail.com

~~Josh~~ Name	Address	Email or Phone
Noah Hurst	208 Kavanaugh Rd	984 920 7862
Sosh Hurst	208 Kavanough Rd	919-265-7956
Molly Hurst	208 Kavanough Rd	919-802-2239
André Boorady	128 Kavanough Rd.	716-572-5875
Margaret	407 Belmellen Ct	919-426-3850 Wfsaad@gmail.com
Elisabeth Hinman	2013 Longmont Dr	252-213-2822

Teams Attendance

Name	Address	Email or Phone
Meredith		Mbortals@gmail.com
Phil Hinman	2013 Longmont Dr	
Liz Hinman	"	
Brynn Molton	412 Kavanaugh	
Steven Kirchhoff	1413 Carrie May Lane	
Marian Kirchhoff	"	
Brianne Bartlett (Sally & Doug Bartlett)	112 Kavanaugh	
Christopher Tate	1409 Carrie May Lane	
Chanie Breakiron		
Guest (unverified)		
Michael		
Max		
Jay		
Lisa Bilyj		
Amanda LaBarbera		
9198127437		
5168706006		
9197419188		

DRMP

TRAFFIC IMPACT ANALYSIS

FOR

WAIT AVENUE MIXED-USE

LOCATED

IN

ROLESVILLE, NC

Prepared For:

TOWN OF ROLESVILLE
P.O. BOX 250
502 SOUTHTOWN CIRCLE
ROLESVILLE, NC 27571



August 2025

DRMP Project No. 2500158

Prepared By: LK

Reviewed By: CC

DRMP

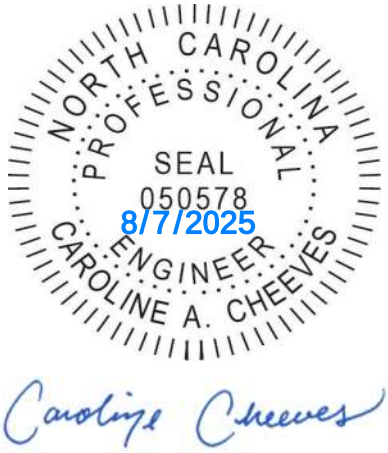
TRAFFIC IMPACT ANALYSIS

FOR

WAIT AVENUE MIXED-USE

LOCATED IN

ROLESVILLE, NC



Prepared For:

TOWN OF ROLESVILLE

P.O. BOX 250

502 SOUTHTOWN CIRCLE

ROLESVILLE, NC 27571

Prepared By:

DRMP, Inc.

License #F-1524

TRAFFIC IMPACT ANALYSIS
WAIT AVENUE MIXED-USE
Rolesville, North Carolina

EXECUTIVE SUMMARY

1. Development Overview

A Traffic Impact Analysis (TIA) was conducted for the proposed Wait Avenue Mixed-Use development in accordance with the Rolesville (Town) Unified Development Ordinance (UDO) and North Carolina Department of Transportation (NCDOT) capacity analysis guidelines. The proposed Wait Avenue Mixed-Use development to be located Rolesville, North Carolina. The proposed development, anticipated to be completed in 2031, is assumed to consist of the following land uses:

- 300 DU Single-Family Detached Housing
- 107,049 SF Mini-Warehouse
- 51,000 SF Supermarket
- 23,700 SF Strip Retail Plaza
- 2,500 SF Coffee/Donut Shop with Drive-Through Window
- 2,400 SF Drive-in Bank
- 2 Fast Casual Restaurants at 2,500 SF each
- 5,000 SF Convenience Store/Gas Station w/12 fueling positions

Site access is proposed via four driveways along Wait Avenue (NC 98), one full movement driveway along Averette Road, and one site access is proposed via the existing Austin Ridge Parkway.

2. Existing Traffic Conditions

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

- Wait Avenue and Averette Road (Signalized)
- Wait Avenue and Austin View Road (Unsignalized)
- Wait Avenue and Carrie May Lane (Unsignalized)
- Averette Road and Old Pearce Road (Unsignalized)
- Averette Road and Kavanaugh Road (Unsignalized)

Existing peak hour traffic volumes were determined based on traffic counts conducted at the study intersection listed above, in May of 2025 by DRMP during a typical weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods. Traffic volumes were balanced between study intersections, where appropriate.

3. Future Traffic Conditions

Through coordination with the NCDOT and the Town, it was determined that an annual growth rate of 2.5% would be used to generate 2031 projected weekday AM and PM peak hour traffic volumes. Based on coordination with NCDOT and the Town, it was determined there were no adjacent developments to consider with this study.

4. Site Trip Generation

Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE Trip Generation Manual, 11.1th Edition. Table E-1 provides a summary of the trip generation potential for the site.

Table E-1: Site Trip Generation

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)			Weekday PM Peak Hour Trips (vph)		
			Enter	Exit	Total	Enter	Exit	Total
Mini-Warehouse (151)	107,049 SF	155	6	4	10	8	8	16
Single-Family Detached Housing (210)	300 DU	2,772	51	151	202	176	103	279
Shopping Plaza with Supermarket (821)	84,600 SF	7,924	185	114	299	369	399	768
Convenience Store/Gas Station	12 Fueling Positions (5,000 sq. ft.)	3,502	141	142	283	136	137	273
Total Trips		**14,353**	**383**	**411**	**794**	**689**	**647**	**1,336**
Internal Capture (7% AM & 10% PM)			-28	-28	-56	-69	-65	-134
Total External Trips			**355**	**383**	**738**	**620**	**582**	**1,202**
Pass-By Trips			-143	-143	-286	-220	-220	-440
Primary Trips			**212**	**240**	**452**	**400**	**362**	**762**

To estimate traffic conditions with the site fully built-out, the total site trips were added to the 2031 no-build traffic volumes to determine the 2031 build traffic volumes. The study analyzes traffic conditions during the weekday AM and PM peak hours for the following scenarios:

- 2025 Existing Traffic Conditions
- 2031 No-Build Traffic Conditions
- 2031 Build Traffic Conditions Scenario 1 (without Median)
- 2031 Build Traffic Conditions Scenario 2 (with Median)

5. Capacity Analysis Summary

The analysis considered weekday AM and PM peak hour traffic for 2025 existing, 2032 no-build, and 2032 build conditions. Refer to Section 7 of the TIA for the capacity analysis summary performed at each study intersection.

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.

Wait Avenue and Averette Road

- Construct a westbound right-turn lane on Wait Avenue with 100 feet of storage and appropriate taper.
- Construct a northbound left-turn Lane on Averette Road with 300 feet of storage and appropriate taper.

Wait Avenue and Carrie May Lane/Access B

- Construct Site Access B (northbound approach) with one ingress and one egress lane.
- Construct an eastbound Wait Avenue right turn lane with 50 feet of storage and appropriate taper length.
- Construct a westbound Wait Avenue left turn lane with 125 feet of storage and appropriate taper length. (Under Scenario-1).
- Construct a westbound Wait Avenue left turn lane with 350 feet of storage and appropriate taper length. (Under Scenario-2)

- Install a traffic Signal.

Averette Road and Old Pearce Road/Access E

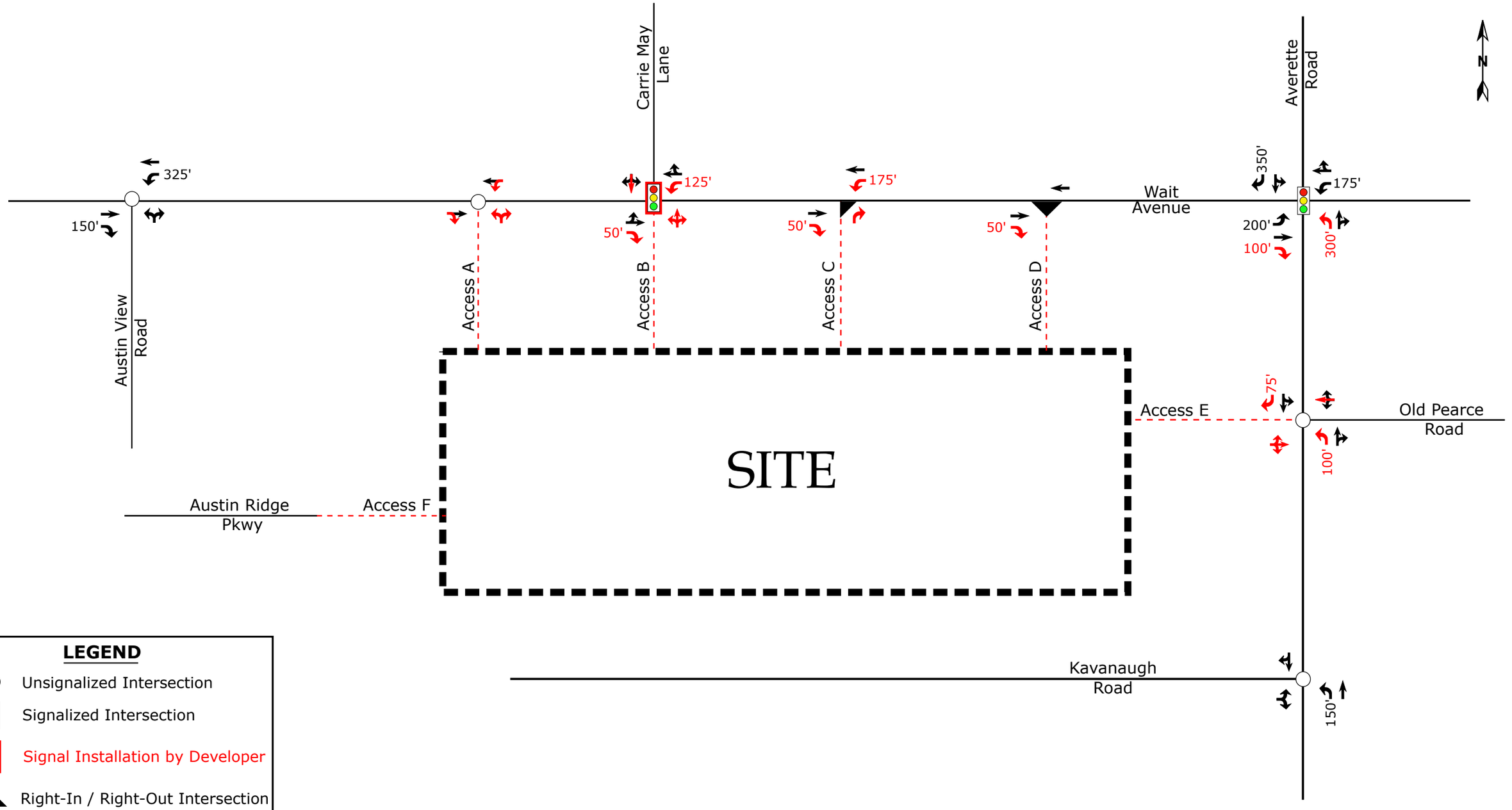
- Construct Site Access E (westbound approach) as a with one ingress and one egress lane.
- Construct a northbound Averette Road left turn lane with 100 feet of storage and appropriate taper length.
- Construct a southbound Averette Road right turn lane with 75 feet of storage and appropriate taper length.
- Provide stop control for the westbound approach.

Wait Avenue and Access C

- Construct an eastbound Wait Avenue right turn lane with 50 feet of storage and appropriate taper length.
- Construct a westbound Wait Avenue left turn lane with 175 feet of storage and appropriate taper length (Under Scenario-1).

Wait Avenue and Access D

- Construct an eastbound Wait Avenue right turn lane with 50 feet of storage and appropriate taper length.



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Signal Installation by Developer
- Right-In / Right-Out Intersection
- Left-Over Intersection
- Existing Lane
- Improvement by Developer
- X' Storage (In Feet)

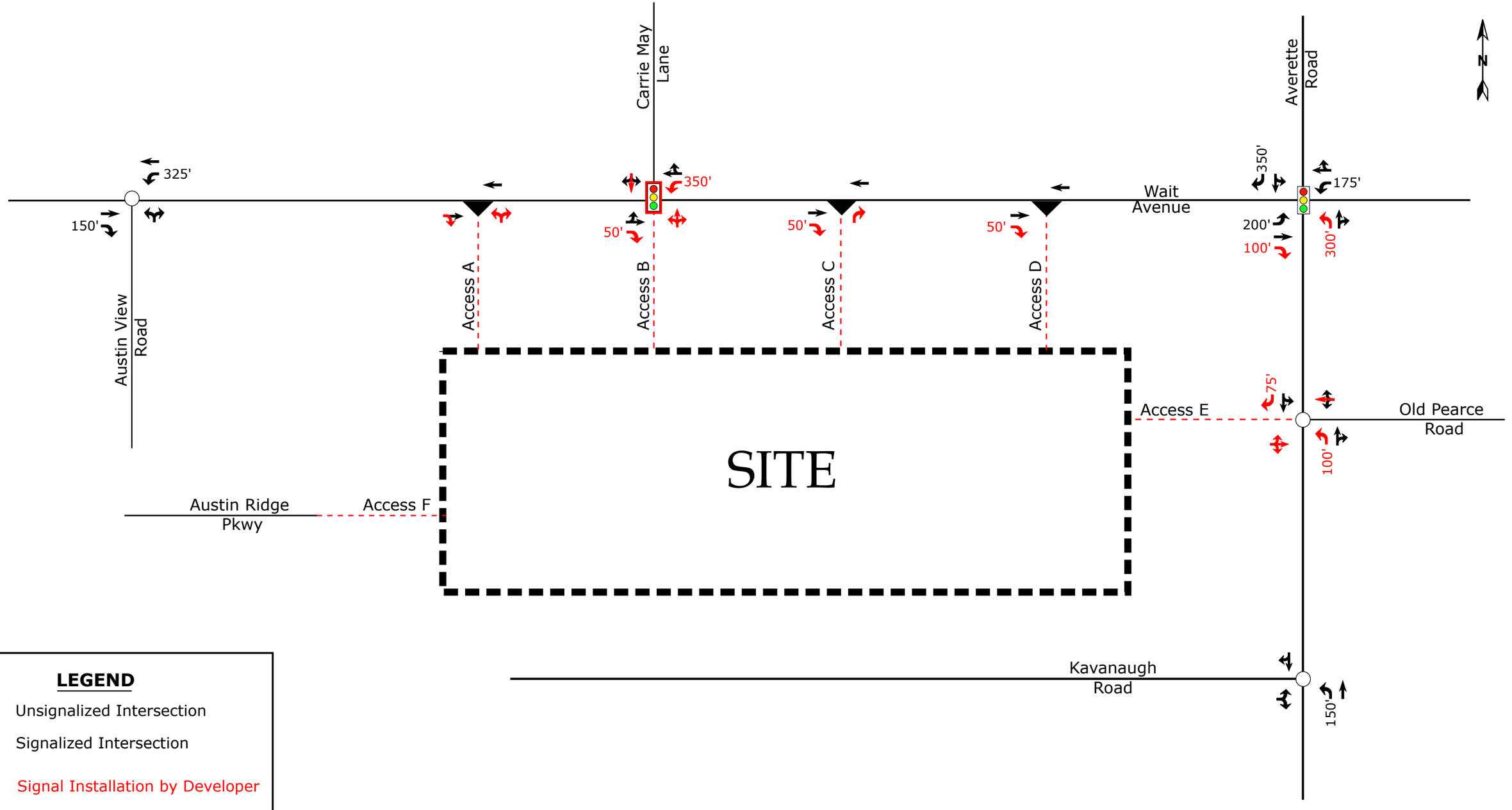
Note: Under Scenario 1, Access A will be considered a full-movement driveway.

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

Recommended Lane Configurations Scenario-1

Scale: Not to Scale | Figure E-1



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Signal Installation by Developer
- Right-In / Right-Out Intersection
- Existing Lane
- Improvement by Developer
- X' Storage (In Feet)

Note: In Scenario 2, Access A will be analyzed as a right-in/right-out access point

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

Recommended Lane Configurations Scenario-2

Scale: Not to Scale | Figure E-2

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DRMP

TRAFFIC IMPACT ANALYSIS

WAIT AVENUE MIXED-USE

Rolesville, North Carolina

1. INTRODUCTION

The contents of this report present the findings of the Traffic Impact Analysis (TIA) conducted for the proposed Wait Avenue Mixed-Use development to be located Rolesville, North Carolina. The purpose of this study is to determine the potential impacts to the surrounding transportation system created by traffic generated by the proposed development, as well as recommend improvements to mitigate the impacts.

The proposed development, anticipated to be completed in 2031, is assumed to consist of the following uses:

- 300 DU Single-Family Detached Housing
- 107,049 SF Mini-Warehouse
- 51,000 SF Supermarket
- 23,700 SF Strip Retail Plaza
- 2,500 SF Coffee/Donut Shop with Drive-Through Window
- 2,400 SF Drive-in Bank
- 2 Fast Casual Restaurants at 2,500 SF each
- 5,000 SF Convenience Store/Gas Station w/12 fueling positions

The study analyzes traffic conditions during the weekday AM and PM peak hours for the following scenarios:

- 2025 Existing Traffic Conditions
- 2031 No-Build Traffic Conditions
- 2031 Build Traffic Conditions Scenario 1 (without Median)
- 2031 Build Traffic Conditions Scenario 2 (with Median)

1.1. Site Location and Study Area

The development is proposed to be located Rolesville, North Carolina. Refer to Figure 1 for the site location map.

The study area for the TIA was determined through coordination with the North Carolina Department of Transportation (NCDOT) and the Rolesville (Town) and consists of the following existing intersections:

- Wait Avenue and Averette Road (Signalized)
- Wait Avenue and Austin View Road (Unsignalized)
- Wait Avenue and Carrie May Lane (Unsignalized)
- Averette Road and Old Pearce Road (Unsignalized)
- Averette Road and Kavanaugh Road (Unsignalized)

1.2. Proposed Land Use and Site Access

The proposed development, anticipated to be completed in 2031, is assumed to consist of the following uses:

- 300 Single-Family Detached Housing
- 107,049 SF Mini-Warehouse
- 51,000 SF Supermarket
- 23,700 SF Strip Retail Plaza
- 2,500 SF Coffee/Donut Shop with Drive-Through Window
- 2,400 SF Drive-in Bank
- 2 Fast Casual Restaurants at 2,500 SF
- 5,000 SF Convenience Store/Gas Station

Site access is proposed via four driveways along Wait Avenue (NC 98), one full movement driveway along Averette Road, and one site access is proposed via the existing Austin Ridge Parkway. Refer to Figure 2 for a copy of the preliminary site plan.

1.3. Adjacent Land Uses

The proposed development is located in an area consisting primarily of undeveloped land, and residential development.

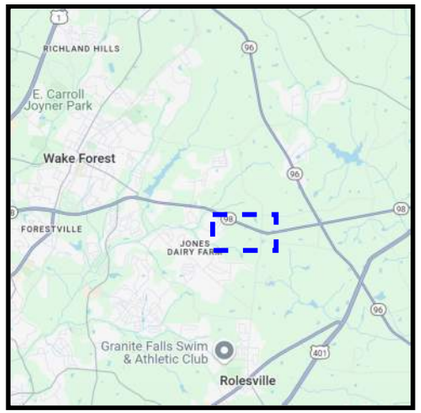
1.4. Existing Roadways

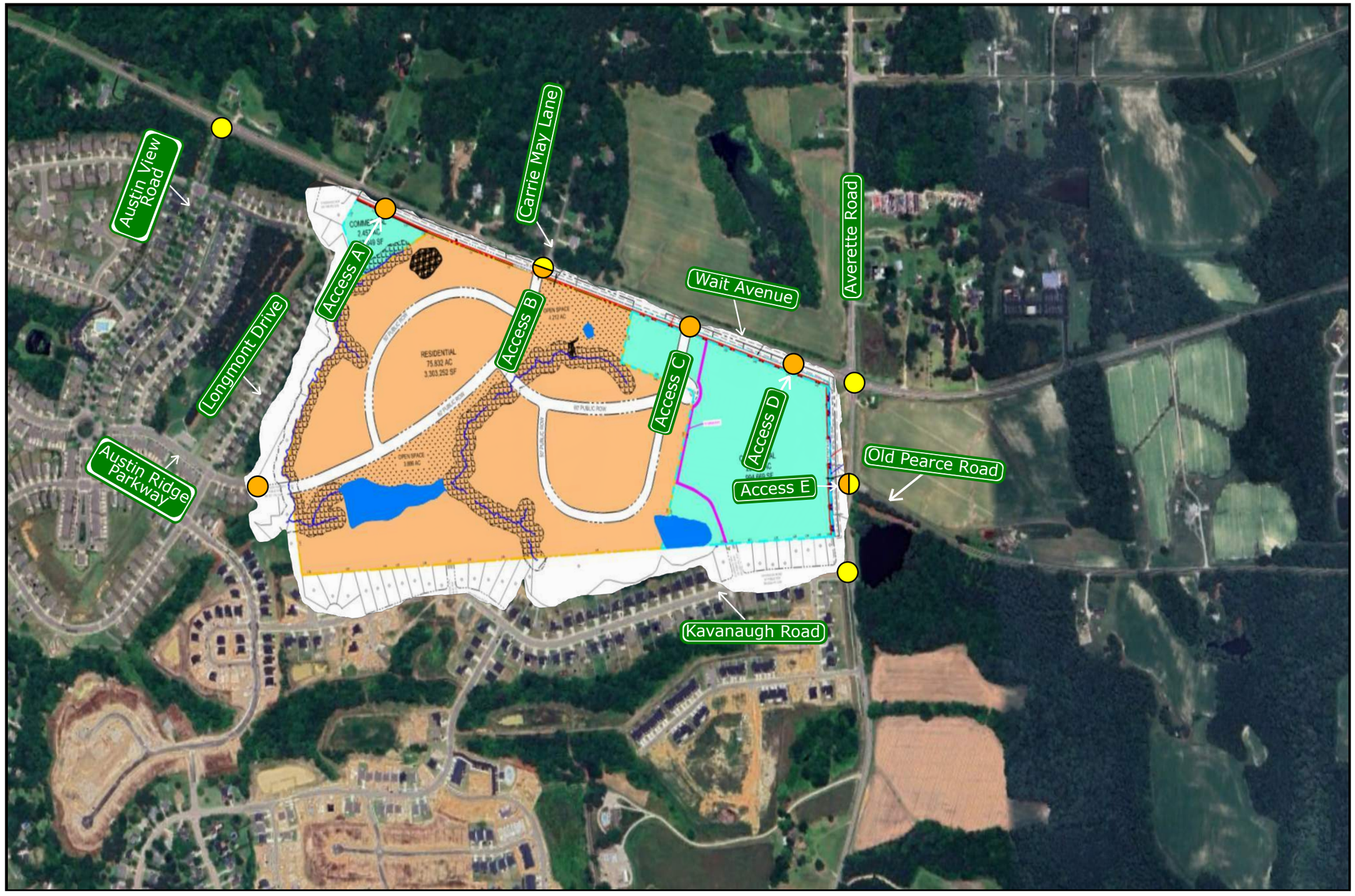
Existing lane configurations (number of traffic lanes on each intersection approach), speed limits, storage capacities, and other intersection and roadway information within the study area are shown in Figure 3. Table 1 provides a summary of this information, as well.

Table 1: Existing Roadway Inventory

Road Name	Route Number	Typical Cross Section	Speed Limit	AADT (vpd)
Averette Road	SR 1945	2-lane undivided	45 mph	3,600*
Wait Avenue	NC 98	2-lane undivided	45 mph	19,500**

* ADT based on the traffic counts from 2021
**ADT based on the traffic counts from 2023 and assuming the weekday PM peak hour volume is 10% of the average daily traffic.





LEGEND

- Study Intersection
- Proposed Site Access
- Study Area

N

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Wait Avenue Mixed-Use
Rolesville, NC

Site Location Map

Scale: Not to Scale | Figure 1

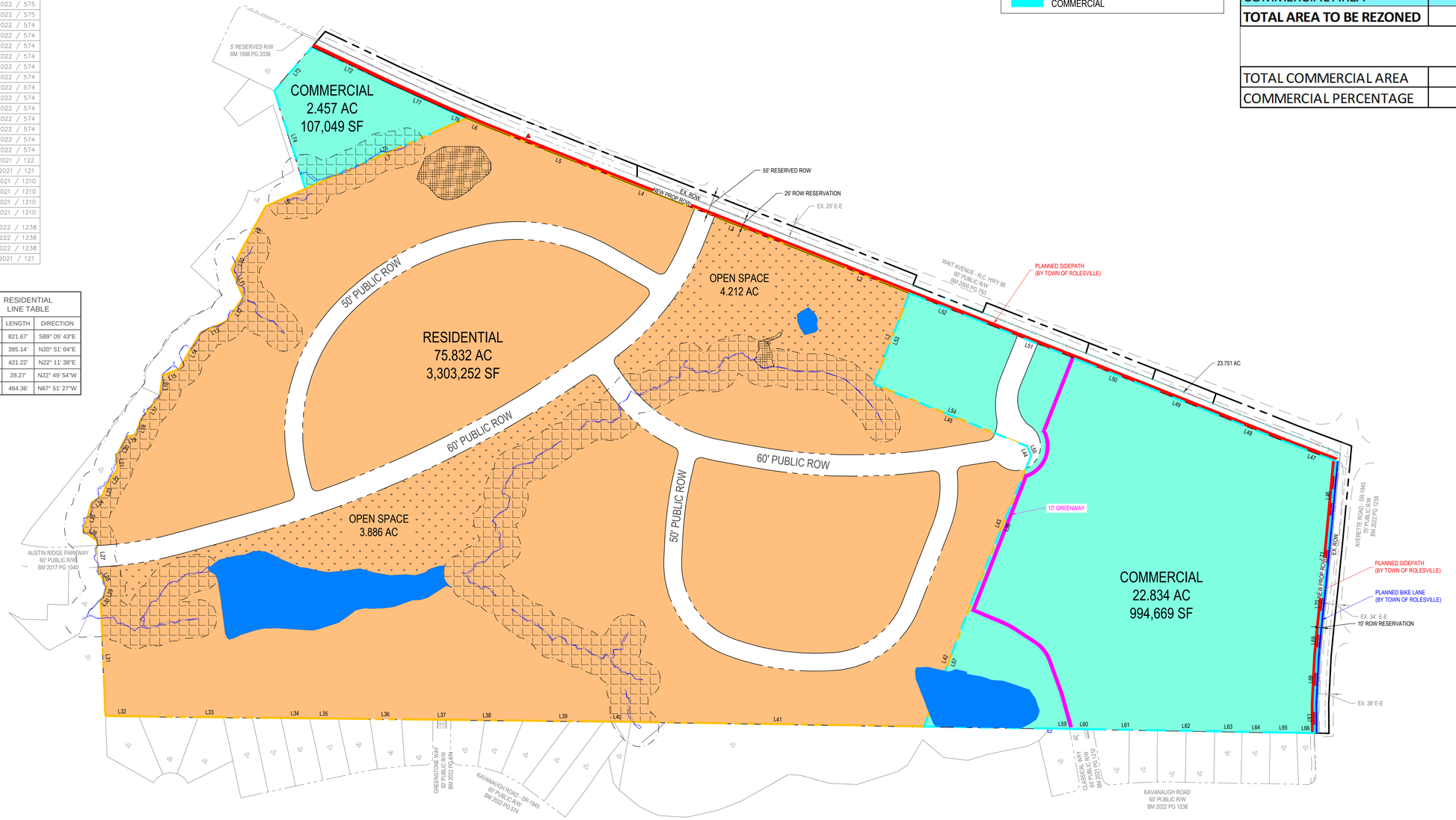
ADJOINING PARCEL INFORMATION

ID	PIN	OWNER(S)	DB / PG	BM / PG
AA	1850867237	WAKE ELECTRIC MEMBERSHIP CORP	8182 / 2604	1998 / 2036
AB	1850856710	VILLAGES OF AUSTIN CREEK HOMEOWNERS	17277 / 2713	2010 / 527
AC	1850852022	VILLAGES OF AUSTIN CREEK HOMEOWNERS	17277 / 2713	2010 / 527
AD	1850841696	VILLAGES OF AUSTIN CREEK HOMEOWNERS	17277 / 2713	2017 / 1040
AE	1850841551	LENNAR CAROLINAS LLC	15377 / 2089	2023 / 2306
AF	1850843268	MUNOZ, WELLMAN FRANKLIN; MUNOZ, KRISTEN BRAUN	19407 / 1343	2022 / 575
AG	1850844370	TRIPP, MICHELE L	19344 / 1384	2022 / 575
AH	1850845277	BRATLEE-WHITAKER, EMILY; WHITAKER, TYLER	19328 / 555	2022 / 575
AI	1850846285	BIZIEFF, MICHAEL P; BIZIEFF, VESAL	19508 / 2570	2022 / 574
AJ	1850847266	BURGOA, CHRISTOPHER	19481 / 1310	2022 / 574
AK	1850848247	GIBBS, MICHAEL & STEFANI	19509 / 1828	2022 / 574
AL	1850849227	DEMIAN, JILL & BEVERLY LAVERY	19418 / 975	2022 / 574
AM	1850940208	HOISETH, BRUCE CAVERLY & MARYELLEN	19366 / 1724	2022 / 574
AN	1850940289	MCNEAL, BERLONDRIKA JERTORIA	19342 / 1506	2022 / 574
AO	1850941279	FAYAD, AKRAM & RANIA	19368 / 2463	2022 / 574
AP	1850943209	JENSEN, KENT & LINDA	19616 / 1836	2022 / 574
AQ	1850943299	MILLER, THOMAS W & BARBARA M	19470 / 962	2022 / 574
AR	1850944298	WINFREE, CRYSTAL ROSE & ANDREW CLAY	19425 / 429	2022 / 574
AS	1850945275	ORTALS, EDWARD J & EILEEN	19328 / 1625	2022 / 574
AT	1850946232	BAVISOTTO, DANIELLE M & ERIC N	19699 / 2162	2022 / 574
AU	1850947236	EXPERIENCEONE HOMES LLC	17509 / 1101	2022 / 574
AV	1860041295	EXPERIENCEONE HOMES LLC	17509 / 1101	2021 / 122
AW	1860049264	GIVENS, MICHAEL R & JODY L	19557 / 1264	2021 / 121
AX	1860141226	BOORADY, ANDRE J; ORTALS, MEREDITH B	19159 / 911	2021 / 1210
AY	1860142205	PETWAY, MARCUS M & KENA G	19204 / 1027	2021 / 1210
AZ	1860142285	AUTRY, BETSY SMITH & DAVID EARL	19197 / 530	2021 / 1210
BA	1860143265	RODICO, PAMELA & JOHN RAINIER	19198 / 2595	2021 / 1210
BB	1860144245	BARTLETT, BRIANNE; BARTLETT, SALLY & DOUGLAS	19413 / 2008	2022 / 1238
BC	1860145225	EXPERIENCEONE HOMES LLC	17509 / 1101	2022 / 1238
BD	1860145294	THIGPEN, APRIL LINDSAY	19736 / 2558	2022 / 1238
BE	1860146265	EXPERIENCEONE HOMES LLC	17509 / 1101	2021 / 121

LEGEND:
- RESIDENTIAL SINGLE FAMILY
- OPEN SPACE
- EXISTING WETLANDS UNDISTURBED
- EXISTING ENVIRONMENTAL UNDISTURBED
- COMMERCIAL

NC RE-ZONED AREAS POST R/W RESERVATION

RESIDENTIAL AREA	75.832	AC
COMMERCIAL AREA	2.457	AC
COMMERCIAL AREA	22.834	AC
TOTAL AREA TO BE REZONED	**101.123**	**AC**
TOTAL COMMERCIAL AREA	25.291	AC
COMMERCIAL PERCENTAGE	25.01%	



RESIDENTIAL LINE TABLE

LINE #	LENGTH	DIRECTION
L1	273.29'	N21° 35' 45"E
L2	288.95'	N68° 25' 12"W
L3	485.08'	N68° 36' 29"W
L4	56.53'	N68° 30' 35"W
L5	442.49'	N68° 23' 19"W
L6	62.94'	N66° 45' 05"W
L7	493.27'	S66° 17' 31"W
L8	120.37'	S66° 17' 31"W
L9	139.83'	S29° 02' 26"W
L10	62.39'	S27° 04' 26"W
L11	85.05'	S22° 30' 36"E
L12	82.65'	S35° 17' 49"W
L13	77.79'	S66° 41' 13"W
L14	119.64'	S30° 41' 32"W
L15	48.52'	S70° 24' 48"W
L16	58.77'	S07° 59' 45"W
L17	84.46'	S38° 16' 44"W
L18	44.78'	S19° 10' 58"W
L19	26.68'	S76° 49' 28"W
L20	63.59'	S27° 16' 11"W

RESIDENTIAL LINE TABLE

LINE #	LENGTH	DIRECTION
L21	35.70'	S05° 25' 37"E
L22	53.96'	S35° 40' 08"W
L23	31.53'	S20° 09' 38"W
L24	35.88'	S56° 19' 27"W
L25	82.48'	S15° 56' 39"W
L26	47.18'	S54° 15' 58"E
L27	86.56'	S03° 11' 49"E
L28	47.68'	S27° 21' 06"E
L29	29.73'	S15° 39' 43"W
L30	12.33'	S44° 18' 30"W
L31	325.02'	S02° 18' 54"E
L32	92.70'	S89° 08' 31"E
L33	398.59'	S89° 22' 03"E
L34	80.37'	S89° 22' 03"E
L35	80.29'	S89° 22' 03"E
L36	265.88'	S89° 22' 03"E
L37	50.09'	S89° 29' 05"E
L38	202.94'	S89° 21' 30"E
L39	225.20'	S89° 21' 30"E
L40	77.18'	S89° 21' 30"E

RESIDENTIAL LINE TABLE

LINE #	LENGTH	DIRECTION
L41	821.67'	S89° 05' 43"E
L42	395.14'	N20° 51' 04"E
L43	421.22'	N22° 11' 38"E
L44	28.27'	N22° 49' 54"W
L45	464.36'	N67° 51' 27"W

COMMERCIAL LINE TABLE

LINE #	LENGTH	DIRECTION
L46	196.54'	N05° 20' 11"E
L47	133.48'	N69° 23' 18"W
L48	248.70'	N68° 22' 23"W
L49	182.39'	N68° 12' 44"W
L50	200.40'	N68° 31' 07"W
L51	308.80'	N68° 30' 12"W
L52	210.04'	N68° 26' 44"W
L53	273.29'	S21° 35' 45"W
L54	464.36'	S67° 51' 27"E
L55	28.27'	S22° 49' 54"E
L56	421.22'	S22° 11' 38"W
L57	395.14'	S20° 51' 04"W
L58	353.08'	S89° 03' 29"E
L59	69.22'	S88° 46' 48"E
L60	51.37'	S89° 20' 02"E
L61	180.15'	S89° 03' 25"E
L62	160.72'	S89° 04' 00"E
L63	76.42'	S88° 46' 32"E
L64	79.04'	S89° 02' 22"E
L65	74.04'	S88° 59' 25"E

COMMERCIAL LINE TABLE

LINE #	LENGTH	DIRECTION
L66	50.72'	S88° 59' 26"E
L67	82.97'	N00° 26' 49"W
L68	135.31'	N02° 54' 54"E
L69	80.91'	N05° 27' 34"E
L70	124.62'	N05° 58' 10"E
L71	145.41'	N05° 35' 13"E
L72	241.40'	N64° 34' 13"W
L73	161.80'	S40° 39' 22"W
L74	288.49'	S17° 27' 54"E
L75	493.27'	N66° 17' 31"E
L76	53.36'	N66° 45' 05"W
L77	181.90'	N65° 41' 26"W

REV #	DATE	DESCRIPTION
1	01.31.2025	TOR REZ COMMENTS 1: 01.06.2025

N

NAD 83 / NSRS 2011

SCALE 1"=150'

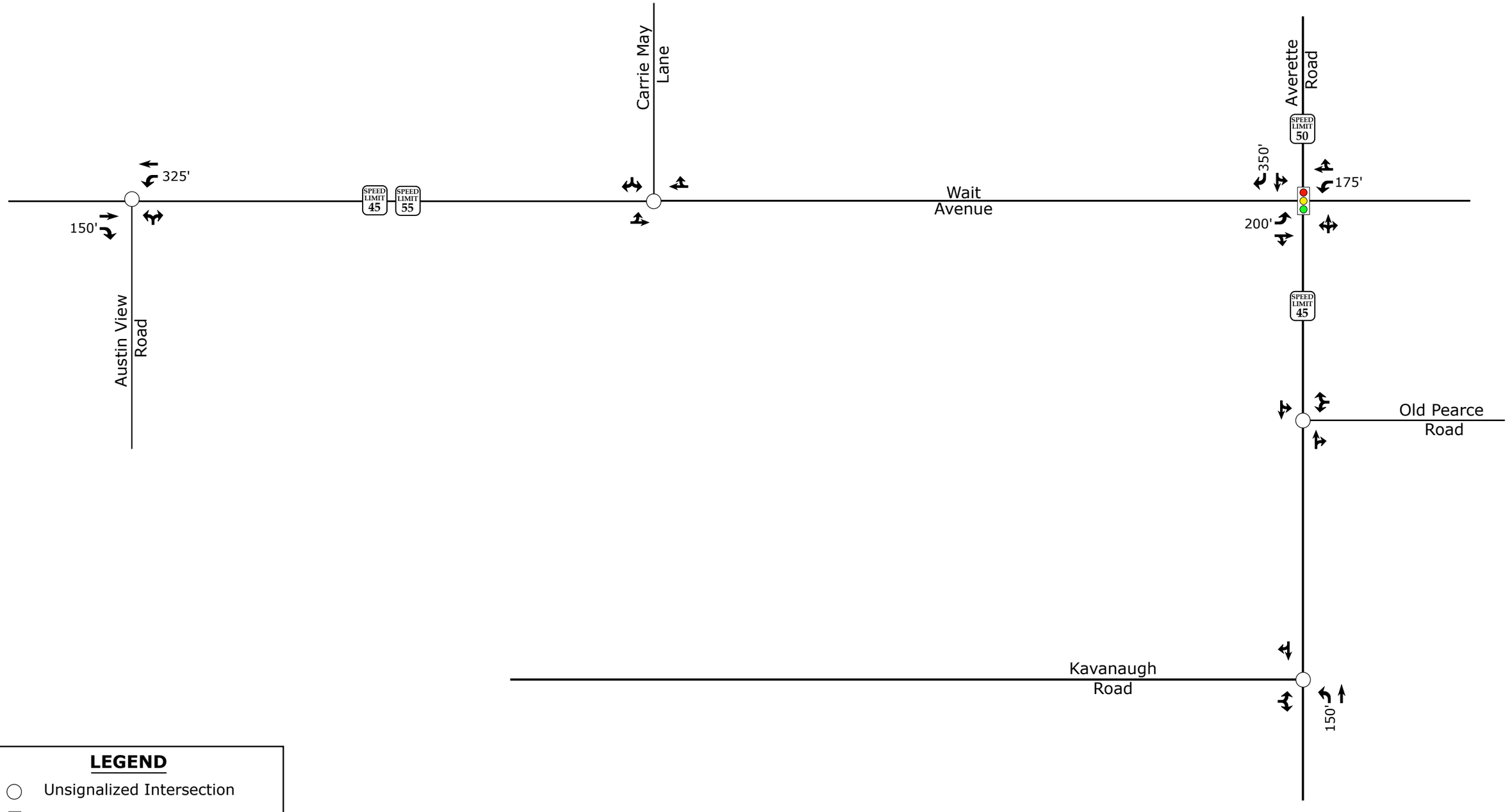
0 150' 300'

THALES/WAIT AVENUE REZONING EXHIBIT
REZ-24-05

WAKE COUNTY

BCSC
BATEMAN CIVIL SURVEY COMPANY

P:\2024 Projects\240831 Wait_Averette_Thales E\ENGINSheets\P240831_C200_SITE.dwg



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Existing Lane
- X' Storage (In Feet)
- SPEED LIMIT XX Posted Speed Limit

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

2025 Existing Lane Configurations

Scale: Not to Scale

Figure 3

2. 2025 EXISTING PEAK HOUR CONDITIONS

2.1. 2025 Existing Peak Hour Traffic Volumes

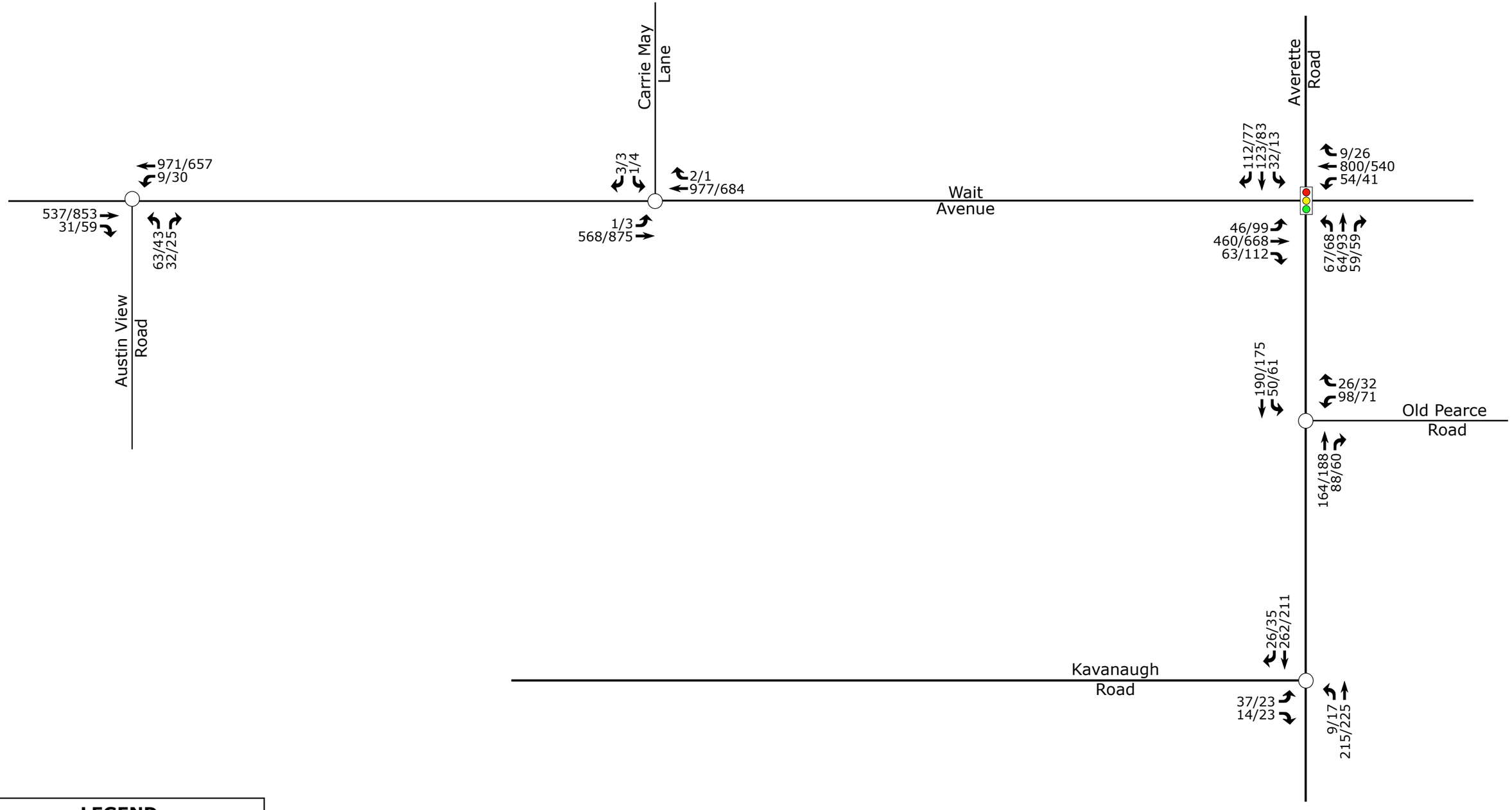
Existing peak hour traffic volumes were determined based on traffic counts conducted at the study intersections listed below, in May of 2025 by DRMP during a typical weekday AM (7:00 AM – 9:00 AM) and PM (4:00 PM – 6:00 PM) peak periods while schools were in session:

- Wait Avenue and Austin View Road (Signalized)
- Wait Avenue and Averette Road (Unsignalized)
- Averette Road and Old Pearce Road (Unsignalized)
- Averette Road and Kavanaugh Road (Unsignalized)
- Wait Avenue and Carrie May Lane (Unsignalized)

Weekday AM and PM traffic volumes were balanced between study intersections, where appropriate. Refer to Figure 4 for 2025 existing weekday AM and PM peak hour traffic volumes. A copy of the count data is located in Appendix B of this report.

2.2. Analysis of 2025 Existing Peak Hour Traffic Conditions

The 2025 existing weekday AM and PM peak hour traffic volumes were analyzed to determine the current levels of service at the study intersections under existing roadway conditions. Signal information was obtained from NCDOT and is included in Appendix C. The results of the analysis are presented in Section 7 of this report.



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic

Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.

DRMP	Wait Avenue Mixed-Use Rolesville, NC	2025 Existing Peak Hour Traffic
		Scale: Not to Scale | Figure 4

3. 2031 NO-BUILD PEAK HOUR CONDITIONS

In order to account for growth of traffic and subsequent traffic conditions at a future year, no-build traffic projections are needed. No-build traffic is the component of traffic due to the growth of the community and surrounding area that is anticipated to occur regardless of whether or not the proposed development is constructed. No-build traffic is comprised of existing traffic growth within the study area and additional traffic created as a result of adjacent approved developments.

3.1. Ambient Traffic Growth

Through coordination with the NCDOT and the Town, it was determined that an annual growth rate of 2.5% would be used to generate 2031 No-Build weekday AM and PM peak hour traffic volumes. Refer to Figure 5 for 2031 No-Build peak hour traffic.

3.2. Adjacent Development Traffic

Through coordination with the NCDOT and the Town, it was determined there were no adjacent developments to consider with this study.

3.3. Future Roadway Improvements

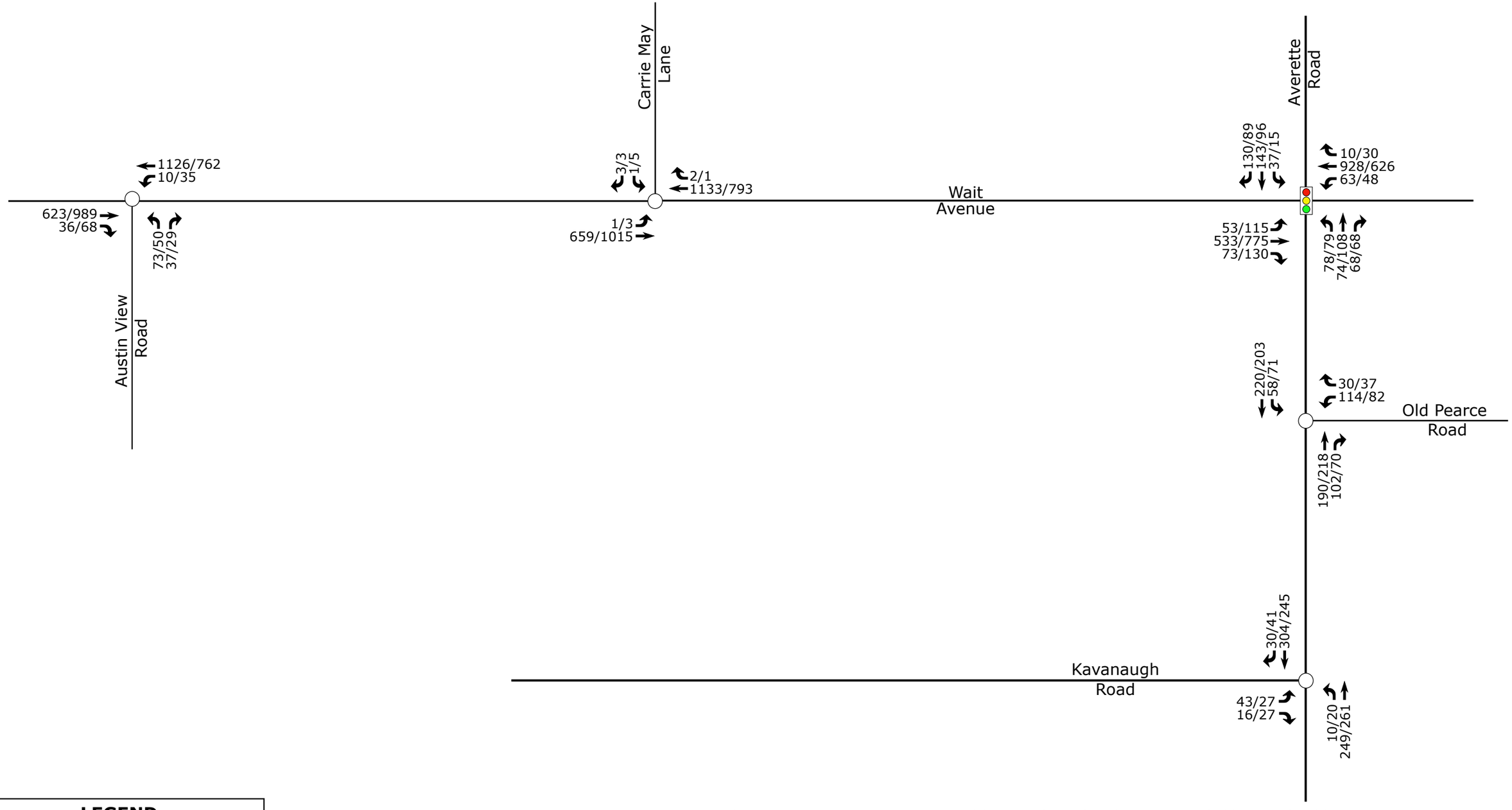
Based on coordination with the NCDOT and the Town, it was determined there were no future roadway improvements to consider with this study.

3.4. 2031 No-Build Peak Hour Traffic Volumes

The 2031 no-build traffic volumes were determined by projecting the 2025 existing peak hour traffic to the year 2031. Refer to Figure 5 for an illustration of the 2031 no-build peak hour traffic volumes at the study intersections.

3.5. Analysis of 2031 No-Build Peak Hour Traffic Conditions

The 2031 no-build AM and PM peak hour traffic volumes at the study intersections were analyzed with future geometric roadway conditions and traffic control. The analysis results are presented in Section 7 of this report.



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic

Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.

DRMP	Wait Avenue Mixed-Use Rolesville, NC	2031 No-Build Peak Hour Traffic
		Scale: Not to Scale | Figure 5

4. SITE TRIP GENERATION AND DISTRIBUTION

4.1. Trip Generation

The proposed development is assumed to consist of 300 DU Single-family detached housing, a 107,049 s.f. mini-warehouse, a 51,000 s.f. supermarket, a 23,700 s.f. strip retail plaza, a 2,500 s.f. of coffee/donut shop with drive-through window, a 2,400 s.f. drive-in Bank, a 2 fast casual restaurants at 2,500 s.f. each and 5,000 s.f. convenience store/gas Station w/12 fueling positions. Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE *Trip Generation Manual*, 11.1 Edition. Table 3 provides a summary of the trip generation potential for the site.

Table 3: Trip Generation Summary

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)			Weekday PM Peak Hour Trips (vph)		
			Enter	Exit	Total	Enter	Exit	Total
Mini-Warehouse (151)	107,049 SF	155	6	4	10	8	8	16
Single-Family Detached Housing (210)	300 DU	2,772	51	151	202	176	103	279
Shopping Plaza with Supermarket (821)	84,600 SF	7,924	185	114	299	369	399	768
Convenience Store/Gas Station	12 Fueling Positions (5,000 sq. ft.)	3,502	141	142	283	136	137	273
Total Trips		**14,353**	**383**	**411**	**794**	**689**	**647**	**1,336**
Internal Capture (7% AM & 10% PM)			-28	-28	-56	-69	-65	-134
Total External Trips			**355**	**383**	**738**	**620**	**582**	**1,202**
Pass-By Trips			-143	-143	-286	-220	-220	-440
Primary Trips			**212**	**240**	**452**	**400**	**362**	**762**

It is estimated that the proposed development will generate approximately 14,353 total site trips on the roadway network during a typical 24-hour weekday period. Of the daily traffic volume, it is anticipated that 794 trips (383 entering and 411 exiting) will occur during the weekday AM peak hour and 1,336 trips (689 entering and 647 exiting) will occur during the weekday PM peak hour.

Internal capture of trips between the residential and retail uses was considered in this study. Internal capture is the consideration for trips that will be made within the site between different land uses, so the vehicle technically never leaves the internal site but can still be considered as a trip to that specific land use. Internal capture typically only considers trips between residential, office, and retail/restaurant land uses. Based on NCHRP Report 684 methodology, a weekday AM peak hour internal capture rate of 7% and a weekday PM peak hour internal capture rate of 10% was applied to the total trips. The internal capture reductions are expected to account for approximately 56 trips (28 entering and 28 exiting) during the weekday AM peak hour and 134 trips (69 entering and 65 exiting) during the weekday PM peak hour.

Pass-by trips were also taken into consideration in this study. Pass-by trips are made by the traffic already using the adjacent roadway, entering the site as an intermediate stop on their way to another destination. Pass-by percentages are applied to site trips after adjustments for internal capture. Pass-by trips are expected to account for approximately 286 trips (143 entering and 143 exiting) during the weekday AM peak hour and approximately 440 trips (220 entering and 220 exiting) during the weekday PM peak hour. It should be noted that the pass-by trips were balanced, as it is likely that these trips would enter and exit at the same hour.

The total primary site trips are the calculated site trips after the reduction for internal capture and pass-by trips. Primary site trips are expected to generate approximately 452 trips (212 entering and 240 exiting) during the weekday AM peak hour and 762 trips (400 entering and 362 exiting) during the weekday PM peak hour.

4.2. Site Trip Distribution and Assignment

Trip distribution percentages used in assigning site traffic for this development were estimated based on a combination of existing traffic patterns, population centers adjacent to the study area, and engineering judgment.

It is estimated that the residential site trips will be regionally distributed as follows:

- 35% to/from the north via Averette Road
- 35% to/from the east via Wait Avenue
- 30% to/from the west via Wait Avenue

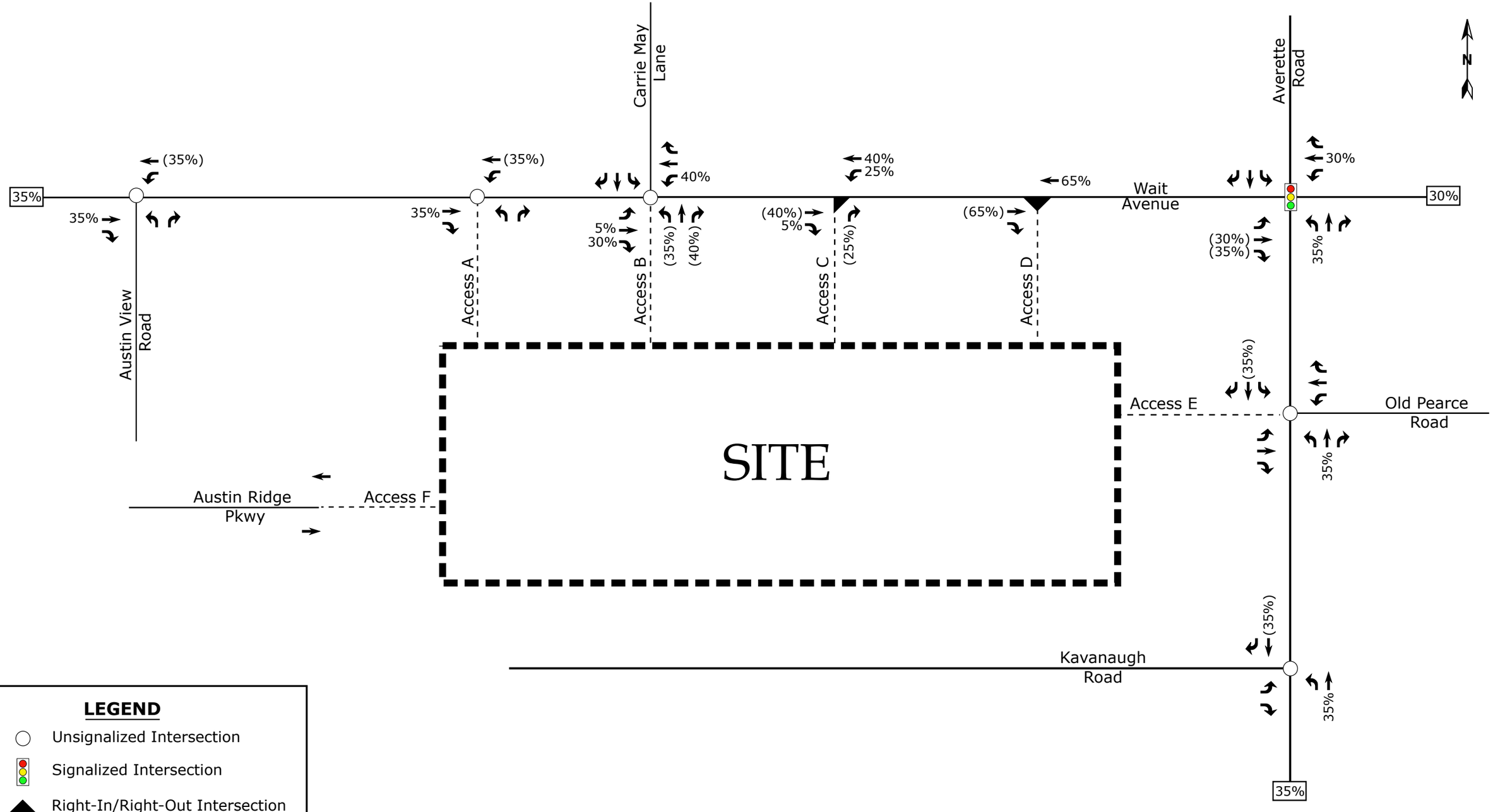
It is estimated that the primary commercial site trips will be regionally distributed as follows:

- 40% to/from the north via Averette Road
- 10% to/from the south via Averette Road
- 5% to/from the west via Old Pearce Road
- 35% to/from the east via Wait Avenue
- 5% to/from the west via Wait Avenue

The residential site trip distribution is shown in Figures 6a and 7a for Scenarios 1 and 2, and the primary commercial site trip distribution is shown in Figures 8a and 9a for Scenarios 1 and 2. Refer to Figures 6b and 7b for the residential site trip assignment, and Figures 8b and 9b for the primary commercial site trip assignment for Scenarios 1 and 2.

The pass-by site trips were distributed based on existing traffic patterns, with consideration given to the proposed driveway access and site layout. Refer to Figure 10a and 10b for the pass-by site trip distribution. Pass-by site trips are shown in Figure 11a and 11b.

The total site trips were determined by adding the primary site trips and the pass-by site trips. Refer to Figure 12a and 12b for the total peak hour site trips for Scenario 1 and Scenario 2 at the study intersections.



LEGEND

- ○ Unsignalized Intersection
- Signalized Intersection
- ▲ Right-In/Right-Out Intersection
- ◢ Left-Over Intersection
- X% → Entering Trip Distribution
- (Y%) → Exiting Trip Distribution
- [XX%] Regional Trip Distribution

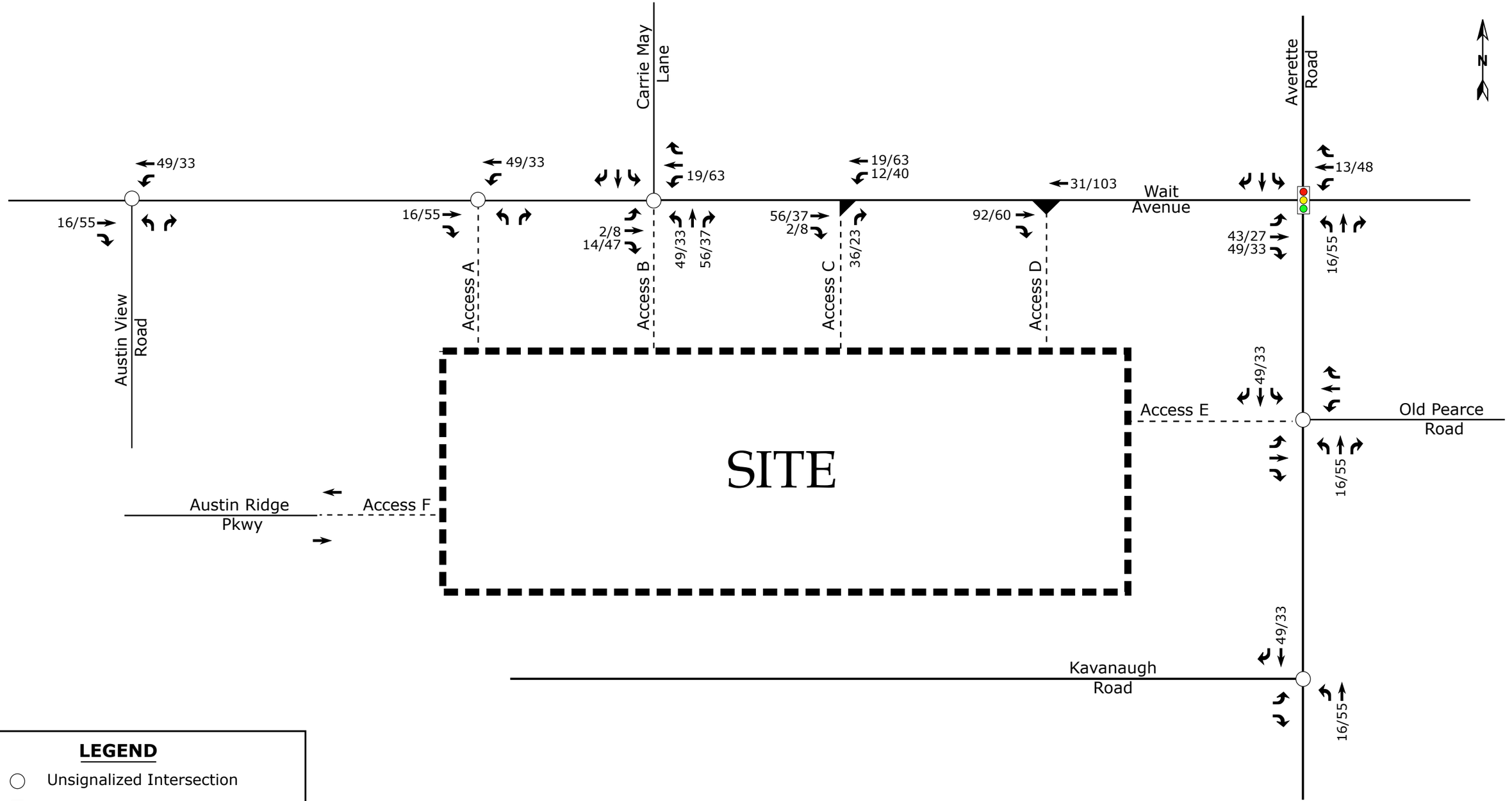
Note: Under Scenario 1, Access A will be considered a full-movement driveway.

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

Residential Site
Trip Distribution
Scenario-1

Scale: Not to Scale | Figure 6a



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Right-In/Right-Out Intersection
- Left-Over Intersection
- X / Y → Weekday AM / PM Peak Hour Site Trips

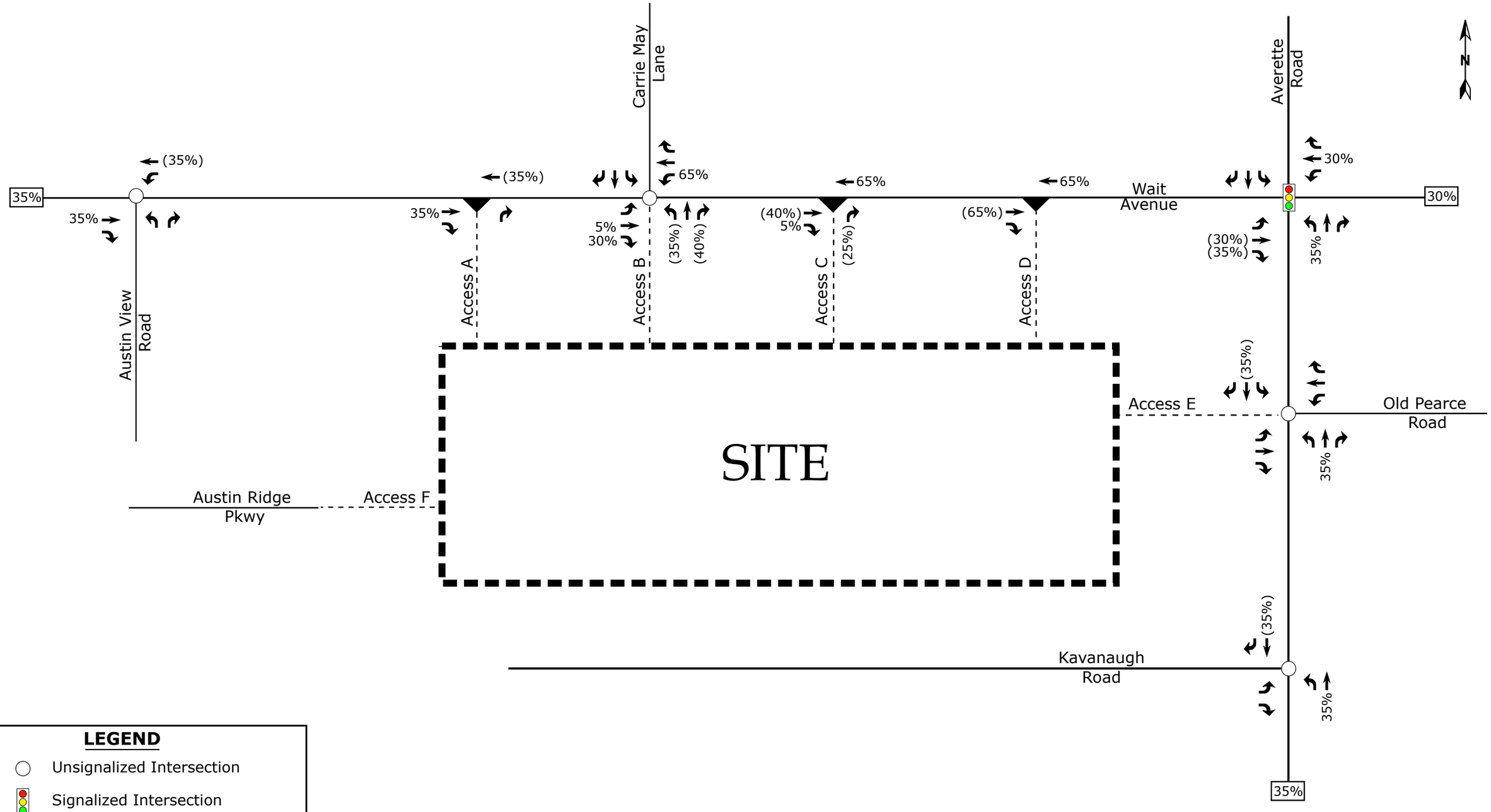
Note: Under Scenario 1, Access A will be considered a full-movement driveway.

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

Residential Site
Trip Assignment
Scenario-1

Scale: Not to Scale | Figure 6b

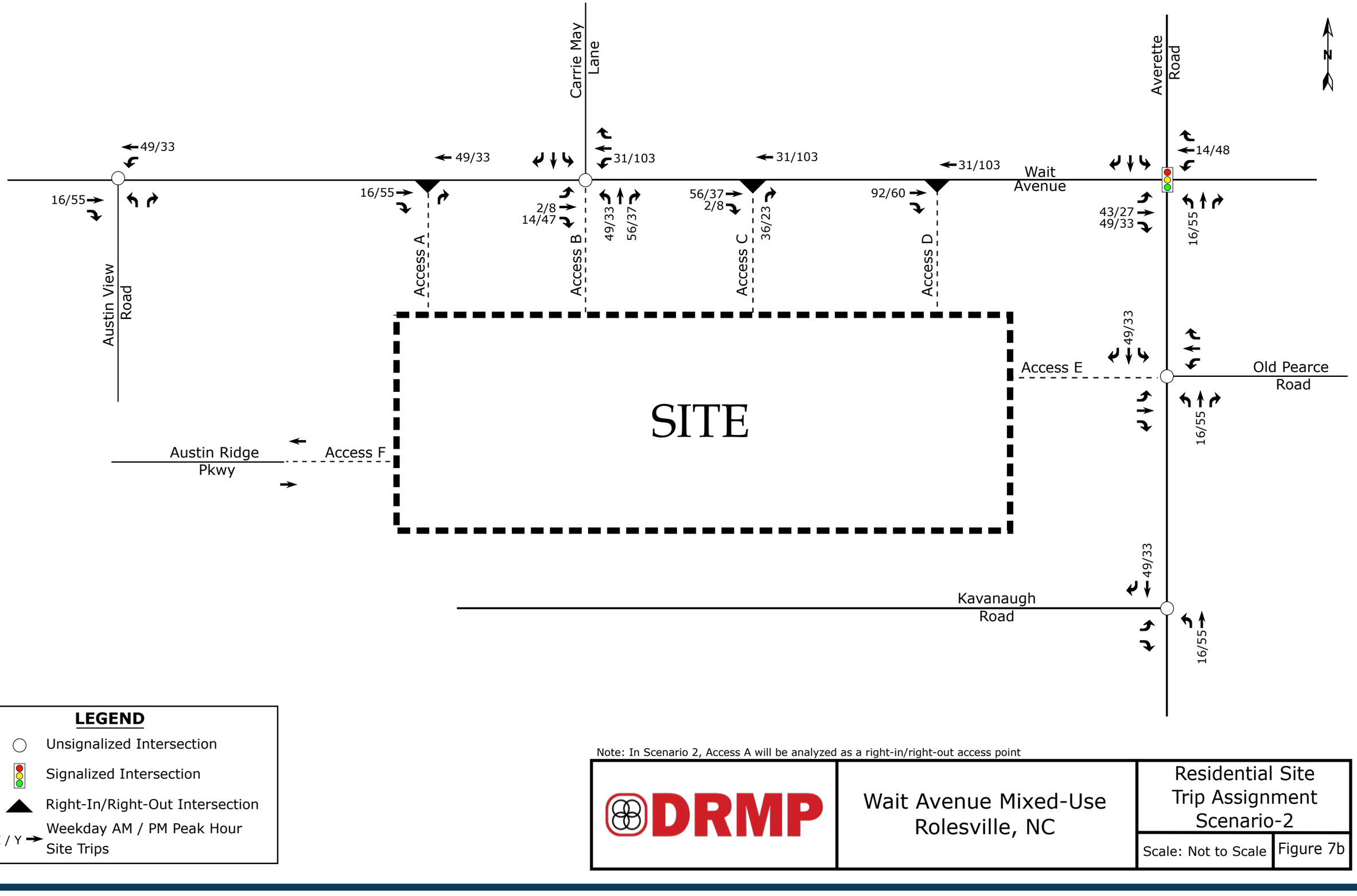


LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Right-In/Right-Out Intersection
- X% → Entering Trip Distribution
- (Y%) → Exiting Trip Distribution
- [XX%] Regional Trip Distribution

Note: In Scenario 2, Access A will be analyzed as a right-in/right-out access point

DRMP	Wait Avenue Mixed-Use Rolesville, NC	Residential Site Trip Distribution Scenario-2
		Scale: Not to Scale — Figure 7a

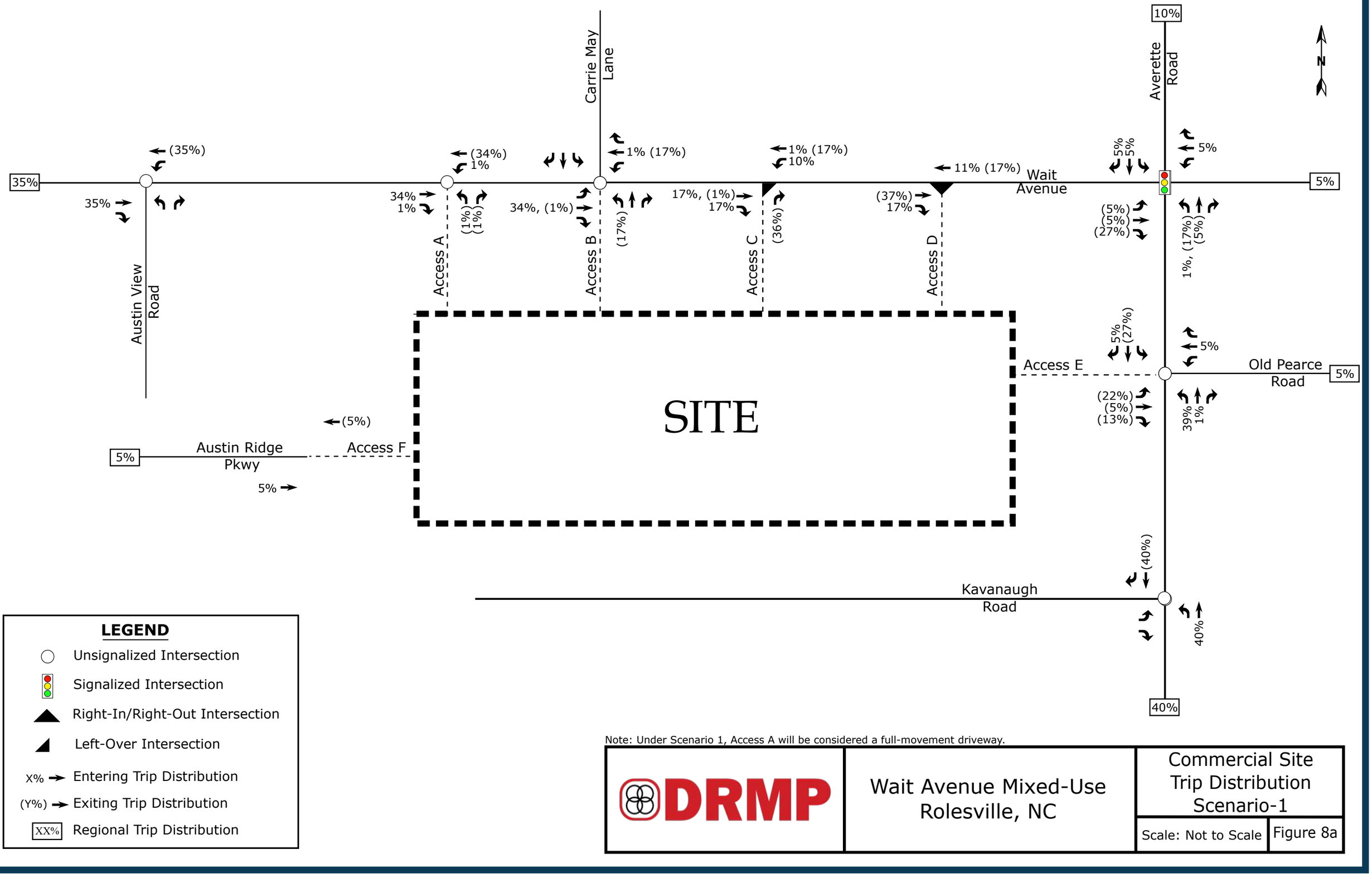


LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Right-In/Right-Out Intersection
- X / Y → Weekday AM / PM Peak Hour Site Trips

Note: In Scenario 2, Access A will be analyzed as a right-in/right-out access point

DRMP	Wait Avenue Mixed-Use Rolesville, NC	Residential Site Trip Assignment Scenario-2 Scale: Not to Scale | Figure 7b



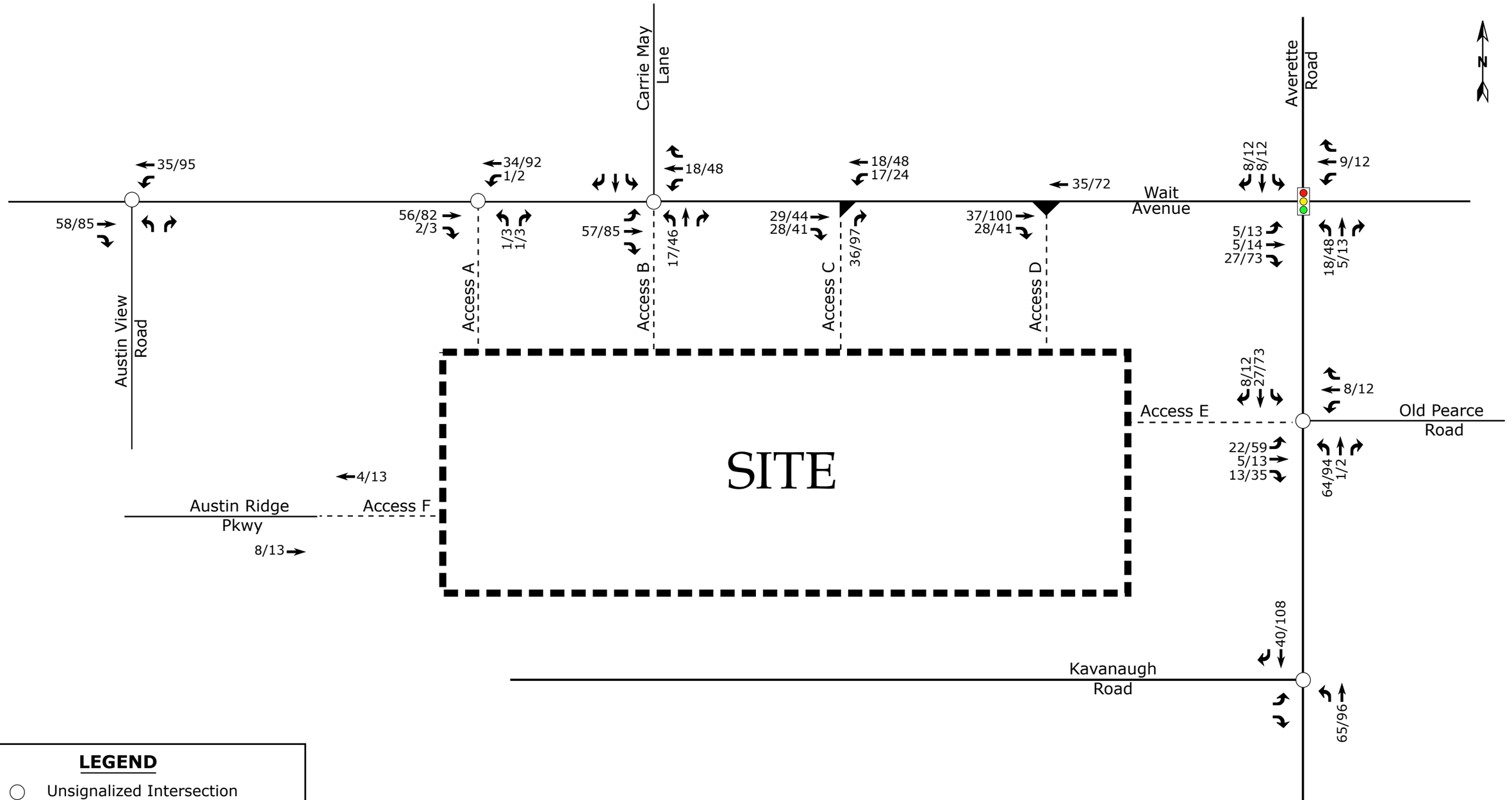
Note: Under Scenario 1, Access A will be considered a full-movement driveway.

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

Commercial Site
Trip Distribution
Scenario-1

Scale: Not to Scale | Figure 8a



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Right-In/Right-Out Intersection
- Left-Over Intersection
- X / Y → Weekday AM / PM Peak Hour Site Trips

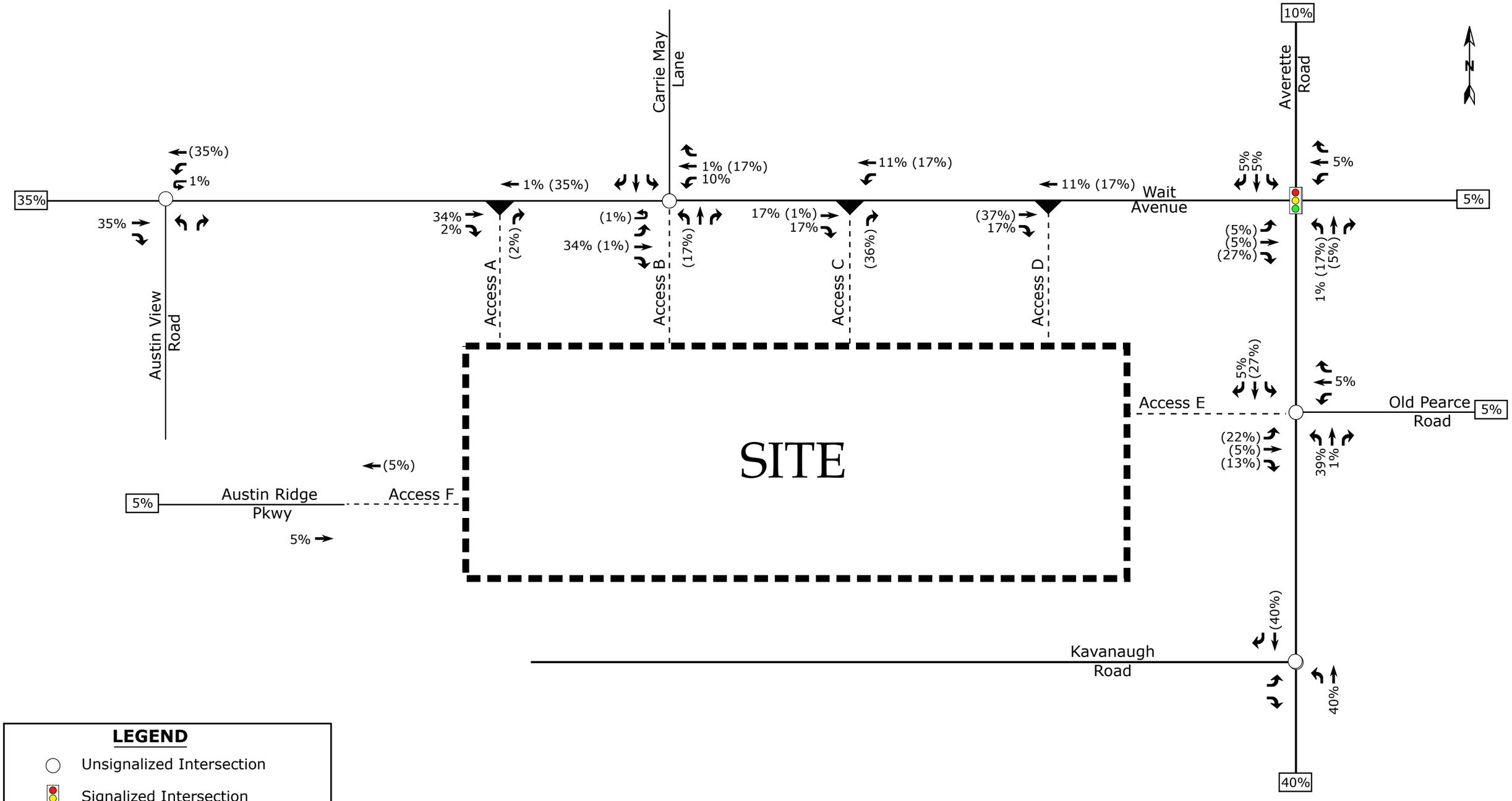
Note: Under Scenario 1, Access A will be considered a full-movement driveway.

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

Commercial Site
Trip Assignment
Scenario-1

Scale: Not to Scale | Figure 8b



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Right-In/Right-Out Intersection
- X% → Entering Trip Distribution
- (Y%) → Exiting Trip Distribution
- XX% Regional Trip Distribution

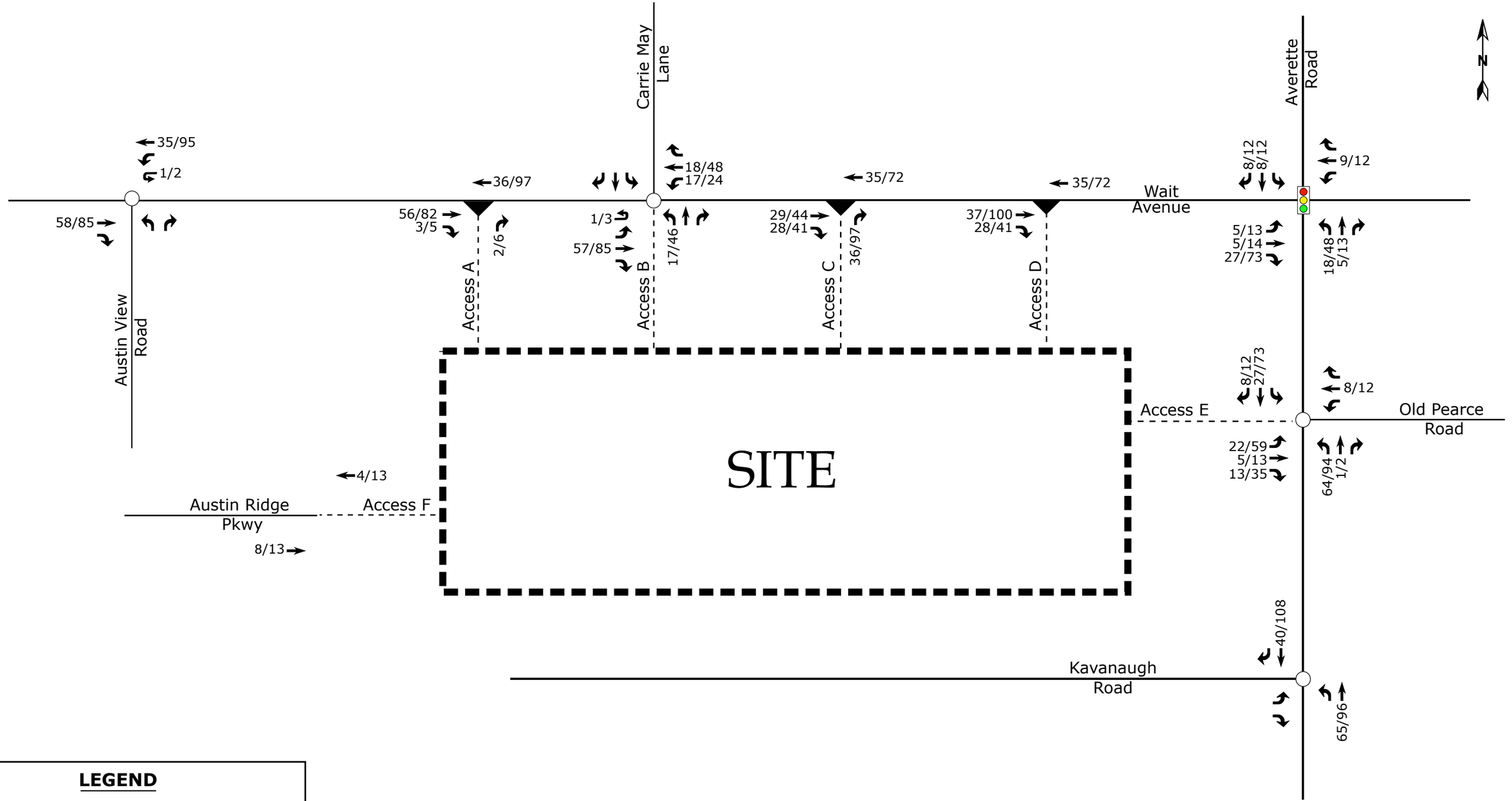
Note: In Scenario 2, Access A will be analyzed as a right-in/right-out access point

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

Commercial Site
Trip Distribution
Scenario-2

Scale: Not to Scale | Figure 9a



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Right-In/Right-Out Intersection
- X / Y → Weekday AM / PM Peak Hour Site Trips

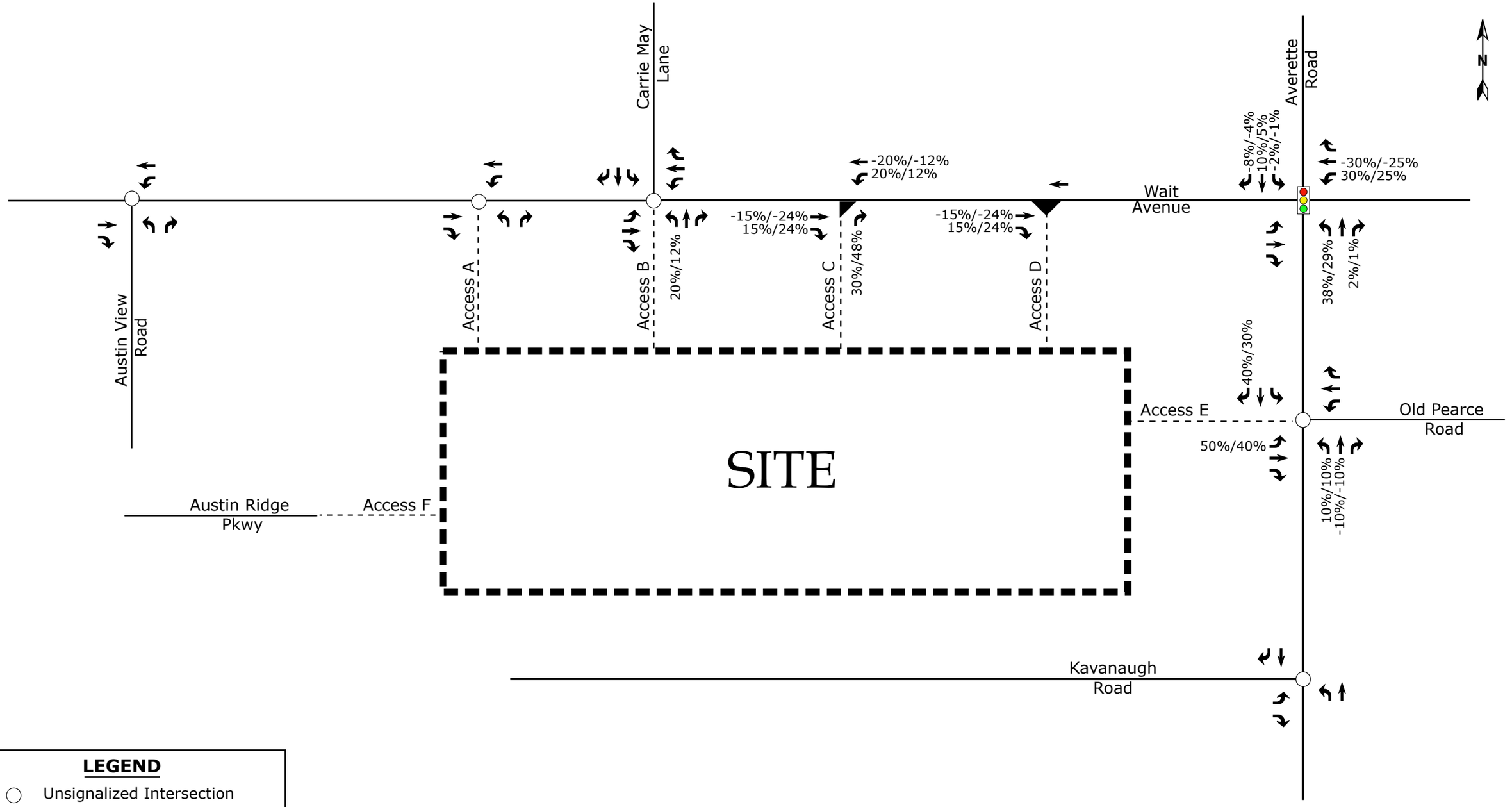
Note: In Scenario 2, Access A will be analyzed as a right-in/right-out access point

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

Commercial Site Trip Assignment Scenario-2

Scale: Not to Scale | Figure 9b



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Right-In/Right-Out Intersection
- Left-Over Intersection
- X% / Y% → Weekday AM / PM Pass-By Trip Distribution

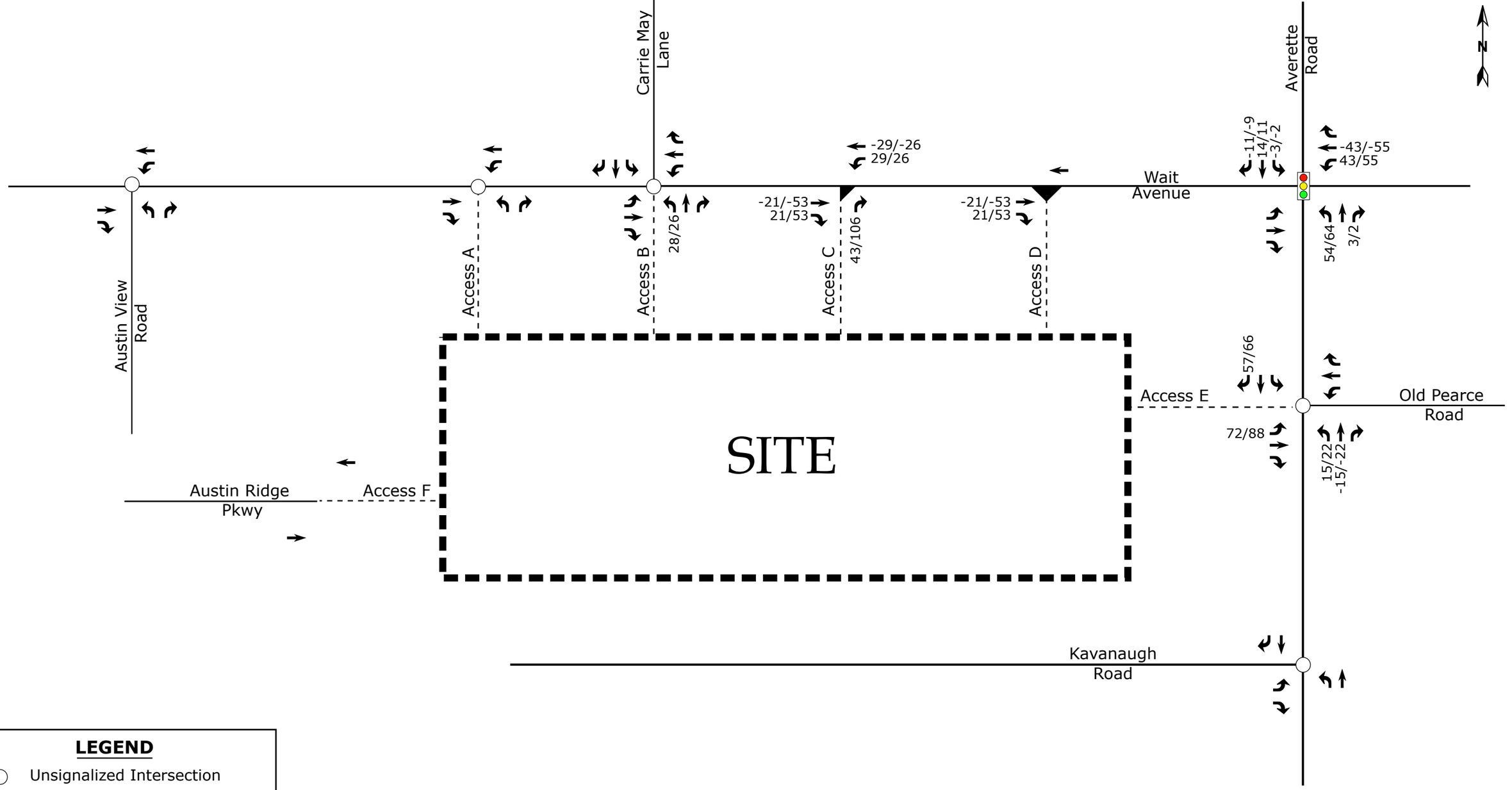
Note: Under Scenario 1, Access A will be considered a full-movement driveway.

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

Pass-By Site
Trip Distribiution
Scenario-1

Scale: Not to Scale | Figure 10a



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Left-Over Intersection
- Right-In/Right-Out Intersection
- X / Y → Weekday AM / PM Peak Hour Site Pass-by Trips

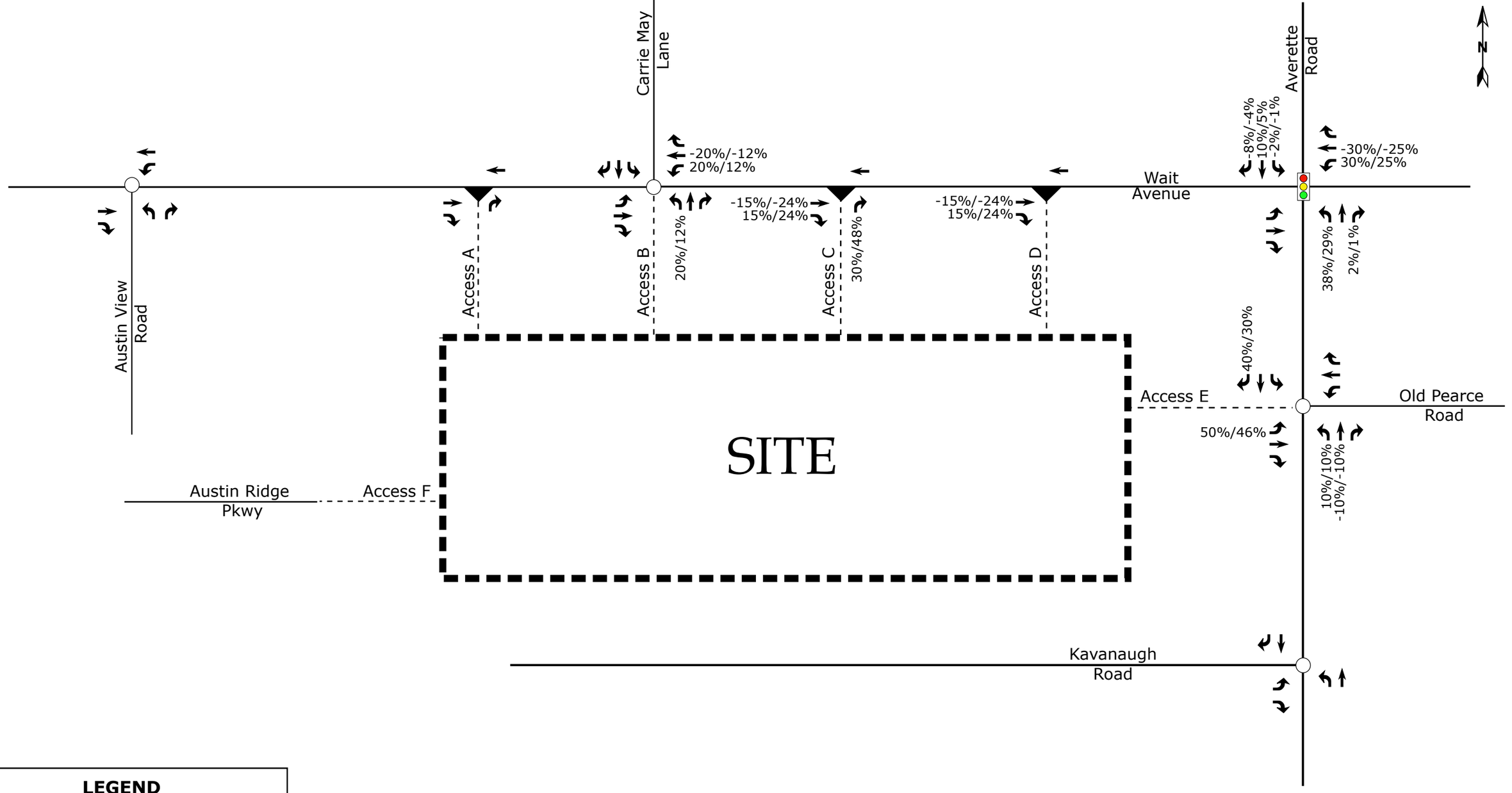
Note: Under Scenario 1, Access A will be considered a full-movement driveway.

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

Pass-By Site
Trip Assignment
Scenario-1

Scale: Not to Scale | Figure 10b



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Right-In/Right-Out Intersection
- X% / Y% → Weekday AM / PM Pass-By Trip Distribution

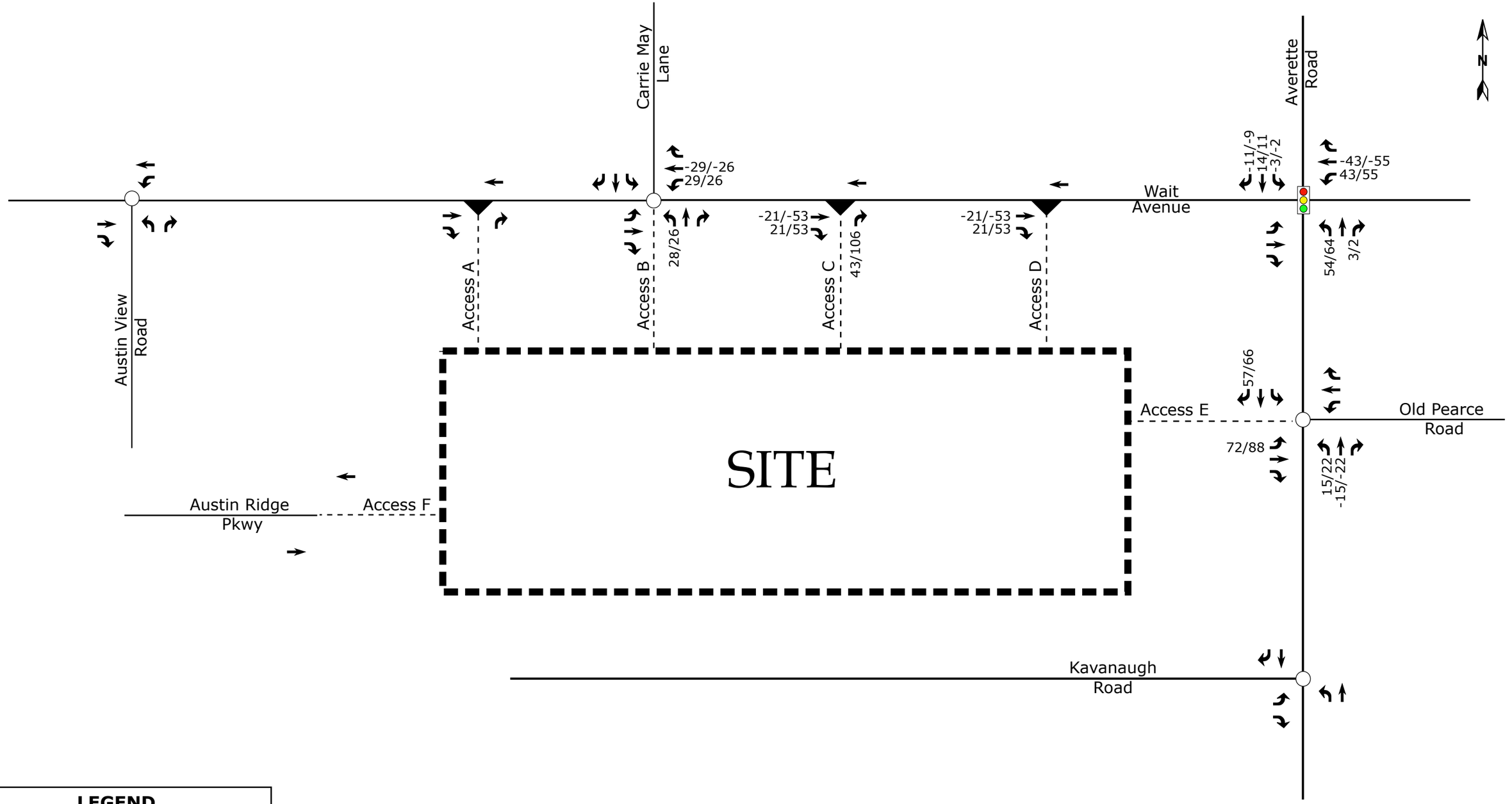
Note: Under Scenario 2, Access A will be considered a full-movement driveway.

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

Pass-By Site
Trip Distribiution
Scenario-2

Scale: Not to Scale | Figure 11a



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Right-In/Right-Out Intersection
- X / Y → Weekday AM / PM Peak Hour Site Pass-by Trips

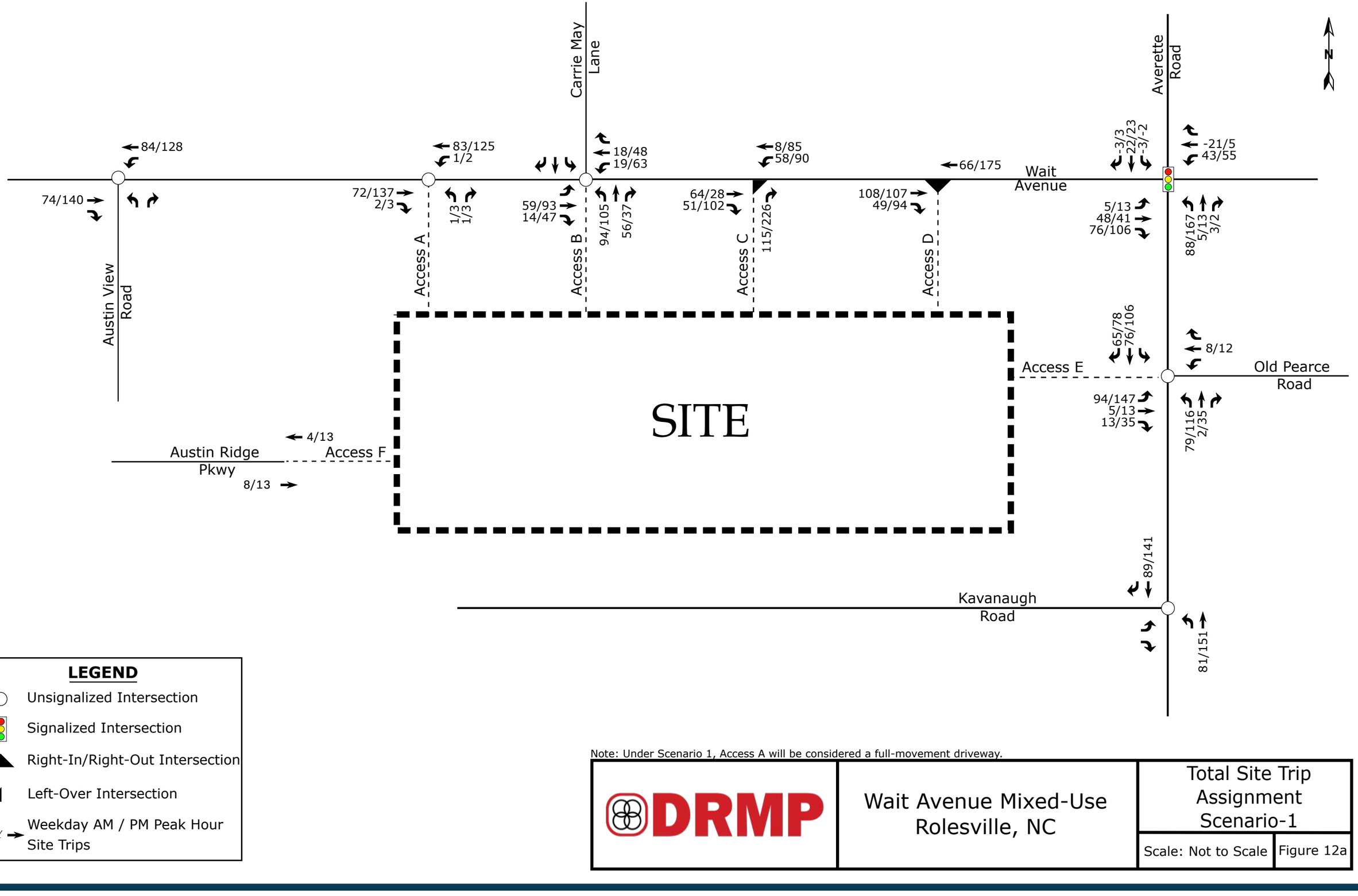
Note: Under Scenario 2, Access A will be considered a full-movement driveway.

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

Pass-By Site
Trip Assignment
Scenario-2

Scale: Not to Scale | Figure 11b



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Right-In/Right-Out Intersection
- Left-Over Intersection
- X / Y → Weekday AM / PM Peak Hour Site Trips

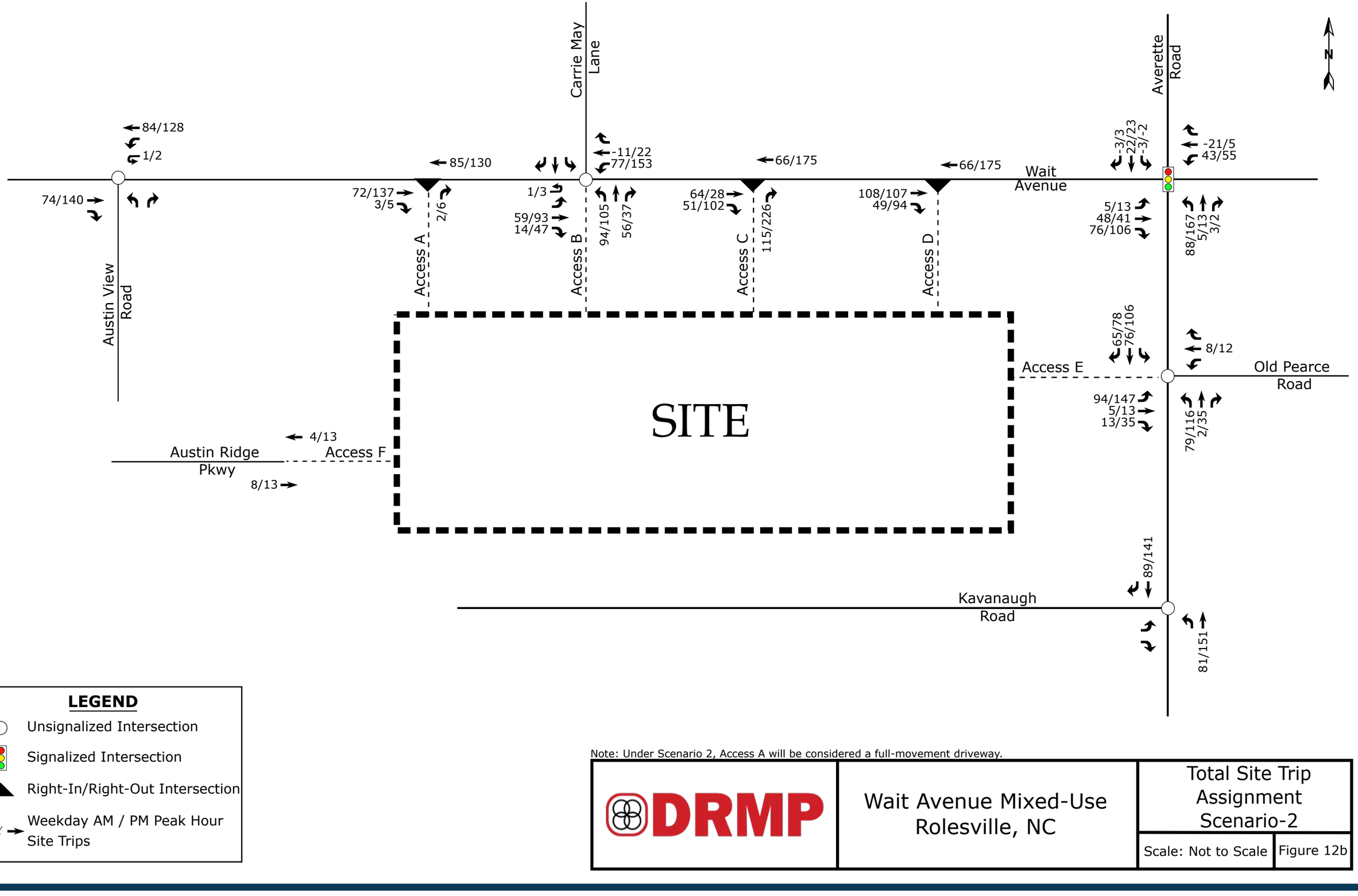
Note: Under Scenario 1, Access A will be considered a full-movement driveway.

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

Total Site Trip Assignment Scenario-1

Scale: Not to Scale | Figure 12a



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Right-In/Right-Out Intersection
- X / Y → Weekday AM / PM Peak Hour Site Trips

Note: Under Scenario 2, Access A will be considered a full-movement driveway.

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

Total Site Trip Assignment Scenario-2

Scale: Not to Scale | Figure 12b

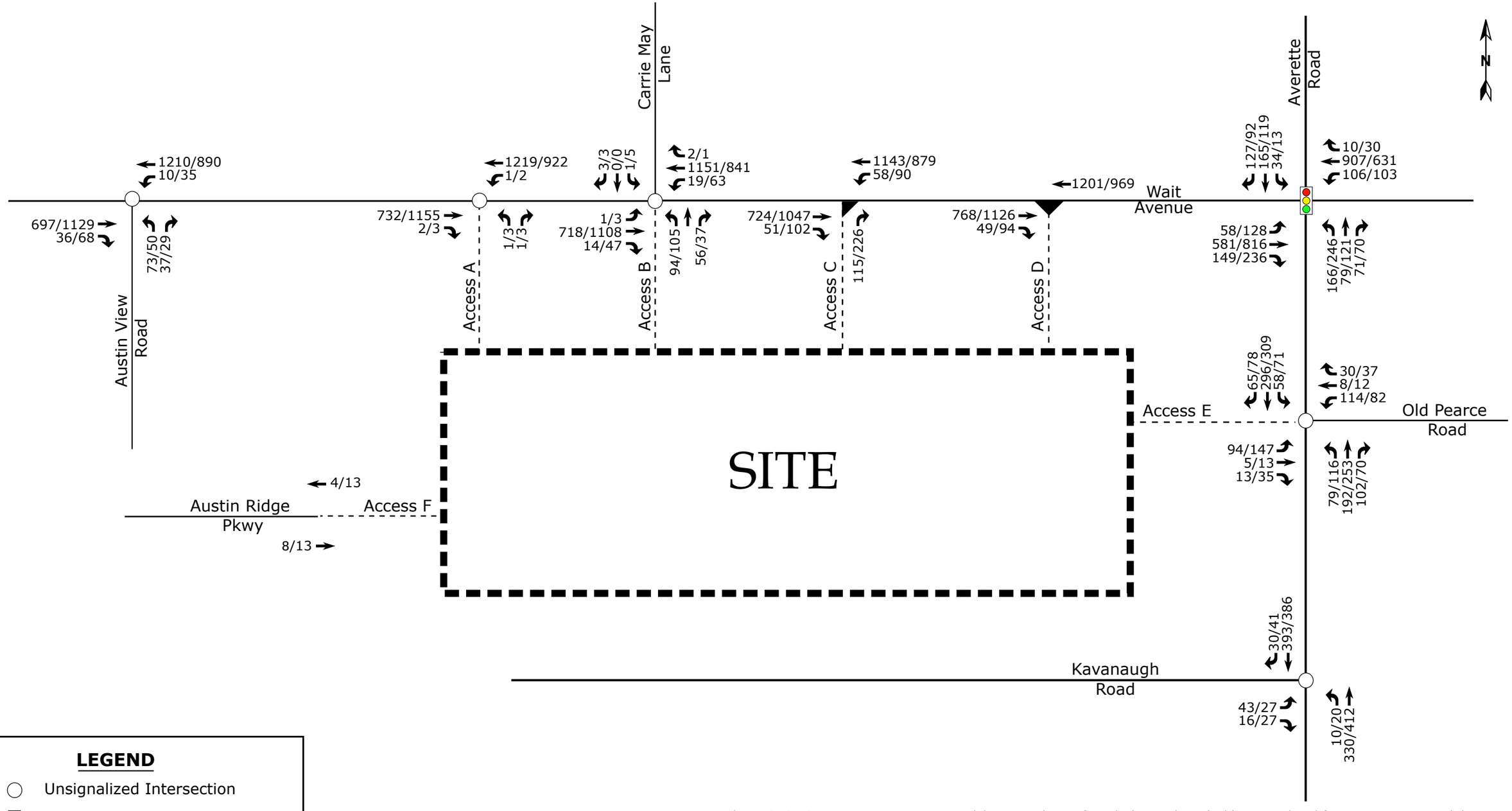
5. 2031 BUILD TRAFFIC CONDITIONS

5.1. 2031 Build Peak Hour Traffic Volumes

To estimate traffic conditions with the site fully built-out, the total site trips were added to the 2031 no-build traffic volumes to determine the 2031 build traffic volumes. Refer to Figure 13a and 13b for an illustration of the 2031 build peak hour traffic volumes with the proposed site fully developed for Scenarios 1 and 2.

5.2. Analysis of 2031 Build Peak Hour Traffic Conditions

Study intersections were analyzed with the 2031 build traffic volumes using the same methodology previously discussed for existing and no-build traffic conditions. Intersections were analyzed with improvements necessary to accommodate future traffic volumes. The results of the capacity analysis for each intersection are presented in Section 7 of this report.

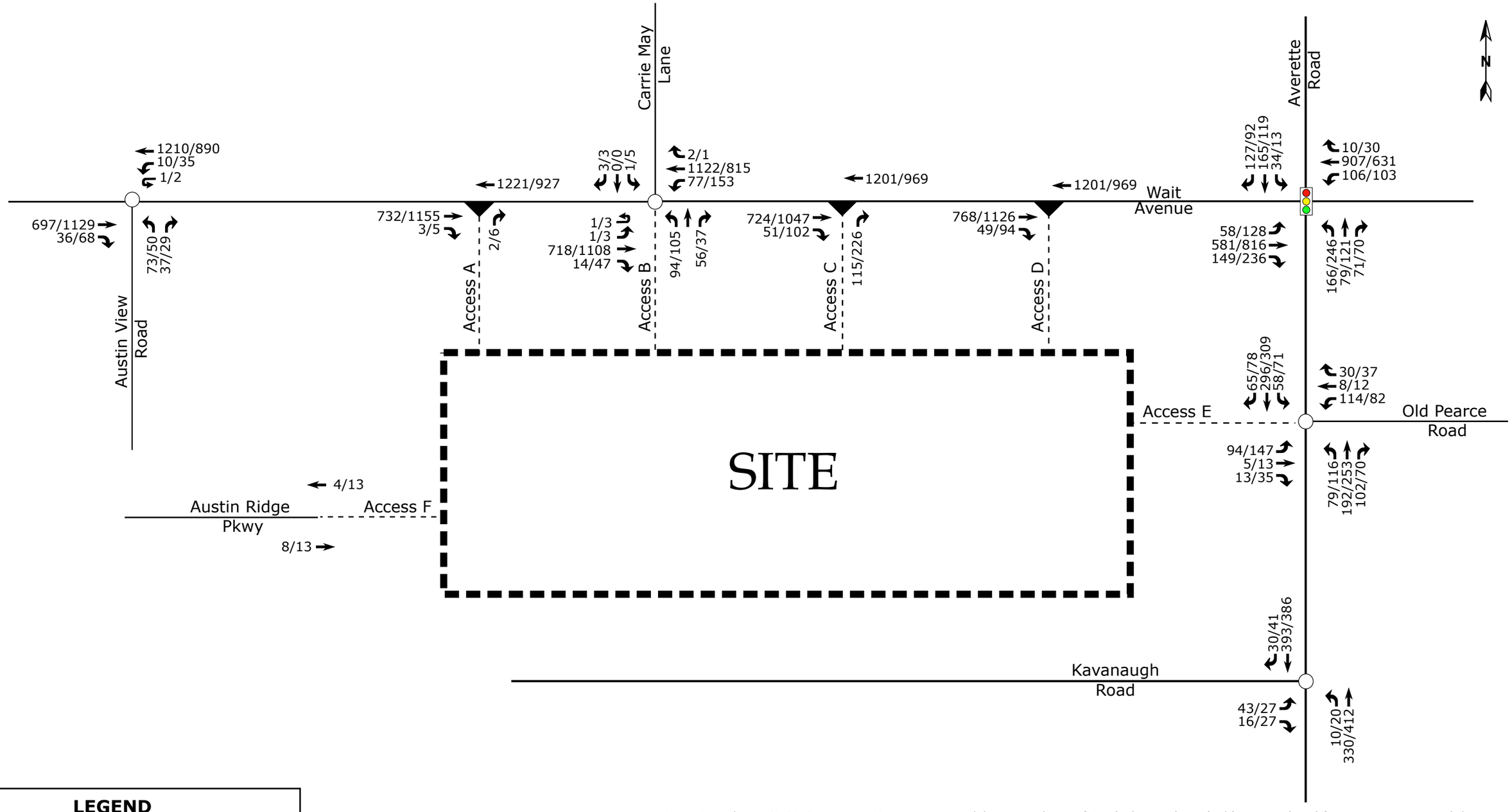


LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Right-In/Right-Out Intersection
- Left-Over Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic

Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.

DRMP	Wait Avenue Mixed-Use Rolesville, NC	2031 Build Peak Hour Traffic Scenario-1
		Scale: Not to Scale / Figure 13a



LEGEND

- ○ Unsignalized Intersection
- Signalized Intersection
- ▲ Right-In/Right-Out Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic

Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.

DRMP	Wait Avenue Mixed-Use Rolesville, NC	2031 Build Peak Hour Traffic Scenario-2
		Scale: Not to Scale / Figure 13b

6. TRAFFIC ANALYSIS PROCEDURE

Study intersections were analyzed using the methodology outlined in the *Highway Capacity Manual* (HCM), 6th Edition published by the Transportation Research Board. Capacity and level of service are the design criteria for this traffic study. A computer software package, Synchro (Version 11.1), was used to complete the analyses for the study area intersections. Please note that the unsignalized capacity analysis does not provide an overall level of service for an intersection; only delay for an approach with a conflicting movement.

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 4 for HCM levels of service and related average control delay per vehicle for both signalized and unsignalized intersections. Control delay as defined by the HCM includes "initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay". An average control delay of 50 seconds at a signalized intersection results in LOS "D" operation at the intersection.

Table 4: Highway Capacity Manual – Levels-of-Service and Delay

UNSIGNALIZED INTERSECTION		SIGNALIZED INTERSECTION	
LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)	LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)
A	0-10	A	0-10
B	10-15	B	10-20
C	15-25	C	20-35
D	25-35	D	35-55
E	35-50	E	55-80
F	>50	F	>80

6.1. Adjustments to Analysis Guidelines

Capacity analysis at all study intersections was completed according to the NCDOT Congestion Management Guidelines.

7. CAPACITY ANALYSIS

The following study intersections were analyzed under 2025 existing, 2031 no-build, and 2031 build traffic conditions:

- Wait Avenue and Averette Road
- Wait Avenue and Carrie May Lane / Site Access B
- Wait Avenue and Austin View Road
- Averette Road and Old Pearce Road / Site Access E
- Averette Road and Kavanaugh Road
- Wait Avenue and Site Access A
- Wait Avenue and Site Access C
- Wait Avenue and Site Access D

All proposed site driveways were analyzed under 2031 build traffic conditions. Refer to Tables 5-12 for a summary of capacity analysis results. Refer to Appendices F-J for the Synchro capacity analysis reports and SimTraffic queueing reports.

7.1. Wait Avenue and Averette Road

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 5: Analysis Summary of Wait Avenue and Averette Road

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2025 Existing	EB WB NB SB	LT, TH-RT 1 LT, TH-RT 1 LT-TH-RT 1 LT-TH, 1 RT	A (10) B (17) C (31) C (25)	B (17)	B (16) B (10) C (33) C (23)	B (17)
2031 No-Build	EB WB NB SB	LT, TH-RT 1 LT, TH-RT 1 LT-TH-RT 1 LT-TH, 1 RT	C (22) D (45) F (94) D (43)	D (43)	D (39) C (24) F (82) C (34)	D (39)
2031 Build	EB WB NB SB	LT, TH-RT 1 LT, TH-RT 1 LT-TH-RT 1 LT-TH, 1 RT	D (46) D (71) F (109) C (28)	E (62)	F (138) E (59) F (175) C (27)	F (111)
2031 Build Improved	EB WB NB SB	LT, TH-RT 1 LT, 1 TH, **1 RT** **1 LT**, 1 TH-RT 1 LT-TH, 1 RT	C (31) E (56) E (77) E (79)	D (54)	D (48) D (47) E (79) E (64)	D (54)

Improvements by developer shown in bold.

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

Capacity analysis indicates that the intersection is expected to operate at an overall Level of Service LOS D or better during the weekday AM and PM peak under existing and 2031-no-build conditions, at 2031 build condition the intersection is expected to operate at E during AM peak hour and LOS F during PM peak hour, showing a degradation from LOS D under no-build conditions. This decline in LOS during both the AM and PM peak hours, along with observed queuing on multiple approaches, warrants mitigation.

To address the increased delay and restore operations to no-build conditions, the following improvement is recommended under 2031 full build conditions:

- Construct a westbound right-turn lane on Wait Avenue with 100 feet of storage and appropriate taper.

- Construct a northbound left-turn Lane on Averette Road with 300 feet of storage and appropriate taper.

7.2. Wait Avenue and Carrie May Lane/Access B

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 6: Analysis Summary of Wait Avenue and Carrie May Lane/ Access B

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2025 Existing	EB WB SB	1 LT-TH 1 TH-RT 1 LT-RT	B (11)[1] -- D (32)[2]	N/A	A (9)[1] -- D (30)[2]	N/A
2031 No-Build	EB WB SB	1 LT-TH 1 TH-RT 1 LT-RT	B (12)[1] -- E (45)[2]	N/A	A (10)[1] -- E (45)[2]	N/A
2031 Build Scenario-1	EB WB **NB** SB	1 LT-TH, **1 RT** **1 LT**, 1 TH-RT **1 LT-TH-RT** 1 LT-**TH**-RT	B (12)[1] A (10)[1] F (1341)[2] F (113)[2]	N/A	A (10)[1] B (13)[1] F (2656)[2] F (241)[2]	N/A
2031 Build Improved Scenario-1 **(Signalized)**	EB WB **NB** SB	1 LT-TH, **1 RT** **1 LT**, 1 TH-RT **1 LT-TH-RT** 1 LT-**TH**-RT	B (17) C (30) E (55) C (32)	C (27)	D (38) B (12) F (86) D (47)	C (31)
2031 Build Scenario-2	EB WB **NB** SB	1 LT-TH, **1 RT** **1 LT**, 1 TH-RT **1 LT-TH-RT** 1 LT-**TH**-RT	B (12)[1] A (10)[1] F (1863)[2] F (149)[2]	N/A	A (10)[1] B (15)[1] F (4579)[2] F (511)[2]	N/A
2031 Build Improved Scenario-2 **(Signalized)**	EB WB **NB** SB	1 LT-TH, **1 RT** **1 LT**, 1 TH-RT **1 LT-TH-RT** 1 LT-**TH**-RT	C (21) C (27) D (44) C (27)	C (26)	D (48) C (28) F (88) D (39)	D (42)

Improvements by developer shown in bold.

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

Capacity analysis indicates that the major street left-turn movements are expected to operate at LOS D or better during the weekday AM and PM peak hours under all traffic conditions. The minor-street approach is expected to operate at LOS F or better during the weekday AM and PM peak hours. Due to poor operations on the minor-street approach during the weekday AM and PM peak hours, a traffic signal was considered. 2031 build volumes were analyzed utilizing the criteria contained in the *Manual on Uniform Traffic*

Control Devices (MUTCD). It should be noted that a traffic signal is expected to be warranted during both weekday peak hours under 2031 build traffic conditions. warrant analysis was conducted at this intersection. Based on the signal warrant analysis results, this intersection warrants signalization.

With signalization, the intersection is expected to operate at an overall LOS C during the weekday AM and LOS D during PM peak hours under 2030 build – improved traffic conditions. No queuing issues were identified under 2030 Build Improved traffic conditions.

Along with signalizing the intersection, left turn and right turn lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*. The following improvements are recommended to be constructed by the developer:

- Construct an eastbound Wait Avenue right turn lane with 50 feet of storage and appropriate taper length.
- Construct a westbound Wait Avenue left turn lane with 125 feet of storage and appropriate taper length. (Under Scenario-1).
- Construct a westbound Wait Avenue left turn lane with 350 feet of storage and appropriate taper length. (Under Scenario-2)
- Install a traffic Signal.

7.3. Wait Avenue and Austin View Blvd

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 7: Analysis Summary of Wait Avenue and Austin View Blvd

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2025 Existing	EB WB NB	1 TH, 1 RT 1 LT, 1 TH 1 LT-RT	-- A (9)[1] F (87)[2]	N/A	-- A (9)[1] F (87)[2]	N/A
2031 No-Build	EB WB NB	1 TH, 1 RT 1 LT, 1 TH 1 LT-RT	-- A (9)[1] F (270)[2]	N/A	-- B (12)[1] F (200)[2]	N/A
2031 Build	EB WB NB	1 TH, 1 RT 1 LT, 1 TH 1 LT-RT	-- A (10)[1] F (429)[2]	N/A	-- B (13)[1] F (474)[2]	N/A

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

Capacity analysis indicates that the major-street left-turn movements are expected to operate at LOS A during the weekday AM and PM peak hours under all traffic conditions. The minor-street approach is expected to operate at LOS F or better during the weekday AM and PM peak hours. Poor levels of service and higher delays are not uncommon for an unsignalized minor-street approach during the weekday peak hours when mainline volumes are heaviest. Due to the minimal impacts caused by the proposed development, no improvements are recommended by the developer. A signal warrant analysis was conducted based on Warrants 1, 2, and 3 in the Manual on Uniform Traffic Control Devices (MUTCD); however, none of the warrants were satisfied.

The Austin Creek development has several road connections and is expected to also connect to the proposed development. Should vehicles experience significant delay at this intersection, there are alternative routes available, including a new signal via the proposed development.

7.4. Averette Road and Old Pearce Road / Access E

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 8: Analysis Summary of Averette Road and Old Pearce Road / Access E

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2025 Existing	WB NB SB	1 LT-RT 1 TH-RT 1 LT-TH	B (15)[2] -- A (8)[1]	N/A	B (14)[2] -- A (8)[1]	N/A
2031 No-Build	WB NB SB	1 LT-RT 1 TH-RT 1 LT-TH	C (17)[2] -- A (8)[1]	N/A	C (16)[2] -- A (8)[1]	N/A
2031 Build	**EB** WB NB SB	**1 LT-TH-RT** 1 LT-**TH**-RT **1 LT**, 1 TH-RT 1 LT-TH, **1 RT**	E (39)[1] E (49)[1] A (8)[2] A (8)[2]	N/A	F (221)[1] F (82)[1] A (9)[2] A (8)[2]	N/A

Improvements by developer shown in bold.
1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis indicates that the major-street left-turn movements are expected to operate at LOS A during the weekday AM and PM peak hours under all traffic conditions. The minor-street approach is expected to operate at LOS F or better during the weekday AM and PM peak hours. Poor levels of service and higher delays are not uncommon for an unsignalized minor-street approach during the weekday peak hours when mainline volumes are heaviest. Due to the minimal impacts caused by the proposed development, no improvements are recommended by the developer.

Although minor-street queues were observed to spill back due to heavy volumes on the major-street. The improvements recommended at Wait Avenue and Averette Road are expected mitigated this issue. As a result, no queuing issues were identified under the 2031 build – improved conditions

Left turn and right turn lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*. The following improvements are recommended to be constructed by the developer:

- Construct a northbound Averette Road left turn lane with 100 feet of storage and appropriate taper length.
- Construct a southbound Averette Road right turn lane with 75 feet of storage and appropriate taper length.

7.5. Averette Road and Kavanaugh Road

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 9: Analysis Summary of Averette Road and Kavanaugh Road

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2025 Existing	EB NB SB	1 LT-RT 1 LT, TH 1 TH-RT	B (13)[2] A (8)[1] --	N/A	B (12)[2] A (8)[1] --	N/A
2031 No-Build	EB NB SB	1 LT-RT 1 LT, TH 1 TH-RT	B (14)[2] A (8)[1] --	N/A	B (12)[2] A (8)[1] --	N/A
2031 Build	EB NB SB	1 LT-RT 1 LT, TH 1 TH-RT	C (17)[2] A (8)[1] --	N/A	C (16)[2] A (8)[1] --	N/A

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

Capacity analysis indicates that the major street left turn movements and minor street approaches are expected to operate at LOS C or better during the weekday AM and PM peak hours under all traffic conditions. No queuing issues were identified. No improvements are recommended by the developer. No queuing issues were identified. No improvements are recommended by the developer.

7.6. Wait Avenue and Access A

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 10: Analysis Summary of Wait Avenue and Access A

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2031 Build Scenario-1 (Full Movement)	EB WB NB	1 TH-RT 1 LT-TH 1 RT-LT	-- A (10)[1] F (51)[2]	N/A	-- B (12)[1] F (66)[2]	N/A
2031 Build Scenario-2 (RIRO)	EB WB NB	1 TH-RT 1 TH 1 RT	-- -- B (15)[2]	N/A	-- -- C (24)[2]	N/A

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

Capacity analysis indicates that the major-street left-turn movements are expected to operate at LOS A during weekday AM and LOS B PM peak hour under 2031 build (Scenario-1). Poor levels of service and higher delays are not uncommon for an unsignalized minor-street approach during the weekday peak hours when mainline volumes are heaviest. Due to the minimal impacts caused by the proposed development, no improvements are recommended by the developer.

Under the 2031 build (Scenario-2) and minor street approach is expected to operate at LOS B during the weekday AM and LOS C PM peak hours under 2031 build (Scenario-2). No queuing issues were identified. No improvements are recommended by the developer.

Left turn and right turn lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*. No turn lanes are warranted at Access A under full buildout of the development.

7.7. Wait Avenue and Access C

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 11: Analysis Summary of Wait Avenue and Access C

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2031 Build Scenario-1 (left-over)	EB WB NB	1 TH, 1 RT 1 LT, 1 TH 1 RT	-- B (10)[1] C (19)[2]	N/A	-- B (13)[1] F (120)[2]	N/A
2031 Build Scenario-2 (RIRO)	EB WB NB	1 TH, 1 RT 1 TH 1 RT	-- -- C (19)[2]	N/A	-- -- F (120)[2]	N/A

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

Capacity analysis indicates that under Scenario-1 the major-street left-turn movements are expected to operate at LOS B during the weekday AM and PM peak hour. The minor-street approach is expected to operate at LOS F or better during the weekday AM and PM peak hours. Poor levels of service and higher delays are not uncommon for an unsignalized minor-street approach during the weekday peak hours when mainline volumes are heaviest.

Left turn and right turn lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*. The following improvements are recommended to be constructed by the developer:

- Construct an eastbound Wait Avenue right turn lane with 50 feet of storage and appropriate taper length.
- Construct a westbound Wait Avenue left turn lane with 175 feet of storage and appropriate taper length (Under Scenario-1).

Gaps in the roadway network along Wait Avenue are expected due to the proposed traffic signal. Should vehicles at this intersection experience significant delay exiting, there are several alternative routes via the connectivity provided by the site.

7.8. Wait Avenue and Access D

Refer to the table below for a summary of the capacity analysis of the subject intersection during the analysis scenarios.

Table 12: Analysis Summary of Wait Avenue and Access D

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2031 Build	EB WB	1 TH, 1 RT 1 TH	-- --	C	-- --	B

Capacity analysis indicates that Overall intersection is expected to operate at LOS C during the weekday AM and LOS B PM peak hours under all traffic conditions. No queuing issues were identified. Right turn lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*. The following improvements are recommended to be constructed by the developer:

- Construct an eastbound Wait Avenue right turn lane with 50 feet of storage and appropriate taper length.

8. CONCLUSIONS

This Traffic Impact Analysis was conducted to determine the potential traffic impacts of the Wait Avenue Mixed-Use development to be located in Rolesville, North Carolina. The proposed development, anticipated to be completed in 2031, is assumed to consist of the following land uses:

- 300 DU Single-Family Detached Housing
- 107,049 SF Mini-Warehouse
- 51,000 SF Supermarket
- 23,700 SF Strip Retail Plaza
- 2,500 SF Coffee/Donut Shop with Drive-Through Window
- 2,400 SF Drive-in Bank
- 2 Fast Casual Restaurants at 2,500 SF each
- 5,000 SF Convenience Store/Gas Station w/12 fueling positions

Site access is proposed via four driveways along Wait Avenue (NC 98), one full-movement driveway along Averette Road, and one site access is proposed via the existing Austin Ridge Parkway.

The study analyzes traffic conditions during the weekday AM and PM peak hours for the following scenarios:

- 2025 Existing Traffic Conditions
- 2031 No-Build Traffic Conditions
- 2031 Build Traffic Conditions Scenario 1 (without Median)
- 2031 Build Traffic Conditions Scenario 2 (with Median)

Trip Generation

Primary site trips are expected to generate approximately 452 trips (212 entering and 240 exiting) during the weekday AM peak hour and 762 trips (400 entering and 362 exiting) during the weekday PM peak hour.

Adjustments to Analysis Guidelines

Capacity analysis at all study intersections was completed according to NCDOT Congestion Management Guidelines. Refer to section 6.1 of this report for a detailed description of any adjustments to these guidelines made throughout the analysis.



9. RECOMMENDATIONS

Based on the findings of this study, specific geometric improvements have been identified and are recommended to accommodate future traffic conditions. See a more detailed description of the recommended improvements below. Refer to Figure 14a and 14b for an illustration of the recommended lane configuration for the proposed development.

Wait Avenue and Averette Road

- Construct a westbound right-turn lane on Wait Avenue with 100 feet of storage and appropriate taper.
- Construct a northbound left-turn Lane on Averette Road with 300 feet of storage and appropriate taper.

Wait Avenue and Carrie May Lane/Access B

- Construct Site Access B (northbound approach) with one ingress and one egress lane.
- Construct an eastbound Wait Avenue right turn lane with 50 feet of storage and appropriate taper length.
- Construct a westbound Wait Avenue left turn lane with 125 feet of storage and appropriate taper length. (Under Scenario-1).
- Construct a westbound Wait Avenue left turn lane with 350 feet of storage and appropriate taper length. (Under Scenario-2)
- Install a traffic Signal.

Averette Road and Old Pearce Road/Access E

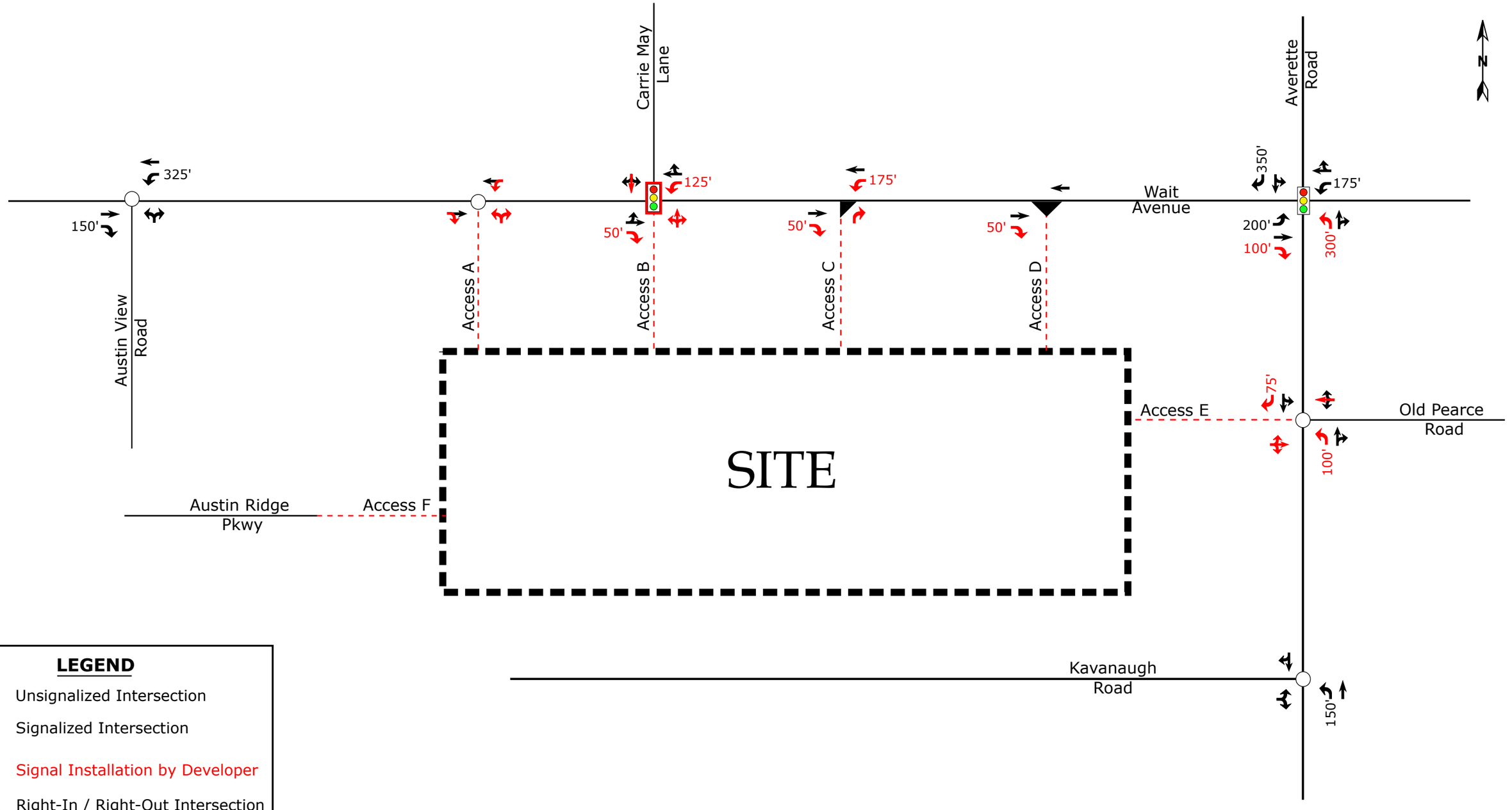
- Construct Site Access E (westbound approach) as a with one ingress and one egress lane.
- Construct a northbound Averette Road Left turn lane with 100 feet of storage and appropriate taper length.
- Construct a southbound Averette Road left turn lane with 125 feet of storage and appropriate taper length.
- Provide stop control for the westbound approach.

Wait Avenue and Access C

- Construct an eastbound Wait Avenue right turn lane with 50 feet of storage and appropriate taper length.
- Construct a westbound Wait Avenue left turn lane with 175 feet of storage and appropriate taper length. (Under Scenario-1).

Wait Avenue and Access D

- Construct an eastbound Wait Avenue right turn lane with 50 feet of storage and appropriate taper length.



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Signal Installation by Developer
- Right-In / Right-Out Intersection
- Left-Over Intersection
- Existing Lane
- Improvement by Developer
- X' Storage (In Feet)

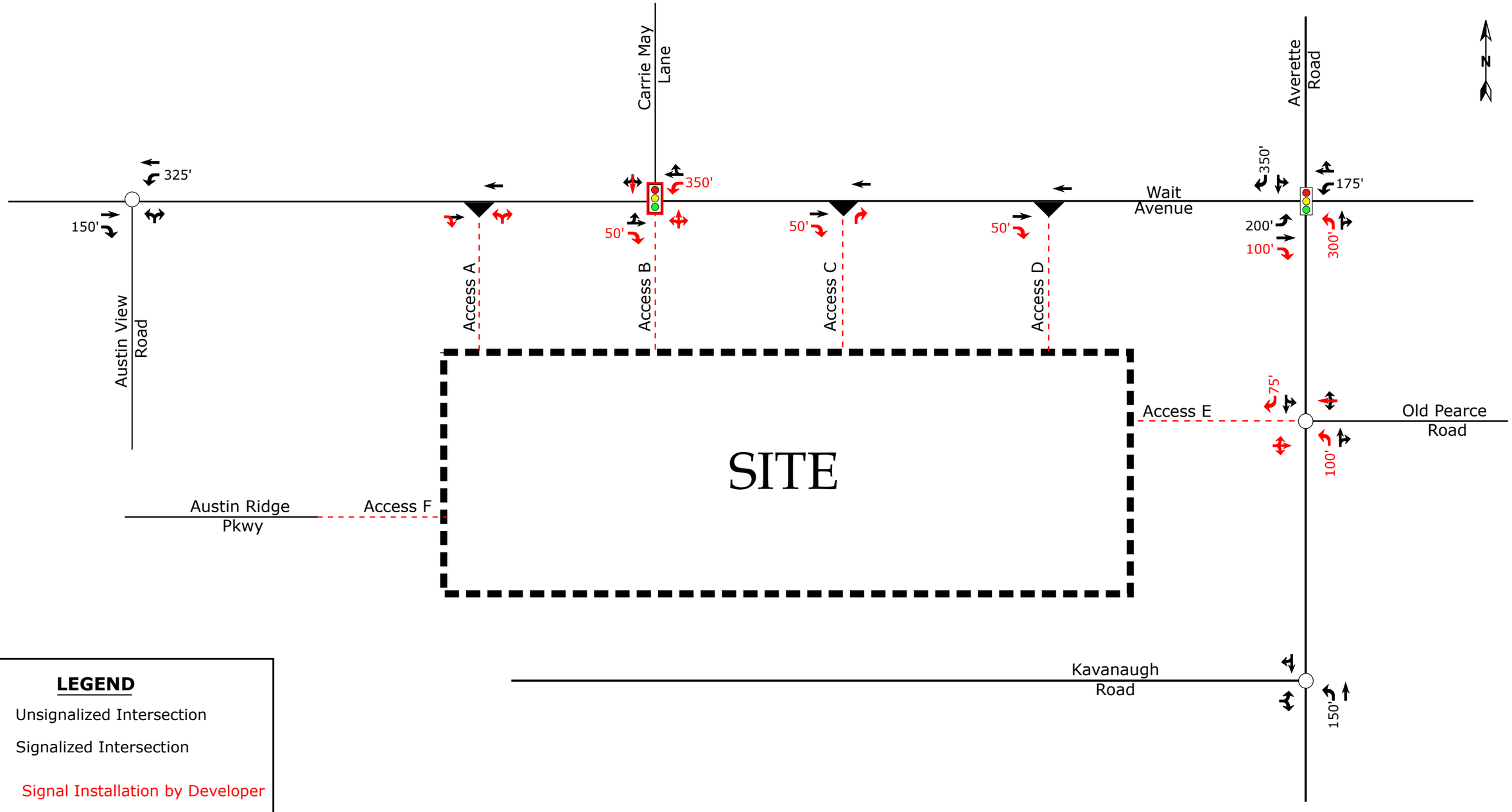
Note: Under Scenario 1, Access A will be considered a full-movement driveway.

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

Recommended Lane Configurations Scenario-1

Scale: Not to Scale | Figure 14a



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Signal Installation by Developer
- Right-In / Right-Out Intersection
- Existing Lane
- Improvement by Developer
- X' Storage (In Feet)

Note: In Scenario 2, Access A will be analyzed as a right-in/right-out access point

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

Recommended Lane Configurations Scenario-2

Scale: Not to Scale | Figure 14b

TECHNICAL APPENDIX

APPENDIX A

SCOPING DOCUMENTATION

June 24, 2025

Daniel Boulware, PE
NCDOT Division 5 – District 1
4009 District Drive
Raleigh, NC 27607
P: 919-814-6115
dboulware@ncdot.gov

Reference: Wait Avenue Mixed-Use - Rolesville, NC

Subject:Memorandum of Understanding for TIA Report

Dear Daniel:

The following is a Memorandum of Understanding (MOU) outlining the proposed scope of work and assumptions related to the Traffic Impact Analysis (TIA) for the proposed Wait Avenue Mixed-Use development, to be located south of Wait Avenue and west of Averette Road in Rolesville, North Carolina. This MOU reflects the assumptions outlined during initial coordination between DRMP, Inc., the Town of Rolesville (Town), and the development team. Refer to the attached site location map.

Access to the site is provided via four driveways along Wait Avenue (NC 98), one full-movement driveway along Averette Road, and one site access is proposed via the existing Austin Ridge Parkway. Refer to the attached site plan.

The proposed development, expected to be completed by the year 2031, is assumed to consist of the following land uses:

- 300 DU Single-Family Detached Housing
- 107,049 SF Mini-Warehouse
- 51,000 SF Supermarket
- 23,700 SF Strip Retail Plaza
- 2,500 SF Coffee/Donut Shop with Drive-Through Window
- 2,400 SF Drive-in Bank
- 2 Fast Casual Restaurants at 2,500 SF each
- 5,000 SF Convenience Store/Gas Station w/12 fueling positions

Study Area

The study area is proposed to consist of the following intersections:

- Wait Avenue and Austin View Road
- Wait Avenue and Averette Road
- Averette Road and Old Pearce Road / Site Access E
- Averette Road and Kavanaugh Road
- Wait Avenue and Carrie May Lane / Site Access B
- Wait Avenue and Site Access A
- Wait Avenue and Site Access C
- Wait Avenue and Site Access D

Background Traffic Volumes

Traffic volumes will be estimated by projecting 2025 existing traffic volumes to the year 2031 using an annual growth rate. The attached historical AADT data from NCDOT indicates a growth rate of 3.8% in the study area.

DRMP recommends using a background growth rate of 2.5% per year based on engineering judgement. Several factors were considered when making this judgment. The area has seen high growth in the last 8 to 12 years. (3.8% per year). There are several approved developments in the area that are nearly built out which likely accounts for much of the historical growth. The proposed development will contribute to future growth in the area. A 2% growth rate is common in most places. Using a growth rate of 2.5% should account for future growth without over estimating. No trips from unbuilt portions of approved developments are recommended to be added to the 2.5% background traffic growth.

Future Roadway Improvements

No future roadway improvements were identified within the study area to consider under future traffic conditions.

Trip Generation

Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE *Trip Generation Manual*, 11th Edition. Several land uses were combined into the Shopping Plaza land use. Refer to Table 1 for a summary of the proposed site trip generation for full buildout of the proposed development. Internal Capture spreadsheets are attached. Pass-by Trips will be limited to 10% of the adjacent street traffic.

The internal capture calculations deviate from NCDOT Capacity Analysis Guidelines. The guidelines state that the walking distance should be the *maximum* distance between land uses. Internal capture for the PM peak hour was calculated based on the *average* walking distance; approximately 2,000 feet. NCHRP Report 684 states that the walking distance should be the average of the distances between land uses. Using the average distance resulted in an internal capture rate of 14% for the PM peak hour. The AM peak hour internal capture is typically less than the PM peak hour. An internal capture rate of 7% was chosen for the AM peak hour (half of the PM rate to remain).

Table 1: Trip Generation Summary

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)			Weekday PM Peak Hour Trips (vph)		
			Enter	Exit	Total	Enter	Exit	Total
Mini-Warehouse (151)	107,049 SF	155	6	4	10	8	8	16
Single-Family Detached Housing (210)	300 DU	2,772	51	151	202	176	103	279
Shopping Plaza with Supermarket (821)	84,600 SF	7,924	185	114	299	369	399	768
Convenience Store/Gas Station	12 Fueling Positions (5,000 sq. ft.)	3,502	141	142	283	136	137	273
Total Trips		**14,353**	**383**	**411**	**794**	**689**	**647**	**1,336**
Internal Capture (7% AM & 10% PM)			-28	-28	-56	-69	-65	-134
Total External Trips			**355**	**383**	**738**	**620**	**582**	**1,202**
Pass-By Trips			-143	-143	-286	-220	-220	-440
Primary Trips			**212**	**240**	**452**	**400**	**362**	**762**

Trip Distribution and Assignment

Site trips are distributed based on existing traffic patterns, population centers, and engineering judgment. Refer to the attached residential and commercial site trip distribution figures.

Analysis Scenarios

All capacity analyses will be performed utilizing Synchro (Version 11). All study intersections will be analyzed during the weekday AM and PM peak hours under the following traffic scenarios:

- 2025 Existing
- 2031 No-Build
- 2031 Build Scenario 1 (without Median)
- 2031 Build Scenario 2 (with Median)
- 2031 Build with Improvements

Report

The TIA report will be prepared based on Town and NCDOT requirements. The internal capture calculations deviate from NCDOT Capacity Analysis Guidelines, but are expected to provide more realistic results.

If you find this memorandum of understanding acceptable, please let me know so that we may include it in the TIA report. If you have any questions or concerns, please do not hesitate to contact me.

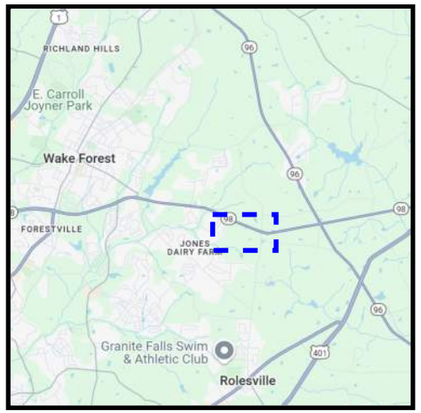
Sincerely,

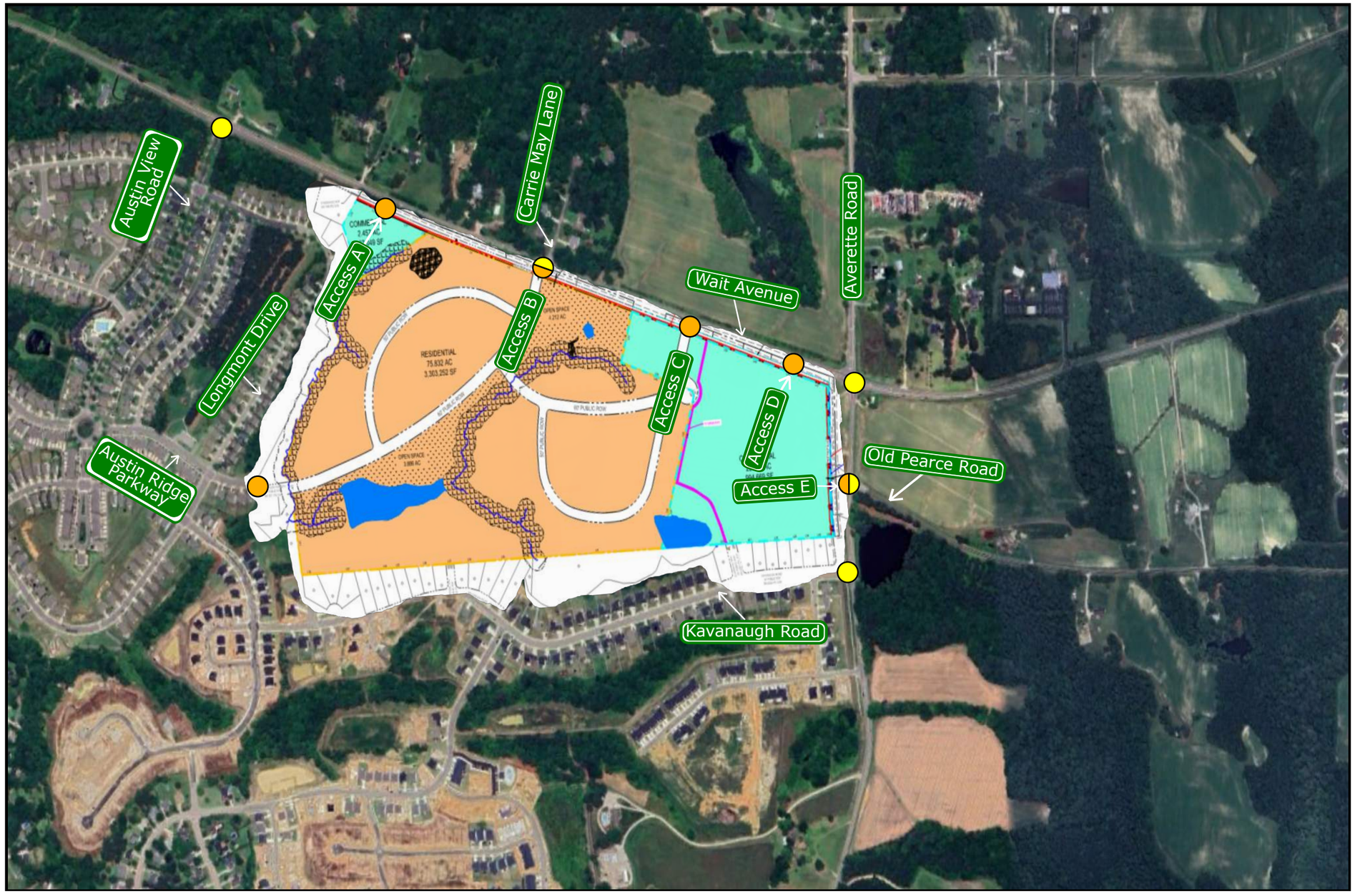


Andrew Eagle, PE, PTOE
Senior Traffic Analysis Project Manager
DRMP, Inc.

Attachments: Site Location Map
Site Plan
Growth Rate
Internal Capture Spreadsheets
Residential Site Trip Distribution
Commercial Site Trip Distribution
Pass-By Site Trip Distribution

Cc: Meredith Gruber (Town of Rolesville)





LEGEND

- Study Intersection
- Proposed Site Access
- Study Area

N

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

Site Location Map

Scale: Not to Scale | Figure 1

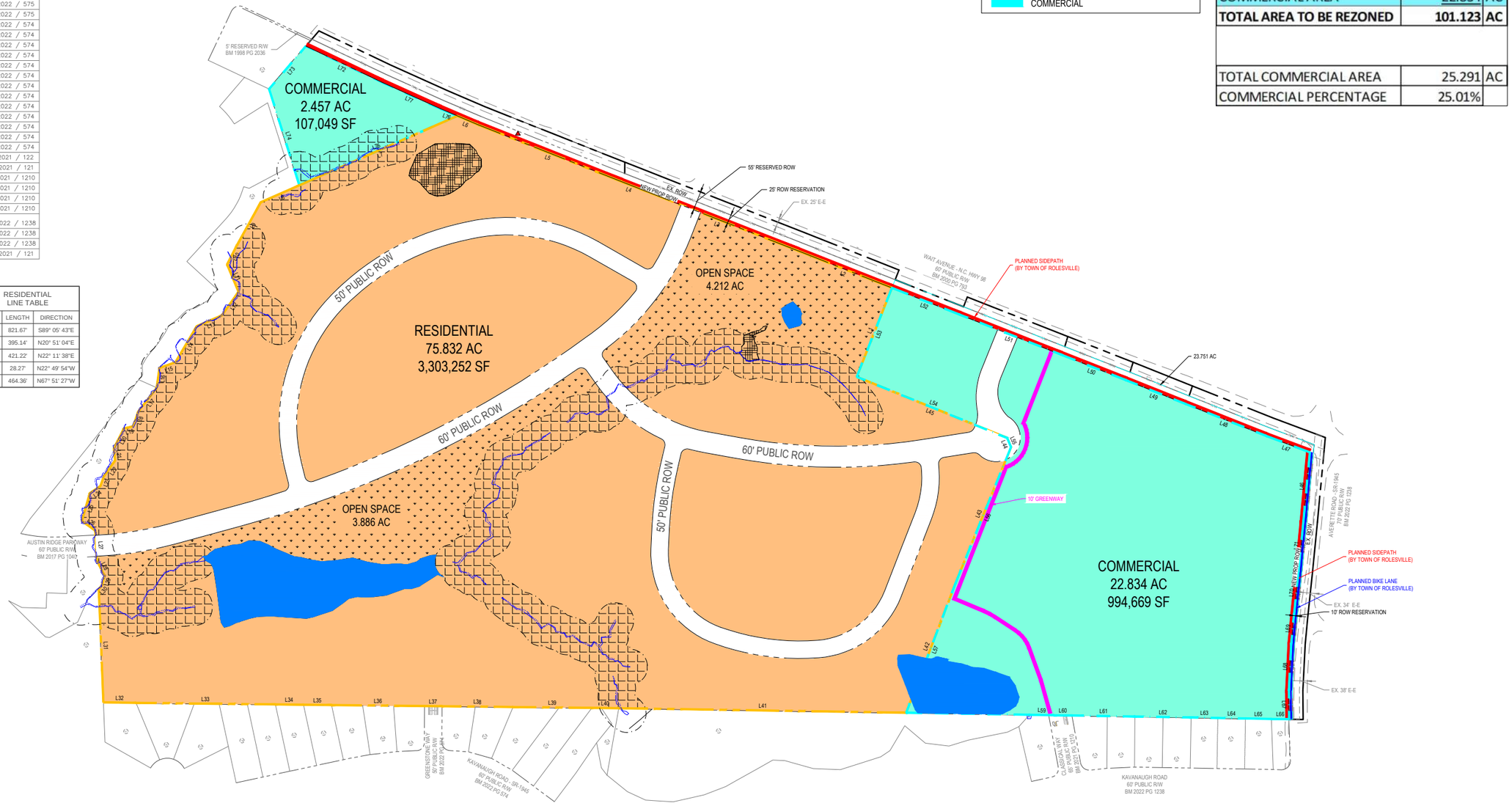
ADJOINING PARCEL INFORMATION

ID	PIN	OWNER(S)	DB / PG	BM / PG
AA	1850867237	WAKE ELECTRIC MEMBERSHIP CORP	8182 / 2604	1998 / 2036
AB	1850856710	VILLAGES OF AUSTIN CREEK HOMEOWNERS	17277 / 2713	2010 / 527
AC	1850852022	VILLAGES OF AUSTIN CREEK HOMEOWNERS	17277 / 2713	2010 / 527
AD	1850841696	VILLAGES OF AUSTIN CREEK HOMEOWNERS	17277 / 2713	2017 / 1040
AE	1850841551	LENNAR CAROLINAS LLC	15377 / 2089	2023 / 2306
AF	1850843268	MUNOZ, WELLMAN FRANKLIN; MUNOZ, KRISTEN BRAUN	19407 / 1343	2022 / 575
AG	1850844370	TRIPP, MICHELE L	19344 / 1384	2022 / 575
AH	1850845277	BRATLEE-WHITAKER, EMILY; WHITAKER, TYLER	19328 / 555	2022 / 575
AI	1850846285	BIZIEFF, MICHAEL P; BIZIEFF, VESAL	19508 / 2570	2022 / 574
AJ	1850847266	BURGOA, CHRISTOPHER	19481 / 1310	2022 / 574
AK	1850848247	GIBBS, MICHAEL & STEFANI	19509 / 1828	2022 / 574
AL	1850849227	DEMIAN, JILL & BEVERLY LAVERY	19418 / 975	2022 / 574
AM	1850940208	HOISETH, BRUCE CAVERLY & MARYELLEN	19366 / 1724	2022 / 574
AN	1850940289	MCNEAL, BERLONDRIKA JERTORIA	19342 / 506	2022 / 574
AO	1850941279	FAYAD, AKRAM & RANIA	19368 / 2463	2022 / 574
AP	1850943209	JENSEN, KENT & LINDA	19616 / 1836	2022 / 574
AQ	1850943299	MILLER, THOMAS W & BARBARA M	19470 / 962	2022 / 574
AR	1850944298	WINFREE, CRYSTAL ROSE & ANDREW CLAY	19425 / 429	2022 / 574
AS	1850945275	ORTALS, EDWARD J & EILEEN	19328 / 1625	2022 / 574
AT	1850946232	BAVISOTTO, DANIELLE M & ERIC N	19699 / 2162	2022 / 574
AU	1850947236	EXPERIENCEONE HOMES LLC	17509 / 1101	2022 / 574
AV	1860041295	EXPERIENCEONE HOMES LLC	17509 / 1101	2021 / 122
AW	1860049264	GIVENS, MICHAEL R & JODY L	19557 / 1264	2021 / 121
AX	1860141226	BOORADY, ANDRE J; ORTALS, MEREDITH B	19159 / 911	2021 / 1210
AY	1860142205	PETWAY, MARCUS M & KENA G	19204 / 1027	2021 / 1210
AZ	1860142285	AUTRY, BETSY SMITH & DAVID EARL	19197 / 530	2021 / 1210
BA	1860143265	RODICO, PAMELA & JOHN RAINIER	19198 / 2595	2021 / 1210
BB	1860144245	BARTLETT, BRIANNE; BARTLETT, SALLY & DOUGLAS	19413 / 2008	2022 / 1238
BC	1860145225	EXPERIENCEONE HOMES LLC	17509 / 1101	2022 / 1238
BD	1860145294	THIGPEN, APRIL LINDSAY	19736 / 2558	2022 / 1238
BE	1860146265	EXPERIENCEONE HOMES LLC	17509 / 1101	2021 / 121

LEGEND:
- RESIDENTIAL SINGLE FAMILY
- OPEN SPACE
- EXISTING WETLANDS UNDISTURBED
- EXISTING ENVIRONMENTAL UNDISTURBED
- COMMERCIAL

NC RE-ZONED AREAS POST R/W RESERVATION

RESIDENTIAL AREA	75.832	AC
COMMERCIAL AREA	2.457	AC
COMMERCIAL AREA	22.834	AC
TOTAL AREA TO BE REZONED	**101.123**	**AC**
TOTAL COMMERCIAL AREA	25.291	AC
COMMERCIAL PERCENTAGE	25.01%	



RESIDENTIAL LINE TABLE

LINE #	LENGTH	DIRECTION
L1	273.29'	N21° 35' 45"E
L2	288.95'	N68° 25' 12"W
L3	485.08'	N68° 36' 29"W
L4	56.53'	N68° 30' 35"W
L5	442.49'	N68° 23' 19"W
L6	62.94'	N66° 45' 05"W
L7	493.27'	S66° 17' 31"W
L8	120.37'	S66° 17' 31"W
L9	139.83'	S29° 02' 26"W
L10	62.39'	S27° 04' 26"W
L11	85.05'	S22° 30' 36"E
L12	82.65'	S35° 17' 49"W
L13	77.79'	S66° 41' 13"W
L14	119.64'	S30° 41' 32"W
L15	48.52'	S70° 24' 48"W
L16	58.77'	S07° 59' 45"W
L17	84.46'	S38° 16' 44"W
L18	44.78'	S19° 10' 58"W
L19	26.68'	S76° 49' 28"W
L20	63.59'	S27° 16' 11"W

RESIDENTIAL LINE TABLE

LINE #	LENGTH	DIRECTION
L21	35.70'	S05° 25' 37"E
L22	53.96'	S35° 40' 08"W
L23	31.53'	S20° 09' 38"W
L24	35.88'	S56° 19' 27"W
L25	82.48'	S15° 56' 39"W
L26	47.18'	S54° 15' 58"E
L27	86.56'	S03° 11' 49"E
L28	47.68'	S27° 21' 06"E
L29	29.73'	S15° 39' 43"W
L30	12.33'	S44° 18' 30"W
L31	325.02'	S02° 18' 54"E
L32	92.70'	S89° 08' 31"E
L33	398.59'	S89° 22' 03"E
L34	80.37'	S89° 22' 03"E
L35	80.29'	S89° 22' 03"E
L36	265.88'	S89° 22' 03"E
L37	50.09'	S89° 29' 05"E
L38	202.94'	S89° 21' 30"E
L39	225.20'	S89° 21' 30"E
L40	77.18'	S89° 21' 30"E

RESIDENTIAL LINE TABLE

LINE #	LENGTH	DIRECTION
L41	821.67'	S89° 05' 43"E
L42	395.14'	N20° 51' 04"E
L43	421.22'	N22° 11' 38"E
L44	28.27'	N22° 49' 54"W
L45	464.36'	N67° 51' 27"W

COMMERCIAL LINE TABLE

LINE #	LENGTH	DIRECTION
L46	196.54'	N05° 20' 11"E
L47	133.48'	N69° 23' 18"W
L48	248.70'	N68° 22' 23"W
L49	182.39'	N68° 12' 44"W
L50	200.40'	N68° 31' 07"W
L51	308.80'	N68° 30' 12"W
L52	210.04'	N68° 26' 44"W
L53	273.29'	S21° 35' 45"W
L54	464.36'	S67° 51' 27"E
L55	28.27'	S22° 49' 54"E
L56	421.22'	S22° 11' 38"W
L57	395.14'	S20° 51' 04"W
L58	353.08'	S89° 03' 29"E
L59	69.22'	S88° 46' 48"E
L60	51.37'	S89° 20' 02"E
L61	180.15'	S89° 03' 25"E
L62	160.72'	S89° 04' 00"E
L63	76.42'	S88° 46' 32"E
L64	79.04'	S89° 02' 22"E
L65	74.04'	S88° 59' 25"E

COMMERCIAL LINE TABLE

LINE #	LENGTH	DIRECTION
L66	50.72'	S88° 59' 26"E
L67	82.97'	N00° 26' 49"W
L68	135.31'	N02° 54' 54"E
L69	80.91'	N05° 27' 34"E
L70	124.62'	N05° 58' 10"E
L71	145.41'	N05° 35' 13"E
L72	241.40'	N64° 34' 13"W
L73	161.80'	S40° 39' 22"W
L74	288.49'	S17° 27' 54"E
L75	493.27'	N66° 17' 31"E
L76	53.36'	N66° 45' 05"W
L77	181.90'	N65° 41' 26"W

REV #	DATE	DESCRIPTION
1	01.31.2025	TOR REZ COMMENTS 1: 01.06.2025

N

NAD 83 / NSRS 2011

SCALE 1"=150'

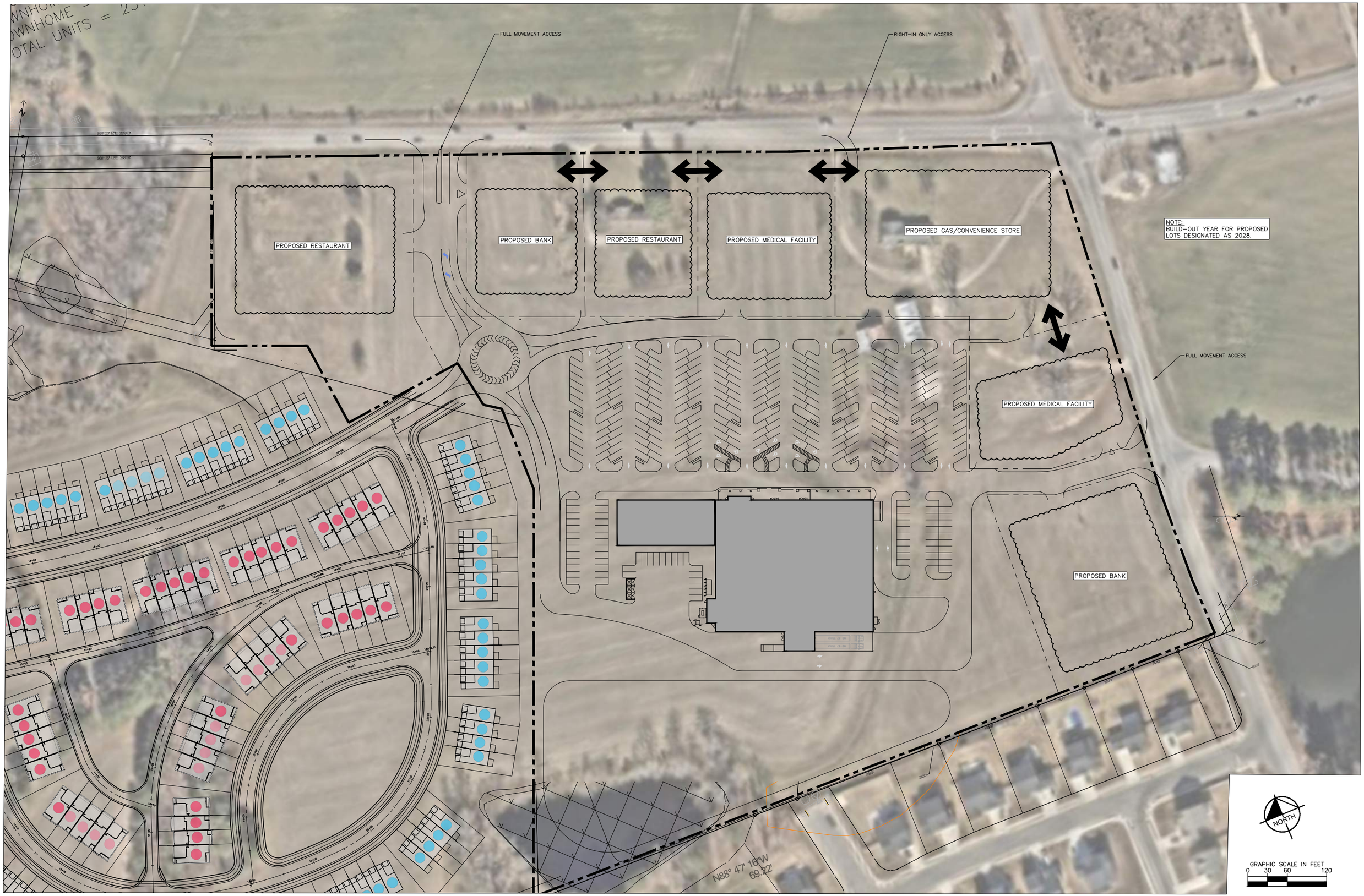
0 150' 300'

THALES/WAIT AVENUE REZONING EXHIBIT
REZ-24-05

WAKE COUNTY

BCSC
BATEMAN CIVIL SURVEY COMPANY

P:\2024 Projects\240831 Wait_Avenue_Thales E1 ENG\DWG\Sheets\P240831_C200_SITE.dwg


FULL MOVEMENT ACCESS
RIGHT-IN ONLY ACCESS
PROPOSED RESTAURANT
PROPOSED BANK
PROPOSED RESTAURANT
PROPOSED MEDICAL FACILITY
PROPOSED GAS/CONVENIENCE STORE
NOTE:
BUILD-OUT YEAR FOR PROPOSED LOTS DESIGNATED AS 2028.
FULL MOVEMENT ACCESS
PROPOSED MEDICAL FACILITY
PROPOSED BANK
N88° 47' 16"W
69.22'
NORTH
GRAPHIC SCALE IN FEET
0 30 60 120

HISTORICAL TRAFFIC GROWTH RATE

Year	Averette Road SR 1945 Station #: 0920001280	Old Pearce Road SR 2055 Station #: 0920000142	Wait Avenue NC 98 Station #: 0920001875	Wait Avenue NC 98 Station #: 0920000521
2011	4600	670	9800	12000
2012				
2013	2700	710		13000
2014				
2015	3,000	900		17000
2016				
2017	3,300			15000
2018				
2019	3,600		12500	17500
2020				15000
2021	3600		6900	18000
2022				
2023		1200	13000	19500
2013-2021	3.66%			
2011-2023		4.98%	2.4%	4.1%

3.8%
Average Growth Rate
between Count Stations

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	REZ-24-05	**Organization:**	DRMP
Project Location:	Rolesville, NC	**Performed By:**	LK
Scenario Description:		**Date:**	2/11/2025
Analysis Year:		**Checked By:**	AE
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821/945	84.6k/5k	SF, SF	582	326	256
Restaurant				0		
Cinema/Entertainment				0		
Residential	210	300	DU	202	51	151
Hotel				0		
All Other Land Uses[2]	151	107k	SF	10	6	4
				794	383	411

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.10	0%	0%	1.10	0%	0%
Retail	1.10	0%	0%	1.10	0%	0%
Restaurant	1.10	0%	0%	1.10	0%	0%
Cinema/Entertainment	1.10	0%	0%	1.10	0%	0%
Residential	1.10	0%	0%	1.10	0%	0%
Hotel	1.10	0%	0%	1.10	0%	0%
All Other Land Uses[2]	1.10	0%	0%	1.10	0%	0%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	1	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	2	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	874	422	452
Internal Capture Percentage	1%	1%	1%
External Vehicle-Trips[5]	789	381	408
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	1%	0%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	1%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Project Name:	REZ-24-05
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.10	0	0	1.10	0	0
Retail	1.10	326	359	1.10	256	282
Restaurant	1.10	0	0	1.10	0	0
Cinema/Entertainment	1.10	0	0	1.10	0	0
Residential	1.10	51	56	1.10	151	166
Hotel	1.10	0	0	1.10	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	82		37	0	39	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	3	2	33	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		115	0	0	0	0
Retail	0		0	0	1	0
Restaurant	0	29		0	3	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	61	0	0		0
Hotel	0	14	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	2	357	359	325	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	55	56	50	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	7	7	6	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	1	281	282	255	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	164	166	149	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	4	4	4	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	REZ-24-05	**Organization:**	DRMP
Project Location:	Rolesville, NC	**Performed By:**	LK
Scenario Description:		**Date:**	2/11/2025
Analysis Year:		**Checked By:**	AE
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	821/945	84.6k/5k	SF, SF	1,041	505	536
Restaurant				0		
Cinema/Entertainment				0		
Residential	210	300	DU	279	176	103
Hotel				0		
All Other Land Uses[2]	151	107k	SF	16	8	8
				1,336	689	647

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.10	0%	0%	1.10	0%	0%
Retail	1.10	0%	0%	1.10	0%	0%
Restaurant	1.10	0%	0%	1.10	0%	0%
Cinema/Entertainment	1.10	0%	0%	1.10	0%	0%
Residential	1.10	0%	0%	1.10	0%	0%
Hotel	1.10	0%	0%	1.10	0%	0%
All Other Land Uses[2]	1.10	0%	0%	1.10	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		2000	2000		2000	
Retail					2000	
Restaurant					2000	
Cinema/Entertainment					2000	
Residential		2000	2000			
Hotel					2000	

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	89	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	15	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,471	759	712
Internal Capture Percentage	14%	14%	15%
External Vehicle-Trips[5]	1,147	595	552
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	3%	15%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	46%	13%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Project Name:	REZ-24-05
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.10	0	0	1.10	0	0
Retail	1.10	505	556	1.10	536	590
Restaurant	1.10	0	0	1.10	0	0
Cinema/Entertainment	1.10	0	0	1.10	0	0
Residential	1.10	176	194	1.10	103	113
Hotel	1.10	0	0	1.10	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	12		171	24	97	30
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	5	15	8	0		3
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		14	0	0	8	0
Retail	0		0	0	89	0
Restaurant	0	278		0	31	0
Cinema/Entertainment	0	22	0		8	0
Residential	0	18	0	0		0
Hotel	0	11	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	15	541	556	492	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	89	105	194	95	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	9	9	8	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

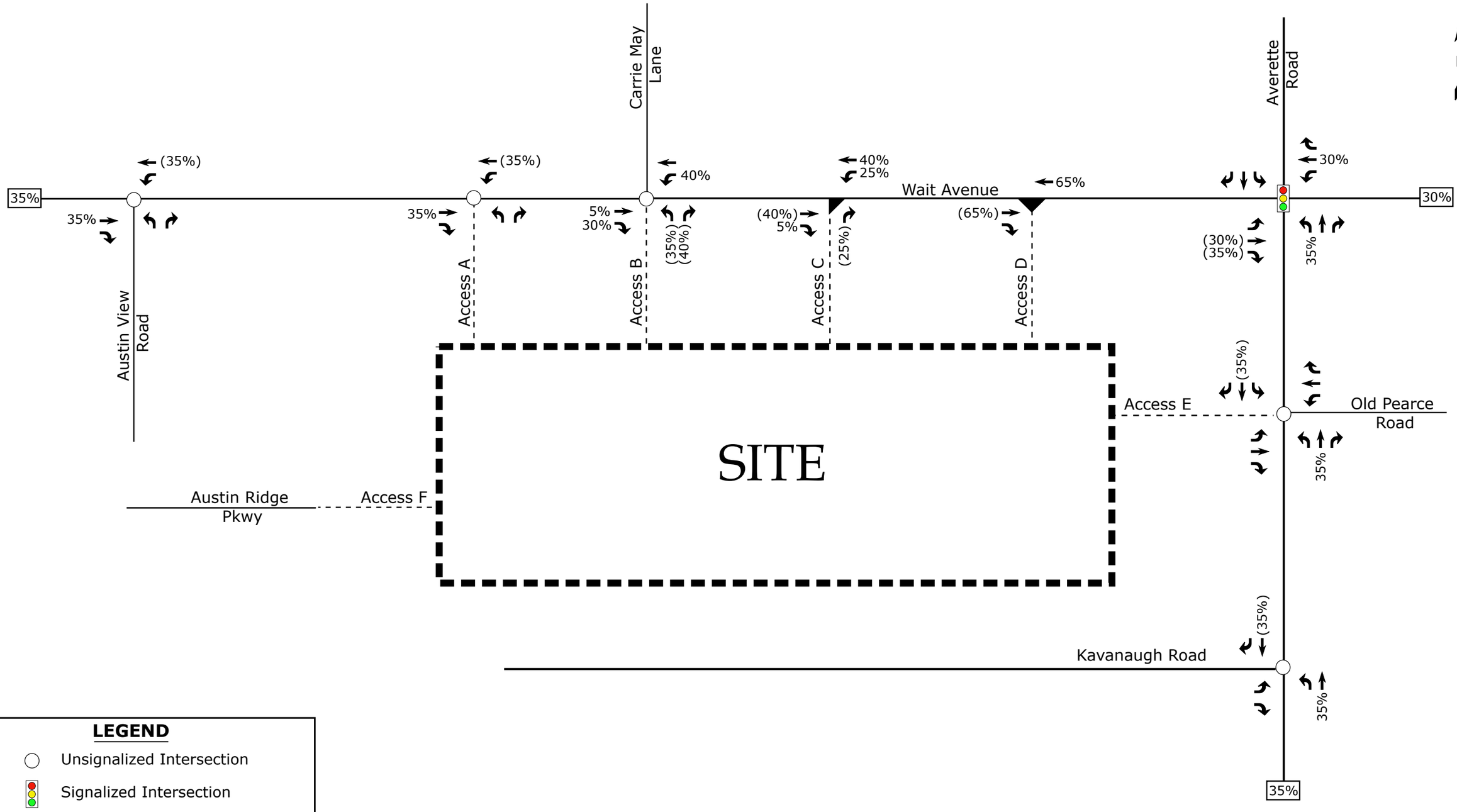
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	89	501	590	455	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	15	98	113	89	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	9	9	8	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

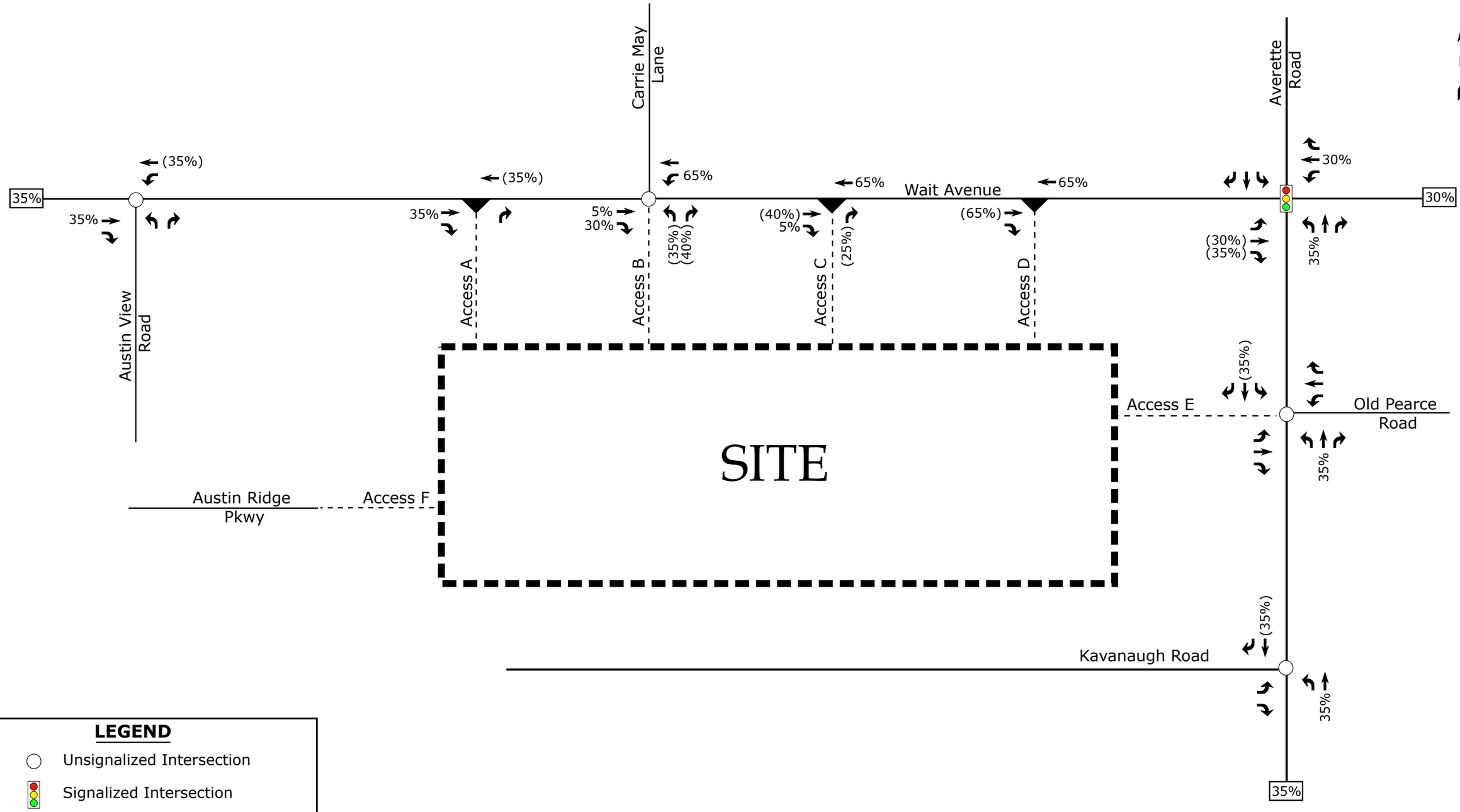


LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Right-In/Right-Out Intersection
- X% → Entering Trip Distribution
- (Y%) → Exiting Trip Distribution
- XX% Regional Trip Distribution

Note: Under Scenario 1, Access A will be considered a full-movement driveway.

DRMP	Wait Avenue Mixed-Use Rolesville, NC	Residential Site Trip Distribution Scenario-1
		Scale: Not to Scale

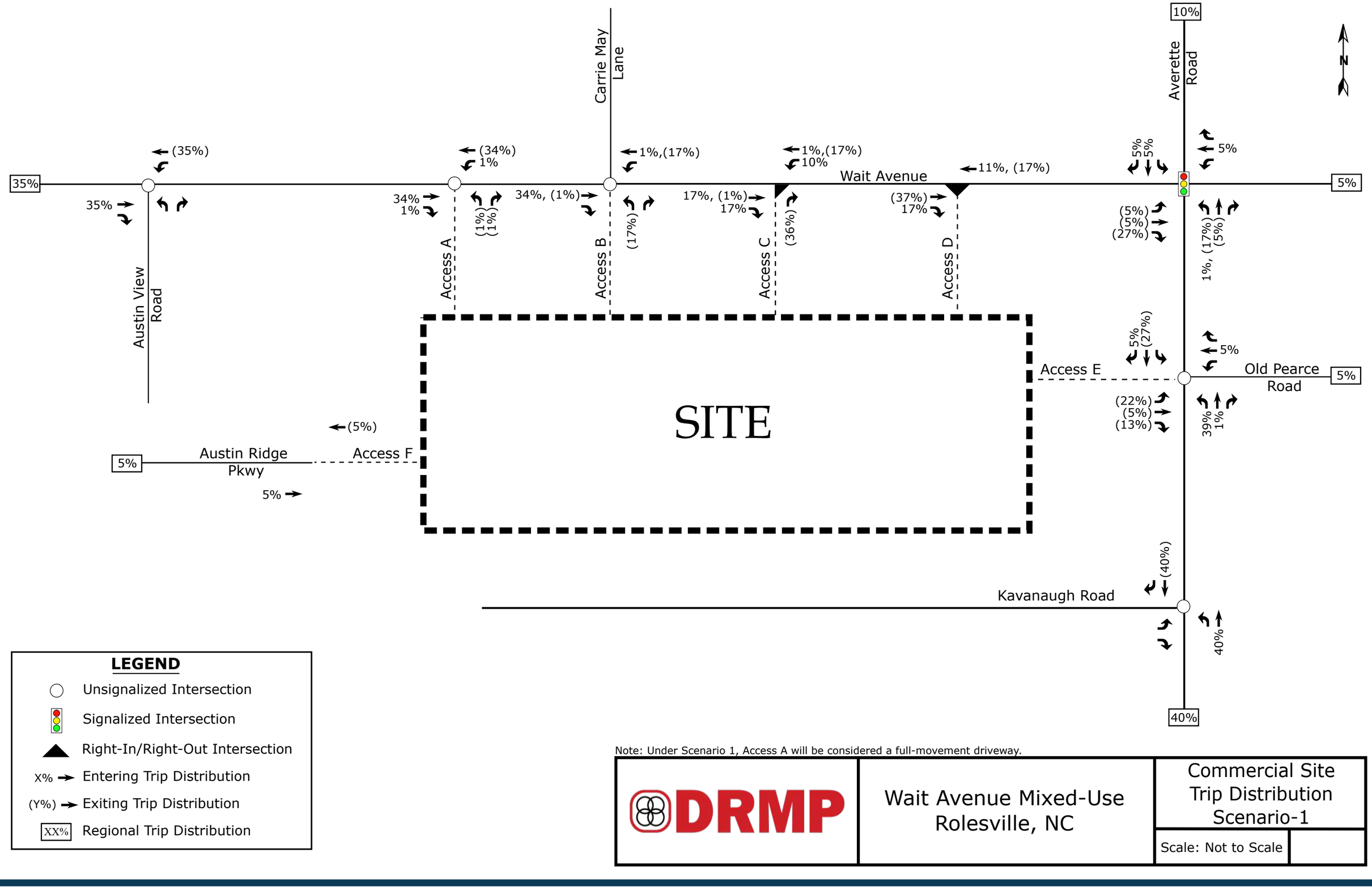


LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Right-In/Right-Out Intersection
- X% → Entering Trip Distribution
- (Y%) → Exiting Trip Distribution
- XX% Regional Trip Distribution

Note: In Scenario 2, Access A will be analyzed as a right-in/right-out access point

DRMP	Wait Avenue Mixed-Use Rolesville, NC	Residential Site Trip Distribution Scenario-2
		Scale: Not to Scale

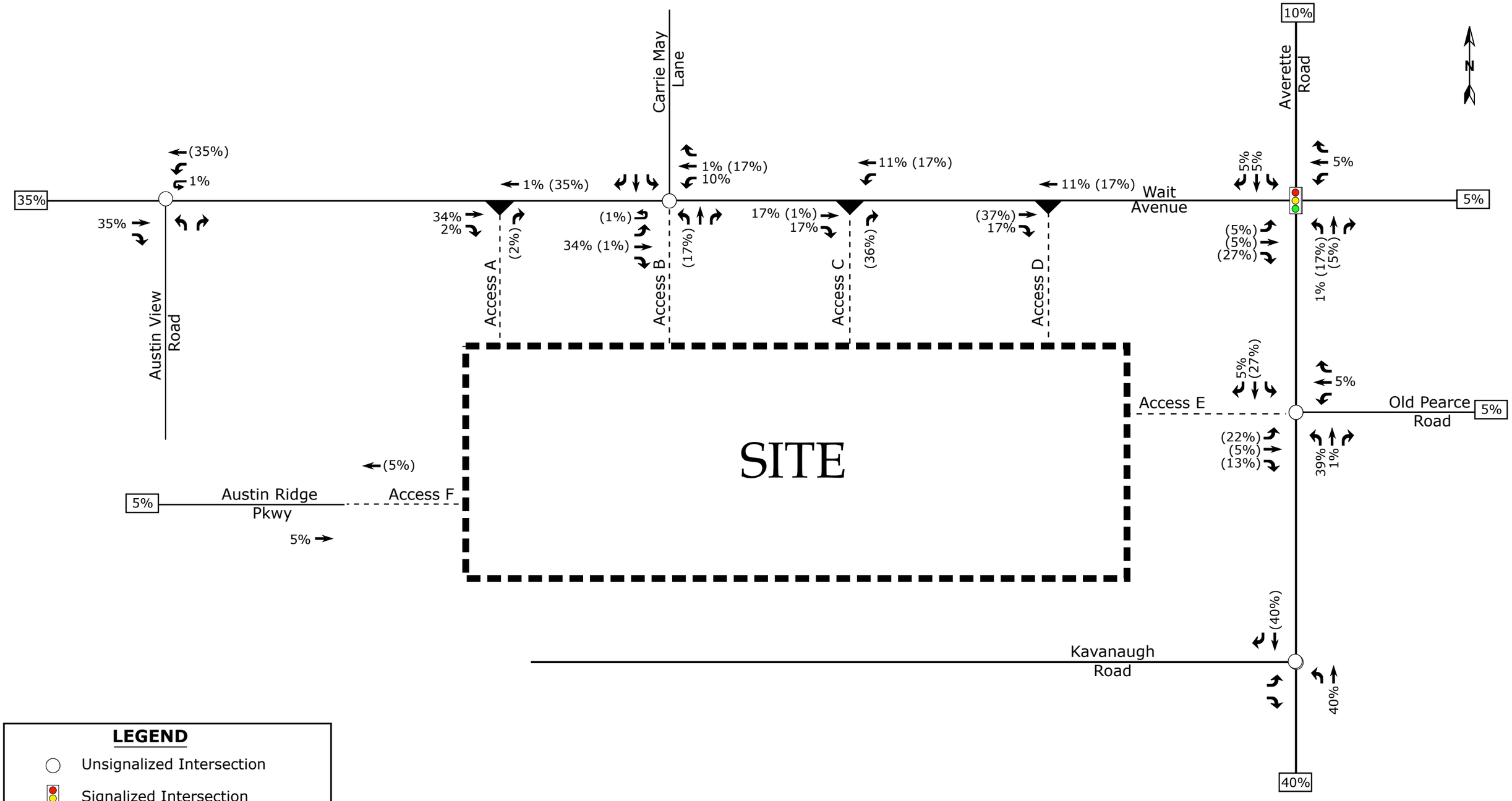


LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Right-In/Right-Out Intersection
- X% → Entering Trip Distribution
- (Y%) → Exiting Trip Distribution
- XX% Regional Trip Distribution

Note: Under Scenario 1, Access A will be considered a full-movement driveway.

DRMP	Wait Avenue Mixed-Use Rolesville, NC	Commercial Site Trip Distribution Scenario-1
		Scale: Not to Scale



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Right-In/Right-Out Intersection
- X% → Entering Trip Distribution
- (Y%) → Exiting Trip Distribution
- XX% Regional Trip Distribution

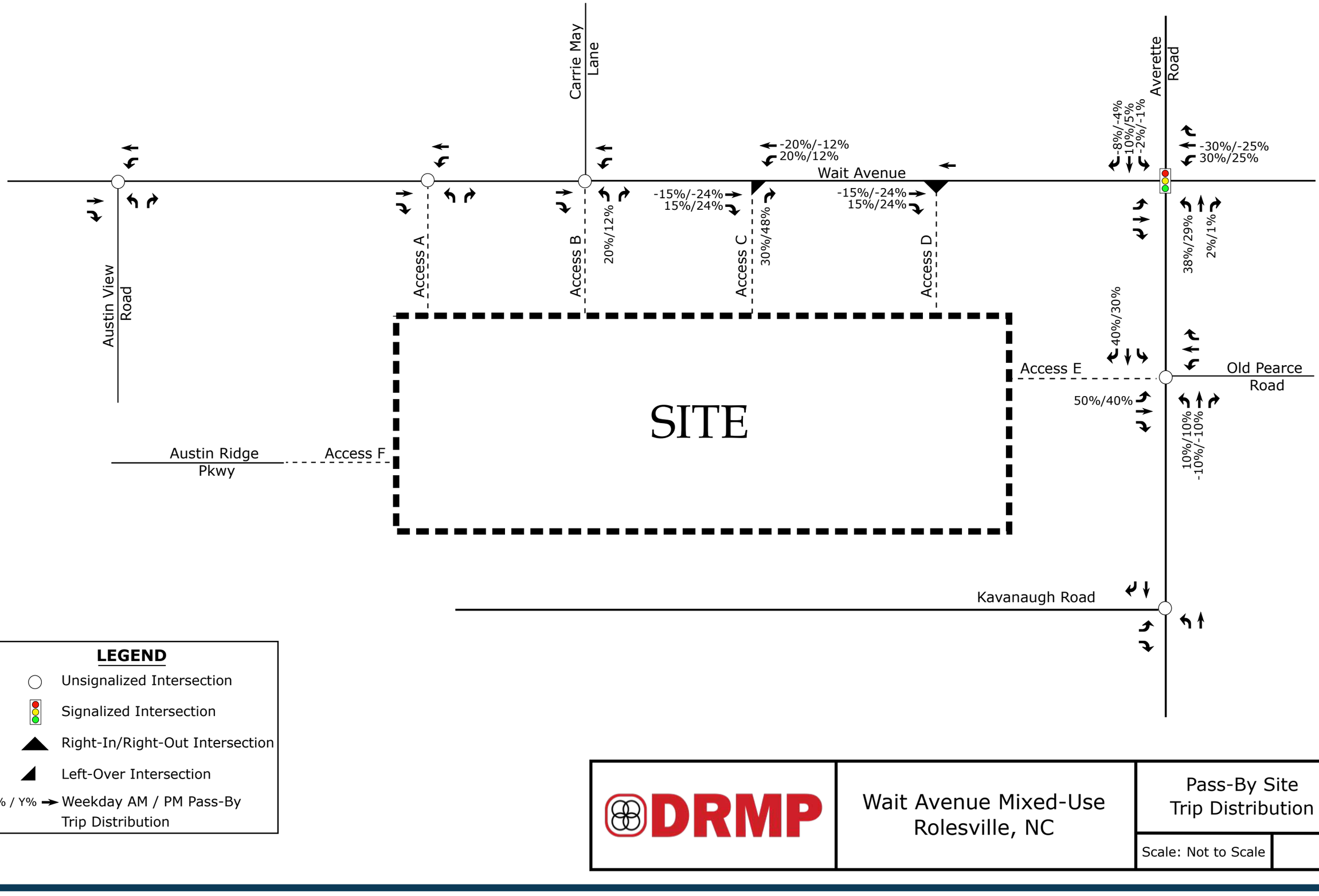
Note: In Scenario 2, Access A will be analyzed as a right-in/right-out access point

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

Commercial Site
Trip Distribution
Scenario-2

Scale: Not to Scale



LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Right-In/Right-Out Intersection
- Left-Over Intersection
- X% / Y% → Weekday AM / PM Pass-By Trip Distribution

DRMP

Wait Avenue Mixed-Use
Rolesville, NC

Pass-By Site
Trip Distribution

Scale: Not to Scale

APPENDIX B

TRAFFIC COUNTS

National Data & Surveying Services

Intersection Turning Movement Count

Location: Austin View Blvd & Wait Ave/SR 98
City: Wake Forest
Control: 1-Way Stop(NB)

Project ID: 25-160032-001
Date: 5/7/2025

Data - Total

NS/EW Streets:	Austin View Blvd				Austin View Blvd				Wait Ave/SR 98				Wait Ave/SR 98				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	28	0	6	0	0	0	0	0	0	129	5	0	0	233	0	0	401
7:15 AM	13	0	10	0	0	0	0	0	0	133	7	0	0	262	0	0	425
7:30 AM	11	0	10	1	0	0	0	0	0	142	11	0	3	252	0	0	430
7:45 AM	10	0	6	0	0	0	0	0	0	129	8	0	6	224	0	0	383
8:00 AM	9	0	11	0	0	0	0	0	0	110	4	0	7	186	0	0	327
8:15 AM	15	0	6	0	0	0	0	0	0	108	9	0	2	188	0	0	328
8:30 AM	14	0	11	0	0	0	0	0	0	110	10	0	4	214	0	0	363
8:45 AM	13	0	4	0	0	0	0	0	0	115	6	0	3	223	0	0	364
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	113	0	64	1	0	0	0	0	0	976	60	0	25	1782	0	0	3021
APPROACH %'s :	63.48%	0.00%	35.96%	0.56%					0.00%	94.21%	5.79%	0.00%	1.38%	98.62%	0.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	62	0	32	1	0	0	0	0	0	533	31	0	9	971	0	0	1639
PEAK HR FACTOR :	0.554	0.000	0.800	0.250	0.000	0.000	0.000	0.000	0.000	0.938	0.705	0.000	0.375	0.927	0.000	0.000	0.953
	0.699								0.922				0.935				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	10	0	5	0	0	0	0	0	0	197	18	0	13	127	0	0	370
4:15 PM	8	0	1	0	0	0	0	0	0	210	20	0	7	143	0	0	389
4:30 PM	12	0	3	0	0	0	0	0	0	191	15	0	9	162	0	0	392
4:45 PM	7	0	6	1	0	0	0	0	0	229	10	0	6	153	0	0	412
5:00 PM	12	0	5	0	0	0	0	0	0	199	18	0	8	153	0	0	395
5:15 PM	11	0	11	0	0	0	0	0	0	234	16	0	7	189	0	0	468
5:30 PM	5	0	4	1	0	0	0	0	0	179	20	0	5	159	0	0	373
5:45 PM	5	0	10	0	0	0	0	0	0	195	20	0	9	142	0	0	381
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	70	0	45	2	0	0	0	0	0	1634	137	0	64	1228	0	0	3180
APPROACH %'s :	59.83%	0.00%	38.46%	1.71%					0.00%	92.26%	7.74%	0.00%	4.95%	95.05%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	42	0	25	1	0	0	0	0	0	853	59	0	30	657	0	0	1667
PEAK HR FACTOR :	0.875	0.000	0.568	0.250	0.000	0.000	0.000	0.000	0.000	0.911	0.819	0.000	0.833	0.869	0.000	0.000	0.890
	0.773								0.912				0.876				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Austin View Blvd & Wait Ave/SR 98
City: Wake Forest
Control: 1-Way Stop(NB)

Project ID: 25-160032-001
Date: 5/7/2025

Data - Cars

NS/EW Streets:	Austin View Blvd				Austin View Blvd				Wait Ave/SR 98				Wait Ave/SR 98				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	28	0	6	0	0	0	0	0	0	124	5	0	0	227	0	0	390
7:15 AM	13	0	10	0	0	0	0	0	0	128	6	0	0	249	0	0	406
7:30 AM	10	0	10	1	0	0	0	0	0	134	11	0	3	245	0	0	414
7:45 AM	10	0	5	0	0	0	0	0	0	122	7	0	5	220	0	0	369
8:00 AM	9	0	10	0	0	0	0	0	0	103	3	0	7	178	0	0	310
8:15 AM	15	0	6	0	0	0	0	0	0	103	9	0	2	186	0	0	321
8:30 AM	14	0	11	0	0	0	0	0	0	108	10	0	3	207	0	0	353
8:45 AM	12	0	4	0	0	0	0	0	0	112	6	0	1	214	0	0	349
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	111	0	62	1	0	0	0	0	0	934	57	0	21	1726	0	0	2912
APPROACH %'s :	63.79%	0.00%	35.63%	0.57%					0.00%	94.25%	5.75%	0.00%	1.20%	98.80%	0.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	61	0	31	1	0	0	0	0	0	508	29	0	8	941	0	0	1579
PEAK HR FACTOR :	0.545	0.000	0.775	0.250	0.000	0.000	0.000	0.000	0.000	0.948	0.659	0.000	0.400	0.945	0.000	0.000	0.954
	0.684								0.926				0.953				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	10	0	4	0	0	0	0	0	0	191	16	0	13	120	0	0	354
4:15 PM	7	0	0	0	0	0	0	0	0	204	20	0	7	141	0	0	379
4:30 PM	10	0	3	0	0	0	0	0	0	184	15	0	9	160	0	0	381
4:45 PM	7	0	6	1	0	0	0	0	0	224	10	0	6	151	0	0	405
5:00 PM	11	0	5	0	0	0	0	0	0	194	18	0	7	148	0	0	383
5:15 PM	11	0	11	0	0	0	0	0	0	231	16	0	7	185	0	0	461
5:30 PM	5	0	4	1	0	0	0	0	0	175	20	0	4	157	0	0	366
5:45 PM	5	0	10	0	0	0	0	0	0	184	20	0	9	142	0	0	370
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	66	0	43	2	0	0	0	0	0	1587	135	0	62	1204	0	0	3099
APPROACH %'s :	59.46%	0.00%	38.74%	1.80%					0.00%	92.16%	7.84%	0.00%	4.90%	95.10%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	39	0	25	1	0	0	0	0	0	833	59	0	29	644	0	0	1630
PEAK HR FACTOR :	0.886	0.000	0.568	0.250	0.000	0.000	0.000	0.000	0.000	0.902	0.819	0.000	0.806	0.870	0.000	0.000	0.884
	0.739								0.903				0.876				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Austin View Blvd & Wait Ave/SR 98
City: Wake Forest
Control: 1-Way Stop(NB)

Project ID: 25-160032-001
Date: 5/7/2025

Data - HT

NS/EW Streets:	Austin View Blvd				Austin View Blvd				Wait Ave/SR 98				Wait Ave/SR 98				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	6	0	0	11
7:15 AM	0	0	0	0	0	0	0	0	0	5	1	0	0	13	0	0	19
7:30 AM	1	0	0	0	0	0	0	0	0	8	0	0	0	7	0	0	16
7:45 AM	0	0	1	0	0	0	0	0	0	7	1	0	1	4	0	0	14
8:00 AM	0	0	1	0	0	0	0	0	0	7	1	0	0	8	0	0	17
8:15 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	1	7	0	0	10
8:45 AM	1	0	0	0	0	0	0	0	0	3	0	0	2	9	0	0	15
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	2	0	0	0	0	0	0	42	3	0	4	56	0	0	109
APPROACH %'s :	50.00%	0.00%	50.00%	0.00%					0.00%	93.33%	6.67%	0.00%	6.67%	93.33%	0.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	1	0	1	0	0	0	0	0	0	25	2	0	1	30	0	0	60
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.781	0.500	0.000	0.250	0.577	0.000	0.000	0.789
	0.500								0.844				0.596				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	1	0	0	0	0	0	0	6	2	0	0	7	0	0	16
4:15 PM	1	0	1	0	0	0	0	0	0	6	0	0	0	2	0	0	10
4:30 PM	2	0	0	0	0	0	0	0	0	7	0	0	0	2	0	0	11
4:45 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7
5:00 PM	1	0	0	0	0	0	0	0	0	5	0	0	1	5	0	0	12
5:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	7
5:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	1	2	0	0	7
5:45 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	0	2	0	0	0	0	0	0	47	2	0	2	24	0	0	81
APPROACH %'s :	66.67%	0.00%	33.33%	0.00%					0.00%	95.92%	4.08%	0.00%	7.69%	92.31%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	3	0	0	0	0	0	0	0	0	20	0	0	1	13	0	0	37
PEAK HR FACTOR :	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.714	0.000	0.000	0.250	0.650	0.000	0.000	0.771
	0.375								0.714				0.583				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Austin View Blvd & Wait Ave/SR 98
City: Wake Forest
Control: 1-Way Stop(NB)

Project ID: 25-160032-001
Date: 5/7/2025

Data - Bikes

NS/EW Streets:	Austin View Blvd				Austin View Blvd				Wait Ave/SR 98				Wait Ave/SR 98				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Austin View Blvd & Wait Ave/SR 98
City: Wake Forest

Project ID: 25-160032-001
Date: 5/7/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Austin View Blvd		Austin View Blvd		Wait Ave/SR 98		Wait Ave/SR 98		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:00 AM - 08:00 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Austin View Blvd & Wait Ave/SR 98

Peak Hour Turning Movement Count

ID: 25-160032-001
City: Wake Forest

Day: Wednesday
Date: 5/7/2025

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

Austin View Blvd

SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Wait Ave/SR 98)

AM	NOON	PM	
1033	0	699	⇦
0	0	0	↶ 0
0	0	0	↱ 0
533	0	853	→ 1
31	0	59	↴ 1

WESTBOUND (Wait Ave/SR 98)

PM	NOON	AM	
0	0	0	0 ↰
657	0	971	1 ←
30	0	9	1 ↰
0	0	0	0 ↰
878	0	565	⇨

CONTROL

1-Way Stop(NB)

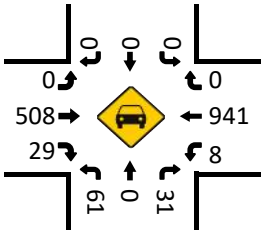
TEV	1639 AM	0 NOON	1667 PM
PHF	0.95		0.89

	0	0	1	0	
PM	90	1	42	0	25 PM
NOON	0	0	0	0	0 NOON
AM	41	1	62	0	32 AM

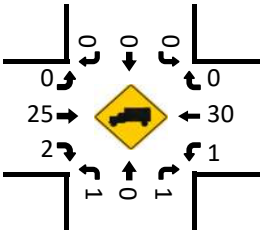
NORTHBOUND

Austin View Blvd

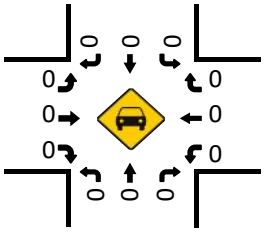
Cars (AM)



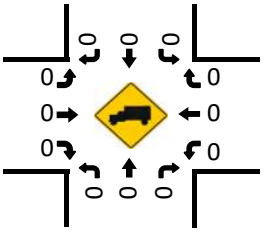
HT (AM)



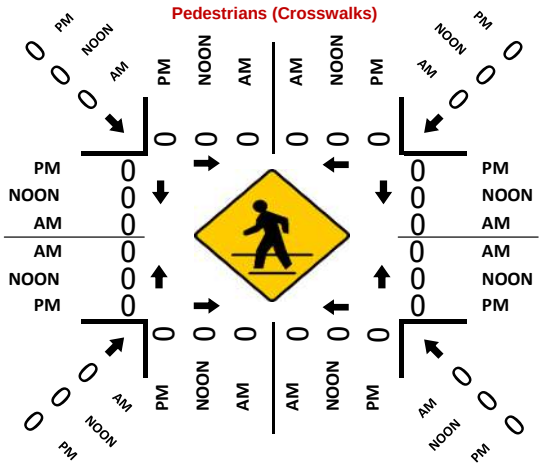
Cars (NOON)



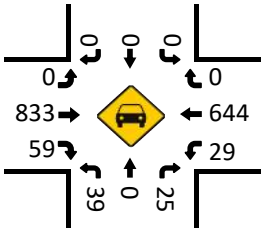
HT (NOON)



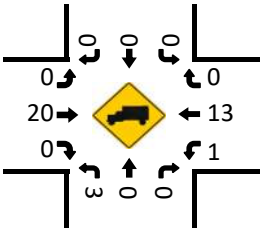
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 25-160032-001
Location: Austin View Blvd & Wait Ave/SR 98
City: Wake Forest

Day: Wednesday
Date: 5/7/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Austin View Blvd Northbound						Austin View Blvd Southbound						Wait Ave/SR 98 Eastbound						Wait Ave/SR 98 Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	28	0	6	0	0	34	0	0	0	0	0	0	0	129	5	0	0	134	0	233	0	0	0	233	401
7:15 AM	13	0	10	0	0	23	0	0	0	0	0	0	0	133	7	0	0	140	0	262	0	0	0	262	425
7:30 AM	11	0	10	1	0	22	0	0	0	0	0	0	0	142	11	0	0	153	3	252	0	0	0	255	430
7:45 AM	10	0	6	0	0	16	0	0	0	0	0	0	0	129	8	0	0	137	6	224	0	0	0	230	383
Total	62	0	32	1	0	95	0	0	0	0	0	0	0	533	31	0	0	564	9	971	0	0	0	980	1639
8:00 AM	9	0	11	0	0	20	0	0	0	0	0	0	0	110	4	0	0	114	7	186	0	0	0	193	327
8:15 AM	15	0	6	0	0	21	0	0	0	0	0	0	0	108	9	0	0	117	2	188	0	0	0	190	328
8:30 AM	14	0	11	0	0	25	0	0	0	0	0	0	0	110	10	0	0	120	4	214	0	0	0	218	363
8:45 AM	13	0	4	0	0	17	0	0	0	0	0	0	0	115	6	0	0	121	3	223	0	0	0	226	364
Total	51	0	32	0	0	83	0	0	0	0	0	0	0	443	29	0	0	472	16	811	0	0	0	827	1382
BREAK																									
4:00 PM	10	0	5	0	0	15	0	0	0	0	0	0	0	197	18	0	0	215	13	127	0	0	0	140	370
4:15 PM	8	0	1	0	0	9	0	0	0	0	0	0	0	210	20	0	0	230	7	143	0	0	0	150	389
4:30 PM	12	0	3	0	0	15	0	0	0	0	0	0	0	191	15	0	0	206	9	162	0	0	0	171	392
4:45 PM	7	0	6	1	0	14	0	0	0	0	0	0	0	229	10	0	0	239	6	153	0	0	0	159	412
Total	37	0	15	1	0	53	0	0	0	0	0	0	0	827	63	0	0	890	35	585	0	0	0	620	1563
5:00 PM	12	0	5	0	0	17	0	0	0	0	0	0	0	199	18	0	0	217	8	153	0	0	0	161	395
5:15 PM	11	0	11	0	0	22	0	0	0	0	0	0	0	234	16	0	0	250	7	189	0	0	0	196	468
5:30 PM	5	0	4	1	0	10	0	0	0	0	0	0	0	179	20	0	0	199	5	159	0	0	0	164	373
5:45 PM	5	0	10	0	0	15	0	0	0	0	0	0	0	195	20	0	0	215	9	142	0	0	0	151	381
Total	33	0	30	1	0	64	0	0	0	0	0	0	0	807	74	0	0	881	29	643	0	0	0	672	1617
Grand Total	183	0	109	3	0	295	0	0	0	0	0	0	0	2610	197	0	0	2807	89	3010	0	0	0	3099	6201
Apprch %	62.0	0.0	36.9	1.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	93.0	7.0	0.0	0.0		2.9	97.1	0.0	0.0	0.0		
Total %	3.0	0.0	1.8	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.1	3.2	0.0	0.0	45.3	1.4	48.5	0.0	0.0	0.0	50.0	
Cars, PU, Vans	177	0	105	3		285	0	0	0	0		0	0	2521	192	0		2713	83	2930	0	0		3013	6011
% Cars, PU, Vans	96.7	0.0	96.3	100.0		96.6	0.0	0.0	0.0	0.0		0.0	0.0	96.6	97.5	0.0		96.7	93.3	97.3	0.0	0.0		97.2	96.9
Heavy trucks	6	0	4	0		10	0	0	0	0		0	0	89	5	0		94	6	80	0	0		86	190
%Heavy trucks	3.3	0.0	3.7	0.0		3.4	0.0	0.0	0.0	0.0		0.0	0.0	3.4	2.5	0.0		3.3	6.7	2.7	0.0	0.0		2.8	3.1

National Data & Surveying Services

Intersection Turning Movement Count

Location: Carrie May Ln & Wait Ave/SR 98
City: Wake Forest
Control: 1-Way Stop(SB)

Project ID: 25-160032-002
Date: 5/7/2025

Data - Total

NS/EW Streets:	Carrie May Ln				Carrie May Ln				Wait Ave/SR 98				Wait Ave/SR 98				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	0	124	0	0	0	229	1	0	355
7:15 AM	0	0	0	0	0	0	2	0	1	141	0	0	0	272	1	0	417
7:30 AM	0	0	0	0	0	0	0	0	0	164	0	0	0	243	0	0	407
7:45 AM	0	0	0	0	1	0	0	0	0	136	0	0	0	229	0	0	366
8:00 AM	0	0	0	0	0	0	0	0	0	116	0	0	0	202	0	0	318
8:15 AM	0	0	0	0	1	0	1	0	0	119	0	0	0	187	0	0	308
8:30 AM	0	0	0	0	0	0	0	0	0	120	0	0	0	217	0	0	337
8:45 AM	0	0	0	0	1	0	1	0	0	109	0	0	0	222	1	0	334
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	3	0	5	0	1	1029	0	0	0	1801	3	0	2842
APPROACH %'s :					37.50%	0.00%	62.50%	0.00%	0.10%	99.90%	0.00%	0.00%	0.00%	99.83%	0.17%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	3	0	1	565	0	0	0	973	2	0	1545
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.375	0.000	0.250	0.861	0.000	0.000	0.000	0.894	0.500	0.000	0.926
					0.500				0.863				0.893				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	199	0	0	0	144	0	0	343
4:15 PM	0	0	0	0	1	0	0	0	0	217	0	0	0	154	0	0	372
4:30 PM	0	0	0	0	1	0	0	0	2	196	0	0	0	167	0	0	366
4:45 PM	0	0	0	0	2	0	2	0	1	235	0	0	0	163	0	0	403
5:00 PM	0	0	0	0	0	0	1	0	0	193	0	0	0	159	0	0	353
5:15 PM	0	0	0	0	1	0	0	0	0	243	0	0	0	192	1	0	437
5:30 PM	0	0	0	0	0	0	2	0	2	184	0	0	0	156	0	0	344
5:45 PM	0	0	0	0	2	0	0	0	1	198	0	0	0	155	2	0	358
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	7	0	5	0	6	1665	0	0	0	1290	3	0	2976
APPROACH %'s :					58.33%	0.00%	41.67%	0.00%	0.36%	99.64%	0.00%	0.00%	0.00%	99.77%	0.23%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	4	0	3	0	3	867	0	0	0	681	1	0	1559
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.375	0.000	0.375	0.892	0.000	0.000	0.000	0.887	0.250	0.000	0.892
					0.438				0.895				0.883				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Carrie May Ln & Wait Ave/SR 98
City: Wake Forest
Control: 1-Way Stop(SB)

Project ID: 25-160032-002
Date: 5/7/2025

Data - Cars

NS/EW Streets:	Carrie May Ln				Carrie May Ln				Wait Ave/SR 98				Wait Ave/SR 98				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	0	119	0	0	0	222	1	0	343
7:15 AM	0	0	0	0	0	0	2	0	1	137	0	0	0	261	1	0	402
7:30 AM	0	0	0	0	0	0	0	0	0	155	0	0	0	236	0	0	391
7:45 AM	0	0	0	0	1	0	0	0	0	128	0	0	0	225	0	0	354
8:00 AM	0	0	0	0	0	0	0	0	0	109	0	0	0	191	0	0	300
8:15 AM	0	0	0	0	1	0	1	0	0	113	0	0	0	183	0	0	298
8:30 AM	0	0	0	0	0	0	0	0	0	118	0	0	0	209	0	0	327
8:45 AM	0	0	0	0	1	0	1	0	0	105	0	0	0	212	1	0	320
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	3	0	5	0	1	984	0	0	0	1739	3	0	2735
APPROACH %'s :					37.50%	0.00%	62.50%	0.00%	0.10%	99.90%	0.00%	0.00%	0.00%	99.83%	0.17%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	3	0	1	539	0	0	0	944	2	0	1490
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.375	0.000	0.250	0.869	0.000	0.000	0.000	0.904	0.500	0.000	0.927
					0.500				0.871				0.903				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	192	0	0	0	139	0	0	331
4:15 PM	0	0	0	0	1	0	0	0	0	210	0	0	0	152	0	0	363
4:30 PM	0	0	0	0	1	0	0	0	2	189	0	0	0	163	0	0	355
4:45 PM	0	0	0	0	2	0	2	0	1	230	0	0	0	161	0	0	396
5:00 PM	0	0	0	0	0	0	1	0	0	190	0	0	0	154	0	0	345
5:15 PM	0	0	0	0	1	0	0	0	0	239	0	0	0	188	1	0	429
5:30 PM	0	0	0	0	0	0	2	0	2	181	0	0	0	153	0	0	338
5:45 PM	0	0	0	0	2	0	0	0	1	186	0	0	0	155	2	0	346
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	7	0	5	0	6	1617	0	0	0	1265	3	0	2903
APPROACH %'s :					58.33%	0.00%	41.67%	0.00%	0.37%	99.63%	0.00%	0.00%	0.00%	99.76%	0.24%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	4	0	3	0	3	848	0	0	0	666	1	0	1525
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.375	0.000	0.375	0.887	0.000	0.000	0.000	0.886	0.250	0.000	0.889
					0.438				0.890				0.882				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Carrie May Ln & Wait Ave/SR 98
City: Wake Forest
Control: 1-Way Stop(SB)

Project ID: 25-160032-002
Date: 5/7/2025

Data - HT

NS/EW Streets:	Carrie May Ln				Carrie May Ln				Wait Ave/SR 98				Wait Ave/SR 98				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	7	0	0	12
7:15 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	11	0	0	15
7:30 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	7	0	0	16
7:45 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	4	0	0	12
8:00 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	11	0	0	18
8:15 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	0	10
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	8	0	0	10
8:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	10	0	0	14
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	45	0	0	0	62	0	0	107
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	26	0	0	0	29	0	0	55
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.722	0.000	0.000	0.000	0.659	0.000	0.000	0.859
										0.722				0.659			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	5	0	0	12
4:15 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	2	0	0	9
4:30 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	4	0	0	11
4:45 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7
5:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	0	8
5:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8
5:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
5:45 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	48	0	0	0	25	0	0	73
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	19	0	0	0	15	0	0	34
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.679	0.000	0.000	0.000	0.750	0.000	0.000	0.773
										0.679				0.750			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Carrie May Ln & Wait Ave/SR 98
City: Wake Forest
Control: 1-Way Stop(SB)

Project ID: 25-160032-002
Date: 5/7/2025

Data - Bikes

NS/EW Streets:	Carrie May Ln				Carrie May Ln				Wait Ave/SR 98				Wait Ave/SR 98				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Carrie May Ln & Wait Ave/SR 98
City: Wake Forest

Project ID: 25-160032-002
Date: 5/7/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Carrie May Ln		Carrie May Ln		Wait Ave/SR 98		Wait Ave/SR 98		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	**07:00 AM - 08:00 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	**04:30 PM - 05:30 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Carrie May Ln & Wait Ave/SR 98

Peak Hour Turning Movement Count

ID: 25-160032-002
City: Wake Forest

Day: Wednesday
Date: 5/7/2025

PEAK HOURS

AM	07:00 AM - 08:00 AM
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

CONTROL: 1-Way Stop(SB)

		AM	NOON	PM
TEV	1545	0	1559	
PHF		0.93		0.89

SOUTHBOUND (Carrie May Ln)

	Left	Thru	Right	U-Turn	
AM	3	0	1	0	3
NOON	0	0	0	0	0
PM	3	0	4	0	4

EASTBOUND (Wait Ave/SR 98)

	Left	Thru	Right	U-Turn	
AM	976	0	684		
NOON	0	0	0	0	0
PM	1	0	3	0	0
AM	565	0	867	1	0
NOON	0	0	0	0	0
PM	0	0	0	0	0

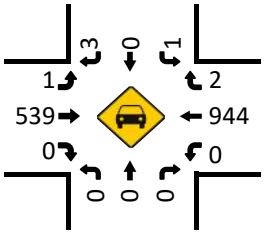
WESTBOUND (Wait Ave/SR 98)

	Left	Thru	Right	U-Turn	
PM	1	0	2	0	
NOON	681	0	973	1	0
AM	0	0	0	0	0
PM	0	0	0	0	0
NOON	871	0	566		
AM	0	0	0	0	0

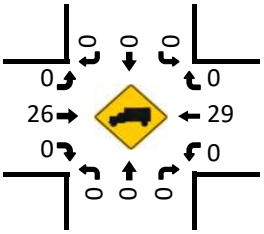
NORTHBOUND (Carrie May Ln)

	Left	Thru	Right	U-Turn	
PM	0	0	0	0	0
NOON	0	0	0	0	0
AM	0	0	0	0	0

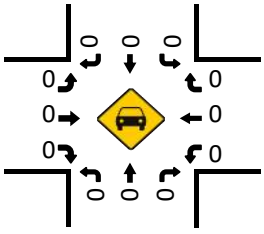
Cars (AM)



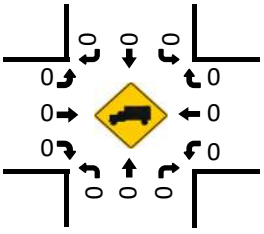
HT (AM)



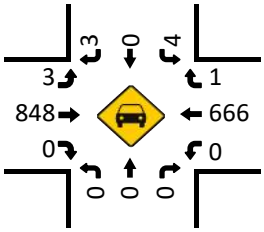
Cars (NOON)



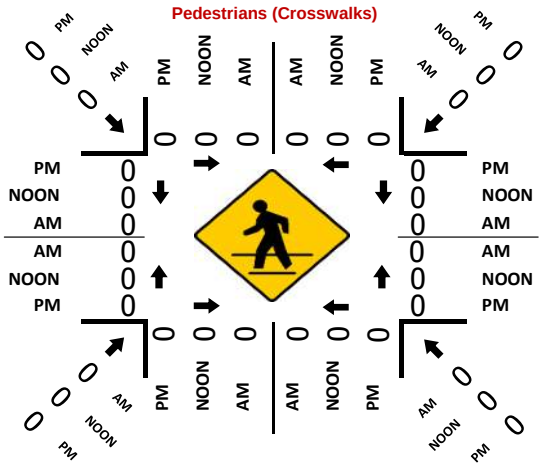
HT (NOON)



Cars (PM)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
0
0
0
0
0
0
0
0
0
0

Project ID: 25-160032-002
Location: Carrie May Ln & Wait Ave/SR 98
City: Wake Forest

Day: Wednesday
Date: 5/7/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Carrie May Ln Northbound						Carrie May Ln Southbound						Wait Ave/SR 98 Eastbound						Wait Ave/SR 98 Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	124	0	0	0	124	0	229	1	0	0	230	355
7:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	1	141	0	0	0	142	0	272	1	0	0	273	417
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	164	0	0	0	164	0	243	0	0	0	243	407
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	136	0	0	0	136	0	229	0	0	0	229	366
Total	0	0	0	0	0	0	1	0	3	0	0	4	1	565	0	0	0	566	0	973	2	0	0	975	1545
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	116	0	0	0	116	0	202	0	0	0	202	318
8:15 AM	0	0	0	0	0	0	1	0	1	0	0	2	0	119	0	0	0	119	0	187	0	0	0	187	308
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	120	0	0	0	120	0	217	0	0	0	217	337
8:45 AM	0	0	0	0	0	0	1	0	1	0	0	2	0	109	0	0	0	109	0	222	1	0	0	223	334
Total	0	0	0	0	0	0	2	0	2	0	0	4	0	464	0	0	0	464	0	828	1	0	0	829	1297
BREAK																									
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	199	0	0	0	199	0	144	0	0	0	144	343
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	217	0	0	0	217	0	154	0	0	0	154	372
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	1	2	196	0	0	0	198	0	167	0	0	0	167	366
4:45 PM	0	0	0	0	0	0	2	0	2	0	0	4	1	235	0	0	0	236	0	163	0	0	0	163	403
Total	0	0	0	0	0	0	4	0	2	0	0	6	3	847	0	0	0	850	0	628	0	0	0	628	1484
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	193	0	0	0	193	0	159	0	0	0	159	353
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	243	0	0	0	243	0	192	1	0	0	193	437
5:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	2	184	0	0	0	186	0	156	0	0	0	156	344
5:45 PM	0	0	0	0	0	0	2	0	0	0	0	2	1	198	0	0	0	199	0	155	2	0	0	157	358
Total	0	0	0	0	0	0	3	0	3	0	0	6	3	818	0	0	0	821	0	662	3	0	0	665	1492
Grand Total	0	0	0	0	0	0	10	0	10	0	0	20	7	2694	0	0	0	2701	0	3091	6	0	0	3097	5818
Apprch %	0.0	0.0	0.0	0.0	0.0		50.0	0.0	50.0	0.0	0.0		0.3	99.7	0.0	0.0	0.0		0.0	99.8	0.2	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.2	0.0	0.0	0.3	0.1	46.3	0.0	0.0	0.0	46.4	0.0	53.1	0.1	0.0	0.0	53.2	
Cars, PU, Vans	0	0	0	0		0	10	0	10	0		20	7	2601	0	0		2608	0	3004	6	0		3010	5638
% Cars, PU, Vans	0.0	0.0	0.0	0.0		0.0	100.0	0.0	100.0	0.0		100.0	100.0	96.5	0.0	0.0		96.6	0.0	97.2	100.0	0.0		97.2	96.9
Heavy trucks	0	0	0	0		0	0	0	0	0		0	0	93	0	0		93	0	87	0	0		87	180
%Heavy trucks	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	3.5	0.0	0.0		3.4	0.0	2.8	0.0	0.0		2.8	3.1

Project ID: 25-160032-002
Location: Carrie May Ln & Wait Ave/SR 98
City: Wake Forest

PEAK HOURS

Day: Wednesday
Date: 5/7/2025

AM

	Carrie May Ln Northbound					Carrie May Ln Southbound					Wait Ave/SR 98 Eastbound					Wait Ave/SR 98 Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	0	0	0	0	0	0	0	1	0	1	0	124	0	0	124	0	229	1	0	230	355
7:15 AM	0	0	0	0	0	0	0	2	0	2	1	141	0	0	142	0	272	1	0	273	417
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	164	0	0	164	0	243	0	0	243	407
7:45 AM	0	0	0	0	0	1	0	0	0	1	0	136	0	0	136	0	229	0	0	229	366
Total Volume	0	0	0	0	0	1	0	3	0	4	1	565	0	0	566	0	973	2	0	975	1545
% App. Total	0.0	0.0	0.0	0.0	0	25.0	0.0	75.0	0.0	100	0.2	99.8	0.0	0.0	100	0.0	99.8	0.2	0.0	100	
PHF										0.500					0.863					0.893	0.926
Cars, PU, Vans	0	0	0	0	0	1	0	3	0	4	1	539	0	0	540	0	944	2	0	946	1490
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	100.0	95.4	0.0	0.0	95.4	0.0	97.0	100.0	0.0	97.0	96.4
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	26	0	0	26	0	29	0	0	29	55
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0	4.6	0.0	3.0	0.0	0.0	3.0	3.6

PM

	Carrie May Ln Northbound					Carrie May Ln Southbound					Wait Ave/SR 98 Eastbound					Wait Ave/SR 98 Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	0	0	0	0	0	1	0	0	0	1	2	196	0	0	198	0	167	0	0	167	366
4:45 PM	0	0	0	0	0	2	0	2	0	4	1	235	0	0	236	0	163	0	0	163	403
5:00 PM	0	0	0	0	0	0	0	1	0	1	0	193	0	0	193	0	159	0	0	159	353
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	243	0	0	243	0	192	1	0	193	437
Total Volume	0	0	0	0	0	4	0	3	0	7	3	867	0	0	870	0	681	1	0	682	1559
% App. Total	0.0	0.0	0.0	0.0	0	57.1	0.0	42.9	0.0	100	0.3	99.7	0.0	0.0	100	0.0	99.9	0.1	0.0	100	
PHF										0.438					0.895					0.883	0.892
Cars, PU, Vans	0	0	0	0	0	4	0	3	0	7	3	848	0	0	851	0	666	1	0	667	1525
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	100.0	97.8	0.0	0.0	97.8	0.0	97.8	100.0	0.0	97.8	97.8
Heavy trucks	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	0	15	0	0	15	34
%Heavy trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.2	0.0	2.2	0.0	0.0	2.2	2.2

Project ID: 25-160032-001
Location: Austin View Blvd & Wait Ave/SR 98
City: Wake Forest

PEAK HOURS

Day: Wednesday
Date: 5/7/2025

AM

	Austin View Blvd Northbound					Austin View Blvd Southbound					Wait Ave/SR 98 Eastbound					Wait Ave/SR 98 Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	28	0	6	0	34	0	0	0	0	0	0	129	5	0	134	0	233	0	0	233	401
7:15 AM	13	0	10	0	23	0	0	0	0	0	0	133	7	0	140	0	262	0	0	262	425
7:30 AM	11	0	10	1	22	0	0	0	0	0	0	142	11	0	153	3	252	0	0	255	430
7:45 AM	10	0	6	0	16	0	0	0	0	0	0	129	8	0	137	6	224	0	0	230	383
Total Volume	62	0	32	1	95	0	0	0	0	0	0	533	31	0	564	9	971	0	0	980	1639
% App. Total	65.3	0.0	33.7	1.1	100	0.0	0.0	0.0	0.0	0	0.0	94.5	5.5	0.0	100	0.9	99.1	0.0	0.0	100	
PHF					0.699										0.922					0.935	0.953
Cars, PU, Vans	61	0	31	1	93	0	0	0	0	0	0	508	29	0	537	8	941	0	0	949	1579
% Cars, PU, Vans	98.4	0.0	96.9	100.0	97.9	0.0	0.0	0.0	0.0	0.0	0.0	95.3	93.5	0.0	95.2	88.9	96.9	0.0	0.0	96.8	96.3
Heavy trucks	1	0	1	0	2	0	0	0	0	0	0	25	2	0	27	1	30	0	0	31	60
%Heavy trucks	1.6	0.0	3.1	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	4.7	6.5	0.0	4.8	11.1	3.1	0.0	0.0	3.2	3.7

PM

	Austin View Blvd Northbound					Austin View Blvd Southbound					Wait Ave/SR 98 Eastbound					Wait Ave/SR 98 Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	12	0	3	0	15	0	0	0	0	0	0	191	15	0	206	9	162	0	0	171	392
4:45 PM	7	0	6	1	14	0	0	0	0	0	0	229	10	0	239	6	153	0	0	159	412
5:00 PM	12	0	5	0	17	0	0	0	0	0	0	199	18	0	217	8	153	0	0	161	395
5:15 PM	11	0	11	0	22	0	0	0	0	0	0	234	16	0	250	7	189	0	0	196	468
Total Volume	42	0	25	1	68	0	0	0	0	0	0	853	59	0	912	30	657	0	0	687	1667
% App. Total	61.8	0.0	36.8	1.5	100	0.0	0.0	0.0	0.0	0	0.0	93.5	6.5	0.0	100	4.4	95.6	0.0	0.0	100	
PHF					0.773										0.912					0.876	0.890
Cars, PU, Vans	39	0	25	1	65	0	0	0	0	0	0	833	59	0	892	29	644	0	0	673	1630
% Cars, PU, Vans	92.9	0.0	100.0	100.0	95.6	0.0	0.0	0.0	0.0	0.0	0.0	97.7	100.0	0.0	97.8	96.7	98.0	0.0	0.0	98.0	97.8
Heavy trucks	3	0	0	0	3	0	0	0	0	0	0	20	0	0	20	1	13	0	0	14	37
%Heavy trucks	7.1	0.0	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.2	3.3	2.0	0.0	0.0	2.0	2.2

National Data & Surveying Services

Intersection Turning Movement Count

Location: Averette Rd/CR 1945 & Wait Ave/SR 98
City: Wake Forest
Control: Signalized

Project ID: 25-160032-003
Date: 5/7/2025

Data - Total

NS/EW Streets:	Averette Rd/CR 1945				Averette Rd/CR 1945				Wait Ave/SR 98				Wait Ave/SR 98				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0.5	0.5	1	0	1	0.5	0.5	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	17	19	12	0	5	23	21	0	11	94	11	0	10	202	2	0	427
7:15 AM	15	13	19	0	13	26	26	0	6	119	20	0	23	226	2	0	508
7:30 AM	25	12	15	0	9	44	38	0	14	137	18	0	10	188	4	0	514
7:45 AM	10	20	13	0	5	30	27	0	15	110	14	0	11	178	1	0	434
8:00 AM	14	4	13	0	6	27	23	0	13	93	12	0	18	166	3	0	392
8:15 AM	10	8	13	0	7	18	16	0	10	104	9	0	13	166	4	0	378
8:30 AM	9	6	9	0	12	18	18	0	9	94	12	0	5	186	3	0	381
8:45 AM	17	12	11	0	3	15	25	0	13	95	10	0	8	181	7	0	397
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	117	94	105	0	60	201	194	0	91	846	106	0	98	1493	26	0	3431
APPROACH %'s :	37.03%	29.75%	33.23%	0.00%	13.19%	44.18%	42.64%	0.00%	8.72%	81.11%	10.16%	0.00%	6.06%	92.33%	1.61%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	67	64	59	0	32	123	112	0	46	460	63	0	54	794	9	0	1883
PEAK HR FACTOR :	0.670	0.800	0.776	0.000	0.615	0.699	0.737	0.000	0.767	0.839	0.788	0.000	0.587	0.878	0.563	0.000	0.916
	0.913				0.734				0.842				0.854				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0.5	0.5	1	0	1	0.5	0.5	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	22	14	21	0	0	11	9	0	16	169	18	0	7	117	6	0	410
4:15 PM	16	16	14	0	1	33	19	0	18	183	22	0	7	117	3	0	449
4:30 PM	21	20	16	0	5	14	24	0	13	155	30	0	15	117	8	0	438
4:45 PM	17	18	14	0	0	15	11	0	22	187	31	0	4	140	6	0	465
5:00 PM	18	22	15	0	4	22	19	0	27	137	26	0	8	123	1	0	422
5:15 PM	12	28	14	0	4	23	23	0	37	186	25	0	14	160	11	0	537
5:30 PM	19	18	16	0	7	21	15	0	17	156	16	0	6	123	7	0	421
5:45 PM	11	31	20	0	3	24	21	0	16	154	24	0	21	121	11	0	457
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	136	167	130	0	24	163	141	0	166	1327	192	0	82	1018	53	0	3599
APPROACH %'s :	31.41%	38.57%	30.02%	0.00%	7.32%	49.70%	42.99%	0.00%	9.85%	78.75%	11.39%	0.00%	7.11%	88.29%	4.60%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	68	88	59	0	13	74	77	0	99	665	112	0	41	540	26	0	1862
PEAK HR FACTOR :	0.810	0.786	0.922	0.000	0.650	0.804	0.802	0.000	0.669	0.889	0.903	0.000	0.683	0.844	0.591	0.000	0.867
	0.943				0.820				0.883				0.820				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Averette Rd/CR 1945 & Wait Ave/SR 98
City: Wake Forest
Control: Signalized

Project ID: 25-160032-003
Date: 5/7/2025

Data - Cars

NS/EW Streets:	Averette Rd/CR 1945				Averette Rd/CR 1945				Wait Ave/SR 98				Wait Ave/SR 98				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0.5	0.5	1	0	1	0.5	0.5	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	17	18	12	0	5	23	21	0	10	91	10	0	9	195	2	0	413
7:15 AM	13	12	17	0	13	26	26	0	6	116	19	0	23	217	2	0	490
7:30 AM	19	11	15	0	9	43	38	0	13	131	16	0	10	185	4	0	494
7:45 AM	10	20	13	0	4	30	27	0	15	105	11	0	9	175	1	0	420
8:00 AM	13	4	10	0	6	25	23	0	11	89	11	0	18	157	2	0	369
8:15 AM	10	8	10	0	7	18	16	0	9	99	9	0	10	162	4	0	362
8:30 AM	7	6	8	0	11	18	18	0	8	93	12	0	5	180	2	0	368
8:45 AM	16	9	10	0	2	15	25	0	11	93	10	0	8	172	7	0	378
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	105	88	95	0	57	198	194	0	83	817	98	0	92	1443	24	0	3294
APPROACH %'s :	36.46%	30.56%	32.99%	0.00%	12.69%	44.10%	43.21%	0.00%	8.32%	81.86%	9.82%	0.00%	5.90%	92.56%	1.54%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	59	61	57	0	31	122	112	0	44	443	56	0	51	772	9	0	1817
PEAK HR FACTOR :	0.776	0.763	0.838	0.000	0.596	0.709	0.737	0.000	0.733	0.845	0.737	0.000	0.554	0.889	0.563	0.000	0.920
	0.941				0.736				0.848				0.860				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0.5	0.5	1	0	1	0.5	0.5	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	20	14	19	0	0	10	9	0	14	163	18	0	7	113	6	0	393
4:15 PM	16	16	14	0	0	31	18	0	17	177	22	0	7	115	3	0	436
4:30 PM	21	20	16	0	4	14	23	0	12	151	28	0	14	116	6	0	425
4:45 PM	17	17	13	0	0	14	11	0	21	185	29	0	4	138	5	0	454
5:00 PM	18	20	15	0	4	21	18	0	27	135	25	0	8	117	1	0	409
5:15 PM	12	28	13	0	4	21	23	0	36	183	25	0	13	158	11	0	527
5:30 PM	19	18	16	0	6	19	13	0	16	154	16	0	6	122	7	0	412
5:45 PM	11	31	20	0	3	24	21	0	16	142	24	0	21	121	11	0	445
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	134	164	126	0	21	154	136	0	159	1290	187	0	80	1000	50	0	3501
APPROACH %'s :	31.60%	38.68%	29.72%	0.00%	6.75%	49.52%	43.73%	0.00%	9.72%	78.85%	11.43%	0.00%	7.08%	88.50%	4.42%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	68	85	57	0	12	70	75	0	96	654	107	0	39	529	23	0	1815
PEAK HR FACTOR :	0.810	0.759	0.891	0.000	0.750	0.833	0.815	0.000	0.667	0.884	0.922	0.000	0.696	0.837	0.523	0.000	0.861
	0.921				0.818				0.878				0.812				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Averette Rd/CR 1945 & Wait Ave/SR 98
City: Wake Forest
Control: Signalized

Project ID: 25-160032-003
Date: 5/7/2025

Data - HT

NS/EW Streets:	Averette Rd/CR 1945				Averette Rd/CR 1945				Wait Ave/SR 98				Wait Ave/SR 98				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0.5	0.5	1	0	1	0.5	0.5	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	1	3	1	0	1	7	0	0	14
7:15 AM	2	1	2	0	0	0	0	0	0	3	1	0	0	9	0	0	18
7:30 AM	6	1	0	0	0	1	0	0	1	6	2	0	0	3	0	0	20
7:45 AM	0	0	0	0	1	0	0	0	0	5	3	0	2	3	0	0	14
8:00 AM	1	0	3	0	0	2	0	0	2	4	1	0	0	9	1	0	23
8:15 AM	0	0	3	0	0	0	0	0	1	5	0	0	3	4	0	0	16
8:30 AM	2	0	1	0	1	0	0	0	1	1	0	0	0	6	1	0	13
8:45 AM	1	3	1	0	1	0	0	0	2	2	0	0	0	9	0	0	19
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	12	6	10	0	3	3	0	0	8	29	8	0	6	50	2	0	137
APPROACH %'s :	42.86%	21.43%	35.71%	0.00%	50.00%	50.00%	0.00%	0.00%	17.78%	64.44%	17.78%	0.00%	10.34%	86.21%	3.45%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	8	3	2	0	1	1	0	0	2	17	7	0	3	22	0	0	66
PEAK HR FACTOR :	0.333	0.750	0.250	0.000	0.250	0.250	0.000	0.000	0.500	0.708	0.583	0.000	0.375	0.611	0.000	0.000	0.825
	0.464				0.500				0.722				0.694				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0.5	0.5	1	0	1	0.5	0.5	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	0	2	0	0	1	0	0	2	6	0	0	0	4	0	0	17
4:15 PM	0	0	0	0	1	2	1	0	1	6	0	0	0	2	0	0	13
4:30 PM	0	0	0	0	1	0	1	0	1	4	2	0	1	1	2	0	13
4:45 PM	0	1	1	0	0	1	0	0	1	2	2	0	0	2	1	0	11
5:00 PM	0	2	0	0	0	1	1	0	0	2	1	0	0	6	0	0	13
5:15 PM	0	0	1	0	0	2	0	0	1	3	0	0	1	2	0	0	10
5:30 PM	0	0	0	0	1	2	2	0	1	2	0	0	0	1	0	0	9
5:45 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	3	4	0	3	9	5	0	7	37	5	0	2	18	3	0	98
APPROACH %'s :	22.22%	33.33%	44.44%	0.00%	17.65%	52.94%	29.41%	0.00%	14.29%	75.51%	10.20%	0.00%	8.70%	78.26%	13.04%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	3	2	0	1	4	2	0	3	11	5	0	2	11	3	0	47
PEAK HR FACTOR :	0.000	0.375	0.500	0.000	0.250	0.500	0.500	0.000	0.750	0.688	0.625	0.000	0.500	0.458	0.375	0.000	0.904
	0.625				0.875				0.679				0.667				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Averette Rd/CR 1945 & Wait Ave/SR 98
City: Wake Forest
Control: Signalized

Project ID: 25-160032-003
Date: 5/7/2025

Data - Bikes

NS/EW Streets:	Averette Rd/CR 1945				Averette Rd/CR 1945				Wait Ave/SR 98				Wait Ave/SR 98				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0.5	0.5	1	0	1	0.5	0.5	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0.5	0.5	1	0	1	0.5	0.5	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%									
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
						0.250											

National Data & Surveying Services

Intersection Turning Movement Count

Location: Averette Rd/CR 1945 & Wait Ave/SR 98 **Project ID:** 25-160032-003
City: Wake Forest **Date:** 5/7/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Averette Rd/CR 1945		Averette Rd/CR 1945		Wait Ave/SR 98		Wait Ave/SR 98		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	**07:00 AM - 08:00 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	**04:30 PM - 05:30 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Averette Rd/CR 1945 & Wait Ave/SR 98

Peak Hour Turning Movement Count

ID: 25-160032-003
City: Wake Forest

Day: Wednesday
Date: 5/7/2025

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND — Averette Rd/CR 1945

AM	112	123	32	0	119	AM
NOON	0	0	0	0	0	NOON
PM	77	74	13	0	213	PM

EASTBOUND — Wait Ave/SR 98

AM	NOON	PM		
973	0	685	⇦	
0	0	0	↶	0
46	0	99	↱	1
460	0	665	→	0.5
63	0	112	↴	0.5
AM	NOON	PM		

WESTBOUND — Wait Ave/SR 98

PM	NOON	AM		
26	0	9	↰	0.5
540	0	794	←	0.5
41	0	54	↰	1
0	0	0	↶	0
737	0	551	⇨	
PM	NOON	AM		

NORTHBOUND — Averette Rd/CR 1945

PM	227	0	68	88	59	PM
NOON	0	0	0	0	0	NOON
AM	240	0	67	64	59	AM

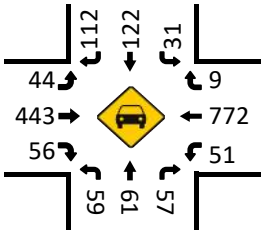
CONTROL

Signalized

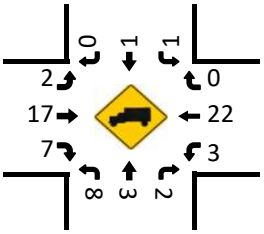
TEV	1883 AM	0 NOON	1862 PM
PHF	0.92		0.87

1	0.5	0.5	0
0	0	1	0

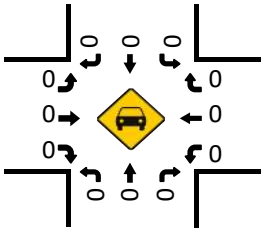
Cars (AM)



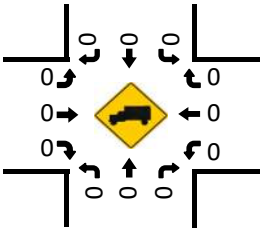
HT (AM)



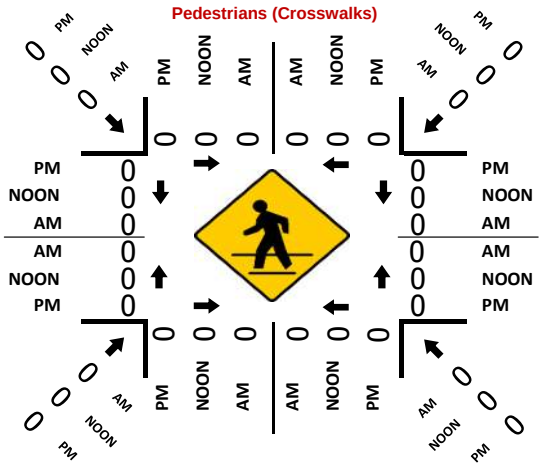
Cars (NOON)



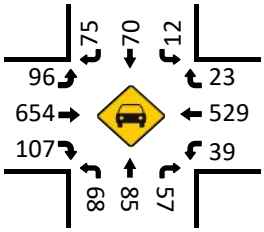
HT (NOON)



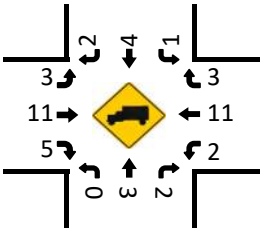
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 25-160032-003
Location: Averette Rd/CR 1945 & Wait Ave/SR 98
City: Wake Forest

Day: Wednesday
Date: 5/7/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Averette Rd/CR 1945 Northbound						Averette Rd/CR 1945 Southbound						Wait Ave/SR 98 Eastbound						Wait Ave/SR 98 Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	17	19	12	0	0	48	5	23	21	0	0	49	11	94	11	0	0	116	10	202	2	0	0	214	427
7:15 AM	15	13	19	0	0	47	13	26	26	0	0	65	6	119	20	0	0	145	23	226	2	0	0	251	508
7:30 AM	25	12	15	0	0	52	9	44	38	0	0	91	14	137	18	0	0	169	10	188	4	0	0	202	514
7:45 AM	10	20	13	0	0	43	5	30	27	0	0	62	15	110	14	0	0	139	11	178	1	0	0	190	434
Total	67	64	59	0	0	190	32	123	112	0	0	267	46	460	63	0	0	569	54	794	9	0	0	857	1883
8:00 AM	14	4	13	0	0	31	6	27	23	0	0	56	13	93	12	0	0	118	18	166	3	0	0	187	392
8:15 AM	10	8	13	0	0	31	7	18	16	0	0	41	10	104	9	0	0	123	13	166	4	0	0	183	378
8:30 AM	9	6	9	0	0	24	12	18	18	0	0	48	9	94	12	0	0	115	5	186	3	0	0	194	381
8:45 AM	17	12	11	0	0	40	3	15	25	0	0	43	13	95	10	0	0	118	8	181	7	0	0	196	397
Total	50	30	46	0	0	126	28	78	82	0	0	188	45	386	43	0	0	474	44	699	17	0	0	760	1548
BREAK																									
4:00 PM	22	14	21	0	0	57	0	11	9	0	0	20	16	169	18	0	0	203	7	117	6	0	0	130	410
4:15 PM	16	16	14	0	0	46	1	33	19	0	0	53	18	183	22	0	0	223	7	117	3	0	0	127	449
4:30 PM	21	20	16	0	0	57	5	14	24	0	0	43	13	155	30	0	0	198	15	117	8	0	0	140	438
4:45 PM	17	18	14	0	0	49	0	15	11	0	0	26	22	187	31	0	0	240	4	140	6	0	0	150	465
Total	76	68	65	0	0	209	6	73	63	0	0	142	69	694	101	0	0	864	33	491	23	0	0	547	1762
5:00 PM	18	22	15	0	0	55	4	22	19	0	0	45	27	137	26	0	0	190	8	123	1	0	0	132	422
5:15 PM	12	28	14	0	0	54	4	23	23	0	0	50	37	186	25	0	0	248	14	160	11	0	0	185	537
5:30 PM	19	18	16	0	0	53	7	21	15	0	0	43	17	156	16	0	0	189	6	123	7	0	0	136	421
5:45 PM	11	31	20	0	0	62	3	24	21	0	0	48	16	154	24	0	0	194	21	121	11	0	0	153	457
Total	60	99	65	0	0	224	18	90	78	0	0	186	97	633	91	0	0	821	49	527	30	0	0	606	1837
Grand Total	253	261	235	0	0	749	84	364	335	0	0	783	257	2173	298	0	0	2728	180	2511	79	0	0	2770	7030
Apprch %	33.8	34.8	31.4	0.0	0.0		10.7	46.5	42.8	0.0	0.0		9.4	79.7	10.9	0.0	0.0		6.5	90.6	2.9	0.0	0.0		
Total %	3.6	3.7	3.3	0.0	0.0	10.7	1.2	5.2	4.8	0.0	0.0	11.1	3.7	30.9	4.2	0.0	0.0	38.8	2.6	35.7	1.1	0.0	0.0	39.4	
Cars, PU, Vans	239	252	221	0		712	78	352	330	0		760	242	2107	285	0		2634	172	2443	74	0		2689	6795
% Cars, PU, Vans	94.5	96.6	94.0	0.0		95.1	92.9	96.7	98.5	0.0		97.1	94.2	97.0	95.6	0.0		96.6	95.6	97.3	93.7	0.0		97.1	96.7
Heavy trucks	14	9	14	0		37	6	12	5	0		23	15	66	13	0		94	8	68	5	0		81	235
%Heavy trucks	5.5	3.4	6.0	0.0		4.9	7.1	3.3	1.5	0.0		2.9	5.8	3.0	4.4	0.0		3.4	4.4	2.7	6.3	0.0		2.9	3.3

Project ID: 25-160032-003
Location: Averette Rd/CR 1945 & Wait Ave/SR 98
City: Wake Forest

PEAK HOURS

Day: Wednesday
Date: 5/7/2025

AM

	Averette Rd/CR 1945 Northbound					Averette Rd/CR 1945 Southbound					Wait Ave/SR 98 Eastbound					Wait Ave/SR 98 Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	17	19	12	0	48	5	23	21	0	49	11	94	11	0	116	10	202	2	0	214	427
7:15 AM	15	13	19	0	47	13	26	26	0	65	6	119	20	0	145	23	226	2	0	251	508
7:30 AM	25	12	15	0	52	9	44	38	0	91	14	137	18	0	169	10	188	4	0	202	514
7:45 AM	10	20	13	0	43	5	30	27	0	62	15	110	14	0	139	11	178	1	0	190	434
Total Volume	67	64	59	0	190	32	123	112	0	267	46	460	63	0	569	54	794	9	0	857	1883
% App. Total	35.3	33.7	31.1	0.0	100	12.0	46.1	41.9	0.0	100	8.1	80.8	11.1	0.0	100	6.3	92.6	1.1	0.0	100	
PHF					0.913					0.734					0.842					0.854	0.916
Cars, PU, Vans	59	61	57	0	177	31	122	112	0	265	44	443	56	0	543	51	772	9	0	832	1817
% Cars, PU, Vans	88.1	95.3	96.6	0.0	93.2	96.9	99.2	100.0	0.0	99.3	95.7	96.3	88.9	0.0	95.4	94.4	97.2	100.0	0.0	97.1	96.5
Heavy trucks	8	3	2	0	13	1	1	0	0	2	2	17	7	0	26	3	22	0	0	25	66
%Heavy trucks	11.9	4.7	3.4	0.0	6.8	3.1	0.8	0.0	0.0	0.7	4.3	3.7	11.1	0.0	4.6	5.6	2.8	0.0	0.0	2.9	3.5

PM

	Averette Rd/CR 1945 Northbound					Averette Rd/CR 1945 Southbound					Wait Ave/SR 98 Eastbound					Wait Ave/SR 98 Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	21	20	16	0	57	5	14	24	0	43	13	155	30	0	198	15	117	8	0	140	438
4:45 PM	17	18	14	0	49	0	15	11	0	26	22	187	31	0	240	4	140	6	0	150	465
5:00 PM	18	22	15	0	55	4	22	19	0	45	27	137	26	0	190	8	123	1	0	132	422
5:15 PM	12	28	14	0	54	4	23	23	0	50	37	186	25	0	248	14	160	11	0	185	537
Total Volume	68	88	59	0	215	13	74	77	0	164	99	665	112	0	876	41	540	26	0	607	1862
% App. Total	31.6	40.9	27.4	0.0	100	7.9	45.1	47.0	0.0	100	11.3	75.9	12.8	0.0	100	6.8	89.0	4.3	0.0	100	
PHF					0.943					0.820					0.883					0.820	0.867
Cars, PU, Vans	68	85	57	0	210	12	70	75	0	157	96	654	107	0	857	39	529	23	0	591	1815
% Cars, PU, Vans	100.0	96.6	96.6	0.0	97.7	92.3	94.6	97.4	0.0	95.7	97.0	98.3	95.5	0.0	97.8	95.1	98.0	88.5	0.0	97.4	97.5
Heavy trucks	0	3	2	0	5	1	4	2	0	7	3	11	5	0	19	2	11	3	0	16	47
%Heavy trucks	0.0	3.4	3.4	0.0	2.3	7.7	5.4	2.6	0.0	4.3	3.0	1.7	4.5	0.0	2.2	4.9	2.0	11.5	0.0	2.6	2.5

National Data & Surveying Services

Intersection Turning Movement Count

Location: Averette Rd/CR 1945 & Old Pearce Rd
City: Wake Forest
Control: 1-Way Stop(WB)

Project ID: 25-160032-004
Date: 5/7/2025

Data - Total

NS/EW Streets:	Averette Rd/CR 1945				Averette Rd/CR 1945				Old Pearce Rd				Old Pearce Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	38	23	0	13	32	0	0	0	0	0	0	22	0	7	0	135
7:15 AM	0	49	21	0	16	53	0	0	0	0	0	0	20	0	4	0	163
7:30 AM	0	42	20	0	15	57	0	0	0	0	0	0	26	0	9	0	169
7:45 AM	0	35	24	0	6	46	0	0	0	0	0	0	30	0	6	0	147
8:00 AM	0	27	15	0	13	46	0	0	0	0	0	0	21	0	3	0	125
8:15 AM	0	28	13	0	5	38	0	0	0	0	0	0	16	0	4	0	104
8:30 AM	0	19	7	0	4	29	0	0	0	0	0	0	18	0	4	0	81
8:45 AM	0	36	16	0	1	32	0	0	0	0	1	0	18	0	4	0	108
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	274	139	0	73	333	0	0	0	0	1	0	171	0	41	0	1032
APPROACH %'s :	0.00%	66.34%	33.66%	0.00%	17.98%	82.02%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	80.66%	0.00%	19.34%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	164	88	0	50	188	0	0	0	0	0	0	98	0	26	0	614
PEAK HR FACTOR :	0.000	0.837	0.917	0.000	0.781	0.825	0.000	0.000	0.000	0.000	0.000	0.000	0.817	0.000	0.722	0.000	0.908
		0.900				0.826								0.861			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	59	16	0	11	26	0	0	0	0	0	0	21	0	0	0	133
4:15 PM	0	42	13	0	20	40	0	0	0	0	0	0	24	0	5	0	144
4:30 PM	0	47	12	0	22	37	0	0	0	0	0	0	16	0	13	0	147
4:45 PM	0	41	16	0	22	30	0	0	0	0	0	0	9	0	10	0	128
5:00 PM	0	47	16	0	13	42	0	0	0	0	0	0	13	0	6	0	137
5:15 PM	0	45	16	0	19	43	0	0	0	0	0	0	18	0	11	0	152
5:30 PM	0	39	11	0	12	36	0	0	0	0	0	0	15	0	10	0	123
5:45 PM	0	54	17	0	17	53	0	0	0	0	0	0	25	0	5	0	171
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	374	117	0	136	307	0	0	0	0	0	0	141	0	60	0	1135
APPROACH %'s :	0.00%	76.17%	23.83%	0.00%	30.70%	69.30%	0.00%	0.00%					70.15%	0.00%	29.85%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	185	60	0	61	174	0	0	0	0	0	0	71	0	32	0	583
PEAK HR FACTOR :	0.000	0.856	0.882	0.000	0.803	0.821	0.000	0.000	0.000	0.000	0.000	0.000	0.710	0.000	0.727	0.000	0.852
		0.863				0.839								0.858			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Averette Rd/CR 1945 & Old Pearce Rd
City: Wake Forest
Control: 1-Way Stop(WB)

Project ID: 25-160032-004
Date: 5/7/2025

Data - Cars

NS/EW Streets:	Averette Rd/CR 1945				Averette Rd/CR 1945				Old Pearce Rd				Old Pearce Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	36	23	0	13	30	0	0	0	0	0	0	19	0	7	0	128
7:15 AM	0	43	20	0	16	52	0	0	0	0	0	0	19	0	4	0	154
7:30 AM	0	37	20	0	14	55	0	0	0	0	0	0	25	0	9	0	160
7:45 AM	0	35	23	0	5	42	0	0	0	0	0	0	29	0	6	0	140
8:00 AM	0	23	15	0	12	44	0	0	0	0	0	0	17	0	3	0	114
8:15 AM	0	25	13	0	5	35	0	0	0	0	0	0	16	0	4	0	98
8:30 AM	0	16	7	0	4	29	0	0	0	0	0	0	17	0	4	0	77
8:45 AM	0	32	15	0	1	32	0	0	0	0	0	0	18	0	3	0	101
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	247	136	0	70	319	0	0	0	0	0	0	160	0	40	0	972
APPROACH %'s :	0.00%	64.49%	35.51%	0.00%	17.99%	82.01%	0.00%	0.00%					80.00%	0.00%	20.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	151	86	0	48	179	0	0	0	0	0	0	92	0	26	0	582
PEAK HR FACTOR :	0.000	0.878	0.935	0.000	0.750	0.814	0.000	0.000	0.000	0.000	0.000	0.000	0.793	0.000	0.722	0.000	0.909
		0.940				0.822								0.843			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	56	15	0	11	25	0	0	0	0	0	0	21	0	0	0	128
4:15 PM	0	42	13	0	19	39	0	0	0	0	0	0	23	0	5	0	141
4:30 PM	0	47	11	0	21	35	0	0	0	0	0	0	16	0	13	0	143
4:45 PM	0	39	15	0	22	27	0	0	0	0	0	0	9	0	8	0	120
5:00 PM	0	47	16	0	12	41	0	0	0	0	0	0	13	0	6	0	135
5:15 PM	0	44	15	0	19	40	0	0	0	0	0	0	18	0	11	0	147
5:30 PM	0	39	9	0	12	34	0	0	0	0	0	0	14	0	10	0	118
5:45 PM	0	54	17	0	17	53	0	0	0	0	0	0	25	0	5	0	171
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	368	111	0	133	294	0	0	0	0	0	0	139	0	58	0	1103
APPROACH %'s :	0.00%	76.83%	23.17%	0.00%	31.15%	68.85%	0.00%	0.00%					70.56%	0.00%	29.44%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	184	57	0	60	168	0	0	0	0	0	0	70	0	32	0	571
PEAK HR FACTOR :	0.000	0.852	0.838	0.000	0.789	0.792	0.000	0.000	0.000	0.000	0.000	0.000	0.700	0.000	0.727	0.000	0.835
		0.849				0.814								0.850			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Averette Rd/CR 1945 & Old Pearce Rd
City: Wake Forest
Control: 1-Way Stop(WB)

Project ID: 25-160032-004
Date: 5/7/2025

Data - HT

NS/EW Streets:	Averette Rd/CR 1945				Averette Rd/CR 1945				Old Pearce Rd				Old Pearce Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	3	0	0	0	7
7:15 AM	0	6	1	0	0	1	0	0	0	0	0	0	1	0	0	0	9
7:30 AM	0	5	0	0	1	2	0	0	0	0	0	0	1	0	0	0	9
7:45 AM	0	0	1	0	1	4	0	0	0	0	0	0	1	0	0	0	7
8:00 AM	0	4	0	0	1	2	0	0	0	0	0	0	4	0	0	0	11
8:15 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
8:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4
8:45 AM	0	4	1	0	0	0	0	0	0	0	1	0	0	0	1	0	7
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	27	3	0	3	14	0	0	0	0	1	0	11	0	1	0	60
APPROACH %'s :	0.00%	90.00%	10.00%	0.00%	17.65%	82.35%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	91.67%	0.00%	8.33%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	13	2	0	2	9	0	0	0	0	0	0	6	0	0	0	32
PEAK HR FACTOR :	0.000	0.542	0.500	0.000	0.500	0.563	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.889
	0.536				0.550								0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
4:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	3
4:30 PM	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	2	1	0	0	3	0	0	0	0	0	0	0	0	2	0	8
5:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	6	6	0	3	13	0	0	0	0	0	0	2	0	2	0	32
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%	18.75%	81.25%	0.00%	0.00%					50.00%	0.00%	50.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	1	3	0	1	6	0	0	0	0	0	0	1	0	0	0	12
PEAK HR FACTOR :	0.000	0.250	0.375	0.000	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.600
	0.500				0.583								0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Averette Rd/CR 1945 & Old Pearce Rd
City: Wake Forest
Control: 1-Way Stop(WB)

Project ID: 25-160032-004
Date: 5/7/2025

Data - Bikes

NS/EW Streets:	Averette Rd/CR 1945				Averette Rd/CR 1945				Old Pearce Rd				Old Pearce Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%									
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Averette Rd/CR 1945 & Old Pearce Rd
City: Wake Forest

Project ID: 25-160032-004
Date: 5/7/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Averette Rd/CR 1945		Averette Rd/CR 1945		Old Pearce Rd		Old Pearce Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	**07:00 AM - 08:00 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Averette Rd/CR 1945 & Old Pearce Rd

Peak Hour Turning Movement Count

ID: 25-160032-004
City: Wake Forest

Day: Wednesday
Date: 5/7/2025

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	7:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	4:00 PM - 06:00 PM

Averette Rd/CR 1945

SOUTHBOUND

AM	0	188	50	0	190	AM
NOON	0	0	0	0	0	NOON
PM	0	174	61	0	217	PM

EASTBOUND (Old Pearce Rd)

AM	NOON	PM	
0	0	0	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
AM	NOON	PM	

WESTBOUND (Old Pearce Rd)

PM	NOON	AM	
32	0	26	0
0	0	0	1
71	0	98	0
0	0	0	0
121	0	138	
PM	NOON	AM	

CONTROL

1-Way Stop(WB)

TEV	614 AM	0 NOON	583 PM
PHF	0.91		0.85

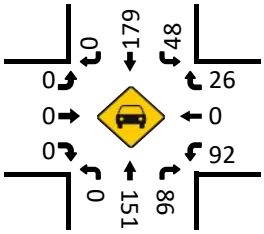
NORTHBOUND

PM	245	0	0	185	60	PM
NOON	0	0	0	0	0	NOON
AM	286	0	0	164	88	AM

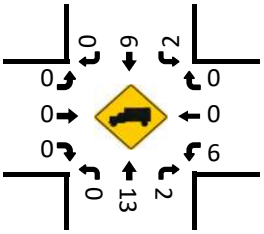
Averette Rd/CR 1945

0 1 0 0 (EB) | 0 0 1 0 (NB)

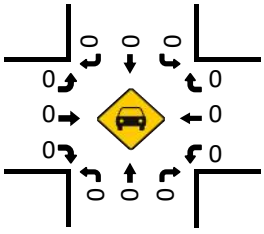
Cars (AM)



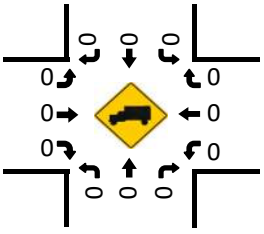
HT (AM)



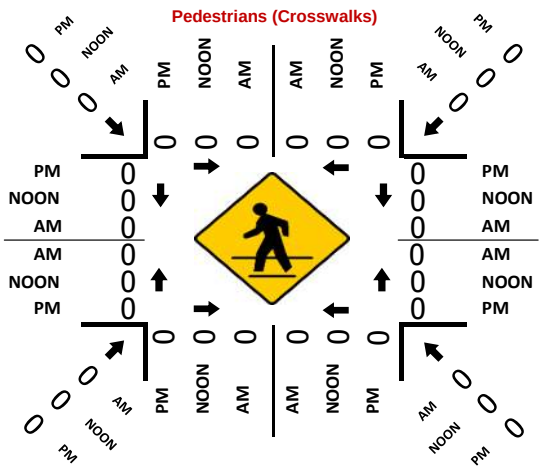
Cars (NOON)



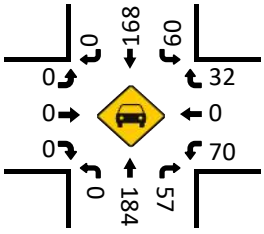
HT (NOON)



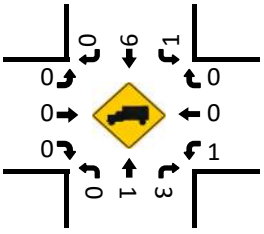
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 25-160032-004
Location: Averette Rd/CR 1945 & Old Pearce Rd
City: Wake Forest

Day: Wednesday
Date: 5/7/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Averette Rd/CR 1945 Northbound						Averette Rd/CR 1945 Southbound						Old Pearce Rd Eastbound						Old Pearce Rd Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	0	38	23	0	0	61	13	32	0	0	0	45	0	0	0	0	0	0	22	0	7	0	0	29	135
7:15 AM	0	49	21	0	0	70	16	53	0	0	0	69	0	0	0	0	0	0	20	0	4	0	0	24	163
7:30 AM	0	42	20	0	0	62	15	57	0	0	0	72	0	0	0	0	0	0	26	0	9	0	0	35	169
7:45 AM	0	35	24	0	0	59	6	46	0	0	0	52	0	0	0	0	0	0	30	0	6	0	0	36	147
Total	0	164	88	0	0	252	50	188	0	0	0	238	0	0	0	0	0	0	98	0	26	0	0	124	614
8:00 AM	0	27	15	0	0	42	13	46	0	0	0	59	0	0	0	0	0	0	21	0	3	0	0	24	125
8:15 AM	0	28	13	0	0	41	5	38	0	0	0	43	0	0	0	0	0	0	16	0	4	0	0	20	104
8:30 AM	0	19	7	0	0	26	4	29	0	0	0	33	0	0	0	0	0	0	18	0	4	0	0	22	81
8:45 AM	0	36	16	0	0	52	1	32	0	0	0	33	0	0	1	0	0	1	18	0	4	0	0	22	108
Total	0	110	51	0	0	161	23	145	0	0	0	168	0	0	1	0	0	1	73	0	15	0	0	88	418
BREAK																									
4:00 PM	0	59	16	0	0	75	11	26	0	0	0	37	0	0	0	0	0	0	21	0	0	0	0	21	133
4:15 PM	0	42	13	0	0	55	20	40	0	0	0	60	0	0	0	0	0	0	24	0	5	0	0	29	144
4:30 PM	0	47	12	0	0	59	22	37	0	0	0	59	0	0	0	0	0	0	16	0	13	0	0	29	147
4:45 PM	0	41	16	0	0	57	22	30	0	0	0	52	0	0	0	0	0	0	9	0	10	0	0	19	128
Total	0	189	57	0	0	246	75	133	0	0	0	208	0	0	0	0	0	0	70	0	28	0	0	98	552
5:00 PM	0	47	16	0	0	63	13	42	0	0	0	55	0	0	0	0	0	0	13	0	6	0	0	19	137
5:15 PM	0	45	16	0	0	61	19	43	0	0	0	62	0	0	0	0	0	0	18	0	11	0	0	29	152
5:30 PM	0	39	11	0	0	50	12	36	0	0	0	48	0	0	0	0	0	0	15	0	10	0	0	25	123
5:45 PM	0	54	17	0	0	71	17	53	0	0	0	70	0	0	0	0	0	0	25	0	5	0	0	30	171
Total	0	185	60	0	0	245	61	174	0	0	0	235	0	0	0	0	0	0	71	0	32	0	0	103	583
Grand Total	0	648	256	0	0	904	209	640	0	0	0	849	0	0	1	0	0	1	312	0	101	0	0	413	2167
Apprch %	0.0	71.7	28.3	0.0	0.0		24.6	75.4	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		75.5	0.0	24.5	0.0	0.0		
Total %	0.0	29.9	11.8	0.0	0.0	41.7	9.6	29.5	0.0	0.0	0.0	39.2	0.0	0.0	0.0	0.0	0.0	0.0	14.4	0.0	4.7	0.0	0.0	19.1	
Cars, PU, Vans	0	615	247	0		862	203	613	0	0		816	0	0	0	0		0	299	0	98	0		397	2075
% Cars, PU, Vans	0.0	94.9	96.5	0.0		95.4	97.1	95.8	0.0	0.0		96.1	0.0	0.0	0.0	0.0		0.0	95.8	0.0	97.0	0.0		96.1	95.8
Heavy trucks	0	33	9	0		42	6	27	0	0		33	0	0	1	0		1	13	0	3	0		16	92
%Heavy trucks	0.0	5.1	3.5	0.0		4.6	2.9	4.2	0.0	0.0		3.9	0.0	0.0	100.0	0.0		100.0	4.2	0.0	3.0	0.0		3.9	4.2

National Data & Surveying Services

Intersection Turning Movement Count

Location: Averette Rd/CR 1945 & Kavanaugh Rd
City: Wake Forest
Control: 1-Way Stop(EB)

Project ID: 25-160032-005
Date: 5/7/2025

Data - Total

NS/EW Streets:	Averette Rd/CR 1945				Averette Rd/CR 1945				Kavanaugh Rd				Kavanaugh Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	0.5	0.5	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	53	0	0	0	45	3	0	8	0	5	0	0	0	0	0	117
7:15 AM	0	60	0	0	0	69	3	0	10	0	1	0	0	0	0	0	143
7:30 AM	3	51	0	0	0	73	10	0	11	0	6	0	0	0	0	0	154
7:45 AM	3	51	0	0	0	66	10	0	8	0	2	0	0	0	0	0	140
8:00 AM	2	35	0	0	0	56	10	0	8	0	5	0	0	0	0	0	116
8:15 AM	2	30	0	0	0	50	6	0	10	0	4	0	0	0	0	0	102
8:30 AM	2	21	0	0	0	39	8	0	6	0	12	0	0	0	0	0	88
8:45 AM	8	43	0	0	0	41	11	0	8	0	7	0	0	0	0	0	118
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	23	344	0	0	0	439	61	0	69	0	42	0	0	0	0	0	978
APPROACH %'s :	6.27%	93.73%	0.00%	0.00%	0.00%	87.80%	12.20%	0.00%	62.16%	0.00%	37.84%	0.00%					
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	9	215	0	0	0	253	26	0	37	0	14	0	0	0	0	0	554
PEAK HR FACTOR :	0.750	0.896	0.000	0.000	0.000	0.866	0.650	0.000	0.841	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.899
	0.933				0.840				0.750								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	0.5	0.5	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	3	67	0	0	0	37	10	0	6	0	3	0	0	0	0	0	126
4:15 PM	6	50	0	0	0	57	10	0	5	0	2	0	0	0	0	0	130
4:30 PM	9	54	0	0	0	42	11	0	5	0	3	0	0	0	0	0	124
4:45 PM	7	50	0	0	0	34	4	0	7	0	5	0	0	0	0	0	107
5:00 PM	6	55	0	0	0	47	9	0	7	0	4	0	0	0	0	0	128
5:15 PM	5	55	0	0	0	50	10	0	7	0	9	0	0	0	0	0	136
5:30 PM	4	51	0	0	0	45	9	0	1	0	4	0	0	0	0	0	114
5:45 PM	2	64	0	0	0	69	7	0	8	0	6	0	0	0	0	0	156
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	42	446	0	0	0	381	70	0	46	0	36	0	0	0	0	0	1021
APPROACH %'s :	8.61%	91.39%	0.00%	0.00%	0.00%	84.48%	15.52%	0.00%	56.10%	0.00%	43.90%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	17	225	0	0	0	211	35	0	23	0	23	0	0	0	0	0	534
PEAK HR FACTOR :	0.708	0.879	0.000	0.000	0.000	0.764	0.875	0.000	0.719	0.000	0.639	0.000	0.000	0.000	0.000	0.000	0.856
	0.917				0.809				0.719								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Averette Rd/CR 1945 & Kavanaugh Rd
City: Wake Forest
Control: 1-Way Stop(EB)

Project ID: 25-160032-005
Date: 5/7/2025

Data - Cars

NS/EW Streets:	Averette Rd/CR 1945				Averette Rd/CR 1945				Kavanaugh Rd				Kavanaugh Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	0.5	0.5	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	51	0	0	0	42	2	0	8	0	5	0	0	0	0	0	111
7:15 AM	0	53	0	0	0	67	3	0	10	0	1	0	0	0	0	0	134
7:30 AM	3	47	0	0	0	71	9	0	10	0	6	0	0	0	0	0	146
7:45 AM	1	51	0	0	0	61	9	0	7	0	2	0	0	0	0	0	131
8:00 AM	2	31	0	0	0	51	9	0	7	0	5	0	0	0	0	0	105
8:15 AM	2	29	0	0	0	47	6	0	9	0	4	0	0	0	0	0	97
8:30 AM	2	18	0	0	0	38	8	0	6	0	11	0	0	0	0	0	83
8:45 AM	8	40	0	0	0	41	11	0	6	0	7	0	0	0	0	0	113
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	21	320	0	0	0	418	57	0	63	0	41	0	0	0	0	0	920
APPROACH %'s :	6.16%	93.84%	0.00%	0.00%	0.00%	88.00%	12.00%	0.00%	60.58%	0.00%	39.42%	0.00%					
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	7	202	0	0	0	241	23	0	35	0	14	0	0	0	0	0	522
PEAK HR FACTOR :	0.583	0.953	0.000	0.000	0.000	0.849	0.639	0.000	0.875	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.894
	0.968				0.825				0.766								

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	1	1	0	0	0	0.5	0.5	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	64	0	0	0	36	10	0	6	0	3	0	0	0	0	0	121
4:15 PM	6	50	0	0	0	55	10	0	5	0	2	0	0	0	0	0	128
4:30 PM	9	53	0	0	0	40	11	0	5	0	3	0	0	0	0	0	121
4:45 PM	7	47	0	0	0	31	4	0	7	0	5	0	0	0	0	0	101
5:00 PM	6	55	0	0	0	46	9	0	7	0	4	0	0	0	0	0	127
5:15 PM	5	53	0	0	0	47	10	0	7	0	9	0	0	0	0	0	131
5:30 PM	3	49	0	0	0	42	9	0	1	0	4	0	0	0	0	0	108
5:45 PM	2	64	0	0	0	69	7	0	8	0	6	0	0	0	0	0	156
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	40	435	0	0	0	366	70	0	46	0	36	0	0	0	0	0	993
APPROACH %'s :	8.42%	91.58%	0.00%	0.00%	0.00%	83.94%	16.06%	0.00%	56.10%	0.00%	43.90%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	16	221	0	0	0	204	35	0	23	0	23	0	0	0	0	0	522
PEAK HR FACTOR :	0.667	0.863	0.000	0.000	0.000	0.739	0.875	0.000	0.719	0.000	0.639	0.000	0.000	0.000	0.000	0.000	0.837
	0.898				0.786				0.719								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Averette Rd/CR 1945 & Kavanaugh Rd
City: Wake Forest
Control: 1-Way Stop(EB)

Project ID: 25-160032-005
Date: 5/7/2025

Data - HT

NS/EW Streets:	Averette Rd/CR 1945				Averette Rd/CR 1945				Kavanaugh Rd				Kavanaugh Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	0.5	0.5	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	2	0	0	0	3	1	0	0	0	0	0	0	0	0	0	6
7:15 AM	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0	0	9
7:30 AM	0	4	0	0	0	2	1	0	1	0	0	0	0	0	0	0	8
7:45 AM	2	0	0	0	0	5	1	0	1	0	0	0	0	0	0	0	9
8:00 AM	0	4	0	0	0	5	1	0	1	0	0	0	0	0	0	0	11
8:15 AM	0	1	0	0	0	3	0	0	1	0	0	0	0	0	0	0	5
8:30 AM	0	3	0	0	0	1	0	0	0	0	1	0	0	0	0	0	5
8:45 AM	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	24	0	0	0	21	4	0	6	0	1	0	0	0	0	0	58
APPROACH %'s :	7.69%	92.31%	0.00%	0.00%	0.00%	84.00%	16.00%	0.00%	85.71%	0.00%	14.29%	0.00%					
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	2	13	0	0	0	12	3	0	2	0	0	0	0	0	0	0	32
PEAK HR FACTOR :	0.250	0.464	0.000	0.000	0.000	0.600	0.750	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.889
	0.536				0.625				0.500								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	0.5	0.5	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
4:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	11	0	0	0	15	0	0	0	0	0	0	0	0	0	0	28
APPROACH %'s :	15.38%	84.62%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	1	4	0	0	0	7	0	0	0	0	0	0	0	0	0	0	12
PEAK HR FACTOR :	0.250	0.500	0.000	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
	0.417				0.583												

National Data & Surveying Services

Intersection Turning Movement Count

Location: Averette Rd/CR 1945 & Kavanaugh Rd
City: Wake Forest
Control: 1-Way Stop(EB)

Project ID: 25-160032-005
Date: 5/7/2025

Data - Bikes

NS/EW Streets:	Averette Rd/CR 1945				Averette Rd/CR 1945				Kavanaugh Rd				Kavanaugh Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	0.5	0.5	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	0	0.5	0.5	0	0	1	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%									
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Averette Rd/CR 1945 & Kavanaugh Rd
City: Wake Forest

Project ID: 25-160032-005
Date: 5/7/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Averette Rd/CR 1945		Averette Rd/CR 1945		Kavanaugh Rd		Kavanaugh Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	1	0	1
APPROACH %'s :							100.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	1
PEAK HR FACTOR :							0.250		0.250
							0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Averette Rd/CR 1945 & Kavanaugh Rd

Peak Hour Turning Movement Count

ID: 25-160032-005
City: Wake Forest

Day: Wednesday
Date: 5/7/2025

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	7:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	4:00 PM - 06:00 PM

Averette Rd/CR 1945

SOUTHBOUND

AM	26	253	0	0	252	AM
NOON	0	0	0	0	0	NOON
PM	35	211	0	0	248	PM

0.5 0.5 0 0

EASTBOUND (Kavanaugh Rd)

AM	NOON	PM	
35	0	52	
0	0	0	0
37	0	23	0
0	0	0	1
14	0	23	0

CONTROL

1-Way Stop(EB)

TEV	554	0	534
	AM	NOON	PM
PHF	0.90		0.86

WESTBOUND (Kavanaugh Rd)

PM	NOON	AM	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	

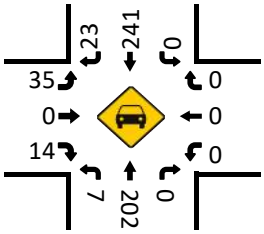
0 1 1 0

NORTHBOUND

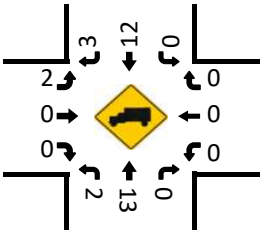
PM	234	0	17	225	0	PM
NOON	0	0	0	0	0	NOON
AM	267	0	9	215	0	AM

Averette Rd/CR 1945

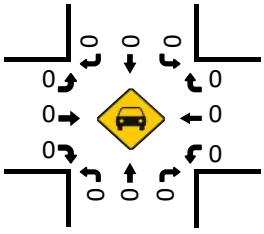
Cars (AM)



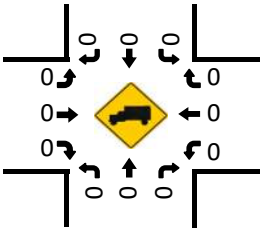
HT (AM)



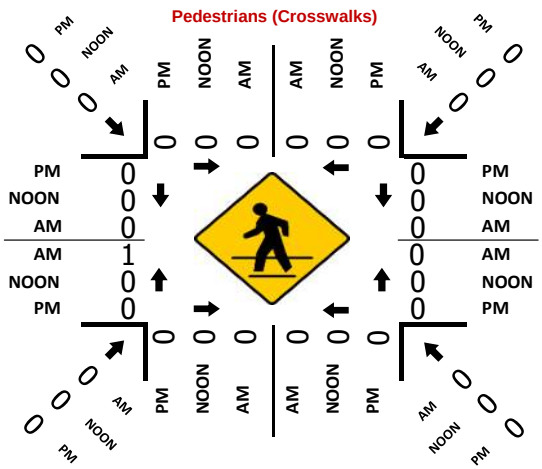
Cars (NOON)



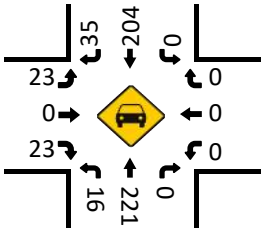
HT (NOON)



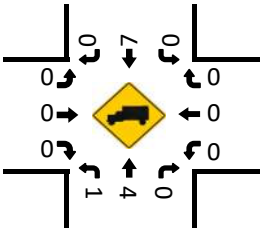
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 25-160032-005
Location: Averette Rd/CR 1945 & Kavanaugh Rd
City: Wake Forest

Day: Wednesday
Date: 5/7/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Averette Rd/CR 1945 Northbound						Averette Rd/CR 1945 Southbound						Kavanaugh Rd Eastbound						Kavanaugh Rd Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	3	53	0	0	0	56	0	45	3	0	0	48	8	0	5	0	0	13	0	0	0	0	0	0	117
7:15 AM	0	60	0	0	0	60	0	69	3	0	0	72	10	0	1	0	0	11	0	0	0	0	0	0	143
7:30 AM	3	51	0	0	0	54	0	73	10	0	0	83	11	0	6	0	0	17	0	0	0	0	0	0	154
7:45 AM	3	51	0	0	0	54	0	66	10	0	0	76	8	0	2	0	1	10	0	0	0	0	0	0	140
Total	9	215	0	0	0	224	0	253	26	0	0	279	37	0	14	0	1	51	0	0	0	0	0	0	554
8:00 AM	2	35	0	0	0	37	0	56	10	0	0	66	8	0	5	0	0	13	0	0	0	0	0	0	116
8:15 AM	2	30	0	0	0	32	0	50	6	0	0	56	10	0	4	0	0	14	0	0	0	0	0	0	102
8:30 AM	2	21	0	0	0	23	0	39	8	0	0	47	6	0	12	0	0	18	0	0	0	0	0	0	88
8:45 AM	8	43	0	0	0	51	0	41	11	0	0	52	8	0	7	0	0	15	0	0	0	0	0	0	118
Total	14	129	0	0	0	143	0	186	35	0	0	221	32	0	28	0	0	60	0	0	0	0	0	0	424
BREAK																									
4:00 PM	3	67	0	0	0	70	0	37	10	0	0	47	6	0	3	0	0	9	0	0	0	0	0	0	126
4:15 PM	6	50	0	0	0	56	0	57	10	0	0	67	5	0	2	0	0	7	0	0	0	0	0	0	130
4:30 PM	9	54	0	0	0	63	0	42	11	0	0	53	5	0	3	0	0	8	0	0	0	0	0	0	124
4:45 PM	7	50	0	0	0	57	0	34	4	0	0	38	7	0	5	0	0	12	0	0	0	0	0	0	107
Total	25	221	0	0	0	246	0	170	35	0	0	205	23	0	13	0	0	36	0	0	0	0	0	0	487
5:00 PM	6	55	0	0	0	61	0	47	9	0	0	56	7	0	4	0	0	11	0	0	0	0	0	0	128
5:15 PM	5	55	0	0	0	60	0	50	10	0	0	60	7	0	9	0	0	16	0	0	0	0	0	0	136
5:30 PM	4	51	0	0	0	55	0	45	9	0	0	54	1	0	4	0	0	5	0	0	0	0	0	0	114
5:45 PM	2	64	0	0	0	66	0	69	7	0	0	76	8	0	6	0	0	14	0	0	0	0	0	0	156
Total	17	225	0	0	0	242	0	211	35	0	0	246	23	0	23	0	0	46	0	0	0	0	0	0	534
Grand Total	65	790	0	0	0	855	0	820	131	0	0	951	115	0	78	0	1	193	0	0	0	0	0	0	1999
Apprch %	7.6	92.4	0.0	0.0	0.0		0.0	86.2	13.8	0.0	0.0		59.6	0.0	40.4	0.0	0.5		0.0	0.0	0.0	0.0	0.0		
Total %	3.3	39.5	0.0	0.0	0.0	42.8	0.0	41.0	6.6	0.0	0.0	47.6	5.8	0.0	3.9	0.0	0.1	9.7	0.0	0.0	0.0	0.0	0.0	0.0	
Cars, PU, Vans	61	755	0	0		816	0	784	127	0		911	109	0	77	0		186	0	0	0	0		0	1913
% Cars, PU, Vans	93.8	95.6	0.0	0.0		95.4	0.0	95.6	96.9	0.0		95.8	94.8	0.0	98.7	0.0		96.4	0.0	0.0	0.0	0.0		0.0	95.7
Heavy trucks	4	35	0	0		39	0	36	4	0		40	6	0	1	0		7	0	0	0	0		0	86
%Heavy trucks	6.2	4.4	0.0	0.0		4.6	0.0	4.4	3.1	0.0		4.2	5.2	0.0	1.3	0.0		3.6	0.0	0.0	0.0	0.0		0.0	4.3

Project ID: 25-160032-005
Location: Averette Rd/CR 1945 & Kavanaugh Rd
City: Wake Forest

PEAK HOURS

Day: Wednesday
Date: 5/7/2025

AM

	Averette Rd/CR 1945 Northbound					Averette Rd/CR 1945 Southbound					Kavanaugh Rd Eastbound					Kavanaugh Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	3	53	0	0	56	0	45	3	0	48	8	0	5	0	13	0	0	0	0	0	117
7:15 AM	0	60	0	0	60	0	69	3	0	72	10	0	1	0	11	0	0	0	0	0	143
7:30 AM	3	51	0	0	54	0	73	10	0	83	11	0	6	0	17	0	0	0	0	0	154
7:45 AM	3	51	0	0	54	0	66	10	0	76	8	0	2	0	10	0	0	0	0	0	140
Total Volume	9	215	0	0	224	0	253	26	0	279	37	0	14	0	51	0	0	0	0	0	554
% App. Total	4.0	96.0	0.0	0.0	100	0.0	90.7	9.3	0.0	100	72.5	0.0	27.5	0.0	100	0.0	0.0	0.0	0.0	0	
PHF					0.933					0.840					0.750						0.899
Cars, PU, Vans	7	202	0	0	209	0	241	23	0	264	35	0	14	0	49	0	0	0	0	0	522
% Cars, PU, Vans	77.8	94.0	0.0	0.0	93.3	0.0	95.3	88.5	0.0	94.6	94.6	0.0	100.0	0.0	96.1	0.0	0.0	0.0	0.0	0.0	94.2
Heavy trucks	2	13	0	0	15	0	12	3	0	15	2	0	0	0	2	0	0	0	0	0	32
%Heavy trucks	22.2	6.0	0.0	0.0	6.7	0.0	4.7	11.5	0.0	5.4	5.4	0.0	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	5.8

PM

	Averette Rd/CR 1945 Northbound					Averette Rd/CR 1945 Southbound					Kavanaugh Rd Eastbound					Kavanaugh Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	6	55	0	0	61	0	47	9	0	56	7	0	4	0	11	0	0	0	0	0	128
5:15 PM	5	55	0	0	60	0	50	10	0	60	7	0	9	0	16	0	0	0	0	0	136
5:30 PM	4	51	0	0	55	0	45	9	0	54	1	0	4	0	5	0	0	0	0	0	114
5:45 PM	2	64	0	0	66	0	69	7	0	76	8	0	6	0	14	0	0	0	0	0	156
Total Volume	17	225	0	0	242	0	211	35	0	246	23	0	23	0	46	0	0	0	0	0	534
% App. Total	7.0	93.0	0.0	0.0	100	0.0	85.8	14.2	0.0	100	50.0	0.0	50.0	0.0	100	0.0	0.0	0.0	0.0	0	
PHF					0.917					0.809					0.719						0.856
Cars, PU, Vans	16	221	0	0	237	0	204	35	0	239	23	0	23	0	46	0	0	0	0	0	522
% Cars, PU, Vans	94.1	98.2	0.0	0.0	97.9	0.0	96.7	100.0	0.0	97.2	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	97.8
Heavy trucks	1	4	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
%Heavy trucks	5.9	1.8	0.0	0.0	2.1	0.0	3.3	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2

Project ID: 25-160032-004
Location: Averette Rd/CR 1945 & Old Pearce Rd
City: Wake Forest

PEAK HOURS

Day: Wednesday
Date: 5/7/2025

AM

	Averette Rd/CR 1945 Northbound					Averette Rd/CR 1945 Southbound					Old Pearce Rd Eastbound					Old Pearce Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	0	38	23	0	61	13	32	0	0	45	0	0	0	0	0	22	0	7	0	29	135
7:15 AM	0	49	21	0	70	16	53	0	0	69	0	0	0	0	0	20	0	4	0	24	163
7:30 AM	0	42	20	0	62	15	57	0	0	72	0	0	0	0	0	26	0	9	0	35	169
7:45 AM	0	35	24	0	59	6	46	0	0	52	0	0	0	0	0	30	0	6	0	36	147
Total Volume	0	164	88	0	252	50	188	0	0	238	0	0	0	0	0	98	0	26	0	124	614
% App. Total	0.0	65.1	34.9	0.0	100	21.0	79.0	0.0	0.0	100	0.0	0.0	0.0	0.0	0	79.0	0.0	21.0	0.0	100	
PHF					0.900					0.826										0.861	0.908
Cars, PU, Vans	0	151	86	0	237	48	179	0	0	227	0	0	0	0	0	92	0	26	0	118	582
% Cars, PU, Vans	0.0	92.1	97.7	0.0	94.0	96.0	95.2	0.0	0.0	95.4	0.0	0.0	0.0	0.0	0.0	93.9	0.0	100.0	0.0	95.2	94.8
Heavy trucks	0	13	2	0	15	2	9	0	0	11	0	0	0	0	0	6	0	0	0	6	32
%Heavy trucks	0.0	7.9	2.3	0.0	6.0	4.0	4.8	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	0.0	4.8	5.2

PM

	Averette Rd/CR 1945 Northbound					Averette Rd/CR 1945 Southbound					Old Pearce Rd Eastbound					Old Pearce Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	0	47	16	0	63	13	42	0	0	55	0	0	0	0	0	13	0	6	0	19	137
5:15 PM	0	45	16	0	61	19	43	0	0	62	0	0	0	0	0	18	0	11	0	29	152
5:30 PM	0	39	11	0	50	12	36	0	0	48	0	0	0	0	0	15	0	10	0	25	123
5:45 PM	0	54	17	0	71	17	53	0	0	70	0	0	0	0	0	25	0	5	0	30	171
Total Volume	0	185	60	0	245	61	174	0	0	235	0	0	0	0	0	71	0	32	0	103	583
% App. Total	0.0	75.5	24.5	0.0	100	26.0	74.0	0.0	0.0	100	0.0	0.0	0.0	0.0	0	68.9	0.0	31.1	0.0	100	
PHF					0.863					0.839										0.858	0.852
Cars, PU, Vans	0	184	57	0	241	60	168	0	0	228	0	0	0	0	0	70	0	32	0	102	571
% Cars, PU, Vans	0.0	99.5	95.0	0.0	98.4	98.4	96.6	0.0	0.0	97.0	0.0	0.0	0.0	0.0	0.0	98.6	0.0	100.0	0.0	99.0	97.9
Heavy trucks	0	1	3	0	4	1	6	0	0	7	0	0	0	0	0	1	0	0	0	1	12
%Heavy trucks	0.0	0.5	5.0	0.0	1.6	1.6	3.4	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	0.0	1.0	2.1

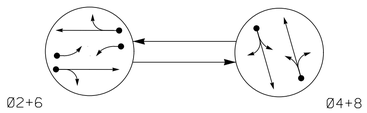
APPENDIX C

SIGNAL PLANS

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PROJECT REFERENCE NO.	SHEET NO.
U-6023	Sig 26.0

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

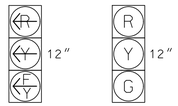
- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE Ø2+6	PHASE Ø4+8	PHASE FLASH
21,22	G	R	Y
23	~~F Y~~	~~R~~	~~Y~~
41,42	R	G	R
64	~~F Y~~	~~R~~	~~Y~~
61,62,63	G	R	Y
81,82	R	G	R

SIGNAL FACE I.D.

All Heads L.E.D.



23
64

21,22
41,42
61,62,63
81,82

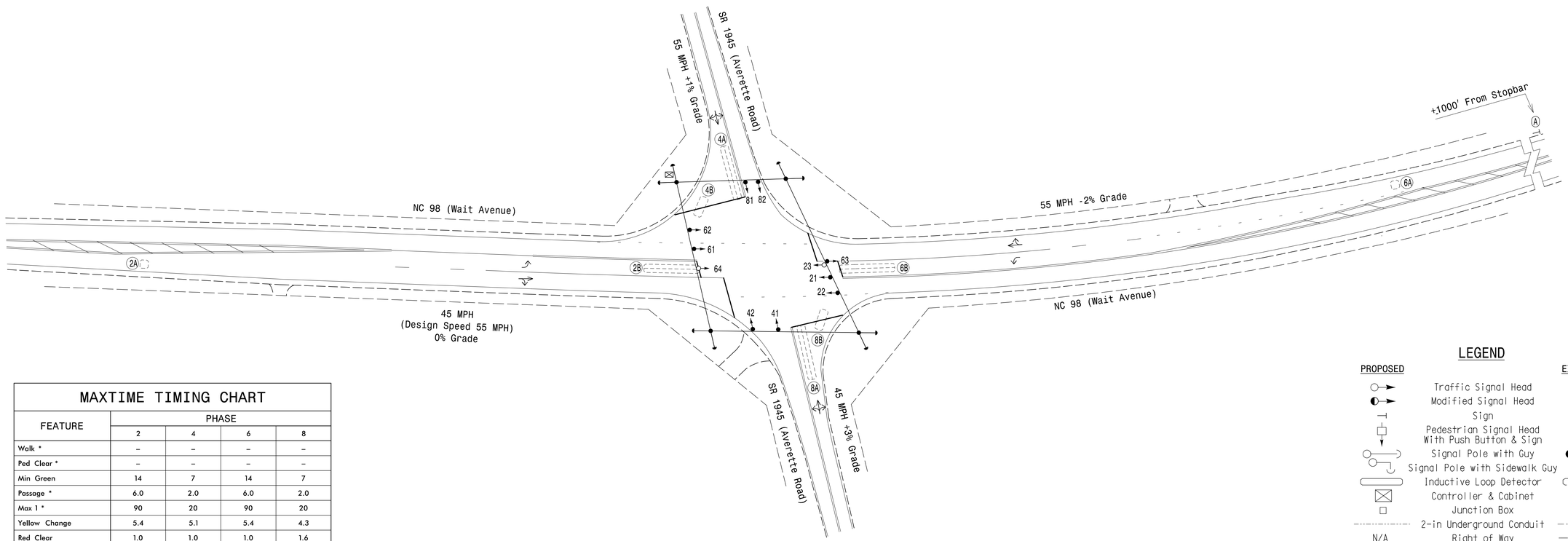
MAXTIME DETECTOR INSTALLATION CHART

DETECTOR					PROGRAMMING								
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	QUEUE	CALL	DELAY DURING GREEN	NEW CARD
2A	6X6	420	EXIST	-	2	-	-	X	X	-	X	-	X
2B	6X40	0	2-4-2	-	2	3	-	X	-	-	X	X	X
4A	6X40	0	2-4-2	-	4	5	-	X	-	-	X	-	X
4B	6X15	+5	EXIST	-	4	15	-	X	-	-	X	-	X
6A	6X6	420	EXIST	-	6	-	-	X	X	-	X	-	X
6B	6X40	0	2-4-2	-	6	3	-	X	-	-	X	X	X
8A	6X40	0	2-4-2	-	8	5	-	X	-	-	X	-	X
8B	6X15	+5	EXIST	-	8	15	-	X	-	-	X	-	X

2 PHASE FULLY ACTUATED (WAKE FOREST SIGNAL SYSTEM)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Reposition existing signal heads numbered 21, 22, 61, and 62.
4. Set all detector units to presence mode.
5. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
6. Pavement markings are existing.
7. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values shall supersede these values.
8. Loop data based on previous plan and/or field observations.
9. Install new cabinet on the existing cabinet foundation.



MAXTIME TIMING CHART

FEATURE	PHASE 2	PHASE 4	PHASE 6	PHASE 8
Walk *	–	–	–	–
Ped Clear *	–	–	–	–
Min Green	14	7	14	7
Passage *	6.0	2.0	6.0	2.0
Max 1 *	90	20	90	20
Yellow Change	5.4	5.1	5.4	4.3
Red Clear	1.0	1.0	1.0	1.6
Added Initial *	2.5	–	2.5	–
Maximum Initial *	46	–	46	–
Time Before Reduction *	15	–	15	–
Time To Reduce *	45	–	45	–
Minimum Gap	3.4	–	3.4	–
Advance Walk	–	–	–	–
Non Lock Detector	–	X	–	X
Vehicle Recall	MIN RECALL	–	MIN RECALL	–
Dual Entry	–	X	–	X

* These values may be field adjusted. Do not adjust Min Green and Passage times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

LEGEND

PROPOSED		EXISTING
	Traffic Signal Head	
	Modified Signal Head	N/A
	Sign	
	Pedestrian Signal Head With Push Button & Sign	
	Signal Pole with Guy	
	Signal Pole with Sidewalk Guy	
	Inductive Loop Detector	
	Controller & Cabinet	
	Junction Box	
	2-in Underground Conduit	
N/A	Right of Way	
	Directional Arrow	
A	Signal Ahead Sign (W3-3)	A

Signal Upgrade

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

Prepared For: NC Department of Transportation Mobility and Safety Division, Traffic Engineering Branch, Signal Design Section

NC 98 (Wait Avenue) at SR 1945 (Averette Road)

Division 5 | Wake County | Wake Forest

PLAN DATE: December 2022 | REVIEWED BY: CF Davis

PREPARED BY: MC Burke | REVIEWED BY: SL Phillips

REVISIONS	INIT.	DATE

SCALE: 0 40 — 1"=40'

SEAL: NORTH CAROLINA PROFESSIONAL SEAL 032607 ENGINEER STACIE L. PHILLIPS

DocuSigned by: SIGNATURE 3/2/2023 DATE

SIG. INVENTORY NO. 05-1935

PLANS PREPARED IN THE OFFICE OF:
Kimley»Horn
NC License #F-0102
421 Fayetteville Street, Suite 600
Raleigh, NC 27601
(919) 677-2000

750 N.Greenfield Pkwy,Garner,NC 27529

K:\MAL_TPTO_ITS\0110368492 U-6023 Wake Forest Signal System\6 Tasks\Signal Design\S4 - Signal Design\05-1935.dgn
3/2/2023 11:37:20 AM Molly.Burke

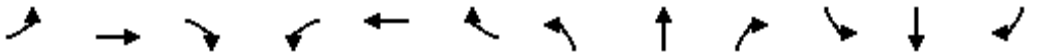
APPENDIX D

CAPACITY ANALYSIS CALCULATIONS

WAIT AVENUE

&

AVERETTE ROAD



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	460	63	54	800	9	67	64	59	32	123	112
Future Volume (vph)	46	460	63	54	800	9	67	64	59	32	123	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-2%			3%			1%	
Storage Length (ft)	200		0	175		0	0		0	0		350
Storage Lanes	1		0	1		0	0		0	0		1
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		0.982			0.998			0.958				0.850
Flt Protected	0.950			0.950				0.983			0.990	
Satd. Flow (prot)	1770	1829	0	1787	1878	0	0	1728	0	0	1835	1575
Flt Permitted	0.140			0.356				0.818			0.910	
Satd. Flow (perm)	261	1829	0	670	1878	0	0	1438	0	0	1687	1575
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		55			55			45			55	
Link Distance (ft)		1904			2587			518			1533	
Travel Time (s)		23.6			32.1			7.8			19.0	
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)	51	511	70	60	889	10	74	71	66	36	137	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	581	0	60	899	0	0	211	0	0	173	124
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		6	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	21.0	21.0		21.0	21.0		14.0	14.0		13.0	13.0	13.0
Total Split (s)	90.0	90.0		90.0	90.0		20.0	20.0		20.0	20.0	20.0
Total Split (%)	81.8%	81.8%		81.8%	81.8%		18.2%	18.2%		18.2%	18.2%	18.2%
Maximum Green (s)	83.6	83.6		83.6	83.6		13.9	13.9		14.1	14.1	14.1
Yellow Time (s)	5.4	5.4		5.4	5.4		5.1	5.1		4.3	4.3	4.3
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.6	1.6	1.6
Lost Time Adjust (s)	-1.4	-1.4		-1.4	-1.4			-1.1			-0.9	-0.9
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	6.0	6.0		6.0	6.0		2.0	2.0		2.0	2.0	2.0
Minimum Gap (s)	3.4	3.4		3.4	3.4		0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	15.0	15.0		15.0	15.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	45.0	45.0		45.0	45.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	Min	Min		Min	Min		None	None		None	None	None
Act Effct Green (s)	35.1	35.1		35.1	35.1			15.3			15.3	15.3
Actuated g/C Ratio	0.58	0.58		0.58	0.58			0.25			0.25	0.25
v/c Ratio	0.34	0.55		0.16	0.83			0.58			0.41	0.31
Control Delay	13.0	9.7		6.3	17.5			31.3			25.3	24.3
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	13.0	9.7		6.3	17.5			31.3			25.3	24.3
LOS	B	A		A	B			C			C	C
Approach Delay		9.9			16.8			31.3			24.9	
Approach LOS		A			B			C			C	
Queue Length 50th (ft)	8	112		9	228			65			50	35
Queue Length 95th (ft)	29	175		22	364			#195			133	100
Internal Link Dist (ft)		1824			2507			438			1453	
Turn Bay Length (ft)	200			175								350
Base Capacity (vph)	261	1829		670	1878			363			426	398
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.20	0.32		0.09	0.48			0.58			0.41	0.31

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 60.6			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 17.3		Intersection LOS: B	
Intersection Capacity Utilization 76.3%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Averette Road & Wait Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	668	112	41	540	26	68	93	59	13	83	77
Future Volume (vph)	99	668	112	41	540	26	68	93	59	13	83	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-2%			3%			1%	
Storage Length (ft)	200		0	175		0	0		0	0		350
Storage Lanes	1		0	1		0	0		0	0		1
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		0.979			0.993			0.964				0.850
Flt Protected	0.950			0.950				0.985			0.993	
Satd. Flow (prot)	1770	1824	0	1787	1868	0	0	1742	0	0	1840	1575
Flt Permitted	0.322			0.162				0.859			0.944	
Satd. Flow (perm)	600	1824	0	305	1868	0	0	1519	0	0	1750	1575
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		55			55			45			55	
Link Distance (ft)		1904			2587			518			1533	
Travel Time (s)		23.6			32.1			7.8			19.0	
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)	110	742	124	46	600	29	76	103	66	14	92	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	866	0	46	629	0	0	245	0	0	106	86
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		6	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	21.0	21.0		21.0	21.0		14.0	14.0		13.0	13.0	13.0
Total Split (s)	90.0	90.0		90.0	90.0		20.0	20.0		20.0	20.0	20.0
Total Split (%)	81.8%	81.8%		81.8%	81.8%		18.2%	18.2%		18.2%	18.2%	18.2%
Maximum Green (s)	83.6	83.6		83.6	83.6		13.9	13.9		14.1	14.1	14.1
Yellow Time (s)	5.4	5.4		5.4	5.4		5.1	5.1		4.3	4.3	4.3
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.6	1.6	1.6
Lost Time Adjust (s)	-1.4	-1.4		-1.4	-1.4			-1.1			-0.9	-0.9
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	6.0	6.0		6.0	6.0		2.0	2.0		2.0	2.0	2.0
Minimum Gap (s)	3.4	3.4		3.4	3.4		0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	15.0	15.0		15.0	15.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	45.0	45.0		45.0	45.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	Min	Min		Min	Min		None	None		None	None	None
Act Effct Green (s)	35.1	35.1		35.1	35.1			15.3			15.3	15.3
Actuated g/C Ratio	0.58	0.58		0.58	0.58			0.25			0.25	0.25
v/c Ratio	0.32	0.82		0.26	0.58			0.64			0.24	0.22
Control Delay	8.7	17.3		9.9	10.1			33.3			23.3	23.3
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	8.7	17.3		9.9	10.1			33.3			23.3	23.3
LOS	A	B		A	B			C			C	C
Approach Delay		16.3			10.1			33.3			23.3	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	18	217		7	125			78			30	24
Queue Length 95th (ft)	41	349		23	194			#231			86	74
Internal Link Dist (ft)		1824			2507			438			1453	
Turn Bay Length (ft)	200			175								350
Base Capacity (vph)	600	1824		305	1868			383			441	398
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.18	0.47		0.15	0.34			0.64			0.24	0.22

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 60.7			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 16.9		Intersection LOS: B	
Intersection Capacity Utilization 85.0%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Averette Road & Wait Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	533	73	63	928	10	78	74	68	37	143	130
Future Volume (vph)	53	533	73	63	928	10	78	74	68	37	143	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-2%			3%			1%	
Storage Length (ft)	200		0	175		0	0		0	0		350
Storage Lanes	1		0	1		0	0		0	0		1
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		0.982			0.998			0.958				0.850
Flt Protected	0.950			0.950				0.983			0.990	
Satd. Flow (prot)	1770	1829	0	1787	1878	0	0	1728	0	0	1835	1575
Flt Permitted	0.950			0.950				0.625			0.851	
Satd. Flow (perm)	1770	1829	0	1787	1878	0	0	1099	0	0	1577	1575
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		55			55			45			55	
Link Distance (ft)		1904			2587			518			1533	
Travel Time (s)		23.6			32.1			7.8			19.0	
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)	59	592	81	70	1031	11	87	82	76	41	159	144
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	673	0	70	1042	0	0	245	0	0	200	144
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases							4			8		8
Detector Phase	5	2		1	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	7.0	14.0		7.0	14.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	14.0	21.0		14.0	21.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	14.0	67.0		14.0	67.0		29.0	29.0		29.0	29.0	29.0
Total Split (%)	12.7%	60.9%		12.7%	60.9%		26.4%	26.4%		26.4%	26.4%	26.4%
Maximum Green (s)	7.0	60.0		7.0	60.0		22.0	22.0		22.0	22.0	22.0
Yellow Time (s)	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
Lost Time Adjust (s)	-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
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	6.0		3.0	6.0		2.0	2.0		2.0	2.0	2.0
Minimum Gap (s)	3.0	3.4		3.0	3.4		0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	15.0		0.0	15.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	45.0		0.0	45.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	Min		None	Min		None	None		None	None	None
Act Effct Green (s)	9.1	60.4		9.1	60.4			24.2			24.2	24.2
Actuated g/C Ratio	0.09	0.57		0.09	0.57			0.23			0.23	0.23
v/c Ratio	0.39	0.64		0.45	0.97			0.97			0.55	0.40
Control Delay	56.0	19.5		58.4	44.5			93.7			44.3	40.3
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	56.0	19.5		58.4	44.5			93.7			44.3	40.3
LOS	E	B		E	D			F			D	D
Approach Delay		22.4			45.4			93.7			42.6	
Approach LOS		C			D			F			D	
Queue Length 50th (ft)	40	311		48	683			~184			127	88
Queue Length 95th (ft)	84	439		96	#1004			#343			206	150
Internal Link Dist (ft)		1824			2507			438			1453	
Turn Bay Length (ft)	200			175								350
Base Capacity (vph)	152	1085		154	1114			252			362	361
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.39	0.62		0.45	0.94			0.97			0.55	0.40

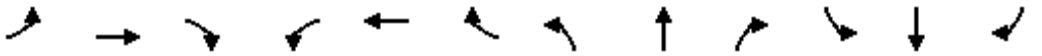
Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 105.4			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 43.0		Intersection LOS: D	
Intersection Capacity Utilization 86.8%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Averette Road & Wait Avenue





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	775	130	48	626	30	79	108	68	15	96	89
Future Volume (vph)	115	775	130	48	626	30	79	108	68	15	96	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-2%			3%			1%	
Storage Length (ft)	200		0	175		0	0		0	0		350
Storage Lanes	1		0	1		0	0		0	0		1
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		0.979			0.993			0.964				0.850
Flt Protected	0.950			0.950				0.985			0.993	
Satd. Flow (prot)	1770	1824	0	1787	1868	0	0	1742	0	0	1840	1575
Flt Permitted	0.950			0.950				0.822			0.902	
Satd. Flow (perm)	1770	1824	0	1787	1868	0	0	1454	0	0	1672	1575
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		55			55			45			55	
Link Distance (ft)		1904			2587			518			1533	
Travel Time (s)		23.6			32.1			7.8			19.0	
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)	128	861	144	53	696	33	88	120	76	17	107	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	1005	0	53	729	0	0	284	0	0	124	99
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases							4			8		8
Detector Phase	5	2		1	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	7.0	14.0		7.0	14.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	14.0	21.0		14.0	21.0		14.0	14.0		13.6	13.6	13.6
Total Split (s)	14.0	54.0		14.0	54.0		22.0	22.0		22.0	22.0	22.0
Total Split (%)	15.6%	60.0%		15.6%	60.0%		24.4%	24.4%		24.4%	24.4%	24.4%
Maximum Green (s)	7.0	47.0		7.0	47.0		15.0	15.0		15.4	15.4	15.4
Yellow Time (s)	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		1.6	1.6	1.6
Lost Time Adjust (s)	-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			4.6	4.6
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	6.0		3.0	6.0		2.0	2.0		2.0	2.0	2.0
Minimum Gap (s)	3.0	3.4		3.0	3.4		0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	15.0		0.0	15.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	45.0		0.0	45.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	Min		None	Min		None	None		None	None	None
Act Effct Green (s)	9.1	49.3		9.1	43.1			17.1			17.5	17.5
Actuated g/C Ratio	0.11	0.58		0.11	0.51			0.20			0.21	0.21
v/c Ratio	0.67	0.94		0.28	0.76			0.97			0.36	0.30
Control Delay	57.3	36.6		41.1	22.6			81.8			33.9	33.3
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	57.3	36.6		41.1	22.6			81.8			33.9	33.3
LOS	E	D		D	C			F			C	C
Approach Delay		39.0			23.8			81.8			33.6	
Approach LOS		D			C			F			C	
Queue Length 50th (ft)	72	~559		28	291			~175			62	49
Queue Length 95th (ft)	#158	#843		65	431			#330			115	96
Internal Link Dist (ft)		1824			2507			438			1453	
Turn Bay Length (ft)	200			175								350
Base Capacity (vph)	190	1066		191	1092			294			347	326
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.67	0.94		0.28	0.67			0.97			0.36	0.30

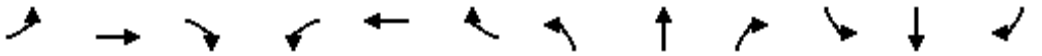
Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 84.4			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 38.6		Intersection LOS: D	
Intersection Capacity Utilization 87.9%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Averette Road & Wait Avenue





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	581	149	106	907	10	166	79	71	34	165	127
Future Volume (vph)	58	581	149	106	907	10	166	79	71	34	165	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-2%			3%			1%	
Storage Length (ft)	200		0	175		0	0		0	0		350
Storage Lanes	1		0	1		0	0		0	0		1
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		0.969			0.998			0.970				0.850
Flt Protected	0.950			0.950				0.974			0.991	
Satd. Flow (prot)	1770	1805	0	1787	1878	0	0	1733	0	0	1837	1575
Flt Permitted	0.950			0.950				0.581			0.889	
Satd. Flow (perm)	1770	1805	0	1787	1878	0	0	1034	0	0	1648	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			1			11				141
Link Speed (mph)		55			55			45			55	
Link Distance (ft)		476			2587			518			1533	
Travel Time (s)		5.9			32.1			7.8			19.0	
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)	64	646	166	118	1008	11	184	88	79	38	183	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	812	0	118	1019	0	0	351	0	0	221	141
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases							4			8		8
Detector Phase	5	2		1	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	7.0	14.0		7.0	14.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	14.0	21.0		14.0	21.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	14.0	77.0		15.0	78.0		48.0	48.0		48.0	48.0	48.0
Total Split (%)	10.0%	55.0%		10.7%	55.7%		34.3%	34.3%		34.3%	34.3%	34.3%
Maximum Green (s)	7.0	70.0		8.0	71.0		41.0	41.0		41.0	41.0	41.0
Yellow Time (s)	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
Lost Time Adjust (s)	-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
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	6.0		3.0	6.0		2.0	2.0		2.0	2.0	2.0
Minimum Gap (s)	3.0	3.4		3.0	3.4		0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	15.0		0.0	15.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	45.0		0.0	45.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	Min		None	Min		None	None		None	None	None
Act Effct Green (s)	9.0	69.1		10.0	73.1			43.1			43.1	43.1
Actuated g/C Ratio	0.07	0.50		0.07	0.53			0.31			0.31	0.31
v/c Ratio	0.55	0.89		0.91	1.02			1.06			0.43	0.24
Control Delay	81.8	42.9		120.8	65.6			109.4			41.3	6.4
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	81.8	42.9		120.8	65.6			109.4			41.3	6.4
LOS	F	D		F	E			F			D	A
Approach Delay		45.8			71.3			109.4			27.7	
Approach LOS		D			E			F			C	
Queue Length 50th (ft)	58	624		109	~1000			~349			161	0
Queue Length 95th (ft)	#115	#861		#235	#1265			#551			242	50
Internal Link Dist (ft)		396			2507			438			1453	
Turn Bay Length (ft)	200			175								350
Base Capacity (vph)	116	955		130	1001			332			517	591
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.55	0.85		0.91	1.02			1.06			0.43	0.24

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 137.2			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 62.2		Intersection LOS: E	
Intersection Capacity Utilization 99.1%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Averette Road & Wait Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	816	236	103	631	30	246	121	70	13	119	92
Future Volume (vph)	128	816	236	103	631	30	246	121	70	13	119	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-2%			3%			1%	
Storage Length (ft)	200		0	175		0	0		0	0		350
Storage Lanes	1		0	1		0	0		0	0		1
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		0.966			0.993			0.978				0.850
Flt Protected	0.950			0.950				0.973			0.995	
Satd. Flow (prot)	1770	1799	0	1787	1868	0	0	1746	0	0	1844	1575
Flt Permitted	0.950			0.950				0.681			0.944	
Satd. Flow (perm)	1770	1799	0	1787	1868	0	0	1222	0	0	1750	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			2			7				102
Link Speed (mph)		55			55			45			55	
Link Distance (ft)		476			2587			518			1533	
Travel Time (s)		5.9			32.1			7.8			19.0	
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)	142	907	262	114	701	33	273	134	78	14	132	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	142	1169	0	114	734	0	0	485	0	0	146	102
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases							4			8		8
Detector Phase	5	2		1	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	7.0	14.0		7.0	14.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	14.0	21.0		14.0	21.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	21.0	84.0		14.0	77.0		52.0	52.0		52.0	52.0	52.0
Total Split (%)	14.0%	56.0%		9.3%	51.3%		34.7%	34.7%		34.7%	34.7%	34.7%
Maximum Green (s)	14.0	77.0		7.0	70.0		45.0	45.0		45.0	45.0	45.0
Yellow Time (s)	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
Lost Time Adjust (s)	-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
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	6.0		3.0	6.0		2.0	2.0		2.0	2.0	2.0
Minimum Gap (s)	3.0	3.4		3.0	3.4		0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	15.0		0.0	15.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	45.0		0.0	45.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	Min		None	Min		None	None		None	None	None
Act Effct Green (s)	15.5	79.0		9.0	72.5			47.0			47.0	47.0
Actuated g/C Ratio	0.10	0.53		0.06	0.48			0.31			0.31	0.31
v/c Ratio	0.78	1.23		1.07	0.81			1.25			0.27	0.18
Control Delay	92.6	143.1		169.6	41.8			175.3			40.2	7.1
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0

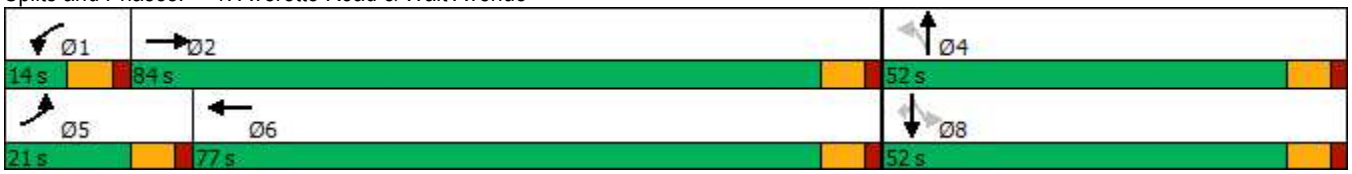
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	92.6	143.1		169.6	41.8			175.3			40.2	7.1
LOS	F	F		F	D			F			D	A
Approach Delay		137.6			59.0			175.3			26.6	
Approach LOS		F			E			F			C	
Queue Length 50th (ft)	137	~1402		~123	603			~588			107	0
Queue Length 95th (ft)	#243	#1673		#256	790			#816			169	44
Internal Link Dist (ft)		396			2507			438			1453	
Turn Bay Length (ft)	200			175								350
Base Capacity (vph)	188	954		107	903			387			548	563
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.76	1.23		1.07	0.81			1.25			0.27	0.18

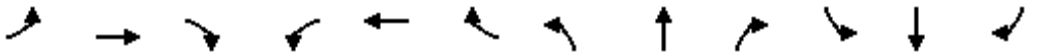
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.25			
Intersection Signal Delay: 111.3		Intersection LOS: F	
Intersection Capacity Utilization 106.5%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Averette Road & Wait Avenue





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	581	149	106	907	10	166	79	71	34	165	127
Future Volume (vph)	58	581	149	106	907	10	166	79	71	34	165	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-2%			3%			1%	
Storage Length (ft)	200		100	175		0	300		0	0		350
Storage Lanes	1		1	1		0	1		0	0		1
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		0.998			0.929				0.850
Flt Protected	0.950			0.950			0.950				0.991	
Satd. Flow (prot)	1770	1863	1583	1787	1878	0	1743	1705	0	0	1837	1575
Flt Permitted	0.950			0.950			0.950				0.903	
Satd. Flow (perm)	1770	1863	1583	1787	1878	0	1743	1705	0	0	1674	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			140		1			32				141
Link Speed (mph)		55			55			45			55	
Link Distance (ft)		476			2587			518			1533	
Travel Time (s)		5.9			32.1			7.8			19.0	
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)	64	646	166	118	1008	11	184	88	79	38	183	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	646	166	118	1019	0	184	167	0	0	221	141
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Perm	NA	Perm
Protected Phases	5	2		1	6		7	4			8	
Permitted Phases			2							8		8
Detector Phase	5	2	2	1	6		7	4		8	8	8
Switch Phase												
Minimum Initial (s)	7.0	14.0	14.0	7.0	14.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	14.0	21.0	21.0	14.0	21.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	14.0	74.0	74.0	21.0	81.0		22.0	45.0		23.0	23.0	23.0
Total Split (%)	10.0%	52.9%	52.9%	15.0%	57.9%		15.7%	32.1%		16.4%	16.4%	16.4%
Maximum Green (s)	7.0	67.0	67.0	14.0	74.0		15.0	38.0		16.0	16.0	16.0
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	0.0	-2.0	-2.0		0.0	-2.0			-2.0	-2.0
Total Lost Time (s)	5.0	5.0	7.0	5.0	5.0		7.0	5.0			5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	6.0	6.0	3.0	6.0		3.0	2.0		2.0	2.0	2.0
Minimum Gap (s)	3.0	3.4	3.4	3.0	3.4		3.0	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	15.0	15.0	0.0	15.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	45.0	45.0	0.0	45.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	Min	Min	None	Min		None	None		None	None	None
Act Effct Green (s)	9.0	67.3	65.3	14.5	75.9		15.0	40.1			18.0	18.0
Actuated g/C Ratio	0.07	0.49	0.48	0.11	0.55		0.11	0.29			0.13	0.13
v/c Ratio	0.55	0.71	0.20	0.62	0.98		0.96	0.32			1.00	0.43
Control Delay	81.7	32.4	5.3	74.0	54.1		117.5	33.1			120.7	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0

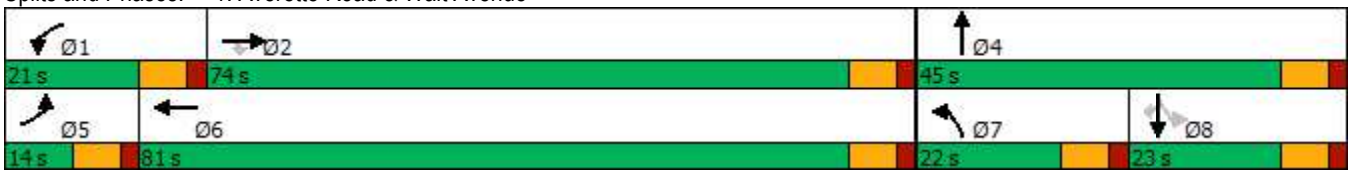
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	81.7	32.4	5.3	74.0	54.1		117.5	33.1			120.7	12.7
LOS	F	C	A	E	D		F	C			F	B
Approach Delay		30.9			56.2			77.3			78.6	
Approach LOS		C			E			E			E	
Queue Length 50th (ft)	58	447	12	104	897		170	96			~214	0
Queue Length 95th (ft)	#115	595	53	172	#1226		#328	164			#384	64
Internal Link Dist (ft)		396			2507			438			1453	
Turn Bay Length (ft)	200		100	175			300					350
Base Capacity (vph)	116	945	850	209	1044		191	521			220	329
Starvation Cap Reductn	0	0	0	0	0		0	0			0	0
Spillback Cap Reductn	0	0	0	0	0		0	0			0	0
Storage Cap Reductn	0	0	0	0	0		0	0			0	0
Reduced v/c Ratio	0.55	0.68	0.20	0.56	0.98		0.96	0.32			1.00	0.43

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 137			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 53.8		Intersection LOS: D	
Intersection Capacity Utilization 90.6%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Averette Road & Wait Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	816	236	103	631	30	246	121	70	13	119	92
Future Volume (vph)	128	816	236	103	631	30	246	121	70	13	119	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-2%			3%			1%	
Storage Length (ft)	200		100	175		0	300		0	0		350
Storage Lanes	1		1	1		0	1		0	0		1
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		0.993			0.945				0.850
Flt Protected	0.950			0.950			0.950				0.995	
Satd. Flow (prot)	1770	1863	1583	1787	1868	0	1743	1734	0	0	1844	1575
Flt Permitted	0.950			0.950			0.950				0.937	
Satd. Flow (perm)	1770	1863	1583	1787	1868	0	1743	1734	0	0	1737	1575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164		3			25				164
Link Speed (mph)		55			55			45			55	
Link Distance (ft)		476			2587			518			1533	
Travel Time (s)		5.9			32.1			7.8			19.0	
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)	142	907	262	114	701	33	273	134	78	14	132	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	142	907	262	114	734	0	273	212	0	0	146	102
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Perm	NA	Perm
Protected Phases	5	2		1	6		7	4			8	
Permitted Phases			2							8		8
Detector Phase	5	2	2	1	6		7	4		8	8	8
Switch Phase												
Minimum Initial (s)	7.0	14.0	14.0	7.0	14.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	14.0	21.0	21.0	14.0	21.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	18.0	65.0	65.0	14.0	61.0		25.0	41.0		16.0	16.0	16.0
Total Split (%)	15.0%	54.2%	54.2%	11.7%	50.8%		20.8%	34.2%		13.3%	13.3%	13.3%
Maximum Green (s)	11.0	58.0	58.0	7.0	54.0		18.0	34.0		9.0	9.0	9.0
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	0.0	-2.0	-2.0		0.0	-2.0			-2.0	-2.0
Total Lost Time (s)	5.0	5.0	7.0	5.0	5.0		7.0	5.0			5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	6.0	6.0	3.0	6.0		3.0	2.0		2.0	2.0	2.0
Minimum Gap (s)	3.0	3.4	3.4	3.0	3.4		3.0	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	15.0	15.0	0.0	15.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	45.0	45.0	0.0	45.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	Min	Min	None	Min		None	None		None	None	None
Act Effct Green (s)	12.8	59.3	57.3	9.0	55.5		18.0	36.0			11.0	11.0
Actuated g/C Ratio	0.11	0.50	0.48	0.08	0.47		0.15	0.30			0.09	0.09
v/c Ratio	0.75	0.98	0.31	0.84	0.84		1.04	0.39			0.91	0.35
Control Delay	76.5	55.2	7.9	100.1	38.6		115.8	31.7			105.8	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	76.5	55.2	7.9	100.1	38.6		115.8	31.7			105.8	4.1
LOS	E	E	A	F	D		F	C			F	A
Approach Delay		48.0			46.8			79.0			64.0	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	108	664	41	89	485		~229	114			114	0
Queue Length 95th (ft)	#207	#958	94	#197	#679		#402	186			#242	7
Internal Link Dist (ft)		396			2507			438			1453	
Turn Bay Length (ft)	200		100	175			300					350
Base Capacity (vph)	192	936	853	135	878		263	540			160	294
Starvation Cap Reductn	0	0	0	0	0		0	0			0	0
Spillback Cap Reductn	0	0	0	0	0		0	0			0	0
Storage Cap Reductn	0	0	0	0	0		0	0			0	0
Reduced v/c Ratio	0.74	0.97	0.31	0.84	0.84		1.04	0.39			0.91	0.35

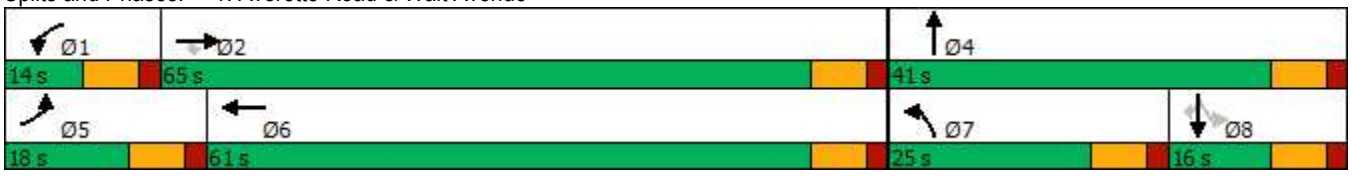
Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 119.3
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 54.2 Intersection LOS: D
Intersection Capacity Utilization 81.6% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Averette Road & Wait Avenue



APPENDIX E

CAPACITY ANALYSIS CALCULATIONS

WAIT AVENUE

&

CARRIE MAY LANE/ACCESS B

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	568	977	4	4	4
Future Vol, veh/h	4	568	977	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	631	1086	4	4	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1090	0	-	0	1727	1088
Stage 1	-	-	-	-	1088	-
Stage 2	-	-	-	-	639	-
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	640	-	-	-	97	262
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	526	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	640	-	-	-	96	262
Mov Cap-2 Maneuver	-	-	-	-	96	-
Stage 1	-	-	-	-	320	-
Stage 2	-	-	-	-	526	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	32.2
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	640	-	-	-	141
HCM Lane V/C Ratio	0.007	-	-	-	0.063
HCM Control Delay (s)	10.7	0	-	-	32.2
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	875	684	4	4	4
Future Vol, veh/h	4	875	684	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	972	760	4	4	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	764	0	-	0	1742	762
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	980	-
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	849	-	-	-	95	405
Stage 1	-	-	-	-	461	-
Stage 2	-	-	-	-	364	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	849	-	-	-	94	405
Mov Cap-2 Maneuver	-	-	-	-	94	-
Stage 1	-	-	-	-	456	-
Stage 2	-	-	-	-	364	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	30
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	849	-	-	-	153
HCM Lane V/C Ratio	0.005	-	-	-	0.058
HCM Control Delay (s)	9.3	0	-	-	30
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	659	1133	4	4	4
Future Vol, veh/h	4	659	1133	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	732	1259	4	4	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1263	0	-	0	2001	1261
Stage 1	-	-	-	-	1261	-
Stage 2	-	-	-	-	740	-
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	550	-	-	-	66	208
Stage 1	-	-	-	-	267	-
Stage 2	-	-	-	-	472	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	550	-	-	-	65	208
Mov Cap-2 Maneuver	-	-	-	-	65	-
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	472	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	44.9
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	550	-	-	-	99
HCM Lane V/C Ratio	0.008	-	-	-	0.09
HCM Control Delay (s)	11.6	0	-	-	44.9
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	1015	793	4	5	4
Future Vol, veh/h	4	1015	793	4	5	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	1128	881	4	6	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	885	0	-	0	2019	883
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	1136	-
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	765	-	-	-	64	345
Stage 1	-	-	-	-	404	-
Stage 2	-	-	-	-	306	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	765	-	-	-	63	345
Mov Cap-2 Maneuver	-	-	-	-	63	-
Stage 1	-	-	-	-	398	-
Stage 2	-	-	-	-	306	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	45.4
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	765	-	-	-	99
HCM Lane V/C Ratio	0.006	-	-	-	0.101
HCM Control Delay (s)	9.7	0	-	-	45.4
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	100.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	718	14	19	1151	4	95	4	56	4	4	4
Future Vol, veh/h	4	718	14	19	1151	4	95	4	56	4	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	125	-	-	-	-	-	-	-	-
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	4	798	16	21	1279	4	106	4	62	4	4	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1283	0	0	814	0	0	2133	2131	798	2170	2145	1281
Stage 1	-	-	-	-	-	-	806	806	-	1323	1323	-
Stage 2	-	-	-	-	-	-	1327	1325	-	847	822	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	541	-	-	813	-	-	~ 36	50	386	34	49	202
Stage 1	-	-	-	-	-	-	376	395	-	192	226	-
Stage 2	-	-	-	-	-	-	191	225	-	357	388	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	541	-	-	813	-	-	~ 32	48	386	26	47	202
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 32	48	-	26	47	-
Stage 1	-	-	-	-	-	-	371	389	-	189	220	-
Stage 2	-	-	-	-	-	-	178	219	-	292	383	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	$ 1340.6	112.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	48	541	-	-	813	-	-	46
HCM Lane V/C Ratio	3.588	0.008	-	-	0.026	-	-	0.29
HCM Control Delay (s)	$ 1340.6	11.7	0	-	9.5	-	-	112.5
HCM Lane LOS	F	B	A	-	A	-	-	F
HCM 95th %tile Q(veh)	18.9	0	-	-	0.1	-	-	1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	176

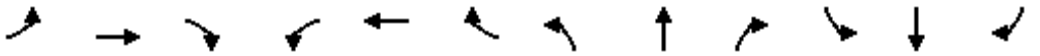
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	1108	47	63	841	4	105	4	37	5	4	4
Future Vol, veh/h	4	1108	47	63	841	4	105	4	37	5	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	125	-	-	-	-	-	-	-	-
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	4	1231	52	70	934	4	117	4	41	6	4	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	938	0	0	1283	0	0	2319	2317	1231	2364	2367	936
Stage 1	-	-	-	-	-	-	1239	1239	-	1076	1076	-
Stage 2	-	-	-	-	-	-	1080	1078	-	1288	1291	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	730	-	-	541	-	-	~ 26	38	216	24	35	321
Stage 1	-	-	-	-	-	-	215	247	-	266	296	-
Stage 2	-	-	-	-	-	-	264	295	-	201	234	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	730	-	-	541	-	-	~ 20	32	216	15	30	321
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 20	32	-	15	30	-
Stage 1	-	-	-	-	-	-	211	242	-	261	258	-
Stage 2	-	-	-	-	-	-	223	257	-	157	230	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.9	$ 2655.9	241.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	26	730	-	-	541	-	-	27
HCM Lane V/C Ratio	6.239	0.006	-	-	0.129	-	-	0.535
HCM Control Delay (s)	$ 2655.9	10	0	-	12.6	-	-	241.2
HCM Lane LOS	F	A	A	-	B	-	-	F
HCM 95th %tile Q(veh)	20.1	0	-	-	0.4	-	-	1.7

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



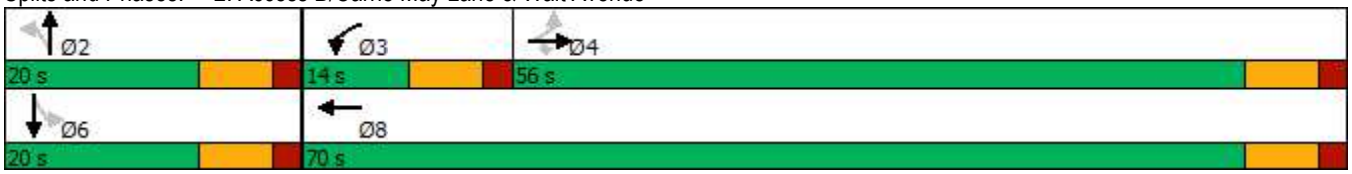
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	718	14	19	1151	4	95	4	56	4	4	4
Future Volume (vph)	4	718	14	19	1151	4	95	4	56	4	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	125		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		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					0.951			0.955	
Flt Protected				0.950				0.970			0.984	
Satd. Flow (prot)	0	1863	1583	1770	1863	0	0	1718	0	0	1750	0
Flt Permitted		0.893		0.950				0.805			0.908	
Satd. Flow (perm)	0	1663	1583	1770	1863	0	0	1426	0	0	1615	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		55			55			25			25	
Link Distance (ft)		547			720			1076			1193	
Travel Time (s)		6.8			8.9			29.3			32.5	
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)	4	798	16	21	1279	4	106	4	62	4	4	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	802	16	21	1283	0	0	172	0	0	12	0
Turn Type	Perm	NA	Perm	Prot	NA		Perm	NA		Perm	NA	
Protected Phases		4		3	8			2			6	
Permitted Phases	4		4				2			6		
Detector Phase	4	4	4	3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	20.0	20.0	20.0	14.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	56.0	56.0	56.0	14.0	70.0		20.0	20.0		20.0	20.0	
Total Split (%)	62.2%	62.2%	62.2%	15.6%	77.8%		22.2%	22.2%		22.2%	22.2%	
Maximum Green (s)	49.0	49.0	49.0	7.0	63.0		13.0	13.0		13.0	13.0	
Yellow Time (s)	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	
Lost Time Adjust (s)		-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	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	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	
Recall Mode	None	None	None	None	None		Min	Min		Min	Min	
Act Effct Green (s)		56.8	56.8	9.1	62.2			14.3			14.3	
Actuated g/C Ratio		0.66	0.66	0.11	0.72			0.17			0.17	
v/c Ratio		0.74	0.02	0.11	0.96			0.73			0.05	
Control Delay		17.6	7.6	38.6	29.4			55.1			32.2	
Queue Delay		0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay		17.6	7.6	38.6	29.4			55.1			32.2	
LOS		B	A	D	C			E			C	
Approach Delay		17.4			29.5			55.1			32.2	
Approach LOS		B			C			E			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		205	2	11	546			94			6	
Queue Length 95th (ft)		#617	12	33	#977			#189			21	
Internal Link Dist (ft)		467			640			996			1113	
Turn Bay Length (ft)			50	125								
Base Capacity (vph)		1091	1039	185	1409			248			282	
Starvation Cap Reductn		0	0	0	0			0			0	
Spillback Cap Reductn		0	0	0	0			0			0	
Storage Cap Reductn		0	0	0	0			0			0	
Reduced v/c Ratio		0.74	0.02	0.11	0.91			0.69			0.04	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 86.5			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 27.1		Intersection LOS: C	
Intersection Capacity Utilization 85.0%		ICU Level of Service E	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Access B/Carrie May Lane & Wait Avenue



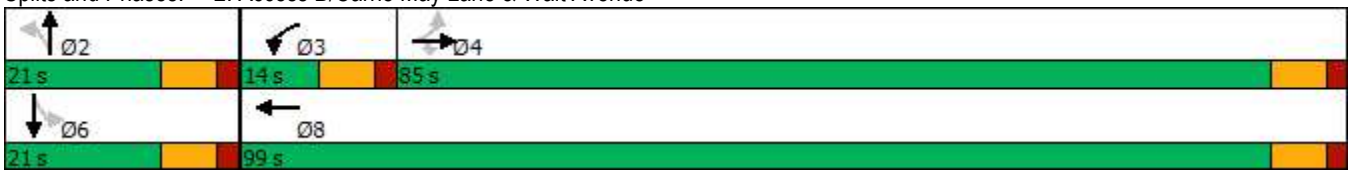
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	1108	47	63	841	4	105	4	37	5	4	4
Future Volume (vph)	4	1108	47	63	841	4	105	4	37	5	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	125		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		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		0.999			0.966			0.961	
Flt Protected				0.950				0.965			0.979	
Satd. Flow (prot)	0	1863	1583	1770	1861	0	0	1736	0	0	1753	0
Flt Permitted		0.998		0.950				0.778			0.885	
Satd. Flow (perm)	0	1859	1583	1770	1861	0	0	1400	0	0	1584	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		55			55			25			25	
Link Distance (ft)		547			720			1076			1193	
Travel Time (s)		6.8			8.9			29.3			32.5	
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)	4	1231	52	70	934	4	117	4	41	6	4	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1235	52	70	938	0	0	162	0	0	14	0
Turn Type	Perm	NA	Perm	Prot	NA		Perm	NA		Perm	NA	
Protected Phases		4		3	8			2			6	
Permitted Phases	4		4				2			6		
Detector Phase	4	4	4	3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	20.0	20.0	20.0	14.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	85.0	85.0	85.0	14.0	99.0		21.0	21.0		21.0	21.0	
Total Split (%)	70.8%	70.8%	70.8%	11.7%	82.5%		17.5%	17.5%		17.5%	17.5%	
Maximum Green (s)	78.0	78.0	78.0	7.0	92.0		14.0	14.0		14.0	14.0	
Yellow Time (s)	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	
Lost Time Adjust (s)		-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	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	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	
Recall Mode	None	None	None	None	None		Min	Min		Min	Min	
Act Effct Green (s)		79.4	79.4	9.0	90.3			15.9			15.9	
Actuated g/C Ratio		0.68	0.68	0.08	0.78			0.14			0.14	
v/c Ratio		0.97	0.05	0.51	0.65			0.85			0.06	
Control Delay		38.9	7.1	67.0	8.3			86.2			46.5	
Queue Delay		0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay		38.9	7.1	67.0	8.3			86.2			46.5	
LOS		D	A	E	A			F			D	
Approach Delay		37.6			12.4			86.2			46.5	
Approach LOS		D			B			F			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		870	13	53	264			125			10	
Queue Length 95th (ft)		#1253	27	103	369			#251			30	
Internal Link Dist (ft)		467			640			996			1113	
Turn Bay Length (ft)			50	125								
Base Capacity (vph)		1286	1095	137	1512			193			219	
Starvation Cap Reductn		0	0	0	0			0			0	
Spillback Cap Reductn		0	0	0	0			0			0	
Storage Cap Reductn		0	0	0	0			0			0	
Reduced v/c Ratio		0.96	0.05	0.51	0.62			0.84			0.06	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 116.2			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 30.6		Intersection LOS: C	
Intersection Capacity Utilization 84.6%		ICU Level of Service E	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Access B/Carrie May Lane & Wait Avenue



Intersection	
Int Delay, s/veh	138.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	718	14	77	1122	4	95	4	56	4	4	4
Future Vol, veh/h	4	718	14	77	1122	4	95	4	56	4	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	350	-	-	-	-	-	-	-	-
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	4	798	16	86	1247	4	106	4	62	4	4	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1251	0	0	814	0	0	2231	2229	798	2268	2243	1249
Stage 1	-	-	-	-	-	-	806	806	-	1421	1421	-
Stage 2	-	-	-	-	-	-	1425	1423	-	847	822	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	556	-	-	813	-	-	~ 30	43	386	29	42	211
Stage 1	-	-	-	-	-	-	376	395	-	169	202	-
Stage 2	-	-	-	-	-	-	168	202	-	357	388	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	556	-	-	813	-	-	~ 24	38	386	20	37	211
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 24	38	-	20	37	-
Stage 1	-	-	-	-	-	-	371	390	-	167	181	-
Stage 2	-	-	-	-	-	-	143	181	-	292	383	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.6	$ 1862.7	149.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	37	556	-	-	813	-	-	37
HCM Lane V/C Ratio	4.655	0.008	-	-	0.105	-	-	0.36
HCM Control Delay (s)	$ 1862.7	11.5	0	-	9.9	-	-	149.4
HCM Lane LOS	F	B	A	-	A	-	-	F
HCM 95th %tile Q(veh)	20.1	0	-	-	0.4	-	-	1.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	295.7

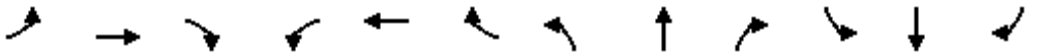
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1108	47	153	815	4	105	4	37	5	4	4
Future Vol, veh/h	5	1108	47	153	815	4	105	4	37	5	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	350	-	-	-	-	-	-	-	-
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	6	1231	52	170	906	4	117	4	41	6	4	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	910	0	0	1283	0	0	2495	2493	1231	2540	2543	908
Stage 1	-	-	-	-	-	-	1243	1243	-	1248	1248	-
Stage 2	-	-	-	-	-	-	1252	1250	-	1292	1295	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	748	-	-	541	-	-	~ 20	29	216	18	27	334
Stage 1	-	-	-	-	-	-	214	246	-	212	245	-
Stage 2	-	-	-	-	-	-	211	244	-	200	233	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	748	-	-	541	-	-	~ 12	19	216	9	18	334
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 12	19	-	9	18	-
Stage 1	-	-	-	-	-	-	208	239	-	206	168	-
Stage 2	-	-	-	-	-	-	139	167	-	154	226	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	2.3	$ 4578.6	$ 511.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	16	748	-	-	541	-	-	16
HCM Lane V/C Ratio	10.139	0.007	-	-	0.314	-	-	0.903
HCM Control Delay (s)	$ 4578.6	9.8	0	-	14.7	-	-	$ 511.3
HCM Lane LOS	F	A	A	-	B	-	-	F
HCM 95th %tile Q(veh)	21.2	0	-	-	1.3	-	-	2.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



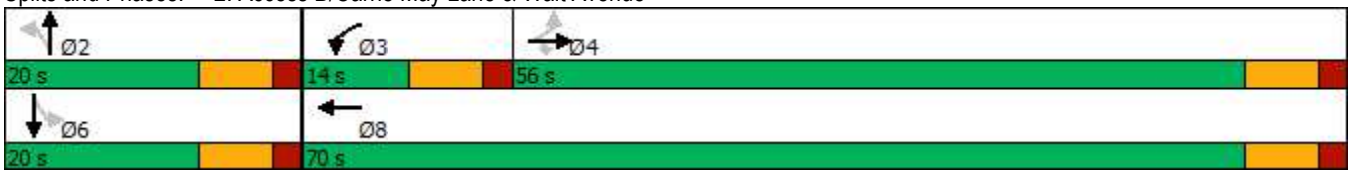
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	718	14	77	1122	4	95	4	56	4	4	4
Future Volume (vph)	4	718	14	77	1122	4	95	4	56	4	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	350		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		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					0.951			0.955	
Flt Protected				0.950				0.970			0.984	
Satd. Flow (prot)	0	1863	1583	1770	1863	0	0	1718	0	0	1750	0
Flt Permitted		0.948		0.950				0.805			0.906	
Satd. Flow (perm)	0	1766	1583	1770	1863	0	0	1426	0	0	1612	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			133					27			4	
Link Speed (mph)		55			55			25			25	
Link Distance (ft)		547			774			1076			1193	
Travel Time (s)		6.8			9.6			29.3			32.5	
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)	4	798	16	86	1247	4	106	4	62	4	4	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	802	16	86	1251	0	0	172	0	0	12	0
Turn Type	Perm	NA	Perm	Prot	NA		Perm	NA		Perm	NA	
Protected Phases		4		3	8			2			6	
Permitted Phases	4		4				2			6		
Detector Phase	4	4	4	3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	20.0	20.0	20.0	14.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	56.0	56.0	56.0	14.0	70.0		20.0	20.0		20.0	20.0	
Total Split (%)	62.2%	62.2%	62.2%	15.6%	77.8%		22.2%	22.2%		22.2%	22.2%	
Maximum Green (s)	49.0	49.0	49.0	7.0	63.0		13.0	13.0		13.0	13.0	
Yellow Time (s)	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	
Lost Time Adjust (s)		-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	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	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	
Recall Mode	None	None	None	None	None		Min	Min		Min	Min	
Act Effct Green (s)		49.6	49.6	9.2	60.2			13.6			13.6	
Actuated g/C Ratio		0.59	0.59	0.11	0.72			0.16			0.16	
v/c Ratio		0.77	0.02	0.44	0.94			0.68			0.05	
Control Delay		20.9	0.0	46.1	25.7			44.0			27.1	
Queue Delay		0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay		20.9	0.0	46.1	25.7			44.0			27.1	
LOS		C	A	D	C			D			C	
Approach Delay		20.5			27.1			44.0			27.1	
Approach LOS		C			C			D			C	

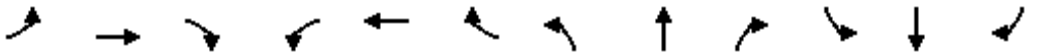
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		337	0	47	504			78			4	
Queue Length 95th (ft)		514	0	94	#937			#162			19	
Internal Link Dist (ft)		467			694			996			1113	
Turn Bay Length (ft)			50	350								
Base Capacity (vph)		1095	1032	194	1457			282			297	
Starvation Cap Reductn		0	0	0	0			0			0	
Spillback Cap Reductn		0	0	0	0			0			0	
Storage Cap Reductn		0	0	0	0			0			0	
Reduced v/c Ratio		0.73	0.02	0.44	0.86			0.61			0.04	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 84			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 26.0		Intersection LOS: C	
Intersection Capacity Utilization 87.9%		ICU Level of Service E	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Access B/Carrie May Lane & Wait Avenue





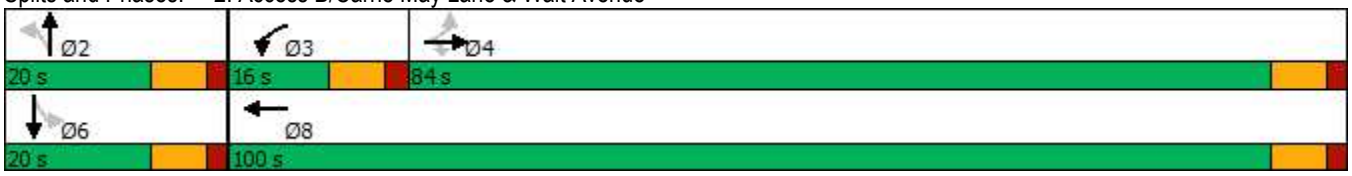
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1108	47	153	815	4	105	4	37	5	4	4
Future Volume (vph)	5	1108	47	153	815	4	105	4	37	5	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	350		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		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		0.999			0.966			0.961	
Flt Protected				0.950				0.965			0.979	
Satd. Flow (prot)	0	1863	1583	1770	1861	0	0	1736	0	0	1753	0
Flt Permitted		0.996		0.950				0.778			0.883	
Satd. Flow (perm)	0	1855	1583	1770	1861	0	0	1400	0	0	1581	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			100		1			12			4	
Link Speed (mph)		55			55			25			25	
Link Distance (ft)		547			774			1076			1193	
Travel Time (s)		6.8			9.6			29.3			32.5	
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	1231	52	170	906	4	117	4	41	6	4	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1237	52	170	910	0	0	162	0	0	14	0
Turn Type	Perm	NA	Perm	Prot	NA		Perm	NA		Perm	NA	
Protected Phases		4		3	8			2			6	
Permitted Phases	4		4				2			6		
Detector Phase	4	4	4	3	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	20.0	20.0	20.0	14.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	84.0	84.0	84.0	16.0	100.0		20.0	20.0		20.0	20.0	
Total Split (%)	70.0%	70.0%	70.0%	13.3%	83.3%		16.7%	16.7%		16.7%	16.7%	
Maximum Green (s)	77.0	77.0	77.0	9.0	93.0		13.0	13.0		13.0	13.0	
Yellow Time (s)	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	
Lost Time Adjust (s)		-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	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	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	
Recall Mode	None	None	None	None	None		Min	Min		Min	Min	
Act Effct Green (s)		79.0	79.0	11.0	95.0			15.0			15.0	
Actuated g/C Ratio		0.66	0.66	0.09	0.79			0.12			0.12	
v/c Ratio		1.01	0.05	1.05	0.62			0.88			0.07	
Control Delay		50.5	0.2	136.9	7.3			88.4			38.8	
Queue Delay		0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay		50.5	0.2	136.9	7.3			88.4			38.8	
LOS		D	A	F	A			F			D	
Approach Delay		48.4			27.7			88.4			38.8	
Approach LOS		D			C			F			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		~940	0	~143	235			116			7	
Queue Length 95th (ft)		#1271	1	#285	328			#245			28	
Internal Link Dist (ft)		467			694			996			1113	
Turn Bay Length (ft)			50	350								
Base Capacity (vph)		1221	1076	162	1473			185			201	
Starvation Cap Reductn		0	0	0	0			0			0	
Spillback Cap Reductn		0	0	0	0			0			0	
Storage Cap Reductn		0	0	0	0			0			0	
Reduced v/c Ratio		1.01	0.05	1.05	0.62			0.88			0.07	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 42.1		Intersection LOS: D	
Intersection Capacity Utilization 129.0%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Access B/Carrie May Lane & Wait Avenue



APPENDIX F

CAPACITY ANALYSIS CALCULATIONS

WAIT AVENUE

&

AUSTIN VIEW BLVD

Intersection	
Int Delay, s/veh	5.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	537	31	9	971	63	32
Future Vol, veh/h	537	31	9	971	63	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	325	-	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	597	34	10	1079	70	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	631	0	1696	597
Stage 1	-	-	-	-	597	-
Stage 2	-	-	-	-	1099	-
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	-	-	951	-	102	503
Stage 1	-	-	-	-	550	-
Stage 2	-	-	-	-	319	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	951	-	101	503
Mov Cap-2 Maneuver	-	-	-	-	101	-
Stage 1	-	-	-	-	550	-
Stage 2	-	-	-	-	315	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	86.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	138	-	-	951	-
HCM Lane V/C Ratio	0.765	-	-	0.011	-
HCM Control Delay (s)	86.7	-	-	8.8	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	4.6	-	-	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	853	59	30	657	43	25
Future Vol, veh/h	853	59	30	657	43	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	325	-	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	948	66	33	730	48	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1014	0	1744	948
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	796	-
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	-	-	684	-	95	316
Stage 1	-	-	-	-	377	-
Stage 2	-	-	-	-	444	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	684	-	90	316
Mov Cap-2 Maneuver	-	-	-	-	90	-
Stage 1	-	-	-	-	377	-
Stage 2	-	-	-	-	423	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	73.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	122	-	-	684	-
HCM Lane V/C Ratio	0.619	-	-	0.049	-
HCM Control Delay (s)	73.6	-	-	10.5	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	3.2	-	-	0.2	-

Intersection	
Int Delay, s/veh	15.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	623	36	10	1126	73	37
Future Vol, veh/h	623	36	10	1126	73	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	325	-	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	692	40	11	1251	81	41

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	732	0	1965	692
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	1273	-
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	-	-	873	-	~ 69	444
Stage 1	-	-	-	-	497	-
Stage 2	-	-	-	-	263	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	873	-	~ 68	444
Mov Cap-2 Maneuver	-	-	-	-	~ 68	-
Stage 1	-	-	-	-	497	-
Stage 2	-	-	-	-	260	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	268.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	95	-	-	873	-
HCM Lane V/C Ratio	1.287	-	-	0.013	-
HCM Control Delay (s)	268.9	-	-	9.2	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	8.7	-	-	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	8.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	989	68	35	762	50	29
Future Vol, veh/h	989	68	35	762	50	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	325	-	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	1099	76	39	847	56	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1175	0	2024	1099
Stage 1	-	-	-	-	1099	-
Stage 2	-	-	-	-	925	-
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	-	-	594	-	64	258
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	386	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	594	-	60	258
Mov Cap-2 Maneuver	-	-	-	-	60	-
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	361	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	200.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	84	-	-	594	-
HCM Lane V/C Ratio	1.045	-	-	0.065	-
HCM Control Delay (s)	200.3	-	-	11.5	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	6	-	-	0.2	-

Intersection	
Int Delay, s/veh	23

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	697	36	10	1210	73	37
Future Vol, veh/h	697	36	10	1210	73	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	325	-	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	774	40	11	1344	81	41

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	814	0	2140	774
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	1366	-
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	-	-	813	-	~ 54	398
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	237	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	813	-	~ 53	398
Mov Cap-2 Maneuver	-	-	-	-	~ 53	-
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	234	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	$ 429.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	75	-	-	813	-
HCM Lane V/C Ratio	1.63	-	-	0.014	-
HCM Control Delay (s)	$ 429.8	-	-	9.5	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	10.3	-	-	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	17.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1129	68	35	890	50	29
Future Vol, veh/h	1129	68	35	890	50	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	325	-	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	1254	76	39	989	56	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1330	0	2321	1254
Stage 1	-	-	-	-	1254	-
Stage 2	-	-	-	-	1067	-
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	-	-	519	-	~ 41	210
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	331	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	519	-	~ 38	210
Mov Cap-2 Maneuver	-	-	-	-	~ 38	-
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	306	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	$ 474.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	54	-	-	519	-
HCM Lane V/C Ratio	1.626	-	-	0.075	-
HCM Control Delay (s)	$ 474.3	-	-	12.5	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	8.2	-	-	0.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	23

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	697	36	10	1210	73	37
Future Vol, veh/h	697	36	10	1210	73	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	325	-	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	774	40	11	1344	81	41

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	814	0	2140	774
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	1366	-
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	-	-	813	-	~ 54	398
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	237	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	813	-	~ 53	398
Mov Cap-2 Maneuver	-	-	-	-	~ 53	-
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	234	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	$ 429.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	75	-	-	813	-
HCM Lane V/C Ratio	1.63	-	-	0.014	-
HCM Control Delay (s)	$ 429.8	-	-	9.5	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	10.3	-	-	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	17.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1129	68	35	890	50	29
Future Vol, veh/h	1129	68	35	890	50	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	325	-	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	1254	76	39	989	56	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1330	0	2321	1254
Stage 1	-	-	-	-	1254	-
Stage 2	-	-	-	-	1067	-
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	-	-	519	-	~ 41	210
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	331	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	519	-	~ 38	210
Mov Cap-2 Maneuver	-	-	-	-	~ 38	-
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	306	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	$ 474.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	54	-	-	519	-
HCM Lane V/C Ratio	1.626	-	-	0.075	-
HCM Control Delay (s)	$ 474.3	-	-	12.5	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	8.2	-	-	0.2	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	23

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	697	36	11	1210	73	37
Future Vol, veh/h	697	36	11	1210	73	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	325	-	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	774	40	12	1344	81	41

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	814	0	2142	774
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	1368	-
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	-	-	813	-	~ 54	398
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	237	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	813	-	~ 53	398
Mov Cap-2 Maneuver	-	-	-	-	~ 53	-
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	233	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	$ 429.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	75	-	-	813	-
HCM Lane V/C Ratio	1.63	-	-	0.015	-
HCM Control Delay (s)	$ 429.8	-	-	9.5	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	10.3	-	-	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	17.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1129	68	37	890	50	29
Future Vol, veh/h	1129	68	37	890	50	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	325	-	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	1254	76	41	989	56	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1330	0	2325	1254
Stage 1	-	-	-	-	1254	-
Stage 2	-	-	-	-	1071	-
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	-	-	519	-	~ 41	210
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	329	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	519	-	~ 38	210
Mov Cap-2 Maneuver	-	-	-	-	~ 38	-
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	303	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	$ 474.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	54	-	-	519	-
HCM Lane V/C Ratio	1.626	-	-	0.079	-
HCM Control Delay (s)	$ 474.3	-	-	12.5	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	8.2	-	-	0.3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	23

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	697	36	11	1210	73	37
Future Vol, veh/h	697	36	11	1210	73	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	325	-	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	774	40	12	1344	81	41

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	814	0	2142	774
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	1368	-
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	-	-	813	-	~ 54	398
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	237	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	813	-	~ 53	398
Mov Cap-2 Maneuver	-	-	-	-	~ 53	-
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	233	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	$ 429.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	75	-	-	813	-
HCM Lane V/C Ratio	1.63	-	-	0.015	-
HCM Control Delay (s)	$ 429.8	-	-	9.5	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	10.3	-	-	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	17.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1129	68	37	890	50	29
Future Vol, veh/h	1129	68	37	890	50	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	325	-	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	1254	76	41	989	56	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1330	0	2325	1254
Stage 1	-	-	-	-	1254	-
Stage 2	-	-	-	-	1071	-
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	-	-	519	-	~ 41	210
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	329	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	519	-	~ 38	210
Mov Cap-2 Maneuver	-	-	-	-	~ 38	-
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	303	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	$ 474.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	54	-	-	519	-
HCM Lane V/C Ratio	1.626	-	-	0.079	-
HCM Control Delay (s)	$ 474.3	-	-	12.5	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	8.2	-	-	0.3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

APPENDIX G

CAPACITY ANALYSIS CALCULATIONS

Averette Road

&

OLD PEARCE ROAD

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	98	26	164	88	50	190
Future Vol, veh/h	98	26	164	88	50	190
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	109	29	182	98	56	211

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	554	231	0	0	280	0
Stage 1	231	-	-	-	-	-
Stage 2	323	-	-	-	-	-
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	493	808	-	-	1283	-
Stage 1	807	-	-	-	-	-
Stage 2	734	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	469	808	-	-	1283	-
Mov Cap-2 Maneuver	469	-	-	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	698	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	1.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	514	1283	-
HCM Lane V/C Ratio	-	-	0.268	0.043	-
HCM Control Delay (s)	-	-	14.5	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0.1	-

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	71	32	188	60	61	175
Future Vol, veh/h	71	32	188	60	61	175
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	79	36	209	67	68	194

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	573	243	0	0	276	0
Stage 1	243	-	-	-	-	-
Stage 2	330	-	-	-	-	-
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	481	796	-	-	1287	-
Stage 1	797	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	453	796	-	-	1287	-
Mov Cap-2 Maneuver	453	-	-	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	685	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.8	0	2.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	523	1287	-
HCM Lane V/C Ratio	-	-	0.219	0.053	-
HCM Control Delay (s)	-	-	13.8	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.2	-

Intersection	
Int Delay, s/veh	4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	114	30	190	102	58	220
Future Vol, veh/h	114	30	190	102	58	220
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	127	33	211	113	64	244

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	640	268	0	0	324	0
Stage 1	268	-	-	-	-	-
Stage 2	372	-	-	-	-	-
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	440	771	-	-	1236	-
Stage 1	777	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	414	771	-	-	1236	-
Mov Cap-2 Maneuver	414	-	-	-	-	-
Stage 1	777	-	-	-	-	-
Stage 2	655	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17	0	1.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	458	1236	-
HCM Lane V/C Ratio	-	-	0.349	0.052	-
HCM Control Delay (s)	-	-	17	8.1	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.5	0.2	-

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	82	37	218	70	71	203
Future Vol, veh/h	82	37	218	70	71	203
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	91	41	242	78	79	226

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	665	281	0	0	320	0
Stage 1	281	-	-	-	-	-
Stage 2	384	-	-	-	-	-
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	425	758	-	-	1240	-
Stage 1	767	-	-	-	-	-
Stage 2	688	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	394	758	-	-	1240	-
Mov Cap-2 Maneuver	394	-	-	-	-	-
Stage 1	767	-	-	-	-	-
Stage 2	638	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.9	0	2.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	463	1240	-
HCM Lane V/C Ratio	-	-	0.286	0.064	-
HCM Control Delay (s)	-	-	15.9	8.1	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.2	0.2	-

Intersection	
Int Delay, s/veh	12.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	94	5	13	114	8	30	79	192	102	58	296	65
Future Vol, veh/h	94	5	13	114	8	30	79	192	102	58	296	65
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	-	-	-	-	75
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	104	6	14	127	9	33	88	213	113	64	329	72

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	924	959	329	949	975	270	401	0	0	326	0	0
Stage 1	457	457	-	446	446	-	-	-	-	-	-	-
Stage 2	467	502	-	503	529	-	-	-	-	-	-	-
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	250	257	712	240	251	769	1158	-	-	1234	-	-
Stage 1	583	568	-	591	574	-	-	-	-	-	-	-
Stage 2	576	542	-	551	527	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	207	222	712	206	216	769	1158	-	-	1234	-	-
Mov Cap-2 Maneuver	207	222	-	206	216	-	-	-	-	-	-	-
Stage 1	539	530	-	546	530	-	-	-	-	-	-	-
Stage 2	501	501	-	498	492	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	38.9	48.8	1.8	1.1
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1158	-	-	226	241	1234	-	-
HCM Lane V/C Ratio	0.076	-	-	0.551	0.701	0.052	-	-
HCM Control Delay (s)	8.4	-	-	38.9	48.8	8.1	0	-
HCM Lane LOS	A	-	-	E	E	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	3	4.6	0.2	-	-

Intersection	
Int Delay, s/veh	45.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	147	13	35	82	12	37	116	253	70	71	309	78
Future Vol, veh/h	147	13	35	82	12	37	116	253	70	71	309	78
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	-	-	-	-	75
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	163	14	39	91	13	41	129	281	78	79	343	87

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1106	1118	343	1149	1166	320	430	0	0	359	0	0
Stage 1	501	501	-	578	578	-	-	-	-	-	-	-
Stage 2	605	617	-	571	588	-	-	-	-	-	-	-
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	188	207	700	176	194	721	1129	-	-	1200	-	-
Stage 1	552	543	-	501	501	-	-	-	-	-	-	-
Stage 2	485	481	-	506	496	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 142	167	700	133	157	721	1129	-	-	1200	-	-
Mov Cap-2 Maneuver	~ 142	167	-	133	157	-	-	-	-	-	-	-
Stage 1	489	495	-	444	444	-	-	-	-	-	-	-
Stage 2	393	426	-	423	452	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	220.8	82.1	2.3	1.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1129	-	-	168	176	1200	-	-
HCM Lane V/C Ratio	0.114	-	-	1.29	0.827	0.066	-	-
HCM Control Delay (s)	8.6	-	-	220.8	82.1	8.2	0	-
HCM Lane LOS	A	-	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	12.6	5.7	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	12.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	94	5	13	114	8	30	79	192	102	58	296	65
Future Vol, veh/h	94	5	13	114	8	30	79	192	102	58	296	65
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	-	-	-	-	75
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	104	6	14	127	9	33	88	213	113	64	329	72

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	924	959	329	949	975	270	401	0	0	326	0	0
Stage 1	457	457	-	446	446	-	-	-	-	-	-	-
Stage 2	467	502	-	503	529	-	-	-	-	-	-	-
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	250	257	712	240	251	769	1158	-	-	1234	-	-
Stage 1	583	568	-	591	574	-	-	-	-	-	-	-
Stage 2	576	542	-	551	527	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	207	222	712	206	216	769	1158	-	-	1234	-	-
Mov Cap-2 Maneuver	207	222	-	206	216	-	-	-	-	-	-	-
Stage 1	539	530	-	546	530	-	-	-	-	-	-	-
Stage 2	501	501	-	498	492	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	38.9	48.8	1.8	1.1
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1158	-	-	226	241	1234	-	-
HCM Lane V/C Ratio	0.076	-	-	0.551	0.701	0.052	-	-
HCM Control Delay (s)	8.4	-	-	38.9	48.8	8.1	0	-
HCM Lane LOS	A	-	-	E	E	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	3	4.6	0.2	-	-

Intersection	
Int Delay, s/veh	45.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	147	13	35	82	12	37	116	253	70	71	309	78
Future Vol, veh/h	147	13	35	82	12	37	116	253	70	71	309	78
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	-	-	-	-	75
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	163	14	39	91	13	41	129	281	78	79	343	87

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1106	1118	343	1149	1166	320	430	0	0	359	0	0
Stage 1	501	501	-	578	578	-	-	-	-	-	-	-
Stage 2	605	617	-	571	588	-	-	-	-	-	-	-
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	188	207	700	176	194	721	1129	-	-	1200	-	-
Stage 1	552	543	-	501	501	-	-	-	-	-	-	-
Stage 2	485	481	-	506	496	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 142	167	700	133	157	721	1129	-	-	1200	-	-
Mov Cap-2 Maneuver	~ 142	167	-	133	157	-	-	-	-	-	-	-
Stage 1	489	495	-	444	444	-	-	-	-	-	-	-
Stage 2	393	426	-	423	452	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	220.8	82.1	2.3	1.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1129	-	-	168	176	1200	-	-
HCM Lane V/C Ratio	0.114	-	-	1.29	0.827	0.066	-	-
HCM Control Delay (s)	8.6	-	-	220.8	82.1	8.2	0	-
HCM Lane LOS	A	-	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	12.6	5.7	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	12.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	94	5	13	114	8	30	79	192	102	58	296	65
Future Vol, veh/h	94	5	13	114	8	30	79	192	102	58	296	65
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	-	-	-	-	75
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	104	6	14	127	9	33	88	213	113	64	329	72

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	924	959	329	949	975	270	401	0	0	326	0	0
Stage 1	457	457	-	446	446	-	-	-	-	-	-	-
Stage 2	467	502	-	503	529	-	-	-	-	-	-	-
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	250	257	712	240	251	769	1158	-	-	1234	-	-
Stage 1	583	568	-	591	574	-	-	-	-	-	-	-
Stage 2	576	542	-	551	527	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	207	222	712	206	216	769	1158	-	-	1234	-	-
Mov Cap-2 Maneuver	207	222	-	206	216	-	-	-	-	-	-	-
Stage 1	539	530	-	546	530	-	-	-	-	-	-	-
Stage 2	501	501	-	498	492	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	38.9	48.8	1.8	1.1
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1158	-	-	226	241	1234	-	-
HCM Lane V/C Ratio	0.076	-	-	0.551	0.701	0.052	-	-
HCM Control Delay (s)	8.4	-	-	38.9	48.8	8.1	0	-
HCM Lane LOS	A	-	-	E	E	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	3	4.6	0.2	-	-

Intersection	
Int Delay, s/veh	45.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	147	13	35	82	12	37	116	253	70	71	309	78
Future Vol, veh/h	147	13	35	82	12	37	116	253	70	71	309	78
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	-	-	-	-	75
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	163	14	39	91	13	41	129	281	78	79	343	87

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1106	1118	343	1149	1166	320	430	0	0	359	0	0
Stage 1	501	501	-	578	578	-	-	-	-	-	-	-
Stage 2	605	617	-	571	588	-	-	-	-	-	-	-
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	188	207	700	176	194	721	1129	-	-	1200	-	-
Stage 1	552	543	-	501	501	-	-	-	-	-	-	-
Stage 2	485	481	-	506	496	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 142	167	700	133	157	721	1129	-	-	1200	-	-
Mov Cap-2 Maneuver	~ 142	167	-	133	157	-	-	-	-	-	-	-
Stage 1	489	495	-	444	444	-	-	-	-	-	-	-
Stage 2	393	426	-	423	452	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	220.8	82.1	2.3	1.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1129	-	-	168	176	1200	-	-
HCM Lane V/C Ratio	0.114	-	-	1.29	0.827	0.066	-	-
HCM Control Delay (s)	8.6	-	-	220.8	82.1	8.2	0	-
HCM Lane LOS	A	-	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	12.6	5.7	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	12

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	94	5	13	114	8	30	78	193	102	58	296	65
Future Vol, veh/h	94	5	13	114	8	30	78	193	102	58	296	65
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	-	-	-	-	75
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	104	6	14	127	9	33	87	214	113	64	329	72

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	923	958	329	948	974	271	401	0	0	327	0	0
Stage 1	457	457	-	445	445	-	-	-	-	-	-	-
Stage 2	466	501	-	503	529	-	-	-	-	-	-	-
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	250	257	712	241	252	768	1158	-	-	1233	-	-
Stage 1	583	568	-	592	575	-	-	-	-	-	-	-
Stage 2	577	543	-	551	527	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	208	222	712	207	217	768	1158	-	-	1233	-	-
Mov Cap-2 Maneuver	208	222	-	207	217	-	-	-	-	-	-	-
Stage 1	539	530	-	548	532	-	-	-	-	-	-	-
Stage 2	502	502	-	498	492	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	38.6	47.8	1.7	1.1
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1158	-	-	227	243	1233	-	-
HCM Lane V/C Ratio	0.075	-	-	0.548	0.695	0.052	-	-
HCM Control Delay (s)	8.4	-	-	38.6	47.8	8.1	0	-
HCM Lane LOS	A	-	-	E	E	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	3	4.6	0.2	-	-

Intersection	
Int Delay, s/veh	45.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	147	13	35	82	12	37	116	253	70	71	309	78
Future Vol, veh/h	147	13	35	82	12	37	116	253	70	71	309	78
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	-	-	-	-	75
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	163	14	39	91	13	41	129	281	78	79	343	87

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1106	1118	343	1149	1166	320	430	0	0	359	0	0
Stage 1	501	501	-	578	578	-	-	-	-	-	-	-
Stage 2	605	617	-	571	588	-	-	-	-	-	-	-
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	188	207	700	176	194	721	1129	-	-	1200	-	-
Stage 1	552	543	-	501	501	-	-	-	-	-	-	-
Stage 2	485	481	-	506	496	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 142	167	700	133	157	721	1129	-	-	1200	-	-
Mov Cap-2 Maneuver	~ 142	167	-	133	157	-	-	-	-	-	-	-
Stage 1	489	495	-	444	444	-	-	-	-	-	-	-
Stage 2	393	426	-	423	452	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	220.8	82.1	2.3	1.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1129	-	-	168	176	1200	-	-
HCM Lane V/C Ratio	0.114	-	-	1.29	0.827	0.066	-	-
HCM Control Delay (s)	8.6	-	-	220.8	82.1	8.2	0	-
HCM Lane LOS	A	-	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	12.6	5.7	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	45.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	147	13	35	82	12	37	116	253	70	71	309	78
Future Vol, veh/h	147	13	35	82	12	37	116	253	70	71	309	78
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	-	-	-	-	75
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	163	14	39	91	13	41	129	281	78	79	343	87

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1106	1118	343	1149	1166	320	430	0	0	359	0	0
Stage 1	501	501	-	578	578	-	-	-	-	-	-	-
Stage 2	605	617	-	571	588	-	-	-	-	-	-	-
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	188	207	700	176	194	721	1129	-	-	1200	-	-
Stage 1	552	543	-	501	501	-	-	-	-	-	-	-
Stage 2	485	481	-	506	496	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 142	167	700	133	157	721	1129	-	-	1200	-	-
Mov Cap-2 Maneuver	~ 142	167	-	133	157	-	-	-	-	-	-	-
Stage 1	489	495	-	444	444	-	-	-	-	-	-	-
Stage 2	393	426	-	423	452	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	220.8	82.1	2.3	1.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1129	-	-	168	176	1200	-	-
HCM Lane V/C Ratio	0.114	-	-	1.29	0.827	0.066	-	-
HCM Control Delay (s)	8.6	-	-	220.8	82.1	8.2	0	-
HCM Lane LOS	A	-	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	12.6	5.7	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	45.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	147	13	35	82	12	37	116	253	70	71	309	78
Future Vol, veh/h	147	13	35	82	12	37	116	253	70	71	309	78
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	-	-	-	-	75
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	163	14	39	91	13	41	129	281	78	79	343	87

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1106	1118	343	1149	1166	320	430	0	0	359	0	0
Stage 1	501	501	-	578	578	-	-	-	-	-	-	-
Stage 2	605	617	-	571	588	-	-	-	-	-	-	-
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	188	207	700	176	194	721	1129	-	-	1200	-	-
Stage 1	552	543	-	501	501	-	-	-	-	-	-	-
Stage 2	485	481	-	506	496	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 142	167	700	133	157	721	1129	-	-	1200	-	-
Mov Cap-2 Maneuver	~ 142	167	-	133	157	-	-	-	-	-	-	-
Stage 1	489	495	-	444	444	-	-	-	-	-	-	-
Stage 2	393	426	-	423	452	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	220.8	82.1	2.3	1.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1129	-	-	168	176	1200	-	-
HCM Lane V/C Ratio	0.114	-	-	1.29	0.827	0.066	-	-
HCM Control Delay (s)	8.6	-	-	220.8	82.1	8.2	0	-
HCM Lane LOS	A	-	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	12.6	5.7	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

APPENDIX H

CAPACITY ANALYSIS CALCULATIONS

AVERETTE ROAD

&

KAVANAUGH ROAD

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	14	9	215	262	26
Future Vol, veh/h	37	14	9	215	262	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
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	41	16	10	239	291	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	565	306	320	0	-	0
Stage 1	306	-	-	-	-	-
Stage 2	259	-	-	-	-	-
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	486	734	1240	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	784	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	482	734	1240	-	-	-
Mov Cap-2 Maneuver	482	-	-	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	784	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.6	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1240	-	532	-	-
HCM Lane V/C Ratio	0.008	-	0.107	-	-
HCM Control Delay (s)	7.9	-	12.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	23	17	225	211	35
Future Vol, veh/h	23	23	17	225	211	35
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	-	150	-	-	-
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	26	26	19	250	234	39

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	542	254	273	0	-	0
Stage 1	254	-	-	-	-	-
Stage 2	288	-	-	-	-	-
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	501	785	1290	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	493	785	1290	-	-	-
Mov Cap-2 Maneuver	493	-	-	-	-	-
Stage 1	776	-	-	-	-	-
Stage 2	761	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1290	-	606	-	-
HCM Lane V/C Ratio	0.015	-	0.084	-	-
HCM Control Delay (s)	7.8	-	11.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	43	16	10	249	304	30
Future Vol, veh/h	43	16	10	249	304	30
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	-	150	-	-	-
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	48	18	11	277	338	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	654	355	371	0	-	0
Stage 1	355	-	-	-	-	-
Stage 2	299	-	-	-	-	-
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	431	689	1188	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	427	689	1188	-	-	-
Mov Cap-2 Maneuver	427	-	-	-	-	-
Stage 1	704	-	-	-	-	-
Stage 2	752	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1188	-	476	-	-
HCM Lane V/C Ratio	0.009	-	0.138	-	-
HCM Control Delay (s)	8.1	-	13.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	27	20	261	245	41
Future Vol, veh/h	27	27	20	261	245	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	-	150	-	-	-
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	30	30	22	290	272	46

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	629	295	318	0	-	0
Stage 1	295	-	-	-	-	-
Stage 2	334	-	-	-	-	-
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	446	744	1242	-	-	-
Stage 1	755	-	-	-	-	-
Stage 2	725	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	438	744	1242	-	-	-
Mov Cap-2 Maneuver	438	-	-	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	725	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.3	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1242	-	551	-	-
HCM Lane V/C Ratio	0.018	-	0.109	-	-
HCM Control Delay (s)	8	-	12.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	43	16	10	330	393	30
Future Vol, veh/h	43	16	10	330	393	30
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	-	150	-	-	-
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	48	18	11	367	437	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	843	454	470	0	-	0
Stage 1	454	-	-	-	-	-
Stage 2	389	-	-	-	-	-
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	334	606	1092	-	-	-
Stage 1	640	-	-	-	-	-
Stage 2	685	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	331	606	1092	-	-	-
Mov Cap-2 Maneuver	331	-	-	-	-	-
Stage 1	634	-	-	-	-	-
Stage 2	685	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.5	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1092	-	377	-	-
HCM Lane V/C Ratio	0.01	-	0.174	-	-
HCM Control Delay (s)	8.3	-	16.5	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	27	20	412	386	41
Future Vol, veh/h	27	27	20	412	386	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	-	150	-	-	-
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	30	30	22	458	429	46

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	954	452	475	0	-	0
Stage 1	452	-	-	-	-	-
Stage 2	502	-	-	-	-	-
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	287	608	1087	-	-	-
Stage 1	641	-	-	-	-	-
Stage 2	608	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	281	608	1087	-	-	-
Mov Cap-2 Maneuver	281	-	-	-	-	-
Stage 1	628	-	-	-	-	-
Stage 2	608	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.1	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1087	-	384	-	-
HCM Lane V/C Ratio	0.02	-	0.156	-	-
HCM Control Delay (s)	8.4	-	16.1	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

APPENDIX I

CAPACITY ANALYSIS CALCULATIONS

WAIT AVENUE

&

ACCESS A

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	732	4	4	1219	4	4
Future Vol, veh/h	732	4	4	1219	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	813	4	4	1354	4	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	817	0	2177	815
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	1362	-
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	-	-	811	-	51	377
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	238	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	811	-	50	377
Mov Cap-2 Maneuver	-	-	-	-	50	-
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	233	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	50.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	88	-	-	811	-
HCM Lane V/C Ratio	0.101	-	-	0.005	-
HCM Control Delay (s)	50.5	-	-	9.5	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1155	4	4	922	4	4
Future Vol, veh/h	1155	4	4	922	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	1283	4	4	1024	4	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1287	0	2317	1285
Stage 1	-	-	-	-	1285	-
Stage 2	-	-	-	-	1032	-
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	-	-	539	-	42	201
Stage 1	-	-	-	-	260	-
Stage 2	-	-	-	-	344	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	539	-	41	201
Mov Cap-2 Maneuver	-	-	-	-	41	-
Stage 1	-	-	-	-	260	-
Stage 2	-	-	-	-	338	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	65.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	68	-	-	539	-
HCM Lane V/C Ratio	0.131	-	-	0.008	-
HCM Control Delay (s)	65.7	-	-	11.7	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	732	4	4	1219	4	4
Future Vol, veh/h	732	4	4	1219	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	813	4	4	1354	4	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	817	0	2177	815
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	1362	-
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	-	-	811	-	51	377
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	238	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	811	-	50	377
Mov Cap-2 Maneuver	-	-	-	-	50	-
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	233	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	50.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	88	-	-	811	-
HCM Lane V/C Ratio	0.101	-	-	0.005	-
HCM Control Delay (s)	50.5	-	-	9.5	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1155	4	4	922	4	4
Future Vol, veh/h	1155	4	4	922	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	1283	4	4	1024	4	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1287	0	2317	1285
Stage 1	-	-	-	-	1285	-
Stage 2	-	-	-	-	1032	-
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	-	-	539	-	42	201
Stage 1	-	-	-	-	260	-
Stage 2	-	-	-	-	344	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	539	-	41	201
Mov Cap-2 Maneuver	-	-	-	-	41	-
Stage 1	-	-	-	-	260	-
Stage 2	-	-	-	-	338	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	65.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	68	-	-	539	-
HCM Lane V/C Ratio	0.131	-	-	0.008	-
HCM Control Delay (s)	65.7	-	-	11.7	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	732	4	0	1221	0	4
Future Vol, veh/h	732	4	0	1221	0	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	813	4	0	1357	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	815
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	-	0	377
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	377
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	377	-	-	-
HCM Lane V/C Ratio	0.012	-	-	-
HCM Control Delay (s)	14.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1155	5	0	927	0	6
Future Vol, veh/h	1155	5	0	927	0	6
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	1283	6	0	1030	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1286
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	-	0	201
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	201
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	23.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	201	-	-	-
HCM Lane V/C Ratio	0.033	-	-	-
HCM Control Delay (s)	23.5	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	732	4	0	1221	0	4
Future Vol, veh/h	732	4	0	1221	0	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	813	4	0	1357	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	815
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	-	0	377
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	377
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	377	-	-	-
HCM Lane V/C Ratio	0.012	-	-	-
HCM Control Delay (s)	14.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1155	5	0	927	0	6
Future Vol, veh/h	1155	5	0	927	0	6
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	1283	6	0	1030	0	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1286
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	-	0	201
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	201
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	23.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	201	-	-	-
HCM Lane V/C Ratio	0.033	-	-	-
HCM Control Delay (s)	23.5	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

APPENDIX J

CAPACITY ANALYSIS CALCULATIONS

WAIT AVENUE

&

ACCESS C

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	724	51	58	1143	0	115
Future Vol, veh/h	724	51	58	1143	0	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	175	-	-	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	804	57	64	1270	0	128

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	861	0	-	804
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	781	-	0	383
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	781	-	-	383
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	19
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	383	-	-	781	-
HCM Lane V/C Ratio	0.334	-	-	0.083	-
HCM Control Delay (s)	19	-	-	10	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	1.4	-	-	0.3	-

Intersection	
Int Delay, s/veh	12

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1047	102	90	879	0	226
Future Vol, veh/h	1047	102	90	879	0	226
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	175	-	-	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	1163	113	100	977	0	251

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1276	0	-	1163
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	544	-	0	~ 237
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	544	-	-	~ 237
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	119.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	237	-	-	544	-
HCM Lane V/C Ratio	1.06	-	-	0.184	-
HCM Control Delay (s)	119.7	-	-	13.1	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	10.6	-	-	0.7	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	724	51	58	1143	0	115
Future Vol, veh/h	724	51	58	1143	0	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	175	-	-	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	804	57	64	1270	0	128

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	861	0	-	804
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	781	-	0	383
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	781	-	-	383
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	19
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	383	-	-	781	-
HCM Lane V/C Ratio	0.334	-	-	0.083	-
HCM Control Delay (s)	19	-	-	10	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	1.4	-	-	0.3	-

Intersection	
Int Delay, s/veh	12

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1047	102	90	879	0	226
Future Vol, veh/h	1047	102	90	879	0	226
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	175	-	-	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	1163	113	100	977	0	251

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1276	0	-	1163
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	544	-	0	~ 237
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	544	-	-	~ 237
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	119.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	237	-	-	544	-
HCM Lane V/C Ratio	1.06	-	-	0.184	-
HCM Control Delay (s)	119.7	-	-	13.1	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	10.6	-	-	0.7	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑		↱
Traffic Vol, veh/h	724	51	0	1201	0	115
Future Vol, veh/h	724	51	0	1201	0	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	-	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	804	57	0	1334	0	128

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	804
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	-	0	383
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	383
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	19
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	383	-	-	-
HCM Lane V/C Ratio	0.334	-	-	-
HCM Control Delay (s)	19	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	1.4	-	-	-

Intersection	
Int Delay, s/veh	11.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑		↱
Traffic Vol, veh/h	1047	102	0	969	0	226
Future Vol, veh/h	1047	102	0	969	0	226
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	-	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	1163	113	0	1077	0	251

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1163
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	-	0	~ 237
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	~ 237
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	119.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	237	-	-	-
HCM Lane V/C Ratio	1.06	-	-	-
HCM Control Delay (s)	119.7	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	10.6	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑		↱
Traffic Vol, veh/h	724	51	0	1201	0	115
Future Vol, veh/h	724	51	0	1201	0	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	-	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	804	57	0	1334	0	128

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	804
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	-	0	383
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	383
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	19
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	383	-	-	-
HCM Lane V/C Ratio	0.334	-	-	-
HCM Control Delay (s)	19	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	1.4	-	-	-

Intersection	
Int Delay, s/veh	11.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1047	102	0	969	0	226
Future Vol, veh/h	1047	102	0	969	0	226
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	-	-	-	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	1163	113	0	1077	0	251

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1163
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	-	0	~ 237
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	~ 237
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	119.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	237	-	-	-
HCM Lane V/C Ratio	1.06	-	-	-
HCM Control Delay (s)	119.7	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	10.6	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

APPENDIX K

CAPACITY ANALYSIS CALCULATIONS

WAIT AVENUE

&

ACCESS D



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	768	49	0	1201	0	0
Future Volume (Veh/h)	768	49	0	1201	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	853	54	0	1334	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				476		
pX, platoon unblocked					0.47	
vC, conflicting volume			907		2187	853
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			907		2946	853
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			750		8	359

Direction, Lane #	EB 1	EB 2	WB 1
Volume Total	853	54	1334
Volume Left	0	0	0
Volume Right	0	54	0
cSH	1700	1700	1700
Volume to Capacity	0.50	0.03	0.78
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			
Approach Delay (s)	0.0		0.0
Approach LOS			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1126	94	0	969	0	0
Future Volume (Veh/h)	1126	94	0	969	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1251	104	0	1077	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				476		
pX, platoon unblocked					0.66	
vC, conflicting volume			1355		2328	1251
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1355		2757	1251
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			508		14	211

Direction, Lane #	EB 1	EB 2	WB 1
Volume Total	1251	104	1077
Volume Left	0	0	0
Volume Right	0	104	0
cSH	1700	1700	1700
Volume to Capacity	0.74	0.06	0.63
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			
Approach Delay (s)	0.0		0.0
Approach LOS			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	62.6%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	768	49	0	1201	0	0
Future Volume (Veh/h)	768	49	0	1201	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	853	54	0	1334	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				476		
pX, platoon unblocked					0.37	
vC, conflicting volume			907		2187	853
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			907		3350	853
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			750		3	359

Direction, Lane #	EB 1	EB 2	WB 1
Volume Total	853	54	1334
Volume Left	0	0	0
Volume Right	0	54	0
cSH	1700	1700	1700
Volume to Capacity	0.50	0.03	0.78
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			
Approach Delay (s)	0.0		0.0
Approach LOS			

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization		66.5%	ICU Level of Service
Analysis Period (min)		15	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1126	94	0	969	0	0
Future Volume (Veh/h)	1126	94	0	969	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1251	104	0	1077	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				476		
pX, platoon unblocked					0.65	
vC, conflicting volume			1355		2328	1251
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1355		2782	1251
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			508		13	211

Direction, Lane #	EB 1	EB 2	WB 1
Volume Total	1251	104	1077
Volume Left	0	0	0
Volume Right	0	104	0
cSH	1700	1700	1700
Volume to Capacity	0.74	0.06	0.63
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			
Approach Delay (s)	0.0		0.0
Approach LOS			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	62.6%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	768	49	0	1201	0	0
Future Volume (Veh/h)	768	49	0	1201	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	853	54	0	1334	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				476		
pX, platoon unblocked					0.48	
vC, conflicting volume			907		2187	853
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			907		2925	853
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			750		8	359

Direction, Lane #	EB 1	EB 2	WB 1
Volume Total	853	54	1334
Volume Left	0	0	0
Volume Right	0	54	0
cSH	1700	1700	1700
Volume to Capacity	0.50	0.03	0.78
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			
Approach Delay (s)	0.0		0.0
Approach LOS			

Intersection Summary			
Average Delay		0.0	
Intersection Capacity Utilization		66.5%	ICU Level of Service C
Analysis Period (min)		15	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1126	94	0	969	0	0
Future Volume (Veh/h)	1126	94	0	969	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1251	104	0	1077	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				476		
pX, platoon unblocked					0.66	
vC, conflicting volume			1355		2328	1251
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1355		2757	1251
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			508		14	211

Direction, Lane #	EB 1	EB 2	WB 1
Volume Total	1251	104	1077
Volume Left	0	0	0
Volume Right	0	104	0
cSH	1700	1700	1700
Volume to Capacity	0.74	0.06	0.63
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			
Approach Delay (s)	0.0		0.0
Approach LOS			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	62.6%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	768	49	0	1201	0	0
Future Volume (Veh/h)	768	49	0	1201	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	853	54	0	1334	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				476		
pX, platoon unblocked					0.46	
vC, conflicting volume			907		2187	853
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			907		2998	853
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			750		7	359

Direction, Lane #	EB 1	EB 2	WB 1
Volume Total	853	54	1334
Volume Left	0	0	0
Volume Right	0	54	0
cSH	1700	1700	1700
Volume to Capacity	0.50	0.03	0.78
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			
Approach Delay (s)	0.0		0.0
Approach LOS			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1126	94	0	969	0	0
Future Volume (Veh/h)	1126	94	0	969	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1251	104	0	1077	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				476		
pX, platoon unblocked					0.65	
vC, conflicting volume			1355		2328	1251
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1355		2782	1251
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			508		13	211

Direction, Lane #	EB 1	EB 2	WB 1
Volume Total	1251	104	1077
Volume Left	0	0	0
Volume Right	0	104	0
cSH	1700	1700	1700
Volume to Capacity	0.74	0.06	0.63
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			
Approach Delay (s)	0.0		0.0
Approach LOS			

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	62.6%	ICU Level of Service	B
Analysis Period (min)	15		

APPENDIX L

SIMTRAFFIC QUEUEING REPORTS

Intersection: 1: Averette Road & Wait Avenue

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	72	136	62	232	256	165	135
Average Queue (ft)	25	65	22	102	108	69	55
95th Queue (ft)	57	126	51	183	208	126	110
Link Distance (ft)		1815		2550	459	1482	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	200		175				350
Storage Blk Time (%)				1			
Queuing Penalty (veh)				0			

Intersection: 2: Wait Avenue & Carrie May Lane

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	84	39
Average Queue (ft)	4	7
95th Queue (ft)	34	29
Link Distance (ft)	2067	1381
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Austin View Blvd & Wait Avenue

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	26	116
Average Queue (ft)	3	45
95th Queue (ft)	17	94
Link Distance (ft)		1295
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	325	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Averette Road & Old Pearce Road

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	87	13	83
Average Queue (ft)	22	1	14
95th Queue (ft)	54	6	51
Link Distance (ft)	1334	354	459
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Averette Road & Kavanaugh Road

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	50	16
Average Queue (ft)	24	2
95th Queue (ft)	46	13
Link Distance (ft)	1565	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: Averette Road & Wait Avenue

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	94	260	75	174	349	119	111
Average Queue (ft)	38	122	22	75	141	47	46
95th Queue (ft)	73	221	56	140	268	98	95
Link Distance (ft)		1815		2550	459	1482	
Upstream Blk Time (%)					0		
Queuing Penalty (veh)					0		
Storage Bay Dist (ft)	200		175				350
Storage Blk Time (%)		1		0			
Queuing Penalty (veh)		1		0			

Intersection: 2: Wait Avenue & Carrie May Lane

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	44	31
Average Queue (ft)	3	8
95th Queue (ft)	20	29
Link Distance (ft)	2067	1381
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Austin View Blvd & Wait Avenue

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	39	81
Average Queue (ft)	12	30
95th Queue (ft)	35	62
Link Distance (ft)		1295
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	325	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Averette Road & Old Pearce Road

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	66	4	66
Average Queue (ft)	19	0	18
95th Queue (ft)	48	3	54
Link Distance (ft)	1334	354	459
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Averette Road & Kavanaugh Road

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	46	29
Average Queue (ft)	22	4
95th Queue (ft)	45	19
Link Distance (ft)	1565	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 1

Intersection: 1: Averette Road & Wait Avenue

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	135	328	274	1236	418	278	191
Average Queue (ft)	38	168	108	656	246	112	77
95th Queue (ft)	90	283	278	1148	453	209	148
Link Distance (ft)		1815		2550	459	1482	
Upstream Blk Time (%)					5		
Queuing Penalty (veh)					11		
Storage Bay Dist (ft)	200		175				350
Storage Blk Time (%)		5	0	39		0	
Queuing Penalty (veh)		3	4	25		0	

Intersection: 2: Wait Avenue & Carrie May Lane

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	50	31
Average Queue (ft)	3	9
95th Queue (ft)	21	31
Link Distance (ft)	2067	1381
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Austin View Blvd & Wait Avenue

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	27	176
Average Queue (ft)	4	65
95th Queue (ft)	18	139
Link Distance (ft)		1295
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	325	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Averette Road & Old Pearce Road

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	146	86	142
Average Queue (ft)	43	16	27
95th Queue (ft)	136	113	87
Link Distance (ft)	1334	354	459
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Averette Road & Kavanaugh Road

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	65	27
Average Queue (ft)	28	2
95th Queue (ft)	51	15
Link Distance (ft)	1565	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 42

Intersection: 1: Averette Road & Wait Avenue

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	300	1097	121	378	366	133	115
Average Queue (ft)	153	645	34	174	219	52	51
95th Queue (ft)	341	1327	83	311	404	105	97
Link Distance (ft)		1815		2550	459	1482	
Upstream Blk Time (%)		0			3		
Queuing Penalty (veh)		1			8		
Storage Bay Dist (ft)	200		175				350
Storage Blk Time (%)	0	37		8			
Queuing Penalty (veh)	1	42		4			

Intersection: 2: Wait Avenue & Carrie May Lane

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	131	35
Average Queue (ft)	10	9
95th Queue (ft)	82	32
Link Distance (ft)	2067	1381
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Austin View Blvd & Wait Avenue

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	47	132
Average Queue (ft)	14	45
95th Queue (ft)	40	105
Link Distance (ft)		1295
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	325	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Averette Road & Old Pearce Road

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	123	84	87
Average Queue (ft)	33	11	19
95th Queue (ft)	122	97	55
Link Distance (ft)	1334	354	459
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Averette Road & Kavanaugh Road

Movement	EB	NB	NB
Directions Served	LR	L	T
Maximum Queue (ft)	79	27	6
Average Queue (ft)	29	5	0
95th Queue (ft)	57	21	4
Link Distance (ft)	1565		826
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		150	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 57

Intersection: 1: Averette Road & Wait Avenue

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	300	412	274	2361	466	208	154
Average Queue (ft)	99	341	201	1557	402	108	71
95th Queue (ft)	278	470	335	2911	568	185	134
Link Distance (ft)		401		2550	446	1482	
Upstream Blk Time (%)		8		21	36		
Queuing Penalty (veh)		62		0	115		
Storage Bay Dist (ft)	200		175				350
Storage Blk Time (%)		31	36	42			
Queuing Penalty (veh)		18	330	45			

Intersection: 2: Access B/Carrie May Lane & Wait Avenue

Movement	EB	WB	NB	SB
Directions Served	LT	L	LTR	LTR
Maximum Queue (ft)	138	29	862	60
Average Queue (ft)	8	7	537	12
95th Queue (ft)	80	25	954	41
Link Distance (ft)	492		1026	1159
Upstream Blk Time (%)			4	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)		125		
Storage Blk Time (%)	1			
Queuing Penalty (veh)	0			

Intersection: 3: Austin View Blvd & Wait Avenue

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	32	230
Average Queue (ft)	5	95
95th Queue (ft)	22	211
Link Distance (ft)		1295
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	325	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Averette Road & Access E/Old Pearce Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	LT	R
Maximum Queue (ft)	482	520	176	282	124	13
Average Queue (ft)	223	289	39	104	25	1
95th Queue (ft)	613	931	148	289	83	8
Link Distance (ft)	1154	1338		358	446	
Upstream Blk Time (%)		2		2		
Queuing Penalty (veh)		0		6		
Storage Bay Dist (ft)			100			75
Storage Blk Time (%)			0	18	1	
Queuing Penalty (veh)			0	15	1	

Intersection: 5: Averette Road & Kavanaugh Road

Movement	EB	NB	NB
Directions Served	LR	L	T
Maximum Queue (ft)	81	28	59
Average Queue (ft)	29	3	6
95th Queue (ft)	63	16	67
Link Distance (ft)	1565		826
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		150	
Storage Blk Time (%)			1
Queuing Penalty (veh)			0

Intersection: 6: Access A & Wait Avenue

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	92	38
Average Queue (ft)	5	7
95th Queue (ft)	39	27
Link Distance (ft)	492	1041
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Access C & Wait Avenue

Movement	EB	WB	NB
Directions Served	R	L	R
Maximum Queue (ft)	13	56	88
Average Queue (ft)	0	22	36
95th Queue (ft)	5	47	68
Link Distance (ft)			1066
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	50	175	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Access D & Wait Avenue

Movement	EB	EB
Directions Served	T	R
Maximum Queue (ft)	376	90
Average Queue (ft)	76	9
95th Queue (ft)	272	66
Link Distance (ft)	661	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		50
Storage Blk Time (%)	9	
Queuing Penalty (veh)	5	

Network Summary

Network wide Queuing Penalty: 595

Intersection: 1: Averette Road & Wait Avenue

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	300	414	275	2409	468	184	105
Average Queue (ft)	165	407	250	1400	453	73	40
95th Queue (ft)	334	414	331	2792	493	145	86
Link Distance (ft)		401		2550	446	1482	
Upstream Blk Time (%)		39		21	44		
Queuing Penalty (veh)		438		0	194		
Storage Bay Dist (ft)	200		175				350
Storage Blk Time (%)	0	52	82	26			
Queuing Penalty (veh)	3	66	544	27			

Intersection: 2: Access B/Carrie May Lane & Wait Avenue

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	R	L	TR	LTR	LTR
Maximum Queue (ft)	507	150	85	46	1051	118
Average Queue (ft)	414	50	30	2	958	45
95th Queue (ft)	690	165	69	23	1220	119
Link Distance (ft)	492			662	1026	1159
Upstream Blk Time (%)	9				70	
Queuing Penalty (veh)	102				0	
Storage Bay Dist (ft)		50	125			
Storage Blk Time (%)	39		0	0		
Queuing Penalty (veh)	18		0	0		

Intersection: 3: Austin View Blvd & Wait Avenue

Movement	EB	EB	WB	NB
Directions Served	T	R	L	LR
Maximum Queue (ft)	782	104	77	541
Average Queue (ft)	234	27	20	232
95th Queue (ft)	1083	154	56	600
Link Distance (ft)	2004			1295
Upstream Blk Time (%)	2			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		150	325	
Storage Blk Time (%)	11			
Queuing Penalty (veh)	8			

Intersection: 4: Averette Road & Access E/Old Pearce Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	LT	R
Maximum Queue (ft)	1161	396	200	338	107	18
Average Queue (ft)	819	159	46	136	26	1
95th Queue (ft)	1460	415	158	304	77	10
Link Distance (ft)	1154	1338		358	446	
Upstream Blk Time (%)	38			2		
Queuing Penalty (veh)	0			7		
Storage Bay Dist (ft)			100			75
Storage Blk Time (%)			0	22	1	
Queuing Penalty (veh)			0	25	1	

Intersection: 5: Averette Road & Kavanaugh Road

Movement	EB	NB	NB
Directions Served	LR	L	T
Maximum Queue (ft)	63	34	64
Average Queue (ft)	26	7	7
95th Queue (ft)	53	27	62
Link Distance (ft)	1565		826
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		150	
Storage Blk Time (%)			1
Queuing Penalty (veh)			0

Intersection: 6: Access A & Wait Avenue

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	1491	128	75
Average Queue (ft)	819	10	13
95th Queue (ft)	1789	89	51
Link Distance (ft)	1492	492	1041
Upstream Blk Time (%)	1		
Queuing Penalty (veh)	10		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Access C & Wait Avenue

Movement	EB	EB	WB	WB	NB
Directions Served	T	R	L	T	R
Maximum Queue (ft)	678	150	112	21	1096
Average Queue (ft)	639	74	48	1	1065
95th Queue (ft)	792	196	101	19	1131
Link Distance (ft)	662			661	1066
Upstream Blk Time (%)	13				94
Queuing Penalty (veh)	144				0
Storage Bay Dist (ft)		50	175		
Storage Blk Time (%)	45				
Queuing Penalty (veh)	46				

Intersection: 8: Access D & Wait Avenue

Movement	EB	EB
Directions Served	T	R
Maximum Queue (ft)	678	150
Average Queue (ft)	667	34
95th Queue (ft)	676	136
Link Distance (ft)	661	
Upstream Blk Time (%)	24	
Queuing Penalty (veh)	300	
Storage Bay Dist (ft)		50
Storage Blk Time (%)	48	
Queuing Penalty (veh)	45	

Network Summary

Network wide Queuing Penalty: 1978

Intersection: 1: Averette Road & Wait Avenue

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	TR	L	TR	LT	R
Maximum Queue (ft)	299	409	200	275	1610	337	292	398	217
Average Queue (ft)	64	261	91	159	865	164	98	214	96
95th Queue (ft)	183	432	238	316	1489	298	232	419	241
Link Distance (ft)		395			2544		446	1480	
Upstream Blk Time (%)		3					1		
Queuing Penalty (veh)		22					2		
Storage Bay Dist (ft)	200		100	175		300			350
Storage Blk Time (%)		29	0	2	41	3	2	6	
Queuing Penalty (veh)		61	0	16	44	4	3	8	

Intersection: 2: Access B/Carrie May Lane & Wait Avenue

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	R	L	TR	LTR	LTR
Maximum Queue (ft)	450	52	188	431	172	48
Average Queue (ft)	160	4	22	227	90	10
95th Queue (ft)	339	27	88	387	146	37
Link Distance (ft)	492			662	1026	1159
Upstream Blk Time (%)	0					
Queuing Penalty (veh)	3					
Storage Bay Dist (ft)		50	125			
Storage Blk Time (%)	22	0		15		
Queuing Penalty (veh)	3	0		3		

Intersection: 3: Austin View Blvd & Wait Avenue

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	28	322
Average Queue (ft)	5	128
95th Queue (ft)	22	297
Link Distance (ft)		1295
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	325	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Averette Road & Access E/Old Pearce Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	LT	R
Maximum Queue (ft)	105	130	49	47	160	47
Average Queue (ft)	38	46	12	3	25	2
95th Queue (ft)	77	104	33	38	86	26
Link Distance (ft)	1154	1338		358	446	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			100			75
Storage Blk Time (%)				0	1	
Queuing Penalty (veh)				0	1	

Intersection: 5: Averette Road & Kavanaugh Road

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	81	26
Average Queue (ft)	28	3
95th Queue (ft)	58	16
Link Distance (ft)	1565	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Access A & Wait Avenue

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	74	185	33
Average Queue (ft)	3	13	7
95th Queue (ft)	38	100	27
Link Distance (ft)	1492	492	1041
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Access C & Wait Avenue

Movement	EB	WB	NB
Directions Served	R	L	R
Maximum Queue (ft)	4	62	104
Average Queue (ft)	0	25	41
95th Queue (ft)	5	55	79
Link Distance (ft)			1066
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	50	175	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Access D & Wait Avenue

Movement	EB
Directions Served	T
Maximum Queue (ft)	315
Average Queue (ft)	29
95th Queue (ft)	154
Link Distance (ft)	661
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	3
Queuing Penalty (veh)	2

Network Summary

Network wide Queuing Penalty: 171

Intersection: 1: Averette Road & Wait Avenue

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	TR	L	TR	LT	R
Maximum Queue (ft)	300	412	200	275	862	347	333	339	186
Average Queue (ft)	150	401	142	183	433	221	143	176	57
95th Queue (ft)	321	440	276	328	841	356	315	397	174
Link Distance (ft)		395			2544		446	1480	
Upstream Blk Time (%)		27					1		
Queuing Penalty (veh)		309					3		
Storage Bay Dist (ft)	200		100	175		300			350
Storage Blk Time (%)	1	48	0	26	32	7	1	9	
Queuing Penalty (veh)	10	175	1	169	33	13	3	9	

Intersection: 2: Access B/Carrie May Lane & Wait Avenue

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	R	L	TR	LTR	LTR
Maximum Queue (ft)	507	150	181	320	236	52
Average Queue (ft)	457	31	60	115	109	16
95th Queue (ft)	608	122	125	240	194	45
Link Distance (ft)	492			662	1026	1159
Upstream Blk Time (%)	13					
Queuing Penalty (veh)	146					
Storage Bay Dist (ft)		50	125			
Storage Blk Time (%)	34	2	1	4		
Queuing Penalty (veh)	16	19	8	3		

Intersection: 3: Austin View Blvd & Wait Avenue

Movement	EB	EB	WB	NB
Directions Served	T	R	L	LR
Maximum Queue (ft)	221	54	65	559
Average Queue (ft)	39	9	20	276
95th Queue (ft)	268	83	50	715
Link Distance (ft)	2004			1295
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150	325	
Storage Blk Time (%)	3			
Queuing Penalty (veh)	2			

Intersection: 4: Averette Road & Access E/Old Pearce Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	LT	R
Maximum Queue (ft)	211	110	61	20	126	51
Average Queue (ft)	89	39	16	1	29	4
95th Queue (ft)	170	89	42	14	81	38
Link Distance (ft)	1154	1338		358	446	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			100			75
Storage Blk Time (%)			0		1	
Queuing Penalty (veh)			0		0	

Intersection: 5: Averette Road & Kavanaugh Road

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	84	30
Average Queue (ft)	28	7
95th Queue (ft)	61	27
Link Distance (ft)	1565	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Access A & Wait Avenue

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	1033	264	66
Average Queue (ft)	642	24	13
95th Queue (ft)	1546	168	47
Link Distance (ft)	1492	492	1041
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	2	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Access C & Wait Avenue

Movement	EB	EB	WB	WB	NB
Directions Served	T	R	L	T	R
Maximum Queue (ft)	608	150	125	31	1079
Average Queue (ft)	197	31	53	1	766
95th Queue (ft)	557	126	101	22	1380
Link Distance (ft)	662			661	1066
Upstream Blk Time (%)	0				45
Queuing Penalty (veh)	3				0
Storage Bay Dist (ft)		50	175		
Storage Blk Time (%)	16	0			
Queuing Penalty (veh)	16	0			

Intersection: 8: Access D & Wait Avenue

Movement	EB	EB
Directions Served	T	R
Maximum Queue (ft)	677	150
Average Queue (ft)	548	45
95th Queue (ft)	861	157
Link Distance (ft)	661	
Upstream Blk Time (%)	5	
Queuing Penalty (veh)	66	
Storage Bay Dist (ft)		50
Storage Blk Time (%)	37	
Queuing Penalty (veh)	34	

Network Summary

Network wide Queuing Penalty: 1038

Intersection: 1: Averette Road & Wait Avenue

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	257	411	274	2539	463	250	152
Average Queue (ft)	96	336	182	1774	382	117	68
95th Queue (ft)	262	467	321	2955	548	213	135
Link Distance (ft)		401		2550	447	1482	
Upstream Blk Time (%)		6		21	19		
Queuing Penalty (veh)		49		0	61		
Storage Bay Dist (ft)	200		175				350
Storage Blk Time (%)	1	30	26	45			
Queuing Penalty (veh)	5	17	236	48			

Intersection: 2: Access B/Carrie May Lane & Wait Avenue

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	L	LTR	LTR
Maximum Queue (ft)	66	30	57	908	49
Average Queue (ft)	3	1	23	586	15
95th Queue (ft)	34	21	49	1033	42
Link Distance (ft)	486			1026	1159
Upstream Blk Time (%)				6	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)		50	350		
Storage Blk Time (%)	0				
Queuing Penalty (veh)	0				

Intersection: 3: Austin View Blvd & Wait Avenue

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	27	297
Average Queue (ft)	4	138
95th Queue (ft)	19	337
Link Distance (ft)		1295
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	325	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Averette Road & Access E/Old Pearce Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	LT	R
Maximum Queue (ft)	204	200	112	204	106	12
Average Queue (ft)	72	71	15	40	25	1
95th Queue (ft)	203	207	63	159	76	7
Link Distance (ft)	1191	1338		358	447	
Upstream Blk Time (%)				0		
Queuing Penalty (veh)				1		
Storage Bay Dist (ft)			100			75
Storage Blk Time (%)				5	1	
Queuing Penalty (veh)				4	1	

Intersection: 5: Averette Road & Kavanaugh Road

Movement	EB	NB	NB
Directions Served	LR	L	T
Maximum Queue (ft)	68	27	6
Average Queue (ft)	28	3	0
95th Queue (ft)	55	17	4
Link Distance (ft)	1565		826
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		150	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Access A & Wait Avenue

Movement	NB
Directions Served	R
Maximum Queue (ft)	29
Average Queue (ft)	3
95th Queue (ft)	18
Link Distance (ft)	1042
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Access C & Wait Avenue

Movement	NB
Directions Served	R
Maximum Queue (ft)	95
Average Queue (ft)	36
95th Queue (ft)	71
Link Distance (ft)	1066
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Access D & Wait Avenue

Movement	EB	EB
Directions Served	T	R
Maximum Queue (ft)	282	90
Average Queue (ft)	62	4
95th Queue (ft)	241	43
Link Distance (ft)	607	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		50
Storage Blk Time (%)	8	
Queuing Penalty (veh)	4	

Network Summary

Network wide Queuing Penalty: 425

Intersection: 1: Averette Road & Wait Avenue

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	LTR	LT	R
Maximum Queue (ft)	300	416	275	1966	467	164	118
Average Queue (ft)	160	407	231	1170	450	71	44
95th Queue (ft)	335	414	339	2644	502	134	96
Link Distance (ft)		401		2550	447	1482	
Upstream Blk Time (%)		40		9	47		
Queuing Penalty (veh)		446		0	208		
Storage Bay Dist (ft)	200		175				350
Storage Blk Time (%)	0	53	63	27			
Queuing Penalty (veh)	2	68	417	28			

Intersection: 2: Access B/Carrie May Lane & Wait Avenue

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	R	L	TR	LTR	LTR
Maximum Queue (ft)	498	150	163	43	1045	135
Average Queue (ft)	386	46	70	1	962	50
95th Queue (ft)	687	159	138	31	1235	150
Link Distance (ft)	486			717	1026	1159
Upstream Blk Time (%)	9				77	
Queuing Penalty (veh)	105				0	
Storage Bay Dist (ft)		50	350			
Storage Blk Time (%)	39					
Queuing Penalty (veh)	18					

Intersection: 3: Austin View Blvd & Wait Avenue

Movement	EB	EB	WB	NB
Directions Served	T	R	L	LR
Maximum Queue (ft)	1186	154	60	631
Average Queue (ft)	279	35	17	271
95th Queue (ft)	1184	177	49	696
Link Distance (ft)	2004			1295
Upstream Blk Time (%)	3			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		150	325	
Storage Blk Time (%)	16			
Queuing Penalty (veh)	11			

Intersection: 4: Averette Road & Access E/Old Pearce Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	LT	R
Maximum Queue (ft)	1218	523	199	350	94	9
Average Queue (ft)	854	246	44	143	23	1
95th Queue (ft)	1530	583	155	304	67	8
Link Distance (ft)	1191	1338		358	447	
Upstream Blk Time (%)	48			2		
Queuing Penalty (veh)	0			9		
Storage Bay Dist (ft)			100			75
Storage Blk Time (%)				25	0	
Queuing Penalty (veh)				29	0	

Intersection: 5: Averette Road & Kavanaugh Road

Movement	EB	NB	NB
Directions Served	LR	L	T
Maximum Queue (ft)	71	28	114
Average Queue (ft)	29	5	8
95th Queue (ft)	61	23	68
Link Distance (ft)	1565		826
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		150	
Storage Blk Time (%)			1
Queuing Penalty (veh)			0

Intersection: 6: Access A & Wait Avenue

Movement	EB	NB
Directions Served	TR	R
Maximum Queue (ft)	1283	37
Average Queue (ft)	839	5
95th Queue (ft)	1896	23
Link Distance (ft)	1498	1042
Upstream Blk Time (%)	2	
Queuing Penalty (veh)	18	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Access C & Wait Avenue

Movement	EB	EB	NB
Directions Served	T	R	R
Maximum Queue (ft)	732	150	1098
Average Queue (ft)	676	64	1047
95th Queue (ft)	887	186	1183
Link Distance (ft)	717		1066
Upstream Blk Time (%)	12		87
Queuing Penalty (veh)	143		0
Storage Bay Dist (ft)		50	
Storage Blk Time (%)	46		
Queuing Penalty (veh)	47		

Intersection: 8: Access D & Wait Avenue

Movement	EB	EB
Directions Served	T	R
Maximum Queue (ft)	623	150
Average Queue (ft)	614	39
95th Queue (ft)	622	146
Link Distance (ft)	607	
Upstream Blk Time (%)	27	
Queuing Penalty (veh)	343	
Storage Bay Dist (ft)		50
Storage Blk Time (%)	49	
Queuing Penalty (veh)	46	

Network Summary

Network wide Queuing Penalty: 1936

Intersection: 1: Averette Road & Wait Avenue

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	TR	L	TR	LT	R
Maximum Queue (ft)	261	407	200	274	1803	284	233	479	231
Average Queue (ft)	65	262	88	149	1128	157	85	254	109
95th Queue (ft)	177	416	234	301	2127	254	172	531	280
Link Distance (ft)		395			2544		447	1480	
Upstream Blk Time (%)		1			1				
Queuing Penalty (veh)		7			0				
Storage Bay Dist (ft)	200		100	175		300			350
Storage Blk Time (%)		28		2	43	0	0	11	
Queuing Penalty (veh)		58		15	46	0	0	14	

Intersection: 2: Access B/Carrie May Lane & Wait Avenue

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	R	L	TR	LTR	LTR
Maximum Queue (ft)	421	148	120	330	191	45
Average Queue (ft)	177	8	54	185	82	10
95th Queue (ft)	320	53	103	305	149	36
Link Distance (ft)	486			717	1026	1159
Upstream Blk Time (%)	1					
Queuing Penalty (veh)	5					
Storage Bay Dist (ft)		50	350			
Storage Blk Time (%)	28	0		0		
Queuing Penalty (veh)	4	0		0		

Intersection: 3: Austin View Blvd & Wait Avenue

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	28	411
Average Queue (ft)	5	210
95th Queue (ft)	22	502
Link Distance (ft)		1295
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	325	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Averette Road & Access E/Old Pearce Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	LT	R
Maximum Queue (ft)	91	106	45	4	148	43
Average Queue (ft)	41	37	11	0	28	2
95th Queue (ft)	77	80	33	2	96	26
Link Distance (ft)	1169	1338		358	447	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			100			75
Storage Blk Time (%)					1	
Queuing Penalty (veh)					1	

Intersection: 5: Averette Road & Kavanaugh Road

Movement	EB	NB	SB
Directions Served	LR	L	TR
Maximum Queue (ft)	68	27	9
Average Queue (ft)	28	4	0
95th Queue (ft)	56	20	6
Link Distance (ft)	1565		358
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		150	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Access A & Wait Avenue

Movement	EB	NB
Directions Served	TR	R
Maximum Queue (ft)	105	29
Average Queue (ft)	7	3
95th Queue (ft)	82	18
Link Distance (ft)	1498	1042
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Access C & Wait Avenue

Movement	NB
Directions Served	R
Maximum Queue (ft)	92
Average Queue (ft)	37
95th Queue (ft)	71
Link Distance (ft)	1066
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Access D & Wait Avenue

Movement	EB
Directions Served	T
Maximum Queue (ft)	117
Average Queue (ft)	9
95th Queue (ft)	57
Link Distance (ft)	607
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	1
Queuing Penalty (veh)	0

Network Summary

Network wide Queuing Penalty: 150

Intersection: 1: Averette Road & Wait Avenue

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	TR	L	TR	LT	R
Maximum Queue (ft)	300	412	200	274	869	366	402	246	107
Average Queue (ft)	161	387	146	159	446	237	171	124	45
95th Queue (ft)	336	479	278	299	909	393	398	224	87
Link Distance (ft)		395			2544		447	1480	
Upstream Blk Time (%)		23					3		
Queuing Penalty (veh)		260					14		
Storage Bay Dist (ft)	200		100	175		300			350
Storage Blk Time (%)	0	46	0	9	37	16	2		
Queuing Penalty (veh)	4	166	1	60	38	30	6		

Intersection: 2: Access B/Carrie May Lane & Wait Avenue

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	R	L	TR	LTR	LTR
Maximum Queue (ft)	501	150	301	395	217	48
Average Queue (ft)	464	25	172	115	104	12
95th Queue (ft)	584	109	332	310	177	39
Link Distance (ft)	486			717	1026	1159
Upstream Blk Time (%)	13			0		
Queuing Penalty (veh)	151			0		
Storage Bay Dist (ft)		50	350			
Storage Blk Time (%)	35	0	5	1		
Queuing Penalty (veh)	16	0	40	1		

Intersection: 3: Austin View Blvd & Wait Avenue

Movement	EB	WB	NB
Directions Served	T	L	LR
Maximum Queue (ft)	28	54	480
Average Queue (ft)	2	19	248
95th Queue (ft)	30	46	614
Link Distance (ft)	2004		1295
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		325	
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 4: Averette Road & Access E/Old Pearce Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	LT	R
Maximum Queue (ft)	250	167	53	45	106	17
Average Queue (ft)	94	45	18	7	30	1
95th Queue (ft)	208	113	41	43	79	9
Link Distance (ft)	1169	1338		358	447	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			100			75
Storage Blk Time (%)				0	1	
Queuing Penalty (veh)				0	1	

Intersection: 5: Averette Road & Kavanaugh Road

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	68	28
Average Queue (ft)	28	6
95th Queue (ft)	56	24
Link Distance (ft)	1565	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Access A & Wait Avenue

Movement	EB	NB
Directions Served	TR	R
Maximum Queue (ft)	1060	41
Average Queue (ft)	525	7
95th Queue (ft)	1219	31
Link Distance (ft)	1498	1042
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Access C & Wait Avenue

Movement	EB	EB	WB	NB
Directions Served	T	R	T	R
Maximum Queue (ft)	484	120	32	928
Average Queue (ft)	120	19	1	576
95th Queue (ft)	462	101	22	1231
Link Distance (ft)	717		607	1066
Upstream Blk Time (%)	0			25
Queuing Penalty (veh)	1			0
Storage Bay Dist (ft)		50		
Storage Blk Time (%)	10			
Queuing Penalty (veh)	11			

Intersection: 8: Access D & Wait Avenue

Movement	EB	EB
Directions Served	T	R
Maximum Queue (ft)	615	150
Average Queue (ft)	428	47
95th Queue (ft)	800	161
Link Distance (ft)	607	
Upstream Blk Time (%)	5	
Queuing Penalty (veh)	65	
Storage Bay Dist (ft)		50
Storage Blk Time (%)	31	
Queuing Penalty (veh)	29	

Network Summary

Network wide Queuing Penalty: 894

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL H. JOHNSON
SECRETARY

October 1, 2025

Wait Avenue Mixed-Use

Traffic Impact Analysis Review Report

Congestion Management Section

TIA Project: SC-2025-182
Division: 5
County: Wake



Clarence B. Bunting, P.E. Regional Engineer
Trevor S. Darnell, Project Design Engineer

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
TRANSPORTATION MOBILITY & SAFETY DIVISION
TRAFFIC MANAGEMENT UNIT
1561 MAIL SERVICE CENTER
RALEIGH, NC 27699-1561

Telephone: (919) 814-5000
Fax: (919) 771-2745
Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
750 N. GREENFIELD PARKWAY
GARNER, NC 27529

Wait Avenue Mixed-Use

SC-2025-182	Rolesville	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	08/07/25	Date of Site Plan	01/31/25
Date of Complete Information	08/07/25	Date of Sealed TIA	08/07/25

Proposed Development

The TIA assumes the development is completed by 2031 and consists of the following:

Land Use	Land Use Code	Size
Mini-Warehouse	151	107,049 sq.ft.
Single-Family Detached Housing	210	300 d.u.
Shopping Plaza (40-150k)	821	84,600 sq.ft.
Convenience Store/Gas Station- VFP (9-15)	945	5,000 sq.ft.

Trip Generation - Unadjusted Volumes During a Typical Weekday			
	IN	**OUT**	**TOTAL**
AM Peak Hour	383	411	794
PM Peak Hour	689	647	1,336
Daily Trips			14,353

General Reference

For reference to various documents applicable to this review please reference the following link: ***https://connect.ncdot.gov/resources/safety/Pages/Congestion-Management.aspx***

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.

Access A

The proposed Access A is in close proximity to the Wait Avenue / Carrie May Lane / Access B intersection. If operational issues develop, access may need to be restricted. Care should be taken to maximize the distance between these two intersections.

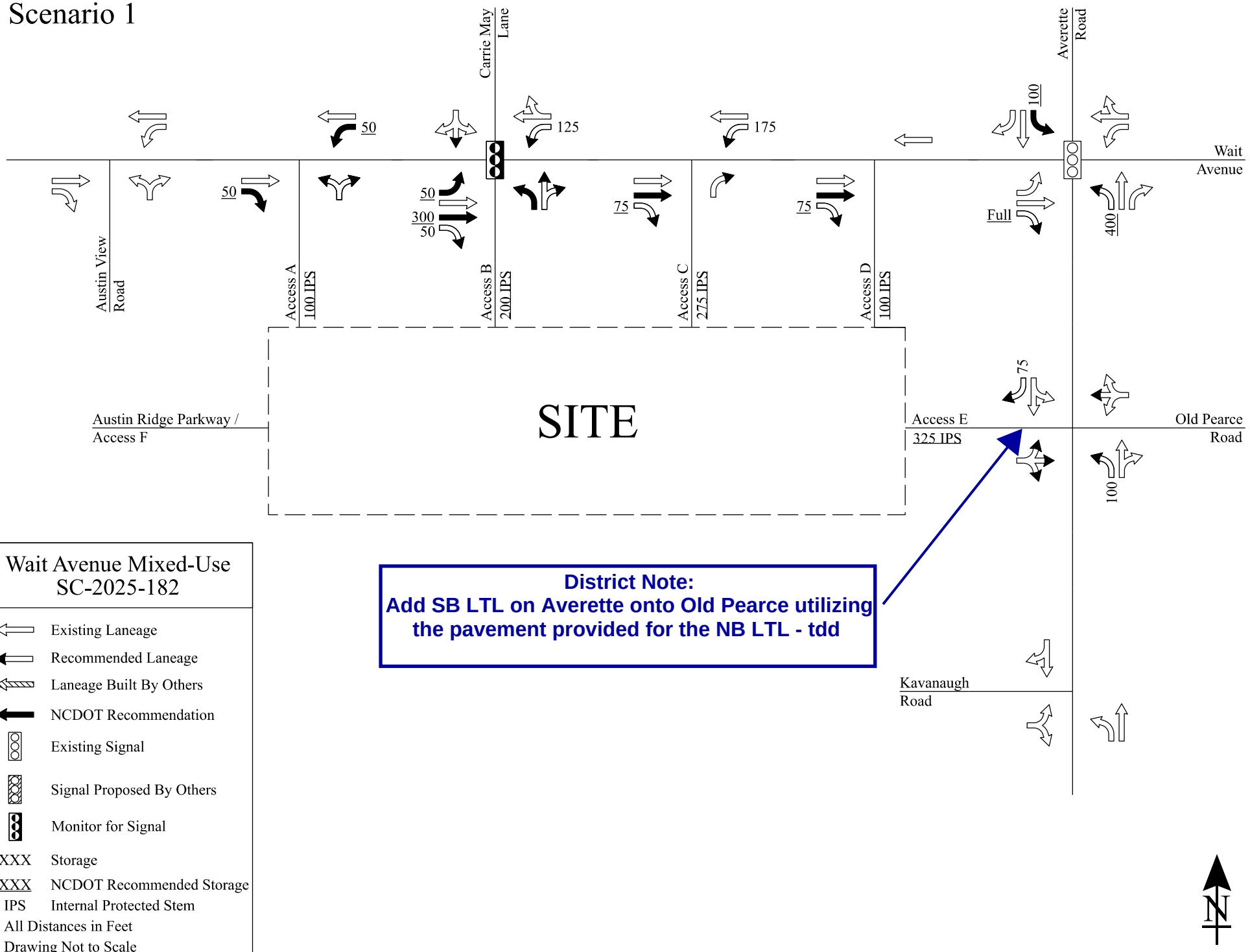
Access E

The proposed Access E is in close proximity to the Wait Avenue / Averette Road intersection. If operational issues develop, access may need to be restricted.

Signalization

We defer to the District Engineer, the Division Traffic Engineer, and the Regional Traffic Engineer for final decisions regarding signalization. The proposed signal may cause heavy queuing on Wait Avenue.

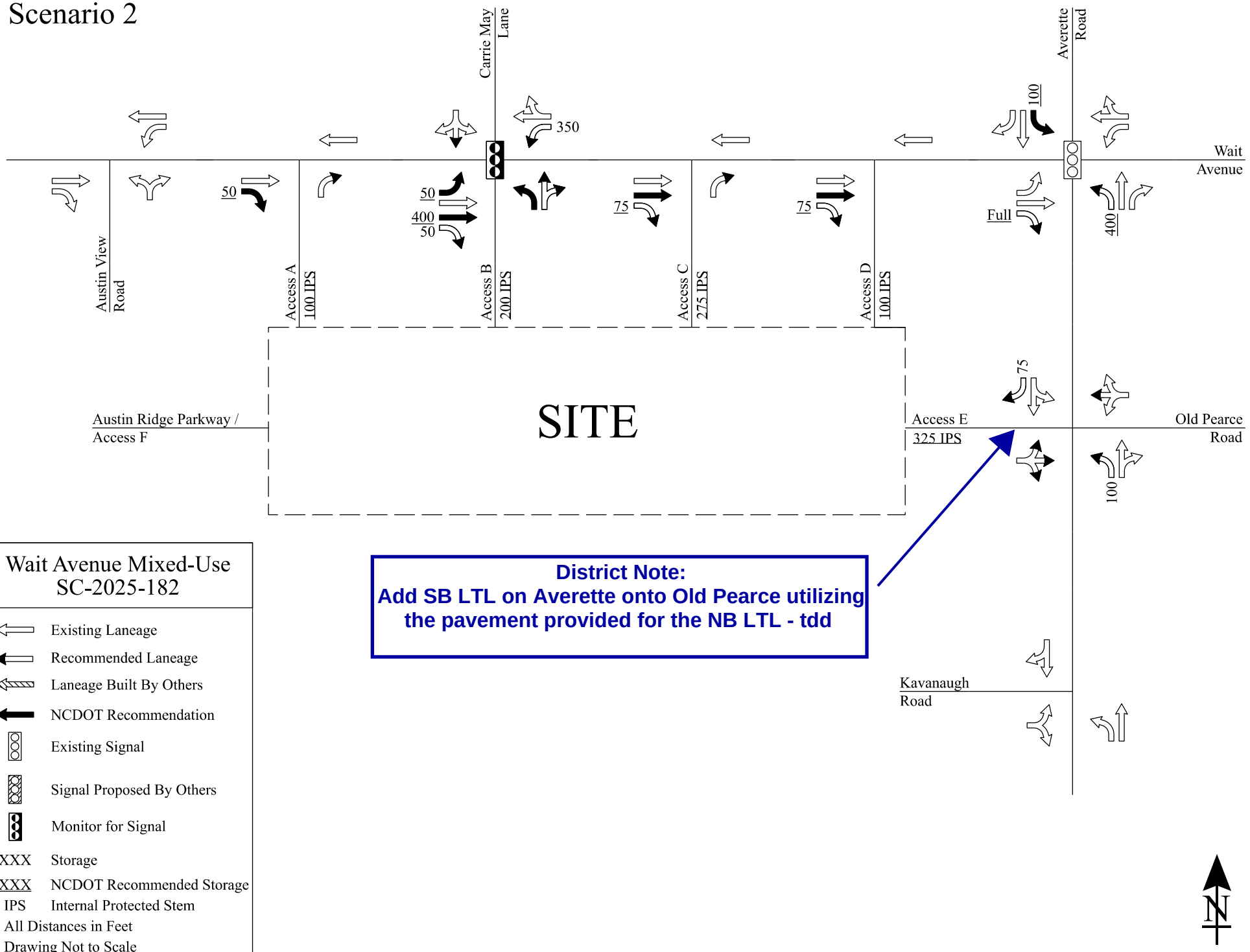
Scenario 1



Wait Avenue Mixed-Use
SC-2025-182

- Existing Laneage
- Recommended Laneage
- Laneage Built By Others
- NCDOT Recommendation
- Existing Signal
- Signal Proposed By Others
- Monitor for Signal
- XXX Storage
- XXX NCDOT Recommended Storage
- IPS Internal Protected Stem
- All Distances in Feet
- Drawing Not to Scale

Scenario 2



Wait Avenue Mixed-Use
SC-2025-182

- Existing Laneage
- Recommended Laneage
- Laneage Built By Others
- NCDOT Recommendation
- Existing Signal
- Signal Proposed By Others
- Monitor for Signal
- XXX Storage
- XXX NCDOT Recommended Storage
- IPS Internal Protected Stem
- All Distances in Feet
- Drawing Not to Scale

ORDINANCE ORD-2026-XX

ORDINANCE OF THE BOARD OF COMMISSIONERS OF THE TOWN OF ROLESVILLE AMENDING THE OFFICIAL ZONING DISTRICT MAP OF THE TOWN OF ROLESVILLE TO CHANGE THE ZONING OF APPROXIMATELY 105.619 ACRES LOCATED AT 2028, 2200, 2206, 2216, AND 2232 WAIT AVENUE BEING WAKE COUNTY TAX PINS 1850950449, 1860056400, 1860045778, 1860151206, AND 1860143789 FROM RESIDENTIAL & PLANNED UNIT DEVELOPMENT (R&PUD) AND RESIDENTIAL LOW ZONING DISTRICT (RL) TO NEIGHBORHOOD CENTER CONDITIONAL ZONING DISTRICT (NC-CZ)

REZ-24-05
ATTICUS WOODS – WAIT AVENUE

WHEREAS, the application submitted by Comm Dev, LLC for the rezoning of land hereinafter described was duly filed with the Planning Department; and

WHEREAS, the Planning Board was presented the application for Recommendation on October 27, 2025 and December 15, 2025, and the Board of Commissioners held a Legislative hearing on March 3, 2026;

WHEREAS, mailed notices and property sign postings were carried out in advance of the Legislative hearing pursuant to G.S. § 160D-602 and the Land Development Ordinance; and

WHEREAS, the Planning Board submitted its recommendation to the Board of Commissioners recommending Approval of said application that was generally consistent with the Comprehensive Plan for the lands hereinafter described, all in accordance with the requirements of the Town of Rolesville Land Development Ordinance and the provisions of Chapter 160D, Article 6, of the North Carolina General Statutes;

NOW, THEREFORE, BE IT ORDAINED by the Board of Commissioners of the Town of Rolesville, North Carolina:

Section 1: The lands that are the subject of the Ordinance are those certain lands described in **Exhibit 1 – Legal Description** and shown in **Exhibit 2 – Rezoning Plat**, which is incorporated herein by reference, and said lands are hereafter referred to as the "Rezoned Lands."

Section 2: The parcels identified by the Wake County Tax Parcel Identification Numbers 1850950449, 1860056400, 1860045778, 1860151206, and 1860143789, and described and observed in **Exhibits 1 and 2**, are located within the Town's Corporate Limits OR Extraterritorial Jurisdiction OR in Wake County.

Section 3: The Town of Rolesville Land Development Ordinance, including the Town of Rolesville North Carolina Official Zoning District Map, which is a part of said Ordinance, is hereby amended by changing the zoning classification of the "Rezoned Lands" from existing R&PUD and RL zoning districts to a proposed NC-CZ zoning district.

Section 4: The "Rezoned Lands" are subject to all the standards and conditions in **Exhibit 3 – Conditions of Approval dated February 25, 2026, and associated and referenced Exhibits**, which are imposed as part of this rezoning.

Section 5: The Administrator is hereby authorized and directed to cause the said Official Zoning District Map for the Town of Rolesville, North Carolina, to be physically revised and amended to reflect the zoning changes ordained by this Ordinance.

Section 6: After reviewing all the information presented at the Legislative hearing and the Town of Rolesville plans, policies and ordinances, the Rolesville Board of Commissioners find the Rezoning map amendment request reasonable and consistent with the 2017 Comprehensive Plan and Rolesville 2050 Comprehensive Plan and is in the interest of the public and adopted a Plan Consistency and Reasonableness Statement.

Section 7: The "Rezoned Lands" shall be perpetually bound to the Conditions imposed including the uses authorized, unless subsequently changed or amended as provided for in the Land Development Ordinance.

Adopted and effective this the 3rd day of March, 2026.

_____

Ronnie Currin
Mayor

ATTEST:

_____

Christina Ynclan-Frazier
Town Clerk

APPROVED AS TO FORM:

_____

Dave Neill
Town Attorney