



Tom's Creek Development Traffic Impact Analysis

July 28, 2022

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Sign-off Sheet

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7/28/2022

Table of Contents

EXECUTIVE SUMMARY	I
1.0 INTRODUCTION.....	1
2.0 INVENTORY OF TRAFFIC CONDITIONS	5
2.1 STUDY AREA	5
2.2 PROPOSED ACCESS	5
2.3 EXISTING ROADWAY CONDITIONS	6
2.4 FUTURE NO BUILD ROADWAY CONDITIONS.....	6
3.0 TRIP GENERATION	10
3.1 INITIAL PHASE TRIP GENERATION.....	10
3.2 INTERMEDIATE PHASE TRIP GENERATION	10
3.3 FULL BUILD TRIP GENERATION.....	11
4.0 TRAFFIC DISTRIBUTION.....	12
4.1 SITE TRIP DISTRIBUTION	12
5.0 TRAFFIC VOLUMES	19
5.1 TRAFFIC COUNTS	19
5.2 FUTURE TRAFFIC GROWTH.....	19
5.3 APPROVED DEVELOPMENT TRAFFIC.....	19
5.4 NO BUILD TRAFFIC VOLUMES	20
5.5 INITIAL PHASE TRAFFIC VOLUMES.....	20
5.6 INTERMEDIATE PHASE TRAFFIC VOLUMES.....	20
5.7 FULL BUILD TRAFFIC VOLUMES.....	20
6.0 TRAFFIC ANALYSIS	28
6.1 2022 EXISTING ANALYSIS	29
6.2 2026 NO BUILD ANALYSIS	31
6.3 2026 INITIAL PHASE ANALYSIS	33
6.4 2026 INITIAL PHASE WITH IMPROVEMENTS ANALYSIS	35
6.5 2028 NO BUILD ANALYSIS	37
6.6 2028 INTERMEDIATE PHASE ANALYSIS.....	39
6.7 2028 INTERMEDIATE BUILD WITH IMPROVEMENTS ANALYSIS.....	41
6.8 2029 NO BUILD ANALYSIS	43
6.9 2029 FULL BUILD ANALYSIS.....	45
7.0 RECOMMENDATIONS	47
7.1 INITIAL PHASE RECOMMENDATIONS	47
7.2 INTERMEDIATE PHASE RECOMMENDATIONS	48
7.3 FULL BUILD RECOMMENDATIONS	49

8.0 CONCLUSIONS.....51

9.0 REFERENCES.....51

APPENDIX52

LIST OF TABLES

Table ES-1: Level of Service & Delay Summaryv

Table 1: Existing Conditions..... 6

Table 2: Initial Phase Trip Generation10

Table 3: Intermediate Phase Trip Generation.....11

Table 4: Full Build Trip Generation.....11

Table 5: Level of Service Criteria28

Table 6: Capacity Analysis Results for 2022 Existing Conditions30

Table 7: Capacity Analysis Results for 2026 No Build Conditions32

Table 8: Capacity Analysis Results for 2026 Initial Phase Conditions34

Table 9: Capacity Analysis Results for 2026 Initial Phase with Improvements36

Table 10: Capacity Analysis Results for 2028 No Build Conditions38

Table 11: Capacity Analysis Results for 2028 Intermediate Build Conditions40

Table 12: Capacity Analysis Results for 2028 Intermediate Build with Improvements42

Table 13: Capacity Analysis Results for 2029 No Build Conditions44

Table 14: Capacity Analysis Results for 2029 Full Build Conditions46

LIST OF FIGURES

Figure ES-1: Site Plan..... iv

Figure ES-2: Recommended Improvements vi

Figure 1: Site Location and Study Area Map 2

Figure 2: Proposed Site Plan 3

Figure 3: Proposed Phases..... 4

Figure 4: 2022 Existing Lane Configurations and Traffic Control..... 8

Figure 5: 2026 No Build Lane Configurations and Traffic Control..... 9

Figure 6: Initial Phase Trip Distribution.....13

Figure 7: Initial Phase Trip Assignment.....14

Figure 8: Intermediate Phase Trip Distribution15

Figure 9: Intermediate Phase Trip Assignment.....16

Figure 10: Full Build Trip Distribution17

Figure 11: Full Build Trip Assignment.....18

Figure 12: 2022 Existing Traffic Volumes.....21

Figure 13: 2026 No Build Traffic Volumes22

Figure 14: 2026 Initial Build Traffic Volumes23

Figure 15: 2028 No Build Traffic Volumes24

Figure 16: 2028 Intermediate Build Traffic Volumes.....25

Figure 17: 2029 No Build Traffic Volumes26

Figure 18: 2029 Full Build Traffic Volumes.....27

Figure 19: Recommended Lane Configurations50

Executive Summary

The proposed Tom's Creek Development is located between SR 2049 (Forestville Road) and SR 2051 (Burlington Mills Road) in Rolesville, NC. In general, the 224.64-acre site is located in the southeast corner of the intersection of Forestville Road and Burlington Mills Road. The site is envisioned to consist of 606 single-family detached housing units. The development is anticipated to be completed in 2029.

At full build-out, the development is anticipated to generate 5,294 new trips per average weekday. In the AM and PM peak hours, the development is expected to generate approximately 384 trips (100 entering and 284 exiting) and 540 (340 entering and 200 exiting), respectively.

Four (4) access points are proposed for the development. Access A will connect to Forestville Road whereas Accesses B, C, and D will connect to Burlington Mills Road. The site plan is shown in Figure ES-1.

This study evaluates the ability of the adjacent roadways to accommodate the additional traffic and recommends transportation improvements needed to mitigate congestion that may result from the site traffic. This report presents trip generation, trip distribution, traffic analyses, and recommendations for improvements needed to meet anticipated traffic demands. The following scenarios are examined for the AM and PM peak hours:

- 2022 Existing
- 2026 No Build
- 2026 Initial Build
- 2026 Initial Build with Improvements
- 2028 No Build
- 2028 Intermediate Build
- 2028 Intermediate Build with Improvements
- 2029 No Build
- 2029 Full Build

Capacity analyses for the AM and PM peak hours in each scenario were performed for the following intersections:

- Burlington Mills Road at Ligon Mill Road
- Burlington Mills Road at Forestville Road
- Burlington Mills Road at Access B
- Burlington Mills Road at Centaur Road / Access C
- Burlington Mills Road at Huntingcreek Drive / Access D
- Burlington Mills Road at US 401 Business (S. Main Street)
- Forestville Road at Access A
- Forestville Road at US 401

Table ES-1 shows a summary of the delays and levels of service for the study area intersections.

The results presented herein indicate that the proposed development will have an impact on the surrounding roadway network. These impacts are most pronounced at the intersection of Burlington Mills Road and Forestville Road. As a result, several improvements are recommended at the intersection. These improvements not only mitigate the development's impact on the intersection but also improve LOS by a letter grade.

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Other study area intersections have improvements committed by other developments or public-funded projects. The results of this analysis show that these intersections experience minor increases in delay due to the proposed development. Accordingly, improvements are not recommended at these intersections.

The primary access point (Access A) on Forestville Road is anticipated to operate with high delays if it is left as a stop-controlled intersection; even with the addition of turn-lanes on all approaches. The installation of a traffic signal will greatly improve operations but is contingent upon the intersection meeting the warrants for installation of a traffic signal outlined in the Manual on Uniform Traffic Control Devices (MUTCD) and approved by NCDOT. Accordingly, it is recommended that the location be monitored for the installation of a traffic signal and that the design and construction of the signal be the responsibility of the applicant.

All proposed driveways along Burlington Mills Road (Accesses B, C, and D) are expected to operate at an acceptable level of service in all scenarios and are not expected to have a significant impact on operations along Burlington Mills Road.

Based on the findings of this study, specific improvements have been identified and are recommended to be completed as part of the proposed development. These improvements are listed below and recommended improvements are shown in Figure ES-2.

2026 Initial Phase Recommendations

Burlington Mills Road at Centaur Road / Access C

- Construct Access C as a full-movement access point
- Construct Access C with one ingress and one egress lane with a driveway stem length of a minimum of 100 feet

Forestville Road at Access A

- Construct Access A as a full-movement access point
- Construct Access A with one ingress and two egress lanes (one left-turn lane and one right-turn lane) with a driveway stem length of a minimum of 170 feet
- Construct a northbound Forestville Road right-turn lane with 100 feet of full-width storage and appropriate taper
- Construct a southbound Forestville Road left-turn lane with 100 feet of full-width storage and appropriate taper

2028 Intermediate Phase Recommendations

Burlington Mills Road at Forestville Road

- Extend the existing eastbound Burlington Mills Road left-turn lane to 575 feet of full-width storage and appropriate taper
- Extend the existing westbound Burlington Mills Road left-turn lane to 225 feet of full-width storage and appropriate taper
- Construct a westbound Burlington Mills Road right-turn lane with 150 feet of full-width storage and appropriate taper
- Extend the existing northbound Forestville Road left-turn lane to 225 feet of full-width storage and appropriate taper
- Extend the existing southbound Forestville Road left-turn lane to 300 feet of full-width storage and appropriate taper

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

- Construct a southbound Forestville Road right-turn lane with 200 feet of full-width storage and appropriate taper
- The above recommendations will require the traffic signal at the intersection to be modified

Burlington Mills Road at Access B

- Construct Access B as a right-in/right-out access point
- Construct Access B with one ingress and one egress lane with a driveway stem length of a minimum of 100 feet

Forestville Road at Access A

- Monitor Access A for potential signalization

2029 Full Build Recommendations

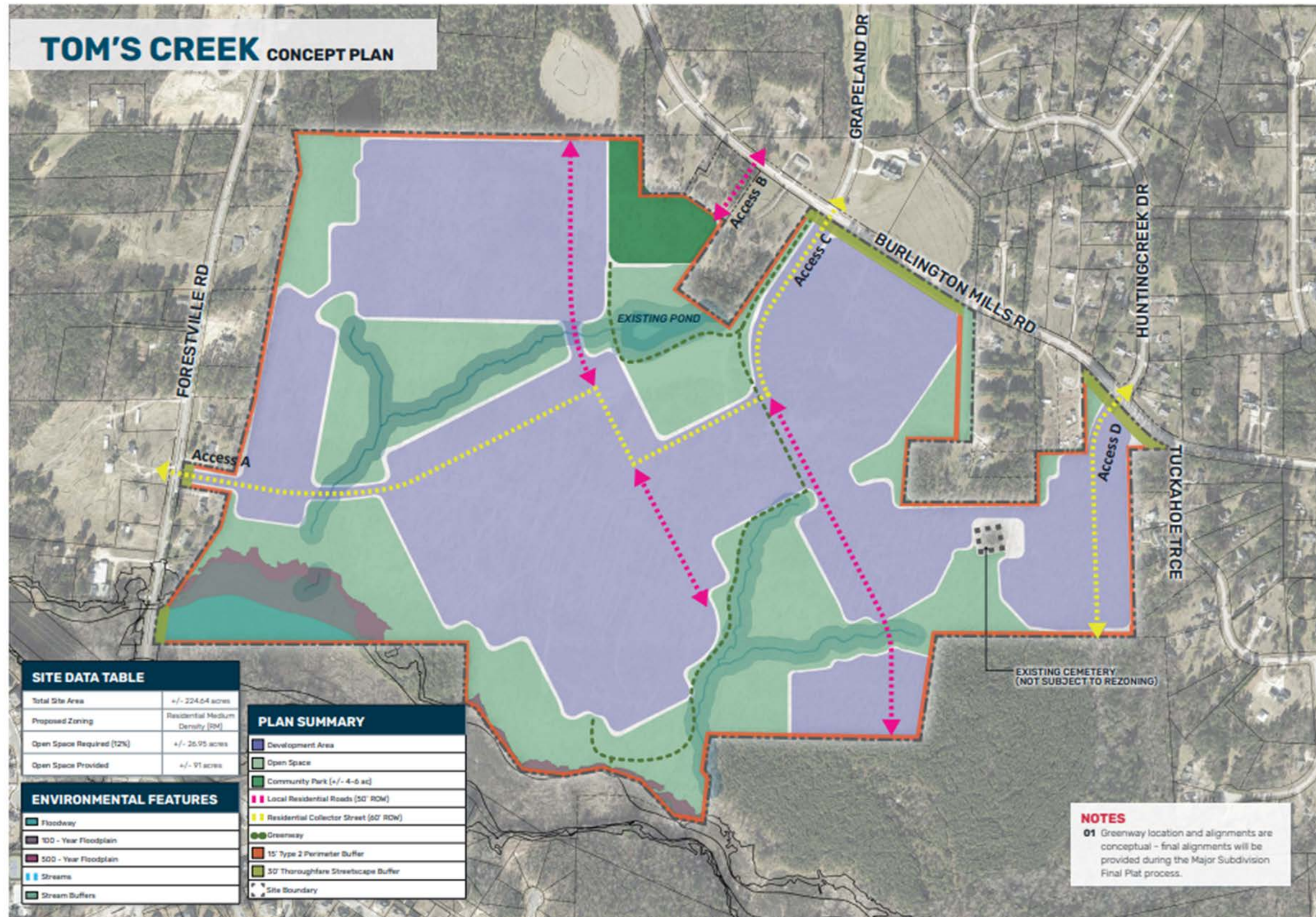
Burlington Mills Road at Huntingcreek Drive / Access D

- Construct Access D as a full-movement access point
- Construct Access D with one ingress and one egress lane with a driveway stem length of a minimum of 100 feet

Forestville Road at Access A

- Monitor Access A for potential signalization

Figure ES-1: Site Plan



MA 21-10
 V2
 Rcvd
 03-31-22

TOM'S CREEK CONCEPT PLAN
 ROLESVILLE, NORTH CAROLINA

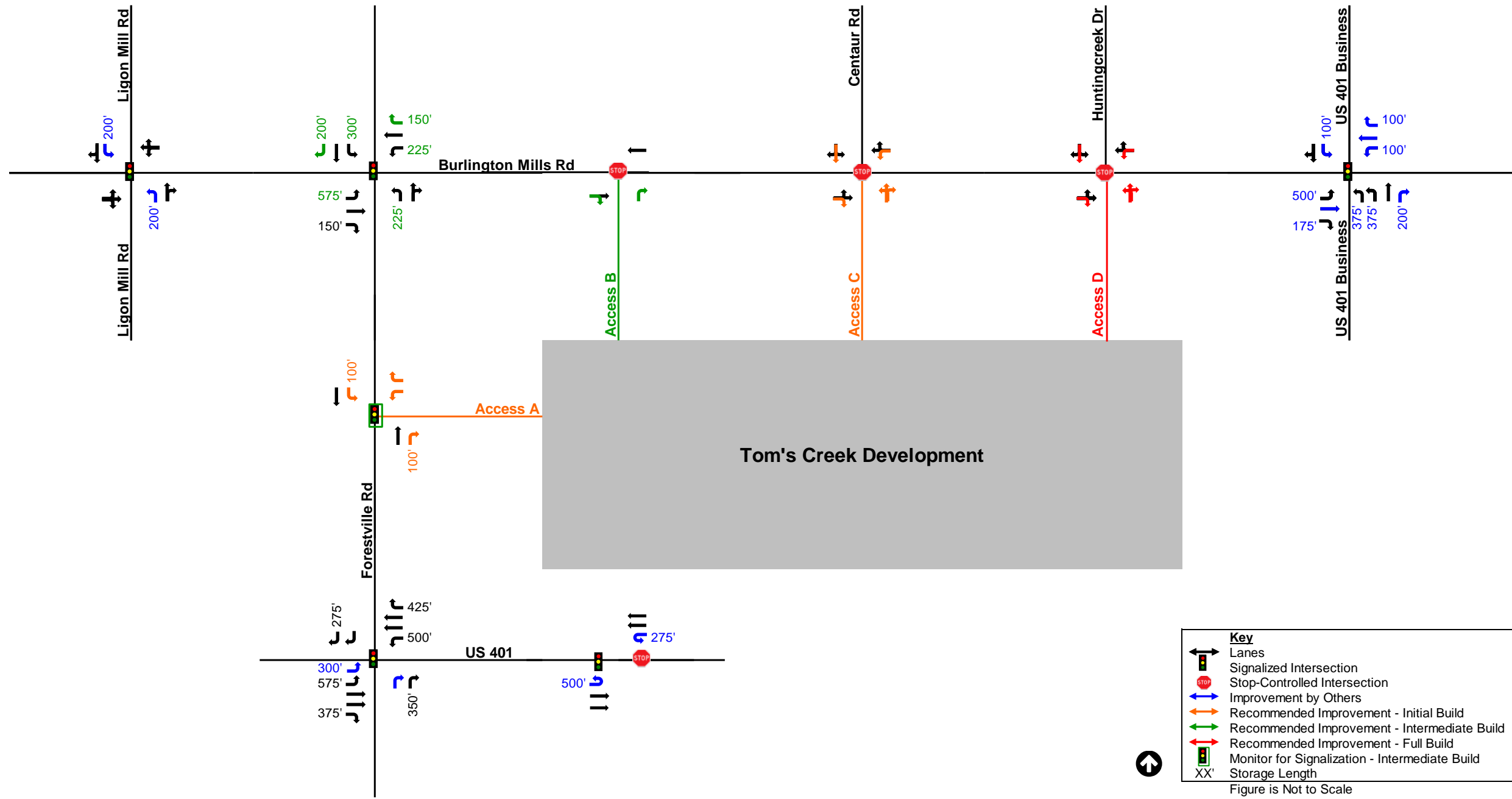


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Table ES-1: Level of Service & Delay Summary

Level of Service (Delay, sec/veh)	2022 Existing		2026 No Build		2026 Initial Build		2026 Initial Build with Improvements		2028 No Build		2028 Intermediate Build		2028 Intermediate Build with Improvements		2029 No Build		2029 Full Build			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
Burlington Mills Road at Ligon Mill Road	D (43.4)	C (33.4)	D (53.7)	C (26.4)	D (47.1)	C (29.0)	D (47.1)	C (29.0)	E (57.8)	C (28.3)	E (59.2)	C (30.1)	E (64.7)	C (31.7)	E (70.3)	C (32.7)	E (73.5)	C (33.7)		
Burlington Mills Road at Forestville Road	C (33.5)	C (32.0)	F (84.9)	F (85.7)	F (90.7)	F (80.2)	F (90.7)	F (80.2)	F (99.3)	F (89.5)	F (109.3)	F (94.1)	E (60.0)	E (60.3)	E (62.5)	E (62.2)	E (66.2)	E (64.3)		
Burlington Mills Road at Access B	-	-	-	-	-	-	-	-	-	-	-	-	B (11.6)	B (11.2)	B (11.6)	B (11.2)	B (11.7)	B (11.3)	B (11.8)	B (11.6)
Burlington Mills Road at Centaur Road / Access C	B (12.4)	B (10.5)	C (16.3)	B (13.0)	C (20.7)	C (16.1)	C (20.7)	C (16.1)	C (21.4)	C (16.3)	D (29.6)	C (20.2)	D (29.6)	C (20.2)	D (30.3)	C (20.4)	D (29.4)	C (20.8)		
Burlington Mills Road at Huntingcreek Drive / Access D	B (11.7)	B (10.1)	C (15.5)	C (12.2)	C (15.8)	B (12.4)	C (15.8)	B (12.4)	C (16.1)	B (12.6)	C (16.3)	B (12.8)	C (16.3)	C (12.8)	C (16.5)	B (12.9)	D (28.1)	C (20.1)		
Burlington Mills Road at US 401 Business	C (27.8)	B (16.6)	E (61.0)	D (42.3)	E (62.0)	D (46.5)	E (62.0)	D (46.5)	E (65.3)	D (43.4)	E (62.9)	D (43.5)	E (70.8)	D (44.3)	E (67.8)	D (42.6)	E (69.3)	D (43.0)		
Forestville Road at Access A	-	-	-	-	F (398.3)	F (1262.7)	F (297.2)	F (821.2)	F (445.5)	F (1306.6)	F (1133.7)	F (3272.1)	B (8.6)	A (7.4)	A (9.1)	A (7.5)	B (11.8)	A (9.2)		
Forestville Road at US 401	D (37.2)	D (40.4)	The Perry Farms development will convert this intersection to a Reduced Conflict Intersection by 2026																	
Forestville Road at US 401 Westbound	-	-	D (47.4)	B (17.5)	D (52.7)	C (20.8)	D (52.7)	C (20.8)	E (61.5)	B (19.1)	E (69.5)	B (19.8)	E (69.9)	B (19.8)	E (73.3)	B (19.8)	E (78.4)	B (19.1)		
Forestville Road at US 401 Eastbound	-	-	B (17.9)	C (20.4)	B (18.6)	B (21.6)	B (18.6)	C (21.6)	B (19.6)	C (21.9)	C (20.3)	C (22.0)	B (16.7)	C (22.0)	B (17.5)	C (23.2)	B (17.5)	C (23.2)		
US 401 Westbound U-Turn	-	-	C (31.8)	B (15.7)	C (26.9)	B (16.2)	C (26.9)	B (16.2)	C (31.3)	B (15.9)	C (30.0)	B (15.9)	C (32.5)	B (15.9)	D (35.0)	B (16.0)	D (35.1)	B (16.1)		

Figure ES-2: Recommended Improvements



Key

- Lanes
- Signalized Intersection
- Stop-Controlled Intersection
- Improvement by Others
- Recommended Improvement - Initial Build
- Recommended Improvement - Intermediate Build
- Recommended Improvement - Full Build
- Monitor for Signalization - Intermediate Build
- Storage Length

Figure is Not to Scale

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Introduction
July 28, 2022

1.0 INTRODUCTION

The purpose of this report is to evaluate the traffic impacts of the proposed Tom's Creek Development located in Rolesville, NC. This development is located between SR 2049 (Forestville Road) and SR 2051 (Burlington Mills Road) in Rolesville, NC. In general, the 224.64-acre site is located in the southeast corner of the intersection of Forestville Road and Burlington Mills Road. The development's location and study area are shown in Figure 1.

The site currently consists of undeveloped farmland and is zoned Residential Low Density (RL). The applicant is pursuing a rezoning to Residential Medium Density – Conditional District (RM-CZ). Construction of the site is anticipated to be completed in 2029 and will consist of up to 606 units of single-family detached housing. The Rolesville Comprehensive Plan designates this property as “Medium Density Residential” with a suggested density range of 3-5 units per acre, however, the applicant has chosen to limit the proposed density to 2.7 units per acre. Figure 2 shows the conceptual site plan prepared by McAdams. Figure 3 shows each of the six (6) phases of development.

The Tom's Creek Development is expected to be constructed in six (6) phases as shown in Figure 3; however, the applicant has requested that three (3) phases be included in this study. The Initial phase studied includes what is shown as phases 1 and 2 in Figure 3 and is assumed to be fully built out and occupied by 2026. The Intermediate phase includes what is shown as phases 3 and 4 in Figure 3 and is assumed to be fully built out and occupied by 2028. The final phase includes what is shown as phases 5 and 6 in Figure 3 and is assumed to be fully built out and occupied by 2029.

The purpose of this report is to evaluate the development in terms of projected vehicular traffic conditions, evaluate the ability of the adjacent roadways to accommodate the additional traffic, and recommend transportation improvements needed to mitigate congestion that may result from additional site traffic. This report presents trip generation, trip distribution, traffic analyses, and recommendations for improvements needed to meet anticipated traffic demands. The analysis examines the AM and PM peak hours for:

- 2022 Existing
- 2026 No Build
- 2026 Initial Build
- 2026 Initial Build with Improvements
- 2028 No Build
- 2028 Intermediate Build
- 2028 Intermediate Build with Improvements
- 2029 No Build
- 2029 Full Build

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Introduction
July 28, 2022

Figure 1: Site Location and Study Area Map

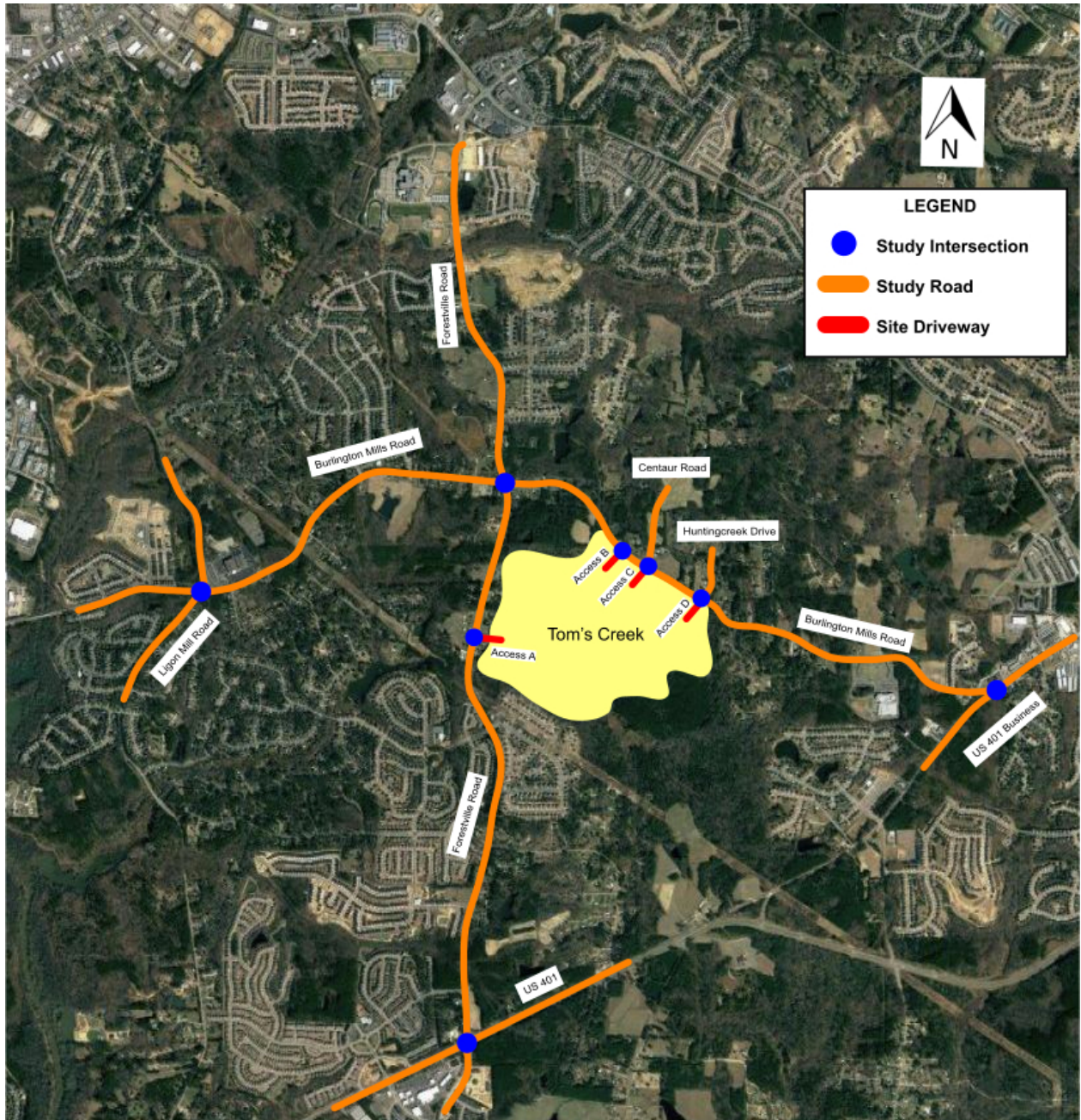
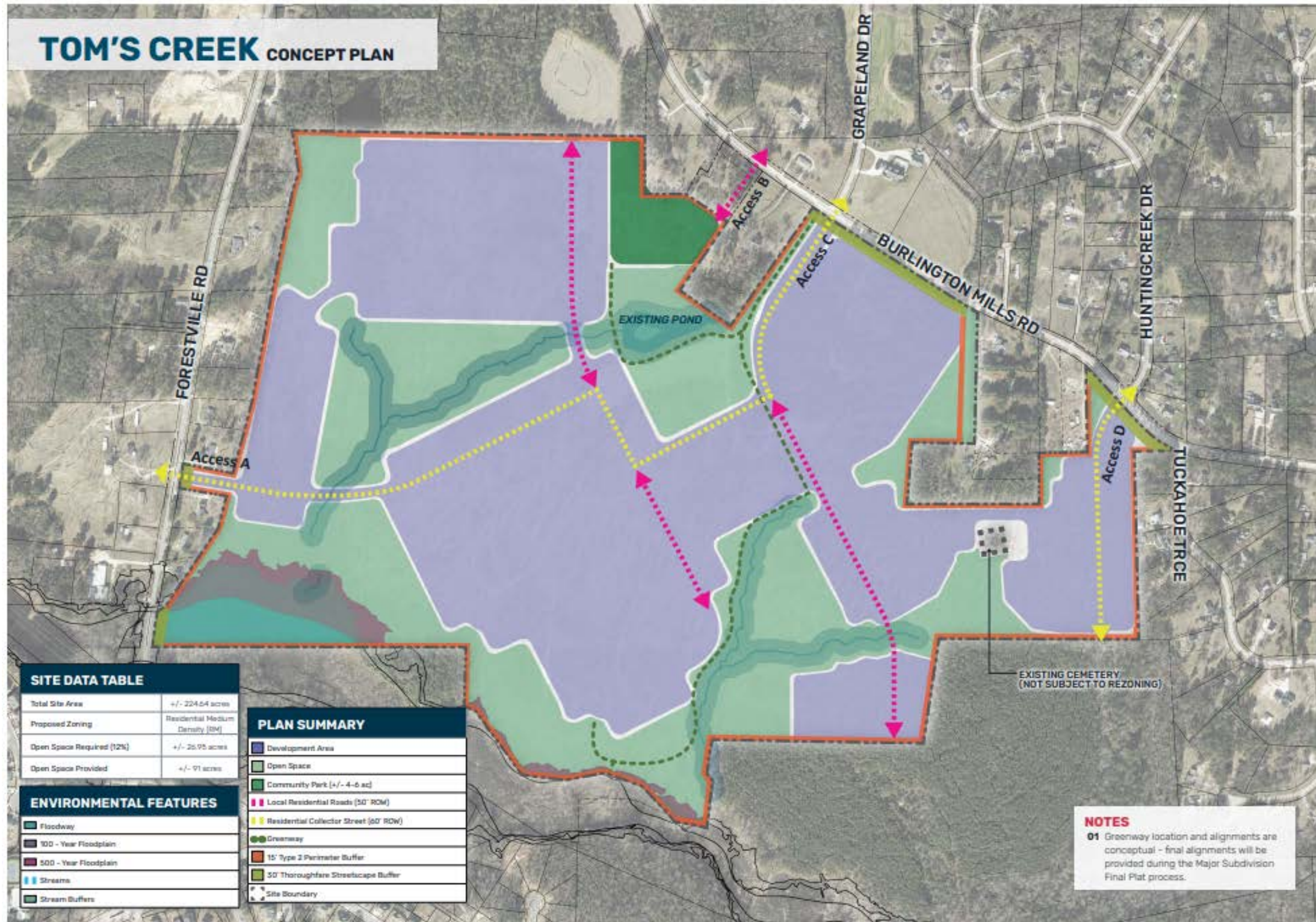


Figure 2: Proposed Site Plan



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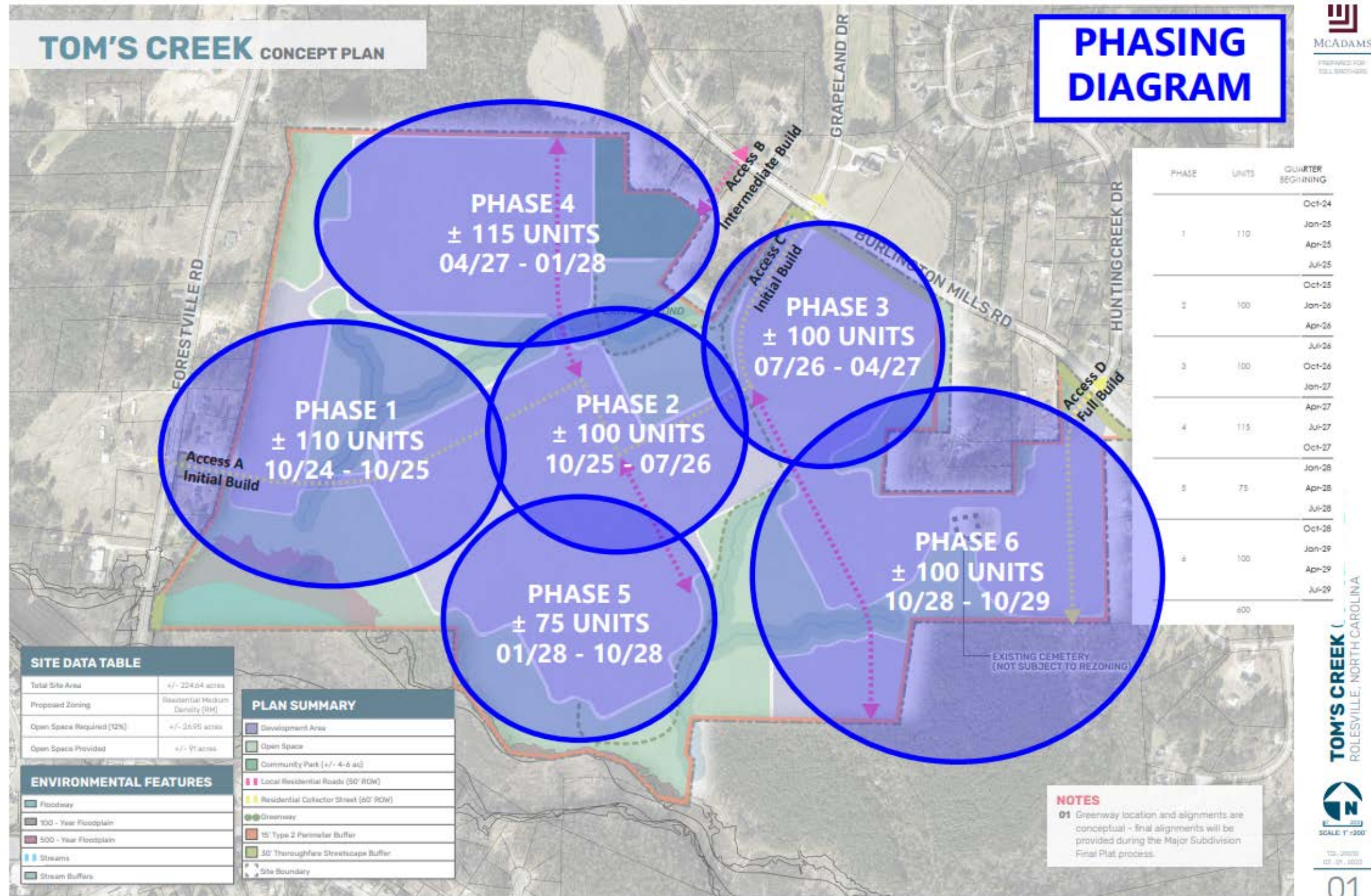
TOM'S CREEK CONCEPT PLAN
ROLESVILLE, NORTH CAROLINA



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Figure 3: Proposed Phases



TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Inventory of Traffic Conditions
July 28, 2022

2.0 INVENTORY OF TRAFFIC CONDITIONS

2.1 STUDY AREA

Stantec coordinated with the Town of Rolesville and the North Carolina Department of Transportation (NCDOT) Division 5, District 1 to determine the appropriate study area and assumptions for this study. The final scoping document is included in the appendix. The following intersections were agreed upon to be analyzed to determine the associated impacts of the proposed development.

- Burlington Mills Road at Ligon Mill Road (signalized)
- Burlington Mills Road at Forestville Road (signalized)
- Burlington Mills Road at Centaur Road (stop-controlled)
- Burlington Mills Road at Huntingcreek Drive (stop-controlled)
- Burlington Mills Road at US 401 Business (S. Main Street) (signalized)
- Forestville Road at US 401 (signalized)

Figure 4 shows a diagram of the existing lane configurations, geometry, and traffic control features in the study area.

2.2 PROPOSED ACCESS

2.2.1 Initial Phase Access

Access to the Initial phase (i.e., phases 1 and 2 as shown in Figure 3) is envisioned to be provided by two access points:

- Forestville Road at Access A
- Burlington Mills Road at Centaur Road / Access C

Access A is proposed to be a full-movement driveway located along Forestville Road. This will create a new three-legged intersection. Intersection control will be provided by a stop sign on Access A. Access C is proposed to be a full-movement driveway on Burlington Mills Road at Centaur Road. Intersection control will be provided by stop signs on the minor approaches.

2.2.2 Intermediate Phase Access

The Intermediate phase (i.e., phases 3 and 4 as shown in Figure 3) will construct a new access point on Burlington Mills Road:

- Burlington Mills Road at Access B

Access B is proposed to be a right-in/right-out driveway located along Burlington Mills Road. This will create a new three-legged intersection. Intersection control will be provided by a stop sign on Access B. The construction of Access B will bring the total number of access points to three during the Intermediate phase.

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Inventory of Traffic Conditions
July 28, 2022

2.2.3 Full Build Access

The final phase (i.e., phases 5 and 6 as shown in Figure 3 and referred to as the full build) will construct a new access point on Burlington Mills Road:

- Burlington Mills Road at Huntingcreek Drive / Access D

Access D is proposed to be a full-movement driveway on Burlington Mills Road at Huntingcreek Drive. Intersection control will be provided by stop signs on both Huntingcreek Drive and Access D. The construction of Access D will bring the total number of access points to four when the development is fully built out.

2.3 EXISTING ROADWAY CONDITIONS

Table 1 provides a detailed description of the existing study area roadway network. All functional classification and average annual daily traffic (AADT) information, where available, was obtained from NCDOT via the NCDOT.gov website. The existing roadway laneage is illustrated in Figure 4.

Table 1: Existing Conditions

Road Name	Road Number	Primary Cross-Section	Functional Classification ¹	2020 AADT ² (vpd)	Speed Limit (mph)	Maintenance Agency
Burlington Mills Road	SR 2045/2051	2-Lane Undivided	Minor Collector	3,500-8,000	45	NCDOT
Centaur Road	SR 2073	2-Lane Undivided	Local	Unknown	55	NCDOT
Forestville Road	SR 2049	2-Lane Undivided	Minor Arterial	10,500-13,000	45	NCDOT
Huntingcreek Drive	SR 3657	2-Lane Undivided	Local	Unknown	55	NCDOT
Ligon Mill Road	SR 2044	2-Lane Undivided	Minor Collector	1,800-7,600	45	NCDOT
Louisburg Road	US 401	4-Lane Divided	Principal Arterial	21,500	55	NCDOT
S. Main Street	US 401 Business	2-Lane/3-Lane Undivided	Principal Arterial	9,000-12,000	35	NCDOT

2.4 FUTURE NO BUILD ROADWAY CONDITIONS

Nearby developments have committed to specific improvements to the study intersections. While the schedule of each development is unknown, the improvements are assumed to be completed in 2026 before the Tom's Creek Development is constructed. These improvements are described in the following subsections. The future no build roadway conditions are shown in Figure 5.

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Inventory of Traffic Conditions
July 28, 2022

Burlington Mills Road at Ligon Mill Road

The Kitchin Farms development has committed to constructing two improvements at this intersection:

- Construct a southbound left-turn lane along Ligon Mill Road with 200 feet of storage and appropriate deceleration and taper length
- Construct a northbound left-turn lane along Ligon Mill Road with 200 feet of storage and appropriate Forestville Road at US 401

These improvements are documented in the Marshall Village Traffic Impact Analysis (Ramey Kemp & Associates, August 2021). A copy of this TIA is included in the appendix. Additional information on the Kitchin Farms development can be found in Section 5.3.

Forestville Road at US 401

The Perry Farms development has committed to converting this location to a reduced conflict intersection (RCI) where left and through movements are redirected from the Forestville Road approaches and U-turns are made at the US 401 & Leland Drive intersection and a nearby bulb-intersection east of the US 401 & Forestville Road intersection. This includes the construction of the following improvements at this intersection:

- Convert intersection to an RCI with left and through movements being eliminated from the Forestville Road approaches
- Restripe Forestville Road approaches to dual right-turn lanes
- Construct a second eastbound left-turn lane with 300 feet of storage and appropriate deceleration and taper length
- Provide an eastbound U-turn location approximately 1,300 feet east of the intersection with an eastbound U-turn lane with 500 feet of storage and appropriate deceleration and taper length

These improvements are documented in the Perry Farms Development Traffic Impact Analysis Review Report (NCDOT Congestion Management, July 2021). A copy of this memo and other associated documentation is included in the appendix. Additional information on the Perry Farms development can be found in Section 5.3

Burlington Mills Road at US 401 Business

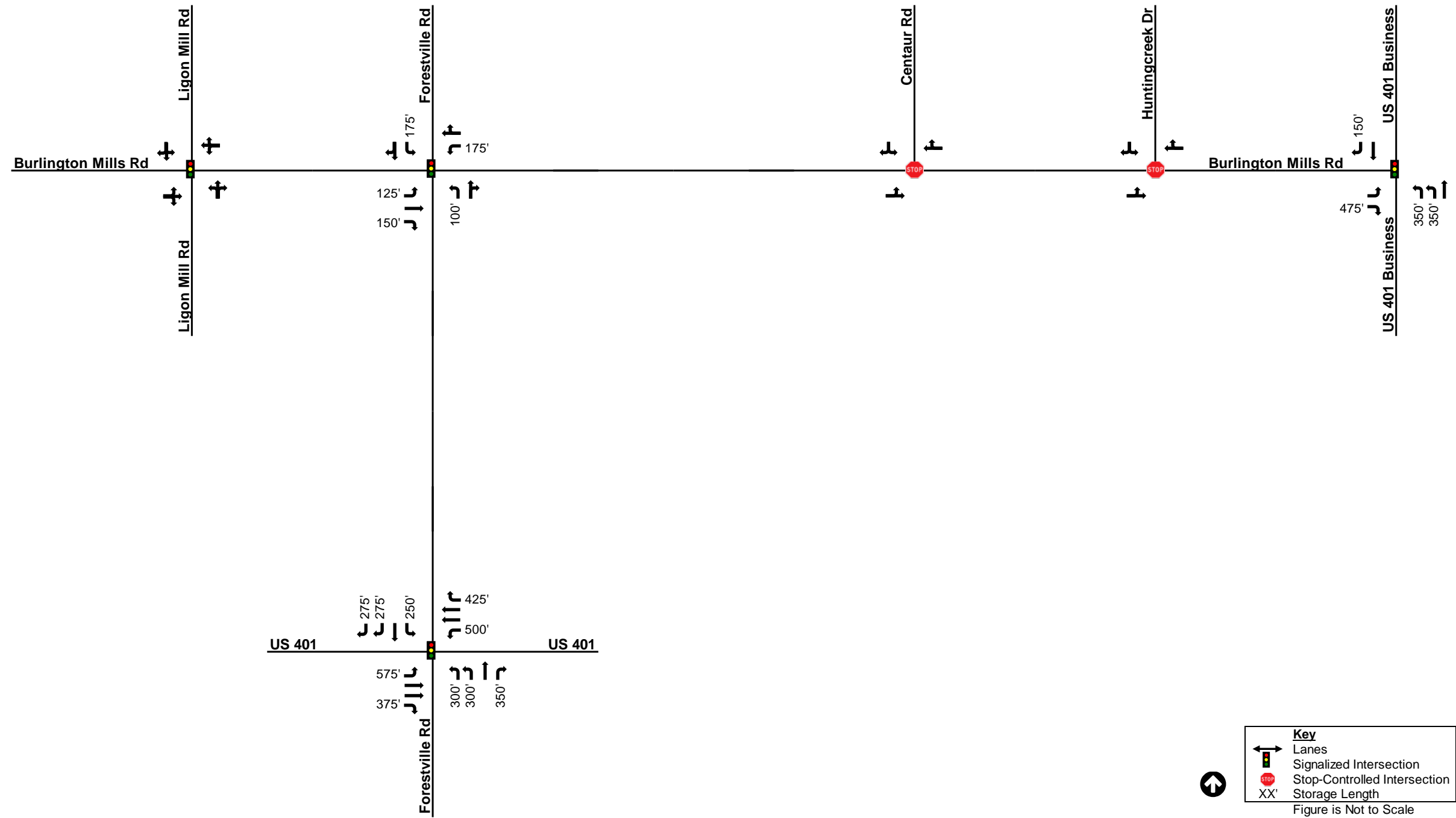
As part of the NCDOT U-6241 project (construction year 2022) and Wallbrook development, Burlington Mills Road will be realigned and a new signalized intersection with US 401 Business will be constructed to the south of the existing intersection.

These improvements are documented in the Revised Wallbrook Development Traffic Impact Analysis (Stantec, August 2020). A copy of this memo is included in the appendix. Additional information on the Wallbrook development can be found in Section 5.3

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Inventory of Traffic Conditions
July 28, 2022

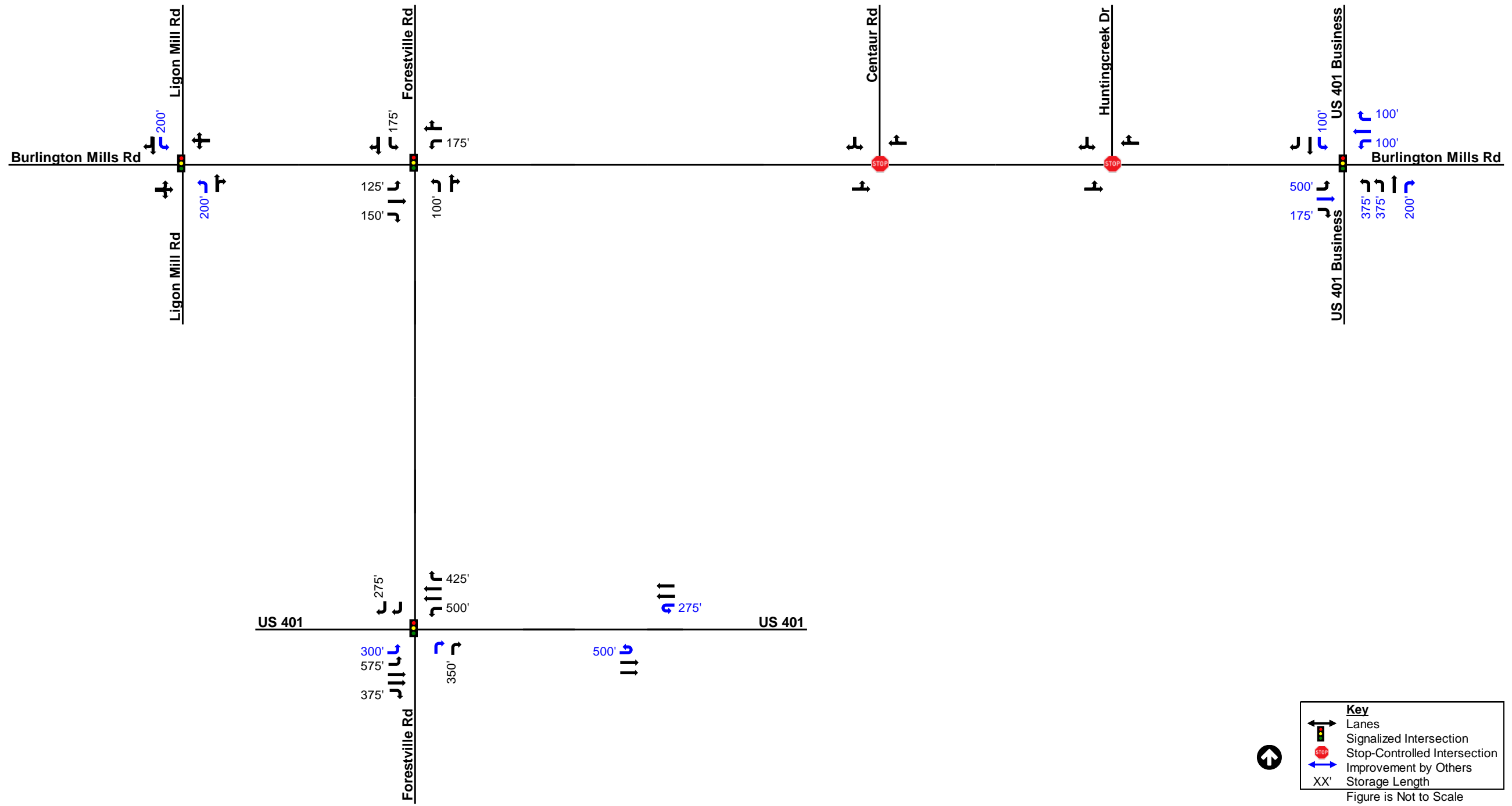
Figure 4: 2022 Existing Lane Configurations and Traffic Control



TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Inventory of Traffic Conditions
 July 28, 2022

Figure 5: 2026 No Build Lane Configurations and Traffic Control



TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Trip Generation
July 28, 2022

3.0 TRIP GENERATION

Trip generation was performed for the proposed development in three phases. Trips were estimated using the 11th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual³. The manual provides means for calculating trips across four setting types: city center core, dense multi-use urban, general urban/suburban, and rural. This trip generation, submitted to the Town and NCDOT for review, and including internal capture and trip generation methodology, is located in the appendix.

3.1 INITIAL PHASE TRIP GENERATION

The Initial phase of the Tom's Creek Development will comprise 210 single-family detached housing units. Table 2 shows the number of anticipated trips that will be generated by the Initial phase (Daily, AM Peak, and PM Peak entering and exiting).

Table 2: Initial Phase Trip Generation

Land Use	ITE LUC	Size	Daily			AM Peak			PM Peak		
			Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Single Family Homes	210	210 Units	1834	917	917	133	35	98	187	118	69
Trips Generated for this phase			1834	917	917	133	35	98	187	118	69

3.2 INTERMEDIATE PHASE TRIP GENERATION

The Intermediate phase of the Tom's Creek Development will add 215 new single-family detached housing units to those constructed as a part of the Initial phase. This results in a total of 425 single-family detached housing units. To provide a conservative estimate of the traffic to and from the development during the Intermediate phase, trips were calculated for 215 units. Trips from the Initial phase (shown in Table 2) were then added to trips from the Intermediate phase to produce the cumulative trips generated during the Intermediate phase. These cumulative values were assigned to the roadway network using the trip distribution discussed in Section 4.0. Table 3 shows the number of anticipated trips that will be generated by the Intermediate Build (Daily, AM Peak, and PM Peak entering and exiting).

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Trip Generation
July 28, 2022

Table 3: Intermediate Phase Trip Generation

Land Use	ITE LUC	Size	Daily			AM Peak			PM Peak		
			Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Single Family Homes	210	215 Units	1878	939	939	136	35	101	192	121	71
Trips Generated for this phase			1878	939	939	136	35	101	192	121	71
Cumulative Trips Generated			3712	1856	1856	269	70	199	379	239	140

3.3 FULL BUILD TRIP GENERATION

The Full Build, and final phase, for this site is a combined 606 units of single-family detached housing. Table 4 shows the number of anticipated trips that will be generated when the site is completed.

Table 4: Full Build Trip Generation

Land Use	ITE LUC	Size	Daily			AM Peak			PM Peak		
			Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Single Family Homes	210	606 Units	5294	2647	2647	384	100	284	540	340	200
Trips Generated for this phase			1582	791	791	115	30	85	161	101	60
Cumulative Trips Generated			5294	2647	2647	384	100	284	540	340	200

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Distribution

July 28, 2022

4.0 TRAFFIC DISTRIBUTION

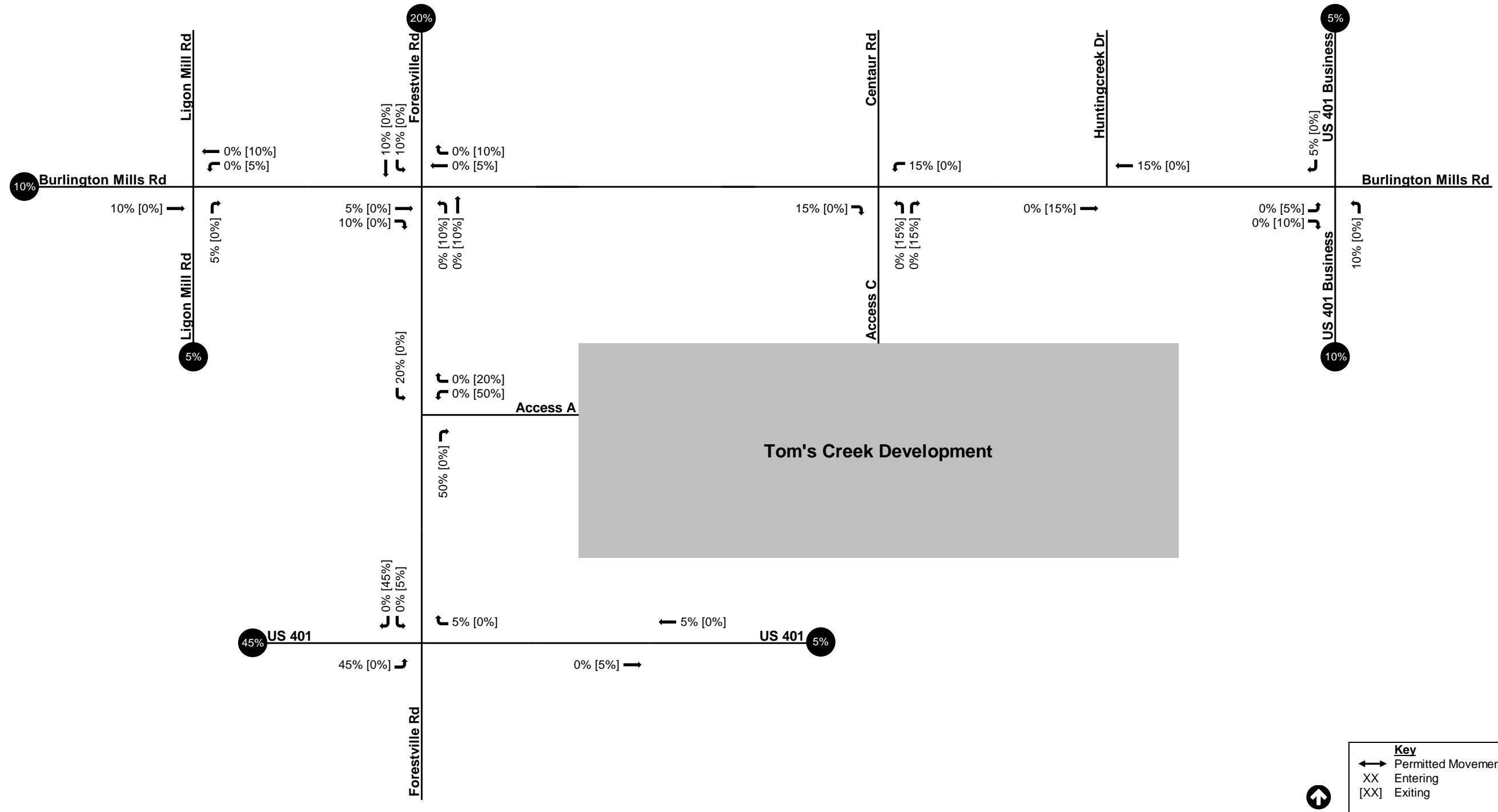
4.1 SITE TRIP DISTRIBUTION

To accurately determine the effect of the proposed development on the surrounding roadway network, an estimate of the expected distribution of traffic entering and exiting the site is needed. The following percentages were used in the AM and PM peak hours for the proposed site:

- 45% to/from the south via US 401 (Louisburg Road)
- 20% to/from the north via Forestville Road
- 10% to/from the west via Burlington Mills Road
- 10% to/from the south via US 401 Business (S. Main Street)
- 5% to/from the south via Ligon Mill Road
- 5% to/from the north via US 401 Business (S. Main Street)
- 5% to/from the east via US 401 (Louisburg Road)

These percentages were developed using a combination of existing traffic volume counts, historic AADTs provided by NCDOT, and engineering judgment. This trip distribution was submitted to the Town and NCDOT for review as part of NCDOT's TIA Scoping Checklist contained in the appendix. Trip distribution and assignment for the Initial phase are shown in Figure 6 and Figure 7, trip distribution and assignment for the Intermediate phase are shown in Figure 8 and Figure 9, and trip distribution for the Full Build is shown in Figure 10 and Figure 11.

Figure 6: Initial Phase Trip Distribution



TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Distribution
July 28, 2022

Figure 7: Initial Phase Trip Assignment

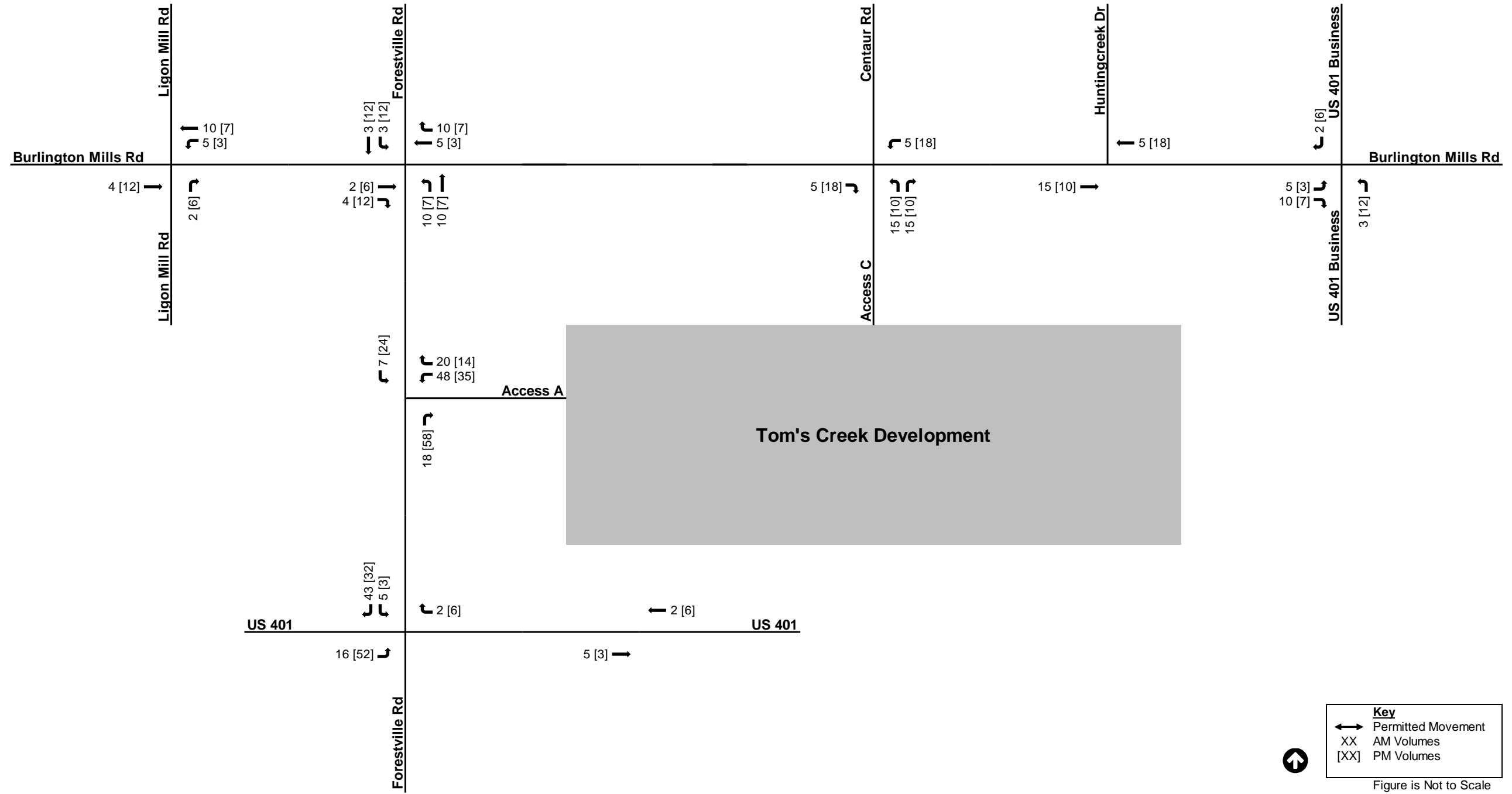


Figure 8: Intermediate Phase Trip Distribution

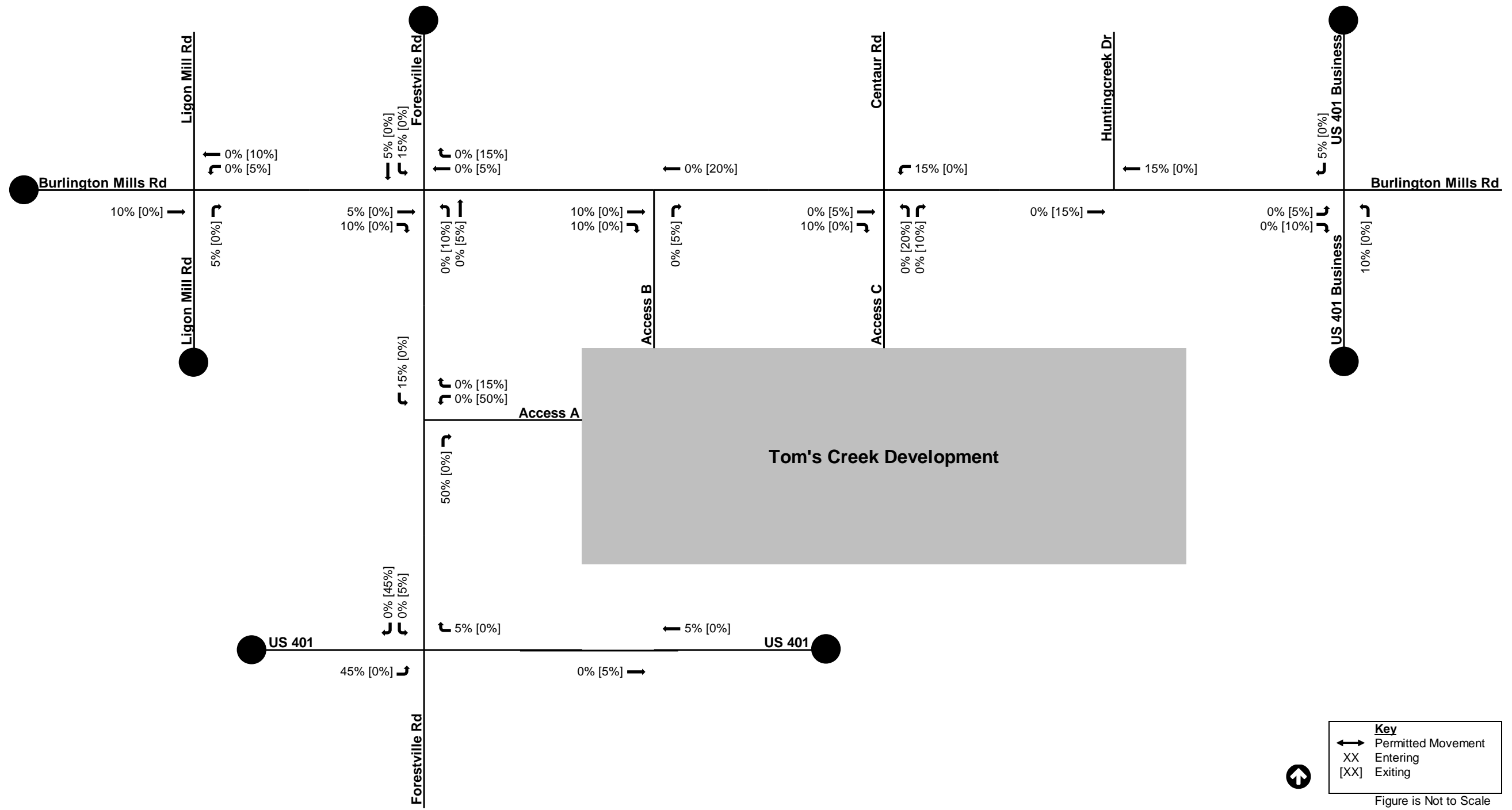


Figure 9: Intermediate Phase Trip Assignment

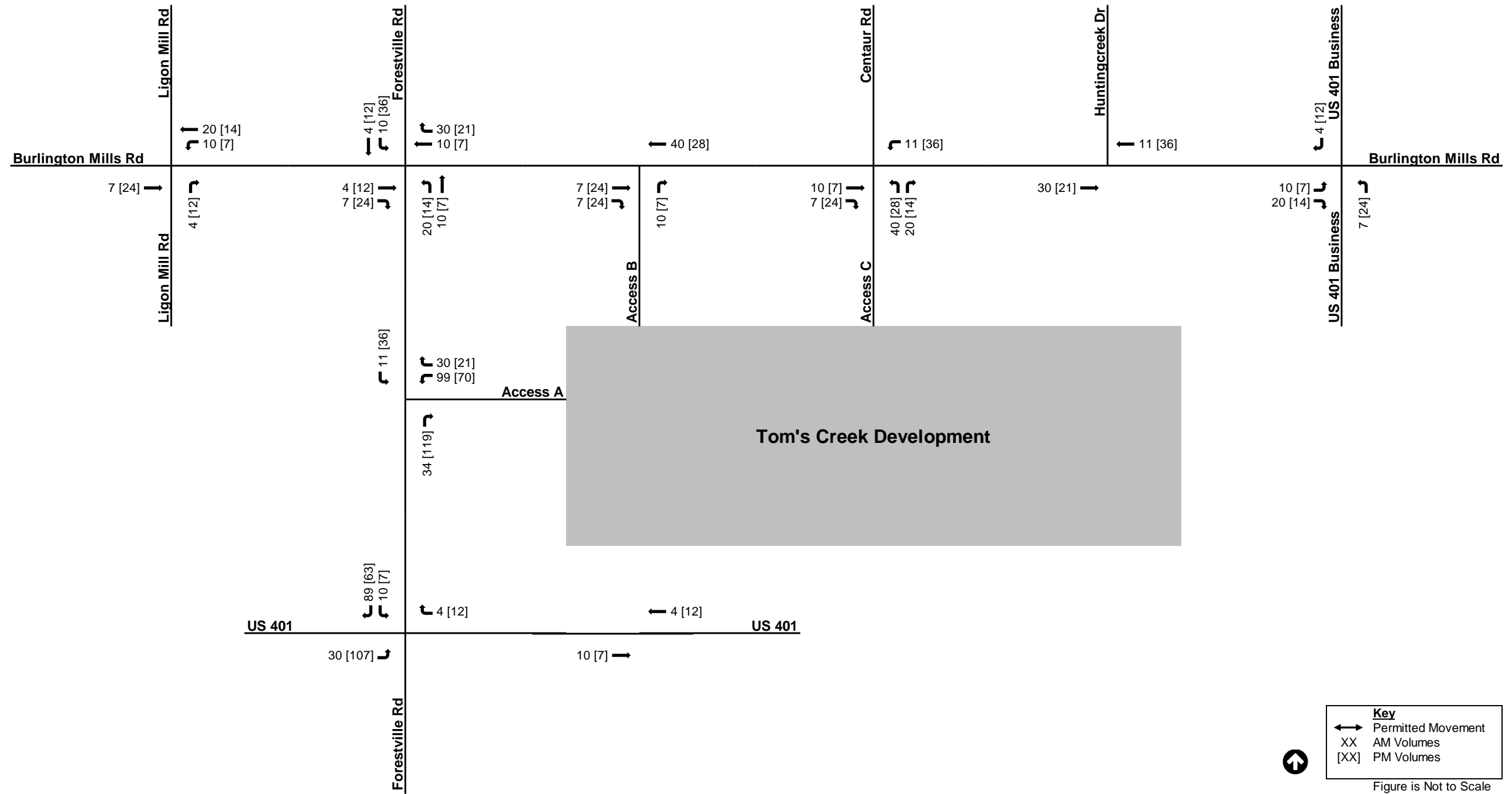
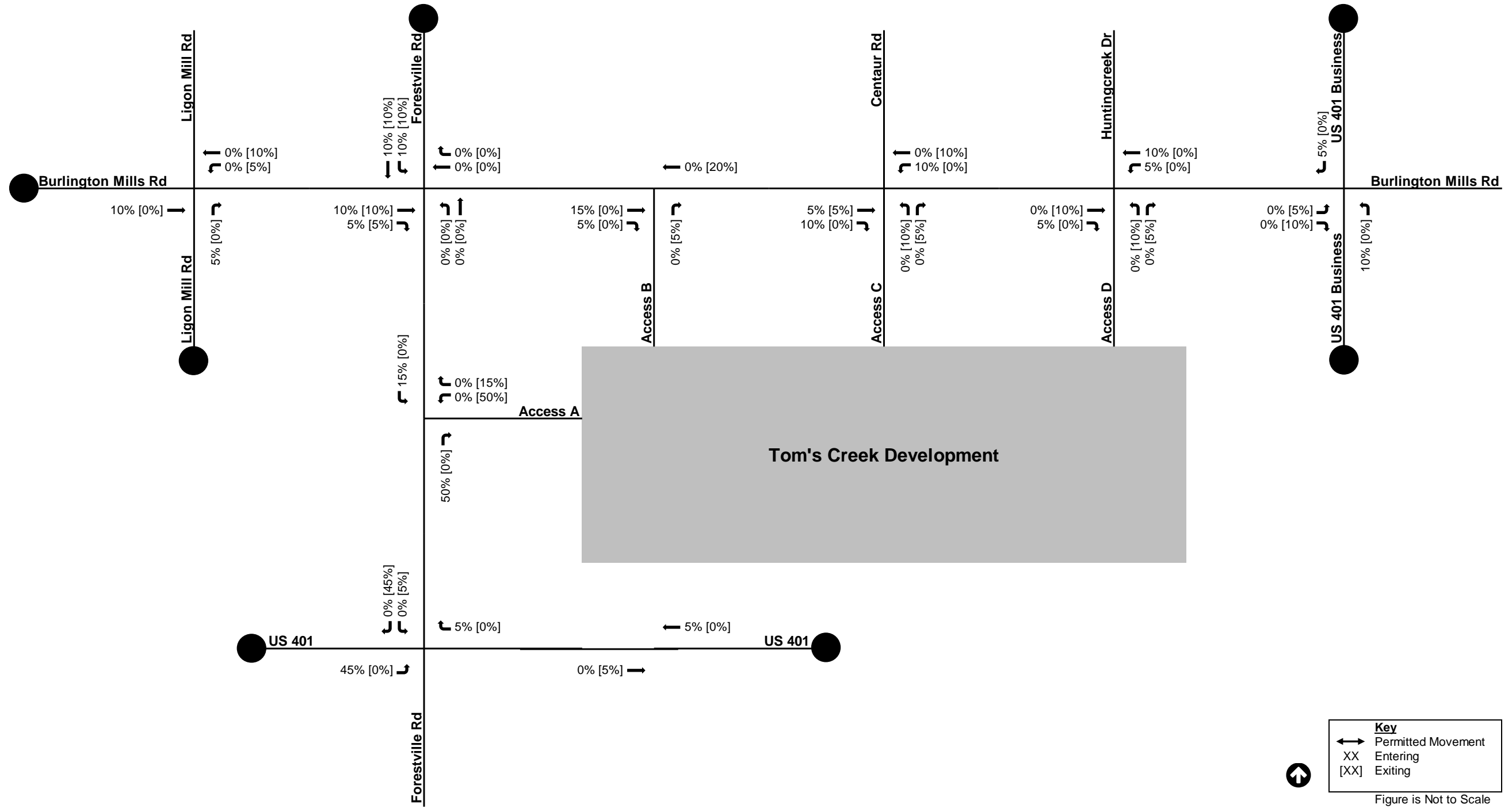


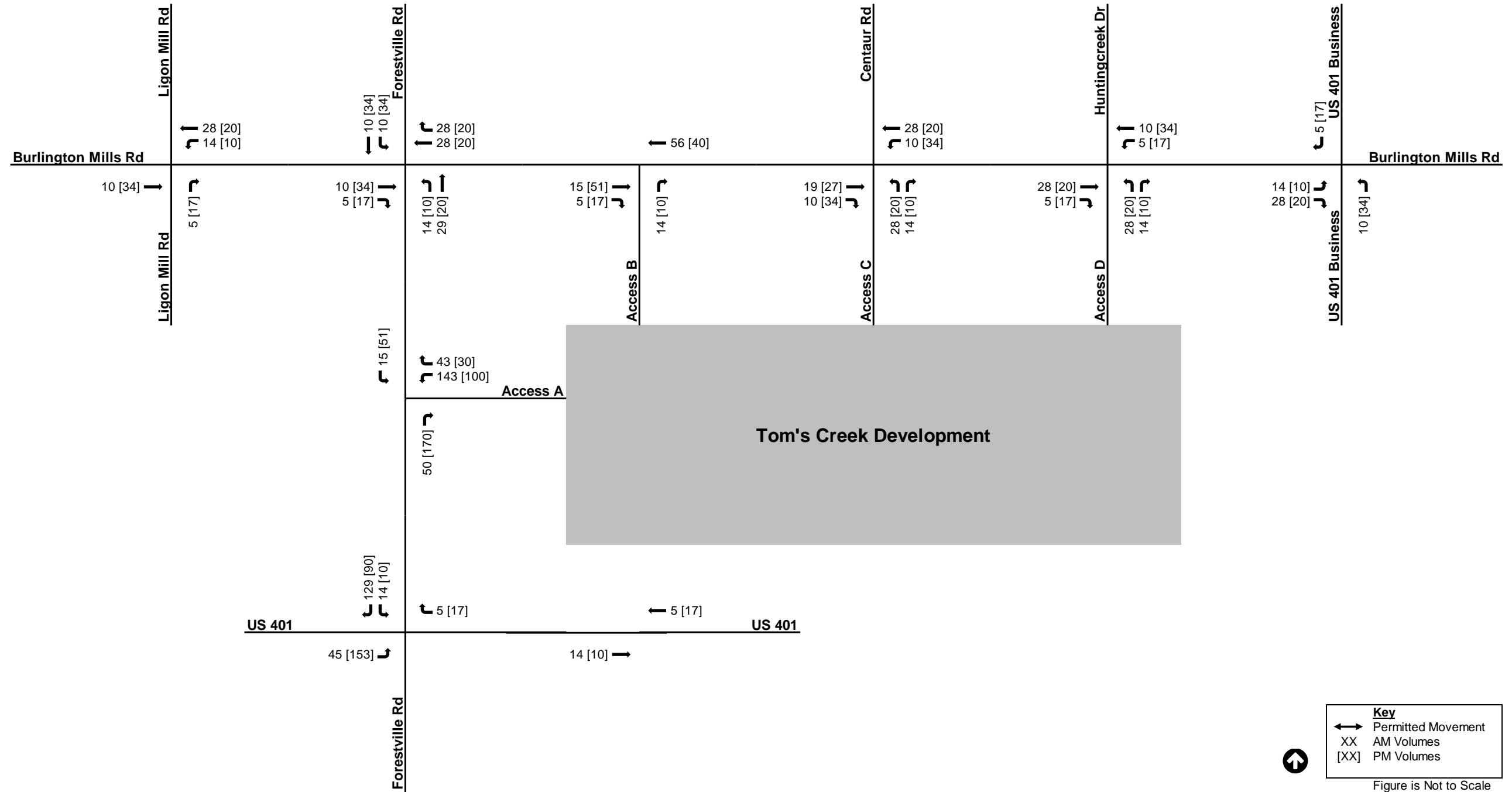
Figure 10: Full Build Trip Distribution



TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Distribution
July 28, 2022

Figure 11: Full Build Trip Assignment



TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Volumes
July 28, 2022

5.0 TRAFFIC VOLUMES

All traffic volume calculations can be found in the appendix.

5.1 TRAFFIC COUNTS

Morning (7:00 – 9:00 am) and evening (4:00 – 6:00 pm) turning movement counts were taken at the study intersections on May 17, 2022, while schools were in session. Due to the distance between study intersections and the number of driveways between them, the traffic counts were not balanced. All traffic count data can be found in the appendix. The 2022 existing volumes are shown in Figure 12.

5.2 FUTURE TRAFFIC GROWTH

Future traffic growth is the increase in traffic volumes due to usage increases and non-specific growth throughout the area. The 2022 existing volumes were grown by a 2% annual rate to estimate 2026, 2028, and 2029 base volumes.

5.3 APPROVED DEVELOPMENT TRAFFIC

There are three (3) approved developments within the study area. Information on each is listed below with additional information being included in the appendix

1. Wallbrook is a proposed mixed-use development project located along both sides of US 401 Business (S. Main Street) between Burlington Mills Road and Hampton Lake Drive/Jonesville Road. The development is expected to be complete before the completion of the Initial Build of the Tom's Creek development.
2. Perry Farms is a mixed-use development located in the northeast quadrant of the US 401 (Louisburg Road) and Forestville Road intersection. The development is expected to be complete before the completion of the Initial Build of the Tom's Creek development.
3. Marshall Village is a residential development located in the northwest quadrant of the Forestville Road and Burlington Mills Road intersection and is estimated to be built in 2024, before the completion of the Initial Build of the Tom's Creek development.

It should be noted that the Kitchin Farms development has committed to improvements to the intersection of Burlington Mills Road at Ligon Mill Road discussed in Section 2.4. Kitchin Farms is a residential development located west of Ligon Mill Road in Wake Forest. The residential development of 263 units is partially constructed and occupied. As a result, traffic from the constructed and occupied portion of the development is included in the traffic counts. Much of the traffic generated by the development would be traveling to/from US 1 which is not included in the study area. Therefore, traffic from this development is not included in the analysis. The minor amount of traffic to/from Kitchin Farms that would travel through the study area is assumed to be captured by the future traffic growth rate of 2% per year discussed in Section 5.2.

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Volumes
July 28, 2022

5.4 NO BUILD TRAFFIC VOLUMES

The future traffic growth and approved development traffic volumes were added to the existing volumes to determine the no build traffic volumes. 2026 no build traffic volumes are shown in Figure 13. 2028 no build traffic volumes are shown in Figure 15. The 2029 no build traffic volumes are shown in Figure 17.

5.5 INITIAL PHASE TRAFFIC VOLUMES

To obtain the total 2026 Initial phase traffic volumes, the distributed site traffic shown in Figure 7 was added to the respective no build traffic volumes shown in Figure 13. The total AM and PM peak hour turning movement volumes for the study intersections were then calculated and analyzed for the 2026 Initial phase. The 2026 Initial phase traffic volumes are shown in Figure 14.

5.6 INTERMEDIATE PHASE TRAFFIC VOLUMES

To obtain the total 2028 Intermediate phase traffic volumes, the distributed site traffic shown in Figure 9 was added to the respective no build traffic volumes shown in Figure 15. The total AM and PM peak hour turning movement volumes for the study intersections were then calculated and analyzed for the 2028 Intermediate phase. The 2028 Intermediate phase traffic volumes are shown in Figure 16.

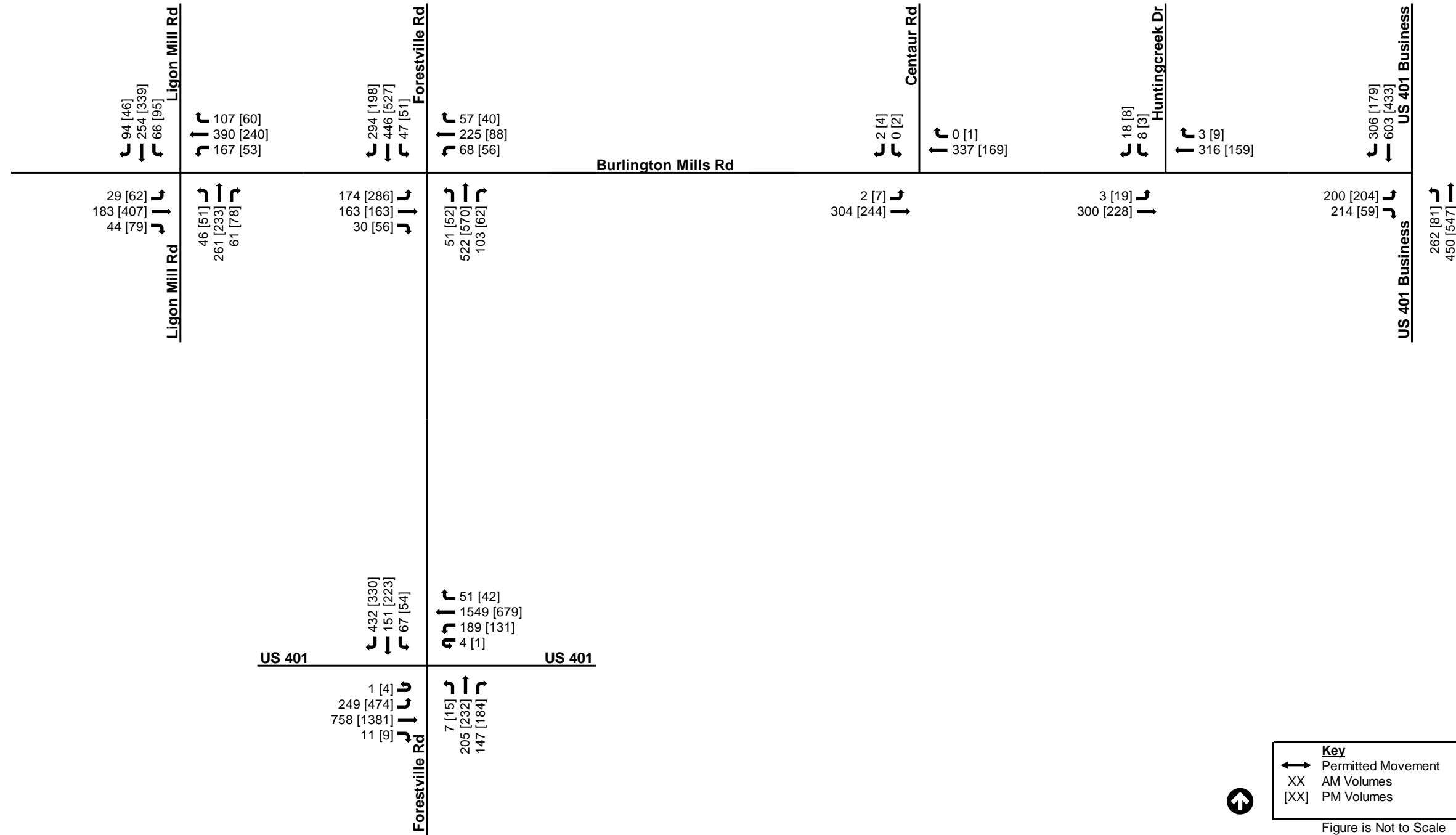
5.7 FULL BUILD TRAFFIC VOLUMES

To obtain the total 2029 Full Build traffic volumes, the distributed site traffic shown in Figure 11 was added to the respective no build traffic volumes shown in Figure 17. The total AM and PM peak hour turning movement volumes for the study intersections were then calculated and analyzed for the 2029 Full Build traffic scenario. The 2029 Full Build traffic volumes are shown in Figure 18.

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Volumes
July 28, 2022

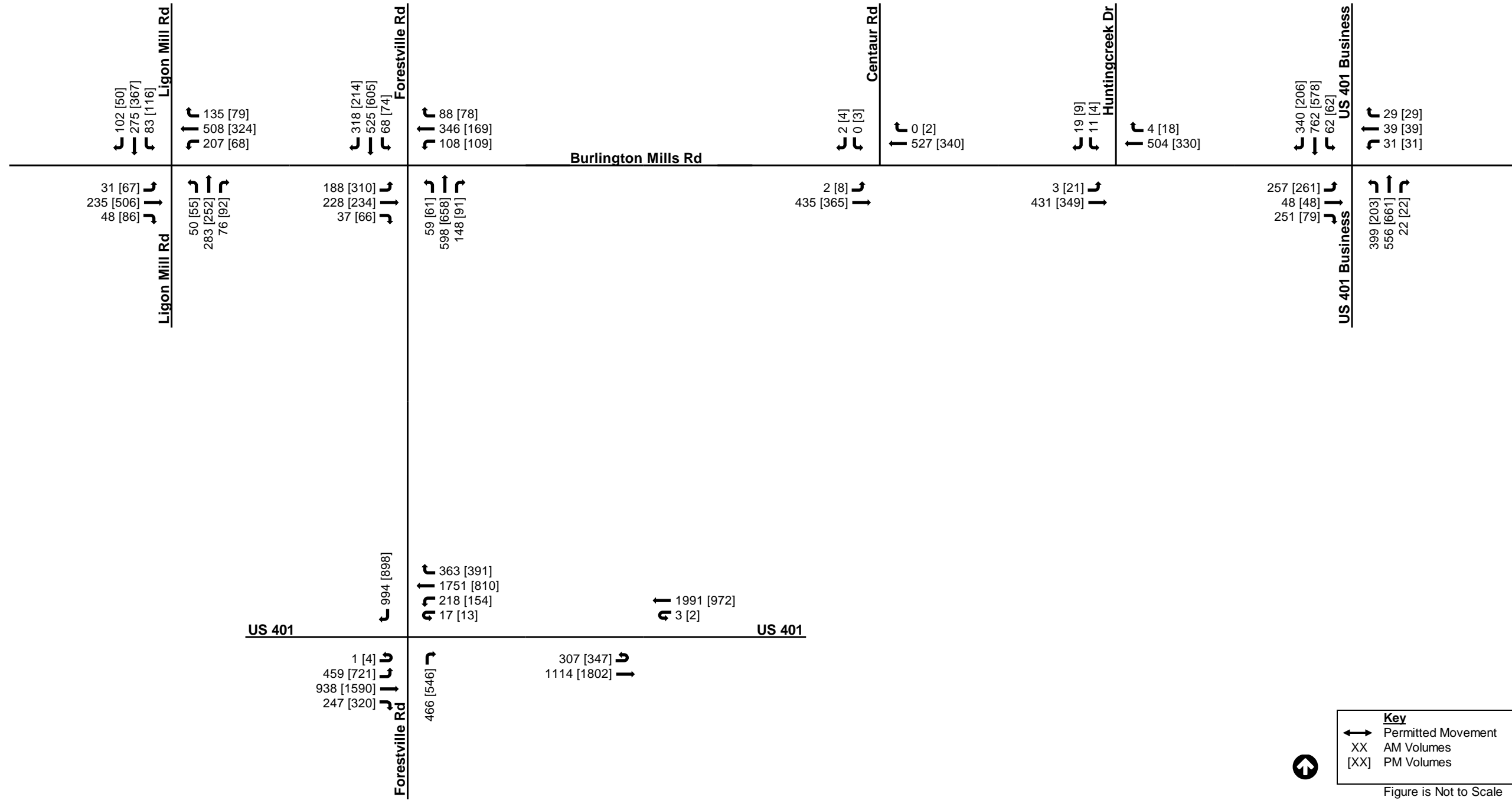
Figure 12: 2022 Existing Traffic Volumes



TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Volumes
July 28, 2022

Figure 13: 2026 No Build Traffic Volumes



Key

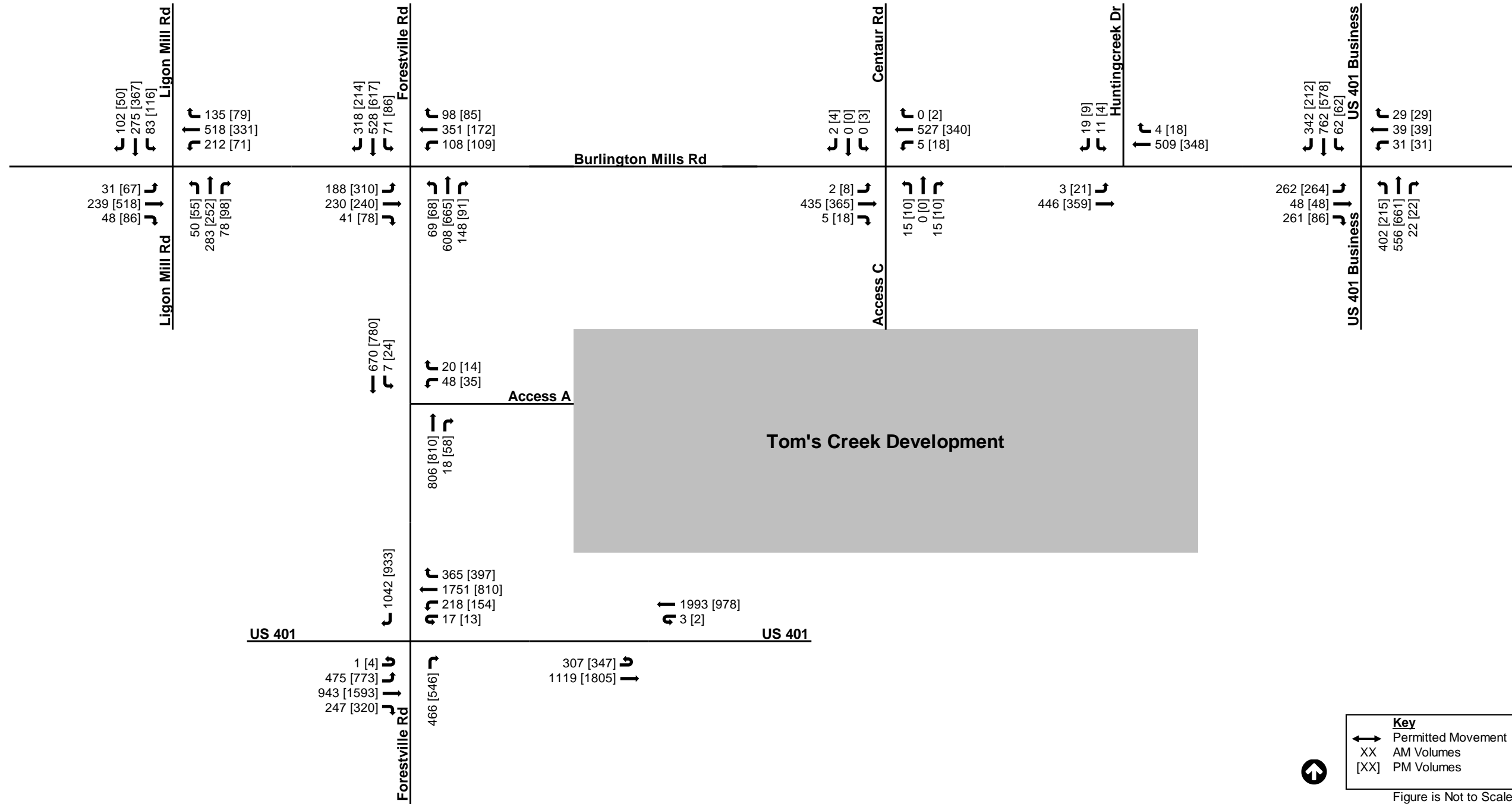
- ↔ Permitted Movement
- XX AM Volumes
- [XX] PM Volumes

Figure is Not to Scale

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Volumes
July 28, 2022

Figure 14: 2026 Initial Build Traffic Volumes



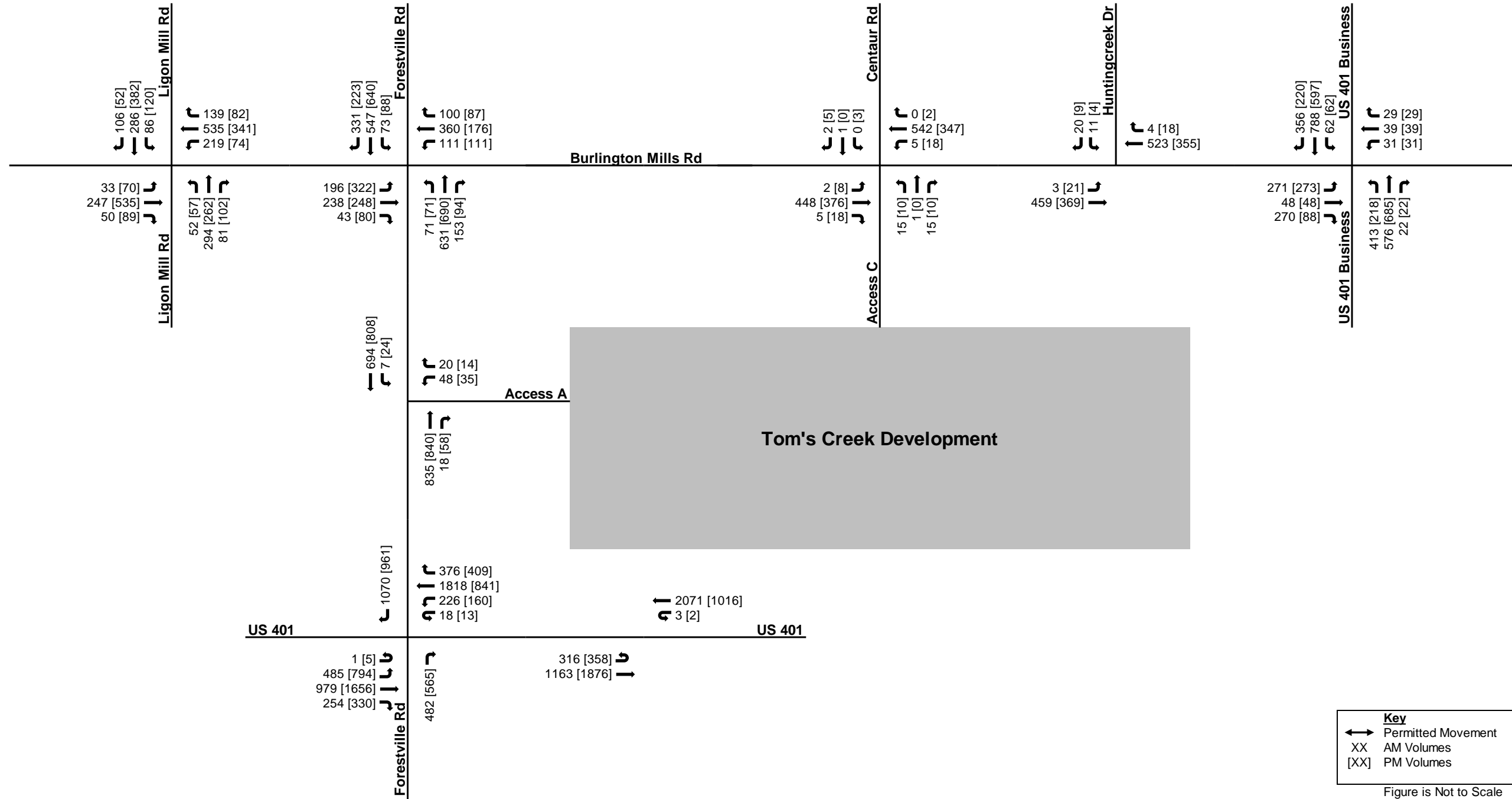
Key
 ↔ Permitted Movement
 XX AM Volumes
 [XX] PM Volumes

Figure is Not to Scale

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Volumes
July 28, 2022

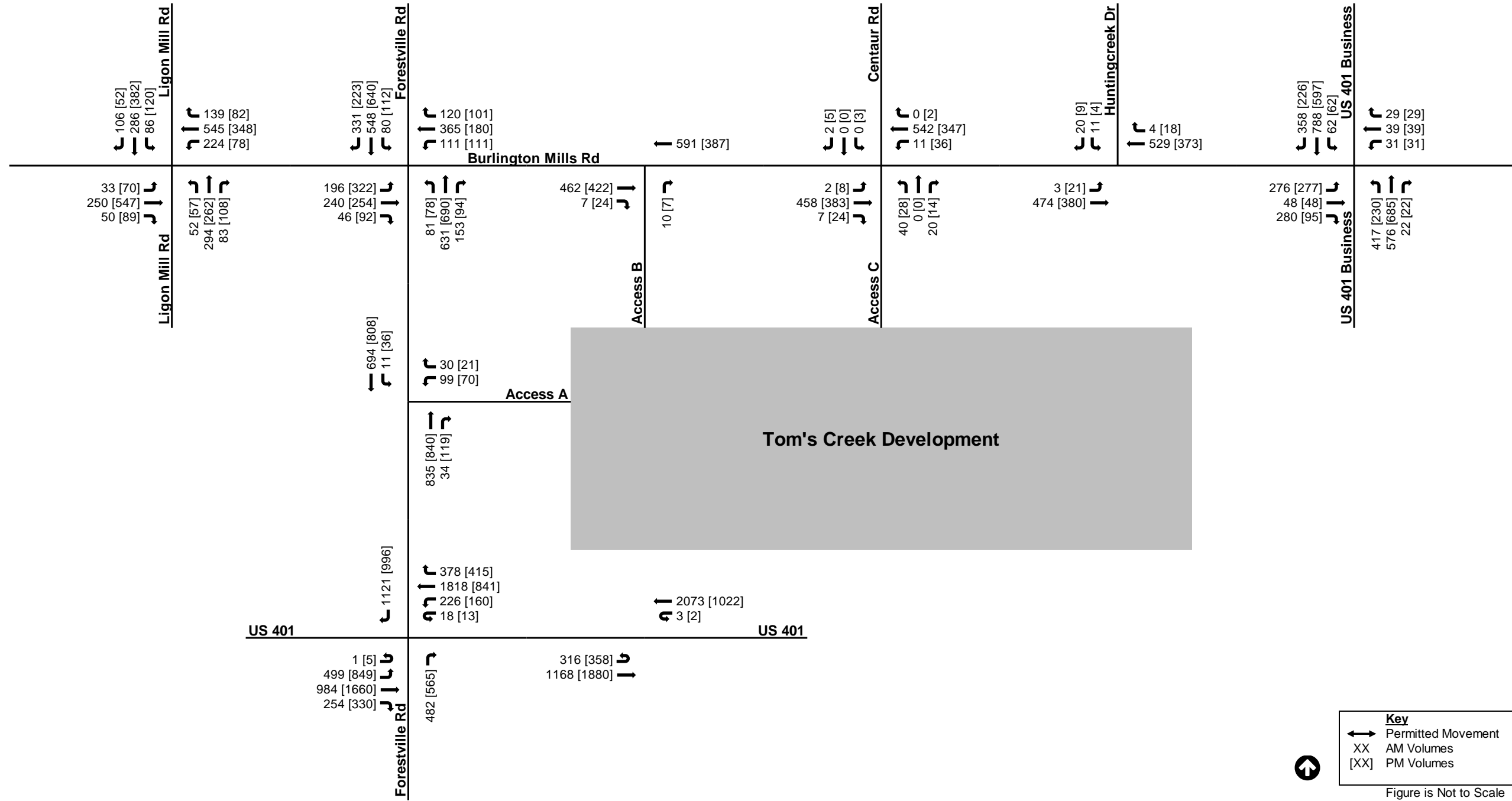
Figure 15: 2028 No Build Traffic Volumes



TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Volumes
July 28, 2022

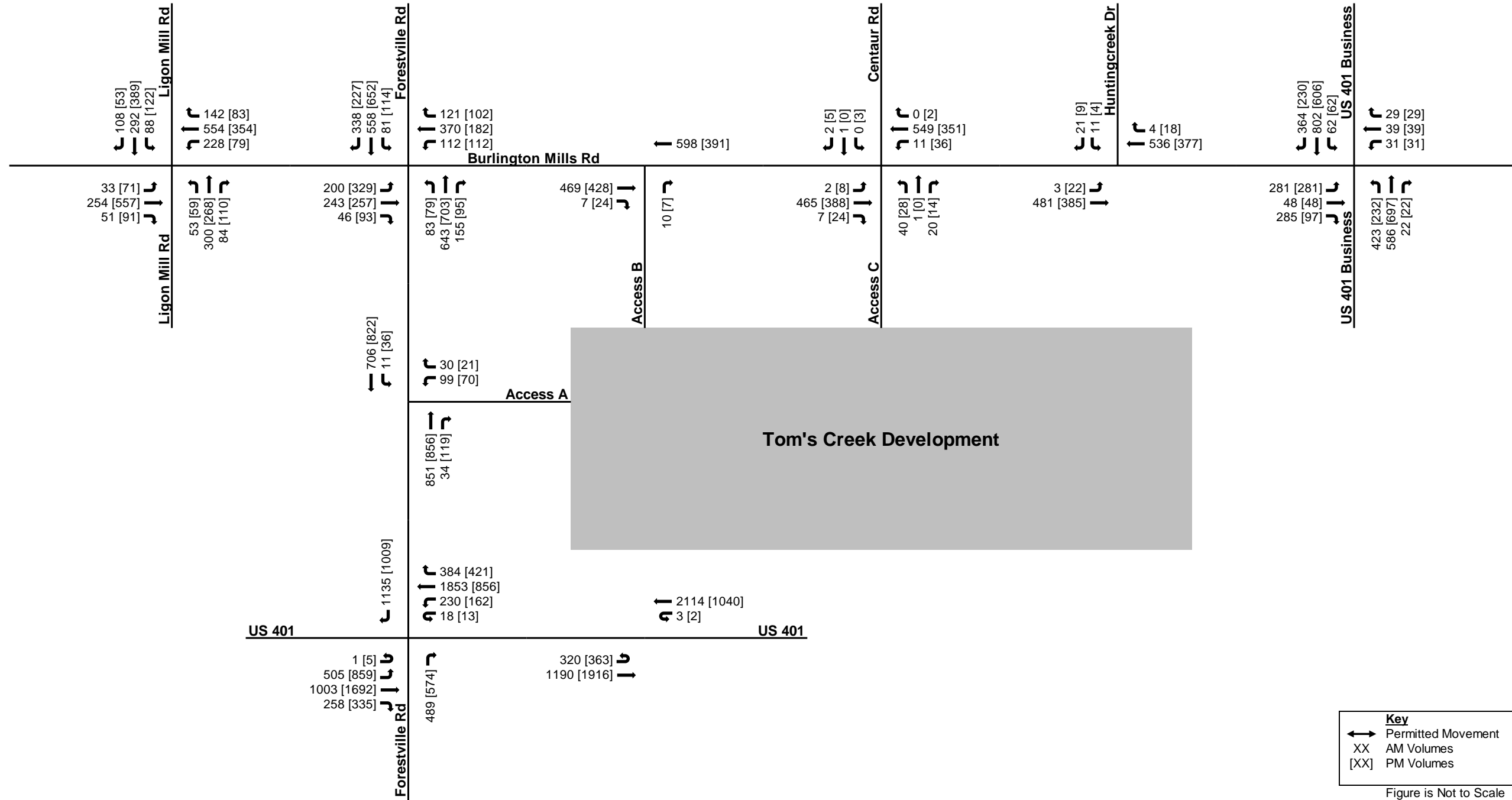
Figure 16: 2028 Intermediate Build Traffic Volumes



TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Volumes
July 28, 2022

Figure 17: 2029 No Build Traffic Volumes



TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Volumes
July 28, 2022

Figure 18: 2029 Full Build Traffic Volumes

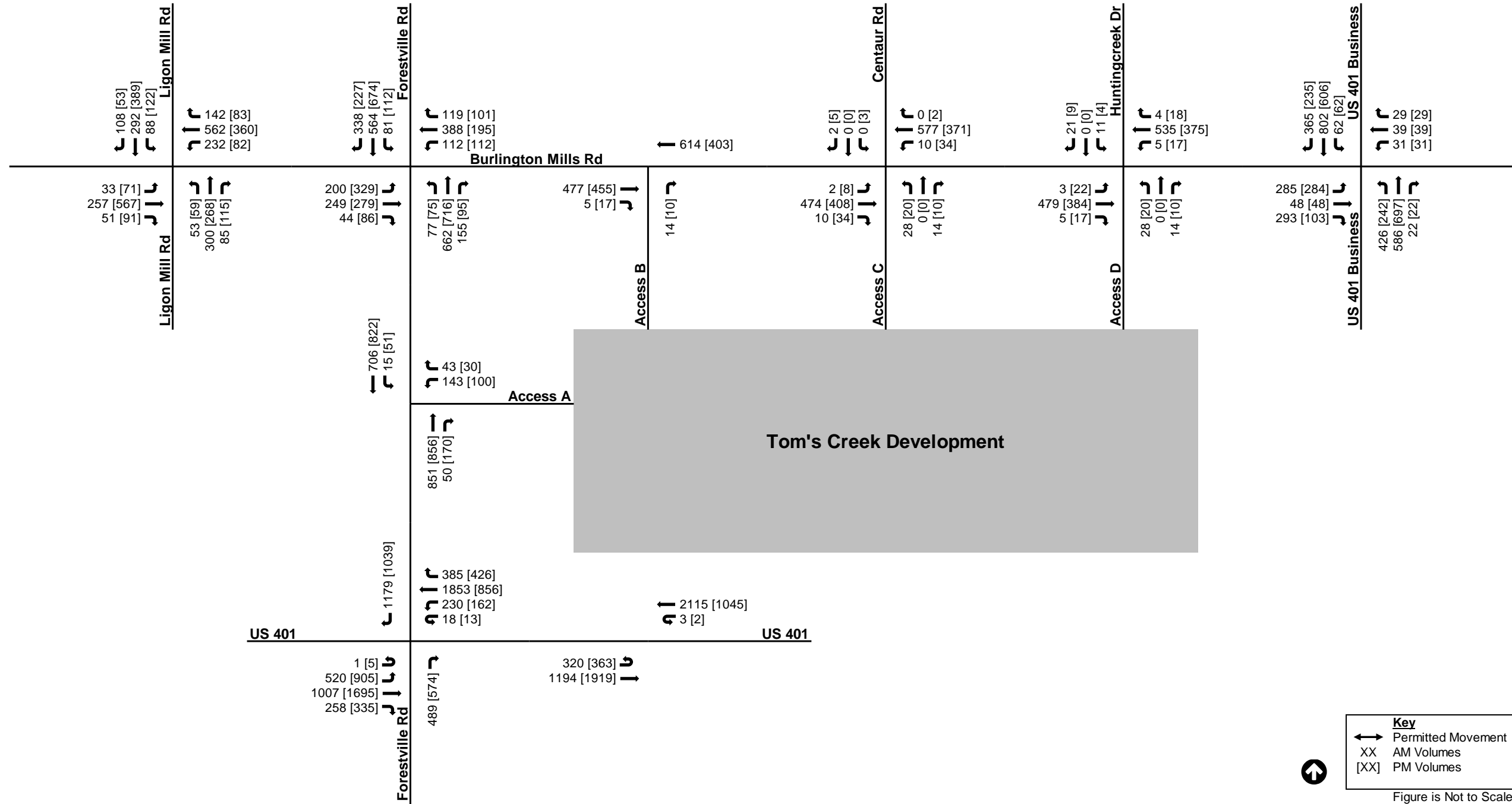


Figure is Not to Scale

6.0 TRAFFIC ANALYSIS

Capacity analyses were performed for the roadway network in the project study area. The traffic analysis program Synchro Version 10 was used to analyze all signalized and stop-controlled intersections according to methods put forth by the Transportation Research Board's Highway Capacity Manual (HCM)⁴. The Highway Capacity Manual defines capacity as "the maximum rate of flow at which persons or vehicles can be reasonably expected to traverse a point or uniform section of a lane or roadway during a specified period under the prevailing roadway, traffic, and control conditions, usually expressed as vehicles per lane per hour."

Level of service (LOS) is a term used to describe different traffic conditions and is defined as a "qualitative measure describing operational conditions within a traffic stream, and their perception by motorists/ or passengers." LOS varies from Level A, representing free flow, to Level F where traffic breakdown conditions are evident. At an unsignalized intersection, the primary traffic on the main roadway is virtually uninterrupted. Therefore, the overall delay for the intersection is usually less than what is calculated for the minor street movements. The overall intersection delay and the delay for the intersection's minor movement(s) are reported in the summary tables of this report. LOS D is acceptable for signalized intersections in suburban areas during peak periods.

Capacity analyses were completed following *NCDOT Capacity Analysis Guidelines*⁵ as well as the *Draft NCDOT Capacity Analysis Guidelines Best Practices*⁶. Table 5 presents the criteria of each LOS as indicated in the *HCM*.

Table 5: Level of Service Criteria

Level of Service (LOS)	Signalized Intersection Control Delay (seconds / vehicle)	Unsignalized Intersection Control Delay (seconds / vehicle)
A	≤ 10	≤ 10
B	>10 and ≤ 20	>10 and ≤ 15
C	>20 and ≤ 35	>15 and ≤ 25
D	>35 and ≤ 55	>25 and ≤ 35
E	>55 and ≤ 80	>35 and ≤ 50
F	>80	>50

The Town of Rolesville's Land Development Ordinance⁷, section 8.E, establishes the following Level of Service Standards:

- 1. The traffic impact analysis must demonstrate that the proposed development would not cause build-out-year, peak-hour levels of service on any arterial or collector road or intersection within the study area to fall below Level of Service (LOS) "D," as defined by the latest edition of the Highway Capacity Manual, or, where the existing level of service is already LOS "E" that the proposed development would not cause the LOS to fall to the next lower letter grade.*
- 2. If the road segment or intersection is already LOS "F," the traffic impact analysis must demonstrate that the proposed development, with any proposed improvements, would not cause build-out year peak-hour operation to degrade more than five (5) percent of the total delay on any intersection approach.*

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Analysis

July 28, 2022

Capacity analyses were performed for the following conditions:

- 2022 Existing
- 2026 No Build
- 2026 Initial Phase
- 2026 Initial Phase with Improvements
- 2028 No Build
- 2028 Intermediate Phase
- 2028 Intermediate Phase with Improvements
- 2029 No Build
- 2029 Full Build

The following intersections were included in the capacity analysis for the above scenarios, where applicable:

- Burlington Mills Road at Ligon Mill Road
- Burlington Mills Road at Forestville Road
- Burlington Mills Road at Access B
- Burlington Mills Road at Centaur Road / Access C
- Burlington Mills Road at Huntingcreek Drive / Access D
- Burlington Mills Road at US 401 Business (S. Main Street)
- Forestville Road at Access A
- Forestville Road at US 401

SimTraffic runs were completed for all scenarios to observe the predicted traffic operations throughout the study area during each of the peak hours. Per the *Draft NCDOT Capacity Analysis Guidelines: Best Practices*⁶, ten (10) SimTraffic analysis runs were performed for each scenario. Detailed SimTraffic queuing and blocking reports can be found in the appendix.

All Synchro files and detailed printouts can be found in the appendix. A summary of the results of the analyses is provided in the following sub-sections.

6.1 2022 EXISTING ANALYSIS

In the 2022 existing scenario, all study intersections operate at an overall LOS D or better in both peak hours. The following movements operate at LOS F:

- Burlington Mills Road at Forestville Road: Eastbound Left (AM)
- Forestville Road at US 401: Northbound Left (PM), Southbound Left (AM/PM), Southbound Through (PM)







From the traffic simulation, long queues were observed on the southbound approach of Ligon Mill Road at Burlington Mills Road. This is attributed to the lack of exclusive left and right turn lanes at this intersection.

Capacity analysis results for the existing traffic conditions are listed in Table 6.

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Analysis
July 28, 2022

Table 6: Capacity Analysis Results for 2022 Existing Conditions

Intersection	Approach	Lane Group	Delay (sec./veh.)		Level of Service (LOS)		95th % Queue (feet)		Max. Obs. Queue (feet)		
			AM	PM	AM	PM	AM	PM	AM	PM	
			Overall								
	Burlington Mills Road at Ligon Mill Road	Overall		43.4	33.4	D	C				
		EB	LTR	16.3	28.6	B	C	185	494	245	691
		WB	LTR	26.3	14.5	C	B	778	178	728	436
		NB	LTR	52.3	28.7	D	C	436	272	844	458
		SB	LTR	79.8	56.4	E	E	582	466	1228*	841
	Burlington Mills Road at Forestville Road	Overall		33.5	32	C	C				
		EB	L	95.9	59.9	F	E	279	299	224	225
			T	28.8	22.4	C	C	145	90	488	603
			R	26.2	20	C	B	32	27	150	250
		WB	L	28.4	22.9	C	C	49	52	187	80
			TR	37	22.9	D	C	307	96	308	140
		NB	L	8.3	8.6	A	A	14	11	191	175
			TR	11.3	14	B	B	387	357	524	404
		SB	L	19.3	16.5	B	B	51	44	275	244
			TR	40.6	44.9	D	D	917	693	744	544
	Burlington Mills Road at Centaur Road	EB	LT	8.1	7.6	A	A	0	0	22	17
		SB	LR	12.4	10.5	B	B	3	0	29	26
	Burlington Mills Road at Huntingcreek Drive	EB	LT	8	7.6	A	A	0	0	9	39
		SB	LR	11.7	10.1	B	B	5	3	30	22
	Burlington Mills Road at US 401 Business	Overall		27.8	16.6	C	B				
		EB	L	66.4	41.8	E	D	247	48	225	114
			T	7.1	8.7	A	A	151	261	229	268
		WB	T	22.2	15.2	C	B	396	287	680	262
			R	4.6	2.7	A	A	77	41	250	205
		SB	L	69.2	42.8	E	D	185	177	385	317
R	34.3		15.9	C	B	158	38	265	80		
	Forestville Road at US 401	Overall		37.2	40.4	D	D				
		EB	L	59.3	32.3	E	C	382	497	314	578
			T	16.1	31.1	B	C	284	909	250	754
			R	5.6	8.7	A	A	6	9	26	24
		WB	L	11.8	42.3	B	D	95	175	565	243
			T	42.6	39.8	D	D	915	485	813	470
			R	17.1	36.5	B	D	49	75	525	99
		NB	L	59	85.8	E	F	12	25	36	54
			T	61.7	75.4	E	E	259	364	263	309
			R	35	46.1	D	D	150	233	187	266
		SB	L	89.1	100	F	F	104	86	212	147
T	54.4		80.5	D	F	173	336	210	324		
R	30.7		25.7	C	C	218	125	177	203		
* Queue Extends Off Sim Traffic Network or Into Next Intersection											

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Analysis

July 28, 2022

6.2 2026 NO BUILD ANALYSIS

In the 2026 No Build conditions, increases in traffic volumes due to future traffic growth and approved developments cause delays at study area intersections to increase when compared to the 2022 existing analysis. This analysis assumes the improvements committed to by the approved developments are constructed. These improvements were discussed in Section 2.4 and illustrated in Figure 5. The following observations are notable:

At the intersection of Burlington Mills Road at Forestville Road, LOS F is expected during both peak hours with several movements operating with high delays and long queues; specifically, left turns on the eastbound, northbound, and southbound approaches. The southbound shared through / right-turn lane also operates at LOS F. Long queues were observed on the shared through / right-turn lanes on the westbound, northbound, and southbound approaches.

At the intersection of Burlington Mills Road and US 401 Business, LOS E is expected in the AM peak hour with a few movements operating at LOS F. This is typical of locations that are implementing urban design concepts such as those from U-6241 and the Wallbrook development.

2026 No Build capacity analysis results are listed in Table 7.

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Analysis
July 28, 2022

Table 7: Capacity Analysis Results for 2026 No Build Conditions

Intersection	Approach	Lane Group	Delay (sec. / veh.)		Level of Service (LOS)		95th % Queue (feet)		Max. Obs. Queue (feet)	
			AM	PM	AM	PM	AM	PM	AM	PM
Burlington Mills Road at Ligon Mill Road	Overall		53.7	26.4	D	C				
	EB	LTR	12.9	20.8	B	C	217	478	387	752
		WB	LTR	32.2	9.2	C	A	500	178	964
	NB	L	122	42.8	F	D	151	74	294	114
		TR	74.3	31.8	E	C	553	245	620	259
	SB	L	178.9	50.8	F	D	242	136	300	259
		TR	80.1	41.3	F	D	622	341	767	467
Burlington Mills Road at Forestville Road	Overall		84.9	85.7	F	F				
	EB	L	151.3	133	F	F	398	587	224	225
		T	34.7	34.4	C	C	270	254	821	1321
		R	20.3	20.5	C	C	38	53	217	250
	WB	L	36.7	147.8	D	F	112	246	275	275
		TR	118.4	75.5	F	E	698	389	2388	1130
	NB	L	106.8	88.7	F	F	155	129	200	193
		TR	51.3	61	D	E	1148	1064	1228	1783
	SB	L	130.5	110.2	F	F	187	176	275	275
		TR	99.7	102.6	F	F	1435	1270	2091*	2098*
Burlington Mills Road at Centaur Road	EB	LT	8.7	8.1	A	A	0	0	33	36
	SB	LR	16.3	13	C	B	3	3	26	26
Burlington Mills Road at Huntingcreek Drive	EB	LT	8.6	8.1	A	A	0	3	37	67
	SB	LR	15.5	12.2	C	B	8	3	36	24
Burlington Mills Road at US 401 Business	Overall		61	42.3	E	D				
	EB	L	137.1	73.1	F	E	504	411	404	375
		T	61.8	36.5	E	D	78	63	268	106
		R	46	22.3	D	C	305	44	243	129
	WB	L	94.1	84.3	F	F	79	72	98	83
		T	92.3	79.6	F	E	93	83	117	91
		R	60.6	36.9	E	D	64	44	76	74
	NB	L	138.8	73	F	E	403	195	449	426
		T	25.8	32.6	C	C	614	734	734	700
		R	11.2	8	B	A	23	16	133	274
	SB	L	97.5	100.5	F	F	132	160	199	199
T		44.8	35.5	D	D	1142	628	1054	627	
R		7.2	5.7	A	A	131	52	689	145	
Forestville Road at US 401 Westbound	Overall		47.4	17.5	D	B				
	WB	T	48.5	14.8	D	B	1311	113	1039	206
		R	20.6	18	C	B	242	117	438	263
	NB	L	37.5	16.5	D	B	264	176	433	300
SB	R	60.1	20.7	E	C	693	256	606	248	
Forestville Road at US 401 Eastbound	Overall		17.9	20.4	B	C				
	EB	T	10.8	16.4	B	B	234	414	260	425
		R	9.7	9.2	A	A	126	127	178	337
	NB	R	32.1	36.9	C	D	178	239	278	293
SB	L	26.8	25.1	C	C	166	143	245	383	
US 401 Westbound U-Turn	Overall		31.8	15.7	C	B				
	WB	T	23.9	13	C	B	1120	257	1265*	245
	NB	L	83.1	23.3	F	C	505	190	331	297

* Queue Extends Off SimTraffic Network or Into Next Intersection

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Analysis

July 28, 2022

6.3 2026 INITIAL PHASE ANALYSIS

In 2026 with the Initial phase of the development in place, the network experiences an incremental change in delays due to the addition of traffic generated by the proposed development. In large, operations are similar to that when compared with the 2026 No Build capacity analysis results as the overall level of service at the study intersections did not change with the addition of site trips.

The stop-controlled approach of Access A at Forestville Road operates at LOS F in both peak hours. This is attributed to high volumes of through traffic on Forestville Road.

The stop-controlled approach of Access C at Burlington Mills Road across from Centaur Road operates at LOS C in both peak hours.

The Initial phase capacity analysis results are listed in Table 8.

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Analysis
July 28, 2022

Table 8: Capacity Analysis Results for 2026 Initial Phase Conditions

Intersection	Approach	Lane Group	Delay (sec./veh.)		Level of Service (LOS)		95th % Queue (feet)		Max. Obs. Queue (feet)	
			AM	PM	AM	PM	AM	PM	AM	PM
			Overall							
Burlington Mills Road at Ligon Mill Road	Overall		47.1	29	D	C				
	EB	LTR	9	20.8	A	C	134	465	316	934
	WB	LTR	43.8	8.6	D	A	643	168	984	865
	NB	L	72.8	54	E	D	95	87	290	123
		TR	53.4	36.2	D	D	380	280	393	265
	SB	L	122.7	67.4	F	E	150	159	300	288
TR		60.4	45.6	E	D	407	378	763	450	
Burlington Mills Road at Forestville Road	Overall		90.7	80.2	F	F				
	EB	L	171.7	120	F	F	424	635	224	224
		T	36	41.8	D	D	247	307	1213	1562
		R	25.7	28.2	C	C	49	74	250	250
	WB	L	36.8	71	D	E	103	205	275	275
		TR	110.6	118.7	F	F	764	519	1923	1073
	NB	L	143.1	120.4	F	F	199	182	199	199
		TR	57.4	57.8	E	E	1246	1146	1812	1563
	SB	L	152.2	115.7	F	F	210	233	275	275
TR		107.4	84	F	F	1526	1376	2100*	2058*	
Burlington Mills Road at Centaur Road / Access C	EB	LTR	8.7	8.1	A	A	0	0	21	32
	WB	LTR	8.4	8.2	A	A	0	3	40	60
	NB	LTR	20.6	15.9	C	C	13	5	38	31
	SB	LTR	20.7	16.1	C	C	5	3	29	32
Burlington Mills Road at Huntingcreek Drive	EB	LT	8.6	8.2	A	A	0	3	42	114
	SB	LR	15.8	12.4	C	B	8	3	34	22
Burlington Mills Road at US 401 Business	Overall		62	46.5	E	D				
	EB	L	138.5	83.2	F	F	532	439	410	394
		T	67.4	36.4	E	D	90	62	306	140
		R	51	26.8	D	C	308	98	266	155
	WB	L	100.8	93.9	F	F	82	79	88	86
		T	98.6	92.3	F	F	96	93	136	113
		R	65.1	40.6	E	D	67	48	85	75
	NB	L	133.1	87	F	F	418	181	435	436
		T	26.3	34.8	C	C	636	808	687	751
		R	11.6	9	B	A	24	17	228	228
	SB	L	103.9	98.4	F	F	137	163	199	200
		T	46.7	36.7	D	D	1195	757	1037	627
R		7.4	7.9	A	A	139	130	790	195	
Forestville Road at US 401 Westbound	Overall		52.7	20.8	D	C				
	WB	T	53.5	15.4	D	B	1396	136	1092	221
		R	23.2	18.8	C	B	299	141	438	284
	NB	L	38.4	18.6	D	B	284	215	406	295
SB	R	68.3	28.1	E	C	818	360	615	281	
Forestville Road at US 401 Eastbound	Overall		18.6	21.6	B	C				
	EB	T	10.8	17.1	B	B	243	470	294	431
		R	9.7	9.9	A	A	129	143	186	321
	NB	R	34.2	38.4	C	D	190	236	293	311
SB	L	28.1	32.2	C	C	105	143	254	323	
US 401 Westbound U-Turn	Overall		26.9	16.2	C	B				
	WB	T	22.6	13	C	B	788	276	1234*	298
	NB	L	54.6	25.1	D	C	350	184	279	337
Forestville Road at Access A	SB	LT	9.9	10.2	A	B	0	3	61	211
	WB	LR	398.3	1263	F	F	173	180	83	91

* Queue Extends Off SimTraffic Network or Into Next Intersection

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Analysis

July 28, 2022

6.4 2026 INITIAL PHASE WITH IMPROVEMENTS ANALYSIS

Based on the findings of this study, specific improvements have been identified and should be completed as part of the Initial phase of this development. The recommendations are illustrated in Figure 19. The specific improvements are listed below and detailed in Section 7.1.

Forestville Road at Access A

- Provide Access A with two egress lanes (one left-turn lane and one right-turn lane) with a driveway stem length of a minimum of 170 feet
- Construct a northbound right-turn lane with 100 feet of full-width storage and appropriate taper
- Construct a southbound left-turn lane with 100 feet of full-width storage and appropriate taper

The Initial phase with Improvements capacity analysis results is listed in Table 9.

With the recommended improvements in place, the westbound approach of the Forestville Road at Access A intersection continues to operate with long delays compared to the 2026 Initial phase. The intersection is not anticipated to meet the criteria for the installation of a traffic signal at the Initial phase of development. This will be addressed as part of subsequent phases of development.

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Analysis
July 28, 2022

Table 9: Capacity Analysis Results for 2026 Initial Phase with Improvements

Intersection	Approach	Lane Group	Delay (sec./veh.)		Level of Service (LOS)		95th % Queue (feet)		Max. Obs. Queue (feet)	
			AM	PM	AM	PM	AM	PM	AM	PM
Burlington Mills Road at Ligon Mill Road	Overall		47.1	29	D	C				
	EB	LTR	9	20.8	A	C	134	465	310	961*
		L	43.8	8.6	D	A	643	168	992	1030
	NB	L	72.8	54	E	D	95	87	265	151
		TR	53.4	36.2	D	D	380	280	418	293
	SB	L	122.7	67.4	F	E	150	159	300	299
TR		60.4	45.6	E	D	407	378	867	622	
Burlington Mills Road at Forestville Road	Overall		90.7	80.2	F	F				
	EB	L	171.7	120	F	F	424	635	225	224
		T	36	41.8	D	D	247	307	887	1497
		R	25.7	28.2	C	C	49	74	232	250
	WB	L	36.8	71	D	E	103	205	275	275
		TR	110.6	118.7	F	F	764	519	2223	1078
	NB	L	143.1	120.4	F	F	199	182	199	200
		TR	57.4	57.8	E	E	1246	1146	1765	1652
	SB	L	152.2	115.7	F	F	210	233	275	275
		TR	107.4	84	F	F	1526	1376	2082*	2096*
Burlington Mills Road at Centaur Road / Access C	EB	LTR	8.7	8.1	A	A	0	0	36	22
	WB	LTR	8.4	8.2	A	A	0	3	25	69
	NB	LTR	20.6	15.9	C	C	13	5	41	29
	SB	LTR	20.7	16.1	C	C	5	3	30	32
Burlington Mills Road at Huntingcreek Drive	EB	LT	8.6	8.2	A	A	0	3	28	74
	SB	LR	15.8	12.4	C	B	8	3	36	24
Burlington Mills Road at US 401 Business	Overall		62	46.5	E	D				
	EB	L	138.5	83.2	F	F	532	439	456	394
		T	67.4	36.4	E	D	90	62	375	143
		R	51	26.8	D	C	308	98	274	153
	WB	L	100.8	93.9	F	F	82	79	93	82
		T	98.6	92.3	F	F	96	93	123	108
		R	65.1	40.6	E	D	67	48	79	73
	NB	L	133.1	87	F	F	418	181	446	449
		T	26.3	34.8	C	C	636	808	624	811
		R	11.6	9	B	A	24	17	224	276
	SB	L	103.9	98.4	F	F	137	163	199	200
		T	46.7	36.7	D	D	1195	757	1096	552
		R	7.4	7.9	A	A	139	130	964	167
Forestville Road at US 401 Westbound	Overall		52.7	20.8	D	C				
	WB	T	53.5	15.4	D	B	1396	136	1218	230
		R	23.2	18.8	C	B	299	141	438	287
	NB	L	38.4	18.6	D	B	284	215	613	314
	SB	R	68.3	28.1	E	C	818	360	645	304
Forestville Road at US 401 Eastbound	Overall		18.6	21.6	B	C				
	EB	T	10.8	17.1	B	B	243	470	321	463
		R	9.7	9.9	A	A	129	143	235	356
	NB	R	34.2	38.4	C	D	190	236	296	338
	SB	L	28.1	32.2	C	C	105	143	266	378
US 401 Westbound U-Turn	Overall		26.9	16.2	C	B				
	WB	T	22.6	13	C	B	788	276	1217*	256
	NB	L	54.6	25.1	D	C	350	184	291	345
Forestville Road at Access A	WB	L	9.9	10.2	A	B	0	3	28	39
		L	414.2	1242.4	F	F	135	138	79	77
		R	16.4	16.2	C	C	5	3	27	24

* Queue Extends Off Sim Traffic Network or Into Next Intersection

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Analysis

July 28, 2022

6.5 2028 NO BUILD ANALYSIS

In the 2028 No Build scenario, increases in traffic volumes due to the addition of future traffic growth increase delay across the network. The following observations are notable:

The Burlington Mills Road & Ligon Mill Road intersection operates at LOS E in the AM peak hour with significant queues on several approaches.

At the intersection of Burlington Mills Road at Forestville Road, LOS F is expected during both peak hours with several movements operating with high delays and long queues. Specifically, left turns on the eastbound, northbound, and southbound approaches. The shared through / right-turn lanes on the westbound and southbound approaches also operate at LOS F.

At the intersection of Burlington Mills Road and US 401 Business, LOS E is expected in the AM peak hour with a few movements operating at LOS F. This is typical of locations that are implementing urban design concepts such as those from U-6241 and the Wallbrook development.

The Forestville Road & US 401 westbound reduced conflict intersection operates at LOS E in the AM peak hour. Similar to the 2026 scenarios, there are extensive queues for the westbound US 401 approaches in the AM peak hour.

The Forestville Road & Access A intersection still experiences excessive delays for the westbound left due to heavy traffic on Forestville Road with average delays of over 600 seconds in the AM peak hour and 1800 seconds in the PM peak hour.

2028 No Build capacity analysis results are listed in Table 10.

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Analysis
July 28, 2022

Table 10: Capacity Analysis Results for 2028 No Build Conditions

Intersection	Approach	Lane Group	Delay (sec./veh.)		Level of Service (LOS)		95th % Queue (feet)		Max. Obs. Queue (feet)	
			AM	PM	AM	PM	AM	PM	AM	PM
			Overall							
Burlington Mills Road at Ligon Mill Road	Overall		57.8	28.3	E	C				
	EB	LTR	9.2	24.1	A	C	145	521	288	1072*
		WB	LTR	51.5	6.2	D	A	496	136	947
	NB	L	85.4	51.3	F	D	105	83	299	112
		TR	61.8	33.3	E	C	423	262	541	256
	SB	L	211.4	63.2	F	E	173	150	300	285
TR		71.6	43.3	E	D	451	362	1255*	930*	
Burlington Mills Road at Forestville Road	Overall		99.3	89.5	F	F				
	EB	L	182.1	130.8	F	F	437	571	224	225
		T	44	36.9	D	D	285	242	1390	1687
		R	32.6	24.1	C	C	50	63	249	250
	WB	L	41.9	71.7	D	E	184	216	275	275
		TR	130.2	137.4	F	F	983	519	2344	1337*
	NB	L	150.5	97.3	F	F	223	153	200	200
		TR	60.8	59.4	E	E	1360	1111	2031	1843
	SB	L	177.3	137.2	F	F	230	217	274	275
		TR	113.8	104.6	F	F	1668	1336	2098*	2101*
Burlington Mills Road at Centaur Road / Access C	EB	LTR	8.7	8.1	A	A	0	0	37	36
	WB	LTR	8.4	8.3	A	A	0	3	35	62
	NB	LTR	21.4	16.3	C	C	13	5	36	40
	SB	LTR	21.4	16	C	C	5	3	35	30
Burlington Mills Road at Huntingcreek Drive	EB	LT	8.7	8.2	A	A	0	3	45	76
	SB	LR	16.1	12.6	C	B	8	3	35	23
Burlington Mills Road at US 401 Business	Overall		65.3	43.4	E	D				
	EB	L	61.8	77.6	E	E	451	433	408	354
		T	40.5	36.1	D	D	67	76	374	110
		R	38	18.7	D	B	403	52	271	123
	WB	L	107.5	84.5	F	F	86	72	78	79
		T	104.8	79.6	F	E	101	83	127	106
		R	43.7	37.9	D	D	47	43	70	72
	NB	L	94.7	74.2	F	E	446	206	474	474
		T	37.2	32.9	D	C	791	781	920	866
		R	16.9	7.9	B	A	29	16	276	274
	SB	L	113.4	114.8	F	F	144	164	199	200
		T	102.7	36.5	F	D	1492	673	1158*	680
		R	9.1	5.7	A	A	153	57	1151*	147
Forestville Road at US 401 Westbound	Overall		61.5	19.1	E	B				
	WB	T	64.9	16	E	B	1545	124	1325	224
		R	24	20.2	C	C	314	154	438	299
	NB	L	40.7	16.4	D	B	304	200	597	303
SB	R	78.5	23.6	E	C	889	209	677	253	
Forestville Road at US 401 Eastbound	Overall		19.6	21.9	B	C				
	EB	T	11.3	18.1	B	B	265	451	330	440
		R	10	9.2	B	A	138	132	223	338
	NB	R	36.4	39.7	D	D	206	252	289	336
	SB	L	29.8	25.5	C	C	114	148	273	589
US 401 Westbound U Turn	Overall		31.3	15.9	C	B				
	WB	T	27	13.4	C	B	875	266	1272*	252
	NB	L	59.4	22.9	E	C	380	188	294	287
Forestville Road at Access A	SB	L	10	10.4	B	B	0	3	31	40
	WB	L	624.1	1823	F	F	153	148	127	68
		R	16.9	16.7	C	C	5	5	51	28

* Queue Extends Off SimTraffic Network or Into Next Intersection

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Analysis

July 28, 2022

6.6 2028 INTERMEDIATE PHASE ANALYSIS

In 2028 with the Intermediate phase of the development in place, the network experiences an incremental change in delays due to the addition of traffic generated by this phase of the proposed development. In large, operations are similar to that compared to the 2028 No Build capacity analysis results as only two locations experience a degradation in the Level of Service. Specifically, Access C in the AM peak hour increases from LOS C to LOS D. Also, the intersection of US 401 Eastbound at Forestville Road increases from LOS B to LOS C in the AM peak hour. Operations at both intersections are considered acceptable.

The Intermediate phase adds Access B, a right-in / right-out driveway, onto Burlington Mills Road. Capacity analysis results show this intersection operates at LOS B during both peak hours.

The Intermediate Build capacity analysis results are listed in Table 11.

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Analysis
July 28, 2022

Table 11: Capacity Analysis Results for 2028 Intermediate Build Conditions

Intersection	Approach	Lane Group	Delay (sec./veh.)		Level of Service (LOS)		95th % Queue (feet)		Max. Obs. Queue (feet)	
			AM	PM	AM	PM	AM	PM	AM	PM
			Overall							
Burlington Mills Road at Ligon Mill Road	Overall		59.2	30.1	E	C				
	EB	LTR	10.4	23.9	B	C	161	526	291	943*
		WB	LTR	70.9	6.2	E	A	574	136	1167
	NB	L	78.4	55.3	E	E	105	86	284	138
		TR	53.9	36.1	D	D	421	301	434	314
	SB	L	135.7	79.1	F	E	169	158	300	300
TR		59.6	46.4	E	D	449	374	1071*	869*	
Burlington Mills Road at Forestville Road	Overall		109.3	94.1	F	F				
	EB	L	188.4	146	F	F	481	565	224	225
		T	48.8	36.6	D	D	323	242	1534	1857
		R	34.5	24.4	C	C	60	70	249	250
	WB	L	46.9	68	D	E	187	200	275	275
		TR	139	144.3	F	F	1084	554	2606*	1828*
	NB	L	205.1	106.4	F	F	277	175	200	199
		TR	72.5	62.7	E	E	1438	1125	2423*	2166
	SB	L	186.7	161.6	F	F	261	272	275	275
		TR	120.4	104.6	F	F	1757	1336	2104*	2101*
Burlington Mills Road at Centaur Road / Access C	EB	LTR	8.7	8.1	A	A	0	0	36	23
	WB	LTR	8.5	8.4	A	A	0	3	153	62
	NB	LTR	29.6	20.2	D	C	35	15	119	54
	SB	LTR	22.3	17	C	C	5	3	38	31
Burlington Mills Road at Huntingcreek Drive	EB	LT	8.7	8.3	A	A	0	3	48	84
	SB	LR	16.3	12.8	C	B	8	3	34	24
Burlington Mills Road at US 401 Business	Overall		62.9	43.5	E	D				
	EB	L	126.8	74.3	F	E	591	429	442	363
		T	54.2	36.1	D	D	90	72	417	120
		R	49.3	18.3	D	B	434	55	275	137
	WB	L	114.3	84.5	F	F	91	72	104	90
		T	111.3	79.6	F	E	105	83	123	113
		R	74.2	37.9	E	D	73	44	97	87
	NB	L	85.2	76.9	F	E	366	217	454	474
		T	27.7	33.5	C	C	709	775	725	845
		R	12.4	7.8	B	A	25	16	173	273
	SB	L	117.2	111.5	F	F	150	164	199	200
		T	73.6	36.8	E	D	1533	673	1147*	664
		R	15.6	5.7	B	A	319	60	1030*	139
Forestville Road at US 401 Westbound	Overall		69.5	19.8	E	B				
	WB	T	73.6	16.5	E	B	1651	124	1304	245
		R	26.9	21.4	C	C	352	168	438	293
	NB	L	41.6	16.7	D	B	323	217	698	311
	SB	R	89.5	24.6	F	C	1002	233	718	254
Forestville Road at US 401 Eastbound	Overall		20.3	22	C	C				
	EB	T	11.4	18.1	B	B	274	454	332	437
		R	10	9.2	B	A	141	132	221	344
	NB	R	38.6	39.7	D	D	218	252	312	323
	SB	L	30.9	25.9	C	C	127	148	308	496
US 401 Westbound U-Turn	Overall		30	15.9	C	B				
	WB	T	24.5	13.5	C	B	897	269	1275*	263
	NB	L	66.5	22.6	E	C	407	187	283	306
Forestville Road at Access A	SB	L	10.1	10.9	B	B	3	5	36	58
	WB	L	1472	4249	F	F	328	280	349	160
		R	17.3	17	C	C	8	5	219	32
Burlington Mills Road at Access B	NB	R	11.6	11.2	B	B	3	0	27	24

* Queue Extends Off Sim Traffic Network or Into Next Intersection

6.7 2028 INTERMEDIATE BUILD WITH IMPROVEMENTS ANALYSIS

Based on the findings of this study, specific improvements have been identified and should be completed as part of the Intermediate phase of this development. The recommendations are illustrated in Figure 19. The specific improvements are listed below and detailed in Section 7.2.

Burlington Mills Road at Forestville Road

- Extend the existing eastbound left-turn lane to 575 feet of full-width storage and appropriate taper
- Extend the existing westbound left-turn lane to 225 feet of full-width storage and appropriate taper
- Construct a westbound right-turn lane with 150 feet of full-width storage and appropriate taper
- Extend the existing northbound left-turn lane to 225 feet of full-width storage and appropriate taper
- Extend the existing southbound left-turn lane to 300 feet of full-width storage and appropriate taper
- Construct a southbound right-turn lane with 200 feet of full-width storage and appropriate taper
- The above recommendations will require the traffic signal at the intersection to be modified.

Forestville Road at Access A

- Monitor Access A for potential signalization

The Initial phase with Improvements capacity analysis results is listed in Table 12.

With the recommended improvements in place, the level of service of the Burlington Mills Road & Forestville Road intersection improves from LOS F in both peak hours to LOS E in both peak hours. The eastbound left, westbound through, and southbound left movements still operate at LOS F in both peak hours but with reduced delays compared to the Intermediate Build without Improvements scenario, and there is now adequate storage to accommodate vehicles for these movements.

It should be noted that while the movement does not meet the requirements to study a protected-only phase in future-year scenarios, the westbound left-turn was changed from permitted-only to protected-only as it resulted in significantly reduced delays and queues for the overall intersection, despite adding an extra phase to the signal.

The installation of a traffic signal at the intersection of Forestville Road and Access A during this phase of development would improve the LOS from an F to a C in both peak hours. The installation of a traffic signal is contingent upon the intersection meeting the warrants for installation of a traffic signal outlined in the Manual on Uniform Traffic Control Devices (MUTCD) and approved by NCDOT. Accordingly, it is recommended that the location be monitored for the installation of a traffic signal and that the design and construction of the signal be the responsibility of the applicant.

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Analysis
July 28, 2022

Table 12: Capacity Analysis Results for 2028 Intermediate Build with Improvements

Intersection	Approach	Lane Group	Delay (sec./veh.)		Level of Service (LOS)		95th % Queue (feet)		Max. Obs. Queue (feet)	
			AM	PM	AM	PM	AM	PM	AM	PM
			Overall							
Burlington Mills Road at Ligon Mill Road	Overall		64.7	31.7	E	C				
	EB	LTR	12.7	23.9	B	C	214	526	422	1042*
	WB	LTR	62.5	12.9	E	B	1229	251	1902	1566
	NB	L	119.7	55.3	F	E	145	86	299	156
		TR	68.8	36.1	E	D	568	301	557	320
	SB	L	194.6	79.1	F	E	236	158	300	299
TR		74	46.4	E	D	608	374	1436*	761	
Burlington Mills Road at Forestville Road	Overall		60	60.3	E	E				
	EB	L	117	97.5	F	F	349	516	362	565
		T	73.8	69.4	E	E	307	326	368	466
		R	20.2	27.1	C	C	34	75	234	248
	WB	L	45.2	62.4	D	E	141	194	325	297
		T	82.6	115.1	F	F	437	345	1046	694
		R	28.6	39.9	C	D	76	93	250	250
	NB	L	75	93.1	E	F	135	160	325	324
		TR	66.2	56.5	E	E	1147	1112	1853	1720
	SB	L	120.5	129.5	F	F	195	260	346	288
		T	40.7	38.2	D	D	646	733	673	690
		R	11.7	4.8	B	A	168	60	300	300
Burlington Mills Road at Centaur Road / Access C	EB	LTR	8.7	8.1	A	A	0	0	16	78
	WB	LTR	8.5	8.4	A	A	0	3	65	103
	NB	LTR	29.6	20.2	D	C	35	15	64	56
	SB	LTR	22.3	17	C	C	5	3	29	29
Burlington Mills Road at Huntingcreek Drive	EB	LT	8.7	8.3	A	A	0	3	60	68
	SB	LR	16.3	12.8	C	B	8	3	33	22
Burlington Mills Road at US 401 Business	Overall		70.8	44.3	E	D				
	EB	L	189.1	37.4	F	D	509	236	497	391
		T	40.4	18.1	D	B	61	22	457	96
		R	35.7	11.9	D	B	205	26	266	147
	WB	L	84.5	84.5	F	F	72	72	89	81
		T	79.6	79.6	E	E	83	83	106	107
		R	51.4	56.4	D	E	57	60	68	75
	NB	L	188.3	83.5	F	F	405	217	467	475
		T	25.7	41.9	C	D	604	973	912	863
		R	10.8	11.1	B	B	22	21	250	274
	SB	L	83.1	122.9	F	F	118	164	199	200
		T	43.7	44.4	D	D	1098	836	1106*	725
R		7.1	7.6	A	A	122	115	935	210	
Forestville Road at US 401 Westbound	Overall		69.9	19.8	E	B				
	WB	T	70.9	16.5	E	B	1291	124	1085	240
		R	17.6	21.4	B	C	229	168	438	299
	NB	L	32.3	16.7	C	B	252	217	643	400
SB	R	102.7	24.5	F	C	935	375	792	281	
Forestville Road at US 401 Eastbound	Overall		16.7	22	B	C				
	EB	T	11.6	18.1	B	B	241	454	299	410
		R	10.2	9.2	B	A	126	132	211	317
	NB	R	27.4	39.7	C	D	160	252	283	335
SB	L	23	25.9	C	C	134	148	261	427	
US 401 Westbound U Turn	Overall		32.5	15.9	C	B				
	WB	T	25.6	13.5	C	B	1094	269	1268*	274
	NB	L	77.7	22.6	E	C	507	187	331	305
Forestville Road at Access A	Overall		8.6	7.4	A	A				
	WB	L	34.6	33.7	C	C	96	74	129	104
		R	29.4	30	C	C	38	31	65	44
	NB	T	8.8	6.1	A	A	598	173	448	264
		R	0	0.1	A	A	0	0	118	169
	SB	L	1.5	2.7	A	A	1	10	54	70
T	4.3	7.3	A	A	395	810	277	290		
Burlington Mills Road at Access B	NB	R	11.6	11.2	B	B	3	0	26	22

*+A28:L62 Queue Extends Off SimTraffic Network or Into Next Intersection

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Analysis

July 28, 2022

6.8 2029 NO BUILD ANALYSIS

In the 2029 No Build scenario, increases in traffic volumes due to the addition of future traffic growth increase delay across the network. The following observations are notable:

The Burlington Mills Road & Ligon Mill Road intersection operates at LOS E in the AM peak hour with significant queues on several approaches.

The intersection of Burlington Mills Road at Forestville Road operates at LOS E in both peak hours. Long queues are observed on the northbound and westbound through movements. Left turns on the eastbound, northbound, and southbound approaches operate at LOS F during both peak hours.

At the intersection of Burlington Mills Road and US 401 Business, LOS E is expected in the AM peak hour with a few movements operating at LOS F. This is typical of locations that are implementing urban design concepts such as those from U-6241 and the Wallbrook development.

The Forestville Road & US 401 westbound reduced conflict intersection now operates at LOS E in the AM peak hour. Similar to the 2026 scenarios, there are extensive queues for the westbound US 401 approaches in the AM peak hour.

The 2029 No Build capacity analysis results are listed in Table 13.

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Analysis
July 28, 2022

Table 13: Capacity Analysis Results for 2029 No Build Conditions

Intersection	Approach	Lane Group	Delay (sec./veh.)		Level of Service (LOS)		95th % Queue (feet)		Max. Obs. Queue (feet)	
			AM	PM	AM	PM	AM	PM	AM	PM
			Overall							
Burlington Mills Road at Ligon Mill Road	Overall		70.3	32.7	E	C				
	EB	LTR	14.3	26.8	B	C	238	551	418	1091*
	WB	LTR	80.8	16.7	F	B	1352	223	2247	2084
	NB	L	99.7	56.5	F	E	145	89	300	157
		TR	67.6	34.8	E	C	583	300	755	319
	SB	L	161.8	75.7	F	E	241	159	300	300
TR		71.8	44	E	D	629	372	1382*	1062*	
Burlington Mills Road at Forestville Road	Overall		62.5	62.2	E	E				
	EB	L	117.8	90.4	F	F	375	505	415	574
		T	66.7	65.7	E	E	301	308	380	480
		R	21.2	28.1	C	C	42	70	232	250
	WB	L	57.1	57.3	E	E	160	213	325	325
		T	90.5	118	F	F	516	384	1241	653
		R	25.9	31.8	C	C	73	89	250	250
	NB	L	89.6	94.3	F	F	157	156	324	325
		TR	67.3	63.9	E	E	1229	1158	1933	2222
	SB	L	140.9	142.8	F	F	213	266	357	392
		T	42.9	40.5	D	D	697	766	752	874
		R	11.9	7.2	B	A	179	106	300	300
Burlington Mills Road at Centaur Road / Access C	EB	LTR	8.7	8.1	A	A	0	0	40	60
	WB	LTR	8.5	8.4	A	A	0	3	59	71
	NB	LTR	30.3	20.4	D	C	35	15	77	64
	SB	LTR	22.5	17.1	C	C	5	3	42	33
Burlington Mills Road at Huntingcreek Drive	EB	LT	8.7	8.3	A	A	0	3	65	108
	SB	LR	16.5	12.9	C	B	8	3	36	21
Burlington Mills Road at US 401 Business	Overall		67.8	42.6	E	D				
	EB	L	162	66.4	F	E	526	435	507	389
		T	42.5	32.8	D	C	67	57	478	98
		R	35.4	16.3	D	B	210	38	273	155
	WB	L	87.5	84.5	F	F	75	72	82	86
		T	86	79.6	F	E	88	83	110	108
		R	55.9	38.3	E	D	59	44	86	68
	NB	L	173.4	75.2	F	E	425	219	458	475
		T	26.9	33.6	C	C	646	797	820	752
		R	11	7.7	B	A	22	16	252	276
	SB	L	89.4	119.6	F	F	125	164	200	199
		T	48.2	37.6	D	D	1194	687	1138	638
R		7.3	5.8	A	A	133	61	1037	156	
Forestville Road at US 401 Westbound	Overall		73.3	19.8	E	B				
	WB	T	83.6	17.4	F	B	1416	137	1113	249
		R	18.7	23.3	B	C	252	322	438	321
	NB	L	33.8	16.2	C	B	268	214	641	412
SB	R	92.6	23.3	F	C	993	360	697	305	
Forestville Road at US 401 Eastbound	Overall		17.5	23.2	B	C				
	EB	T	11.7	21	B	C	254	570	267	452
		R	10.2	9.9	B	A	132	140	171	357
	NB	R	29.8	37	C	D	174	248	272	331
SB	L	24.6	24.8	C	C	146	148	291	352	
US 401 Westbound U Turn	Overall		35	16	D	B				
	WB	T	27.8	13.8	C	B	1200	275	1270*	273
	NB	L	82.5	22.3	F	C	548	187	295	326
Forestville Road at Access A	Overall		9.1	7.5	A	A				
	WB	L	37.8	33.7	D	C	102	74	130	108
		R	31.9	30	C	C	41	31	75	48
	NB	T	9	6.5	A	A	636	181	340	290
		R	0	0.1	A	A	0	0	120	168
	SB	L	1.7	2.6	A	A	2	8	36	87
T	4.8	7.1	A	A	754	825	268	268		
Burlington Mills Road at Access B	NB	R	11.7	11.3	B	B	3	0	24	22

* Queue Extends Off SimTraffic Network or Into Next Intersection

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Analysis

July 28, 2022

6.9 2029 FULL BUILD ANALYSIS

In 2029 with the development fully built out, the network experiences an incremental change in delays due to the addition of traffic generated by the final phase of the proposed development. In large, operations are similar to that compared with the 2029 no build capacity analysis results as only two locations experience a degradation in LOS. Specifically, Access D in both peak hours increases one letter grade. That is, from LOS C to LOS D in the AM peak hour and from LOS B to LOS C in the PM peak hour. Forestville Road at Access A also experiences a degradation in LOS going from LOS A to LOS B in the AM peak hour. Operations at both intersections are considered acceptable.

This final phase adds Access C, a full-movement driveway, onto Burlington Mills across from Huntingcreek Drive. This intersection is projected to operate at LOS D in the AM peak hour and LOS C in the PM peak hour.

When warranted, the installation of a traffic signal is recommended at the intersection of Forestville Road and Access A as discussed in Section 6.7. This is contingent upon the intersection meeting the warrants for installation of a traffic signal outlined in the Manual on Uniform Traffic Control Devices (MUTCD) and approved by NCDOT. Accordingly, it is recommended that the location be monitored for the installation of a traffic signal and that the design and construction of the signal be the responsibility of the applicant.

The Full Build capacity analysis results are listed in Table 14.

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Traffic Analysis
July 28, 2022

Table 14: Capacity Analysis Results for 2029 Full Build Conditions

Intersection	Approach	Lane Group	Delay (sec./veh.)		Level of Service (LOS)		95th % Queue (feet)		Max. Obs. Queue (feet)	
			AM	PM	AM	PM	AM	PM	AM	PM
			Overall							
Burlington Mills Road at Ligon Mill Road	Overall		73.5	33.7	E	C				
	EB	LTR	13.9	28	B	C	238	563	433	1082*
	WB	LTR	81.6	17.5	F	B	1353	228	2193	2092
	NB	L	118.8	56.5	F	E	153	89	299	177
		TR	70.3	35.5	E	D	598	306	658	323
	SB	L	198.7	82.7	F	F	250	161	300	300
TR		75	44	E	D	641	372	1359*	941*	
Burlington Mills Road at Forestville Road	Overall		65.2	64.3	E	E				
	EB	L	130.8	97.7	F	F	378	505	395	580
		T	65.9	66.2	E	E	305	336	370	609
		R	20.9	27.5	C	C	40	64	145	250
	WB	L	57.5	60.4	E	E	159	207	325	311
		T	95.5	117.3	F	F	547	404	1225	633
		R	25.8	30.5	C	C	73	86	250	250
	NB	L	92.6	87.6	F	F	133	124	325	324
		TR	71.4	67.9	E	E	1278	1190	2202	2036
	SB	L	140.9	137	F	F	213	260	399	399
		T	42.4	42.4	D	D	699	810	839	818
		R	12.3	7.6	B	A	184	109	300	300
Burlington Mills Road at Centaur Road / Access C	EB	LTR	8.8	8.2	A	A	0	0	55	57
	WB	LTR	8.5	8.5	A	A	0	3	49	107
	NB	LTR	29.4	20.8	D	C	25	13	57	49
	SB	LTR	23.6	17.9	C	C	5	5	31	29
Burlington Mills Road at Huntingcreek Drive	EB	LTR	8.7	8.3	A	A	0	3	54	106
	WB	LTR	8.5	8.3	A	A	0	3	28	78
	NB	LTR	28.1	20.1	D	C	23	13	62	55
	SB	LR	20.2	15.9	C	C	13	5	40	31
Burlington Mills Road at US 401 Business	Overall		69.3	43	E	D				
	EB	L	169.6	66	F	E	537	445	506	418
		T	43.3	31.9	D	C	68	54	487	156
		R	37.5	161	D	B	226	39	274	143
	WB	L	87.5	84.5	F	F	75	72	88	85
		T	86	79.6	F	E	88	83	117	106
		R	55.9	38.4	E	D	59	44	74	67
	NB	L	176.1	76.6	F	E	429	230	467	475
		T	26.9	33.8	C	C	646	800	995*	820
		R	11	7.8	B	A	22	16	274	274
	SB	L	89.4	124.1	F	F	125	164	200	200
		T	48.2	38	D	D	1194	691	1149*	644
R		7.3	5.9	A	A	134	63	1071*	145	
Forestville Road at US 401 Westbound	Overall		78.4	19.1	E	B				
	WB	T	89.2	16	F	B	1431	137	1187	258
		R	19.5	21.2	B	C	259	223	438	305
	NB	L	33.4	17.9	C	B	274	236	727	718
SB	R	100.8	21.7	F	C	1044	344	777	297	
Forestville Road at US 401 Eastbound	Overall		17.5	23.2	B	C				
	EB	T	11.7	21.1	B	C	256	572	329	459
		R	10.2	9.9	B	A	132	140	227	356
	NB	R	29.8	37	C	D	174	248	290	335
SB	L	24.6	24.4	C	C	146	148	305	338	
US 401 Westbound U-Turn	Overall		35.1	16.1	D	B				
	WB	T	27.9	138	C	B	1202	277	1276*	268
	NB	L	82.6	22.7	F	C	546	187	340	308
Forestville Road at Access A	Overall		11.8	9.2	B	A				
	WB	L	37.3	34.6	D	C	132	97	169	129
		R	29.7	29.3	C	C	50	38	83	70
	NB	T	12.2	7.5	B	A	666	173	853	318
		R	0	0.1	A	A	0	0	167	187
	SB	L	2.1	4.1	A	A	2	11	104	165
T		6	9.4	A	A	512	839	298	325	
Burlington Mills Road at Access B	NB	R	11.8	11.6	B	B	3	3	26	24

* Queue Extends Off SimTraffic Network or Into Next Intersection

7.0 RECOMMENDATIONS

Based on the findings of this study, specific improvements have been identified and should be completed as part of the proposed development.

7.1 INITIAL PHASE RECOMMENDATIONS

The following improvements are recommended to be constructed as part of the Initial phase of the development. These improvements are illustrated in Figure 19.

Burlington Mills Road at Ligon Mill Road

- No improvements are recommended at this intersection

Burlington Mills Road at Forestville Road

- No improvements are recommended at this intersection

Burlington Mills Road at Centaur Road / Access C

- Construct Access C as a full-movement access point
- Construct Access C with one ingress and one egress lane with a driveway stem length of a minimum of 100 feet

Burlington Mills Road at Huntingcreek Drive

- No improvements are recommended at this intersection

Burlington Mills Road at US 401 Business

- No improvements are recommended at this intersection

Forestville Road at Access A

- Construct Access A as a full-movement access point
- Construct Access A with one ingress and two egress lanes (one left-turn lane and one right-turn lane) with a driveway stem length of a minimum of 170 feet
- Construct a northbound Forestville Road right-turn lane with 100 feet of full-width storage and appropriate taper
- Construct a southbound Forestville Road left-turn lane with 100 feet of full-width storage and appropriate taper

Forestville Road at US 401

- No improvements are recommended at this intersection

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Recommendations

July 28, 2022

7.2 INTERMEDIATE PHASE RECOMMENDATIONS

Following the construction of the Initial phase and associated improvements, the following improvements are recommended to be constructed as part of the Intermediate phase of the development. These improvements are illustrated in Figure 19.

Burlington Mills Road at Ligon Mill Road

- No improvements are recommended at this intersection

Burlington Mills Road at Forestville Road

- Extend the existing eastbound Burlington Mills Road left-turn lane to 575 feet of full-width storage and appropriate taper
- Extend the existing westbound Burlington Mills Road left-turn lane to 225 feet of full-width storage and appropriate taper
- Construct a westbound Burlington Mills Road right-turn lane with 150 feet of full-width storage and appropriate taper
- Extend the existing northbound Forestville Road left-turn lane to 225 feet of full-width storage and appropriate taper
- Extend the existing southbound Forestville Road left-turn lane to 300 feet of full-width storage and appropriate taper
- Construct a southbound Forestville Road right-turn lane with 200 feet of full-width storage and appropriate taper
- The above recommendations will require the traffic signal at the intersection to be modified

Burlington Mills Road at Access B

- Construct Access B as a right-in/right-out access point
- Construct Access B with one ingress and one egress lane with a driveway stem length of a minimum of 100 feet

Burlington Mills Road at Centaur Road / Access C

- No improvements are recommended at this intersection

Burlington Mills Road at Huntingcreek Drive

- No improvements are recommended at this intersection

Burlington Mills Road at US 401 Business

- No improvements are recommended at this intersection

Forestville Road at Access A

- Monitor Access A for potential signalization

Forestville Road at US 401

- No improvements are recommended at this intersection

7.3 FULL BUILD RECOMMENDATIONS

Following the construction of the Initial and Intermediate phases and associated improvements, the following improvements are recommended to be constructed as part of the Full Build phase of the development. These improvements are illustrated in Figure 19.

Burlington Mills Road at Ligon Mill Road

- No improvements are recommended at this intersection

Burlington Mills Road at Forestville Road

- No improvements are recommended at this intersection

Burlington Mills Road at Access B

- No improvements are recommended at this intersection

Burlington Mills Road at Centaur Road / Access C

- No improvements are recommended at this intersection

Burlington Mills Road at Huntingcreek Drive / Access D

- Construct Access D as a full-movement access point
- Construct Access D with one ingress and one egress lane with a driveway stem length of a minimum of 100 feet

Burlington Mills Road at US 401 Business

- No improvements are recommended at this intersection

Forestville Road at Access A

- Monitor Access A for potential signalization

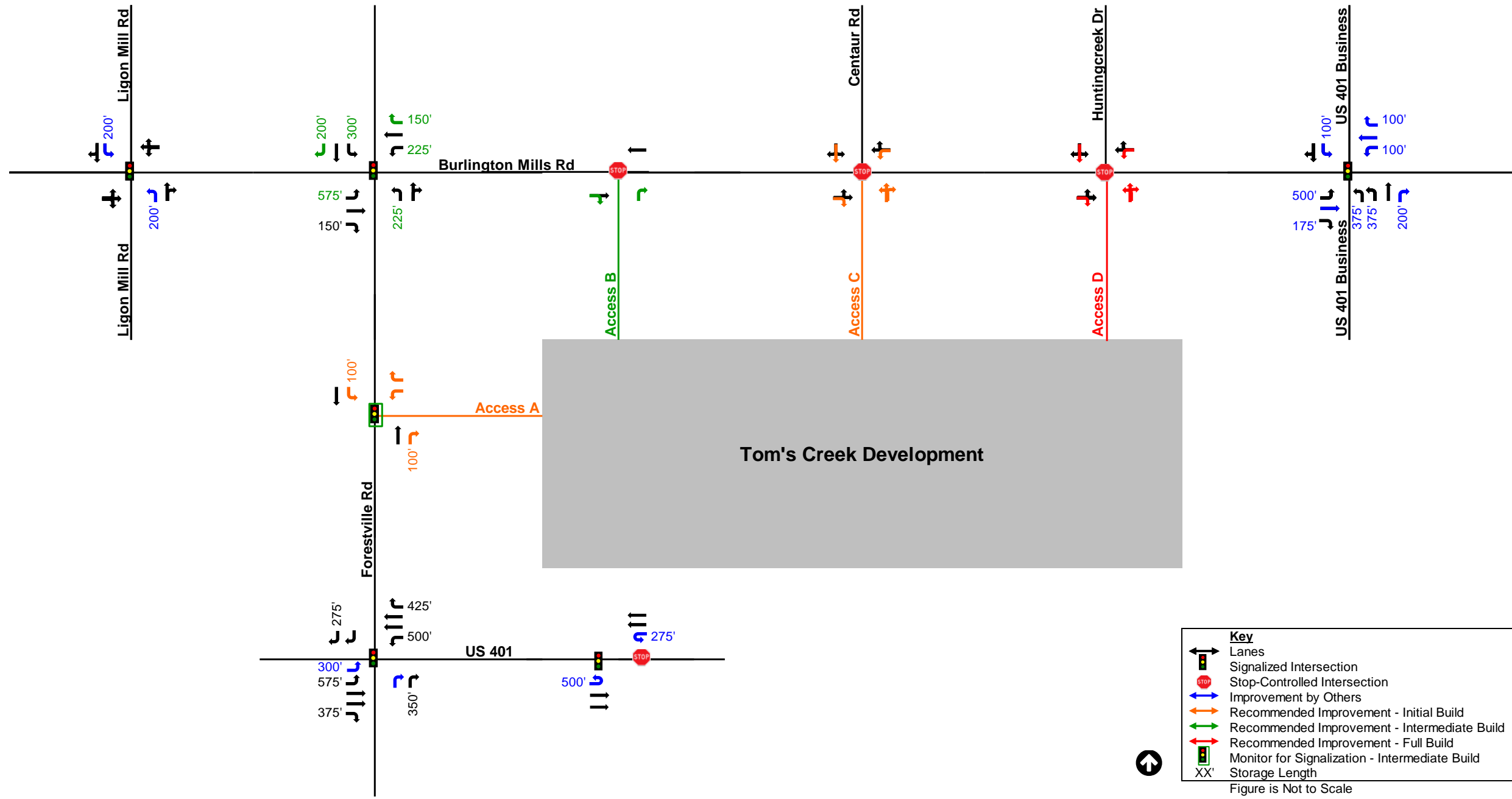
Forestville Road at US 401

- No improvements are recommended at this intersection

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Conclusions
July 28, 2022

Figure 19: Recommended Lane Configurations



TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Conclusions
July 28, 2022

8.0 CONCLUSIONS

The results presented herein indicate that the proposed development will have an impact on the surrounding roadway network. These impacts are most pronounced at the intersection of Burlington Mills Road and Forestville Road. As a result, several improvements are recommended at the intersection. These improvements not only mitigate the development's impact on the intersection but also improve the Level of Service by a letter grade.

Other existing intersections in the study area? have improvements committed by other approved developments or public-funded projects. The results of this analysis show that these intersections experience minor increases in delay due to the proposed development. Accordingly, improvements are not recommended at these intersections.

The primary access point (Access A) on Forestville Road is anticipated to operate with high delays if it is left as a stop-controlled intersection, even with the addition of turn lanes on all approaches. The installation of a traffic signal would greatly improve operations but is contingent upon the intersection meeting the warrants for installation of a traffic signal outlined in the Manual on Uniform Traffic Control Devices (MUTCD) and approved by NCDOT. Accordingly, it is recommended that the location be monitored for the installation of a traffic signal and that the design and construction of the signal be the responsibility of the applicant.

All proposed driveways along Burlington Mills Road (Accesses B, C, and D) are expected to operate at an acceptable level of service in all scenarios and are not expected to have a significant impact on operations along Burlington Mills Road.

9.0 REFERENCES

¹ **NCDOT Functional Classification Map**,

<http://ncdot.maps.arcgis.com/home/webmap/viewer.html?layers=029a9a9fe26e43d687d30cd3c08b1792>

² **2020 NCDOT Average Daily Traffic Volumes**,

<https://ncdot.maps.arcgis.com/apps/webappviewer/index.html?id=964881960f0549de8c3583bf46ef5ed4>

³ **Trip Generation (11th Edition)**, Institute of Transportation Engineers (ITE), September 2021.

⁴ **Highway Capacity Manual 6th Edition: A Guide for Multimodal Mobility Analysis**. Washington D.C.: Transportation Research Board, 2016.

⁵ **NCDOT Capacity Analysis Guidelines**. North Carolina Department of Transportation (NCDOT), March 2022, <https://connect.ncdot.gov/resources/safety/Congestion%20Mngmt%20and%20Signing/Standards%20-%20Capacity%20Analysis%20Guidelines.pdf>

⁶ **Draft NCDOT Capacity Analysis Guidelines: Best Practices**. North Carolina Department of Transportation (NCDOT), March 2022. <https://connect.ncdot.gov/resources/safety/Congestion%20Mngmt%20and%20Signing/Best%20Practices%20-%20Capacity%20Analysis%20Guidelines.pdf>

⁷ **Land Development Ordinance**. Town of Rolesville, June 1, 2021, <https://www.rolesvillenc.gov/code-ordinances>

TOM'S CREEK DEVELOPMENT TRAFFIC IMPACT ANALYSIS

Appendix
July 28, 2022

APPENDIX

A link containing all relevant files is electronically sent with this report:

- NCDOT Scoping Checklist
- Site Plan
- Traffic Count Data
- Approved Development Information
- Traffic Volume Calculations
- Synchro and SimTraffic Files
- Traffic Signal Plans