



To: George J. Retschle, PE
Ballentine Associates, PA
221 Providence Road
Chapel Hill, NC 27514

Date: April 29, 2022

Project #: 39375.00

Memorandum

From: Matt Stygles, PE

Re: Hogan Ridge Subdivision – Carrboro, NC

Introduction

KB Home is planning a new residential subdivision on the east side of Old NC 86 (SR 1009) in Carrboro, NC. The development is planned to consist of up to 72 single-family homes and anticipated to be fully built out by the year 2024. A map illustrating the site's location and surrounding roadways is shown in Figure 1. The Town of Carrboro is not requiring a formal traffic impact analysis (TIA) for this development, but this abbreviated traffic study is completed to help satisfy any traffic related concerns within the vicinity of the site. This memorandum provides an estimate of the traffic that will be generated by the proposed Hogan Ridge Subdivision and provides an estimate of the possible traffic impacts to the surrounding area roadways.

Project Background

The site is located along the east side of Old NC 86, north of Dairyland Road (SR 1104) and Homestead Road (SR 1777). The site is currently bordered by residential land uses, including the Lake Hogan Farms subdivision to the east. The proposed development will be accessed through two new connections:

- Access #1, full movement access on Old NC 86, approximately 2,700 feet north of Dairyland Road/Homestead Road.
- Access #2, access via a cross-connection to existing Blocker Road.

Existing peak hour traffic counts at the intersection of Old NC 86 at Dairyland Road/Homestead Road were obtained from NCDOT records, with data collected on Thursday, February 28, 2019. As the traffic data collection date occurred prior to the COVID-19 pandemic, no adjustment factors are applied to the data to compensate for changes in traffic patterns. An annualized growth rate of 1.5% is applied to the traffic data to convert the data from 2019 to the existing year of this study (2022).

The turning movement volumes that were collected in 2019 are shown in Figure 2. The adjusted Existing (2022) turning movement volumes are shown in Figure 3.

Trip Generation

Trip generation was conducted based on the most appropriate corresponding trip generation codes included in the ITE Trip Generation Manual, 11th Edition. The proposed Hogan Ridge Subdivision is to consist of up to 72 single-family homes; therefore, rates for ITE LUC 210 (Single-Family Detached Housing) were applied in trip generation calculations

based on the engineering guidance of the North Carolina Department of Transportation (NCDOT). Table 1 summarizes the estimated trip generation for the proposed Hogan Ridge subdivision for weekday AM and PM peak hours.

Table 1: Hogan Ridge Subdivision Trip Generation Estimate

| Land Use Code ¹ | Land Use | Unit | ADT | AM Peak Hour | | | PM Peak Hour | | |
|-------------------------------------|--------------------------------|-------|-----|--------------|------|-------|--------------|------|-------|
| | | | | Enter | Exit | Total | Enter | Exit | Total |
| Total Site Trips² | | | | | | | | | |
| 210 | Single-Family Detached Housing | 72 du | 746 | 14 | 41 | 55 | 46 | 27 | 73 |
| <i>Development Total</i> | | | 746 | 14 | 41 | 55 | 46 | 27 | 73 |

Notes:

1. Land Use Code and trip generation rates are determined based on *ITE Trip Generation, 11th Edition*
2. Total site trips are determined based on the suggested method in the NCDOT Rate vs Equation Spreadsheet
3. Internal capture was based on NCHRP 684 method and NCDOT IC calculation spreadsheet
4. Unconstrained pass-by trips are calculated based on *ITE Trip Generation Handbook, 3rd Edition*. The final projections are not expected to exceed 10% of adjacent street volumes.

As shown in Table 1, the site is expected to generate approximately 746 daily trips with 55 trips (14 entering, 41 exiting) occurring during the AM peak hour and 73 trips (46 entering, 27 exiting) during the PM peak hour.

Intersection Capacity Analysis

The capacity analysis for the study area intersections was completed within Synchro 10 for the Existing (2022), No-Build (2024), and Build (2024) scenarios. The Existing (2022) scenario was completed using the adjusted traffic volumes calculated to match pre-COVID-19 conditions. The No-Build (2024) scenario was completed by applying a 1.5% annual growth rate to the traffic volumes to account for background growth between the existing year (2022) and the build year (2024). The calculated No-Build (2024) traffic volumes are shown in Figure 4.

The Build (2024) scenario was completed by applying the peak hour site generated traffic to the roadway network to show the turning movement traffic volumes anticipated to occur following completed construction of the proposed development. The assumed site trip distribution percentages for the site are shown in Figure 5, and the calculated site trips are shown in Figure 6. Additionally, existing trips generated by the Lake Hogan Farms subdivision are anticipated to utilize Site Access #1 at Old NC 86 with the proposed connection to Blocker Road. The assumed trip adjustments due to the cross-connection are shown in Figure 7. The Build (2024) traffic volumes, with the addition of site traffic and rerouting of existing traffic, are shown in Figure 8. Table 2 shows the level of service (LOS) results for all three scenarios analyzed.

Table 2: Summary LOS Results

| Intersection and Approach | Traffic Control | Existing (2022) | | No Build (2024) | | Build (2024) | |
|--|-----------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| | | AM | PM | AM | PM | AM | PM |
| Old NC 86 & Dairyland Road/Homestead Road | Signalized | C (29.6) | C (26.9) | C (30.3) | C (27.5) | C (30.3) | C (27.5) |
| Eastbound | | D-48.5 | D-49.2 | D-49.0 | D-50.0 | D-49.0 | D-50.0 |
| Westbound | | C-27.5 | C-32.5 | C-28.1 | C-34.4 | C-28.1 | C-34.4 |
| Northbound | | B-17.8 | B-19.3 | B-18.5 | B-19.6 | B-18.5 | B-19.6 |
| Southbound | | C-26.2 | C-25.9 | C-27.1 | C-25.9 | C-27.1 | C-25.9 |
| Old NC 86 & Site Access #1 | Unsignalized | N/A | N/A | N/A | N/A | A (1.1) | A (0.7) |
| Westbound | | --- | --- | --- | --- | D-25.0 | C-22.2 |

X (XX.X) = Overall intersection LOS (average delay), X-XX = Approach LOS and average delay

As shown in Table 2, the signalized intersection at Old NC 86 at Dairyland Road/Homestead Road is expected to operate at LOS C during the AM and PM peak hours with the development in place. The newly constructed Site Access #1 is projected to operate at LOS A during the AM and PM peak hours.

The future (2024) lane geometrics and traffic control recommended with the addition of the development are depicted in Figure 9 and show that no additional offsite lane improvements are recommended. The Synchro reports for this analysis are located at the end of the memorandum.

Recommendations

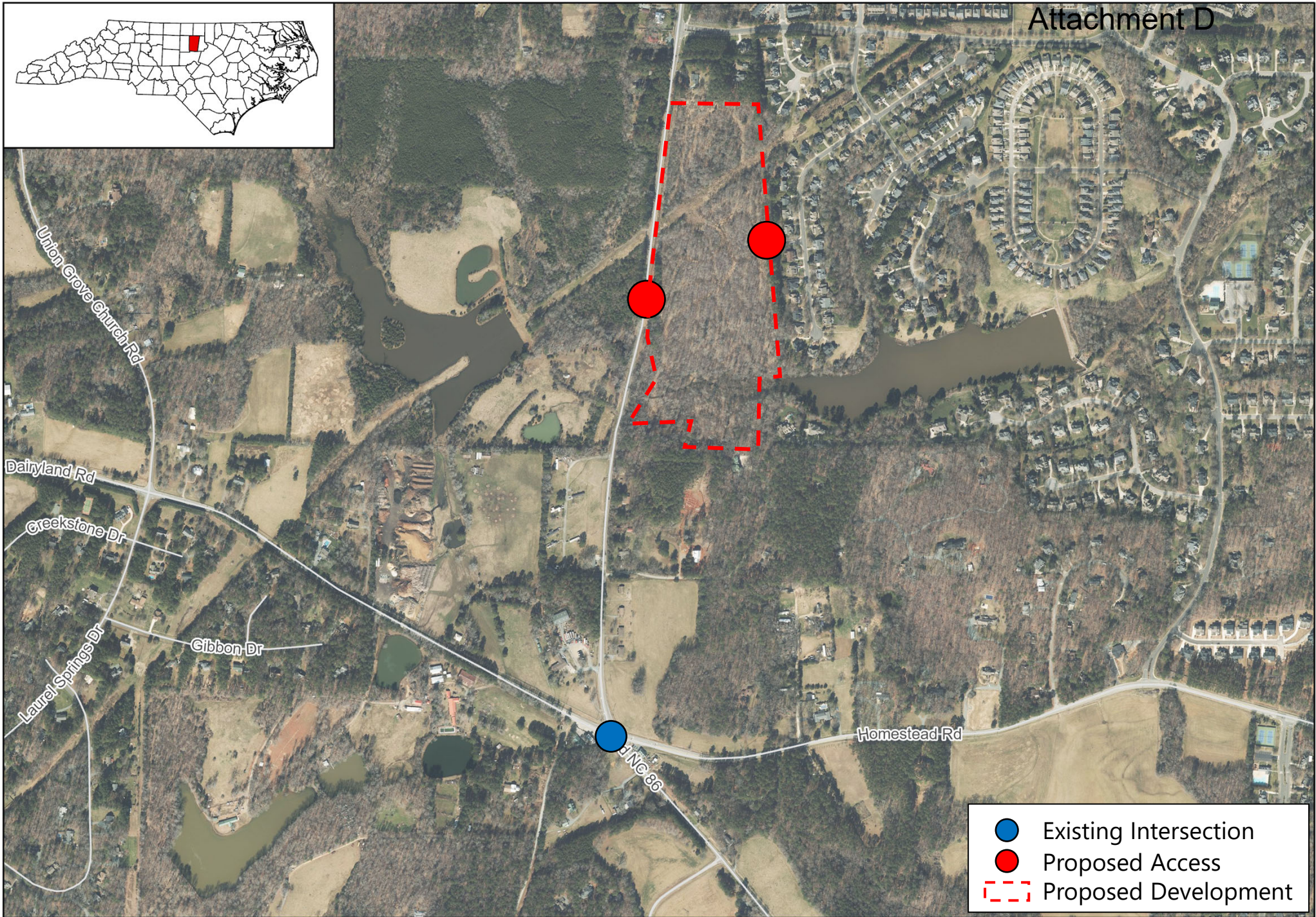
Traffic capacity analyses indicate that the study area intersections are projected to operate acceptably, and no offsite improvements are recommended. Turn lane warrants were evaluated using guidance provided within the NCDOT Policy on Street and Driveway Access to North Carolina Highways. Build (2024) AM and PM peak hour turning movements were utilized to evaluate turn lane warrants presented in the Manual.




Old NC 86 at Site Access #1 (future unsignalized)

The traffic analysis indicates that the stop-controlled, full movement access is projected to operate acceptably during both the AM and PM peak hours. Therefore, the following driveway configuration and roadway improvements are recommended to improve traffic operations and safety:

- Construct the planned access at the location shown on the site plan with one ingress lane and one egress lane.
- Widen the southbound approach of Old NC 86 to provide an exclusive left-turn lane with a minimum of 50 feet of storage and appropriate taper.
- Widen the northbound approach of Old NC 86 to provide an exclusive right-turn lane with a minimum of 50 feet of storage and appropriate taper.

Completed turn lane warrants are shown in Figure 9 and the recommended traffic control and lane geometrics are shown in Figure 10.



-  Existing Intersection
-  Proposed Access
-  Proposed Development

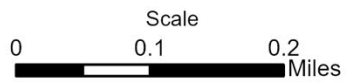


Figure 1:
Vicinity Map

Hogan Ridge Subdivision
Orange County
Carrboro, NC



Attachment D

| LEGEND | |
|--------|--------------------------------------|
| — | Existing Roadway |
| -- | Future Roadway |
| | Existing Signalized Intersection |
| → | Turning Movement |
| XX | AM Peak Hour Turning Movement Volume |
| (XX) | PM Peak Hour Turning Movement Volume |

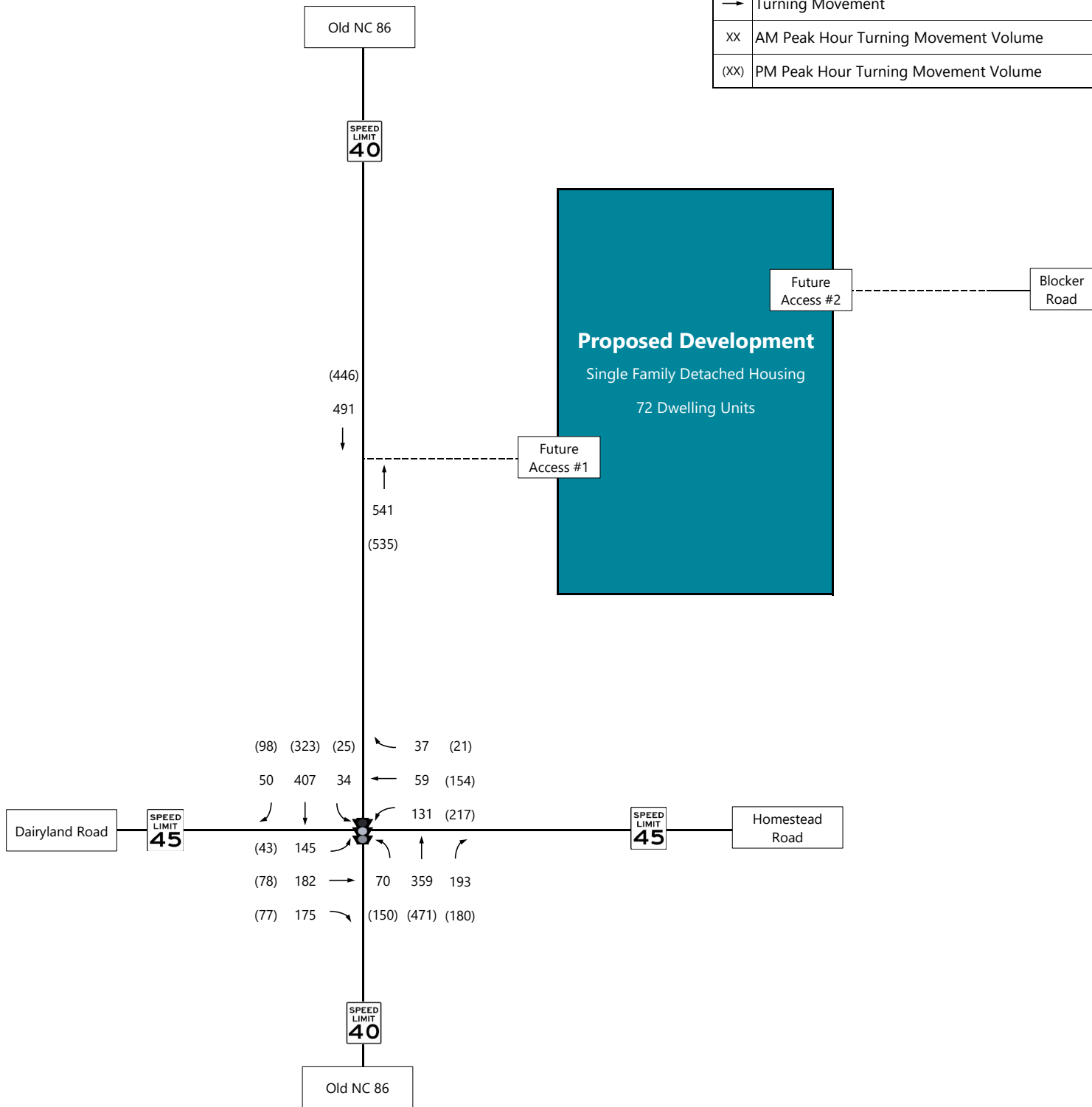


Figure 2
AM and PM Peak Hour Turning Movement Counts (2019)

Hogan Ridge Subdivision
Carrboro, NC

Attachment D

| LEGEND | |
|--------|--------------------------------------|
| — | Existing Roadway |
| -- | Future Roadway |
| | Existing Signalized Intersection |
| → | Turning Movement |
| XX | AM Peak Hour Turning Movement Volume |
| (XX) | PM Peak Hour Turning Movement Volume |

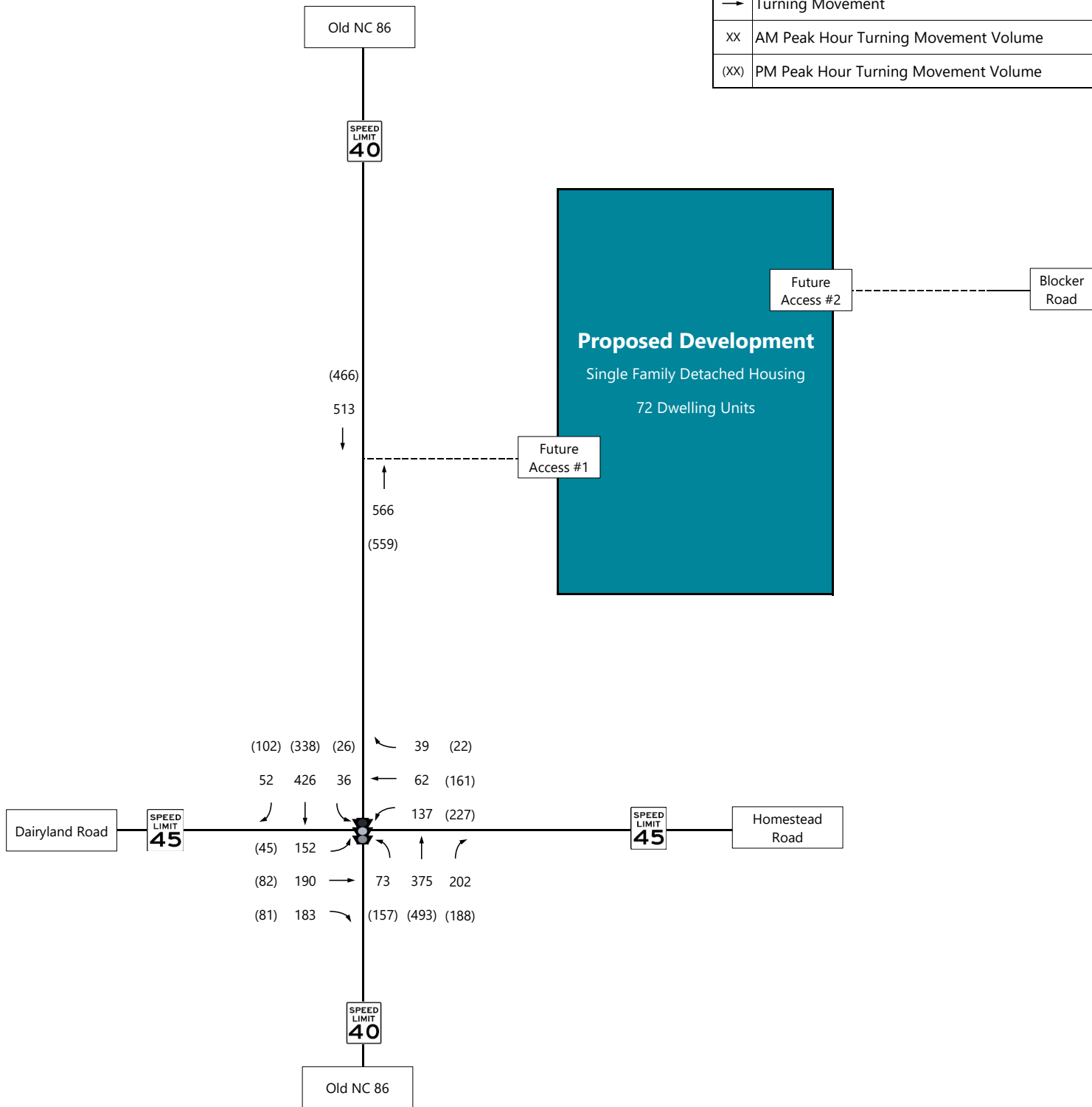



Figure 3
Existing (2022) AM and PM Peak Hour Volumes

Hogan Ridge Subdivision
Carrboro, NC

Attachment D

| LEGEND | |
|---|--------------------------------------|
| — | Existing Roadway |
| -- | Future Roadway |
|  | Existing Signalized Intersection |
| → | Turning Movement |
| XX | AM Peak Hour Turning Movement Volume |
| (XX) | PM Peak Hour Turning Movement Volume |

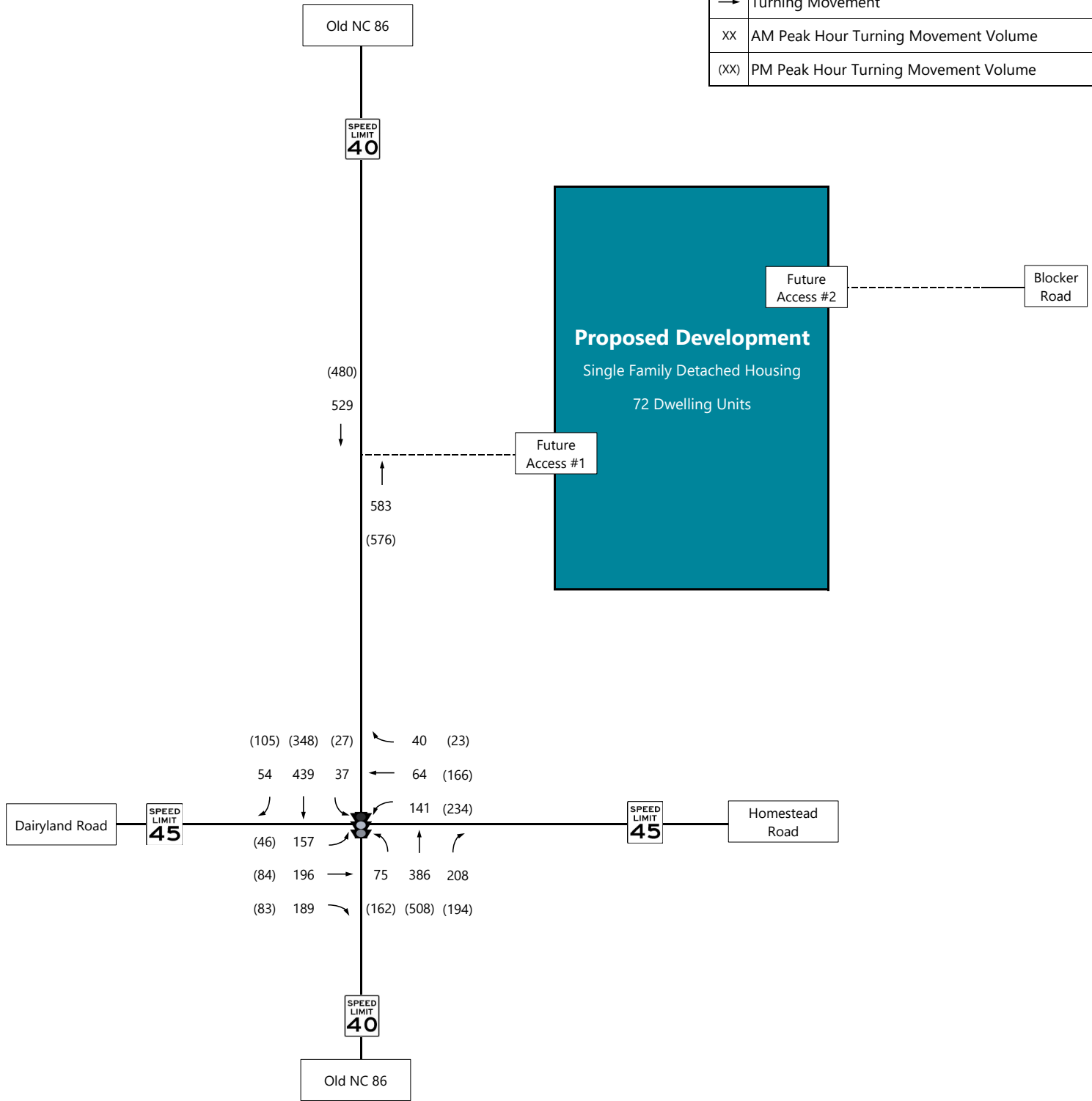


Figure 4
No-Build (2024) AM and PM Peak Hour Turning Movement Volumes

Hogan Ridge Subdivision
Carrboro, NC

Attachment D

| LEGEND | |
|--------|----------------------------------|
| — | Existing Roadway |
| -- | Future Roadway |
| | Future Stop Controlled Approach |
| | Existing Signalized Intersection |
| → | Turning Movement |
| XX% | Percentage of Exiting Trips |
| XX% | Percentage of Entering Trips |

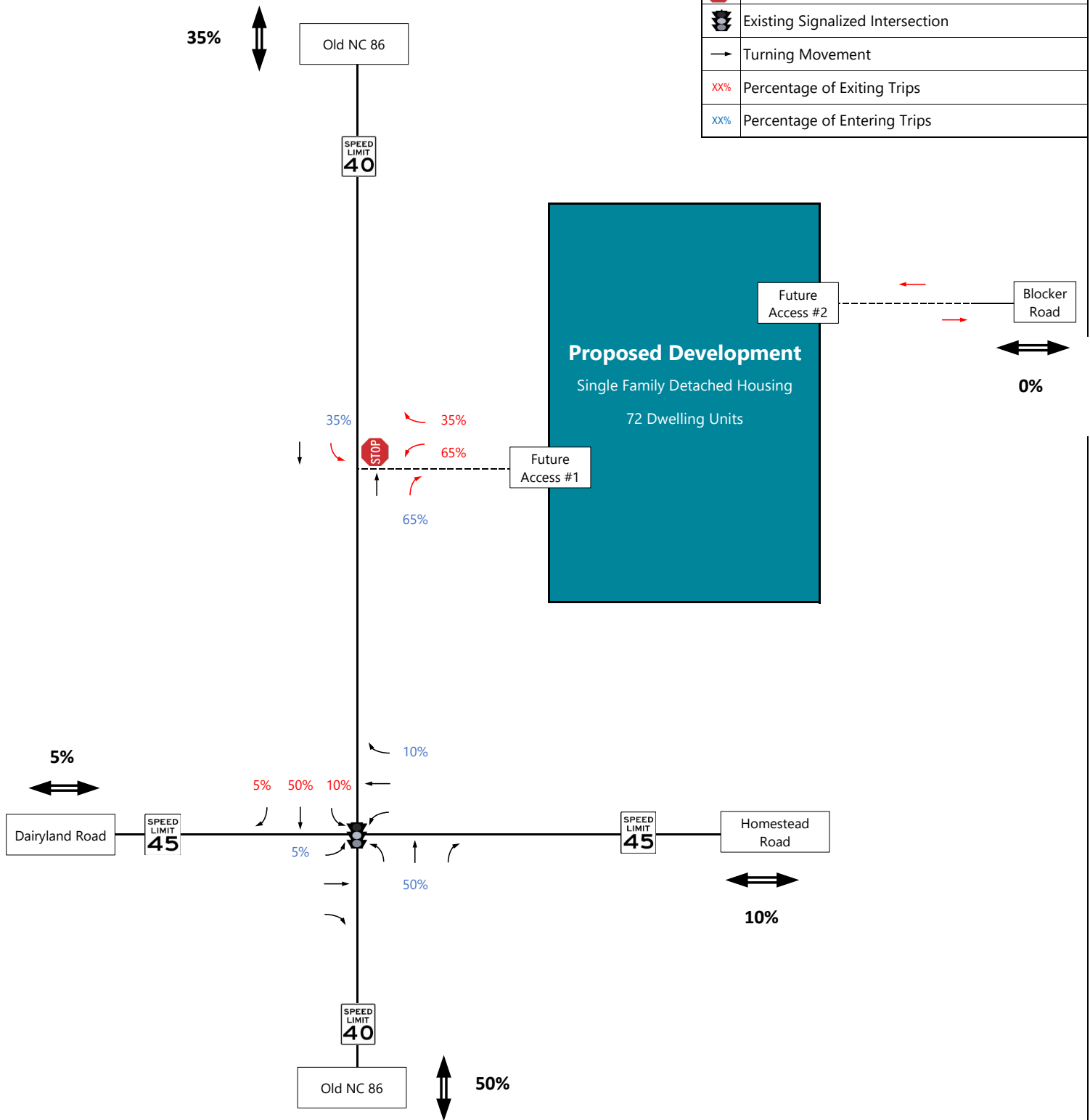


Figure 5
Peak Hour Traffic Distribution Percentages

Hogan Ridge Subdivision
Carrboro, NC

Attachment D

| LEGEND | |
|--------|----------------------------------|
| — | Existing Roadway |
| -- | Future Roadway |
| | Future Stop Controlled Approach |
| | Existing Signalized Intersection |
| → | Turning Movement |
| XX% | Percentage of Exiting Trips |
| XX% | Percentage of Entering Trips |

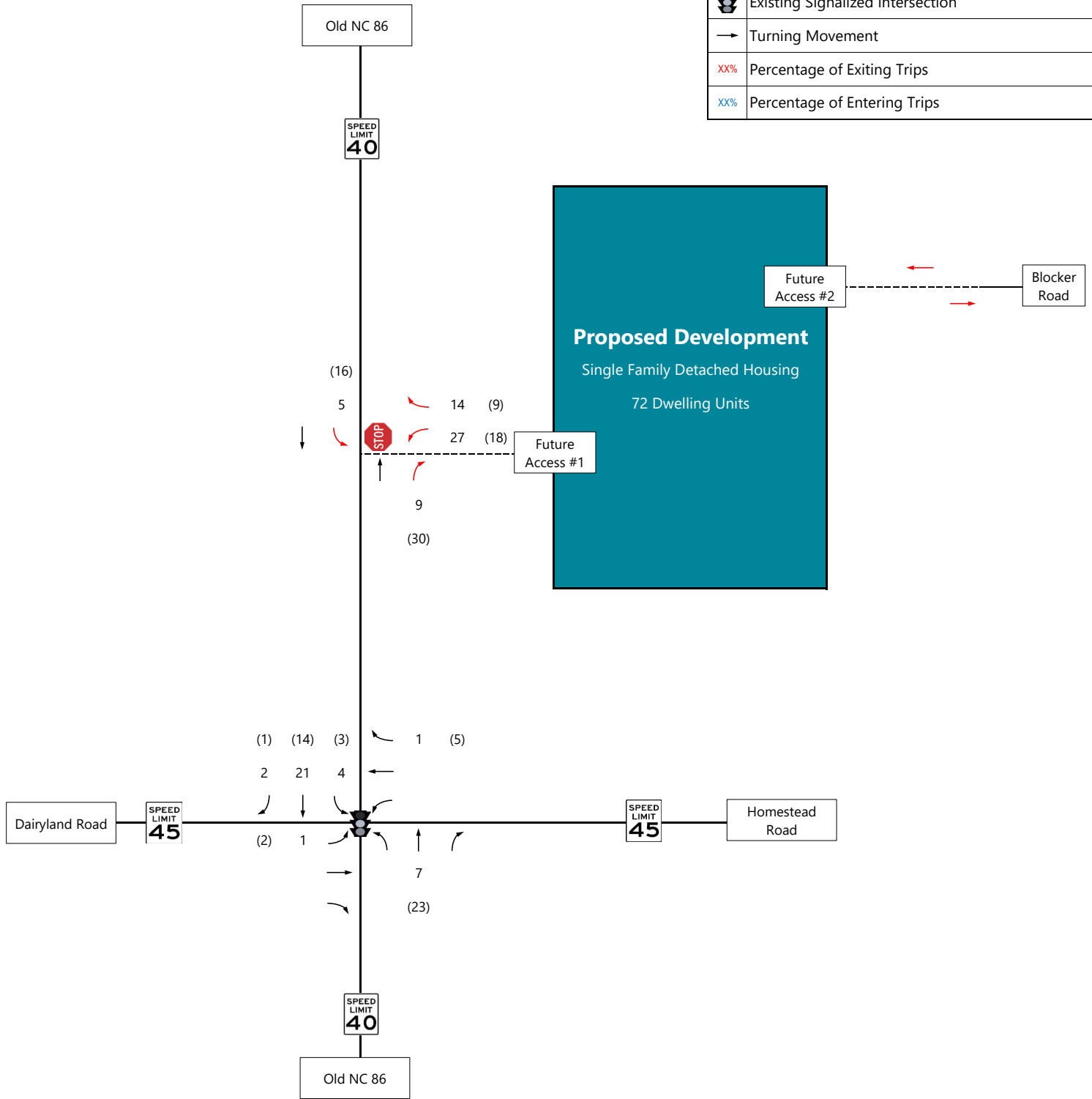


Figure 6
AM and PM Peak Hour Site Trips

Hogan Ridge Subdivision
Carrboro, NC

Attachment D

| LEGEND | |
|--------|--------------------------------------|
| — | Existing Roadway |
| -- | Future Roadway |
| | Future Stop Controlled Approach |
| | Existing Signalized Intersection |
| → | Turning Movement |
| XX | AM Peak Hour Turning Movement Volume |
| (XX) | PM Peak Hour Turning Movement Volume |

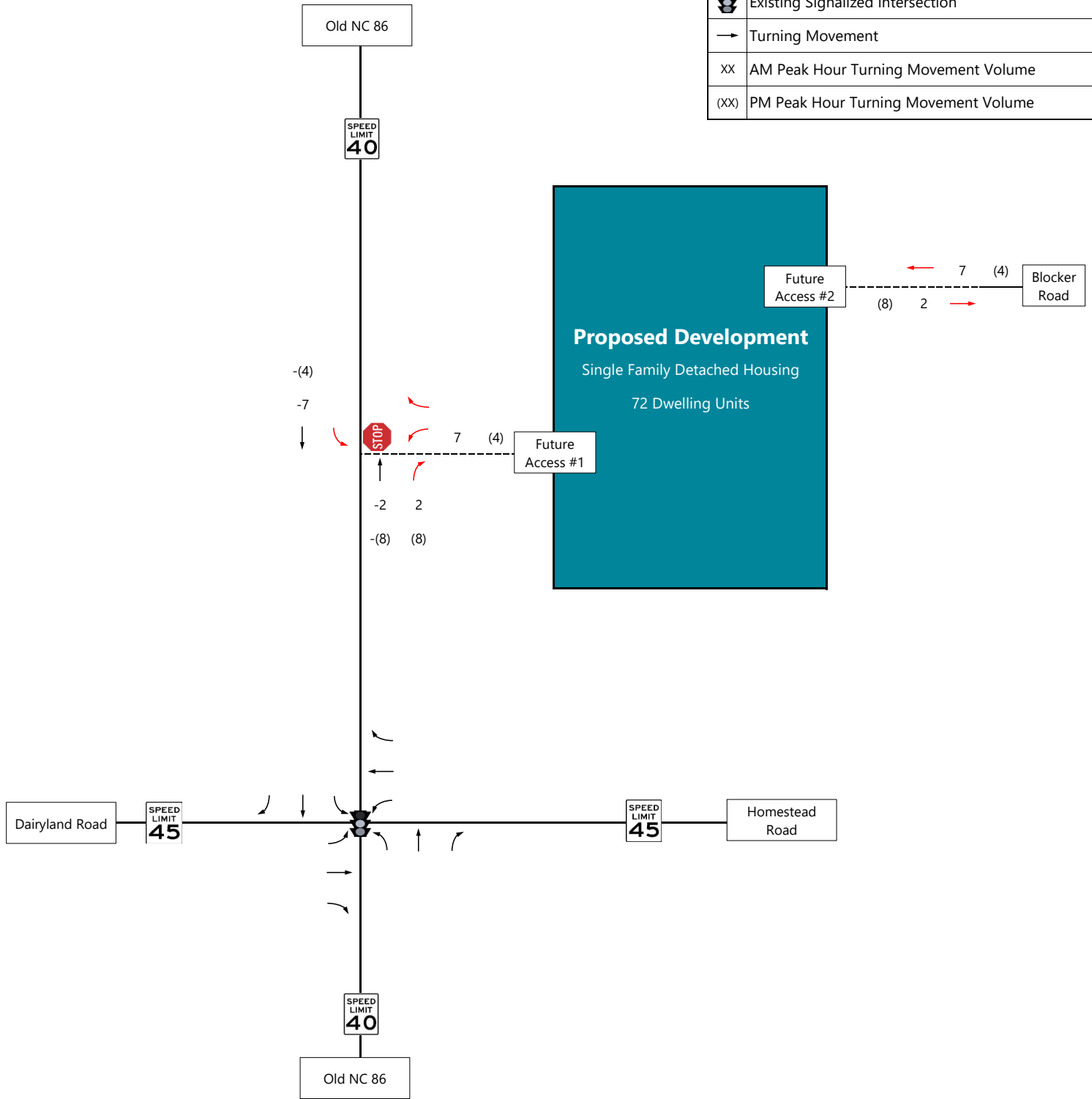


Figure 7
Rerouted Trips from Lake Hogan Farms

Hogan Ridge Subdivision
Carrboro, NC

Attachment D

| LEGEND | |
|--------|--------------------------------------|
| — | Existing Roadway |
| -- | Future Roadway |
| | Future Stop Controlled Approach |
| | Existing Signalized Intersection |
| → | Turning Movement |
| XX | AM Peak Hour Turning Movement Volume |
| (XX) | PM Peak Hour Turning Movement Volume |

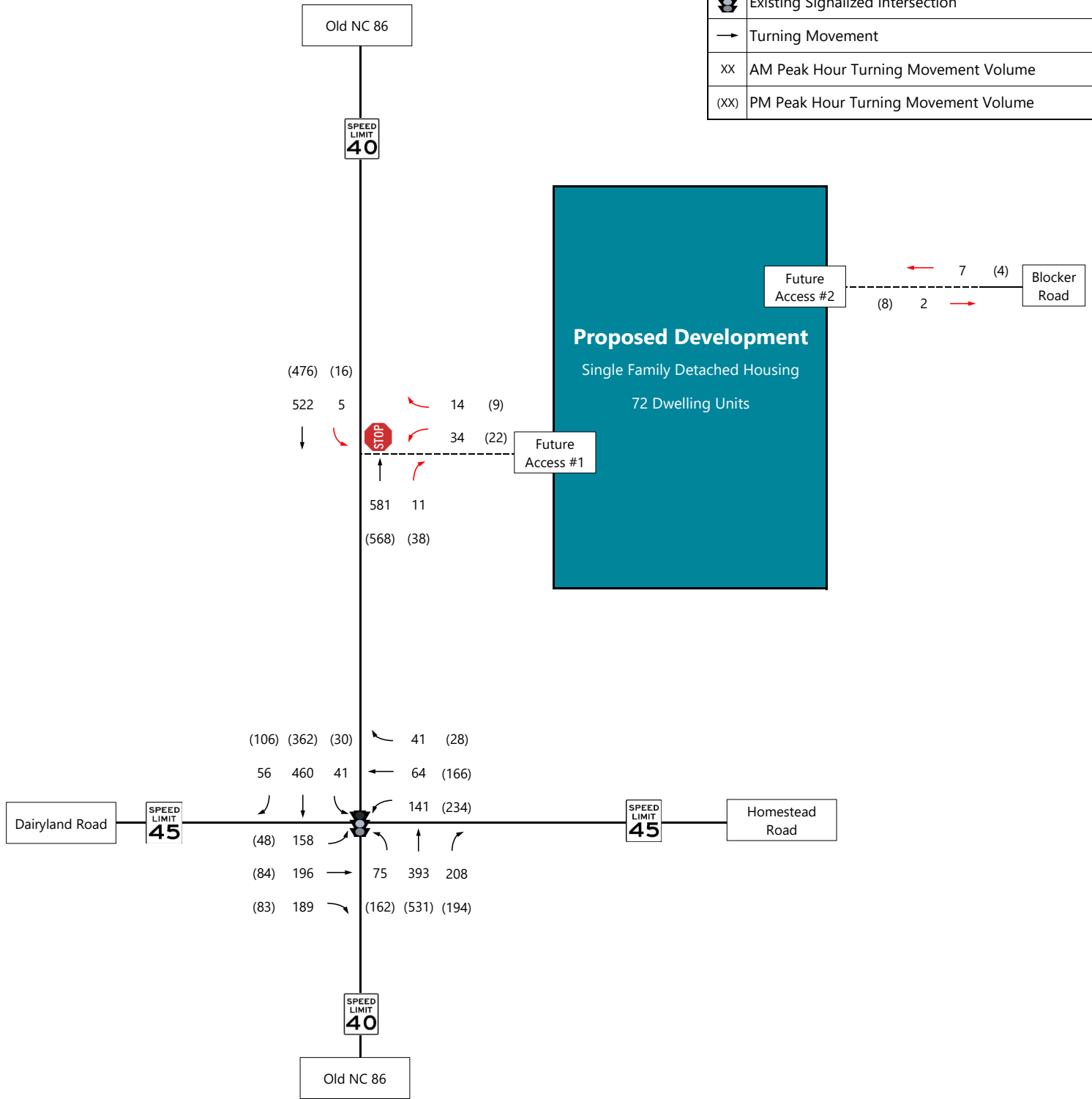


Figure 8
Build (2024) AM and PM Peak Hour Turning Movement Volumes

Hogan Ridge Subdivision
Carrboro, NC

Policy On Street And Driveway Access to North Carolina Highways
July 2003

Warrant for Left and Right-Turn Lanes
AT GRADE, UNSIGNALIZED INTERSECTIONS

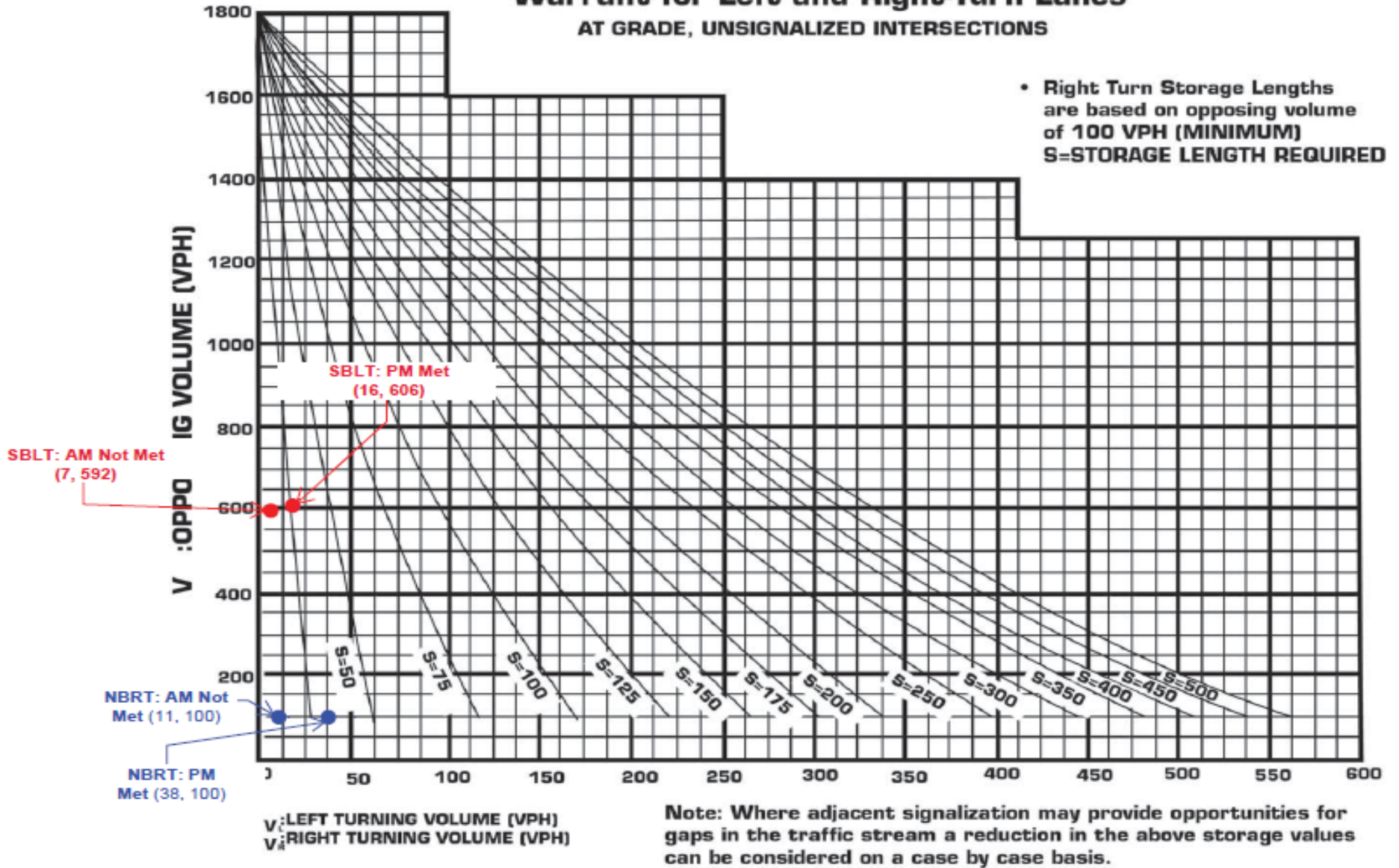




Figure 9
Build (2024) AM and PM Peak Hour Turn Lane Warrants
Old NC 86 at Site Access #1

Hogan Ridge Subdivision
Carrboro, NC

Attachment D

| LEGEND | |
|---|--------------------------------------|
| — | Existing Roadway |
| -- | Future Roadway |
|  | Future Stop Controlled Approach |
|  | Existing Signalized Intersection |
| → | Turning Movement |
| XX | AM Peak Hour Turning Movement Volume |
| (XX) | PM Peak Hour Turning Movement Volume |

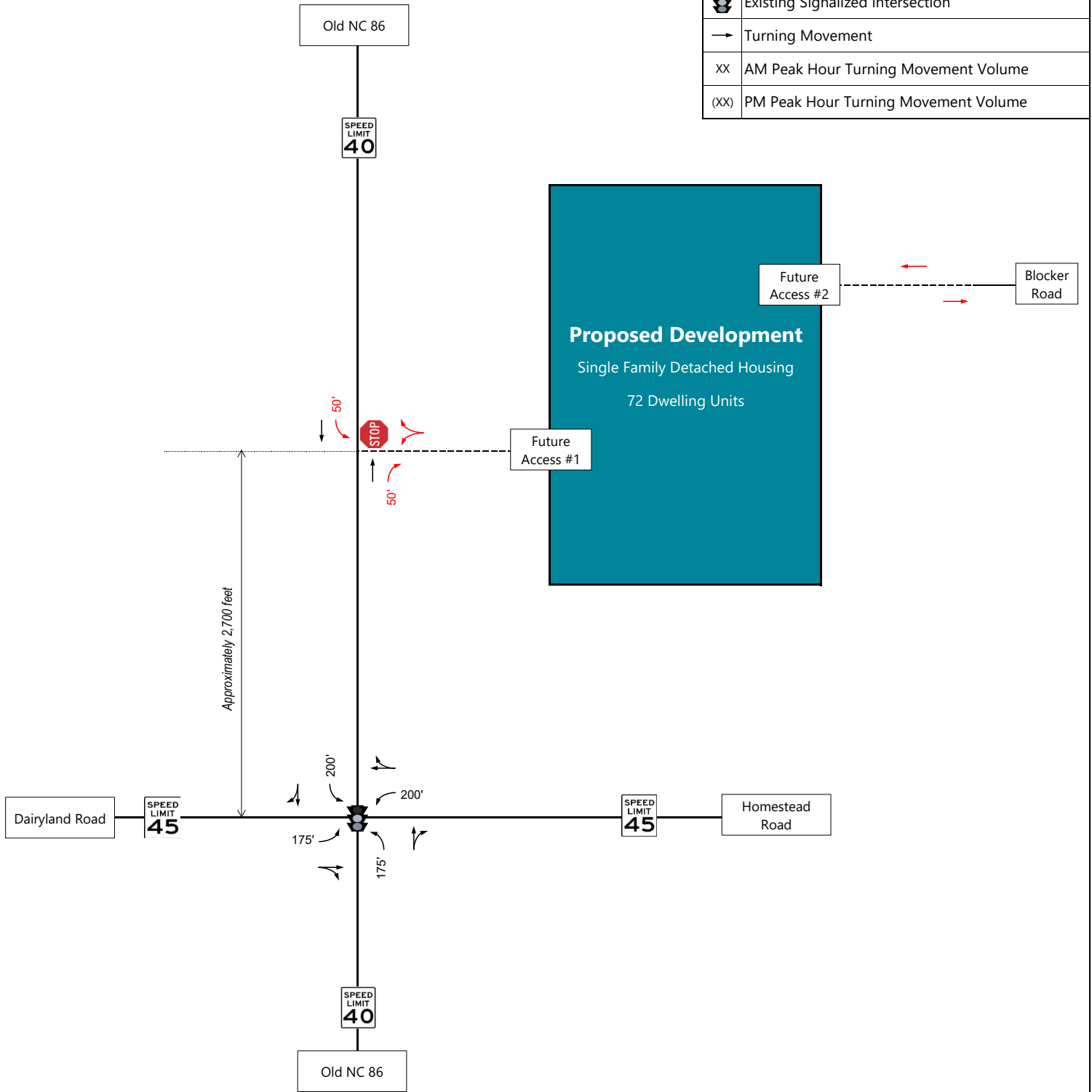


Figure 10
Future (2024) Lane Geometrics and Traffic Control

Hogan Ridge Subdivision
Carrboro, NC



Count Number: 1220
 NCDOT Division Number: 7
 County: Orange
 City: Chapel Hill
 Count Type: Turning Movement (Classification)
 13 Hour Count Volume: 14745

Attachment D

Intersection: SR-1009 Hillsborough Rd / SR-1777 Homestead Rd / SR-1104 Dairyland Rd
 Count Date: Thursday 28 February 2019
 Count Time: 0600—1900 (Weekday 13h Session)
 Weather Conditions: Cloudy, 42°F to 62°F
 Precipitation: 0.00

Counted By: Mike Chase
 Data Processor: Murray Allan
 Method Used: OmniCam 30
 Equipment Operating: Yes

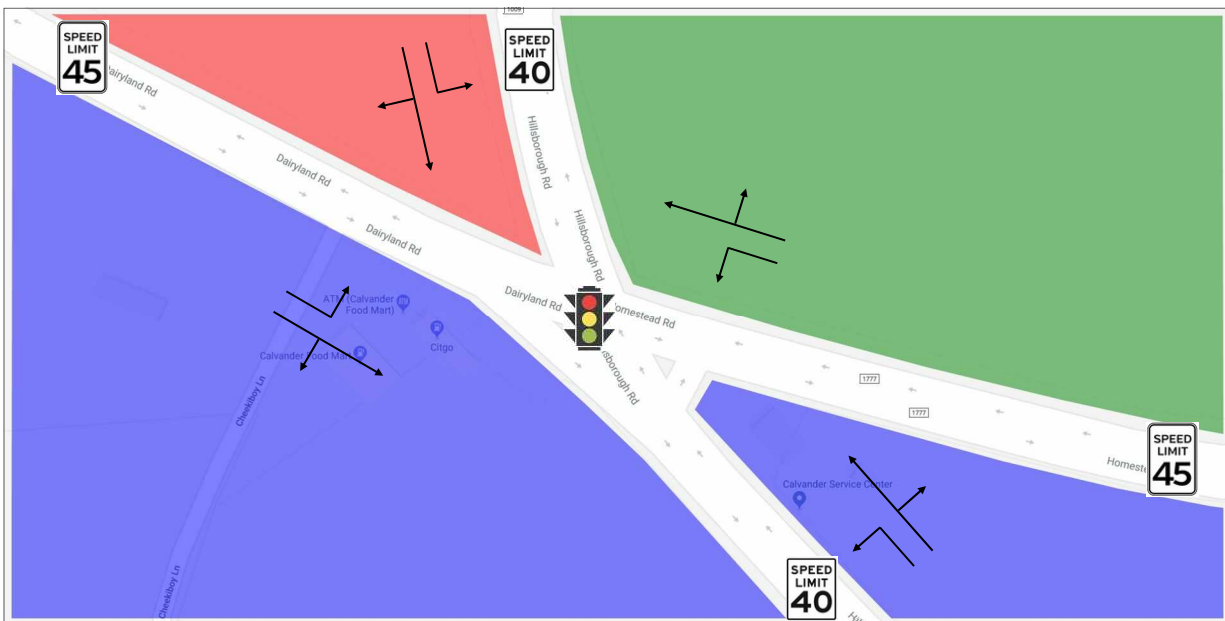
Area Lighting Present: No
 Traffic Control: Yes
 Signal Cabinet Number: 07-1013

Pedestrians Counted: Yes
 Disabled Pedestrians: No

School In Session: Yes

Construction: No
 Traffic Flow Disruption: No
 Classes 11-13 Observed: No

| Approach | Stop Sign Within 300ft | Signal Within 300ft | Railroad Within 300ft |
|----------|------------------------|---------------------|-----------------------|
| North | - | - | - |
| East | - | - | - |
| South | - | - | - |
| West | - | - | - |



| | | | | |
|------------|-------------|------------|------------|---------------|
| Open Space | Residential | Commercial | Industrial | Institutional |
|------------|-------------|------------|------------|---------------|



North Approach: SR-1009 Hillsborough Rd (North)

Looking From Intersection



Looking To Intersection



East Approach: SR-1777 Homestead Rd

Looking From Intersection



Looking To Intersection



South Approach: SR-1009 Hillsborough Rd (South)

Looking From Intersection



Looking To Intersection



West Approach: SR-1104 Dairyland Rd

Looking From Intersection



Looking To Intersection





Count Number:
NCDOT Division Number:
County:
City:
Count Type:
13 Hour Count Volume:

1220
7
Orange
Chapel Hill
Turning Movement (Classification)
14745

Signal Cabinet



Attachment D

Chapel Hill, NC
Classified Turn Movement Count

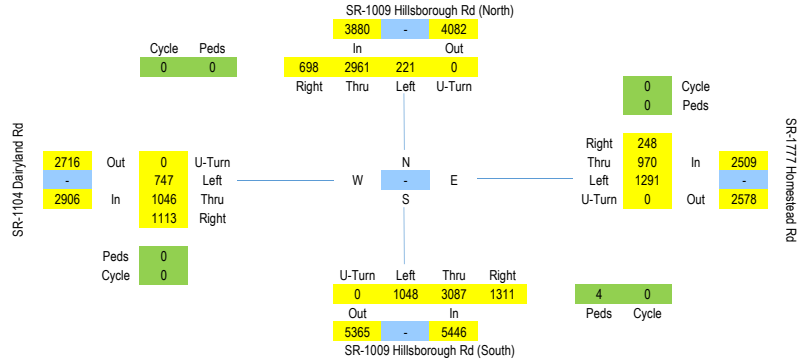
Site 1 of 1
SR-1009 Hillsborough Rd (North)
SR-1777 Homestead Rd
SR-1009 Hillsborough Rd (South)
SR-1104 Dairyland Rd

Lat/Long
35.942743°, -79.109436°

Date
Thursday 28 February 2019

Weather
Cloudy
Temp: 52°C

0600 – 1900 (Weekday 13h Session)
Classification: ALL



| TIME | Southbound SR-1009 Hillsborough Rd (North) | | | | | | Westbound SR-1777 Homestead Rd | | | | | | Northbound SR-1009 Hillsborough Rd (South) | | | | | | Eastbound SR-1104 Dairyland Rd | | | | | | Int Total | Rolling Hour |
|--------------|---|-------------|-------------|--------------|------------|--------------|-----------------------------------|-------------|-------------|--------------|------------|--------------|---|--------------|--------------|---------------|------------|--------------|-----------------------------------|--------------|--------------|---------------|------------|--------------|--------------|-----------------|
| | U-Turn 1.1 | Left 1.2 | Thru 1.3 | Right 1.4 | Peds 1a | App Total | U-Turn 1.5 | Left 1.6 | Thru 1.7 | Right 1.8 | Peds 1b | App Total | U-Turn 1.9 | Left 1.10 | Thru 1.11 | Right 1.12 | Peds 1c | App Total | U-Turn 1.13 | Left 1.14 | Thru 1.15 | Right 1.16 | Peds 1d | App Total | | |
| 0600 - 0615 | 0 | 0 | 19 | 1 | 0 | 20 | 0 | 5 | 1 | 0 | 0 | 6 | 0 | 0 | 8 | 5 | 0 | 13 | 0 | 7 | 6 | 10 | 0 | 23 | 62 | 448 |
| 0615 - 0630 | 0 | 1 | 18 | 0 | 0 | 19 | 0 | 9 | 2 | 4 | 0 | 15 | 0 | 0 | 22 | 4 | 0 | 26 | 0 | 9 | 9 | 10 | 0 | 28 | 88 | 627 |
| 0630 - 0645 | 0 | 1 | 31 | 4 | 0 | 36 | 0 | 11 | 4 | 2 | 0 | 17 | 0 | 1 | 29 | 5 | 0 | 35 | 0 | 20 | 12 | 13 | 0 | 45 | 133 | 886 |
| 0645 - 0700 | 0 | 3 | 48 | 10 | 0 | 61 | 0 | 18 | 5 | 1 | 0 | 24 | 0 | 3 | 27 | 4 | 0 | 34 | 0 | 17 | 11 | 18 | 0 | 46 | 165 | 1194 |
| Hourly Total | 0 | 5 | 116 | 15 | 0 | 136 | 0 | 43 | 12 | 7 | 0 | 62 | 0 | 4 | 86 | 18 | 0 | 108 | 0 | 53 | 38 | 51 | 0 | 142 | 448 | - |
| 0700 - 0715 | 0 | 2 | 70 | 9 | 0 | 81 | 0 | 15 | 5 | 6 | 0 | 26 | 0 | 3 | 45 | 12 | 2 | 62 | 0 | 26 | 21 | 27 | 0 | 74 | 243 | 1510 |
| 0715 - 0730 | 0 | 5 | 91 | 6 | 0 | 102 | 0 | 30 | 3 | 11 | 0 | 44 | 0 | 11 | 62 | 20 | 0 | 93 | 0 | 33 | 28 | 47 | 0 | 108 | 347 | 1720 |
| 0730 - 0745 | 0 | 10 | 84 | 21 | 0 | 115 | 0 | 44 | 11 | 11 | 0 | 66 | 0 | 12 | 96 | 29 | 1 | 138 | 0 | 24 | 46 | 53 | 0 | 123 | 442 | 1842 |
| 0745 - 0800 | 0 | 12 | 126 | 13 | 0 | 151 | 0 | 25 | 15 | 7 | 0 | 47 | 0 | 19 | 97 | 41 | 0 | 157 | 0 | 41 | 35 | 50 | 0 | 126 | 481 | 1786 |
| Hourly Total | 0 | 29 | 371 | 49 | 0 | 449 | 0 | 114 | 34 | 35 | 0 | 183 | 0 | 45 | 300 | 102 | 3 | 450 | 0 | 124 | 130 | 177 | 0 | 431 | 1513 | - |
| 0800 - 0815 | 0 | 6 | 104 | 7 | 0 | 117 | 0 | 30 | 11 | 9 | 0 | 50 | 0 | 20 | 83 | 55 | 0 | 158 | 0 | 44 | 48 | 34 | 0 | 126 | 451 | 1653 |
| 0815 - 0830 | 0 | 6 | 93 | 9 | 0 | 108 | 0 | 32 | 22 | 10 | 0 | 64 | 0 | 19 | 83 | 68 | 0 | 170 | 0 | 36 | 53 | 38 | 0 | 127 | 469 | 1477 |
| 0830 - 0845 | 0 | 4 | 77 | 13 | 0 | 94 | 0 | 52 | 22 | 13 | 0 | 87 | 0 | 12 | 72 | 32 | 0 | 116 | 0 | 30 | 25 | 33 | 0 | 88 | 385 | 1259 |
| 0845 - 0900 | 0 | 4 | 97 | 14 | 0 | 115 | 0 | 33 | 14 | 6 | 0 | 53 | 0 | 19 | 56 | 25 | 0 | 100 | 0 | 17 | 28 | 35 | 0 | 80 | 348 | 1112 |
| Hourly Total | 0 | 20 | 371 | 43 | 0 | 434 | 0 | 147 | 69 | 38 | 0 | 254 | 0 | 70 | 294 | 180 | 0 | 544 | 0 | 127 | 154 | 140 | 0 | 421 | 1653 | - |
| 0900 - 0915 | 0 | 5 | 66 | 9 | 0 | 80 | 0 | 14 | 14 | 6 | 0 | 34 | 0 | 21 | 44 | 24 | 0 | 89 | 0 | 12 | 33 | 27 | 0 | 72 | 275 | 977 |
| 0915 - 0930 | 0 | 3 | 44 | 16 | 0 | 63 | 0 | 17 | 11 | 5 | 0 | 33 | 0 | 16 | 48 | 19 | 0 | 83 | 0 | 18 | 33 | 21 | 0 | 72 | 251 | 887 |
| 0930 - 0945 | 0 | 2 | 52 | 12 | 0 | 66 | 0 | 20 | 9 | 2 | 0 | 31 | 0 | 15 | 55 | 20 | 0 | 90 | 0 | 11 | 22 | 18 | 0 | 51 | 238 | 821 |
| 0945 - 1000 | 0 | 1 | 48 | 9 | 0 | 58 | 0 | 21 | 13 | 4 | 0 | 38 | 0 | 13 | 35 | 18 | 0 | 66 | 0 | 17 | 15 | 19 | 0 | 51 | 213 | 792 |
| Hourly Total | 0 | 11 | 210 | 46 | 0 | 267 | 0 | 72 | 47 | 17 | 0 | 136 | 0 | 65 | 182 | 81 | 0 | 328 | 0 | 58 | 103 | 85 | 0 | 246 | 977 | - |
| 1000 - 1015 | 0 | 3 | 30 | 15 | 0 | 48 | 0 | 20 | 13 | 8 | 0 | 41 | 0 | 10 | 28 | 18 | 0 | 56 | 0 | 11 | 14 | 15 | 0 | 40 | 185 | 802 |
| 1015 - 1030 | 0 | 3 | 40 | 9 | 0 | 52 | 0 | 17 | 12 | 5 | 0 | 34 | 0 | 17 | 41 | 10 | 0 | 68 | 0 | 11 | 10 | 10 | 0 | 31 | 185 | 811 |
| 1030 - 1045 | 0 | 1 | 38 | 10 | 0 | 49 | 0 | 16 | 9 | 7 | 0 | 32 | 0 | 22 | 41 | 12 | 0 | 75 | 0 | 8 | 16 | 29 | 0 | 53 | 209 | 833 |
| 1045 - 1100 | 0 | 4 | 43 | 12 | 0 | 59 | 0 | 15 | 18 | 1 | 0 | 34 | 0 | 19 | 40 | 18 | 0 | 77 | 0 | 9 | 27 | 17 | 0 | 53 | 223 | 842 |
| Hourly Total | 0 | 11 | 151 | 46 | 0 | 208 | 0 | 68 | 52 | 21 | 0 | 141 | 0 | 68 | 150 | 58 | 0 | 276 | 0 | 39 | 67 | 71 | 0 | 177 | 802 | - |
| 1100 - 1115 | 0 | 1 | 25 | 7 | 0 | 33 | 0 | 24 | 11 | 2 | 0 | 37 | 0 | 17 | 47 | 16 | 0 | 80 | 0 | 8 | 15 | 21 | 0 | 44 | 194 | 866 |
| 1115 - 1130 | 0 | 1 | 35 | 6 | 0 | 42 | 0 | 12 | 18 | 1 | 0 | 31 | 0 | 22 | 45 | 21 | 0 | 88 | 0 | 14 | 16 | 16 | 0 | 46 | 207 | 875 |
| 1130 - 1145 | 0 | 1 | 37 | 11 | 0 | 49 | 0 | 18 | 17 | 5 | 0 | 40 | 0 | 16 | 41 | 20 | 0 | 77 | 0 | 14 | 11 | 27 | 0 | 52 | 218 | 899 |
| 1145 - 1200 | 0 | 8 | 49 | 11 | 0 | 68 | 0 | 15 | 22 | 2 | 0 | 39 | 0 | 21 | 40 | 24 | 0 | 85 | 0 | 14 | 19 | 22 | 0 | 55 | 247 | 910 |
| Hourly Total | 0 | 11 | 146 | 35 | 0 | 192 | 0 | 69 | 68 | 10 | 0 | 147 | 0 | 76 | 173 | 81 | 0 | 330 | 0 | 50 | 61 | 86 | 0 | 197 | 866 | - |
| 1200 - 1215 | 0 | 4 | 38 | 15 | 0 | 57 | 0 | 15 | 15 | 0 | 0 | 30 | 0 | 14 | 46 | 20 | 0 | 80 | 0 | 5 | 18 | 13 | 0 | 36 | 203 | 895 |
| 1215 - 1230 | 0 | 4 | 38 | 8 | 0 | 50 | 0 | 19 | 15 | 1 | 0 | 35 | 0 | 23 | 44 | 24 | 0 | 91 | 0 | 12 | 25 | 18 | 0 | 55 | 231 | 938 |
| 1230 - 1245 | 0 | 3 | 38 | 12 | 0 | 53 | 0 | 18 | 16 | 11 | 0 | 45 | 0 | 14 | 54 | 28 | 0 | 96 | 0 | 5 | 13 | 17 | 0 | 35 | 229 | 951 |
| 1245 - 1300 | 0 | 3 | 55 | 5 | 0 | 63 | 0 | 9 | 15 | 4 | 0 | 28 | 0 | 19 | 43 | 32 | 1 | 95 | 0 | 11 | 15 | 21 | 0 | 47 | 233 | 933 |
| Hourly Total | 0 | 14 | 169 | 40 | 0 | 223 | 0 | 61 | 61 | 16 | 0 | 138 | 0 | 70 | 187 | 104 | 1 | 362 | 0 | 33 | 71 | 69 | 0 | 173 | 896 | - |
| 1300 - 1315 | 0 | 8 | 43 | 17 | 0 | 68 | 0 | 19 | 16 | 1 | 0 | 36 | 0 | 23 | 47 | 21 | 0 | 91 | 0 | 8 | 24 | 19 | 0 | 51 | 246 | 926 |
| 1315 - 1330 | 0 | 1 | 39 | 14 | 0 | 54 | 0 | 19 | 29 | 2 | 0 | 50 | 0 | 25 | 41 | 22 | 0 | 88 | 0 | 6 | 21 | 25 | 0 | 52 | 244 | 920 |
| 1330 - 1345 | 0 | 2 | 41 | 9 | 0 | 52 | 0 | 25 | 18 | 1 | 0 | 44 | 0 | 12 | 42 | 16 | 0 | 70 | 0 | 10 | 13 | 22 | 0 | 45 | 211 | 920 |
| 1345 - 1400 | 0 | 4 | 43 | 8 | 0 | 55 | 0 | 18 | 26 | 1 | 0 | 45 | 0 | 17 | 49 | 19 | 0 | 85 | 0 | 11 | 20 | 9 | 0 | 40 | 225 | 989 |
| Hourly Total | 0 | 15 | 166 | 48 | 0 | 229 | 0 | 81 | 89 | 5 | 0 | 175 | 0 | 77 | 179 | 78 | 0 | 334 | 0 | 35 | 78 | 75 | 0 | 188 | 926 | - |
| 1400 - 1415 | 0 | 2 | 44 | 15 | 0 | 61 | 0 | 20 | 19 | 5 | 0 | 44 | 0 | 21 | 42 | 14 | 0 | 77 | 0 | 18 | 19 | 21 | 0 | 58 | 240 | 1052 |
| 1415 - 1430 | 0 | 1 | 55 | 12 | 0 | 68 | 0 | 31 | 21 | 4 | 0 | 56 | 0 | 8 | 49 | 14 | 0 | 71 | 0 | 18 | 15 | 16 | 0 | 49 | 244 | 1075 |
| 1430 - 1445 | 0 | 6 | 39 | 22 | 0 | 67 | 0 | 20 | 12 | 7 | 0 | 39 | 0 | 25 | 74 | 32 | 0 | 131 | 0 | 10 | 20 | 13 | 0 | 43 | 280 | 1153 |
| 1445 - 1500 | 0 | 7 | 54 | 10 | 0 | 71 | 0 | 15 | 16 | 3 | 0 | 34 | 0 | 28 | 63 | 35 | 0 | 126 | 0 | 17 | 17 | 23 | 0 | 57 | 288 | 1210 |
| Hourly Total | 0 | 16 | 192 | 59 | 0 | 267 | 0 | 86 | 68 | 19 | 0 | 173 | 0 | 82 | 228 | 95 | 0 | 405 | 0 | 63 | 71 | 73 | 0 | 207 | 1052 | - |
| 1500 - 1515 | 0 | 4 | 53 | 16 | 0 | 73 | 0 | 25 | 19 | 1 | 0 | 45 | 0 | 25 | 64 | 17 | 0 | 106 | 0 | 7 | 16 | 16 | 0 | 39 | 263 | 1208 |
| 1515 - 1530 | 0 | 3 | 57 | 14 | 0 | 74 | 0 | 22 | 27 | 4 | 0 | 53 | 0 | 42 | 70 | 29 | 0 | 141 | 0 | 15 | 20 | 19 | 0 | 54 | 322 | 1290 |
| 1530 - 1545 | 0 | 6 | 64 | 28 | 0 | 98 | 0 | 23 | 16 | 4 | 0 | 43 | 0 | 28 | 88 | 23 | 0 | 139 | 0 | 11 | 25 | 21 | 0 | 57 | 337 | 1332 |
| 1545 - 1600 | 0 | 2 | 61 | 21 | 0 | 84 | 0 | 20 | 22 | 4 | 0 | 46 | 0 | 27 | 58 | 31 | 0 | 116 | 0 | 9 | 18 | 13 | 0 | 40 | 286 | 1393 |
| Hourly Total | 0 | 15 | 235 | 79 | 0 | 329 | 0 | 90 | 84 | 13 | 0 | 187 | 0 | 122 | 280 | 100 | 0 | 502 | 0 | 42 | 79 | 69 | 0 | 190 | 1208 | - |
| 1600 - 1615 | 0 | 2 | 60 | 16 | 0 | 78 | 0 | 48 | 48 | 9 | 0 | 105 | 0 | 32 | 72 | 20 | 0 | 124 | 0 | 6 | 17 | 15 | 0 | 38 | 345 | 1498 |
| 1615 - 1630 | 0 | 9 | 59 | 23 | 0 | 91 | 0 | 32 | 38 | 3 | 0 | 73 | 0 | 28 | 82 | 41 | 0 | 151 | 0 | 9 | 19 | 21 | 0 | 49 | 364 | 1601 |
| 1630 - 1645 | 0 | 6 | 75 | 22 | 0 | 103 | 0 | 31 | 32 | 10 | 0 | 73 | 0 | 30 | 92 | 40 | 0 | 162 | 0 | 12 | 25 | 23 | 0 | 60 | 398 | 1694 |
| 1645 - 1700 | 0 | 8 | 91 | 27 | 0 | 126 | 0 | 36 | 34 | 3 | 0 | 73 | 0 | 33 | 80 | 31 | 0 | 144 | 0 | 16 | 15 | 17 | 0 | 48 | 391 | 1770 |
| Hourly Total | 0 | 25 | 285 | 88 | 0 | 398 | 0 | 147 | 152 | 25 | 0 | 324 | 0 | 123 | 326 | 132 | 0 | 581 | 0 | 43 | 76 | 76 | 0 | 195 | 1498 | - |
| 1700 - 1715 | 0 | 1 | 82 | 28 | 0 | 111 | 0 | 61 | 32 | 1 | 0 | 94 | 0 | 45 | 115 | 45 | 0 | 205 | 0 | 6 | 15 | 17 | 0 | 38 | 448 | 1837 |
| 1715 - 1730 | 0 | 7 | 84 | 22 | 0 | 113 | 0 | 53 | 47 | 11 | 0 | 111 | 0 | 31 | 110 | 42 | 0 | 183 | 0 | 9 | 21 | 20 | 0 | 50 | 457 | 1733 |
| 1730 - 1745 | 0 | 12 | 85 | 24 | 0 | 121 | 0 | 50 | 39 | 3 | 0 | 92 | 0 | 34 | 128 | 39 | 0 | 201 | 0 | 12 | 25 | 23 | 0 | 60 | 474 | 1567 |
| 1745 - 1800 | 0 | 5 | 72 | 24 | 0 | 101</ | | | | | | | | | | | | | | | | | | | | |

Attachment D

| | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|------|-------|-------|-------|---|-------|------|-------|-------|-------|---|-------|------|-------|-------|-------|---|-------|------|-------|-------|-------|---|-------|
| PV (%) | 0.00 | 96.83 | 96.76 | 93.84 | - | 96.24 | 0.00 | 93.49 | 87.11 | 95.97 | - | 91.27 | 0.00 | 89.98 | 96.89 | 94.81 | - | 95.06 | 0.00 | 95.18 | 90.15 | 91.37 | - | 91.91 |
| DUALS (%) | 0.00 | 3.17 | 3.01 | 5.44 | - | 3.45 | 0.00 | 6.43 | 12.89 | 4.03 | - | 8.69 | 0.00 | 9.64 | 2.95 | 4.96 | - | 4.72 | 0.00 | 4.69 | 9.85 | 8.63 | - | 8.05 |
| TTST (%) | 0.00 | 0.00 | 0.24 | 0.72 | - | 0.31 | 0.00 | 0.08 | 0.00 | 0.00 | - | 0.04 | 0.00 | 0.38 | 0.16 | 0.23 | - | 0.22 | 0.00 | 0.13 | 0.00 | 0.00 | - | 0.03 |
| TWINS (%) | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 |

Attachment D

Chapel Hill, NC
Classified Turn Movement Count

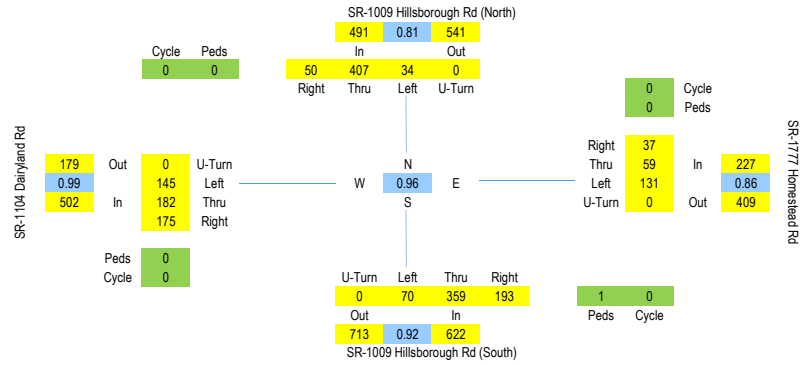
Site 1 of 1
SR-1009 Hillsborough Rd (North)
SR-1777 Homestead Rd
SR-1009 Hillsborough Rd (South)
SR-1104 Dairyland Rd

Lat/Long
35.942743°, -79.109436°

Date
Thursday 28 February 2019

Weather
Cloudy
Temp: 52°C

0600 – 1200 (Weekday AM Peak)
Classification: ALL



| TIME | Southbound SR-1009 Hillsborough Rd (North) | | | | | | Westbound SR-1777 Homestead Rd | | | | | | Northbound SR-1009 Hillsborough Rd (South) | | | | | | Eastbound SR-1104 Dairyland Rd | | | | | | Int Total | Rolling Hour | |
|--------------|---|----------|----------|-----------|---------|-----------|-----------------------------------|----------|----------|-----------|---------|-----------|---|-----------|-----------|------------|---------|-----------|-----------------------------------|-----------|-----------|------------|---------|-----------|-----------|--------------|-----|
| | U-Turn 1.1 | Left 1.2 | Thru 1.3 | Right 1.4 | Peds 1a | App Total | U-Turn 1.5 | Left 1.6 | Thru 1.7 | Right 1.8 | Peds 1b | App Total | U-Turn 1.9 | Left 1.10 | Thru 1.11 | Right 1.12 | Peds 1c | App Total | U-Turn 1.13 | Left 1.14 | Thru 1.15 | Right 1.16 | Peds 1d | App Total | | | |
| 0600 - 0615 | 0 | 0 | 19 | 1 | 0 | 20 | 0 | 5 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 8 | 5 | 0 | 13 | 0 | 7 | 6 | 10 | 0 | 23 | 62 | 448 |
| 0615 - 0630 | 0 | 1 | 18 | 0 | 0 | 19 | 0 | 9 | 2 | 4 | 0 | 15 | 0 | 0 | 22 | 4 | 0 | 26 | 0 | 9 | 9 | 10 | 0 | 28 | 88 | 627 | |
| 0630 - 0645 | 0 | 1 | 31 | 4 | 0 | 36 | 0 | 11 | 4 | 2 | 0 | 17 | 0 | 1 | 29 | 5 | 0 | 35 | 0 | 20 | 12 | 13 | 0 | 45 | 133 | 886 | |
| 0645 - 0700 | 0 | 3 | 48 | 10 | 0 | 61 | 0 | 18 | 5 | 1 | 0 | 24 | 0 | 3 | 27 | 4 | 0 | 34 | 0 | 17 | 11 | 18 | 0 | 46 | 165 | 1194 | |
| Hourly Total | 0 | 5 | 116 | 15 | 0 | 136 | 0 | 43 | 12 | 7 | 0 | 62 | 0 | 4 | 86 | 18 | 0 | 108 | 0 | 53 | 38 | 51 | 0 | 142 | 448 | - | |
| 0700 - 0715 | 0 | 2 | 70 | 9 | 0 | 81 | 0 | 15 | 5 | 6 | 0 | 26 | 0 | 3 | 45 | 12 | 2 | 62 | 0 | 26 | 21 | 27 | 0 | 74 | 243 | 1510 | |
| 0715 - 0730 | 0 | 5 | 91 | 6 | 0 | 102 | 0 | 30 | 3 | 11 | 0 | 44 | 0 | 11 | 62 | 20 | 0 | 93 | 0 | 33 | 28 | 47 | 0 | 108 | 347 | 1720 | |
| 0730 - 0745 | 0 | 10 | 84 | 21 | 0 | 115 | 0 | 44 | 11 | 11 | 0 | 66 | 0 | 12 | 96 | 29 | 1 | 138 | 0 | 24 | 46 | 53 | 0 | 123 | 442 | 1842 | |
| 0745 - 0800 | 0 | 12 | 126 | 13 | 0 | 151 | 0 | 25 | 15 | 7 | 0 | 47 | 0 | 19 | 97 | 41 | 0 | 157 | 0 | 41 | 35 | 50 | 0 | 126 | 481 | 1786 | |
| Hourly Total | 0 | 29 | 371 | 49 | 0 | 449 | 0 | 114 | 34 | 35 | 0 | 183 | 0 | 45 | 300 | 102 | 3 | 450 | 0 | 124 | 130 | 177 | 0 | 431 | 1513 | - | |
| 0800 - 0815 | 0 | 6 | 104 | 7 | 0 | 117 | 0 | 30 | 11 | 9 | 0 | 50 | 0 | 20 | 83 | 55 | 0 | 158 | 0 | 44 | 48 | 34 | 0 | 126 | 451 | 1653 | |
| 0815 - 0830 | 0 | 6 | 93 | 9 | 0 | 108 | 0 | 32 | 22 | 10 | 0 | 64 | 0 | 19 | 83 | 68 | 0 | 170 | 0 | 36 | 53 | 38 | 0 | 127 | 469 | 1477 | |
| 0830 - 0845 | 0 | 4 | 77 | 13 | 0 | 94 | 0 | 52 | 22 | 13 | 0 | 87 | 0 | 12 | 72 | 32 | 0 | 116 | 0 | 30 | 25 | 33 | 0 | 88 | 385 | 1259 | |
| 0845 - 0900 | 0 | 4 | 97 | 14 | 0 | 115 | 0 | 33 | 14 | 6 | 0 | 53 | 0 | 19 | 56 | 25 | 0 | 100 | 0 | 17 | 28 | 35 | 0 | 80 | 348 | 1112 | |
| Hourly Total | 0 | 20 | 371 | 43 | 0 | 434 | 0 | 147 | 69 | 38 | 0 | 254 | 0 | 70 | 294 | 180 | 0 | 544 | 0 | 127 | 154 | 140 | 0 | 421 | 1653 | - | |
| 0900 - 0915 | 0 | 5 | 66 | 9 | 0 | 80 | 0 | 14 | 14 | 6 | 0 | 34 | 0 | 21 | 44 | 24 | 0 | 89 | 0 | 12 | 33 | 27 | 0 | 72 | 275 | 977 | |
| 0915 - 0930 | 0 | 3 | 44 | 16 | 0 | 63 | 0 | 17 | 11 | 5 | 0 | 33 | 0 | 16 | 48 | 19 | 0 | 83 | 0 | 18 | 33 | 21 | 0 | 72 | 251 | 887 | |
| 0930 - 0945 | 0 | 2 | 52 | 12 | 0 | 66 | 0 | 20 | 9 | 2 | 0 | 31 | 0 | 15 | 55 | 20 | 0 | 90 | 0 | 11 | 22 | 18 | 0 | 51 | 238 | 821 | |
| 0945 - 1000 | 0 | 1 | 48 | 9 | 0 | 58 | 0 | 21 | 13 | 4 | 0 | 38 | 0 | 13 | 35 | 18 | 0 | 66 | 0 | 17 | 15 | 19 | 0 | 51 | 213 | 792 | |
| Hourly Total | 0 | 11 | 210 | 46 | 0 | 267 | 0 | 72 | 47 | 17 | 0 | 136 | 0 | 65 | 182 | 81 | 0 | 328 | 0 | 58 | 103 | 85 | 0 | 246 | 977 | - | |
| 1000 - 1015 | 0 | 3 | 30 | 15 | 0 | 48 | 0 | 20 | 13 | 8 | 0 | 41 | 0 | 10 | 28 | 18 | 0 | 56 | 0 | 11 | 14 | 15 | 0 | 40 | 185 | 802 | |
| 1015 - 1030 | 0 | 3 | 40 | 9 | 0 | 52 | 0 | 17 | 12 | 5 | 0 | 34 | 0 | 17 | 41 | 10 | 0 | 68 | 0 | 11 | 10 | 10 | 0 | 31 | 185 | 811 | |
| 1030 - 1045 | 0 | 1 | 38 | 10 | 0 | 49 | 0 | 16 | 9 | 7 | 0 | 32 | 0 | 22 | 41 | 12 | 0 | 75 | 0 | 8 | 16 | 29 | 0 | 53 | 209 | 833 | |
| 1045 - 1100 | 0 | 4 | 43 | 12 | 0 | 59 | 0 | 15 | 18 | 1 | 0 | 34 | 0 | 19 | 40 | 18 | 0 | 77 | 0 | 9 | 27 | 17 | 0 | 53 | 223 | 842 | |
| Hourly Total | 0 | 11 | 151 | 46 | 0 | 208 | 0 | 68 | 52 | 21 | 0 | 141 | 0 | 68 | 150 | 58 | 0 | 276 | 0 | 39 | 67 | 71 | 0 | 177 | 802 | - | |
| 1100 - 1115 | 0 | 1 | 25 | 7 | 0 | 33 | 0 | 24 | 11 | 2 | 0 | 37 | 0 | 17 | 47 | 16 | 0 | 80 | 0 | 8 | 15 | 21 | 0 | 44 | 194 | 866 | |
| 1115 - 1130 | 0 | 1 | 35 | 6 | 0 | 42 | 0 | 12 | 18 | 1 | 0 | 31 | 0 | 22 | 45 | 21 | 0 | 88 | 0 | 14 | 16 | 16 | 0 | 46 | 207 | 672 | |
| 1130 - 1145 | 0 | 1 | 37 | 11 | 0 | 49 | 0 | 18 | 17 | 5 | 0 | 40 | 0 | 16 | 41 | 20 | 0 | 77 | 0 | 14 | 11 | 27 | 0 | 52 | 218 | 465 | |
| 1145 - 1200 | 0 | 8 | 49 | 11 | 0 | 68 | 0 | 15 | 22 | 2 | 0 | 39 | 0 | 21 | 40 | 24 | 0 | 85 | 0 | 14 | 19 | 22 | 0 | 55 | 247 | 247 | |
| Hourly Total | 0 | 11 | 146 | 35 | 0 | 192 | 0 | 69 | 68 | 10 | 0 | 147 | 0 | 76 | 173 | 81 | 0 | 330 | 0 | 50 | 61 | 86 | 0 | 197 | 866 | - | |
| Grand Total | 0 | 87 | 1365 | 234 | 0 | 1686 | 0 | 513 | 282 | 128 | 0 | 923 | 0 | 328 | 1185 | 520 | 3 | 2036 | 0 | 451 | 553 | 610 | 0 | 1614 | 6259 | - | |
| Approach (%) | 0.00 | 5.16 | 80.96 | 13.88 | 0.00 | | 0.00 | 55.58 | 30.55 | 13.87 | 0.00 | | 0.00 | 16.11 | 58.20 | 25.54 | 0.15 | | 0.00 | 27.94 | 34.26 | 37.79 | 0.00 | | | | |
| Total (%) | 0.00 | 1.39 | 21.81 | 3.74 | 0.00 | 26.94 | 0.00 | 8.20 | 4.51 | 2.05 | 0.00 | 14.75 | 0.00 | 5.24 | 18.93 | 8.31 | 0.05 | 32.53 | 0.00 | 7.21 | 8.84 | 9.75 | 0.00 | 25.79 | | | |
| PV | 0 | 85 | 1306 | 206 | - | 1597 | 0 | 474 | 224 | 121 | - | 819 | 0 | 272 | 1145 | 496 | - | 1913 | 0 | 427 | 500 | 559 | - | 1486 | | | |
| DUALS | 0 | 2 | 55 | 25 | - | 82 | 0 | 38 | 58 | 7 | - | 103 | 0 | 52 | 38 | 22 | - | 112 | 0 | 23 | 53 | 51 | - | 127 | | | |
| TTST | 0 | 0 | 4 | 3 | - | 7 | 0 | 1 | 0 | 0 | - | 1 | 0 | 4 | 2 | 2 | - | 8 | 0 | 1 | 0 | 0 | - | 1 | | | |
| TWINS | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | | | |
| PV (%) | 0.00 | 97.70 | 95.68 | 88.03 | - | 94.72 | 0.00 | 92.40 | 79.43 | 94.53 | - | 88.73 | 0.00 | 82.93 | 96.62 | 95.38 | - | 94.10 | 0.00 | 94.68 | 90.42 | 91.64 | - | 92.07 | | | |
| DUALS (%) | 0.00 | 2.30 | 4.03 | 10.68 | - | 4.86 | 0.00 | 7.41 | 20.57 | 5.47 | - | 11.16 | 0.00 | 15.85 | 3.21 | 4.23 | - | 5.51 | 0.00 | 5.10 | 9.58 | 8.36 | - | 7.87 | | | |
| TTST (%) | 0.00 | 0.00 | 0.29 | 1.28 | - | 0.42 | 0.00 | 0.19 | 0.00 | 0.00 | - | 0.11 | 0.00 | 1.22 | 0.17 | 0.38 | - | 0.39 | 0.00 | 0.22 | 0.00 | 0.00 | - | 0.06 | | | |
| TWINS (%) | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | | | |

Peak Rolling Hour Flow Rates
Classification: ALL

| TIME | Southbound SR-1009 Hillsborough Rd (North) | | | | | | Westbound SR-1777 Homestead Rd | | | | | | Northbound SR-1009 Hillsborough Rd (South) | | | | | | Eastbound SR-1104 Dairyland Rd | | | | | | Int Total | |
|--------------|---|----------|----------|-----------|---------|-----------|-----------------------------------|----------|----------|-----------|---------|-----------|---|-----------|-----------|------------|---------|-----------|-----------------------------------|-----------|-----------|------------|---------|-----------|-----------|--|
| | U-Turn 1.1 | Left 1.2 | Thru 1.3 | Right 1.4 | Peds 1a | App Total | U-Turn 1.5 | Left 1.6 | Thru 1.7 | Right 1.8 | Peds 1b | App Total | U-Turn 1.9 | Left 1.10 | Thru 1.11 | Right 1.12 | Peds 1c | App Total | U-Turn 1.13 | Left 1.14 | Thru 1.15 | Right 1.16 | Peds 1d | App Total | | |
| 0730 - 0745 | 0 | 10 | 84 | 21 | 0 | 115 | 0 | 44 | 11 | 11 | 0 | 66 | 0 | 12 | 96 | 29 | 1 | 138 | 0 | 24 | 46 | 53 | 0 | 123 | 442 | |
| 0745 - 0800 | 0 | 12 | 126 | 13 | 0 | 151 | 0 | 25 | 15 | 7 | 0 | 47 | 0 | 19 | 97 | 41 | 0 | 157 | 0 | 41 | 35 | 50 | 0 | 126 | 481 | |
| 0800 - 0815 | 0 | 6 | 104 | 7 | 0 | 117 | 0 | 30 | 11 | 9 | 0 | 50 | 0 | 20 | 83 | 55 | 0 | 158 | 0 | 44 | 48 | 34 | 0 | 126 | 451 | |
| 0815 - 0830 | 0 | 6 | 93 | 9 | 0 | 108 | 0 | 32 | 22 | 10 | 0 | 64 | 0 | 19 | 83 | 68 | 0 | 170 | 0 | 36 | 53 | 38 | 0 | 127 | 469 | |
| Grand Total | 0 | 34 | 407 | 50 | 0 | 491 | 0 | 131 | 59 | 37 | 0 | 227 | 0 | 70 | 359 | 193 | 1 | 623 | 0 | 145 | 182 | 175 | 0 | 502 | 1843 | |
| Approach (%) | 0.00 | 6.92 | 82.89 | 10.18 | 0.00 | | 0.00 | 57.71 | 25.99 | 16.30 | 0.00 | | 0.00 | 11.24 | 57.62 | 30.98 | 0.16 | | 0.00 | 28.88 | 36.25 | 34.86 | 0.00 | | | |
| Total (%) | 0.00 | 1.84 | 22.08 | 2.71 | 0.00 | 26.64 | 0.00 | 7.11 | 3.20 | 2.01 | 0.00 | 12.32 | 0.00 | 3.80 | 19.48 | 10.47 | 0.05 | 33.80 | 0.00 | 7.87 | 9.88 | 9.50 | 0.00 | 27.24 | | |
| PHF | 81% | | | | | | 86% | | | | | | 92% | | | | | | 99% | | | | | | 96% | |
| PV | 0 | 33 | 390 | 45 | - | 468 | 0 | 123 | 51 | 35 | - | 209 | 0 | 59 | 347 | 181 | - | 587 | 0 | 137 | 174 | 167 | - | 478 | 1742 | |
| DUALS | 0 | 1 | 16 | 4 | - | 21 | 0 | 7 | 8 | 2 | - | 17 | 0 | 9 | 10 | 11 | - | 30 | 0 | 8 | 8 | 8 | - | 24 | 92 | |
| TTST | 0 | 0 | 1 | 1 | - | 2 | 0 | 1 | 0 | 0 | - | 1 | 0 | 2 | 2 | 1 | - | 5 | 0 | 0 | 0 | 0 | - | 0 | 8 | |
| TWINS | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | |
| PV (%) | 0.00 | 97.06 | 95.8 | | | | | | | | | | | | | | | | | | | | | | | |

Attachment D

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|------|------|------|------|---|------|------|------|------|------|---|------|------|------|------|------|---|------|------|------|------|------|---|------|------|
| TTST (%) | 0.00 | 0.00 | 0.25 | 2.00 | - | 0.41 | 0.00 | 0.76 | 0.00 | 0.00 | - | 0.44 | 0.00 | 2.86 | 0.56 | 0.52 | - | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.43 |
| TWINS (%) | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 |

Attachment D

Chapel Hill, NC
Classified Turn Movement Count

Site 1 of 1

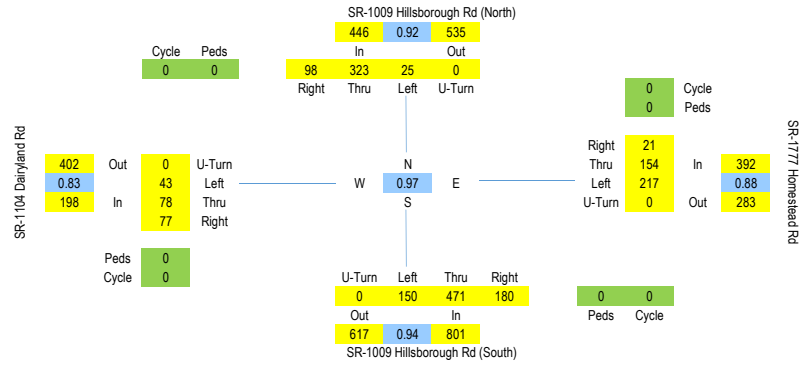
SR-1009 Hillsborough Rd (North)
SR-1777 Homestead Rd
SR-1009 Hillsborough Rd (South)
SR-1104 Dairyland Rd

Lat/Long
35.942743°, -79.109436°

Date
Thursday 28 February 2019

Weather
Cloudy
Temp: 52°C

1200 – 1900 (Weekday PM Peak)
Classification: ALL



| TIME | Southbound SR-1009 Hillsborough Rd (North) | | | | | | Westbound SR-1777 Homestead Rd | | | | | | Northbound SR-1009 Hillsborough Rd (South) | | | | | | Eastbound SR-1104 Dairyland Rd | | | | | | Int Total | Rolling Hour |
|--------------|---|-------------|-------------|--------------|------------|-----------|-----------------------------------|-------------|-------------|--------------|------------|-----------|---|--------------|--------------|---------------|------------|-----------|-----------------------------------|--------------|--------------|---------------|------------|-----------|-----------|--------------|
| | U-Turn 1.1 | Left 1.2 | Thru 1.3 | Right 1.4 | Peds 1a | App Total | U-Turn 1.5 | Left 1.6 | Thru 1.7 | Right 1.8 | Peds 1b | App Total | U-Turn 1.9 | Left 1.10 | Thru 1.11 | Right 1.12 | Peds 1c | App Total | U-Turn 1.13 | Left 1.14 | Thru 1.15 | Right 1.16 | Peds 1d | App Total | | |
| 1200 - 1215 | 0 | 4 | 38 | 15 | 0 | 57 | 0 | 15 | 15 | 0 | 0 | 30 | 0 | 14 | 46 | 20 | 0 | 80 | 0 | 5 | 18 | 13 | 0 | 36 | 203 | 895 |
| 1215 - 1230 | 0 | 4 | 38 | 8 | 0 | 50 | 0 | 19 | 15 | 1 | 0 | 35 | 0 | 23 | 44 | 24 | 0 | 91 | 0 | 12 | 25 | 18 | 0 | 55 | 231 | 938 |
| 1230 - 1245 | 0 | 3 | 38 | 12 | 0 | 53 | 0 | 18 | 16 | 11 | 0 | 45 | 0 | 14 | 54 | 28 | 0 | 96 | 0 | 5 | 13 | 17 | 0 | 35 | 229 | 951 |
| 1245 - 1300 | 0 | 3 | 55 | 5 | 0 | 63 | 0 | 9 | 15 | 4 | 0 | 28 | 0 | 19 | 43 | 32 | 1 | 95 | 0 | 11 | 15 | 21 | 0 | 47 | 233 | 933 |
| Hourly Total | 0 | 14 | 169 | 40 | 0 | 223 | 0 | 61 | 61 | 16 | 0 | 138 | 0 | 70 | 187 | 104 | 1 | 362 | 0 | 33 | 71 | 69 | 0 | 173 | 896 | - |
| 1300 - 1315 | 0 | 8 | 43 | 17 | 0 | 68 | 0 | 19 | 16 | 1 | 0 | 36 | 0 | 23 | 47 | 21 | 0 | 91 | 0 | 8 | 24 | 19 | 0 | 51 | 246 | 926 |
| 1315 - 1330 | 0 | 1 | 39 | 14 | 0 | 54 | 0 | 19 | 29 | 2 | 0 | 50 | 0 | 25 | 41 | 22 | 0 | 88 | 0 | 6 | 21 | 25 | 0 | 52 | 244 | 920 |
| 1330 - 1345 | 0 | 2 | 41 | 9 | 0 | 52 | 0 | 25 | 18 | 1 | 0 | 44 | 0 | 12 | 42 | 16 | 0 | 70 | 0 | 10 | 13 | 22 | 0 | 45 | 211 | 920 |
| 1345 - 1400 | 0 | 4 | 43 | 8 | 0 | 55 | 0 | 18 | 26 | 1 | 0 | 45 | 0 | 17 | 49 | 19 | 0 | 85 | 0 | 11 | 20 | 9 | 0 | 40 | 225 | 989 |
| Hourly Total | 0 | 15 | 166 | 48 | 0 | 229 | 0 | 81 | 89 | 5 | 0 | 175 | 0 | 77 | 179 | 78 | 0 | 334 | 0 | 35 | 78 | 75 | 0 | 188 | 926 | - |
| 1400 - 1415 | 0 | 2 | 44 | 15 | 0 | 61 | 0 | 20 | 19 | 5 | 0 | 44 | 0 | 21 | 42 | 14 | 0 | 77 | 0 | 18 | 19 | 21 | 0 | 58 | 240 | 1052 |
| 1415 - 1430 | 0 | 1 | 55 | 12 | 0 | 68 | 0 | 31 | 21 | 4 | 0 | 56 | 0 | 8 | 49 | 14 | 0 | 71 | 0 | 18 | 15 | 16 | 0 | 49 | 244 | 1075 |
| 1430 - 1445 | 0 | 6 | 39 | 22 | 0 | 67 | 0 | 20 | 12 | 7 | 0 | 39 | 0 | 25 | 74 | 32 | 0 | 131 | 0 | 10 | 20 | 13 | 0 | 43 | 280 | 1153 |
| 1445 - 1500 | 0 | 7 | 54 | 10 | 0 | 71 | 0 | 15 | 16 | 3 | 0 | 34 | 0 | 28 | 63 | 35 | 0 | 126 | 0 | 17 | 17 | 23 | 0 | 57 | 288 | 1210 |
| Hourly Total | 0 | 16 | 192 | 59 | 0 | 267 | 0 | 86 | 68 | 19 | 0 | 173 | 0 | 82 | 228 | 95 | 0 | 405 | 0 | 63 | 71 | 73 | 0 | 207 | 1052 | - |
| 1500 - 1515 | 0 | 4 | 53 | 16 | 0 | 73 | 0 | 25 | 19 | 1 | 0 | 45 | 0 | 25 | 64 | 17 | 0 | 106 | 0 | 7 | 16 | 16 | 0 | 39 | 263 | 1208 |
| 1515 - 1530 | 0 | 3 | 57 | 14 | 0 | 74 | 0 | 22 | 27 | 4 | 0 | 53 | 0 | 42 | 70 | 29 | 0 | 141 | 0 | 15 | 20 | 19 | 0 | 54 | 322 | 1290 |
| 1530 - 1545 | 0 | 6 | 64 | 28 | 0 | 98 | 0 | 23 | 16 | 4 | 0 | 43 | 0 | 28 | 88 | 23 | 0 | 139 | 0 | 11 | 25 | 21 | 0 | 57 | 337 | 1332 |
| 1545 - 1600 | 0 | 2 | 61 | 21 | 0 | 84 | 0 | 20 | 22 | 4 | 0 | 46 | 0 | 27 | 58 | 31 | 0 | 116 | 0 | 9 | 18 | 13 | 0 | 40 | 286 | 1393 |
| Hourly Total | 0 | 15 | 235 | 79 | 0 | 329 | 0 | 90 | 84 | 13 | 0 | 187 | 0 | 122 | 280 | 100 | 0 | 502 | 0 | 42 | 79 | 69 | 0 | 190 | 1208 | - |
| 1600 - 1615 | 0 | 2 | 60 | 16 | 0 | 78 | 0 | 48 | 48 | 9 | 0 | 105 | 0 | 32 | 72 | 20 | 0 | 124 | 0 | 6 | 17 | 15 | 0 | 38 | 345 | 1498 |
| 1615 - 1630 | 0 | 9 | 59 | 23 | 0 | 91 | 0 | 32 | 38 | 3 | 0 | 73 | 0 | 28 | 82 | 41 | 0 | 151 | 0 | 9 | 19 | 21 | 0 | 49 | 364 | 1601 |
| 1630 - 1645 | 0 | 6 | 75 | 22 | 0 | 103 | 0 | 31 | 32 | 10 | 0 | 73 | 0 | 30 | 92 | 40 | 0 | 162 | 0 | 12 | 25 | 23 | 0 | 60 | 398 | 1694 |
| 1645 - 1700 | 0 | 8 | 91 | 27 | 0 | 126 | 0 | 36 | 34 | 3 | 0 | 73 | 0 | 33 | 80 | 31 | 0 | 144 | 0 | 16 | 15 | 17 | 0 | 48 | 391 | 1770 |
| Hourly Total | 0 | 25 | 285 | 88 | 0 | 398 | 0 | 147 | 152 | 25 | 0 | 324 | 0 | 123 | 326 | 132 | 0 | 581 | 0 | 43 | 76 | 76 | 0 | 195 | 1498 | - |
| 1700 - 1715 | 0 | 1 | 82 | 28 | 0 | 111 | 0 | 61 | 32 | 1 | 0 | 94 | 0 | 45 | 115 | 45 | 0 | 205 | 0 | 6 | 15 | 17 | 0 | 38 | 448 | 1837 |
| 1715 - 1730 | 0 | 7 | 84 | 22 | 0 | 113 | 0 | 53 | 47 | 11 | 0 | 111 | 0 | 31 | 110 | 42 | 0 | 183 | 0 | 9 | 21 | 20 | 0 | 50 | 457 | 1733 |
| 1730 - 1745 | 0 | 12 | 85 | 24 | 0 | 121 | 0 | 50 | 39 | 3 | 0 | 92 | 0 | 34 | 128 | 39 | 0 | 201 | 0 | 12 | 25 | 23 | 0 | 60 | 474 | 1567 |
| 1745 - 1800 | 0 | 5 | 72 | 24 | 0 | 101 | 0 | 53 | 36 | 6 | 0 | 95 | 0 | 40 | 118 | 54 | 0 | 212 | 0 | 16 | 17 | 17 | 0 | 50 | 458 | 1335 |
| Hourly Total | 0 | 25 | 323 | 98 | 0 | 446 | 0 | 217 | 154 | 21 | 0 | 392 | 0 | 150 | 471 | 180 | 0 | 801 | 0 | 43 | 78 | 77 | 0 | 198 | 1837 | - |
| 1800 - 1815 | 0 | 11 | 74 | 17 | 0 | 102 | 0 | 30 | 29 | 8 | 0 | 67 | 0 | 32 | 72 | 38 | 0 | 142 | 0 | 10 | 11 | 12 | 0 | 33 | 344 | 1069 |
| 1815 - 1830 | 0 | 6 | 56 | 19 | 0 | 81 | 0 | 28 | 19 | 4 | 0 | 51 | 0 | 28 | 65 | 23 | 0 | 116 | 0 | 11 | 12 | 20 | 0 | 43 | 291 | - |
| 1830 - 1845 | 0 | 4 | 54 | 7 | 0 | 65 | 0 | 23 | 16 | 6 | 0 | 45 | 0 | 22 | 60 | 20 | 0 | 102 | 0 | 6 | 7 | 17 | 0 | 30 | 242 | - |
| 1845 - 1900 | 0 | 3 | 42 | 9 | 0 | 54 | 0 | 15 | 16 | 3 | 0 | 34 | 0 | 14 | 34 | 21 | 0 | 69 | 0 | 10 | 10 | 15 | 0 | 35 | 192 | - |
| Hourly Total | 0 | 24 | 226 | 52 | 0 | 302 | 0 | 96 | 80 | 21 | 0 | 197 | 0 | 96 | 231 | 102 | 0 | 429 | 0 | 37 | 40 | 64 | 0 | 141 | 1069 | - |
| Grand Total | 0 | 134 | 1596 | 464 | 0 | 2194 | 0 | 778 | 688 | 120 | 0 | 1586 | 0 | 720 | 1902 | 791 | 1 | 3414 | 0 | 296 | 493 | 503 | 0 | 1292 | 8486 | - |
| Approach (%) | 0.00 | 6.11 | 72.74 | 21.15 | 0.00 | | 0.00 | 49.05 | 43.38 | 7.57 | 0.00 | | 0.00 | 21.09 | 55.71 | 23.17 | 0.03 | | 0.00 | 22.91 | 38.16 | 38.93 | 0.00 | | | |
| Total (%) | 0.00 | 1.58 | 18.81 | 5.47 | 0.00 | 25.85 | 0.00 | 9.17 | 8.11 | 1.41 | 0.00 | 18.69 | 0.00 | 8.48 | 22.41 | 9.32 | 0.01 | 40.23 | 0.00 | 3.49 | 5.81 | 5.93 | 0.00 | 15.23 | | |
| PV | 0 | 129 | 1559 | 449 | - | 2137 | 0 | 733 | 621 | 117 | - | 1471 | 0 | 671 | 1846 | 747 | - | 3264 | 0 | 284 | 443 | 458 | - | 1185 | | |
| DUALS | 0 | 5 | 34 | 13 | - | 52 | 0 | 45 | 67 | 3 | - | 115 | 0 | 49 | 53 | 43 | - | 145 | 0 | 12 | 50 | 45 | - | 107 | | |
| TTST | 0 | 0 | 3 | 2 | - | 5 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 3 | 1 | - | 4 | 0 | 0 | 0 | 0 | - | 0 | | |
| TWINS | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | | |
| PV (%) | 0.00 | 96.27 | 97.68 | 96.77 | - | 97.40 | 0.00 | 94.22 | 90.26 | 97.50 | - | 92.75 | 0.00 | 93.19 | 97.06 | 94.44 | - | 95.63 | 0.00 | 95.95 | 89.86 | 91.05 | - | 91.72 | | |
| DUALS (%) | 0.00 | 3.73 | 2.13 | 2.80 | - | 2.37 | 0.00 | 5.78 | 9.74 | 2.50 | - | 7.25 | 0.00 | 6.81 | 2.79 | 5.44 | - | 4.25 | 0.00 | 4.05 | 10.14 | 8.95 | - | 8.28 | | |
| TTST (%) | 0.00 | 0.00 | 0.19 | 0.43 | - | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.16 | 0.13 | - | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | | |
| TWINS (%) | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | | |

Peak Rolling Hour Flow Rates
Classification: ALL

| TIME | Southbound SR-1009 Hillsborough Rd (North) | | | | | | Westbound SR-1777 Homestead Rd | | | | | | Northbound SR-1009 Hillsborough Rd (South) | | | | | | Eastbound SR-1104 Dairyland Rd | | | | | | Int Total | |
|--------------|---|-------------|-------------|--------------|------------|-----------|-----------------------------------|-------------|-------------|--------------|------------|-----------|---|--------------|--------------|---------------|------------|-----------|-----------------------------------|--------------|--------------|---------------|------------|-----------|-----------|--|
| | U-Turn 1.1 | Left 1.2 | Thru 1.3 | Right 1.4 | Peds 1a | App Total | U-Turn 1.5 | Left 1.6 | Thru 1.7 | Right 1.8 | Peds 1b | App Total | U-Turn 1.9 | Left 1.10 | Thru 1.11 | Right 1.12 | Peds 1c | App Total | U-Turn 1.13 | Left 1.14 | Thru 1.15 | Right 1.16 | Peds 1d | App Total | | |
| 1700 - 1715 | 0 | 1 | 82 | 28 | 0 | 111 | 0 | 61 | 32 | 1 | 0 | 94 | 0 | 45 | 115 | 45 | 0 | 205 | 0 | 6 | 15 | 17 | 0 | 38 | 448 | |
| 1715 - 1730 | 0 | 7 | 84 | 22 | 0 | 113 | 0 | 53 | 47 | 11 | 0 | 111 | 0 | 31 | 110 | 42 | 0 | 183 | 0 | 9 | 21 | 20 | 0 | 50 | 457 | |
| 1730 - 1745 | 0 | 12 | 85 | 24 | 0 | 121 | 0 | 50 | 39 | 3 | 0 | 92 | 0 | 34 | 128 | 39 | 0 | 201 | 0 | 12 | 25 | 23 | 0 | 60 | 474 | |
| 1745 - 1800 | 0 | 5 | 72 | 24 | 0 | 101 | 0 | 53 | 36 | 6 | 0 | 95 | 0 | 40 | 118 | 54 | 0 | 212 | 0 | 16 | 17 | 17 | 0 | 50 | 458 | |
| Grand Total | 0 | 25 | 323 | 98 | 0 | 446 | 0 | 217 | 154 | 21 | 0 | 392 | 0 | 150 | 471 | 180 | 0 | 801 | 0 | 43 | 78 | 77 | 0 | 198 | 1837 | |
| Approach (%) | 0.00 | 5.61 | 72.42 | 21.97 | 0.00 | | 0.00 | 55.36 | 39.29 | 5.36 | 0.00 | | 0.00 | 18.73 | 58.80 | 22.47 | 0.00 | | 0.00 | 21.72 | 39.39 | 38.89 | 0.00 | | | |
| Total (%) | 0.00 | 1.36 | 17.58 | 5.33 | 0.00 | 24.28 | 0.00 | 11.81 | 8.38 | 1.14 | 0.00 | 21.34 | 0.00 | 8.17 | 25.64 | 9.80 | 0.00 | 43.60 | 0.00 | 2.34 | 4.25 | 4.19 | 0.00 | 10.78 | | |
| PHF | 92% | | | | | | 88% | | | | | | 94% | | | | | | 83% | | | | | | 97% | |
| PV | 0 | 25 | 322 | 94 | - | 441 | 0 | 208 | 154 | 21 | - | 383 | 0 | 149 | 464 | 179 | - | 792 | 0 | 40 | 75 | 75 | - | 190 | 1806 | |
| DUALS | 0 | 0 | 1 | 3</ | | | | | | | | | | | | | | | | | | | | | | |

Attachment D

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|------|--------|-------|-------|---|-------|------|-------|--------|--------|---|-------|------|-------|-------|-------|---|-------|------|-------|-------|-------|---|-------|-------|
| TWINS | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| PV (%) | 0.00 | 100.00 | 99.69 | 95.92 | - | 98.88 | 0.00 | 95.85 | 100.00 | 100.00 | - | 97.70 | 0.00 | 99.33 | 98.51 | 99.44 | - | 98.88 | 0.00 | 93.02 | 96.15 | 97.40 | - | 95.96 | 98.31 |
| DUALS (%) | 0.00 | 0.00 | 0.31 | 3.06 | - | 0.90 | 0.00 | 4.15 | 0.00 | 0.00 | - | 2.30 | 0.00 | 0.67 | 1.27 | 0.56 | - | 1.00 | 0.00 | 6.98 | 3.85 | 2.60 | - | 4.04 | 1.58 |
| TTST (%) | 0.00 | 0.00 | 0.00 | 1.02 | - | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | - | 0.12 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.11 |
| TWINS (%) | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | - | 0.00 | 0.00 |

Attachment D

Chapel Hill, NC
Classified Turn Movement Count

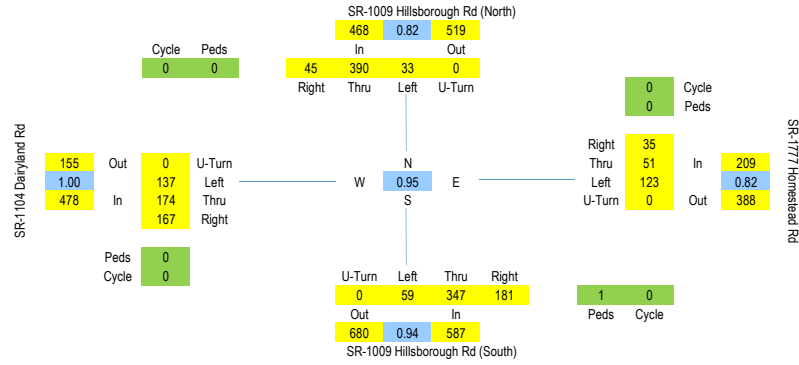
Site 1 of 1
SR-1009 Hillsborough Rd (North)
SR-1777 Homestead Rd
SR-1009 Hillsborough Rd (South)
SR-1104 Dairyland Rd

Lat/Long
35.942743°, -79.109436°

Date
Thursday 28 February 2019

Weather
Cloudy
Temp: 52°C

0600 – 1200 (Weekday AM Peak)
Classification: PV



| TIME | Southbound SR-1009 Hillsborough Rd (North) | | | | | | | Westbound SR-1777 Homestead Rd | | | | | | | Northbound SR-1009 Hillsborough Rd (South) | | | | | | | Eastbound SR-1104 Dairyland Rd | | | | | | | Int Total | Rolling Hour |
|--------------|---|------|-------|-------|------|-----------|--------|-----------------------------------|-------|-------|------|-----------|--------|-------|---|-------|------|-----------|--------|-------|-------|-----------------------------------|------|-----------|-------|------|--|--|-----------|--------------|
| | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | | | | | | |
| | 1.1 | 1.2 | 1.3 | 1.4 | 1a | | 1.5 | 1.6 | 1.7 | 1.8 | 1b | | 1.9 | 1.10 | 1.11 | 1.12 | 1c | | 1.13 | 1.14 | 1.15 | 1.16 | 1d | | | | | | | |
| 0600 - 0615 | 0 | 0 | 17 | 1 | 0 | 18 | 0 | 4 | 1 | 0 | 0 | 5 | 0 | 0 | 8 | 5 | 0 | 13 | 0 | 7 | 6 | 10 | 0 | 23 | 59 | 421 | | | | |
| 0615 - 0630 | 0 | 1 | 14 | 0 | 0 | 15 | 0 | 9 | 2 | 4 | 0 | 15 | 0 | 0 | 21 | 4 | 0 | 25 | 0 | 9 | 9 | 10 | 0 | 28 | 83 | 590 | | | | |
| 0630 - 0645 | 0 | 1 | 29 | 3 | 0 | 33 | 0 | 9 | 3 | 2 | 0 | 14 | 0 | 1 | 29 | 3 | 0 | 33 | 0 | 20 | 12 | 13 | 0 | 45 | 125 | 846 | | | | |
| 0645 - 0700 | 0 | 3 | 44 | 10 | 0 | 57 | 0 | 14 | 3 | 1 | 0 | 18 | 0 | 3 | 26 | 4 | 0 | 33 | 0 | 17 | 11 | 18 | 0 | 46 | 154 | 1144 | | | | |
| Hourly Total | 0 | 5 | 104 | 14 | 0 | 123 | 0 | 36 | 9 | 7 | 0 | 52 | 0 | 4 | 84 | 16 | 0 | 104 | 0 | 53 | 38 | 51 | 0 | 142 | 421 | - | | | | |
| 0700 - 0715 | 0 | 1 | 67 | 6 | 0 | 74 | 0 | 12 | 5 | 5 | 0 | 22 | 0 | 3 | 45 | 12 | 2 | 62 | 0 | 25 | 20 | 27 | 0 | 72 | 230 | 1447 | | | | |
| 0715 - 0730 | 0 | 5 | 88 | 6 | 0 | 99 | 0 | 29 | 3 | 11 | 0 | 43 | 0 | 8 | 61 | 20 | 0 | 89 | 0 | 33 | 28 | 47 | 0 | 108 | 339 | 1640 | | | | |
| 0730 - 0745 | 0 | 10 | 82 | 19 | 0 | 111 | 0 | 43 | 10 | 11 | 0 | 64 | 0 | 10 | 91 | 27 | 1 | 129 | 0 | 23 | 46 | 51 | 0 | 120 | 424 | 1742 | | | | |
| 0745 - 0800 | 0 | 12 | 119 | 11 | 0 | 142 | 0 | 22 | 13 | 7 | 0 | 42 | 0 | 17 | 95 | 41 | 0 | 153 | 0 | 38 | 33 | 49 | 0 | 120 | 457 | 1679 | | | | |
| Hourly Total | 0 | 28 | 356 | 42 | 0 | 426 | 0 | 106 | 31 | 34 | 0 | 171 | 0 | 38 | 292 | 100 | 3 | 433 | 0 | 119 | 127 | 174 | 0 | 420 | 1450 | - | | | | |
| 0800 - 0815 | 0 | 5 | 98 | 7 | 0 | 110 | 0 | 27 | 10 | 7 | 0 | 44 | 0 | 17 | 80 | 52 | 0 | 149 | 0 | 42 | 46 | 30 | 0 | 118 | 421 | 1541 | | | | |
| 0815 - 0830 | 0 | 6 | 91 | 8 | 0 | 105 | 0 | 31 | 18 | 10 | 0 | 59 | 0 | 15 | 81 | 61 | 0 | 157 | 0 | 34 | 49 | 37 | 0 | 120 | 441 | 1367 | | | | |
| 0830 - 0845 | 0 | 4 | 76 | 11 | 0 | 91 | 0 | 51 | 17 | 13 | 0 | 81 | 0 | 7 | 68 | 31 | 0 | 106 | 0 | 28 | 23 | 31 | 0 | 82 | 360 | 1159 | | | | |
| 0845 - 0900 | 0 | 4 | 92 | 11 | 0 | 107 | 0 | 32 | 14 | 6 | 0 | 52 | 0 | 14 | 55 | 23 | 0 | 92 | 0 | 15 | 22 | 31 | 0 | 68 | 319 | 1015 | | | | |
| Hourly Total | 0 | 19 | 357 | 37 | 0 | 413 | 0 | 141 | 59 | 36 | 0 | 236 | 0 | 53 | 284 | 167 | 0 | 504 | 0 | 119 | 140 | 129 | 0 | 388 | 1541 | - | | | | |
| 0900 - 0915 | 0 | 5 | 60 | 6 | 0 | 71 | 0 | 13 | 10 | 6 | 0 | 29 | 0 | 18 | 42 | 23 | 0 | 83 | 0 | 11 | 32 | 21 | 0 | 64 | 247 | 892 | | | | |
| 0915 - 0930 | 0 | 3 | 42 | 14 | 0 | 59 | 0 | 16 | 7 | 5 | 0 | 28 | 0 | 14 | 48 | 17 | 0 | 79 | 0 | 17 | 30 | 20 | 0 | 67 | 233 | 809 | | | | |
| 0930 - 0945 | 0 | 2 | 51 | 12 | 0 | 65 | 0 | 19 | 7 | 2 | 0 | 28 | 0 | 8 | 53 | 20 | 0 | 81 | 0 | 9 | 17 | 16 | 0 | 42 | 216 | 747 | | | | |
| 0945 - 1000 | 0 | 1 | 48 | 9 | 0 | 58 | 0 | 21 | 10 | 4 | 0 | 35 | 0 | 10 | 34 | 17 | 0 | 61 | 0 | 16 | 13 | 13 | 0 | 42 | 196 | 723 | | | | |
| Hourly Total | 0 | 11 | 201 | 41 | 0 | 253 | 0 | 69 | 34 | 17 | 0 | 120 | 0 | 50 | 177 | 77 | 0 | 304 | 0 | 53 | 92 | 70 | 0 | 215 | 892 | - | | | | |
| 1000 - 1015 | 0 | 3 | 29 | 14 | 0 | 46 | 0 | 16 | 8 | 7 | 0 | 31 | 0 | 9 | 26 | 18 | 0 | 53 | 0 | 10 | 11 | 13 | 0 | 34 | 164 | 732 | | | | |
| 1015 - 1030 | 0 | 3 | 37 | 9 | 0 | 49 | 0 | 16 | 9 | 5 | 0 | 30 | 0 | 14 | 41 | 10 | 0 | 65 | 0 | 11 | 6 | 10 | 0 | 27 | 171 | 748 | | | | |
| 1030 - 1045 | 0 | 1 | 37 | 10 | 0 | 48 | 0 | 14 | 7 | 5 | 0 | 26 | 0 | 19 | 39 | 12 | 0 | 70 | 0 | 7 | 15 | 26 | 0 | 48 | 192 | 760 | | | | |
| 1045 - 1100 | 0 | 4 | 43 | 10 | 0 | 57 | 0 | 13 | 12 | 1 | 0 | 26 | 0 | 18 | 40 | 18 | 0 | 76 | 0 | 9 | 23 | 14 | 0 | 46 | 205 | 760 | | | | |
| Hourly Total | 0 | 11 | 146 | 43 | 0 | 200 | 0 | 59 | 36 | 18 | 0 | 113 | 0 | 60 | 146 | 58 | 0 | 264 | 0 | 37 | 55 | 63 | 0 | 155 | 732 | - | | | | |
| 1100 - 1115 | 0 | 1 | 24 | 7 | 0 | 32 | 0 | 22 | 9 | 2 | 0 | 33 | 0 | 15 | 44 | 16 | 0 | 75 | 0 | 8 | 12 | 20 | 0 | 40 | 180 | 782 | | | | |
| 1115 - 1130 | 0 | 1 | 34 | 5 | 0 | 40 | 0 | 12 | 13 | 1 | 0 | 26 | 0 | 20 | 41 | 19 | 0 | 80 | 0 | 14 | 11 | 12 | 0 | 37 | 183 | 602 | | | | |
| 1130 - 1145 | 0 | 1 | 36 | 7 | 0 | 44 | 0 | 17 | 13 | 4 | 0 | 34 | 0 | 13 | 39 | 19 | 0 | 71 | 0 | 11 | 10 | 22 | 0 | 43 | 192 | 419 | | | | |
| 1145 - 1200 | 0 | 8 | 48 | 10 | 0 | 66 | 0 | 12 | 20 | 2 | 0 | 34 | 0 | 19 | 38 | 24 | 0 | 81 | 0 | 13 | 15 | 18 | 0 | 46 | 227 | 227 | | | | |
| Hourly Total | 0 | 11 | 142 | 29 | 0 | 182 | 0 | 63 | 55 | 9 | 0 | 127 | 0 | 67 | 162 | 78 | 0 | 307 | 0 | 46 | 48 | 72 | 0 | 166 | 782 | - | | | | |
| Grand Total | 0 | 85 | 1306 | 206 | 0 | 1597 | 0 | 474 | 224 | 121 | 0 | 819 | 0 | 272 | 1145 | 496 | 3 | 1916 | 0 | 427 | 500 | 559 | 0 | 1486 | 5818 | - | | | | |
| Approach (%) | 0.00 | 5.32 | 81.78 | 12.90 | 0.00 | | 0.00 | 57.88 | 27.35 | 14.77 | 0.00 | | 0.00 | 14.20 | 59.76 | 25.89 | 0.16 | | 0.00 | 28.73 | 33.65 | 37.62 | 0.00 | | | | | | | |
| Total (%) | 0.00 | 1.46 | 22.45 | 3.54 | 0.00 | 27.45 | 0.00 | 8.15 | 3.85 | 2.08 | 0.00 | 14.08 | 0.00 | 4.68 | 19.68 | 8.53 | 0.05 | 32.93 | 0.00 | 7.34 | 8.59 | 9.61 | 0.00 | | 25.54 | | | | | |

Peak Rolling Hour Flow Rates
Classification: PV

| TIME | Southbound SR-1009 Hillsborough Rd (North) | | | | | | | Westbound SR-1777 Homestead Rd | | | | | | | Northbound SR-1009 Hillsborough Rd (South) | | | | | | | Eastbound SR-1104 Dairyland Rd | | | | | | | Int Total |
|--------------|---|------|-------|-------|------|-----------|--------|-----------------------------------|-------|-------|------|-----------|--------|-------|---|-------|------|-----------|--------|-------|-------|-----------------------------------|------|-----------|-------|--|--|--|-----------|
| | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | | | | | |
| | 1.1 | 1.2 | 1.3 | 1.4 | 1a | | 1.5 | 1.6 | 1.7 | 1.8 | 1b | | 1.9 | 1.10 | 1.11 | 1.12 | 1c | | 1.13 | 1.14 | 1.15 | 1.16 | 1d | | | | | | |
| 0730 - 0745 | 0 | 10 | 82 | 19 | 0 | 111 | 0 | 43 | 10 | 11 | 0 | 64 | 0 | 10 | 91 | 27 | 1 | 129 | 0 | 23 | 46 | 51 | 0 | 120 | 424 | | | | |
| 0745 - 0800 | 0 | 12 | 119 | 11 | 0 | 142 | 0 | 22 | 13 | 7 | 0 | 42 | 0 | 17 | 95 | 41 | 0 | 153 | 0 | 38 | 33 | 49 | 0 | 120 | 457 | | | | |
| 0800 - 0815 | 0 | 5 | 98 | 7 | 0 | 110 | 0 | 27 | 10 | 7 | 0 | 44 | 0 | 17 | 80 | 52 | 0 | 149 | 0 | 42 | 46 | 30 | 0 | 118 | 421 | | | | |
| 0815 - 0830 | 0 | 6 | 91 | 8 | 0 | 105 | 0 | 31 | 18 | 10 | 0 | 59 | 0 | 15 | 81 | 61 | 0 | 157 | 0 | 34 | 49 | 37 | 0 | 120 | 441 | | | | |
| Grand Total | 0 | 33 | 390 | 45 | 0 | 468 | 0 | 123 | 51 | 35 | 0 | 209 | 0 | 59 | 347 | 181 | 1 | 588 | 0 | 137 | 174 | 167 | 0 | 478 | 1743 | | | | |
| Approach (%) | 0.00 | 7.05 | 83.33 | 9.62 | 0.00 | | 0.00 | 58.85 | 24.40 | 16.75 | 0.00 | | 0.00 | 10.03 | 59.01 | 30.78 | 0.17 | | 0.00 | 28.66 | 36.40 | 34.94 | 0.00 | | | | | | |
| Total (%) | 0.00 | 1.89 | 22.38 | 2.58 | 0.00 | 26.85 | 0.00 | 7.06 | 2.93 | 2.01 | 0.00 | 11.99 | 0.00 | 3.38 | 19.91 | 10.38 | 0.06 | 33.73 | 0.00 | 7.86 | 9.98 | 9.58 | 0.00 | | 27.42 | | | | |
| PHF | 82% | | | | | | | 82% | | | | | | | 94% | | | | | | | 100% | | | | | | | 95% |
| | 0% | 69% | 82% | 59% | | | 0% | 72% | 71% | 80% | | | 0% | 87% | 91% | 74% | | | 0% | 82% | 89% | 82% | | | | | | | |

Attachment D

Chapel Hill, NC
Classified Turn Movement Count

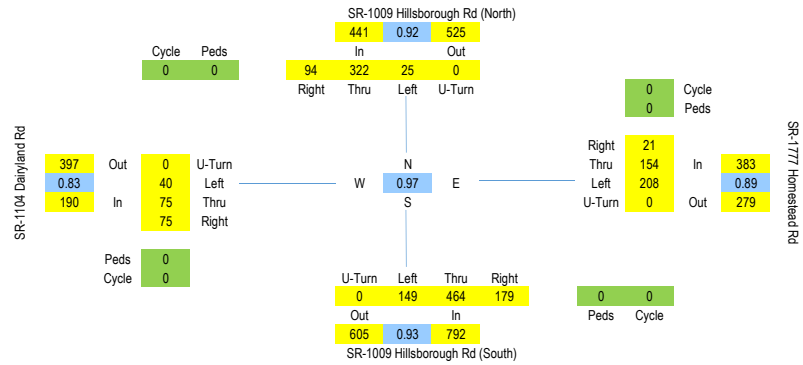
Site 1 of 1
SR-1009 Hillsborough Rd (North)
SR-1777 Homestead Rd
SR-1009 Hillsborough Rd (South)
SR-1104 Dairyland Rd

Lat/Long
35.942743°, -79.109436°

Date
Thursday 28 February 2019

Weather
Cloudy
Temp: 52°C

1200 - 1900 (Weekday PM Peak)
Classification: PV



| TIME | Southbound SR-1009 Hillsborough Rd (North) | | | | | | Westbound SR-1777 Homestead Rd | | | | | | Northbound SR-1009 Hillsborough Rd (South) | | | | | | Eastbound SR-1104 Dairyland Rd | | | | | | Int Total | Rolling Hour |
|--------------|---|------|-------|-------|------|-----------|-----------------------------------|-------|-------|-------|------|-----------|---|-------|-------|-------|------|-----------|-----------------------------------|-------|-------|-------|------|-----------|-----------|--------------|
| | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | | |
| | 1.1 | 1.2 | 1.3 | 1.4 | 1a | | 1.5 | 1.6 | 1.7 | 1.8 | 1b | | 1.9 | 1.10 | 1.11 | 1.12 | 1c | | 1.13 | 1.14 | 1.15 | 1.16 | 1d | | | |
| 1200 - 1215 | 0 | 4 | 36 | 15 | 0 | 55 | 0 | 12 | 13 | 0 | 0 | 25 | 0 | 12 | 44 | 20 | 0 | 76 | 0 | 3 | 13 | 8 | 0 | 24 | 180 | 813 |
| 1215 - 1230 | 0 | 3 | 37 | 7 | 0 | 47 | 0 | 18 | 11 | 1 | 0 | 30 | 0 | 19 | 42 | 20 | 0 | 81 | 0 | 12 | 21 | 16 | 0 | 49 | 207 | 859 |
| 1230 - 1245 | 0 | 3 | 37 | 12 | 0 | 52 | 0 | 17 | 14 | 11 | 0 | 42 | 0 | 10 | 52 | 25 | 0 | 87 | 0 | 4 | 11 | 11 | 0 | 26 | 207 | 873 |
| 1245 - 1300 | 0 | 3 | 55 | 5 | 0 | 63 | 0 | 9 | 13 | 4 | 0 | 26 | 0 | 16 | 39 | 31 | 1 | 87 | 0 | 10 | 14 | 20 | 0 | 44 | 220 | 866 |
| Hourly Total | 0 | 13 | 165 | 39 | 0 | 217 | 0 | 56 | 51 | 16 | 0 | 123 | 0 | 57 | 177 | 96 | 1 | 331 | 0 | 29 | 59 | 55 | 0 | 143 | 814 | - |
| 1300 - 1315 | 0 | 8 | 43 | 16 | 0 | 67 | 0 | 17 | 11 | 1 | 0 | 29 | 0 | 22 | 44 | 18 | 0 | 84 | 0 | 8 | 20 | 18 | 0 | 46 | 226 | 857 |
| 1315 - 1330 | 0 | 1 | 35 | 14 | 0 | 50 | 0 | 17 | 23 | 1 | 0 | 41 | 0 | 20 | 40 | 22 | 0 | 82 | 0 | 6 | 19 | 23 | 0 | 48 | 221 | 848 |
| 1330 - 1345 | 0 | 2 | 40 | 9 | 0 | 51 | 0 | 25 | 15 | 1 | 0 | 41 | 0 | 12 | 40 | 16 | 0 | 68 | 0 | 10 | 12 | 18 | 0 | 40 | 200 | 852 |
| 1345 - 1400 | 0 | 4 | 40 | 8 | 0 | 52 | 0 | 18 | 22 | 1 | 0 | 41 | 0 | 15 | 49 | 18 | 0 | 82 | 0 | 11 | 16 | 8 | 0 | 35 | 210 | 913 |
| Hourly Total | 0 | 15 | 158 | 47 | 0 | 220 | 0 | 77 | 71 | 4 | 0 | 152 | 0 | 69 | 173 | 74 | 0 | 316 | 0 | 35 | 67 | 67 | 0 | 169 | 857 | - |
| 1400 - 1415 | 0 | 2 | 41 | 14 | 0 | 57 | 0 | 13 | 17 | 5 | 0 | 35 | 0 | 18 | 40 | 14 | 0 | 72 | 0 | 18 | 16 | 19 | 0 | 53 | 217 | 972 |
| 1415 - 1430 | 0 | 1 | 51 | 12 | 0 | 64 | 0 | 30 | 17 | 4 | 0 | 51 | 0 | 6 | 47 | 14 | 0 | 67 | 0 | 17 | 13 | 13 | 0 | 43 | 225 | 997 |
| 1430 - 1445 | 0 | 6 | 38 | 21 | 0 | 65 | 0 | 20 | 9 | 6 | 0 | 35 | 0 | 23 | 73 | 29 | 0 | 125 | 0 | 10 | 15 | 11 | 0 | 36 | 261 | 1062 |
| 1445 - 1500 | 0 | 7 | 51 | 8 | 0 | 66 | 0 | 12 | 14 | 3 | 0 | 29 | 0 | 26 | 62 | 33 | 0 | 121 | 0 | 17 | 15 | 21 | 0 | 53 | 269 | 1119 |
| Hourly Total | 0 | 16 | 181 | 55 | 0 | 252 | 0 | 75 | 57 | 18 | 0 | 150 | 0 | 73 | 222 | 90 | 0 | 385 | 0 | 62 | 59 | 64 | 0 | 185 | 972 | - |
| 1500 - 1515 | 0 | 4 | 51 | 16 | 0 | 71 | 0 | 24 | 15 | 1 | 0 | 40 | 0 | 21 | 61 | 15 | 0 | 97 | 0 | 6 | 15 | 13 | 0 | 34 | 242 | 1127 |
| 1515 - 1530 | 0 | 3 | 53 | 14 | 0 | 70 | 0 | 19 | 22 | 3 | 0 | 44 | 0 | 38 | 65 | 27 | 0 | 130 | 0 | 15 | 18 | 13 | 0 | 46 | 290 | 1210 |
| 1530 - 1545 | 0 | 5 | 63 | 28 | 0 | 96 | 0 | 21 | 15 | 4 | 0 | 40 | 0 | 26 | 84 | 21 | 0 | 131 | 0 | 11 | 21 | 19 | 0 | 51 | 318 | 1260 |
| 1545 - 1600 | 0 | 2 | 61 | 20 | 0 | 83 | 0 | 20 | 19 | 4 | 0 | 43 | 0 | 27 | 57 | 28 | 0 | 112 | 0 | 9 | 17 | 13 | 0 | 39 | 277 | 1328 |
| Hourly Total | 0 | 14 | 228 | 78 | 0 | 320 | 0 | 84 | 71 | 12 | 0 | 167 | 0 | 112 | 267 | 91 | 0 | 470 | 0 | 41 | 71 | 58 | 0 | 170 | 1127 | - |
| 1600 - 1615 | 0 | 2 | 58 | 16 | 0 | 76 | 0 | 43 | 42 | 9 | 0 | 94 | 0 | 29 | 70 | 20 | 0 | 119 | 0 | 6 | 15 | 15 | 0 | 36 | 325 | 1432 |
| 1615 - 1630 | 0 | 6 | 58 | 22 | 0 | 86 | 0 | 29 | 35 | 3 | 0 | 67 | 0 | 25 | 82 | 32 | 0 | 139 | 0 | 9 | 18 | 21 | 0 | 48 | 340 | 1542 |
| 1630 - 1645 | 0 | 6 | 75 | 21 | 0 | 102 | 0 | 31 | 29 | 10 | 0 | 70 | 0 | 30 | 91 | 35 | 0 | 156 | 0 | 12 | 24 | 22 | 0 | 58 | 386 | 1654 |
| 1645 - 1700 | 0 | 8 | 90 | 26 | 0 | 124 | 0 | 34 | 32 | 3 | 0 | 69 | 0 | 32 | 80 | 29 | 0 | 141 | 0 | 15 | 15 | 17 | 0 | 47 | 381 | 1732 |
| Hourly Total | 0 | 22 | 281 | 85 | 0 | 388 | 0 | 137 | 138 | 25 | 0 | 300 | 0 | 116 | 323 | 116 | 0 | 555 | 0 | 42 | 72 | 75 | 0 | 189 | 1432 | - |
| 1700 - 1715 | 0 | 1 | 82 | 25 | 0 | 108 | 0 | 58 | 32 | 1 | 0 | 91 | 0 | 44 | 112 | 44 | 0 | 200 | 0 | 6 | 14 | 16 | 0 | 36 | 435 | 1806 |
| 1715 - 1730 | 0 | 7 | 84 | 22 | 0 | 113 | 0 | 49 | 47 | 11 | 0 | 107 | 0 | 31 | 110 | 42 | 0 | 183 | 0 | 9 | 20 | 20 | 0 | 49 | 452 | 1711 |
| 1730 - 1745 | 0 | 12 | 85 | 23 | 0 | 120 | 0 | 48 | 39 | 3 | 0 | 90 | 0 | 34 | 124 | 39 | 0 | 197 | 0 | 11 | 24 | 22 | 0 | 57 | 464 | 1547 |
| 1745 - 1800 | 0 | 5 | 71 | 24 | 0 | 100 | 0 | 53 | 36 | 6 | 0 | 95 | 0 | 40 | 118 | 54 | 0 | 212 | 0 | 14 | 17 | 17 | 0 | 48 | 455 | 1321 |
| Hourly Total | 0 | 25 | 322 | 94 | 0 | 441 | 0 | 208 | 154 | 21 | 0 | 383 | 0 | 149 | 464 | 179 | 0 | 792 | 0 | 40 | 75 | 75 | 0 | 190 | 1806 | - |
| 1800 - 1815 | 0 | 11 | 74 | 17 | 0 | 102 | 0 | 30 | 29 | 8 | 0 | 67 | 0 | 32 | 69 | 37 | 0 | 138 | 0 | 10 | 11 | 12 | 0 | 33 | 340 | 1050 |
| 1815 - 1830 | 0 | 6 | 56 | 18 | 0 | 80 | 0 | 28 | 19 | 4 | 0 | 51 | 0 | 28 | 63 | 23 | 0 | 114 | 0 | 11 | 12 | 20 | 0 | 43 | 288 | - |
| 1830 - 1845 | 0 | 4 | 53 | 7 | 0 | 64 | 0 | 23 | 15 | 6 | 0 | 44 | 0 | 22 | 58 | 20 | 0 | 100 | 0 | 6 | 7 | 17 | 0 | 30 | 238 | - |
| 1845 - 1900 | 0 | 3 | 41 | 9 | 0 | 53 | 0 | 15 | 16 | 3 | 0 | 34 | 0 | 13 | 30 | 21 | 0 | 64 | 0 | 8 | 10 | 15 | 0 | 33 | 184 | - |
| Hourly Total | 0 | 24 | 224 | 51 | 0 | 299 | 0 | 96 | 79 | 21 | 0 | 196 | 0 | 95 | 220 | 101 | 0 | 416 | 0 | 35 | 40 | 64 | 0 | 139 | 1050 | - |
| Grand Total | 0 | 129 | 1559 | 449 | 0 | 2137 | 0 | 733 | 621 | 117 | 0 | 1471 | 0 | 671 | 1846 | 747 | 1 | 3265 | 0 | 284 | 443 | 458 | 0 | 1185 | 8058 | - |
| Approach (%) | 0.00 | 6.04 | 72.95 | 21.01 | 0.00 | | 0.00 | 49.83 | 42.22 | 7.95 | 0.00 | | 0.00 | 20.55 | 56.54 | 22.88 | 0.03 | | 0.00 | 23.97 | 37.38 | 38.65 | 0.00 | | | |
| Total (%) | 0.00 | 1.60 | 19.35 | 5.57 | 0.00 | 26.52 | 0.00 | 9.10 | 7.71 | 1.45 | 0.00 | 18.26 | 0.00 | 8.33 | 22.91 | 9.27 | 0.01 | 40.52 | 0.00 | 3.52 | 5.50 | 5.68 | 0.00 | 14.71 | | |

Peak Rolling Hour Flow Rates
Classification: PV

| TIME | Southbound SR-1009 Hillsborough Rd (North) | | | | | | Westbound SR-1777 Homestead Rd | | | | | | Northbound SR-1009 Hillsborough Rd (South) | | | | | | Eastbound SR-1104 Dairyland Rd | | | | | | Int Total | |
|--------------|---|------|-------|-------|------|-----------|-----------------------------------|-------|-------|-------|------|-----------|---|-------|-------|-------|------|-----------|-----------------------------------|-------|-------|-------|------|-----------|-----------|--|
| | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | | |
| | 1.1 | 1.2 | 1.3 | 1.4 | 1a | | 1.5 | 1.6 | 1.7 | 1.8 | 1b | | 1.9 | 1.10 | 1.11 | 1.12 | 1c | | 1.13 | 1.14 | 1.15 | 1.16 | 1d | | | |
| 1700 - 1715 | 0 | 1 | 82 | 25 | 0 | 108 | 0 | 58 | 32 | 1 | 0 | 91 | 0 | 44 | 112 | 44 | 0 | 200 | 0 | 6 | 14 | 16 | 0 | 36 | 435 | |
| 1715 - 1730 | 0 | 7 | 84 | 22 | 0 | 113 | 0 | 49 | 47 | 11 | 0 | 107 | 0 | 31 | 110 | 42 | 0 | 183 | 0 | 9 | 20 | 20 | 0 | 49 | 452 | |
| 1730 - 1745 | 0 | 12 | 85 | 23 | 0 | 120 | 0 | 48 | 39 | 3 | 0 | 90 | 0 | 34 | 124 | 39 | 0 | 197 | 0 | 11 | 24 | 22 | 0 | 57 | 464 | |
| 1745 - 1800 | 0 | 5 | 71 | 24 | 0 | 100 | 0 | 53 | 36 | 6 | 0 | 95 | 0 | 40 | 118 | 54 | 0 | 212 | 0 | 14 | 17 | 17 | 0 | 48 | 455 | |
| Grand Total | 0 | 25 | 322 | 94 | 0 | 441 | 0 | 208 | 154 | 21 | 0 | 383 | 0 | 149 | 464 | 179 | 0 | 792 | 0 | 40 | 75 | 75 | 0 | 190 | 1806 | |
| Approach (%) | 0.00 | 5.67 | 73.02 | 21.32 | 0.00 | | 0.00 | 54.31 | 40.21 | 5.48 | 0.00 | | 0.00 | 18.81 | 58.59 | 22.60 | 0.00 | | 0.00 | 21.05 | 39.47 | 39.47 | 0.00 | | | |
| Total (%) | 0.00 | 1.38 | 17.83 | 5.20 | 0.00 | 24.42 | 0.00 | 11.52 | 8.53 | 1.16 | 0.00 | 21.21 | 0.00 | 8.25 | 25.69 | 9.91 | 0.00 | 43.88 | 0.00 | 2.21 | 4.15 | 4.15 | 0.00 | 10.52 | | |
| PHF | 92% | | | | | | 89% | | | | | | 93% | | | | | | 83% | | | | | | 97% | |
| | 0% | 52% | 95% | 94% | | | 0% | 90% | 82% | 48% | | | 0% | 85% | 94% | 83% | | | 0% | 71% | 78% | 85% | | | | |

Attachment D

Chapel Hill, NC
Classified Turn Movement Count

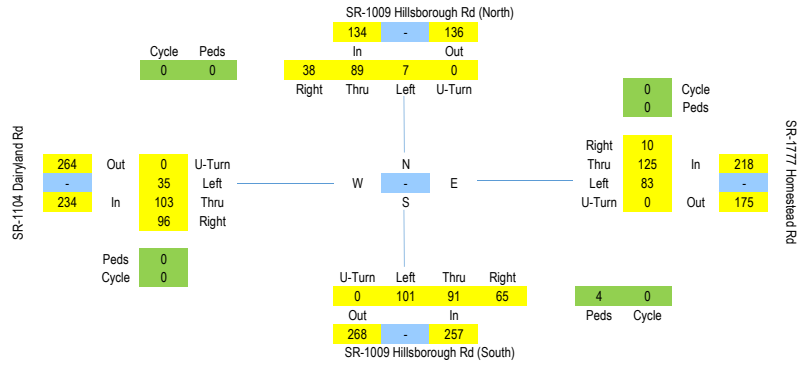
Site 1 of 1
SR-1009 Hillsborough Rd (North)
SR-1777 Homestead Rd
SR-1009 Hillsborough Rd (South)
SR-1104 Dairyland Rd

Lat/Long
35.942743°, -79.109436°

Date
Thursday 28 February 2019

Weather
Cloudy
Temp: 52°C

0600 – 1900 (Weekday 13h Session)
Classification: DUALS



| TIME | Southbound SR-1009 Hillsborough Rd (North) | | | | | | Westbound SR-1777 Homestead Rd | | | | | | Northbound SR-1009 Hillsborough Rd (South) | | | | | | Eastbound SR-1104 Dairyland Rd | | | | | | Int Total | Rolling Hour | | | | | | | |
|--------------|---|-------------|-------------|--------------|------------|--------------|-----------------------------------|-------------|-------------|--------------|------------|--------------|---|--------------|--------------|---------------|------------|--------------|-----------------------------------|--------------|--------------|---------------|------------|--------------|--------------|-----------------|---|---|---|---|---|---|---|
| | U-Turn 1.1 | Left 1.2 | Thru 1.3 | Right 1.4 | Peds 1a | App Total | U-Turn 1.5 | Left 1.6 | Thru 1.7 | Right 1.8 | Peds 1b | App Total | U-Turn 1.9 | Left 1.10 | Thru 1.11 | Right 1.12 | Peds 1c | App Total | U-Turn 1.13 | Left 1.14 | Thru 1.15 | Right 1.16 | Peds 1d | App Total | | | | | | | | | |
| | 0600 - 0615 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 7 | 89 | 38 | 0 | 134 | 0 | 83 | 125 | 10 | 0 | 218 | 0 | 101 | 91 | 65 | 4 | 261 | 0 | 35 | 103 | 96 | 0 | 234 | 847 | | | | | | | | |
| Approach (%) | 0.00 | 5.22 | 66.42 | 28.36 | 0.00 | 15.82 | 0.00 | 38.07 | 57.34 | 4.59 | 0.00 | 25.74 | 0.00 | 38.70 | 34.87 | 24.90 | 1.53 | 30.81 | 0.00 | 14.96 | 44.02 | 41.03 | 0.00 | 27.63 | | | | | | | | | |
| Total (%) | 0.00 | 0.83 | 10.51 | 4.49 | 0.00 | 15.82 | 0.00 | 9.80 | 14.76 | 1.18 | 0.00 | 25.74 | 0.00 | 11.92 | 10.74 | 7.67 | 0.47 | 30.81 | 0.00 | 4.13 | 12.16 | 11.33 | 0.00 | 27.63 | | | | | | | | | |

Attachment D

Chapel Hill, NC
Classified Turn Movement Count

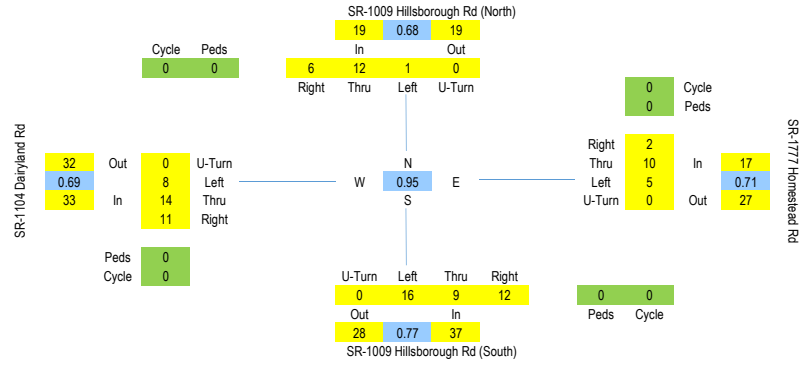
Site 1 of 1
SR-1009 Hillsborough Rd (North)
SR-1777 Homestead Rd
SR-1009 Hillsborough Rd (South)
SR-1104 Dairyland Rd

Lat/Long
35.942743°, -79.109436°

Date
Thursday 28 February 2019

Weather
Cloudy
Temp: 52°C

0600 – 1200 (Weekday AM Peak)
Classification: DUALS



| TIME | Southbound SR-1009 Hillsborough Rd (North) | | | | | | | Westbound SR-1777 Homestead Rd | | | | | | | Northbound SR-1009 Hillsborough Rd (South) | | | | | | | Eastbound SR-1104 Dairyland Rd | | | | | | | Int Total | Rolling Hour |
|--------------|---|------|-------|-------|------|-----------|--------|-----------------------------------|-------|-------|------|-----------|--------|-------|---|-------|------|-----------|--------|-------|-------|-----------------------------------|------|-----------|-----|-----|--|--|-----------|--------------|
| | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | | | | | | |
| | 1.1 | 1.2 | 1.3 | 1.4 | 1a | | 1.5 | 1.6 | 1.7 | 1.8 | 1b | | 1.9 | 1.10 | 1.11 | 1.12 | 1c | | 1.13 | 1.14 | 1.15 | 1.16 | 1d | | | | | | | |
| 0600 - 0615 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 26 | | | | |
| 0615 - 0630 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 36 | | | | |
| 0630 - 0645 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 38 | | | | |
| 0645 - 0700 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 2 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 46 | | | | |
| Hourly Total | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 7 | 3 | 0 | 0 | 10 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | - | | | | |
| 0700 - 0715 | 0 | 1 | 3 | 3 | 0 | 7 | 0 | 3 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 1 | 0 | 0 | 2 | 15 | 58 | | | | |
| 0715 - 0730 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 72 | | | | |
| 0730 - 0745 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 4 | 1 | 1 | 7 | 0 | 1 | 0 | 2 | 0 | 3 | 16 | 92 | | | | |
| 0745 - 0800 | 0 | 0 | 7 | 1 | 0 | 8 | 0 | 3 | 2 | 0 | 0 | 5 | 0 | 2 | 2 | 0 | 0 | 4 | 0 | 3 | 2 | 1 | 0 | 6 | 23 | 101 | | | | |
| Hourly Total | 0 | 1 | 14 | 6 | 0 | 21 | 0 | 8 | 3 | 1 | 0 | 12 | 0 | 6 | 7 | 1 | 3 | 17 | 0 | 5 | 3 | 3 | 0 | 11 | 61 | - | | | | |
| 0800 - 0815 | 0 | 1 | 5 | 0 | 0 | 6 | 0 | 2 | 1 | 2 | 0 | 5 | 0 | 3 | 2 | 3 | 0 | 8 | 0 | 2 | 2 | 4 | 0 | 8 | 27 | 106 | | | | |
| 0815 - 0830 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 4 | 0 | 0 | 5 | 0 | 3 | 2 | 7 | 0 | 12 | 0 | 2 | 4 | 1 | 0 | 7 | 27 | 105 | | | | |
| 0830 - 0845 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 5 | 0 | 0 | 6 | 0 | 5 | 4 | 0 | 0 | 9 | 0 | 2 | 2 | 2 | 0 | 6 | 24 | 94 | | | | |
| 0845 - 0900 | 0 | 0 | 4 | 3 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 1 | 2 | 0 | 8 | 0 | 2 | 6 | 4 | 0 | 12 | 28 | 92 | | | | |
| Hourly Total | 0 | 1 | 12 | 6 | 0 | 19 | 0 | 5 | 10 | 2 | 0 | 17 | 0 | 16 | 9 | 12 | 0 | 37 | 0 | 8 | 14 | 11 | 0 | 33 | 106 | - | | | | |
| 0900 - 0915 | 0 | 0 | 5 | 3 | 0 | 8 | 0 | 1 | 4 | 0 | 0 | 5 | 0 | 2 | 2 | 1 | 0 | 5 | 0 | 1 | 1 | 6 | 0 | 8 | 26 | 81 | | | | |
| 0915 - 0930 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 4 | 0 | 0 | 5 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 1 | 3 | 1 | 0 | 5 | 16 | 76 | | | | |
| 0930 - 0945 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 7 | 2 | 0 | 0 | 9 | 0 | 2 | 5 | 2 | 0 | 9 | 22 | 74 | | | | |
| 0945 - 1000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 1 | 1 | 0 | 5 | 0 | 1 | 2 | 6 | 0 | 9 | 17 | 69 | | | | |
| Hourly Total | 0 | 0 | 8 | 4 | 0 | 12 | 0 | 3 | 13 | 0 | 0 | 16 | 0 | 13 | 5 | 4 | 0 | 22 | 0 | 5 | 11 | 15 | 0 | 31 | 81 | - | | | | |
| 1000 - 1015 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 4 | 5 | 1 | 0 | 10 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 1 | 3 | 2 | 0 | 6 | 21 | 70 | | | | |
| 1015 - 1030 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 4 | 0 | 0 | 4 | 14 | 63 | | | | |
| 1030 - 1045 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 2 | 0 | 6 | 0 | 3 | 2 | 0 | 0 | 5 | 0 | 1 | 1 | 3 | 0 | 5 | 17 | 73 | | | | |
| 1045 - 1100 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 6 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 3 | 0 | 7 | 18 | 82 | | | | |
| Hourly Total | 0 | 0 | 5 | 3 | 0 | 8 | 0 | 9 | 16 | 3 | 0 | 28 | 0 | 8 | 4 | 0 | 0 | 12 | 0 | 2 | 12 | 8 | 0 | 22 | 70 | - | | | | |
| 1100 - 1115 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 4 | 0 | 2 | 3 | 0 | 0 | 5 | 0 | 0 | 3 | 1 | 0 | 4 | 14 | 83 | | | | |
| 1115 - 1130 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 2 | 4 | 2 | 0 | 8 | 0 | 0 | 5 | 4 | 0 | 9 | 24 | 69 | | | | |
| 1130 - 1145 | 0 | 0 | 1 | 4 | 0 | 5 | 0 | 1 | 4 | 1 | 0 | 6 | 0 | 3 | 2 | 1 | 0 | 6 | 0 | 3 | 1 | 5 | 0 | 9 | 26 | 45 | | | | |
| 1145 - 1200 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 3 | 2 | 0 | 0 | 5 | 0 | 2 | 2 | 0 | 0 | 4 | 0 | 0 | 4 | 4 | 0 | 8 | 19 | 19 | | | | |
| Hourly Total | 0 | 0 | 4 | 6 | 0 | 10 | 0 | 6 | 13 | 1 | 0 | 20 | 0 | 9 | 11 | 3 | 0 | 23 | 0 | 3 | 13 | 14 | 0 | 30 | 63 | - | | | | |
| Grand Total | 0 | 2 | 55 | 25 | 0 | 82 | 0 | 38 | 58 | 7 | 0 | 103 | 0 | 52 | 38 | 22 | 3 | 115 | 0 | 23 | 53 | 51 | 0 | 127 | 427 | - | | | | |
| Approach (%) | 0.00 | 2.44 | 67.07 | 30.49 | 0.00 | | 0.00 | 36.89 | 56.31 | 6.80 | 0.00 | | 0.00 | 45.22 | 33.04 | 19.13 | 2.61 | | 0.00 | 18.11 | 41.73 | 40.16 | 0.00 | | | | | | | |
| Total (%) | 0.00 | 0.47 | 12.88 | 5.85 | 0.00 | 19.20 | 0.00 | 8.90 | 13.58 | 1.64 | 0.00 | 24.12 | 0.00 | 12.18 | 8.90 | 5.15 | 0.70 | 26.93 | 0.00 | 5.39 | 12.41 | 11.94 | 0.00 | 29.74 | | | | | | |

Peak Rolling Hour Flow Rates
Classification: DUALS

| TIME | Southbound SR-1009 Hillsborough Rd (North) | | | | | | | Westbound SR-1777 Homestead Rd | | | | | | | Northbound SR-1009 Hillsborough Rd (South) | | | | | | | Eastbound SR-1104 Dairyland Rd | | | | | | | Int Total |
|--------------|---|------|-------|-------|------|-----------|--------|-----------------------------------|-------|-------|------|-----------|--------|-------|---|-------|------|-----------|--------|-------|-------|-----------------------------------|------|-----------|-----|--|--|--|-----------|
| | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | | | | | |
| | 1.1 | 1.2 | 1.3 | 1.4 | 1a | | 1.5 | 1.6 | 1.7 | 1.8 | 1b | | 1.9 | 1.10 | 1.11 | 1.12 | 1c | | 1.13 | 1.14 | 1.15 | 1.16 | 1d | | | | | | |
| 0800 - 0815 | 0 | 1 | 5 | 0 | 0 | 6 | 0 | 2 | 1 | 2 | 0 | 5 | 0 | 3 | 2 | 3 | 0 | 8 | 0 | 2 | 2 | 4 | 0 | 8 | 27 | | | | |
| 0815 - 0830 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 4 | 0 | 0 | 5 | 0 | 3 | 2 | 7 | 0 | 12 | 0 | 2 | 4 | 1 | 0 | 7 | 27 | | | | |
| 0830 - 0845 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 5 | 0 | 0 | 6 | 0 | 5 | 4 | 0 | 0 | 9 | 0 | 2 | 2 | 2 | 0 | 6 | 24 | | | | |
| 0845 - 0900 | 0 | 0 | 4 | 3 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 1 | 2 | 0 | 8 | 0 | 2 | 6 | 4 | 0 | 12 | 28 | | | | |
| Grand Total | 0 | 1 | 12 | 6 | 0 | 19 | 0 | 5 | 10 | 2 | 0 | 17 | 0 | 16 | 9 | 12 | 0 | 37 | 0 | 8 | 14 | 11 | 0 | 33 | 106 | | | | |
| Approach (%) | 0.00 | 5.26 | 63.16 | 31.58 | 0.00 | | 0.00 | 29.41 | 58.82 | 11.76 | 0.00 | | 0.00 | 43.24 | 24.32 | 32.43 | 0.00 | | 0.00 | 24.24 | 42.42 | 33.33 | 0.00 | | | | | | |
| Total (%) | 0.00 | 0.94 | 11.32 | 5.66 | 0.00 | 17.92 | 0.00 | 4.72 | 9.43 | 1.89 | 0.00 | 16.04 | 0.00 | 15.09 | 8.49 | 11.32 | 0.00 | 34.91 | 0.00 | 7.55 | 13.21 | 10.38 | 0.00 | 31.13 | | | | | |
| PHF | 68% | | | | | | | 71% | | | | | | | 77% | | | | | | | 69% | | | | | | | 95% |
| | 0% | 25% | 60% | 50% | | | 0% | 63% | 50% | 25% | | | 0% | 80% | 56% | 43% | | | 0% | 100% | 58% | 69% | | | | | | | |

Attachment D

Chapel Hill, NC
Classified Turn Movement Count

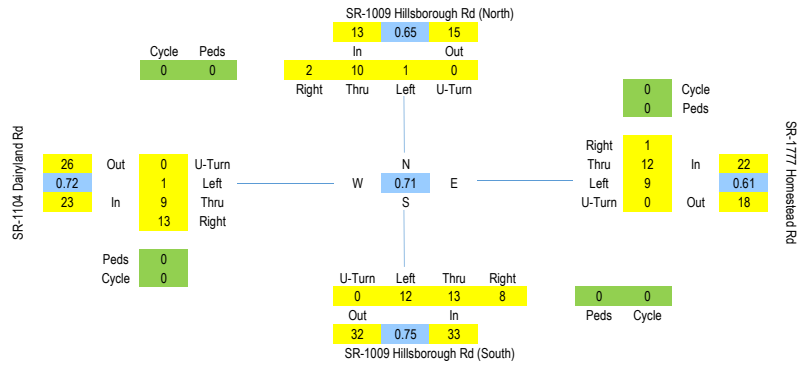
Site 1 of 1
SR-1009 Hillsborough Rd (North)
SR-1777 Homestead Rd
SR-1009 Hillsborough Rd (South)
SR-1104 Dairyland Rd

Lat/Long
35.942743°, -79.109436°

Date
Thursday 28 February 2019

Weather
Cloudy
Temp: 52°C

1200 – 1900 (Weekday PM Peak)
Classification: DUALS



| TIME | Southbound SR-1009 Hillsborough Rd (North) | | | | | | Westbound SR-1777 Homestead Rd | | | | | | Northbound SR-1009 Hillsborough Rd (South) | | | | | | Eastbound SR-1104 Dairyland Rd | | | | | | Int Total | Rolling Hour |
|--------------|---|------|-------|-------|------|-----------|-----------------------------------|-------|-------|-------|------|-----------|---|-------|-------|-------|------|-----------|-----------------------------------|-------|-------|-------|------|-----------|-----------|--------------|
| | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | | |
| | 1.1 | 1.2 | 1.3 | 1.4 | 1a | | 1.5 | 1.6 | 1.7 | 1.8 | 1b | | 1.9 | 1.10 | 1.11 | 1.12 | 1c | | 1.13 | 1.14 | 1.15 | 1.16 | 1d | | | |
| 1200 - 1215 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 3 | 2 | 0 | 0 | 5 | 0 | 2 | 2 | 0 | 0 | 4 | 0 | 2 | 5 | 5 | 0 | 12 | 23 | 82 |
| 1215 - 1230 | 0 | 1 | 1 | 1 | 0 | 3 | 0 | 1 | 4 | 0 | 0 | 5 | 0 | 4 | 2 | 4 | 0 | 10 | 0 | 0 | 4 | 2 | 0 | 6 | 24 | 78 |
| 1230 - 1245 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 4 | 2 | 3 | 0 | 9 | 0 | 1 | 2 | 6 | 0 | 9 | 22 | 76 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 3 | 4 | 1 | 1 | 9 | 0 | 1 | 1 | 1 | 0 | 3 | 14 | 64 |
| Hourly Total | 0 | 1 | 4 | 1 | 0 | 6 | 0 | 5 | 10 | 0 | 0 | 15 | 0 | 13 | 10 | 8 | 1 | 32 | 0 | 4 | 12 | 14 | 0 | 30 | 83 | - |
| 1300 - 1315 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 5 | 0 | 0 | 7 | 0 | 1 | 2 | 3 | 0 | 6 | 0 | 0 | 4 | 1 | 0 | 5 | 19 | 66 |
| 1315 - 1330 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 6 | 1 | 0 | 9 | 0 | 5 | 1 | 0 | 0 | 6 | 0 | 0 | 2 | 2 | 0 | 4 | 22 | 70 |
| 1330 - 1345 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 5 | 10 | 66 |
| 1345 - 1400 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 4 | 1 | 0 | 5 | 15 | 73 |
| Hourly Total | 0 | 0 | 7 | 1 | 0 | 8 | 0 | 4 | 18 | 1 | 0 | 23 | 0 | 8 | 4 | 4 | 0 | 16 | 0 | 0 | 11 | 8 | 0 | 19 | 66 | - |
| 1400 - 1415 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 7 | 2 | 0 | 0 | 9 | 0 | 3 | 2 | 0 | 0 | 5 | 0 | 0 | 3 | 2 | 0 | 5 | 23 | 77 |
| 1415 - 1430 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 4 | 0 | 0 | 5 | 0 | 2 | 2 | 0 | 0 | 4 | 0 | 1 | 2 | 3 | 0 | 6 | 18 | 75 |
| 1430 - 1445 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 2 | 1 | 2 | 0 | 5 | 0 | 0 | 5 | 2 | 0 | 7 | 17 | 89 |
| 1445 - 1500 | 0 | 0 | 3 | 2 | 0 | 5 | 0 | 3 | 2 | 0 | 0 | 5 | 0 | 2 | 1 | 2 | 0 | 5 | 0 | 0 | 2 | 2 | 0 | 4 | 19 | 91 |
| Hourly Total | 0 | 0 | 10 | 3 | 0 | 13 | 0 | 11 | 11 | 1 | 0 | 23 | 0 | 9 | 6 | 4 | 0 | 19 | 0 | 1 | 12 | 9 | 0 | 22 | 77 | - |
| 1500 - 1515 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 4 | 0 | 0 | 5 | 0 | 4 | 3 | 2 | 0 | 9 | 0 | 1 | 1 | 3 | 0 | 5 | 21 | 81 |
| 1515 - 1530 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 3 | 5 | 1 | 0 | 9 | 0 | 4 | 5 | 2 | 0 | 11 | 0 | 0 | 2 | 6 | 0 | 8 | 32 | 80 |
| 1530 - 1545 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 2 | 4 | 2 | 0 | 8 | 0 | 0 | 4 | 2 | 0 | 6 | 19 | 71 |
| 1545 - 1600 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 9 | 64 |
| Hourly Total | 0 | 1 | 7 | 1 | 0 | 9 | 0 | 6 | 13 | 1 | 0 | 20 | 0 | 10 | 13 | 9 | 0 | 32 | 0 | 1 | 8 | 11 | 0 | 20 | 81 | - |
| 1600 - 1615 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 5 | 6 | 0 | 0 | 11 | 0 | 3 | 2 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 2 | 20 | 65 |
| 1615 - 1630 | 0 | 3 | 0 | 1 | 0 | 4 | 0 | 3 | 3 | 0 | 0 | 6 | 0 | 3 | 0 | 9 | 0 | 12 | 0 | 0 | 1 | 0 | 0 | 1 | 23 | 58 |
| 1630 - 1645 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 5 | 0 | 6 | 0 | 0 | 1 | 1 | 0 | 2 | 12 | 40 |
| 1645 - 1700 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 10 | 36 |
| Hourly Total | 0 | 3 | 3 | 3 | 0 | 9 | 0 | 10 | 14 | 0 | 0 | 24 | 0 | 7 | 3 | 16 | 0 | 26 | 0 | 1 | 4 | 1 | 0 | 6 | 65 | - |
| 1700 - 1715 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 1 | 3 | 1 | 0 | 5 | 0 | 0 | 1 | 1 | 0 | 2 | 13 | 29 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 5 | 20 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 1 | 1 | 0 | 3 | 8 | 18 |
| 1745 - 1800 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 3 | 14 |
| Hourly Total | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 1 | 6 | 1 | 0 | 8 | 0 | 3 | 3 | 2 | 0 | 8 | 29 | - |
| 1800 - 1815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 19 |
| 1815 - 1830 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 |
| 1830 - 1845 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1845 - 1900 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 2 | 8 | |
| Hourly Total | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 11 | 1 | 0 | 13 | 0 | 2 | 0 | 0 | 0 | 2 | 19 | - |
| Grand Total | 0 | 5 | 34 | 13 | 0 | 52 | 0 | 45 | 67 | 3 | 0 | 115 | 0 | 49 | 53 | 43 | 1 | 146 | 0 | 12 | 50 | 45 | 0 | 107 | 420 | - |
| Approach (%) | 0.00 | 9.62 | 65.38 | 25.00 | 0.00 | | 0.00 | 39.13 | 58.26 | 2.61 | 0.00 | | 0.00 | 33.56 | 36.30 | 29.45 | 0.68 | | 0.00 | 11.21 | 46.73 | 42.06 | 0.00 | | | |
| Total (%) | 0.00 | 1.19 | 8.10 | 3.10 | 0.00 | 12.38 | 0.00 | 10.71 | 15.95 | 0.71 | 0.00 | 27.38 | 0.00 | 11.67 | 12.62 | 10.24 | 0.24 | 34.76 | 0.00 | 2.86 | 11.90 | 10.71 | 0.00 | 25.48 | | |

Peak Rolling Hour Flow Rates
Classification: DUALS

| TIME | Southbound SR-1009 Hillsborough Rd (North) | | | | | | Westbound SR-1777 Homestead Rd | | | | | | Northbound SR-1009 Hillsborough Rd (South) | | | | | | Eastbound SR-1104 Dairyland Rd | | | | | | Int Total | | | | |
|--------------|---|------|-------|-------|------|-----------|-----------------------------------|-------|-------|-------|------|-----------|---|-------|-------|-------|------|-----------|-----------------------------------|------|-------|-------|------|-----------|-----------|---|--|--|-----|
| | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | | | | | |
| | 1.1 | 1.2 | 1.3 | 1.4 | 1a | | 1.5 | 1.6 | 1.7 | 1.8 | 1b | | 1.9 | 1.10 | 1.11 | 1.12 | 1c | | 1.13 | 1.14 | 1.15 | 1.16 | 1d | | | | | | |
| 1445 - 1500 | 0 | 0 | 3 | 2 | 0 | 5 | 0 | 3 | 2 | 0 | 0 | 5 | 0 | 2 | 1 | 2 | 0 | 5 | 0 | 0 | 2 | 2 | 0 | 4 | 19 | - | | | |
| 1500 - 1515 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 4 | 0 | 0 | 5 | 0 | 4 | 3 | 2 | 0 | 9 | 0 | 1 | 1 | 3 | 0 | 5 | 21 | - | | | |
| 1515 - 1530 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 3 | 5 | 1 | 0 | 9 | 0 | 4 | 5 | 2 | 0 | 11 | 0 | 0 | 2 | 6 | 0 | 8 | 32 | - | | | |
| 1530 - 1545 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 2 | 4 | 2 | 0 | 8 | 0 | 0 | 4 | 2 | 0 | 6 | 19 | - | | | |
| Grand Total | 0 | 1 | 10 | 2 | 0 | 13 | 0 | 9 | 12 | 1 | 0 | 22 | 0 | 12 | 13 | 8 | 0 | 33 | 0 | 1 | 9 | 13 | 0 | 23 | 91 | - | | | |
| Approach (%) | 0.00 | 7.69 | 76.92 | 15.38 | 0.00 | | 0.00 | 40.91 | 54.55 | 4.55 | 0.00 | | 0.00 | 36.36 | 39.39 | 24.24 | 0.00 | | 0.00 | 4.35 | 39.13 | 56.52 | 0.00 | | | | | | |
| Total (%) | 0.00 | 1.10 | 10.99 | 2.20 | 0.00 | 14.29 | 0.00 | 9.89 | 13.19 | 1.10 | 0.00 | 24.18 | 0.00 | 13.19 | 14.29 | 8.79 | 0.00 | 36.26 | 0.00 | 1.10 | 9.89 | 14.29 | 0.00 | 25.27 | | | | | |
| PHF | 65% | | | | | | 61% | | | | | | 75% | | | | | | 72% | | | | | | | | | | 71% |
| | 0% | 25% | 63% | 25% | | | 0% | 75% | 60% | 25% | | | 0% | 75% | 65% | 100% | | | 0% | 25% | 56% | 54% | | | | | | | |

Attachment D

Chapel Hill, NC
Classified Turn Movement Count

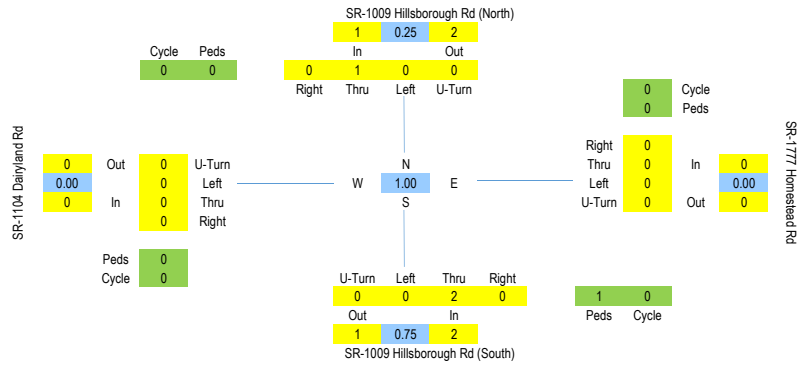
Site 1 of 1
SR-1009 Hillsborough Rd (North)
SR-1777 Homestead Rd
SR-1009 Hillsborough Rd (South)
SR-1104 Dairyland Rd

Lat/Long
35.942743°, -79.109436°

Date
Thursday 28 February 2019

Weather
Cloudy
Temp: 52°C

1200 – 1900 (Weekday PM Peak)
Classification: TTST



| TIME | Southbound SR-1009 Hillsborough Rd (North) | | | | | | Westbound SR-1777 Homestead Rd | | | | | | Northbound SR-1009 Hillsborough Rd (South) | | | | | | Eastbound SR-1104 Dairyland Rd | | | | | | Int Total | Rolling Hour | | |
|--------------|---|------|-------|-------|------|-----------|-----------------------------------|------|------|-------|------|-----------|---|------|-------|-------|-------|-----------|-----------------------------------|------|------|-------|------|-----------|-----------|--------------|----|---|
| | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | | | | |
| | 1.1 | 1.2 | 1.3 | 1.4 | 1a | | 1.5 | 1.6 | 1.7 | 1.8 | 1b | | 1.9 | 1.10 | 1.11 | 1.12 | 1c | | 1.13 | 1.14 | 1.15 | 1.16 | 1d | | | | | |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | - |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 1315 - 1330 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hourly Total | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | - |
| 1400 - 1415 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1415 - 1430 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 |
| 1430 - 1445 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 1445 - 1500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | - |
| 1500 - 1515 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1515 - 1530 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1530 - 1545 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1545 - 1600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1615 - 1630 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | - |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1730 - 1745 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | - |
| 1800 - 1815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1815 - 1830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1830 - 1845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1845 - 1900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | - |
| Approach (%) | 0.00 | 0.00 | 60.00 | 40.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 60.00 | 20.00 | 20.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | | |
| Total (%) | 0.00 | 0.00 | 30.00 | 20.00 | 0.00 | 50.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 30.00 | 10.00 | 10.00 | 50.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | |

Peak Rolling Hour Flow Rates
Classification: TTST

| TIME | Southbound SR-1009 Hillsborough Rd (North) | | | | | | Westbound SR-1777 Homestead Rd | | | | | | Northbound SR-1009 Hillsborough Rd (South) | | | | | | Eastbound SR-1104 Dairyland Rd | | | | | | Int Total | | | | | |
|--------------|---|------|--------|-------|------|-----------|-----------------------------------|------|------|-------|------|-----------|---|------|-------|-------|-------|-----------|-----------------------------------|------|------|-------|------|-----------|-----------|---|---|---|--|------|
| | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | | | | | | |
| | 1.1 | 1.2 | 1.3 | 1.4 | 1a | | 1.5 | 1.6 | 1.7 | 1.8 | 1b | | 1.9 | 1.10 | 1.11 | 1.12 | 1c | | 1.13 | 1.14 | 1.15 | 1.16 | 1d | | | | | | | |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | - | | |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | - | | |
| 1315 - 1330 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | - | | |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | - | | |
| Grand Total | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | - | | |
| Approach (%) | 0.00 | 0.00 | 100.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 66.67 | 0.00 | 33.33 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | |
| Total (%) | 0.00 | 0.00 | 25.00 | 0.00 | 0.00 | 25.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 50.00 | 0.00 | 25.00 | 75.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | | |
| PHF | 25% | | | | | | 0% | | | | | | 75% | | | | | | | | 0% | | | | | | | | | 100% |
| | 0% | 0% | 25% | 0% | | | 0% | 0% | 0% | 0% | | | 0% | 0% | 50% | 0% | | | 0% | 0% | 0% | 0% | | | | | | | | |

Attachment D

Chapel Hill, NC
Classified Turn Movement Count

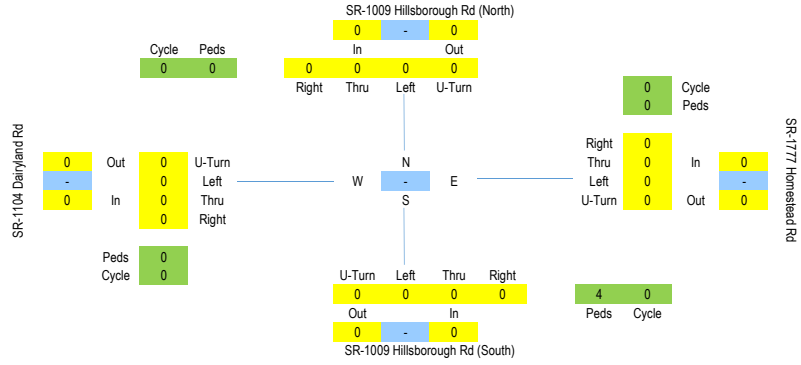
Site 1 of 1
SR-1009 Hillsborough Rd (North)
SR-1777 Homestead Rd
SR-1009 Hillsborough Rd (South)
SR-1104 Dairyland Rd

Lat/Long
35.942743°, -79.109436°

Date
Thursday 28 February 2019

Weather
Cloudy
Temp: 52°C

0600 – 1900 (Weekday 13h Session)
Classification: TWINS



| TIME | Southbound SR-1009 Hillsborough Rd (North) | | | | | | | Westbound SR-1777 Homestead Rd | | | | | | | Northbound SR-1009 Hillsborough Rd (South) | | | | | | | Eastbound SR-1104 Dairyland Rd | | | | | | | Int Total | Rolling Hour | | | |
|--------------|---|-------------|-------------|--------------|------------|--------------|---------------|-----------------------------------|-------------|--------------|------------|--------------|---------------|--------------|---|---------------|------------|--------------|----------------|--------------|--------------|-----------------------------------|------------|--------------|------|------|------|------|--------------|-----------------|------|------|---|
| | U-Turn 1.1 | Left 1.2 | Thru 1.3 | Right 1.4 | Peds 1a | App Total | U-Turn 1.5 | Left 1.6 | Thru 1.7 | Right 1.8 | Peds 1b | App Total | U-Turn 1.9 | Left 1.10 | Thru 1.11 | Right 1.12 | Peds 1c | App Total | U-Turn 1.13 | Left 1.14 | Thru 1.15 | Right 1.16 | Peds 1d | App Total | | | | | | | | | |
| | 0600 - 0615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| Approach (%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Total (%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

Attachment D

Chapel Hill, NC
Classified Turn Movement Count

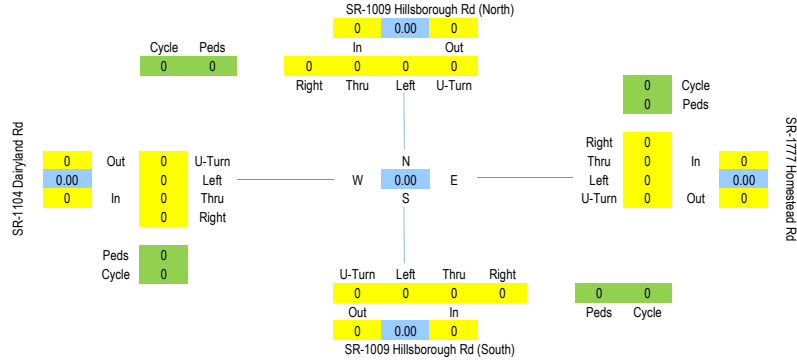
Site 1 of 1
SR-1009 Hillsborough Rd (North)
SR-1777 Homestead Rd
SR-1009 Hillsborough Rd (South)
SR-1104 Dairyland Rd

Lat/Long
35.942743°, -79.109436°

Date
Thursday 28 February 2019

Weather
Cloudy
Temp: 52°C

0600 – 1200 (Weekday AM Peak)
Classification: TWINS



| TIME | Southbound SR-1009 Hillsborough Rd (North) | | | | | | | Westbound SR-1777 Homestead Rd | | | | | | | Northbound SR-1009 Hillsborough Rd (South) | | | | | | | Eastbound SR-1104 Dairyland Rd | | | | | | | Int Total | Rolling Hour |
|--------------|---|------|------|-------|------|-----------|--------|-----------------------------------|------|-------|------|-----------|--------|------|---|-------|--------|-----------|--------|------|------|-----------------------------------|------|-----------|------|------|------|------|-----------|--------------|
| | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | | | | | | |
| | 1.1 | 1.2 | 1.3 | 1.4 | 1a | | 1.5 | 1.6 | 1.7 | 1.8 | 1b | | 1.9 | 1.10 | 1.11 | 1.12 | 1c | | 1.13 | 1.14 | 1.15 | 1.16 | 1d | | | | | | | |
| 0600 - 0615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 0615 - 0630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 0630 - 0645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 0645 - 0700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 0700 - 0715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 0715 - 0730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 0730 - 0745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 0745 - 0800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 0800 - 0815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 0815 - 0830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 0830 - 0845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 0845 - 0900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 0900 - 0915 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 0915 - 0930 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 0930 - 0945 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 0945 - 1000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1000 - 1015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1015 - 1030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1030 - 1045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1045 - 1100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1100 - 1115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1115 - 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1130 - 1145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1145 - 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Approach (%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 100.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | |
| Total (%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |

Peak Rolling Hour Flow Rates
Classification: TWINS

| TIME | Southbound SR-1009 Hillsborough Rd (North) | | | | | | | Westbound SR-1777 Homestead Rd | | | | | | | Northbound SR-1009 Hillsborough Rd (South) | | | | | | | Eastbound SR-1104 Dairyland Rd | | | | | | | Int Total |
|--------------|---|------|------|-------|------|-----------|--------|-----------------------------------|------|-------|------|-----------|--------|------|---|-------|------|-----------|--------|------|------|-----------------------------------|------|-----------|------|------|------|------|-----------|
| | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | | | | | |
| | 1.1 | 1.2 | 1.3 | 1.4 | 1a | | 1.5 | 1.6 | 1.7 | 1.8 | 1b | | 1.9 | 1.10 | 1.11 | 1.12 | 1c | | 1.13 | 1.14 | 1.15 | 1.16 | 1d | | | | | | |
| 0600 - 0615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0615 - 0630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0630 - 0645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0645 - 0700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Approach (%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | |
| Total (%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| PHF | 0% | | | | | 0% | | | | | 0% | | | | | 0% | | | | | 0% | | | | | | | | |

Attachment D

Chapel Hill, NC
Classified Turn Movement Count

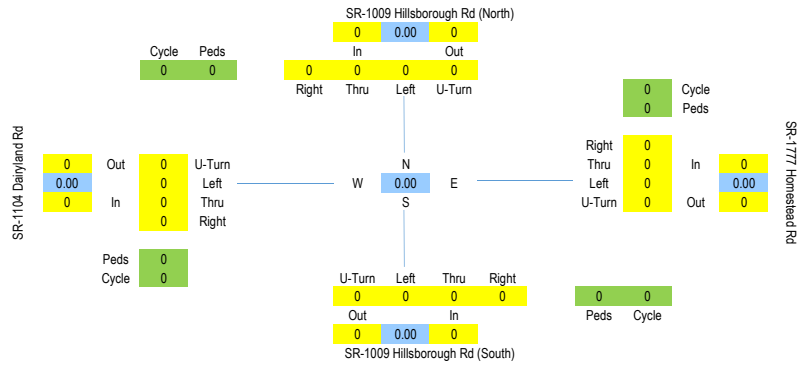
Site 1 of 1
SR-1009 Hillsborough Rd (North)
SR-1777 Homestead Rd
SR-1009 Hillsborough Rd (South)
SR-1104 Dairyland Rd

Lat/Long
35.942743°, -79.109436°

Date
Thursday 28 February 2019

Weather
Cloudy
Temp: 52°C

1200 – 1900 (Weekday PM Peak)
Classification: TWINS



| TIME | Southbound SR-1009 Hillsborough Rd (North) | | | | | | Westbound SR-1777 Homestead Rd | | | | | | Northbound SR-1009 Hillsborough Rd (South) | | | | | | Eastbound SR-1104 Dairyland Rd | | | | | | Int Total | Rolling Hour | |
|--------------|---|------|------|-------|------|-----------|-----------------------------------|------|------|-------|------|-----------|---|------|------|-------|--------|-----------|-----------------------------------|------|------|-------|------|-----------|-----------|--------------|---|
| | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | | | |
| | 1.1 | 1.2 | 1.3 | 1.4 | 1a | | 1.5 | 1.6 | 1.7 | 1.8 | 1b | | 1.9 | 1.10 | 1.11 | 1.12 | 1c | | 1.13 | 1.14 | 1.15 | 1.16 | 1d | | | | |
| 1200 - 1215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1215 - 1230 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1230 - 1245 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1245 - 1300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1300 - 1315 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1315 - 1330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1330 - 1345 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1345 - 1400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1400 - 1415 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1415 - 1430 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1430 - 1445 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1445 - 1500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1500 - 1515 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1515 - 1530 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1530 - 1545 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1545 - 1600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1600 - 1615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1615 - 1630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1630 - 1645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1645 - 1700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1700 - 1715 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1715 - 1730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1730 - 1745 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1745 - 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1800 - 1815 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1815 - 1830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1830 - 1845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1845 - 1900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Approach (%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 100.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Total (%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 100.00 | 100.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |

Peak Rolling Hour Flow Rates
Classification: TWINS

| TIME | Southbound SR-1009 Hillsborough Rd (North) | | | | | | Westbound SR-1777 Homestead Rd | | | | | | Northbound SR-1009 Hillsborough Rd (South) | | | | | | Eastbound SR-1104 Dairyland Rd | | | | | | Int Total | | |
|--------------|---|------|------|-------|------|-----------|-----------------------------------|------|------|-------|------|-----------|---|------|------|-------|------|-----------|-----------------------------------|------|------|-------|------|-----------|-----------|------|---|
| | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | U-Turn | Left | Thru | Right | Peds | App Total | | | |
| | 1.1 | 1.2 | 1.3 | 1.4 | 1a | | 1.5 | 1.6 | 1.7 | 1.8 | 1b | | 1.9 | 1.10 | 1.11 | 1.12 | 1c | | 1.13 | 1.14 | 1.15 | 1.16 | 1d | | | | |
| 0600 - 0615 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0615 - 0630 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0630 - 0645 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0645 - 0700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approach (%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Total (%) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| PHF | 0% | 0% | 0% | 0% | | | 0% | 0% | 0% | 0% | | | 0% | 0% | 0% | 0% | | | 0% | 0% | 0% | 0% | | | | 0% | |

Attachment D

Hogan Ridge TIA 1: Old NC 86 & Dairyland Road/Homestead Road

Existing (2022) AM
Lanes, Volumes, Timings

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 152 | 190 | 183 | 137 | 62 | 39 | 73 | 375 | 202 | 36 | 426 | 52 |
| Future Volume (vph) | 152 | 190 | 183 | 137 | 62 | 39 | 73 | 375 | 202 | 36 | 426 | 52 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 175 | | 10 | 200 | | 0 | 175 | | 0 | 200 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.850 | | 0.942 | | | 0.948 | | | 0.984 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 1755 | 0 | 1770 | 1766 | 0 | 1770 | 1833 | 0 |
| Flt Permitted | 0.685 | | | 0.452 | | | 0.281 | | | 0.292 | | |
| Satd. Flow (perm) | 1276 | 1863 | 1583 | 842 | 1755 | 0 | 523 | 1766 | 0 | 544 | 1833 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 45 | | | 45 | | | 40 | | | 40 | |
| Link Distance (ft) | | 973 | | | 1626 | | | 1819 | | | 2719 | |
| Travel Time (s) | | 14.7 | | | 24.6 | | | 31.0 | | | 46.3 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 169 | 211 | 203 | 152 | 69 | 43 | 81 | 417 | 224 | 40 | 473 | 58 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 169 | 211 | 203 | 152 | 112 | 0 | 81 | 641 | 0 | 40 | 531 | 0 |
| Turn Type | D.Pm | NA | Perm | D.P+P | NA | | D.P+P | NA | | D.Pm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 8 | | 4 | 4 | | | 6 | | | 2 | | |
| Detector Phase | 8 | 4 | 4 | 3 | 8 | | 5 | 2 | | 2 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 7.0 | 12.0 | | 12.0 | 12.0 | |
| Minimum Split (s) | 13.2 | 13.2 | 13.2 | 12.3 | 13.2 | | 13.5 | 18.6 | | 18.6 | 18.6 | |
| Total Split (s) | 35.4 | 23.0 | 23.0 | 12.4 | 35.4 | | 13.5 | 54.6 | | 54.6 | 41.1 | |
| Total Split (%) | 39.3% | 25.6% | 25.6% | 13.8% | 39.3% | | 15.0% | 60.7% | | 60.7% | 45.7% | |
| Maximum Green (s) | 29.2 | 16.8 | 16.8 | 7.1 | 29.2 | | 7.0 | 48.0 | | 48.0 | 34.5 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 3.0 | 4.5 | | 3.0 | 4.6 | | 4.6 | 4.6 | |
| All-Red Time (s) | 1.7 | 1.7 | 1.7 | 2.3 | 1.7 | | 3.5 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.2 | 6.2 | 6.2 | 5.3 | 6.2 | | 6.5 | 6.6 | | 6.6 | 6.6 | |
| Lead/Lag | | Lag | Lag | Lead | | | Lead | | | | Lag | |
| Lead-Lag Optimize? | | Yes | Yes | Yes | | | Yes | | | | Yes | |
| Vehicle Extension (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | 1.0 | 2.0 | | 2.0 | 2.0 | |
| Recall Mode | None | None | None | None | None | | None | C-Min | | C-Min | C-Min | |
| Act Effct Green (s) | 27.0 | 14.0 | 14.0 | 22.6 | 27.0 | | 45.1 | 50.2 | | 50.2 | 39.4 | |
| Actuated g/C Ratio | 0.30 | 0.16 | 0.16 | 0.25 | 0.30 | | 0.50 | 0.56 | | 0.56 | 0.44 | |
| v/c Ratio | 0.44 | 0.73 | 0.83 | 0.52 | 0.21 | | 0.23 | 0.65 | | 0.13 | 0.66 | |
| Control Delay | 28.8 | 50.7 | 62.8 | 30.3 | 23.8 | | 12.0 | 18.5 | | 12.0 | 27.2 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 28.8 | 50.7 | 62.8 | 30.3 | 23.8 | | 12.0 | 18.5 | | 12.0 | 27.2 | |
| LOS | C | D | E | C | C | | B | B | | B | C | |
| Approach Delay | | 48.5 | | | 27.5 | | | 17.8 | | | 26.2 | |
| Approach LOS | | D | | | C | | | B | | | C | |

Attachment D

Hogan Ridge TIA 1: Old NC 86 & Dairyland Road/Homestead Road

Existing (2022) AM
Lanes, Volumes, Timings



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|-----|------|------|-----|------|------|-----|
| Queue Length 50th (ft) | 74 | 114 | 111 | 62 | 45 | | 21 | 254 | | 11 | 259 | |
| Queue Length 95th (ft) | 133 | 184 | #201 | 110 | 86 | | 43 | 378 | | 29 | 384 | |
| Internal Link Dist (ft) | | 893 | | | 1546 | | | 1739 | | | 2639 | |
| Turn Bay Length (ft) | 175 | | 10 | 200 | | | 175 | | | 200 | | |
| Base Capacity (vph) | 416 | 347 | 295 | 291 | 573 | | 358 | 987 | | 304 | 805 | |
| 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 | 0.41 | 0.61 | 0.69 | 0.52 | 0.20 | | 0.23 | 0.65 | | 0.13 | 0.66 | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 29.6

Intersection LOS: C

Intersection Capacity Utilization 80.2%

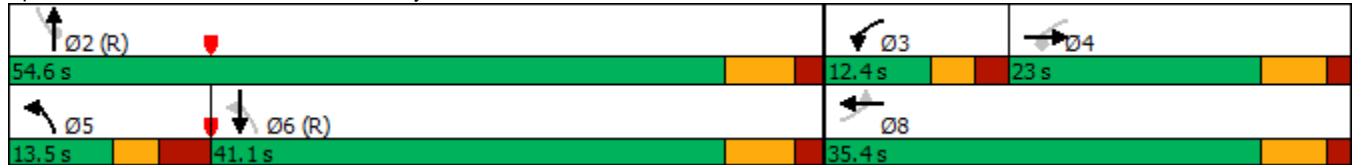
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Old NC 86 & Dairyland Road/Homestead Road



Attachment D

Hogan Ridge TIA 1: Old NC 86 & Dairyland Road/Homestead Road

Existing (2022) PM
Lanes, Volumes, Timings

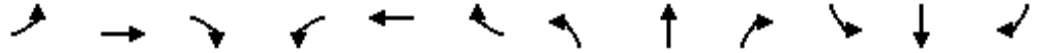


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 45 | 82 | 81 | 227 | 161 | 22 | 157 | 493 | 188 | 26 | 338 | 102 |
| Future Volume (vph) | 45 | 82 | 81 | 227 | 161 | 22 | 157 | 493 | 188 | 26 | 338 | 102 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 175 | | 10 | 200 | | 0 | 175 | | 0 | 200 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.850 | | 0.982 | | | 0.959 | | | 0.965 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 1829 | 0 | 1770 | 1786 | 0 | 1770 | 1798 | 0 |
| Flt Permitted | 0.583 | | | 0.698 | | | 0.317 | | | 0.221 | | |
| Satd. Flow (perm) | 1086 | 1863 | 1583 | 1300 | 1829 | 0 | 590 | 1786 | 0 | 412 | 1798 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 45 | | | 45 | | | 40 | | | 40 | |
| Link Distance (ft) | | 973 | | | 1626 | | | 1819 | | | 2719 | |
| Travel Time (s) | | 14.7 | | | 24.6 | | | 31.0 | | | 46.3 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 50 | 91 | 90 | 252 | 179 | 24 | 174 | 548 | 209 | 29 | 376 | 113 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 50 | 91 | 90 | 252 | 203 | 0 | 174 | 757 | 0 | 29 | 489 | 0 |
| Turn Type | D.Pm | NA | Perm | D.P+P | NA | | D.P+P | NA | | D.Pm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 8 | | 4 | 4 | | | 6 | | | 2 | | |
| Detector Phase | 8 | 4 | 4 | 3 | 8 | | 5 | 2 | | 2 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 7.0 | 12.0 | | 12.0 | 12.0 | |
| Minimum Split (s) | 13.2 | 13.2 | 13.2 | 12.3 | 13.2 | | 13.5 | 18.6 | | 18.6 | 18.6 | |
| Total Split (s) | 32.0 | 15.0 | 15.0 | 17.0 | 32.0 | | 14.0 | 58.0 | | 58.0 | 44.0 | |
| Total Split (%) | 35.6% | 16.7% | 16.7% | 18.9% | 35.6% | | 15.6% | 64.4% | | 64.4% | 48.9% | |
| Maximum Green (s) | 25.8 | 8.8 | 8.8 | 11.7 | 25.8 | | 7.5 | 51.4 | | 51.4 | 37.4 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 3.0 | 4.5 | | 3.0 | 4.6 | | 4.6 | 4.6 | |
| All-Red Time (s) | 1.7 | 1.7 | 1.7 | 2.3 | 1.7 | | 3.5 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.2 | 6.2 | 6.2 | 5.3 | 6.2 | | 6.5 | 6.6 | | 6.6 | 6.6 | |
| Lead/Lag | | Lag | Lag | Lead | | | Lead | | | | Lag | |
| Lead-Lag Optimize? | | Yes | Yes | Yes | | | Yes | | | | Yes | |
| Vehicle Extension (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | 1.0 | 2.0 | | 2.0 | 2.0 | |
| Recall Mode | None | None | None | None | None | | None | C-Min | | C-Min | C-Min | |
| Act Effct Green (s) | 25.8 | 8.1 | 8.1 | 21.4 | 25.8 | | 45.0 | 51.4 | | 51.4 | 37.5 | |
| Actuated g/C Ratio | 0.29 | 0.09 | 0.09 | 0.24 | 0.29 | | 0.50 | 0.57 | | 0.57 | 0.42 | |
| v/c Ratio | 0.16 | 0.55 | 0.64 | 0.67 | 0.39 | | 0.45 | 0.74 | | 0.12 | 0.65 | |
| Control Delay | 24.7 | 51.8 | 60.3 | 36.3 | 27.8 | | 13.8 | 20.6 | | 11.3 | 26.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 24.7 | 51.8 | 60.3 | 36.3 | 27.8 | | 13.8 | 20.6 | | 11.3 | 26.7 | |
| LOS | C | D | E | D | C | | B | C | | B | C | |
| Approach Delay | | 49.2 | | | 32.5 | | | 19.3 | | | 25.9 | |
| Approach LOS | | D | | | C | | | B | | | C | |

Attachment D

Hogan Ridge TIA 1: Old NC 86 & Dairyland Road/Homestead Road

Existing (2022) PM
Lanes, Volumes, Timings



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|-----|------|------|-----|------|------|-----|
| Queue Length 50th (ft) | 20 | 50 | 50 | 112 | 89 | | 47 | 318 | | 8 | 230 | |
| Queue Length 95th (ft) | 50 | 98 | #111 | #193 | 155 | | 75 | 449 | | 21 | 327 | |
| Internal Link Dist (ft) | | 893 | | | 1546 | | | 1739 | | | 2639 | |
| Turn Bay Length (ft) | 175 | | 10 | 200 | | | 175 | | | 200 | | |
| Base Capacity (vph) | 326 | 182 | 154 | 385 | 550 | | 395 | 1045 | | 241 | 776 | |
| 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 | 0.15 | 0.50 | 0.58 | 0.65 | 0.37 | | 0.44 | 0.72 | | 0.12 | 0.63 | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 26.9

Intersection LOS: C

Intersection Capacity Utilization 86.4%

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: Old NC 86 & Dairyland Road/Homestead Road



Attachment D

Hogan Ridge TIA 1: Old NC 86 & Dairyland Road/Homestead Road

No Build (2024) AM
Lanes, Volumes, Timings

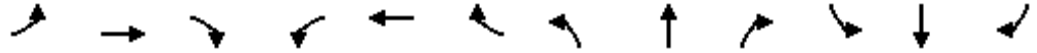


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 157 | 196 | 189 | 141 | 64 | 40 | 75 | 386 | 208 | 37 | 439 | 54 |
| Future Volume (vph) | 157 | 196 | 189 | 141 | 64 | 40 | 75 | 386 | 208 | 37 | 439 | 54 |
| Ideal Flow (vphp) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 175 | | 10 | 200 | | 0 | 175 | | 0 | 200 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.850 | | 0.943 | | | 0.947 | | | 0.984 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 1757 | 0 | 1770 | 1764 | 0 | 1770 | 1833 | 0 |
| Flt Permitted | 0.683 | | | 0.438 | | | 0.263 | | | 0.277 | | |
| Satd. Flow (perm) | 1272 | 1863 | 1583 | 816 | 1757 | 0 | 490 | 1764 | 0 | 516 | 1833 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 45 | | | 45 | | | 40 | | | 40 | |
| Link Distance (ft) | | 973 | | | 1626 | | | 1819 | | | 2719 | |
| Travel Time (s) | | 14.7 | | | 24.6 | | | 31.0 | | | 46.3 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 174 | 218 | 210 | 157 | 71 | 44 | 83 | 429 | 231 | 41 | 488 | 60 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 174 | 218 | 210 | 157 | 115 | 0 | 83 | 660 | 0 | 41 | 548 | 0 |
| Turn Type | D.Pm | NA | Perm | D.P+P | NA | | D.P+P | NA | | D.Pm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 8 | | 4 | 4 | | | 6 | | | 2 | | |
| Detector Phase | 8 | 4 | 4 | 3 | 8 | | 5 | 2 | | 2 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 7.0 | 12.0 | | 12.0 | 12.0 | |
| Minimum Split (s) | 13.2 | 13.2 | 13.2 | 12.3 | 13.2 | | 13.5 | 18.6 | | 18.6 | 18.6 | |
| Total Split (s) | 35.3 | 23.0 | 23.0 | 12.3 | 35.3 | | 13.5 | 54.7 | | 54.7 | 41.2 | |
| Total Split (%) | 39.2% | 25.6% | 25.6% | 13.7% | 39.2% | | 15.0% | 60.8% | | 60.8% | 45.8% | |
| Maximum Green (s) | 29.1 | 16.8 | 16.8 | 7.0 | 29.1 | | 7.0 | 48.1 | | 48.1 | 34.6 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 3.0 | 4.5 | | 3.0 | 4.6 | | 4.6 | 4.6 | |
| All-Red Time (s) | 1.7 | 1.7 | 1.7 | 2.3 | 1.7 | | 3.5 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.2 | 6.2 | 6.2 | 5.3 | 6.2 | | 6.5 | 6.6 | | 6.6 | 6.6 | |
| Lead/Lag | | Lag | Lag | Lead | | | Lead | | | | Lag | |
| Lead-Lag Optimize? | | Yes | Yes | Yes | | | Yes | | | | Yes | |
| Vehicle Extension (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | 1.0 | 2.0 | | 2.0 | 2.0 | |
| Recall Mode | None | None | None | None | None | | None | C-Min | | C-Min | C-Min | |
| Act Effct Green (s) | 27.2 | 14.3 | 14.3 | 22.8 | 27.2 | | 44.9 | 50.0 | | 50.0 | 39.2 | |
| Actuated g/C Ratio | 0.30 | 0.16 | 0.16 | 0.25 | 0.30 | | 0.50 | 0.56 | | 0.56 | 0.44 | |
| v/c Ratio | 0.45 | 0.74 | 0.84 | 0.55 | 0.22 | | 0.24 | 0.67 | | 0.14 | 0.69 | |
| Control Delay | 29.0 | 50.9 | 63.7 | 31.2 | 23.8 | | 12.2 | 19.3 | | 12.3 | 28.2 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 29.0 | 50.9 | 63.7 | 31.2 | 23.8 | | 12.2 | 19.3 | | 12.3 | 28.2 | |
| LOS | C | D | E | C | C | | B | B | | B | C | |
| Approach Delay | | 49.0 | | | 28.1 | | | 18.5 | | | 27.1 | |
| Approach LOS | | D | | | C | | | B | | | C | |

Attachment D

Hogan Ridge TIA 1: Old NC 86 & Dairyland Road/Homestead Road

No Build (2024) AM
Lanes, Volumes, Timings



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|-----|------|------|-----|------|------|-----|
| Queue Length 50th (ft) | 75 | 117 | 115 | 63 | 46 | | 22 | 272 | | 12 | 275 | |
| Queue Length 95th (ft) | 137 | 191 | #212 | 113 | 88 | | 44 | 395 | | 30 | #409 | |
| Internal Link Dist (ft) | | 893 | | | 1546 | | | 1739 | | | 2639 | |
| Turn Bay Length (ft) | 175 | | 10 | 200 | | | 175 | | | 200 | | |
| Base Capacity (vph) | 414 | 347 | 295 | 288 | 573 | | 343 | 983 | | 287 | 802 | |
| 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 | 0.42 | 0.63 | 0.71 | 0.55 | 0.20 | | 0.24 | 0.67 | | 0.14 | 0.68 | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 30.3

Intersection LOS: C

Intersection Capacity Utilization 81.7%

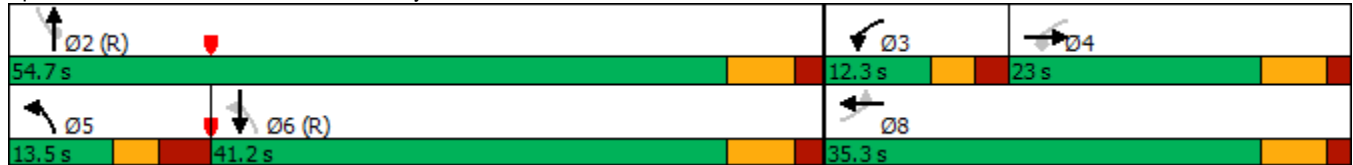
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Old NC 86 & Dairyland Road/Homestead Road



Attachment D

Hogan Ridge TIA
1: Old NC 86 & Dairyland Road/Homestead Road

No Build (2024) PM
Lanes, Volumes, Timings

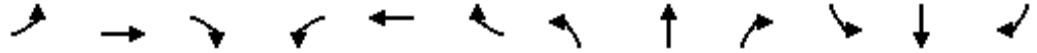


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 46 | 84 | 83 | 234 | 166 | 23 | 162 | 508 | 194 | 27 | 348 | 105 |
| Future Volume (vph) | 46 | 84 | 83 | 234 | 166 | 23 | 162 | 508 | 194 | 27 | 348 | 105 |
| Ideal Flow (vphp) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 175 | | 10 | 200 | | 0 | 175 | | 0 | 200 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.850 | | 0.981 | | | 0.958 | | | 0.965 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 1827 | 0 | 1770 | 1785 | 0 | 1770 | 1798 | 0 |
| Flt Permitted | 0.569 | | | 0.697 | | | 0.306 | | | 0.209 | | |
| Satd. Flow (perm) | 1060 | 1863 | 1583 | 1298 | 1827 | 0 | 570 | 1785 | 0 | 389 | 1798 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 45 | | | 45 | | | 40 | | | 40 | |
| Link Distance (ft) | | 973 | | | 1626 | | | 1819 | | | 2719 | |
| Travel Time (s) | | 14.7 | | | 24.6 | | | 31.0 | | | 46.3 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 51 | 93 | 92 | 260 | 184 | 26 | 180 | 564 | 216 | 30 | 387 | 117 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 51 | 93 | 92 | 260 | 210 | 0 | 180 | 780 | 0 | 30 | 504 | 0 |
| Turn Type | D.Pm | NA | Perm | D.P+P | NA | | D.P+P | NA | | D.Pm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 8 | | 4 | 4 | | | 6 | | | 2 | | |
| Detector Phase | 8 | 4 | 4 | 3 | 8 | | 5 | 2 | | 2 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 7.0 | 12.0 | | 12.0 | 12.0 | |
| Minimum Split (s) | 13.2 | 13.2 | 13.2 | 12.3 | 13.2 | | 13.5 | 18.6 | | 18.6 | 18.6 | |
| Total Split (s) | 32.0 | 15.0 | 15.0 | 17.0 | 32.0 | | 14.0 | 58.0 | | 58.0 | 44.0 | |
| Total Split (%) | 35.6% | 16.7% | 16.7% | 18.9% | 35.6% | | 15.6% | 64.4% | | 64.4% | 48.9% | |
| Maximum Green (s) | 25.8 | 8.8 | 8.8 | 11.7 | 25.8 | | 7.5 | 51.4 | | 51.4 | 37.4 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 3.0 | 4.5 | | 3.0 | 4.6 | | 4.6 | 4.6 | |
| All-Red Time (s) | 1.7 | 1.7 | 1.7 | 2.3 | 1.7 | | 3.5 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.2 | 6.2 | 6.2 | 5.3 | 6.2 | | 6.5 | 6.6 | | 6.6 | 6.6 | |
| Lead/Lag | | Lag | Lag | Lead | | | Lead | | | | Lag | |
| Lead-Lag Optimize? | | Yes | Yes | Yes | | | Yes | | | | Yes | |
| Vehicle Extension (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | 1.0 | 2.0 | | 2.0 | 2.0 | |
| Recall Mode | None | None | None | None | None | | None | C-Min | | C-Min | C-Min | |
| Act Effct Green (s) | 25.4 | 8.1 | 8.1 | 21.0 | 25.4 | | 45.4 | 51.8 | | 51.8 | 37.9 | |
| Actuated g/C Ratio | 0.28 | 0.09 | 0.09 | 0.23 | 0.28 | | 0.50 | 0.58 | | 0.58 | 0.42 | |
| v/c Ratio | 0.17 | 0.56 | 0.65 | 0.71 | 0.41 | | 0.47 | 0.76 | | 0.13 | 0.67 | |
| Control Delay | 25.5 | 52.2 | 61.2 | 39.1 | 28.6 | | 13.9 | 20.9 | | 11.2 | 26.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 25.5 | 52.2 | 61.2 | 39.1 | 28.6 | | 13.9 | 20.9 | | 11.2 | 26.7 | |
| LOS | C | D | E | D | C | | B | C | | B | C | |
| Approach Delay | | 50.0 | | | 34.4 | | | 19.6 | | | 25.9 | |
| Approach LOS | | D | | | C | | | B | | | C | |

Attachment D

Hogan Ridge TIA
1: Old NC 86 & Dairyland Road/Homestead Road

No Build (2024) PM
Lanes, Volumes, Timings



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|-----|------|------|-----|------|------|-----|
| Queue Length 50th (ft) | 21 | 51 | 51 | 116 | 91 | | 49 | 341 | | 8 | 243 | |
| Queue Length 95th (ft) | 51 | 100 | #114 | #207 | 160 | | 78 | 476 | | 22 | 341 | |
| Internal Link Dist (ft) | | 893 | | | 1546 | | | 1739 | | | 2639 | |
| Turn Bay Length (ft) | 175 | | 10 | 200 | | | 175 | | | 200 | | |
| Base Capacity (vph) | 311 | 182 | 154 | 376 | 537 | | 390 | 1040 | | 227 | 773 | |
| 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 | 0.16 | 0.51 | 0.60 | 0.69 | 0.39 | | 0.46 | 0.75 | | 0.13 | 0.65 | |

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 27.5
 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.

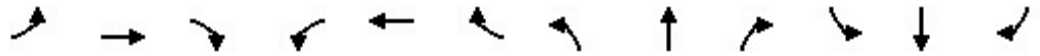
Splits and Phases: 1: Old NC 86 & Dairyland Road/Homestead Road



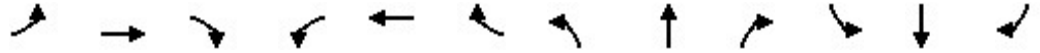
Attachment D

Hogan Ridge TIA
1: Old NC 86 & Dairyland Road/Homestead Road

Build (2024) AM
Lanes, Volumes, Timings



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 158 | 196 | 189 | 141 | 64 | 41 | 75 | 393 | 208 | 41 | 460 | 56 |
| Future Volume (vph) | 158 | 196 | 189 | 141 | 64 | 41 | 75 | 393 | 208 | 41 | 460 | 56 |
| Ideal Flow (vphp) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 175 | | 10 | 200 | | 0 | 175 | | 0 | 200 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.850 | | 0.941 | | | 0.948 | | | 0.984 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 1753 | 0 | 1770 | 1766 | 0 | 1770 | 1833 | 0 |
| Flt Permitted | 0.682 | | | 0.434 | | | 0.241 | | | 0.273 | | |
| Satd. Flow (perm) | 1270 | 1863 | 1583 | 808 | 1753 | 0 | 449 | 1766 | 0 | 509 | 1833 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 45 | | | 45 | | | 40 | | | 40 | |
| Link Distance (ft) | | 973 | | | 1626 | | | 1819 | | | 2719 | |
| Travel Time (s) | | 14.7 | | | 24.6 | | | 31.0 | | | 46.3 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 176 | 218 | 210 | 157 | 71 | 46 | 83 | 437 | 231 | 46 | 511 | 62 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 176 | 218 | 210 | 157 | 117 | 0 | 83 | 668 | 0 | 46 | 573 | 0 |
| Turn Type | D.Pm | NA | Perm | D.P+P | NA | | D.P+P | NA | | D.Pm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 8 | | 4 | 4 | | | 6 | | | 2 | | |
| Detector Phase | 8 | 4 | 4 | 3 | 8 | | 5 | 2 | | 2 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 7.0 | 12.0 | | 12.0 | 12.0 | |
| Minimum Split (s) | 13.2 | 13.2 | 13.2 | 12.3 | 13.2 | | 13.5 | 18.6 | | 18.6 | 18.6 | |
| Total Split (s) | 34.5 | 22.2 | 22.2 | 12.3 | 34.5 | | 13.5 | 55.5 | | 55.5 | 42.0 | |
| Total Split (%) | 38.3% | 24.7% | 24.7% | 13.7% | 38.3% | | 15.0% | 61.7% | | 61.7% | 46.7% | |
| Maximum Green (s) | 28.3 | 16.0 | 16.0 | 7.0 | 28.3 | | 7.0 | 48.9 | | 48.9 | 35.4 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 3.0 | 4.5 | | 3.0 | 4.6 | | 4.6 | 4.6 | |
| All-Red Time (s) | 1.7 | 1.7 | 1.7 | 2.3 | 1.7 | | 3.5 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.2 | 6.2 | 6.2 | 5.3 | 6.2 | | 6.5 | 6.6 | | 6.6 | 6.6 | |
| Lead/Lag | | Lag | Lag | Lead | | | Lead | | | | Lag | |
| Lead-Lag Optimize? | | Yes | Yes | Yes | | | Yes | | | | Yes | |
| Vehicle Extension (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | 1.0 | 2.0 | | 2.0 | 2.0 | |
| Recall Mode | None | None | None | None | None | | None | C-Min | | C-Min | C-Min | |
| Act Effct Green (s) | 27.0 | 14.1 | 14.1 | 22.6 | 27.0 | | 45.1 | 50.2 | | 50.2 | 39.4 | |
| Actuated g/C Ratio | 0.30 | 0.16 | 0.16 | 0.25 | 0.30 | | 0.50 | 0.56 | | 0.56 | 0.44 | |
| v/c Ratio | 0.46 | 0.75 | 0.85 | 0.55 | 0.22 | | 0.25 | 0.68 | | 0.16 | 0.72 | |
| Control Delay | 29.6 | 52.1 | 66.0 | 31.9 | 24.2 | | 12.2 | 19.2 | | 12.4 | 29.1 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 29.6 | 52.1 | 66.0 | 31.9 | 24.2 | | 12.2 | 19.2 | | 12.4 | 29.1 | |
| LOS | C | D | E | C | C | | B | B | | B | C | |
| Approach Delay | | 50.4 | | | 28.6 | | | 18.4 | | | 27.8 | |
| Approach LOS | | D | | | C | | | B | | | C | |



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|------|------|------|------|-----|------|------|-----|------|------|-----|
| Queue Length 50th (ft) | 76 | 117 | 115 | 63 | 47 | | 23 | 279 | | 13 | 294 | |
| Queue Length 95th (ft) | 141 | #196 | #220 | 115 | 91 | | 43 | 394 | | 32 | #454 | |
| Internal Link Dist (ft) | | 893 | | | 1546 | | | 1739 | | | 2639 | |
| Turn Bay Length (ft) | 175 | | 10 | 200 | | | 175 | | | 200 | | |
| Base Capacity (vph) | 405 | 331 | 281 | 284 | 560 | | 327 | 992 | | 286 | 810 | |
| 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 | 0.43 | 0.66 | 0.75 | 0.55 | 0.21 | | 0.25 | 0.67 | | 0.16 | 0.71 | |

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 30.8
 Intersection LOS: C
 Intersection Capacity Utilization 82.1%
 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: Old NC 86 & Dairyland Road/Homestead Road





| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|------|------|-------|-------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 34 | 14 | 581 | 11 | 5 | 522 |
| Future Volume (vph) | 34 | 14 | 581 | 11 | 5 | 522 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | | 50 | 50 | |
| Storage Lanes | 1 | 0 | | 1 | 1 | |
| Taper Length (ft) | 100 | | | | 100 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.960 | | | 0.850 | | |
| Flt Protected | 0.966 | | | | 0.950 | |
| Satd. Flow (prot) | 1727 | 0 | 1863 | 1583 | 1770 | 1863 |
| Flt Permitted | 0.966 | | | | 0.950 | |
| Satd. Flow (perm) | 1727 | 0 | 1863 | 1583 | 1770 | 1863 |
| Link Speed (mph) | 25 | | 40 | | | 40 |
| Link Distance (ft) | 655 | | 2719 | | | 1465 |
| Travel Time (s) | 17.9 | | 46.3 | | | 25.0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 38 | 16 | 646 | 12 | 6 | 580 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 54 | 0 | 646 | 12 | 6 | 580 |
| Sign Control | Stop | | Free | | | Free |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 40.6% |
| | ICU Level of Service A |
| Analysis Period (min) | 15 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.1 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↘↙ | | ↑ | ↗↘ | ↘↙ | ↑ |
| Traffic Vol, veh/h | 34 | 14 | 581 | 11 | 5 | 522 |
| Future Vol, veh/h | 34 | 14 | 581 | 11 | 5 | 522 |
| 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 | - | - | 50 | 50 | - |
| 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 | 38 | 16 | 646 | 12 | 6 | 580 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 1238 | 646 | 0 | 0 | 658 |
| Stage 1 | 646 | - | - | - | - |
| Stage 2 | 592 | - | - | - | - |
| 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 | 194 | 472 | - | - | 930 |
| Stage 1 | 522 | - | - | - | - |
| Stage 2 | 553 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 193 | 472 | - | - | 930 |
| Mov Cap-2 Maneuver | 193 | - | - | - | - |
| Stage 1 | 522 | - | - | - | - |
| Stage 2 | 550 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|-----|
| HCM Control Delay, s | 25 | 0 | 0.1 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 233 | 930 |
| HCM Lane V/C Ratio | - | - | 0.229 | 0.006 |
| HCM Control Delay (s) | - | - | 25 | 8.9 |
| HCM Lane LOS | - | - | D | A |
| HCM 95th %tile Q(veh) | - | - | 0.9 | 0 |

Attachment D

Hogan Ridge TIA
1: Old NC 86 & Dairyland Road/Homestead Road

Build (2024) PM
Lanes, Volumes, Timings



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 48 | 84 | 83 | 234 | 166 | 28 | 162 | 531 | 194 | 30 | 362 | 106 |
| Future Volume (vph) | 48 | 84 | 83 | 234 | 166 | 28 | 162 | 531 | 194 | 30 | 362 | 106 |
| Ideal Flow (vphp) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 175 | | 10 | 200 | | 0 | 175 | | 0 | 200 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.850 | | 0.978 | | | 0.960 | | | 0.966 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 1822 | 0 | 1770 | 1788 | 0 | 1770 | 1799 | 0 |
| Flt Permitted | 0.560 | | | 0.697 | | | 0.291 | | | 0.192 | | |
| Satd. Flow (perm) | 1043 | 1863 | 1583 | 1298 | 1822 | 0 | 542 | 1788 | 0 | 358 | 1799 | 0 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 45 | | | 45 | | | 40 | | | 40 | |
| Link Distance (ft) | | 973 | | | 1626 | | | 1819 | | | 2719 | |
| Travel Time (s) | | 14.7 | | | 24.6 | | | 31.0 | | | 46.3 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 53 | 93 | 92 | 260 | 184 | 31 | 180 | 590 | 216 | 33 | 402 | 118 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 53 | 93 | 92 | 260 | 215 | 0 | 180 | 806 | 0 | 33 | 520 | 0 |
| Turn Type | D.Pm | NA | Perm | D.P+P | NA | | D.P+P | NA | | D.Pm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 8 | | 4 | 4 | | | 6 | | | 2 | | |
| Detector Phase | 8 | 4 | 4 | 3 | 8 | | 5 | 2 | | 2 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 7.0 | 12.0 | | 12.0 | 12.0 | |
| Minimum Split (s) | 13.2 | 13.2 | 13.2 | 12.3 | 13.2 | | 13.5 | 18.6 | | 18.6 | 18.6 | |
| Total Split (s) | 32.0 | 15.0 | 15.0 | 17.0 | 32.0 | | 14.0 | 58.0 | | 58.0 | 44.0 | |
| Total Split (%) | 35.6% | 16.7% | 16.7% | 18.9% | 35.6% | | 15.6% | 64.4% | | 64.4% | 48.9% | |
| Maximum Green (s) | 25.8 | 8.8 | 8.8 | 11.7 | 25.8 | | 7.5 | 51.4 | | 51.4 | 37.4 | |
| Yellow Time (s) | 4.5 | 4.5 | 4.5 | 3.0 | 4.5 | | 3.0 | 4.6 | | 4.6 | 4.6 | |
| All-Red Time (s) | 1.7 | 1.7 | 1.7 | 2.3 | 1.7 | | 3.5 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.2 | 6.2 | 6.2 | 5.3 | 6.2 | | 6.5 | 6.6 | | 6.6 | 6.6 | |
| Lead/Lag | | Lag | Lag | Lead | | | Lead | | | | Lag | |
| Lead-Lag Optimize? | | Yes | Yes | Yes | | | Yes | | | | Yes | |
| Vehicle Extension (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | 1.0 | 2.0 | | 2.0 | 2.0 | |
| Recall Mode | None | None | None | None | None | | None | C-Min | | C-Min | C-Min | |
| Act Effct Green (s) | 25.3 | 8.1 | 8.1 | 20.9 | 25.3 | | 45.5 | 51.9 | | 51.9 | 38.0 | |
| Actuated g/C Ratio | 0.28 | 0.09 | 0.09 | 0.23 | 0.28 | | 0.51 | 0.58 | | 0.58 | 0.42 | |
| v/c Ratio | 0.18 | 0.56 | 0.65 | 0.72 | 0.42 | | 0.48 | 0.78 | | 0.16 | 0.69 | |
| Control Delay | 25.9 | 52.2 | 61.2 | 39.5 | 29.0 | | 14.2 | 21.9 | | 11.8 | 27.3 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 25.9 | 52.2 | 61.2 | 39.5 | 29.0 | | 14.2 | 21.9 | | 11.8 | 27.3 | |
| LOS | C | D | E | D | C | | B | C | | B | C | |
| Approach Delay | | 49.8 | | | 34.8 | | | 20.5 | | | 26.4 | |
| Approach LOS | | D | | | C | | | C | | | C | |



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|-------------------------|-------|------|------|-------|-------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 22 | 9 | 568 | 38 | 16 | 476 |
| Future Volume (vph) | 22 | 9 | 568 | 38 | 16 | 476 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | 0 | | 50 | 50 | |
| Storage Lanes | 1 | 0 | | 1 | 1 | |
| Taper Length (ft) | 100 | | | | 100 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.960 | | | 0.850 | | |
| Flt Protected | 0.966 | | | | 0.950 | |
| Satd. Flow (prot) | 1727 | 0 | 1863 | 1583 | 1770 | 1863 |
| Flt Permitted | 0.966 | | | | 0.950 | |
| Satd. Flow (perm) | 1727 | 0 | 1863 | 1583 | 1770 | 1863 |
| Link Speed (mph) | 25 | | 40 | | | 40 |
| Link Distance (ft) | 655 | | 2719 | | | 1465 |
| Travel Time (s) | 17.9 | | 46.3 | | | 25.0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 24 | 10 | 631 | 42 | 18 | 529 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 34 | 0 | 631 | 42 | 18 | 529 |
| Sign Control | Stop | | Free | | | Free |

Intersection Summary

| | |
|-----------------------------------|--------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 39.9% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

Intersection

Int Delay, s/veh 0.7

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | ↘ | | ↑ | ↗ | ↘ | ↑ |
| Traffic Vol, veh/h | 22 | 9 | 568 | 38 | 16 | 476 |
| Future Vol, veh/h | 22 | 9 | 568 | 38 | 16 | 476 |
| 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 | - | - | 50 | 50 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 24 | 10 | 631 | 42 | 18 | 529 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 1196 | 631 | 0 | 0 | 673 |
| Stage 1 | 631 | - | - | - | - |
| Stage 2 | 565 | - | - | - | - |
| 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 | 206 | 481 | - | - | 918 |
| Stage 1 | 530 | - | - | - | - |
| Stage 2 | 569 | - | - | - | - |
| Platoon blocked, % | | | | | |
| Mov Cap-1 Maneuver | 202 | 481 | - | - | 918 |
| Mov Cap-2 Maneuver | 202 | - | - | - | - |
| Stage 1 | 530 | - | - | - | - |
| Stage 2 | 558 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 22.2 | 0 | 0.3 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 243 | 918 |
| HCM Lane V/C Ratio | - | - | 0.142 | 0.019 |
| HCM Control Delay (s) | - | - | 22.2 | 9 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 0.5 | 0.1 |

