



**Planning & Zoning Board
Agenda for Regular Meeting of June 4, 2026
Assembly Hall
395 Magnolia Road
Pinehurst, North Carolina
4:00 PM**

1. Call to Order
2. Approval of Minutes
 - A. Approval of 03-05-2026 P&Z Regular Meeting Minutes

3. Public Hearing

- A. PLN-2025-00164 (1 Regional Dr - PMC)

The purpose of the public hearing is to consider a request of a Major Site Plan review for a 3-story medical office building with associated parking at 1 Regional Dr. This property is identified as Moore County PID #00024674, #10000820, #10000821, #10000822, and #10000823. The applicant is V3 on behalf of Pinehurst Medical Clinic and the owner is Pinehurst Medical Group, LLC.

4. Next Meeting Date

- A. 07-09-2026 P&Z Regular Meeting

5. Motion to Adjourn

Vision: The Village of Pinehurst is a charming, vibrant community which reflects our rich history and traditions.

Mission: Promote, enhance, and sustain the quality of life for residents, businesses, and visitors.

Values: Service, Initiative, Teamwork, and Improvement.



Approval of 03-05-2026 P&Z Regular Meeting Minutes
ADDITIONAL AGENDA DETAILS:

FROM: Jeanann Dawson, Administrative Specialist
CC: Planning & Zoning Board;
DATE OF MEMO: 05/26/2026

MEMO DETAILS

ATTACHMENTS

1. 03-05-26 Draft PZ Minutes



**PLANNING AND ZONING BOARD
REGULAR MEETING
THURSDAY, March 5th, 2026
ASSEMBLY HALL
395 MAGNOLIA ROAD
PINEHURST, NORTH CAROLINA
4:00 PM**

Board Members Present:

Matt Jones, Chair
Bill Colmer
Ed Krogulski
Carol Henry
Les Fleisher

Board Members Absent:

Bruce Hironimus
Louise Mercurio
Devin Macfarlane
Amy Foushee

Staff Present:

Alex Cameron, Planning & Inspections Director
Maria Klein, Senior Planner
Michael Mandeville, Senior Planner
Jeanann Dawson, Administrative Specialist

Approximately 8 members of the public were in attendance.

I. Call to Order

Mr. Jones called the meeting to order at 04:00PM, confirmed a quorum was present, and explained the purpose of this meeting, and introduced board members and staff.

II. Approval of Minutes

A. 02-05-2025 Regular Meeting Minutes

Mr. Colmer moved to approve the minutes of February 5th, 2026, Regular Meeting. Seconded by Mr. Fleisher. Approved by a vote of 4-0.

Mr. Colmer moved to re-enter into the Public Hearing. Seconded by Ms. Henry. Approved by a vote of 4-0.

III. Public Hearing

A. Village Walk on Murdocksville Road (PLN-2025-00087) Continued

The purpose of the hearing is to consider an Official Zoning Map Amendment for approximately 8.33 acres of land located at 4084 Murdocksville Rd. and further identified as Parcel ID#00018223. The proposed map amendment would rezone the property from R-10 (High Density Residential) to R-MF-CD (Residential Multi-family Conditional District) and allow for the construction of 37 single-family detached homes with associated roadways and amenities. The property owner is Moore HL Properties, Inc and the applicant is Travis Greene.

Ms. Klein gave a brief recap of the applicant's requested conditions and presented additional information requested by the Board at the January meeting when the case

was continued, including architectural distribution, sidewalk options along Murdocksville Road and additional parking options.

Mr. Jones thanked Ms. Klein for her presentation and asked if any Board members had questions.

Mr. Krogulski asked for confirmation that the requested conditions remained the same, and Ms. Klein confirmed that they had not changed. Mr. Jones referred to the elevation slide and asked if “C” was intended to be represented in red and blue. Ms. Klein confirmed.

The Board members did not have any further questions for Ms. Klein.

Mr. Jones asked the applicant to come forward.

Trevor Hansen, Koontz Jones Design + V3, and Travis Green, applicant on behalf of Moore HL Properties, gave a presentation addressing the items requested by the Board. Mr. Hansen presented three potential walking path options related to Murdocksville Road, noting impacts to grading, buffering, and tree preservation. He also reviewed the architectural distribution plan, discussed additional overflow parking areas, and addressed supplemental landscaping.

Mr. Jones asked if any members had questions for the applicant.

Mr. Colmer inquired whether the additional pine straw parking areas would be marked as overflow parking and asked about the depth of the spaces or if they would remain natural. Mr. Hansen responded that the areas would not be marked and the spaces would comply with code requirements.

Mr. Jones opened the floor for public comments.

Mary Flynn, 137 Lark Drive, submitted a letter to the Board expressing her opposition to tree removal in the proposed development.

Jack Farrell, 21 Greyabbey Drive, spoke in favor of the proposed development and expressed his preference for Option C as the walking path option, noting he believes the path should be constructed of concrete.

The Board and the applicants continued discussion of the requested conditions regarding tree preservation and perimeter buffers. Mr. Hansen stated that they are aware of the required standards and are willing to commit to an undisturbed buffer along the perimeter of the parent tract, except along Murdocksville Road. The applicant also agreed to a concrete sidewalk within the Murdocksville Road right of way.

The Board entered deliberation.

Mr. Colmer moved the Planning and Zoning Board to recommend **approval** of the zoning map amendment to the Pinehurst Village Council and find that the proposed amendment is **consistent** with the 2019 Comprehensive Plan. The motion included acceptance of the applicant's proposed conditions, noting that for Condition 14, the newly proposed Option C, (including concrete pathway described in the supplemental information) replace the original condition to not have a sidewalk along Murdocksville Road. The motion also included adding an undisturbed buffer around the perimeter of the parent tract, except along Murdocksville Road as Condition 15. The amendment is consistent with Guiding Principle #2 (Balancing Conservation and Growth) and Guiding Principle # 3 (Places to Live). Seconded by Mr. Krogulski. Approved by a vote of 4-0.

Mr. Colmer moved to close the Public Hearing. Seconded by Mr. Fleisher. Approved by a vote of 4-0.

IV. Next Meeting Date
A. 04-09-2026 Regular Meeting

V. Motion to Adjourn

Ms. Henry moved to adjourn the Regular Meeting at 4:58 PM. Seconded by Mr. Colmer. Approved by a vote of 4-0.

Respectfully Submitted,

Jeanann Dawson
Clerk to the Board &
Planning Administrative Specialist

A recording of this meeting is located on the Village website: www.vopnc.org

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Values: Service, Initiative, Teamwork, and Improvement



PLN-2025-00164 (1 Regional Dr - PMC)

ADDITIONAL AGENDA DETAILS:

The purpose of the public hearing is to consider a request of a Major Site Plan review for a 3-story medical office building with associated parking at 1 Regional Dr. This property is identified as Moore County PID #00024674, #10000820, #10000821, #10000822, and #10000823. The applicant is V3 on behalf of Pinehurst Medical Clinic and the owner is Pinehurst Medical Group, LLC.

FROM: Maria Klein, Senior Planner
CC: Planning & Zoning Board;
DATE OF MEMO: 05/22/2026

MEMO DETAILS

Request

The applicant is requesting Major Site Plan approval for a 3-story medical office building with 262 parking spaces and associated infrastructure. In accordance with Section 4.3.8.E of the Pinehurst Development Ordinance (PDO), all Major Site Plans must be reviewed by the Planning & Zoning Board, followed by a Public Hearing. The Board will then forward its recommendation on the proposal to Village Council.

Major Site Plans are administrative decisions based solely on compliance with adopted regulations. A General Concept Plan (GCP) is required with all major site plan applications. The GCP is intended to convey the proposed project's general compliance with the standards, it is not intended to be a fully engineered plan.

Analysis

Background & Location

The subject property lies within the Village's corporate limits and is zoned Office Professional (OP). It consists of Moore County Parcel IDs #00024674, #10000820, #10000821, #10000822, and #10000823. The property owner is Pinehurst Medical Group, LLC, and the applicant is V3 on behalf of Pinehurst Medical Clinic.

The site includes approximately 869 feet of frontage along Regional Drive and 217 feet along Page Road, totaling roughly 4.26 acres. The two western most parcels currently contain parking areas, while the remaining parcels are vacant.

The applicant has submitted a General Concept Plan (GCP) for a 42,515-square-foot, 3-story medical office building supported by 262 parking spaces, meeting required parking for the use. Stormwater will be managed on-site via two underground detention systems. Detailed stormwater design will be prepared by a licensed professional engineer and reviewed by the Technical Review Committee (TRC) during the construction drawing phase.

The proposal includes one access point on Page Road and one on Regional Drive. NCDOT has reviewed the plans and determined that no additional roadway improvements are required along Page Road. A Traffic Impact Analysis indicates only minor increases in delay. Sidewalks will be installed along both Regional Drive and Page Road as required.

Adjacent properties are zoned Office Professional (OP), and Hospital Development (HD) and contain a mix of medical, hospital, and office uses.

The PDO classifies Medical Clinics and Offices as uses permitted by right in the OP District.

This site is located in Focus Area 3, the “Medical District,” and is designated as a “Major Employment Center – 4 Stories Max” in the Village of Pinehurst 2019 Comprehensive Plan. This designation supports concentrating higher-density development within this district to protect the community’s rural character while supporting economic vitality.

Infrastructure & Zoning Compliance

The GCP was reviewed and granted final approval by the Technical Review Committee on May 1, 2026. Following Village Council approval, the applicant may submit construction documents for detailed review. All construction documents must comply with the Village of Pinehurst Engineering Standards Specifications Manual, the Pinehurst Development Ordinance, and requirements for emergency services access. Water and sewer service to the site will be provided by Moore County.

Topography, Environment & Utilities

The site has mild topographic variation, with some slope on the easternmost parcel. Wooded areas extend from the corner of Page Road and Regional Drive to the western parcels, which contain parking. The property is located within the WS-IIIIP watershed. Public water and sewer are available through Moore County. The applicant’s RCW letter confirms no cavity trees are present. The site contains no known floodplains, wetlands, or environmental constraints.

Staff Recommendation

The proposed use meets all requirements of the OP zoning district and the provisions of the Pinehurst Development Ordinance. The Technical Review Committee has completed its review, and all comments have been fully addressed by the applicant.

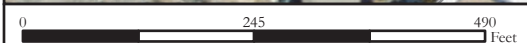
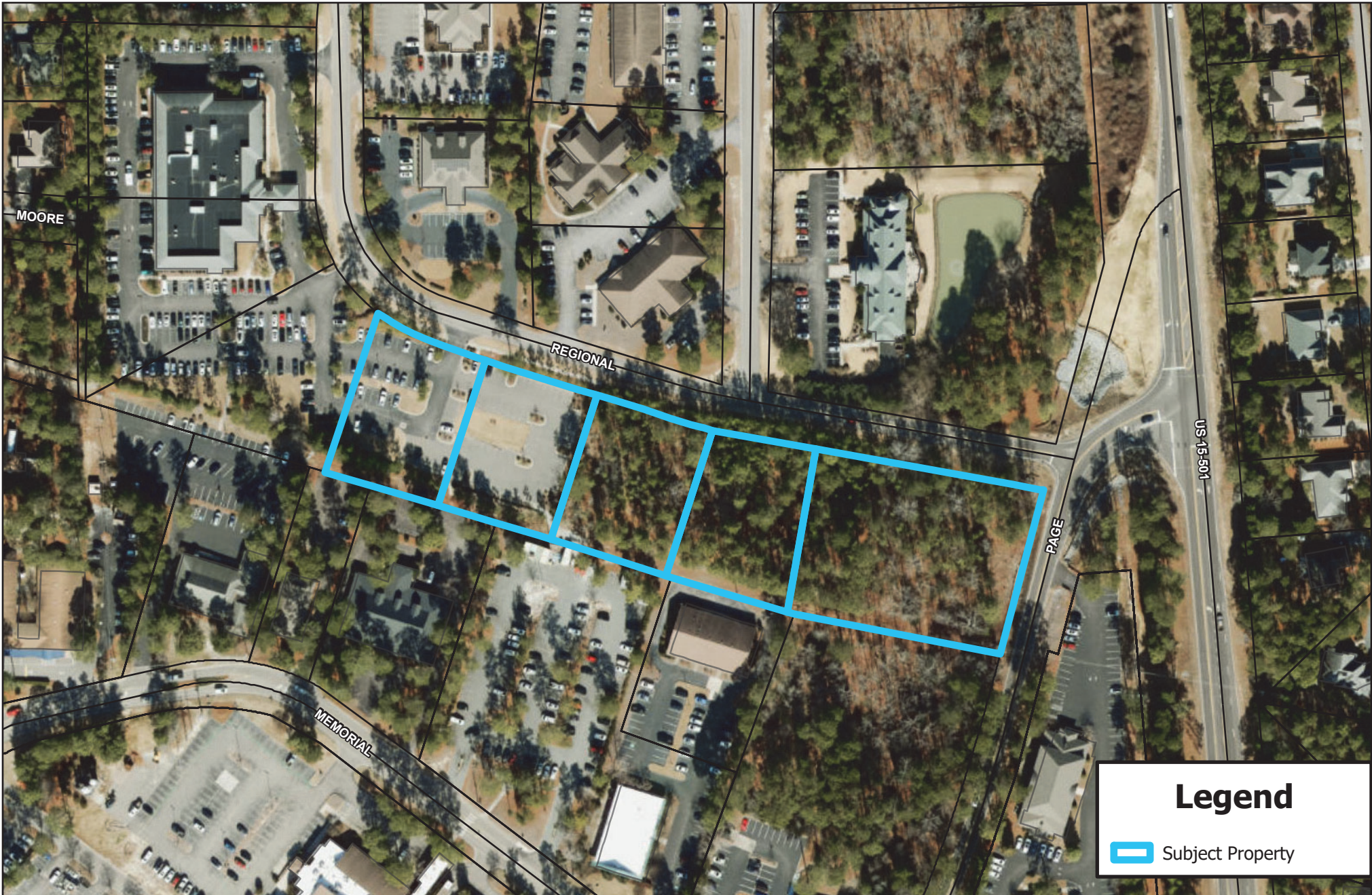
Site Plan approvals are solely an administrative decision, based on the adopted, objective standards in the PDO. If the standards are met, the proposal must be approved.

Based on the plan's compliance with the standards and requirements on the PDO, Staff recommends approval of the Major Site Plan for the Pinehurst Medical Clinic project.

ATTACHMENTS

1. Aerial Map
2. Zoning Map
3. Boundary Survey
4. General Concept Plan
5. Building Elevations
6. Traffic Impact Analysis (TIA)
7. NCDOT TIA Response Letter
8. RCW Letter
9. Wetland Survey

Aerial View



Village of Pinehurst Disclaimer: It is understood that the data contained herein is subject to constant change and that its accuracy cannot be guaranteed. The maps have been created from information provided by various government and private sources at various levels of accuracy. The data is provided to you "as is" with no warranty, representation or guaranty as to the content, sequence, accuracy, timeliness or completeness of any of the information provided herein. It is the responsibility of the user of the data to be aware of the data's limitations and to utilize the data in an appropriate manner. Any resale of this data is strictly prohibited in accordance with North Carolina General Statutes 132-10. Grid is based on North Carolina State Plane Coordinate System NAD83 (feet).

5/22/2026

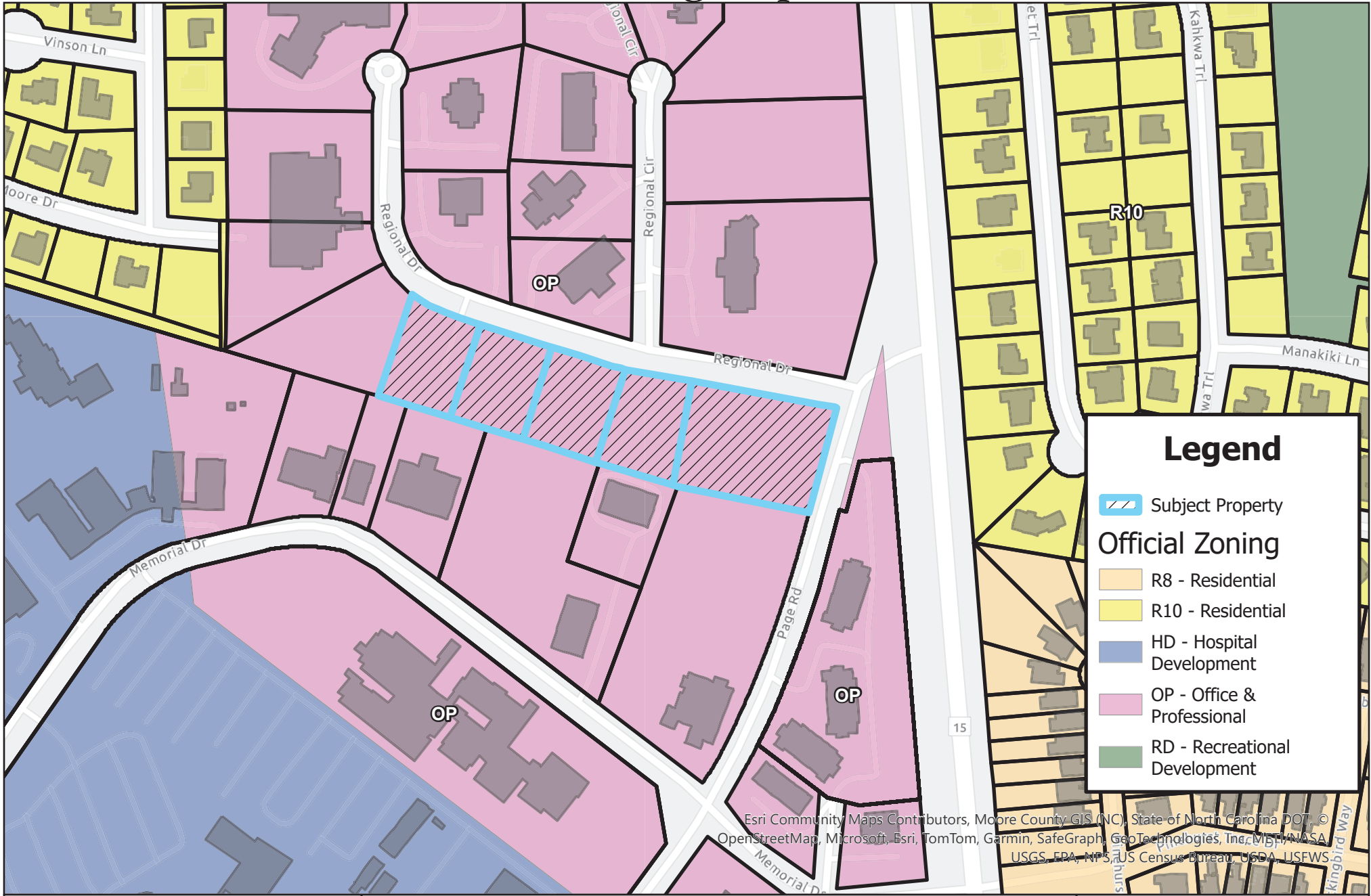
June 4, 2026
1 Regional Dr.
Pinehurst Medical Clinic
Major Site Plan Review

Legend

 Subject Property



Zoning Map



0 387.5 775 Feet

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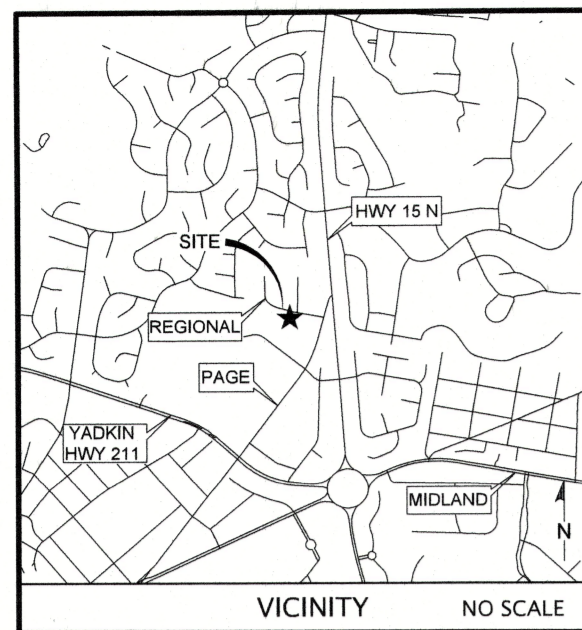
5/22/2026

June 4, 2026

1 Regional Dr. - Pinehurst Medical Clinic

Major Site Plan Review

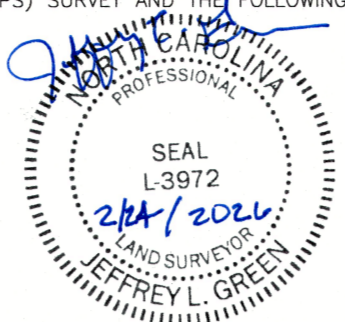
Esri Community Maps Contributors, Moore County GIS (NC), State of North Carolina DOT, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, MIBI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS



- GENERAL NOTES**
1. THIS MAP IS IN ACCORDANCE WITH GS 47-30.
 2. AREA BY COORDINATE METHOD.
 3. ALL DISTANCES ARE HORIZONTAL GROUND DISTANCE.
 4. DASHED LINES NOT SURVEYED, DRAWN FROM INFORMATION AS INDICATED.
 5. THERE ARE NO VISIBLE ENCROACHMENTS OTHER THAN THOSE SHOWN HEREON.
 6. THIS PROPERTY IS LOCATED IN A WATER SUPPLY WATERSHED, WS-W(1).
 7. THIS PROPERTY IS NOT LOCATED IN A DESIGNATED FEMA SPECIAL FLOOD HAZARD AREA PER FIRM NO. J710856300J WITH AN EFFECTIVE DATE OF 10/17/2006.
 8. LOCATION OF UNDERGROUND UTILITIES, IF SHOWN, ARE BASED ON VISIBLE EVIDENCE OR DRAWINGS PROVIDED TO THE SURVEYOR. LOCATION OF UNDERGROUND UTILITIES AND STRUCTURES MAY VARY FROM SHOWN LOCATIONS. ADDITIONAL UTILITIES MAY EXIST. LOCAL UTILITY COMPANIES SHOULD BE CONSULTED FOR FURTHER INFORMATION ON UTILITIES AFFECTING THE PROPERTY.
 9. THIS SURVEY WAS DONE WITHOUT THE BENEFIT OF AN ATTORNEY'S TITLE SEARCH WHICH COULD DISCLOSE ZONING, BUILDING SETBACKS OR OTHER INFORMATION WHICH COULD AFFECT THE SURVEYED PROPERTY.
 10. THIS PROPERTY IS SUBJECT TO ANY AND ALL EASEMENTS, RIGHT-OF-WAYS AND AGREEMENTS OF RECORD PRIOR TO THE DATE OF THIS PLAT.

I, JEFFREY L. GREEN, CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION (DEED DESCRIPTION RECORDED IN BOOK 6170, PAGE 457; BOOK 4800, PAGE 195; BOOK 3160, PAGE 138); THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS DRAWN FROM INFORMATION AS INDICATED; THAT THE RATIO OF PRECISION AS CALCULATED IS 1:10,000 THAT THE GLOBAL POSITIONING SYSTEM (GPS) SURVEY AND THE FOLLOWING INFORMATION WAS USED TO PERFORM THE GPS SURVEY:

- (1) CLASS OF SURVEY: CLASS A
- (2) POSITIONAL ACCURACY: <math><0.10'</math>
- (3) TYPE OF GPS FIELD PROCEDURE: REAL-TIME KINEMATIC
- (4) DATES OF SURVEY: FEBRUARY 2026
- (5) DATUM/EPOCH: NAD83(2011)
- (6) PUBLISHED/FIXED-CONTROL USE: NC CORS
- (7) GEOD MODEL: NGS 2012B
- (8) COMBINED GRID FACTOR(S): 0.99985488
- (9) UNITS: US SURVEY FEET



THAT THIS PLAT WAS PREPARED IN ACCORDANCE WITH G.S. 47-30 AS AMENDED. FURTHER AS REQUIRED PER G.S. 47-30(F)(1)(c); I, JEFFREY L. GREEN, PROFESSIONAL LAND SURVEYOR, L-3972, CERTIFY THAT THE SURVEY IS OF AN EXISTING PARCEL OR PARCELS OF LAND OR ONE OR MORE EXISTING EASEMENTS AND DOES NOT CREATE A NEW STREET OR CHANGE AN EXISTING STREET.

WITNESS MY ORIGINAL SIGNATURE AND SEAL THIS 24TH DAY OF FEBRUARY, 2026.

Jeffrey L. Green
 PROFESSIONAL LAND SURVEYOR
 LICENSE NUMBER L-3972

- LEGEND**
- CP ○ = CALCULATED POINT
 - IRS ● = 1.5" IRON ROD SET
 - IRP ○ = EXISTING IRON PIPE
 - ECM □ = EXISTING MONUMENT
 - ROW — = RIGHT OF WAY
 - = BOUNDARY LINE
 - - - = BOUNDARY NOT SURVEYED
 - - - = PERMANENT UTILITY EASEMENT
 - - - = EXISTING EASEMENT
 - - - = EDGE OF CONCRETE
 - - - = EDGE OF PAVEMENT
 - SS — = EXISTING SANITARY SEWER
 - SD — = EXISTING STORM DRAINAGE
 - OE — = OVERHEAD ELECTRIC
 - = UTILITY POLE
 - = LIGHT POLE
 - = TELEPHONE PEDESTAL
 - = CABLE TV PEDESTAL
 - = FIBER OPTICS PEDESTAL
 - = UTILITY MARKER
 - = FIRE HYDRANT
 - = EXISTING WATERLINE
 - = WATER VALVE
 - = IRRIGATION CONTROL VALVE
 - = WATER METER
 - = SANITARY SEWER MANHOLE
 - = SANITARY SEWER CLEANOUT
 - = STORM DRAIN MANHOLE

TITLE REFERENCE
 PARCEL ID 00024674—LOT 1
 10000820—LOT 2
 10000821—LOT 3
 10000822—LOT 4
 10000823—LOT 5
 DEED BOOK 6170 PAGE 457
 DEED BOOK 4800 PAGE 195
 DEED BOOK 3160 PAGE 138
 MOORE COUNTY REGISTRY

OWNER
 PINEHURST MEDICAL GROUP, LLC
 205 PAGE RD
 PINEHURST, NC 28374

SITE DATA
 JURISDICTION: PINEHURST
 ADDRESS: REGIONAL DRIVE
 ZONING: OP (OFFICE & PROFESSIONAL)

SURVEYOR
 JEFFREY L. GREEN, PLS
 LICENSE # 3972
 390 W PENNSYLVANIA AVE
 SOUTHERN PINES, NC 28387
 910-420-1437

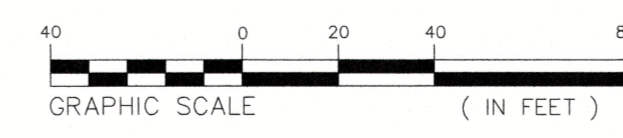
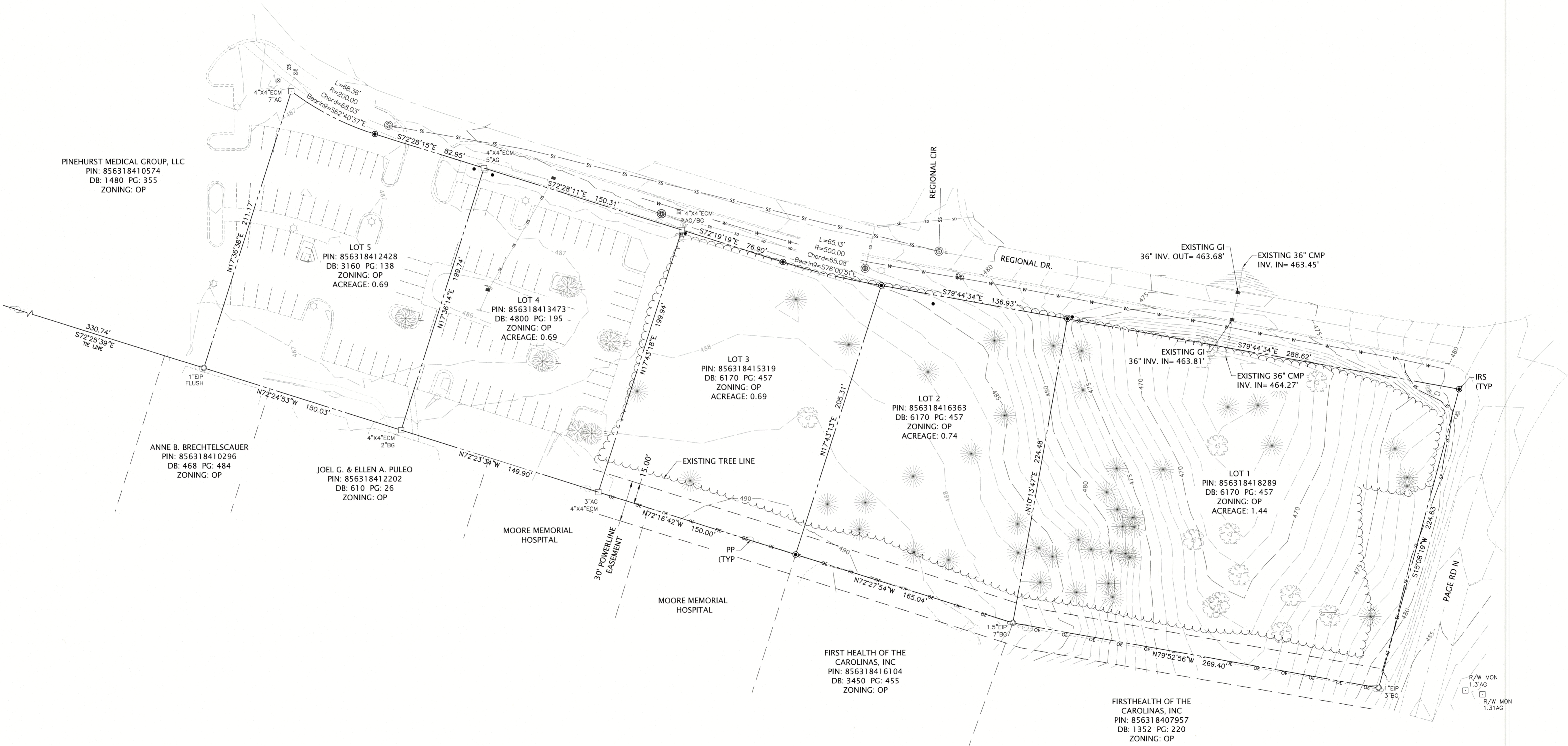
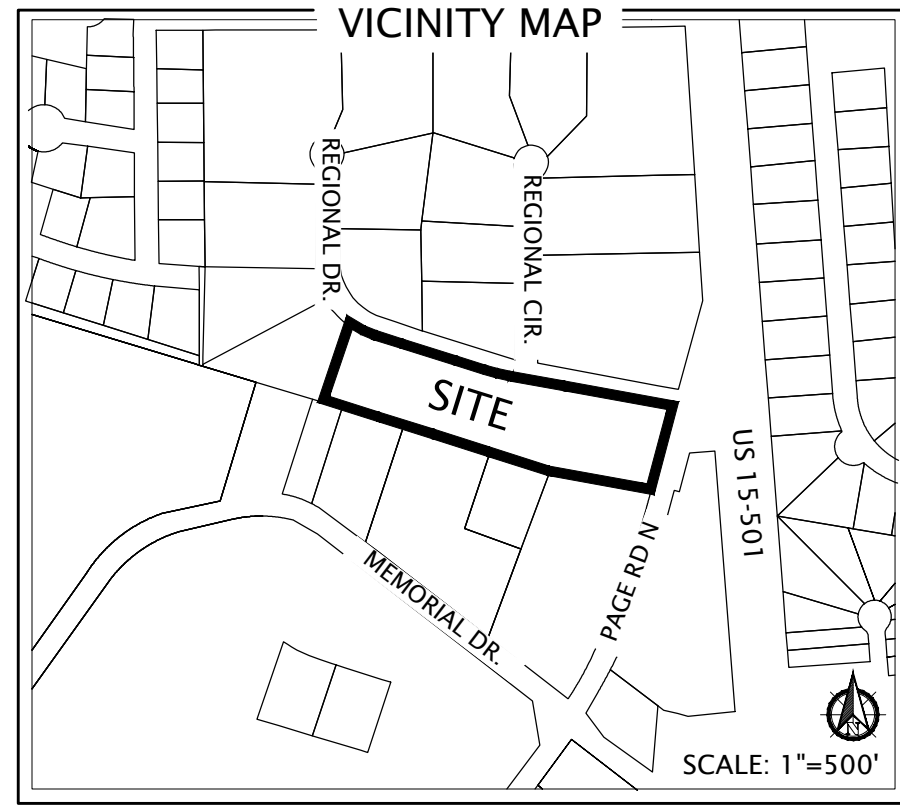


EXHIBIT MAP—
 BOUNDARY SURVEY
 FOR
 PINEHURST MEDICAL GROUP, LLC
 REGIONAL MEDICAL PARK - LOTS 1 THRU 5
 MINERAL SPRINGS TOWNSHIP, MOORE COUNTY
 PINEHURST, NORTH CAROLINA
 FEBRUARY 24, 2026
 FIELD SURVEY: FEBRUARY 2026
 DRAFTED BY: AC SCALE 1" = 40'

LKC Engineering
 Landscape Architecture
 Surveying

LKC Engineering, PLLC
 390 W. Pennsylvania Avenue
 Southern Pines, NC 28387
 910.420.1437
 lkceengineering.com
 License No. P-1095



PROPERTY INFORMATION

PROPERTY OWNER/APPLICANT(S):
 PINEHURST MEDICAL GROUP, LLC
 205 PAGE ROAD
 PINEHURST, NC 28374

PARCEL 1:
 ID: 00024674 PIN: 856318418289

PARCEL 2:
 ID: 10000820 PIN: 856318416363

PARCEL 3:
 ID: 10000821 PIN: 856318415319

PARCEL 4:
 ID: 10000822 PIN: 856318413473

PARCEL 5:
 ID: 10000823 PIN: 856318412428

PROPERTY ADDRESS:
 1 REGIONAL DRIVE
 PINEHURST, NC 28374

TOTAL ACREAGE: ±4.25 AC

EXISTING IMPERVIOUS SURFACE:
 ±34,495 SF (18.6%)

ZONING INFORMATION

ZONING CLASSIFICATION (EXISTING):
 OP - OFFICE AND PROFESSIONAL

REQUIRED SETBACKS (OP):
 FRONT: 25'
 INTERIOR SIDE: 15'
 EXTERIOR SIDE: 20'
 REAR: 20'
 MIN. LOT AREA (OP): 20,000 SF

MAX. BUILDING HEIGHT (OP): 35'

WATERSHED INFORMATION

BASIN: CAPE FEAR
 STREAM: NICKS CREEK
 TYPE: WS-IIIP

THIS PROPERTY IS NOT IN A HIGH QUALITY WATERSHED

FLOODPLAIN DATA

THIS PROPERTY IS LOCATED IN FLOOD ZONE 'X' (AREAS OF MINIMAL FLOODING)

THE LOCATION OF THE 100-YEAR FLOODPLAIN PER NFIP FIRM COMMUNITY PANEL NO: 8540 MAP: 3710854000J DATE: OCTOBER 17, 2006

CAUTION

THE UTILITIES SHOWN HEREON ARE FOR THE CONTRACTOR'S CONVENIENCE ONLY. THERE MAY BE OTHER UTILITIES NOT DEPICTED ON THESE PLANS. THE LANDSCAPE ARCHITECT AND ENGINEER ASSUMES NO RESPONSIBILITY FOR THE LOCATIONS SHOWN AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATIONS OF ALL UTILITIES WITHIN THE PROJECT LIMITS. ALL DAMAGE MADE TO THE EXISTING UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY BY THE CONTRACTOR.



LEGEND

PROJECT BOUNDARY	—
EXISTING MAJOR CONTOUR	—
EXISTING MINOR CONTOUR	—
SANITARY SEWER	—
STORM SEWER	—
DOMESTIC WATER	—
EXISTING SILT FENCE	—
OVERHEAD ELETRIC	—
OVERHEAD ELETRIC EASEMENT	—
EXISTING TREELINE	—
CALCULATED SURVEY POINT (CP)	○
IRON PIPE (EIP)	○
CONCRETE MONUMENT (ECM)	□
POWER POLE (PP)	○
LUMEN POLE (LP)	○
SANITARY SEWER MANHOLE (SSMH)	○
STORM SEWER MANHOLE (SDMH)	○
WATER VALVE	○
EXISTING PINE TREE	☼
EXISTING HARDWOOD TREE	☼
EXISTING PARKING LOT LANDSCAPE	☼

PRELIMINARY PLANS - NOT RELEASED FOR CONSTRUCTION (FOR REVIEW ONLY)

KOONTZJONESDesign
 LAND PLANNING | LANDSCAPE ARCHITECTURE

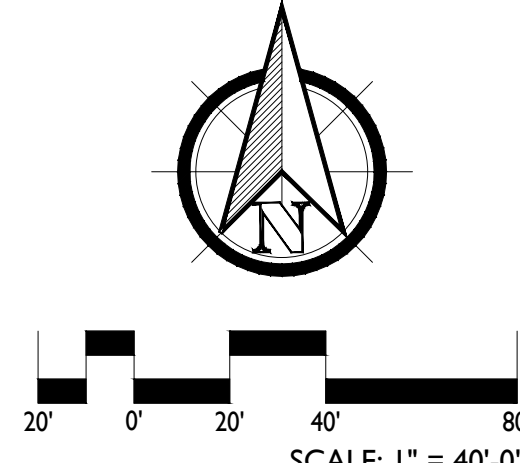
150 S PAGE STREET
 SOUTHERN PINES, NC 28387
 P: (910) 684-8487
 W: www.koontzjonesdesign.com

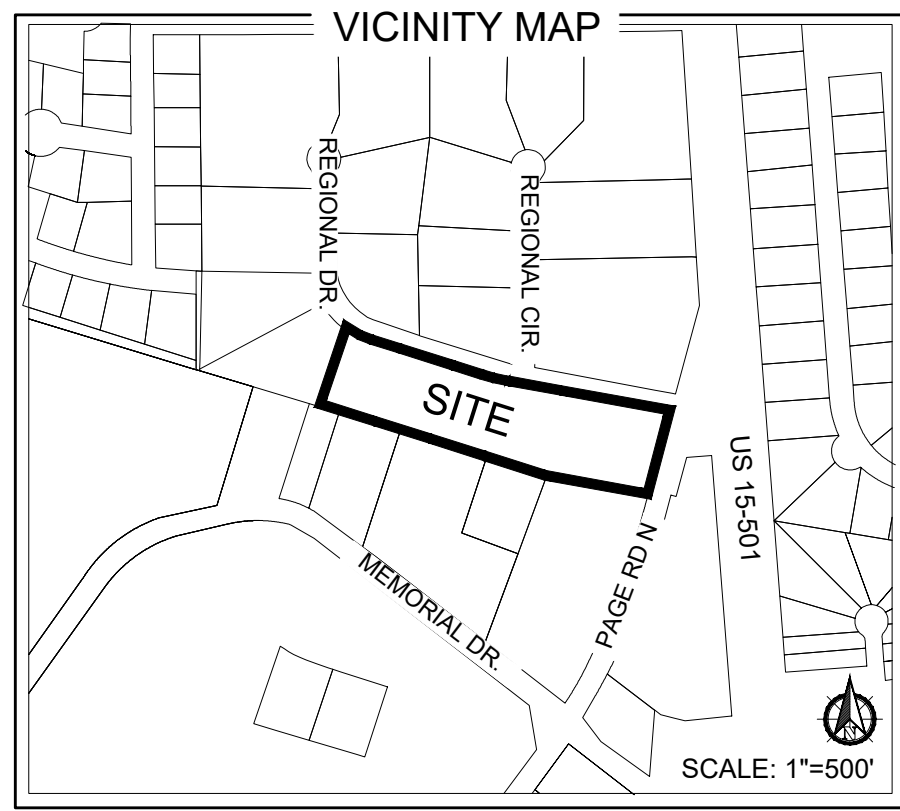
REVISIONS:

PINEHURST MEDICAL CLINIC
 PINEHURST, NORTH CAROLINA

EXISTING CONDITIONS

DATE: 04-26-2026
 DESIGNED BY: PS
 CHECKED BY: PS
 Q.C. BY: REK
 SCALE: 1" = 30'-0"
 PROJECT #: KJ25009
 SHEET NUMBER:
L-1.0





PROPERTY INFORMATION

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 PINEHURST MEDICAL GROUP, LLC
 205 PAGE ROAD
 PINEHURST, NC 28374

PARCEL 1:
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PARCEL 4:
 ID: 10000822 PIN: 856318413473

PARCEL 5:
 ID: 10000823 PIN: 856318412428

PROPERTY ADDRESS:
 1 REGIONAL DRIVE
 PINEHURST, NC 28374

TOTAL ACREAGE: ±4.25 AC

IMPERVIOUS SURFACE (PROPOSED / MAX):
 ±129,591 SF (70%)

PARKING TABULATIONS

EXISTING PARKING:
 HEATHER GLEN: 212 SPACES
 EXPANSION LOT: 70 SPACES
 TOTAL: 282 SPACES

EXISTING BUILDING SIZE:
 HEATHER GLEN: 52,285 SF

PROPOSED PARKING:
 HEATHER GLEN: 212 SPACES
 EXPANSION LOT: 0 SPACES
 REGIONAL DRIVE: 262 SPACES
 TOTAL: 474 SPACES

PROPOSED BUILDING SIZE:
 HEATHER GLEN: 52,285 SF
 REGIONAL DRIVE: 42,515 SF
 TOTAL: 94,800 SF

REQUIRED PARKING: 474 SPACES (1/200 SF)

ZONING INFORMATION

ZONING CLASSIFICATION (EXISTING):
 OP - OFFICE AND PROFESSIONAL

REQUIRED SETBACKS (OP):
 FRONT: 25'
 INTERIOR SIDE: 15'
 EXTERIOR SIDE: 20'
 REAR: 20'

MIN. LOT AREA (OP): 20,000 SF

MAX. BUILDING HEIGHT (OP): 35'

WATERSHED INFORMATION

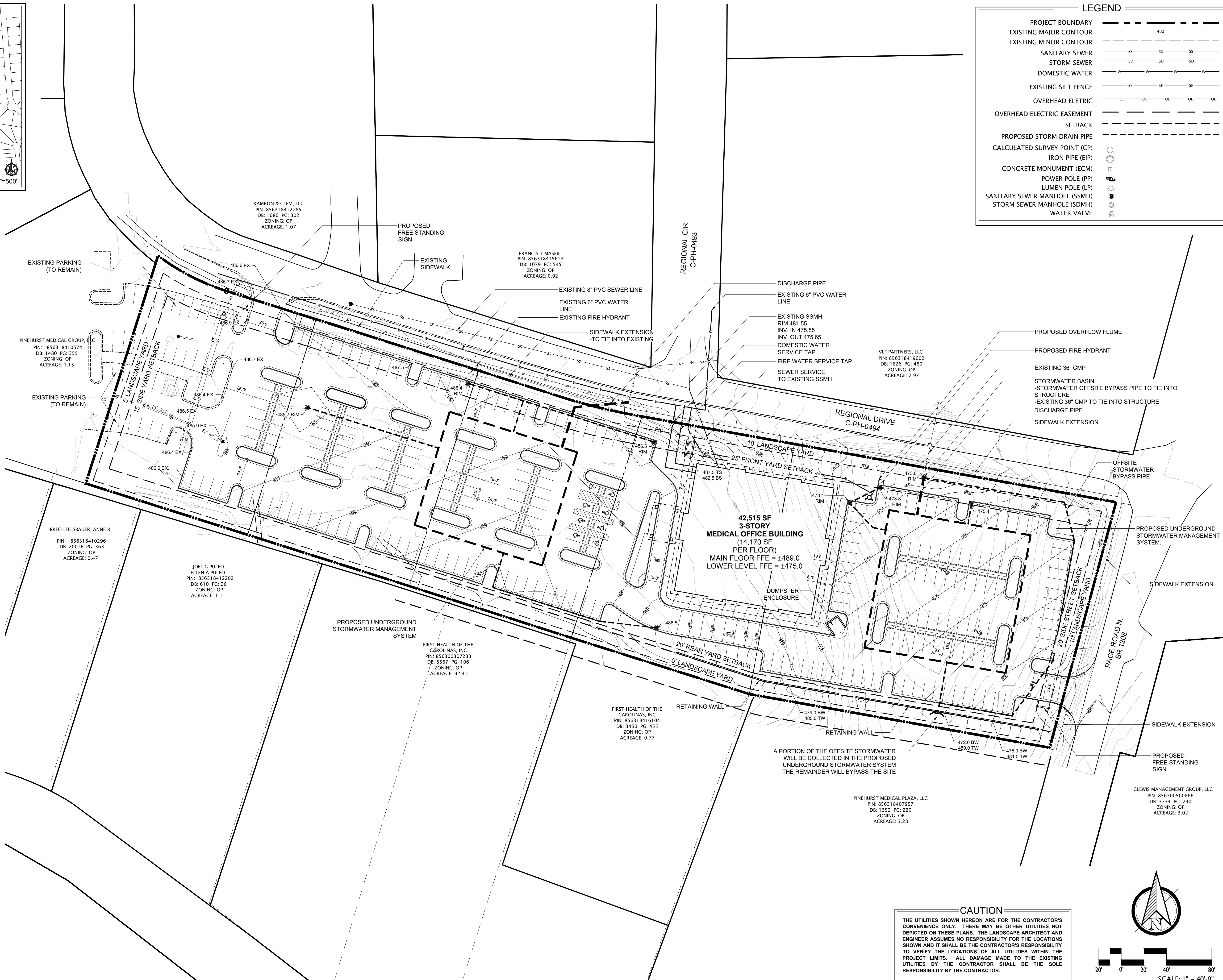
BASIN: CAPE FEAR
 STREAM: NICKS CREEK
 TYPE: WS-IIIP

THIS PROPERTY IS NOT IN A HIGH QUALITY WATERSHED

FLOODPLAIN DATA

THIS PROPERTY IS LOCATED IN FLOOD ZONE 'X' (AREAS OF MINIMAL FLOODING)

THE LOCATION OF THE 100-YEAR FLOODPLAIN PER NFIP FIRM COMMUNITY PANEL NO. 8540 MAP: 3710854000J DATE: OCTOBER 17, 2006



LEGEND

PROJECT BOUNDARY	---
EXISTING MAJOR CONTOUR	---
EXISTING MINOR CONTOUR	---
SANITARY SEWER	SS
STORM SEWER	SO
DOMESTIC WATER	W
EXISTING SILT FENCE	SF
OVERHEAD ELECTRIC	OE
OVERHEAD ELECTRIC EASEMENT	---
SETBACK	---
PROPOSED STORM DRAIN PIPE	---
CALCULATED SURVEY POINT (CP)	○
IRON PIPE (EIP)	○
CONCRETE MONUMENT (ECM)	○
POWER POLE (PP)	⊕
LUMEN POLE (LP)	⊕
SANITARY SEWER MANHOLE (SSMH)	⊕
STORM SEWER MANHOLE (SDMH)	⊕
WATER VALVE	⊕

PRELIMINARY PLANS - NOT RELEASED FOR CONSTRUCTION (FOR REVIEW ONLY)

KOONTZJONESDesign
 LAND PLANNING | LANDSCAPE ARCHITECTURE

150 S PAGE STREET
 SOUTHERN PINES, NC 28387
 P: (910) 684-6867
 W: www.koontzjonesdesign.com

REVISIONS:

PINEHURST MEDICAL CLINIC
 PINEHURST, NORTH CAROLINA

SITE PLAN

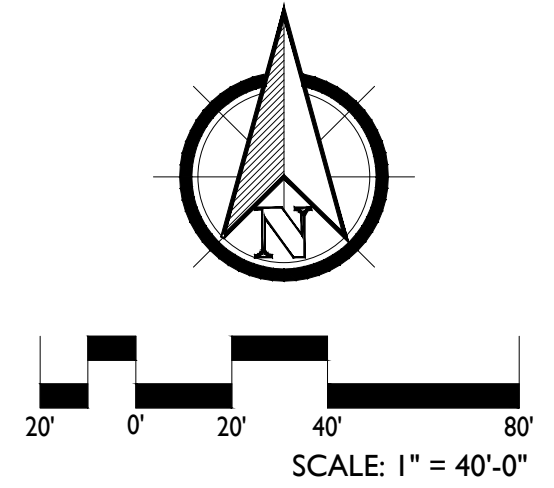
DATE: 04-28-2026
 DESIGNED BY: PS
 DRAWN BY: PS
 CHECKED BY: PS
 SCALE: 1" = 30'-0"
 PROJECT #: K12D25009

SHEET NUMBER:
L-1.1

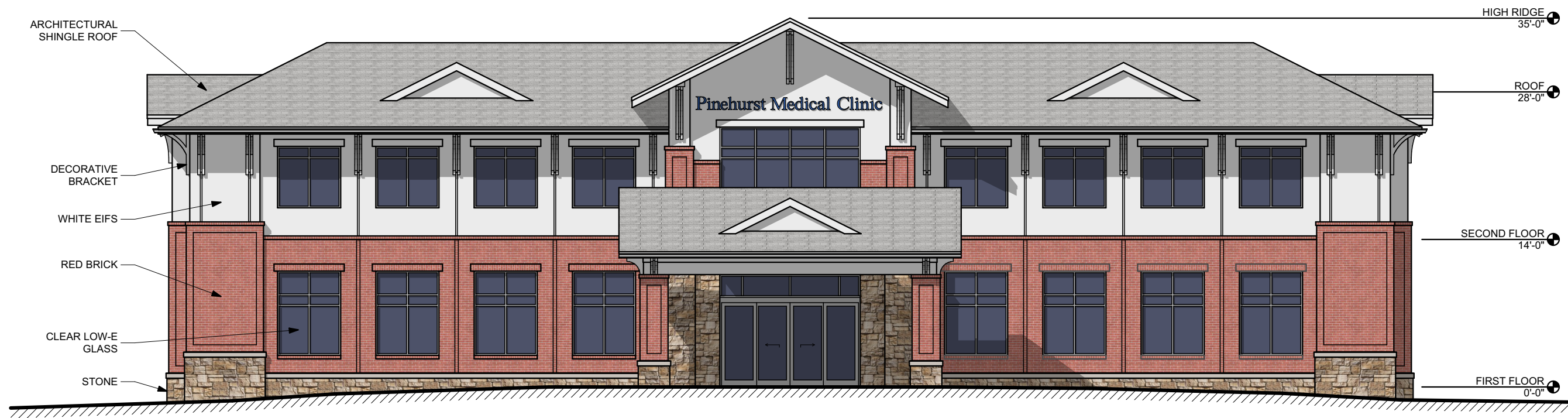


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WEST ELEVATION

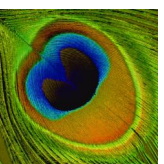
PMC REGIONAL DRIVE MOB

PINEHURST, NC

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NORTH ELEVATION

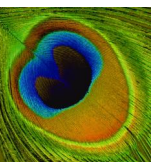
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EAST ELEVATION

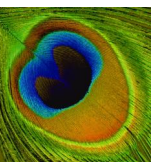
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SOUTH ELEVATION

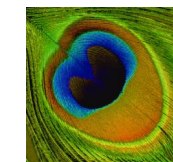
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9/29/2025



Revised Traffic Impact Analysis

Regional Drive Medical Office Pinehurst, NC

Prepared for:
Peacock Partnership Inc.

Kimley»Horn

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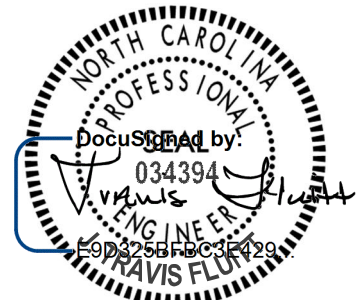
Page 18 of 189

Revised Traffic Impact Analysis for
Regional Drive Medical Office
Pinehurst, North Carolina

Prepared for:
Peacock Partnership Inc.
Pinehurst, NC

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

October 2025
013080002



10/7/2025

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Executive Summary

Kimley-Horn and Associates, Inc. has revised the Traffic Impact Analysis originally prepared in July 2025 for the proposed Regional Drive Medical Office Building, which will be located on the southwest quadrant of the intersection of Page Road North at Regional Drive in Pinehurst, North Carolina. The report was revised to reflect changes in site access and the size of the proposed building. As currently envisioned, this development will consist of a 42,515 square foot (s.f.) medical office building. Site access is proposed via an existing full-movement driveway on Regional Drive west of Regional Circle and a new full-movement driveway on Page Road North. Site build-out is anticipated by the year 2027.

This report presents trip generation, distribution, traffic analyses, and recommendations for transportation improvements required to meet anticipated traffic demands in conjunction with the development. The traffic conditions studied include the existing (2025) traffic condition and the projected (2027) background and build-out traffic conditions.

Study Intersections

The following study intersections were included in this analysis:

- US 15-501 at Page Road North
- US 15-501 at Memorial Drive/Pinehurst Trace Drive
- Page Road North at Regional Drive
- Page Road North at Memorial Drive
- Regional Drive at Site Driveway 1
- Page Road North at Site Driveway 2

Existing Traffic Data

Weekday AM (7:00 – 9:00am) and PM (4:00 – 6:00pm) peak hour turning movement counts were collected at each of the existing study intersections on May 28, 2025 and September 16, 2025, while Moore County Public Schools were in session.

Background Traffic Data

To calculate projected (2027) traffic volumes, a 3% annual growth rate was applied to the existing traffic volumes up to the study year 2027.

Trip Generation

Trip generation calculations were performed using data in *Trip Generation Manual* (Institute of Transportation Engineers, Eleventh Edition, 2021). As shown in [Table ES-1](#), the project is expected to generate approximately 1,386 trips on a typical weekday, 114 new trips during the AM peak hour, and 122 new trips during the PM peak hour.

Table ES-1 ITE Traffic Generation (Vehicles)							
Land Use Code	Land Use	Intensity	Daily	AM Peak Hour		PM Peak Hour	
				In	Out	In	Out
720	Medical Office Building – within/near Hospital Campus	42,515 s.f.	1,386	92	22	31	91

Capacity Analysis

Capacity analyses were performed using Synchro/SimTraffic Version 12 software. Table ES-2 summarizes the operation of study intersections for the AM and PM peak hour traffic conditions. Existing signal timings were used at all intersections, unless otherwise noted.

Recommended Improvements

The following improvements are proposed to be performed in conjunction with the proposed development:

Page Road North at Site Driveway 2

- Construct Site Driveway 2 as a full movement driveway with one ingress lane and one egress lane

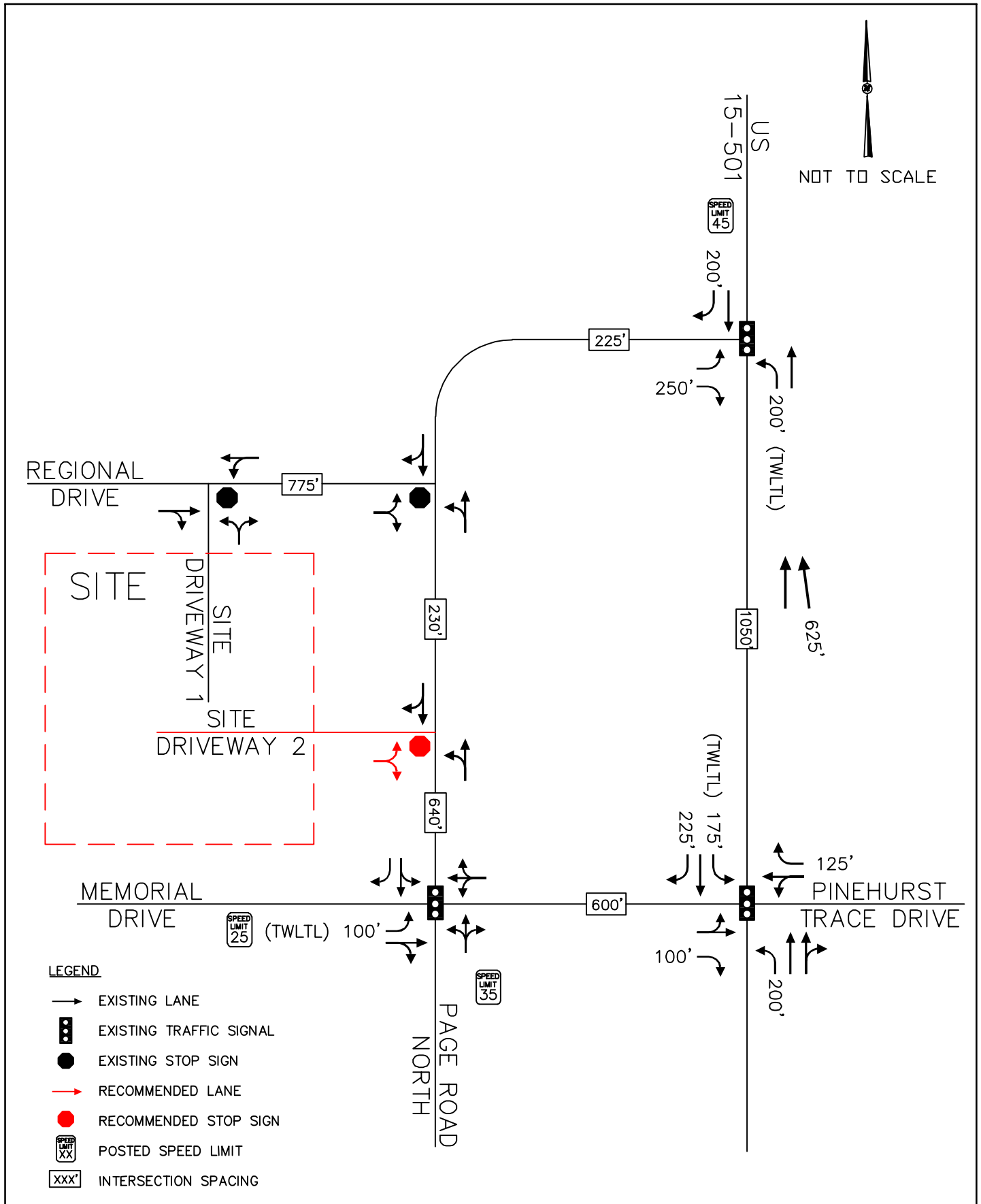
The recommended roadway laneage is shown on **Figure ES-1**.

Conclusions

All study intersections are expected to operate at an acceptable LOS in the study year 2027 with the proposed Regional Drive Medical Office in place. Only minor increases in delays and queues are anticipated with the addition of the proposed project, and no changes to overall intersection LOS are expected between the background and build-out conditions. Therefore, no offsite roadway improvements are recommended to accommodate projected site traffic.

Table ES-1 - Level of Service Summary

Intersection and Approach/Movement	Traffic Control	Existing (2025) Traffic		Background (2027) Traffic		Build-out (2027) Traffic	
		AM	PM	AM	PM	AM	PM
US 15-501 at Page Road North	Signalized	A (7.2)	B (15.2)	A (7.5)	B (15.7)	A (7.7)	B (16.6)
Eastbound		D (41.6)	D (42.7)	D (41.9)	D (42.3)	D (41.3)	D (42.2)
Northbound		A (3.3)	A (8.3)	A (3.5)	A (9.3)	A (3.6)	A (9.7)
Southbound		A (5.2)	A (7.2)	A (5.5)	A (7.5)	A (5.5)	A (8.3)
US 15-501 at Memorial Drive	Signalized	A (4.1)	B (11.1)	A (4.8)	B (11.4)	A (5.1)	B (11.9)
Eastbound		C (29.7)	C (31.3)	C (29.0)	C (30.7)	C (28.2)	C (31.6)
Westbound		C (33.9)	C (25.3)	C (34.6)	C (24.5)	C (34.6)	C (24.5)
Northbound		A (2.9)	A (6.8)	A (3.6)	A (7.4)	A (3.9)	A (7.4)
Southbound		A (1.6)	A (3.6)	A (2.3)	A (3.9)	A (2.7)	A (4.1)
Page Road North at Regional Drive	Unsignalized	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)
Eastbound		C (16.9)	B (12.9)	C (17.6)	B (13.2)	C (20.6)	B (14.7)
Northbound Left		B (10.0)	A (7.8)	B (10.2)	A (7.8)	B (10.5)	A (7.9)
Page Road North at Memorial Drive	Signalized	C (23.1)	C (21.8)	C (24.4)	C (22.2)	C (25.7)	C (22.9)
Eastbound		B (14.1)	B (18.4)	B (13.9)	B (18.2)	B (13.9)	B (18.2)
Westbound		D (48.5)	D (47.2)	D (50.6)	D (47.7)	D (51.3)	D (48.6)
Northbound		B (13.4)	B (12.4)	B (14.0)	B (13.0)	B (15.2)	B (13.3)
Southbound		B (16.1)	B (14.2)	B (17.5)	B (15.1)	B (19.2)	B (17.1)
Regional Drive at Site Driveway 1	Unsignalized	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)
Northbound		A (9.2)	A (9.0)	A (9.2)	A (9.0)	A (9.2)	A (9.2)
Westbound Left		A (7.4)	A (7.5)	A (7.4)	A (7.5)	A (7.4)	A (7.5)
Page Road North at Site Driveway 2	Unsignalized	N/A				- (-)	- (-)
Eastbound		N/A				B (14.4)	B (12.1)
Northbound Left		N/A				A (8.9)	A (8.2)



REGIONAL DRIVE
 MEDICAL OFFICE
 PINEHURST, NC
 TRAFFIC IMPACT ANALYSIS

RECOMMENDED ROADWAY
 LANEAGE

FIGURE
 ES-1

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- B. TRAFFIC COUNT DATA
- C. TRIP GENERATION DATA
- D. INTERSECTION SPREADSHEETS
- E. SYNCHRO OUTPUT: EXISTING (2025)
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1.0 Introduction

Kimley-Horn and Associates, Inc. has revised the Traffic Impact Analysis originally prepared in July 2025 for the proposed Regional Drive Medical Office Building, which will be located on the southwest quadrant of the intersection of Page Road North at Regional Drive in Pinehurst, North Carolina. The report was revised to reflect changes in site access and the size of the proposed building. As currently envisioned, this development will consist of a 42,515 square foot (s.f.) medical office building. Site access is proposed via an existing full-movement driveway on Regional Drive west of Regional Circle and a new full-movement driveway on Page Road North. Site build-out is anticipated by the year 2027.

This report presents trip generation, distribution, traffic analyses, and recommendations for transportation improvements required to meet anticipated traffic demands in conjunction with the development. The traffic conditions studied include the existing (2025) traffic condition and the projected (2027) background and build-out traffic conditions.

Village of Pinehurst and North Carolina Department of Transportation (NCDOT) staff provided background data and were consulted regarding the elements to be covered in this analysis. The approved TIA Assumptions Memorandum is included in the Appendix of this report.

2.0 Inventory

2.1 *Study Area*

The study area for this development includes the following existing intersections:

- US 15-501 at Page Road North
- US 15-501 at Memorial Drive/Pinehurst Trace Drive
- Page Road North at Regional Drive
- Page Road North at Memorial Drive
- Regional Drive at Site Driveway 1

Figure 2.1 shows the site location, and **Figure 2.2** shows the conceptual site plan.

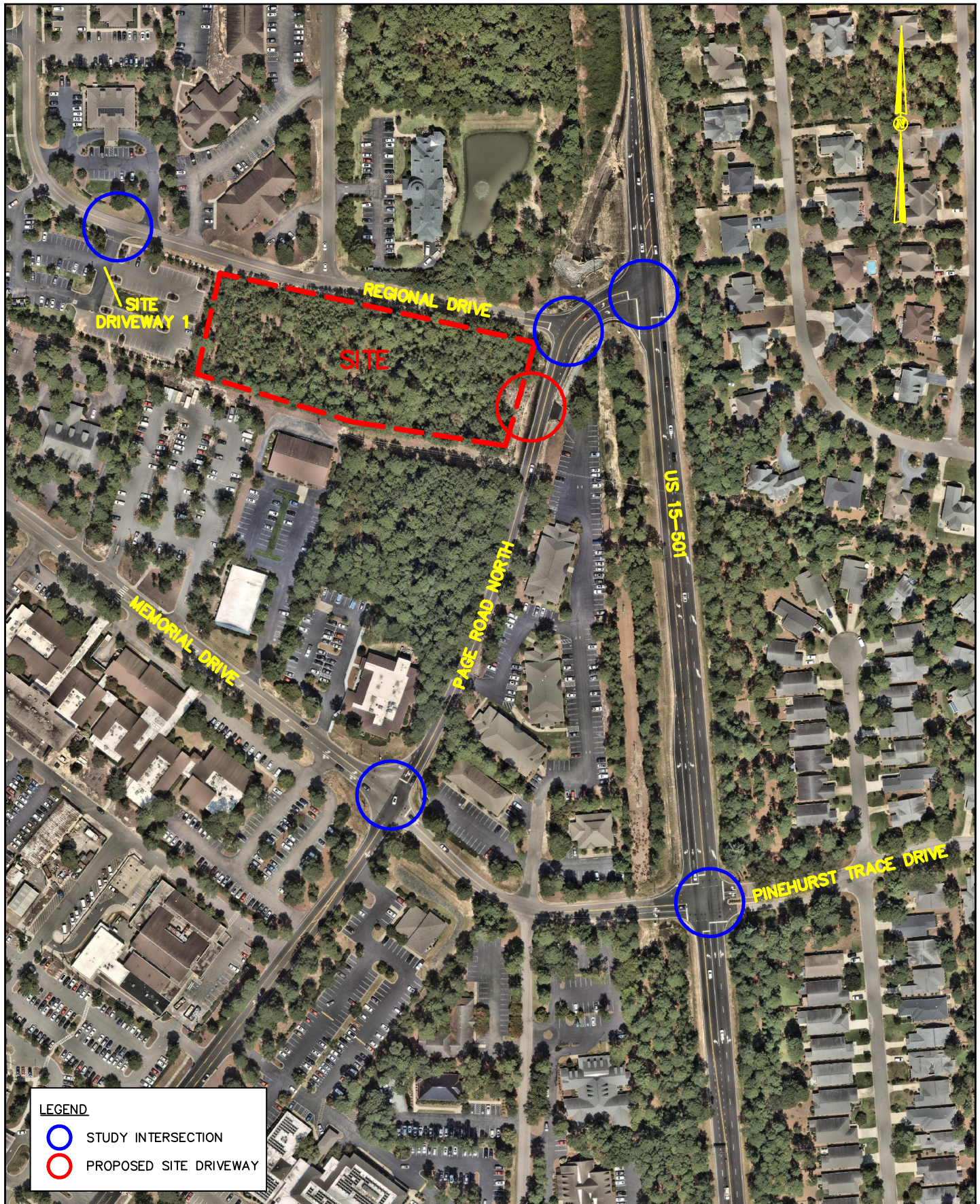
2.2 *Existing Conditions*

The proposed Regional Drive Medical Office development is located in the southwest quadrant of the intersection of Page Road North at Regional Drive in Pinehurst, NC. Roadways in the study area include US 15-501, Page Road North, Memorial Drive/Pinehurst Trace Drive, and Regional Drive. Roadway network elements (speed limit, estimated average daily traffic volume, and existing configuration) of study area roadways are summarized in Table 2.1, located on the following page. The existing roadway laneage is shown in **Figure 2.3**.

Table 2.1 Roadway Network Summary			
Roadway	Speed Limit	Estimated AADT* Volume	Typical Existing Configuration
US 15-501	45 mph	15,500 vpd north of Page Road North; 14,500 vpd south of Page Road North	2-Lane Undivided/ 4-Lane Undivided
Page Road North	35 mph	6,200 vpd south of US 15-501	2-Lane Undivided
Memorial Drive/Pinehurst Trace Drive	25 mph	<1,000 vpd east of US 15-501**; 4,400 vpd west of US 15-501**; 5,600 vpd west of Page Road North	2-Lane Undivided
Regional Drive	25 mph	3,000 vpd west of Page Road North**	2-Lane Undivided

*2023 AADT from NCDOT

**ADT was calculated for this roadway using existing AM and PM traffic volumes, assuming the total of those peak hours is 20% of the daily traffic volumes

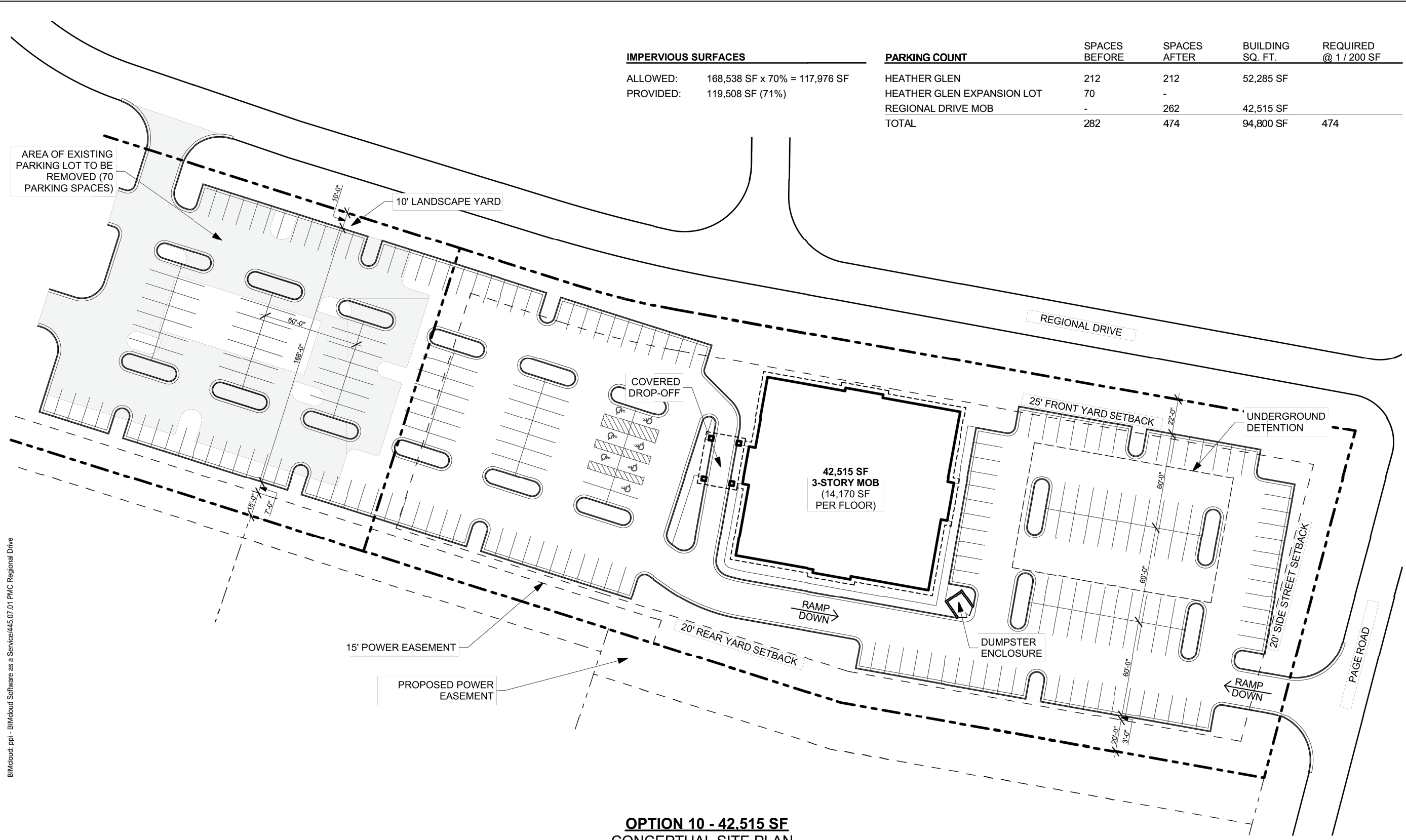


REGIONAL DRIVE
 MEDICAL OFFICE
 PINEHURST, NC
 TRAFFIC IMPACT ANALYSIS

SITE LOCATION

FIGURE
 2.1

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IMPERVIOUS SURFACES	
ALLOWED:	168,538 SF x 70% = 117,976 SF
PROVIDED:	119,508 SF (71%)

PARKING COUNT		SPACES BEFORE	SPACES AFTER	BUILDING SQ. FT.	REQUIRED @ 1 / 200 SF
HEATHER GLEN		212	212	52,285 SF	
HEATHER GLEN EXPANSION LOT		70	-		
REGIONAL DRIVE MOB		-	262	42,515 SF	
TOTAL		282	474	94,800 SF	474

OPTION 10 - 42,515 SF
CONCEPTUAL SITE PLAN

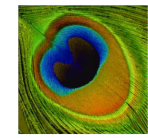
PMC REGIONAL DRIVE MOB

PINEHURST, NC

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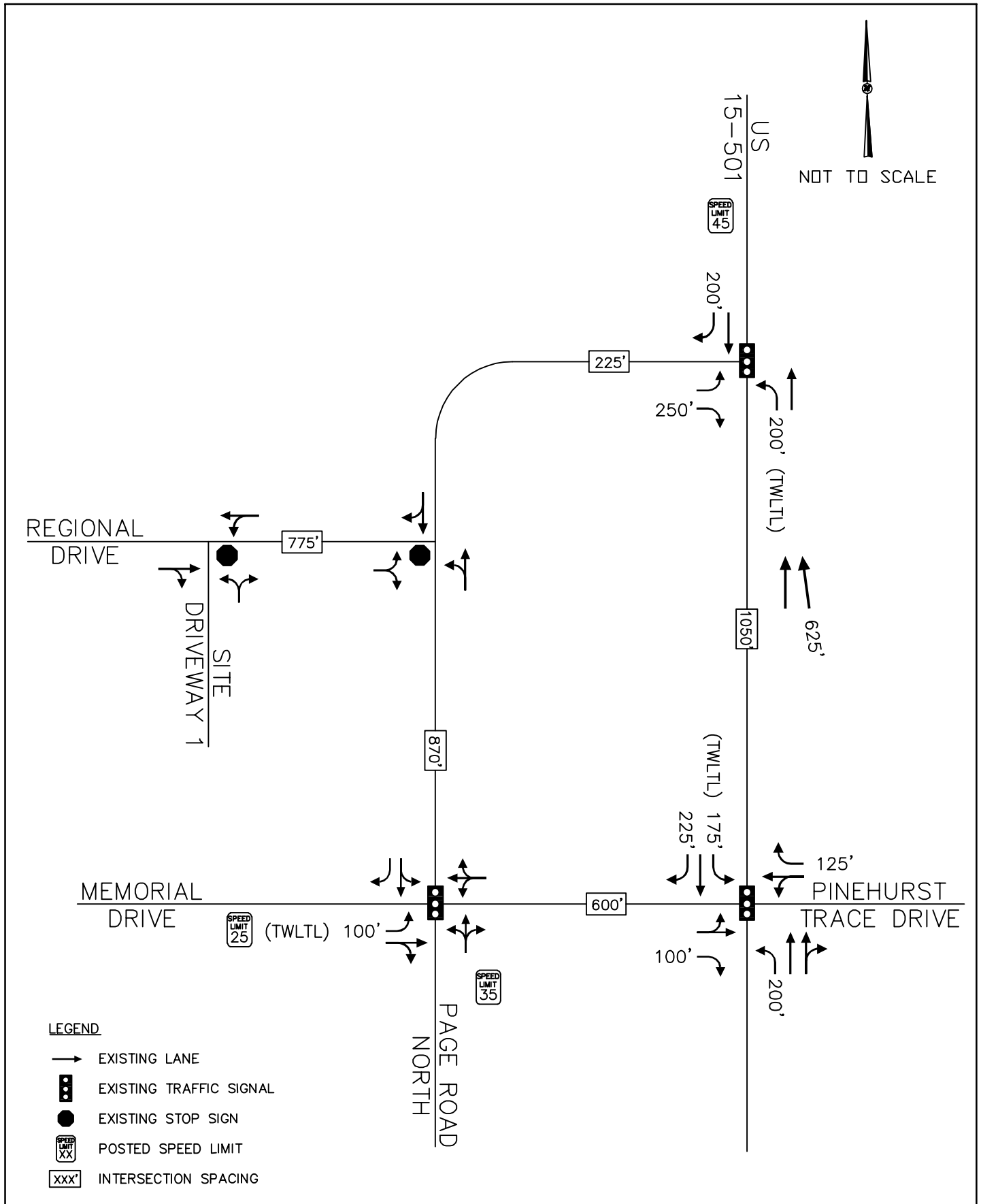
FIGURE 2.2

CONCEPTUAL SITE PLAN

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REGIONAL DRIVE
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TRAFFIC IMPACT ANALYSIS

EXISTING ROADWAY LANEAGE

FIGURE
2.3

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3.0 Traffic Generation

As currently envisioned, the proposed Regional Drive Medical Office development will consist of an approximately 42,515 s.f. medical office building. Trip generation calculations were performed using data in *Trip Generation Manual* (Institute of Transportation Engineers, Eleventh Edition, 2021). As shown in Table 3.1, the project is expected to generate approximately 1,386 trips on a typical weekday, 114 new trips during the AM peak hour, and 122 new trips during the PM peak hour.

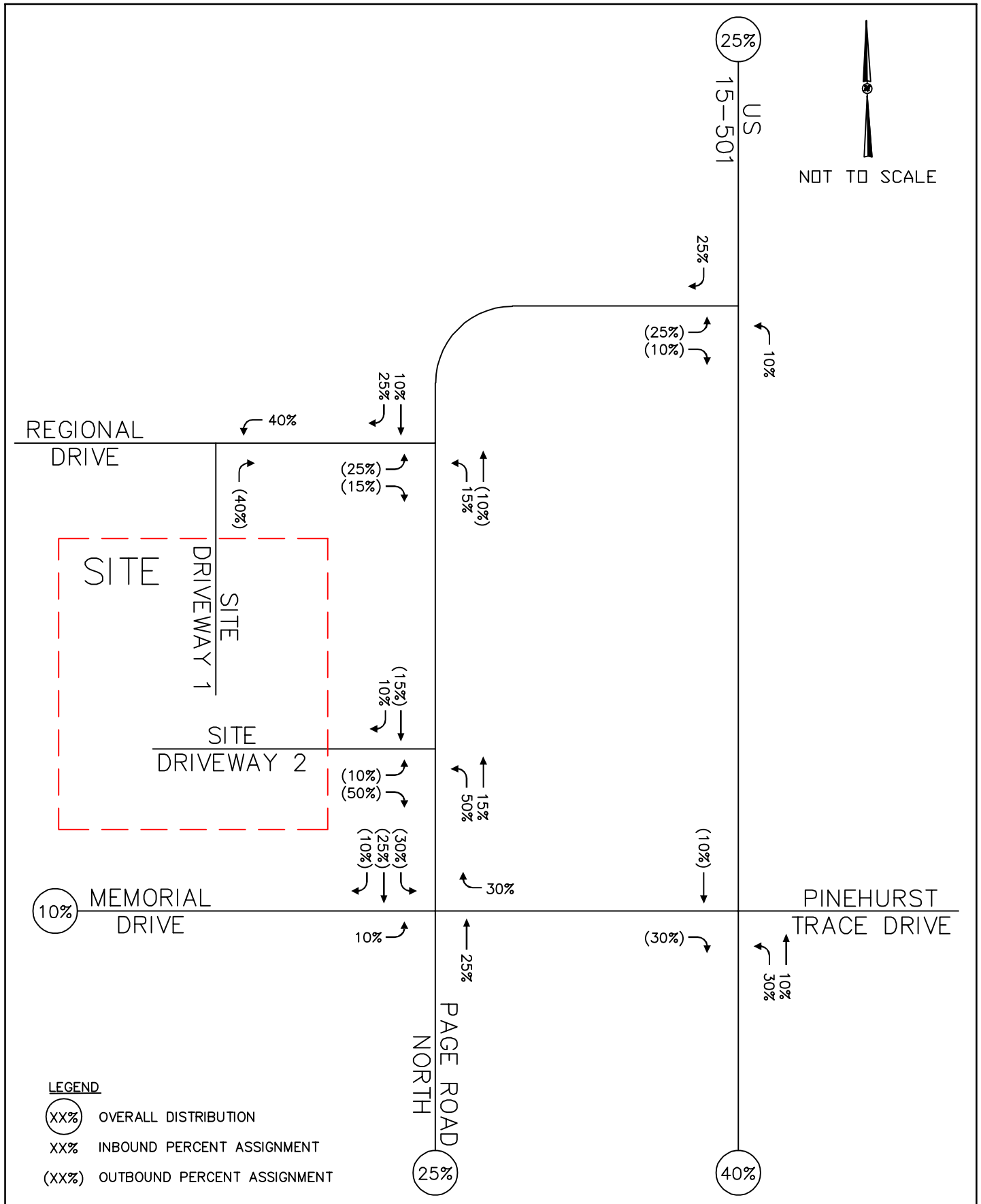
Table 3.1 ITE Traffic Generation (Vehicles)							
Land Use Code	Land Use	Intensity	Daily	AM Peak Hour		PM Peak Hour	
				In	Out	In	Out
720	Medical Office Building – within/near Hospital Campus	42,515 s.f.	1,386	92	22	31	91

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

4.0 Site Traffic Distribution

The proposed site generated trips were assigned to the surrounding roadway network based on a review of surrounding land uses and existing traffic patterns. The overall site traffic distribution and percent assignment for these trips are shown on **Figure 4.1**.

- 40% to/from the south on US 15-501
- 25% to/from the south on Page Road North
- 25% to/from the north on US 15-501
- 10% to/from the west on Memorial Drive



REGIONAL DRIVE
MEDICAL OFFICE
PINEHURST, NC
TRAFFIC IMPACT ANALYSIS

SITE TRIP DISTRIBUTION AND
ASSIGNMENT

FIGURE
4.1

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5.0 Projected Traffic Volumes

5.1 Existing Traffic

AM peak hour (7:00 to 9:00 AM) and PM peak hour (4:00 to 6:00 PM) turning movement counts were performed at the following intersections on May 28, 2025 when Moore County Public Schools were in session:

- US 15/501 at Page Road North
- US 15/501 at Memorial Drive/Pinehurst Trace Drive
- Page Road North at Regional Drive
- Page Road North at Memorial Drive

Turning movement counts were performed at the intersection of Regional Drive at Existing Parking Lot Driveway on September 16, 2025 when Moore County Public Schools were in session.

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

5.2 Historic Growth Traffic

Historic growth traffic is the increase in traffic due to usage increases and non-specific growth throughout the area. Based on discussions with the Village and NCDOT, a 3% annual growth rate was applied to the existing traffic up to the study year 2027, though no growth was applied to volumes onto/off of Regional Drive or Pinehurst Trace Drive since development on those roadways is complete.

5.3 Background Traffic

Background traffic volumes consisting of existing and historic growth traffic are shown on **Figures 5.1 and 5.2** for the AM and PM peak hours, respectively.

5.4 Site Traffic

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

5.5 Build-Out Traffic

To obtain the projected (2027) build-out traffic volumes, the projected site traffic was added to the projected (2027) background traffic volumes. Traffic volume calculations are detailed in intersection spreadsheets in the Appendix of this report. **Figures 5.3 and 5.4** show the projected (2027) AM and PM peak hour build-out traffic volumes, respectively.



NOT TO SCALE

15-501

US

[529] (30) 499
[542] (31) 511

← 242 (15) [257]
← 89 (5) [94]

← 93 (6) [99]
← 9 (0) [6]

← 457 (28) [485]
← 160 (0) [160]

← 159 (0) [159]
← 39 (0) [39]

REGIONAL DRIVE
[34] (0) 34
[0] (0) 0

← 13 (0) [13]
← 44 (0) [44]
← 9 (0) [9]
← 0 (0) [0]

← 85 (5) [90]
← 158 (0) [158]

SITE DRIVEWAY 1

← 15 (1) [16]
← 259 (16) [275]
← 207 (13) [220]

← 1 (0) [1]
← 429 (26) [455]
← 59 (4) [63]

← 1 (0) [1]
← 10 (1) [11]
← 6 (1) [10]

MEMORIAL DRIVE

← 62 (4) [66]
← 53 (3) [56]
← 40 (2) [42]

← 42 (2) [42]
← 202 (12) [202]
← 46 (3) [46]

PINEHURST TRACE DRIVE

← 9 (1) [10]
← 309 (19) [328]
← 297 (18) [315]

← 33 (2) [35]
← 154 (9) [163]
← 33 (2) [35]

← 19 (1) [20]
← 7 (0) [7]
← 28 (2) [30]

PAGE ROAD NORTH

LEGEND

- XX EXISTING TRAFFIC
- (XX) BACKGROUND GROWTH
- [XX] BACKGROUND TRAFFIC



REGIONAL DRIVE MEDICAL OFFICE PINEHURST, NC TRAFFIC IMPACT ANALYSIS

EXISTING AND BACKGROUND (2027) AM PEAK HOUR TRAFFIC VOLUMES

FIGURE 5.1

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.



NOT TO SCALE

15-501

US

[310] (18) 292
[236] (14) 222

← 691 (42) [733]
← 10 (1) [11]

[306] (18) 288
[41] (2) 39

[223] (13) 210
[18] (0) 18

← 21 (0) [21]
← 1 (0) [1]

REGIONAL DRIVE

[95] (0) 95
[0] (0) 0

[80] (0) 80
[125] (0) 125
← 41 (0) [41]
← 0 (0) [0]

← 249 (15) [264]
← 7 (0) [7]

SITE DRIVEWAY 1

[177] (1) 16
[245] (14) 231
[108] (6) 102

[310] (18) 292
[43] (2) 41
[7] (0) 7

8 (0) [8]
128 (8) [136]
70 (4) [74]

← 6 (1) [10]
← 21 (1) [22]
← 8 (0) [8]

MEMORIAL DRIVE

[126] (7) 119
[120] (7) 113
[58] (3) 55

← 31 (2) [33]
← 118 (7) [125]
← 26 (2) [28]

[100] (6) 94
[19] (1) 18
[155] (9) 146

PINEHURST TRACE DRIVE

← 19 (1) [20]
← 573 (35) [608]
← 146 (9) [155]

PAGE ROAD NORTH

LEGEND

- XX EXISTING TRAFFIC
- (XX) BACKGROUND GROWTH
- [XX] BACKGROUND TRAFFIC



REGIONAL DRIVE
MEDICAL OFFICE
PINEHURST, NC
TRAFFIC IMPACT ANALYSIS

EXISTING AND BACKGROUND
(2027) PM PEAK HOUR
TRAFFIC VOLUMES

FIGURE
5.2

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.



NOT TO SCALE

US
15-501
[529] (0) 529
[565] (23) 542

← 257 (0) [257]
← 94 (9) [103]

← 99 (6) [105]
← 6 (2) [8]

← 485 (9) [494]
← 160 (23) [183]

← 159 (0) [159]
← 39 (37) [76]

REGIONAL DRIVE
← 34 (0) 34
← 0 (0) 0

← 13 (6) [19]
← 44 (3) [47]

← 9 (9) [18]
← 0 (0) [0]

← 90 (2) [92]
← 158 (14) [172]

← 523 (3) [526]
← 0 (9) [9]

← 0 (2) [2]
← 0 (11) [11]

← 264 (14) [278]
← 0 (46) [46]

← 16 (6) [22]
← 275 (6) [281]
← 220 (2) [222]

← 42 (28) [70]
← 202 (0) [202]
← 46 (0) [46]

← 1 (0) [1]
← 455 (2) [457]
← 63 (0) [63]

← 1 (0) [1]
← 10 (0) [10]
← 11 (0) [11]

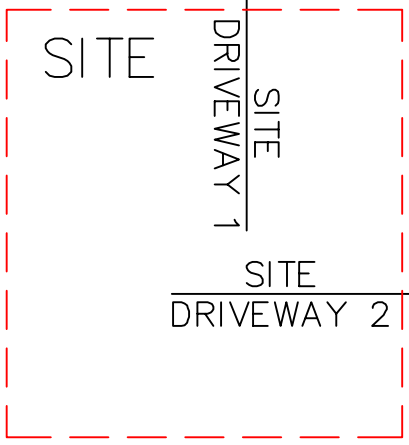
MEMORIAL DRIVE

← 66 (9) [75]
← 56 (0) [56]
← 42 (0) [42]

NORTH PAGE ROAD
← 35 (0) [35]
← 163 (23) [186]
← 35 (0) [35]

← 20 (0) 20
← 7 (0) 7
← 30 (6) [36]

TRACE DRIVE
← 10 (0) [10]
← 328 (9) [337]
← 315 (28) [343]



LEGEND

- XX BACKGROUND TRAFFIC
- (XX) SITE TRAFFIC
- [XX] TOTAL BUILD-OUT TRAFFIC



REGIONAL DRIVE
MEDICAL OFFICE
PINEHURST, NC
TRAFFIC IMPACT ANALYSIS

PROJECTED (2027)
BACKGROUND AND BUILD-OUT
AM PEAK HOUR TRAFFIC
VOLUMES

FIGURE
5.3

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.



NOT TO SCALE

US
15-501
[310] (0) 310
[244] (8) 236

← 733 (0) [733]
← 11 (3) [14]

[329] (23) 306
[50] (9) 41

[226] (3) 223
[26] (8) 18

← 21 (0) [21]
← 1 (12) [13]

REGIONAL DRIVE

[95] (0) 95
[0] (0) 0

[103] (23) 80
[139] (14) 125

← 264 (9) [273]
← 7 (5) [12]

← 41 (35) [76]
← 0 (0) [0]

SITE

SITE DRIVEWAY 1

[373] (14) 359
[3] (3) 0

SITE DRIVEWAY 2

[9] (9) 0
[47] (47) 0

← 262 (5) [267]
← 0 (16) [16]

[44] (27) 17
[268] (23) 245
[117] (9) 108

MEMORIAL DRIVE

[129] (3) 126
[120] (0) 120
[58] (0) 58

8 (9) [17]
136 (0) [136]
74 (0) [74]

[319] (9) 310
[43] (0) 43

← 10 (0) [10]
← 22 (0) [22]
← 8 (0) [8]

PINEHURST TRACE DRIVE

← 20 (0) [20]
← 608 (3) [611]
← 155 (9) [164]

← 33 (0) [33]
← 125 (8) [133]
← 28 (0) [28]

[100] (0) 100
[19] (0) 19
[182] (27) 155

LEGEND

- XX BACKGROUND TRAFFIC
- (XX) SITE TRAFFIC
- [XX] TOTAL BUILD-OUT TRAFFIC



REGIONAL DRIVE
MEDICAL OFFICE
PINEHURST, NC
TRAFFIC IMPACT ANALYSIS

PROJECTED (2027)
BACKGROUND AND BUILD-OUT
PM PEAK HOUR TRAFFIC
VOLUMES

FIGURE
5.4

6.0 Capacity Analysis

Capacity analyses (see Appendix) were performed for the AM and PM peak hours for the existing (2025) traffic condition and the projected (2027) background and build-out traffic conditions using Synchro/SimTraffic Version 12 software to determine the operating characteristics of the adjacent road network and the impacts of the proposed project.

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

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

Table 6.0 Level-of-Service Control Delay Thresholds			
Level-of-Service	Signalized Intersections – Control Delay Per Vehicle [sec/veh]	Unsignalized Intersections – Average Control Delay [sec/veh] & Qualitative Operational Description	
A	≤ 10	≤ 10	Short Delays
B	> 10 – 20	> 10 – 15	
C	> 20 – 35	> 15 – 25	
D	> 35 – 55	> 25 – 35	Moderate Delays
E	> 55 – 80	> 35 – 50	
F	> 80	> 50	Long Delays

Existing peak hour factors (PHF) were used in each traffic condition except for new intersections where a PHF of 0.90 was used. Consistent with NCDOT methodology, a minimum volume of 4 vehicles was analyzed on permitted intersection movements even if lower volumes were counted or projected. Signal plans were obtained from NCDOT, and permitted+protected left-turn phasing was used for all scenarios where allowed today.

6.1 US 15-501 at Page Road North

Analyses indicate that the signalized intersection of US 15-501 at Page Road North currently operates at LOS A in the AM peak hour and LOS B in the PM peak hour. The signalized intersection is expected to continue to operate at LOS A in the AM peak hour and LOS B in the PM peak hour with or without the proposed project in place. No queuing issues are anticipated, and no improvements are recommended at this intersection to accommodate project traffic.

Table 6.1 summarizes the operation of the intersection of US 15-501 at Page Road North for the existing (2025) and projected (2027) background and build-out traffic conditions.

Table 6.1 US 15-501 at Page Road North (Signalized)		
Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2025) Traffic	Overall - A (7.2) EB - D (41.6) NB - A (3.3) SB - A (5.2)	Overall - B (15.2) EB - D (42.7) NB - A (8.3) SB - A (7.2)
Background (2027) Traffic	Overall - A (7.5) EB - D (41.9) NB - A (3.5) SB - A (5.5)	Overall - B (15.7) EB - D (42.3) NB - A (9.3) SB - A (7.5)
Build-out (2027) Traffic	Overall - A (7.7) EB - D (41.3) NB - A (3.6) SB - A (5.5)	Overall - B (16.6) EB - D (42.2) NB - A (9.7) SB - A (8.3)

6.2 US 15-501 at Memorial Drive/Pinehurst Trace Drive

Analyses indicate that the signalized intersection of US 15-501 at Memorial Drive/Pinehurst Trace Drive currently operates at LOS A in the AM peak hour and LOS B in the PM peak hour. The signalized intersection is expected to continue to operate at LOS A in the AM peak hour and LOS B in the PM peak hour with or without the proposed project in place. No queuing issues are anticipated, and no improvements are recommended at this intersection to accommodate project traffic.

Table 6.2 summarizes the operation of the intersection of US 15-501 at Memorial Drive/Pinehurst Trace Drive for the existing (2025) and projected (2027) background and build-out traffic conditions.

Table 6.2 US 15-501 at Memorial Drive/Pinehurst Trave Drive (Signalized)		
Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2025) Traffic	Overall - A (4.1) EB - C (29.7) WB - C (33.9) NB - A (2.9) SB - A (1.6)	Overall - B (11.1) EB - C (31.3) WB - C (25.3) NB - A (6.8) SB - A (3.6)
Background (2027) Traffic	Overall - A (4.8) EB - C (29.0) WB - C (34.6) NB - A (3.6) SB - A (2.3)	Overall - B (11.4) EB - C (30.7) WB - C (24.5) NB - A (7.4) SB - A (3.9)
Build-out (2027) Traffic	Overall - A (5.1) EB - C (28.2) WB - C (34.6) NB - A (3.9) SB - A (2.7)	Overall - B (11.9) EB - C (31.6) WB - C (24.5) NB - A (7.4) SB - A (4.1)

6.3 Page Road North at Regional Drive

Analyses indicate that the unsignalized intersection of Page Road North at Regional Drive operates with short delays on the minor street approach (Regional Drive) in the AM and PM peak hours. Analyses indicate that this intersection is expected to continue to operate with short delays on the minor street approach in the study year 2027 with or without the proposed project in place. No queuing issues are anticipated, and no improvements are recommended at this intersection to accommodate project traffic.

Table 6.3 summarizes the operation of the intersection of Page Road North at Regional Drive for the existing (2025) and projected (2027) background and build-out traffic conditions.

Table 6.3		
Page Road North at Regional Drive (Unsignalized)		
Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2025) Traffic	EB - C (16.9) NBL - B (10.0)	EB - B (12.9) NBL - A (7.8)
Background (2027) Traffic	EB - C (17.6) NBL - B (10.2)	EB - B (13.2) NBL - A (7.8)
Build-out (2027) Traffic	EB - C (20.6) NBL - B (10.5)	EB - B (14.7) NBL - A (7.9)

6.4 Page Road North at Memorial Drive

Analyses indicate that the signalized intersection of Page Road North at Memorial Drive currently operates at LOS C in the AM and PM peak hours. Analyses indicate that this intersection is expected to continue to operate at LOS C in the AM and PM peak hours in the study year 2027 with or without the proposed project in place. No queuing issues are anticipated, and no improvements are recommended at this intersection to accommodate project traffic.

Table 6.4 summarizes the operation of the intersection of Page Road North at Memorial Drive for the existing (2025) and projected (2027) background and build-out traffic conditions.

Table 6.4 Page Road North at Memorial Drive (Signalized)		
Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2025) Traffic	Overall - C (23.1) EB - B (14.1) WB - D (48.5) NB - B (13.4) SB - B (16.1)	Overall - C (21.8) EB - B (18.4) WB - D (47.2) NB - B (12.4) SB - B (14.2)
Background (2027) Traffic	Overall - C (24.4) EB - B (13.9) WB - D (50.6) NB - B (14.0) SB - B (17.5)	Overall - C (22.2) EB - B (18.2) WB - D (47.7) NB - B (13.0) SB - B (15.1)
Build-out (2027) Traffic	Overall - C (25.7) EB - B (13.9) WB - D (51.3) NB - B (15.2) SB - B (19.2)	Overall - C (22.9) EB - B (18.2) WB - D (48.6) NB - B (13.3) SB - B (17.1)

6.5 Regional Drive at Site Driveway 1

Analyses indicate that the unsignalized intersection of Page Road North at the Existing Parking Lot Driveway currently operates with short delays on the minor street approach (Site Driveway 1) in the AM and PM peak hours. The intersection is expected to continue to operate with short delays for the minor street approach in both peak hours for the background traffic condition.

The Regional Drive Medical Office development proposes to connect to this driveway as part of the development. Analyses indicate that this intersection is expected to operate with short delays on the minor street approach at project build-out. Therefore, no offsite roadway improvements are recommended at this intersection.

Table 6.5 summarizes the operation of the intersection of Regional Drive at Site Driveway 1 for the existing (2025) and projected (2027) background and build-out traffic conditions.

Table 6.5 Regional Drive at Site Driveway 1 (Unsignalized)		
Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2025) Traffic	NB – A (9.2) WBL - A (7.4)	NB - A (9.0) WBL - A (7.5)
Background (2027) Traffic	NB – A (9.2) WBL - A (7.4)	NB - A (9.0) WBL - A (7.5)
Build-out (2027) Traffic	NB – A (9.2) WBL - A (7.4)	NB - A (9.2) WBL - A (7.5)

6.6 Page Road North at Site Driveway 2

The Regional Drive Medical Office development proposes to construct a full movement driveway on Page Road North approximately 230 feet south of Regional Drive. Analyses indicate that the proposed driveway is expected to operate with short delays at project build-out. No offsite roadway improvements are recommended at this intersection.

Table 6.6 summarizes the operation of the intersection of Page Road North at Site Driveway 2 for the projected (2027) build-out traffic condition.

Table 6.6 Page Road North at Site Driveway 2 (Unsignalized)		
Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Build-out (2027) Traffic	EB - B (14.4) NBL - A (8.9)	EB - B (12.1) NBL - A (8.2)

7.0 Recommendations

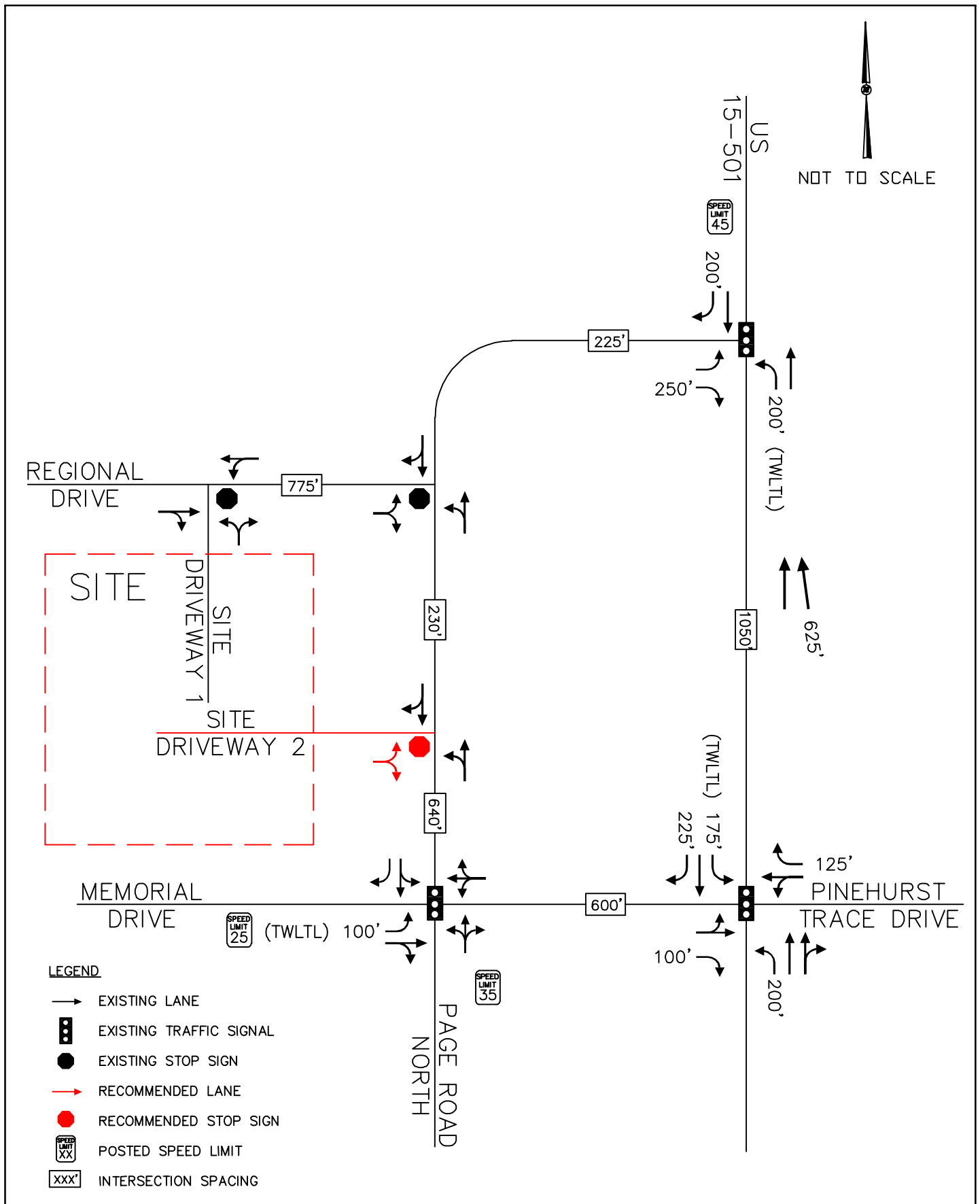
The following improvements are proposed to be performed in conjunction with the proposed development:

Page Road North at Site Driveway 2

- Construct Site Driveway 2 as a full movement driveway

The recommended roadway laneage is shown on **Figure 7.1**.

All study intersections are expected to operate at an acceptable LOS in the study year 2027 with the proposed Regional Drive Medical Office in place. Only minor increases in volumes and delays are anticipated with the addition of the proposed project, and no changes to overall intersection LOS are expected between the background and build-out conditions.



REGIONAL DRIVE
 MEDICAL OFFICE
 PINEHURST, NC
 TRAFFIC IMPACT ANALYSIS

RECOMMENDED ROADWAY
 LANEAGE

FIGURE
 7.1

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8.0 US 15-501 Traffic Circle Site Impact Evaluation

While capacity analyses were not performed for the US 15-501 – NC 210 – Midland Road traffic circle, the impacts of site traffic on volumes approaching/departing from the traffic circle were evaluated based on discussions with the Village. To evaluate impacts of site traffic on daily volumes, daily traffic volumes from the year 2023 were obtained from the NCDOT AADT website for the north leg of the traffic circle and grown at 3% annually to the year 2027.

Table 8.1 below summarizes the daily and weekday peak hour impacts of site traffic on the traffic circle, and detailed volume development calculations are included in the Appendix.

Table 8.1 Site Traffic Impacts at US 15-501 Traffic Circle									
Segment	Daily			AM Peak Hour			PM Peak Hour		
	Site Traffic	Total Traffic	% Impact	Site Traffic	Total Traffic	% Impact	Site Traffic	Total Traffic	% Impact
North Leg (US 15-501)	554	16,870	3.3%	45	1,194	3.8%	48	1,304	3.7%

As shown in Table 8.1, site traffic is expected to account for less than 4 percent of the total projected daily and AM and PM peak hour traffic volumes on the north leg of the traffic circle. No improvements are recommended to be required of the Regional Drive Medical Office based on this evaluation.

Appendix

Appendix A:
TIA Assumptions Memo

Preliminary Assumptions Regional Drive Medical Office - Traffic Impact Analysis Pinehurst, North Carolina

Kimley-Horn will perform a traffic impact analysis (TIA) for the proposed Regional Drive Medical Office project located on the southwest quadrant of the intersection of Page Road North at Regional Drive in Pinehurst, North Carolina. The following assumptions will be used in the analysis:

Study Scenarios:

The study scenarios will consist of:

- Existing (2025)
- Background (2027)
- Build-out (2027)
- Build-out (2027) with Improvements (if necessary)

Study Intersections:

The study area will consist of the following intersections:

- US 15-501 at Page Road North
- US 15-501 at Memorial Drive
- Page Road North at Regional Drive
- Page Road North at Memorial Drive
- Regional Drive at Regional Circle/Site Access 1
- Page Road North at Site Access 2

Traffic Counts:

Existing turning movement counts were collected in May 2025 in 15-minute intervals for the AM peak hour (7:00 to 9:00 AM) and PM peak hour (4:00 to 6:00 PM) at the existing study intersections while Moore County Public Schools were in session. Those turning movement counts will be used for this analysis without adjustments.

Approved Developments:

No approved developments have been identified for inclusion as background traffic.

Background Growth

A 3% annual growth rate will be applied to existing traffic volumes with the exception of traffic onto/off of Regional Drive and Regional Circle since development is generally built-out.

Trip Distribution

The following directional distribution will be used for new site traffic based on existing travel patterns (see attached distribution figure):

- 40% to/from the south on US 15-501
- 25% to/from the south on Page Road North
- 25% to/from the north on US 15-501
- 10% to/from the west on Memorial Drive

Proposed Uses and Trip Generation

Site trips for the project will be generated using data for the land use code (LUC) 720 (Medical Office Building – within/near Hospital Campus) from the 11th Edition of the ITE *Trip Generation Manual*.

Trip generation calculations are attached.

Site Access

This site is proposed to have full-movement access along Page Road North and a full-movement access connection to the existing intersection of Regional Drive at Regional Circle.

Other Study Assumptions

Existing peak hour factors (PHF's) will be used in each traffic condition, and right-turns on red (RTOR) and permitted + protected phasing will be permitted in the analysis where currently allowed.

While capacity analyses will not be performed for the US 15/501 – NC 210 – Midland Road traffic circle, the impacts of site traffic on volumes approaching/departing from the traffic circle will be calculated (in terms of % impact) in this study.

Regional Drive MOB

Table 1 - Trip Generation

Land Use	Intensity	Daily			AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out	Total	In	Out
720 Medical Office Building - within/near Hospital Campus	50,000 s.f.	1,652	826	826	134	109	25	145	36	109

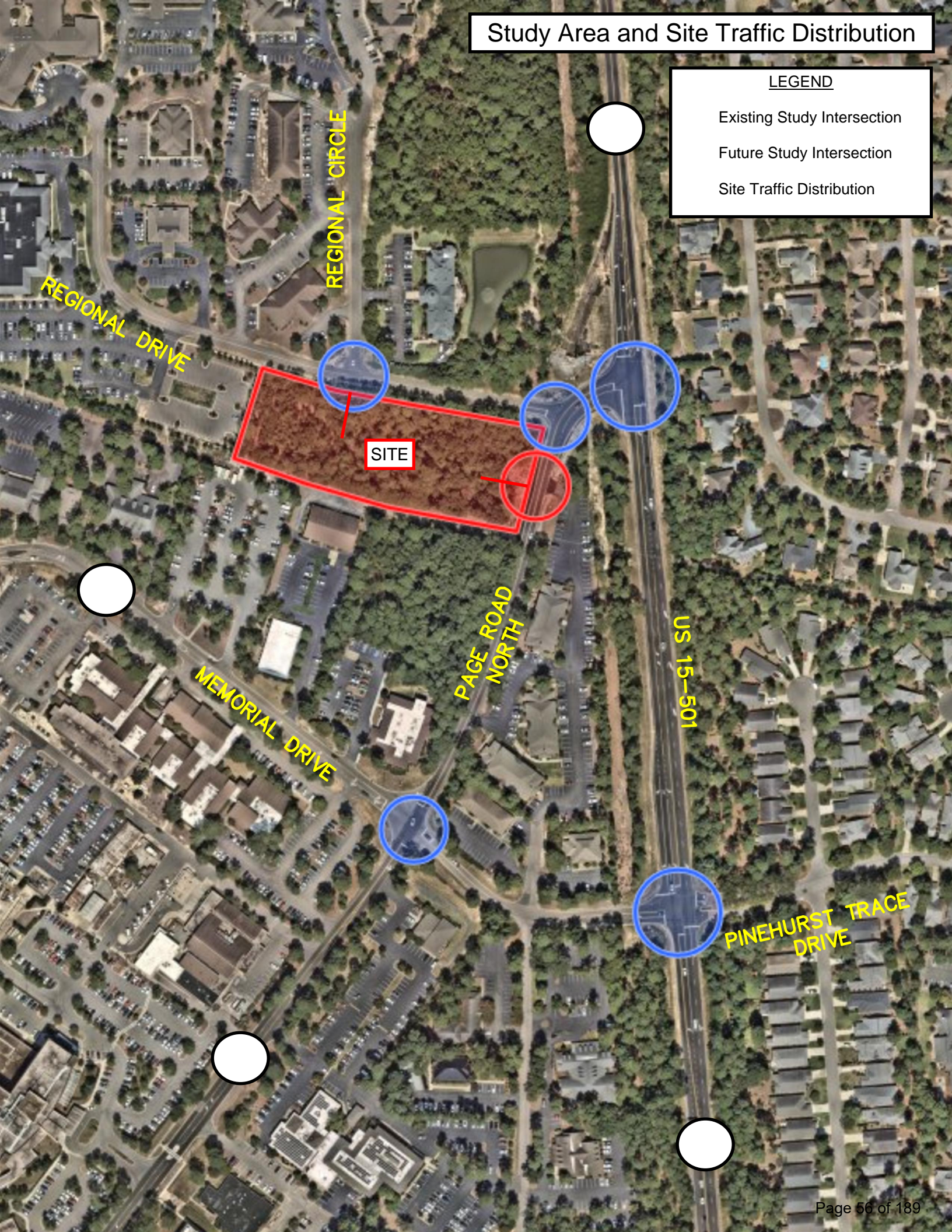
Study Area and Site Traffic Distribution

LEGEND

Existing Study Intersection

Future Study Intersection

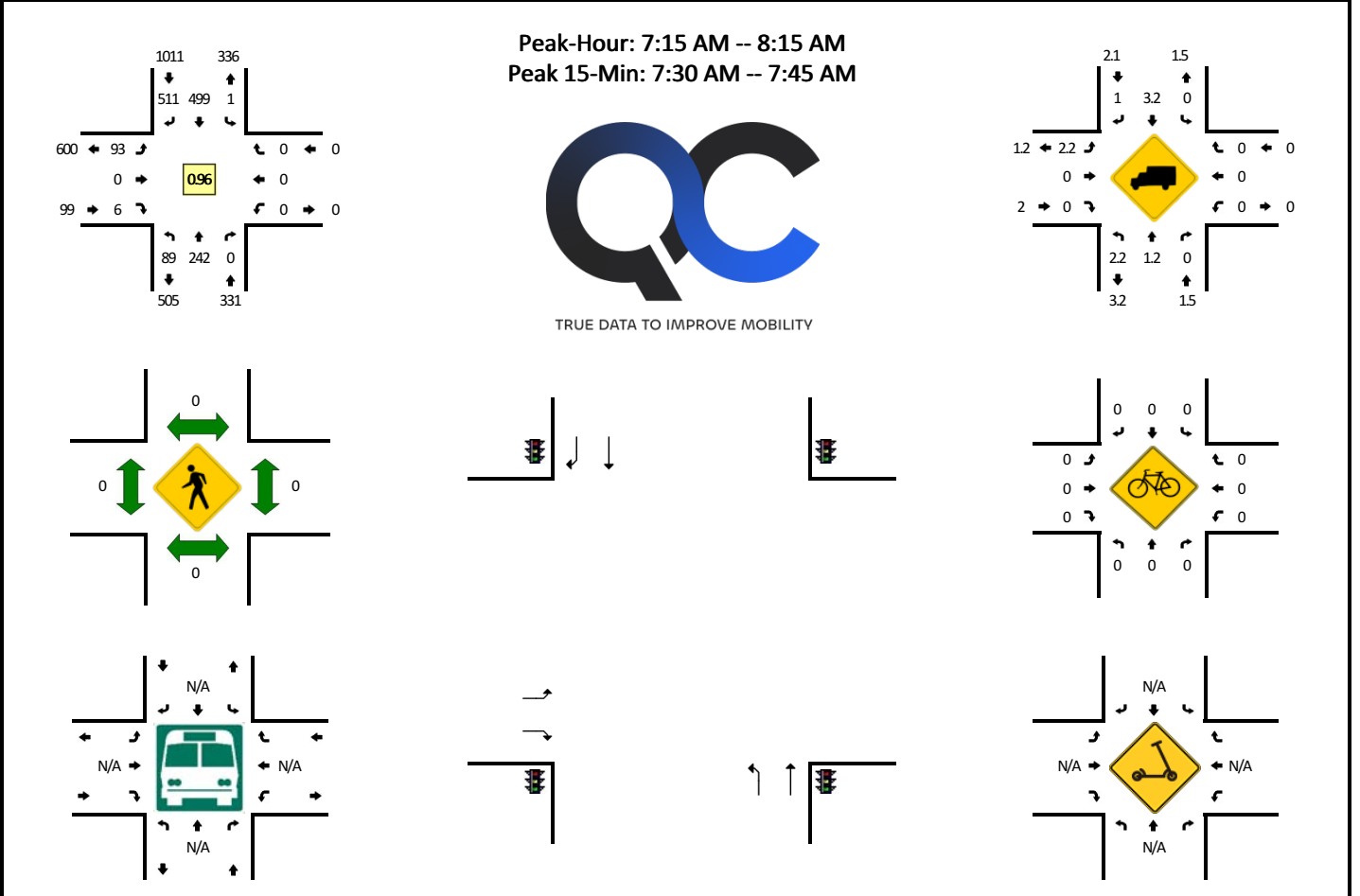
Site Traffic Distribution



Appendix B: Traffic Count Data

LOCATION: U.S. 15 -- Page Road North
CITY/STATE: Pinehurst, NC

QC JOB #: 17018901
DATE: Wed, May 28 2025

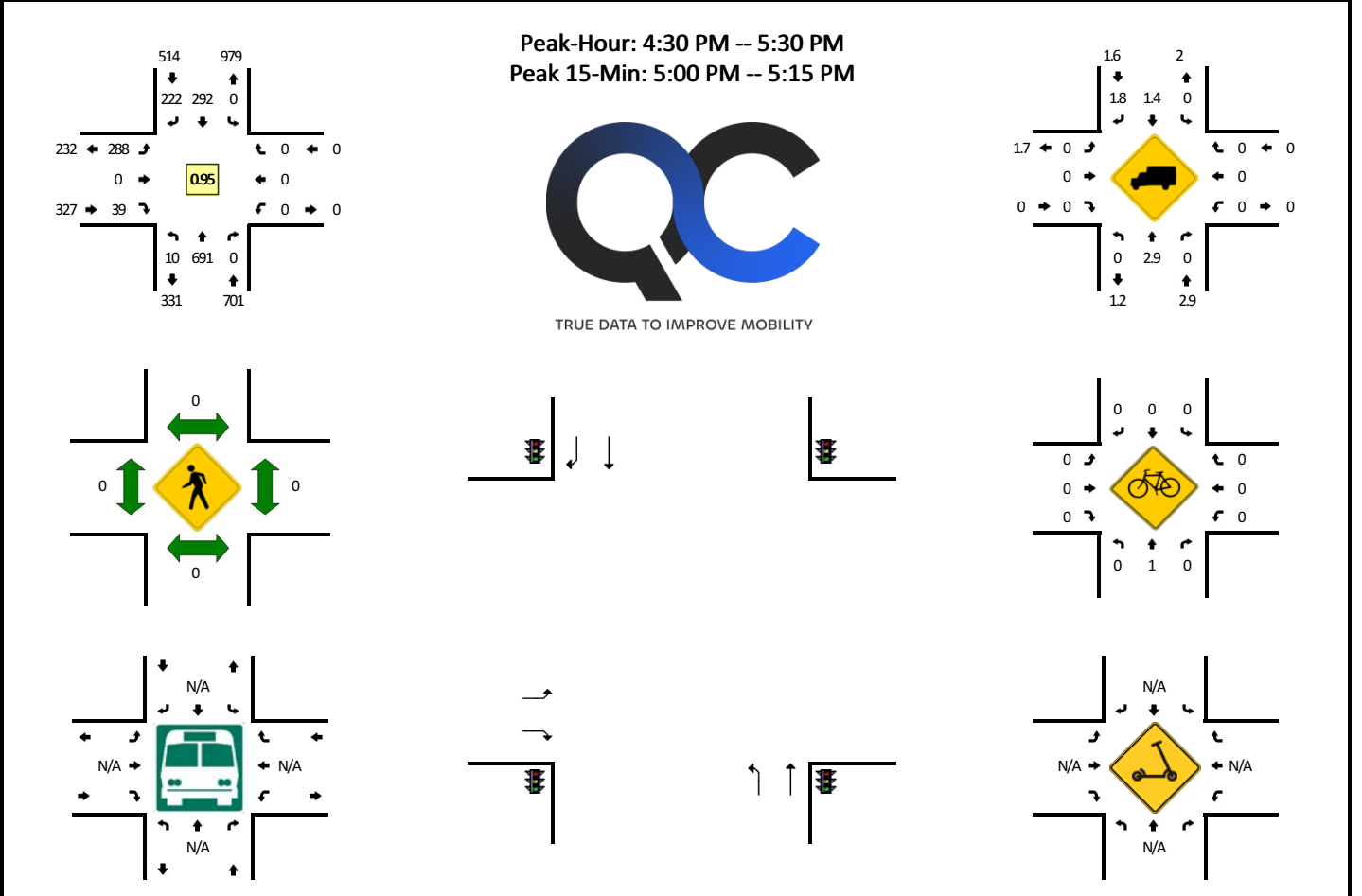


15-Min Count Period Beginning At	U.S. 15 (Northbound)				U.S. 15 (Southbound)				Page Road North (Eastbound)				Page Road North (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
7:00 AM	4	40	0	0	0	137	57	0	20	0	2	0	0	0	0	0	0	260	
7:15 AM	16	60	0	0	0	143	89	0	29	0	1	0	0	0	0	0	0	338	
7:30 AM	27	58	0	0	0	149	110	0	30	0	3	0	0	0	0	0	0	377	
7:45 AM	21	45	0	0	0	124	156	0	12	0	1	0	0	0	0	0	0	359	1334
8:00 AM	25	79	0	0	0	83	156	1	22	0	1	0	0	0	0	0	0	367	1441
8:15 AM	25	70	0	0	0	78	96	0	28	0	4	0	0	0	0	0	0	301	1404
8:30 AM	14	62	0	0	0	88	86	0	41	0	9	0	0	0	0	0	0	300	1327
8:45 AM	23	82	0	0	0	104	82	0	31	0	12	0	0	0	0	0	0	334	1302
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	108	232	0	0	0	596	440	0	120	0	12	0	0	0	0	0	0	1508	
Heavy Trucks	4	0	0	0	0	12	8	0	4	0	0	0	0	0	0	0	0	28	
Buses																		0	
Pedestrians		0				0					0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0			0	
Scoters																		0	

Comments:

LOCATION: U.S. 15 -- Page Road North
CITY/STATE: Pinehurst, NC

QC JOB #: 17018902
DATE: Wed, May 28 2025

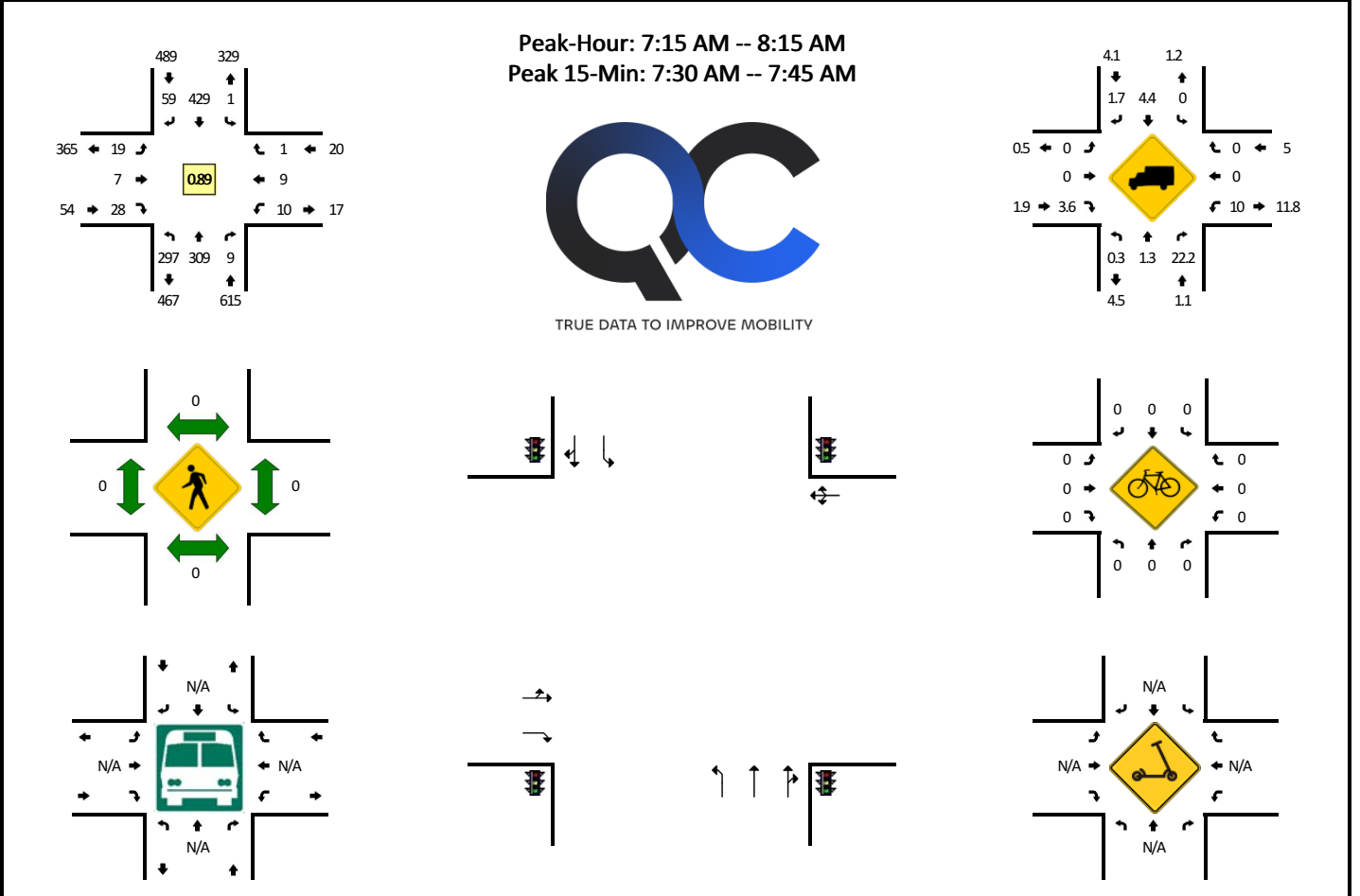


15-Min Count Period Beginning At	U.S. 15 (Northbound)				U.S. 15 (Southbound)				Page Road North (Eastbound)				Page Road North (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	166	0	0	0	88	50	0	79	0	14	0	0	0	0	0	402	
4:15 PM	4	166	0	0	0	64	54	0	67	0	10	0	0	0	0	0	365	
4:30 PM	8	171	0	0	0	67	56	0	76	0	12	0	0	0	0	0	390	
4:45 PM	2	157	0	0	0	75	46	0	52	0	10	0	0	0	0	0	342	1499
5:00 PM	0	180	0	0	0	64	57	0	93	0	11	0	0	0	0	0	405	1502
5:15 PM	0	183	0	0	0	86	63	0	67	0	6	0	0	0	0	0	405	1542
5:30 PM	2	148	0	0	0	95	40	0	55	0	0	0	0	0	0	0	340	1492
5:45 PM	0	135	0	0	0	70	26	0	37	0	4	0	0	0	0	0	272	1422
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	720	0	0	0	256	228	0	372	0	44	0	0	0	0	0	1620	
Heavy Trucks	0	16	0	0	0	4	4	0	0	0	0	0	0	0	0	0	24	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	4	0		0	0	0		0	0	0		0	0	0		4	
Scoters																		

Comments:

LOCATION: US 15 -- Memorial Dr/Pinehurst Trace Dr
CITY/STATE: Pinehurst, NC

QC JOB #: 17018903
DATE: Wed, May 28 2025

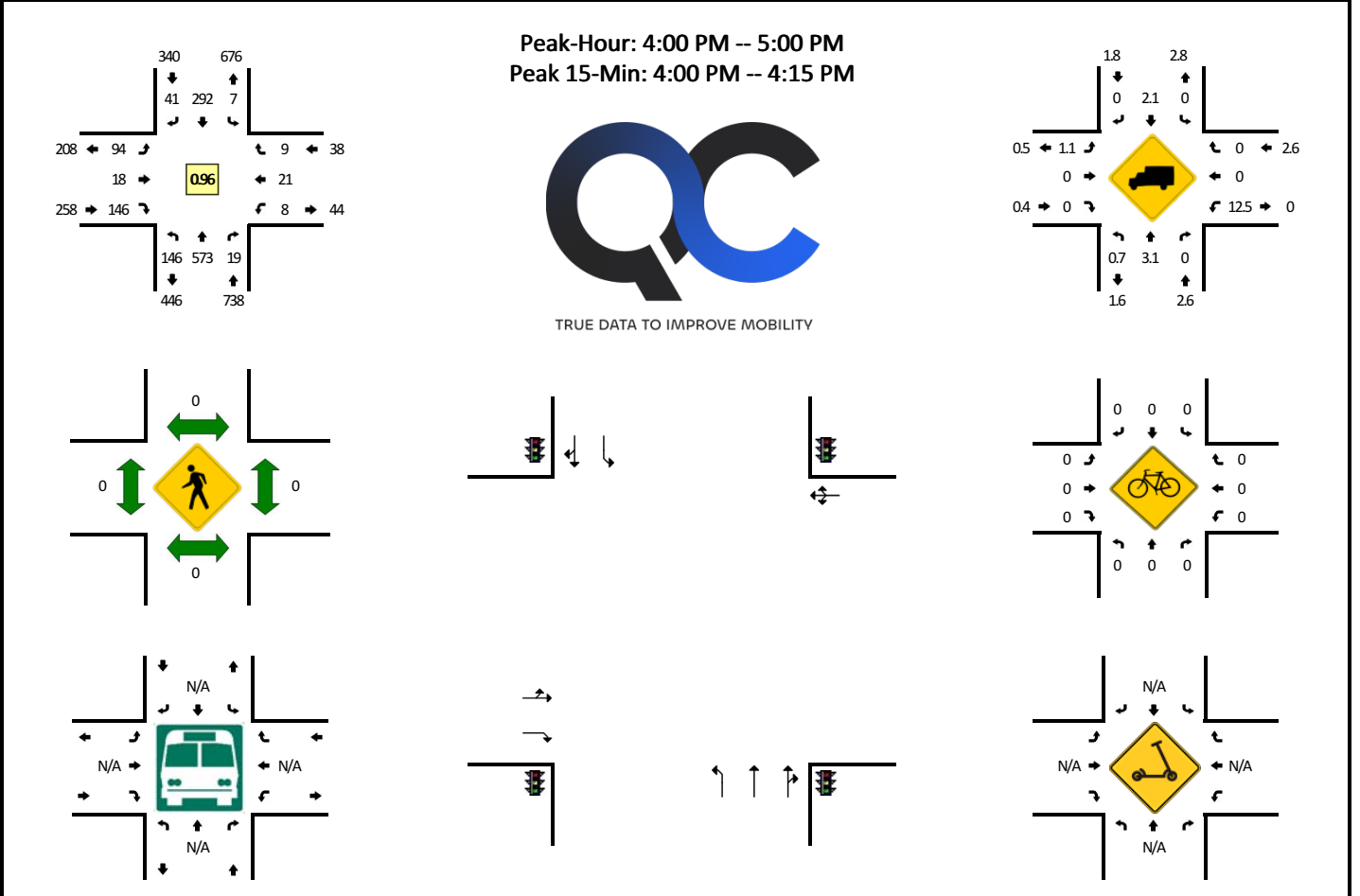


15-Min Count Period Beginning At	US 15 (Northbound)				US 15 (Southbound)				Memorial Dr/Pinehurst Trace Dr (Eastbound)				Memorial Dr/Pinehurst Trace Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	30	41	1	0	2	127	6	0	3	2	4	0	0	0	0	0	216	
7:15 AM	53	75	1	0	0	131	15	0	2	1	10	0	1	2	0	0	291	
7:30 AM	74	79	2	0	0	137	17	0	7	2	7	0	3	2	1	0	331	
7:45 AM	96	62	3	0	0	91	17	0	4	1	8	0	5	2	0	0	289	1127
8:00 AM	74	93	3	0	1	70	10	0	6	3	3	0	1	3	0	0	267	1178
8:15 AM	65	89	0	0	0	83	13	0	1	3	11	0	1	1	2	0	269	1156
8:30 AM	49	72	0	0	0	88	12	0	4	2	13	0	3	3	2	0	248	1073
8:45 AM	61	99	6	0	2	109	8	0	4	1	25	0	3	5	1	0	324	1108
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	296	316	8	0	0	548	68	0	28	8	28	0	12	8	4	0	1324	
Heavy Trucks	0	4	0	0	0	16	0	0	0	0	4	0	0	0	0	0	24	
Buses																		
Pedestrians	0	0			0	0			0	0			0	0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

LOCATION: US 15 -- Memorial Dr/Pinehurst Trace Dr
CITY/STATE: Pinehurst, NC

QC JOB #: 17018904
DATE: Wed, May 28 2025

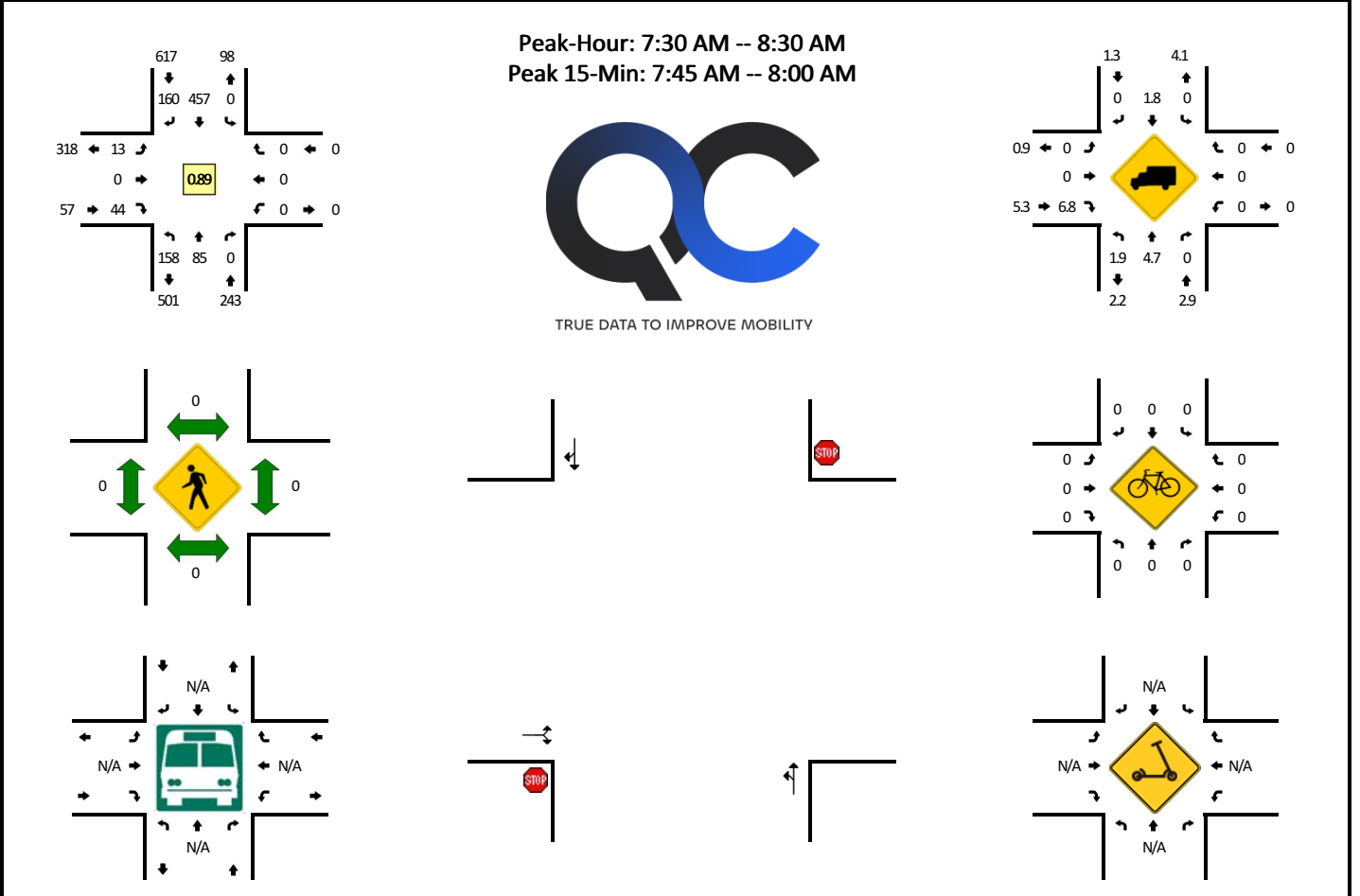


15-Min Count Period Beginning At	US 15 (Northbound)				US 15 (Southbound)				Memorial Dr/Pinehurst Trace Dr (Eastbound)				Memorial Dr/Pinehurst Trace Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	35	151	6	0	1	94	6	0	22	6	30	0	3	3	2	0	359	
4:15 PM	64	142	2	0	0	55	13	0	14	3	33	0	3	7	5	0	341	
4:30 PM	33	145	3	0	4	61	16	0	37	4	43	0	2	4	1	0	353	
4:45 PM	14	135	8	0	2	82	6	0	21	5	40	0	0	7	1	0	321	1374
5:00 PM	17	157	4	0	0	66	7	0	33	3	53	0	4	5	0	0	349	1364
5:15 PM	16	147	3	0	0	81	8	0	24	2	28	0	1	2	0	0	312	1335
5:30 PM	7	134	1	0	0	95	7	0	16	1	21	0	3	3	1	0	289	1271
5:45 PM	16	123	2	0	1	65	3	0	7	7	20	0	1	3	1	0	249	1199
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	140	604	24	0	4	376	24	0	88	24	120	0	12	12	8	0	1436	
Heavy Trucks	0	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	16	
Buses																		
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scoters																		

Comments:

LOCATION: Page Rd N -- Regional Dr
CITY/STATE: Pinehurst, NC

QC JOB #: 17018905
DATE: Wed, May 28 2025

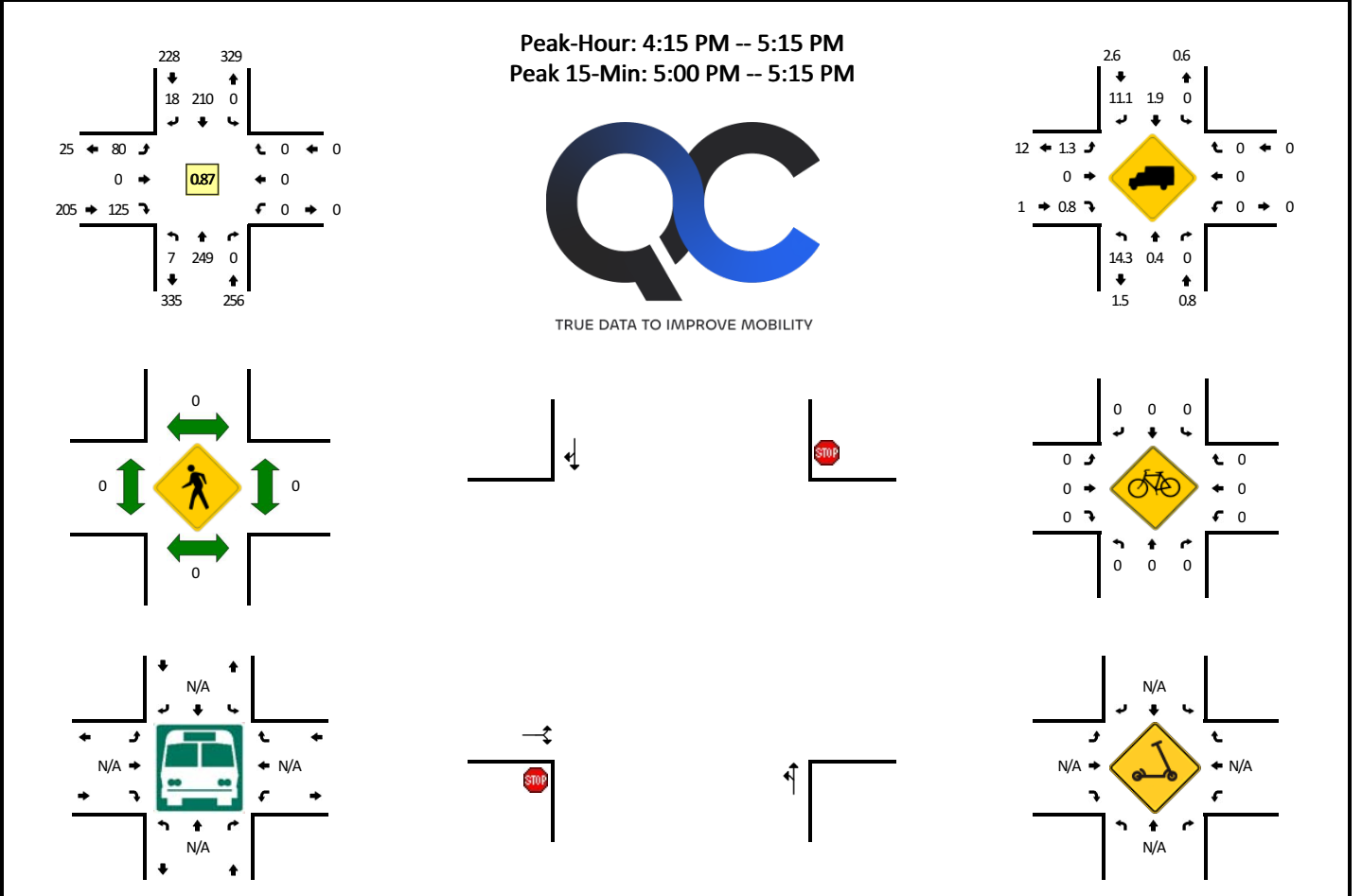


15-Min Count Period Beginning At	Page Rd N (Northbound)				Page Rd N (Southbound)				Regional Dr (Eastbound)				Regional Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	10	19	0	0	0	48	13	0	4	0	1	0	0	0	0	0	95	
7:15 AM	24	30	0	0	0	76	28	0	2	0	1	0	0	0	0	0	161	
7:30 AM	35	29	0	0	0	100	37	0	3	0	2	0	0	0	0	0	206	
7:45 AM	56	10	0	0	0	128	48	0	1	0	14	0	0	0	0	0	257	719
8:00 AM	35	21	0	0	0	140	44	0	2	0	9	0	0	0	0	0	251	875
8:15 AM	32	25	0	0	0	89	31	0	7	0	19	0	0	0	0	0	203	917
8:30 AM	31	40	0	0	0	80	20	0	12	0	23	0	0	0	0	0	206	917
8:45 AM	28	25	0	0	0	77	28	0	17	0	18	0	0	0	0	0	193	853
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	224	40	0	0	0	512	192	0	4	0	56	0	0	0	0	0	1028	
Heavy Trucks	0	0	0	0	0	8	0	0	0	0	4	0	0	0	0	0	12	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

LOCATION: Page Rd N -- Regional Dr
CITY/STATE: Pinehurst, NC

QC JOB #: 17018906
DATE: Wed, May 28 2025

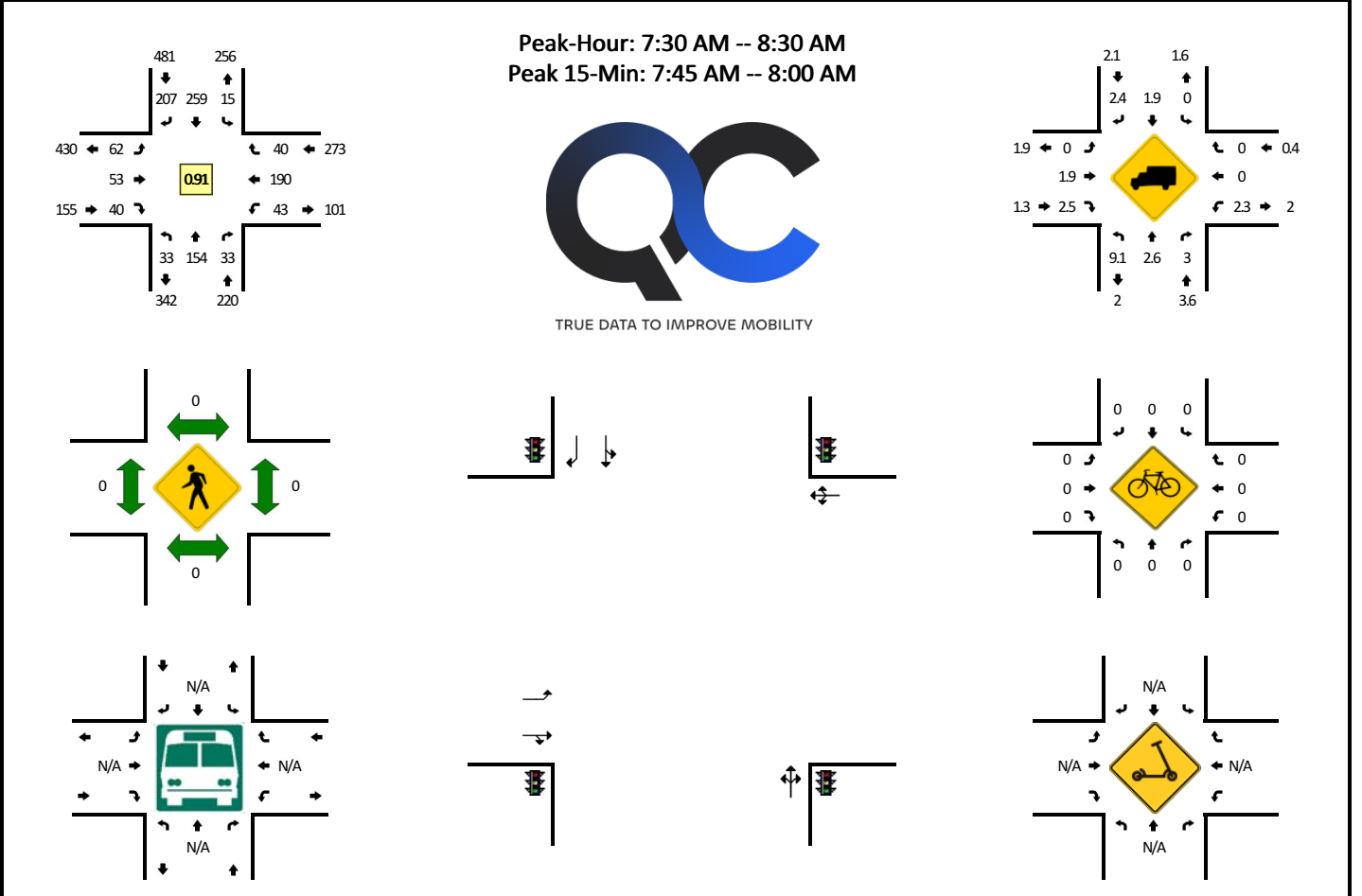


15-Min Count Period Beginning At	Page Rd N (Northbound)				Page Rd N (Southbound)				Regional Dr (Eastbound)				Regional Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	12	73	0	0	0	51	4	0	22	0	26	0	0	0	0	0	188	
4:15 PM	2	57	0	0	0	46	12	0	20	0	29	0	0	0	0	0	166	
4:30 PM	3	63	0	0	0	60	4	0	23	0	35	0	0	0	0	0	188	
4:45 PM	1	44	0	0	0	47	2	0	17	0	27	0	0	0	0	0	138	680
5:00 PM	1	85	0	0	0	57	0	0	20	0	34	0	0	0	0	0	197	689
5:15 PM	2	60	0	0	0	61	2	0	13	0	17	0	0	0	0	0	155	678
5:30 PM	1	49	0	0	0	40	2	0	4	0	7	0	0	0	0	0	103	593
5:45 PM	2	33	0	0	0	25	0	1	7	0	3	0	0	0	0	0	71	526
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	340	0	0	0	228	0	0	80	0	136	0	0	0	0	0	788	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	
Buses																		
Pedestrians		0				0					0			0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

LOCATION: Page Rd N -- Memorial Dr
CITY/STATE: Pinehurst, NC

QC JOB #: 17018907
DATE: Wed, May 28 2025



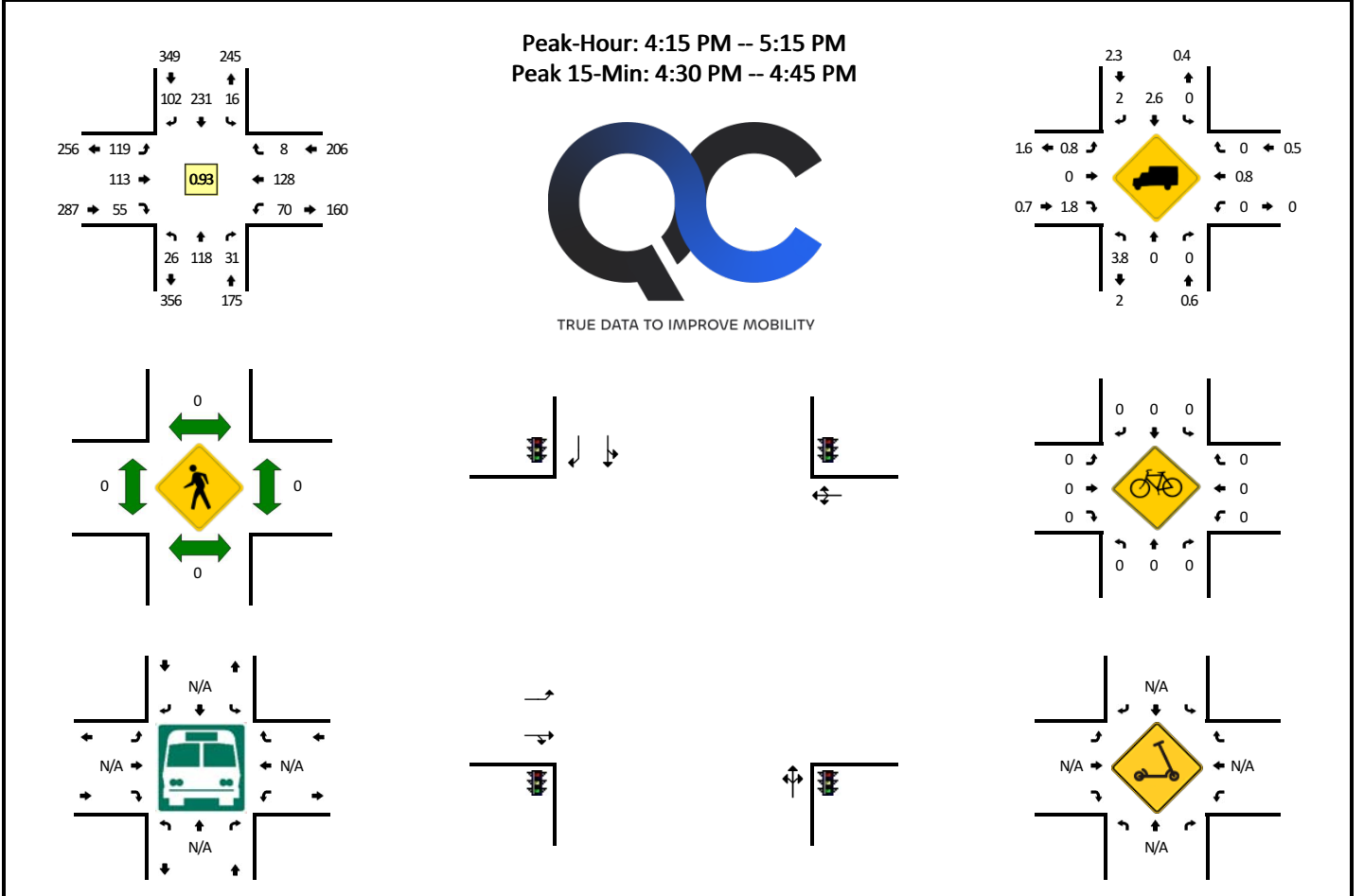
15-Min Count Period Beginning At	Page Rd N (Northbound)				Page Rd N (Southbound)				Memorial Dr (Eastbound)				Memorial Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	11	24	3	0	0	26	21	0	7	8	3	0	4	25	1	0	133	
7:15 AM	14	37	6	0	2	35	36	0	12	14	5	0	14	25	5	0	205	
7:30 AM	11	44	9	0	1	45	46	0	12	14	15	0	11	44	12	0	264	
7:45 AM	7	40	11	0	7	71	62	0	18	12	9	0	10	53	11	0	311	913
8:00 AM	5	34	8	0	5	87	53	0	17	12	5	0	7	51	9	0	293	1073
8:15 AM	10	36	5	0	2	56	46	0	15	15	11	0	15	42	8	0	261	1129
8:30 AM	12	34	7	0	5	51	38	0	27	23	5	0	18	25	13	0	258	1123
8:45 AM	6	25	6	0	5	55	38	0	19	12	9	0	12	45	7	0	239	1051

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	160	44	0	28	284	248	0	72	48	36	0	40	212	44	0	1244
Heavy Trucks	0	0	0		0	4	4		0	0	0		0	0	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scoters																	

Comments:

LOCATION: Page Rd N -- Memorial Dr
CITY/STATE: Pinehurst, NC

QC JOB #: 17018908
DATE: Wed, May 28 2025

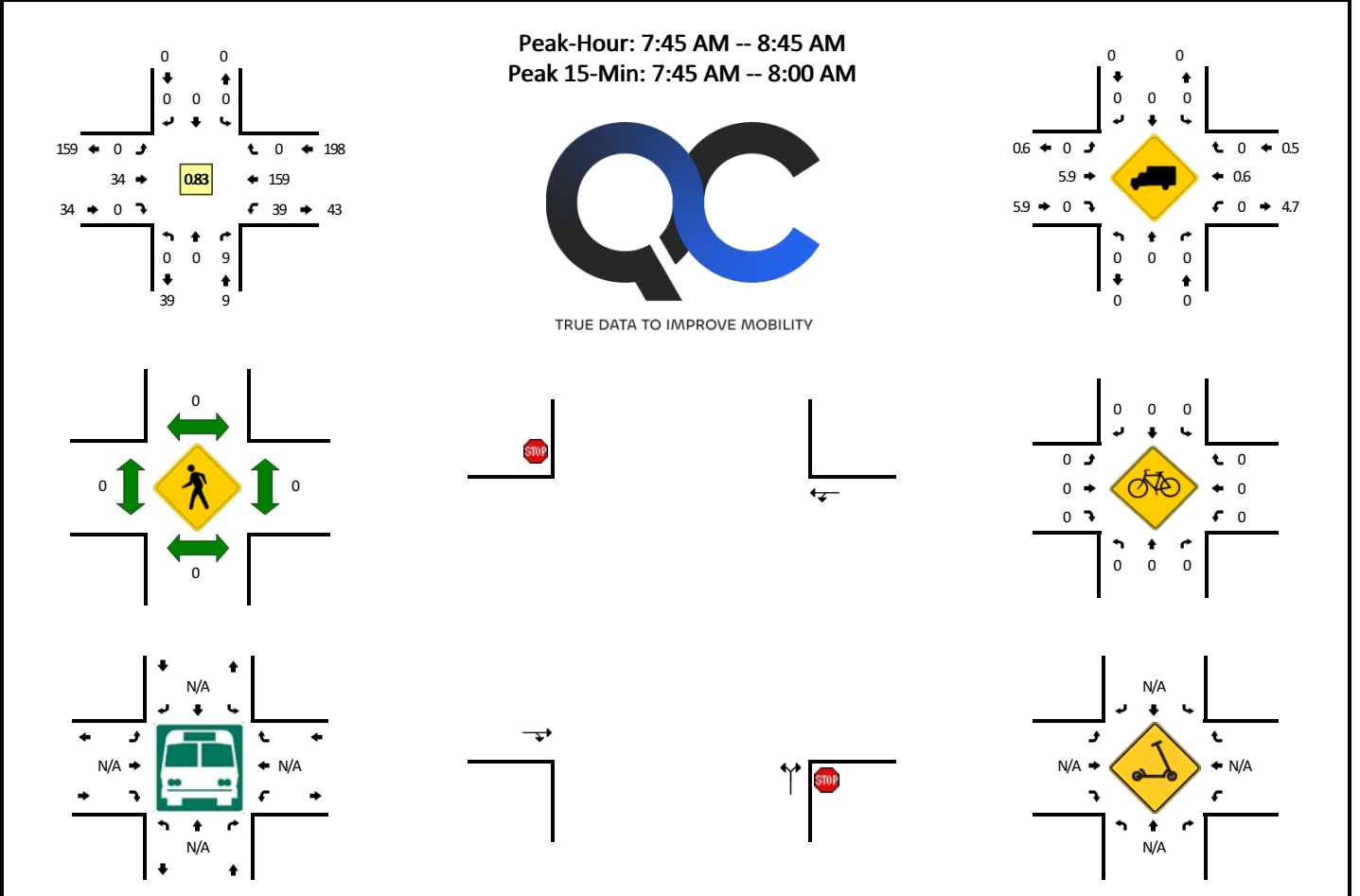


15-Min Count Period Beginning At	Page Rd N (Northbound)				Page Rd N (Southbound)				Memorial Dr (Eastbound)				Memorial Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	46	12	0	4	53	21	0	42	29	11	0	14	25	3	0	266	
4:15 PM	8	29	9	0	2	58	21	0	24	21	12	0	26	56	0	0	266	
4:30 PM	11	34	9	0	5	67	28	0	26	29	9	0	22	30	3	0	273	
4:45 PM	5	22	8	0	4	45	24	0	24	26	16	0	10	21	2	0	207	1012
5:00 PM	2	33	5	0	5	61	29	0	45	37	18	0	12	21	3	0	271	1017
5:15 PM	6	22	5	0	3	59	24	0	30	24	11	0	11	17	1	0	213	964
5:30 PM	2	25	5	0	2	36	13	0	26	23	11	0	10	11	0	0	164	855
5:45 PM	3	24	7	0	0	20	9	0	12	15	5	0	3	16	0	0	114	762
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	44	136	36	0	20	268	112	0	104	116	36	0	88	120	12	0	1092	
Heavy Trucks	0	0	0		0	16	0		0	0	0		0	4	0		20	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

LOCATION: Pinehurst Medical Clinic Eastern Dwy -- Regional Dr
CITY/STATE: Pinehurst, NC

QC JOB #: 17242401
DATE: Tue, Sep 16 2025

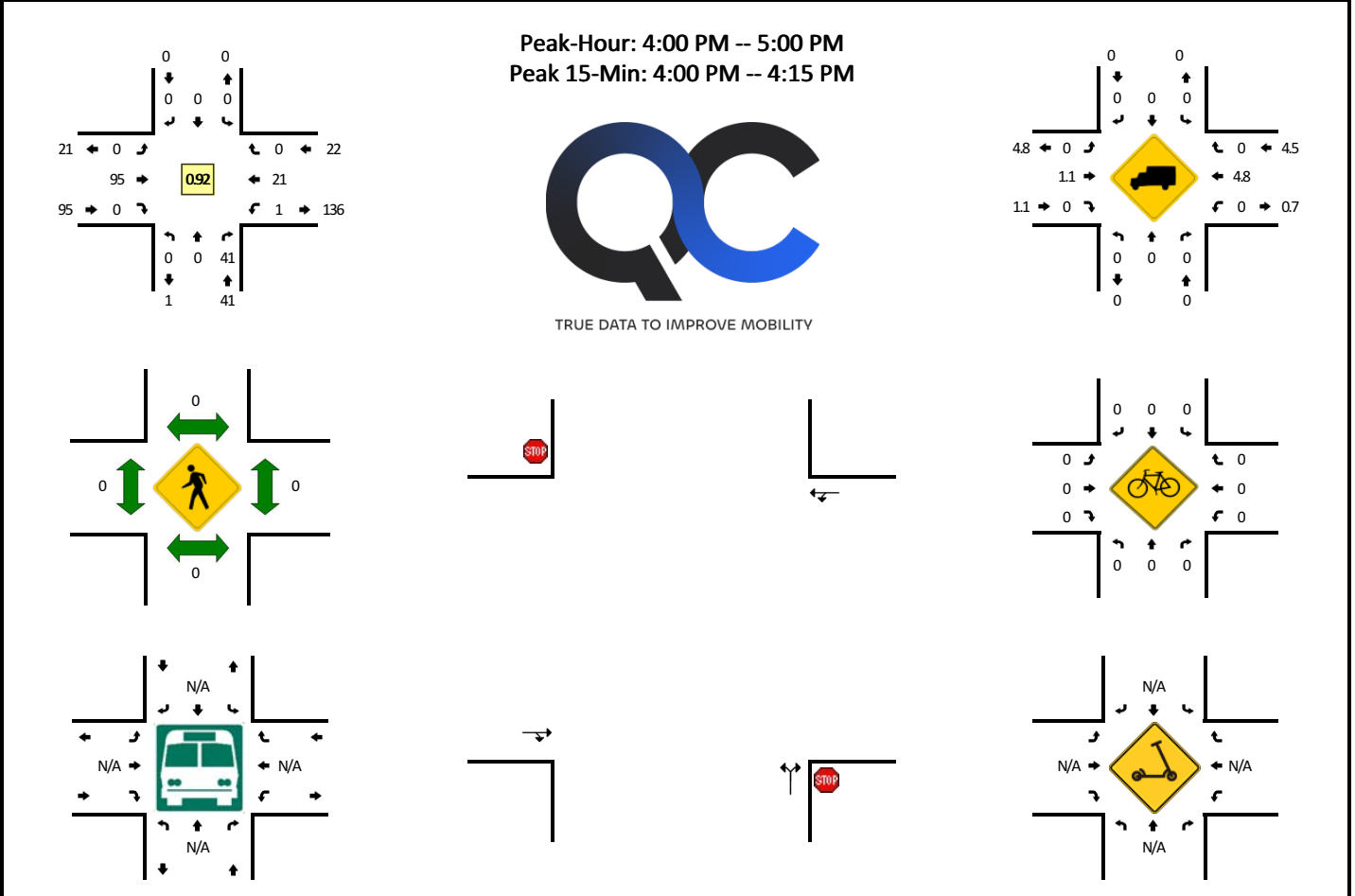


15-Min Count Period Beginning At	Pinehurst Medical Clinic Eastern Dwy (Northbound)				Pinehurst Medical Clinic Eastern Dwy (Southbound)				Regional Dr (Eastbound)				Regional Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	4	0	0	3	20	0	0	27	
7:15 AM	0	0	2	0	0	0	0	0	0	4	0	0	5	27	0	0	38	
7:30 AM	0	0	0	0	0	0	0	0	0	6	0	0	7	27	0	0	40	
7:45 AM	0	0	1	0	0	0	0	0	0	4	0	0	19	49	0	0	73	178
8:00 AM	0	0	2	0	0	0	0	0	0	5	0	0	9	40	0	0	56	207
8:15 AM	0	0	3	0	0	0	0	0	0	13	0	0	7	38	0	0	61	230
8:30 AM	0	0	3	0	0	0	0	0	0	12	0	0	4	32	0	0	51	241
8:45 AM	0	0	3	0	0	0	0	0	0	20	0	0	7	25	0	0	55	223
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	4	0	0	0	0	0	0	16	0	0	76	196	0	0	292	
Heavy Trucks	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

LOCATION: Pinehurst Medical Clinic Eastern Dwy -- Regional Dr
CITY/STATE: Pinehurst, NC

QC JOB #: 17242402
DATE: Tue, Sep 16 2025



15-Min Count Period Beginning At	Pinehurst Medical Clinic Eastern Dwy (Northbound)				Pinehurst Medical Clinic Eastern Dwy (Southbound)				Regional Dr (Eastbound)				Regional Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	6	0	0	0	0	0	0	25	0	0	1	11	0	0	43	
4:15 PM	0	0	7	0	0	0	0	0	0	31	0	0	0	5	0	0	43	
4:30 PM	0	0	14	0	0	0	0	0	0	22	0	0	0	3	0	0	39	
4:45 PM	0	0	14	0	0	0	0	0	0	17	0	0	0	2	0	0	33	158
5:00 PM	0	0	9	0	0	0	0	0	0	29	0	0	0	2	0	0	40	155
5:15 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	2	0	0	16	128
5:30 PM	0	0	1	0	0	0	0	0	0	15	0	0	0	6	0	0	22	111
5:45 PM	0	0	3	0	0	0	0	0	0	8	0	0	1	0	0	0	12	90
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	24	0	0	0	0	0	0	100	0	0	4	44	0	0	172	
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0	
Buses																	0	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																	0	

Comments:

Appendix C: Trip Generation Data

Regional Drive MOB

Table 1 - Trip Generation

Land Use	Intensity	Daily			AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out	Total	In	Out
720 Medical Office Building - within/near Hospital Campus	42,515 s.f.	1,386	693	693	114	92	22	122	31	91

Appendix D: Intersection Spreadsheets

INTERSECTION ANALYSIS SHEET

Project:	Regional Drive MOB
Location:	Pinehurst, NC
Count:	5/28/2025
N/S Street:	US 15-501
E/W Street:	Page Road North

	AM In	AM Out	PM In	PM Out
Net New Trips:	92	22	31	91
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	3.0%	Existing Year:	2025
Growth Factor:	0.0609	Buildout Year:	2027

AM PEAK HOUR Peak = 7:15-8:15, PHF = 0.96

Description	US 15-501 <u>Northbound</u>			US 15-501 <u>Southbound</u>			Page Road North <u>Eastbound</u>			- <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2025 Traffic Count	89	242	0	0	499	511	93	0	6			
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2025 Existing Traffic	89	242	0	0	499	511	93	0	6	0	0	0
Growth Factor (3.0% per year)	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061
2027 Background Growth	5	15	0	0	30	31	6	0	0	0	0	0
2027 Background Traffic	94	257	0	0	529	542	99	0	6	0	0	0
Project Traffic												
Percent Assignment Inbound	10.00%	0.00%	0.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Inbound Project Traffic	9	0	0	0	0	23	0	0	0	0	0	0
Percent Assignment Outbound	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	25.00%	0.00%	10.00%	0.00%	0.00%	0.00%
Outbound Project Traffic	0	0	0	0	0	0	6	0	2	0	0	0
Total Project Traffic	9	0	0	0	0	23	6	0	2	0	0	0
2027 Buildout Total	103	257	0	0	529	565	105	0	8	0	0	0

PM PEAK HOUR Peak = 4:30-5:30, PHF = 0.95

Description	US 15-501 <u>Northbound</u>			US 15-501 <u>Southbound</u>			Page Road North <u>Eastbound</u>			- <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2025 Traffic Count	10	691	0	0	292	222	288	0	39			
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2025 Existing Traffic	10	691	0	0	292	222	288	0	39	0	0	0
Growth Factor (3.0% per year)	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061
2027 Background Growth	1	42	0	0	18	14	18	0	2	0	0	0
2027 Background Traffic	11	733	0	0	310	236	306	0	41	0	0	0
Project Traffic												
Percent Assignment Inbound	10.00%	0.00%	0.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Inbound Project Traffic	3	0	0	0	0	8	0	0	0	0	0	0
Percent Assignment Outbound	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	25.00%	0.00%	10.00%	0.00%	0.00%	0.00%
Outbound Project Traffic	0	0	0	0	0	0	23	0	9	0	0	0
Total Project Traffic	3	0	0	0	0	8	23	0	9	0	0	0
2027 Buildout Total	14	733	0	0	310	244	329	0	50	0	0	0

k:\ral_tpto_traffic\013080002 regional drive mob\4 - analysis\update\[regionaldrmobpinehurst-tiadata - update.xls]int. #1-501@pagerdnorth

10/7/25

INTERSECTION ANALYSIS SHEET

Project:	Regional Drive MOB
Location:	Pinehurst, NC
Count:	5/28/2025
N/S Street:	US 15-501
E/W Street:	Memorial Drive/Pinehurst Trace Drive

AM In	AM Out	PM In	PM Out
Net New Trips: 92	22	31	91
Pass-By Trips: 0	0	0	0

Annual Growth Rate:	3.0%	Existing Year:	2025
Growth Factor:	0.0609	Buildout Year:	2027

AM PEAK HOUR
Peak = 7:15-8:15, PHF = 0.89

Description	US 15-501 <u>Northbound</u>			US 15-501 <u>Southbound</u>			Memorial Drive <u>Eastbound</u>			Pinehurst Trace Drive <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2025 Traffic Count	297	309	9	1	429	59	19	7	28	10	9	1
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2025 Existing Traffic	297	309	9	1	429	59	19	7	28	10	9	1
Growth Factor (3.0% per year)	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061
2027 Background Growth	18	19	1	0	26	4	1	0	2	1	1	0
2027 Background Traffic	315	328	10	1	455	63	20	7	30	11	10	1
Project Traffic												
Percent Assignment Inbound	30.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Inbound Project Traffic	28	9	0	0	0	0	0	0	0	0	0	0
Percent Assignment Outbound	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	0.00%	0.00%	30.00%	0.00%	0.00%	0.00%
Outbound Project Traffic	0	0	0	0	2	0	0	0	6	0	0	0
Total Project Traffic	28	9	0	0	2	0	0	0	6	0	0	0
2027 Buildout Total	343	337	10	1	457	63	20	7	36	11	10	1

PM PEAK HOUR
Peak = 4:00-5:00, PHF = 0.96

Description	US 15-501 <u>Northbound</u>			US 15-501 <u>Southbound</u>			Memorial Drive <u>Eastbound</u>			Pinehurst Trace Drive <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2025 Traffic Count	146	573	19	7	292	41	94	18	146	8	21	9
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2025 Existing Traffic	146	573	19	7	292	41	94	18	146	8	21	9
Growth Factor (3.0% per year)	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061
2027 Background Growth	9	35	1	0	18	2	6	1	9	0	1	1
2027 Background Traffic	155	608	20	7	310	43	100	19	155	8	22	10
Project Traffic												
Percent Assignment Inbound	30.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Inbound Project Traffic	9	3	0	0	0	0	0	0	0	0	0	0
Percent Assignment Outbound	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	0.00%	0.00%	30.00%	0.00%	0.00%	0.00%
Outbound Project Traffic	0	0	0	0	9	0	0	0	27	0	0	0
Total Project Traffic	9	3	0	0	9	0	0	0	27	0	0	0
2027 Buildout Total	164	611	20	7	319	43	100	19	182	8	22	10

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10/7/25

INTERSECTION ANALYSIS SHEET

Project:	Regional Drive MOB
Location:	Pinchurst, NC
Count:	5/28/2025
N/S Street:	Page Road North
E/W Street:	Regional Drive

AM In	AM Out	PM In	PM Out
92	22	31	91
Net New Trips:			
0	0	0	0
Pass-By Trips:			

Annual Growth Rate:	3.0%	Existing Year:	2025
Growth Factor:	0.0609	Buildout Year:	2027

AM PEAK HOUR Peak = 7:30-8:30, PHF = 0.89

Description	Page Road North <u>Northbound</u>			Page Road North <u>Southbound</u>			Regional Drive <u>Eastbound</u>			- <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2025 Traffic Count	158	85	0	0	457	160	13	0	44	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2025 Existing Traffic	158	85	0	0	457	160	13	0	44	0	0	0
Growth Factor (3.0% per year)	0.000	0.061	0.061	0.061	0.061	0.000	0.000	0.000	0.000	0.061	0.061	0.061
2027 Background Growth	0	5	0	0	28	0	0	0	0	0	0	0
2027 Background Traffic	158	90	0	0	485	160	13	0	44	0	0	0
Project Traffic												
Percent Assignment Inbound	15.00%	0.00%	0.00%	0.00%	10.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Inbound Project Traffic	14	0	0	0	9	23	0	0	0	0	0	0
Percent Assignment Outbound	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	25.00%	0.00%	15.00%	0.00%	0.00%	0.00%
Outbound Project Traffic	0	2	0	0	0	0	6	0	3	0	0	0
Total Project Traffic	14	2	0	0	9	23	6	0	3	0	0	0
2027 Buildout Total	172	92	0	0	494	183	19	0	47	0	0	0

PM PEAK HOUR Peak = 4:15-5:15, PHF = 0.87

Description	Page Road North <u>Northbound</u>			Page Road North <u>Southbound</u>			Regional Drive <u>Eastbound</u>			- <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2025 Traffic Count	7	249	0	0	210	18	80	0	125	0	0	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2025 Existing Traffic	7	249	0	0	210	18	80	0	125	0	0	0
Growth Factor (3.0% per year)	0.000	0.061	0.061	0.061	0.061	0.000	0.000	0.000	0.000	0.061	0.061	0.061
2027 Background Growth	0	15	0	0	13	0	0	0	0	0	0	0
2027 Background Traffic	7	264	0	0	223	18	80	0	125	0	0	0
Project Traffic												
Percent Assignment Inbound	15.00%	0.00%	0.00%	0.00%	10.00%	25.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Inbound Project Traffic	5	0	0	0	3	8	0	0	0	0	0	0
Percent Assignment Outbound	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	25.00%	0.00%	15.00%	0.00%	0.00%	0.00%
Outbound Project Traffic	0	9	0	0	0	0	23	0	14	0	0	0
Total Project Traffic	5	9	0	0	3	8	23	0	14	0	0	0
2027 Buildout Total	12	273	0	0	226	26	103	0	139	0	0	0

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10/7/25

INTERSECTION ANALYSIS SHEET

Project:	Regional Drive MOB
Location:	Pinehurst, NC
Count:	5/28/2025
N/S Street:	Page Road North
E/W Street:	Memorial Drive

AM In	92	AM Out	22	PM In	31	PM Out	91
Net New Trips:	0	Pass-By Trips:	0				

Annual Growth Rate:	3.0%	Existing Year:	2025
Growth Factor:	0.0609	Buildout Year:	2027

AM PEAK HOUR
Peak = 7:30-8:30, PHF = 0.91

Description	Page Road North <u>Northbound</u>			Page Road North <u>Southbound</u>			Memorial Drive <u>Eastbound</u>			Memorial Drive <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2025 Traffic Count	33	154	33	15	259	207	62	53	40	43	190	40
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2025 Existing Traffic	33	154	33	15	259	207	62	53	40	43	190	40
Growth Factor (3.0% per year)	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061
2027 Background Growth	2	9	2	1	16	13	4	3	2	3	12	2
2027 Background Traffic	35	163	35	16	275	220	66	56	42	46	202	42
Project Traffic												
Percent Assignment Inbound	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	30.00%
Inbound Project Traffic	0	23	0	0	0	0	9	0	0	0	0	28
Percent Assignment Outbound	0.00%	0.00%	0.00%	30.00%	25.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Outbound Project Traffic	0	0	0	6	6	2	0	0	0	0	0	0
Total Project Traffic	0	23	0	6	6	2	9	0	0	0	0	28
2027 Buildout Total	35	186	35	22	281	222	75	56	42	46	202	70

PM PEAK HOUR
Peak = 4:15-5:15, PHF = 0.93

Description	Page Road North <u>Northbound</u>			Page Road North <u>Southbound</u>			Memorial Drive <u>Eastbound</u>			Memorial Drive <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2025 Traffic Count	26	118	31	16	231	102	119	113	55	70	128	8
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2025 Existing Traffic	26	118	31	16	231	102	119	113	55	70	128	8
Growth Factor (3.0% per year)	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061
2027 Background Growth	2	7	2	1	14	6	7	7	3	4	8	0
2027 Background Traffic	28	125	33	17	245	108	126	120	58	74	136	8
Project Traffic												
Percent Assignment Inbound	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	30.00%
Inbound Project Traffic	0	8	0	0	0	0	3	0	0	0	0	9
Percent Assignment Outbound	0.00%	0.00%	0.00%	30.00%	25.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Outbound Project Traffic	0	0	0	27	23	9	0	0	0	0	0	0
Total Project Traffic	0	8	0	27	23	9	3	0	0	0	0	9
2027 Buildout Total	28	133	33	44	268	117	129	120	58	74	136	17

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10/7/25

INTERSECTION ANALYSIS SHEET

Project:	Regional Drive MOB
Location:	Pinehurst, NC
Count:	9/16/2025
N/S Street:	Site Driveway 1
E/W Street:	Regional Drive

AM In	92	AM Out	22	PM In	31	PM Out	91
Net New Trips:	0	Pass-By Trips:	0		0		0

Annual Growth Rate:	3.0%	Existing Year:	2025
Growth Factor:	0.0609	Buildout Year:	2027

AM PEAK HOUR
Peak = 7:45-8:45, PHF = 0.83

Description	Site Driveway 1 <u>Northbound</u>			- <u>Southbound</u>			Regional Drive <u>Eastbound</u>			Regional Drive <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2025 Traffic Count	0	0	9	0	0	0	0	34	0	39	159	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2025 Existing Traffic	0	0	9	0	0	0	0	34	0	39	159	0
Growth Factor (3.0% per year)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2027 Background Growth	0	0	0	0	0	0	0	0	0	0	0	0
2027 Background Traffic	0	0	9	0	0	0	0	34	0	39	159	0
Project Traffic												
Percent Assignment Inbound	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	40.00%	0.00%	0.00%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	37	0	0
Percent Assignment Outbound	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Outbound Project Traffic	0	0	9	0	0	0	0	0	0	0	0	0
Total Project Traffic	0	0	9	0	0	0	0	0	0	37	0	0
2027 Buildout Total	0	0	18	0	0	0	0	34	0	76	159	0

PM PEAK HOUR
Peak = 4:00-5:00, PHF = 0.92

Description	Site Driveway 1 <u>Northbound</u>			- <u>Southbound</u>			Regional Drive <u>Eastbound</u>			Regional Drive <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2025 Traffic Count	0	0	41	0	0	0	0	95	0	1	21	0
Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2025 Existing Traffic	0	0	41	0	0	0	0	95	0	1	21	0
Growth Factor (3.0% per year)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
2027 Background Growth	0	0	0	0	0	0	0	0	0	0	0	0
2027 Background Traffic	0	0	41	0	0	0	0	95	0	1	21	0
Project Traffic												
Percent Assignment Inbound	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	40.00%	0.00%	0.00%
Inbound Project Traffic	0	0	0	0	0	0	0	0	0	12	0	0
Percent Assignment Outbound	0.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Outbound Project Traffic	0	0	35	0	0	0	0	0	0	0	0	0
Total Project Traffic	0	0	35	0	0	0	0	0	0	12	0	0
2027 Buildout Total	0	0	76	0	0	0	0	95	0	13	21	0

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10/7/25

INTERSECTION ANALYSIS SHEET

Project:	Regional Drive MOB
Location:	Pinehurst, NC
Count:	5/28/2025
N/S Street:	Page Road North
E/W Street:	Site Driveway 2

AM In	92	AM Out	22	PM In	31	PM Out	91
Net New Trips:	0	Pass-By Trips:	0				

Annual Growth Rate:	3.0%	Existing Year:	2025
Growth Factor:	0.0609	Buildout Year:	2027

AM PEAK HOUR AM PHF = 0.90

Description	Page Road North <u>Northbound</u>			Page Road North <u>Southbound</u>			Site Driveway 2 <u>Eastbound</u>			- <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Count Balancing	0	249	0	0	493	0	0	0	0	0	0	0
2025 Existing Traffic	0	249	0	0	493	0	0	0	0	0	0	0
Growth Factor (3.0% per year)	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061
2027 Background Growth	0	15	0	0	30	0	0	0	0	0	0	0
2027 Background Traffic	0	264	0	0	523	0	0	0	0	0	0	0
Project Traffic												
Percent Assignment Inbound	50.00%	15.00%	0.00%	0.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Inbound Project Traffic	46	14	0	0	0	9	0	0	0	0	0	0
Percent Assignment Outbound	0.00%	0.00%	0.00%	0.00%	15.00%	0.00%	10.00%	0.00%	50.00%	0.00%	0.00%	0.00%
Outbound Project Traffic	0	0	0	0	3	0	2	0	11	0	0	0
Total Project Traffic	46	14	0	0	3	9	2	0	11	0	0	0
2027 Buildout Total	46	278	0	0	526	9	2	0	11	0	0	0

PM PEAK HOUR PM PHF = 0.90

Description	Page Road North <u>Northbound</u>			Page Road North <u>Southbound</u>			Site Driveway 2 <u>Eastbound</u>			- <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Count Balancing	0	247	0	0	338	0	0	0	0	0	0	0
2025 Existing Traffic	0	247	0	0	338	0	0	0	0	0	0	0
Growth Factor (3.0% per year)	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061	0.061
2027 Background Growth	0	15	0	0	21	0	0	0	0	0	0	0
2027 Background Traffic	0	262	0	0	359	0	0	0	0	0	0	0
Project Traffic												
Percent Assignment Inbound	50.00%	15.00%	0.00%	0.00%	0.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Inbound Project Traffic	16	5	0	0	0	3	0	0	0	0	0	0
Percent Assignment Outbound	0.00%	0.00%	0.00%	0.00%	15.00%	0.00%	10.00%	0.00%	50.00%	0.00%	0.00%	0.00%
Outbound Project Traffic	0	0	0	0	14	0	9	0	47	0	0	0
Total Project Traffic	16	5	0	0	14	3	9	0	47	0	0	0
2027 Buildout Total	16	267	0	0	373	3	9	0	47	0	0	0

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10/7/25

Appendix E:
Synchro Output: Existing (2025)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	93	6	89	242	499	511
Future Volume (vph)	93	6	89	242	499	511
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	1%			-3%	1%	
Storage Length (ft)	0	0	200			200
Storage Lanes	1	1	1			1
Taper Length (ft)	100		150			
Satd. Flow (prot)	1761	1575	1796	1891	1853	1575
Flt Permitted	0.950		0.408			
Satd. Flow (perm)	1761	1575	771	1891	1853	1575
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		6				532
Link Speed (mph)	35			45	45	
Link Distance (ft)	217			501	1000	
Travel Time (s)	4.2			7.6	15.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	97	6	93	252	520	532
Turn Type	Prot	pm+ov	D.P+P	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4	6			6
Detector Phase	4	5	5	2	6	4
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	12.0	12.0	7.0
Minimum Split (s)	14.0	14.0	14.0	20.0	20.0	14.0
Total Split (s)	25.0	15.0	15.0	65.0	50.0	25.0
Total Split (%)	27.8%	16.7%	16.7%	72.2%	55.6%	27.8%
Yellow Time (s)	3.0	3.0	3.0	4.8	4.8	3.0
All-Red Time (s)	2.4	2.3	2.3	2.0	2.0	2.4
Lost Time Adjust (s)	-0.4	-0.3	-0.3	-1.8	-1.8	-0.4
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	10.3	22.6	65.7	69.7	59.9	76.2
Actuated g/C Ratio	0.11	0.25	0.73	0.77	0.67	0.85
v/c Ratio	0.49	0.02	0.14	0.17	0.42	0.38
Control Delay (s/veh)	43.2	16.7	3.5	3.2	9.5	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.2	16.7	3.5	3.2	9.5	1.0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
LOS	D	B	A	A	A	A
Approach Delay (s/veh)	41.6			3.3	5.2	
Approach LOS	D			A	A	
Queue Length 50th (ft)	56	1	9	26	131	0
Queue Length 95th (ft)	m100	m8	24	56	232	14
Internal Link Dist (ft)	137			421	920	
Turn Bay Length (ft)			200			200
Base Capacity (vph)	391	446	695	1465	1233	1498
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.01	0.13	0.17	0.42	0.36

Intersection Summary

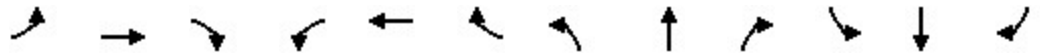
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 46 (51%), Referenced to phase 2:NBT and 6:NBSB, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay (s/veh): 7.2 Intersection LOS: A
 Intersection Capacity Utilization 50.4% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: US 15-501 & Page Road N



Regional Drive Medical Office
 2: US 15-501 & Memorial Drive/Pinehurst Trace Drive

Existing AM
 10/07/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↗	↕↗		↗	↕	↗
Traffic Volume (vph)	19	7	28	10	9	4	297	309	9	4	429	59
Future Volume (vph)	19	7	28	10	9	4	297	309	9	4	429	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-2%			1%			0%			0%	
Storage Length (ft)	0		100	0		125	200		0	175		225
Storage Lanes	0		1	0		1	1		0	1		1
Taper Length (ft)	100			100			175			75		
Satd. Flow (prot)	0	1816	1599	0	1754	1530	1770	3525	0	1736	1827	1553
Flt Permitted		0.884			0.820		0.448			0.538		
Satd. Flow (perm)	0	1663	1599	0	1476	1530	835	3525	0	983	1827	1553
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						95		6				161
Link Speed (mph)		25			20			45				45
Link Distance (ft)		609			440			436				632
Travel Time (s)		16.6			15.0			6.6				9.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	2%	2%	2%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	31	0	21	4	334	357	0	4	482	66
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	Perm
Protected Phases		4	5		8	1	5	2		1	6	
Permitted Phases	4		4	8		8	6			2		6
Detector Phase	4	4	5	8	8	1	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	12.0		7.0	12.0	12.0
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0	14.0	14.0	19.0		14.0	19.0	19.0
Total Split (s)	15.0	15.0	25.0	15.0	15.0	15.0	25.0	60.0		15.0	50.0	50.0
Total Split (%)	16.7%	16.7%	27.8%	16.7%	16.7%	16.7%	27.8%	66.7%		16.7%	55.6%	55.6%
Yellow Time (s)	3.3	3.3	3.0	3.3	3.3	3.0	3.0	4.5		3.0	4.5	4.5
All-Red Time (s)	2.4	2.4	2.3	2.4	2.4	2.3	2.3	1.0		2.3	1.0	1.0
Lost Time Adjust (s)		-0.7	-0.3		-0.7	-0.3	-0.3	-0.5		-0.3	-0.5	-0.5
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Act Effct Green (s)		8.1	14.3		8.1	12.8	74.5	80.0		78.5	65.7	65.7
Actuated g/C Ratio		0.09	0.16		0.09	0.14	0.83	0.89		0.87	0.73	0.73
v/c Ratio		0.19	0.12		0.16	0.01	0.43	0.11		0.00	0.36	0.06
Control Delay (s/veh)		33.5	26.1		40.4	0.0	3.4	2.4		0.3	1.8	0.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		33.5	26.1		40.4	0.0	3.4	2.4		0.3	1.8	0.1

Regional Drive Medical Office
 2: US 15-501 & Memorial Drive/Pinehurst Trace Drive

Existing AM
 10/07/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C	C		D	A	A	A		A	A	A
Approach Delay (s/veh)		29.7			33.9			2.9			1.6	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		14	15		11	0	0	0		0	2	0
Queue Length 95th (ft)		m33	m30		33	0	59	53		m0	10	0
Internal Link Dist (ft)		529			360			356			552	
Turn Bay Length (ft)			100			125	200			175		225
Base Capacity (vph)		184	453		164	342	945	3135		947	1334	1177
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	0.07		0.13	0.01	0.35	0.11		0.00	0.36	0.06

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 66 (73%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.43
 Intersection Signal Delay (s/veh): 4.1 Intersection LOS: A
 Intersection Capacity Utilization 59.6% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: US 15-501 & Memorial Drive/Pinehurst Trace Drive





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	13	44	158	85	457	160
Future Volume (vph)	13	44	158	85	457	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	2%	
Storage Length (ft)	0	0	25			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Satd. Flow (prot)	1604	0	0	3396	1780	0
Flt Permitted	0.988			0.969		
Satd. Flow (perm)	1604	0	0	3396	1780	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	780			890	217	
Travel Time (s)	21.3			17.3	4.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	0	0	274	693	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	56.0%
Analysis Period (min)	15
	ICU Level of Service B

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	13	44	158	85	457	160
Future Vol, veh/h	13	44	158	85	457	160
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	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	2	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	5	3	3	2	2
Mvmt Flow	15	49	178	96	513	180

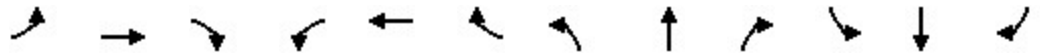
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1007	603	693	0	-	0
Stage 1	603	-	-	-	-	-
Stage 2	404	-	-	-	-	-
Critical Hdwy	6.675	6.275	4.145	-	-	-
Critical Hdwy Stg 1	5.475	-	-	-	-	-
Critical Hdwy Stg 2	5.875	-	-	-	-	-
Follow-up Hdwy	3.5475	3.3475	2.2285	-	-	-
Pot Cap-1 Maneuver	247	491	895	-	-	-
Stage 1	538	-	-	-	-	-
Stage 2	636	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	198	491	895	-	-	-
Mov Cap-2 Maneuver	198	-	-	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	636	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.9	6.6	0
HCM LOS	C		

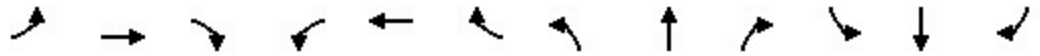
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	895	-	367	-	-
HCM Lane V/C Ratio	0.198	-	0.175	-	-
HCM Control Delay (s/veh)	10	0.2	16.9	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q (veh)	0.7	-	0.6	-	-

Regional Drive Medical Office
4: Page Road N & Memorial Drive

Existing AM
10/07/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	53	40	43	190	40	33	154	33	15	259	207
Future Volume (vph)	62	53	40	43	190	40	33	154	33	15	259	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		1%			-2%			-2%			2%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	50			100			100			100		
Satd. Flow (prot)	1761	1733	0	0	1829	0	0	1796	0	0	1734	0
Flt Permitted	0.362				0.932			0.888			0.989	
Satd. Flow (perm)	671	1733	0	0	1718	0	0	1606	0	0	1718	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		44			10			13			54	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		837			609			725			890	
Travel Time (s)		22.8			16.6			14.1			17.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	102	0	0	300	0	0	241	0	0	528	0
Turn Type	D.P+P	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	8			8			2			6		
Detector Phase	7	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		17.0	17.0		17.0	17.0	
Total Split (s)	15.0	45.0		30.0	30.0		45.0	45.0		45.0	45.0	
Total Split (%)	16.7%	50.0%		33.3%	33.3%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.0	3.3		3.3	3.3		4.0	4.0		3.7	3.7	
All-Red Time (s)	2.6	2.5		2.5	2.5		1.6	1.6		1.4	1.4	
Lost Time Adjust (s)	-0.6	-0.8			-0.8			-0.6			-0.1	
Total Lost Time (s)	5.0	5.0			5.0			5.0			5.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	26.5	30.5			20.0			49.5			49.5	
Actuated g/C Ratio	0.29	0.34			0.22			0.55			0.55	
v/c Ratio	0.23	0.17			0.77			0.27			0.55	
Control Delay (s/veh)	19.0	10.8			48.5			13.4			16.1	
Queue Delay	0.0	0.0			0.0			0.0			0.0	
Total Delay (s/veh)	19.0	10.8			48.5			13.4			16.1	

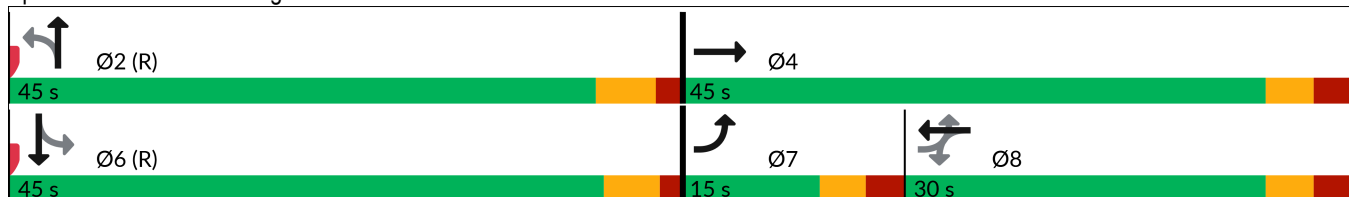


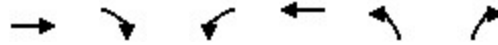
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B			D			B			B	
Approach Delay (s/veh)		14.1			48.5			13.4			16.1	
Approach LOS		B			D			B			B	
Queue Length 50th (ft)	25	21			155			68			171	
Queue Length 95th (ft)	46	47			260			138			319	
Internal Link Dist (ft)		757			529			645			810	
Turn Bay Length (ft)	100											
Base Capacity (vph)	329	794			487			888			968	
Starvation Cap Reductn	0	0			0			0			0	
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.21	0.13			0.62			0.27			0.55	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	56 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay (s/veh):	23.1
Intersection LOS:	C
Intersection Capacity Utilization:	58.5%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 4: Page Road N & Memorial Drive





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	34	4	39	159	4	9
Future Volume (vph)	34	4	39	159	4	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			100		100	
Satd. Flow (prot)	1766	0	0	1844	1664	0
Flt Permitted				0.990	0.985	
Satd. Flow (perm)	1766	0	0	1844	1664	0
Link Speed (mph)	25			25	30	
Link Distance (ft)	308			780	221	
Travel Time (s)	8.4			21.3	5.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	46	0	0	239	16	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	27.2%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	34	4	39	159	4	9
Future Vol, veh/h	34	4	39	159	4	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	6	6	2	2	2	2
Mvmt Flow	41	5	47	192	5	11

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	46	0	330 44
Stage 1	-	-	-	-	44 -
Stage 2	-	-	-	-	286 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1562	-	665 1026
Stage 1	-	-	-	-	978 -
Stage 2	-	-	-	-	763 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1562	-	642 1026
Mov Cap-2 Maneuver	-	-	-	-	642 -
Stage 1	-	-	-	-	978 -
Stage 2	-	-	-	-	737 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.5	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	867	-	-	1562	-
HCM Lane V/C Ratio	0.018	-	-	0.03	-
HCM Control Delay (s/veh)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.1	-	-	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	288	39	10	691	292	222
Future Volume (vph)	288	39	10	691	292	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	1%			-3%	1%	
Storage Length (ft)	0	0	200			200
Storage Lanes	1	1	1			1
Taper Length (ft)	100		150			
Satd. Flow (prot)	1761	1575	1779	1872	1853	1575
Flt Permitted	0.950		0.538			
Satd. Flow (perm)	1761	1575	1007	1872	1853	1575
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		41				234
Link Speed (mph)	35			45	45	
Link Distance (ft)	217			501	1000	
Travel Time (s)	4.2			7.6	15.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	303	41	11	727	307	234
Turn Type	Prot	pm+ov	D.P+P	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4	6			6
Detector Phase	4	5	5	2	6	4
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	12.0	12.0	7.0
Minimum Split (s)	14.0	14.0	14.0	20.0	20.0	14.0
Total Split (s)	30.0	15.0	15.0	60.0	45.0	30.0
Total Split (%)	33.3%	16.7%	16.7%	66.7%	50.0%	33.3%
Yellow Time (s)	3.0	3.0	3.0	4.8	4.8	3.0
All-Red Time (s)	2.4	2.3	2.3	2.0	2.0	2.4
Lost Time Adjust (s)	-0.4	-0.3	-0.3	-1.8	-1.8	-0.4
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	19.7	32.0	57.3	60.3	52.9	79.6
Actuated g/C Ratio	0.22	0.36	0.64	0.67	0.59	0.88
v/c Ratio	0.78	0.07	0.02	0.58	0.28	0.16
Control Delay (s/veh)	47.8	5.5	3.9	8.3	12.3	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.8	5.5	3.9	8.3	12.3	0.5



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
LOS	D	A	A	A	B	A
Approach Delay (s/veh)	42.7			8.3	7.2	
Approach LOS	D			A	A	
Queue Length 50th (ft)	149	0	2	152	93	0
Queue Length 95th (ft)	198	m18	m3	151	165	10
Internal Link Dist (ft)	137			421	920	
Turn Bay Length (ft)			200			200
Base Capacity (vph)	489	632	744	1253	1089	1440
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.06	0.01	0.58	0.28	0.16

Intersection Summary

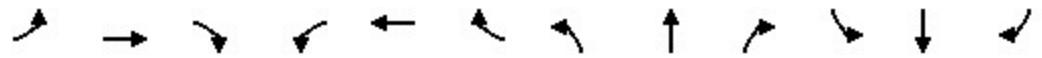
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 88 (98%), Referenced to phase 2:NBT and 6:NBSB, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay (s/veh): 15.2 Intersection LOS: B
 Intersection Capacity Utilization 60.7% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: US 15-501 & Page Road N



Regional Drive Medical Office
 2: US 15-501 & Memorial Drive/Pinehurst Trace Drive

Existing PM
 10/07/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↗	↕↗		↗	↕	↗
Traffic Volume (vph)	94	18	146	8	21	9	146	573	19	7	292	41
Future Volume (vph)	94	18	146	8	21	9	146	573	19	7	292	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-2%			1%			0%			0%	
Storage Length (ft)	0		100	0		125	200		0	175		225
Storage Lanes	0		1	0		1	1		0	1		1
Taper Length (ft)	100			100			175			75		
Satd. Flow (prot)	0	1806	1599	0	1812	1560	1752	3487	0	1770	1863	1583
Flt Permitted		0.740			0.902		0.555			0.406		
Satd. Flow (perm)	0	1392	1599	0	1656	1560	1024	3487	0	756	1863	1583
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						95		5				97
Link Speed (mph)		25			20			45			45	
Link Distance (ft)		609			440			436			632	
Travel Time (s)		16.6			15.0			6.6			9.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	3%	3%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	117	152	0	30	9	152	617	0	7	304	43
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	Perm
Protected Phases		4	5		8	1	5	2		1	6	
Permitted Phases	4		4	8		8	6			2		6
Detector Phase	4	4	5	8	8	1	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	12.0		7.0	12.0	12.0
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0	14.0	14.0	19.0		14.0	19.0	19.0
Total Split (s)	25.0	25.0	20.0	25.0	25.0	15.0	20.0	50.0		15.0	45.0	45.0
Total Split (%)	27.8%	27.8%	22.2%	27.8%	27.8%	16.7%	22.2%	55.6%		16.7%	50.0%	50.0%
Yellow Time (s)	3.3	3.3	3.0	3.3	3.3	3.0	3.0	4.5		3.0	4.5	4.5
All-Red Time (s)	2.4	2.4	2.3	2.4	2.4	2.3	2.3	1.0		2.3	1.0	1.0
Lost Time Adjust (s)		-0.7	-0.3		-0.7	-0.3	-0.3	-0.5		-0.3	-0.5	-0.5
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag			Lead			Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Act Effct Green (s)		12.7	23.1		12.7	21.6	64.8	64.8		68.8	56.9	56.9
Actuated g/C Ratio		0.14	0.26		0.14	0.24	0.72	0.72		0.76	0.63	0.63
v/c Ratio		0.59	0.37		0.13	0.02	0.19	0.25		0.01	0.26	0.04
Control Delay (s/veh)		41.6	23.3		32.9	0.1	4.4	7.4		2.4	4.1	0.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		41.6	23.3		32.9	0.1	4.4	7.4		2.4	4.1	0.1

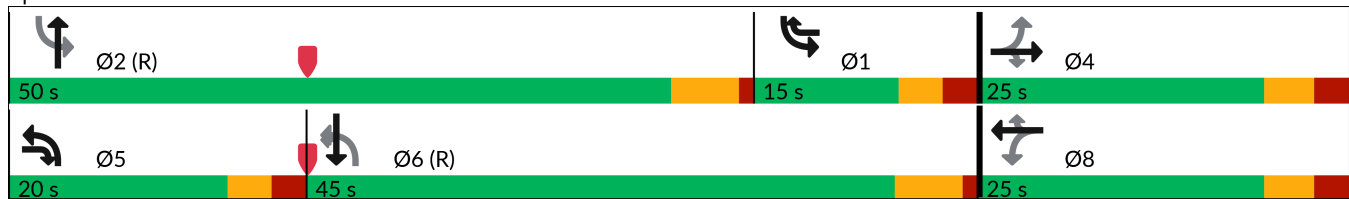


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		D	C		C	A	A	A		A	A	A
Approach Delay (s/veh)		31.3			25.3			6.8			3.6	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		48	52		15	0	19	45		0	21	0
Queue Length 95th (ft)		82	78		37	0	45	137		m2	44	0
Internal Link Dist (ft)		529			360			356			552	
Turn Bay Length (ft)			100			125	200			175		225
Base Capacity (vph)		309	536		368	505	915	2512		682	1177	1036
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		0.38	0.28		0.08	0.02	0.17	0.25		0.01	0.26	0.04

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 8 (9%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay (s/veh): 11.1 Intersection LOS: B
 Intersection Capacity Utilization 48.8% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: US 15-501 & Memorial Drive/Pinehurst Trace Drive





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	80	125	7	249	210	18
Future Volume (vph)	80	125	7	249	210	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	2%	
Storage Length (ft)	0	0	25			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Satd. Flow (prot)	1678	0	0	3536	1806	0
Flt Permitted	0.981			0.999		
Satd. Flow (perm)	1678	0	0	3536	1806	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	775			890	217	
Travel Time (s)	21.1			17.3	4.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	236	0	0	294	262	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	30.9%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	80	125	7	249	210	18
Future Vol, veh/h	80	125	7	249	210	18
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	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	2	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	92	144	8	286	241	21

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	411	252	262	0	0
Stage 1	252	-	-	-	-
Stage 2	159	-	-	-	-
Critical Hdwy	6.63	6.23	4.13	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-
Pot Cap-1 Maneuver	583	786	1301	-	-
Stage 1	789	-	-	-	-
Stage 2	854	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	580	786	1301	-	-
Mov Cap-2 Maneuver	580	-	-	-	-
Stage 1	784	-	-	-	-
Stage 2	854	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.9	0.2	0
HCM LOS	B		

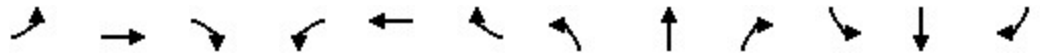
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1301	-	690	-	-
HCM Lane V/C Ratio	0.006	-	0.341	-	-
HCM Control Delay (s/veh)	7.8	0	12.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0	-	1.5	-	-

Regional Drive Medical Office
4: Page Road N & Memorial Drive

Existing PM
10/07/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	113	55	70	128	8	26	118	31	16	231	102
Future Volume (vph)	119	113	55	70	128	8	26	118	31	16	231	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		1%			-2%			-2%			2%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1761	1763	0	0	1840	0	0	1823	0	0	1767	0
Flt Permitted	0.500				0.817			0.919			0.985	
Satd. Flow (perm)	927	1763	0	0	1529	0	0	1687	0	0	1744	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			2			15				30
Link Speed (mph)		25			25			35				35
Link Distance (ft)		837			609			861				890
Travel Time (s)		22.8			16.6			16.8				17.3
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	181	0	0	222	0	0	188	0	0	375	0
Turn Type	D.P+P	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	8			8			2			6		
Detector Phase	7	4		8	8		2	2		6		6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0		10.0
Minimum Split (s)	14.0	14.0		14.0	14.0		17.0	17.0		17.0		17.0
Total Split (s)	15.0	45.0		30.0	30.0		45.0	45.0		45.0		45.0
Total Split (%)	16.7%	50.0%		33.3%	33.3%		50.0%	50.0%		50.0%		50.0%
Yellow Time (s)	3.0	3.3		3.3	3.3		4.0	4.0		3.7		3.7
All-Red Time (s)	2.6	2.5		2.5	2.5		1.6	1.6		1.4		1.4
Lost Time Adjust (s)	-0.6	-0.8			-0.8			-0.6				-0.1
Total Lost Time (s)	5.0	5.0			5.0			5.0				5.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max		C-Max
Act Effct Green (s)	27.1	32.1			17.9			47.9				47.9
Actuated g/C Ratio	0.30	0.36			0.20			0.53				0.53
v/c Ratio	0.35	0.28			0.73			0.21				0.40
Control Delay (s/veh)	21.4	16.3			47.2			12.4				14.2
Queue Delay	0.0	0.0			0.0			0.0				0.0
Total Delay (s/veh)	21.4	16.3			47.2			12.4				14.2

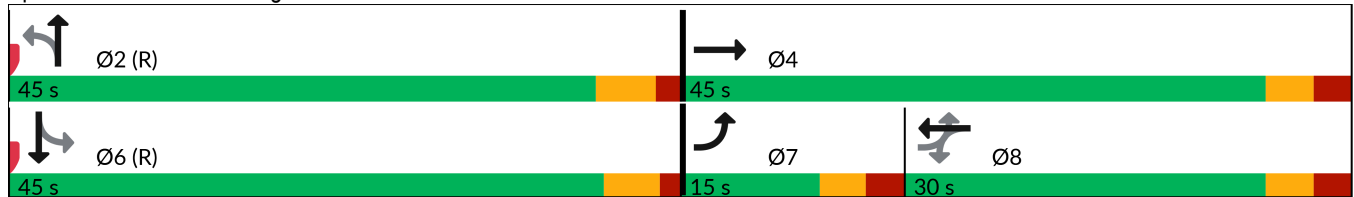


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B			D			B			B	
Approach Delay (s/veh)		18.4			47.2			12.4			14.2	
Approach LOS		B			D			B			B	
Queue Length 50th (ft)	49	57			117			49			109	
Queue Length 95th (ft)	78	92			189			104			202	
Internal Link Dist (ft)		757			529			781			810	
Turn Bay Length (ft)	100											
Base Capacity (vph)	380	803			426			904			941	
Starvation Cap Reductn	0	0			0			0			0	
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.34	0.23			0.52			0.21			0.40	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	84 (93%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.73
Intersection Signal Delay (s/veh):	21.8
Intersection LOS:	C
Intersection Capacity Utilization:	53.8%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 4: Page Road N & Memorial Drive





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	95	4	4	21	4	41
Future Volume (vph)	95	4	4	21	4	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			100		100	
Satd. Flow (prot)	1853	0	0	1797	1625	0
Flt Permitted				0.993	0.996	
Satd. Flow (perm)	1853	0	0	1797	1625	0
Link Speed (mph)	25			25	30	
Link Distance (ft)	299			775	202	
Travel Time (s)	8.2			21.1	4.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	5%	5%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	107	0	0	27	49	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	15.2%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	95	4	4	21	4	41
Future Vol, veh/h	95	4	4	21	4	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	5	5	2	2
Mvmt Flow	103	4	4	23	4	45

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	107	0	136
Stage 1	-	-	-	-	105
Stage 2	-	-	-	-	31
Critical Hdwy	-	-	4.15	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.245	-	3.518
Pot Cap-1 Maneuver	-	-	1465	-	857
Stage 1	-	-	-	-	919
Stage 2	-	-	-	-	992
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1465	-	854
Mov Cap-2 Maneuver	-	-	-	-	854
Stage 1	-	-	-	-	919
Stage 2	-	-	-	-	989

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.2	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	940	-	-	1465	-
HCM Lane V/C Ratio	0.052	-	-	0.003	-
HCM Control Delay (s/veh)	9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.2	-	-	0	-

Appendix F:
Synchro Output: Background (2027)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	99	6	94	257	529	542
Future Volume (vph)	99	6	94	257	529	542
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	1%			-3%	1%	
Storage Length (ft)	0	0	200			200
Storage Lanes	1	1	1			1
Taper Length (ft)	100		150			
Satd. Flow (prot)	1761	1575	1796	1891	1853	1575
Flt Permitted	0.950		0.387			
Satd. Flow (perm)	1761	1575	732	1891	1853	1575
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		6				565
Link Speed (mph)	35			45	45	
Link Distance (ft)	217			501	1000	
Travel Time (s)	4.2			7.6	15.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	6	98	268	551	565
Turn Type	Prot	pm+ov	D.P+P	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4	6			6
Detector Phase	4	5	5	2	6	4
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	12.0	12.0	7.0
Minimum Split (s)	14.0	14.0	14.0	20.0	20.0	14.0
Total Split (s)	25.0	15.0	15.0	65.0	50.0	25.0
Total Split (%)	27.8%	16.7%	16.7%	72.2%	55.6%	27.8%
Yellow Time (s)	3.0	3.0	3.0	4.8	4.8	3.0
All-Red Time (s)	2.4	2.3	2.3	2.0	2.0	2.4
Lost Time Adjust (s)	-0.4	-0.3	-0.3	-1.8	-1.8	-0.4
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	10.5	22.9	65.5	69.5	59.6	76.1
Actuated g/C Ratio	0.12	0.25	0.73	0.77	0.66	0.85
v/c Ratio	0.50	0.01	0.16	0.18	0.45	0.40
Control Delay (s/veh)	43.4	16.0	3.7	3.4	10.1	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.4	16.0	3.7	3.4	10.1	1.0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
LOS	D	B	A	A	B	A
Approach Delay (s/veh)	41.9			3.5	5.5	
Approach LOS	D			A	A	
Queue Length 50th (ft)	59	1	10	29	143	0
Queue Length 95th (ft)	m104	m7	25	62	256	15
Internal Link Dist (ft)	137			421	920	
Turn Bay Length (ft)			200			200
Base Capacity (vph)	391	450	667	1459	1226	1497
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.01	0.15	0.18	0.45	0.38

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 46 (51%), Referenced to phase 2:NBT and 6:NBSB, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay (s/veh): 7.5 Intersection LOS: A
 Intersection Capacity Utilization 52.0% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: US 15-501 & Page Road N



Regional Drive Medical Office
 2: US 15-501 & Memorial Drive/Pinehurst Trace Drive

Background AM
 10/07/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↗	↕↗		↗	↕	↗
Traffic Volume (vph)	20	7	30	11	10	4	315	328	10	4	455	63
Future Volume (vph)	20	7	30	11	10	4	315	328	10	4	455	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-2%			1%			0%			0%	
Storage Length (ft)	0		100	0		125	200		0	175		225
Storage Lanes	0		1	0		1	1		0	1		1
Taper Length (ft)	100			100			175			75		
Satd. Flow (prot)	0	1816	1599	0	1755	1530	1770	3525	0	1736	1827	1553
Flt Permitted		0.769			0.820		0.420			0.526		
Satd. Flow (perm)	0	1447	1599	0	1476	1530	782	3525	0	961	1827	1553
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						95		6				161
Link Speed (mph)		25			20			45			45	
Link Distance (ft)		609			440			436			632	
Travel Time (s)		16.6			15.0			6.6			9.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	2%	2%	2%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	30	34	0	23	4	354	380	0	4	511	71
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	Perm
Protected Phases		4	5		8	1	5	2		1	6	
Permitted Phases	4		4	8		8	6			2		6
Detector Phase	4	4	5	8	8	1	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	12.0		7.0	12.0	12.0
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0	14.0	14.0	19.0		14.0	19.0	19.0
Total Split (s)	15.0	15.0	25.0	15.0	15.0	15.0	25.0	60.0		15.0	50.0	50.0
Total Split (%)	16.7%	16.7%	27.8%	16.7%	16.7%	16.7%	27.8%	66.7%		16.7%	55.6%	55.6%
Yellow Time (s)	3.3	3.3	3.0	3.3	3.3	3.0	3.0	4.5		3.0	4.5	4.5
All-Red Time (s)	2.4	2.4	2.3	2.4	2.4	2.3	2.3	1.0		2.3	1.0	1.0
Lost Time Adjust (s)		-0.7	-0.3		-0.7	-0.3	-0.3	-0.5		-0.3	-0.5	-0.5
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Act Effct Green (s)		8.2	17.8		8.2	15.4	71.9	76.5		75.9	62.2	62.2
Actuated g/C Ratio		0.09	0.20		0.09	0.17	0.80	0.85		0.84	0.69	0.69
v/c Ratio		0.23	0.11		0.17	0.01	0.48	0.13		0.00	0.40	0.06
Control Delay (s/veh)		34.8	23.9		40.7	0.0	4.5	2.8		0.3	2.6	0.2
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		34.8	23.9		40.7	0.0	4.5	2.8		0.3	2.6	0.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C	C		D	A	A	A		A	A	A
Approach Delay (s/veh)		29.0			34.6			3.6			2.3	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		14	14		12	0	36	17		0	6	0
Queue Length 95th (ft)		m33	m30		35	0	64	56		m0	12	0
Internal Link Dist (ft)		529			360			356			552	
Turn Bay Length (ft)			100			125	200			175		225
Base Capacity (vph)		160	498		164	383	888	2995		902	1262	1123
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		0.19	0.07		0.14	0.01	0.40	0.13		0.00	0.40	0.06

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 66 (73%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.48
 Intersection Signal Delay (s/veh): 4.8 Intersection LOS: A
 Intersection Capacity Utilization 62.0% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: US 15-501 & Memorial Drive/Pinehurst Trace Drive





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	13	44	158	90	485	160
Future Volume (vph)	13	44	158	90	485	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	2%	
Storage Length (ft)	0	0	25			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Satd. Flow (prot)	1604	0	0	3396	1781	0
Flt Permitted	0.988			0.969		
Satd. Flow (perm)	1604	0	0	3396	1781	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	772			890	217	
Travel Time (s)	21.1			17.3	4.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	0	0	279	725	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.4%
Analysis Period (min)	15
	ICU Level of Service B

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	13	44	158	90	485	160
Future Vol, veh/h	13	44	158	90	485	160
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	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	2	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	5	3	3	2	2
Mvmt Flow	15	49	178	101	545	180

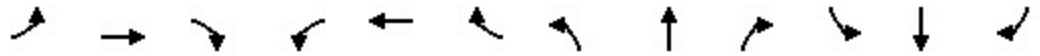
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1042	635	725	0	-	0
Stage 1	635	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Critical Hdwy	6.675	6.275	4.145	-	-	-
Critical Hdwy Stg 1	5.475	-	-	-	-	-
Critical Hdwy Stg 2	5.875	-	-	-	-	-
Follow-up Hdwy	3.5475	3.3475	2.2285	-	-	-
Pot Cap-1 Maneuver	235	471	870	-	-	-
Stage 1	520	-	-	-	-	-
Stage 2	634	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	187	471	870	-	-	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	413	-	-	-	-	-
Stage 2	634	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	17.6	6.6	0
HCM LOS	C		

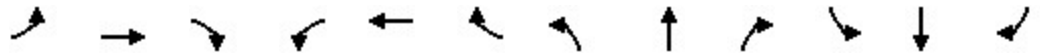
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	870	-	350	-	-
HCM Lane V/C Ratio	0.204	-	0.183	-	-
HCM Control Delay (s/veh)	10.2	0.2	17.6	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q (veh)	0.8	-	0.7	-	-

Regional Drive Medical Office
4: Page Road N & Memorial Drive

Background AM
10/07/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	56	42	46	202	42	35	163	35	16	275	220
Future Volume (vph)	66	56	42	46	202	42	35	163	35	16	275	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		1%			-2%			-2%			2%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	50			100			100			100		
Satd. Flow (prot)	1761	1735	0	0	1831	0	0	1796	0	0	1734	0
Flt Permitted	0.352				0.929			0.880			0.987	
Satd. Flow (perm)	652	1735	0	0	1715	0	0	1591	0	0	1715	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46			9			13			54	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		837			609			725			890	
Travel Time (s)		22.8			16.6			14.1			17.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	108	0	0	319	0	0	255	0	0	562	0
Turn Type	D.P+P	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	8			8			2			6		
Detector Phase	7	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		17.0	17.0		17.0	17.0	
Total Split (s)	15.0	45.0		30.0	30.0		45.0	45.0		45.0	45.0	
Total Split (%)	16.7%	50.0%		33.3%	33.3%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.0	3.3		3.3	3.3		4.0	4.0		3.7	3.7	
All-Red Time (s)	2.6	2.5		2.5	2.5		1.6	1.6		1.4	1.4	
Lost Time Adjust (s)	-0.6	-0.8			-0.8			-0.6			-0.1	
Total Lost Time (s)	5.0	5.0			5.0			5.0			5.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	27.4	31.4			20.7			48.6			48.6	
Actuated g/C Ratio	0.30	0.35			0.23			0.54			0.54	
v/c Ratio	0.24	0.17			0.79			0.29			0.59	
Control Delay (s/veh)	18.8	10.6			50.6			14.0			17.5	
Queue Delay	0.0	0.0			0.0			0.0			0.0	
Total Delay (s/veh)	18.8	10.6			50.6			14.0			17.5	

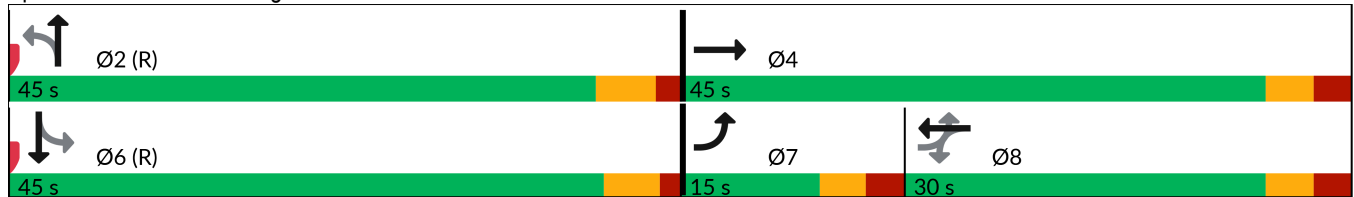


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B			D			B			B	
Approach Delay (s/veh)		13.9			50.6			14.0			17.5	
Approach LOS		B			D			B			B	
Queue Length 50th (ft)	26	22			181			76			194	
Queue Length 95th (ft)	49	50			273			146			352	
Internal Link Dist (ft)		757			529			645			810	
Turn Bay Length (ft)	100											
Base Capacity (vph)	331	796			484			865			951	
Starvation Cap Reductn	0	0			0			0			0	
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.22	0.14			0.66			0.29			0.59	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	56 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.79
Intersection Signal Delay (s/veh):	24.4
Intersection LOS:	C
Intersection Capacity Utilization:	61.2%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 4: Page Road N & Memorial Drive





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	34	4	39	159	4	9
Future Volume (vph)	34	4	39	159	4	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			100		100	
Satd. Flow (prot)	1766	0	0	1844	1664	0
Flt Permitted				0.990	0.985	
Satd. Flow (perm)	1766	0	0	1844	1664	0
Link Speed (mph)	25			25	30	
Link Distance (ft)	237			772	212	
Travel Time (s)	6.5			21.1	4.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	46	0	0	239	16	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	27.2%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	34	4	39	159	4	9
Future Vol, veh/h	34	4	39	159	4	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	6	6	2	2	2	2
Mvmt Flow	41	5	47	192	5	11

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	46	0	330
Stage 1	-	-	-	-	44
Stage 2	-	-	-	-	286
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1562	-	665
Stage 1	-	-	-	-	978
Stage 2	-	-	-	-	763
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1562	-	642
Mov Cap-2 Maneuver	-	-	-	-	642
Stage 1	-	-	-	-	978
Stage 2	-	-	-	-	737

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.5	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	867	-	-	1562	-
HCM Lane V/C Ratio	0.018	-	-	0.03	-
HCM Control Delay (s/veh)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.1	-	-	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	306	41	11	733	310	236
Future Volume (vph)	306	41	11	733	310	236
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	1%			-3%	1%	
Storage Length (ft)	0	0	200			200
Storage Lanes	1	1	1			1
Taper Length (ft)	100		150			
Satd. Flow (prot)	1761	1575	1779	1872	1853	1575
Flt Permitted	0.950		0.519			
Satd. Flow (perm)	1761	1575	972	1872	1853	1575
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		43				248
Link Speed (mph)	35			45	45	
Link Distance (ft)	217			501	1000	
Travel Time (s)	4.2			7.6	15.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	322	43	12	772	326	248
Turn Type	Prot	pm+ov	D.P+P	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4	6			6
Detector Phase	4	5	5	2	6	4
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	12.0	12.0	7.0
Minimum Split (s)	14.0	14.0	14.0	20.0	20.0	14.0
Total Split (s)	30.0	15.0	15.0	60.0	45.0	30.0
Total Split (%)	33.3%	16.7%	16.7%	66.7%	50.0%	33.3%
Yellow Time (s)	3.0	3.0	3.0	4.8	4.8	3.0
All-Red Time (s)	2.4	2.3	2.3	2.0	2.0	2.4
Lost Time Adjust (s)	-0.4	-0.3	-0.3	-1.8	-1.8	-0.4
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	20.4	32.7	56.6	59.6	52.2	79.6
Actuated g/C Ratio	0.23	0.36	0.63	0.66	0.58	0.88
v/c Ratio	0.81	0.07	0.02	0.62	0.30	0.17
Control Delay (s/veh)	47.3	5.3	3.9	9.4	12.9	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.3	5.3	3.9	9.4	12.9	0.5



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
LOS	D	A	A	A	B	A
Approach Delay (s/veh)	42.3			9.3	7.5	
Approach LOS	D			A	A	
Queue Length 50th (ft)	150	0	2	192	103	0
Queue Length 95th (ft)	210	m18	m4	172	177	10
Internal Link Dist (ft)	137			421	920	
Turn Bay Length (ft)			200			200
Base Capacity (vph)	489	646	717	1238	1074	1436
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.07	0.02	0.62	0.30	0.17

Intersection Summary

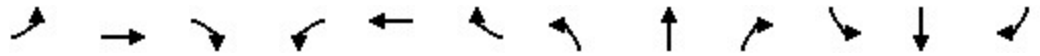
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 88 (98%), Referenced to phase 2:NBT and 6:NBSB, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay (s/veh): 15.7 Intersection LOS: B
 Intersection Capacity Utilization 63.9% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: US 15-501 & Page Road N



Regional Drive Medical Office
 2: US 15-501 & Memorial Drive/Pinehurst Trace Drive

Background PM
 10/07/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↗	↕↗		↗	↕	↗
Traffic Volume (vph)	100	19	155	8	22	10	155	608	20	7	310	43
Future Volume (vph)	100	19	155	8	22	10	155	608	20	7	310	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-2%			1%			0%			0%	
Storage Length (ft)	0		100	0		125	200		0	175		225
Storage Lanes	0		1	0		1	1		0	1		1
Taper Length (ft)	100			100			175			75		
Satd. Flow (prot)	0	1806	1599	0	1812	1560	1752	3487	0	1770	1863	1583
Flt Permitted		0.739			0.912		0.535			0.385		
Satd. Flow (perm)	0	1390	1599	0	1674	1560	987	3487	0	717	1863	1583
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						95		5				97
Link Speed (mph)		25			20			45			45	
Link Distance (ft)		609			440			436			632	
Travel Time (s)		16.6			15.0			6.6			9.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	3%	3%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	124	161	0	31	10	161	654	0	7	323	45
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	Perm
Protected Phases		4	5		8	1	5	2		1	6	
Permitted Phases	4		4	8		8	6			2		6
Detector Phase	4	4	5	8	8	1	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	12.0		7.0	12.0	12.0
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0	14.0	14.0	19.0		14.0	19.0	19.0
Total Split (s)	25.0	25.0	20.0	25.0	25.0	15.0	20.0	50.0		15.0	45.0	45.0
Total Split (%)	27.8%	27.8%	22.2%	27.8%	27.8%	16.7%	22.2%	55.6%		16.7%	50.0%	50.0%
Yellow Time (s)	3.3	3.3	3.0	3.3	3.3	3.0	3.0	4.5		3.0	4.5	4.5
All-Red Time (s)	2.4	2.4	2.3	2.4	2.4	2.3	2.3	1.0		2.3	1.0	1.0
Lost Time Adjust (s)		-0.7	-0.3		-0.7	-0.3	-0.3	-0.5		-0.3	-0.5	-0.5
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag			Lead			Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Act Effct Green (s)		13.1	26.1		13.1	23.5	61.9	60.9		64.9	53.9	53.9
Actuated g/C Ratio		0.15	0.29		0.15	0.26	0.69	0.68		0.72	0.60	0.60
v/c Ratio		0.61	0.35		0.13	0.02	0.22	0.28		0.01	0.29	0.05
Control Delay (s/veh)		42.1	21.9		32.4	0.1	4.8	8.0		2.4	4.4	0.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		42.1	21.9		32.4	0.1	4.8	8.0		2.4	4.4	0.1

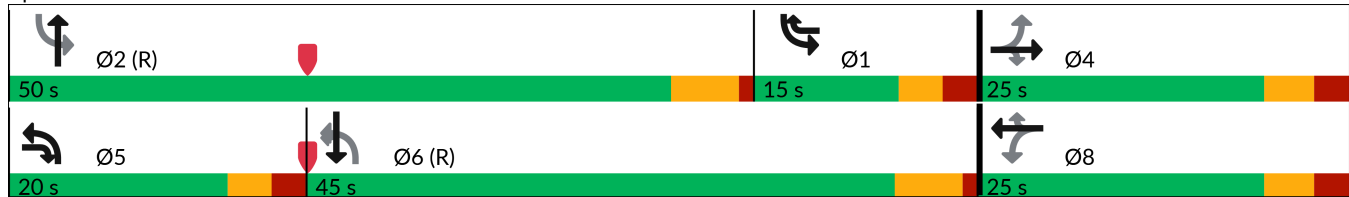


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		D	C		C	A	A	A		A	A	A
Approach Delay (s/veh)		30.7			24.5			7.4			3.9	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		51	54		16	0	21	50		0	23	0
Queue Length 95th (ft)		88	80		38	0	49	148		m2	46	0
Internal Link Dist (ft)		529			360			356			552	
Turn Bay Length (ft)			100			125	200			175		225
Base Capacity (vph)		308	588		372	552	860	2360		633	1116	987
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		0.40	0.27		0.08	0.02	0.19	0.28		0.01	0.29	0.05

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 8 (9%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay (s/veh): 11.4 Intersection LOS: B
 Intersection Capacity Utilization 50.6% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: US 15-501 & Memorial Drive/Pinehurst Trace Drive





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	80	125	7	264	223	18
Future Volume (vph)	80	125	7	264	223	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	2%	
Storage Length (ft)	0	0	25			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Satd. Flow (prot)	1678	0	0	3536	1808	0
Flt Permitted	0.981			0.999		
Satd. Flow (perm)	1678	0	0	3536	1808	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	779			890	217	
Travel Time (s)	21.2			17.3	4.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	236	0	0	311	277	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	31.6%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	80	125	7	264	223	18
Future Vol, veh/h	80	125	7	264	223	18
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	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	2	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	92	144	8	303	256	21

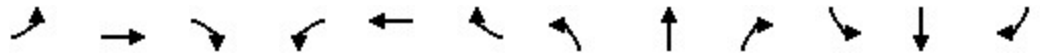
Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	435	267	277	0	0
Stage 1	267	-	-	-	-
Stage 2	168	-	-	-	-
Critical Hdwy	6.63	6.23	4.13	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-
Pot Cap-1 Maneuver	564	771	1284	-	-
Stage 1	777	-	-	-	-
Stage 2	845	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	561	771	1284	-	-
Mov Cap-2 Maneuver	561	-	-	-	-
Stage 1	772	-	-	-	-
Stage 2	845	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.2	0.2	0
HCM LOS	B		

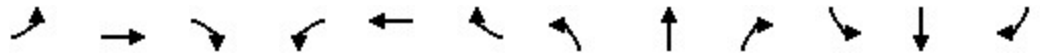
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1284	-	673	-	-
HCM Lane V/C Ratio	0.006	-	0.35	-	-
HCM Control Delay (s/veh)	7.8	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0	-	1.6	-	-

Regional Drive Medical Office
4: Page Road N & Memorial Drive

Background PM
10/07/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	120	58	74	136	8	28	125	33	17	245	108
Future Volume (vph)	126	120	58	74	136	8	28	125	33	17	245	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		1%			-2%			-2%			2%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1761	1763	0	0	1840	0	0	1823	0	0	1769	0
Flt Permitted	0.494				0.811			0.913			0.984	
Satd. Flow (perm)	916	1763	0	0	1518	0	0	1676	0	0	1744	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			2			15			30	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		837			609			861			890	
Travel Time (s)		22.8			16.6			16.8			17.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	135	191	0	0	235	0	0	199	0	0	397	0
Turn Type	D.P+P	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	8			8			2			6		
Detector Phase	7	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		17.0	17.0		17.0	17.0	
Total Split (s)	15.0	45.0		30.0	30.0		45.0	45.0		45.0	45.0	
Total Split (%)	16.7%	50.0%		33.3%	33.3%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.0	3.3		3.3	3.3		4.0	4.0		3.7	3.7	
All-Red Time (s)	2.6	2.5		2.5	2.5		1.6	1.6		1.4	1.4	
Lost Time Adjust (s)	-0.6	-0.8			-0.8			-0.6			-0.1	
Total Lost Time (s)	5.0	5.0			5.0			5.0			5.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	27.9	32.9			18.7			47.1			47.1	
Actuated g/C Ratio	0.31	0.37			0.21			0.52			0.52	
v/c Ratio	0.36	0.29			0.74			0.23			0.43	
Control Delay (s/veh)	21.1	16.2			47.7			13.0			15.1	
Queue Delay	0.0	0.0			0.0			0.0			0.0	
Total Delay (s/veh)	21.1	16.2			47.7			13.0			15.1	

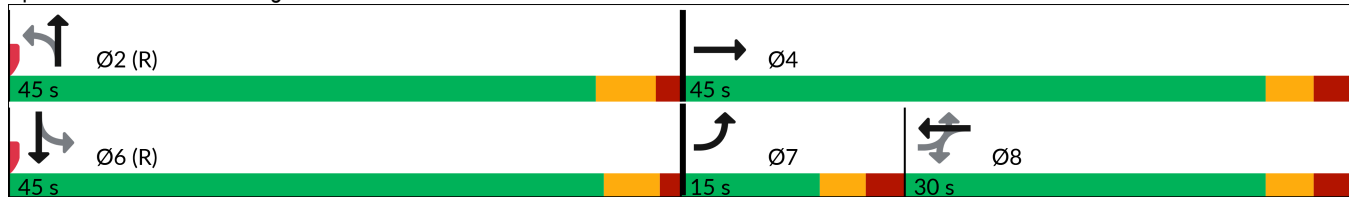


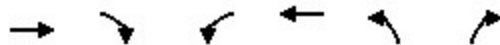
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B			D			B			B	
Approach Delay (s/veh)		18.2			47.7			13.0			15.1	
Approach LOS		B			D			B			B	
Queue Length 50th (ft)	51	60			124			54			122	
Queue Length 95th (ft)	81	97			198			110			219	
Internal Link Dist (ft)		757			529			781			810	
Turn Bay Length (ft)	100											
Base Capacity (vph)	385	803			423			883			925	
Starvation Cap Reductn	0	0			0			0			0	
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.35	0.24			0.56			0.23			0.43	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	84 (93%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.74
Intersection Signal Delay (s/veh):	22.2
Intersection LOS:	C
Intersection Capacity Utilization:	56.3%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 4: Page Road N & Memorial Drive





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	95	4	4	21	4	41
Future Volume (vph)	95	4	4	21	4	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			100		100	
Satd. Flow (prot)	1853	0	0	1797	1625	0
Flt Permitted				0.993	0.996	
Satd. Flow (perm)	1853	0	0	1797	1625	0
Link Speed (mph)	25			25	30	
Link Distance (ft)	274			779	209	
Travel Time (s)	7.5			21.2	4.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	5%	5%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	107	0	0	27	49	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	15.2%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	95	4	4	21	4	41
Future Vol, veh/h	95	4	4	21	4	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	5	5	2	2
Mvmt Flow	103	4	4	23	4	45

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	107	0	136
Stage 1	-	-	-	-	105
Stage 2	-	-	-	-	31
Critical Hdwy	-	-	4.15	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.245	-	3.518
Pot Cap-1 Maneuver	-	-	1465	-	857
Stage 1	-	-	-	-	919
Stage 2	-	-	-	-	992
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1465	-	854
Mov Cap-2 Maneuver	-	-	-	-	854
Stage 1	-	-	-	-	919
Stage 2	-	-	-	-	989

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.2	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	940	-	-	1465	-
HCM Lane V/C Ratio	0.052	-	-	0.003	-
HCM Control Delay (s/veh)	9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.2	-	-	0	-

Appendix G:
Synchro Output: Build-Out (2027)



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	105	8	103	257	529	565
Future Volume (vph)	105	8	103	257	529	565
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	1%			-3%	1%	
Storage Length (ft)	0	0	200			200
Storage Lanes	1	1	1			1
Taper Length (ft)	100		150			
Satd. Flow (prot)	1761	1575	1796	1891	1853	1575
Flt Permitted	0.950		0.385			
Satd. Flow (perm)	1761	1575	728	1891	1853	1575
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		8				589
Link Speed (mph)	35			45	45	
Link Distance (ft)	217			501	1000	
Travel Time (s)	4.2			7.6	15.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	8	107	268	551	589
Turn Type	Prot	pm+ov	D.P+P	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4	6			6
Detector Phase	4	5	5	2	6	4
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	12.0	12.0	7.0
Minimum Split (s)	14.0	14.0	14.0	20.0	20.0	14.0
Total Split (s)	25.0	15.0	15.0	65.0	50.0	25.0
Total Split (%)	27.8%	16.7%	16.7%	72.2%	55.6%	27.8%
Yellow Time (s)	3.0	3.0	3.0	4.8	4.8	3.0
All-Red Time (s)	2.4	2.3	2.3	2.0	2.0	2.4
Lost Time Adjust (s)	-0.4	-0.3	-0.3	-1.8	-1.8	-0.4
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effect Green (s)	10.8	23.2	65.2	69.2	59.3	76.1
Actuated g/C Ratio	0.12	0.26	0.72	0.77	0.66	0.85
v/c Ratio	0.52	0.02	0.17	0.18	0.45	0.41
Control Delay (s/veh)	43.3	14.3	3.9	3.4	10.3	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.3	14.3	3.9	3.4	10.3	1.1



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
LOS	D	B	A	A	B	A
Approach Delay (s/veh)	41.3			3.6	5.5	
Approach LOS	D			A	A	
Queue Length 50th (ft)	63	1	11	29	145	0
Queue Length 95th (ft)	m107	m7	28	63	262	16
Internal Link Dist (ft)	137			421	920	
Turn Bay Length (ft)			200			200
Base Capacity (vph)	391	456	662	1454	1220	1495
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.02	0.16	0.18	0.45	0.39

Intersection Summary

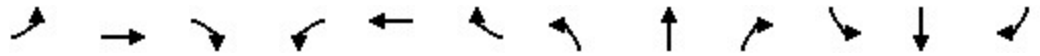
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 46 (51%), Referenced to phase 2:NBT and 6:NBSB, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay (s/veh): 7.7 Intersection LOS: A
 Intersection Capacity Utilization 52.0% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: US 15-501 & Page Road N



Regional Drive Medical Office
 2: US 15-501 & Memorial Drive/Pinehurst Trace Drive

Build AM
 10/07/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↗	↕↗		↗	↕	↗
Traffic Volume (vph)	20	7	36	11	10	4	343	337	10	4	457	63
Future Volume (vph)	20	7	36	11	10	4	343	337	10	4	457	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-2%			1%			0%			0%	
Storage Length (ft)	0		100	0		125	200		0	175		225
Storage Lanes	0		1	0		1	1		0	1		1
Taper Length (ft)	100			100			175			75		
Satd. Flow (prot)	0	1816	1599	0	1755	1530	1770	3525	0	1770	1863	1583
Flt Permitted		0.769			0.820		0.416			0.521		
Satd. Flow (perm)	0	1447	1599	0	1476	1530	775	3525	0	970	1863	1583
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						95		6				161
Link Speed (mph)		25			20			45			45	
Link Distance (ft)		609			440			436			632	
Travel Time (s)		16.6			15.0			6.6			9.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	30	40	0	23	4	385	390	0	4	513	71
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	Perm
Protected Phases		4	5		8	1	5	2		1	6	
Permitted Phases	4		4	8		8	6			2		6
Detector Phase	4	4	5	8	8	1	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	12.0		7.0	12.0	12.0
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0	14.0	14.0	19.0		14.0	19.0	19.0
Total Split (s)	15.0	15.0	25.0	15.0	15.0	15.0	25.0	60.0		15.0	50.0	50.0
Total Split (%)	16.7%	16.7%	27.8%	16.7%	16.7%	16.7%	27.8%	66.7%		16.7%	55.6%	55.6%
Yellow Time (s)	3.3	3.3	3.0	3.3	3.3	3.0	3.0	4.5		3.0	4.5	4.5
All-Red Time (s)	2.4	2.4	2.3	2.4	2.4	2.3	2.3	1.0		2.3	1.0	1.0
Lost Time Adjust (s)		-0.7	-0.3		-0.7	-0.3	-0.3	-0.5		-0.3	-0.5	-0.5
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Act Effct Green (s)		8.2	18.5		8.2	15.4	71.9	76.5		75.9	61.5	61.5
Actuated g/C Ratio		0.09	0.21		0.09	0.17	0.80	0.85		0.84	0.68	0.68
v/c Ratio		0.23	0.12		0.17	0.01	0.52	0.13		0.00	0.40	0.06
Control Delay (s/veh)		34.1	23.8		40.7	0.0	4.9	2.8		0.3	3.1	0.2
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		34.1	23.8		40.7	0.0	4.9	2.8		0.3	3.1	0.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C	C		D	A	A	A		A	A	A
Approach Delay (s/veh)		28.2			34.6			3.9			2.7	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		15	17		12	0	40	18		0	6	0
Queue Length 95th (ft)		m33	m34		35	0	70	58		m0	83	0
Internal Link Dist (ft)		529			360			356			552	
Turn Bay Length (ft)			100			125	200			175		225
Base Capacity (vph)		160	498		164	383	880	2995		913	1272	1132
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		0.19	0.08		0.14	0.01	0.44	0.13		0.00	0.40	0.06

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 66 (73%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay (s/veh): 5.1 Intersection LOS: A
 Intersection Capacity Utilization 63.7% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: US 15-501 & Memorial Drive/Pinehurst Trace Drive





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	47	172	92	494	183
Future Volume (vph)	19	47	172	92	494	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	2%	
Storage Length (ft)	0	0	25			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Satd. Flow (prot)	1611	0	0	3393	1776	0
Flt Permitted	0.986			0.968		
Satd. Flow (perm)	1611	0	0	3393	1776	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	778			233	217	
Travel Time (s)	21.2			4.5	4.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	74	0	0	296	761	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	60.6%
Analysis Period (min)	15
	ICU Level of Service B

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	19	47	172	92	494	183
Future Vol, veh/h	19	47	172	92	494	183
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	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	2	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	5	3	3	2	2
Mvmt Flow	21	53	193	103	555	206

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1096	658	761	0	-	0
Stage 1	658	-	-	-	-	-
Stage 2	438	-	-	-	-	-
Critical Hdwy	6.675	6.275	4.145	-	-	-
Critical Hdwy Stg 1	5.475	-	-	-	-	-
Critical Hdwy Stg 2	5.875	-	-	-	-	-
Follow-up Hdwy	3.5475	3.3475	2.2285	-	-	-
Pot Cap-1 Maneuver	217	457	843	-	-	-
Stage 1	507	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	167	457	843	-	-	-
Mov Cap-2 Maneuver	167	-	-	-	-	-
Stage 1	391	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	20.6	7	0
HCM LOS	C		

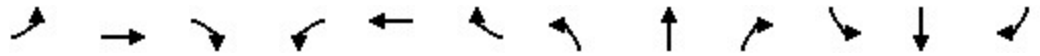
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	843	-	305	-	-
HCM Lane V/C Ratio	0.229	-	0.243	-	-
HCM Control Delay (s/veh)	10.5	0.3	20.6	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q (veh)	0.9	-	0.9	-	-

Regional Drive Medical Office
4: Page Road N & Memorial Drive

Build AM
10/07/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	56	42	46	202	70	35	186	35	22	281	222
Future Volume (vph)	75	56	42	46	202	70	35	186	35	22	281	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		1%			-2%			-2%			2%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	50			100			100			100		
Satd. Flow (prot)	1761	1735	0	0	1812	0	0	1799	0	0	1736	0
Flt Permitted	0.331				0.936			0.886			0.981	
Satd. Flow (perm)	613	1735	0	0	1708	0	0	1605	0	0	1706	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46			16			11			53	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		837			609			725			661	
Travel Time (s)		22.8			16.6			14.1			12.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	108	0	0	350	0	0	280	0	0	577	0
Turn Type	D.P+P	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	8			8			2			6		
Detector Phase	7	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		17.0	17.0		17.0	17.0	
Total Split (s)	15.0	45.0		30.0	30.0		45.0	45.0		45.0	45.0	
Total Split (%)	16.7%	50.0%		33.3%	33.3%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.0	3.3		3.3	3.3		4.0	4.0		3.7	3.7	
All-Red Time (s)	2.6	2.5		2.5	2.5		1.6	1.6		1.4	1.4	
Lost Time Adjust (s)	-0.6	-0.8			-0.8			-0.6			-0.1	
Total Lost Time (s)	5.0	5.0			5.0			5.0			5.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effct Green (s)	28.6	32.6			21.8			47.4			47.4	
Actuated g/C Ratio	0.32	0.36			0.24			0.53			0.53	
v/c Ratio	0.27	0.16			0.82			0.33			0.63	
Control Delay (s/veh)	18.8	10.2			51.3			15.2			19.2	
Queue Delay	0.0	0.0			0.0			0.0			0.0	
Total Delay (s/veh)	18.8	10.2			51.3			15.2			19.2	

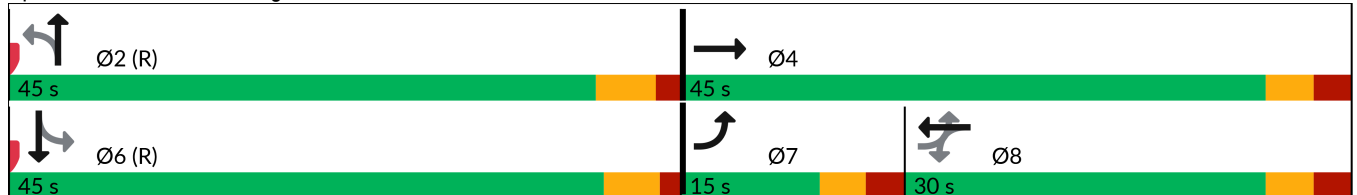


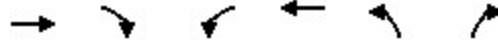
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B			D			B			B	
Approach Delay (s/veh)		13.9			51.3			15.2			19.2	
Approach LOS		B			D			B			B	
Queue Length 50th (ft)	29	22			201			90			211	
Queue Length 95th (ft)	53	50			#304			163			369	
Internal Link Dist (ft)		757			529			645			581	
Turn Bay Length (ft)	100											
Base Capacity (vph)	330	796			490			850			923	
Starvation Cap Reductn	0	0			0			0			0	
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.25	0.14			0.71			0.33			0.63	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 56 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay (s/veh): 25.7 Intersection LOS: C
 Intersection Capacity Utilization 64.6% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Page Road N & Memorial Drive





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	34	4	76	159	4	18
Future Volume (vph)	34	4	76	159	4	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			100		100	
Satd. Flow (prot)	1766	0	0	1833	1643	0
Flt Permitted				0.984	0.991	
Satd. Flow (perm)	1766	0	0	1833	1643	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	291			778	255	
Travel Time (s)	7.9			21.2	7.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	46	0	0	284	27	0
Sign Control	Free			Free	Stop	

Intersection Summary

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

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	34	4	76	159	4	18
Future Vol, veh/h	34	4	76	159	4	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	6	6	2	2	2	2
Mvmt Flow	41	5	92	192	5	22

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	46	0	420 44
Stage 1	-	-	-	-	44 -
Stage 2	-	-	-	-	376 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1562	-	590 1026
Stage 1	-	-	-	-	978 -
Stage 2	-	-	-	-	694 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1562	-	551 1026
Mov Cap-2 Maneuver	-	-	-	-	551 -
Stage 1	-	-	-	-	978 -
Stage 2	-	-	-	-	648 -

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.4	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	887	-	-	1562	-
HCM Lane V/C Ratio	0.03	-	-	0.059	-
HCM Control Delay (s/veh)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.1	-	-	0.2	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	4	11	46	278	526	9
Future Volume (vph)	4	11	46	278	526	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	2%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	100		100			
Satd. Flow (prot)	1655	0	0	1832	1840	0
Flt Permitted	0.988			0.993		
Satd. Flow (perm)	1655	0	0	1832	1840	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	295			661	233	
Travel Time (s)	8.0			12.9	4.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	0	360	594	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	58.7%
ICU Level of Service	B
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	4	11	46	278	526	9
Future Vol, veh/h	4	11	46	278	526	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	2	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	4	12	51	309	584	10

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1000	589	594	0	-	0
Stage 1	589	-	-	-	-	-
Stage 2	411	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	270	508	977	-	-	-
Stage 1	554	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	253	508	977	-	-	-
Mov Cap-2 Maneuver	253	-	-	-	-	-
Stage 1	519	-	-	-	-	-
Stage 2	669	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.4	1.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	977	-	400	-	-
HCM Lane V/C Ratio	0.052	-	0.042	-	-
HCM Control Delay (s/veh)	8.9	0	14.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0.2	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	329	50	14	733	310	244
Future Volume (vph)	329	50	14	733	310	244
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	1%			-3%	1%	
Storage Length (ft)	0	0	200			200
Storage Lanes	1	1	1			1
Taper Length (ft)	100		150			
Satd. Flow (prot)	1761	1575	1779	1872	1853	1575
Flt Permitted	0.950		0.511			
Satd. Flow (perm)	1761	1575	957	1872	1853	1575
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		53				257
Link Speed (mph)	35			45	45	
Link Distance (ft)	217			501	1000	
Travel Time (s)	4.2			7.6	15.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	346	53	15	772	326	257
Turn Type	Prot	pm+ov	D.P+P	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4	6			6
Detector Phase	4	5	5	2	6	4
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	12.0	12.0	7.0
Minimum Split (s)	14.0	14.0	14.0	20.0	20.0	14.0
Total Split (s)	30.0	15.0	15.0	60.0	45.0	30.0
Total Split (%)	33.3%	16.7%	16.7%	66.7%	50.0%	33.3%
Yellow Time (s)	3.0	3.0	3.0	4.8	4.8	3.0
All-Red Time (s)	2.4	2.3	2.3	2.0	2.0	2.4
Lost Time Adjust (s)	-0.4	-0.3	-0.3	-1.8	-1.8	-0.4
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	None	C-Max	C-Max	None
Act Effct Green (s)	21.3	33.6	54.7	58.7	48.8	76.2
Actuated g/C Ratio	0.24	0.37	0.61	0.65	0.54	0.85
v/c Ratio	0.83	0.09	0.02	0.63	0.32	0.19
Control Delay (s/veh)	47.9	5.2	4.1	9.8	14.3	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.9	5.2	4.1	9.8	14.3	0.6



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
LOS	D	A	A	A	B	A
Approach Delay (s/veh)	42.2			9.7	8.3	
Approach LOS	D			A	A	
Queue Length 50th (ft)	155	0	2	194	106	0
Queue Length 95th (ft)	232	m21	m4	170	177	11
Internal Link Dist (ft)	137			421	920	
Turn Bay Length (ft)			200			200
Base Capacity (vph)	489	667	695	1220	1005	1396
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.08	0.02	0.63	0.32	0.18

Intersection Summary

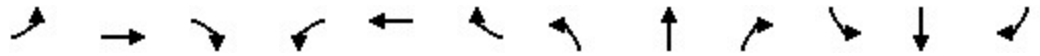
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 88 (98%), Referenced to phase 2:NBT and 6:NBSB, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay (s/veh): 16.6 Intersection LOS: B
 Intersection Capacity Utilization 65.1% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: US 15-501 & Page Road N

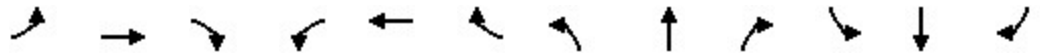


Regional Drive Medical Office
 2: US 15-501 & Memorial Drive/Pinehurst Trace Drive

Build PM
 10/07/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↗	↕↗		↗	↕	↗
Traffic Volume (vph)	100	19	182	8	22	10	164	611	20	7	319	43
Future Volume (vph)	100	19	182	8	22	10	164	611	20	7	319	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		-2%			1%			0%			0%	
Storage Length (ft)	0		100	0		125	200		0	175		225
Storage Lanes	0		1	0		1	1		0	1		1
Taper Length (ft)	100			100			175			75		
Satd. Flow (prot)	0	1806	1599	0	1812	1560	1752	3487	0	1770	1863	1583
Flt Permitted		0.739			0.912		0.527			0.383		
Satd. Flow (perm)	0	1390	1599	0	1674	1560	972	3487	0	713	1863	1583
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						95		5				97
Link Speed (mph)		25			20			45			45	
Link Distance (ft)		609			440			436			632	
Travel Time (s)		16.6			15.0			6.6			9.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	3%	3%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	124	190	0	31	10	171	657	0	7	332	45
Turn Type	Perm	NA	pm+ov	Perm	NA	pm+ov	D.P+P	NA		D.P+P	NA	Perm
Protected Phases		4	5		8	1	5	2		1	6	
Permitted Phases	4		4	8		8	6			2		6
Detector Phase	4	4	5	8	8	1	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	12.0		7.0	12.0	12.0
Minimum Split (s)	14.0	14.0	14.0	14.0	14.0	14.0	14.0	19.0		14.0	19.0	19.0
Total Split (s)	25.0	25.0	20.0	25.0	25.0	15.0	20.0	50.0		15.0	45.0	45.0
Total Split (%)	27.8%	27.8%	22.2%	27.8%	27.8%	16.7%	22.2%	55.6%		16.7%	50.0%	50.0%
Yellow Time (s)	3.3	3.3	3.0	3.3	3.3	3.0	3.0	4.5		3.0	4.5	4.5
All-Red Time (s)	2.4	2.4	2.3	2.4	2.4	2.3	2.3	1.0		2.3	1.0	1.0
Lost Time Adjust (s)		-0.7	-0.3		-0.7	-0.3	-0.3	-0.5		-0.3	-0.5	-0.5
Total Lost Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag			Lead			Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Act Effct Green (s)		13.1	26.2		13.1	23.5	61.9	60.9		64.9	53.8	53.8
Actuated g/C Ratio		0.15	0.29		0.15	0.26	0.69	0.68		0.72	0.60	0.60
v/c Ratio		0.61	0.41		0.13	0.02	0.23	0.28		0.01	0.30	0.05
Control Delay (s/veh)		42.5	24.5		32.4	0.1	4.9	8.0		2.6	4.7	0.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		42.5	24.5		32.4	0.1	4.9	8.0		2.6	4.7	0.1

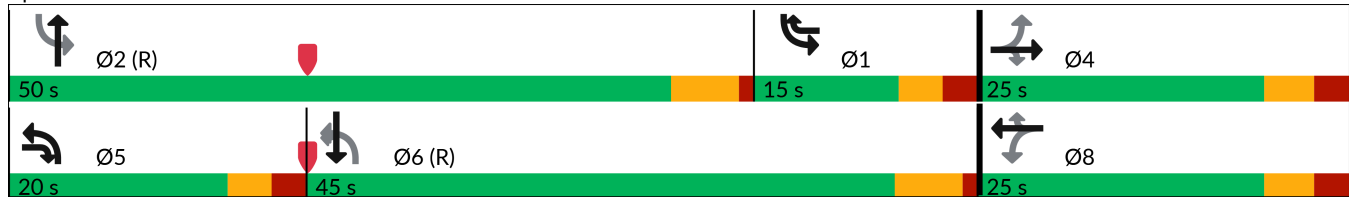


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		D	C		C	A	A	A		A	A	A
Approach Delay (s/veh)		31.6			24.5			7.4			4.1	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		54	70		16	0	23	50		0	25	0
Queue Length 95th (ft)		95	106		38	0	52	150		m2	51	0
Internal Link Dist (ft)		529			360			356			552	
Turn Bay Length (ft)			100			125	200			175		225
Base Capacity (vph)		308	588		372	552	851	2360		631	1114	985
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		0.40	0.32		0.08	0.02	0.20	0.28		0.01	0.30	0.05

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 8 (9%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay (s/veh): 11.9 Intersection LOS: B
 Intersection Capacity Utilization 51.6% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: US 15-501 & Memorial Drive/Pinehurst Trace Drive





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	103	139	12	273	226	26
Future Volume (vph)	103	139	12	273	226	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	2%	
Storage Length (ft)	0	0	25			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Satd. Flow (prot)	1681	0	0	3532	1801	0
Flt Permitted	0.979			0.998		
Satd. Flow (perm)	1681	0	0	3532	1801	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	770			233	217	
Travel Time (s)	21.0			4.5	4.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	278	0	0	328	290	0
Sign Control	Stop			Free	Free	

Intersection Summary

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

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	103	139	12	273	226	26
Future Vol, veh/h	103	139	12	273	226	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	2	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	3	3
Mvmt Flow	118	160	14	314	260	30

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	460	275	290	0	0
Stage 1	275	-	-	-	-
Stage 2	185	-	-	-	-
Critical Hdwy	6.63	6.23	4.13	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-
Pot Cap-1 Maneuver	544	763	1270	-	-
Stage 1	771	-	-	-	-
Stage 2	829	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	538	763	1270	-	-
Mov Cap-2 Maneuver	538	-	-	-	-
Stage 1	763	-	-	-	-
Stage 2	829	-	-	-	-

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

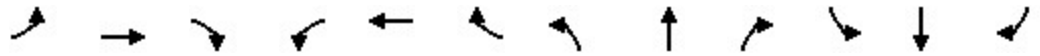
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1270	-	648	-	-
HCM Lane V/C Ratio	0.011	-	0.429	-	-
HCM Control Delay (s/veh)	7.9	0	14.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0	-	2.2	-	-

Regional Drive Medical Office
4: Page Road N & Memorial Drive

Build PM
10/07/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	120	58	74	136	17	28	133	33	44	268	117
Future Volume (vph)	129	120	58	74	136	17	28	133	33	44	268	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		1%			-2%			-2%			2%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1761	1763	0	0	1833	0	0	1825	0	0	1767	0
Flt Permitted	0.481				0.817			0.907			0.951	
Satd. Flow (perm)	892	1763	0	0	1522	0	0	1667	0	0	1689	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			4			15				27
Link Speed (mph)		25			25			35				35
Link Distance (ft)		837			609			861				659
Travel Time (s)		22.8			16.6			16.8				12.8
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	139	191	0	0	244	0	0	208	0	0	461	0
Turn Type	D.P+P	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2				6
Permitted Phases	8			8			2			6		
Detector Phase	7	4		8	8		2	2		6		6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0		10.0
Minimum Split (s)	14.0	14.0		14.0	14.0		17.0	17.0		17.0		17.0
Total Split (s)	15.0	45.0		30.0	30.0		45.0	45.0		45.0		45.0
Total Split (%)	16.7%	50.0%		33.3%	33.3%		50.0%	50.0%		50.0%		50.0%
Yellow Time (s)	3.0	3.3		3.3	3.3		4.0	4.0		3.7		3.7
All-Red Time (s)	2.6	2.5		2.5	2.5		1.6	1.6		1.4		1.4
Lost Time Adjust (s)	-0.6	-0.8			-0.8			-0.6				-0.1
Total Lost Time (s)	5.0	5.0			5.0			5.0				5.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max		C-Max
Act Effct Green (s)	28.2	33.2			18.9			46.8				46.8
Actuated g/C Ratio	0.31	0.37			0.21			0.52				0.52
v/c Ratio	0.38	0.28			0.76			0.24				0.52
Control Delay (s/veh)	21.2	16.0			48.6			13.3				17.1
Queue Delay	0.0	0.0			0.0			0.0				0.0
Total Delay (s/veh)	21.2	16.0			48.6			13.3				17.1

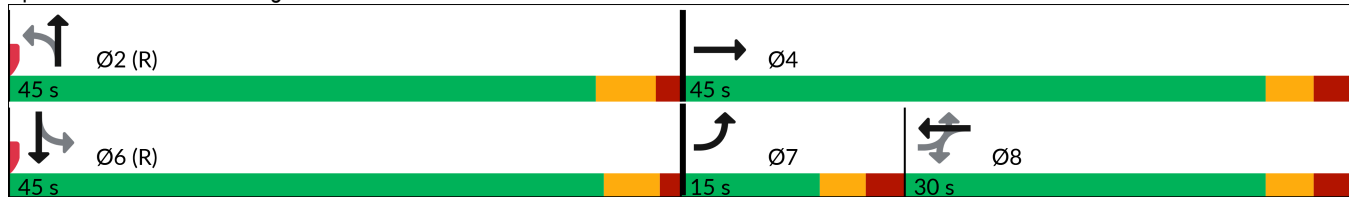


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B			D			B			B	
Approach Delay (s/veh)		18.2			48.6			13.3			17.1	
Approach LOS		B			D			B			B	
Queue Length 50th (ft)	52	59			130			58			154	
Queue Length 95th (ft)	83	97			205			116			268	
Internal Link Dist (ft)		757			529			781			579	
Turn Bay Length (ft)	100											
Base Capacity (vph)	383	803			425			873			890	
Starvation Cap Reductn	0	0			0			0			0	
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.36	0.24			0.57			0.24			0.52	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	84 (93%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.76
Intersection Signal Delay (s/veh):	22.9
Intersection LOS:	C
Intersection Capacity Utilization:	63.6%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 4: Page Road N & Memorial Drive





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	95	4	13	21	4	76
Future Volume (vph)	95	4	13	21	4	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			100		100	
Satd. Flow (prot)	1853	0	0	1775	1619	0
Flt Permitted				0.981	0.998	
Satd. Flow (perm)	1853	0	0	1775	1619	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	294			770	186	
Travel Time (s)	8.0			21.0	5.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	5%	5%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	107	0	0	37	87	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.1%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	3.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	95	4	13	21	4	76
Future Vol, veh/h	95	4	13	21	4	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	5	5	2	2
Mvmt Flow	103	4	14	23	4	83

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	107	0	156
Stage 1	-	-	-	-	105
Stage 2	-	-	-	-	51
Critical Hdwy	-	-	4.15	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.245	-	3.518
Pot Cap-1 Maneuver	-	-	1465	-	835
Stage 1	-	-	-	-	919
Stage 2	-	-	-	-	971
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1465	-	827
Mov Cap-2 Maneuver	-	-	-	-	827
Stage 1	-	-	-	-	919
Stage 2	-	-	-	-	961

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.9	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	942	-	-	1465	-
HCM Lane V/C Ratio	0.092	-	-	0.01	-
HCM Control Delay (s/veh)	9.2	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.3	-	-	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	9	47	16	267	373	4
Future Volume (vph)	9	47	16	267	373	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	2%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	100		100			
Satd. Flow (prot)	1639	0	0	1857	1842	0
Flt Permitted	0.992			0.997		
Satd. Flow (perm)	1639	0	0	1857	1842	0
Link Speed (mph)	25			35	35	
Link Distance (ft)	292			659	233	
Travel Time (s)	8.0			12.8	4.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	0	315	418	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.2%
ICU Level of Service	A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		L		T	
Traffic Vol, veh/h	9	47	16	267	373	4
Future Vol, veh/h	9	47	16	267	373	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	2	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	52	18	297	414	4

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	749	416	418	0	0
Stage 1	416	-	-	-	-
Stage 2	333	-	-	-	-
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	379	637	1141	-	-
Stage 1	666	-	-	-	-
Stage 2	726	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	372	637	1141	-	-
Mov Cap-2 Maneuver	372	-	-	-	-
Stage 1	653	-	-	-	-
Stage 2	726	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.1	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1141	-	572	-	-
HCM Lane V/C Ratio	0.016	-	0.109	-	-
HCM Control Delay (s/veh)	8.2	0	12.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0	-	0.4	-	-

Appendix H: SimTraffic Reports

Intersection: 1: US 15-501 & Page Road N

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	136	23	89	82	213	138
Average Queue (ft)	66	4	40	24	67	39
95th Queue (ft)	120	18	76	65	158	93
Link Distance (ft)	140	140		438	968	
Upstream Blk Time (%)	1					
Queuing Penalty (veh)	0					
Storage Bay Dist (ft)			200			200
Storage Blk Time (%)					0	
Queuing Penalty (veh)					2	

Intersection: 2: US 15-501 & Memorial Drive/Pinehurst Trace Drive

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	R
Maximum Queue (ft)	54	60	71	27	161	82	32	16	111	36
Average Queue (ft)	16	15	19	3	72	18	2	1	25	4
95th Queue (ft)	45	43	58	17	132	55	16	8	82	19
Link Distance (ft)	529		391			369	369		561	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		100		125	200			175		225
Storage Blk Time (%)	0		0		0				0	
Queuing Penalty (veh)	0		0		0				0	

Intersection: 3: Page Road N & Regional Drive

Movement	EB	NB	NB	SB
Directions Served	LR	LT	T	TR
Maximum Queue (ft)	88	113	62	57
Average Queue (ft)	33	54	3	6
95th Queue (ft)	67	97	25	28
Link Distance (ft)	727		828	140
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)		18	0	
Queuing Penalty (veh)		7	0	

Intersection: 4: Page Road N & Memorial Drive

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	LTR	LTR	LTR
Maximum Queue (ft)	109	116	309	170	247
Average Queue (ft)	40	44	158	64	107
95th Queue (ft)	81	89	259	129	203
Link Distance (ft)		805	529	692	828
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)	1	1			
Queuing Penalty (veh)	1	0			

Intersection: 5: Site Driveway 1 & Regional Drive

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	31	30
Average Queue (ft)	2	10
95th Queue (ft)	15	33
Link Distance (ft)	727	192
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 11

Intersection: 1: US 15-501 & Page Road N

Movement	EB	EB	NB	NB	B20	SB	SB
Directions Served	L	R	L	T	T	T	R
Maximum Queue (ft)	171	51	39	233	10	137	47
Average Queue (ft)	137	17	7	108	0	55	12
95th Queue (ft)	177	41	29	197	10	113	37
Link Distance (ft)	140	140		438	561	968	
Upstream Blk Time (%)	19						
Queuing Penalty (veh)	31						
Storage Bay Dist (ft)			200				200
Storage Blk Time (%)				1		0	
Queuing Penalty (veh)				0		0	

Intersection: 2: US 15-501 & Memorial Drive/Pinehurst Trace Drive

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	R
Maximum Queue (ft)	201	165	73	29	98	143	80	25	79	27
Average Queue (ft)	67	60	23	7	41	59	15	3	22	4
95th Queue (ft)	143	127	59	25	78	121	54	15	64	16
Link Distance (ft)	523		391			369	369		561	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		100		125	200			175		225
Storage Blk Time (%)	3	4	0			0				
Queuing Penalty (veh)	5	5	0			0				

Intersection: 3: Page Road N & Regional Drive

Movement	EB	NB	NB	SB
Directions Served	LR	LT	T	TR
Maximum Queue (ft)	156	104	63	4
Average Queue (ft)	58	27	4	0
95th Queue (ft)	116	80	38	3
Link Distance (ft)	724		829	140
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)		11	0	
Queuing Penalty (veh)		14	0	

Intersection: 4: Page Road N & Memorial Drive

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	LTR	LTR	LTR
Maximum Queue (ft)	163	192	215	132	203
Average Queue (ft)	65	82	115	52	79
95th Queue (ft)	121	151	198	105	164
Link Distance (ft)		805	523	825	829
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)	2	5			
Queuing Penalty (veh)	4	6			

Intersection: 5: Site Driveway 1 & Regional Drive

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	3	56
Average Queue (ft)	0	24
95th Queue (ft)	3	49
Link Distance (ft)	724	174
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 64

Intersection: 1: US 15-501 & Page Road N

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	143	25	103	94	206	147
Average Queue (ft)	69	5	42	28	71	40
95th Queue (ft)	123	19	82	73	159	96
Link Distance (ft)	140	140		438	968	
Upstream Blk Time (%)	1					
Queuing Penalty (veh)	0					
Storage Bay Dist (ft)			200			200
Storage Blk Time (%)					0	
Queuing Penalty (veh)					1	

Intersection: 2: US 15-501 & Memorial Drive/Pinehurst Trace Drive

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	R
Maximum Queue (ft)	62	52	80	27	156	78	21	20	133	38
Average Queue (ft)	18	14	21	3	76	20	1	1	24	5
95th Queue (ft)	48	40	58	17	132	59	10	10	86	21
Link Distance (ft)	529		391			369	369		561	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		100		125	200			175		225
Storage Blk Time (%)	0		0		0				0	
Queuing Penalty (veh)	0		0		0				0	

Intersection: 3: Page Road N & Regional Drive

Movement	EB	NB	NB	SB
Directions Served	LR	LT	T	TR
Maximum Queue (ft)	75	112	43	46
Average Queue (ft)	32	51	3	4
95th Queue (ft)	59	92	21	24
Link Distance (ft)	721		829	140
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)		17	0	
Queuing Penalty (veh)		8	0	

Intersection: 4: Page Road N & Memorial Drive

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	LTR	LTR	LTR
Maximum Queue (ft)	116	113	314	193	292
Average Queue (ft)	45	44	167	72	126
95th Queue (ft)	90	94	274	143	242
Link Distance (ft)		805	529	692	829
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)	1	1			
Queuing Penalty (veh)	1	1			

Intersection: 5: Site Driveway 1 & Regional Drive

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	21	33
Average Queue (ft)	2	12
95th Queue (ft)	13	37
Link Distance (ft)	721	184
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 11

Intersection: 1: US 15-501 & Page Road N

Movement	EB	EB	NB	NB	B20	SB	SB
Directions Served	L	R	L	T	T	T	R
Maximum Queue (ft)	178	49	31	283	5	167	46
Average Queue (ft)	143	17	6	123	0	60	13
95th Queue (ft)	183	40	26	221	5	124	40
Link Distance (ft)	140	140		438	561	968	
Upstream Blk Time (%)	23						
Queuing Penalty (veh)	41						
Storage Bay Dist (ft)			200				200
Storage Blk Time (%)				1		0	
Queuing Penalty (veh)				0		0	

Intersection: 2: US 15-501 & Memorial Drive/Pinehurst Trace Drive

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	R
Maximum Queue (ft)	205	161	82	29	91	158	110	23	86	24
Average Queue (ft)	74	61	26	8	42	62	18	3	22	3
95th Queue (ft)	153	129	64	27	79	129	70	16	63	15
Link Distance (ft)	523		391			369	369		561	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		100		125	200			175		225
Storage Blk Time (%)	5	4	0			0				
Queuing Penalty (veh)	8	5	0			0				

Intersection: 3: Page Road N & Regional Drive

Movement	EB	NB	NB	SB
Directions Served	LR	LT	T	TR
Maximum Queue (ft)	181	110	115	12
Average Queue (ft)	66	36	9	1
95th Queue (ft)	135	97	78	10
Link Distance (ft)	728		829	140
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		25		
Storage Blk Time (%)		16	0	
Queuing Penalty (veh)		21	0	

Intersection: 4: Page Road N & Memorial Drive

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	LTR	LTR	LTR
Maximum Queue (ft)	143	174	232	146	202
Average Queue (ft)	65	81	123	55	87
95th Queue (ft)	114	144	201	113	164
Link Distance (ft)		805	523	825	829
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)	2	5			
Queuing Penalty (veh)	4	6			

Intersection: 5: Site Driveway 1 & Regional Drive

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	6	60
Average Queue (ft)	0	26
95th Queue (ft)	4	50
Link Distance (ft)	728	181
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 85

Intersection: 1: US 15-501 & Page Road N

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	R	L	T	T	R
Maximum Queue (ft)	146	23	120	99	235	166
Average Queue (ft)	72	5	50	27	79	47
95th Queue (ft)	128	20	98	73	168	110
Link Distance (ft)	139	139		438	968	
Upstream Blk Time (%)	1					
Queuing Penalty (veh)	1					
Storage Bay Dist (ft)			200			200
Storage Blk Time (%)					0	0
Queuing Penalty (veh)					2	1

Intersection: 2: US 15-501 & Memorial Drive/Pinehurst Trace Drive

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	R
Maximum Queue (ft)	56	59	76	27	181	72	26	16	158	34
Average Queue (ft)	16	17	22	3	83	21	3	1	29	5
95th Queue (ft)	44	44	61	18	149	59	15	8	102	21
Link Distance (ft)	529		391			369	369		561	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		100		125	200			175		225
Storage Blk Time (%)			0		0				0	
Queuing Penalty (veh)			0		0				0	

Intersection: 3: Page Road N & Regional Drive

Movement	EB	NB	NB	SB
Directions Served	LR	LT	T	TR
Maximum Queue (ft)	87	120	112	43
Average Queue (ft)	35	62	8	8
95th Queue (ft)	67	109	56	31
Link Distance (ft)	725		175	139
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)		25		
Storage Blk Time (%)		25	0	
Queuing Penalty (veh)		11	1	

Intersection: 4: Page Road N & Memorial Drive

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	LTR	LTR	LTR
Maximum Queue (ft)	107	139	331	195	337
Average Queue (ft)	47	47	175	80	148
95th Queue (ft)	89	100	290	155	277
Link Distance (ft)		806	529	692	606
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)	1	1			
Queuing Penalty (veh)	1	1			

Intersection: 5: Site Driveway 1 & Regional Drive

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	33	35
Average Queue (ft)	3	16
95th Queue (ft)	19	40
Link Distance (ft)	725	226
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Page Road N & Site Driveway 2

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	31	93
Average Queue (ft)	10	22
95th Queue (ft)	31	66
Link Distance (ft)	260	606
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 17

Intersection: 1: US 15-501 & Page Road N

Movement	EB	EB	NB	NB	B20	SB	SB
Directions Served	L	R	L	T	T	T	R
Maximum Queue (ft)	173	49	39	252	5	164	47
Average Queue (ft)	146	19	8	121	0	62	12
95th Queue (ft)	181	43	31	211	0	126	37
Link Distance (ft)	139	139		438	561	968	
Upstream Blk Time (%)	26						
Queuing Penalty (veh)	50						
Storage Bay Dist (ft)			200				200
Storage Blk Time (%)				1		0	
Queuing Penalty (veh)				0		0	

Intersection: 2: US 15-501 & Memorial Drive/Pinehurst Trace Drive

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	R
Maximum Queue (ft)	218	174	75	27	117	166	131	25	100	30
Average Queue (ft)	80	77	25	6	49	65	20	3	27	4
95th Queue (ft)	165	150	60	23	90	138	74	15	70	19
Link Distance (ft)	523		391			369	369		561	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		100		125	200			175		225
Storage Blk Time (%)	5	5					0			
Queuing Penalty (veh)	9	6					0			

Intersection: 3: Page Road N & Regional Drive

Movement	EB	NB	NB	SB
Directions Served	LR	LT	T	TR
Maximum Queue (ft)	210	118	150	8
Average Queue (ft)	76	44	10	0
95th Queue (ft)	153	106	73	5
Link Distance (ft)	719		176	139
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			1	
Storage Bay Dist (ft)		25		
Storage Blk Time (%)		18	0	
Queuing Penalty (veh)		25	0	

Intersection: 4: Page Road N & Memorial Drive

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	LTR	LTR	LTR
Maximum Queue (ft)	142	182	245	147	271
Average Queue (ft)	66	79	134	63	115
95th Queue (ft)	115	147	215	123	215
Link Distance (ft)		806	523	825	601
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)	3	5			
Queuing Penalty (veh)	5	6			

Intersection: 5: Site Driveway 1 & Regional Drive

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	21	57
Average Queue (ft)	1	31
95th Queue (ft)	12	48
Link Distance (ft)	719	158
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Page Road N & Site Driveway 2

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	56	55
Average Queue (ft)	25	8
95th Queue (ft)	47	35
Link Distance (ft)	258	601
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 101

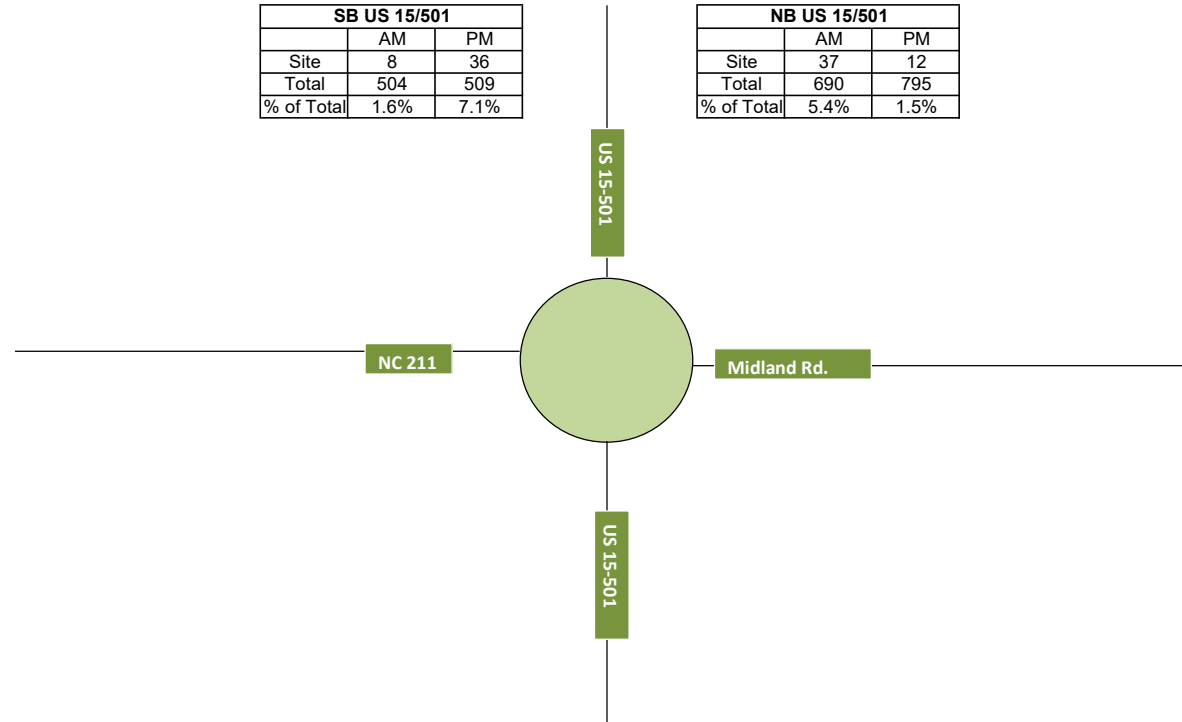
Appendix I:
US 15-501 Traffic Circle Site Impact Evaluation

Regional Drive Medical Office
 Site Traffic % Impact at Traffic Circle
 October 2025

US 15/501, N of Circle			
	Daily	AM	PM
Site	554	45	48
Total	16870	1194	1304
% of Total	3.3%	3.8%	3.7%

SB US 15/501		
	AM	PM
Site	8	36
Total	504	509
% of Total	1.6%	7.1%

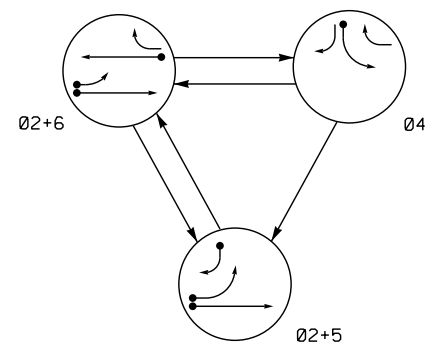
NB US 15/501		
	AM	PM
Site	37	12
Total	690	795
% of Total	5.4%	1.5%



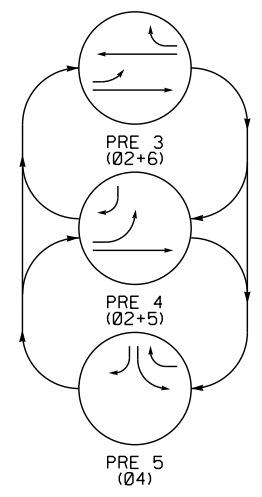
Legend
 Site Peak hour site traffic volume (vehicles)
 Total Total volume in study year 2027 (vehicles)
 % of Total Site traffic as a % of 2027 study year vehicles

Appendix J:
Signal Plans and Timing Data

DEFAULT PHASING DIAGRAM



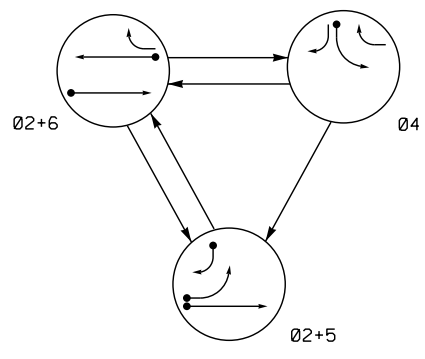
DEFAULT EV PREEMPT PHASES (Medium Priority)



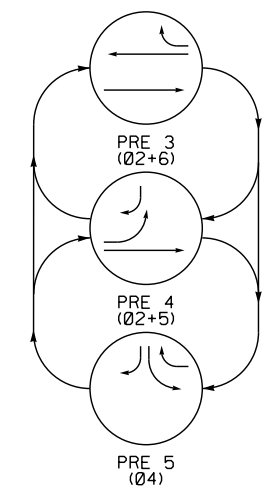
DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE							
	02+6	02+5	04	PRE 3	PRE 4	PRE 5	FL	SH
21, 22	G	G	R	G	G	R	Y	
41, 42	R	R	←	R	R	←	R	
43	R	→	→	R	→	→	R	
44	R	G	G	R	G	G	R	
51	←	←	←	←	←	←	←	Y
61, 62	G	R	R	G	R	R	Y	
63	←	←	←	←	←	←	←	Y

ALTERNATE PHASING DIAGRAM



ALTERNATE EV PREEMPT PHASES (Medium Priority)



ALTERNATE PHASING TABLE OF OPERATION

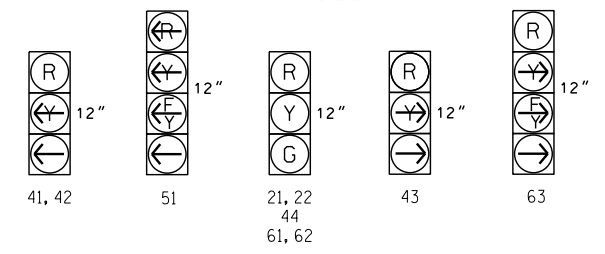
SIGNAL FACE	PHASE							
	02+6	02+5	04	PRE 3	PRE 4	PRE 5	FL	SH
21, 22	G	G	R	G	G	R	Y	
41, 42	R	R	←	R	R	←	R	
43	R	→	→	R	→	→	R	
44	R	G	G	R	G	G	R	
51	←	←	←	←	←	←	←	Y
61, 62	G	R	R	G	R	R	Y	
63	←	←	←	←	←	←	←	Y

3 Phase Fully Actuated w/ EV Preemption (Pinehurst CLS)
Signal System #: D05-29_Pinehurst

PHASING DIAGRAM DETECTION LEGEND

- → DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- ← - - - → PEDESTRIAN MOVEMENT

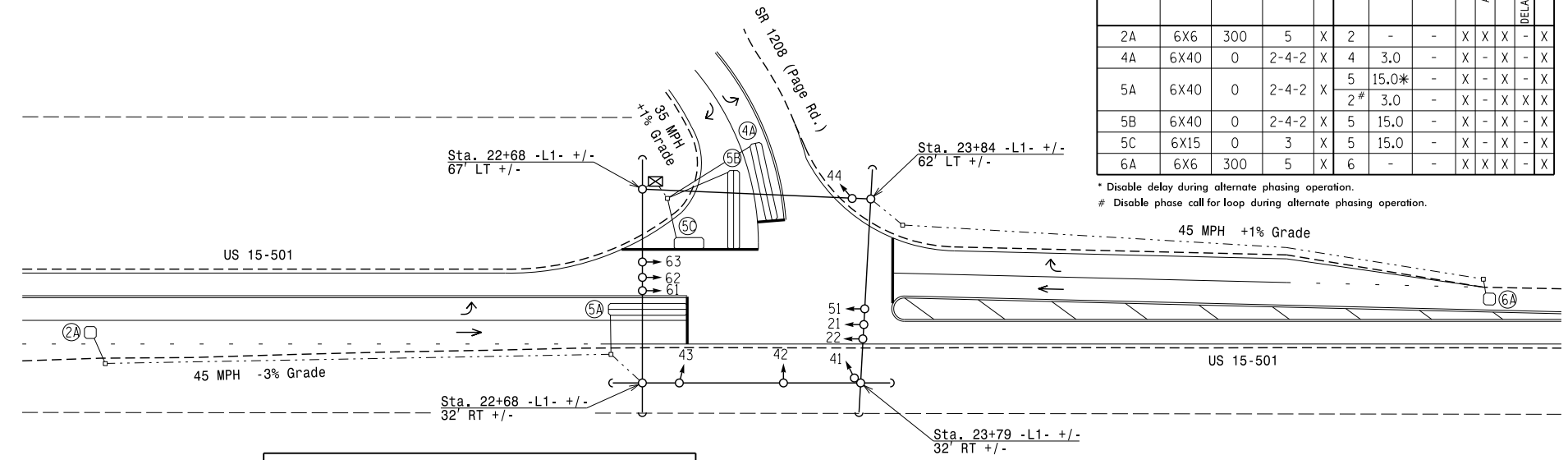
SIGNAL FACE I.D.



MAXTIME DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING							
					CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL CALL	DELAY DURING GREEN	NEW CARD	
2A	6X6	300	5	X	2	-	-	X	X	X	-	X
4A	6X40	0	2-4-2	X	4	3.0	-	X	X	X	-	X
5A	6X40	0	2-4-2	X	5	15.0*	-	X	X	X	-	X
5B	6X40	0	2-4-2	X	5	15.0	-	X	X	X	-	X
5C	6X15	0	3	X	5	15.0	-	X	X	X	-	X
6A	6X6	300	5	X	6	-	-	X	X	X	-	X

* Disable delay during alternate phasing operation.
Disable phase call for loop during alternate phasing operation.



MAXTIME TIMING CHART

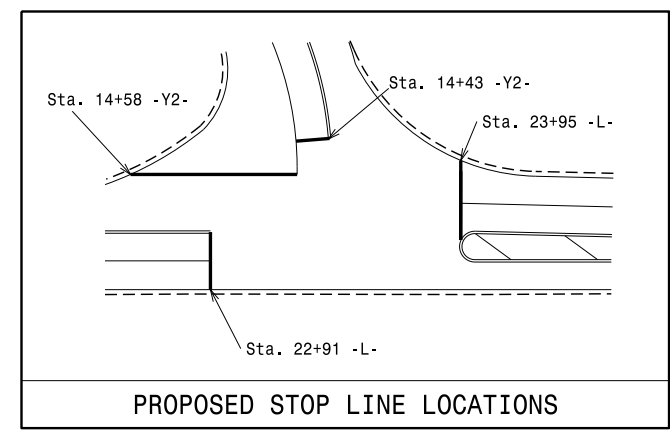
FEATURE	PHASE			
	2	4	5	6
Walk *	-	-	-	-
Ped Clear	-	-	-	-
Min Green *	12	7	7	12
Passage *	6.0	2.0	2.0	6.0
Max I *	90	30	20	90
Yellow Change	4.8	3.0	3.0	4.8
Red Clear	2.0	2.4	2.3	2.0
Added Initial *	2.5	-	-	2.5
Maximum Initial *	34	-	-	34
Time Before Reduction *	15	-	-	15
Time To Reduce *	15	-	-	15
Minimum Gap	3.0	-	-	3.0
Advance Walk	-	-	-	-
Non Lock Detector	-	X	X	-
Vehicle Recall	MIN RECALL	-	-	MIN RECALL
Dual Entry	-	-	-	-

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

MAXTIME PREEMPTION CHART

FUNCTION	PRE 3	PRE 4	PRE 5
	EMERG VEH	EMERG VEH	EMERG VEH
Type			
Exit Phases	2+6	2+6	4
Delay	0	0	0
Max Presence	120	120	120
Enter Min Green	1	1	1
Enter Walk	-	-	-
Enter Ped Clear	-	-	-
Enter Yellow Change	25.5*	25.5*	25.5*
Enter Red Clear	25.5*	25.5*	25.5*
Track Green	-	-	-
Track Yellow Change	-	-	-
Track Red Clear	-	-	-
Dwell Green	7	7	7
Exit Min Green	255 *	255 *	255 *
Exit Yellow Change	25.5 *	25.5 *	25.5 *
Exit Red Clear	25.5 *	25.5 *	25.5 *
Dwell Extend Time **	2.0	2.0	2.0
Exit Type	EXIT PHASES	EXIT PHASES	EXIT PHASES
Ped Clear Through Yellow	N	N	N
Require All Red Entry	-	-	-

* Directs controller to use default phase timing.
** Program timing on GPS detection unit.



This plan supersedes the plan signed and sealed on 6/9/23.

LEGEND

PROPOSED	EXISTING
○ → Traffic Signal Head	● → N/A
● → Modified Signal Head	○ → N/A
⊥ Sign	⊥ Sign
⊥ Pedestrian Signal Head With Push Button & Sign	⊥ Pedestrian Signal Head With Push Button & Sign
○ Signal Pole with Guy	○ Signal Pole with Guy
○ Signal Pole with Sidewalk Guy	○ Signal Pole with Sidewalk Guy
⊠ Inductive Loop Detector	⊠ Inductive Loop Detector
⊠ Controller & Cabinet	⊠ Controller & Cabinet
⊠ Junction Box	⊠ Junction Box
⊠ 2-in Underground Conduit	⊠ 2-in Underground Conduit
→ Right of Way	→ Right of Way
→ Directional Arrow	→ Directional Arrow

New Installation

US 15-501 at SR 1208 (Page Road)

Division 8 Moore County Pinehurst

PLAN DATE: February 2024 REVIEWED BY: J.A. Lohr

PREPARED BY: J.A. Lohr REVIEWED BY: J.A. Lohr

SCALE: 1" = 40'

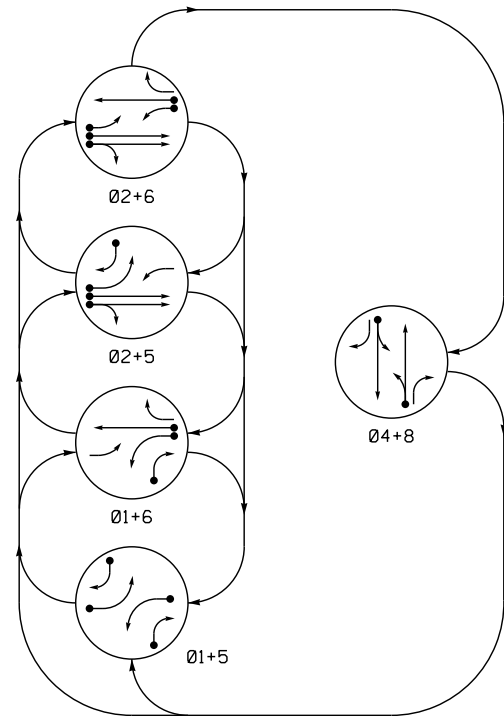
03/14/2024

SIG. INVENTORY NO. 08-0283

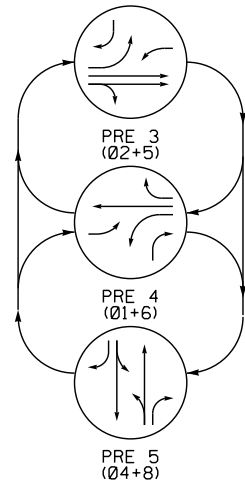
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

14-MAR-2024 11:22
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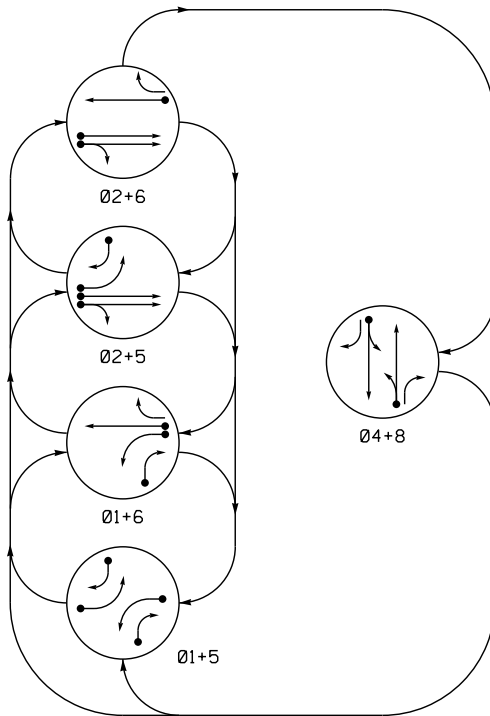
DEFAULT PHASING DIAGRAM



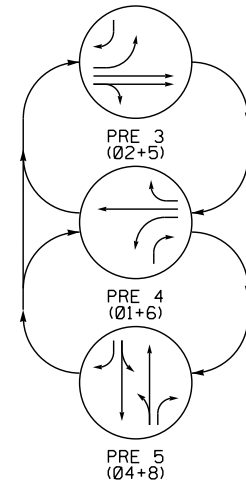
DEFAULT EV PREEMPT PHASES (Medium Priority)



ALTERNATE PHASING DIAGRAM



ALTERNATE EV PREEMPT PHASES (Medium Priority)



DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE							
	01+5	01+6	02+5	02+6	PRE 3	PRE 4	PRE 5	F L S H
11	←	←	←	←	←	←	←	←
21, 22	R	R	G	G	R	R	R	Y
41	R	R	R	R	G	R	R	G
42	R	R	R	R	G	R	R	G
51	←	←	←	←	←	←	←	←
61, 62	R	G	R	G	R	R	R	Y
63	R	R	R	R	R	R	R	Y
81	R	R	R	R	G	R	R	G
82	R	R	R	R	G	R	R	G

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE							
	01+5	01+6	02+5	02+6	PRE 3	PRE 4	PRE 5	F L S H
11	←	←	←	←	←	←	←	←
21, 22	R	R	G	G	R	R	R	Y
41	R	R	R	R	G	R	R	G
42	R	R	R	R	G	R	R	G
51	←	←	←	←	←	←	←	←
61, 62	R	G	R	G	R	R	R	Y
63	R	R	R	R	R	R	R	Y
81	R	R	R	R	G	R	R	G
82	R	R	R	R	G	R	R	G

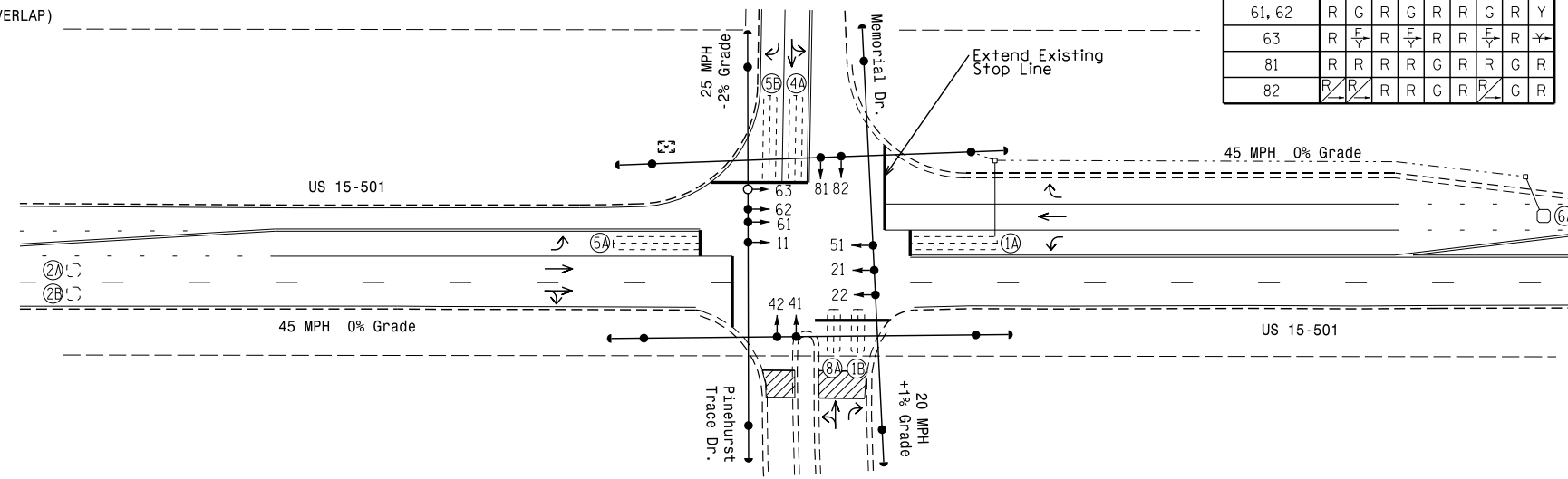
5 Phase Fully Actuated w/ EV Preemption (Pinehurst CLS)
Signal System #: D05-29_Pinehurst

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Set all detector units to presence mode.
- In the event of loop replacement, refer to the current ITS and Signals Design Manual and submit a Plan of Record to the Signal Design Section.
- Pavement markings are existing unless otherwise shown.
- This intersection features a GPS preemption system.
- The Division Traffic Engineer will determine the hours of use for each phasing plan.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.

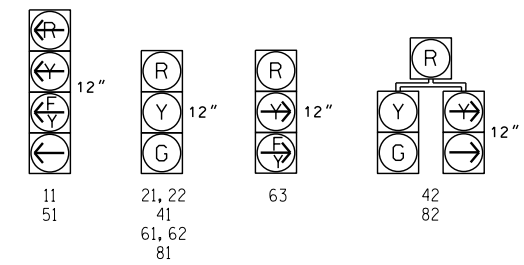
PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT



SIGNAL FACE I.D.

All Heads L.E.D.



LEGEND

- | | | | |
|---|---|---|---|
| ○ | PROPOSED Traffic Signal Head | ● | EXISTING Traffic Signal Head |
| ○ | PROPOSED Modified Signal Head | ○ | EXISTING Modified Signal Head |
| ○ | PROPOSED Pedestrian Signal Head With Push Button & Sign | ○ | EXISTING Pedestrian Signal Head With Push Button & Sign |
| ○ | PROPOSED Signal Pole with Guy | ○ | EXISTING Signal Pole with Guy |
| ○ | PROPOSED Signal Pole with Sidewalk Guy | ○ | EXISTING Signal Pole with Sidewalk Guy |
| □ | PROPOSED Inductive Loop Detector | □ | EXISTING Inductive Loop Detector |
| □ | PROPOSED Junction Box | □ | EXISTING Junction Box |
| — | PROPOSED 2-in Underground Conduit | — | EXISTING 2-in Underground Conduit |
| → | PROPOSED Right of Way | → | EXISTING Right of Way |
| → | PROPOSED Directional Arrow | → | EXISTING Directional Arrow |

MAXTIME TIMING CHART

FEATURE	PHASE							
	1	2	4	5	6	8		
Walk *	-	-	-	-	-	-	-	-
Ped Clear	-	-	-	-	-	-	-	-
Min Green *	7	12	7	7	12	7		
Passage *	2.0	6.0	2.0	2.0	6.0	2.0		
Max I *	20	90	20	20	90	20		
Yellow Change	3.0	4.5	3.3	3.0	4.5	3.3		
Red Clear	2.3	1.0	2.4	2.3	1.0	2.4		
Added Initial *	-	1.5	-	-	2.5	-		
Maximum Initial *	-	34	-	-	34	-		
Time Before Reduction *	-	15	-	-	15	-		
Time To Reduce *	-	30	-	-	30	-		
Minimum Gap	-	3.0	-	-	3.0	-		
Advance Walk	-	-	-	-	-	-		
Non Lock Detector	X	-	X	X	-	X		
Vehicle Recall	-	MIN RECALL	-	-	MIN RECALL	-		
Dual Entry	-	-	X	-	-	X		

MAXTIME PREEMPTION CHART

FUNCTION	PRE 3	PRE 4	PRE 5
	EMERG VEH	EMERG VEH	EMERG VEH
Exit Phases	2, 6	2, 6	4, 8
Delay	0	0	0
Max Presence	120	120	120
Enter Min Green	1	1	1
Enter Walk	1	1	1
Enter Ped Clear	255 *	255 *	255 *
Enter Yellow Change	25.5 *	25.5 *	25.5 *
Enter Red Clear	25.5 *	25.5 *	25.5 *
Track Green	0	0	0
Track Yellow Change	25.5 *	25.5 *	25.5 *
Track Red Clear	25.5 *	25.5 *	25.5 *
Dwell Green	7	7	7
Exit Min Green	255 *	255 *	255 *
Exit Yellow Change	25.5 *	25.5 *	25.5 *
Exit Red Clear	25.5 *	25.5 *	25.5 *
Dwell Extend Time	2.0	2.0	2.0
Exit Type	EXIT PHASES	EXIT PHASES	EXIT PHASES
Ped Clear Through Yellow	-	-	-
Require All Red Entry	-	-	-

MAXTIME DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PROGRAMMING							
					CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL CALL	DELAY DURING GREEN	NEW CARD	
1A	6X40	+5	2-4-2	-	1	15.0*	-	X	-	X	-	-
1B	6X20	+5	2-4-2	-	1	15.0	-	X	-	X	-	-
2A	6X6	300	EXIST	-	2	-	-	X	X	X	-	-
2B	6X6	300	EXIST	-	2	-	-	X	X	X	-	-
4A	6X40	0	2-4-2	-	4	3.0	-	X	-	X	-	-
5A	6X40	0	2-4-2	-	5	15.0*	-	X	-	X	-	-
5B	6X40	0	2-4-2	-	5	15.0	-	X	-	X	-	-
6A	6X6	300	5	-	6	-	-	X	X	X	-	-
8A	6X20	+5	2-4-2	-	8	-	-	X	-	X	-	-

This plan supersedes the plan signed and sealed on 3/14/24.

Signal Upgrade - Final Design

US 15-501 at Memorial Drive and Pinehurst Trace Drive

Division 8 Moore County Pinehurst

PLAN DATE: February 2024 REVIEWED BY:

PREPARED BY: J.A. Lohr REVIEWED BY:

REVISIONS: INIT. DATE

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: 0 40 1"=40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL NORTH CAROLINA PROFESSIONAL ENGINEER ROBERT J. ZIEGLER ENGINEER 026486

05/06/2024 DATE

Sig. INVENTORY NO. 08-0871

05-MAY-2024 13:39 S:\IT\2451\115\SIGNAL\Central Region\01v 8\08-0871\080871_sig_dsn_20240506.dgn PZ:emc



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL H. JOHNSON
SECRETARY

January 14, 2026

Travis Fluitt, PE
Kimley Horn & Associates, Inc.
421 Fayetteville Street, Suite 600

SUBJECT: Traffic Impact Analysis
Regional Drive Medical Office, Moore County

Dear Mr. Fluitt:


Thank you for submitting the Traffic Impact Analysis for the subject development. The preliminary site plan and traffic impact analysis have been reviewed by District Staff, Division Staff, and Congestion Management in accordance with the Policy on Street and Driveway Access to North Carolina Highways. We have the following comments for the subject access permit.

SR 1208 (Page Road)

- Construct the site access with no additional road improvements required.

Please incorporate the above comments into your planning. Please submit a driveway permit along with any necessary encroachment agreements to this office for review. Also, please be aware that future site expansion may result in further roadway improvements being required by the Department. If further information is needed, please advise.

Sincerely,

Signed by:

25D9FD6C8BCC404...
Dagoberto Juarez Pozos, PE
District Engineer

DJP/ksr

CC: Reuben Blakley, PE
Josh Brooks, P.E.
File

DR. J.H. CARTER III & ASSOCIATES, INC.

Environmental Consultants
515-F Midland Road · Southern Pines, N.C. 28387
(910) 695-1043 · Fax (910) 695-3317

25 November 2025

Mr. Paul Saathoff
140 Apple Cross Road Suite B
Pinehurst, NC 228374

Dear Mr. Saathoff:

On 31 October 2025, personnel from Dr. J. H. Carter III & Associates, Inc. (JCA) conducted a red-cockaded woodpecker (*Dryobates borealis*) (RCW) survey of 5 adjacent lots (1.40-acre (Parcel ID # 0002467), 0.74-acre (Parcel ID # 10000820) 0.67-acre (Parcel ID # 10000821), 0.68-acre (Parcel ID # 10000822) and 0.69-acre (Parcel ID # 10000823)) on Regional Drive in Pinehurst, Moore County, North Carolina (NC). The 2 western most parcels were previously developed and contain parking lots.

The 3 remaining properties had a moderately dense overstory of longleaf (*Pinus palustris*) and loblolly (*P. taeda*) pines a dense midstory of loblolly and longleaf pine, blackjack (*Quercus marilandica*) and turkey (*Q. laevis*) oaks and flowering dogwood (*Bethamidia florida*) and a moderately dense ground cover of muscadine grape (*Muscadina rotundifolia*).

No RCW cavity trees were found on the lots. The parcels are within one-half mile of active SOPI Cluster 46. The nearest known RCW cavity tree (#5277) contains a relic cavity and is located approximately 930 feet (ft.) northeast of the parcel and is unassigned to an RCW cluster.

The RCW Recovery Plan (United States Fish and Wildlife Service (USFWS) 2003) defines a cluster as the aggregation of cavity trees used and defended by a group of RCWs plus a 200-ft. buffer of contiguous forest. The Recovery Plan also outlines the minimum acreage, distribution and stocking levels of foraging habitat required to conserve a family group of RCWs. Foraging habitat is defined as stands of pine or pine-hardwood more than 30 years old, located within one-half mile of, and contiguous to, an active or managed RCW cluster. Landowners within RCW habitat have a responsibility to minimize the removal of RCW foraging habitat (pine trees ≥ 10 inches in diameter at breast height (dbh)) and must notify the USFWS Raleigh Area Field Office prior to such removals.

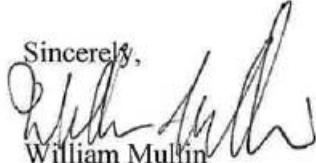
Property development within a cluster and associated foraging habitat is potentially harmful to RCWs, may violate the Endangered Species Act and must be authorized by the USFWS. Removing pine trees within the cluster contributes to habitat fragmentation making RCWs more vulnerable to predation and more susceptible to having other species take over their cavities.

Based on the results of this survey there are no RCW-related restrictions on developing this residential lot. Please note that the USFWS is recommending minimizing the removal of pine trees ≥ 8 inches in dbh to the extent practicable.

The USFWS will require additional information prior to issuing a response/concurrence to this letter. To obtain that concurrence submit this letter along with the attached cover page (completed) and a site plan to the USFWS Raleigh Area Field Office in North Carolina. The letter and associated materials can be sent to Raleigh@fws.gov. A copy of this letter along with a letter from the USFWS may be required when you request a building permit from your local Planning and Zoning office.

The RCW survey results are valid for a period of **one year** from the date of this letter. If a RCW constructs a cavity in a pine tree on the aforementioned lot within the one-year time frame, this letter **does not** allow disturbance (within 50 ft.) or removal of the cavity tree. You **must** get additional approval from the USFWS for removal or disturbance of a RCW cavity tree.

Please feel free to call if you have any questions or comments.

Sincerely,

William Mullin
Wetland & Wildlife Biologist

HUNT
ENVIRONMENTAL ASSOCIATES

PO Box 211
New Hill, NC 27562
Phone: (910) 738-5311
Fax: (866) 768-8016

October 2, 2025

Mr. Steve Farrier
Peacock Partnership, Inc.
5500 Interstate North Pkwy, Suite 500
Atlanta, GA 30328

RE: Wetland Survey – 1 Regional Drive, Pinehurst, NC 28374
HEA Project No.: 25-0908507

Mr. Farrier,

Hunt Environmental Associates, PLLC (HEA) conducted a wetland survey in Pinehurst, Moore County, NC (**Figure 1-1**). The site study area is approximately 2.84 acres in size and is composed of three (3) lots (PINs# 856318418289, 856318416363, 856318415319) located off 1 Regional Drive, Pinehurst, NC 28374. HEA conducted this wetland survey on September 24, 2025, to assess the project limits as shown in the attached figures for the presence/absence of wetland features. The wetland survey was conducted following the methods outlined in the U.S. Army Corps of Engineers (Corps) Manual (Environmental Laboratory 1987) and the USACE Atlantic and Gulf Coastal Plain Regional Supplement (2010).

This report includes a review of the background information, a methods section, and results, which include site ecology and wetlands, and a summary of our findings.

Background Information

The North Carolina Department of Transportation (NCDOT) topographic map (**Figure 1-1**) shows that the site is located, west of Page Road N, north of Memorial Drive, and south of Regional Drive in Pinehurst, Moore County, North Carolina. Elevation at the site ranges from roughly 488 amsl above mean sea level (amsl) in the western portion of the site to roughly 467 amsl in the northeastern portion of the site. The site slopes to the northeast.

The National Wetlands Inventory (NWI) map (**Figure 1-2**) prepared by the United States Fish and Wildlife Service (USFWS) shows no mapped NWI wetlands. The NWI map is intended as an advisory map and is not intended as a map of regulated wetlands.

The Soil Survey map (**Figure 1-3**) obtained from the Moore County USDA Soil Survey shows that the site contains two (2) mapped soil types – Candor sand, 4 to 12 percent slopes, (CaC); Vauclose loamy sand, 8 to 15 percent slopes (VaD).

The soil types, drainage classes, and hydric ratings are shown in **Table 1** below. No on-site soils are considered hydric soil based on hydric soil ratings of major components in the soil series.

A summary of the collected environmental samples is included in **Table 3**. The attached **Figure 1-3** shows the locations of the samples.

Table 1. Soil Types

Soil Type	Drainage Class	Hydric Rating
VaD - Vaucluse loamy sand	Well drained	No
CaC – Candor sand	Somewhat excessively drained	No

Vaucluse loamy sand, 8 to 15 percent slopes is a well-drained soil and is located throughout eastern portion of the site. Candor sand, 4 to 12 percent slopes is a somewhat excessively drained soil and is located throughout western portion of the site.

The Surface Water Classification Map (**Figure 1-4**) utilizing the NCDEQ Stream Classification data set shows no mapped surface waters on site. Rattlesnake Creek is located approximately 2,124 feet west of the site.

The Flood Insurance Rate Map (**Figure 1-5**) shows that there is one (1) zone located within the project boundary. Zone X represents areas determined to be outside the 0.2% annual chance floodplain.

The aerial photograph of the project site (**Figure 1-6**) shows that the site contains undeveloped land with areas of mixed forest upland throughout the site. The site is surrounded by commercial properties to the west, north, south and residential properties to the east.

Methods

Data collection of the wetland features was conducted by Hunt Environmental on September 24, 2025. The boundaries were evaluated using the federal criteria for vegetation, soils, and hydrology (Environmental Laboratory 1987, Lichvar et. al 2016, USDA NRCS 2016, U.S. Army Corps of Engineers 2012).

To support the wetlands on-site, data on the vegetation, the soils, and hydrology were obtained from a sample plot located within the wetland feature (**Figure 1-7**). The plot data was recorded on a data sheet that complies with those used in the regional supplement (Corps 2012).

Vegetation data were collected in all sample plots. Ocular estimates of the percentage area covered by plant species for each vegetation layer (tree, shrub, and herbaceous) were recorded. The sample plot was 30 feet.

The presence of wetland vegetation was determined when more than 50 percent of the dominant species in a sample plot had an indicator status of obligate (OBL), facultative-wet (FACW), or facultative (FAC). The dominant species for each layer in a plot were determined by

ranking the species in decreasing order of percent cover and recording those species which, when cumulatively totaled, immediately exceeded 50 percent of the total cover of that layer. Additionally, any plant species that comprises 20 percent or more of the total cover for each layer is considered a dominant species.

Plant species were identified primarily using the Manual of Vascular Plants of Northeastern United States and Adjacent Canada (Gleason and Cronquist 1991), New Britton and Brown Illustrated Flora (Gleason 1952), Gray's Manual of Botany (Fernald 1950). Scientific nomenclature follows the USACE Regional Wetland Plant List (available on USACE's webpage). The indicator status for each plant species was determined using the Regional Wetland Plant List.

Soil and hydrology data were collected in soil pits or soil borer holes to a minimum depth of 6 inches within each sample plot. Soil characteristics were noted along the soil profile at the depth specified by the Corps criteria (U.S. Army Corps of Engineers 2012). Procedures for identifying hydric soils as outlined in the Field Indicators of Hydric Soils in the United States (USDA NRCS 2016) were also followed. Soil colors were determined by using the Munsell color chart. Primary and secondary indicators of hydrology were also noted at each sample plot.

Results

There are no wetlands located on site.

Site Ecology

The surveyed site area consists of undeveloped areas with areas of pine forested upland. Predominately forested upland areas were dominated by *Quercus falcata* (*Quercus falcata*), Longleaf Pine (*Pinus palustris*), and Common Persimmon (*Diospyros virginiana*) in the tree layer (the sample area is shown in Figure 1-7).

Wetlands and Waters

HEA did not locate any wetland features.

Permitting

Based on the observations on September 24, 2025, no wetlands or stream features exist on site that would likely require a permit from the U.S. Army Corps of Engineers (**Figure 1-7**).

Summary

Hunt Environmental Associates, PLLC (HEA) was contracted by Peacock Partnership, Inc to survey wetlands on the proposed project site area. The approximately 2.83 acres site is located 1 Regional Drive, Pinehurst, NC 28374, Moore County, North Carolina. HEA conducted this wetland survey on September 24, 2025.

HEA reviewed available background information maps prior to the field review. The elevation at the site gently slopes to the northeast. The site consists of vacant forested land. The site is surrounded by commercial land to the north, south, and east. Residential property to the west.

There are no mapped Moore County (NCDEQ) streams on site. The National Wetlands Inventory (NWI) map prepared by the United States Fish and Wildlife Service (USFWS) shows no NWI wetland on site. This site contains two (2) mapped soil types - Vacluse loamy sand, 8 to 15 percent slopes (VaD); Candor sand, 4 to 12 percent slopes (CaC). There is no mapped hydric soil based on hydric soil ratings of major components in the soil series. Rattlesnake Creek is located approximately 2,124 feet west of the site. There is one (1) zone located within the project boundary. Zone X represents areas determined to be outside the 0.2% annual chance floodplain.

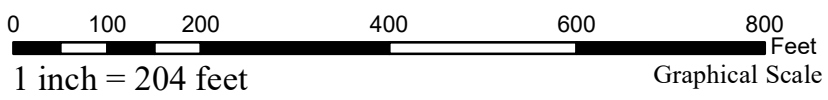
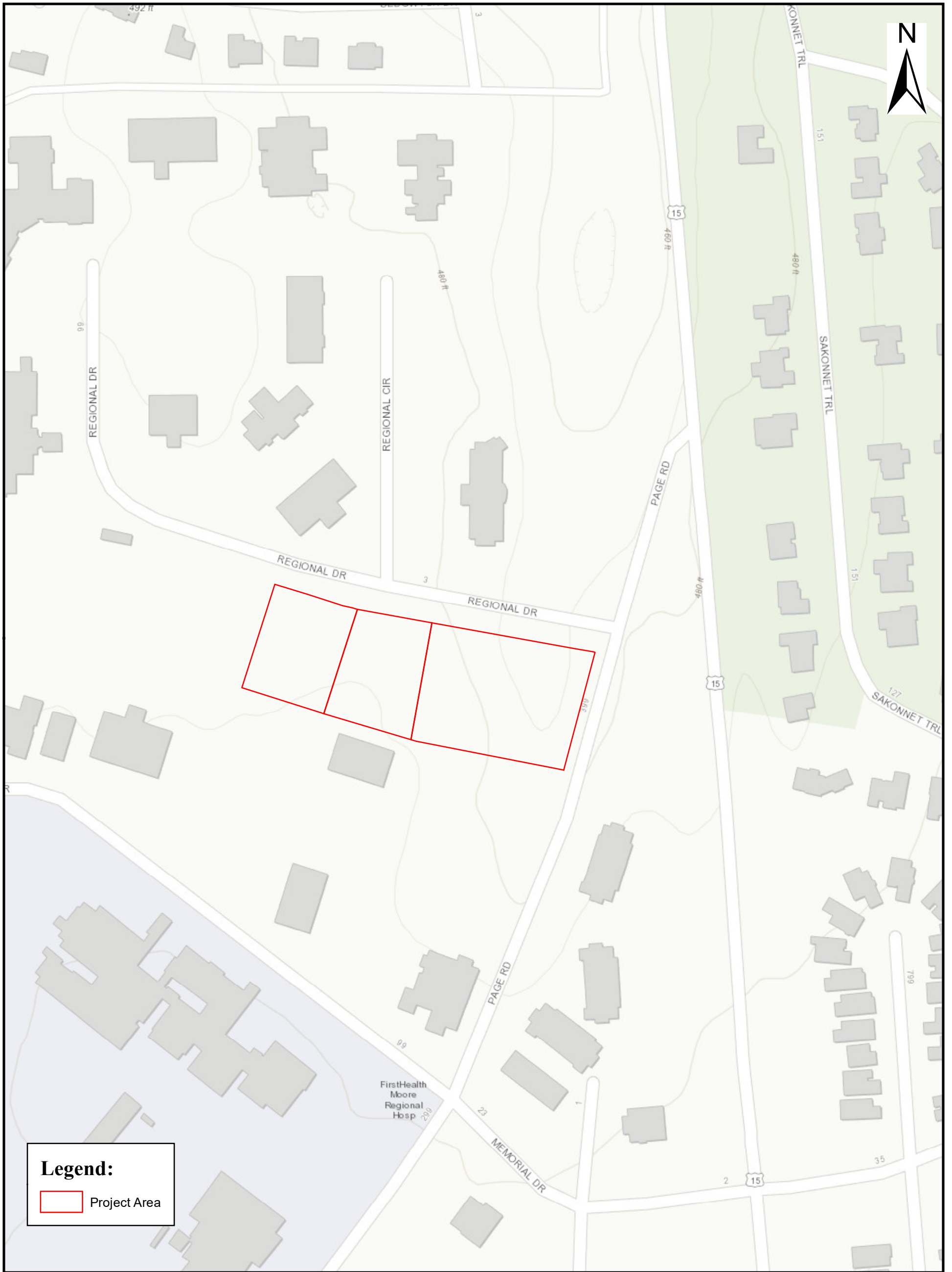
HEA did not locate any wetland features or streams on site. Should you have any other questions pertaining to this letter report, please contact us at any time.

Sincerely,



M. Cody Hunt, M.S., P.G.
Principal Geologist

FIGURES

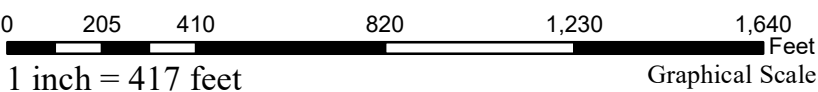


<p>3330 Saddletree Road Lumberton, NC 28360 P. (910) 735-5311 F. (866) 768-8016</p>	<p>Regional Drive Pinehurst, NC</p>	<p>Figure 1-1 Vincity Map</p>				
		<p>Reviewed by: CIS</p>	<p>Drawn by: MCH</p>	<p>Project Number:</p>	<p>Rev. # 1</p>	<p>Date: 09/12/2025</p>

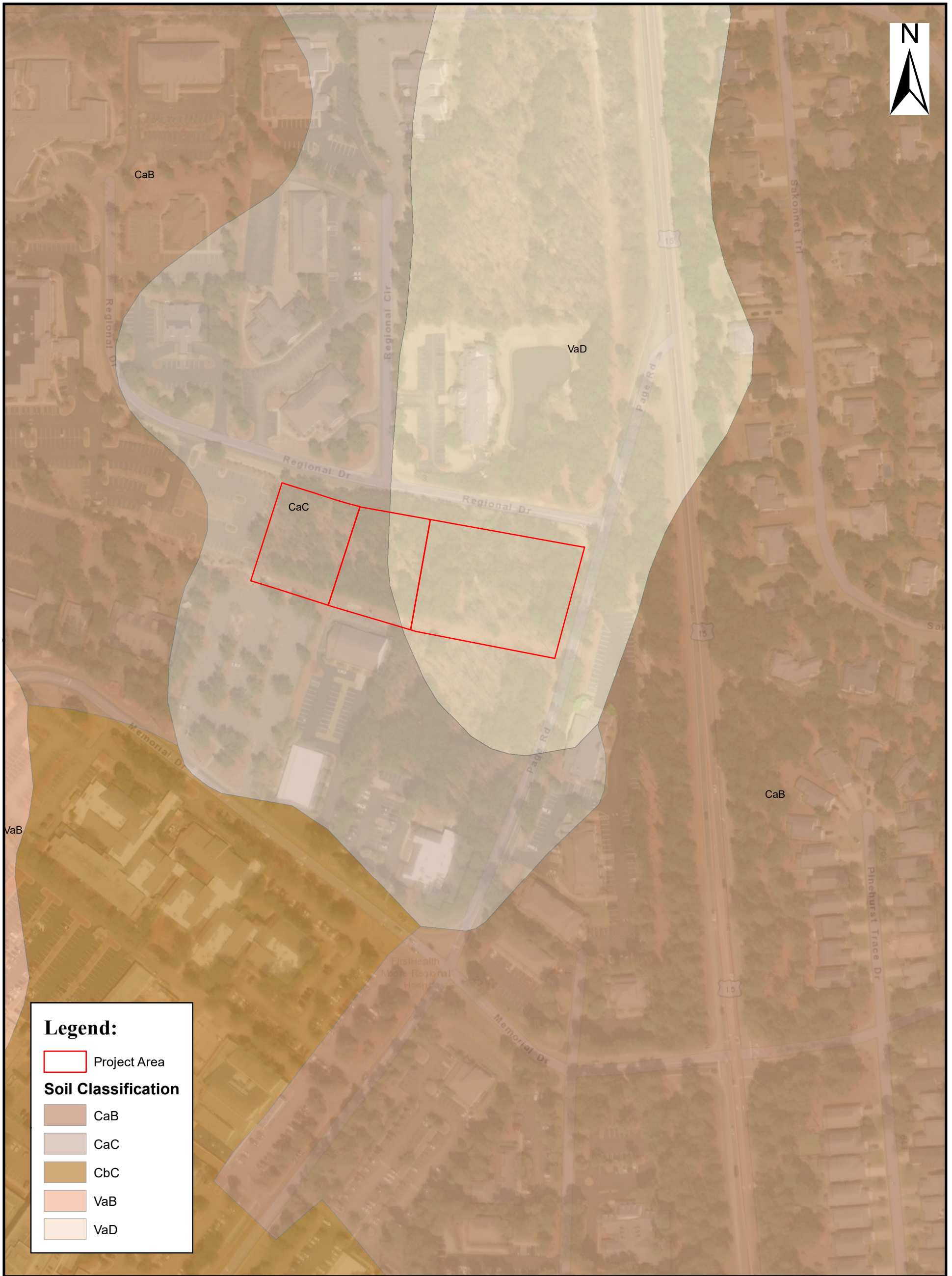


Legend:

- Project Area
- Wetland Type
- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine



<p style="text-align: center;">HUNT ENVIRONMENTAL ASSOCIATES</p> <p style="text-align: center;">3330 Saddletree Road Lumberton, NC 28360 P. (910) 735-5311 F. (866) 768-8016</p>	<p>Regional Drive Pinehurst, NC</p>	<p>Figure 1-2 National Wetland Inventory Map</p>		
<p>Reviewed by: CIS</p>	<p>Drawn by: MCH</p>	<p>Project Number:</p>	<p>Rev. # 1</p>	<p>Date: 09/12/2025</p>

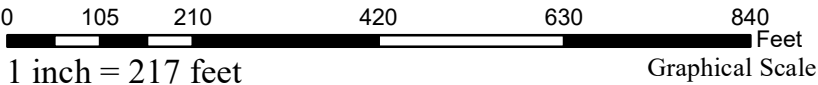


Legend:

Project Area

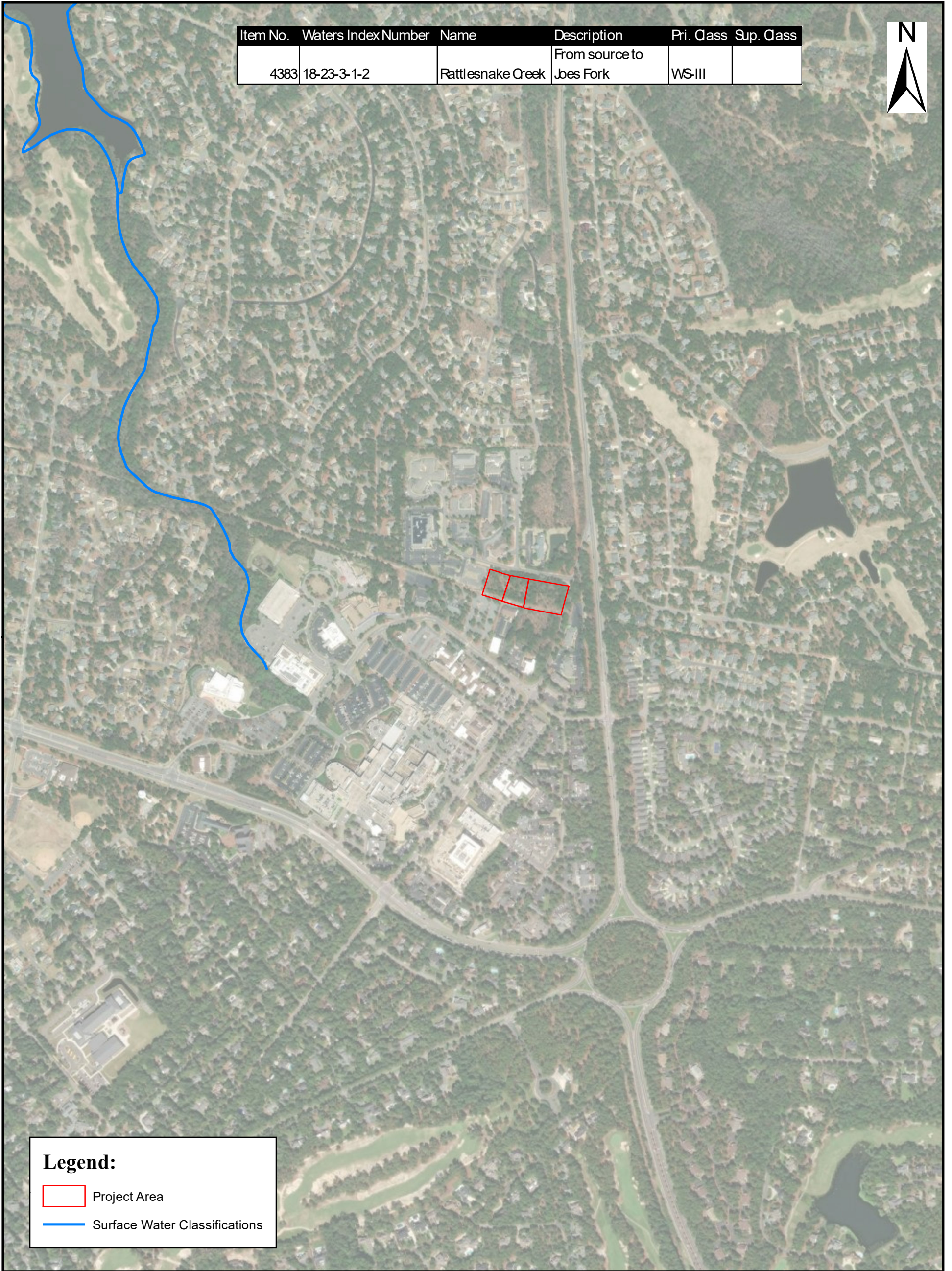
Soil Classification

- CaB
- CaC
- CbC
- VaB
- VaD



<p>HUNT ENVIRONMENTAL ASSOCIATES</p> <p>3330 Saddletree Road Lumberton, NC 28360 P. (910) 735-5311 F. (866) 768-8016</p>	<p>Regional Drive Pinehurst, NC</p>	<p>Figure 1-3 Soil Map</p>			
		Reviewed by: CIS	Drawn by: MCH	Project Number:	Rev. # 1

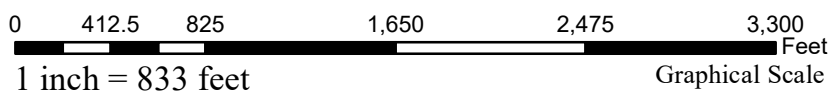
Item No.	Waters Index Number	Name	Description	Pri. Class	Sup. Class
4383	18-23-3-1-2	Rattlesnake Creek	From source to Joes Fork	WS-III	



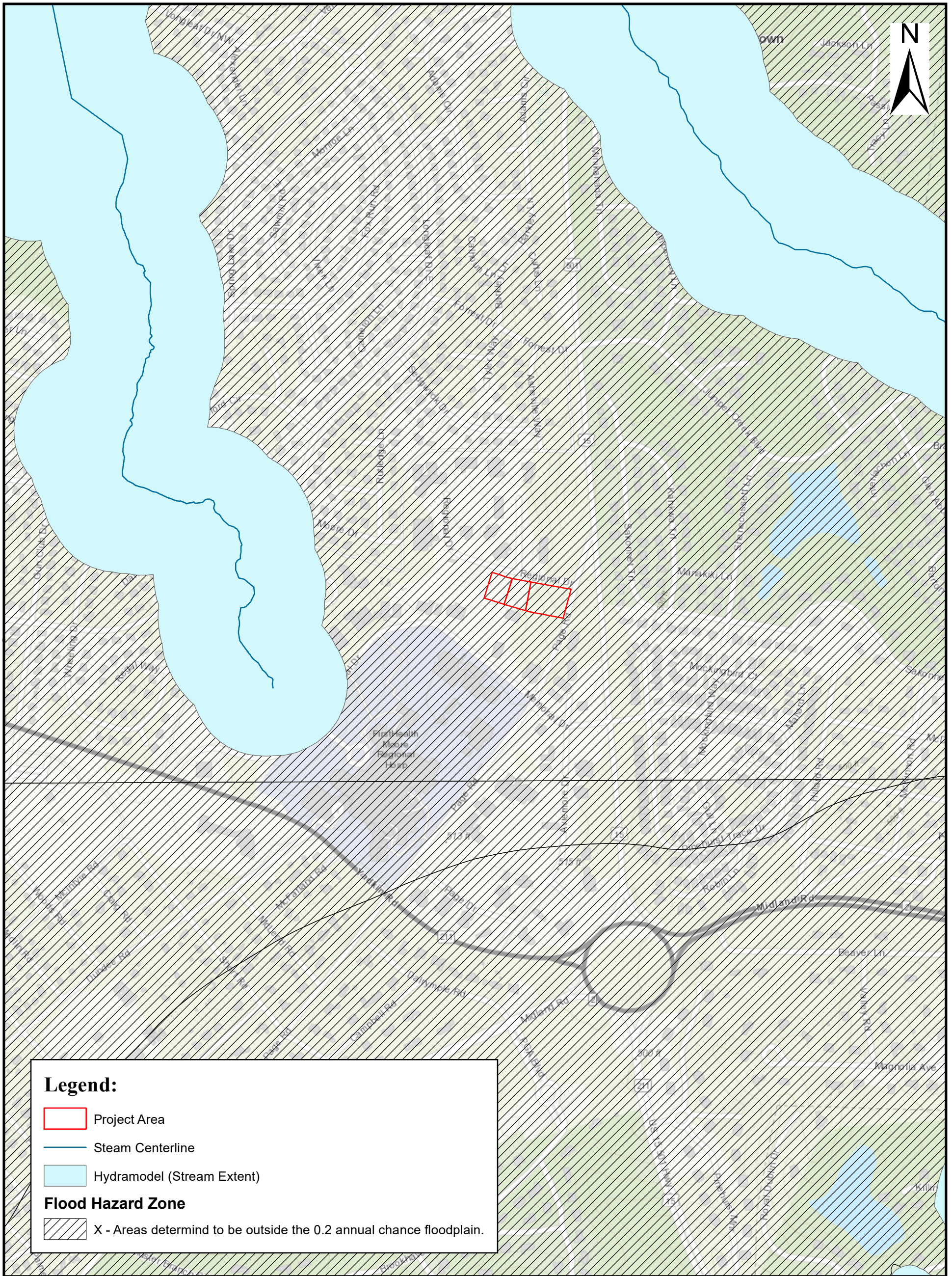
Legend:

Project Area

Surface Water Classifications



<p>3330 Saddletree Road Lumberton, NC 28360 P. (910) 735-5311 F. (866) 768-8016</p>	<p>Regional Drive Pinehurst, NC</p>	<p>Figure 1-4 Surface Water Classification</p>				
		<p>Reviewed by: CIS</p>	<p>Drawn by: MCH</p>	<p>Project Number:</p>	<p>Rev. # 1</p>	<p>Date: 09/12/2025</p>



0 412.5 825 1,650 2,475 3,300 Feet
 1 inch = 833 feet Graphical Scale

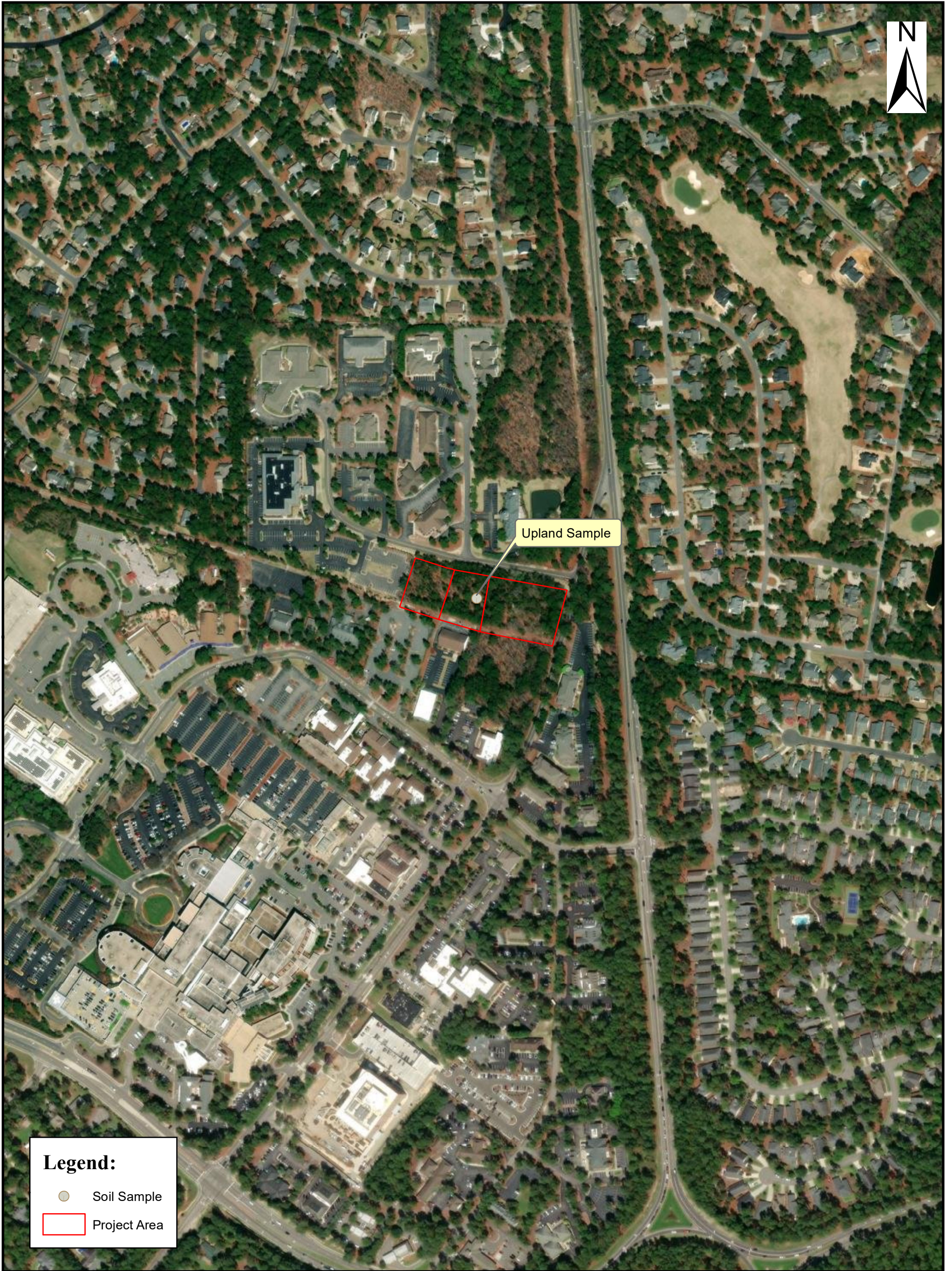
<p>3330 Saddletree Road Lumberton, NC 28360 P. (910) 735-5311 F. (866) 768-8016</p>	<p>Regional Drive Pinehurst, NC</p>	<p>Figure 1-5 Flood Insurance Rate Map</p>				
		<p>Reviewed by: CIS</p>	<p>Drawn by: MCH</p>	<p>Project Number:</p>	<p>Rev. # 1</p>	<p>Date: 09/12/2025</p>



Legend:
 Project Area

0 212.5 425 850 1,275 1,700 Feet
 1 inch = 432 feet Graphical Scale

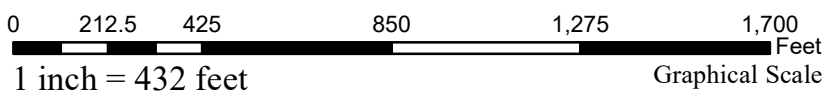
<p>HUNT ENVIRONMENTAL ASSOCIATES</p> <p>3330 Saddletree Road Lumberton, NC 28360 P. (910) 735-5311 F. (866) 768-8016</p>	<p>Regional Drive Pinehurst, NC</p>	<p>Figure 1-6 Aerial Photograph of Site</p>				
		<p>Reviewed by: CIS</p>	<p>Drawn by: MCH</p>	<p>Project Number:</p>	<p>Rev. # 1</p>	<p>Date: 09/12/2025</p>



Upland Sample

Legend:

- Soil Sample
- Project Area



<p style="text-align: center;">HUNT ENVIRONMENTAL ASSOCIATES</p> <p style="text-align: center;">3330 Saddletree Road Lumberton, NC 28360 P. (910) 735-5311 F. (866) 768-8016</p>	<p>Regional Drive Pinehurst, NC</p>	<p>Figure 1-7 Feature Sketch</p>				
		<p>Reviewed by: CIS</p>	<p>Drawn by: MCH</p>	<p>Project Number:</p>	<p>Rev. # 1</p>	<p>Date: 09/12/2025</p>

PHOTO LOG



**1 Regional Drive,
Pinehurst, NC**

**HUNT
ENVIRONMENTAL ASSOCIATES**
**3330 Saddletree Road
Lumberton, North Carolina 28360**

**Photograph 1
Depicts upland on site.**



**1 Regional Drive,
Pinehurst, NC**

HUNT
ENVIRONMENTAL ASSOCIATES
3330 Saddletree Road
Lumberton, North Carolina 28360

**Photograph 2
Depicts upland on site.**



**1 Regional Drive,
Pinehurst, NC**

HUNT
ENVIRONMENTAL ASSOCIATES
3330 Saddletree Road
Lumberton, North Carolina 28360

Photograph 3
Depicts upland soil.



**1 Regional Drive,
Pinehurst, NC**

HUNT
ENVIRONMENTAL ASSOCIATES
3330 Saddletree Road
Lumberton, North Carolina 28360

Photograph 6
Depicts upland area on site.



**1 Regional Drive,
Pinehurst, NC**

**HUNT
ENVIRONMENTAL ASSOCIATES**
**3330 Saddletree Road
Lumberton, North Carolina 28360**

**Photograph 16
Depicts upland on site.**



**1 Regional Drive,
Pinehurst, NC**

HUNT
ENVIRONMENTAL ASSOCIATES
3330 Saddletree Road
Lumberton, North Carolina 28360

Photograph 17
Depicts utilities on site



**1 Regional Drive,
Pinehurst, NC**

HUNT
ENVIRONMENTAL ASSOCIATES
3330 Saddletree Road
Lumberton, North Carolina 28360

**Photograph 18
Depicts upland on site.**

WETLAND DETERMINATION FORMS

WETLAND DETERMINATION DATA FORM – Atlantic and Gulf Coastal Plain Region

Project/Site: _____ City/County: _____ Sampling Date: _____
 Applicant/Owner: _____ State: _____ Sampling Point: _____
 Investigator(s): _____ Section, Township, Range: _____
 Landform (hillslope, terrace, etc.): _____ Local relief (concave, convex, none): _____ Slope (%): _____
 Subregion (LRR or MLRA): _____ Lat: _____ Long: _____ Datum: _____
 Soil Map Unit Name: _____ NWI classification: _____

Are climatic / hydrologic conditions on the site typical for this time of year? Yes _____ No _____ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes _____ No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes _____ No _____ Hydric Soil Present? Yes _____ No _____ Wetland Hydrology Present? Yes _____ No _____	Is the Sampled Area within a Wetland? Yes _____ No _____
Remarks:	

HYDROLOGY

Wetland Hydrology Indicators: <u>Primary Indicators (minimum of one is required; check all that apply)</u> ___ Surface Water (A1) ___ Aquatic Fauna (B13) ___ High Water Table (A2) ___ Marl Deposits (B15) (LRR U) ___ Saturation (A3) ___ Hydrogen Sulfide Odor (C1) ___ Water Marks (B1) ___ Oxidized Rhizospheres along Living Roots (C3) ___ Sediment Deposits (B2) ___ Presence of Reduced Iron (C4) ___ Drift Deposits (B3) ___ Recent Iron Reduction in Tilled Soils (C6) ___ Algal Mat or Crust (B4) ___ Thin Muck Surface (C7) ___ Iron Deposits (B5) ___ Other (Explain in Remarks) ___ Inundation Visible on Aerial Imagery (B7) ___ Water-Stained Leaves (B9)	<u>Secondary Indicators (minimum of two required)</u> ___ Surface Soil Cracks (B6) ___ Sparsely Vegetated Concave Surface (B8) ___ Drainage Patterns (B10) ___ Moss Trim Lines (B16) ___ Dry-Season Water Table (C2) ___ Crayfish Burrows (C8) ___ Saturation Visible on Aerial Imagery (C9) ___ Geomorphic Position (D2) ___ Shallow Aquitard (D3) ___ FAC-Neutral Test (D5) ___ Sphagnum moss (D8) (LRR T, U)
Field Observations: Surface Water Present? Yes _____ No _____ Depth (inches): _____ Water Table Present? Yes _____ No _____ Depth (inches): _____ Saturation Present? Yes _____ No _____ Depth (inches): _____ (includes capillary fringe)	Wetland Hydrology Present? Yes _____ No _____
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:	
Remarks:	

VEGETATION (Five Strata) – Use scientific names of plants.

Sampling Point: _____

	Absolute % Cover	Dominant Species?	Indicator Status	
Tree Stratum (Plot size: _____)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
_____ = Total Cover				
50% of total cover: _____ 20% of total cover: _____				
Sapling Stratum (Plot size: _____)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
_____ = Total Cover				
50% of total cover: _____ 20% of total cover: _____				
Shrub Stratum (Plot size: _____)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
_____ = Total Cover				
50% of total cover: _____ 20% of total cover: _____				
Herb Stratum (Plot size: _____)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	
9. _____	_____	_____	_____	
10. _____	_____	_____	_____	
11. _____	_____	_____	_____	
_____ = Total Cover				
50% of total cover: _____ 20% of total cover: _____				
Woody Vine Stratum (Plot size: _____)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
_____ = Total Cover				
50% of total cover: _____ 20% of total cover: _____				
Remarks: (If observed, list morphological adaptations below).				

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: _____ (A)

Total Number of Dominant Species Across All Strata: _____ (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: _____ (A/B)

Prevalence Index worksheet:

Total % Cover of: _____ Multiply by: _____

OBL species _____ x 1 = _____

FACW species _____ x 2 = _____

FAC species _____ x 3 = _____

FACU species _____ x 4 = _____

UPL species _____ x 5 = _____

Column Totals: _____ (A) _____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0¹

___ Problematic Hydrophytic Vegetation¹ (Explain)

¹Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree – Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling – Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub – Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb – All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 3 ft (1 m) in height.

Woody vine – All woody vines, regardless of height.

Hydrophytic Vegetation Present? Yes _____ No _____

