



**Village Council
Agenda for the Regular Meeting of June 23, 2026
Assembly Hall
395 Magnolia Road
Pinehurst, North Carolina
4:30 PM**

1. Call to Order
2. Moment of Silence and Pledge of Allegiance
3. Reports
 - A. Manager
 - B. Council

4. Motion to Approve Consent Agenda

All items listed below are considered routine or have been discussed at length in previous meetings and will be enacted by one motion. No separate discussion will be held unless requested by a member of the Village Council.

- A. Approval of Village Council Meeting Minutes
 1. June 09, 2026, Regular Meeting Minutes
 2. June 09, 2026, Work Session Minutes
 3. June 09, 2026, Closed Session Minutes

End of Consent Agenda

5. Proclamation
 - A. 250th Anniversary of the United States of America Proclamation (July 04, 2026)
 - B. 2026 Parks & Recreation Month Proclamation (July)
6. Public Comments
7. Public Hearing
 - A. Public Hearing on a Major Site Plan Review for 1 Regional Drive (Pinehurst Medical Clinic)

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.

8. Resolutions
 - A. Consider Resolution 26-27 Appointing Mr. Sean Rowand as Neighborhood Advisory Committee Representative for the Pinewild Area
 - B. Consider Resolution 26-28 Adopting the Updated Village Council Code of Ethics
9. Regular Business
 - A. Request to Approve a Sole Source Purchase for the Pinehurst Police Department (Bounce Imaging)
10. Other Business
11. 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.



**June 09, 2026, Regular Meeting Minutes
ADDITIONAL AGENDA DETAILS:**

FROM: Shannon Bonecutter, Village Clerk
CC: Village Council;
DATE OF MEMO: 06/12/2026

MEMO DETAILS

ATTACHMENTS

1. 06.09.2026 DRAFT Regular Meeting Minutes



**Village Council
Minutes for the Regular Meeting of June 09, 2026
Assembly Hall
395 Magnolia Road
Pinehurst, North Carolina
4:30 p.m.**

The Village of Pinehurst Village Council held a Regular Meeting at 04:30 p.m., Tuesday, June 09, 2026, in the Assembly Hall of Village Hall, 395 Magnolia Road, Pinehurst, North Carolina.

The following were present:

Mr. Patrick Pizzella, Mayor
Mr. John Taylor, Mayor Pro Tem
Ms. Barb Ficklin, Councilmember
Mr. Kevin Fitzpatrick, Councilmember
Mr. Jeramy Hooper, Councilmember

Mr. Doug Willardson, Village Manager
Mr. Carlton Cole, Assistant Village Manager
Mr. Dan Hartzog, Village Attorney
Ms. Shannon Bonecutter, Village Clerk
Mr. Paul Conners, IT Specialist

And approximately 6 members of the audience in attendance, in addition to 5 staff and 1 press. There were approximately 17 remote views.

1. Call to Order

Mayor Pizzella called the Village Council Regular Meeting to order at 04:30 p.m.

2. Invocation and Pledge of Allegiance

A. Invocation by Mr. John Hamner, High Councilor of the Sandhills NC Stake (formerly the Fayetteville West Stake), Church of Jesus Christ of Latter-Day Saints

B. Pledge of Allegiance by Liepa and Miya Hulin

3. Reports

A. Manager

Mr. Willardson reported on the vacancies on the Historic Preservation Commission, Planning & Zoning Board and Board of Adjustment, Neighborhood Advisory Committee, and Bicycle & Pedestrian Advisory Committee and encouraged residents to apply; the upcoming July 4th celebrations, which include the fireworks event on July 03, 2026, and the parade on July 04, 2026 (the Parks & Recreation Department is accepting applications for parade participants); and the June 11, 2026, Watch Party at the Community Center for the Carolina Hurricane's Stanley Cup Game 5 event.

B. Council

1. Recognition of the Day the United States Constitution Was Ratified (June 21, 1788)

- Mayor Pizzella reported on the June 01, 2026, Senior Advisory Committee meeting; the June 08, 2026, Pinehurst No. 6 Community Association meeting; and the progress at the new Given Memorial Library construction site.
- Mayor Pro Tem Taylor reported on the progress at the new Given Memorial Library construction site and verified with Mr. Willardson that those interested in volunteering for an advisory board position with Moore County should contact Ms. Jenny Parks, Moore County Clerk to the Board.

- Councilmember Hooper reported on the June 04, 2026, Moore County Planning Board meeting noting the next Moore County Planning Board Meeting is scheduled for July 09, 2026.
- Councilmember Ficklin reported on the recipients of the Beautification Committee’s Warren H. Manning Award (Holly & Carty Davis of 60 Carolina Vista, Judy Davis of 87 Short Rd., and Kathie & Mark Parson of 180 Everette Rd.) and the May 27, 2026, Central Pines Regional Council meeting.
- Councilmember Fitzpatrick reported on the May 27, 2026, Central Pines Regional Council meeting; the May 29, 2026, Habitat for Humanity build in Aberdeen; the June 01, 2026, Senior Advisory Committee meeting; the June 04, 2026, CPR Training Course at the Pinehurst Fire Department; and the June 08, 2026, Pinehurst No. 6 Community Association meeting.

4. Motion to Approve Consent Agenda

All items listed below are considered routine or have been discussed at length in previous meetings and will be enacted by one motion. No separate discussion will be held unless requested by a member of the Village Council.

- A. Approval of Village Council Meeting Minutes**
 - 1. May 26, 2026, Regular Meeting Minutes**
 - 2. May 26, 2026, Work Session Minutes**
- B. FY 2026 Budget Amendments Report**

End of Consent Agenda

Mayor Pro Tem Taylor asked for consensus from Council on the proposed amendment to A.1. May 26, 2026, Regular Meeting Minutes, Item 9.B. Discussion Regarding the Hybrid-Turbo Traffic Circle Concept, first paragraph. The proposed amendment is to add a sentence at the end of the paragraph that reads, “This design is an alternative for discussion with NC DOT in the event that consideration of the "Express Trench" design formally recommended by Council is abandoned.” Council agreed to the proposed amendment.

Upon a motion by Mayor Pro Tem Taylor, seconded by Councilmember Hooper, Council unanimously approved all items listed and considered routine on the Consent Agenda with item A.1. as amended by a vote of 5-0.

5. Proclamation

Mayor Pizzella read aloud the 2026 Flag Day Proclamation (June 14, 2026).

Mayoral Proclamation
Village of Pinehurst

Whereas, the Village of Pinehurst recognizes the importance of commemorating the date in 1777 when the Second Continental Congress approved the design for the first national flag; and

Whereas, on June 14, 1777, the Second Continental Congress adopted the United States flag and established the 13 alternating red and white stripes and 13 white stars on a blue field pattern; and

Whereas, in 1916 President Woodrow Wilson proclaimed June 14 as Flag Day and in 1949 Flag Day was officially recognized by the United States Congress; and

Whereas, Flag Day is a day of renewal and reminder of this nation’s devotion to our “great mission of liberty and justice” and of the rededication of ourselves to an “America which no man can corrupt, no influence draw away from its ideals, no force divide against itself”; and

Whereas, the Village of Pinehurst encourages all citizens to commemorate the adoption of our national flag by displaying the flag and honoring its significance as a symbol of our great nation.

Now Therefore, I, Patrick Pizzella, Mayor of the Village of Pinehurst, do hereby proclaim June 14th, 2026, as Flag Day in the Village of Pinehurst.

6. Public Comments

None.

7. Resolutions

A. Consider Resolution 26-24 Reappointing Neighborhood Advisory Committee Representatives (Doral Woods, North Morganton Road, and Old Town East)

Council spoke in favor of the reappointment of Ms. Higgins, Mr. Linville, and Ms. Wicker to the Neighborhood Advisory Committee.

Upon a motion by Mayor Pro Tem Taylor, seconded by Councilmember Hooper, Council unanimously approved Resolution 26-24 reappointing Neighborhood Advisory Committee Representatives for the Doral Woods, North Morganton Road, and Old Town East as follows by a vote of 5-0:

- Ms. Carol Higgins is reappointed as a representative of the Doral Woods area on the Neighborhood Advisory Committee, effective July 1st, 2026, said term to expire June 30th, 2029.
- Mr. Greg Linville is reappointed as a representative of the North Morganton Road area on the Neighborhood Advisory Committee, effective July 1st, 2026, said term to expire June 30th, 2028.
- Ms. Martha Wicker is reappointed as a representative of the Old Town East area on the Neighborhood Advisory Committee, effective July 1st, 2026, said term to expire June 30th, 2029.

Resolution #26-24:

A Resolution Reappointing the Neighborhood Advisory Committee Representatives for Doral Woods, North Morganton Road, and Old Town East

Whereas, the Village of Pinehurst established a Neighborhood Advisory Committee (NAC) in 2008; and

Whereas, the Village of Pinehurst officially reorganized the Neighborhood Advisory Committee (NAC) under the leadership of the Village Council of the Village of Pinehurst on the 11th day of April 2023; and

Whereas, the below Neighborhood Advisory Committee Representatives and the Village of Pinehurst Village Council are desirous of the Representatives being reappointed to serve as members of the Neighborhood Advisory Committee.

Now, Therefore, Be It Resolved by the Village Council of the Village of Pinehurst, North Carolina in a Regular Meeting assembled this 9th day of June 2026 as follows:

- Ms. Carol Higgins is reappointed as a representative of the Doral Woods area on the Neighborhood Advisory Committee, effective July 1st, 2026, said term to expire June 30th, 2029.
- Mr. Greg Linville is reappointed as a representative of the North Morganton Road area on the Neighborhood Advisory Committee, effective July 1st, 2026, said term to expire June 30th, 2028.
- Ms. Martha Wicker is reappointed as a representative of the Old Town East area on the Neighborhood Advisory Committee, effective July 1st, 2026, said term to expire June 30th, 2029.

This Resolution passed and adopted this 9th day of June 2026.

B. Consider Resolution 26-25 to Commit Fund Balance for Capital

Ms. Dana Van Nostrand, Financial Services Director, reviewed and discussed a memo on the Village's

Fund Balance Policy, which includes a provision that allows Council to commit a portion of General Fund fund balance for future capital needs if the fund balance at year-end exceeds 40% of actual General Fund expenditure. Ms. Van Nostrand further reviewed a Fund Balance Calculations – June 30, 2026, Estimated table and noted the proposed resolution is not for a specific dollar amount, but the amount determined to be above 40% after final / actual calculations are performed.

Council verified that the minimum amount of funds required to remain in the General Fund Balance is 30% and Village policy sets the commitment for future capital needs threshold at 40%.

Upon a motion by Councilmember Ficklin, seconded by Mayor Pro Tem Taylor, Council unanimously approved Resolution 26-25 to commit a portion of the fund balance in the General Fund for future capital by a vote of 5-0.

Resolution #26-25:

A Resolution to Commit a Portion of Fund Balance in the General Fund for Future Capital.

That whereas, the Governmental Accounting Standards Board (GASB) has issued Statement No. 54 establishing a hierarchy clarifying the constraints that govern how a government entity can use amounts reported as fund balance; and

Whereas, the Village Council is the highest level of decision-making authority, and has the authority to commit, assign, or evaluate existing fund balance classifications and identify the intended uses of committed or assigned funds; and

Whereas, the committed fund balance classification reflects amounts subject to internal constraints self-imposed by the Village Council; and

Whereas, once the committed fund balance constraints are imposed, it requires the constraint to be removed by the Village Council prior to redirecting the funds for other purposes; and

Whereas, the Village Council has adopted a Fund Balance Policy, as amended from time to time, in order to maintain adequate working capital and a good credit rating; and

Whereas, the Village's Fund Balance Policy states the Village Council may commit a portion of fund balance for future capital needs in the General Fund when fund balance is in excess of 40% of actual General Fund expenditures as reported in the year-end Annual Comprehensive Financial Report; and

Whereas, the Village's Fund Balance Policy states that in no instance shall the amount of fund balance committed for future capital needs cause the unassigned General Fund fund balance to fall below 15% of actual General Fund expenditures as reported in the year-end Annual Comprehensive Financial Report; and

Whereas, the Village's Fund Balance Policy states the Council must approve a separate resolution for the respective year to commit fund balance for future capital in the General Fund; and

Whereas, the calculation of committed fund balance will occur during the completion of the year-end Annual Comprehensive Financial Report.

Now, therefore, be it resolved by the Village Council of the Village of Pinehurst, North Carolina, in regular meeting assembled this 9th day of June, 2026, as follows:

Section 1. In accordance with the provisions of GASB 54, Village Council hereby commits the amount of General Fund fund balance that exceeds 40% of actual General Fund expenditures as of

June 30, 2026 as reported in the Annual Comprehensive Financial Report for future capital within that, as indicated by the committed fund balance classification, cannot be used for any purpose other than directed above, unless the Village Council adopts another resolution or ordinance to remove or change the constraint.

Section 2. To comply with the Village’s Fund Balance Policy, should unassigned fund balance fall below 15% by committing fund balance for future capital as calculated in Section 1, the amount of committed fund balance for future capital will be reduced to ensure unassigned fund balance is at least 15% of actual General Fund expenditures.

This Resolution passed and adopted this 9th day of June 2026.

C. Consider Resolution 26-26 Changes to the Position Classification and Pay Plan Policy

Ms. Angela Kantor, Human Resources Director, noted two corrections to the memo provided; which were that the first sentence of the second paragraph should read, “Although a full study was not performed this year,” and a bullet should be added noting the position of Organizational Performance Director has been eliminated. Ms. Kantor then reviewed and discussed a memo on the proposed changes to the Position Classification and Pay Plan Policy highlighting the title change from Code Compliance Specialist to Code Compliance Supervisor; the move of Financial Services Supervisor from Grade 22 to Grade 23; Seasonal / On-Call / Reserve / Other Part-Time position adjustments; a Cost of Living Adjustment (COLA) of 2.6%; a merit range of 0-3%; and no substantive, only formatting, changes to the policy.

Council verified with Ms. Kantor that a comprehensive position classification and pay study will be done every other year (next study to be done in 2027) and changes during off years should be minimal / only because of significant changes to a position.

Upon a motion by Mayor Pro Tem Taylor, seconded by Councilmember Fitzpatrick, Council unanimously approved Resolution 26-26 amending the Position Classification and Pay Plan Policy for the Village of Pinehurst by a vote of 5-0.

Resolution #26-26:

A Resolution Amending the Position Classification and Pay Plan Policy for the Village of Pinehurst.

Whereas, the Village Council of Pinehurst, North Carolina, adopted the Position Classification and Pay Plan Policy on November 17, 2009; and

Whereas, the Village Council of Pinehurst, North Carolina, amended the Position Classification and Pay Plan Policy on June 24, 2025; and

Whereas, changes in the organizational infrastructure and guiding policies and procedures must be made as personnel needs of the Village change.

Now, Therefore, Be It Resolved by the Village Council of the Village of Pinehurst, North Carolina in a regular meeting assembled this 9th day of June 2026 as follows:


Section 1. That the Position Classification and Pay Plan Policy is hereby amended effective July 1, 2026; said policy attached hereto as Attachment A and made a part hereof; the same as if included verbatim.

Section 2. That the pay ranges in the Position Classification and Pay Plan for the Village of Pinehurst are hereby amended by 2.6 percent; said Pay Plans attached hereto as part of Attachment

B and Attachment C and made a part hereof; the same as if included verbatim.

This Resolution passed and adopted this 9th day of June 2026.

Attachment A

	VILLAGE OF PINEHURST		
STANDARD POLICY			
SUBJECT:	Position Classification and Pay Plan Policy	Effective Date:	11/17/2009
Department:	Human Resources	Policy No.:	HR-416
Prepared by:	Human Resources	Revised:	6/9/2026
Approved by:	Village Council	# of Pages:	5

PURPOSE OF THE POSITION CLASSIFICATION AND PAY PLAN:

The Position Classification and Pay Plan (Attachments B and C) is aimed at providing a complete inventory of all authorized positions in the Village service and an accurate description and specification for each class of employment. The Plan standardizes job titles, each of which is indicative of a range of duties and responsibilities.

The Plan includes the basic salary ranges for each regular full-time and regular part-time position approved by Council. These ranges are market-based pay grades consisting of minimum, midpoint and maximum pay rates. The Plan also includes basic salary ranges for seasonal, on-call, reserve, and other part-time positions working less than 20 hours per week. These ranges have minimum and maximum pay rates.

GENERAL PROVISIONS OF THE PLAN:

Administration and Maintenance

The Village Manager, assisted by the Human Resources Director, is responsible for the administration and maintenance of the Plan. The Human Resources Director should annually review portions of the Plan and recommend appropriate changes to the Village Manager. All employees covered by the Plan must be paid at a rate listed within the salary range established for the respective position.

The Plan is intended to provide equitable compensation for all employees, reflecting differences in the duties and responsibilities, the comparable rates of pay for positions in private and public employment in the area, changes in the impacts of inflation, the financial condition of the Village, and other factors. The Human Resources Director will be responsible for making comparative studies of all factors affecting the level of salary ranges and for recommending changes to the Village Manager. The Human Resources Director will also conduct a competitive and comparative salary study for each position at least every three years. Any changes to increase or decrease the assigned salary grade for a position or the title for a position, must be approved by Village Council. Any changes modifying the salary ranges in the Plan must also be approved by Village Council.

Starting Salaries

Applicants who are in positions approved in the Plan shall be employed within the salary range for that position classification.

Financial Incentives

The Village Manager has the authority to approve certain financial incentives in order to recruit qualified candidates for certain positions. Moving expenses may be reimbursed to newly hired employees who are relocating to the Pinehurst area. Reimbursement amounts will depend on the position and the relocation distance. An automobile allowance may also be offered for certain positions in lieu of an assigned Village vehicle.

Merit Pay

Merit increases will be based on employee performance from July 1st through June 30th and will be effective October 1st for all eligible employees. Merit increases will range from zero to three percent, with three percent being reserved for truly extraordinary performance. Employees will receive a performance review, with no salary adjustment, after six months in a new position and then annually thereafter immediately following the end of the fiscal year.

Employees hired between July 1st and December 31st are eligible for a performance-based, prorated merit increase the following October. Employees hired between January 1st and June 30th will be eligible for a pro-rated merit increase, based on the budgeted merit percentage, the following October. Upward movement within the established salary range for an employee is not automatic, but rather based upon specific performance-related reasons and other factors. All performance reviews are based on an employee's demonstration of the Village's core values and the behavioral and technical competencies listed in their position description as well as the completion of goals. Employees in supervisory roles are also evaluated on leadership attributes.

Seasonal, on-call, reserve, and other part-time positions working less than 20 hours per week, but at least 520 hours in the fiscal year, are also eligible for a merit increase. These employees will be evaluated on their job knowledge, demonstration of the Village's core values and other factors. Merit increases will also be prorated based on hire date as listed above.

Guidelines for determining performance levels and performance pay increases or other performance-related movement within the pay grade may be established in procedures approved by the Village Manager. The merit increase range is subject to change during the Strategic Operating Plan process, which begins in February and ends in June each year.

Lump Sum Payment

Employees who are at the maximum of the salary range for their position classification may be eligible for a lump sum payment at performance evaluation time. Lump sum payments are awarded based on the employee's performance and will also be between zero and three percent. Lump sum payments do not become part of base pay. The lump sum payment range will be the same as the merit increase range and is subject to change during the Strategic Operating Plan process, which begins in February and ends in June each year.

Cost of Living Adjustments (COLA)

Each year, the position classification and pay plan grades may be adjusted by the annual average consumer price index percentage change for the prior calendar year. Adjustments to pay grades will be effective July 1st.

Employees, including the Village Manager, may also receive a cost-of-living adjustment (COLA) based on the annual average consumer price index percentage for the prior calendar year. Employees who work less than 20 hours per week will be eligible for COLA. Returning camp staff will be eligible for COLA at the start of camp unless an internal equity-based increase exceeds COLA amount. Recreation instructors are not eligible for COLA.

The COLA will be effective July 1st of the new fiscal year. COLA will be applied before any other pay adjustments.

Salary Effect of Promotions, Demotions, Transfers, Interim Assignments and Reclassifications

Promotions – When an employee is promoted, the employee’s salary will be negotiated within the new grade. The amount of the pay increase depends on performance, degree of increased responsibility, time since the last salary adjustment, budget, and other factors. Promoted employees are still eligible for a performance-based merit increase the following October; however, the merit increase will be prorated from the promotion date.

Demotions – When an employee is demoted, the salary normally should be set at the rate in the lower pay range, which provides a minimal decrease in pay if action is not the result of corrective action. If the current salary is within the new range, the employee’s salary may be retained at the previous rate. If the demotion is the result of corrective action, the salary may be decreased.

Transfers – The salary of an employee reassigned to a position in the same class or to a position in a different class within the same salary grade should not be changed by reassignment. However, employees transferred to a position in a lower salary grade may receive a decrease in pay.

Interim Assignments – If an employee accepts an interim assignment for a higher-level position that is temporarily vacant, the employee may receive a 5% increase for each grade up to 10% or minimum of the pay grade, whichever is higher. The interim assignment must be at least four consecutive weeks. Once the interim assignment ends, the employee’s pay will revert to the pay established before the interim assignment.

Reclassifications – If a position is reclassified to a higher salary grade, employees in that position may receive a 5% increase for each grade up to 10%. There may be exceptions if the changes in the job responsibilities are significant enough to warrant a greater increase or the employee’s salary remains below the minimum of the new grade after any adjustment.

The Village Manager may delay implementation of a pay increase for any employee who has recently documented corrective actions and who is not currently meeting all job requirements until such time the employee is fully meeting all job requirements. Otherwise, all employees will be treated consistently in the implementation.

Regardless of the position in the new salary grade, employees who have been hired or promoted to a position within the past year are not automatically eligible for salary increases due to changes in position reclassifications.

If the position is reclassified to a lower salary grade, the employee’s salary should remain the same. If the employee’s salary is above the maximum established for the new range, the salary of that employee shall be maintained at the current level until the range is increased above the employee’s salary.

Effective Date of Salary Changes

Salary changes approved after the first working day of a pay period shall become effective at the beginning of that pay period or at such specific date as may be established pursuant to procedures approved by the Village Manager. Salary adjustments recommended because of the annual salary study are effective July 1st once approved by council. Salary adjustments based on any off-cycle pay and classification plan changes will be effective as directed by Village Council.

Payroll Deduction

Deductions shall be made from each employee’s salary, as required by law. Additional deductions may be made at the request of the employee.

Composition of the Plan

The Plan should consist of:

- a) a grouping of positions in classes which are approximately equal in difficulty and responsibility which call for the same general level of qualifications, and which can be equitably compensated within the range of pay under similar working conditions;
- b) class titles descriptive of the work of the class; and
- c) the appropriate pay grade associated with the position.

Use of the Plan

Class specifications should be descriptive of the type and scope of work performed. The Plan is to be used:

- a) as a guide in recruiting and examining applicants for employment;
- b) in determining lines of promotion and developing employee training programs; and
- c) in determining salary to be paid for various types of work;

Authorization of the Plan

The Plan shall be approved by the Village Council and will be maintained on file with the Human Resources Director. Copies will be available to all Village employees for review. New positions shall be established upon recommendation of the Village Manager and approval of the Village Council, after which the Human Resources Director is responsible for either allocating the new position into the appropriate existing class or revising the Plan to establish a new class to which the position may be allocated. The Village Manager may approve changes to existing positions that do not require a change in pay grade or a change in title.

Request for Reclassification

Department Heads may request that a position be reclassified into a different class or pay grade based on significant and permanent changes in the level of duties, responsibilities, and/or authorities. Upon receipt of such request, the Human Resources Director will study the request, determine the merit of reclassification and if merited, recommend a reclassification and a new pay grade to the Village Manager. Modified positions also may be evaluated for proper position classification. To assist the Village on this review process, Department Heads are expected to:

- a) be familiar with the Position Classification and Pay Plan;
- b) make sure they are informed about the job duties performed by each employee under their supervision;
- c) advise the Human Resources Director of any permanent changes in job duties;
- d) make recommendations for changes in position classifications. These recommendations should be based on significant changes in the duties associated with a position and/or in the structure of a department that will continue to exist on a long-term basis.

The Village Council is responsible for approving any recommended reclassifications. The Village may contact outside consultants and other sources to assist in any reclassification decision.

Attachment B

Village of Pinehurst - Position Classification and Pay Plan - FY 2026-2027

FLSA	GRADE	POSITION	MINIMUM	MIDPOINT	MAXIMUM
	13	Streets & Grounds Maintenance Worker I	38,224	47,780	57,336
	14	Parks Maintenance Specialist I Streets & Grounds Maintenance Worker II Track Specialist	40,136	50,170	60,204
	15	Customer Service Representative Fleet Service Apprentice Library and Archives Associate Parks Maintenance Specialist II Solid Waste Equipment Operator Track Crew Leader	42,143	52,679	63,215

	16	Administrative Assistant Firefighter Trainee Grounds Maintenance Crew Leader Street Maintenance Crew Leader	44,251	55,314	66,377
	17	Administrative Specialist Assistant Solid Waste Superintendent Facilities Maintenance Technician Financial Services Technician Firefighter (Non-EMT) Fleet Service Technician I Recreation Assistant Telecommunications Specialist I	46,464	58,080	69,696
E	18	Administrative & Data Coordinator Code Compliance Technician Firefighter EMT (2nd Class, 1st Class) Fleet Service Technician II Human Resources Technician Library Services and Archives Supervisor Telecommunications Specialist II	48,788	60,985	73,182
E	19	IT Technician Planning and Zoning Specialist Police Cadet Senior Fleet Service Technician Track Superintendent Venue Coordinator	51,228	64,035	76,842
	20	Admin & Telecommunications Coord Athletic Coordinator Fire and Life Safety Educator Parks Maintenance Supervisor Recreation Programs Coordinator Senior Firefighter (Fire Engineer) Special Events Coordinator	53,790	67,238	80,685
	21	Code Compliance Supervisor Fire Lieutenant Grounds Maintenance Supervisor Police Officer Police Officer-Investigator	56,480	70,600	84,720
E	22	Engineering Technician Senior Police Officer Senior Police Officer-Investigator Stormwater Technician Street Maintenance Supervisor	59,304	74,130	88,956
E	23	Building Inspector I Financial Services Supervisor Information Technology Systems Specialist Master Police Officer Master Police Officer-Investigator Planner I	62,270	77,838	93,405
E E E E	24	Assistant Fire Marshal (I, II, III) Building Inspector II Communications Specialist Fire Captain (Senior Fire Captain) Fleet Maintenance Superintendent Human Resources Generalist Police Sergeant Recreation Superintendent	65,384	81,730	98,076

E		Solid Waste Superintendent			
E	25	Building Inspector III	68,654	85,818	102,981
E		Buildings and Grounds Superintendent			
E		GIS Analyst			
E		IT Business Analyst			
E		Senior Planner			
		Village Clerk			
	26	Detective Lieutenant	72,087	90,109	108,131
		Police Lieutenant			
E		Principal Planner			
E	27	Assistant Public Services Director	75,692	94,615	113,538
		Battalion Chief			
E		IT Infrastructure Administrator			
E		Planning Supervisor			
E	28	Assistant Financial Services Director	79,477	99,347	119,216
		Building Code Official			
E		Library Services and Archives Director			
E		Police Captain			
E	29	Deputy Fire Chief/Fire Marshal	83,451	104,314	125,177
E	30		87,624	109,530	131,436
E	31	Deputy Police Chief	92,006	115,008	138,009
E	32	Parks and Recreation Director	96,607	120,759	144,911
E	33	Human Resources Director	101,438	126,798	152,157
E	34	Chief Information Officer	106,510	133,138	159,765
E		Financial Services Director			
E		Fire Chief			
E		Planning and Inspections Director			
E		Public Services and Engineering Director			
E	35	Police Chief	111,836	139,795	167,754
	36		117,428	146,785	176,142
E	37	Assistant Village Manager	123,300	154,125	184,950

E=Exempt from the Wage and Hour provisions of the Fair Labor Standards Act (FLSA)
2.6% COLA=Grade adjustment from previous year

5%=Spread between grades
50%=Spread within the grade

Attachment C

Village of Pinehurst - Position Classification and Pay Plan (Seasonal, On-Call, Reserve, and Other PT Positions) - FY 2026-2027

GRADE	POSITION	MINIMUM	MAXIMUM
10P*	Event Maintenance Staff	\$15.00	\$22.50
11P	Facility Supervisor, Recreation	\$12.67	\$19.01
12P	Camp Counselor	\$13.94	\$20.91
13P	Fair Barn Facility Crew	\$15.33	\$23.00
14P	Reserve Firefighter (Non-EMT, EMT) Camp Supervisor Fair Barn Assistant	\$16.86	\$25.29

15P	Staffing Pool Library and Archives Associate	\$18.55	\$27.83
16P	On-call Telecommunications Specialist Parking Attendant	\$20.41	\$30.62
17P		\$22.45	\$33.68
18P	Reserve Police Officer Fire Inspector	\$24.70	\$37.05
19P		\$27.17	\$40.76
20P		\$29.89	\$44.84
30P*	Recreation Program Instructors	\$30.00	\$45.00

8. Regular Business

A. Consider Solid Waste Contract for Lofton Garbage Services in CCNC for FY27

Mr. Mike Apke, Public Services & Engineering Director, reviewed and discussed a memo on the proposed contract renewal with Lofton Garbage Services and the intention behind seeking approval for a 3-year contract instead of a 1-year contract.

Council verified with Mr. Apke that the reason the Village contracts solid waste services for CCNC is it is more cost effective than the Village purchasing additional solid waste vehicles and that 75% of all CCNC residents would need to approve changing from contracted to Village provided solid waste services. Mr. Apke also noted contracted solid waste services were part of the annexation agreement for CCNC.

Upon a motion by Councilmember Ficklin, seconded by Mayor Pro Tem Taylor, Council unanimously approved the contract renewal with Lofton Garbage Services for the purpose of collecting household trash, recycling, and yard debris from residential properties within the Country Club of North Carolina community beginning July 1, 2026, and ending June 30, 2029; and authorized the mayor or his designee to execute the contract renewal by a vote of 5-0.

B. Consider Bids for the Rattlesnake Trail Infrastructure Improvements Project

Mr. Apke reviewed and discussed a memo on the bids and proposed contract approval for the Rattlesnake Trail Infrastructure Improvements Project highlighting the importance of the project to the new Given Memorial Library construction, a table of bids, and an aerial map of the project location.

Council verified with Mr. Apke that the sidewalk portion of the project is not being continued past the new Moore County EMS site and the Greens development site due to sidewalks being installed as part of those projects, that the stormwater redirection is needed to prevent the stormwater retention pond at the new library site from becoming too deep during rain events, that the stormwater is being redirected to a stormwater pond behind the Police Department, and that the funding for this project is separate from the funding for the new library (this project will allow for a small amount of savings for the new library project).

Council deliberated whether to separate the stormwater portion of the project from the sidewalk portion of the project to be able to delay the sidewalk installation until after research into the cost of burying the overhead powerlines running along Rattlesnake has been done. Council agreed to move forward with the project as proposed and to have Mr. Willardson work with Duke Energy to do a cost analysis for the overhead powerline burial along Rattlesnake (from HWY 211 to McCaskill Rd.).

Ms. Van Nostrand verified no budget amendment is needed to cover the cost of the project as funding from both the Fiscal Year 2026 and Fiscal Year 2027 budgets has been allocated for the project and that the anticipated start date will be in late summer 2026 with an anticipated completion date in fall 2026.

Upon a motion by Mayor Pro Tem Taylor, seconded by Councilmember Ficklin, Council unanimously approved the contract with Sandford Contractors for the Rattlesnake Trail Infrastructure Improvements Project in the amount of \$824,650 and authorized the Village Manager to approve change orders for up to ten percent (10%) of the contract amount (or \$82,465) by a vote of 5-0.

9. Other Business

Council spoke in favor of the recently approved Resolution 26-23, which supported continuation of the Moore County Highway Corridor Overlay District (HCOB) standards, and the Tri-City Work Group reaching a consensus that it is important to retain the Moore County HCOB at a recent meeting as well. Council noted the Moore County Planning Board has delayed deciding on this topic until the July 09, 2026, meeting.

Mayor Pro Tem Taylor noted he and Councilmember Hooper will participate in a meeting with NCDOT representatives on Tuesday, June 16, 2026, where further discussion of the proposed trench and turbo hybrid design alternatives for the redesign of the Pinehurst Traffic Circle will occur.

10. Motion to Adjourn

Upon a motion by Councilmember Ficklin, seconded by Councilmember Fitzpatrick, Council unanimously approved to adjourn the Regular Meeting by a vote of 5-0 at 05:51 p.m.

Respectfully Submitted,

Shannon Bonecutter
Village Clerk

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

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



**June 09, 2026, Work Session Minutes
ADDITIONAL AGENDA DETAILS:**

FROM: Shannon Bonecutter, Village Clerk
CC: Village Council;
DATE OF MEMO: 06/12/2026

MEMO DETAILS

ATTACHMENTS

1. 06.09.2026 DRAFT Work Session Minutes



**Village Council
Minutes for the Work Session of June 09, 2026
Assembly Hall
395 Magnolia Road
Pinehurst, North Carolina
04:30 p.m.**

The Village of Pinehurst Village Council held a Work Session Meeting at 05:51 p.m., Tuesday, June 09, 2026, in the Assembly Hall of Village Hall, 395 Magnolia Road, Pinehurst, North Carolina.

The following were present:

Mr. Patrick Pizzella, Mayor
Mr. John Taylor, Mayor Pro Tem
Ms. Barb Ficklin, Councilmember
Mr. Kevin Fitzpatrick, Councilmember
Mr. Jeramy Hooper, Councilmember

Mr. Doug Willardson, Village Manager
Mr. Carlton Cole, Assistant Village Manager
Mr. Dan Hartzog, Village Attorney
Ms. Shannon Bonecutter, Village Clerk
Mr. Paul Conners, IT Specialist

And approximately 0 members of the audience in attendance, in addition to 2 staff and 1 press. There were approximately 12 remote views.

1. Call to Order.

Mayor Pizzella called the Village Council Work Session to order at 06:03 p.m.

2. General Business.

A. Review Renderings of the Tufts Archives Renovation

Mr. Willardson and Ms. Audrey Moriarty, Library Services & Archives Director, reviewed and discussed conceptual floor plans and exterior elevations for the Tufts Archives renovation that retain the existing building footprint apart from a proposed patio on the rear of the building.

Council deliberated relocating the proposed restroom facilities to the opposite side of the building so access from Tufts Park / Village Green is possible, building a standalone restroom facility, whether the cost of expanding the building footprint is justified for the amount of additional space that will be provided, and whether an alternative fire suppression system (similar to what is used in museums) would be feasible.

Council verified the intention is to relocate the Welcome Center to the Archives from its current location at the Theater Building, asked that the specific location for the Welcome Center be noted on the plans for the Archives, and confirmed that the majority of the proposed changes to the exterior elevations are being done to bring the building into ADA compliance.

Ms. Moriarty noted the plans will also need to be updated to reflect the installation of a dumb waiter or elevator and that the Village is working with the architect to design the installation of interactive, digital displays.

Council asked Mr. Willardson to research options for the restrooms, fire suppression system, and building expansion and to provide a report on the costs associated with each of his findings.

Mr. Willardson verified the intention is for the new Given Memorial Library to be completed by March 2027 and to begin work on the renovation of the Tufts Archives building as soon as the contents are relocated. Mr. Willardson noted bids for the renovation work will be solicited in January 2027.

B. Discussion Regarding Revisions to the Village Council Code of Ethics

Mr. Willardson reviewed and discussed a draft revised Village Council Code of Ethics document and asked Council to provide feedback on the most recent revisions, specifically Section 8. Enforcement and Accountability.

Council spoke in favor of the draft revised Village Council Code of Ethics and asked Mr. Dan Hartzog, Village Attorney, to provide feedback as well.

Mr. Hartzog proposed the following revisions:

- SECTION 1. COMPLIANCE WITH LAW
Council members shall uphold and comply with all applicable laws. They shall be guided not only by the letter of the law, but by its spirit, ~~seeking always to act in a manner that strengthens public confidence in government.~~

Nothing in this Code shall be interpreted to prohibit Council members from expressing dissenting opinions, engaging in public debate, communicating with constituents, or criticizing policies, decisions, or governmental actions, provided such conduct remains consistent with applicable law ~~and the standards of professionalism and integrity set forth herein.~~
- Replace shall or must with should when not referring to a specific law / statute / ordinance.

Mr. Hartzog stated he would do an additional review of the draft and provide Council with his recommended revisions.

Council deliberated what constitutes a public record versus a personal opinion / private record, the process for handling complaints made against any member of Council, what differentiates an ethical violation versus a criminal violation, and the removal process for a member of Council (a quasi-judicial, common-law process known as amotion).

Council agreed to consider a final draft revision of the Village Council Code of Ethics document at an upcoming meeting and asked that a redline version be provided for review as well.

Council agreed to add a Conflict of Interest / Ethics Reminder section to each Regular Meeting agenda with the following language included in this section:

Does any Council member have a known conflict of interest or other circumstance that could impair their impartiality regarding any matter before the Council today?

If so, please disclose the conflict. Council members with a conflict should refrain from participating in the matter. If a Council member believes recusal is not required, they should disclose the nature of the conflict and the basis for their participation.

Council asked for an update on the business survey. Mr. Willardson noted the final version of the business survey was sent out earlier today and that contact information for each of the businesses will be provided to Council so appointments may be set to conduct the survey in person. Mr. Willardson stated the surveys were being delivered via email and hard copies were being mailed only if an email address for the business is not on file.

3. Closed Session.

A. Closed Session Pursuant to N.C.G.S. § 143-318.11(a)(3) to Consult with the Village Attorney Regarding Legal Issues Associated with Potential Administrative Proceedings and Enforcement Matters

Upon a motion by Mayor Pro Tem Taylor, seconded by Councilmember Ficklin, Council unanimously approved to enter the Closed Session pursuant to NCGS § 143-318.11(a)(3) to consult with an attorney employed or retained by the public body in order to preserve the attorney-client privilege between the attorney and the public body, which privilege is hereby acknowledged. Further, the public body may consider and give instructions to an attorney concerning the handling or settlement of a claim, judicial action, mediation, arbitration, or administrative procedure by a vote of 5-0 at 07:22 p.m.

Upon a motion by Mayor Pro Tem Taylor, seconded by Councilmember Ficklin, Council unanimously approved to adjourn the Closed Session and re-enter the Work Session by a vote of 5-0 at 08:26 p.m.

4. Motion to Adjourn.

Upon a motion by Mayor Pro Tem Taylor, seconded by Councilmember Ficklin, Council unanimously approved to adjourn the Work Session by a vote of 5-0 at 08:26 p.m.

Respectfully submitted,

Shannon Bonecutter
Village Clerk

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

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**June 09, 2026, Closed Session Minutes
ADDITIONAL AGENDA DETAILS:**

FROM: Shannon Bonecutter, Village Clerk
CC: Village Council;
DATE OF MEMO: 06/12/2026

MEMO DETAILS

ATTACHMENTS

1. 06.09.2026 DRAFT CLS Minutes



**250th Anniversary of the United States of America Proclamation (July 04, 2026)
ADDITIONAL AGENDA DETAILS:**

FROM: Shannon Bonecutter, Village Clerk
CC: Village Council;
DATE OF MEMO: 06/12/2026

MEMO DETAILS

**CELEBRATING
INDEPENDENCE**
IN THE VILLAGE OF PINEHURST



**FRIDAY
JULY 3RD**

CONCERT & FIREWORKS

Join us for fun, food trucks, and fireworks at the Pinehurst Harness Track. There will be games, inflatables, and much more while the Soul Psychedelique Orchestra rocks the stage. A large selection of food trucks will be on-site, and picnic baskets are permitted.

PINEHURST HARNESS TRACK
4:00PM - GATES OPEN
6:00PM - FAMILY FUN BEGINS
9:15PM - FIREWORKS

**SATURDAY
JULY 4TH**

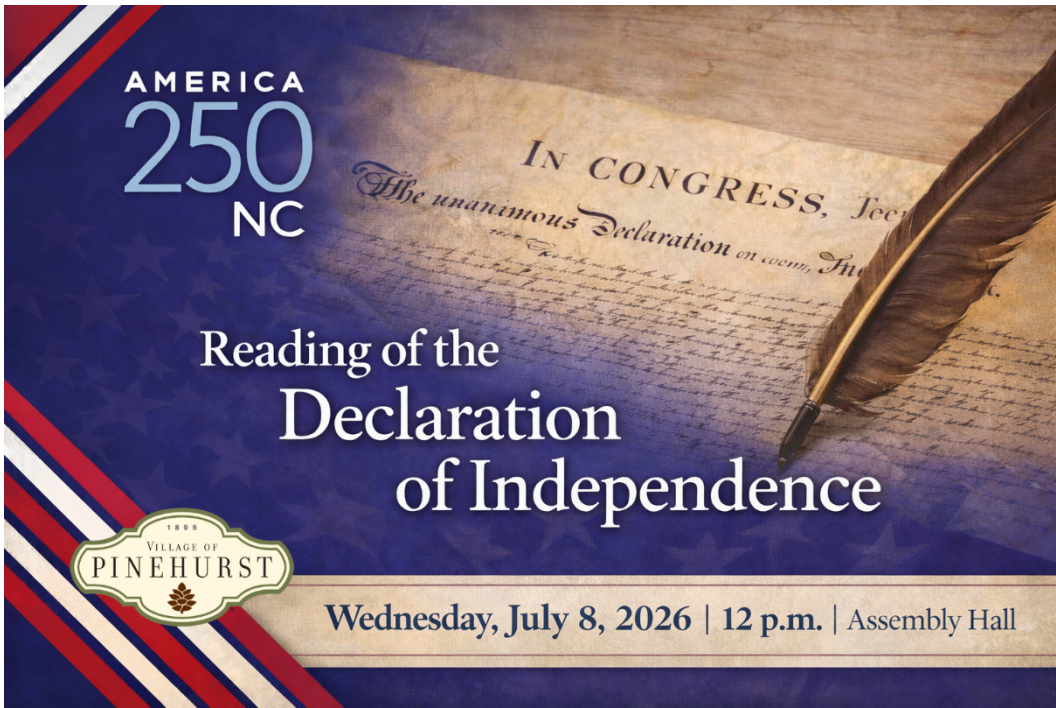
PARADES

Let the fun roll into the morning of July 4th with our annual parade & pet parade in Downtown Pinehurst. Following the parade hang downtown to shop & enjoy the Sandhills Farmers Market. Parade application are being accepted now through June 15

DOWNTOWN PINEHURST
9:45 AM - PET PARADE
10:00AM - MAIN PARADE

Website: www.vopnc.org/events
Facebook: Village of Pinehurst - Government





In addition, the Town of Halifax, North Carolina will be livestreaming a reading of the Declaration of Independence at 06:00 p.m. as part of the “Sharing the Spirit of America” event, which is a simultaneous reading of the Declaration of Independence with participation from all 50 states ([Sharing the Spirit of America - North Carolina Department of Natural & Cultural Resources](#)).

ATTACHMENTS

1. 250th Anniversary of the USA DRAFT Proclamation (July 04, 2026)

Mayoral Proclamation

Village of Pinehurst

Whereas, on July 4, 2026, the United States of America celebrates its 250th anniversary (Semi-quincentennial), marking the adoption of the Declaration of Independence and the founding of our nation; and

Whereas, the Founders established a nation built on the timeless principles that all people are created equal and are endowed with inalienable rights, including life, liberty, and the pursuit of happiness; and

Whereas, these foundational ideals have guided America's enduring legacy of democratic governance, resilience, and civic achievement over two and a half centuries; and

Whereas, our local community has played a vital role in upholding these values, honoring our shared history, and contributing to the growth, diversity, and prosperity of our great nation; and

Whereas, this milestone provides an opportunity to reflect on our history, celebrate our achievements, and recommit ourselves to the ideals of freedom, justice, and unity for all future generations.

Now, Therefore, I, Patrick Pizzella, Mayor of the Village of Pinehurst, do hereby proclaim July 4th, 2026, as the day to celebrate the 250th Anniversary of the United States of America in the Village of Pinehurst and encourage all residents to participate in local commemorative events, reflect upon the sacrifices of those who came before us, and work together to build an even stronger, more united future.

In Witness Whereof, I have hereunto set my hand and caused to be affixed the official seal of the Village of Pinehurst, this the 23rd day of June 2026.

Patrick Pizzella, Mayor



**2026 Parks & Recreation Month Proclamation (July)
ADDITIONAL AGENDA DETAILS:**

FROM: Shannon Bonecutter, Village Clerk
CC: Village Council;
DATE OF MEMO: 06/03/2026

MEMO DETAILS

ATTACHMENTS

1. Parks & Recreation Month DRAFT Proclamation (July)

Mayoral Proclamation

Village of Pinehurst

Whereas, parks and recreation are an integral part of communities throughout this country, including the Village of Pinehurst; and

Whereas, parks and recreation promote time spent in nature, which positively impacts mental health, and encourages physical activities by providing space for popular sports, hiking trails, and many other activities designed to promote active lifestyles; and

Whereas, parks and recreation programming and education activities; such as out-of-school time programming, youth sports, and environmental education; are critical to childhood development; and

Whereas, parks and recreation increase a community's economic prosperity through increased property values, expansion of the local tax base, increased tourism, the attraction and retention of businesses, and crime reduction; and

Whereas, parks and recreation are fundamental to the environmental well-being of our community, and are essential and adaptable infrastructure that makes our communities resilient in the face of natural disasters and climate change; and

Whereas, our parks and natural recreation areas ensure the ecological beauty of our community and provide a place for children and adults to connect with nature and recreate outdoors; and

Whereas, the U.S. House of Representatives has designated July as Parks and Recreation Month.

Now, Therefore, I, Patrick Pizzella, Mayor of the Village of Pinehurst, do hereby proclaim that July 2026 is recognized as Parks and Recreation Month in the Village of Pinehurst.

In Witness Whereof, I have hereunto set my hand and caused to be affixed the official seal of the Village of Pinehurst, this the 23rd day of June 2026.

Patrick Pizzella, Mayor



Public Hearing on a Major Site Plan Review for 1 Regional Drive (Pinehurst Medical Clinic)

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: Alex Cameron, Planning & Inspections Director
CC: Village Council;
DATE OF MEMO: 06/16/2026

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 9.16.1.3 of the Pinehurst Development Ordinance (PDO), all Major Site Plans must be first reviewed by the Village Planner and the Technical Review Committee (TRC) for general compliance with the standards and requirements of the PDO. After completion of the Village Planner and TRC review, the proposal is forwarded to the Planning and Zoning Board to conduct a public hearing and formulate a recommendation to Village Council. The Village Council then shall hold a public hearing and consider the recommendations of the Planning and Zoning Board, Village Planner and TRC for appropriate action on the Major Site Plan.

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 westernmost parcels currently contain parking areas, while the remaining parcels are vacant.

The applicant has submitted a General Concept Plan (GCP) indicating 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 TRC during the construction drawing phase.

The proposal includes one access point on Page Road and one on Regional Drive. The North

Carolina Department of Transportation (NCDOT) has reviewed the plans and the submitted Traffic Impact Analysis (TIA). They concur with the TIA that no additional roadway improvements are required along Page Road, a NCDOT right-of-way. 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. Medical Clinics and Offices are both allowed uses, by right, in the OP Zoning District. This site is also 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 all other applicable state and local requirements.

Topography, Environment & Utilities

The site has mild topographic variation, with the most slope being located on the vacant 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 IIP Watershed Protection District. Public water and sewer are available and provided by Moore County. The applicant’s environmental assessment concludes there are no negative impacts on the Red-Cockaded Woodpecker habitat with the proposed development. The site contains no known floodplains, wetlands, or other environmental constraints.

Planning and Zoning Board Recommendation

On June 4, 2026, the Planning & Zoning Board held a public hearing to consider the Major Site Plan request. After a brief discussion and no comments from the public, the Board voted unanimously to recommend approval of the Major Site Plan to Village Council.

Staff Recommendation

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

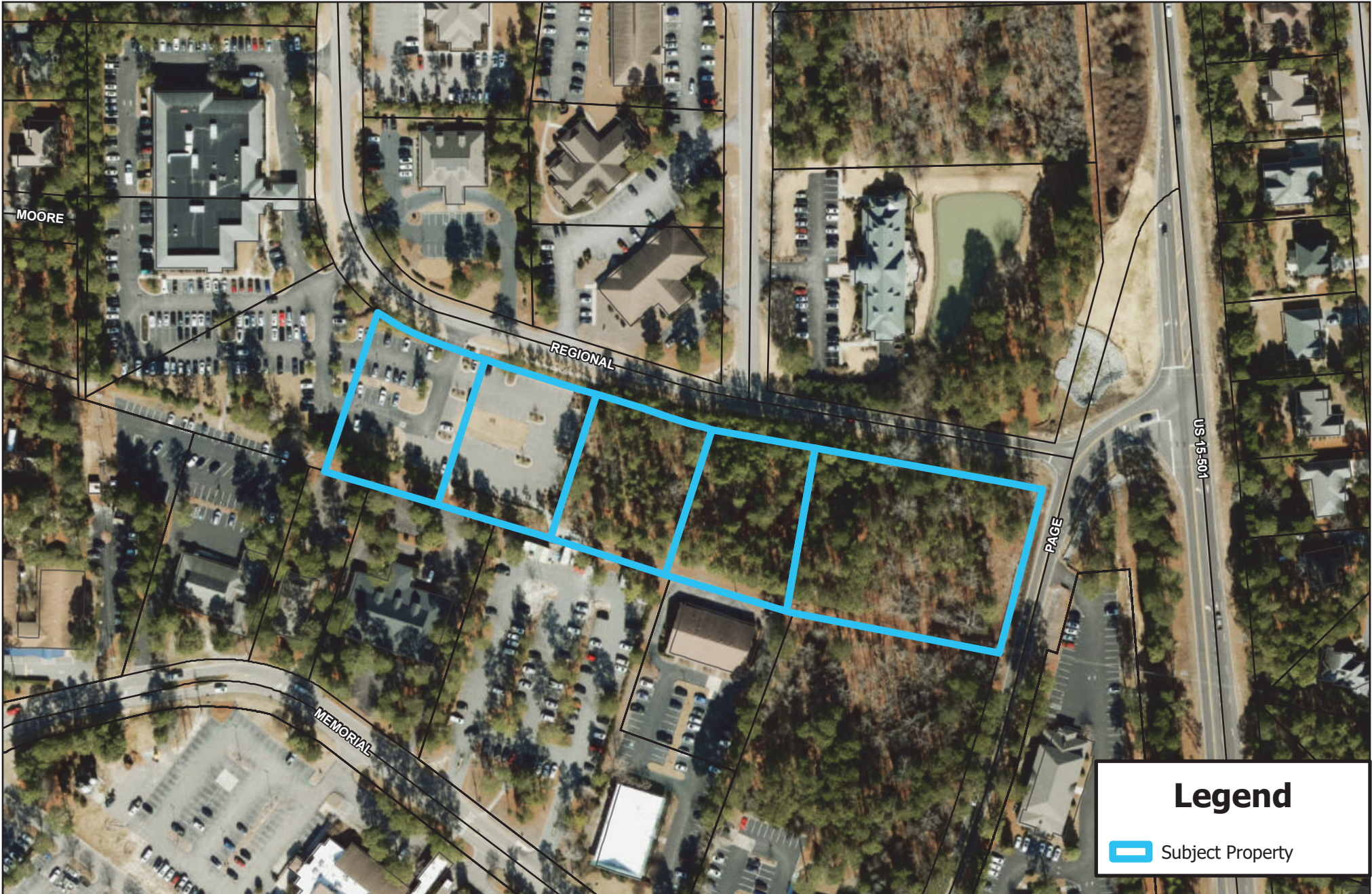
Site Plan approvals are based solely on the adopted, objective standards. If the standards are met, the proposal must be approved. Based on the plan’s compliance with the standards and requirements, Staff recommends approval of the Major Site Plan.

ATTACHMENTS

1. 1 Regional Dr Aerial Map
2. 1 Regional Dr Area Zoning Map
3. Boundary Survey
4. General Concept Plan
5. Building Elevations
6. Traffic Impact Analysis (TIA)
7. NCDOT TIA Response Letter
8. Environmental Assessment

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

1 Regional Dr. Pinehurst Medical Clinic Major Site Plan Review

Legend

 Subject Property



Zoning Map

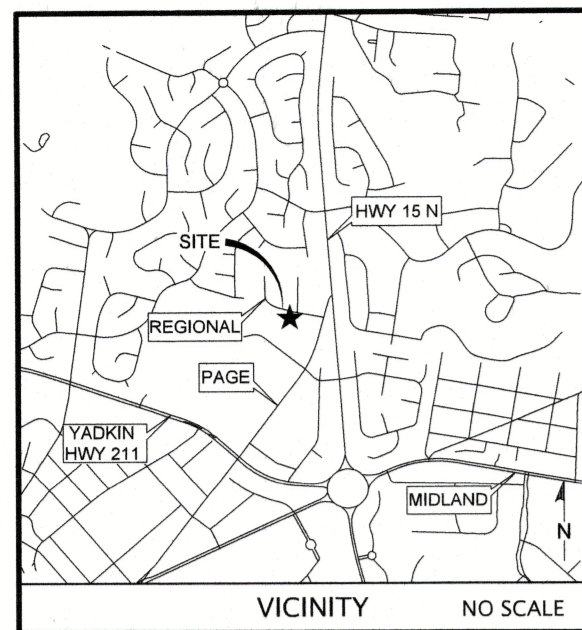


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5/22/2026

1 Regional Dr. - Pinehurst Medical Clinic Major Site Plan Review

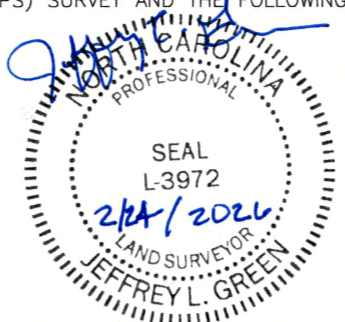




- GENERAL NOTES**
1. THIS MAP IS IN ACCORDANCE WITH GS 47-30.
 2. AREA BY COORDINATE METHOD.
 3. ALL DISTANCES ARE HORIZONTAL GROUND DISTANCE.
 4. DASHED LINES NOT SURVEYED, DRAWN FROM INFORMATION AS INDICATED.
 5. THERE ARE NO VISIBLE ENCROACHMENTS OTHER THAN THOSE SHOWN HEREON.
 6. THERE ARE NO VISIBLE ENCROACHMENTS OTHER THAN THOSE SHOWN HEREON.
 7. THIS PROPERTY IS LOCATED IN A DESIGNATED FEMA SPECIAL FLOOD HAZARD AREA PER FIRM NO. 3710856300J 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 ● = D.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 PAVEMENT
 - - - = EDGE OF CONCRETE
 - 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

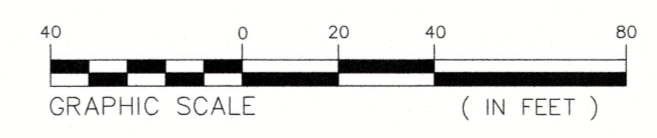
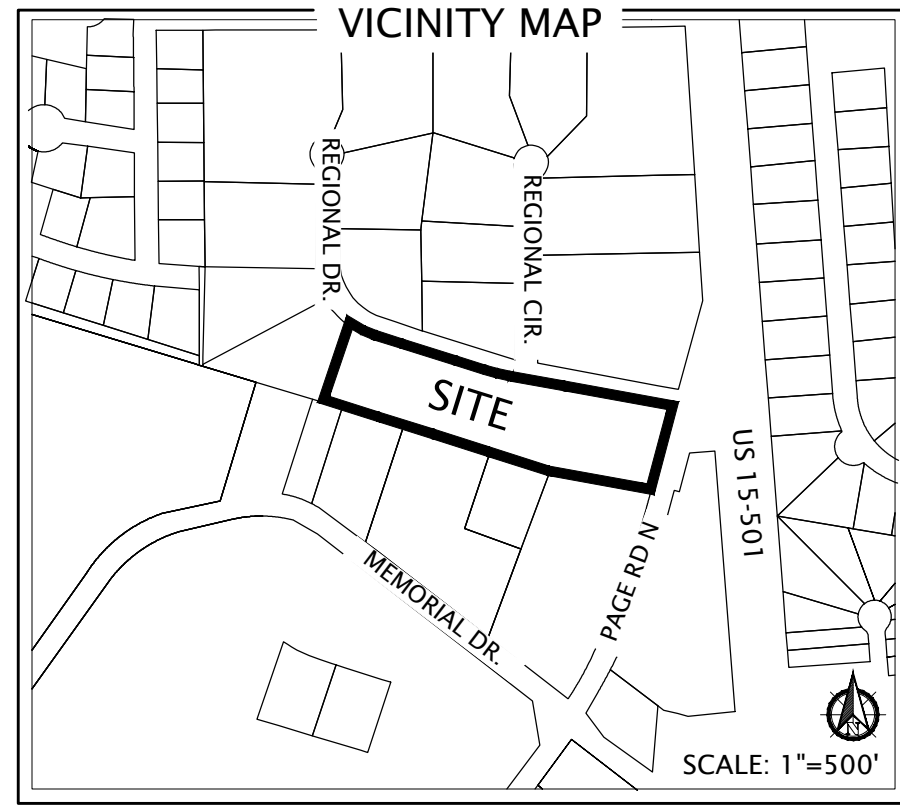


EXHIBIT MAP—
BOUNDARY SURVEY
FOR
PINEHURST MEDICAL GROUP, LLC
REGIONAL MEDICAL PARK - LOTS 1 THRU 5
MINERAL SPRINGS TOWNSHIP, MOORE COUNTY
PINEHURST, NORTH CAROLINA
FEBRUARY 24, 2026
FIELD SURVEY: FEBRUARY 2026
DRAFTED BY: AC SCALE 1" = 40'

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

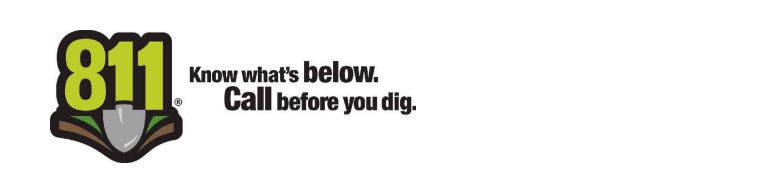
FLOODPLAIN DATA

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

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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)

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 SOUTHERN PINES, NC 28387
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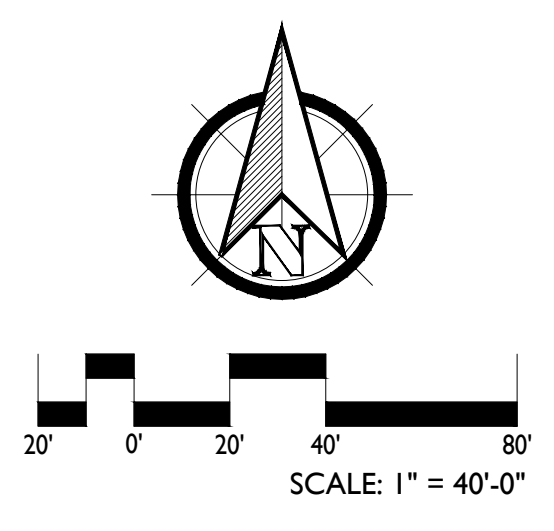
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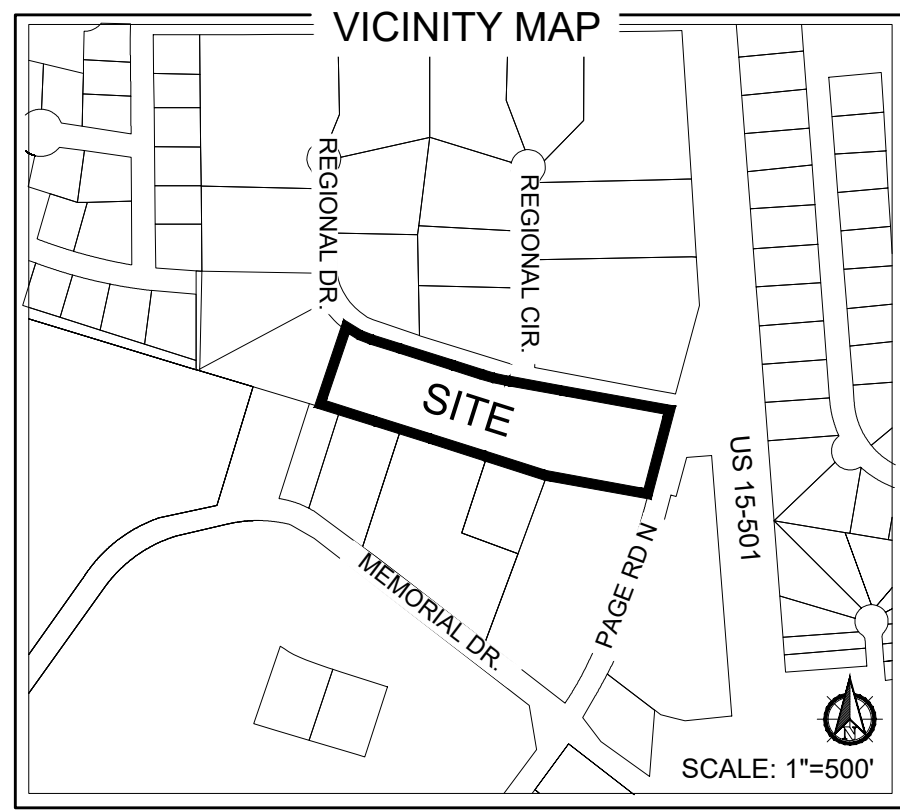
PINEHURST MEDICAL CLINIC
 PINEHURST, NORTH CAROLINA

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

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

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

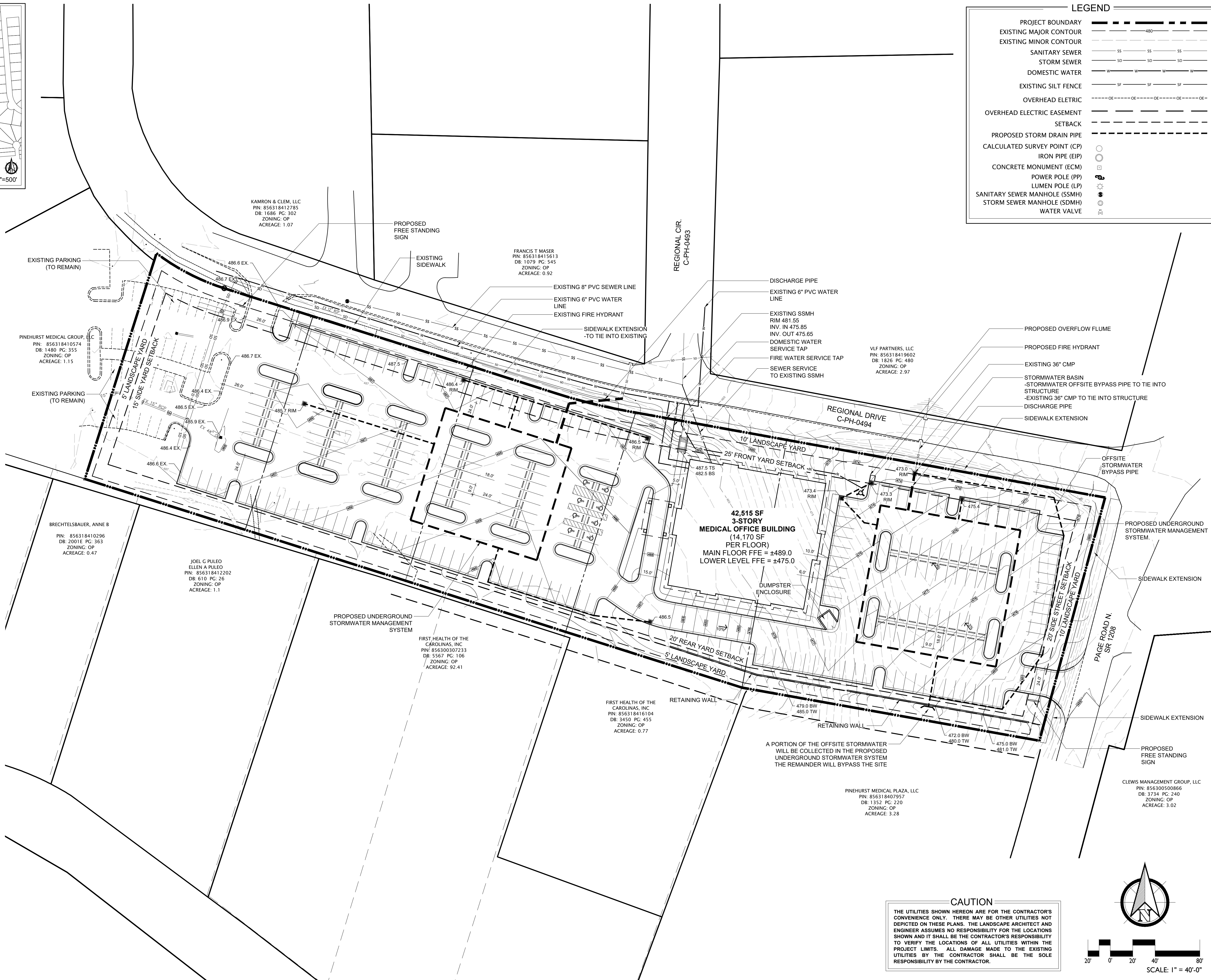
BASIN: CAPE FEAR
 STREAM: NICKS CREEK
 TYPE: WS-IIIP

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	⊕

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REVISIONS:

PINEHURST MEDICAL CLINIC
 PINEHURST, NORTH CAROLINA

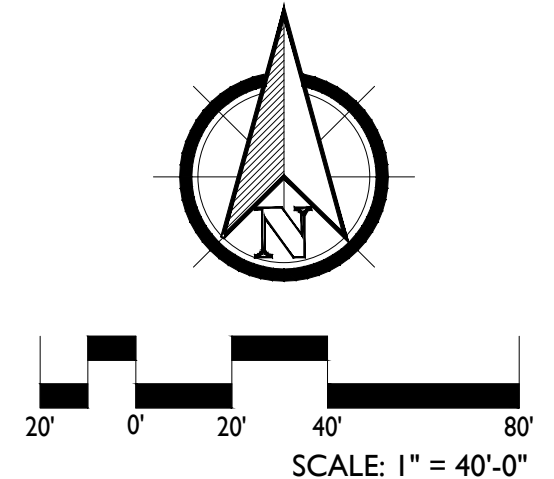
SITE PLAN

DATE: 04-28-2026
 DESIGNED BY: PS
 DRAWN BY: PS
 CHECKED BY: PS
 SCALE: 1" = 30'-0"
 PROJECT #: K1D25009
 SHEET NUMBER: L-1.1

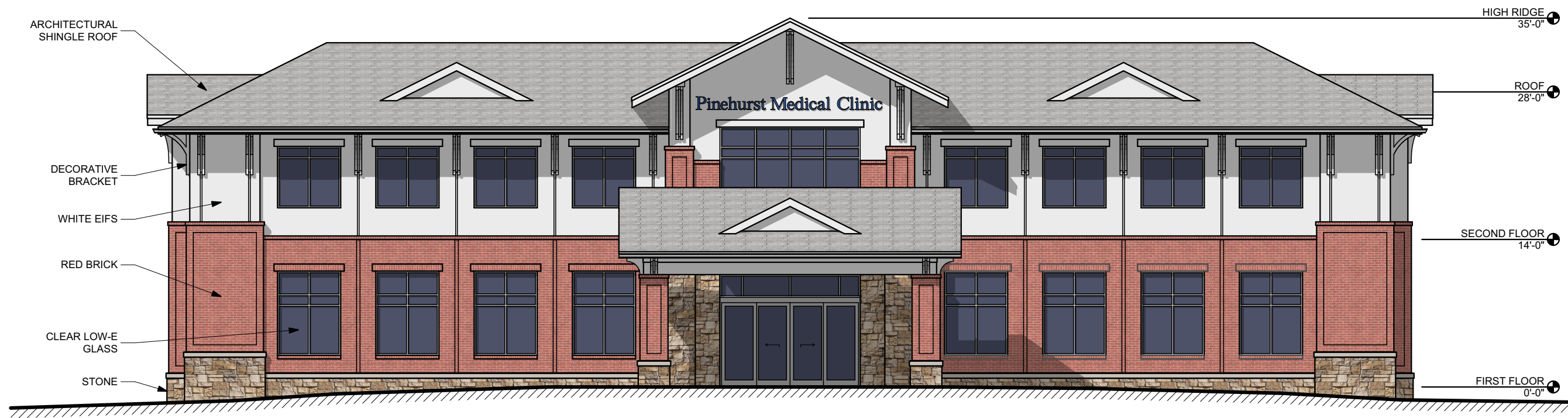


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BIMcloud: ppi - BIMcloud Software as a Service/445.07.01 PMC Regional Drive



WEST ELEVATION

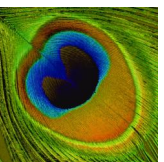
PMC REGIONAL DRIVE MOB

PINEHURST, NC

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SCALE: 3/32" = 1'-0"

9/29/2025



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NORTH ELEVATION

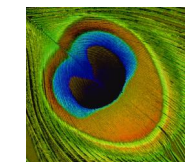
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EAST ELEVATION

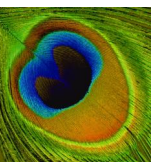
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SOUTH ELEVATION

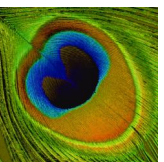
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SCALE: 3/32" = 1'-0"

9/29/2025



Revised Traffic Impact Analysis

Regional Drive Medical Office Pinehurst, NC

Prepared for:
Peacock Partnership Inc.

Kimley»Horn

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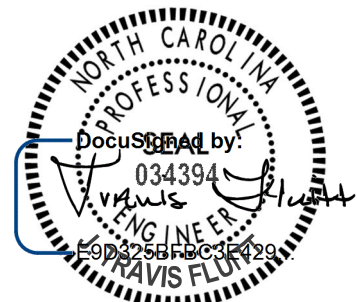
Page 39 of 223

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

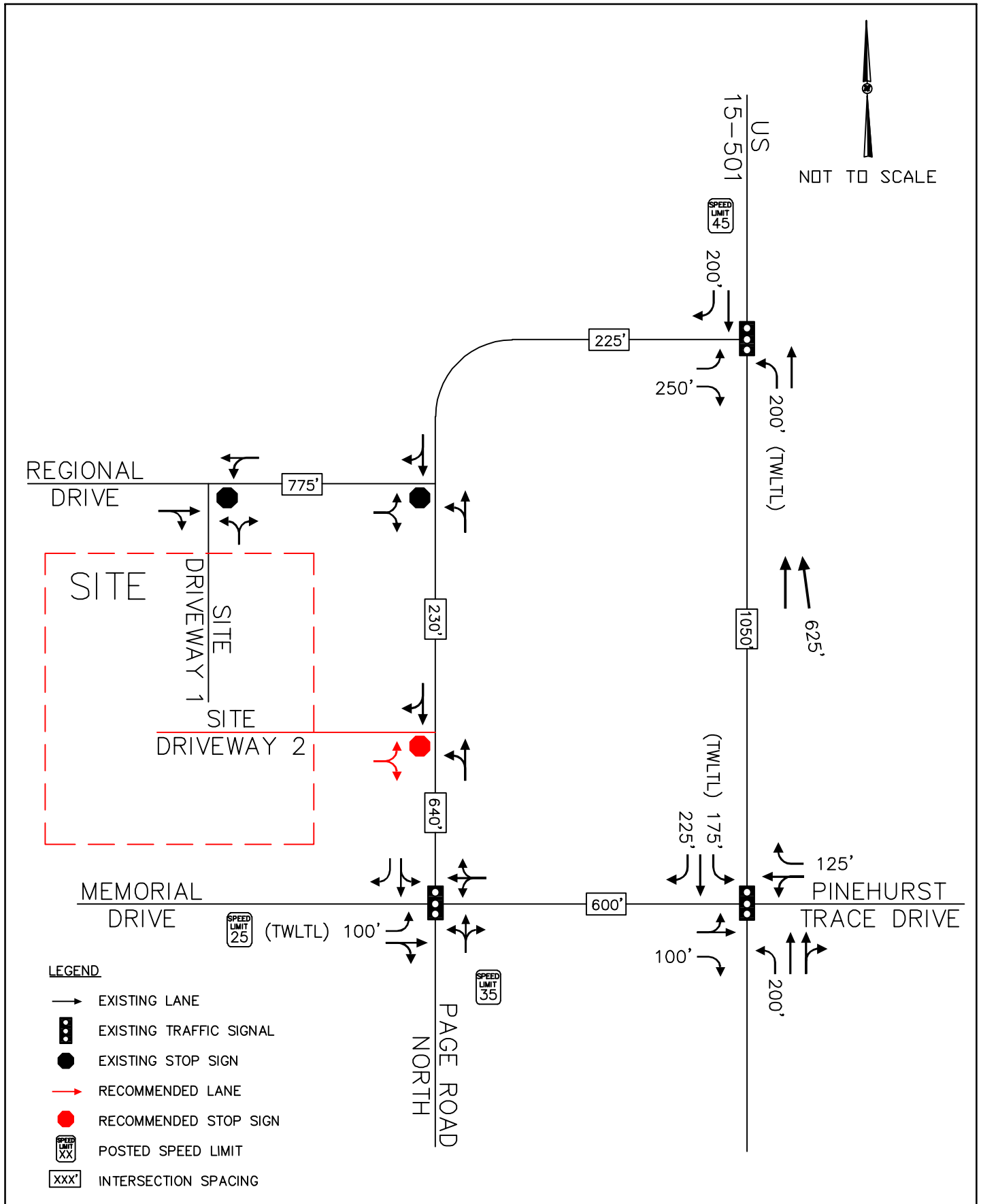
The recommended roadway laneage is shown on **Figure ES-1**.

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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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.

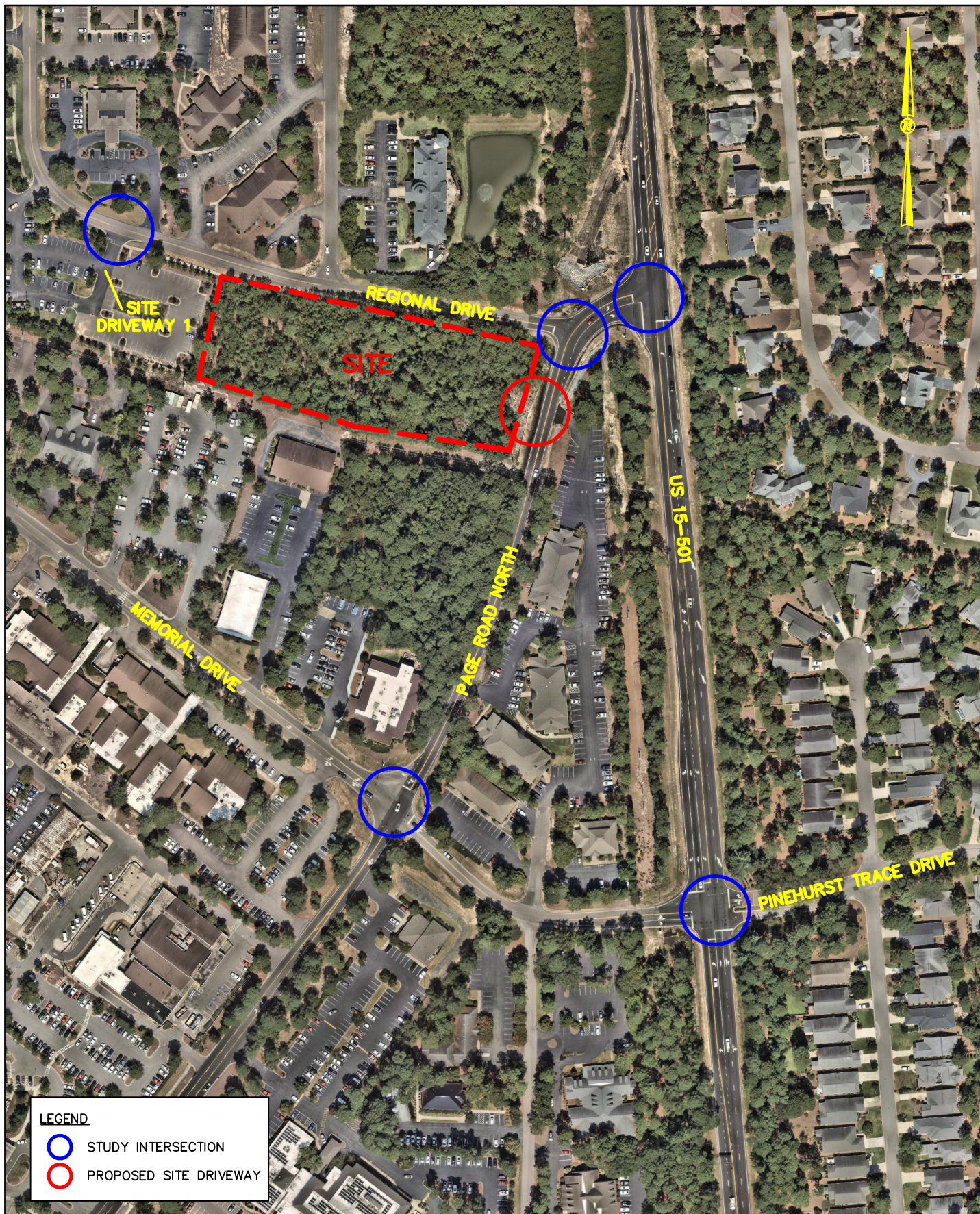
2.2 *Existing Conditions*

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

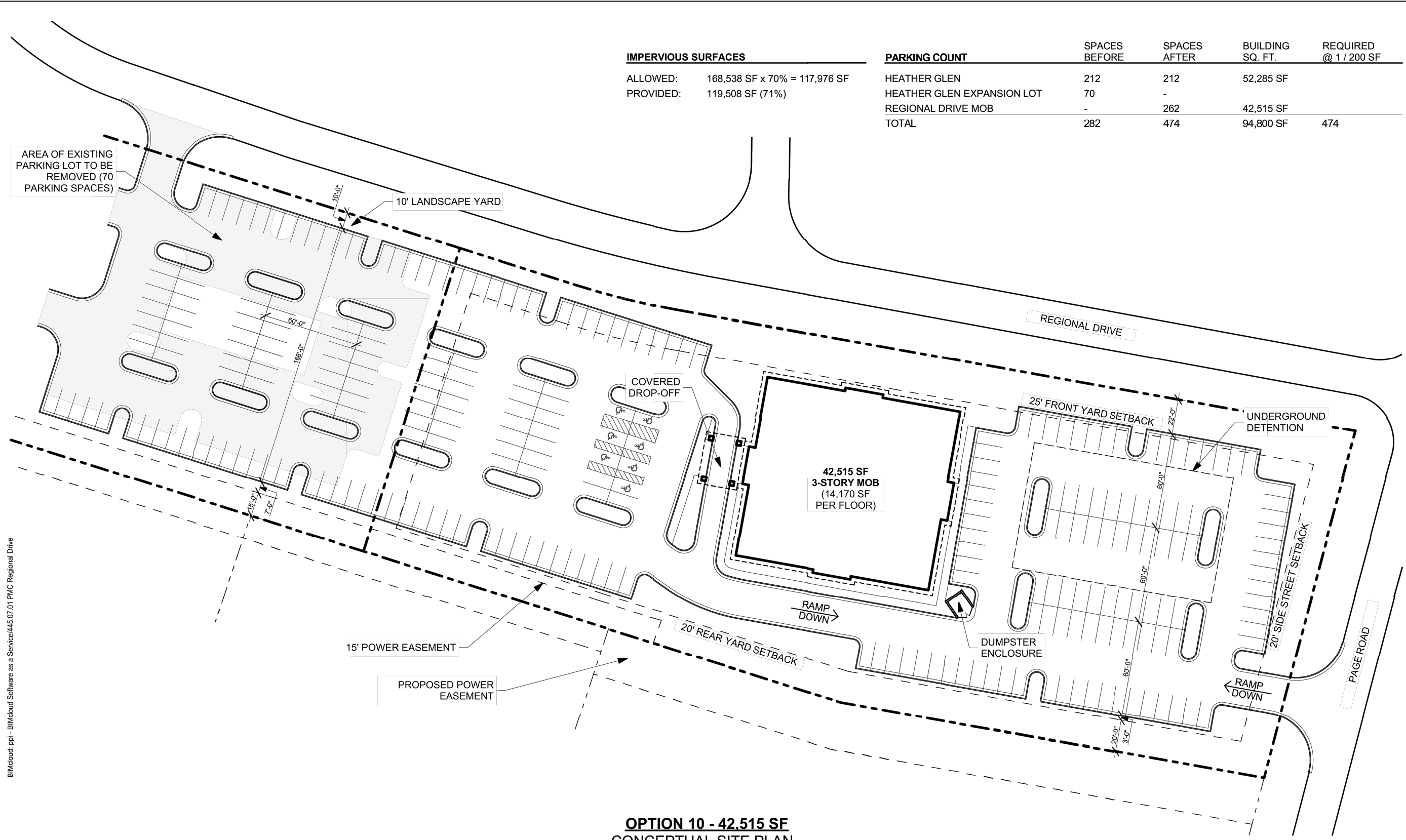


REGIONAL DRIVE
 MEDICAL OFFICE
 PINEHURST, NC
 TRAFFIC IMPACT ANALYSIS

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	
HEATHER GLEN	212
HEATHER GLEN EXPANSION LOT	70
REGIONAL DRIVE MOB	-
TOTAL	282

SPACES BEFORE	SPACES AFTER	BUILDING SQ. FT.	REQUIRED @ 1 / 200 SF
212	212	52,285 SF	
-	-	42,515 SF	
282	474	94,800 SF	474

OPTION 10 - 42,515 SF
CONCEPTUAL SITE PLAN

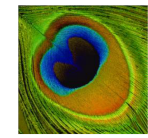
PMC REGIONAL DRIVE MOB

PINEHURST, NC

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SCALE: 1" = 50'

7/21/2025



PEACOCK PARTNERSHIP

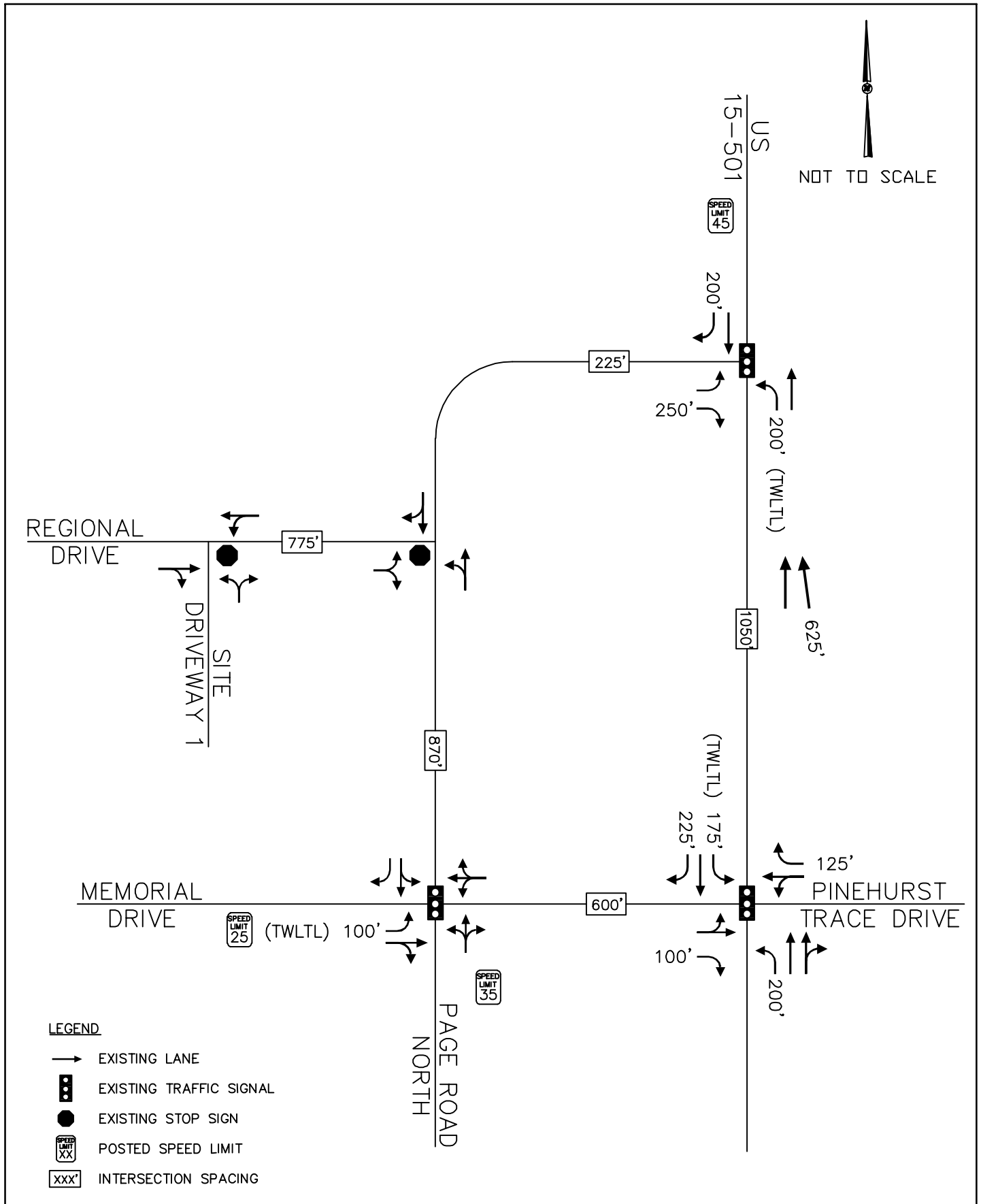
FIGURE 2.2

CONCEPTUAL SITE PLAN

REGIONAL DRIVE
MEDICAL OFFICE
PINEHURST, NC
TRAFFIC IMPACT ANALYSIS



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REGIONAL DRIVE
 MEDICAL OFFICE
 PINEHURST, NC
 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.

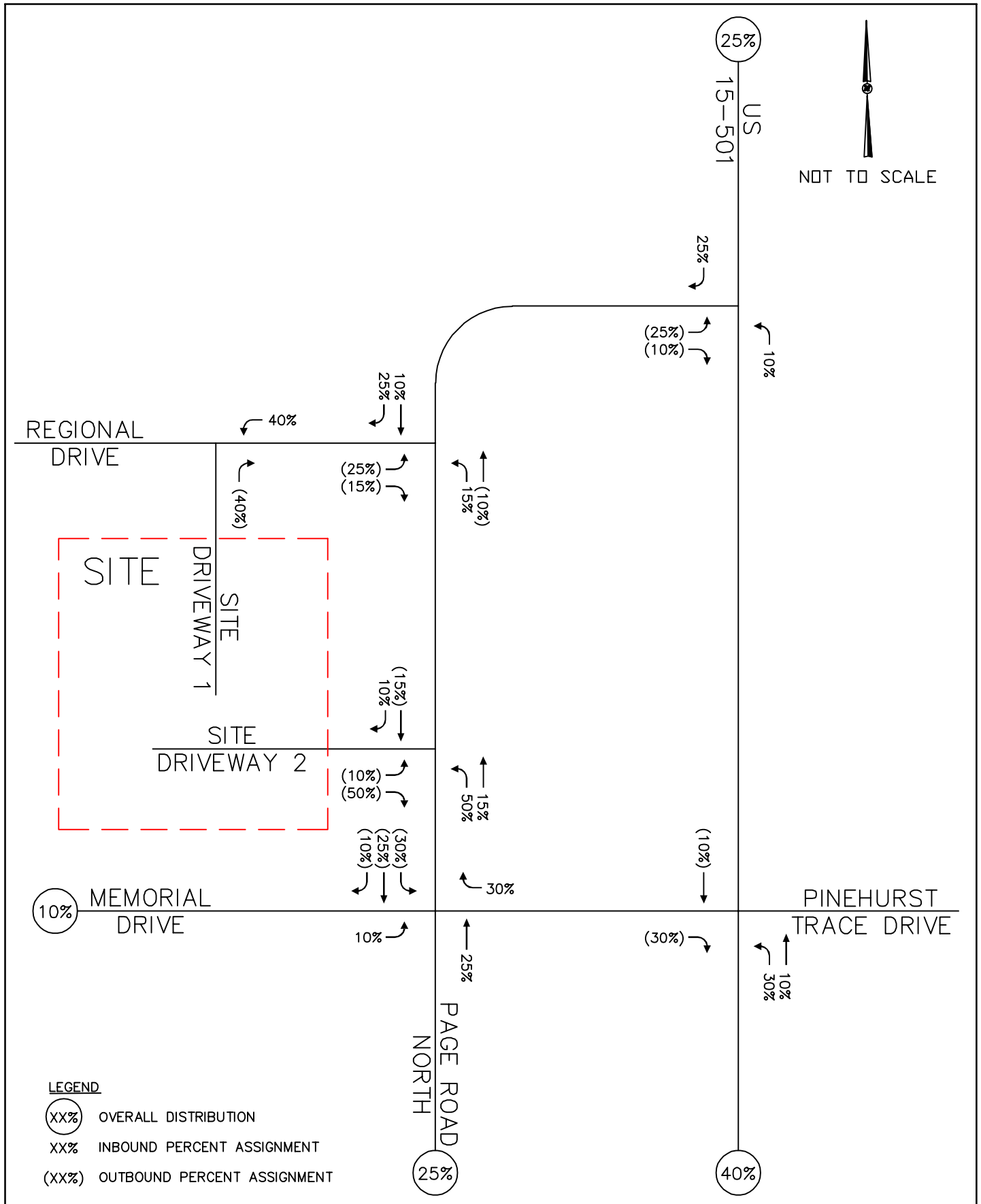
Land Use Code	Land Use	Intensity	Daily	AM Peak Hour		PM Peak Hour	
				In	Out	In	Out
720	Medical Office Building – within/near Hospital Campus	42,515 s.f.	1,386	92	22	31	91

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

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) [10]
← 10 (1) [11]

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]

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

← 33 (2) [35]
← 154 (9) [163]
← 33 (2) [35]
NORTH
PAGE ROAD

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

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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

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NOT TO SCALE

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

← 257 (0) [257]
← 94 (9) [103]

← 99 (6) [105]
← 6 (2) [8]

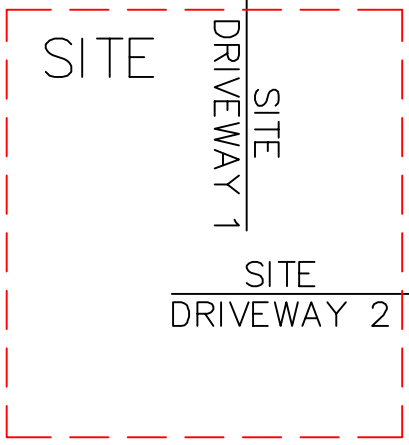
← 485 (9) [494]
← 160 (23) [183]

← 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]

← 455 (2) [457]
← 63 (0) [63]

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

MEMORIAL DRIVE

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

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

PINEHURST TRACE 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]

← 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

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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

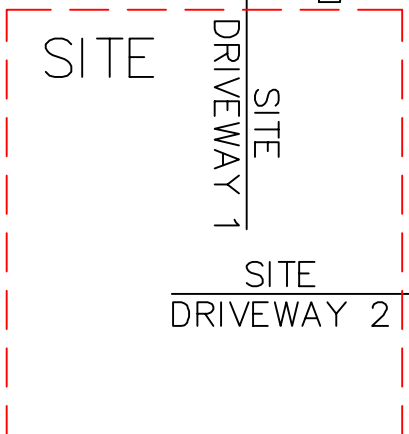
← 21 (0) [21]
← 1 (12) [13]

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]



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

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

← 262 (5) [267]
← 0 (16) [16]

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

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

MEMORIAL
DRIVE

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

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

PINEHURST
TRACE DRIVE

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

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

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

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

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

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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

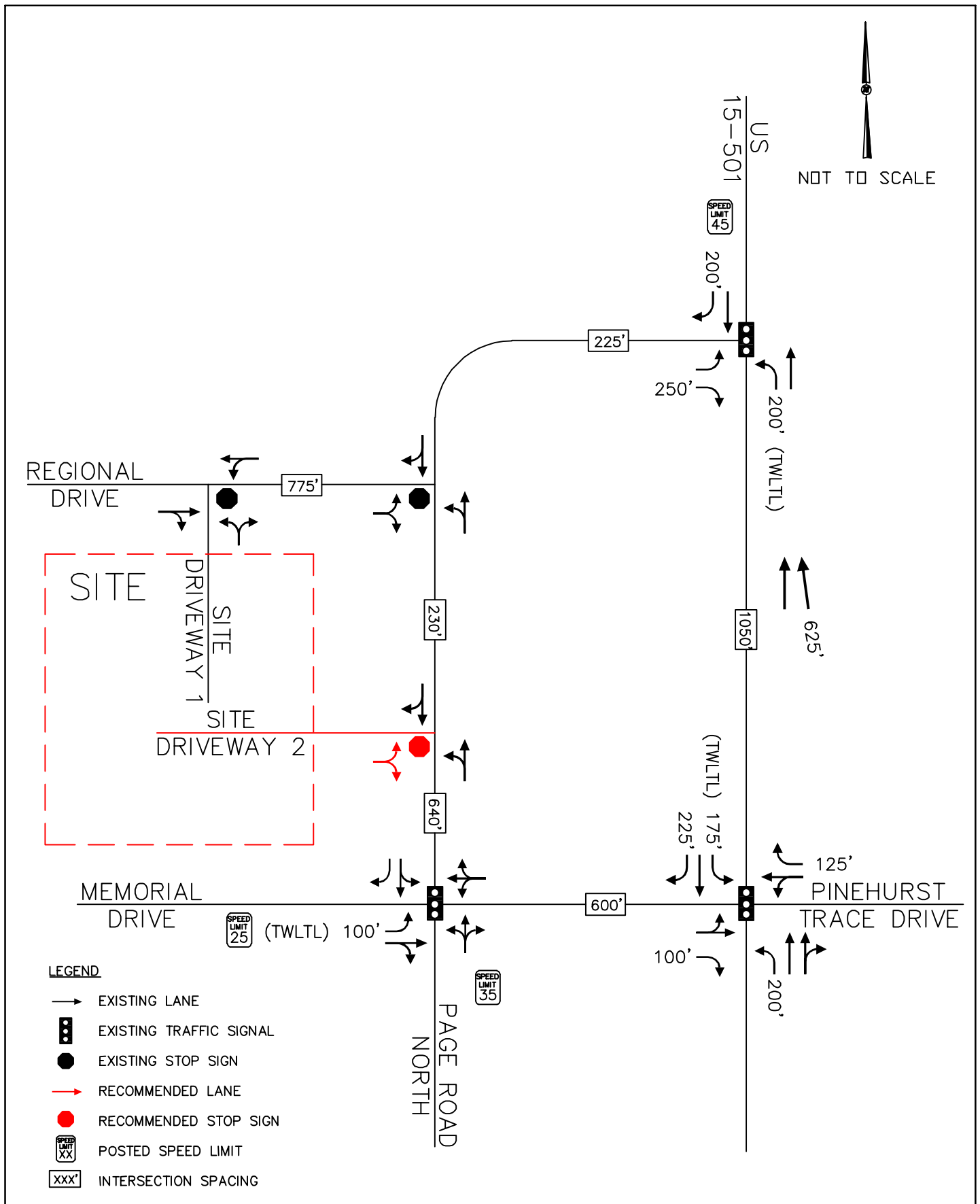
The following improvements are proposed to be performed in conjunction with the proposed development:

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

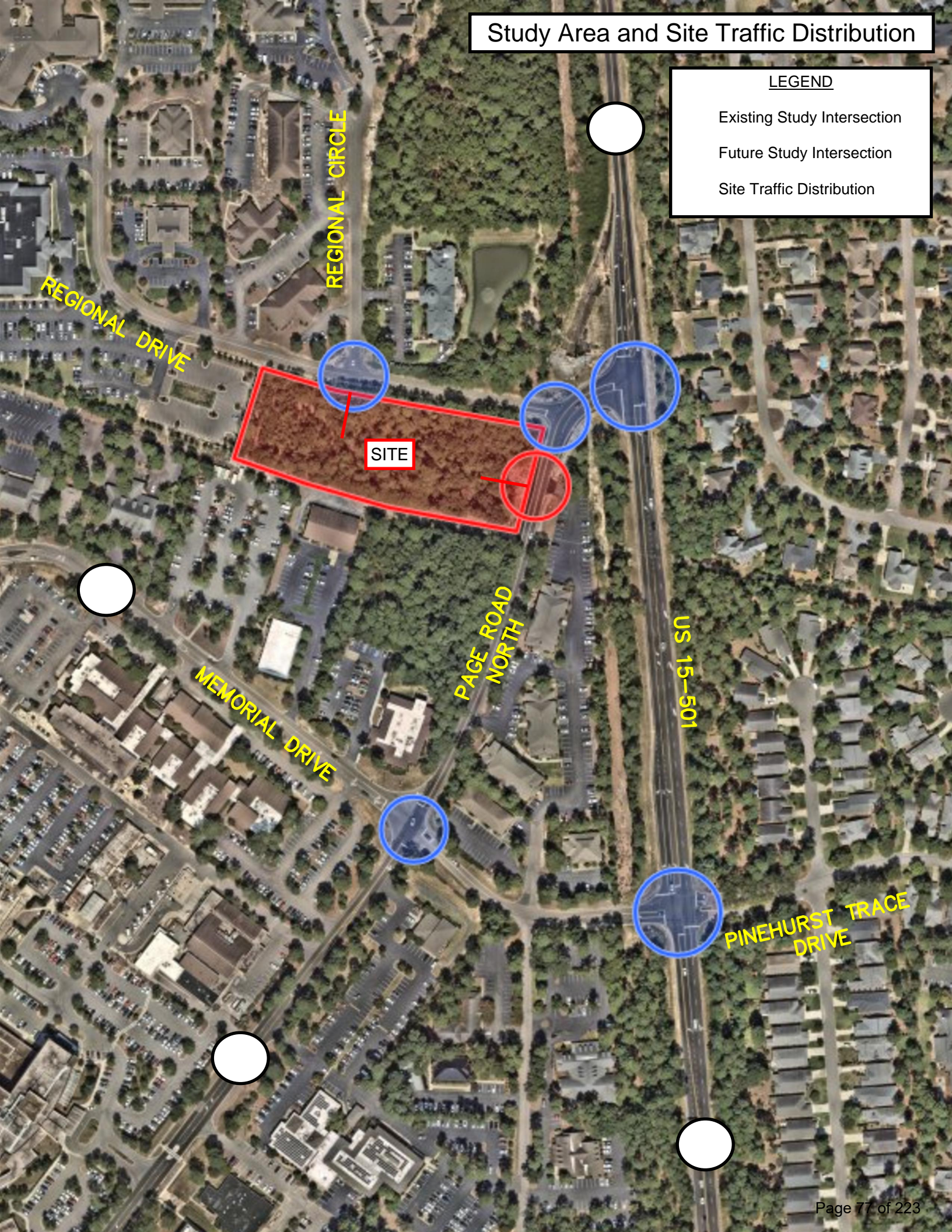
Study Area and Site Traffic Distribution

LEGEND

Existing Study Intersection

Future Study Intersection

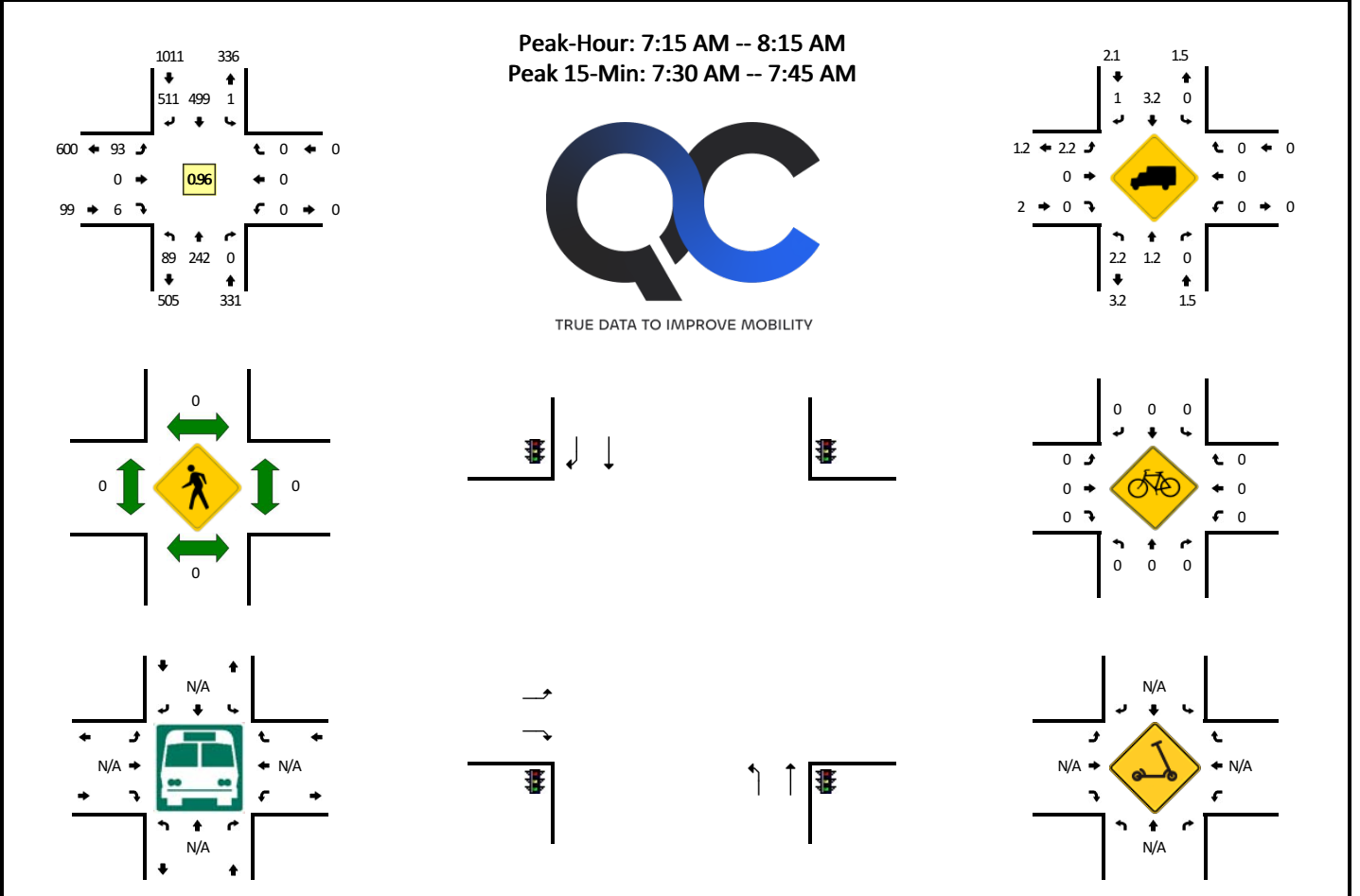
Site Traffic Distribution



Appendix B: Traffic Count Data

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

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

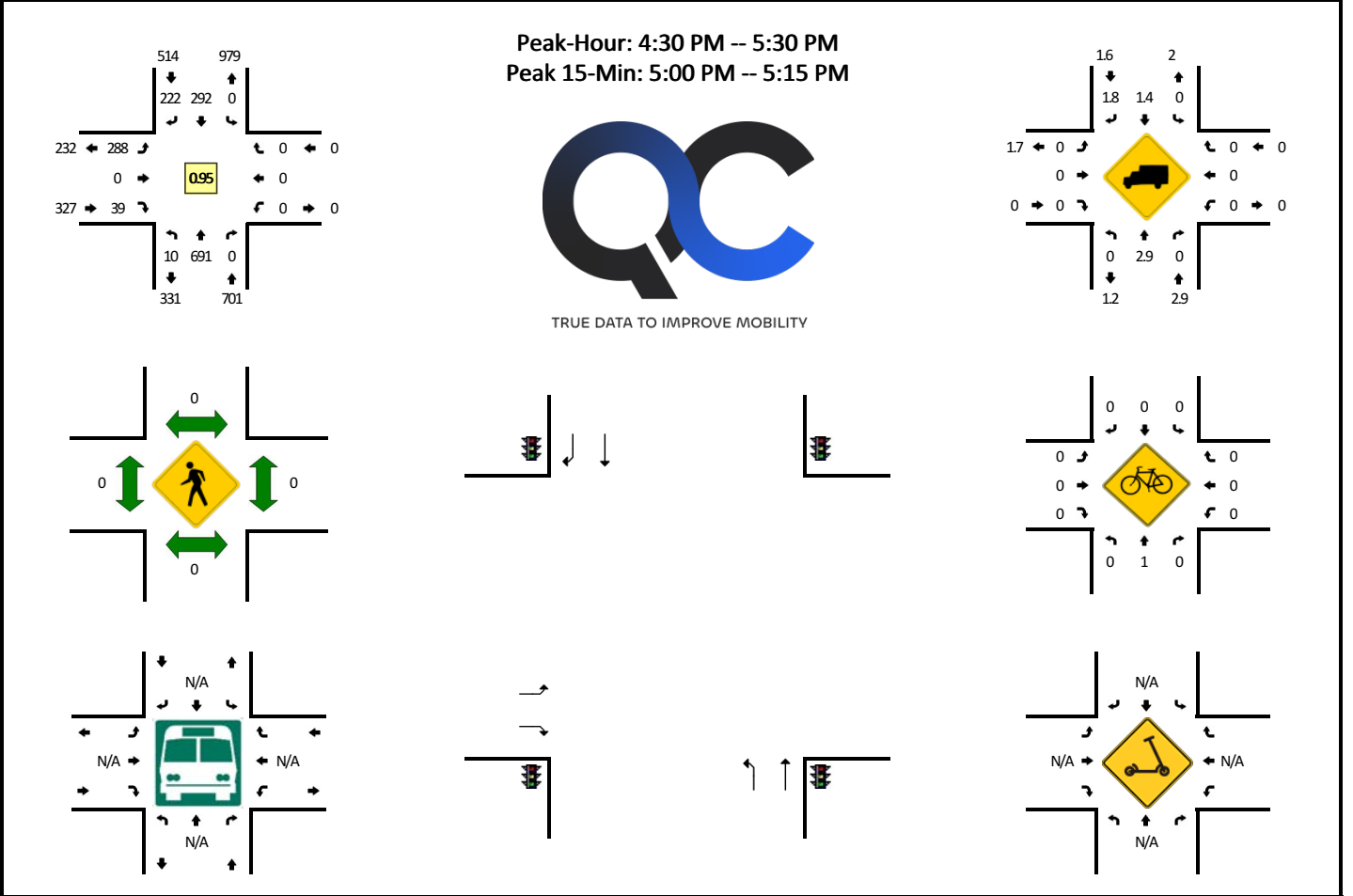


15-Min Count Period Beginning At	U.S. 15 (Northbound)				U.S. 15 (Southbound)				Page Road North (Eastbound)				Page Road North (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	4	40	0	0	0	137	57	0	20	0	2	0	0	0	0	0	260	
7:15 AM	16	60	0	0	0	143	89	0	29	0	1	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	377	
7:45 AM	21	45	0	0	0	124	156	0	12	0	1	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	367	1441
8:15 AM	25	70	0	0	0	78	96	0	28	0	4	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	300	1327
8:45 AM	23	82	0	0	0	104	82	0	31	0	12	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	1508	
Heavy Trucks	4	0	0	0	0	12	8	0	4	0	0	0	0	0	0	0	28	
Buses																		
Pedestrians		0				0					0			0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

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

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

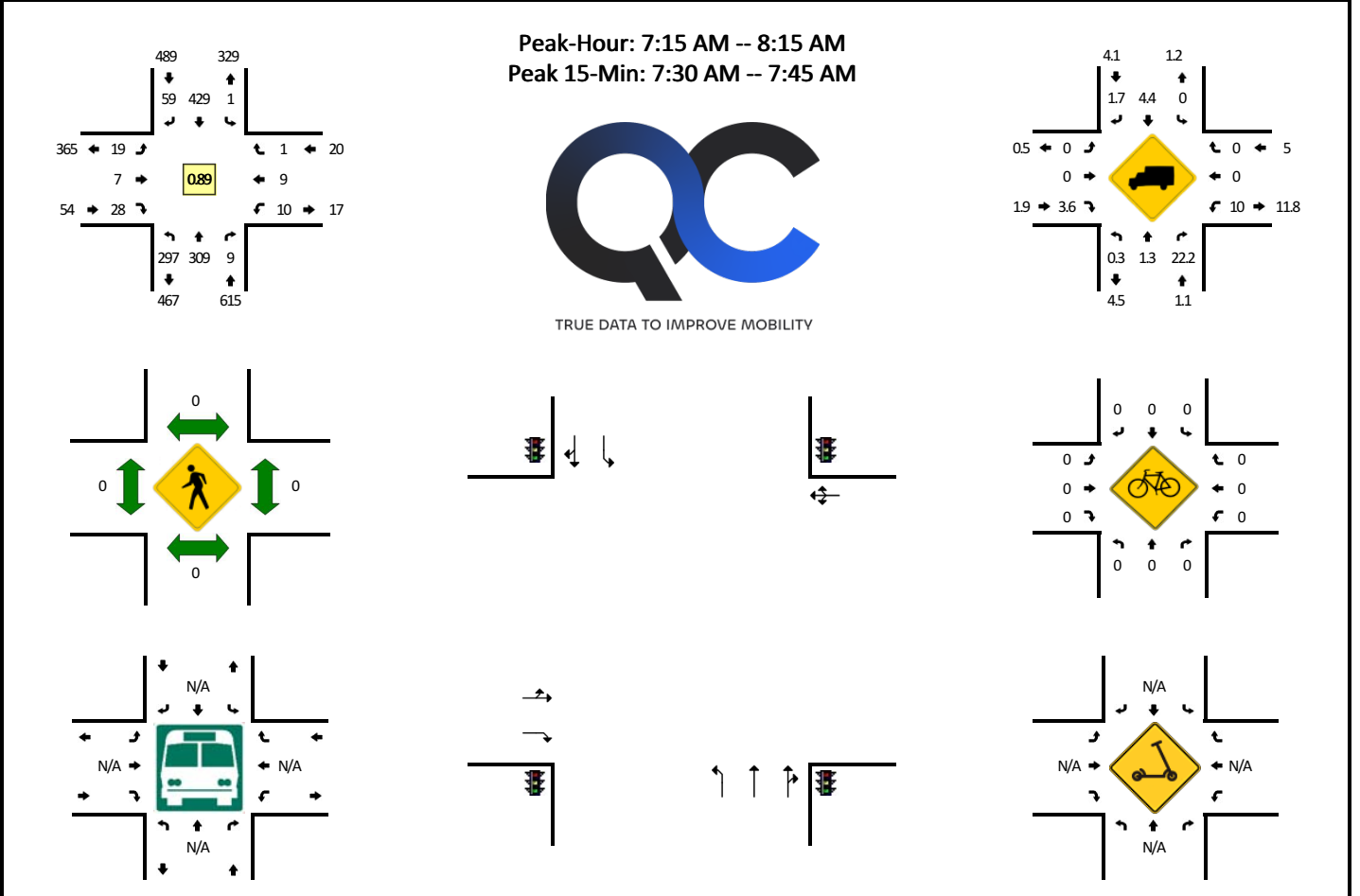


15-Min Count Period Beginning At	U.S. 15 (Northbound)				U.S. 15 (Southbound)				Page Road North (Eastbound)				Page Road North (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
4:00 PM	5	166	0	0	0	88	50	0	79	0	14	0	0	0	0	0	0	402	
4:15 PM	4	166	0	0	0	64	54	0	67	0	10	0	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	0	390	
4:45 PM	2	157	0	0	0	75	46	0	52	0	10	0	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	0	405	1502
5:15 PM	0	183	0	0	0	86	63	0	67	0	6	0	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	0	340	1492
5:45 PM	0	135	0	0	0	70	26	0	37	0	4	0	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	0	1620	
Heavy Trucks	0	16	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	24	
Buses																		0	
Pedestrians		0				0				0				0				0	
Bicycles	0	4	0		0	0	0		0	0	0		0	0	0			4	
Scooters																			

Comments:

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

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

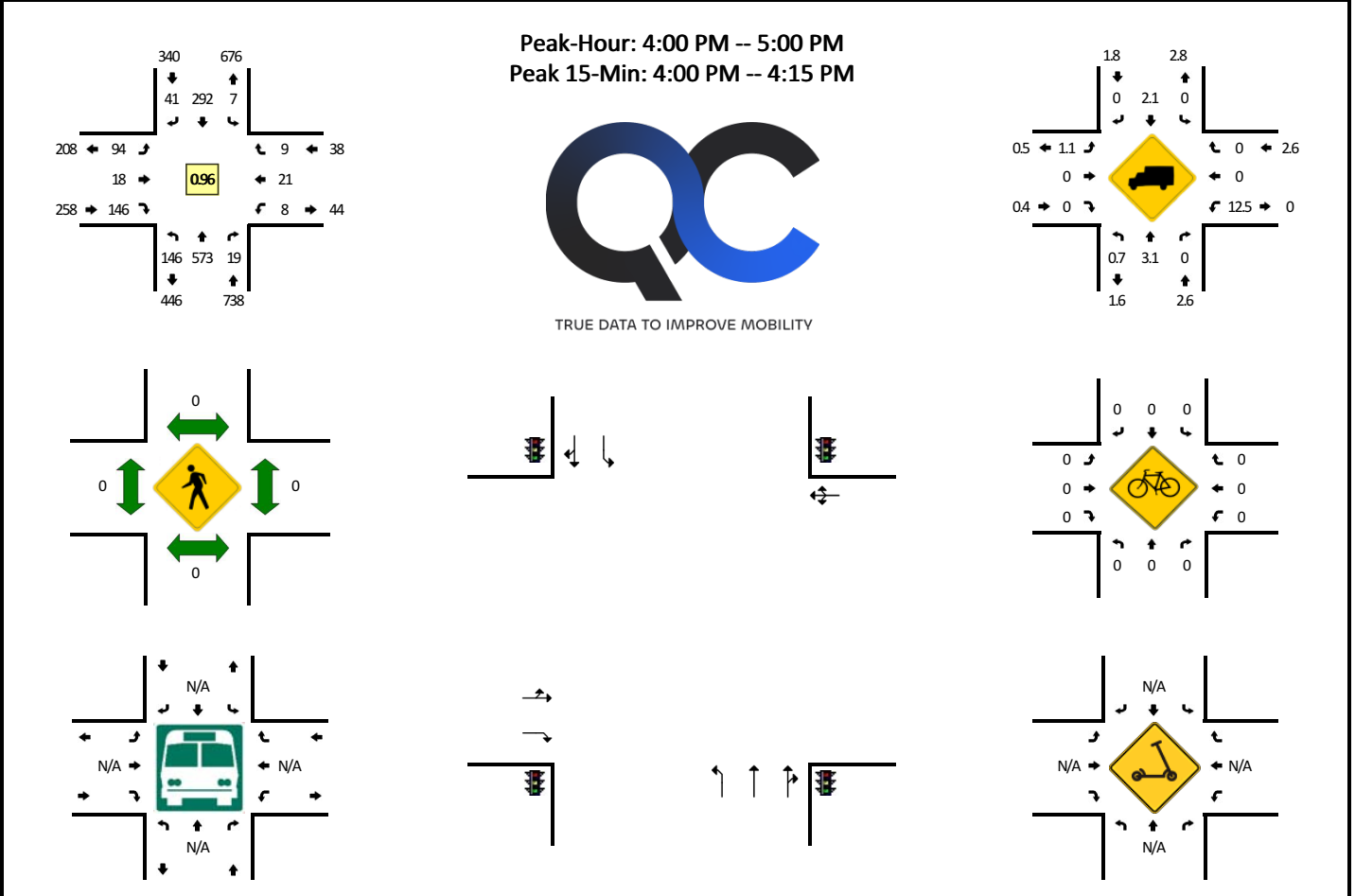


15-Min Count Period Beginning At	US 15 (Northbound)				US 15 (Southbound)				Memorial Dr/Pinehurst Trace Dr (Eastbound)				Memorial Dr/Pinehurst Trace Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	30	41	1	0	2	127	6	0	3	2	4	0	0	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

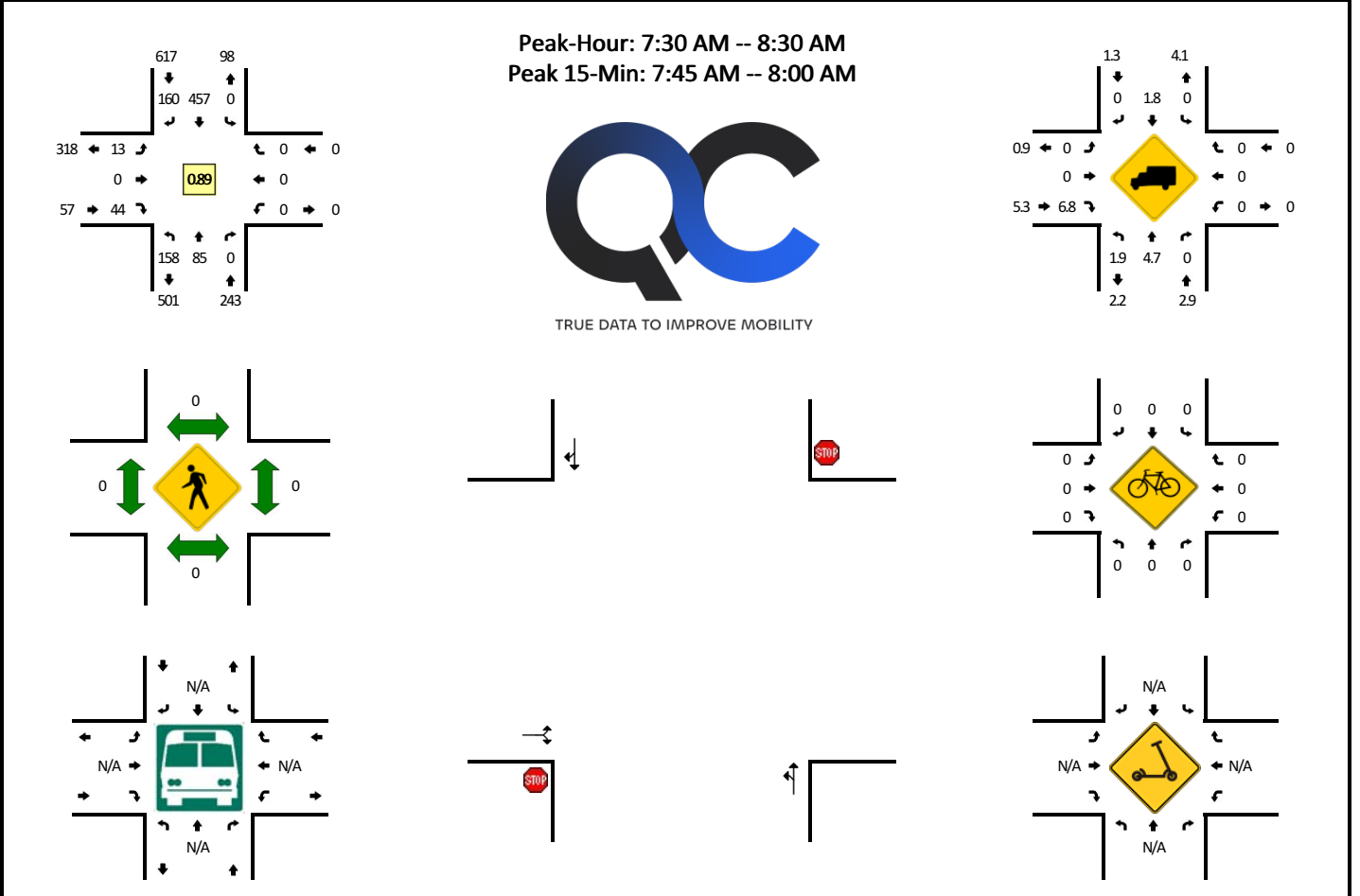


15-Min Count Period Beginning At	US 15 (Northbound)				US 15 (Southbound)				Memorial Dr/Pinehurst Trace Dr (Eastbound)				Memorial Dr/Pinehurst Trace Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	35	151	6	0	1	94	6	0	22	6	30	0	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	
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 #: 17018905
DATE: Wed, May 28 2025

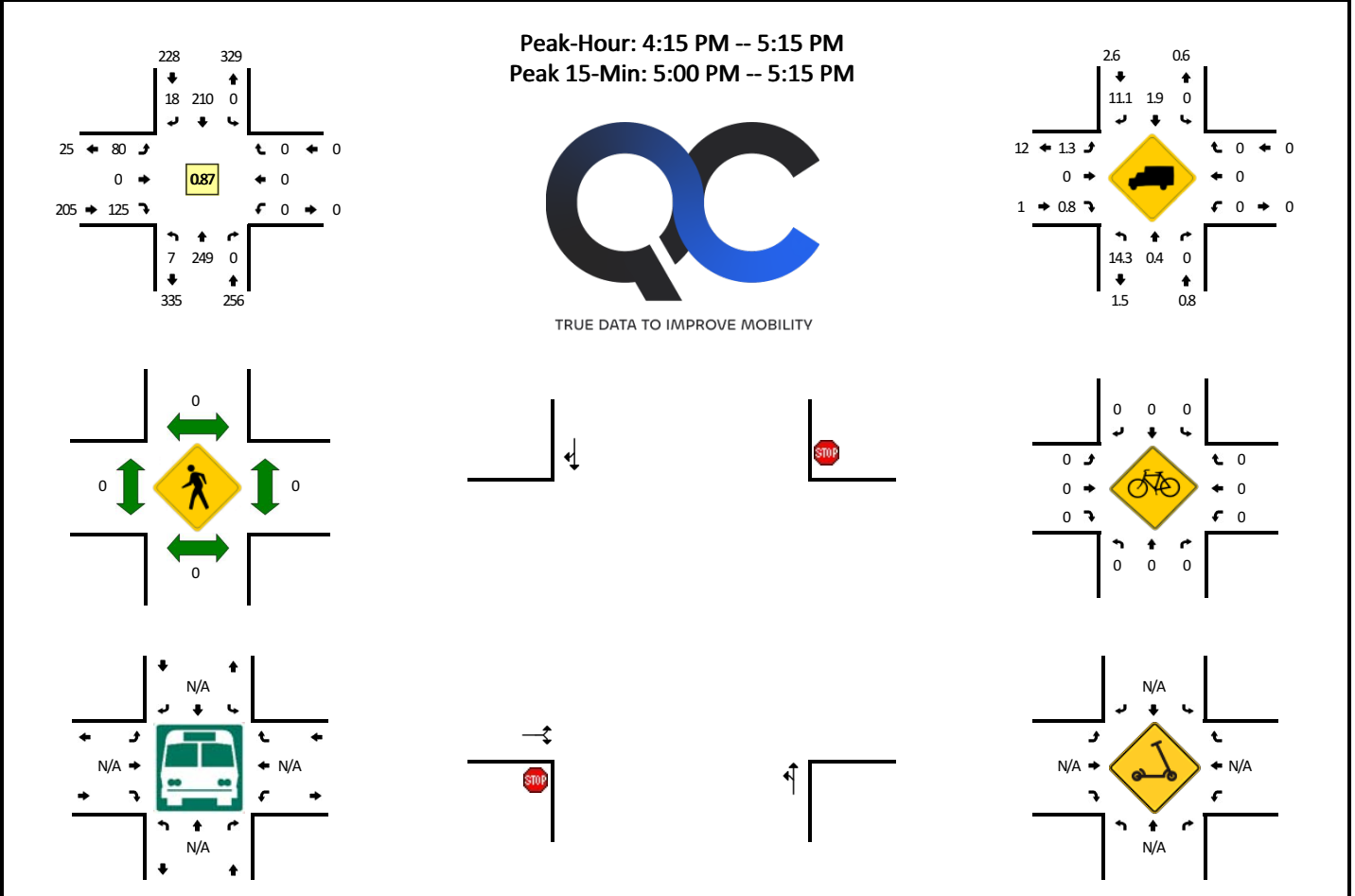


15-Min Count Period Beginning At	Page Rd N (Northbound)				Page Rd N (Southbound)				Regional Dr (Eastbound)				Regional Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	10	19	0	0	0	48	13	0	4	0	1	0	0	0	0	0	95	
7:15 AM	24	30	0	0	0	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

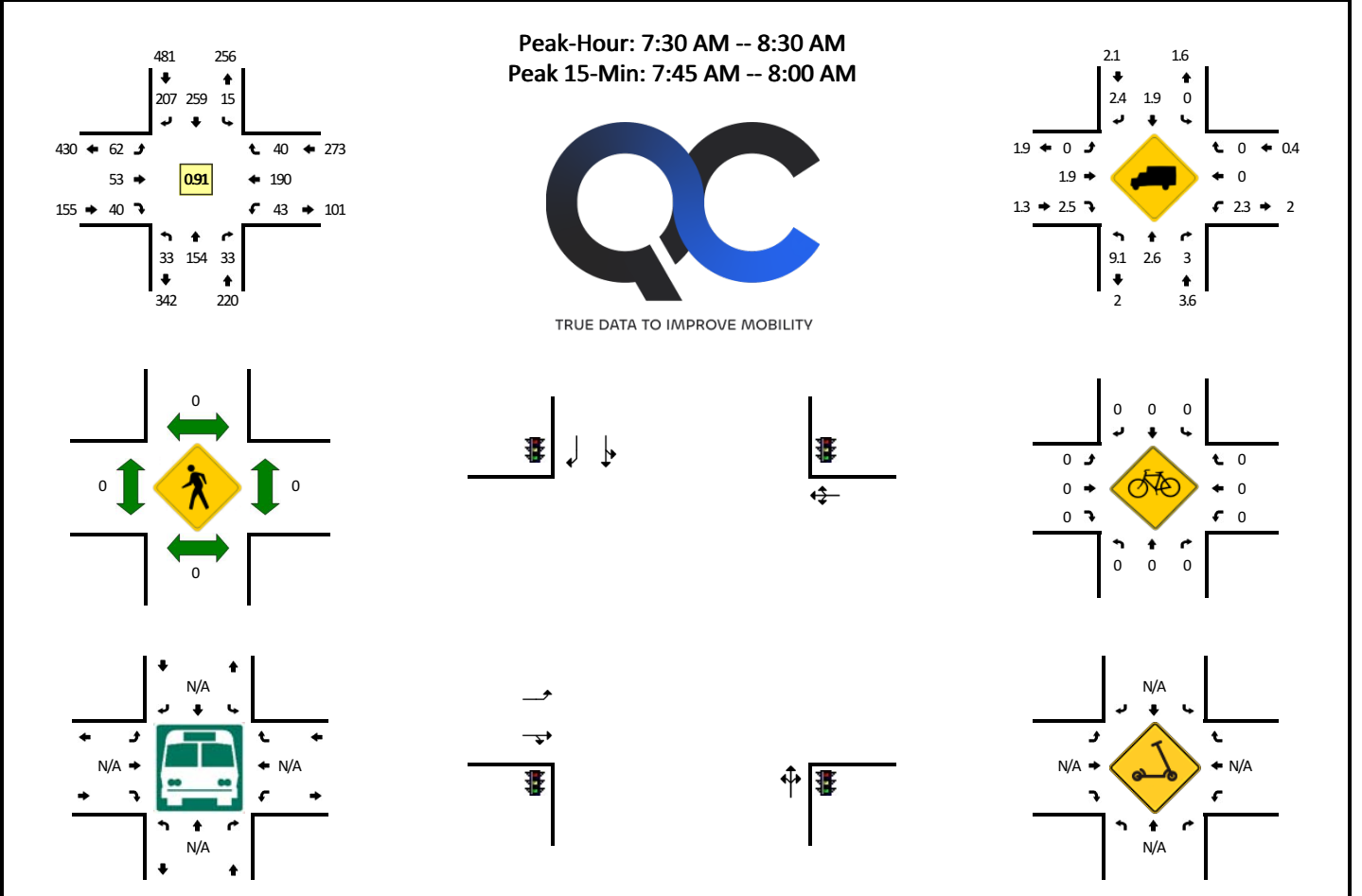


15-Min Count Period Beginning At	Page Rd N (Northbound)				Page Rd N (Southbound)				Regional Dr (Eastbound)				Regional Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	12	73	0	0	0	51	4	0	22	0	26	0	0	0	0	0	188	
4:15 PM	2	57	0	0	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

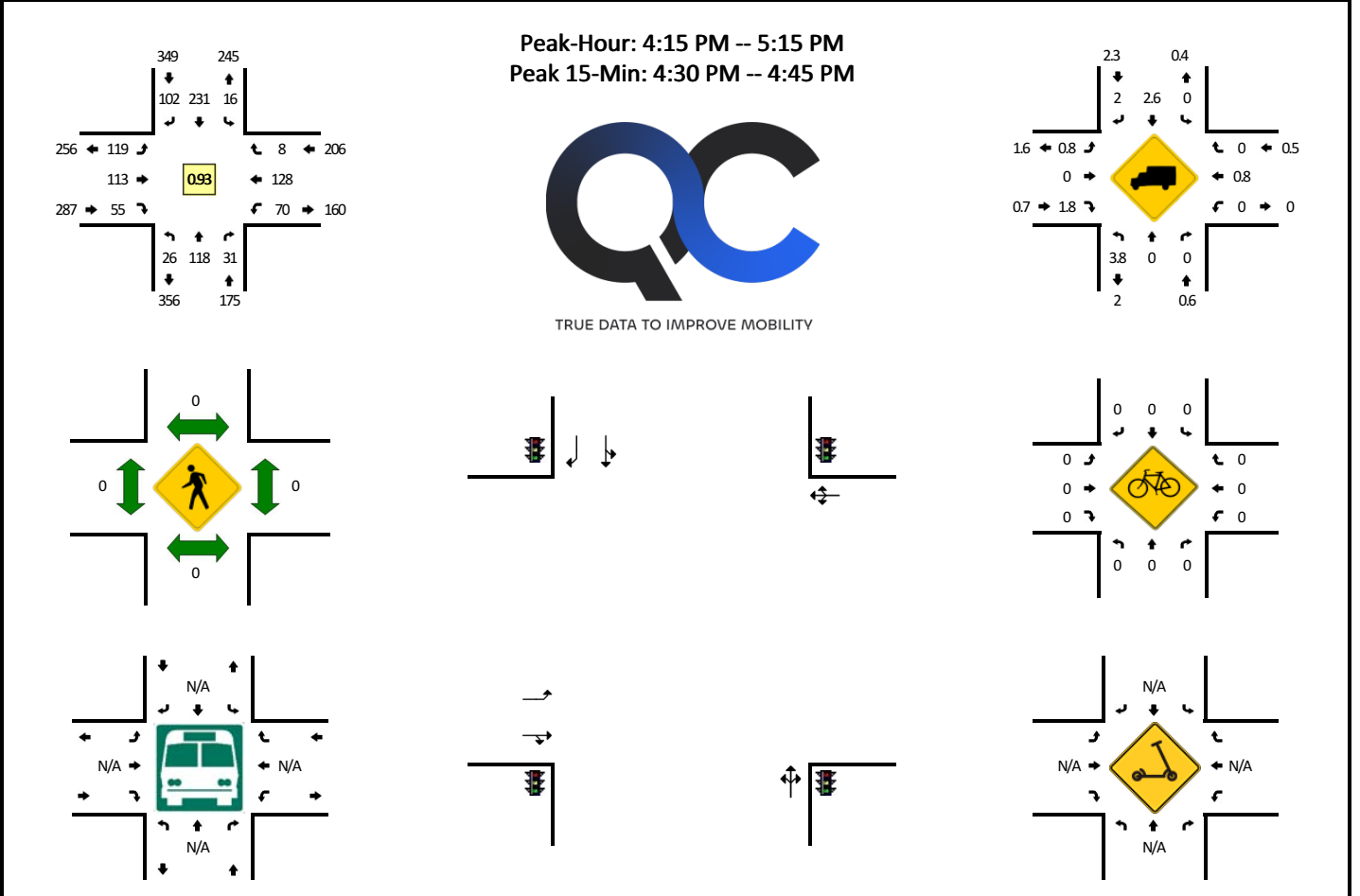


15-Min Count Period Beginning At	Page Rd N (Northbound)				Page Rd N (Southbound)				Memorial Dr (Eastbound)				Memorial Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	11	24	3	0	0	26	21	0	7	8	3	0	4	25	1	0	133	
7:15 AM	14	37	6	0	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

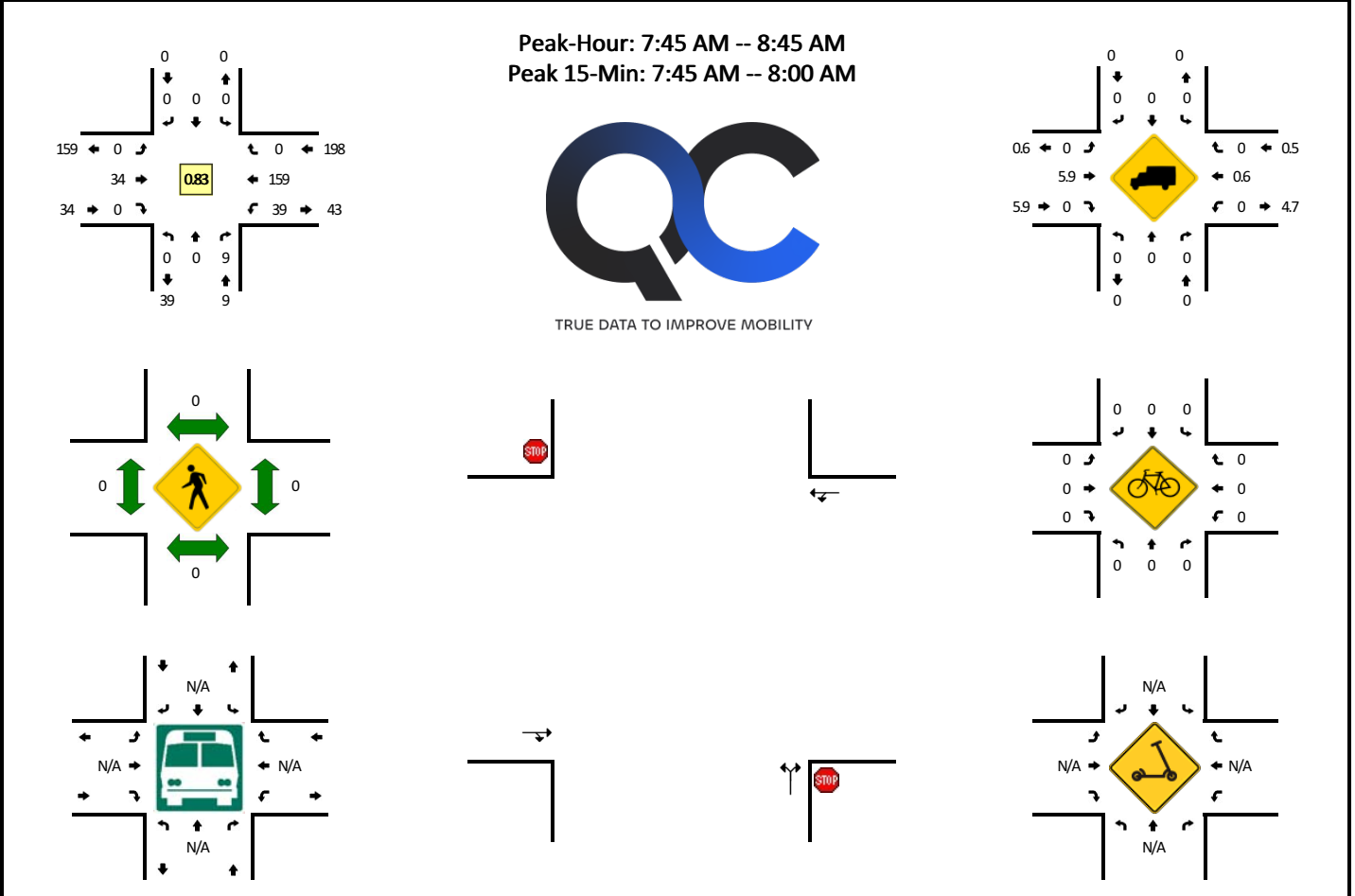


15-Min Count Period Beginning At	Page Rd N (Northbound)				Page Rd N (Southbound)				Memorial Dr (Eastbound)				Memorial Dr (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
4:00 PM	6	46	12	0	4	53	21	0	42	29	11	0	14	25	3	0	266		
4:15 PM	8	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																		0	

Comments:

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

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

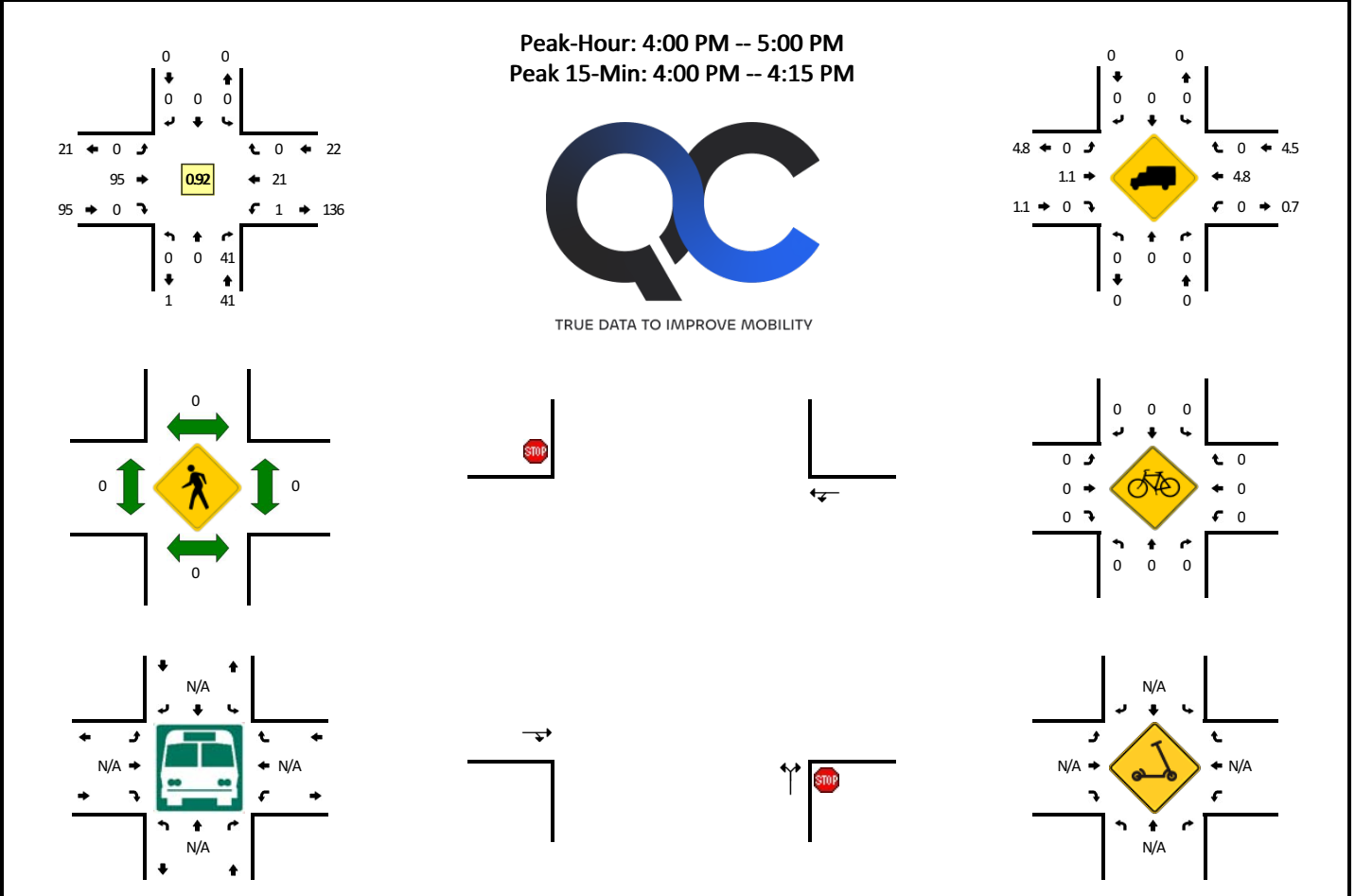


15-Min Count Period Beginning At	Pinehurst Medical Clinic Eastern Dwy (Northbound)				Pinehurst Medical Clinic Eastern Dwy (Southbound)				Regional Dr (Eastbound)				Regional Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	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																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

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	0	0	0
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	0	0	0
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

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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
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 = 7:30-8:30, 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		0		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 Northbound			Page Road North Southbound			Site Driveway 2 Eastbound			- Westbound		
	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 Northbound			Page Road North Southbound			Site Driveway 2 Eastbound			- Westbound		
	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

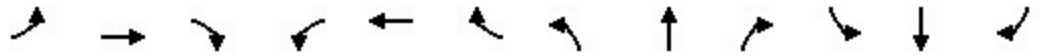
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 46 (51%), Referenced to phase 2:NBT and 6:NBSB, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay (s/veh): 7.2 Intersection LOS: A
 Intersection Capacity Utilization 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

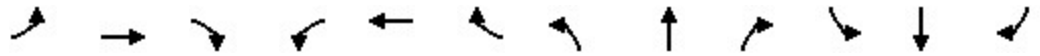
Existing AM
 10/07/2025



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

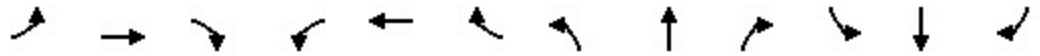
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1007	603	693	0	-	0
Stage 1	603	-	-	-	-	-
Stage 2	404	-	-	-	-	-
Critical Hdwy	6.675	6.275	4.145	-	-	-
Critical Hdwy Stg 1	5.475	-	-	-	-	-
Critical Hdwy Stg 2	5.875	-	-	-	-	-
Follow-up Hdwy	3.5475	3.3475	2.2285	-	-	-
Pot Cap-1 Maneuver	247	491	895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

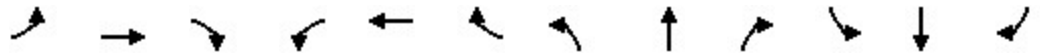
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	895	-	367	-	-
HCM Lane V/C Ratio	0.198	-	0.175	-	-
HCM Control Delay (s/veh)	10	0.2	16.9	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q (veh)	0.7	-	0.6	-	-

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	

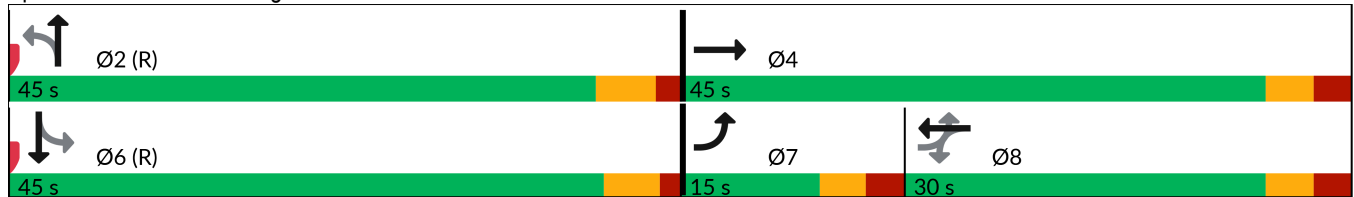


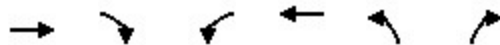
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B			D			B			B	
Approach Delay (s/veh)		14.1			48.5			13.4			16.1	
Approach LOS		B			D			B			B	
Queue Length 50th (ft)	25	21			155			68			171	
Queue Length 95th (ft)	46	47			260			138			319	
Internal Link Dist (ft)		757			529			645			810	
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%
Analysis Period (min)	15
	ICU Level of Service A

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

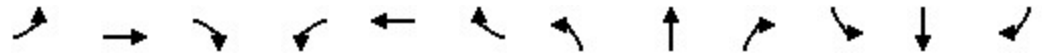
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 88 (98%), Referenced to phase 2:NBT and 6:NBSB, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay (s/veh): 15.2 Intersection LOS: B
 Intersection Capacity Utilization 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

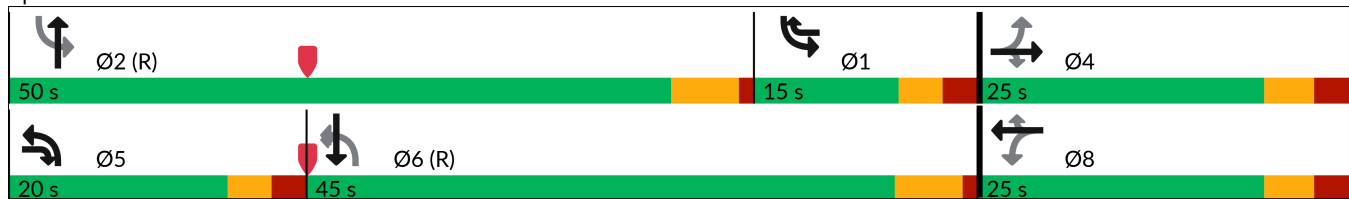


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		D	C		C	A	A	A		A	A	A
Approach Delay (s/veh)		31.3			25.3			6.8			3.6	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		48	52		15	0	19	45		0	21	0
Queue Length 95th (ft)		82	78		37	0	45	137		m2	44	0
Internal Link Dist (ft)		529			360			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		

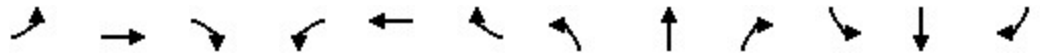
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1301	-	690	-	-
HCM Lane V/C Ratio	0.006	-	0.341	-	-
HCM Control Delay (s/veh)	7.8	0	12.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0	-	1.5	-	-

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

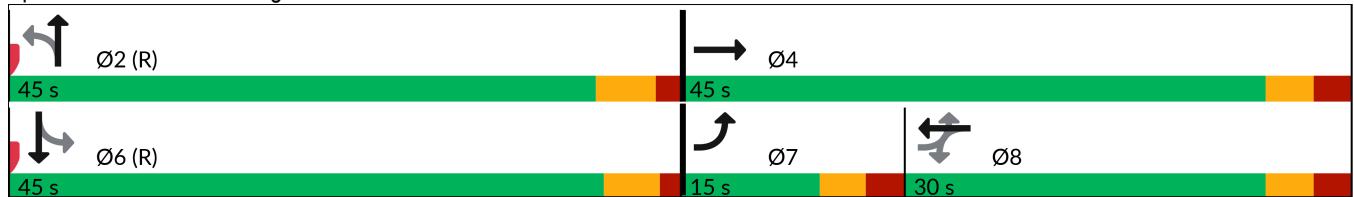


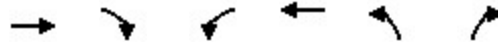
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B			D			B			B	
Approach Delay (s/veh)		18.4			47.2			12.4			14.2	
Approach LOS		B			D			B			B	
Queue Length 50th (ft)	49	57			117			49			109	
Queue Length 95th (ft)	78	92			189			104			202	
Internal Link Dist (ft)		757			529			781			810	
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		

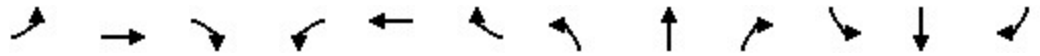
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	870	-	350	-	-
HCM Lane V/C Ratio	0.204	-	0.183	-	-
HCM Control Delay (s/veh)	10.2	0.2	17.6	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q (veh)	0.8	-	0.7	-	-

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	

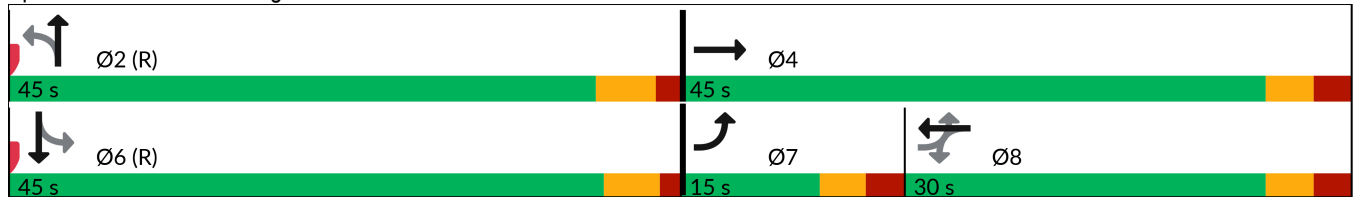


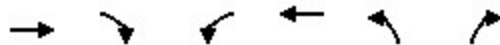
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B			D			B			B	
Approach Delay (s/veh)		13.9			50.6			14.0			17.5	
Approach LOS		B			D			B			B	
Queue Length 50th (ft)	26	22			181			76			194	
Queue Length 95th (ft)	49	50			273			146			352	
Internal Link Dist (ft)		757			529			645			810	
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

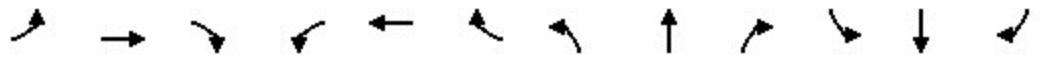
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 88 (98%), Referenced to phase 2:NBT and 6:NBSB, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay (s/veh): 15.7 Intersection LOS: B
 Intersection Capacity Utilization 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

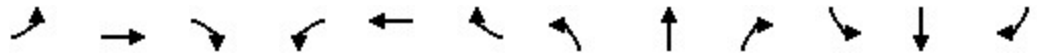


Regional Drive Medical Office
 2: US 15-501 & Memorial Drive/Pinehurst Trace Drive

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

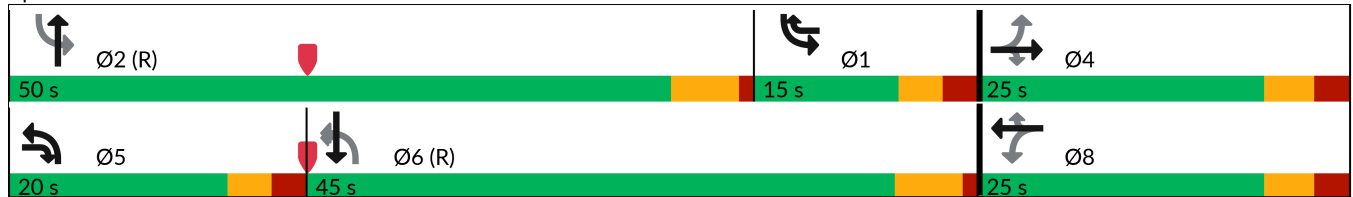


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		D	C		C	A	A	A		A	A	A
Approach Delay (s/veh)		30.7			24.5			7.4			3.9	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		51	54		16	0	21	50		0	23	0
Queue Length 95th (ft)		88	80		38	0	49	148		m2	46	0
Internal Link Dist (ft)		529			360			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

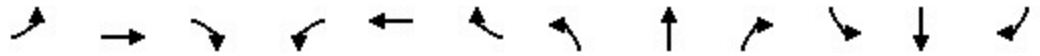
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	435	267	277	0	-	0
Stage 1	267	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Critical Hdwy	6.63	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	564	771	1284	-	-	-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

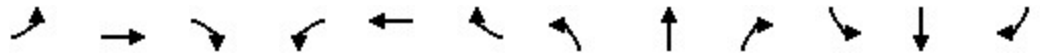
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1284	-	673	-	-
HCM Lane V/C Ratio	0.006	-	0.35	-	-
HCM Control Delay (s/veh)	7.8	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0	-	1.6	-	-

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

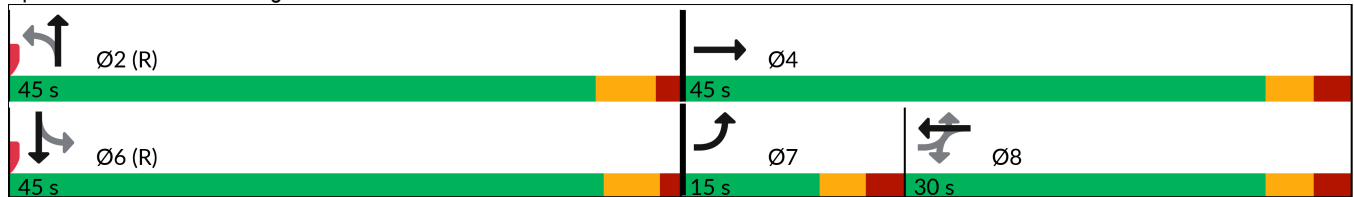


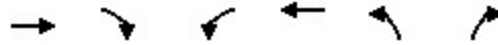
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B			D			B			B	
Approach Delay (s/veh)		18.2			47.7			13.0			15.1	
Approach LOS		B			D			B			B	
Queue Length 50th (ft)	51	60			124			54			122	
Queue Length 95th (ft)	81	97			198			110			219	
Internal Link Dist (ft)		757			529			781			810	
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	Minor2	Minor3
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 Effct 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

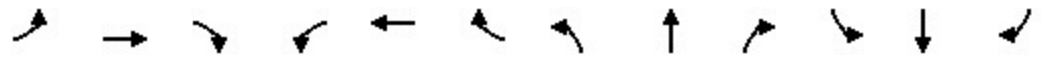
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 46 (51%), Referenced to phase 2:NBT and 6:NBSB, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay (s/veh): 7.7 Intersection LOS: A
 Intersection Capacity Utilization 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

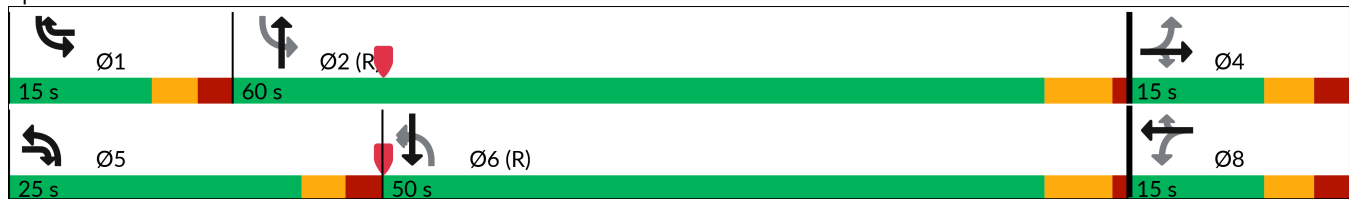


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		C	C		D	A	A	A		A	A	A
Approach Delay (s/veh)		28.2			34.6			3.9			2.7	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		15	17		12	0	40	18		0	6	0
Queue Length 95th (ft)		m33	m34		35	0	70	58		m0	83	0
Internal Link Dist (ft)		529			360			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

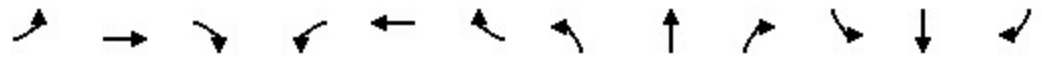
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1096	658	761	0	-	0
Stage 1	658	-	-	-	-	-
Stage 2	438	-	-	-	-	-
Critical Hdwy	6.675	6.275	4.145	-	-	-
Critical Hdwy Stg 1	5.475	-	-	-	-	-
Critical Hdwy Stg 2	5.875	-	-	-	-	-
Follow-up Hdwy	3.5475	3.3475	2.2285	-	-	-
Pot Cap-1 Maneuver	217	457	843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

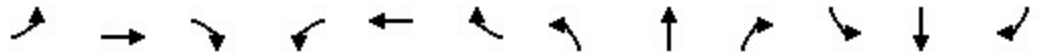
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	843	-	305	-	-
HCM Lane V/C Ratio	0.229	-	0.243	-	-
HCM Control Delay (s/veh)	10.5	0.3	20.6	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q (veh)	0.9	-	0.9	-	-

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	

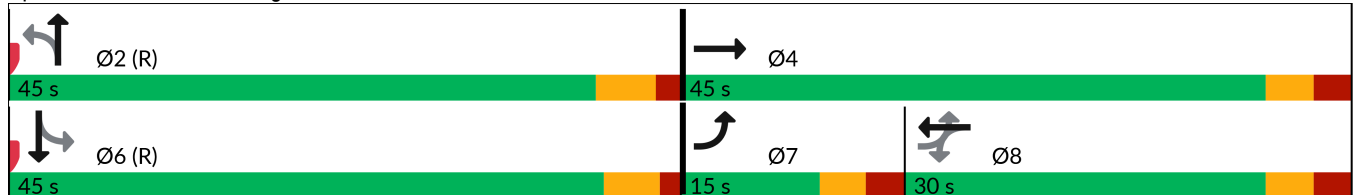


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	B	B			D			B			B	
Approach Delay (s/veh)		13.9			51.3			15.2			19.2	
Approach LOS		B			D			B			B	
Queue Length 50th (ft)	29	22			201			90			211	
Queue Length 95th (ft)	53	50			#304			163			369	
Internal Link Dist (ft)		757			529			645			581	
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%
Analysis Period (min)	15
	ICU Level of Service A

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	↔		↔		↔	
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

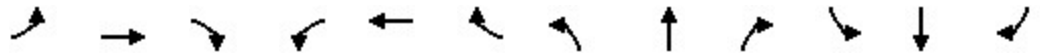
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 88 (98%), Referenced to phase 2:NBT and 6:NBSB, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay (s/veh): 16.6 Intersection LOS: B
 Intersection Capacity Utilization 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

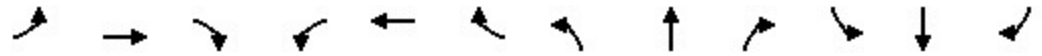


Regional Drive Medical Office
2: US 15-501 & Memorial Drive/Pinehurst Trace Drive

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

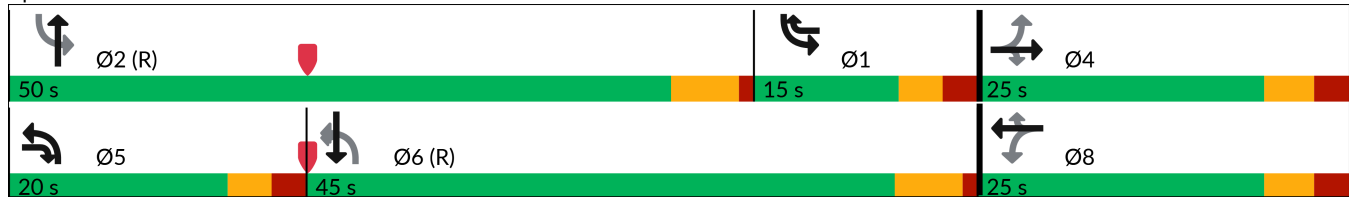


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		D	C		C	A	A	A		A	A	A
Approach Delay (s/veh)		31.6			24.5			7.4			4.1	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		54	70		16	0	23	50		0	25	0
Queue Length 95th (ft)		95	106		38	0	52	150		m2	51	0
Internal Link Dist (ft)		529			360			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%
ICU Level of Service	A
Analysis Period (min)	15

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		

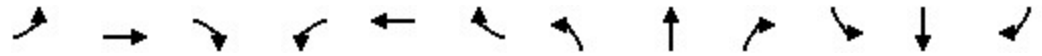
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1270	-	648	-	-
HCM Lane V/C Ratio	0.011	-	0.429	-	-
HCM Control Delay (s/veh)	7.9	0	14.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0	-	2.2	-	-

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	

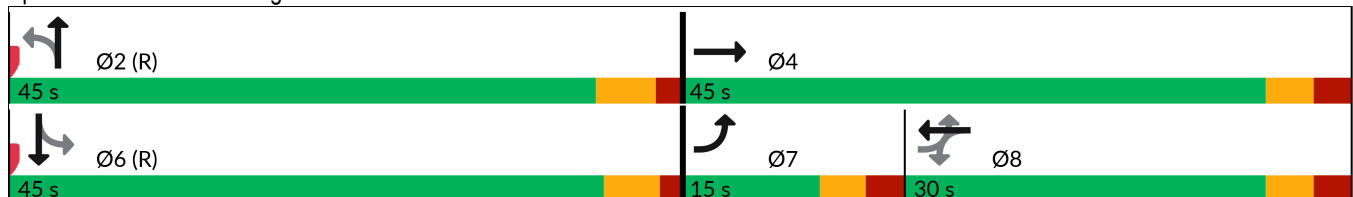


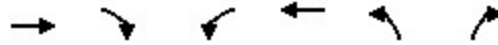
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	B			D			B			B	
Approach Delay (s/veh)		18.2			48.6			13.3			17.1	
Approach LOS		B			D			B			B	
Queue Length 50th (ft)	52	59			130			58			154	
Queue Length 95th (ft)	83	97			205			116			268	
Internal Link Dist (ft)		757			529			781			579	
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		T		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

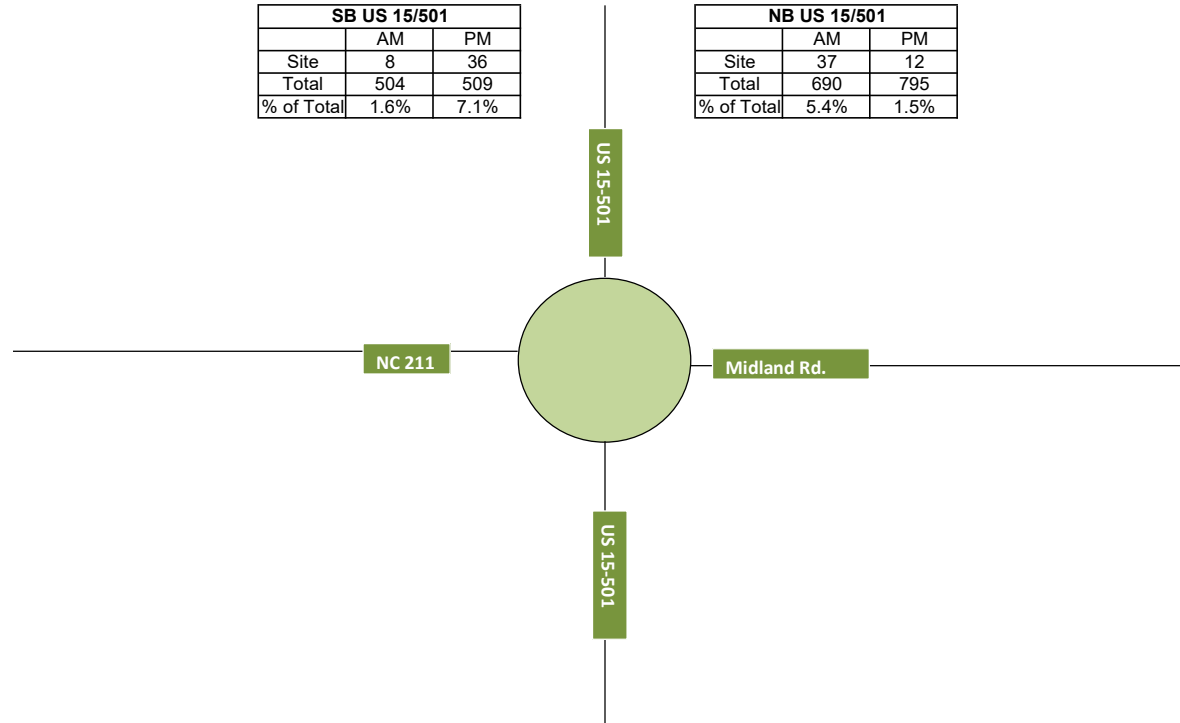
Appendix I:
US 15-501 Traffic Circle Site Impact Evaluation

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%

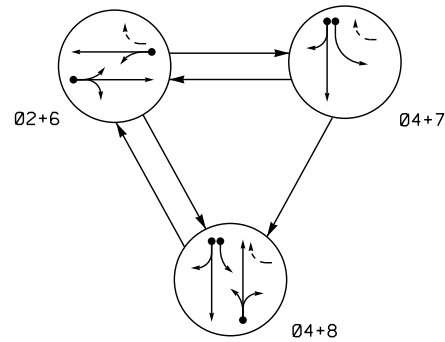


Legend
 Site Peak hour site traffic volume (vehicles)
 Total Total volume in study year 2027 (vehicles)
 % of Total Site traffic as a % of 2027 study year vehicles

Appendix J:

Signal Plans and Timing Data

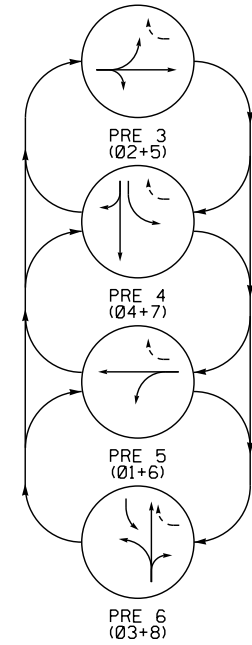
PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

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

EV PREEMPT PHASES (Medium Priority)

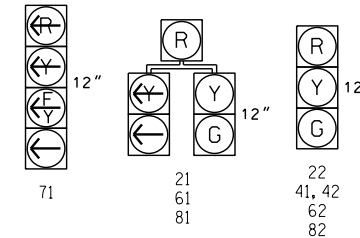


SIGNAL FACE	PHASE							
	02+6	04+7	04+8	01+6	03+8	02+5	04+7	04+8
21	G	R	R	G	R	R	R	Y
22	G	R	R	G	R	R	R	Y
41, 42	R	G	G	R	G	R	R	R
61	G	R	R	R	R	G	R	Y
62	G	R	R	R	R	G	R	Y
71	R	R	G	R	R	R	G	R
81	R	R	G	R	R	R	G	R
82	R	R	G	R	R	R	G	R

MAXTIME DETECTOR INSTALLATION CHART											
DETECTOR				PROGRAMMING							
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	CALL PHASE	DELAY TIME	EXTEND TIME	EXTEND	ADDED INITIAL	CALL	NEW CARD
2A	6X6	70	EXIST	-	2	-	-	X	X	-	-
4A	6X40	+5	2-4-2	-	4	10.0	-	X	X	-	-
6A	6X6	70	EXIST	-	6	-	-	X	X	-	-
7A	6X40	+5	2-4-2	-	7	15.0	-	X	X	-	-
8A	6X60	+5	2-4-2	-	8	5.0	-	X	X	-	-

SIGNAL FACE I.D.

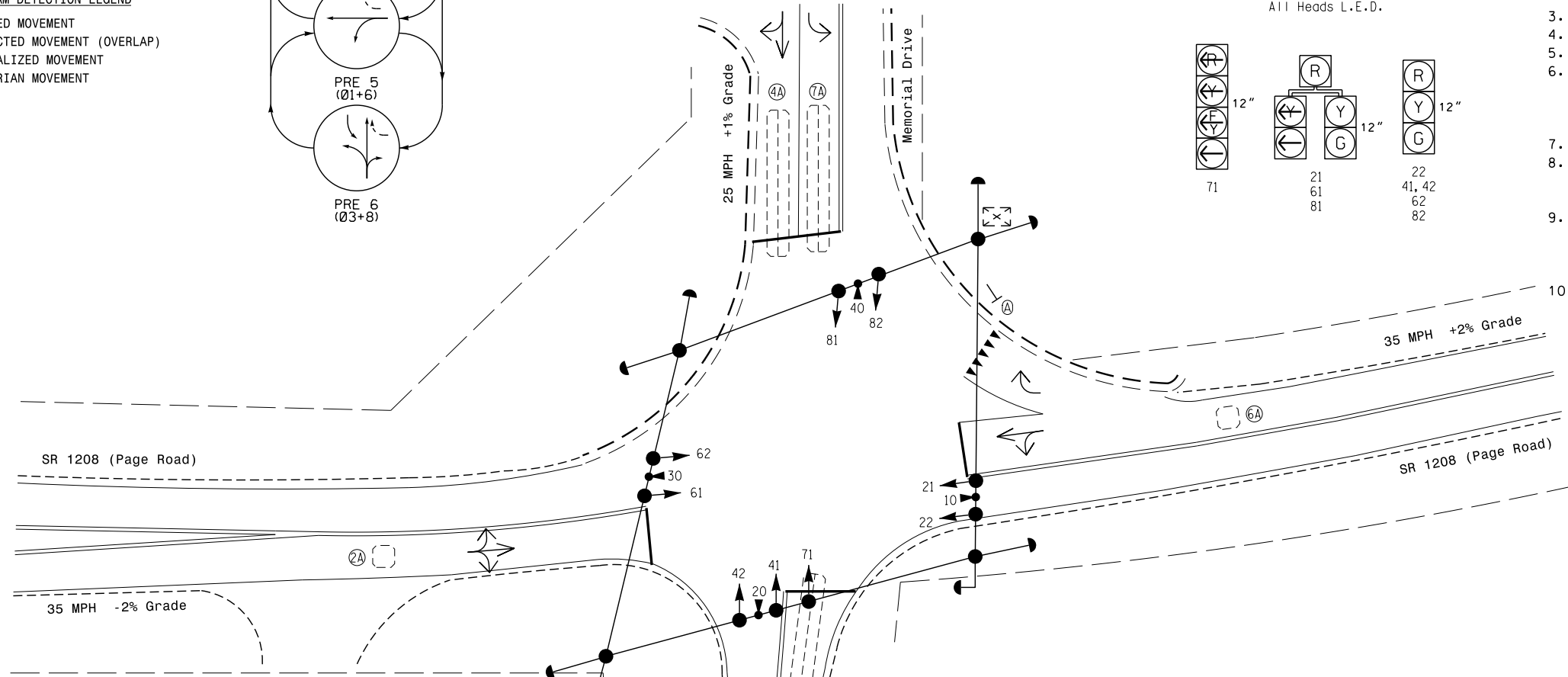
All Heads L.E.D.



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

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and Structures" dated January 2018.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Omit phase 7 during phase 8 on.
4. Set all detector units to presence mode.
5. Install new controller in existing cabinet.
6. 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.
7. Pavement markings are existing.
8. This intersection features an optical preemption system. Shown locations of optical detectors are conceptual only.
9. Optical detector 10 calls PRE 3, optical detector 20 calls PRE 4, optical detector 30 calls PRE 5, optical detector 40 calls PRE 6.
10. Program all signal heads to clear to all red before going into PRE 3, PRE 4, or PRE 5.



MAXTIME TIMING CHART

FEATURE	PHASE							
	1	2	3	4	5	6	7	8
Walk *	-	-	-	-	-	-	-	-
Ped Clear	-	-	-	-	-	-	-	-
Min Green *	7	10	7	7	7	10	7	7
Passage *	2.0	3.0	2.0	2.0	2.0	3.0	2.0	2.0
Max 1 *	15	45	25	25	15	45	15	25
Yellow Change	3.0	4.0	3.0	3.3	3.0	3.7	3.0	3.3
Red Clear	2.1	1.6	2.6	2.5	2.6	1.4	2.6	2.5
Added Initial *	-	-	-	-	-	-	-	-
Maximum Initial *	-	-	-	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-	-	-	-
Time To Reduce *	-	-	-	-	-	-	-	-
Minimum Gap	-	-	-	-	-	-	-	-
Advance Walk	-	-	-	-	-	-	-	-
Non Lock Detector	X	-	X	X	X	-	X	X
Vehicle Recall	-	MIN RECALL	-	-	-	MIN RECALL	-	-
Dual Entry	-	-	-	X	-	-	-	X

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

MAXTIME PREEMPTION CHART

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

* Directs controller to use default phase timing.
** Program Timing on Optical Detection Unit

LEGEND

- | | | | |
|--|---|--|-----------------------------------|
| | PROPOSED Traffic Signal Head | | EXISTING Traffic Signal Head |
| | PROPOSED Modified Signal Head | | EXISTING N/A |
| | PROPOSED Pedestrian Signal Head With Push Button & Sign | | EXISTING Pedestrian Signal Head |
| | PROPOSED Signal Pole with Guy | | EXISTING Signal Pole with Guy |
| | PROPOSED Inductive Loop Detector | | EXISTING Inductive Loop Detector |
| | PROPOSED Controller & Cabinet | | EXISTING Controller & Cabinet |
| | 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 |
| | PROPOSED Optical Detector | | EXISTING Optical Detector |
| | PROPOSED "YIELD" Sign (R1-2) | | EXISTING "YIELD" Sign (R1-2) |

Signal Upgrade

Prepared in the Offices of:

750 N. Greenfield Pkwy, Garner, NC 27529

SR 1208 (Page Road) at Memorial Drive

Division 8 Moore County Pinehurst

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

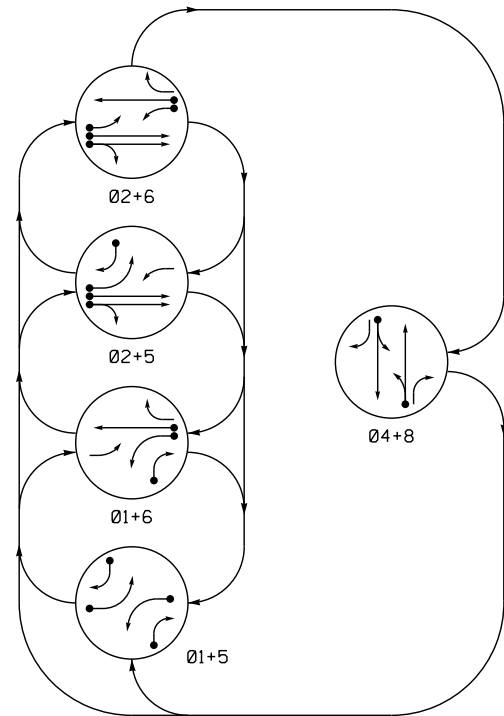
PREPARED BY: J.A. Lohr REVIEWED BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

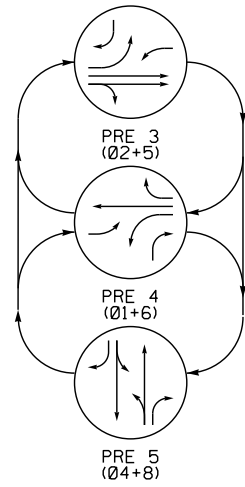
03/14/2024

SIG. INVENTORY NO. 08-0797

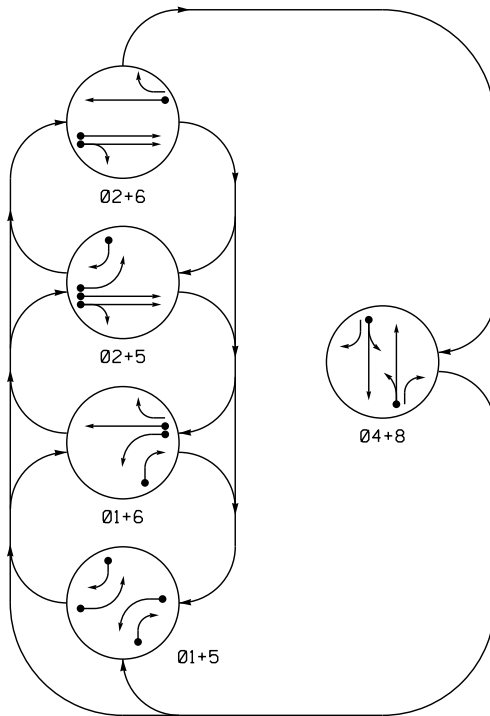
DEFAULT PHASING DIAGRAM



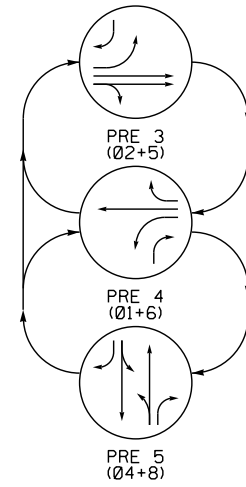
DEFAULT EV PREEMPT PHASES (Medium Priority)



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	04+8	PRE 3	PRE 4	PRE 5	F	L	S	H
11	←	←	←	←	←	←	←	←	←	←	←	←
21, 22	R	R	G	G	R	R	R	R	R	R	R	Y
41	R	R	R	R	G	R	R	R	R	R	R	Y
42	R	R	R	R	G	R	R	R	R	R	R	Y
51	←	←	←	←	←	←	←	←	←	←	←	←
61, 62	R	G	R	G	R	R	R	R	R	R	R	Y
63	R	R	R	R	G	R	R	R	R	R	R	Y
81	R	R	R	R	G	R	R	R	R	R	R	Y
82	R	R	R	R	G	R	R	R	R	R	R	Y

ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE											
	01+5	01+6	02+5	02+6	04+8	PRE 3	PRE 4	PRE 5	F	L	S	H
11	←	←	←	←	←	←	←	←	←	←	←	←
21, 22	R	R	G	G	R	R	R	R	R	R	R	Y
41	R	R	R	R	G	R	R	R	R	R	R	Y
42	R	R	R	R	G	R	R	R	R	R	R	Y
51	←	←	←	←	←	←	←	←	←	←	←	←
61, 62	R	G	R	G	R	R	R	R	R	R	R	Y
63	R	R	R	R	G	R	R	R	R	R	R	Y
81	R	R	R	R	G	R	R	R	R	R	R	Y
82	R	R	R	R	G	R	R	R	R	R	R	Y

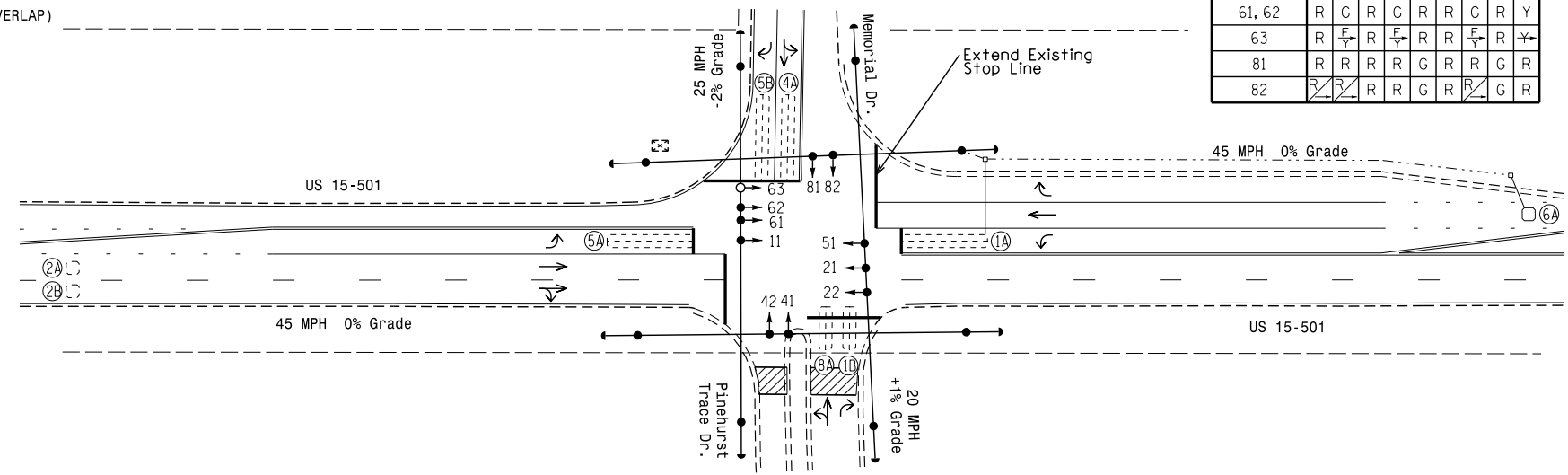
5 Phase Fully Actuated w/ EV Preemption (Pinehurst CLS)
Signal System #: D05-29_Pinehurst

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.

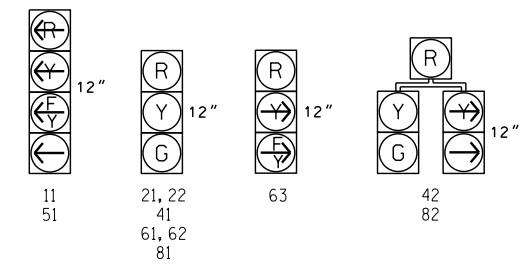
PHASING DIAGRAM DETECTION LEGEND

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



SIGNAL FACE I.D.

All Heads L.E.D.



LEGEND

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

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\Schematic\Sigal Design Section\Central Region\01\8408-0871\080871_sig_dsn_20240506.dgn P:\z\emco



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.

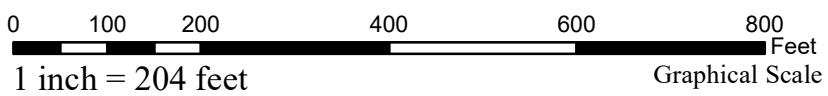
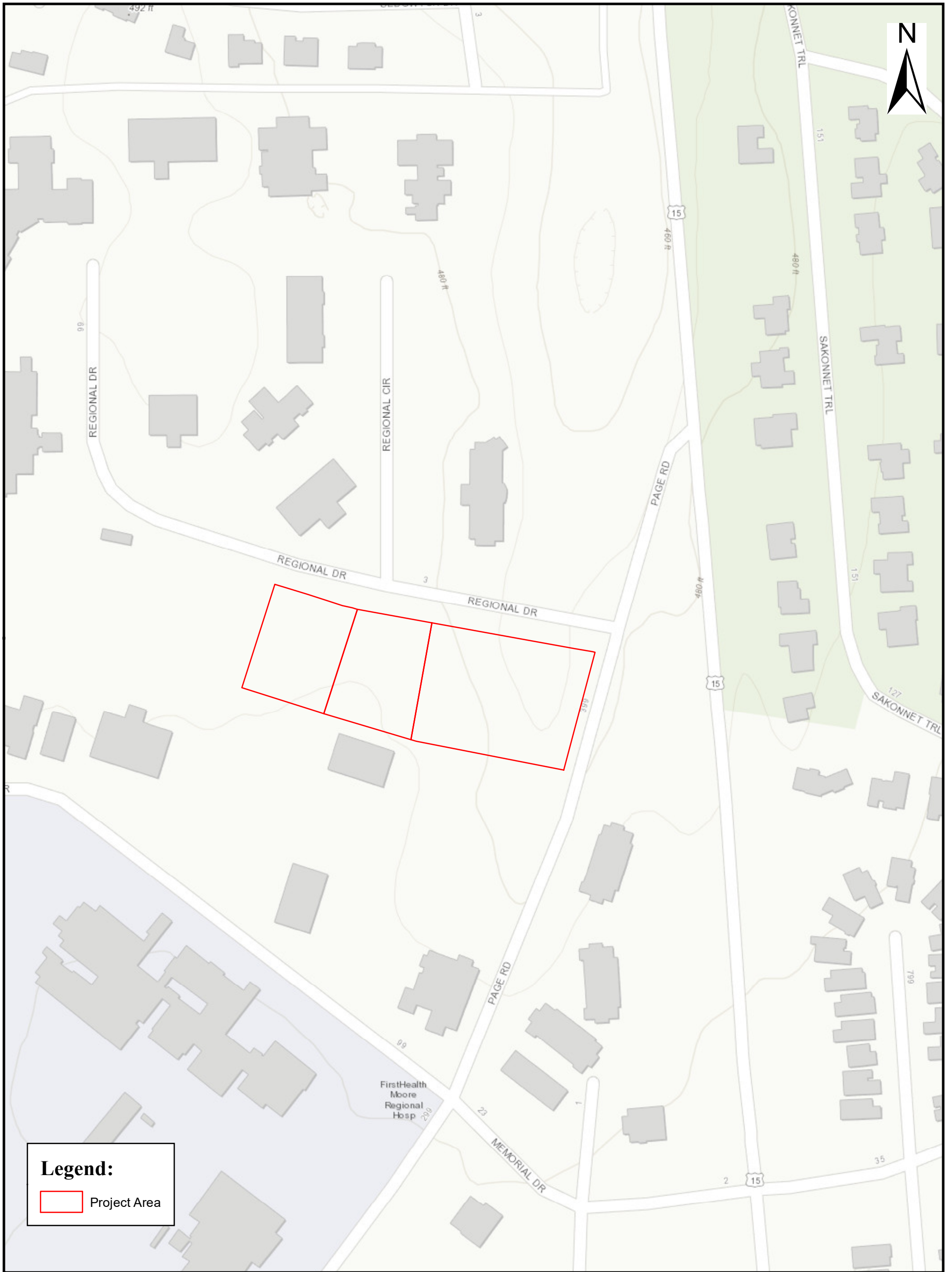
HEA did not locate any wetland features or streams on site. Should you have any other questions pertaining to this letter report, please contact us at any time.

Sincerely,



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

FIGURES



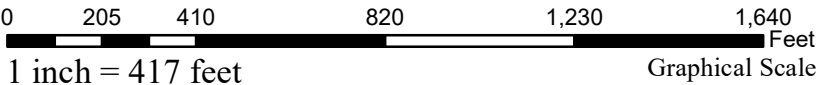
1 inch = 204 feet

<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>

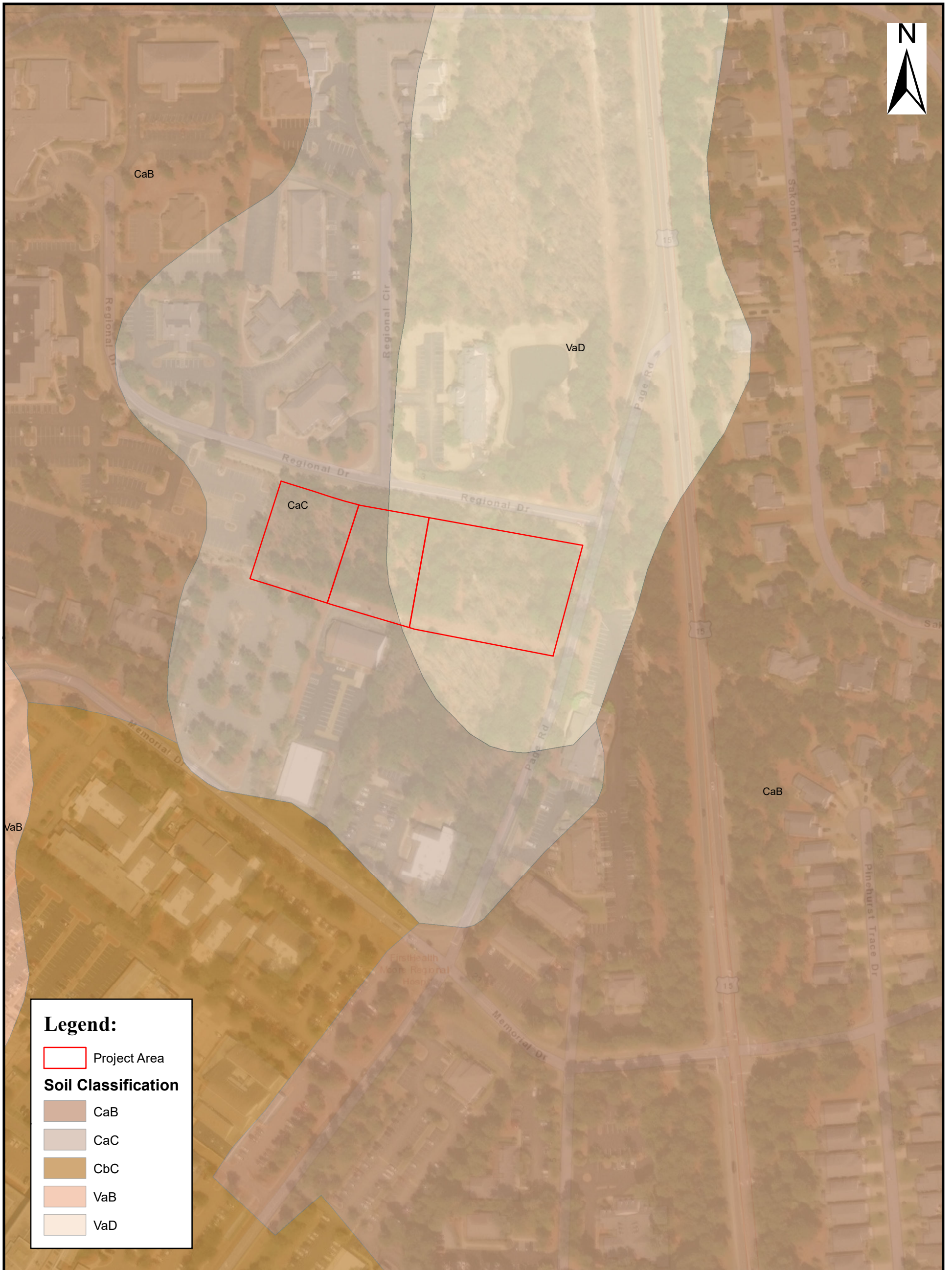


Legend:

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



 3330 Saddletree Road Lumberton, NC 28360 P. (910) 735-5311 F. (866) 768-8016	<h2 style="margin: 0;">Regional Drive Pinehurst, NC</h2>	<h2 style="margin: 0;">Figure 1-2 National Wetland Inventory Map</h2>				
		Reviewed by: CIS	Drawn by: MCH	Project Number:	Rev. # 1	Date: 09/12/2025

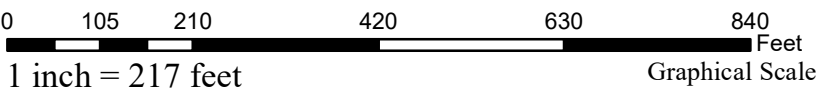


Legend:

Project Area

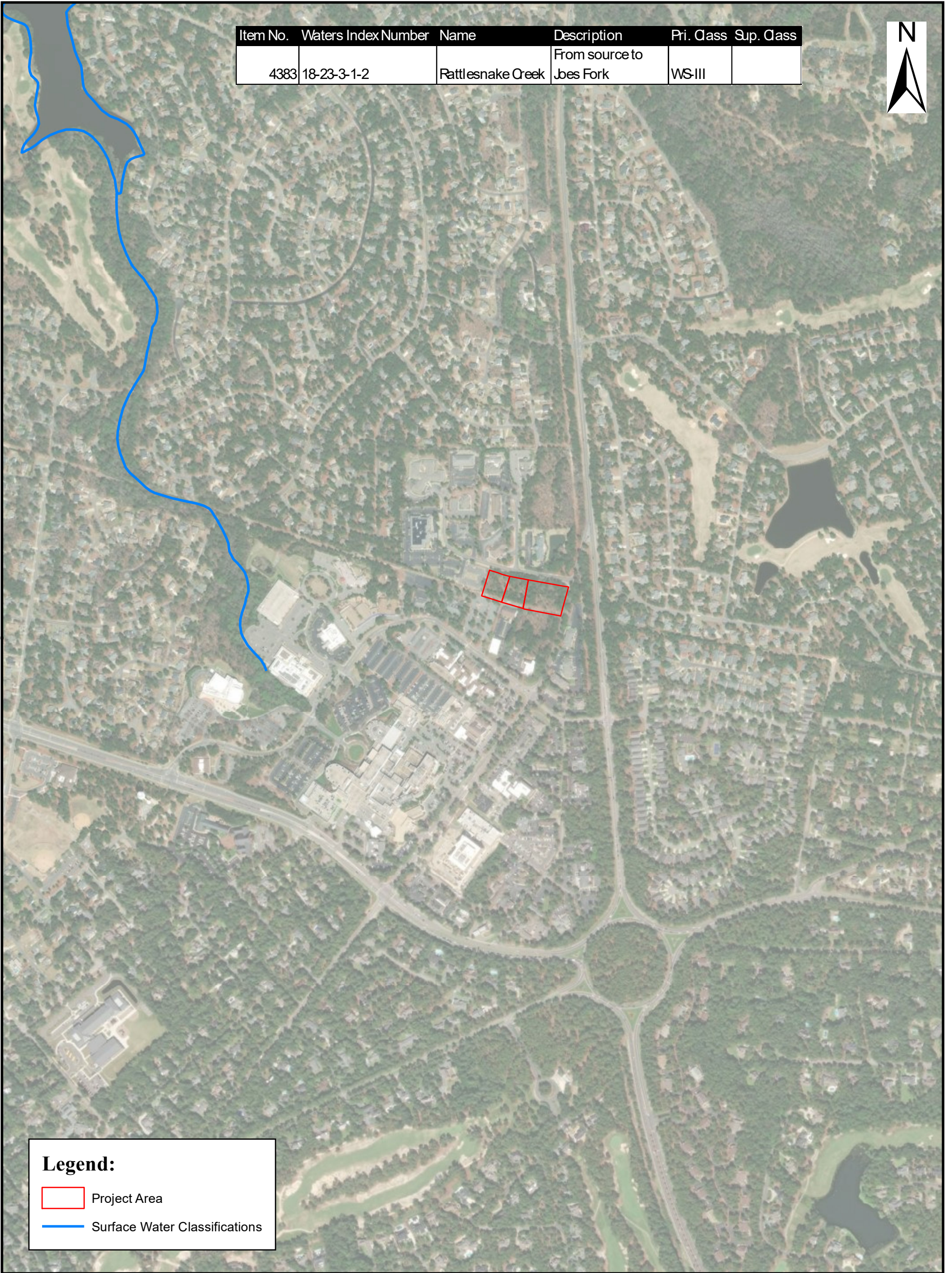
Soil Classification

- 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	Date: 09/12/2025

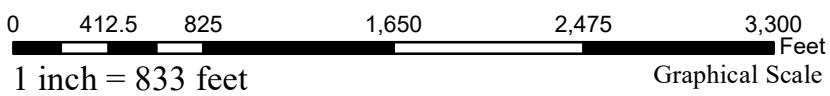
Item No.	Waters Index Number	Name	Description	Pri. Class	Sup. Class
4383	18-23-3-1-2	Rattlesnake Creek	From source to Joes Fork	WS-III	



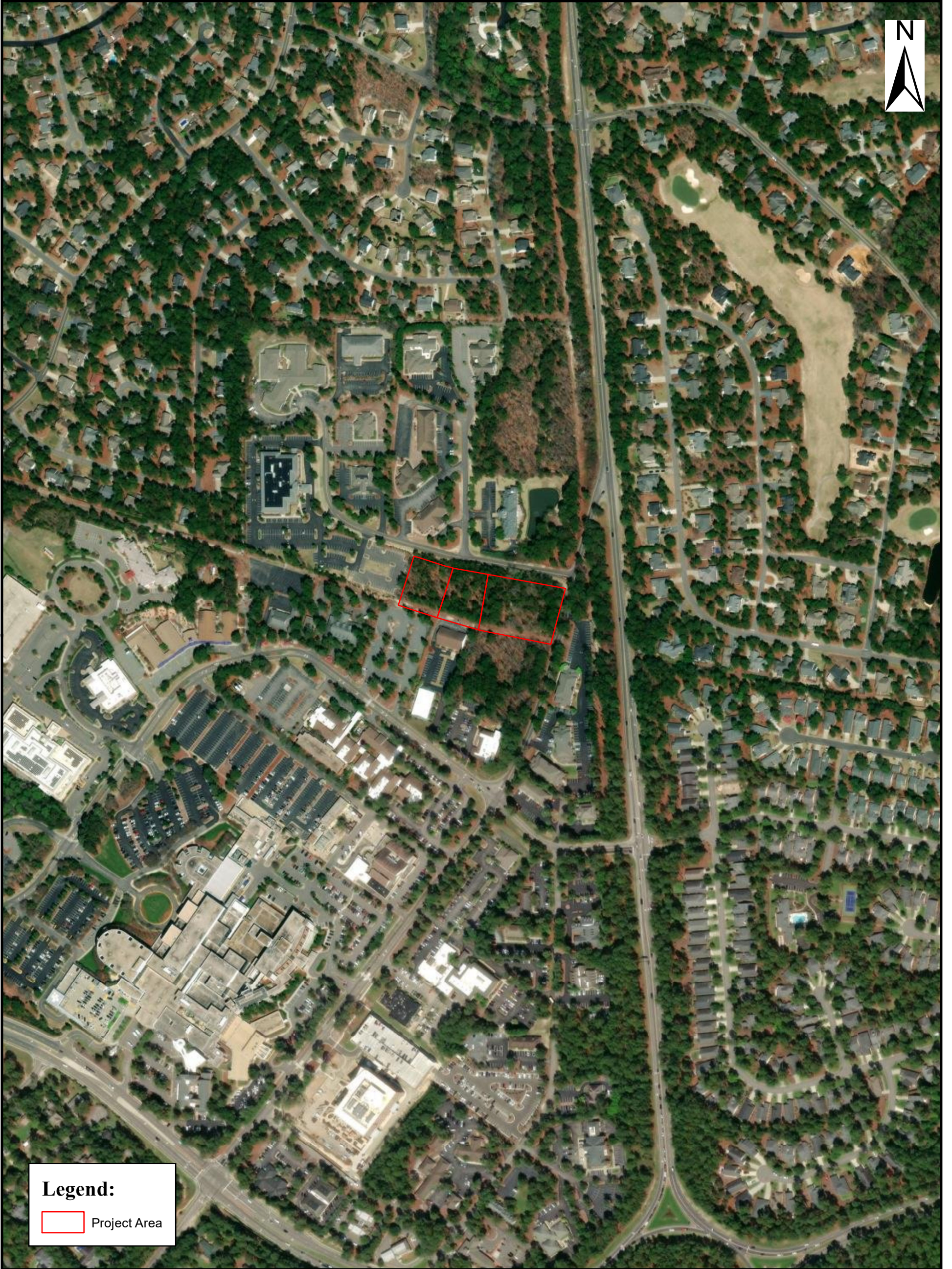
Legend:

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>



Legend:
 Project Area

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

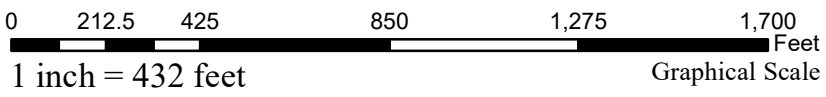
<p>HUNT ENVIRONMENTAL ASSOCIATES 3330 Saddletree Road Lumberton, NC 28360 P. (910) 735-5311 F. (866) 768-8016</p>	<p>Regional Drive Pinehurst, NC</p>	<p>Figure 1-6 Aerial Photograph of Site</p>				
		<p>Reviewed by: CIS</p>	<p>Drawn by: MCH</p>	<p>Project Number:</p>	<p>Rev. # 1</p>	<p>Date: 09/12/2025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

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: _____				
<p>Remarks: (If observed, list morphological adaptations below).</p>				

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 _____



**Consider Resolution 26-27 Appointing Mr. Sean Rowand as Neighborhood
Advisory Committee Representative for the Pinewild Area
ADDITIONAL AGENDA DETAILS:**

FROM: Shannon Bonecutter, Village Clerk
CC: Village Council;
DATE OF MEMO: 06/10/2026

MEMO DETAILS

ATTACHMENTS

1. DRAFT Resolution 26-27 Appoint NAC Member (Rowand)

Resolution 26-27:

A Resolution Appointing the Neighborhood Advisory Committee Representative for the Pinewild Area

Whereas, the Village of Pinehurst established a Neighborhood Advisory Committee (NAC) in 2008; and

Whereas, the Village of Pinehurst officially reorganized the Neighborhood Advisory Committee (NAC) under the leadership of the Village Council of the Village of Pinehurst on the 11th day of April 2023; and

Whereas, there is a need to fill the vacancy on the Neighborhood Advisory Committee to represent the Pinewild designated area; and

Whereas, Mr. Sean Rowand and the Village Council of the Village of Pinehurst are desirous of Mr. Rowand serving as a representative of the Pinewild area on the Neighborhood Advisory Committee.

Now, therefore, be it resolved by the Village Council of the Village of Pinehurst, North Carolina in a Regular Meeting assembled this 23rd day of June 2026 as follows:

Mr. Sean Rowand is appointed as a representative of the Pinewild area on the Neighborhood Advisory Committee, effective June 23, 2026, said term to expire June 30, 2029.

This Resolution passed and adopted this 23rd day of June 2026.

(Municipal Seal)

Village of Pinehurst
Village Council

By: _____
Patrick Pizzella, Mayor

Attest:

Shannon Bonecutter, Village Clerk



**Consider Resolution 26-28 Adopting the Updated Village Council Code of Ethics
ADDITIONAL AGENDA DETAILS:**

FROM: Shannon Bonecutter, Village Clerk
CC: Village Council;
DATE OF MEMO: 06/11/2026

MEMO DETAILS

ATTACHMENTS

1. DRAFT Resolution 26-28 Adopting the Updated Village Council Code of Ethics
2. 2026_Village Council Code of Ethics_DRAFT_Redline

Resolution #26-28:

A Resolution Adopting the Updated Village Council Code of Ethics

Whereas, North Carolina General Statute Section §160A-86 requires local governing boards to adopt a code of ethics; and

Whereas, the Village Council of the Village of Pinehurst adopted the first Village Council Code of Ethics on July 27, 2010, via Resolution #10-27; and

Whereas, the Village Council has determined the current Village Council Code of Ethics should be revised to be more pragmatic in its guidance; and

Whereas, the Village Council has further determined the current Village Council Code of Ethics should be modernized to address such issues as digital communications and social media conduct.

Now, Therefore, Be It Resolved by the Village Council of the Village of Pinehurst, North Carolina, in a Regular Meeting assembled this 23rd day of June 2026 that the Village Council Code of Ethics is hereby amended effective June 23, 2026, with said policy attached hereto as Attachment A and made a part hereof, the same as if included verbatim.

This Resolution passed and adopted this 23rd day of June 2026.

Village of Pinehurst
Village Council

(Municipal Seal)

By: _____
Patrick Pizzella, Mayor

Attest:

Shannon Bonecutter, Village Clerk

Village of Pinehurst

Village Council Code of Ethics

Draft Revisions (5.19.26)

PREAMBLE

Public service is among the highest expressions of civic life. Those entrusted with elected office carry both the confidence of the people and the responsibility to govern with integrity, humility, and care.

The citizens of Pinehurst are entitled to a government that is ethical, transparent, and accountable—one that honors its heritage while preparing thoughtfully for the future.

Pursuant to N.C.G.S. §160A-86, the Village Council adopts this Code of Ethics to guide its conduct, strengthen public trust, and ensure that its decisions reflect both sound judgment and the enduring values of this community.

CORE PRINCIPLES

Council members ~~shall~~should be guided by the following enduring principles:

1. Public Trust – The interests of the community ~~shall~~should come before all personal or private considerations.
2. Integrity – Actions ~~shall~~should be honest, consistent, and worthy of the public’s confidence.
3. Transparency – Government ~~shall~~should be conducted openly, with clarity and candor.
4. Accountability – Each member ~~shall~~should take responsibility for their actions and decisions.
5. Respect – All individuals ~~shall~~should be treated with civility, dignity, and professionalism.

The Council recognizes that thoughtful disagreement and open discussion are essential elements of representative government. Members are encouraged to express differing views candidly and respectfully, recognizing that constructive debate strengthens public confidence, improves decision-making, and contributes to the long-term health of the institution.

COUNCIL MEMBER ROLES

Council members serve in distinct but complementary roles, each requiring judgment, discipline, and self-awareness:

- As Advocates, they give voice to the legitimate needs and aspirations of the community.
- As Legislators, they weigh competing interests and act in pursuit of the common good.
- As Decision-Makers, they render fair and impartial judgments, particularly in quasi-judicial matters.

Members must recognize these roles, understand when each is required, and conduct themselves accordingly.

SECTION 1. COMPLIANCE WITH LAW

Council members shall uphold and comply with all applicable laws. They ~~shall~~should be guided not only by the letter of the law, but by its spirit, seeking always to act in a manner that strengthens public confidence in government.

Nothing in this Code shall be interpreted to prohibit Council members from expressing dissenting opinions, engaging in public debate, communicating with constituents, or criticizing policies, decisions, or governmental actions, ~~provided such conduct remains consistent with applicable law and the standards of professionalism and integrity set forth herein.~~

SECTION 2. INTEGRITY AND INDEPENDENCE

Council members ~~shall~~should exercise their duties with independence of thought and freedom from improper influence. They need to avoid impropriety in the exercise of the board member's official duties. They ~~shall~~should disclose any actual or perceived conflicts of interest and ~~shall~~should conduct themselves in a manner that preserves both the reality and appearance of impartial decision-making.

~~Council members shall disclose actual conflicts of interest and avoid circumstances that would reasonably create the appearance of impaired impartiality in the performance of official duties.~~

SECTION 3. PROFESSIONAL CONDUCT

Council members ~~shall~~should conduct themselves in a manner that reflects credit upon the office they hold. They ~~shall~~should engage in thoughtful, respectful, and fact-based deliberation, refrain from personal attacks, and foster an environment in which differing views may be expressed with civility.

Members should focus criticism on policies, decisions, actions, and conduct rather than on personal characteristics or presumed motives.

SECTION 4. PUBLIC COMMUNICATION AND DIGITAL CONDUCT

In an era of constant and immediate communication, Council members ~~shall~~should exercise sound judgment and restraint in all public and digital expressions. Whether in formal settings, with the press, or on digital platforms, members ~~shall~~should remain mindful that their words reflect both personal views and the character of the Village. Council members should clearly distinguish between personal opinions and official positions of the Council, taking reasonable steps to avoid confusion when speaking in an individual capacity.

Council members shall not disclose confidential or non-public information acquired in the course of their duties, nor use such information for personal, political, or financial advantage.

In their public and digital communications, Council members ~~shall~~should:

- Conduct themselves with civility, professionalism, and respect
- In official communications, refrain from personal attacks, inflammatory language, or statements that could reasonably undermine public confidence
- Avoid commenting on matters pending before the Council in a quasi-judicial capacity outside of properly noticed proceedings
- Exercise care when sharing or endorsing third-party content, recognizing it may be perceived as an official position
- Respect the roles of fellow Council members and Village staff, and avoid communications that impair effective governance

Council members shall not engage in, solicit, or consider ex-parte communications regarding quasi-judicial matters outside of properly noticed proceedings, and shall base such decisions solely on the evidence and testimony presented in the official record.

Council members are encouraged to use communication platforms to inform and engage the public in a manner that is accurate, constructive, and consistent with the values of transparency and good governance. In all communications, they ~~shall~~should strive to reflect the dignity of their office and sustain the trust placed in them by the public.

SECTION 5. CONFIDENTIALITY

Council members shall safeguard confidential information obtained in the course of their duties and shall not use such information for personal, political, or financial

advantage. The stewardship of sensitive information is a fundamental obligation of public service.

References to confidential information in this Code shall be interpreted consistent with applicable North Carolina law governing closed sessions, personnel matters, attorney-client communications, and other legally protected information.

SECTION 6. OPEN GOVERNMENT

Council members ~~shall~~should honor both the letter and spirit of open meetings and public records laws. They ~~shall~~should conduct the public's business in a manner that is transparent, accessible, and worthy of confidence, recognizing that openness is essential to trust.

SECTION 7. DUTIES AND PREPARATION

Council members shall faithfully discharge the responsibilities of their office. They ~~shall~~should attend meetings, prepare diligently, consider all relevant information, and share equitably in the work of the Council. Public service demands both commitment and care.

SECTION 8. ENFORCEMENT AND ACCOUNTABILITY

8.1 Purpose

This section exists to reinforce accountability, preserve public trust, and ensure that concerns are addressed in a manner that is fair, measured, and consistent with the principles of good governance. This Code is intended to guide conduct and does not create independent legal causes of action.

8.2 Reporting of Concerns

~~Alleged violations of this Code may be raised by members of the Council, the Mayor, Village staff, or any citizen of the Village.~~

~~Such concerns shall be set forth in writing and submitted in writing to the Village Attorney, with a copy provided to the Mayor or the Mayor Pro Tem if warranted, so that they may be received with care, reviewed with impartiality, and considered in a manner consistent with fairness and the public trust.~~

~~Should we not have an obligation to inform a Council member that an ethical concern regarding their actions has been raised? Doug / Dan??~~

Alleged violations of this Code may be submitted to the Village Attorney for review. The Village Attorney will conduct a preliminary review in accordance with the procedures set forth herein.

8.3 Preliminary Review

~~The Village Attorney shall conduct an initial review to determine whether the concern, if substantiated, would constitute a violation of this Code or should be referred to another authority under applicable law.~~

The Village Attorney will conduct a preliminary review of any reported concern to determine whether the allegations, if true, would constitute a violation of this Code, should be referred to another authority under applicable law, or warrant no further action.

The Village Attorney will provide notice to the Council member whose conduct is the subject of the concern and provide a reasonable opportunity to respond at an appropriate stage of the review process, unless such notice would interfere with an ongoing investigation, violate applicable law, or compromise the integrity of the review. All allegations will be reported to the full Board along with a recommendation as set forth herein.

8.4 Resolution

Whenever possible, concerns should be addressed through communication, clarification, education, and voluntary corrective action. The Council recognizes that collegiality, professionalism, and mutual respect are essential to effective governance.

Based upon the preliminary review, the Village Attorney may recommend one or more of the following actions for Council consideration:

- a. No further action;
- b. Informal resolution, guidance, or corrective action;
- c. Ethics education or training;
- d. Adoption of a resolution expressing concern;
- e. Adoption of a formal resolution of censure;
- f. Referral to another authority as required by law; or
- g. Any other action authorized by law.

8.7-5 Limitations

Nothing in this Code shall be interpreted to expand the legal authority of the Council or to authorize penalties beyond those permitted by law.

8.8-6 Transparency

Consistent with law and fairness, the Council ~~shall~~should strive for transparency in the resolution of such matters.

TRAINING AND COMPLIANCE .

-All members of the Board shall participate in at least two (2) hours of ethics education within 12 months of initial election or appointment, and again within 12

months of each subsequent election or appointment, in accordance with G.S. 160A-87. The Town Clerk shall maintain a record of ethics training completion for each Board member.

The Council shall review this Code of Ethics at the beginning of each new Council term to ensure it reflects evolving standards of ethical public service

ADOPTION

Adopted by the Village Council of the Village of Pinehurst, North Carolina, in 2026, in affirmation of its commitment to principled, transparent, and community-centered governance.

DRAFT



**Request to Approve a Sole Source Purchase for the Pinehurst Police
Department (Bounce Imaging)
ADDITIONAL AGENDA DETAILS:**

FROM: Dana Van Nostrand, Financial Services Director
CC: Village Council; Chief Glen Webb
DATE OF MEMO: 06/15/2026

MEMO DETAILS

North Carolina General Statute 143-129(e)(6) allows an exception to the competitive bidding requirements when there is a sole source for a purchase. NCGS consider an item sole source if it meets at least one of these three criteria:

- i. Performance or price competition is not available;
- ii. Product is available from only one source; or
- iii. Standardization or compatibility is the overriding consideration.

The Police department would like to purchase two (2) omnidirectional tactical camera systems from Bounce Imaging at a cost of \$7,005 each, or \$14,010 total, from its FY 2026 budget. The department has the funds available to make this purchase. Bounce Imaging has provided a letter confirming it holds patents for this technology and is the sole source. Chief Glen Webb has also provided the attached memo explaining the need for this equipment and verification of the sole source status.

NCGS require governing board approval of any purchases using the sole source exception in 143-129(e)(6). As such, I request Village Council approve awarding this purchase to Bounce Imaging based on the sole source justification provided by Chief Webb and the vendor.

ATTACHMENTS

- 1. Bounce Imaging Sole Source Memo
- 2. Bounce Imaging Sole Source Letter NC



Memorandum

TO: Pinehurst Village Council
FROM: Glen Webb, Chief of Police
DATE: 6.16.2026
RE: Request for Purchase from Sole Source Vendor

During the calendar year 2026 Rapid Deployment Training, our instructors identified a gap in our tactical abilities to safely respond to active shooters, barricaded suspects, suicidal persons, and potential hostage or other high-risk situations.

The gap is with forward observation and communication abilities. Currently we lack the ability to safely see into rooms and communicate with potential suspects. To mitigate this shortfall and increase officer and citizen safety, we participated in a demo with Bounce Imaging. Their product is a ball with several cameras that provide 360 coverage when rolled into a room. It also has a communications component that would allow us to speak to someone in the room, attic, vehicle, etc. Further the device can use different languages if the person you are encountering is not a native English speaker. The cameras are viewed on an iPhone or iPad by the deploying officer. It has an internal Wi-Fi that casts the video to the secure receiver (iPad/iPhone).

The purpose of the equipment is to create a tactical reaction gap between our officers and the people we are engaging with in high-stress situations and create more opportunity for safety and deescalation. We attempted to find competitors and other options for this equipment; however, we could not find any that meet the specs required for law enforcement operations. Therefore, we intend to purchase two devices from Bounce Imaging; one assigned to patrol and the other to detectives. Each unit costs \$7,005 each for a total of \$14,010. This amount fits well within our FY2026 budget.

Bounce Imaging has provided a letter confirming it holds patents for this technology and is the sole source. NCGS 143-129(e)(6) allows an exception to the competitive bidding requirements when there is a sole source for a purchase. NCGS consider an item sole source if it meets at least one of these three criteria:

- i. Performance or price competition is not available;
- ii. Product is available from only one source; or
- iii. Standardization or compatibility is the overriding consideration.

With this in mind, we respectfully request approval to move forward with the purchase of this equipment.



Sources Letter – 02/18/26

To Whom It May Concern:

This letter has been written to confirm that Bounce Imaging, Inc. is the only manufacturer of the Explorer omnidirectional tactical camera system. The only sources for law enforcement sales of this product in North Carolina are the company itself or our authorized distributors. Our technology is patented with additional patents pending. As such it cannot be manufactured by any other provider.

Please feel free to contact me with any questions to Sean.Burns@bounceimaging.com or call me at 607-794-0248.

Best,

Sean Burns

Law Enforcement Director,

Bounce Imaging

↔ Bounce Imaging ↔

1 West Seneca Street, Floor 24 :: Buffalo, NY 14203
sales@bounceimaging.com

Questions or comments? Please reach out to us at sales@bounceimaging.com