

JAY STREET APARTMENTS

TRANSPORTATION IMPACT ANALYSIS - **DRAFT**



Prepared for:

The Town of Chapel Hill
Public Works Department - Engineering

Prepared by:

HNTB North Carolina, PC

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Raleigh, NC 27609*

NCBELS License #: C-1554

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I. EXISTING CONDITIONS

A. Project Overview

A residential development known as Jay Street Apartments, located adjacent to Jay Street and just south of Village Drive, is being proposed in Chapel Hill. The project proposes to construct a new multi-family residential development featuring 52 units on an existing parcel just to the east of the Norfolk Southern railroad corridor in western Chapel Hill. **Figure 1** (found in **Appendix A**) shows the general location of the site. The project is anticipated to be fully complete by late 2024. This report analyzes the complete build-out scenario for the year 2025 (one year after anticipated completion), the no-build scenario for 2025, as well as 2021 existing year traffic conditions.

The proposed site concept plan shows one primary vehicular access point along Jay Street. A pedestrian/bicycle connection is also planned on the east side of the property connecting to the Bolin Creek Greenway Trail. **Figure 2** displays the preliminary site plan for the Jay Street Apartments and nearby land uses and roadways. The project is expected to provide 95 parking spaces on several surface parking lots on-site.

B. Site Location and Study Area

This report analyzes and presents the transportation impacts that the Jay Street Apartments development will have on the following existing and future intersections in the project study area:

- NC 86 (Martin Luther King Jr. Boulevard) and Umstead Drive / Hillsborough Street
- Estes Drive and Village Drive
- Village Drive and Jay Street
- Umstead Drive and Village Drive
- Umstead Drive and Pritchard Avenue Extension
- Jay Street and Proposed Site Driveway

The impacts of the proposed site at the study area intersections will be evaluated during the AM, noon, and PM peak hours of an average weekday. The following study is based on background traffic for the existing year, 2021, the year following the estimated site build out year of 2024, as well as the estimated site-generated traffic produced by the proposed residential development.

There are several Town-approved developments that were considered to specifically contribute to background traffic growth by 2025. There are multiple locations located beyond the study area that are either approved or currently in the development review process that may also contribute to background traffic growth. Traffic counts collected for the study and reviewed against previous traffic data indicate that COVID-19 effects on traffic activity are still on-going and volumes are approximately 95 percent of pre-COVID levels.

To account for potential future growth and the effects of COVID that may lessen in the near-term, an area-wide ambient future traffic growth percentage of 2.0 percent per year was applied to the existing volumes, based on historical average annual daily traffic (AADT) growth rate data provided by the Town of Chapel Hill and the North Carolina Department of Transportation (NCDOT), and accounting for existing traffic volumes that are still slightly below pre-COVID conditions.



C. Site Description

The Jay Street Apartments site is primarily wooded undeveloped land. The site borders residential neighborhoods to the north, south, and east, with the Norfolk Southern Railroad corridor and residential development in Carrboro bordering to the west.

All vehicular access will utilize a future driveway connection with Jay Street in the site vicinity. The proposed site plan, shown in **Figure 2**, indicates all parking will be accommodated on-site, through the use of surface parking spaces on several on-site parking lots.



Jay Street Apartments Site

D. Existing and Proposed Uses in Vicinity of Site

The land uses and development in the study area along Jay Street and in the vicinity of Village Drive and Umstead Drive are a mixture of single and multi-family residential neighborhoods. Commercial and office developments are located on the fringes of the study area along NC 86 (Martin Luther King, Jr. Blvd) and Estes Drive. The majority of the study area parcels are currently developed. The Existing Land Use Plan shown in the 2020 *Town of Chapel Hill Comprehensive Plan* and adopted December 25, 2012, indicates that the proposed site is designated as “undeveloped land”. The 2020 Future Land Use Plan, that is also a part of the Town Comprehensive Plan, indicates that the site parcel would be designated as “medium density residential – 4-8 units/acre”. The existing parcel that the site will occupy is currently zoned “R-3-CZD - Medium Density Residential Conditional, 7 units/acre”.

E. Existing and Committed Surface Transportation Network

Roadways

The Jay Street Apartments project study area features a combination of major arterial, minor arterial and collector street roadways serving areas north of the downtown Chapel Hill / UNC Main Campus area and points beyond, as well as facilitating local access to individual developments north of the downtown area. **Table 1**, on the following page, summarizes pertinent information on the study area roadway facilities. Average Annual Daily Traffic (AADT) data was taken from recent AADT mapping produced by the NCDOT Traffic Survey Unit. **Figure 3** shows the existing lane configuration, traffic control, and speed limits for these study area roadways. Detailed descriptions of the major study area roadways are as follows:

- **Martin Luther King Jr. Boulevard (N.C. Highway 86)** is a major arterial in the study area, serving areas from I-40 to downtown Chapel Hill. In the study area vicinity, Martin Luther King, Jr. Boulevard has a five-lane undivided cross-section, with left-turn and right-turn lanes at select intersections. There are a few driveway access points along the roadway and several major street intersections. No on-street parking is permitted. Several bus stops are located along the facility north of the downtown area. The posted speed limit is 35 mph in the study area.
- **Umstead Drive and Hillsborough Street** are local collector street facilities in the project study area, primarily serving residential neighborhoods with local access street connections north of downtown



Chapel Hill. Both facilities have posted speed limits of 25 mph and no on-street parking is permitted on either roadway. Both streets have sidewalks and bus stops on at least one side of the street.

- **Village Drive, Pritchard Avenue Extension, and Jay Street** are local access facilities for residential development to and from areas north and west of downtown. These streets have two through travel lanes and on-street parking is allowed in some areas. Sidewalk and bus stops are featured in most areas along these facilities. Posted speed limits are 25 mph.

Table 1. Existing Study Area Roadways

Road Name	Functional Classification*	Study Area Cross-Section	Recent AADT	Speed Limit	Sidewalk	On-Street Parking
NC 86 (Martin Luther King Jr. Blvd)	Other Principal Arterial	5 lane undivided with TWLTL	16,500	35	Y	N
Estes Drive	Minor Arterial	2 lane undivided	12,500	35	S	N
Umstead Drive	Collector	2 lane undivided	1,900	25	Y	N
Hillsborough Street	Collector	2 lane undivided	8,100	25	Y	N
Pritchard Avenue Extension	Local	2 lane undivided	N/A	25	Y	N
Village Drive	Local	2 lane undivided	N/A	25	S	S
Jay Street	Local	2 lane undivided	N/A	25	N	S

TWLTL – Two-Way Left-turn Lane S – Parking/Sidewalk in Some Areas

* - As defined on the *NCDOT Urban Functional Classification Map (2021)*. <https://ncdot.maps.arcgis.com>

Intersections

Table 2 summarizes all five existing study area intersections, traffic control features, and pedestrian amenities at each. Laneage details and intersection turn bay lengths are also detailed on **Figure 3**. The project study area features a signalized intersection at NC 86 and Umstead Drive, with unsignalized intersections at all other minor local collector and access street junctions.

Table 2. Existing Study Area Intersection Details

Intersection	Traffic Control	Signal Phases	Signal Operation	Cross walk	Ped Signals
NC 86 (Martin Luther King, Jr. Blvd) and Umstead Drive / Hillsborough Street	Signal	3	Coordinated	Yes (3)	Yes (3)
Estes Drive and Village Drive	TWSC	N/A	N/A	N/A	No
Village Drive and Jay Street	TWSC	N/A	N/A	N/A	No
Umstead Drive and Pritchard Avenue Extension	AWSC	N/A	N/A	Yes (1)	No
Umstead Drive and Village Drive	TWSC	N/A	N/A	N/A	No

Sig – Signalized, TWSC – Two-Way Stop-Controlled, AWSC – All-Way Stop-Controlled

Ped Signals/Crosswalk (Number of Approaches Featuring)

Bicycle Routes and Sidewalks

Several designated bicycle facilities (Bolin Creek Trail greenway system, NC 86 bicycle “sharrow” lanes) are found in the project study area. Many cyclists use these facilities, as well as operate in mixed-traffic conditions along NC 86 and study area local streets on a regular basis to access commercial and retail developments and travel to and from downtown Chapel Hill and the UNC Campus area.



Sidewalks are present along NC 86 (Martin Luther King, Jr Blvd), Hillsborough Street, and a portion of Umstead Drive on both sides of the street in the study area. Crosswalks are present on three of the approaches at the signalized intersection of NC 86 & Umstead Drive/Hillsborough Street. Signals have pedestrian signal heads and phasing to accommodate pedestrian travel along study area roadways. There is an additional unsignalized mid-block pedestrian crossing of NC 86 south of Umstead Drive. A signalized mid-block pedestrian crossing also exists along Umstead Drive near Umstead Park. **Figure 4** displays a schematic of existing pedestrian/bicycle facilities in the project study area.

Transit Routes

Current Chapel Hill Transit (CHT) Routes A, G, HS, N, NS, NU and T serve the project study area along NC 86 (Martin Luther King, Jr. Boulevard) and local collector and neighborhood streets with weekday bus service (A, N, NS, and NU Routes also provide Saturday service). Numerous bus stops, with a range of amenities (shelters, benches), are present in the study area. **Table 3** details the seven current CHT routes serving the study area. Most buses run on 15, 30, or hour headways during weekday peak service periods. There are bus stops for the N Route in close proximity to the Jay Street Apartments site on both sides of Village Drive. **Figure 5** displays transit routes and bus stops that currently exist in the project study area. The potential for transit trips to/from the site is discussed the following sections of this report, as the proximity and frequency of transit service near the proposed site may account for a measurable portion of site trips.

Table 3. Current Study Area Weekday Transit Service

Route	Headways (minutes)			Study Area Stops	Destinations
	AM Peak	PM Peak	Off Peak		
Chapel Hill Transit					
A	60	60	60	• Pritchard Ave Extension	• Downtown Chapel Hill • Glen Lennox / University Mall
G	60	60	N/A	• NC 86 Corridor	• Estes Drive • Downtown Chapel Hill / UNC Campus
HS	35	35	N/A	• NC 86 Corridor	• Seawell School Road Schools • Culbreth Road • Downtown Chapel Hill / UNC Campus
N	60	60	60	• Village Drive • Umstead Drive	• Meadowmont • Downtown Chapel Hill / UNC Campus
NS	7-15	10	15	• NC 86 Corridor	• Eubanks Road Park & Ride • UNC Campus/Hospitals Area • Southern Village Park and Ride
NU	15-25	25	15-25	• NC 86 Corridor • Hillsborough Street	• Estes Drive Park and Ride • UNC Campus/Hospitals Area
T	60	60	N/A	• NC 86 Corridor	• Timberlyne Shopping Ctr • E. Chapel Hill HS/Cedar Falls Pk • Downtown Chapel Hill / UNC Campus
GoTriangle					
420	30	30	N/A	• NC 86 Corridor	• Hillsborough • Downtown Chapel Hill/UNC Campus
CRX	30-60	30-60	N/A	• None (Express Service)	• Downtown Chapel Hill/UNC Campus • Eubanks Park-and-Ride • Raleigh

Sources: CHT 2021 Fall Bus Schedules, <http://www.gotriangle.org/maps-and-schedules>



GoTriangle provides regional bus service to the study area via the 420 Route that runs along NC 86 between Chapel Hill and Hillsborough. Service for this route occurs at 30 minute headways during peak weekday periods. GoTriangle also provides express bus service from Chapel Hill to Raleigh on the CRX Route that operates along NC 86 (Martin Luther King, Jr. Boulevard) in the study area on 30-60 minute headways during weekday peak hours.

Recommended/Committed Surface Transportation Improvement Projects

There are several committed/programmed NCDOT STIP projects, Town of Chapel Hill transportation improvement projects, and private development-related projects to improve roadway facilities in the study area that are expected to be complete by 2025.

- NCDOT STIP Project EB-5886B is a pedestrian and bicycle improvement project along Estes Drive through the project study area that will add shared use paths/sidewalks/bicycle facilities to Estes Drive. It is planned for construction in 2025.
- The Town is continuing planning efforts for the *North-South Corridor Bus Rapid Transit (NSBRT)* project. This will include additional transit amenities for the NC 86 corridor through the study area, as well as potential cross-section widening and reallocation for dedicated transit lanes. Final design details are in development, and the changes associated with this project were not explicitly considered to be complete for the purposes of this study.

F. Existing Traffic Conditions

Figure 6 shows the existing AM, noon, and PM peak hour traffic volumes for the study area intersections. The turning movement counts used to determine these volumes were conducted in October 2021 for all the study area intersections during the weekday periods 7:00 - 9:00 AM, 11:30 AM – 1:30 PM, and 4:00 – 6:00 PM. All turning movement count output is found in **Appendix B**.

Traffic count information shows traffic flows in the downtown area on NC 86 (Martin Luther King Jr. Boulevard) were relatively heavy during the AM and PM peak count periods, with inbound flows into downtown Chapel Hill/UNC Main Campus heaviest in the AM peak and return flows out of the downtown heaviest in the PM peak. Estes Drive experiences moderately heavy balanced traffic flows in each direction throughout the peak periods. Other study area roadways experience relatively light traffic volumes throughout the average weekday. **Table 4** provides a detailed listing of each intersection count, peak hour, and count date.



Table 4. Traffic Count Information

Traffic Count Location	Period Counted	Peak Hour	Count Date
NC 86 (Martin Luther King, Jr. Blvd) and Umstead Drive / Hillsborough Street	AM Peak	7:30 – 8:30 AM	10/19/21
	Noon Peak	12:00 PM - 1:00 PM	
	PM Peak	4:45 - 5:45 PM	
Estes Drive and Village Drive	AM Peak	7:45 – 8:45 AM	10/19/21
	Noon Peak	12:30 PM - 1:30 PM	
	PM Peak	4:15 - 5:15 PM	
Village Drive and Jay Street	AM Peak	8:00 – 9:00 AM	10/19/21
	Noon Peak	11:30 AM -12:30 PM	
	PM Peak	4:00 - 5:00 PM	
Umstead Drive and Village Drive	AM Peak	7:30 – 8:30 AM	10/19/21
	Noon Peak	12:30 PM - 1:30 PM	
	PM Peak	4:45 - 5:45 PM	
Umstead Drive and Pritchard Avenue Extension	AM Peak	7:30 – 8:30 AM	10/19/21
	Noon Peak	12:00 PM - 1:00 PM	
	PM Peak	4:45 - 5:45 PM	

II. 2025 BUILD-OUT YEAR+1 CONDITIONS

A. Future Ambient Area-Wide Traffic Growth Estimation

Based on average daily traffic information collected by the Town of Chapel Hill and the NCDOT, as well as factoring the comparison of existing traffic count data taken in October 2021 along Estes Drive to 2019 pre-COVID NCDOT AADT data in the same location, a yearly ambient traffic growth rate of 2.0 percent per year was used for the short-term 2025 design year capacity analyses. This rate is based on previous and anticipated growth trends from NCDOT average daily traffic information from the period 2003-2019 which show marginal growth patterns in the study area. The factor was adjusted upward to 2.0 percent per year to account for current traffic conditions that indicate daily traffic levels are approximately five percent less overall than 2019 pre-COVID data. It also accounts for additional developments around Chapel Hill that are beyond the project study area that may generate additional traffic volumes during peak periods. **Figure 7** shows the estimated 2025 Build-out Year+1 peak hour ambient growth traffic volume projections.

B. Approved Background Development Traffic Estimation

Per information from Town of Chapel Hill staff and information from the Town’s Planning Department Development Activity Map (current as of November 2021), three Town-approved developments are expected to specifically contribute to background traffic growth by the 2025 design analysis year and site traffic assignment data from their respective traffic impact studies were utilized in background growth estimations. These developments are the following:

- E. Rosemary Street Parking Deck and Office Building
- Aura Development
- W. Rosemary Street Hotel



Figure 8 shows the relative location of these background developments. **Figure 9** shows the total background peak hour traffic volumes estimated for the 2025 Without Site analysis scenario. No additional specific background traffic generators are anticipated by the 2025 analysis year within the project study area. **Appendix C** contains raw site traffic assignments and spreadsheet summaries for the summated information shown in **Figure 9**.

Figure 10 shows the estimated 2025 Build-out Year+1 peak hour total traffic volume projections without site traffic, which include both the ambient area-wide and specific background generator growth data.

C. Proposed Project Traffic

i. Trip Generation

Projected trips for the proposed Jay Street Apartments project were generated based on the *ITE Trip Generation Manual* (Institute of Transportation Engineers, 10th Edition, 2017). Standard ITE trip generation information was used for this study for the multi-family residential land use type, along with the application of NCDOT recommended trip generation methodologies for rate-based or equation-based trip estimation. Adjustments to trip generation rates (due to internal trips, pass-by trips, transit trips, pedestrian/bicycle trips) were made, as appropriate. ITE Land Use Code 221: Mid-Rise Multi-Family residential was used, as the proposed project features multi-story buildings that best fit this particular land use code.

Table 5 shows the number of vehicular trips generated by the Jay Street Apartments project during the weekday AM, noon, and PM peak hours of adjacent streets, based on the generation methodologies and comparisons described above. A peak hour truck percentage of two percent was estimated for all site-generated traffic.

Table 5. Weekday Daily and Peak Hour Vehicle Trip Generation Summary

Land Use	LUC Code	Density	Daily			AM Peak Hour			Noon Peak Hour**			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Apartments (Mid-Rise)	221	52 Units	141	141	282	5	13	18	8	9	17	14	10	24
10% Transit/Ped/Bike Reduction			-14	-14	-28	-1	-1	-2	-1	-1	-2	-1	-1	-2
Vehicular Trips Added to Network			127	127	254	4	12	16	7	8	15	13	9	22

** - No ITE Data Available, Assumed 75% of Average of AM/PM Peak Hour Data

ii.) Adjustments to Trip Generation Rates

Raw ITE trip generation estimates for daily and peak hour trips have the potential to be adjusted for the following factors to reduce raw trip generation data to actual estimated vehicular trips produced by the Jay Street Apartments development.

a.) Internal Capture

The land uses proposed for Jay Street Apartments development do not exhibit the potential for internally-captured trips. No modifications or reductions were made to trip generation results to account for internal capture.



b.) Modal Split

The study area is well served by multiple CHT and Go Triangle fixed bus routes with frequent existing service and also has facilities for pedestrians and bicyclists with good connectivity to trip attractions in downtown Chapel Hill, the UNC Main Campus and Carrboro. To conservatively estimate the amount of vehicular activity related to proposed residential development, a ten (10) percent reduction to trip generation estimates for raw estimate of vehicular trips were made for transit, pedestrians, and/or bicycles.

c.) Pass-by Trips

The proposed Jay Street Apartments would not be considered a potential pass-by trip generator. No modifications or reductions were made to trip generation results to account for pass-by trips.

d.) Trip Generation Budget

Current information from the Applicant about the Jay Street Apartments indicates that the project will be built out in one phase. No adjustments or recommendations for a trip generation budget are made for this study if the development is ultimately built to the building density listed by the Applicant.

iii.) Trip Distribution

Trip distribution for site-related traffic was based on existing daily and peak hour traffic patterns and engineering judgment to determine the directional peak hour characteristics of traffic to and from the site from the major study area thoroughfares.

No local trips to/from lower volume residential streets/private driveways were estimated, though the possibility exists a small portion of trip-making may occur to/from these local streets. Basic distribution estimates for the proposed Jay Street Apartments utilized existing peak hour turning movement counts and overall daily traffic volumes along the higher volume arterial and collector streets to estimate a basic distribution of trips that would be consistent for all three peak analysis hours. **Figure 11** presents the projected trip distribution traffic percentages for the proposed site in 2025.

iv.) Trip Assignment

Figure 12 shows the corresponding site traffic volumes distributed on the 2025 study area network. Total volumes into and out of the site correspond to total external vehicular trips generated, based on the trip generation methodology developed previously.

D. Future Traffic Forecasts with the Proposed Development

Figure 13 displays the 2025 Build-out+1 year projected study area traffic volumes with site traffic added. These traffic volumes represent the aggregate traffic growth over existing traffic volumes for ambient traffic growth between 2021 and 2025, specific background project estimated traffic growth that is likely to occur during that time period, and estimated site traffic assignments for the Jay Street Apartments.



III. IMPACT ANALYSES

A. Peak Hour Intersection Level of Service Analysis

i.) Methodology

Evaluation of traffic operations on urban and suburban roadways is most effective through the determination of level of service (LOS) criteria. The concept of level of service correlates qualitative aspects of traffic flow to quantitative terms. This enables transportation professionals to take the qualitative issues, such as congestion and substandard geometrics, and translate them into measurable quantities, such as operating speeds and vehicular delays. The 2016 *Highway Capacity Manual 6th Edition (HCM 6)* characterizes level of service by letter designations A through F. Level of service A represents ideal low-volume traffic operations, and level of service F represents over-saturated high-volume traffic operations. Level of service is measured differently for various roadway facilities, but in general, level of service letter designations are described by the following in **Table 6**.

Table 6. Level of Service (LOS) Characteristics

Level of Service Description	Per Vehicle Delay at Signal	Per Vehicle Delay at Stop Sign
LOS A ➤ Free flow ➤ Freedom to select desired speed and to maneuver is extremely high ➤ General level of comfort and convenience for motorists is excellent	< 10.0 sec	< 10.0 sec
LOS B ➤ Stable flow ➤ Other vehicles in the traffic stream become noticeable ➤ Reduction in freedom to maneuver from LOS A	10.0 – 20.0 sec	10.0 – 15.0 sec
LOS C ➤ Stable flow ➤ Maneuverability and operating speed are significantly affected by other vehicles ➤ General level of comfort and convenience declines noticeably	20.0 – 35.0 sec	15.0 – 25.0 sec
LOS D ➤ High density but stable flow ➤ Speed/freedom to maneuver are very restricted ➤ General level of comfort / convenience is poor ➤ Small increases in traffic will generally cause operational problems	35.0 – 55.0 sec	25.0 – 35.0 sec
LOS E ➤ Unstable flow ➤ Speed reduced to lower but relatively uniform value ➤ Volumes at or near capacity level ➤ Comfort and convenience are extremely poor ➤ Small flow increases or minor traffic stream disturbances will cause breakdowns	55.0 – 80.0 sec	35.0 – 50.0 sec
LOS F ➤ Forced or breakdown flow ➤ Volumes exceed roadway capacity ➤ Formation of unstable queues ➤ Stoppages for long periods of time because of traffic congestion	> 80.0 sec	> 50.0 sec

The Caliper *TransModeler Version 5.0* transportation microsimulation analysis software was used to analyze peak hour conditions at signalized and unsignalized intersections. Traffic microsimulation software programs report vehicular delay values as an aggregate from individual vehicle movements



and performance as they travel through a model network. This differs from HCM methodologies, which are based on numerical calculations developed through research data. Thus, LOS values developed from simulation programs do not necessarily directly equate with comparable HCM results. To differentiate this, the term “simulation Level-of-Service” or “LOS_s” is used in this report.

The TransModeler models developed for this TIA also require the use of multiple model runs with random numbered seeding values to develop variable traffic flows throughout the model run duration. For this study 10 runs with random seeds were completed. All models featured a 10 minute warm-up period to load traffic onto the network, a one hour analysis period with 0.90 peak-hour factor (PHF) emulation to vary traffic volumes in 15 minute bins within the peak hour and use existing and future predicted traffic volumes in the development of origin-destination matrices for traffic within the network. Other model default values were adjusted to NCDOT TransModeler guidelines, as appropriate.

The minimum acceptable peak hour intersection level of service established for this project is LOS_s D for signalized intersections or LOS_s E for critical movements at unsignalized intersections, or no increase in delay for signalized intersections operating below LOS_s D or unsignalized intersection critical movements operating below LOS_s E without the inclusion of site traffic. The following four conditions were evaluated:

- Condition 1** – 2021 Existing Traffic
- Condition 2** - 2025 Traffic without Site Traffic
- Condition 3** - 2025 Traffic with Site Traffic Volumes Added
- Condition 4** - 2025 Traffic with Site Traffic and Improvements

The results of this analysis are based on the procedures presented in the *HCM 6th Edition* and performed with the corresponding capacity analysis software described previously. The methodology of evaluating each condition for signalized intersections is presented below:

- **Condition 1** – Use current Town of Chapel Hill data for the cycle length, splits and offsets of individual signalized intersections and report LOS_s and delay values from Synchro.
- **Conditions 2 and 3** – Reoptimize the cycle lengths and splits of individual intersections in Synchro to account for impacts of proposed transportation projects expected to be complete by the 2025 analysis year. Adjust cycle lengths, splits, and offsets, as necessary, if the signal is currently operating in a coordinated system. The optimized signal timing information will be held constant for both Conditions, to provide a means to compare effects of the proposed site traffic.
- **Condition 4** – Optimize coordinated traffic signals for effects of recommended mitigation strategies that change lane geometrics or signal phasing improvements. Evaluate the potential for different signal phasing schemes (left-turn lag phases, for example). Retain existing split minimums and any pedestrian timing values. Recommendations, if warranted, will be made to obtain at least LOS_s D for the intersection as a whole.

The net effect of this process is that direct comparisons, by movement, of delay and LOS_s between each of the three conditions are impossible because splits and cycle lengths can and do change between conditions. The pertinent statistic of this analysis is the *overall intersection level of service and delay*. Improvements to deficient intersections in Condition 3 were made by first attempting to adjust signal operations via changes in cycle lengths, splits and/or with acceptable adjustments to signal phasing. If that did not produce satisfactory results for all intersections, geometric improvements to improve intersection capacity were considered for the deficient intersections.



Appendix D contains the TransModeler intersection performance output for all four conditions (where applicable). **Appendix E** contains the corresponding TransModeler queuing analysis for all study area intersections.

The existing unsignalized study area intersections and the future unsignalized site driveway intersections were analyzed using the HCM 6 unsignalized intersection methodologies using the TransModeler intersection performance output. Unsignalized intersection results were evaluated on a per-movement basis, since HCM methodologies do not produce an overall intersection level of service for unsignalized intersections. Thus, potentially deficient (LOS_s F) movements in Condition 3 would need to be evaluated for improvements in Condition 4. This methodology differs from signalized intersections, where one or more movements at an intersection may be deficient in Condition 3, but as long as the overall intersection level of service does not fall below LOS_s D, no intersection improvements are deemed necessary.

ii.) **2021 Existing Conditions Results**

Table 7 presents the results for the existing year traffic conditions as compiled from field data. The table lists LOS_s and delay values for those movements that are in existence at this time. Currently, the study area signalized intersection at NC 86 and Umstead Drive/Hillsborough Street operates at acceptable levels of service for the analyzed 2021 AM, noon, and PM peak hours. The remaining unsignalized intersections in the project study area all have individual lane group movements operating at acceptable LOS E_s or better.

iii.) **2025 No-Build Scenario (Condition 2) Results**

Table 8 presents the results for the 2025 Build-out+1 analysis year estimated traffic conditions without the impacts of site-related traffic. This analysis includes ambient traffic growth and selected specific background development volumes to existing traffic volumes, along with any background transportation improvements expected to be complete by 2025.

During Condition 2, all study area intersections are expected to operate at acceptable levels of service for all analyzed peak hours. For the Condition 2 analysis, existing 2021 signal timings and system operations were held constant from 2021 conditions.

iv.) **2025 Build Scenario (Condition 3) Results**

Table 9 presents results for 2025 Build-out+1 year estimated traffic conditions, including impacts of site-related traffic. In general, the effects of adding site-related traffic will only marginally increase delays at the study area intersections, but not cause any new deficient operations (overall LOS_s E or F) compared to the 2025 No-Build results shown in **Table 8**. The unsignalized site driveway intersection with Jay Street is not expected to exceed the LOS_s E threshold for critical movements.

v.) **2025 Mitigation Scenario (Condition 4) Results**

Based on capacity analysis results in the previous sections, no intersection in the project study is expected to require mitigation for issues related strictly to projected vehicular delay, excessive queuing, and LOS_s.



Table 7. Capacity Analysis Results - Condition 1 – 2021 Existing Traffic

Intersections / Lane Groups	LOS _s			Avg Vehicular Delay (seconds/vehicle)			Maximum Queue Length (ft)			Existing Storage (ft)
	AM	Noon	PM	AM	Noon	PM	AM	Noon	PM	
NC 86 (Martin Luther King Jr. Blvd) & Umstead Drive / Hillsborough St	B	B	B	10.2	12.8	19.4				
SB LT	A	A	C	7.4	9.2	25.5	100	100	100	200
SB THRU-RT	A	A	A	3.4	4.0	9.1	100	75	125	
WB LT	E	D	D	55.4	53.2	37.8	50	75	75	150
WB THRU-RT	C	C	C	23.7	26.7	30.7	125	175	275	
NB LT	B	B	C	11.3	13.4	29.6	50	50	75	200
NB THRU-RT	A	A	B	7.7	8.8	16.9	100	125	225	
EB LT	E	E	F	56.2	67.9	99.5	75	75	100	100
EB THRU-RT	D	C	C	42.5	34.7	27.0	100	100	100	
Estes Drive & Village Drive	N/A	N/A	N/A	N/A	N/A	N/A				
SB LT	A	A	A	0.3	0.0	0.4	25	0	50	
WB LT-RT	A	A	B	9.6	3.4	13.5	75	100	50	
Village Drive & Jay Street	N/A	N/A	N/A	N/A	N/A	N/A				
WB LT	A	A	A	0.0	0.0	0.0	0	0	25	
NB LT-RT	A	A	A	3.5	4.5	3.7	25	75	25	
Umstead Drive & Village Drive	N/A	N/A	N/A	N/A	N/A	N/A				
EB THRU-RT	A	A	A	4.9	5.1	5.3	50	50	50	
WB LT-THRU	A	A	A	4.8	4.9	5.2	50	50	50	
NB LT-RT	A	A	A	2.7	2.6	2.9	25	25	25	
Umstead Drive & Pritchard Avenue Extension	N/A	N/A	N/A	N/A	N/A	N/A				
EB THRU-RT	A	A	A	4.8	4.7	5.0	50	50	50	
WB LT-THRU	A	A	A	4.8	5.0	5.6	25	50	75	
NB LT-RT	A	A	A	4.7	4.4	4.8	25	25	25	

N/A – Not Applicable, i.e. movement is non-existent or overall intersection values are not reported for unsignalized intersections

BOLD/ITALICS – Movement or overall intersection is over Town TIS Guidelines threshold capacity

PURPLE – Maximum Queue May Exceed Storage Bay Distance



Table 8. Capacity Analysis Results - Condition 2 – 2025 Traffic Without Site

Intersections / Lane Groups	LOS _s			Avg Vehicular Delay (seconds/vehicle)			Maximum Queue Length (ft)			Future Storage (ft)
	AM	Noon	PM	AM	Noon	PM	AM	Noon	PM	
NC 86 (Martin Luther King Jr. Blvd) & Umstead Drive / Hillsborough St	B	B	C	10.4	13.5	22.2				
SB LT	A	B	D	8.5	11.3	36.7	100	100	125	200
SB THRU-RT	A	A	B	4.0	4.7	10.4	100	100	125	
WB LT	E	D	D	55.5	52.3	37.3	50	75	75	150
WB THRU-RT	C	C	C	22.4	27.4	30.4	150	200	300	
NB LT	C	B	C	22.8	18.5	33.8	25	50	75	200
NB THRU-RT	A	A	B	8.0	9.5	23.8	125	125	275	
EB LT	E	F	F	60.8	80.4	160.1	75	75	125	100
EB THRU-RT	D	C	C	44.0	32.9	28.2	125	100	125	
Estes Drive & Village Drive	N/A	N/A	N/A	N/A	N/A	N/A				
SB LT	A	A	A	0.3	0.0	0.5	50	0	75	
WB LT-RT	B	A	C	11.9	3.7	16.8	50	100	75	
Village Drive & Jay Street	N/A	N/A	N/A	N/A	N/A	N/A				
WB LT	A	A	A	0.0	0.0	0.1	0	0	25	
NB LT-RT	A	A	A	3.5	4.7	3.6	25	100	25	
Umstead Drive & Village Drive	N/A	N/A	N/A	N/A	N/A	N/A				
EB THRU-RT	A	A	A	5.1	5.1	5.6	50	50	50	
WB LT-THRU	A	A	A	5.0	5.1	5.2	50	50	50	
NB LT-RT	A	A	A	2.6	2.5	2.7	25	25	25	
Umstead Drive & Pritchard Avenue Extension	N/A	N/A	N/A	N/A	N/A	N/A				
EB THRU-RT	A	A	A	4.7	4.7	5.1	75	50	50	
WB LT-THRU	A	A	A	4.9	5.2	5.5	50	50	75	
NB LT-RT	A	A	A	4.6	4.6	4.9	50	25	50	

N/A – Not Applicable, i.e. movement is non-existent or overall intersection values are not reported for unsignalized intersections

BOLD/ITALICS – Movement or overall intersection is over Town TIS Guidelines threshold capacity

PURPLE – Maximum Queue May Exceed Storage Bay Distance



Table 9. Capacity Analysis Results - Condition 3 – 2025 Traffic With Site

Intersections / Lane Groups	LOS _s			Avg Vehicular Delay (seconds/vehicle)			Maximum Queue Length (ft)			Future Storage (ft)
	AM	Noon	PM	AM	Noon	PM	AM	Noon	PM	
NC 86 (Martin Luther King Jr. Blvd) & Umstead Drive / Hillsborough St	B	B	C	10.6	13.2	21.4				
SB LT	A	B	C	8.1	10.8	33.6	100	100	125	200
SB THRU-RT	A	A	B	3.9	4.4	10.3	100	100	150	
WB LT	D	D	D	50.2	52.7	36.6	50	75	75	150
WB THRU-RT	C	C	C	26.1	27.0	31.7	150	200	300	
NB LT	C	B	C	23.5	14.5	31.6	50	50	75	200
NB THRU-RT	A	A	B	8.1	9.5	19.2	100	125	275	
EB LT	E	E	F	56.3	73.3	128.0	75	75	125	100
EB THRU-RT	D	D	C	43.6	35.9	28.7	125	100	125	
Estes Drive & Village Drive	N/A	N/A	N/A	N/A	N/A	N/A				
SB LT	A	A	A	0.4	0.0	0.5	75	0	100	
WB LT-RT	B	A	C	11.4	5.9	16.3	75	125	75	
Village Drive & Jay Street	N/A	N/A	N/A	N/A	N/A	N/A				
WB LT	A	A	A	0.0	0.1	0.1	0	25	25	
NB LT-RT	A	A	A	4.0	5.3	3.8	25	100	25	
Umstead Drive & Village Drive	N/A	N/A	N/A	N/A	N/A	N/A				
EB THRU-RT	A	A	A	5.7	5.4	6.3	50	50	50	
WB LT-THRU	A	A	A	5.6	5.6	6.0	50	50	75	
NB LT-RT	A	A	A	3.4	3.4	3.4	25	25	25	
Umstead Drive & Pritchard Avenue Extension	N/A	N/A	N/A	N/A	N/A	N/A				
EB THRU-RT	A	A	A	5.5	5.3	5.8	50	50	50	
WB LT-THRU	A	A	A	5.4	5.7	6.6	50	50	75	
NB LT-RT	A	A	A	5.2	5.0	5.5	50	25	50	
Jay Street & Proposed Access Driveway	N/A	N/A	N/A	N/A	N/A	N/A				
WB LT	A	A	A	0.0	0.0	0.0	0	0	0	
NB LT-RT	A	A	A	2.0	4.8	2.0	25	25	25	

N/A – Not Applicable, i.e. movement is non-existent or overall intersection values are not reported for unsignalized intersections

BOLD/ITALICS – Movement or overall intersection is over Town TIS Guidelines threshold capacity

PURPLE – Maximum Queue May Exceed Storage Bay Distance

B. Access Analysis

Vehicular site access is to be accommodated via a proposed site driveway connection to the existing adjacent Jay Street roadway facility. The proposed site driveway distance from the unsignalized intersection at Village Drive and Jay Street is acceptable (300 feet), based on recommendations of 100 foot minimum corner clearance as set forth in the 2003 *NCDOT Policy on Street and Driveway Access to North Carolina Highways* and 50 foot minimum along local/subdivision streets as required in the 2017



Town of Chapel Hill Public Works Engineering Design Manual. Individual driveway spacing between the proposed site driveway and adjacent driveways meets the 50 foot minimum driveway spacing requirement in the Town Design Manual.

Access for pedestrians is currently provided by continuous sidewalk on one side of Village Drive connecting to all study area roadways and crosswalk/pedestrian signalization at all signalized study area intersections. Bicycle access is available to and from the site via the Bolin Creek Greenway Trail, which is proposed to have an extension to the site.

C. Signal Warrant Analysis

Based on existing and projected traffic volumes, no existing study area unsignalized intersection would warrant the installation of a traffic signal based on the methodology found in the *2009 Manual on Uniform Traffic Control Devices* (MUTCD). A warrant often satisfied from the MUTCD methodology is the Peak Hour Warrant, which would have comparable data collected from this study. Based on results from Figure 4C-4 from the MUTCD 2009, no unsignalized intersection studied for this analysis would warrant the installation of a signal based on the Peak Hour thresholds.

D. Sight Distance Analysis

In general, sight distance issues entering and exiting the proposed site driveway would be minimal. Sight distance along Jay Street is adequate, with little vertical curvature present in the area adjacent to the site driveway. Horizontal sight distance is limited to the west of the site driveway due to a tight horizontal curve on Jay Street, but the curvature of the roadway and narrow roadway cross-section would cause vehicles to operate a lower speed in this area.

E. Crash Analysis

Data from the NCDOT Traffic Safety Unit TEAAS crash software database was extracted for the five year period from 9/1/2016 to 8/31/2021 for the segment of Village Drive from Estes Drive to Umstead Drive, including the intersection vicinity with Jay Street. Individual intersection crash analyses were also compiled for the three study area intersections along Village Drive. Raw crash data can be found in **Appendix F**.

Village Drive Corridor

There were 12 crashes reported along the Village Drive study area corridor between Estes Drive and Umstead Drive over the five year period. In this 0.48-mile segment, the primary crash type was angle/left-turn crashes at intersections along the route. Spatial distribution of crashes along the corridor from the segment strip map indicates that a majority of crashes were centered at the Estes Drive and Village Drive intersection (6 of 12 total crashes). The Jay Street intersection experienced one crash.

Table 10 presents a comparison between the Village Drive study area crash rates and the latest North Carolina statewide rates for urban secondary roads for the period 2016-2020 (compiled by NCDOT Traffic Safety Unit). Overall, the crash rates along Village Drive in the project study area are well higher than statewide averages for similar urban North Carolina secondary roadway facilities (two-lane undivided) in every reported category, except for fatal crashes. The crash rate data for Village Drive reflects the relatively high number of crashes centered at the Estes Drive intersection coupled with the relatively low amount of daily traffic estimated along Village Drive.



Table 10. Study Area Crash Rate Comparison – Village Drive Corridor

Statistic	Crashes Per 100 Million Vehicle Miles	
	Village Drive Estes Drive to Umstead Drive	NC Statewide Average* 2-Lane Urban Secondary Route
Total Crash Rate	920.41	256.07
Fatal Crash Rate	0.00	1.13
Non-Fatal (Injury) Crash Rate	153.40	72.92
Night Crash Rate	230.10	66.78
Wet Pavement Crash Rate	460.21	41.16

* - Data for Urban NC Secondary Routes

Study Area Intersections

In addition to the crash comparison for the Village Drive project study corridor, individual intersection crash data in the vicinity of the proposed apartments site for the same five year period was provided by NCDOT and results are shown in **Table 11**. The crash data reveals that the Estes Dive & Village Drive intersection suffers from the highest number of total crashes of the three intersections and that a majority are left-turn type crashes. The intersections of Village Drive with Jay Street and Umstead Drive have a low number of crashes (1 each), but the rate is similar to Estes Drive and Village Drive when normalized with the total amount of traffic volume experienced at each intersection.

Table 11. Study Area Intersection Crash Summary

Intersection	Total Crashes	Crashes Per 100 Million Vehicles Entered
Estes Drive and Village Drive	7	28.82
Village Drive and Jay Street	1	30.42
Umstead Drive and Village Drive	1	19.56

F. Other Transportation-Related Analyses

Other transportation-related analyses relevant to the 2001 *Town of Chapel Hill Guidelines for the preparation of Traffic Impact Studies* were completed as appropriate. The topics listed in **Table 12** are germane to the scope of this study.

G. Special Analysis/Issues Related to Project

Based on discussions with Town of Chapel Hill staff, there are no special issues or analyses beyond the ones already discussed for this proposed site.



Table 12. Other Transportation-Related Analyses

Analysis	Comment
Long-Range Planning Level Daily Volume-Capacity Analysis	Since the proposed site will add less than 300 new daily trips to the study area network, no long-range planning-level analyses of daily traffic impacts were conducted for this study.
Turn Lane Storage Requirements	Storage bay lengths at study area intersections were analyzed using maximum TransModeler microsimulation queue length estimates for the 2025 Build Scenario. In most cases, existing storage for turn lanes is adequate in the project study area and for situations where queue spillback may occur, signal timing adjustments can prevent the situation from occurring.
Appropriateness of Acceleration/Deceleration Lanes	Given the proposed location and configuration of site driveway and the lane geometrics, traffic patterns and posted speeds on Jay Street, Village Drive and other local streets in the study area, no special acceleration or deceleration lanes are required due to the proposed Jay Street Apartments project.
Pedestrian and Bicycle Analysis	Existing pedestrian access to sidewalks and greenways is available through the study area. Continuous sidewalk and intersections with crosswalks/pedestrian signals are present throughout the study area. Off-road cycling connectivity is present in the study area via the Bolin Creek Greenway Trail. There is missing pedestrian connectivity between the site and Village Drive, as no sidewalk exists along the Jay Street corridor.
Public Transportation Analysis	Public transportation service to the site is readily available, with on-street bus stops for the CHT N Route located approximately 500 feet away from the site and multiple routes serving the study area.

IV. MITIGATION MEASURES/RECOMMENDATIONS

A. Planned Improvements

The Town *North-South Corridor Bus Rapid Transit (NSBRT)* project includes additional transit amenities for the NC 86 corridor through the study area, as well as potential cross-section widening and reallocation for dedicated transit lanes. Since final design details are not complete, the changes associated with this project were not explicitly considered to be complete for the purposes of this study.

As shown in **Figure 14**, NCDOT STIP Project EB-5886B is a pedestrian and bicycle improvement project along Estes Drive through the project study area that will add shared use paths/sidewalks/bicycle facilities to Estes Drive. It is planned for construction in 2025.

B. Background Committed Improvements

There are no other known background committed improvements at study area intersections from any of the other background traffic generators analyzed in this report.

C. Applicant Committed Improvements

Based on the preliminary site concept plans and supporting development information provided, there are no external transportation-related improvements proposed adjacent to the Jay Street Apartments site. Site plans show an internal sidewalk network that also features connection to the Bolin Creek Trail Greenway.



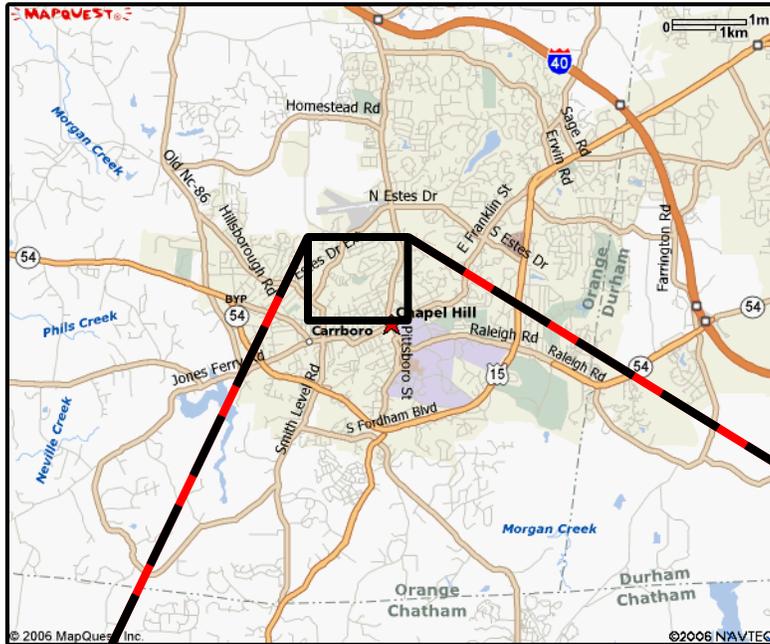
D. Necessary Improvements

Based on the 2025 design year peak hour intersection capacity analyses, no study area signalized intersection is expected to be over capacity (overall LOS_s E or F) in any of the three weekday peak hours studied in this report. No unsignalized stop-controlled intersection is expected to operate at deficient levels (LOS_s F) for critical stop-controlled movements in any 2025 peak hour with or without the Jay Street Apartments project.

- One recommended improvement, whether or not the Jay Street Apartments project is constructed, is to monitor signal operations in the PM peak hour at the NC 86 (Martin Luther King, Jr. Boulevard) intersection with Umstead Drive and Hillsborough Street. 2025 analysis year maximum queue results indicate that the eastbound Umstead Drive approach may experience queue spillback from the left-turn lane that may require re-optimization of traffic signal timings to provide additional green time for the signal phase that serves Umstead Drive.
- One recommended improvement, unrelated to intersection capacity analyses, is to provide continuous sidewalk along the eastern side of Jay Street between the site and Village Drive. This improvement would provide safe access to the existing CHT bus stop along the south side of Village Drive near the Jay Street intersection. This is schematically shown in **Figure 14**.



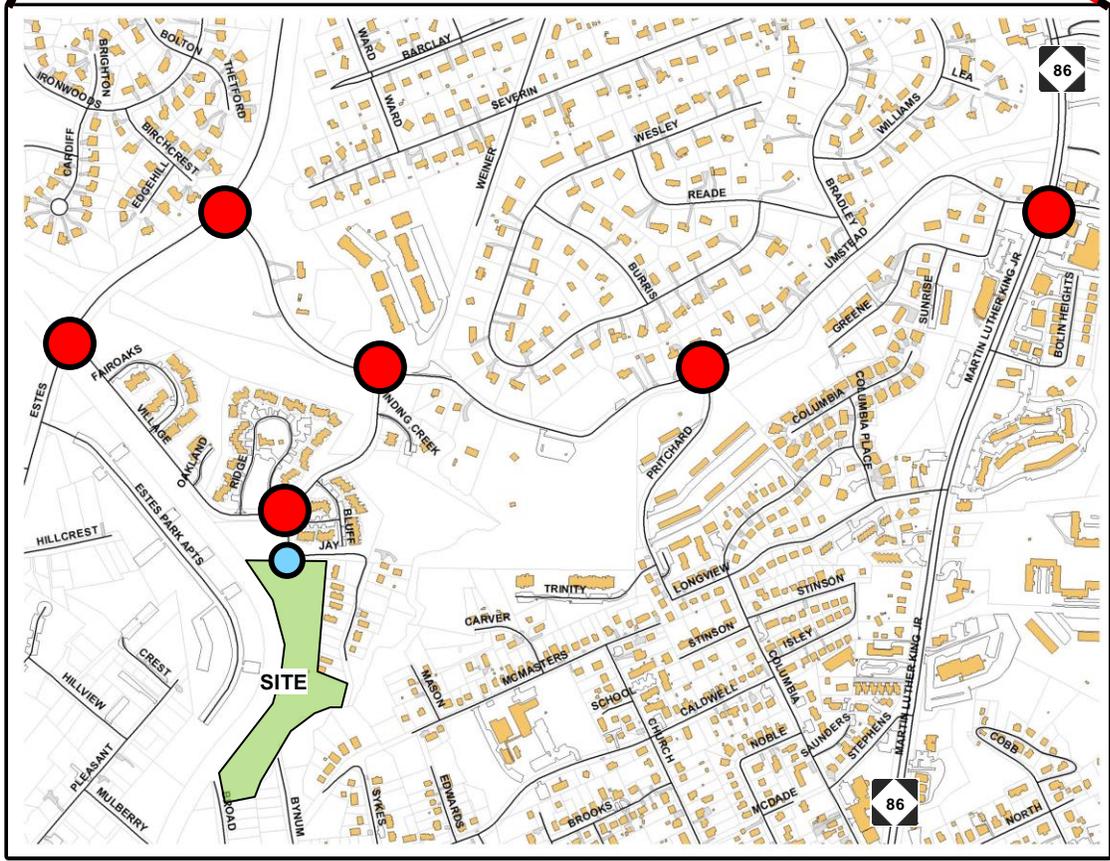
Appendix A – Figures



LEGEND

-  = Existing Study Area Intersections
-  = Proposed Site Driveway
-  = Existing Building Footprints

 **NOT TO SCALE**



Source: Town of Chapel Hill GIS Files

DRAFT

		<p>Jay Street Apartments Transportation Impact Analysis</p>	<p>DATE: November 2021</p>
		<p>SITE LOCATION MAP</p>	<p>FIGURE 1</p>



**NOT
TO
SCALE**

**PROPOSED FULL
ACCESS DRIVEWAY**

STOP

**PROPOSED
GREENWAY
TRAIL
CONNECTION**

DRAFT

HNTB

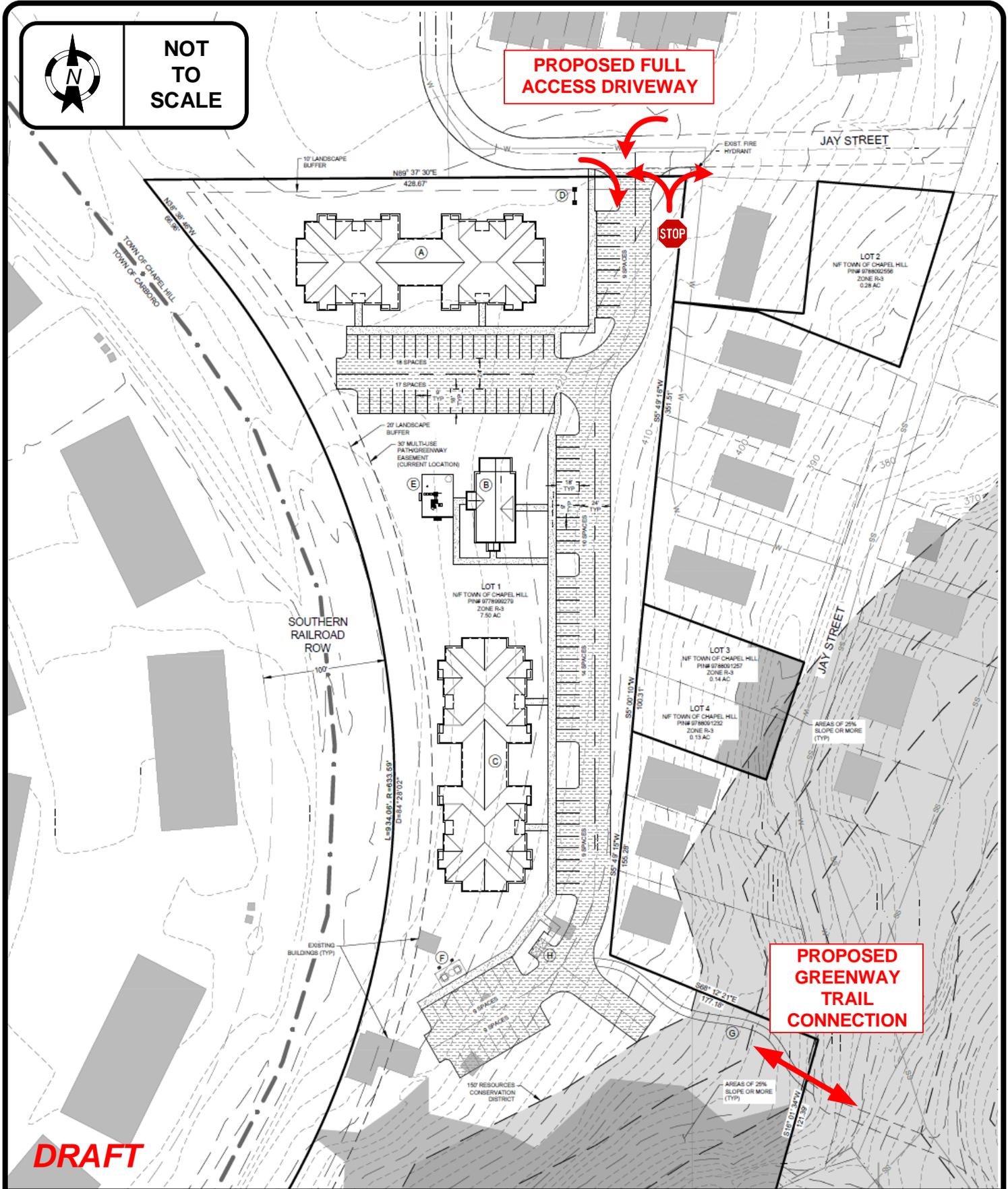


**Jay Street Apartments
Transportation Impact Analysis**

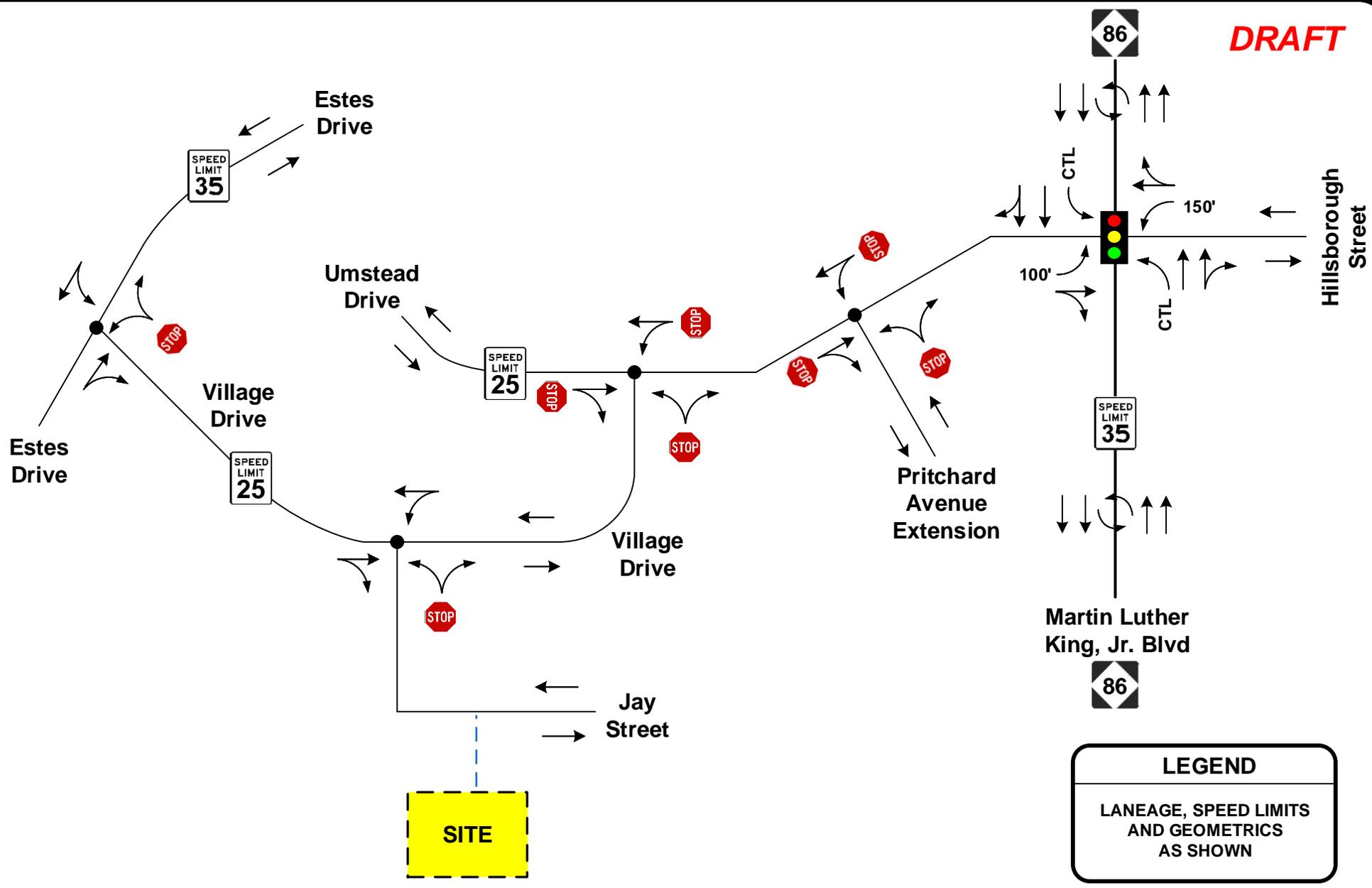
PRELIMINARY SITE PLAN

DATE: November 2021

FIGURE 2



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LEGEND

LANEAGE, SPEED LIMITS AND GEOMETRICS AS SHOWN



Jay Street Apartments
Transportation Impact Analysis

EXISTING LANEAGE & GEOMETRICS

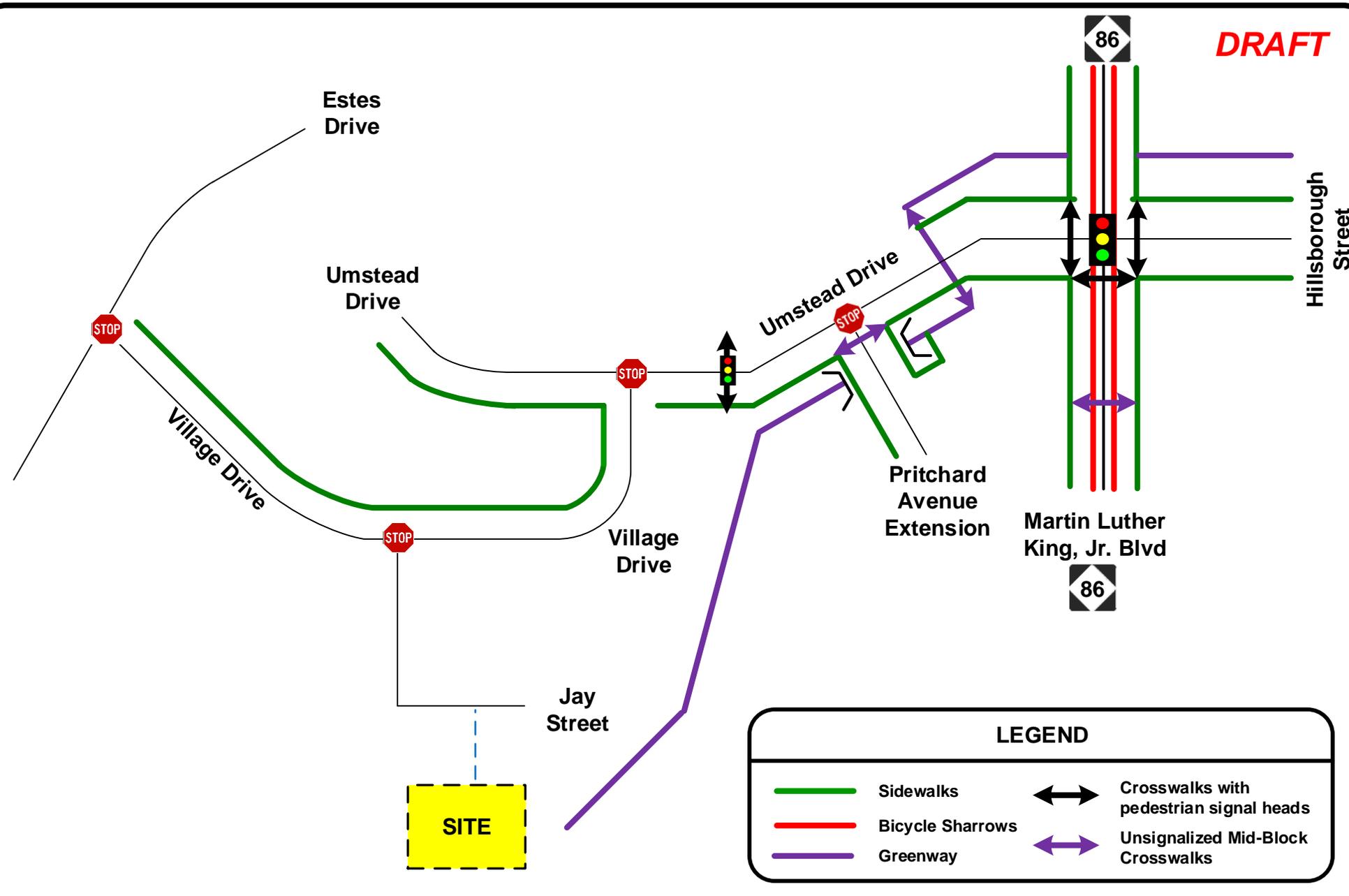


NOT TO SCALE

DATE: November 2021

FIGURE 3

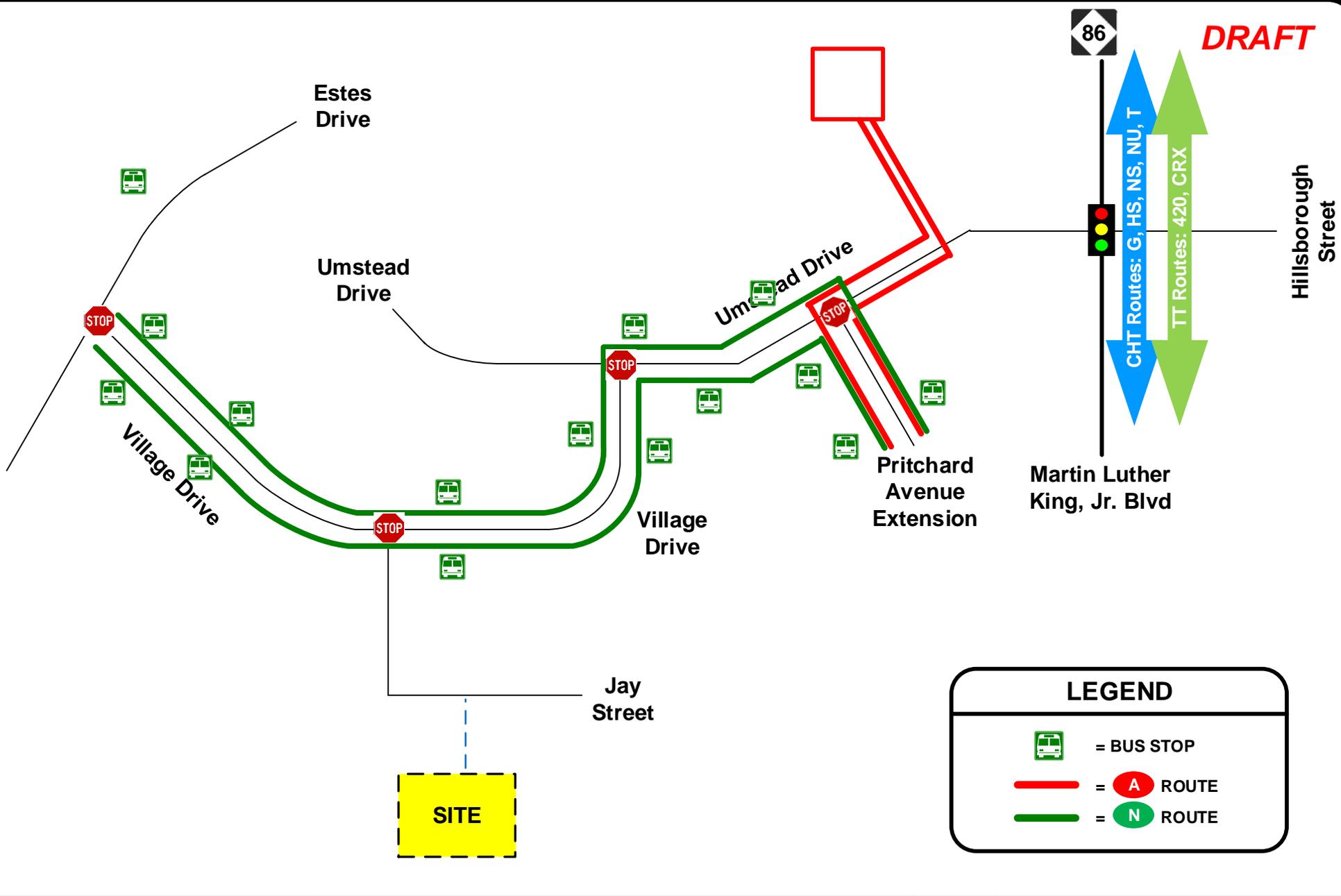
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LEGEND

	Sidewalks		Crosswalks with pedestrian signal heads
	Bicycle Sharrows		Unsignalized Mid-Block Crosswalks
	Greenway		

DRAFT



LEGEND

-  = BUS STOP
-  = A ROUTE
-  = N ROUTE



**Jay Street Apartments
Transportation Impact Analysis**

STUDY AREA TRANSIT ROUTES

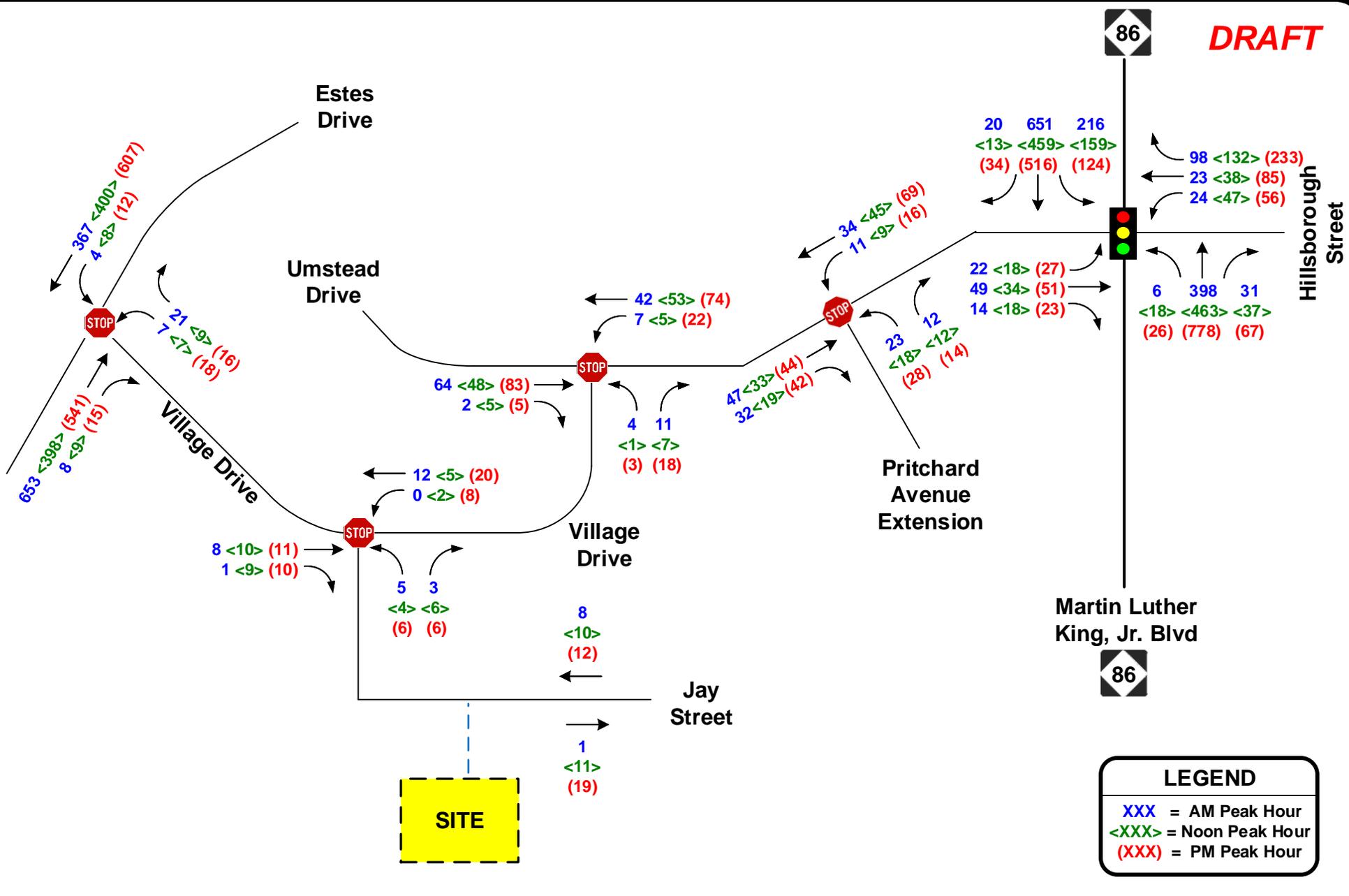


**NOT
TO
SCALE**

DATE: November 2021

FIGURE 5

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Jay Street Apartments Transportation Impact Analysis

2021 EXISTING PEAK HOUR TRAFFIC VOLUMES



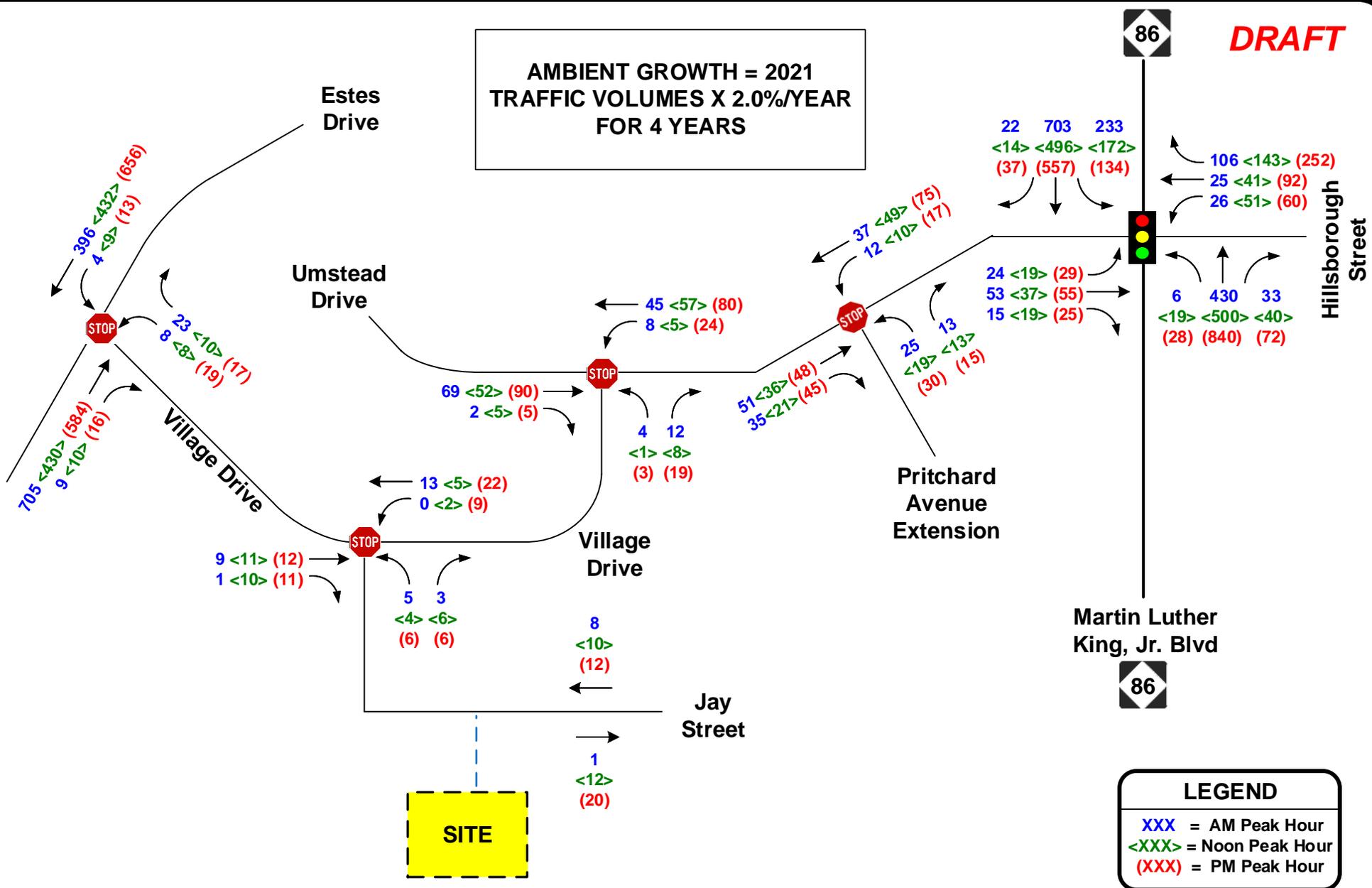
NOT TO SCALE

DATE: November 2021

FIGURE 6

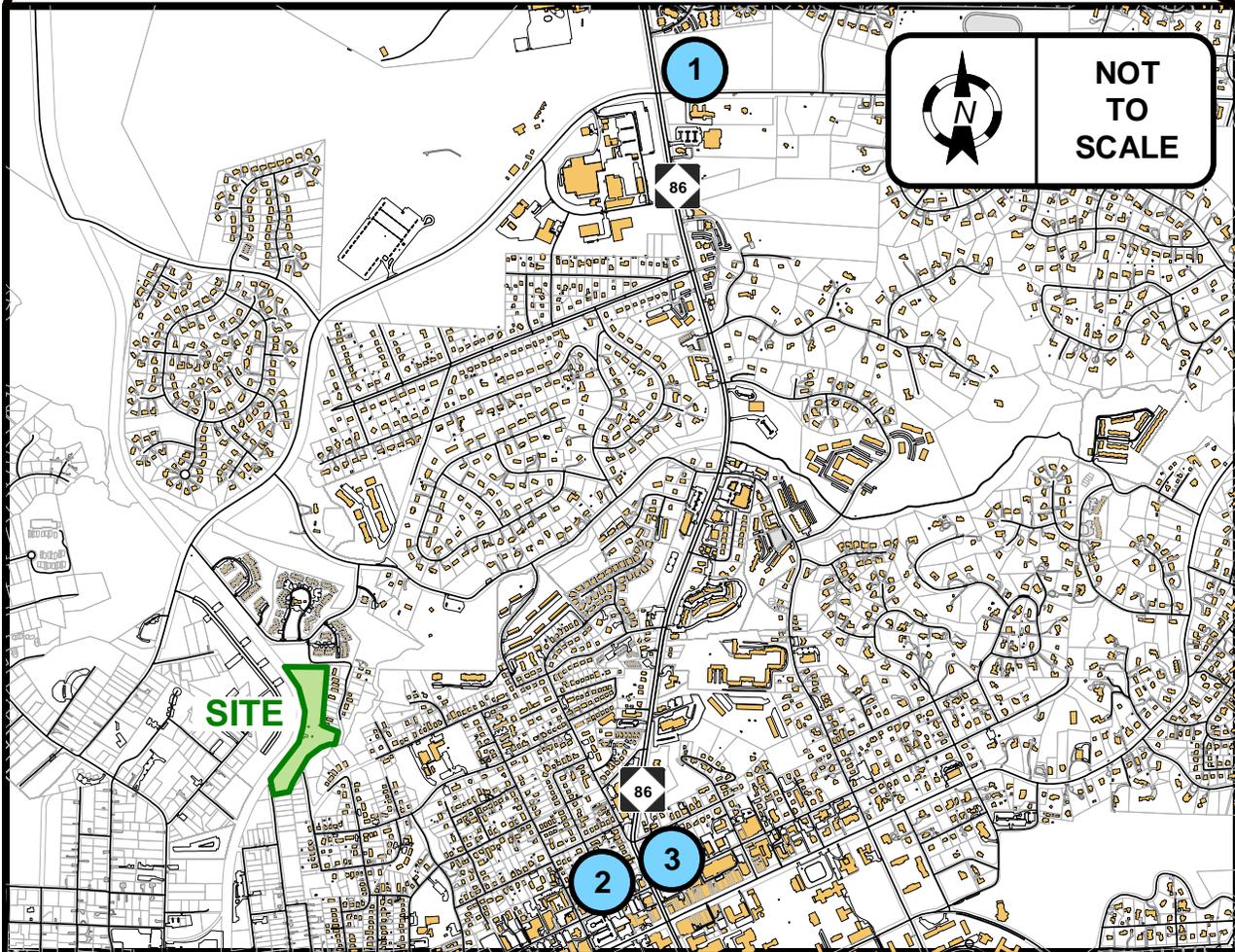
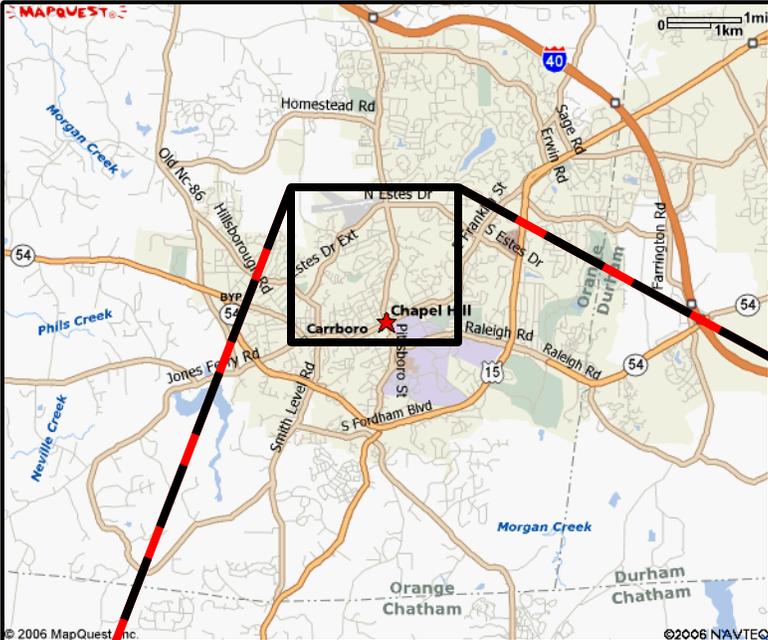
AMBIENT GROWTH = 2021
TRAFFIC VOLUMES X 2.0%/YEAR
FOR 4 YEARS

DRAFT



LEGEND

- ① = Aura
- ② = W. Rosemary Street Hotel
- ③ = 125 E. Rosemary Street Parking Deck & Office Building
- = Existing Building Footprints



DRAFT

Source: Town of Chapel Hill GIS Files



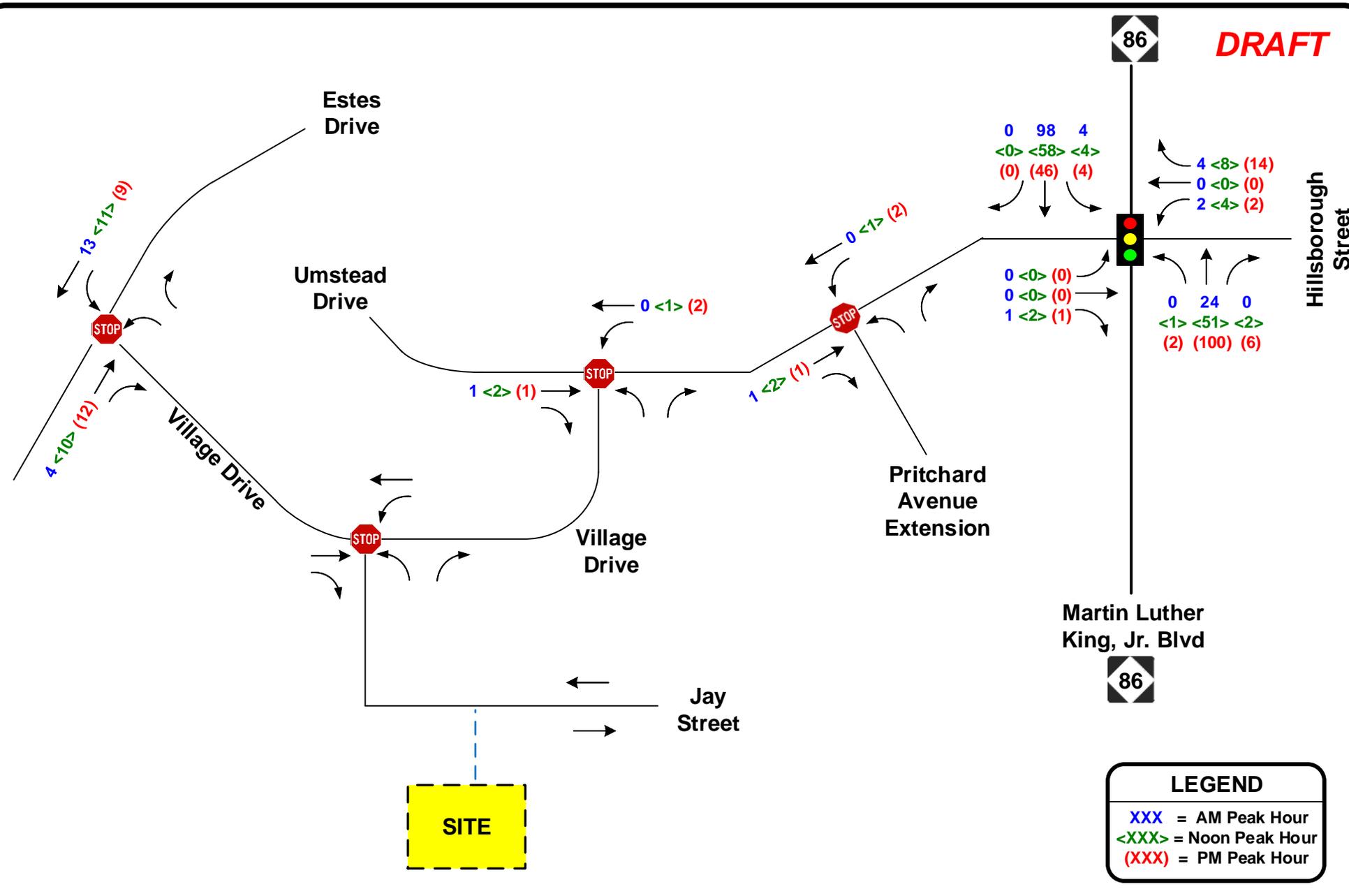
**Jay Street Apartments
Transportation Impact Analysis**

BACKGROUND GENERATOR LOCATIONS

DATE: November 2021

FIGURE 8

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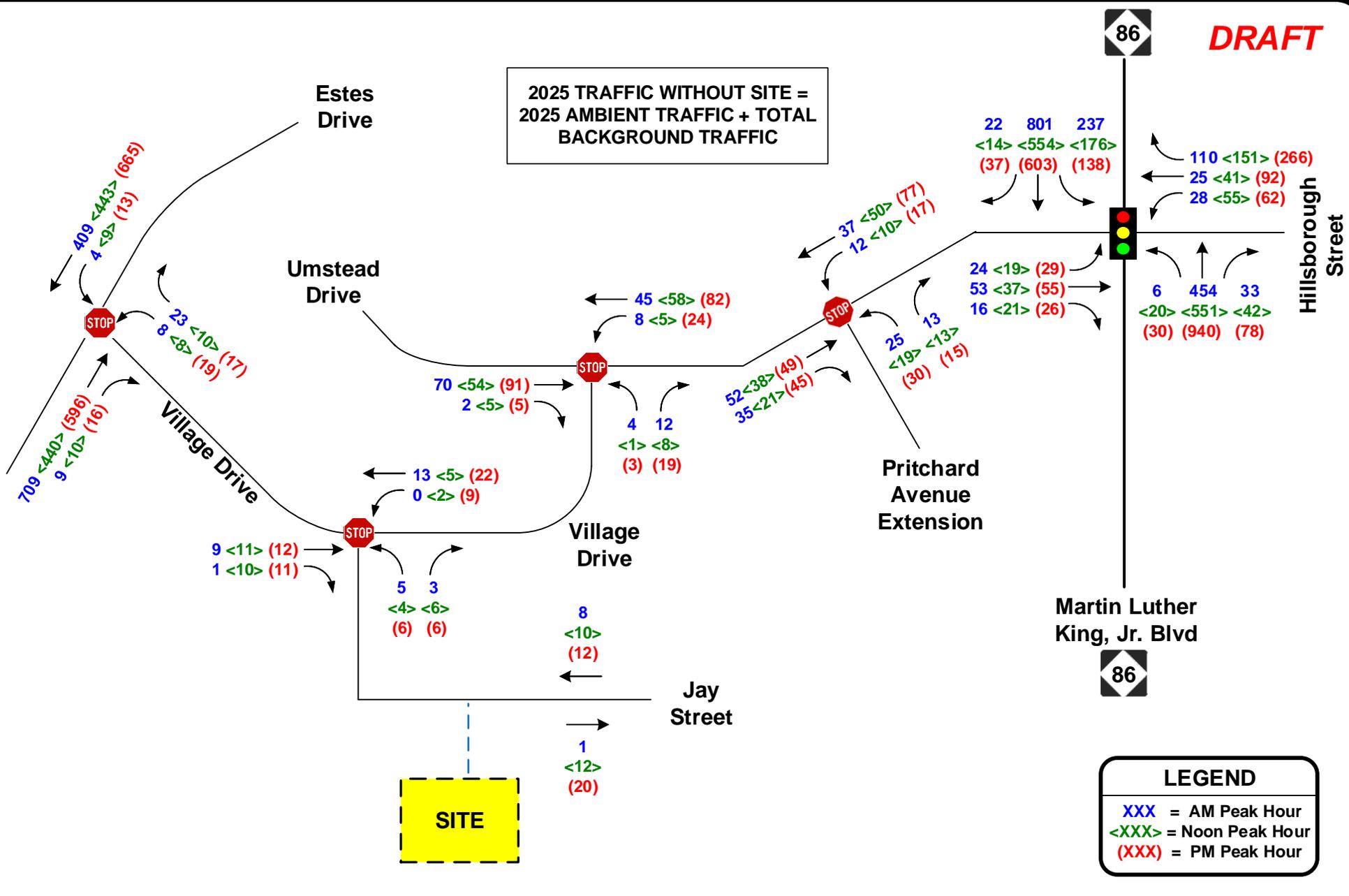


LEGEND

- XXX = AM Peak Hour
- <XXX> = Noon Peak Hour
- (XXX) = PM Peak Hour

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2025 TRAFFIC WITHOUT SITE =
2025 AMBIENT TRAFFIC + TOTAL
BACKGROUND TRAFFIC



LEGEND

- XXX = AM Peak Hour
- <XXX> = Noon Peak Hour
- (XXX) = PM Peak Hour



Jay Street Apartments
Transportation Impact Analysis
 2025 PEAK HOUR TRAFFIC VOLUMES
 WITHOUT SITE

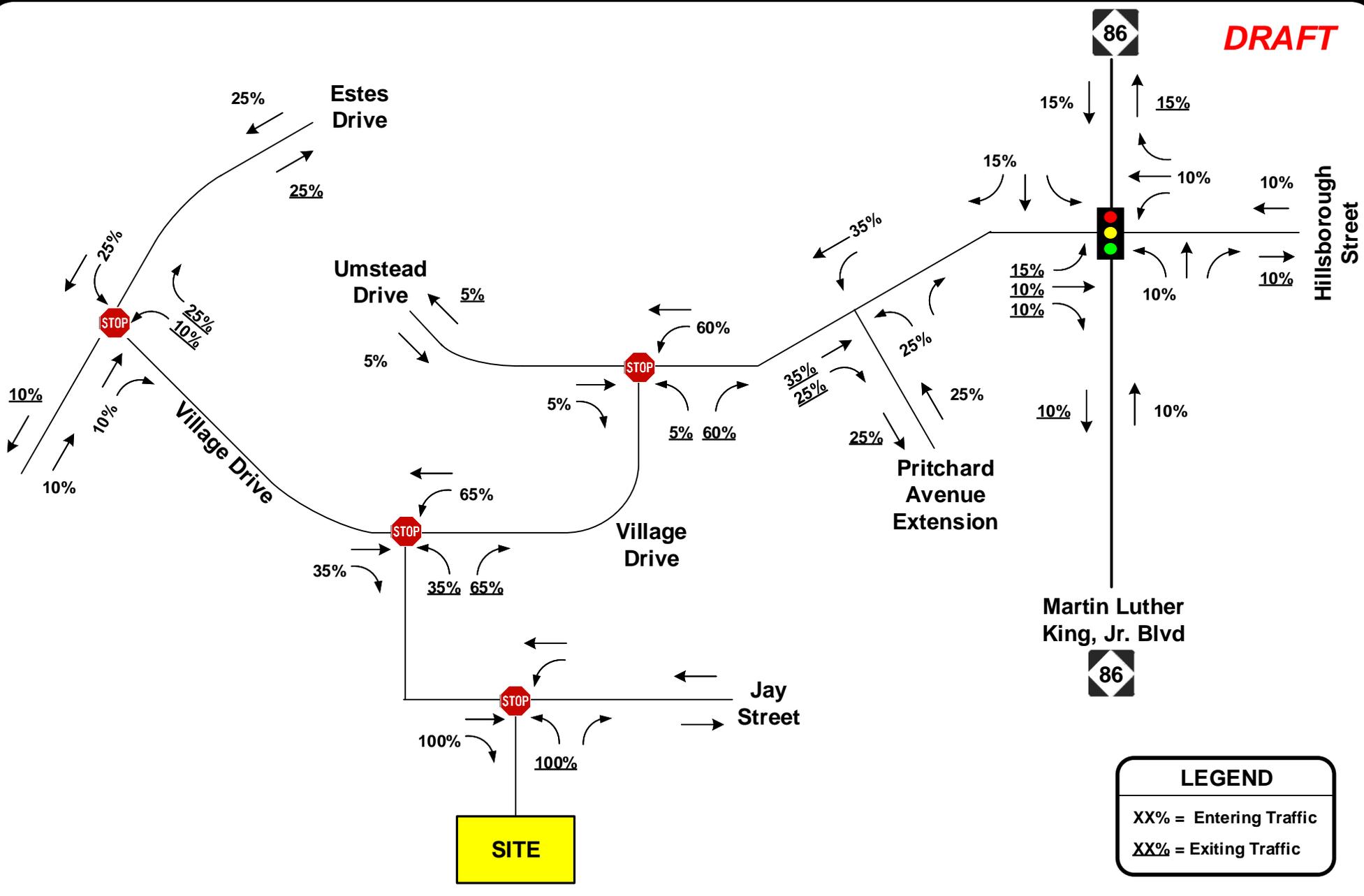


NOT TO SCALE

DATE: November 2021

FIGURE 10

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LEGEND

XX% = Entering Traffic

XX% = Exiting Traffic



Jay Street Apartments
Transportation Impact Analysis

SITE TRIP DISTRIBUTION PERCENTAGES

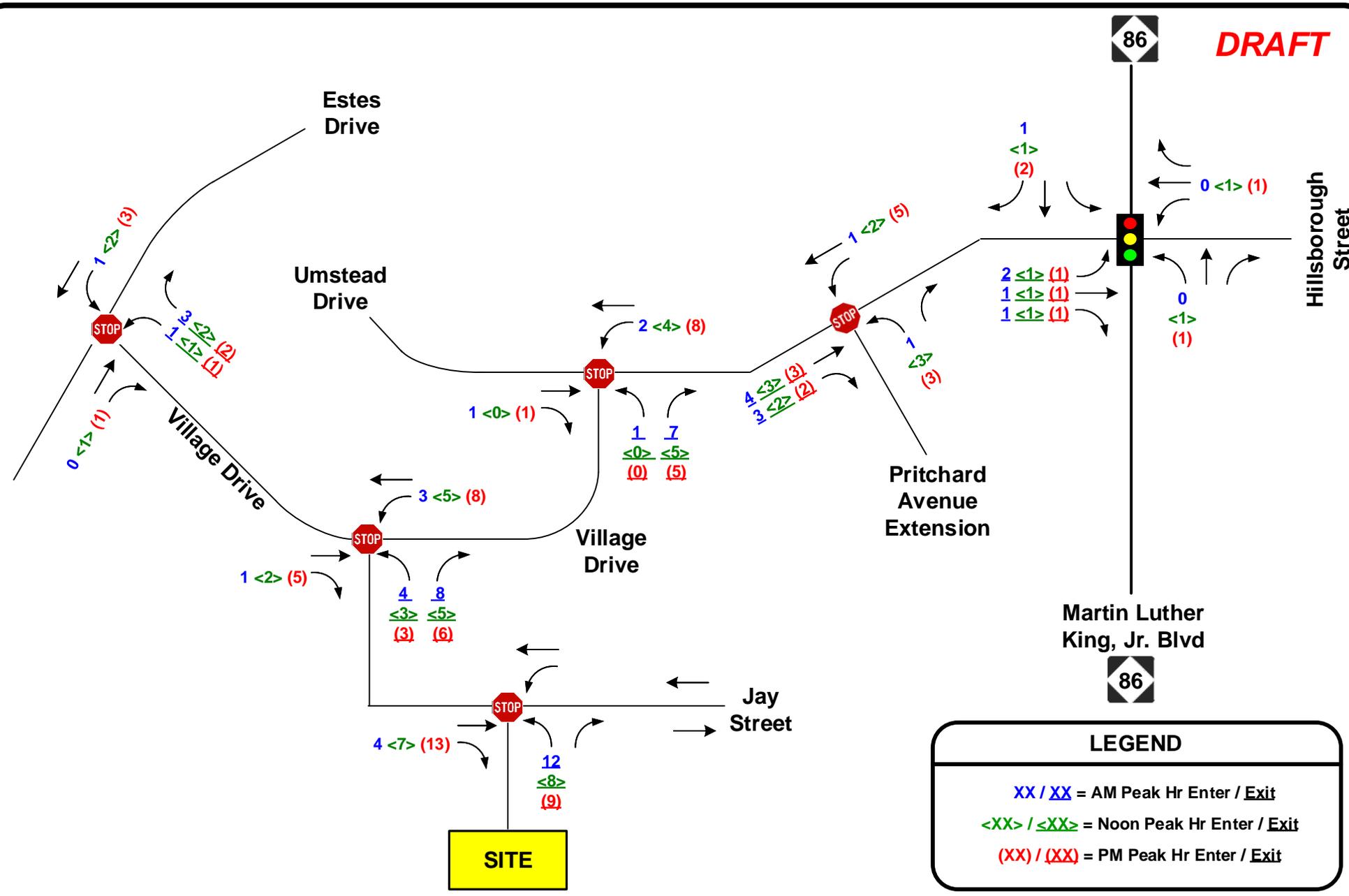


NOT TO SCALE

DATE: November 2021

FIGURE 11

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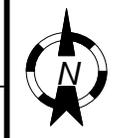
LEGEND

- XX / XX = AM Peak Hr Enter / Exit
- <XX> / <XX> = Noon Peak Hr Enter / Exit
- (XX) / (XX) = PM Peak Hr Enter / Exit



**Jay Street Apartments
Transportation Impact Analysis**

PEAK HOUR SITE TRAFFIC ASSIGNMENT



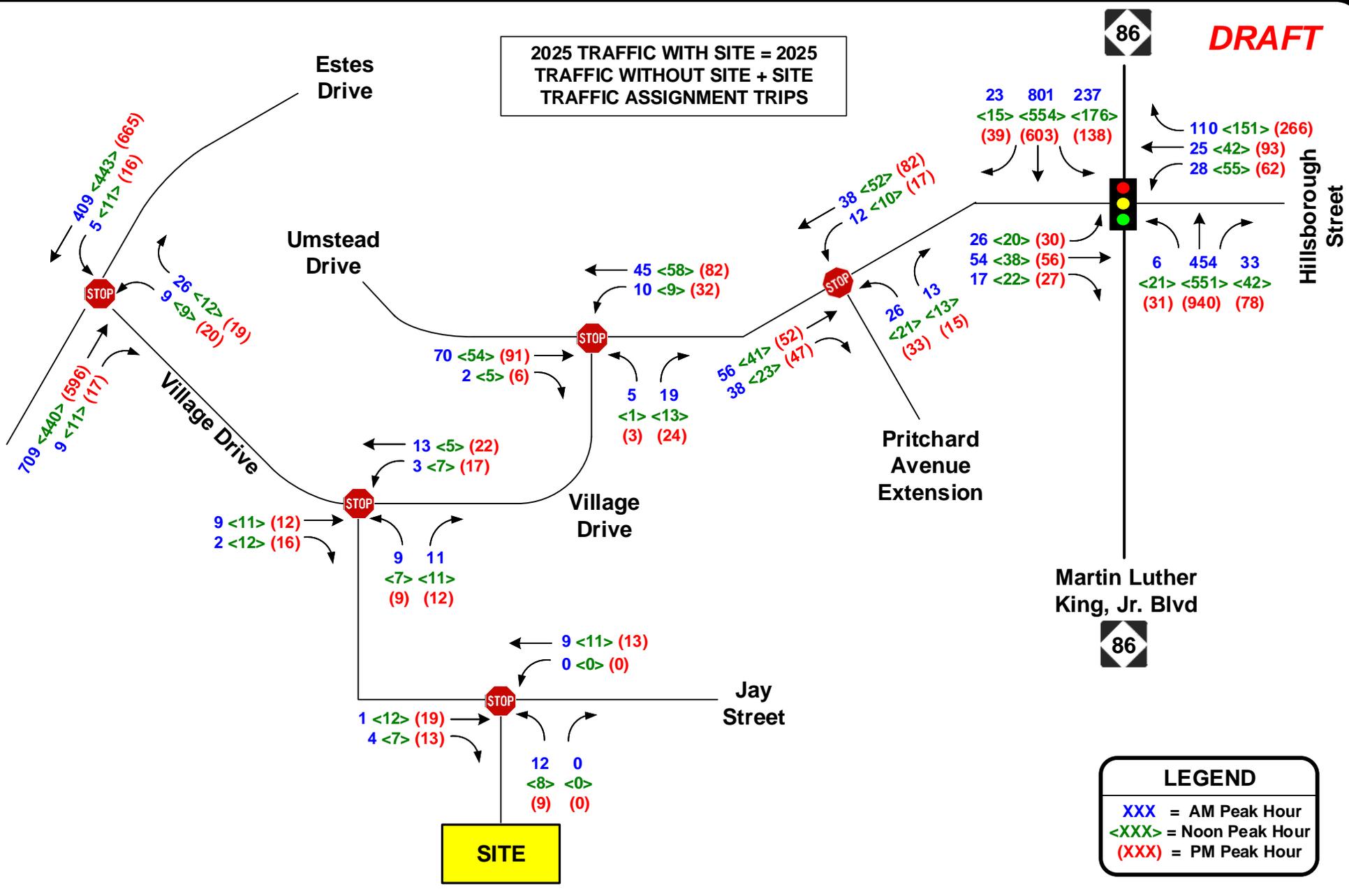
**NOT
TO
SCALE**

DATE: November 2021

FIGURE 12

DRAFT

2025 TRAFFIC WITH SITE = 2025 TRAFFIC WITHOUT SITE + SITE TRAFFIC ASSIGNMENT TRIPS



LEGEND

- XXX = AM Peak Hour
- <XXX> = Noon Peak Hour
- (XXX) = PM Peak Hour



Jay Street Apartments Transportation Impact Analysis

2025 PEAK HOUR TRAFFIC VOLUMES WITH SITE



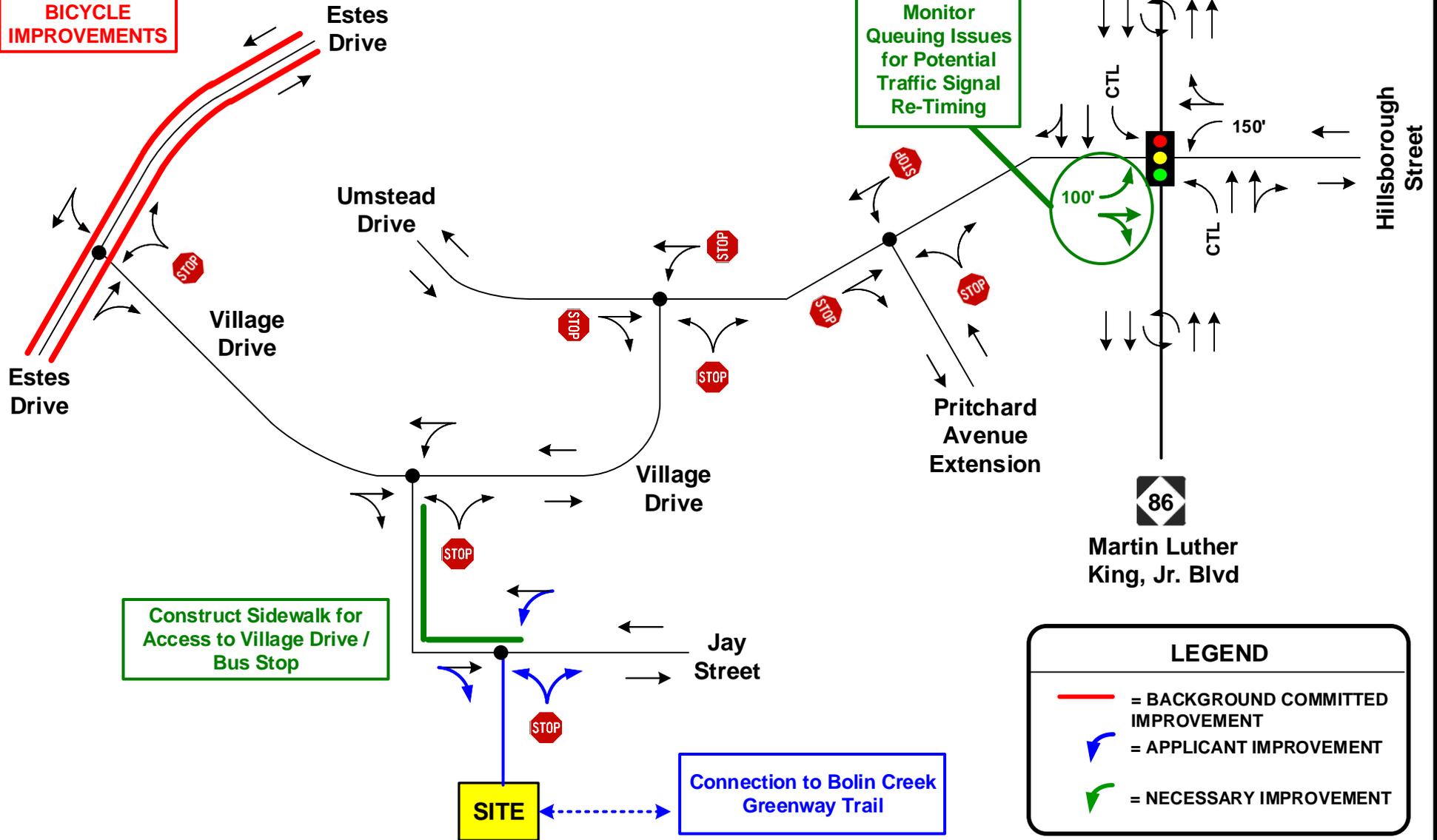
NOT TO SCALE

DATE: November 2021

FIGURE 13

**NCDOT STIP EB-5883
PEDESTRIAN/
BICYCLE
IMPROVEMENTS**

DRAFT



LEGEND	
	= BACKGROUND COMMITTED IMPROVEMENT
	= APPLICANT IMPROVEMENT
	= NECESSARY IMPROVEMENT



**Jay Street Apartments
Transportation Impact Analysis**
COMMITTED & RECOMMENDED
IMPROVEMENTS



NOT
TO
SCALE

DATE: November 2021

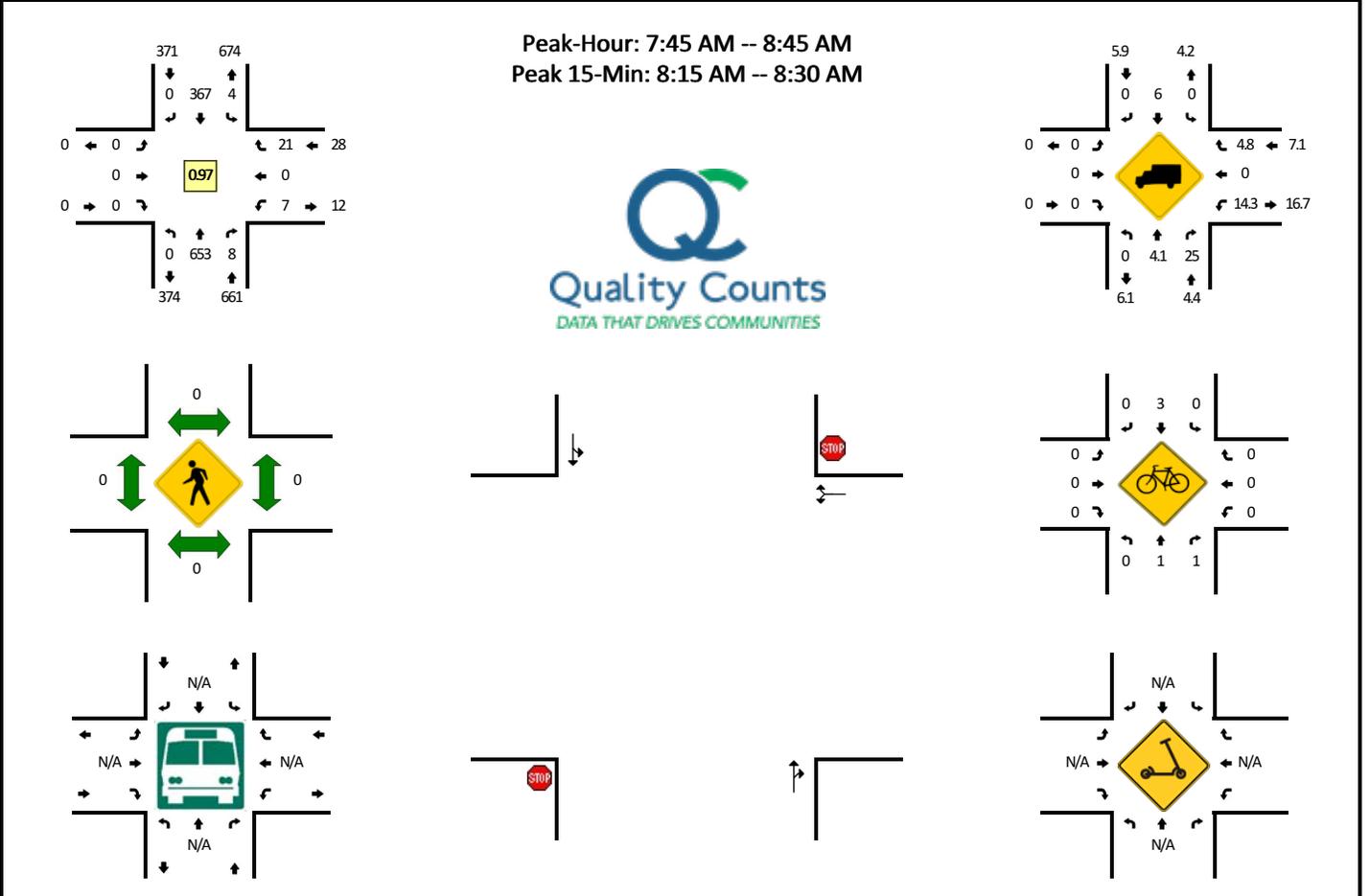
FIGURE 14



Appendix B – Traffic Count Data

LOCATION: Estes Dr -- Village Dr
CITY/STATE: Chapel Hill, NC

QC JOB #: 15537601
DATE: Tue, Oct 19 2021



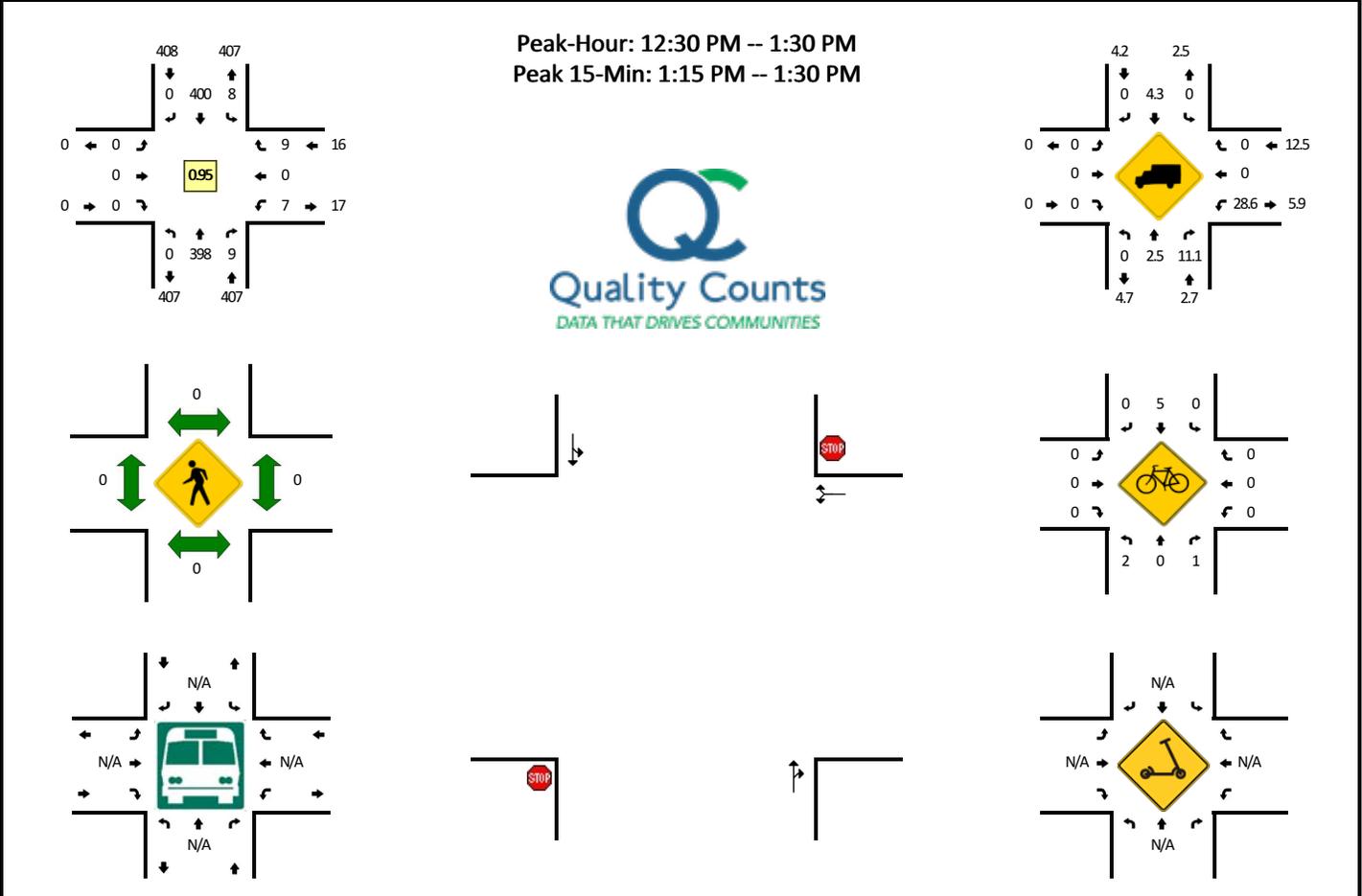
15-Min Count Period Beginning At	Estes Dr (Northbound)				Estes Dr (Southbound)				Village Dr (Eastbound)				Village Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	64	1	0	0	45	0	0	0	0	0	0	2	0	1	0	113	
7:15 AM	0	95	1	0	0	56	0	0	0	0	0	0	6	0	3	0	161	
7:30 AM	0	142	2	0	2	103	0	1	0	0	0	0	1	0	5	0	256	
7:45 AM	0	185	1	0	0	75	0	0	0	0	0	0	1	0	6	0	268	798
8:00 AM	0	150	2	0	2	84	0	0	0	0	0	0	0	0	8	0	246	931
8:15 AM	0	156	1	0	1	107	0	0	0	0	0	0	4	0	4	0	273	1043
8:30 AM	0	162	4	0	1	101	0	0	0	0	0	0	2	0	3	0	273	1060
8:45 AM	0	142	0	0	1	102	0	0	0	0	0	0	3	0	5	0	253	1045
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	624	4	0	4	428	0	0	0	0	0	0	16	0	16	0	1092	
Heavy Trucks	0	24	0		0	8	0		0	0	0		4	0	0		36	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4	
Scoters																		

Comments:

LOCATION: Estes Dr -- Village Dr
CITY/STATE: Chapel Hill, NC

QC JOB #: 15537602
DATE: Tue, Oct 19 2021

Peak-Hour: 12:30 PM -- 1:30 PM
 Peak 15-Min: 1:15 PM -- 1:30 PM



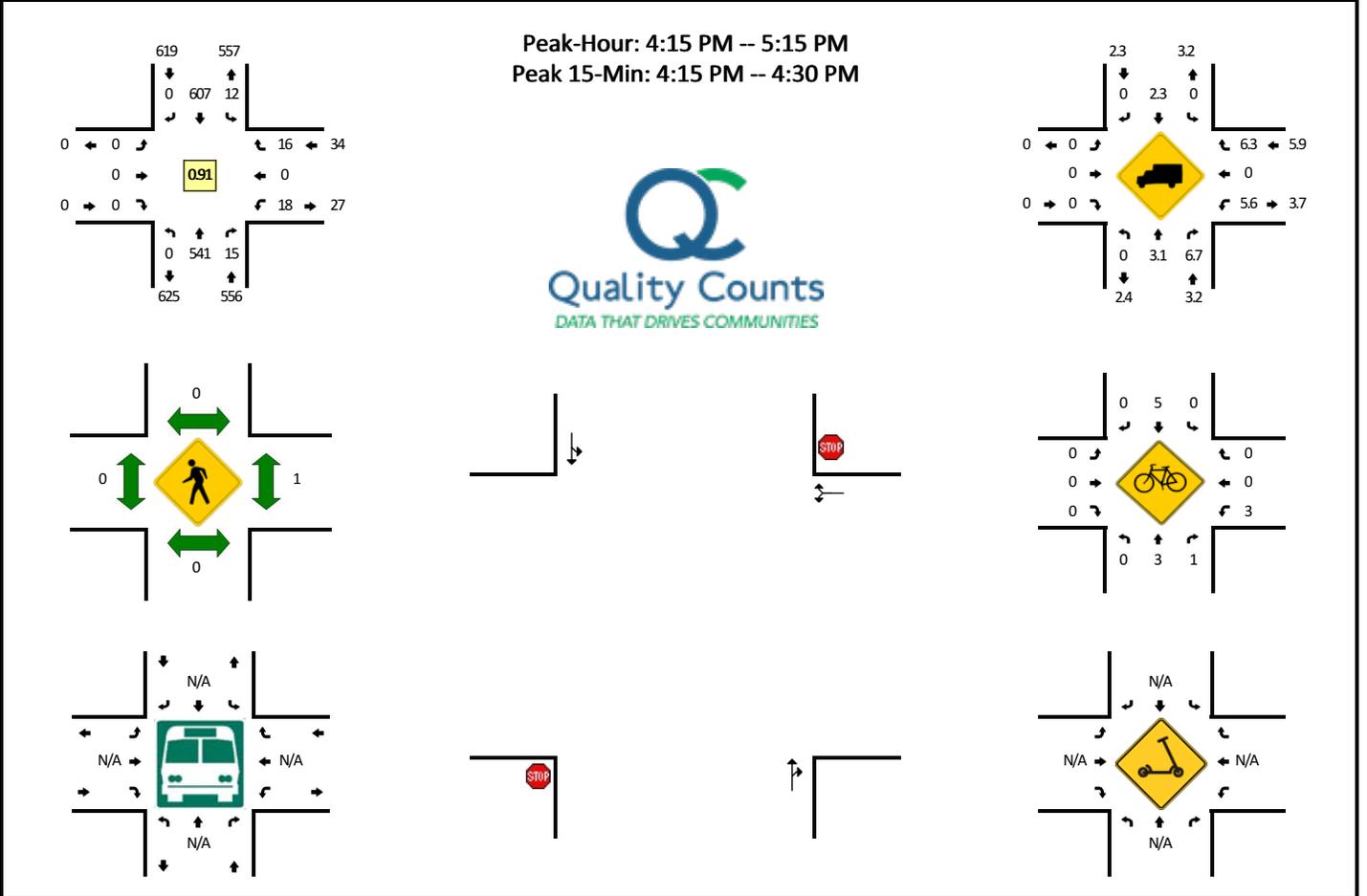
15-Min Count Period Beginning At	Estes Dr (Northbound)				Estes Dr (Southbound)				Village Dr (Eastbound)				Village Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	0	96	4	0	2	84	0	0	0	0	0	0	2	0	3	0	191	
11:45 AM	0	73	4	0	1	87	0	0	0	0	0	0	2	0	1	0	168	
12:00 PM	0	73	2	0	0	94	0	0	0	0	0	0	1	0	2	0	172	
12:15 PM	0	73	4	0	3	91	0	0	0	0	0	0	2	0	1	0	174	705
12:30 PM	0	92	5	0	1	99	0	0	0	0	0	0	4	0	2	0	203	717
12:45 PM	0	110	2	0	3	87	0	0	0	0	0	0	0	0	4	0	206	755
1:00 PM	0	94	1	0	4	101	0	0	0	0	0	0	2	0	1	0	203	786
1:15 PM	0	102	1	0	0	113	0	0	0	0	0	0	1	0	2	0	219	831

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	408	4	0	0	452	0	0	0	0	0	0	4	0	8	0	876
Heavy Trucks	0	8	0	0	0	8	0	0	0	0	0	0	4	0	0	0	20
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

LOCATION: Estes Dr -- Village Dr
CITY/STATE: Chapel Hill, NC

QC JOB #: 15537603
DATE: Tue, Oct 19 2021



15-Min Count Period Beginning At	Estes Dr (Northbound)				Estes Dr (Southbound)				Village Dr (Eastbound)				Village 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	109	7	0	3	123	0	0	0	0	0	0	3	0	1	0	246	
4:15 PM	0	149	7	0	4	161	0	0	0	0	0	0	7	0	4	0	332	
4:30 PM	0	136	4	0	5	159	0	0	0	0	0	0	6	0	3	0	313	
4:45 PM	0	125	1	0	2	137	0	0	0	0	0	0	3	0	3	0	271	1162
5:00 PM	0	131	3	0	1	150	0	0	0	0	0	0	2	0	6	0	293	1209
5:15 PM	0	137	7	0	1	143	0	0	0	0	0	0	5	0	2	0	295	1172
5:30 PM	0	112	8	0	3	172	0	0	0	0	0	0	5	0	2	0	302	1161
5:45 PM	0	105	7	0	1	143	0	0	0	0	0	0	3	0	1	0	260	1150

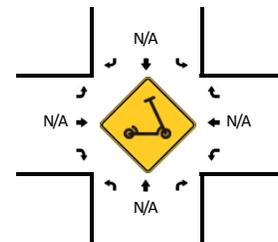
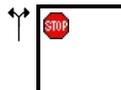
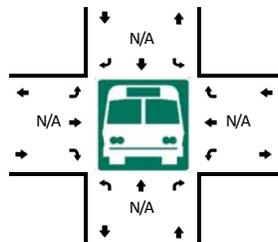
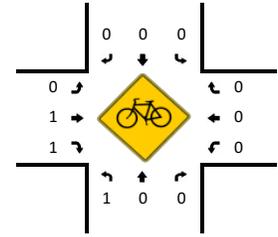
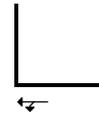
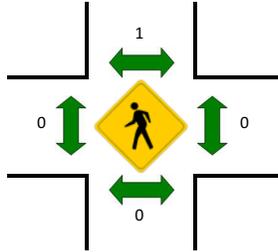
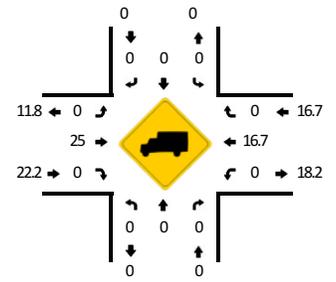
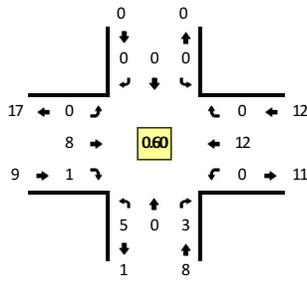
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	596	28	0	16	644	0	0	0	0	0	0	28	0	16	0	1328
Heavy Trucks	0	12	0	0	0	20	0	0	0	0	0	0	4	0	0	0	36
Buses																	
Pedestrians		0				0					0			0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scoters																	

Comments:

LOCATION: Jay St -- Village Dr
CITY/STATE: Chapel Hill, NC

QC JOB #: 15537604
DATE: Tue, Oct 19 2021

Peak-Hour: 8:00 AM -- 9:00 AM
 Peak 15-Min: 8:45 AM -- 9:00 AM



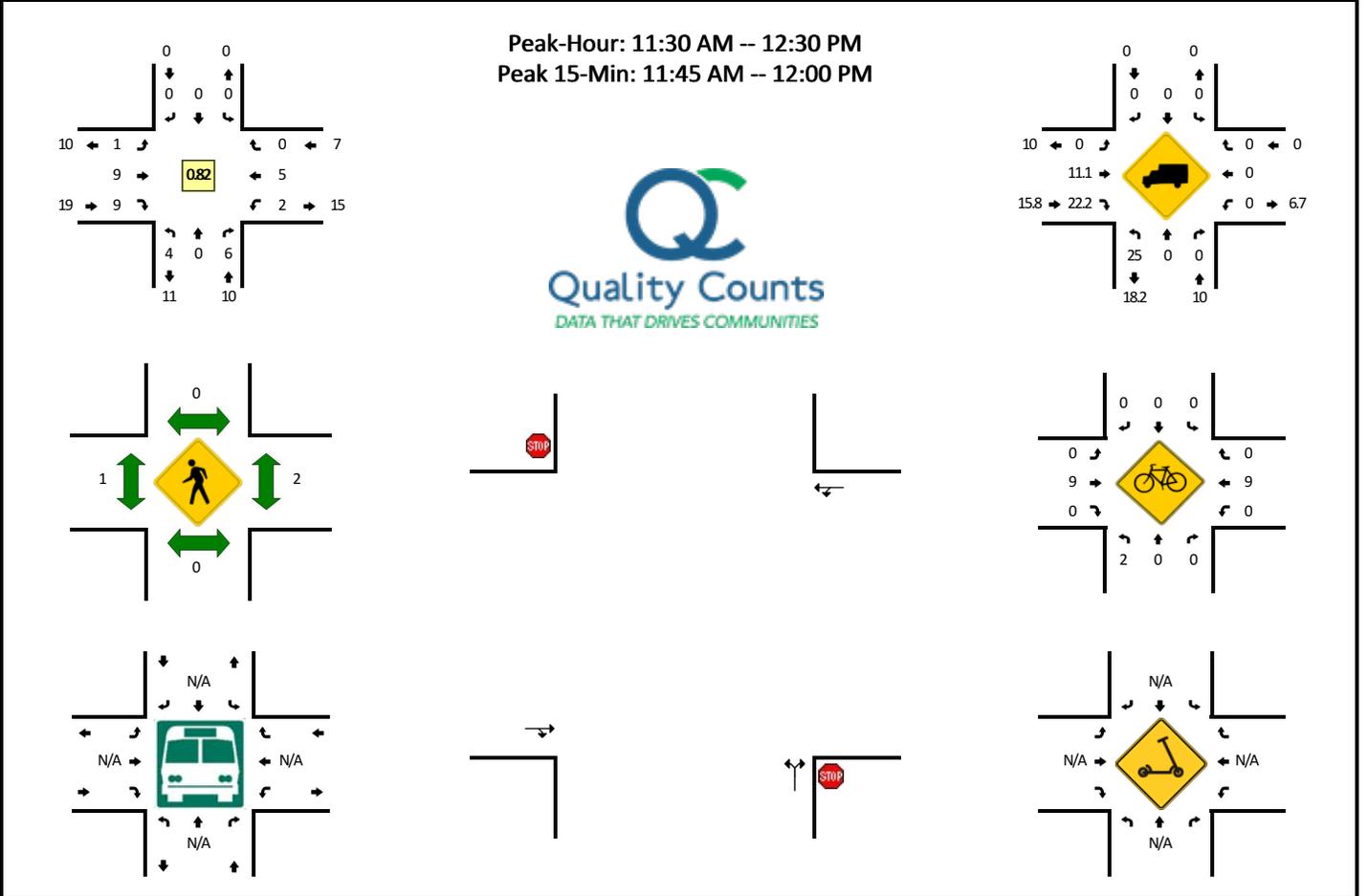
15-Min Count Period Beginning At	Jay St (Northbound)				Jay St (Southbound)				Village Dr (Eastbound)				Village Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
7:15 AM	2	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	7	
7:30 AM	2	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	8	
7:45 AM	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	4	20
8:00 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3	22
8:15 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	4	0	0	6	21
8:30 AM	1	0	0	0	0	0	0	0	0	2	1	0	0	4	0	0	8	21
8:45 AM	3	0	2	0	0	0	0	0	0	4	0	0	0	3	0	0	12	29

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	12	0	8	0	0	0	0	0	0	16	0	0	0	12	0	0	48
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	4	0	0		0	0	0		0	0	0		0	0	0		4
Scoters																	

Comments:

LOCATION: Jay St -- Village Dr
CITY/STATE: Chapel Hill, NC

QC JOB #: 15537605
DATE: Tue, Oct 19 2021

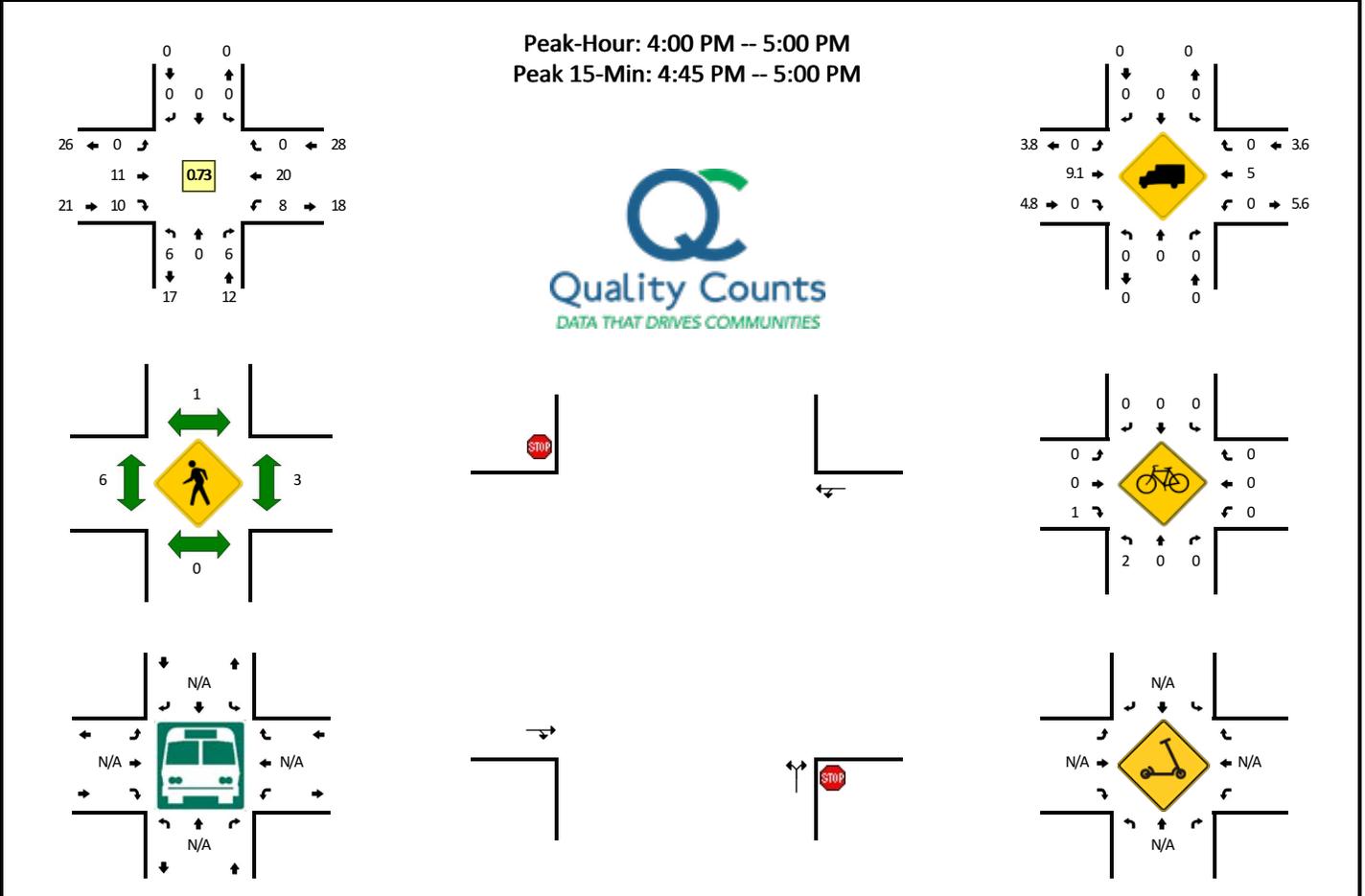


15-Min Count Period Beginning At	Jay St (Northbound)				Jay St (Southbound)				Village Dr (Eastbound)				Village Dr (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
11:30 AM	2	0	1	0	0	0	0	0	0	1	1	1	1	2	0	0	0	9	
11:45 AM	0	0	2	0	0	0	0	0	0	5	3	0	0	1	0	0	0	11	
12:00 PM	1	0	1	0	0	0	0	0	0	1	2	0	1	2	0	0	0	8	
12:15 PM	1	0	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	8	36
12:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	4	31
12:45 PM	1	0	2	0	0	0	0	0	0	0	2	0	2	1	0	0	0	8	28
1:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	3	23
1:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	4	19
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	8	0	0	0	0	0	0	20	12	0	0	4	0	0	0	44	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	
Buses																			
Pedestrians		0				0				0				4				4	
Bicycles	4	0	0		0	0	0			8	0			8	0			20	
Scoters																			

Comments:

LOCATION: Jay St -- Village Dr
CITY/STATE: Chapel Hill, NC

QC JOB #: 15537606
DATE: Tue, Oct 19 2021

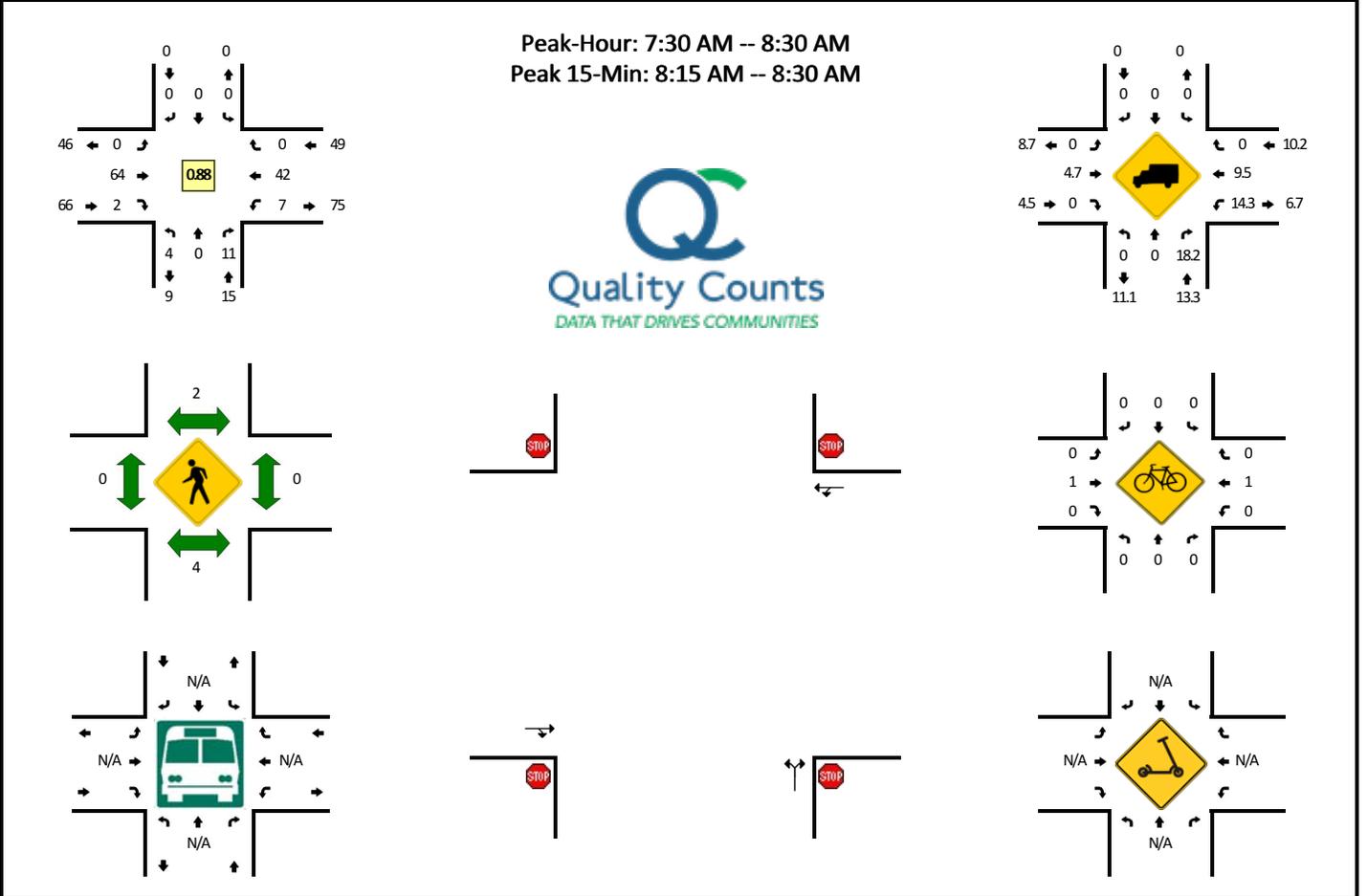


15-Min Count Period Beginning At	Jay St (Northbound)				Jay St (Southbound)				Village Dr (Eastbound)				Village Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	0	1	0	0	0	0	0	0	3	2	0	0	4	0	0	12	
4:15 PM	1	0	1	0	0	0	0	0	0	1	5	0	3	5	0	0	16	
4:30 PM	0	0	1	0	0	0	0	0	0	4	2	0	1	4	0	0	12	
4:45 PM	3	0	3	0	0	0	0	0	0	3	1	0	3	7	0	1	21	61
5:00 PM	0	0	1	0	0	0	0	0	0	3	0	0	0	5	0	0	9	58
5:15 PM	1	0	0	0	0	0	0	0	0	3	2	0	1	3	0	0	10	52
5:30 PM	3	0	2	0	0	0	0	0	0	5	0	0	2	4	0	0	16	56
5:45 PM	2	0	3	0	0	0	0	0	0	2	1	0	0	5	0	0	13	48
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	12	0	12	0	0	0	0	0	0	12	4	0	12	28	0	4	84	
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0	
Buses																		
Pedestrians		0				0				12				8			20	
Bicycles	0	0	0		0	0	0		0	0	4		0	0	0		4	
Scooters																		

Comments:

LOCATION: Village Dr -- Umstead Dr
CITY/STATE: Chapel Hill, NC

QC JOB #: 15537607
DATE: Tue, Oct 19 2021



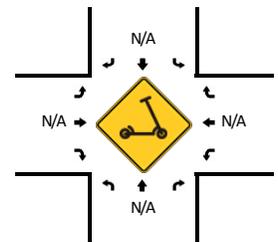
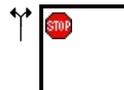
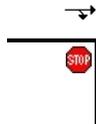
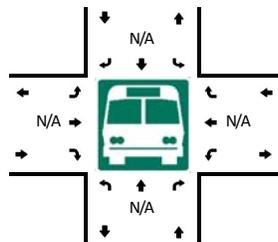
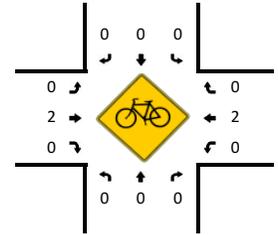
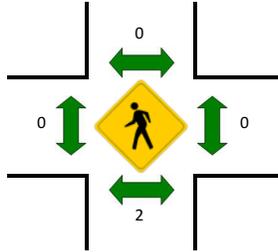
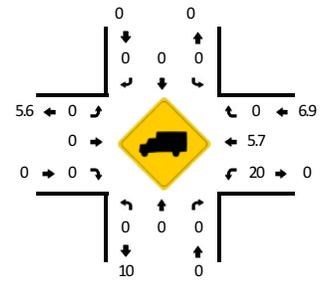
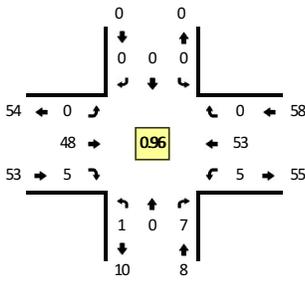
15-Min Count Period Beginning At	Village Dr (Northbound)				Village Dr (Southbound)				Umstead Dr (Eastbound)				Umstead Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	0	1	0	0	0	0	0	0	5	0	0	1	10	0	0	18	
7:15 AM	0	0	1	0	0	0	0	0	0	11	0	0	2	10	0	0	24	
7:30 AM	1	0	6	0	0	0	0	0	0	14	1	0	1	9	0	0	32	
7:45 AM	1	0	3	0	0	0	0	0	0	12	0	0	1	11	0	0	28	102
8:00 AM	0	0	1	0	0	0	0	0	0	20	1	0	2	9	0	0	33	117
8:15 AM	2	0	1	0	0	0	0	0	0	18	0	0	3	13	0	0	37	130
8:30 AM	1	0	2	0	0	0	0	0	0	17	0	0	5	7	0	0	32	130
8:45 AM	2	0	5	0	0	0	0	0	0	10	1	0	3	5	0	0	26	128
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	8	0	4	0	0	0	0	0	0	72	0	0	12	52	0	0	148	
Heavy Trucks	0	0	0	0	0	0	0	0	0	4	0	0	4	4	0	0	12	
Buses																		
Pedestrians		4				0				0				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

LOCATION: Village Dr -- Umstead Dr
CITY/STATE: Chapel Hill, NC

QC JOB #: 15537608
DATE: Tue, Oct 19 2021

Peak-Hour: 12:30 PM -- 1:30 PM
 Peak 15-Min: 12:45 PM -- 1:00 PM



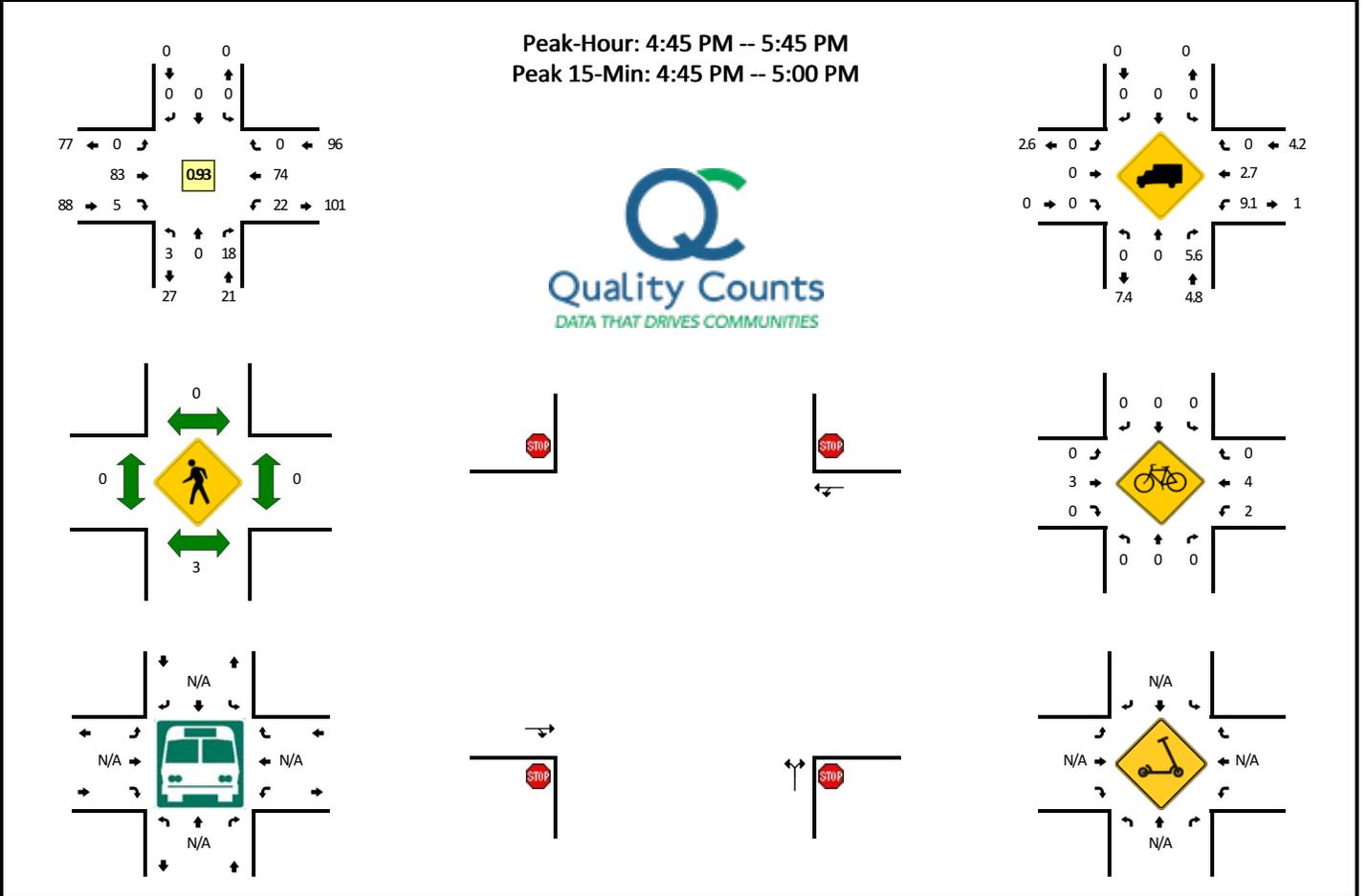
15-Min Count Period Beginning At	Village Dr (Northbound)				Village Dr (Southbound)				Umstead Dr (Eastbound)				Umstead Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	1	0	1	0	0	0	0	0	0	12	0	0	2	10	0	0	26	
11:45 AM	0	0	7	0	0	0	0	0	0	8	1	1	1	5	0	0	23	
12:00 PM	0	0	2	0	0	0	0	0	0	14	3	0	0	11	0	0	30	
12:15 PM	2	0	4	0	0	0	0	0	0	2	0	0	2	13	0	0	23	102
12:30 PM	0	0	0	0	0	0	0	0	0	11	0	0	1	15	0	0	27	103
12:45 PM	0	0	1	0	0	0	0	0	0	12	2	0	1	15	0	0	31	111
1:00 PM	0	0	3	0	0	0	0	0	0	12	2	0	1	13	0	0	31	112
1:15 PM	1	0	3	0	0	0	0	0	0	13	1	0	2	10	0	0	30	119

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	48	8	0	4	60	0	0	124
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8
Buses																	
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	4	0		0	0	0		4
Scoters																	

Comments:

LOCATION: Village Dr -- Umstead Dr
CITY/STATE: Chapel Hill, NC

QC JOB #: 15537609
DATE: Tue, Oct 19 2021

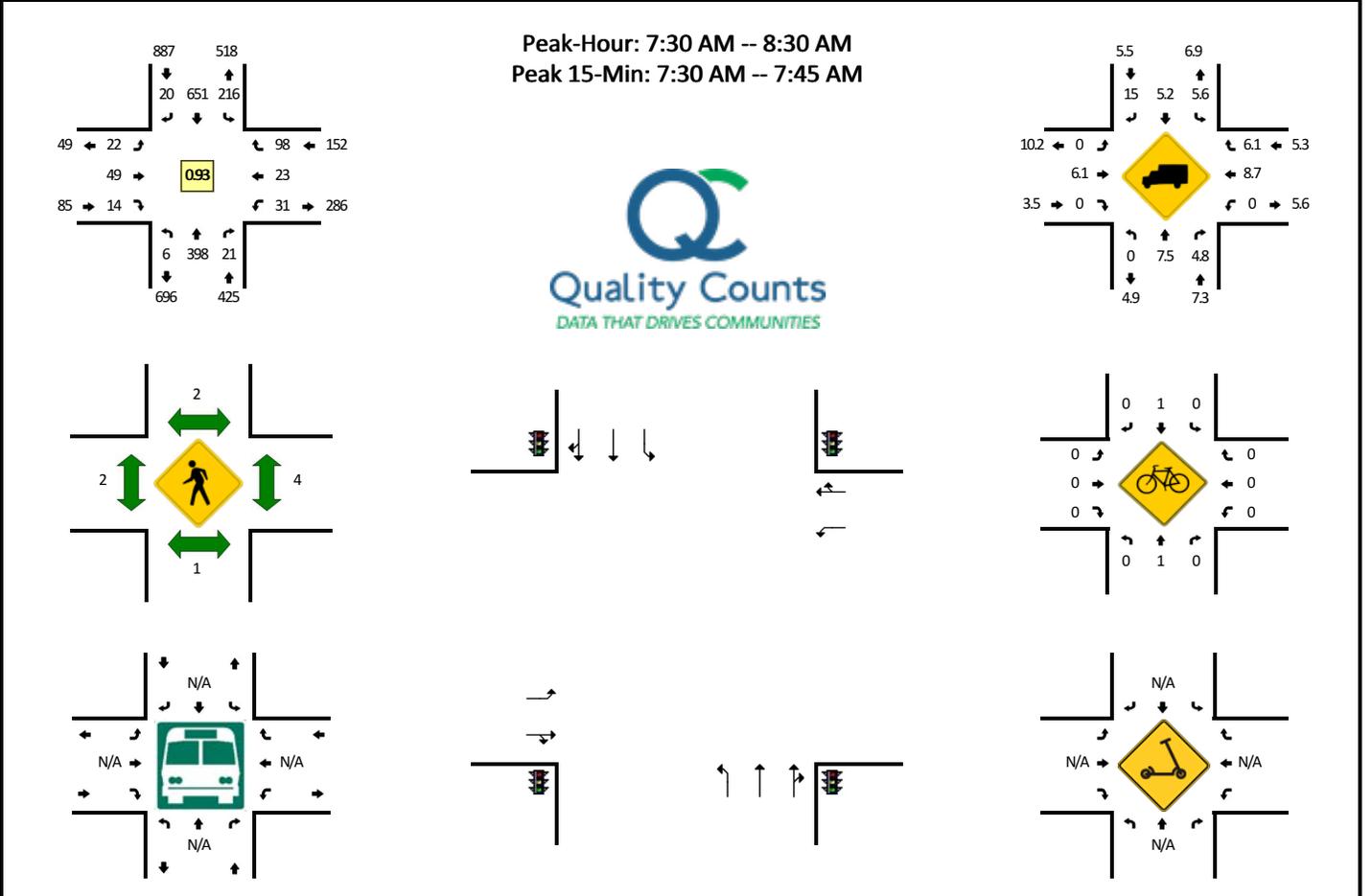


15-Min Count Period Beginning At	Village Dr (Northbound)				Village Dr (Southbound)				Umstead Dr (Eastbound)				Umstead Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	0	3	0	0	0	0	0	0	18	2	0	4	17	0	0	45	
4:15 PM	0	0	3	0	0	0	0	0	0	17	1	0	4	25	0	0	50	
4:30 PM	2	0	5	0	0	0	0	0	0	17	1	0	4	18	0	0	47	
4:45 PM	1	0	6	0	0	0	0	0	0	20	3	0	8	17	0	0	55	197
5:00 PM	1	0	4	0	0	0	0	0	0	22	0	0	5	16	0	0	48	200
5:15 PM	0	0	3	0	0	0	0	0	0	23	1	0	4	23	0	0	54	204
5:30 PM	1	0	5	0	0	0	0	0	0	18	1	0	5	18	0	0	48	205
5:45 PM	0	0	4	0	0	0	0	0	0	7	1	0	5	14	0	0	31	181
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	0	24	0	0	0	0	0	0	80	12	0	32	68	0	0	220	
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	4	0		4	
Buses																		
Pedestrians		4				0				0				0			4	
Bicycles	0	0	0		0	0	0		0	4	0		0	0	0		4	
Scoters																		

Comments:

LOCATION: M.L.K. Jr Blvd -- Umstead Dr
CITY/STATE: Chapel Hill, NC

QC JOB #: 15537610
DATE: Tue, Oct 19 2021

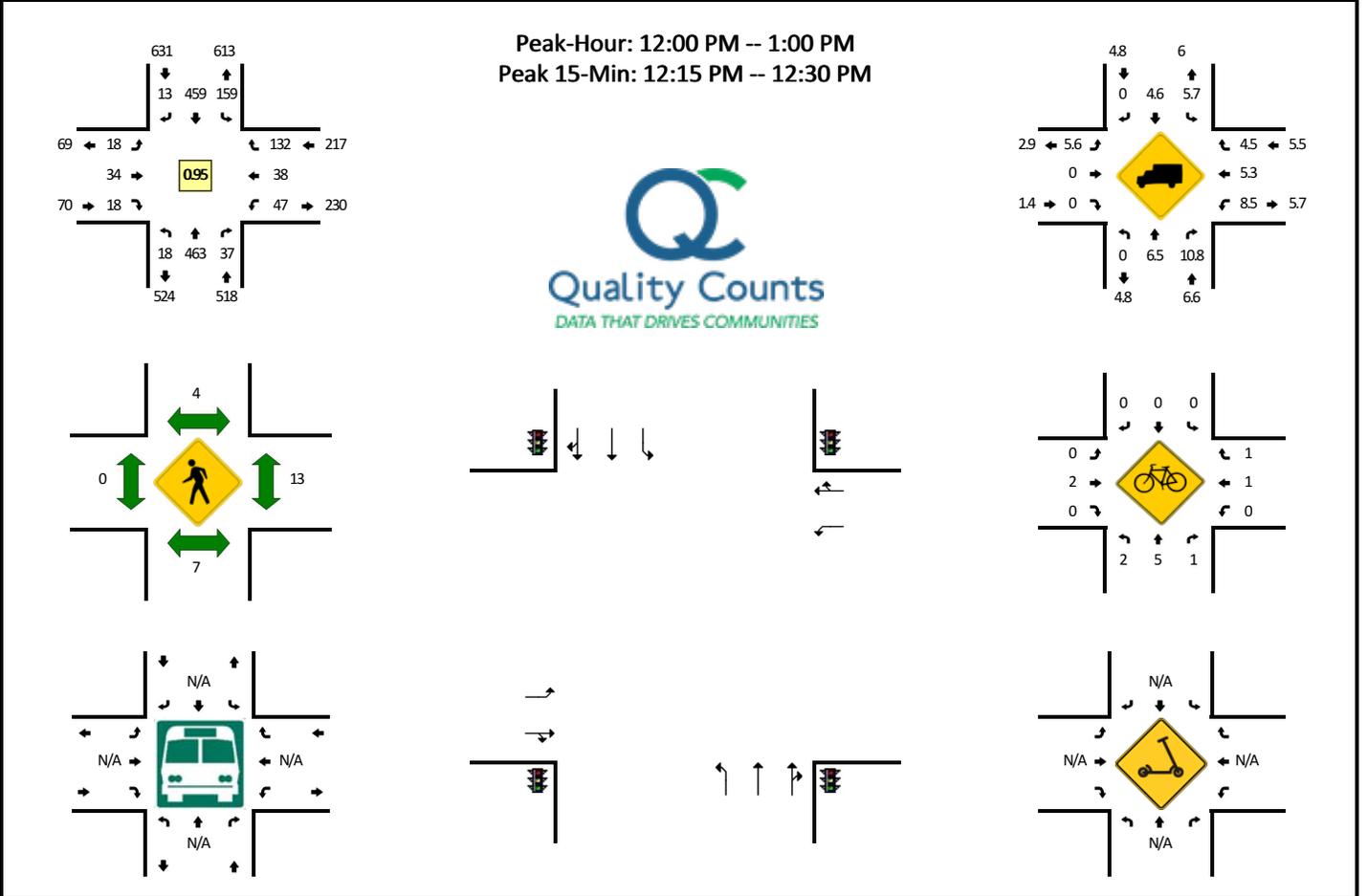


15-Min Count Period Beginning At	M.L.K. Jr Blvd (Northbound)				M.L.K. Jr Blvd (Southbound)				Umstead Dr (Eastbound)				Umstead Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	63	5	0	23	105	4	0	2	8	2	0	3	2	16	0	236	
7:15 AM	3	62	3	0	32	104	3	0	5	11	3	0	4	4	11	0	245	
7:30 AM	0	100	5	0	48	200	6	0	7	18	3	0	5	5	20	0	417	
7:45 AM	1	120	4	0	52	164	4	0	2	11	3	0	8	7	27	0	403	1301
8:00 AM	2	91	7	0	51	148	4	0	4	6	3	0	8	1	37	0	362	1427
8:15 AM	3	87	5	0	65	139	6	0	9	14	5	0	10	10	14	0	367	1549
8:30 AM	3	107	3	0	58	147	6	0	1	13	5	0	6	6	21	0	376	1508
8:45 AM	4	80	8	0	68	168	7	0	8	16	3	0	7	9	29	0	407	1512
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	400	20	0	192	800	24	0	28	72	12	0	20	20	80	0	1668	
Heavy Trucks	0	36	0		8	44	8		0	0	0		0	0	4		100	
Buses																		
Pedestrians		4				0				4				4			12	
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4	
Scoters																		

Comments:

LOCATION: M.L.K. Jr Blvd -- Umstead Dr
CITY/STATE: Chapel Hill, NC

QC JOB #: 15537611
DATE: Tue, Oct 19 2021

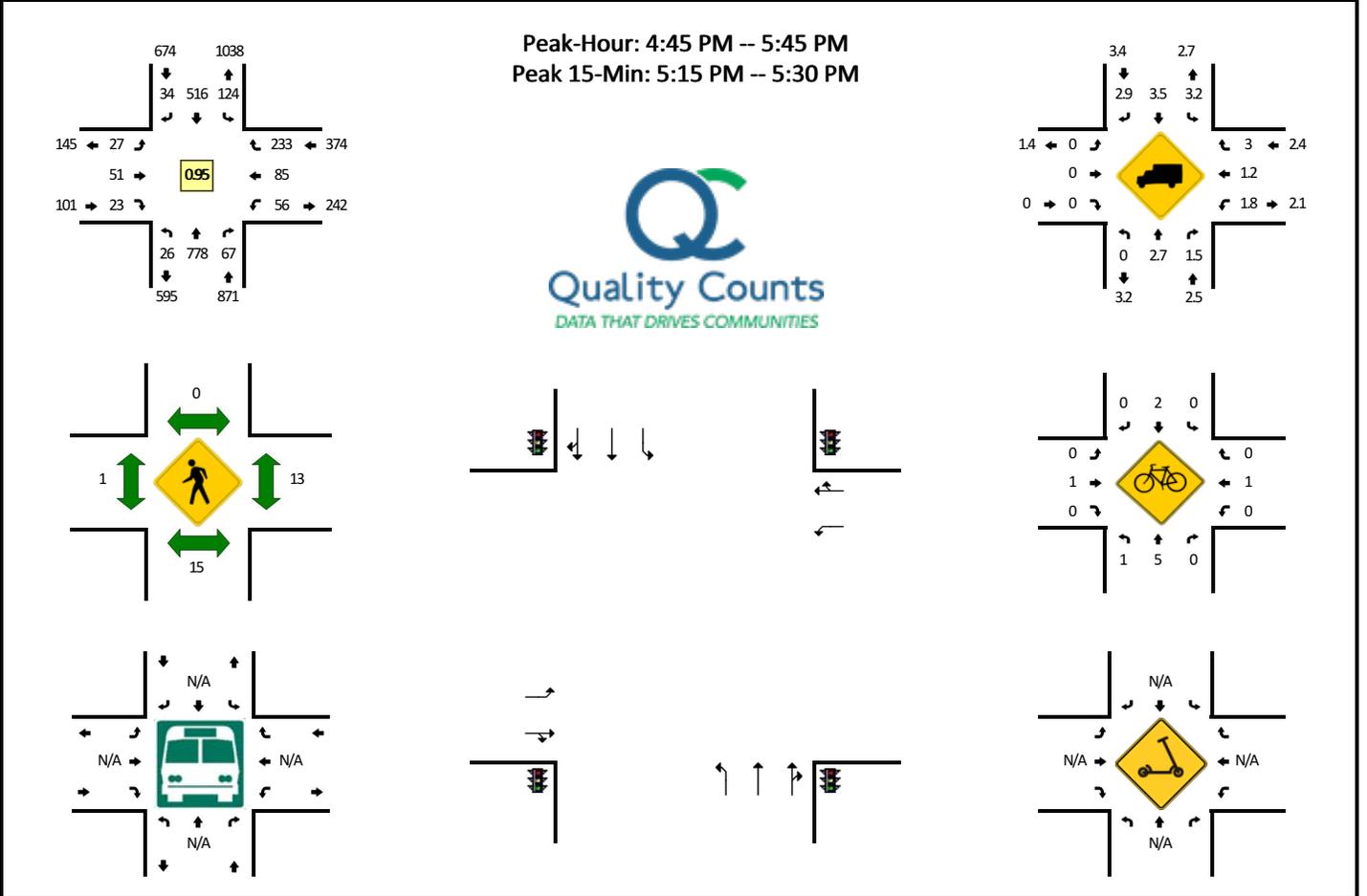


15-Min Count Period Beginning At	M.L.K. Jr Blvd (Northbound)				M.L.K. Jr Blvd (Southbound)				Umstead Dr (Eastbound)				Umstead Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	2	82	8	0	30	87	5	0	6	9	3	0	6	4	26	0	268	
11:45 AM	5	69	11	0	30	106	5	0	4	10	7	0	13	3	21	0	284	
12:00 PM	6	117	5	0	41	108	3	0	6	13	5	0	11	5	31	0	351	
12:15 PM	3	127	6	0	49	122	1	0	5	8	8	0	9	10	31	0	379	1282
12:30 PM	6	108	14	0	27	115	4	0	2	5	2	0	17	15	41	0	356	1370
12:45 PM	3	111	12	0	42	114	5	0	5	8	3	0	10	8	29	0	350	1436
1:00 PM	4	110	10	0	25	96	3	0	3	12	5	0	14	9	60	0	351	1436
1:15 PM	3	89	8	0	26	119	4	0	6	4	4	1	12	6	30	0	312	1369
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	12	508	24	0	196	488	4	0	20	32	32	0	36	40	124	0	1516	
Heavy Trucks	0	20	4		4	28	0		0	0	0		0	4	8		68	
Buses																		
Pedestrians		12				0				0				4			16	
Bicycles	4	8	0		0	0	0		0	0	0		0	0	4		16	
Scooters																		

Comments:

LOCATION: M.L.K. Jr Blvd -- Umstead Dr
CITY/STATE: Chapel Hill, NC

QC JOB #: 15537612
DATE: Tue, Oct 19 2021



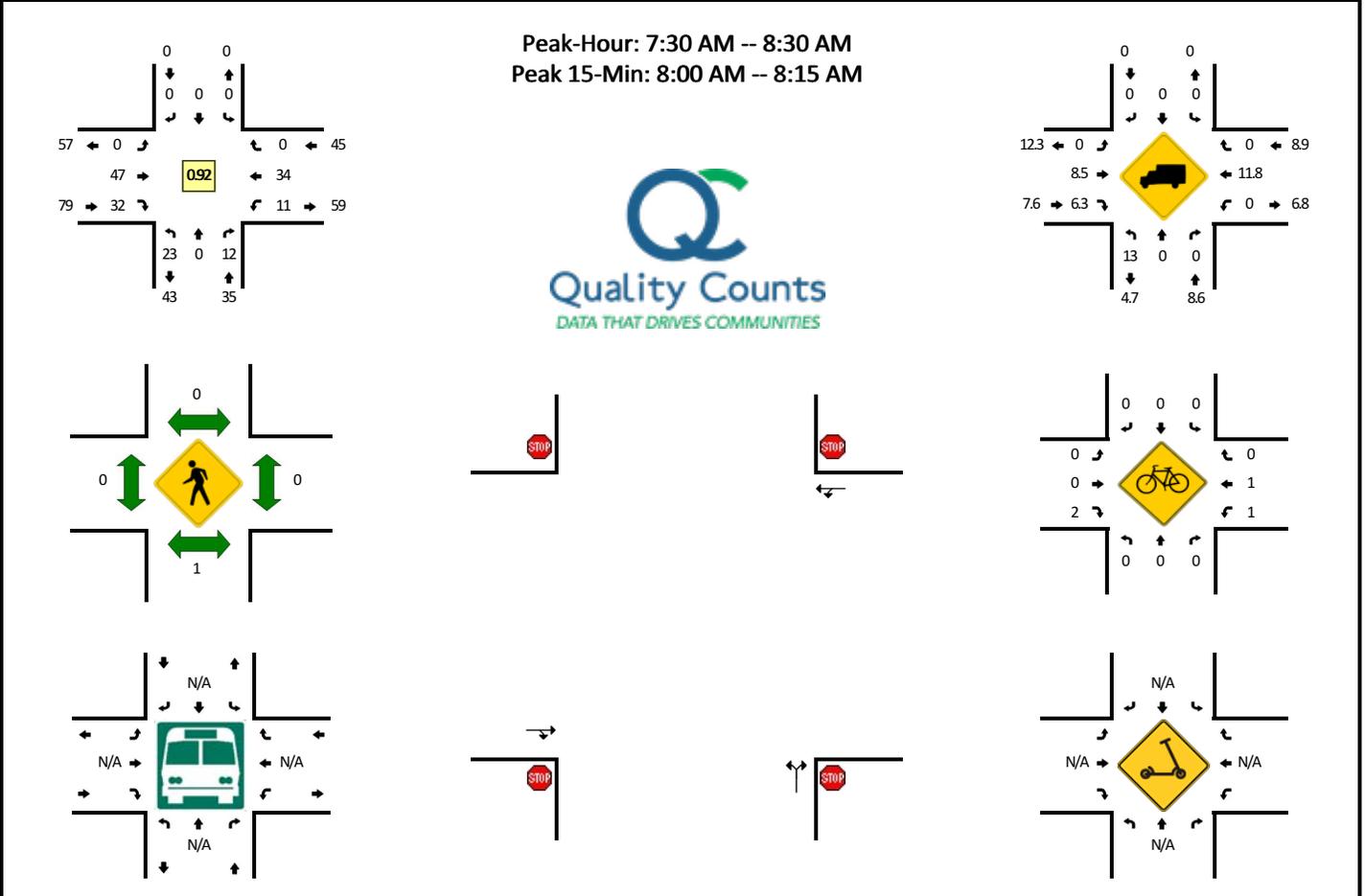
15-Min Count Period Beginning At	M.L.K. Jr Blvd (Northbound)				M.L.K. Jr Blvd (Southbound)				Umstead Dr (Eastbound)				Umstead Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	174	10	0	17	104	3	0	4	9	1	0	9	5	45	0	387	
4:15 PM	11	192	15	0	47	133	7	0	6	10	9	0	10	16	53	0	509	
4:30 PM	6	153	13	0	39	127	2	0	6	9	11	0	7	20	43	0	436	
4:45 PM	8	168	15	0	33	124	12	0	5	10	9	0	17	16	49	0	466	1798
5:00 PM	9	202	17	0	29	138	6	0	5	16	4	0	13	22	64	0	525	1936
5:15 PM	7	206	17	0	36	130	9	0	8	12	6	0	14	19	67	0	531	1958
5:30 PM	2	202	18	0	26	124	7	0	9	13	4	0	12	28	53	0	498	2020
5:45 PM	5	153	18	0	33	122	7	0	4	8	8	0	16	23	46	0	443	1997

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	824	68	0	144	520	36	0	32	48	24	0	56	76	268	0	2124	
Heavy Trucks	0	20	0		4	4	4		0	0	0		0	0	8		40	
Buses																		
Pedestrians		16				0				0				32				48
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

LOCATION: Pritchard Ave Ext -- Umstead Dr
CITY/STATE: Chapel Hill, NC

QC JOB #: 15537614
DATE: Tue, Oct 19 2021

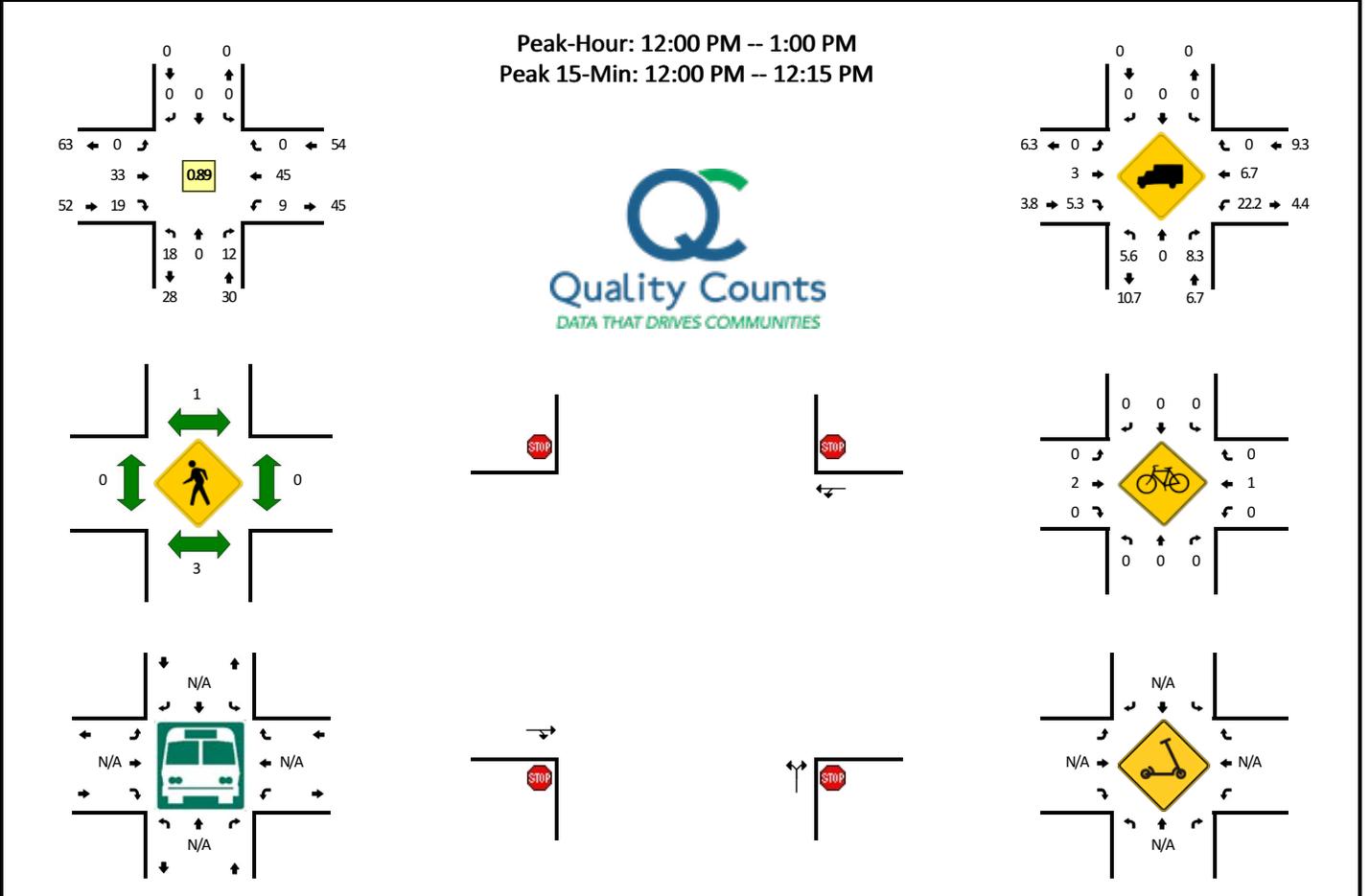


15-Min Count Period Beginning At	Pritchard Ave Ext (Northbound)				Pritchard Ave Ext (Southbound)				Umstead Dr (Eastbound)				Umstead Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	4	0	2	0	0	0	0	0	0	1	4	0	1	7	0	0	19	
7:15 AM	3	0	2	1	0	0	0	0	0	5	5	0	0	7	0	0	23	
7:30 AM	7	0	4	0	0	0	0	0	0	12	9	0	3	6	0	0	41	
7:45 AM	4	0	3	0	0	0	0	0	0	10	6	0	4	8	0	0	35	118
8:00 AM	7	0	2	0	0	0	0	0	0	12	12	0	4	6	0	0	43	142
8:15 AM	5	0	3	0	0	0	0	0	0	13	5	0	0	14	0	0	40	159
8:30 AM	2	0	3	0	0	0	0	0	0	14	6	0	0	6	0	0	31	149
8:45 AM	2	0	3	0	0	0	0	0	0	10	8	0	2	8	0	0	33	147
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	0	8	0	0	0	0	0	0	48	48	0	16	24	0	0	172	
Heavy Trucks	4	0	0		0	0	0		0	12	0		0	0	0		16	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	4	0		4	
Scoters																		

Comments:

LOCATION: Pritchard Ave Ext -- Umstead Dr
CITY/STATE: Chapel Hill, NC

QC JOB #: 15537615
DATE: Tue, Oct 19 2021

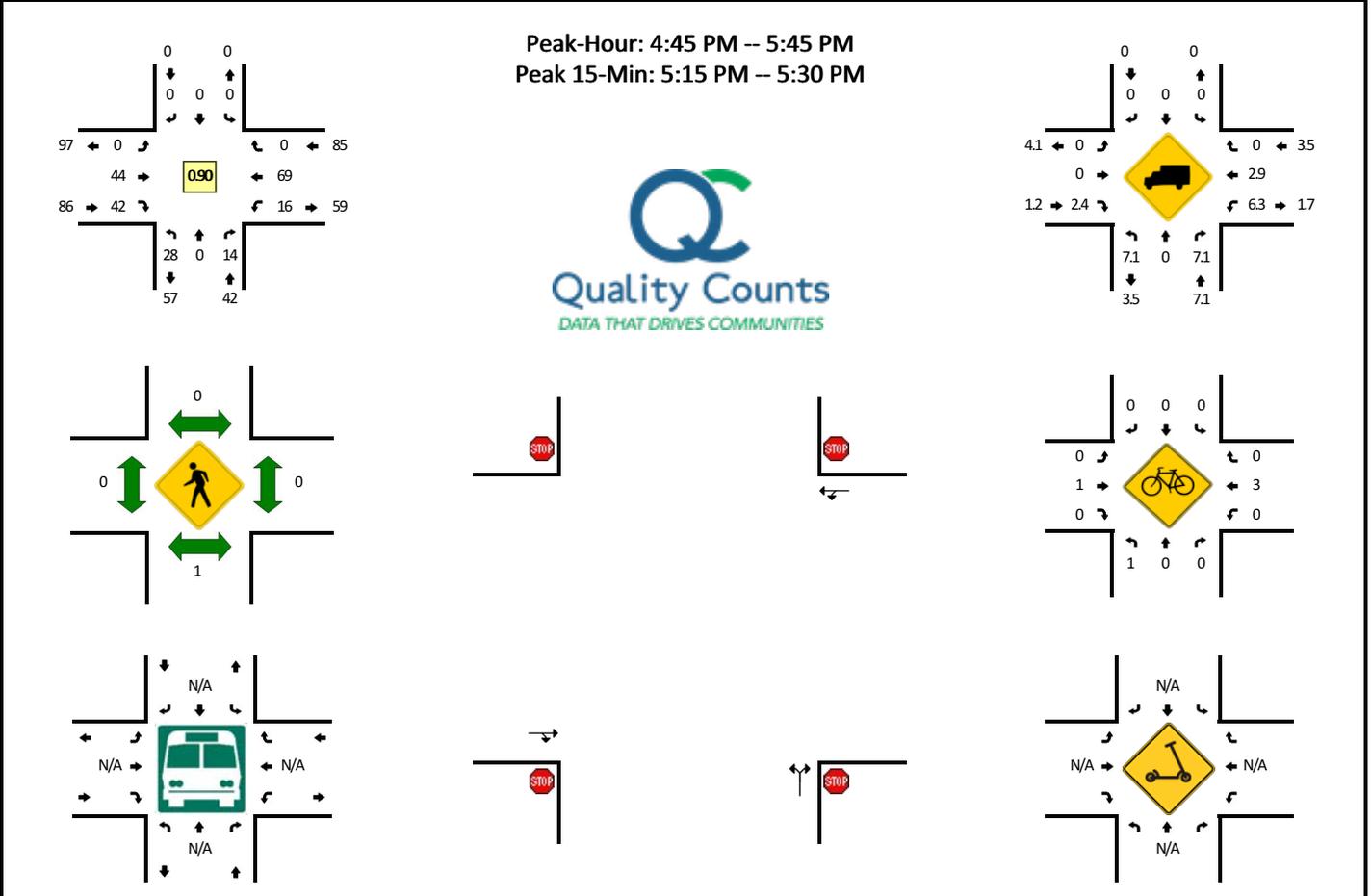


15-Min Count Period Beginning At	Pritchard Ave Ext (Northbound)				Pritchard Ave Ext (Southbound)				Umstead Dr (Eastbound)				Umstead Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	1	0	4	0	0	0	0	0	0	10	4	0	0	6	0	0	25	
11:45 AM	3	0	3	0	0	0	0	0	0	13	4	0	3	3	0	0	29	
12:00 PM	6	0	4	0	0	0	0	0	0	12	4	0	6	6	0	0	38	
12:15 PM	1	0	4	0	0	0	0	0	0	6	5	0	1	14	0	0	31	123
12:30 PM	4	0	2	0	0	0	0	0	0	5	7	0	0	17	0	0	35	133
12:45 PM	7	0	2	0	0	0	0	0	0	10	3	0	2	8	0	0	32	136
1:00 PM	4	0	7	0	0	0	0	0	0	9	3	0	1	10	0	0	34	132
1:15 PM	5	0	2	0	0	0	0	0	0	10	5	0	2	5	0	0	29	130
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	24	0	16	0	0	0	0	0	0	48	16	0	24	24	0	0	152	
Heavy Trucks	0	0	0		0	0	0		0	0	0		8	0	0		8	
Buses																	0	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	4	0		4	
Scoters																		

Comments:

LOCATION: Pritchard Ave Ext -- Umstead Dr
CITY/STATE: Chapel Hill, NC

QC JOB #: 15537616
DATE: Tue, Oct 19 2021



15-Min Count Period Beginning At	Pritchard Ave Ext (Northbound)				Pritchard Ave Ext (Southbound)				Umstead Dr (Eastbound)				Umstead Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	0	2	0	0	0	0	0	0	12	4	0	1	14	0	0	38	
4:15 PM	12	0	1	0	0	0	0	0	0	16	9	0	5	19	0	0	62	
4:30 PM	5	0	3	0	0	0	0	0	0	15	9	0	2	16	0	0	50	
4:45 PM	7	0	3	0	0	0	0	0	0	9	10	0	4	17	0	0	50	200
5:00 PM	5	0	3	0	0	0	0	0	0	9	10	0	4	19	0	0	50	212
5:15 PM	11	0	2	0	0	0	0	0	0	15	10	0	4	17	0	0	59	209
5:30 PM	5	0	6	0	0	0	0	0	0	11	12	0	3	16	0	1	54	213
5:45 PM	5	0	0	0	0	0	0	0	0	8	3	0	7	15	0	0	38	201
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	0	8	0	0	0	0	0	0	60	40	0	16	68	0	0	236	
Heavy Trucks	4	0	4		0	0	0		0	0	0		4	4	0		16	
Buses																	0	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																	0	

Comments:

Type of report: Tube Count - Volume Data

LOCATION: Estes Dr north of Umstead Dr SPECIFIC LOCATION: CITY/STATE: Chapel Hill, NC							QC JOB #: 15537613 DIRECTION: NB, SB DATE: Oct 19 2021 - Oct 19 2021			
Start Time	Mon 19 Oct 21	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		8				8			8	
12:15 AM		11				11			11	
12:30 AM		10				10			10	
12:45 AM		5				5			5	
01:00 AM		4				4			4	
01:15 AM		5				5			5	
01:30 AM		5				5			5	
01:45 AM		8				8			8	
02:00 AM		3				3			3	
02:15 AM		8				8			8	
02:30 AM		4				4			4	
02:45 AM		7				7			7	
03:00 AM		7				7			7	
03:15 AM		2				2			2	
03:30 AM		8				8			8	
03:45 AM		2				2			2	
04:00 AM		1				1			1	
04:15 AM		3				3			3	
04:30 AM		7				7			7	
04:45 AM		4				4			4	
05:00 AM		13				13			13	
05:15 AM		8				8			8	
05:30 AM		23				23			23	
05:45 AM		44				44			44	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

LOCATION: Estes Dr north of Umstead Dr **QC JOB #:** 15537613
SPECIFIC LOCATION: **DIRECTION:** NB, SB
CITY/STATE: Chapel Hill, NC **DATE:** Oct 19 2021 - Oct 19 2021

Start Time	Mon 19 Oct 21	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		33				33			33	
06:15 AM		44				44			44	
06:30 AM		63				63			63	
06:45 AM		94				94			94	
07:00 AM		106				106			106	
07:15 AM		157				157			157	
07:30 AM		255				255			255	
07:45 AM		266				266			266	
08:00 AM		259				259			259	
08:15 AM		258				258			258	
08:30 AM		255				255			255	
08:45 AM		263				263			263	
09:00 AM		187				187			187	
09:15 AM		167				167			167	
09:30 AM		171				171			171	
09:45 AM		152				152			152	
10:00 AM		151				151			151	
10:15 AM		153				153			153	
10:30 AM		166				166			166	
10:45 AM		149				149			149	
11:00 AM		146				146			146	
11:15 AM		157				157			157	
11:30 AM		185				185			185	
11:45 AM		164				164			164	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Type of report: Tube Count - Volume Data

LOCATION: Estes Dr north of Umstead Dr SPECIFIC LOCATION: CITY/STATE: Chapel Hill, NC							QC JOB #: 15537613 DIRECTION: NB, SB DATE: Oct 19 2021 - Oct 19 2021			
Start Time	Mon	Tue 19 Oct 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		167				167			167	
12:15 PM		169				169			169	
12:30 PM		180				180			180	
12:45 PM		206				206			206	
01:00 PM		193				193			193	
01:15 PM		217				217			217	
01:30 PM		170				170			170	
01:45 PM		198				198			198	
02:00 PM		196				196			196	
02:15 PM		179				179			179	
02:30 PM		208				208			208	
02:45 PM		263				263			263	
03:00 PM		212				212			212	
03:15 PM		218				218			218	
03:30 PM		239				239			239	
03:45 PM		238				238			238	
04:00 PM		253				253			253	
04:15 PM		290				290			290	
04:30 PM		266				266			266	
04:45 PM		249				249			249	
05:00 PM		291				291			291	
05:15 PM		280				280			280	
05:30 PM		255				255			255	
05:45 PM		247				247			247	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 10/25/2021 10:18 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Estes Dr north of Umstead Dr SPECIFIC LOCATION: CITY/STATE: Chapel Hill, NC							QC JOB #: 15537613 DIRECTION: NB, SB DATE: Oct 19 2021 - Oct 19 2021			
Start Time	Mon	Tue 19 Oct 21	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		249				249			249	
06:15 PM		236				236			236	
06:30 PM		217				217			217	
06:45 PM		175				175			175	
07:00 PM		186				186			186	
07:15 PM		139				139			139	
07:30 PM		134				134			134	
07:45 PM		109				109			109	
08:00 PM		104				104			104	
08:15 PM		84				84			84	
08:30 PM		82				82			82	
08:45 PM		78				78			78	
09:00 PM		88				88			88	
09:15 PM		71				71			71	
09:30 PM		53				53			53	
09:45 PM		48				48			48	
10:00 PM		50				50			50	
10:15 PM		46				46			46	
10:30 PM		28				28			28	
10:45 PM		31				31			31	
11:00 PM		28				28			28	
11:15 PM		24				24			24	
11:30 PM		21				21			21	
11:45 PM		17				17			17	
Day Total		11883				11883			11883	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		7:45 AM 266				7:45 AM 266			7:45 AM 266	
PM Peak 15-min Vol		5:00 PM 291				5:00 PM 291			5:00 PM 291	

Comments:

Type of report: Tube Count - Volume Data

LOCATION: Estes Dr north of Umstead Dr SPECIFIC LOCATION: CITY/STATE: Chapel Hill, NC							QC JOB #: 15537613 DIRECTION: NB, SB DATE: Oct 26 2021 - Oct 27 2021			
Start Time	Mon 26 Oct 21	Tue 27 Oct 21	Wed 27 Oct 21	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		17	13			15			15	
12:15 AM		10	12			11			11	
12:30 AM		11	17			14			14	
12:45 AM		10	10			10			10	
01:00 AM		5	7			6			6	
01:15 AM		6	8			7			7	
01:30 AM		10	4			7			7	
01:45 AM		5	5			5			5	
02:00 AM		6	0			3			3	
02:15 AM		4	4			4			4	
02:30 AM		5	3			4			4	
02:45 AM		5	3			4			4	
03:00 AM		4	2			3			3	
03:15 AM		3	1			2			2	
03:30 AM		4	4			4			4	
03:45 AM		3	1			2			2	
04:00 AM		1	2			2			2	
04:15 AM		5	5			5			5	
04:30 AM		4	5			5			5	
04:45 AM		6	9			8			8	
05:00 AM		8	12			10			10	
05:15 AM		11	15			13			13	
05:30 AM		28	31			30			30	
05:45 AM		40	41			41			41	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Report generated on 10/29/2021 8:44 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Estes Dr north of Umstead Dr SPECIFIC LOCATION: CITY/STATE: Chapel Hill, NC							QC JOB #: 15537613 DIRECTION: NB, SB DATE: Oct 26 2021 - Oct 27 2021			
Start Time	Mon 26 Oct 21	Tue 27 Oct 21	Wed 27 Oct 21	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		44	25			35			35	
06:15 AM		45	52			49			49	
06:30 AM		64	61			63			63	
06:45 AM		89	89			89			89	
07:00 AM		110	116			113			113	
07:15 AM		152	157			155			155	
07:30 AM		275	243			259			259	
07:45 AM		287	295			291			291	
08:00 AM		235	235			235			235	
08:15 AM		242	251			247			247	
08:30 AM		293	263			278			278	
08:45 AM		258	307			283			283	
09:00 AM		211	194			203			203	
09:15 AM		171	141			156			156	
09:30 AM		142	178			160			160	
09:45 AM		182	173			178			178	
10:00 AM		158	143			151			151	
10:15 AM		166	136			151			151	
10:30 AM		161	164			163			163	
10:45 AM		165	145			155			155	
11:00 AM		161	154			158			158	
11:15 AM		188	161			175			175	
11:30 AM		167	173			170			170	
11:45 AM		176	223			200			200	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 10/29/2021 8:44 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Estes Dr north of Umstead Dr							QC JOB #: 15537613			
SPECIFIC LOCATION:							DIRECTION: NB, SB			
CITY/STATE: Chapel Hill, NC							DATE: Oct 26 2021 - Oct 27 2021			
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile
		26 Oct 21	27 Oct 21			15-min Traffic			15-min Traffic	
12:00 PM		169	205			187			187	
12:15 PM		178	233			206			206	
12:30 PM		181	235			208			208	
12:45 PM		184	248			216			216	
01:00 PM		194	233			214			214	
01:15 PM		175	199			187			187	
01:30 PM		171	256			214			214	
01:45 PM		206	243			225			225	
02:00 PM		193	244			219			219	
02:15 PM		200	199			200			200	
02:30 PM		230	246			238			238	
02:45 PM		243	243			243			243	
03:00 PM		206	214			210			210	
03:15 PM		208	234			221			221	
03:30 PM		230	246			238			238	
03:45 PM		256	233			245			245	
04:00 PM		273	288			281			281	
04:15 PM		260	217			239			239	
04:30 PM		290	278			284			284	
04:45 PM		263	258			261			261	
05:00 PM		268	273			271			271	
05:15 PM		292	301			297			297	
05:30 PM		265	300			283			283	
05:45 PM		280	247			264			264	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
<i>Comments:</i>										

Report generated on 10/29/2021 8:44 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Estes Dr north of Umstead Dr SPECIFIC LOCATION: CITY/STATE: Chapel Hill, NC							QC JOB #: 15537613 DIRECTION: NB, SB DATE: Oct 26 2021 - Oct 27 2021			
Start Time	Mon 26 Oct 21	Tue 27 Oct 21	Wed 28 Oct 21	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		282	252			267			267	
06:15 PM		236	255			246			246	
06:30 PM		228	157			193			193	
06:45 PM		184	208			196			196	
07:00 PM		205	171			188			188	
07:15 PM		144	155			150			150	
07:30 PM		119	133			126			126	
07:45 PM		113	128			121			121	
08:00 PM		111	123			117			117	
08:15 PM		81	102			92			92	
08:30 PM		90	73			82			82	
08:45 PM		97	96			97			97	
09:00 PM		88	85			87			87	
09:15 PM		72	70			71			71	
09:30 PM		51	59			55			55	
09:45 PM		58	65			62			62	
10:00 PM		52	46			49			49	
10:15 PM		39	45			42			42	
10:30 PM		36	33			35			35	
10:45 PM		19	39			29			29	
11:00 PM		22	30			26			26	
11:15 PM		20	13			17			17	
11:30 PM		17	20			19			19	
11:45 PM		17	23			20			20	
Day Total		12149	12547			12370			12370	
% Weekday Average		98.2%	101.4%							
% Week Average		98.2%	101.4%			100%				
AM Peak 15-min Vol		8:30 AM 293	8:45 AM 307			7:45 AM 291			7:45 AM 291	
PM Peak 15-min Vol		5:15 PM 292	5:15 PM 301			5:15 PM 297			5:15 PM 297	

Comments:

Report generated on 10/29/2021 8:44 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



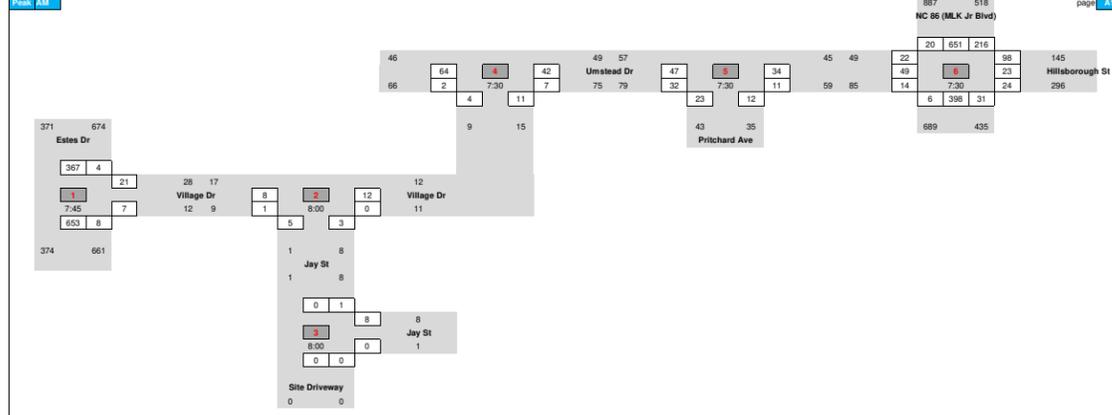
Appendix C - Traffic Volume Development Scenarios

Jay Street Apartments - Weekday Trip Generation

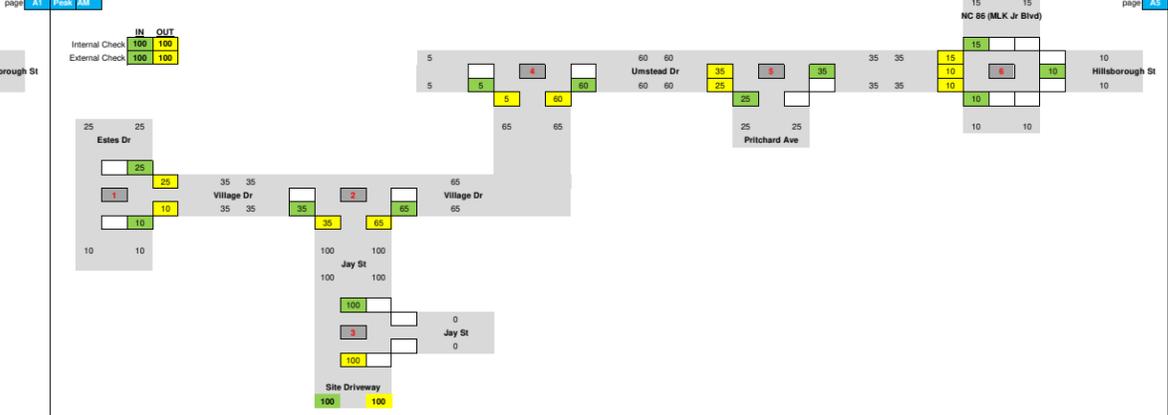
Land Use	ITE LUC	Units	Daily			AM Peak Hour			Noon Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Apartments Mid-Rise (Raw ITE)	221 - eqn	52	141	141	282	5	13	18	8	9	17	14	10	24
Transit/Ped/Bike 10% Reduction	-	-	14	14	28	1	1	2	1	1	2	1	1	2
Apartments (Net Vehicle Trips)	-	-	127	127	254	4	12	16	7	8	15	13	9	22
TOTALS			127	127	254	4	12	16	7	8	15	13	9	22

Noon Peak - Uses 75% of Average of AM/PM Peak Hours

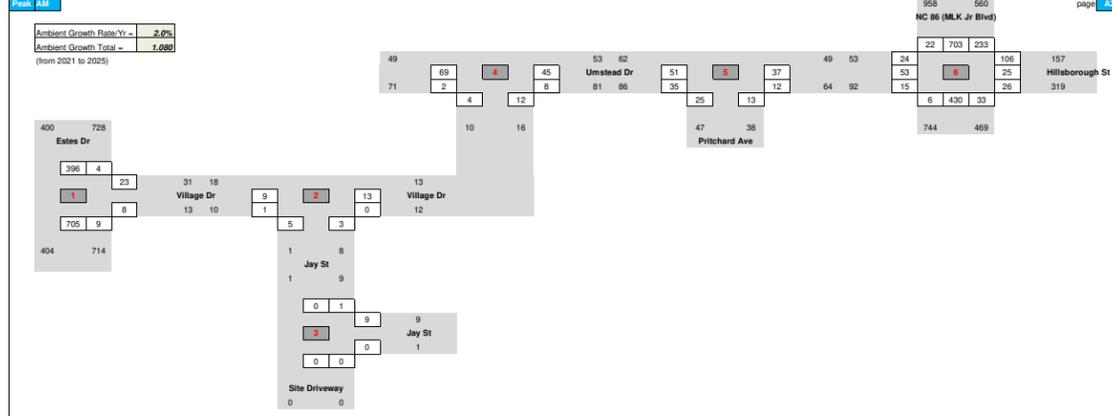
2021 Existing Traffic Volumes



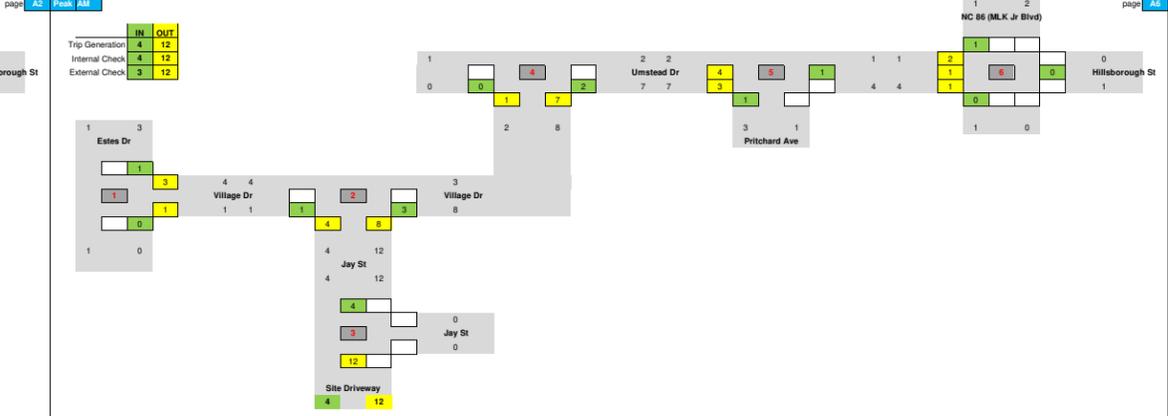
2025 Site Trip Distribution Percentages



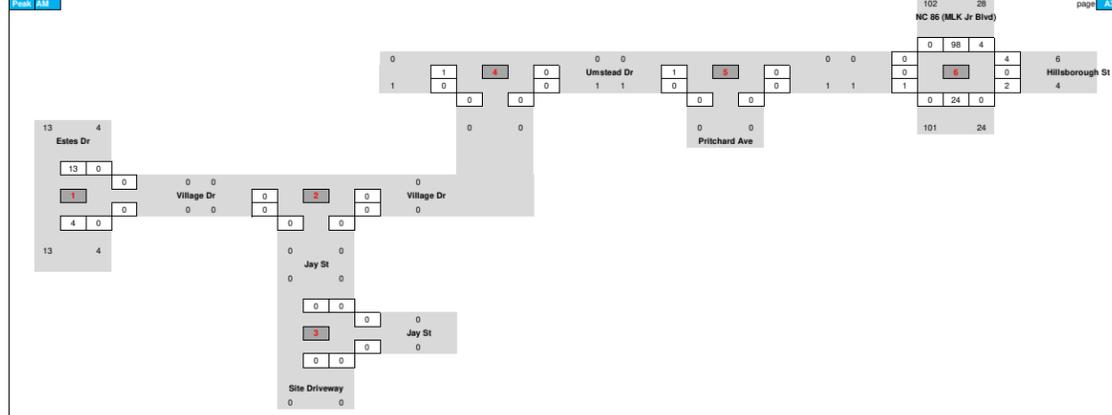
2025 Ambient Growth Volumes



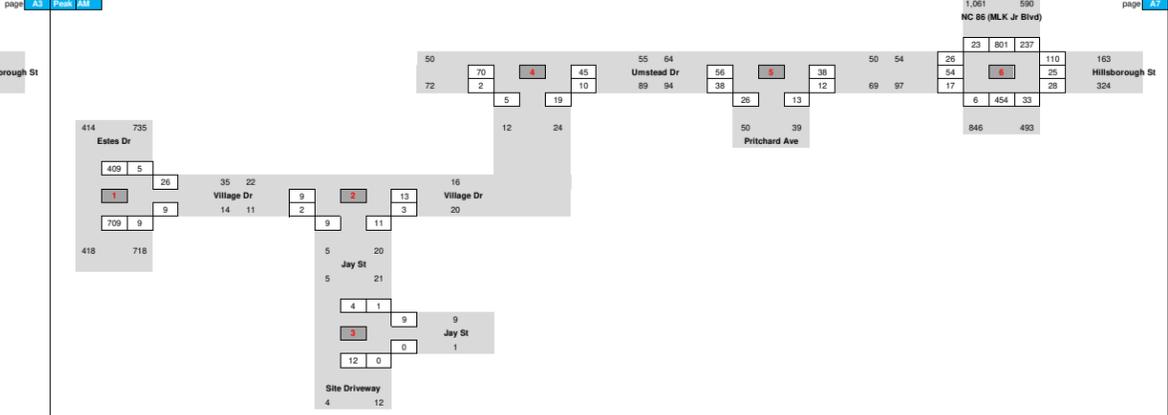
2025 Site Traffic Assignment



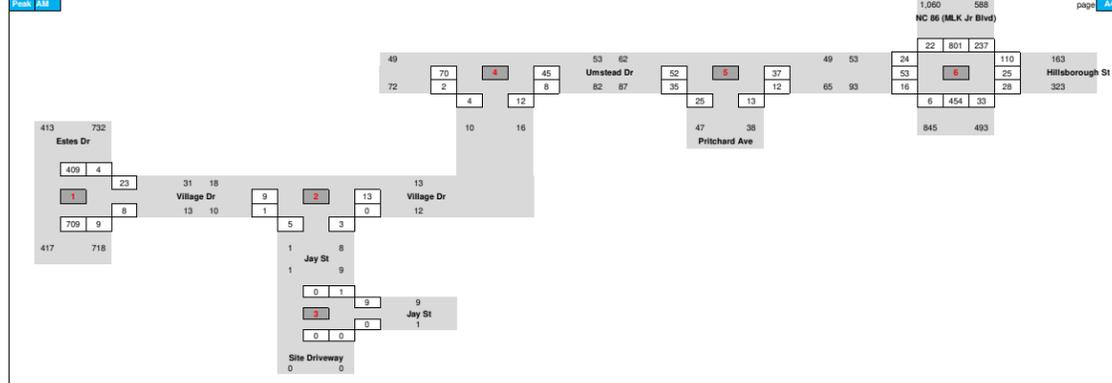
2025 Total Background Traffic Volumes

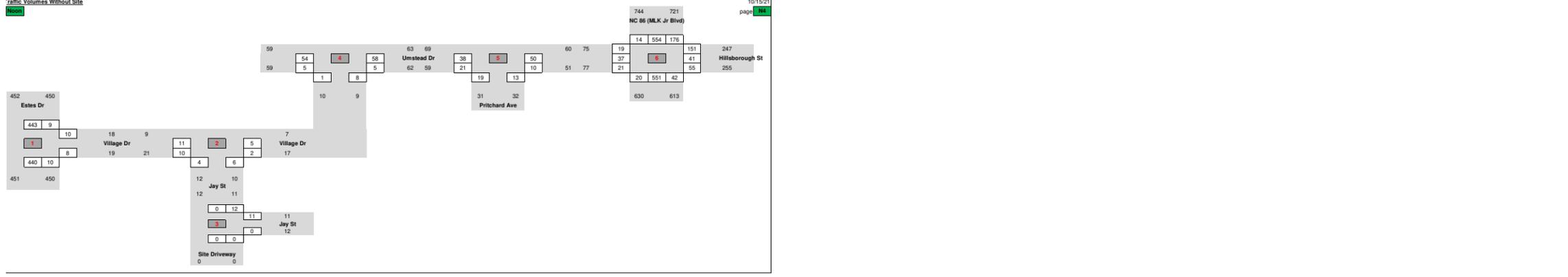
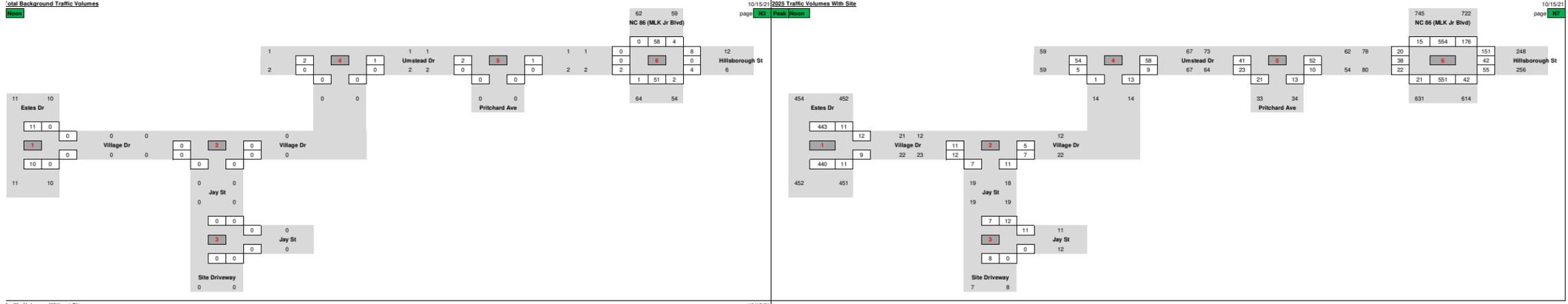
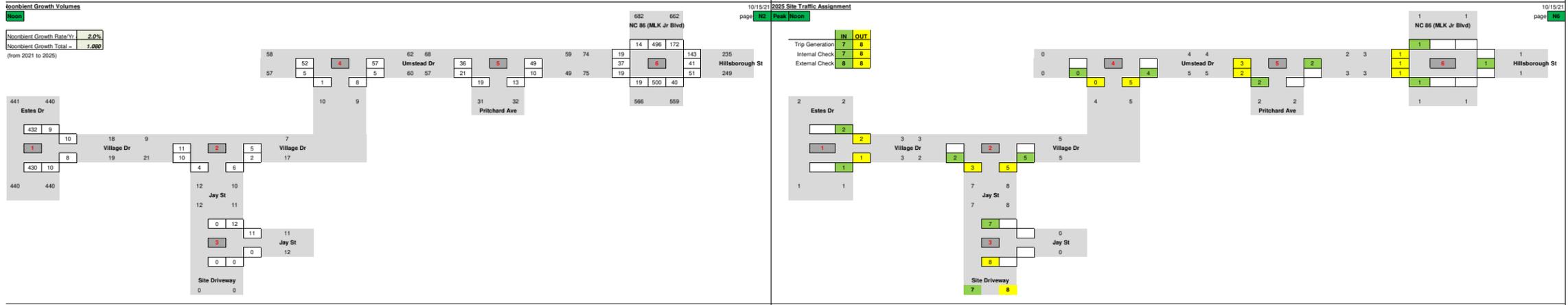
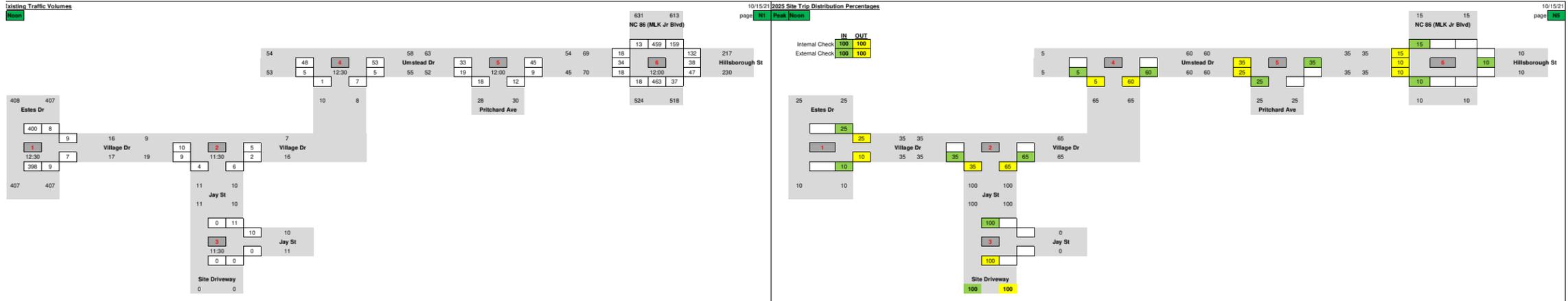


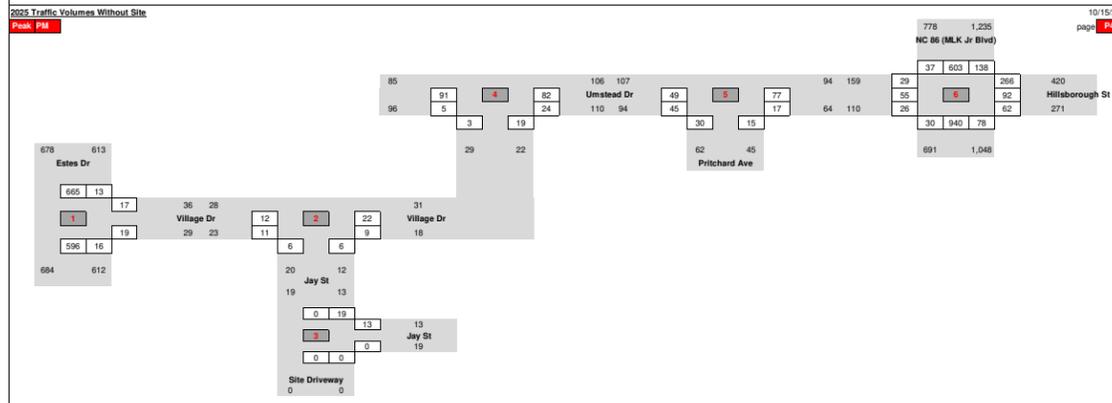
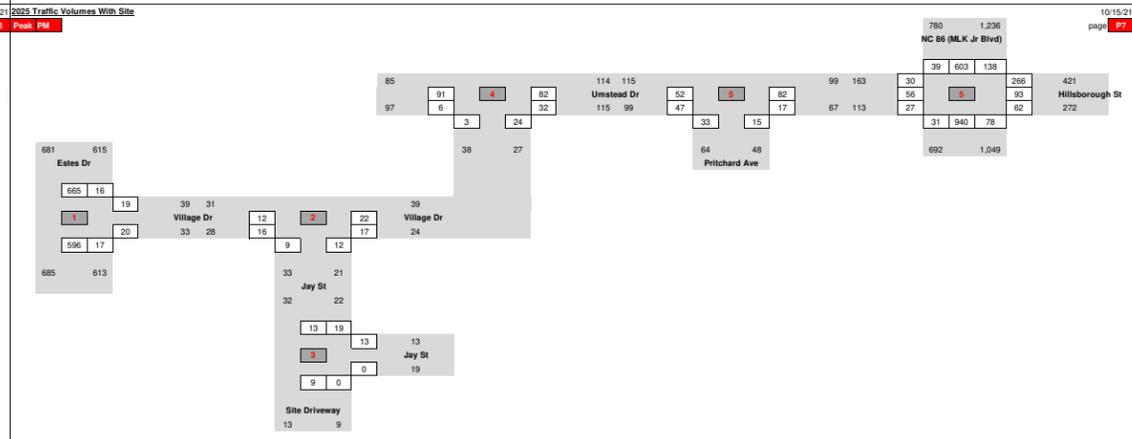
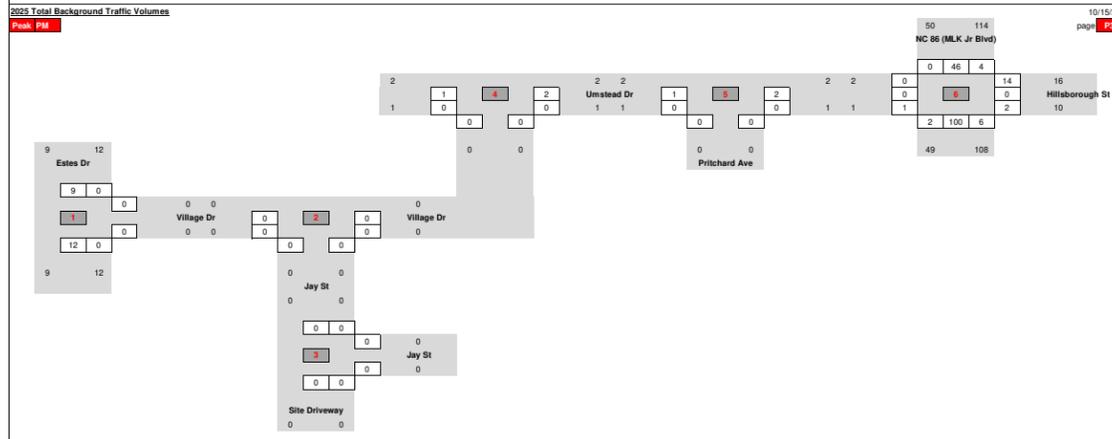
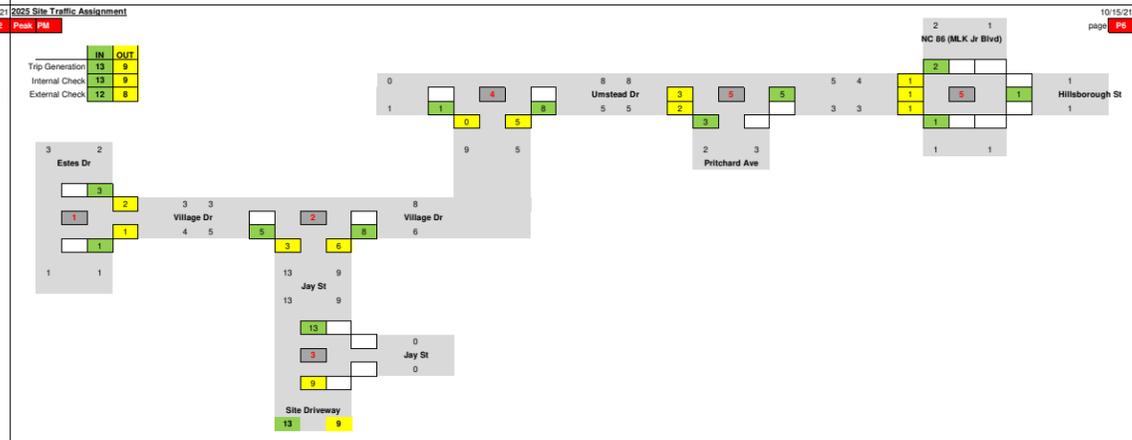
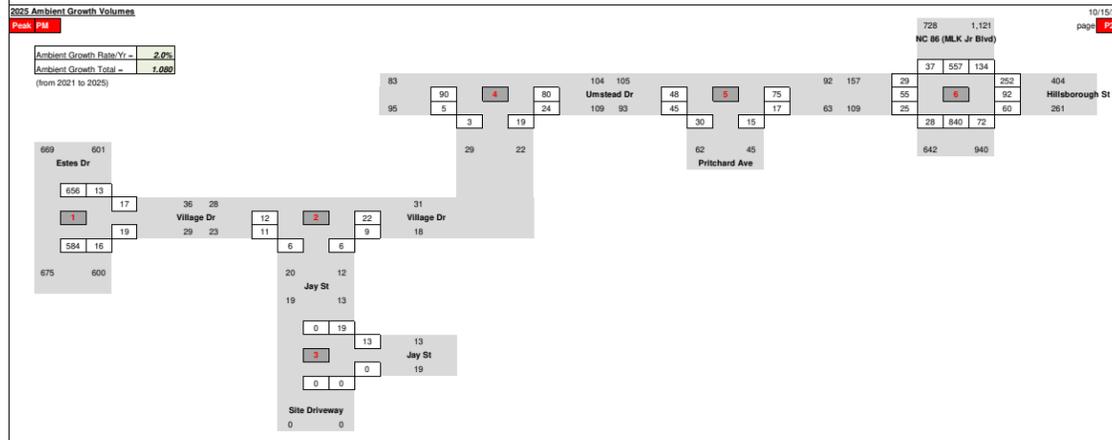
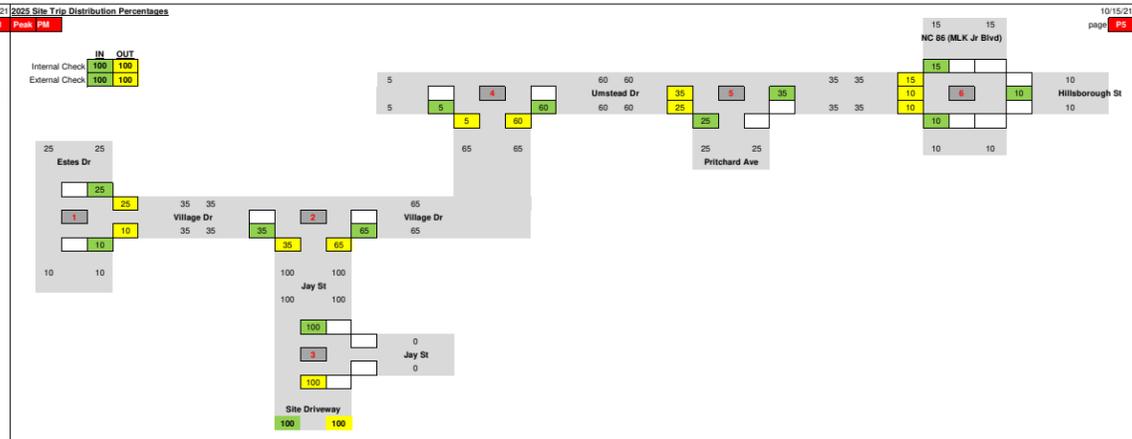
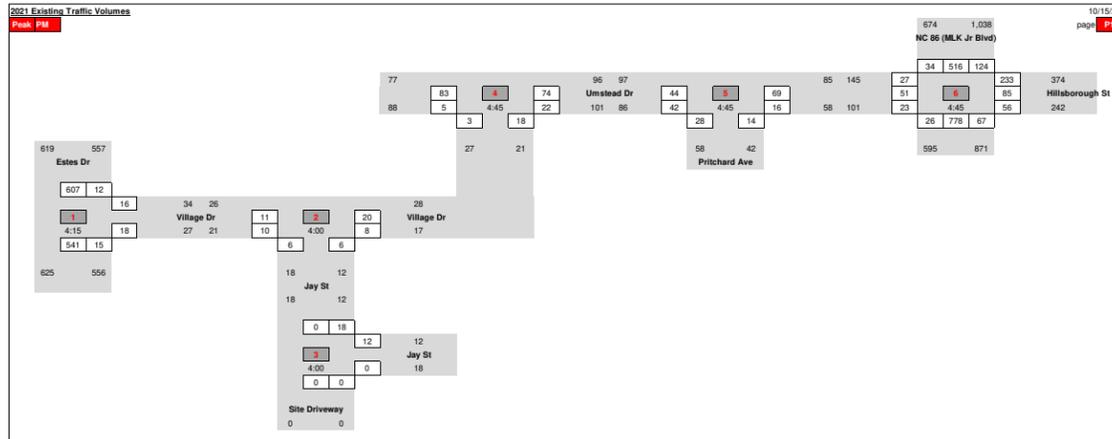
2025 Traffic Volumes With Site

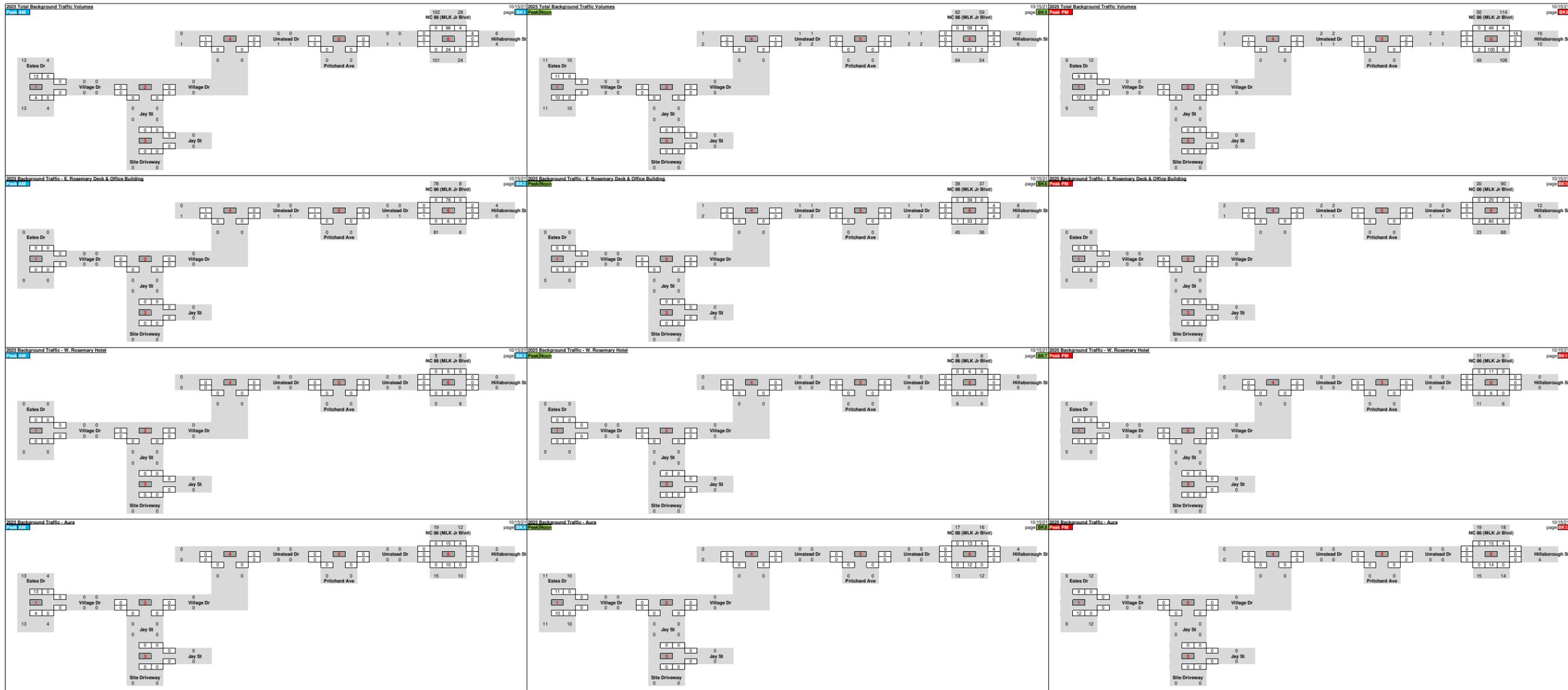


2025 Traffic Volumes Without Site











Appendix D – TransModeler Intersection Performance Analysis **Output**

**2021 Existing
AM Peak Hour**

Project: Jay Street Apartments TIA
 Scenario: Jay Street TIA - Existing - AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: --

Intersection Level of Service by Lane Group - Overview

ESTES DR & VILLAGE DR -- UNSIGNALIZED

NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB TR on Estes Dr: Superlink ID 523				
1	663.0	0.00	0.0	A
2	661.0	0.00	0.0	A
3	665.0	0.00	0.0	A
4	665.0	0.00	0.0	A
5	663.0	0.00	0.0	A
6	665.0	0.00	0.0	A
7	663.0	0.00	0.0	A
8	656.0	0.00	0.0	A
9	660.0	0.00	0.0	A
10	660.0	0.00	0.0	A
Average:	662.0	0.00	0.0	A

NWB LR on Village Dr: Superlink ID 520

1	41.0	0.12	10.2	B
2	30.0	0.09	10.8	B
3	34.0	0.10	10.9	B
4	34.0	0.07	7.3	A
5	36.0	0.09	9.4	A
6	38.0	0.15	14.0	B
7	28.0	0.06	8.3	A
8	39.0	0.11	10.2	B
9	28.0	0.06	8.1	A
10	31.0	0.06	6.5	A
Average:	33.0	0.09	9.6	A

SWB LT on Estes Dr: Superlink ID 522

1	373.0	0.04	0.3	A
2	373.0	0.03	0.3	A
3	378.0	0.10	0.9	A
4	368.0	0.01	0.1	A
5	375.0	0.03	0.3	A
6	374.0	0.04	0.4	A
7	378.0	0.05	0.5	A
8	369.0	0.01	0.1	A
9	368.0	0.00	0.0	A
10	372.0	0.02	0.2	A
Average:	372.0	0.03	0.3	A

Intersection Level of Service by Lane Group

JAY STREET & SITE DRIVEWAY -- UNSIGNALIZED

NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Jay Street: Superlink ID 521				
1	1.0	0.00	0.0	A
2	0.0	0.00	--	--
3	2.0	0.00	0.0	A
4	2.0	0.00	0.0	A
5	3.0	0.00	0.0	A
6	2.0	0.00	0.0	A
7	3.0	0.00	0.0	A
8	0.0	0.00	--	--
9	1.0	0.00	0.0	A
10	4.0	0.00	0.0	A
Average:	1.0	0.00	0.0	A

NB LR on Site Driveway: Superlink ID 525

1	0.0	0.00	--	--
2	0.0	0.00	--	--
3	0.0	0.00	--	--
4	0.0	0.00	--	--
5	0.0	0.00	--	--
6	0.0	0.00	--	--
7	0.0	0.00	--	--
8	0.0	0.00	--	--
9	0.0	0.00	--	--
10	0.0	0.00	--	--
Average:	0.0	0.00	--	--

WB LT on Jay Street: Superlink ID 524

1	9.0	0.00	0.0	A
2	9.0	0.00	0.0	A
3	12.0	0.00	0.0	A
4	11.0	0.00	0.0	A
5	16.0	0.00	0.0	A
6	10.0	0.00	0.0	A
7	9.0	0.00	0.0	A
8	11.0	0.00	0.0	A
9	13.0	0.00	0.0	A
10	13.0	0.00	0.0	A
Average:	11.0	0.00	0.0	A

JAY STREET & VILLAGE DR -- UNSIGNALIZED

NODE: 8

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Village Dr: Superlink ID 520				
1	14.0	0.00	0.0	A
2	11.0	0.00	0.0	A
3	17.0	0.00	0.0	A
4	10.0	0.00	0.0	A

Intersection Level of Service by Lane Group

JAY STREET & VILLAGE DR -- UNSIGNALIZED

NODE: 8

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	20.0	0.00	0.0	A
6	13.0	0.00	0.0	A
7	17.0	0.00	0.0	A
8	3.0	0.00	0.0	A
9	6.0	0.00	0.0	A
10	15.0	0.00	0.0	A
Average:	12.0	0.00	0.0	A

NB LR on Jay Street: Superlink ID 521

1	9.0	0.01	2.9	A
2	9.0	0.01	3.0	A
3	12.0	0.02	4.5	A
4	11.0	0.01	3.8	A
5	16.0	0.02	4.2	A
6	10.0	0.01	3.0	A
7	9.0	0.01	3.8	A
8	11.0	0.01	3.2	A
9	13.0	0.01	3.3	A
10	13.0	0.01	3.6	A
Average:	11.0	0.01	3.5	A

SWB LT on Village Dr: Superlink ID 519

1	24.0	0.00	0.0	A
2	16.0	0.00	0.0	A
3	20.0	0.00	0.0	A
4	15.0	0.00	0.0	A
5	18.0	0.00	0.0	A
6	23.0	0.00	0.0	A
7	14.0	0.00	0.0	A
8	21.0	0.00	0.0	A
9	14.0	0.00	0.0	A
10	15.0	0.00	0.0	A
Average:	18.0	0.00	0.0	A

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED

NODE: 71031

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Umstead Dr: Superlink ID 514				
1	21.0	0.31	52.7	D
2	25.0	0.28	40.3	D
3	23.0	0.32	49.8	D
4	22.0	0.38	61.8	E
5	31.0	0.51	59.5	E
6	28.0	0.42	53.4	D
7	27.0	0.49	65.2	E
8	20.0	0.34	60.8	E
9	25.0	0.34	49.2	D

Intersection Level of Service by Lane Group

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED **NODE: 71031**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	24.0	0.46	69.6	E
Average:	24.0	0.39	56.2	E

EB TR on Umstead Dr: Superlink ID 514

1	64.0	0.83	47.0	D
2	63.0	0.73	41.5	D
3	66.0	0.74	40.4	D
4	72.0	0.91	45.4	D
5	77.0	0.79	37.0	D
6	70.0	0.96	49.5	D
7	65.0	0.78	43.3	D
8	67.0	0.82	44.2	D
9	65.0	0.71	39.1	D
10	66.0	0.69	37.4	D
Average:	67.0	0.80	42.5	D

NB L on NC 86 (MLK Jr. Blvd): Superlink ID 414

1	8.0	0.01	3.6	A
2	10.0	0.03	9.9	A
3	8.0	0.03	15.0	B
4	12.0	0.07	22.2	C
5	13.0	0.03	9.0	A
6	7.0	0.01	6.6	A
7	8.0	0.02	10.0	B
8	9.0	0.04	16.4	B
9	6.0	0.03	20.4	C
10	4.0	0.00	0.0	A
Average:	8.0	0.03	11.3	B

NB T on NC 86 (MLK Jr. Blvd): Superlink ID 414

1	207.0	0.42	7.3	A
2	208.0	0.46	7.9	A
3	205.0	0.41	7.2	A
4	199.0	0.41	7.3	A
5	201.0	0.46	8.3	A
6	203.0	0.46	8.2	A
7	206.0	0.47	8.2	A
8	208.0	0.45	7.7	A
9	206.0	0.41	7.1	A
10	202.0	0.46	8.2	A
Average:	204.0	0.44	7.7	A

NB TR on NC 86 (MLK Jr. Blvd): Superlink ID 414

1	221.0	0.49	8.0	A
2	222.0	0.51	8.2	A
3	222.0	0.44	7.1	A

Intersection Level of Service by Lane Group

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED

NODE: 71031

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	229.0	0.47	7.5	A
5	226.0	0.45	7.2	A
6	226.0	0.51	8.2	A
7	226.0	0.48	7.6	A
8	219.0	0.49	8.1	A
9	221.0	0.46	7.5	A
10	226.0	0.49	7.8	A
Average:	223.0	0.48	7.7	A

SB L on NC 86 (MLK Jr. Blvd): Superlink ID 513

1	217.0	0.48	7.9	A
2	216.0	0.43	7.1	A
3	216.0	0.42	7.0	A
4	214.0	0.42	7.0	A
5	216.0	0.50	8.4	A
6	217.0	0.44	7.3	A
7	214.0	0.46	7.8	A
8	216.0	0.42	7.1	A
9	216.0	0.42	7.0	A
10	214.0	0.42	7.1	A
Average:	215.0	0.44	7.4	A

SB T on NC 86 (MLK Jr. Blvd): Superlink ID 513

1	325.0	0.33	3.7	A
2	331.0	0.33	3.6	A
3	330.0	0.28	3.1	A
4	315.0	0.31	3.5	A
5	316.0	0.37	4.3	A
6	328.0	0.36	4.0	A
7	328.0	0.28	3.1	A
8	311.0	0.31	3.6	A
9	323.0	0.32	3.5	A
10	327.0	0.33	3.6	A
Average:	323.0	0.32	3.6	A

SB TR on NC 86 (MLK Jr. Blvd): Superlink ID 513

1	352.0	0.40	4.0	A
2	341.0	0.32	3.4	A
3	338.0	0.29	3.1	A
4	354.0	0.30	3.0	A
5	354.0	0.40	4.0	A
6	344.0	0.32	3.3	A
7	339.0	0.34	3.7	A
8	363.0	0.31	3.1	A
9	348.0	0.31	3.2	A
10	344.0	0.32	3.4	A

Intersection Level of Service by Lane Group

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED

NODE: 71031

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	347.0	0.33	3.4	A

WB L on Hillsborough Street: Superlink ID 515

1	25.0	0.43	62.3	E
2	23.0	0.26	41.1	D
3	24.0	0.38	56.9	E
4	24.0	0.33	49.5	D
5	24.0	0.39	58.2	E
6	24.0	0.37	54.9	D
7	25.0	0.37	52.9	D
8	24.0	0.35	52.1	D
9	24.0	0.38	57.3	E
10	24.0	0.46	68.9	E
Average:	24.0	0.37	55.4	E

WB TR on Hillsborough Street: Superlink ID 515

1	123.0	0.74	21.6	C
2	125.0	0.88	25.3	C
3	125.0	0.91	26.2	C
4	119.0	0.66	20.1	C
5	123.0	0.86	25.3	C
6	124.0	0.89	25.9	C
7	122.0	0.77	22.6	C
8	126.0	0.68	19.3	B
9	119.0	0.78	23.7	C
10	129.0	0.97	27.0	C
Average:	123.0	0.81	23.7	C

PRITCHARD AVENUE EXT. & UMSTEAD DR -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
-----	--------------------	--------------------------	-----------------------------	------------------

NEB TR on Umstead Dr: Superlink ID 517

1	83.0	0.10	4.5	A
2	79.0	0.10	4.7	A
3	91.0	0.12	4.6	A
4	88.0	0.12	4.9	A
5	99.0	0.14	5.0	A
6	85.0	0.12	5.0	A
7	90.0	0.12	4.7	A
8	80.0	0.11	5.1	A
9	86.0	0.12	5.1	A
10	83.0	0.11	4.7	A
Average:	86.0	0.12	4.8	A

NWB LR on Pritchard Avenue Ext.: Superlink ID 516

1	33.0	0.04	4.5	A
2	33.0	0.04	4.5	A

Intersection Level of Service by Lane Group

PRITCHARD AVENUE EXT. & UMSTEAD DR -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	32.0	0.04	4.9	A
4	34.0	0.04	4.4	A
5	34.0	0.04	4.7	A
6	39.0	0.05	4.5	A
7	35.0	0.04	4.4	A
8	36.0	0.05	4.8	A
9	32.0	0.04	5.0	A
10	30.0	0.04	4.9	A
Average:	33.0	0.04	4.7	A

SWB LT on Umstead Dr: Superlink ID 514

1	52.0	0.06	4.5	A
2	51.0	0.07	4.9	A
3	47.0	0.06	4.4	A
4	47.0	0.06	4.5	A
5	52.0	0.08	5.4	A
6	50.0	0.07	4.8	A
7	44.0	0.05	4.5	A
8	52.0	0.07	4.9	A
9	44.0	0.06	5.0	A
10	48.0	0.06	4.6	A
Average:	48.0	0.06	4.8	A

UMSTEAD DR & VILLAGE DR -- UNSIGNALIZED

NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Umstead Dr: Superlink ID 518				
1	69.0	0.11	5.5	A
2	67.0	0.09	4.7	A
3	68.0	0.09	4.6	A
4	69.0	0.09	4.8	A
5	72.0	0.10	5.0	A
6	67.0	0.10	5.2	A
7	68.0	0.09	4.8	A
8	69.0	0.10	5.2	A
9	65.0	0.08	4.7	A
10	66.0	0.09	4.7	A
Average:	68.0	0.09	4.9	A

NB LR on Village Dr: Superlink ID 519

1	19.0	0.01	2.5	A
2	19.0	0.02	2.9	A
3	26.0	0.02	2.8	A
4	20.0	0.02	3.1	A
5	32.0	0.03	3.6	A
6	21.0	0.01	1.9	A
7	22.0	0.01	2.1	A

Intersection Level of Service by Lane Group

UMSTEAD DR & VILLAGE DR -- UNSIGNALIZED

NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	14.0	0.01	2.8	A
9	18.0	0.01	2.8	A
10	22.0	0.02	2.8	A
Average:	21.0	0.02	2.7	A

WB LT on Umstead Dr: Superlink ID 517

1	53.0	0.07	4.9	A
2	54.0	0.08	5.2	A
3	52.0	0.07	5.1	A
4	49.0	0.06	4.7	A
5	55.0	0.07	4.9	A
6	52.0	0.07	4.6	A
7	48.0	0.06	4.3	A
8	55.0	0.07	4.8	A
9	47.0	0.07	5.1	A
10	51.0	0.07	4.6	A
Average:	51.0	0.07	4.8	A

Intersection Level of Service by Lane Group

Project: Jay Street Apartments TIA
 Scenario: Jay Street TIA - Existing - AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: --

Intersection Level of Service by Lane Group - Avg Control Delay

ESTES DR & VILLAGE DR

NODE: 11

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB TR	Estes Dr	523	0.0	0.0	0.0	0.0	10
NWB LR	Village Dr	520	9.6	2.2	6.5	14.0	10
SWB LT	Estes Dr	522	0.3	0.3	0.0	0.9	10

JAY STREET & SITE DRIVEWAY

NODE: 7

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Jay Street	521	0.0	0.0	0.0	0.0	8
WB LT	Jay Street	524	0.0	0.0	0.0	0.0	10

JAY STREET & VILLAGE DR

NODE: 8

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Village Dr	520	0.0	0.0	0.0	0.0	10
NB LR	Jay Street	521	3.5	0.5	2.9	4.5	10
SWB LT	Village Dr	519	0.0	0.0	0.0	0.0	10

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Umstead Dr	514	56.2	8.7	40.3	69.6	10
EB TR	Umstead Dr	514	42.5	4.1	37.0	49.5	10
NB L	NC 86 (MLK Jr. Blvd)	414	11.3	7.1	0.0	22.2	10
NB T	NC 86 (MLK Jr. Blvd)	414	7.7	0.5	7.1	8.3	10
NB TR	NC 86 (MLK Jr. Blvd)	414	7.7	0.4	7.1	8.2	10
SB L	NC 86 (MLK Jr. Blvd)	513	7.4	0.5	7.0	8.4	10
SB T	NC 86 (MLK Jr. Blvd)	513	3.6	0.4	3.1	4.3	10
SB TR	NC 86 (MLK Jr. Blvd)	513	3.4	0.4	3.0	4.0	10
WB L	Hillsborough Street	515	55.4	7.5	41.1	68.9	10
WB TR	Hillsborough Street	515	23.7	2.7	19.3	27.0	10

PRITCHARD AVENUE EXT. & UMSTEAD DR

NODE: 3

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB TR	Umstead Dr	517	4.8	0.2	4.5	5.1	10
NWB LR	Pritchard Avenue Ext.	516	4.7	0.2	4.4	5.0	10
SWB LT	Umstead Dr	514	4.8	0.3	4.4	5.4	10

UMSTEAD DR & VILLAGE DR

NODE: 6

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Umstead Dr	518	4.9	0.3	4.6	5.5	10

Intersection Level of Service by Lane Group

UMSTEAD DR & VILLAGE DR

NODE: 6

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB LR	Village Dr	519	2.7	0.5	1.9	3.6	10
WB LT	Umstead Dr	517	4.8	0.3	4.3	5.2	10

**2021 Existing
Noon Peak Hour**

Project: Jay Street Apartments TIA
 Scenario: Jay Street TIA - Existing - NN
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 12:00:00 - 13:00:00
 Interval: Summary
 Selection: --

Intersection Level of Service by Lane Group - Overview

ESTES DR & VILLAGE DR -- UNSIGNALIZED

NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB TR on Estes Dr: Superlink ID 523				
1	4.0	0.00	0.0	A
2	7.0	0.00	0.0	A
3	4.0	0.00	0.0	A
4	4.0	0.00	0.0	A
5	8.0	0.00	0.0	A
6	9.0	0.00	0.0	A
7	11.0	0.00	0.0	A
8	5.0	0.00	0.0	A
9	10.0	0.00	0.0	A
10	3.0	0.00	0.0	A
Average:	6.0	0.00	0.0	A
NWB LR on Village Dr: Superlink ID 520				
1	424.0	0.41	3.5	A
2	427.0	0.42	3.6	A
3	424.0	0.37	3.1	A
4	426.0	0.42	3.6	A
5	420.0	0.37	3.2	A
6	425.0	0.38	3.2	A
7	425.0	0.41	3.5	A
8	423.0	0.37	3.1	A
9	429.0	0.44	3.7	A
10	422.0	0.39	3.4	A
Average:	424.0	0.40	3.4	A
SWB LT on Estes Dr: Superlink ID 522				
1	410.0	0.00	0.0	A
2	413.0	0.00	0.0	A
3	414.0	0.00	0.0	A
4	414.0	0.00	0.0	A
5	411.0	0.00	0.0	A
6	408.0	0.00	0.0	A
7	412.0	0.00	0.0	A
8	409.0	0.00	0.0	A
9	410.0	0.00	0.0	A
10	412.0	0.00	0.0	A
Average:	411.0	0.00	0.0	A

Intersection Level of Service by Lane Group

JAY STREET & SITE DRIVEWAY -- UNSIGNALIZED

NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Jay Street: Superlink ID 521				
1	6.0	0.00	0.0	A
2	6.0	0.00	0.0	A
3	9.0	0.00	0.0	A
4	12.0	0.00	0.0	A
5	8.0	0.00	0.0	A
6	10.0	0.00	0.0	A
7	11.0	0.00	0.0	A
8	8.0	0.00	0.0	A
9	9.0	0.00	0.0	A
10	9.0	0.00	0.0	A
Average:	8.0	0.00	0.0	A

NB LR on Site Driveway: Superlink ID 525

1	0.0	0.00	--	--
2	0.0	0.00	--	--
3	0.0	0.00	--	--
4	0.0	0.00	--	--
5	0.0	0.00	--	--
6	0.0	0.00	--	--
7	0.0	0.00	--	--
8	0.0	0.00	--	--
9	0.0	0.00	--	--
10	0.0	0.00	--	--
Average:	0.0	0.00	--	--

WB LT on Jay Street: Superlink ID 524

1	409.0	0.00	0.0	A
2	408.0	0.00	0.0	A
3	416.0	0.00	0.0	A
4	415.0	0.00	0.0	A
5	414.0	0.00	0.0	A
6	407.0	0.00	0.0	A
7	407.0	0.00	0.0	A
8	414.0	0.00	0.0	A
9	409.0	0.00	0.0	A
10	411.0	0.00	0.0	A
Average:	411.0	0.00	0.0	A

JAY STREET & VILLAGE DR -- UNSIGNALIZED

NODE: 8

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Village Dr: Superlink ID 520				
1	15.0	0.00	0.0	A
2	18.0	0.00	0.0	A
3	17.0	0.00	0.0	A
4	18.0	0.00	0.0	A

Intersection Level of Service by Lane Group

JAY STREET & VILLAGE DR -- UNSIGNALIZED

NODE: 8

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	19.0	0.00	0.0	A
6	17.0	0.00	0.0	A
7	23.0	0.00	0.0	A
8	15.0	0.00	0.0	A
9	20.0	0.00	0.0	A
10	15.0	0.00	0.0	A
Average:	17.0	0.00	0.0	A

NB LR on Jay Street: Superlink ID 521

1	407.0	0.51	4.5	A
2	409.0	0.51	4.5	A
3	417.0	0.52	4.5	A
4	414.0	0.50	4.3	A
5	415.0	0.52	4.5	A
6	406.0	0.52	4.6	A
7	407.0	0.51	4.5	A
8	415.0	0.51	4.4	A
9	409.0	0.52	4.6	A
10	413.0	0.51	4.4	A
Average:	411.0	0.51	4.5	A

SWB LT on Village Dr: Superlink ID 519

1	22.0	0.00	0.0	A
2	24.0	0.00	0.0	A
3	23.0	0.00	0.3	A
4	26.0	0.00	0.0	A
5	21.0	0.00	0.0	A
6	25.0	0.00	0.0	A
7	21.0	0.00	0.0	A
8	20.0	0.00	0.0	A
9	29.0	0.00	0.1	A
10	21.0	0.00	0.0	A
Average:	23.0	0.00	0.0	A

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED

NODE: 71031

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Umstead Dr: Superlink ID 514				
1	25.0	0.58	83.7	F
2	18.0	0.44	87.7	F
3	20.0	0.42	75.8	E
4	20.0	0.37	66.6	E
5	22.0	0.23	37.5	D
6	22.0	0.40	65.8	E
7	20.0	0.37	66.4	E
8	24.0	0.45	67.6	E
9	22.0	0.48	78.0	E

Intersection Level of Service by Lane Group

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED **NODE: 71031**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	23.0	0.32	49.9	D
Average:	21.0	0.41	67.9	E

EB TR on Umstead Dr: Superlink ID 514

1	49.0	0.65	47.6	D
2	57.0	0.67	42.4	D
3	50.0	0.58	42.0	D
4	52.0	0.50	34.8	C
5	53.0	0.54	36.6	D
6	54.0	0.45	30.2	C
7	56.0	0.50	32.2	C
8	51.0	0.36	25.6	C
9	49.0	0.38	27.9	C
10	53.0	0.40	27.3	C
Average:	52.0	0.50	34.7	C

NB L on NC 86 (MLK Jr. Blvd): Superlink ID 414

1	26.0	0.10	13.5	B
2	19.0	0.07	12.3	B
3	20.0	0.08	13.7	B
4	19.0	0.11	19.9	B
5	24.0	0.03	4.0	A
6	18.0	0.10	19.2	B
7	19.0	0.06	11.2	B
8	19.0	0.07	13.6	B
9	26.0	0.13	17.4	B
10	22.0	0.06	9.6	A
Average:	21.0	0.08	13.4	B

NB T on NC 86 (MLK Jr. Blvd): Superlink ID 414

1	243.0	0.61	9.0	A
2	236.0	0.62	9.5	A
3	250.0	0.61	8.7	A
4	234.0	0.64	9.8	A
5	239.0	0.63	9.5	A
6	238.0	0.64	9.7	A
7	234.0	0.59	9.1	A
8	234.0	0.61	9.3	A
9	226.0	0.54	8.6	A
10	237.0	0.57	8.7	A
Average:	237.0	0.61	9.2	A

NB TR on NC 86 (MLK Jr. Blvd): Superlink ID 414

1	259.0	0.63	8.8	A
2	264.0	0.64	8.7	A
3	248.0	0.65	9.4	A

Intersection Level of Service by Lane Group

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED

NODE: 71031

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	266.0	0.69	9.4	A
5	259.0	0.65	9.0	A
6	261.0	0.67	9.2	A
7	267.0	0.62	8.3	A
8	268.0	0.61	8.2	A
9	274.0	0.66	8.7	A
10	263.0	0.57	7.8	A
Average:	262.0	0.64	8.8	A

SB L on NC 86 (MLK Jr. Blvd): Superlink ID 513

1	157.0	0.42	9.6	A
2	158.0	0.43	9.9	A
3	159.0	0.32	7.2	A
4	158.0	0.48	10.9	B
5	160.0	0.42	9.4	A
6	157.0	0.50	11.5	B
7	158.0	0.34	7.8	A
8	160.0	0.43	9.6	A
9	160.0	0.34	7.6	A
10	159.0	0.39	8.9	A
Average:	158.0	0.41	9.2	A

SB T on NC 86 (MLK Jr. Blvd): Superlink ID 513

1	225.0	0.24	3.8	A
2	221.0	0.24	3.9	A
3	235.0	0.26	3.9	A
4	220.0	0.29	4.8	A
5	239.0	0.26	3.9	A
6	240.0	0.32	4.8	A
7	231.0	0.28	4.4	A
8	239.0	0.27	4.0	A
9	228.0	0.28	4.5	A
10	234.0	0.26	4.0	A
Average:	231.0	0.27	4.2	A

SB TR on NC 86 (MLK Jr. Blvd): Superlink ID 513

1	248.0	0.23	3.3	A
2	254.0	0.26	3.7	A
3	241.0	0.34	5.0	A
4	256.0	0.25	3.6	A
5	232.0	0.22	3.4	A
6	236.0	0.27	4.1	A
7	247.0	0.29	4.2	A
8	234.0	0.29	4.5	A
9	242.0	0.27	4.0	A
10	238.0	0.25	3.8	A

Intersection Level of Service by Lane Group

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED

NODE: 71031

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	242.0	0.27	4.0	A

WB L on Hillsborough Street: Superlink ID 515

1	47.0	0.79	60.8	E
2	47.0	0.77	59.0	E
3	47.0	0.62	47.4	D
4	45.0	0.62	49.5	D
5	48.0	0.70	52.5	D
6	45.0	0.77	61.7	E
7	48.0	0.59	44.0	D
8	48.0	0.75	56.1	E
9	46.0	0.71	55.2	E
10	47.0	0.59	45.4	D
Average:	46.0	0.69	53.2	D

WB TR on Hillsborough Street: Superlink ID 515

1	173.0	1.16	24.1	C
2	174.0	1.62	33.5	C
3	175.0	1.39	28.7	C
4	171.0	1.15	24.1	C
5	171.0	1.22	25.7	C
6	173.0	1.31	27.3	C
7	168.0	1.02	21.9	C
8	172.0	1.58	33.1	C
9	173.0	1.08	22.5	C
10	174.0	1.28	26.5	C
Average:	172.0	1.28	26.7	C

PRITCHARD AVENUE EXT. & UMSTEAD DR -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
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NEB TR on Umstead Dr: Superlink ID 517

1	59.0	0.08	4.7	A
2	55.0	0.07	4.6	A
3	56.0	0.08	4.9	A
4	61.0	0.08	4.5	A
5	61.0	0.08	4.4	A
6	63.0	0.08	4.8	A
7	61.0	0.08	4.7	A
8	56.0	0.08	5.0	A
9	55.0	0.07	4.7	A
10	58.0	0.07	4.5	A
Average:	58.0	0.08	4.7	A

NWB LR on Pritchard Avenue Ext.: Superlink ID 516

1	29.0	0.04	4.5	A
2	33.0	0.04	4.4	A

Intersection Level of Service by Lane Group

PRITCHARD AVENUE EXT. & UMSTEAD DR -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	33.0	0.04	4.4	A
4	30.0	0.04	4.6	A
5	28.0	0.03	4.1	A
6	30.0	0.04	4.2	A
7	34.0	0.04	4.3	A
8	32.0	0.04	4.5	A
9	33.0	0.04	4.5	A
10	32.0	0.04	4.6	A
Average:	31.0	0.04	4.4	A

SWB LT on Umstead Dr: Superlink ID 514

1	63.0	0.08	4.7	A
2	61.0	0.09	5.2	A
3	64.0	0.09	5.2	A
4	63.0	0.09	5.4	A
5	62.0	0.08	4.6	A
6	58.0	0.08	5.0	A
7	58.0	0.08	5.1	A
8	57.0	0.08	5.0	A
9	61.0	0.08	4.9	A
10	60.0	0.09	5.1	A
Average:	60.0	0.08	5.0	A

UMSTEAD DR & VILLAGE DR -- UNSIGNALIZED

NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Umstead Dr: Superlink ID 518				
1	52.0	0.08	5.2	A
2	51.0	0.07	4.6	A
3	50.0	0.08	5.5	A
4	57.0	0.08	5.3	A
5	51.0	0.07	5.0	A
6	56.0	0.08	5.3	A
7	52.0	0.06	4.5	A
8	51.0	0.08	5.5	A
9	57.0	0.09	5.5	A
10	51.0	0.07	4.7	A
Average:	52.0	0.08	5.1	A

NB LR on Village Dr: Superlink ID 519

1	21.0	0.01	2.4	A
2	14.0	0.01	3.1	A
3	23.0	0.02	2.9	A
4	23.0	0.01	2.3	A
5	29.0	0.02	2.9	A
6	29.0	0.02	2.9	A
7	19.0	0.01	2.3	A

Intersection Level of Service by Lane Group

UMSTEAD DR & VILLAGE DR -- UNSIGNALIZED

NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	27.0	0.02	2.1	A
9	28.0	0.02	2.3	A
10	20.0	0.02	2.8	A
Average:	23.0	0.02	2.6	A

WB LT on Umstead Dr: Superlink ID 517

1	66.0	0.09	4.9	A
2	68.0	0.09	4.9	A
3	68.0	0.09	4.7	A
4	67.0	0.10	5.1	A
5	66.0	0.09	4.9	A
6	69.0	0.09	4.9	A
7	66.0	0.09	4.7	A
8	64.0	0.09	4.9	A
9	68.0	0.09	5.0	A
10	69.0	0.09	4.9	A
Average:	67.0	0.09	4.9	A

Intersection Level of Service by Lane Group

Project: Jay Street Apartments TIA
 Scenario: Jay Street TIA - Existing - NN
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 12:00:00 - 13:00:00
 Interval: Summary
 Selection: --

Intersection Level of Service by Lane Group - Avg Control Delay

ESTES DR & VILLAGE DR

NODE: 11

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB TR	Estes Dr	523	0.0	0.0	0.0	0.0	10
NWB LR	Village Dr	520	3.4	0.2	3.1	3.7	10
SWB LT	Estes Dr	522	0.0	0.0	0.0	0.0	10

JAY STREET & SITE DRIVEWAY

NODE: 7

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Jay Street	521	0.0	0.0	0.0	0.0	10
WB LT	Jay Street	524	0.0	0.0	0.0	0.0	10

JAY STREET & VILLAGE DR

NODE: 8

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Village Dr	520	0.0	0.0	0.0	0.0	10
NB LR	Jay Street	521	4.5	0.1	4.3	4.6	10
SWB LT	Village Dr	519	0.0	0.1	0.0	0.3	10

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Umstead Dr	514	67.9	15.1	37.5	87.7	10
EB TR	Umstead Dr	514	34.7	7.4	25.6	47.6	10
NB L	NC 86 (MLK Jr. Blvd)	414	13.4	4.7	4.0	19.9	10
NB T	NC 86 (MLK Jr. Blvd)	414	9.2	0.4	8.6	9.8	10
NB TR	NC 86 (MLK Jr. Blvd)	414	8.8	0.5	7.8	9.4	10
SB L	NC 86 (MLK Jr. Blvd)	513	9.2	1.4	7.2	11.5	10
SB T	NC 86 (MLK Jr. Blvd)	513	4.2	0.4	3.8	4.8	10
SB TR	NC 86 (MLK Jr. Blvd)	513	4.0	0.5	3.3	5.0	10
WB L	Hillsborough Street	515	53.2	6.4	44.0	61.7	10
WB TR	Hillsborough Street	515	26.7	4.0	21.9	33.5	10

PRITCHARD AVENUE EXT. & UMSTEAD DR

NODE: 3

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB TR	Umstead Dr	517	4.7	0.2	4.4	5.0	10
NWB LR	Pritchard Avenue Ext.	516	4.4	0.2	4.1	4.6	10
SWB LT	Umstead Dr	514	5.0	0.2	4.6	5.4	10

UMSTEAD DR & VILLAGE DR

NODE: 6

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Umstead Dr	518	5.1	0.4	4.5	5.5	10

Intersection Level of Service by Lane Group

UMSTEAD DR & VILLAGE DR

NODE: 6

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB LR	Village Dr	519	2.6	0.4	2.1	3.1	10
WB LT	Umstead Dr	517	4.9	0.1	4.7	5.1	10

**2021 Existing
PM Peak Hour**

Project: Jay Street Apartments TIA
 Scenario: Jay Street TIA - Existing - PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 17:00:00 - 18:00:00
 Interval: Summary
 Selection: --

Intersection Level of Service by Lane Group - Overview

ESTES DR & VILLAGE DR -- UNSIGNALIZED

NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB TR on Estes Dr: Superlink ID 523				
1	559.0	0.00	0.0	A
2	555.0	0.00	0.0	A
3	559.0	0.00	0.0	A
4	557.0	0.00	0.0	A
5	558.0	0.00	0.0	A
6	560.0	0.00	0.0	A
7	560.0	0.00	0.0	A
8	555.0	0.00	0.0	A
9	555.0	0.00	0.0	A
10	553.0	0.00	0.0	A
Average:	557.0	0.00	0.0	A

NWB LR on Village Dr: Superlink ID 520

1	30.0	0.10	11.7	B
2	34.0	0.11	12.0	B
3	35.0	0.19	19.1	C
4	37.0	0.13	12.4	B
5	39.0	0.14	12.9	B
6	30.0	0.11	13.0	B
7	38.0	0.14	13.7	B
8	36.0	0.15	14.8	B
9	34.0	0.12	12.6	B
10	41.0	0.15	13.1	B
Average:	35.0	0.13	13.5	B

SWB LT on Estes Dr: Superlink ID 522

1	623.0	0.08	0.5	A
2	626.0	0.04	0.3	A
3	624.0	0.06	0.4	A
4	624.0	0.05	0.3	A
5	618.0	0.08	0.5	A
6	619.0	0.08	0.5	A
7	623.0	0.04	0.3	A
8	624.0	0.11	0.6	A
9	620.0	0.05	0.3	A
10	625.0	0.04	0.2	A
Average:	622.0	0.06	0.4	A

Intersection Level of Service by Lane Group

JAY STREET & SITE DRIVEWAY -- UNSIGNALIZED

NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Jay Street: Superlink ID 521				
1	24.0	0.00	0.0	A
2	21.0	0.00	0.0	A
3	19.0	0.00	0.0	A
4	22.0	0.00	0.0	A
5	22.0	0.00	0.0	A
6	22.0	0.00	0.0	A
7	23.0	0.00	0.0	A
8	20.0	0.00	0.0	A
9	20.0	0.00	0.0	A
10	23.0	0.00	0.0	A
Average:	21.0	0.00	0.0	A

NB LR on Site Driveway: Superlink ID 525

1	0.0	0.00	--	--
2	0.0	0.00	--	--
3	0.0	0.00	--	--
4	0.0	0.00	--	--
5	0.0	0.00	--	--
6	0.0	0.00	--	--
7	0.0	0.00	--	--
8	0.0	0.00	--	--
9	0.0	0.00	--	--
10	0.0	0.00	--	--
Average:	0.0	0.00	--	--

WB LT on Jay Street: Superlink ID 524

1	17.0	0.00	0.0	A
2	16.0	0.00	0.0	A
3	9.0	0.00	0.0	A
4	16.0	0.00	0.0	A
5	14.0	0.00	0.0	A
6	12.0	0.00	0.0	A
7	13.0	0.00	0.0	A
8	14.0	0.00	0.0	A
9	13.0	0.00	0.0	A
10	12.0	0.00	0.0	A
Average:	13.0	0.00	0.0	A

JAY STREET & VILLAGE DR -- UNSIGNALIZED

NODE: 8

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Village Dr: Superlink ID 520				
1	31.0	0.00	0.0	A
2	27.0	0.00	0.0	A
3	26.0	0.00	0.0	A
4	25.0	0.00	0.0	A

Intersection Level of Service by Lane Group

JAY STREET & VILLAGE DR -- UNSIGNALIZED

NODE: 8

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	23.0	0.00	0.0	A
6	27.0	0.00	0.0	A
7	28.0	0.00	0.0	A
8	29.0	0.00	0.0	A
9	19.0	0.00	0.0	A
10	24.0	0.00	0.0	A
Average:	25.0	0.00	0.0	A

NB LR on Jay Street: Superlink ID 521

1	17.0	0.02	4.0	A
2	16.0	0.01	3.3	A
3	9.0	0.01	3.9	A
4	16.0	0.02	3.7	A
5	16.0	0.02	3.6	A
6	12.0	0.01	3.7	A
7	12.0	0.01	3.7	A
8	14.0	0.02	3.9	A
9	13.0	0.01	3.4	A
10	12.0	0.01	3.8	A
Average:	13.0	0.01	3.7	A

SWB LT on Village Dr: Superlink ID 519

1	27.0	0.00	0.0	A
2	28.0	0.00	0.0	A
3	31.0	0.00	0.0	A
4	32.0	0.00	0.2	A
5	33.0	0.00	0.1	A
6	32.0	0.00	0.0	A
7	35.0	0.00	0.0	A
8	32.0	0.00	0.0	A
9	31.0	0.00	0.0	A
10	32.0	0.00	0.1	A
Average:	31.0	0.00	0.0	A

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED

NODE: 71031

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Umstead Dr: Superlink ID 514				
1	30.0	0.82	98.2	F
2	29.0	0.91	112.8	F
3	29.0	0.90	112.3	F
4	28.0	0.75	96.2	F
5	28.0	0.90	116.1	F
6	27.0	0.50	66.8	E
7	31.0	0.83	96.3	F
8	31.0	0.67	77.4	E
9	27.0	0.73	97.6	F

Intersection Level of Service by Lane Group

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED **NODE: 71031**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	26.0	0.88	121.4	F
Average:	28.0	0.79	99.5	F

EB TR on Umstead Dr: Superlink ID 514

1	75.0	0.56	26.9	C
2	79.0	0.42	18.9	B
3	76.0	0.61	29.0	C
4	81.0	0.66	29.2	C
5	74.0	0.57	27.6	C
6	78.0	0.72	33.3	C
7	70.0	0.51	26.4	C
8	83.0	0.54	23.2	C
9	72.0	0.60	30.0	C
10	72.0	0.52	25.9	C
Average:	76.0	0.57	27.0	C

NB L on NC 86 (MLK Jr. Blvd): Superlink ID 414

1	31.0	0.21	23.9	C
2	23.0	0.22	33.9	C
3	26.0	0.23	32.2	C
4	32.0	0.26	28.7	C
5	30.0	0.20	24.6	C
6	27.0	0.20	27.1	C
7	26.0	0.25	34.6	C
8	26.0	0.27	37.8	D
9	28.0	0.19	24.1	C
10	27.0	0.22	29.4	C
Average:	27.0	0.23	29.6	C

NB T on NC 86 (MLK Jr. Blvd): Superlink ID 414

1	396.0	1.94	17.6	B
2	409.0	2.14	18.9	B
3	406.0	2.03	18.0	B
4	419.0	2.14	18.4	B
5	410.0	1.96	17.2	B
6	409.0	2.09	18.4	B
7	402.0	1.92	17.2	B
8	406.0	2.14	18.9	B
9	413.0	1.89	16.4	B
10	404.0	2.03	18.1	B
Average:	407.0	2.03	17.9	B

NB TR on NC 86 (MLK Jr. Blvd): Superlink ID 414

1	457.0	1.95	15.3	B
2	442.0	2.22	18.1	B
3	444.0	2.12	17.2	B

Intersection Level of Service by Lane Group

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED **NODE: 71031**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	431.0	2.06	17.2	B
5	437.0	2.02	16.6	B
6	441.0	2.12	17.3	B
7	447.0	2.03	16.3	B
8	444.0	2.29	18.6	B
9	437.0	1.94	15.9	B
10	446.0	2.09	16.9	B
Average:	442.0	2.08	16.9	B

SB L on NC 86 (MLK Jr. Blvd): Superlink ID 513

1	124.0	0.97	28.2	C
2	125.0	0.93	26.8	C
3	123.0	0.94	27.6	C
4	126.0	0.91	25.9	C
5	123.0	0.77	22.5	C
6	124.0	0.87	25.3	C
7	124.0	0.76	22.1	C
8	124.0	1.01	29.4	C
9	124.0	0.84	24.3	C
10	124.0	0.78	22.8	C
Average:	124.0	0.88	25.5	C

SB T on NC 86 (MLK Jr. Blvd): Superlink ID 513

1	273.0	0.69	9.2	A
2	266.0	0.74	10.0	B
3	265.0	0.72	9.7	A
4	253.0	0.70	10.0	B
5	250.0	0.67	9.7	A
6	255.0	0.75	10.6	B
7	256.0	0.70	9.9	A
8	269.0	0.76	10.2	B
9	253.0	0.63	9.0	A
10	258.0	0.72	10.0	A
Average:	259.0	0.71	9.8	A

SB TR on NC 86 (MLK Jr. Blvd): Superlink ID 513

1	276.0	0.68	8.9	A
2	279.0	0.68	8.7	A
3	283.0	0.78	10.0	A
4	298.0	0.76	9.2	A
5	302.0	0.71	8.5	A
6	295.0	0.80	9.8	A
7	292.0	0.70	8.6	A
8	282.0	0.77	9.9	A
9	300.0	0.71	8.5	A
10	290.0	0.70	8.7	A

Intersection Level of Service by Lane Group

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED

NODE: 71031

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	289.0	0.73	9.1	A

WB L on Hillsborough Street: Superlink ID 515

1	54.0	0.70	46.5	D
2	54.0	0.48	31.8	C
3	54.0	0.49	32.5	C
4	57.0	0.55	34.8	C
5	54.0	0.53	35.2	D
6	55.0	0.61	40.0	D
7	56.0	0.62	39.7	D
8	56.0	0.61	39.3	D
9	55.0	0.63	41.4	D
10	56.0	0.57	36.5	D
Average:	55.0	0.58	37.8	D

WB TR on Hillsborough Street: Superlink ID 515

1	314.0	2.59	29.7	C
2	322.0	2.61	29.2	C
3	317.0	2.94	33.4	C
4	317.0	2.72	30.9	C
5	316.0	2.56	29.2	C
6	318.0	2.88	32.5	C
7	317.0	2.80	31.8	C
8	316.0	3.02	34.4	C
9	311.0	2.26	26.1	C
10	321.0	2.65	29.7	C
Average:	316.0	2.70	30.7	C

PRITCHARD AVENUE EXT. & UMSTEAD DR -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
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NEB TR on Umstead Dr: Superlink ID 517

1	94.0	0.13	5.0	A
2	95.0	0.14	5.1	A
3	89.0	0.12	4.9	A
4	93.0	0.13	5.0	A
5	94.0	0.14	5.5	A
6	98.0	0.14	5.1	A
7	93.0	0.12	4.8	A
8	100.0	0.14	5.1	A
9	87.0	0.12	4.9	A
10	83.0	0.11	5.0	A
Average:	92.0	0.13	5.0	A

NWB LR on Pritchard Avenue Ext.: Superlink ID 516

1	44.0	0.06	4.7	A
2	39.0	0.05	4.3	A

Intersection Level of Service by Lane Group

PRITCHARD AVENUE EXT. & UMSTEAD DR -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	42.0	0.06	4.9	A
4	42.0	0.06	4.9	A
5	44.0	0.06	4.6	A
6	40.0	0.06	5.1	A
7	40.0	0.05	4.9	A
8	43.0	0.06	4.8	A
9	43.0	0.06	4.9	A
10	43.0	0.06	5.0	A
Average:	42.0	0.06	4.8	A

SWB LT on Umstead Dr: Superlink ID 514

1	84.0	0.12	5.2	A
2	88.0	0.15	5.9	A
3	88.0	0.13	5.2	A
4	92.0	0.14	5.5	A
5	95.0	0.15	5.7	A
6	90.0	0.14	5.7	A
7	88.0	0.13	5.4	A
8	90.0	0.15	5.9	A
9	86.0	0.14	5.7	A
10	87.0	0.13	5.4	A
Average:	88.0	0.14	5.6	A

UMSTEAD DR & VILLAGE DR -- UNSIGNALIZED

NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Umstead Dr: Superlink ID 518				
1	91.0	0.13	5.0	A
2	90.0	0.14	5.6	A
3	95.0	0.13	5.0	A
4	93.0	0.14	5.3	A
5	87.0	0.12	5.1	A
6	94.0	0.14	5.4	A
7	94.0	0.14	5.5	A
8	88.0	0.14	5.9	A
9	86.0	0.13	5.3	A
10	88.0	0.13	5.5	A
Average:	90.0	0.13	5.4	A

NB LR on Village Dr: Superlink ID 519

1	34.0	0.03	2.9	A
2	28.0	0.02	2.8	A
3	23.0	0.02	2.6	A
4	31.0	0.03	3.0	A
5	30.0	0.02	2.8	A
6	37.0	0.03	2.8	A
7	28.0	0.03	3.4	A

Intersection Level of Service by Lane Group

UMSTEAD DR & VILLAGE DR -- UNSIGNALIZED

NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	35.0	0.03	3.0	A
9	26.0	0.02	3.0	A
10	23.0	0.02	2.8	A
Average:	29.0	0.03	2.9	A

WB LT on Umstead Dr: Superlink ID 517

1	95.0	0.13	5.0	A
2	95.0	0.13	5.0	A
3	92.0	0.13	5.0	A
4	98.0	0.14	5.2	A
5	101.0	0.15	5.2	A
6	95.0	0.16	6.0	A
7	100.0	0.14	5.1	A
8	102.0	0.16	5.6	A
9	97.0	0.14	5.1	A
10	95.0	0.13	5.1	A
Average:	97.0	0.14	5.2	A

Intersection Level of Service by Lane Group

Project: Jay Street Apartments TIA
 Scenario: Jay Street TIA - Existing - PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 17:00:00 - 18:00:00
 Interval: Summary
 Selection: --

Intersection Level of Service by Lane Group - Avg Control Delay

ESTES DR & VILLAGE DR

NODE: 11

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB TR	Estes Dr	523	0.0	0.0	0.0	0.0	10
NWB LR	Village Dr	520	13.5	2.1	11.7	19.1	10
SWB LT	Estes Dr	522	0.4	0.1	0.2	0.6	10

JAY STREET & SITE DRIVEWAY

NODE: 7

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Jay Street	521	0.0	0.0	0.0	0.0	10
WB LT	Jay Street	524	0.0	0.0	0.0	0.0	10

JAY STREET & VILLAGE DR

NODE: 8

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Village Dr	520	0.0	0.0	0.0	0.0	10
NB LR	Jay Street	521	3.7	0.2	3.3	4.0	10
SWB LT	Village Dr	519	0.0	0.1	0.0	0.2	10

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Umstead Dr	514	99.5	17.3	66.8	121.4	10
EB TR	Umstead Dr	514	27.0	3.9	18.9	33.3	10
NB L	NC 86 (MLK Jr. Blvd)	414	29.6	4.9	23.9	37.8	10
NB T	NC 86 (MLK Jr. Blvd)	414	17.9	0.8	16.4	18.9	10
NB TR	NC 86 (MLK Jr. Blvd)	414	16.9	1.0	15.3	18.6	10
SB L	NC 86 (MLK Jr. Blvd)	513	25.5	2.5	22.1	29.4	10
SB T	NC 86 (MLK Jr. Blvd)	513	9.8	0.5	9.0	10.6	10
SB TR	NC 86 (MLK Jr. Blvd)	513	9.1	0.6	8.5	10.0	10
WB L	Hillsborough Street	515	37.8	4.5	31.8	46.5	10
WB TR	Hillsborough Street	515	30.7	2.4	26.1	34.4	10

PRITCHARD AVENUE EXT. & UMSTEAD DR

NODE: 3

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB TR	Umstead Dr	517	5.0	0.2	4.8	5.5	10
NWB LR	Pritchard Avenue Ext.	516	4.8	0.2	4.3	5.1	10
SWB LT	Umstead Dr	514	5.6	0.3	5.2	5.9	10

UMSTEAD DR & VILLAGE DR

NODE: 6

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Umstead Dr	518	5.4	0.3	5.0	5.9	10

Intersection Level of Service by Lane Group

UMSTEAD DR & VILLAGE DR

NODE: 6

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB LR	Village Dr	519	2.9	0.2	2.6	3.4	10
WB LT	Umstead Dr	517	5.2	0.3	5.0	6.0	10

2025 Traffic Without Site
AM Peak Hour

Project: Jay Street Apartments TIA
 Scenario: Jay Street TIA - 2025 - No-Build - AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: --

Intersection Level of Service by Lane Group - Overview

ESTES DR & VILLAGE DR -- UNSIGNALIZED

NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB TR on Estes Dr: Superlink ID 523				
1	720.0	0.00	0.0	A
2	721.0	0.00	0.0	A
3	719.0	0.00	0.0	A
4	714.0	0.00	0.0	A
5	721.0	0.00	0.0	A
6	723.0	0.00	0.0	A
7	718.0	0.00	0.0	A
8	721.0	0.00	0.0	A
9	719.0	0.00	0.0	A
10	720.0	0.00	0.0	A
Average:	719.0	0.00	0.0	A
NWB LR on Village Dr: Superlink ID 520				
1	33.0	0.13	14.3	B
2	40.0	0.10	8.6	A
3	28.0	0.08	9.7	A
4	39.0	0.13	11.8	B
5	35.0	0.16	16.1	C
6	38.0	0.11	10.8	B
7	38.0	0.13	12.5	B
8	40.0	0.12	10.6	B
9	35.0	0.10	10.3	B
10	39.0	0.15	14.2	B
Average:	36.0	0.12	11.9	B
SWB LT on Estes Dr: Superlink ID 522				
1	414.0	0.02	0.2	A
2	414.0	0.02	0.1	A
3	418.0	0.05	0.4	A
4	419.0	0.04	0.3	A
5	421.0	0.09	0.7	A
6	414.0	0.02	0.2	A
7	417.0	0.06	0.5	A
8	415.0	0.02	0.2	A
9	415.0	0.03	0.3	A
10	416.0	0.04	0.3	A
Average:	416.0	0.04	0.3	A

Intersection Level of Service by Lane Group

JAY STREET & SITE DRIVEWAY -- UNSIGNALIZED

NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Jay Street: Superlink ID 521				
1	5.0	0.00	0.0	A
2	2.0	0.00	0.0	A
3	3.0	0.00	0.0	A
4	2.0	0.00	0.0	A
5	5.0	0.00	0.0	A
6	1.0	0.00	0.0	A
7	0.0	0.00	--	--
8	4.0	0.00	0.0	A
9	3.0	0.00	0.0	A
10	1.0	0.00	0.0	A
Average:	2.0	0.00	0.0	A

NB LR on Site Driveway: Superlink ID 525

1	0.0	0.00	--	--
2	0.0	0.00	--	--
3	0.0	0.00	--	--
4	0.0	0.00	--	--
5	0.0	0.00	--	--
6	0.0	0.00	--	--
7	0.0	0.00	--	--
8	0.0	0.00	--	--
9	0.0	0.00	--	--
10	0.0	0.00	--	--
Average:	0.0	0.00	--	--

WB LT on Jay Street: Superlink ID 524

1	15.0	0.00	0.0	A
2	13.0	0.00	0.0	A
3	12.0	0.00	0.0	A
4	9.0	0.00	0.0	A
5	10.0	0.00	0.0	A
6	12.0	0.00	0.0	A
7	11.0	0.00	0.0	A
8	7.0	0.00	0.0	A
9	11.0	0.00	0.0	A
10	9.0	0.00	0.0	A
Average:	10.0	0.00	0.0	A

JAY STREET & VILLAGE DR -- UNSIGNALIZED

NODE: 8

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Village Dr: Superlink ID 520				
1	15.0	0.00	0.0	A
2	12.0	0.00	0.0	A
3	18.0	0.00	0.0	A
4	13.0	0.00	0.0	A

Intersection Level of Service by Lane Group

JAY STREET & VILLAGE DR -- UNSIGNALIZED

NODE: 8

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	19.0	0.00	0.0	A
6	15.0	0.00	0.0	A
7	15.0	0.00	0.0	A
8	15.0	0.00	0.0	A
9	16.0	0.00	0.0	A
10	16.0	0.00	0.0	A
Average:	15.0	0.00	0.0	A

NB LR on Jay Street: Superlink ID 521

1	15.0	0.01	3.1	A
2	11.0	0.01	3.6	A
3	10.0	0.01	3.1	A
4	9.0	0.01	3.8	A
5	10.0	0.01	3.2	A
6	11.0	0.01	3.3	A
7	11.0	0.01	3.6	A
8	6.0	0.01	3.3	A
9	9.0	0.01	3.6	A
10	9.0	0.01	3.9	A
Average:	10.0	0.01	3.5	A

SWB LT on Village Dr: Superlink ID 519

1	13.0	0.00	0.0	A
2	22.0	0.00	0.0	A
3	11.0	0.00	0.0	A
4	18.0	0.00	0.0	A
5	14.0	0.00	0.0	A
6	18.0	0.00	0.0	A
7	19.0	0.00	0.0	A
8	19.0	0.00	0.0	A
9	14.0	0.00	0.0	A
10	18.0	0.00	0.0	A
Average:	16.0	0.00	0.0	A

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED

NODE: 71031

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Umstead Dr: Superlink ID 514				
1	24.0	0.38	57.2	E
2	29.0	0.56	69.5	E
3	25.0	0.42	60.4	E
4	24.0	0.41	61.9	E
5	27.0	0.42	56.0	E
6	25.0	0.54	77.2	E
7	23.0	0.31	49.3	D
8	26.0	0.42	58.7	E
9	24.0	0.38	56.6	E

Intersection Level of Service by Lane Group

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED **NODE: 71031**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	25.0	0.42	61.1	E
Average:	25.0	0.43	60.8	E

EB TR on Umstead Dr: Superlink ID 514

1	76.0	0.84	39.8	D
2	79.0	0.94	42.9	D
3	75.0	0.80	38.3	D
4	71.0	0.76	38.3	D
5	70.0	0.84	43.3	D
6	73.0	1.13	55.6	E
7	79.0	1.00	45.3	D
8	63.0	0.79	45.2	D
9	69.0	0.88	46.1	D
10	72.0	0.90	45.1	D
Average:	72.0	0.89	44.0	D

NB L on NC 86 (MLK Jr. Blvd): Superlink ID 414

1	9.0	0.08	32.2	C
2	8.0	0.05	21.7	C
3	10.0	0.08	28.7	C
4	6.0	0.05	29.7	C
5	6.0	0.04	22.4	C
6	6.0	0.04	21.4	C
7	10.0	0.05	17.3	B
8	7.0	0.02	11.6	B
9	8.0	0.07	30.0	C
10	7.0	0.03	13.2	B
Average:	7.0	0.05	22.8	C

NB T on NC 86 (MLK Jr. Blvd): Superlink ID 414

1	239.0	0.51	7.7	A
2	232.0	0.54	8.4	A
3	224.0	0.55	8.8	A
4	238.0	0.61	9.3	A
5	229.0	0.55	8.6	A
6	233.0	0.57	8.7	A
7	236.0	0.55	8.4	A
8	230.0	0.53	8.3	A
9	227.0	0.50	7.9	A
10	237.0	0.57	8.6	A
Average:	232.0	0.55	8.5	A

NB TR on NC 86 (MLK Jr. Blvd): Superlink ID 414

1	249.0	0.53	7.6	A
2	251.0	0.59	8.5	A
3	265.0	0.51	6.9	A

Intersection Level of Service by Lane Group

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED

NODE: 71031

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	251.0	0.60	8.6	A
5	260.0	0.62	8.6	A
6	254.0	0.55	7.8	A
7	252.0	0.60	8.6	A
8	256.0	0.53	7.5	A
9	261.0	0.61	8.4	A
10	252.0	0.55	7.8	A
Average:	255.0	0.57	8.0	A

SB L on NC 86 (MLK Jr. Blvd): Superlink ID 513

1	236.0	0.55	8.4	A
2	237.0	0.60	9.1	A
3	237.0	0.56	8.6	A
4	239.0	0.69	10.4	B
5	238.0	0.61	9.2	A
6	238.0	0.54	8.2	A
7	238.0	0.46	7.0	A
8	236.0	0.47	7.1	A
9	237.0	0.56	8.6	A
10	236.0	0.52	7.9	A
Average:	237.0	0.56	8.5	A

SB T on NC 86 (MLK Jr. Blvd): Superlink ID 513

1	403.0	0.48	4.3	A
2	407.0	0.51	4.5	A
3	403.0	0.40	3.6	A
4	392.0	0.53	4.8	A
5	398.0	0.46	4.1	A
6	397.0	0.39	3.5	A
7	392.0	0.42	3.9	A
8	391.0	0.40	3.7	A
9	410.0	0.46	4.1	A
10	398.0	0.44	4.0	A
Average:	399.0	0.45	4.1	A

SB TR on NC 86 (MLK Jr. Blvd): Superlink ID 513

1	421.0	0.47	4.0	A
2	415.0	0.52	4.5	A
3	416.0	0.44	3.8	A
4	434.0	0.50	4.1	A
5	429.0	0.51	4.3	A
6	422.0	0.44	3.7	A
7	437.0	0.46	3.8	A
8	430.0	0.40	3.3	A
9	413.0	0.45	4.0	A
10	425.0	0.48	4.0	A

Intersection Level of Service by Lane Group

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED

NODE: 71031

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	424.0	0.47	4.0	A

WB L on Hillsborough Street: Superlink ID 515

1	28.0	0.43	55.2	E
2	28.0	0.45	57.4	E
3	29.0	0.50	61.6	E
4	29.0	0.38	47.4	D
5	29.0	0.45	56.1	E
6	29.0	0.51	62.9	E
7	29.0	0.36	45.3	D
8	27.0	0.44	59.2	E
9	29.0	0.51	63.0	E
10	29.0	0.38	47.0	D
Average:	28.0	0.44	55.5	E

WB TR on Hillsborough Street: Superlink ID 515

1	137.0	0.67	17.6	B
2	140.0	0.88	22.7	C
3	137.0	0.77	20.3	C
4	137.0	1.03	27.2	C
5	135.0	1.01	27.1	C
6	136.0	0.73	19.4	B
7	138.0	0.81	21.0	C
8	139.0	1.01	26.1	C
9	133.0	0.78	21.1	C
10	137.0	0.83	21.8	C
Average:	136.0	0.85	22.4	C

PRITCHARD AVENUE EXT. & UMSTEAD DR -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
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NEB TR on Umstead Dr: Superlink ID 517

1	93.0	0.12	4.5	A
2	96.0	0.13	4.7	A
3	99.0	0.13	4.7	A
4	94.0	0.12	4.8	A
5	94.0	0.12	4.7	A
6	90.0	0.11	4.5	A
7	96.0	0.13	4.8	A
8	79.0	0.10	4.5	A
9	87.0	0.11	4.7	A
10	95.0	0.13	4.9	A
Average:	92.0	0.12	4.7	A

NWB LR on Pritchard Avenue Ext.: Superlink ID 516

1	37.0	0.05	4.4	A
2	40.0	0.06	5.0	A

Intersection Level of Service by Lane Group

PRITCHARD AVENUE EXT. & UMSTEAD DR -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	36.0	0.05	5.0	A
4	38.0	0.05	5.1	A
5	38.0	0.05	4.4	A
6	35.0	0.04	4.5	A
7	36.0	0.04	4.4	A
8	37.0	0.04	4.3	A
9	38.0	0.05	4.3	A
10	41.0	0.05	4.2	A
Average:	37.0	0.05	4.6	A

SWB LT on Umstead Dr: Superlink ID 514

1	49.0	0.06	4.7	A
2	53.0	0.08	5.3	A
3	51.0	0.07	5.2	A
4	54.0	0.07	4.7	A
5	53.0	0.08	5.3	A
6	49.0	0.06	4.7	A
7	59.0	0.08	4.9	A
8	53.0	0.07	4.5	A
9	48.0	0.07	5.0	A
10	49.0	0.07	4.9	A
Average:	51.0	0.07	4.9	A

UMSTEAD DR & VILLAGE DR -- UNSIGNALIZED

NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Umstead Dr: Superlink ID 518				
1	70.0	0.09	4.7	A
2	74.0	0.10	5.0	A
3	73.0	0.12	5.7	A
4	73.0	0.10	4.9	A
5	73.0	0.10	4.8	A
6	73.0	0.10	5.0	A
7	75.0	0.10	5.0	A
8	69.0	0.09	4.7	A
9	73.0	0.11	5.6	A
10	74.0	0.11	5.3	A
Average:	72.0	0.10	5.1	A

NB LR on Village Dr: Superlink ID 519

1	24.0	0.02	2.9	A
2	20.0	0.02	2.8	A
3	26.0	0.02	2.5	A
4	23.0	0.02	2.7	A
5	24.0	0.02	2.8	A
6	22.0	0.01	2.2	A
7	23.0	0.02	2.6	A

Intersection Level of Service by Lane Group

UMSTEAD DR & VILLAGE DR -- UNSIGNALIZED

NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	14.0	0.01	2.5	A
9	18.0	0.01	2.6	A
10	20.0	0.02	2.7	A
Average:	21.0	0.02	2.6	A

WB LT on Umstead Dr: Superlink ID 517

1	50.0	0.06	4.5	A
2	63.0	0.09	5.1	A
3	50.0	0.07	5.3	A
4	61.0	0.08	4.6	A
5	54.0	0.08	5.4	A
6	54.0	0.08	5.0	A
7	57.0	0.08	4.9	A
8	56.0	0.08	4.9	A
9	51.0	0.08	5.4	A
10	55.0	0.07	4.6	A
Average:	55.0	0.08	5.0	A

Intersection Level of Service by Lane Group

Project: Jay Street Apartments TIA
 Scenario: Jay Street TIA - 2025 - No-Build - AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: --

Intersection Level of Service by Lane Group - Avg Control Delay

ESTES DR & VILLAGE DR

NODE: 11

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB TR	Estes Dr	523	0.0	0.0	0.0	0.0	10
NWB LR	Village Dr	520	11.9	2.4	8.6	16.1	10
SWB LT	Estes Dr	522	0.3	0.2	0.1	0.7	10

JAY STREET & SITE DRIVEWAY

NODE: 7

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Jay Street	521	0.0	0.0	0.0	0.0	9
WB LT	Jay Street	524	0.0	0.0	0.0	0.0	10

JAY STREET & VILLAGE DR

NODE: 8

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Village Dr	520	0.0	0.0	0.0	0.0	10
NB LR	Jay Street	521	3.5	0.3	3.1	3.9	10
SWB LT	Village Dr	519	0.0	0.0	0.0	0.0	10

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Umstead Dr	514	60.8	7.7	49.3	77.2	10
EB TR	Umstead Dr	514	44.0	5.0	38.3	55.6	10
NB L	NC 86 (MLK Jr. Blvd)	414	22.8	7.3	11.6	32.2	10
NB T	NC 86 (MLK Jr. Blvd)	414	8.5	0.5	7.7	9.3	10
NB TR	NC 86 (MLK Jr. Blvd)	414	8.0	0.6	6.9	8.6	10
SB L	NC 86 (MLK Jr. Blvd)	513	8.5	1.0	7.0	10.4	10
SB T	NC 86 (MLK Jr. Blvd)	513	4.1	0.4	3.5	4.8	10
SB TR	NC 86 (MLK Jr. Blvd)	513	4.0	0.3	3.3	4.5	10
WB L	Hillsborough Street	515	55.5	6.7	45.3	63.0	10
WB TR	Hillsborough Street	515	22.4	3.3	17.6	27.2	10

PRITCHARD AVENUE EXT. & UMSTEAD DR

NODE: 3

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB TR	Umstead Dr	517	4.7	0.1	4.5	4.9	10
NWB LR	Pritchard Avenue Ext.	516	4.6	0.3	4.2	5.1	10
SWB LT	Umstead Dr	514	4.9	0.3	4.5	5.3	10

UMSTEAD DR & VILLAGE DR

NODE: 6

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Umstead Dr	518	5.1	0.4	4.7	5.7	10

Intersection Level of Service by Lane Group

UMSTEAD DR & VILLAGE DR

NODE: 6

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB LR	Village Dr	519	2.6	0.2	2.2	2.9	10
WB LT	Umstead Dr	517	5.0	0.3	4.5	5.4	10

**2025 Traffic Without Site
Noon Peak Hour**

Project: Jay Street Apartments TIA
 Scenario: Jay Street TIA - 2025 - No-Build - NN
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 12:00:00 - 13:00:00
 Interval: Summary
 Selection: --

Intersection Level of Service by Lane Group - Overview

ESTES DR & VILLAGE DR -- UNSIGNALIZED

NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB TR on Estes Dr: Superlink ID 523				
1	7.0	0.00	0.0	A
2	4.0	0.00	0.0	A
3	4.0	0.00	0.0	A
4	5.0	0.00	0.0	A
5	2.0	0.00	0.0	A
6	2.0	0.00	0.0	A
7	4.0	0.00	0.0	A
8	8.0	0.00	0.0	A
9	5.0	0.00	0.0	A
10	6.0	0.00	0.0	A
Average:	4.0	0.00	0.0	A

NWB LR on Village Dr: Superlink ID 520

1	471.0	0.50	3.8	A
2	465.0	0.50	3.8	A
3	467.0	0.51	4.0	A
4	465.0	0.41	3.2	A
5	469.0	0.52	4.0	A
6	466.0	0.41	3.1	A
7	466.0	0.53	4.1	A
8	462.0	0.54	4.2	A
9	473.0	0.43	3.3	A
10	469.0	0.49	3.8	A
Average:	467.0	0.48	3.7	A

SWB LT on Estes Dr: Superlink ID 522

1	455.0	0.00	0.0	A
2	459.0	0.00	0.0	A
3	453.0	0.00	0.0	A
4	455.0	0.00	0.0	A
5	454.0	0.00	0.0	A
6	455.0	0.00	0.0	A
7	457.0	0.00	0.0	A
8	454.0	0.00	0.0	A
9	455.0	0.00	0.0	A
10	453.0	0.00	0.0	A
Average:	455.0	0.00	0.0	A

Intersection Level of Service by Lane Group

JAY STREET & SITE DRIVEWAY -- UNSIGNALIZED

NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Jay Street: Superlink ID 521				
1	9.0	0.00	0.0	A
2	9.0	0.00	0.0	A
3	8.0	0.00	0.0	A
4	14.0	0.00	0.0	A
5	8.0	0.00	0.0	A
6	10.0	0.00	0.0	A
7	9.0	0.00	0.0	A
8	15.0	0.00	0.0	A
9	14.0	0.00	0.0	A
10	9.0	0.00	0.0	A
Average:	10.0	0.00	0.0	A

NB LR on Site Driveway: Superlink ID 525

1	0.0	0.00	--	--
2	0.0	0.00	--	--
3	0.0	0.00	--	--
4	0.0	0.00	--	--
5	0.0	0.00	--	--
6	0.0	0.00	--	--
7	0.0	0.00	--	--
8	0.0	0.00	--	--
9	0.0	0.00	--	--
10	0.0	0.00	--	--
Average:	0.0	0.00	--	--

WB LT on Jay Street: Superlink ID 524

1	449.0	0.00	0.0	A
2	452.0	0.00	0.0	A
3	452.0	0.00	0.0	A
4	450.0	0.00	0.0	A
5	454.0	0.00	0.0	A
6	453.0	0.00	0.0	A
7	454.0	0.00	0.0	A
8	454.0	0.00	0.0	A
9	457.0	0.00	0.0	A
10	450.0	0.00	0.0	A
Average:	452.0	0.00	0.0	A

JAY STREET & VILLAGE DR -- UNSIGNALIZED

NODE: 8

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Village Dr: Superlink ID 520				
1	20.0	0.00	0.0	A
2	20.0	0.00	0.0	A
3	13.0	0.00	0.0	A
4	17.0	0.00	0.0	A

Intersection Level of Service by Lane Group

JAY STREET & VILLAGE DR -- UNSIGNALIZED

NODE: 8

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	13.0	0.00	0.0	A
6	14.0	0.00	0.0	A
7	18.0	0.00	0.0	A
8	20.0	0.00	0.0	A
9	16.0	0.00	0.0	A
10	17.0	0.00	0.0	A
Average:	16.0	0.00	0.0	A

NB LR on Jay Street: Superlink ID 521

1	449.0	0.59	4.7	A
2	451.0	0.59	4.7	A
3	452.0	0.58	4.6	A
4	450.0	0.60	4.8	A
5	453.0	0.57	4.6	A
6	453.0	0.56	4.4	A
7	455.0	0.61	4.9	A
8	453.0	0.60	4.8	A
9	457.0	0.59	4.6	A
10	451.0	0.55	4.4	A
Average:	452.0	0.58	4.7	A

SWB LT on Village Dr: Superlink ID 519

1	24.0	0.00	0.0	A
2	21.0	0.00	0.0	A
3	18.0	0.00	0.0	A
4	24.0	0.00	0.0	A
5	23.0	0.00	0.1	A
6	23.0	0.00	0.0	A
7	19.0	0.00	0.0	A
8	23.0	0.00	0.0	A
9	30.0	0.00	0.2	A
10	21.0	0.00	0.1	A
Average:	22.0	0.00	0.0	A

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED

NODE: 71031

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Umstead Dr: Superlink ID 514				
1	20.0	0.37	66.8	E
2	21.0	0.41	70.3	E
3	22.0	0.52	85.9	F
4	21.0	0.63	108.7	F
5	17.0	0.38	81.2	F
6	17.0	0.50	106.1	F
7	24.0	0.58	87.4	F
8	25.0	0.46	66.8	E
9	22.0	0.34	54.8	D

Intersection Level of Service by Lane Group

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED

NODE: 71031

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	23.0	0.49	76.3	E
Average:	21.0	0.47	80.4	F

EB TR on Umstead Dr: Superlink ID 514

1	61.0	0.52	30.8	C
2	64.0	0.55	31.2	C
3	59.0	0.66	40.3	D
4	58.0	0.64	39.9	D
5	59.0	0.36	22.0	C
6	60.0	0.51	30.4	C
7	62.0	0.67	39.2	D
8	58.0	0.53	32.6	C
9	60.0	0.51	30.4	C
10	55.0	0.49	32.3	C
Average:	59.0	0.54	32.9	C

NB L on NC 86 (MLK Jr. Blvd): Superlink ID 414

1	25.0	0.10	15.0	B
2	24.0	0.15	21.9	C
3	23.0	0.08	12.0	B
4	22.0	0.15	24.2	C
5	24.0	0.08	11.7	B
6	27.0	0.11	14.3	B
7	22.0	0.15	24.6	C
8	25.0	0.14	20.6	C
9	24.0	0.17	25.6	C
10	22.0	0.09	15.1	B
Average:	23.0	0.12	18.5	B

NB T on NC 86 (MLK Jr. Blvd): Superlink ID 414

1	274.0	0.80	10.5	B
2	281.0	0.82	10.5	B
3	286.0	0.89	11.2	B
4	278.0	0.75	9.7	A
5	282.0	0.77	9.8	A
6	288.0	0.81	10.1	B
7	282.0	0.74	9.4	A
8	285.0	0.77	9.7	A
9	278.0	0.76	9.8	A
10	287.0	0.81	10.2	B
Average:	282.0	0.79	10.1	B

NB TR on NC 86 (MLK Jr. Blvd): Superlink ID 414

1	319.0	0.84	9.5	A
2	308.0	0.85	9.9	A
3	305.0	0.87	10.3	B

Intersection Level of Service by Lane Group

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED **NODE: 71031**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	315.0	0.84	9.6	A
5	312.0	0.86	9.9	A
6	303.0	0.81	9.6	A
7	308.0	0.77	9.0	A
8	309.0	0.77	9.0	A
9	314.0	0.82	9.4	A
10	308.0	0.76	8.8	A
Average:	310.0	0.82	9.5	A

SB L on NC 86 (MLK Jr. Blvd): Superlink ID 513

1	175.0	0.62	12.8	B
2	173.0	0.47	9.9	A
3	175.0	0.61	12.5	B
4	173.0	0.51	10.7	B
5	175.0	0.55	11.4	B
6	173.0	0.56	11.6	B
7	171.0	0.55	11.5	B
8	175.0	0.54	11.0	B
9	177.0	0.53	10.7	B
10	175.0	0.51	10.5	B
Average:	174.0	0.55	11.3	B

SB T on NC 86 (MLK Jr. Blvd): Superlink ID 513

1	284.0	0.45	5.7	A
2	270.0	0.37	5.0	A
3	275.0	0.39	5.1	A
4	283.0	0.38	4.8	A
5	265.0	0.33	4.6	A
6	279.0	0.37	4.8	A
7	271.0	0.37	4.9	A
8	287.0	0.31	3.8	A
9	279.0	0.39	5.0	A
10	267.0	0.33	4.5	A
Average:	276.0	0.37	4.8	A

SB TR on NC 86 (MLK Jr. Blvd): Superlink ID 513

1	285.0	0.41	5.2	A
2	302.0	0.36	4.3	A
3	298.0	0.49	5.9	A
4	285.0	0.43	5.4	A
5	304.0	0.40	4.7	A
6	292.0	0.34	4.2	A
7	297.0	0.39	4.7	A
8	288.0	0.32	4.0	A
9	293.0	0.38	4.7	A
10	308.0	0.37	4.3	A

Intersection Level of Service by Lane Group

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED

NODE: 71031

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	295.0	0.39	4.7	A

WB L on Hillsborough Street: Superlink ID 515

1	56.0	0.76	49.1	D
2	56.0	0.84	54.0	D
3	55.0	0.75	49.3	D
4	56.0	0.78	49.8	D
5	54.0	0.79	52.8	D
6	57.0	0.94	59.1	E
7	57.0	0.77	48.6	D
8	57.0	0.85	53.4	D
9	55.0	0.84	55.0	D
10	55.0	0.79	51.8	D
Average:	55.0	0.81	52.3	D

WB TR on Hillsborough Street: Superlink ID 515

1	193.0	1.51	28.1	C
2	198.0	1.51	27.4	C
3	194.0	1.72	31.8	C
4	196.0	1.69	31.1	C
5	197.0	1.59	29.1	C
6	193.0	1.21	22.6	C
7	194.0	1.54	28.6	C
8	193.0	1.12	20.9	C
9	194.0	1.54	28.6	C
10	196.0	1.39	25.5	C
Average:	194.0	1.48	27.4	C

PRITCHARD AVENUE EXT. & UMSTEAD DR -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
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NEB TR on Umstead Dr: Superlink ID 517

1	62.0	0.08	4.6	A
2	70.0	0.10	4.9	A
3	71.0	0.09	4.7	A
4	61.0	0.08	4.4	A
5	59.0	0.08	4.7	A
6	60.0	0.08	4.6	A
7	72.0	0.09	4.7	A
8	64.0	0.08	4.6	A
9	67.0	0.09	4.8	A
10	64.0	0.09	5.0	A
Average:	65.0	0.09	4.7	A

NWB LR on Pritchard Avenue Ext.: Superlink ID 516

1	38.0	0.05	4.8	A
2	38.0	0.05	4.9	A

Intersection Level of Service by Lane Group

PRITCHARD AVENUE EXT. & UMSTEAD DR -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	32.0	0.04	4.8	A
4	38.0	0.05	4.8	A
5	35.0	0.04	4.5	A
6	30.0	0.04	4.4	A
7	35.0	0.04	4.4	A
8	34.0	0.04	4.6	A
9	40.0	0.05	4.7	A
10	32.0	0.04	4.1	A
Average:	35.0	0.04	4.6	A

SWB LT on Umstead Dr: Superlink ID 514

1	71.0	0.10	5.3	A
2	74.0	0.11	5.5	A
3	70.0	0.10	5.3	A
4	65.0	0.09	5.0	A
5	68.0	0.09	5.0	A
6	71.0	0.09	4.7	A
7	66.0	0.10	5.7	A
8	74.0	0.10	4.8	A
9	73.0	0.12	5.7	A
10	73.0	0.10	5.0	A
Average:	70.0	0.10	5.2	A

UMSTEAD DR & VILLAGE DR -- UNSIGNALIZED

NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Umstead Dr: Superlink ID 518				
1	64.0	0.09	5.2	A
2	61.0	0.08	4.8	A
3	60.0	0.09	5.2	A
4	55.0	0.08	5.4	A
5	57.0	0.07	4.7	A
6	58.0	0.07	4.6	A
7	55.0	0.08	5.4	A
8	59.0	0.08	5.1	A
9	58.0	0.08	5.2	A
10	57.0	0.08	5.3	A
Average:	58.0	0.08	5.1	A

NB LR on Village Dr: Superlink ID 519

1	16.0	0.01	1.7	A
2	24.0	0.02	2.4	A
3	19.0	0.01	2.8	A
4	18.0	0.01	1.8	A
5	14.0	0.01	2.3	A
6	13.0	0.01	2.9	A
7	23.0	0.02	2.6	A

Intersection Level of Service by Lane Group

UMSTEAD DR & VILLAGE DR -- UNSIGNALIZED

NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	19.0	0.01	2.3	A
9	20.0	0.02	2.7	A
10	21.0	0.02	3.5	A
Average:	18.0	0.01	2.5	A

WB LT on Umstead Dr: Superlink ID 517

1	75.0	0.11	5.3	A
2	77.0	0.11	5.3	A
3	71.0	0.11	5.3	A
4	73.0	0.10	4.7	A
5	71.0	0.09	4.8	A
6	74.0	0.10	5.1	A
7	72.0	0.11	5.3	A
8	75.0	0.10	4.9	A
9	81.0	0.14	6.0	A
10	76.0	0.10	4.6	A
Average:	74.0	0.11	5.1	A

Intersection Level of Service by Lane Group

Project: Jay Street Apartments TIA
 Scenario: Jay Street TIA - 2025 - No-Build - NN
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 12:00:00 - 13:00:00
 Interval: Summary
 Selection: --

Intersection Level of Service by Lane Group - Avg Control Delay

ESTES DR & VILLAGE DR

NODE: 11

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB TR	Estes Dr	523	0.0	0.0	0.0	0.0	10
NWB LR	Village Dr	520	3.7	0.4	3.1	4.2	10
SWB LT	Estes Dr	522	0.0	0.0	0.0	0.0	10

JAY STREET & SITE DRIVEWAY

NODE: 7

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Jay Street	521	0.0	0.0	0.0	0.0	10
WB LT	Jay Street	524	0.0	0.0	0.0	0.0	10

JAY STREET & VILLAGE DR

NODE: 8

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Village Dr	520	0.0	0.0	0.0	0.0	10
NB LR	Jay Street	521	4.7	0.2	4.4	4.9	10
SWB LT	Village Dr	519	0.0	0.1	0.0	0.2	10

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Umstead Dr	514	80.4	17.3	54.8	108.7	10
EB TR	Umstead Dr	514	32.9	5.6	22.0	40.3	10
NB L	NC 86 (MLK Jr. Blvd)	414	18.5	5.4	11.7	25.6	10
NB T	NC 86 (MLK Jr. Blvd)	414	10.1	0.5	9.4	11.2	10
NB TR	NC 86 (MLK Jr. Blvd)	414	9.5	0.5	8.8	10.3	10
SB L	NC 86 (MLK Jr. Blvd)	513	11.3	0.9	9.9	12.8	10
SB T	NC 86 (MLK Jr. Blvd)	513	4.8	0.5	3.8	5.7	10
SB TR	NC 86 (MLK Jr. Blvd)	513	4.7	0.6	4.0	5.9	10
WB L	Hillsborough Street	515	52.3	3.3	48.6	59.1	10
WB TR	Hillsborough Street	515	27.4	3.5	20.9	31.8	10

PRITCHARD AVENUE EXT. & UMSTEAD DR

NODE: 3

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB TR	Umstead Dr	517	4.7	0.2	4.4	5.0	10
NWB LR	Pritchard Avenue Ext.	516	4.6	0.2	4.1	4.9	10
SWB LT	Umstead Dr	514	5.2	0.4	4.7	5.7	10

UMSTEAD DR & VILLAGE DR

NODE: 6

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Umstead Dr	518	5.1	0.3	4.6	5.4	10

Intersection Level of Service by Lane Group

UMSTEAD DR & VILLAGE DR

NODE: 6

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB LR	Village Dr	519	2.5	0.5	1.7	3.5	10
WB LT	Umstead Dr	517	5.1	0.4	4.6	6.0	10

**2025 Traffic Without Site
PM Peak Hour**

Project: Jay Street Apartments TIA
 Scenario: Jay Street TIA - 2025 - No-Build - PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 17:00:00 - 18:00:00
 Interval: Summary
 Selection: --

Intersection Level of Service by Lane Group - Overview

ESTES DR & VILLAGE DR -- UNSIGNALIZED

NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB TR on Estes Dr: Superlink ID 523				
1	614.0	0.00	0.0	A
2	613.0	0.00	0.0	A
3	608.0	0.00	0.0	A
4	617.0	0.00	0.0	A
5	609.0	0.00	0.0	A
6	612.0	0.00	0.0	A
7	607.0	0.00	0.0	A
8	612.0	0.00	0.0	A
9	614.0	0.00	0.0	A
10	613.0	0.00	0.0	A
Average:	611.0	0.00	0.0	A

NWB LR on Village Dr: Superlink ID 520

1	34.0	0.14	14.7	B
2	35.0	0.20	20.5	C
3	37.0	0.17	16.3	C
4	44.0	0.19	15.5	C
5	40.0	0.21	18.8	C
6	38.0	0.22	21.2	C
7	37.0	0.18	17.3	C
8	41.0	0.17	14.8	B
9	43.0	0.21	17.5	C
10	35.0	0.11	11.0	B
Average:	38.0	0.18	16.8	C

SWB LT on Estes Dr: Superlink ID 522

1	676.0	0.08	0.4	A
2	682.0	0.08	0.4	A
3	679.0	0.04	0.2	A
4	680.0	0.15	0.8	A
5	681.0	0.07	0.4	A
6	678.0	0.07	0.4	A
7	679.0	0.15	0.8	A
8	683.0	0.11	0.6	A
9	677.0	0.06	0.3	A
10	679.0	0.08	0.4	A
Average:	679.0	0.09	0.5	A

Intersection Level of Service by Lane Group

JAY STREET & SITE DRIVEWAY -- UNSIGNALIZED

NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Jay Street: Superlink ID 521				
1	19.0	0.00	0.0	A
2	24.0	0.00	0.0	A
3	22.0	0.00	0.0	A
4	22.0	0.00	0.0	A
5	17.0	0.00	0.0	A
6	19.0	0.00	0.0	A
7	17.0	0.00	0.0	A
8	22.0	0.00	0.0	A
9	21.0	0.00	0.0	A
10	20.0	0.00	0.0	A
Average:	20.0	0.00	0.0	A

NB LR on Site Driveway: Superlink ID 525

1	0.0	0.00	--	--
2	0.0	0.00	--	--
3	0.0	0.00	--	--
4	0.0	0.00	--	--
5	0.0	0.00	--	--
6	0.0	0.00	--	--
7	0.0	0.00	--	--
8	0.0	0.00	--	--
9	0.0	0.00	--	--
10	0.0	0.00	--	--
Average:	0.0	0.00	--	--

WB LT on Jay Street: Superlink ID 524

1	11.0	0.00	0.0	A
2	18.0	0.00	0.0	A
3	16.0	0.00	0.0	A
4	12.0	0.00	0.0	A
5	14.0	0.00	0.0	A
6	12.0	0.00	0.0	A
7	15.0	0.00	0.0	A
8	18.0	0.00	0.0	A
9	16.0	0.00	0.0	A
10	15.0	0.00	0.0	A
Average:	14.0	0.00	0.0	A

JAY STREET & VILLAGE DR -- UNSIGNALIZED

NODE: 8

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Village Dr: Superlink ID 520				
1	25.0	0.00	0.0	A
2	26.0	0.00	0.0	A
3	21.0	0.00	0.0	A
4	29.0	0.00	0.0	A

Intersection Level of Service by Lane Group

JAY STREET & VILLAGE DR -- UNSIGNALIZED

NODE: 8

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	21.0	0.00	0.0	A
6	25.0	0.00	0.0	A
7	20.0	0.00	0.0	A
8	29.0	0.00	0.0	A
9	24.0	0.00	0.0	A
10	26.0	0.00	0.0	A
Average:	24.0	0.00	0.0	A

NB LR on Jay Street: Superlink ID 521

1	11.0	0.01	3.6	A
2	18.0	0.02	3.4	A
3	15.0	0.01	3.5	A
4	11.0	0.01	3.4	A
5	14.0	0.02	4.3	A
6	12.0	0.01	3.3	A
7	13.0	0.01	3.7	A
8	17.0	0.02	3.8	A
9	15.0	0.01	3.3	A
10	14.0	0.01	3.6	A
Average:	14.0	0.01	3.6	A

SWB LT on Village Dr: Superlink ID 519

1	31.0	0.00	0.2	A
2	34.0	0.00	0.1	A
3	36.0	0.00	0.0	A
4	38.0	0.00	0.0	A
5	33.0	0.00	0.1	A
6	32.0	0.00	0.0	A
7	29.0	0.00	0.0	A
8	37.0	0.00	0.0	A
9	40.0	0.00	0.2	A
10	31.0	0.00	0.1	A
Average:	34.0	0.00	0.1	A

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED

NODE: 71031

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Umstead Dr: Superlink ID 514				
1	32.0	1.14	127.8	F
2	30.0	1.29	154.2	F
3	33.0	1.13	123.2	F
4	31.0	1.10	127.7	F
5	30.0	1.79	214.8	F
6	29.0	1.33	165.0	F
7	30.0	1.69	203.2	F
8	36.0	1.66	165.9	F
9	27.0	1.37	182.8	F

Intersection Level of Service by Lane Group

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED **NODE: 71031**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	31.0	1.18	136.6	F
Average:	30.0	1.37	160.1	F

EB TR on Umstead Dr: Superlink ID 514

1	80.0	0.57	25.6	C
2	80.0	0.53	24.0	C
3	79.0	0.64	29.1	C
4	81.0	0.55	24.6	C
5	80.0	0.67	30.1	C
6	78.0	0.58	26.9	C
7	80.0	0.82	36.9	D
8	79.0	0.64	29.1	C
9	85.0	0.76	32.0	C
10	74.0	0.49	23.8	C
Average:	79.0	0.63	28.2	C

NB L on NC 86 (MLK Jr. Blvd): Superlink ID 414

1	30.0	0.28	33.7	C
2	28.0	0.20	26.0	C
3	30.0	0.38	45.9	D
4	31.0	0.30	35.3	D
5	26.0	0.26	36.4	D
6	33.0	0.31	33.5	C
7	25.0	0.25	35.5	D
8	29.0	0.28	34.2	C
9	32.0	0.26	29.0	C
10	31.0	0.24	28.1	C
Average:	29.0	0.28	33.8	C

NB T on NC 86 (MLK Jr. Blvd): Superlink ID 414

1	486.0	2.87	21.2	C
2	511.0	2.84	20.0	C
3	507.0	2.82	20.0	C
4	497.0	2.83	20.5	C
5	509.0	2.91	20.6	C
6	483.0	2.83	21.1	C
7	500.0	3.01	21.7	C
8	496.0	2.89	21.0	C
9	493.0	2.88	21.0	C
10	494.0	2.85	20.8	C
Average:	497.0	2.87	20.8	C

NB TR on NC 86 (MLK Jr. Blvd): Superlink ID 414

1	538.0	2.97	19.9	B
2	514.0	3.01	21.1	C
3	520.0	2.94	20.4	C

Intersection Level of Service by Lane Group

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED **NODE: 71031**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	527.0	2.93	20.0	C
5	516.0	3.02	21.1	C
6	537.0	2.92	19.6	B
7	525.0	2.97	20.4	C
8	528.0	3.04	20.8	C
9	530.0	2.91	19.7	B
10	529.0	3.18	21.7	C
Average:	526.0	2.99	20.5	C

SB L on NC 86 (MLK Jr. Blvd): Superlink ID 513

1	137.0	1.37	36.0	D
2	137.0	1.43	37.7	D
3	139.0	1.43	36.9	D
4	139.0	1.31	34.0	C
5	138.0	1.42	37.0	D
6	137.0	1.41	37.2	D
7	138.0	1.36	35.5	D
8	139.0	1.41	36.5	D
9	138.0	1.57	41.0	D
10	139.0	1.34	34.8	C
Average:	138.0	1.41	36.7	D

SB T on NC 86 (MLK Jr. Blvd): Superlink ID 513

1	299.0	0.92	11.1	B
2	311.0	0.91	10.5	B
3	303.0	0.92	10.9	B
4	295.0	0.94	11.5	B
5	318.0	0.96	10.9	B
6	299.0	0.91	10.9	B
7	300.0	1.00	12.0	B
8	310.0	0.93	10.8	B
9	317.0	0.96	10.9	B
10	311.0	0.95	11.0	B
Average:	306.0	0.94	11.1	B

SB TR on NC 86 (MLK Jr. Blvd): Superlink ID 513

1	347.0	1.07	11.1	B
2	335.0	0.93	10.0	A
3	340.0	0.93	9.9	A
4	347.0	0.98	10.1	B
5	323.0	0.98	10.9	B
6	346.0	1.00	10.4	B
7	343.0	0.98	10.2	B
8	331.0	0.99	10.7	B
9	329.0	0.90	9.9	A
10	329.0	0.97	10.6	B

Intersection Level of Service by Lane Group

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED

NODE: 71031

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	337.0	0.97	10.4	B

WB L on Hillsborough Street: Superlink ID 515

1	62.0	0.58	33.7	C
2	64.0	0.67	37.7	D
3	63.0	0.62	35.2	D
4	59.0	0.56	34.0	C
5	61.0	0.66	39.2	D
6	61.0	0.63	37.4	D
7	60.0	0.67	40.0	D
8	62.0	0.62	35.9	D
9	61.0	0.78	46.0	D
10	60.0	0.56	33.7	C
Average:	61.0	0.64	37.3	D

WB TR on Hillsborough Street: Superlink ID 515

1	357.0	3.30	33.3	C
2	356.0	3.05	30.9	C
3	362.0	2.72	27.1	C
4	360.0	2.52	25.2	C
5	357.0	3.20	32.3	C
6	359.0	2.98	29.9	C
7	351.0	3.20	32.8	C
8	362.0	2.87	28.6	C
9	364.0	3.24	32.0	C
10	363.0	3.22	31.9	C
Average:	359.0	3.03	30.4	C

PRITCHARD AVENUE EXT. & UMSTEAD DR -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
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NEB TR on Umstead Dr: Superlink ID 517

1	96.0	0.14	5.2	A
2	98.0	0.13	4.8	A
3	93.0	0.13	4.9	A
4	95.0	0.14	5.1	A
5	89.0	0.14	5.7	A
6	92.0	0.12	4.7	A
7	93.0	0.12	4.7	A
8	101.0	0.14	5.2	A
9	100.0	0.14	5.2	A
10	93.0	0.14	5.3	A
Average:	95.0	0.13	5.1	A

NWB LR on Pritchard Avenue Ext.: Superlink ID 516

1	46.0	0.06	5.0	A
2	49.0	0.07	4.8	A

Intersection Level of Service by Lane Group

PRITCHARD AVENUE EXT. & UMSTEAD DR -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	48.0	0.07	5.3	A
4	49.0	0.07	4.9	A
5	49.0	0.07	4.9	A
6	44.0	0.06	5.2	A
7	52.0	0.07	4.6	A
8	46.0	0.06	4.7	A
9	47.0	0.07	5.1	A
10	46.0	0.06	4.8	A
Average:	47.0	0.07	4.9	A

SWB LT on Umstead Dr: Superlink ID 514

1	95.0	0.15	5.6	A
2	93.0	0.13	5.1	A
3	99.0	0.16	5.6	A
4	97.0	0.15	5.7	A
5	91.0	0.13	5.2	A
6	99.0	0.17	6.0	A
7	89.0	0.13	5.2	A
8	100.0	0.16	5.9	A
9	104.0	0.15	5.3	A
10	97.0	0.15	5.5	A
Average:	96.0	0.15	5.5	A

UMSTEAD DR & VILLAGE DR -- UNSIGNALIZED

NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Umstead Dr: Superlink ID 518				
1	97.0	0.14	5.4	A
2	95.0	0.14	5.4	A
3	99.0	0.16	5.7	A
4	96.0	0.13	4.9	A
5	96.0	0.15	5.8	A
6	93.0	0.14	5.4	A
7	96.0	0.15	5.6	A
8	98.0	0.17	6.1	A
9	99.0	0.16	5.9	A
10	95.0	0.15	5.5	A
Average:	96.0	0.15	5.6	A

NB LR on Village Dr: Superlink ID 519

1	28.0	0.02	2.8	A
2	30.0	0.02	2.4	A
3	22.0	0.01	2.4	A
4	26.0	0.02	2.2	A
5	18.0	0.01	2.9	A
6	23.0	0.02	2.6	A
7	22.0	0.02	2.8	A

Intersection Level of Service by Lane Group

UMSTEAD DR & VILLAGE DR -- UNSIGNALIZED

NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	34.0	0.03	3.0	A
9	29.0	0.02	2.8	A
10	26.0	0.02	2.7	A
Average:	25.0	0.02	2.7	A

WB LT on Umstead Dr: Superlink ID 517

1	99.0	0.14	5.2	A
2	108.0	0.15	5.0	A
3	107.0	0.16	5.3	A
4	109.0	0.16	5.3	A
5	104.0	0.14	5.0	A
6	101.0	0.15	5.4	A
7	104.0	0.15	5.2	A
8	108.0	0.17	5.7	A
9	109.0	0.15	5.1	A
10	104.0	0.14	4.9	A
Average:	105.0	0.15	5.2	A

Intersection Level of Service by Lane Group

Project: Jay Street Apartments TIA
 Scenario: Jay Street TIA - 2025 - No-Build - PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 17:00:00 - 18:00:00
 Interval: Summary
 Selection: --

Intersection Level of Service by Lane Group - Avg Control Delay

ESTES DR & VILLAGE DR

NODE: 11

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB TR	Estes Dr	523	0.0	0.0	0.0	0.0	10
NWB LR	Village Dr	520	16.8	3.0	11.0	21.2	10
SWB LT	Estes Dr	522	0.5	0.2	0.2	0.8	10

JAY STREET & SITE DRIVEWAY

NODE: 7

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Jay Street	521	0.0	0.0	0.0	0.0	10
WB LT	Jay Street	524	0.0	0.0	0.0	0.0	10

JAY STREET & VILLAGE DR

NODE: 8

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Village Dr	520	0.0	0.0	0.0	0.0	10
NB LR	Jay Street	521	3.6	0.3	3.3	4.3	10
SWB LT	Village Dr	519	0.1	0.1	0.0	0.2	10

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Umstead Dr	514	160.1	32.4	123.2	214.8	10
EB TR	Umstead Dr	514	28.2	4.1	23.8	36.9	10
NB L	NC 86 (MLK Jr. Blvd)	414	33.8	5.5	26.0	45.9	10
NB T	NC 86 (MLK Jr. Blvd)	414	20.8	0.5	20.0	21.7	10
NB TR	NC 86 (MLK Jr. Blvd)	414	20.5	0.7	19.6	21.7	10
SB L	NC 86 (MLK Jr. Blvd)	513	36.7	1.9	34.0	41.0	10
SB T	NC 86 (MLK Jr. Blvd)	513	11.1	0.4	10.5	12.0	10
SB TR	NC 86 (MLK Jr. Blvd)	513	10.4	0.4	9.9	11.1	10
WB L	Hillsborough Street	515	37.3	3.8	33.7	46.0	10
WB TR	Hillsborough Street	515	30.4	2.7	25.2	33.3	10

PRITCHARD AVENUE EXT. & UMSTEAD DR

NODE: 3

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB TR	Umstead Dr	517	5.1	0.3	4.7	5.7	10
NWB LR	Pritchard Avenue Ext.	516	4.9	0.2	4.6	5.3	10
SWB LT	Umstead Dr	514	5.5	0.3	5.1	6.0	10

UMSTEAD DR & VILLAGE DR

NODE: 6

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Umstead Dr	518	5.6	0.3	4.9	6.1	10

Intersection Level of Service by Lane Group

UMSTEAD DR & VILLAGE DR

NODE: 6

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB LR	Village Dr	519	2.7	0.3	2.2	3.0	10
WB LT	Umstead Dr	517	5.2	0.2	4.9	5.7	10

**2025 Traffic With Site
AM Peak Hour**

Project: Jay Street Apartments TIA
 Scenario: Jay Street TIA - 2025 - Build - AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: --

Intersection Level of Service by Lane Group - Overview

ESTES DR & VILLAGE DR -- UNSIGNALIZED

NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB TR on Estes Dr: Superlink ID 523				
1	720.0	0.00	0.0	A
2	719.0	0.00	0.0	A
3	720.0	0.00	0.0	A
4	722.0	0.00	0.0	A
5	720.0	0.00	0.0	A
6	720.0	0.00	0.0	A
7	719.0	0.00	0.0	A
8	720.0	0.00	0.0	A
9	725.0	0.00	0.0	A
10	718.0	0.00	0.0	A
Average:	720.0	0.00	0.0	A

NWB LR on Village Dr: Superlink ID 520

1	39.0	0.11	9.9	A
2	37.0	0.12	12.0	B
3	36.0	0.10	9.6	A
4	43.0	0.17	14.0	B
5	35.0	0.14	14.5	B
6	38.0	0.12	11.5	B
7	36.0	0.12	12.4	B
8	39.0	0.09	8.7	A
9	37.0	0.11	10.7	B
10	33.0	0.10	10.6	B
Average:	37.0	0.12	11.4	B

SWB LT on Estes Dr: Superlink ID 522

1	415.0	0.07	0.6	A
2	414.0	0.01	0.1	A
3	414.0	0.06	0.5	A
4	419.0	0.03	0.2	A
5	414.0	0.08	0.7	A
6	414.0	0.03	0.2	A
7	416.0	0.10	0.8	A
8	417.0	0.02	0.2	A
9	410.0	0.03	0.2	A
10	420.0	0.06	0.5	A
Average:	415.0	0.05	0.4	A

Intersection Level of Service by Lane Group

JAY STREET & SITE DRIVEWAY -- UNSIGNALIZED

NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Jay Street: Superlink ID 521				
1	16.0	0.00	0.0	A
2	11.0	0.00	0.0	A
3	14.0	0.00	0.0	A
4	12.0	0.00	0.0	A
5	11.0	0.00	0.0	A
6	16.0	0.00	0.0	A
7	14.0	0.00	0.0	A
8	16.0	0.00	0.0	A
9	17.0	0.00	0.0	A
10	15.0	0.00	0.0	A
Average:	14.0	0.00	0.0	A

NB LR on Site Driveway: Superlink ID 525

1	15.0	0.01	1.5	A
2	16.0	0.01	1.6	A
3	13.0	0.01	2.0	A
4	11.0	0.01	1.8	A
5	11.0	0.01	2.0	A
6	10.0	0.00	1.5	A
7	15.0	0.01	2.4	A
8	11.0	0.01	2.5	A
9	12.0	0.01	1.9	A
10	14.0	0.01	2.4	A
Average:	12.0	0.01	2.0	A

WB LT on Jay Street: Superlink ID 524

1	11.0	0.00	0.0	A
2	9.0	0.00	0.0	A
3	12.0	0.00	0.0	A
4	11.0	0.00	0.0	A
5	9.0	0.00	0.0	A
6	14.0	0.00	0.0	A
7	9.0	0.00	0.0	A
8	12.0	0.00	0.0	A
9	12.0	0.00	0.0	A
10	14.0	0.00	0.0	A
Average:	11.0	0.00	0.0	A

JAY STREET & VILLAGE DR -- UNSIGNALIZED

NODE: 8

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Village Dr: Superlink ID 520				
1	15.0	0.00	0.0	A
2	10.0	0.00	0.0	A
3	15.0	0.00	0.0	A
4	22.0	0.00	0.0	A

Intersection Level of Service by Lane Group

JAY STREET & VILLAGE DR -- UNSIGNALIZED

NODE: 8

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	11.0	0.00	0.0	A
6	13.0	0.00	0.0	A
7	16.0	0.00	0.0	A
8	16.0	0.00	0.0	A
9	15.0	0.00	0.0	A
10	17.0	0.00	0.0	A
Average:	15.0	0.00	0.0	A

NB LR on Jay Street: Superlink ID 521

1	23.0	0.03	4.5	A
2	23.0	0.02	3.8	A
3	23.0	0.03	3.9	A
4	22.0	0.02	3.9	A
5	19.0	0.02	3.9	A
6	23.0	0.02	3.9	A
7	22.0	0.03	4.1	A
8	21.0	0.02	3.8	A
9	22.0	0.03	4.1	A
10	24.0	0.03	4.2	A
Average:	22.0	0.03	4.0	A

SWB LT on Village Dr: Superlink ID 519

1	31.0	0.00	0.0	A
2	21.0	0.00	0.0	A
3	24.0	0.00	0.0	A
4	31.0	0.00	0.0	A
5	28.0	0.00	0.1	A
6	30.0	0.00	0.0	A
7	22.0	0.00	0.0	A
8	31.0	0.00	0.1	A
9	31.0	0.00	0.0	A
10	21.0	0.00	0.0	A
Average:	27.0	0.00	0.0	A

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED

NODE: 71031

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Umstead Dr: Superlink ID 514				
1	28.0	0.47	60.3	E
2	29.0	0.47	58.7	E
3	28.0	0.35	44.8	D
4	31.0	0.55	63.6	E
5	27.0	0.38	50.3	D
6	29.0	0.47	58.6	E
7	28.0	0.34	44.1	D
8	30.0	0.36	42.7	D
9	31.0	0.62	71.7	E

Intersection Level of Service by Lane Group

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED **NODE: 71031**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	28.0	0.53	67.9	E
Average:	28.0	0.45	56.3	E

EB TR on Umstead Dr: Superlink ID 514

1	79.0	0.87	39.4	D
2	69.0	0.81	42.2	D
3	79.0	1.11	50.4	D
4	74.0	0.82	40.0	D
5	76.0	0.78	36.7	D
6	72.0	0.81	40.5	D
7	73.0	0.98	48.5	D
8	79.0	1.02	46.5	D
9	73.0	0.84	41.6	D
10	65.0	0.91	50.3	D
Average:	73.0	0.90	43.6	D

NB L on NC 86 (MLK Jr. Blvd): Superlink ID 414

1	12.0	0.07	20.4	C
2	14.0	0.15	37.4	D
3	10.0	0.07	25.3	C
4	12.0	0.07	20.5	C
5	10.0	0.06	20.4	C
6	9.0	0.04	17.8	B
7	12.0	0.10	29.3	C
8	11.0	0.06	18.0	B
9	6.0	0.05	32.7	C
10	10.0	0.04	12.8	B
Average:	10.0	0.07	23.5	C

NB T on NC 86 (MLK Jr. Blvd): Superlink ID 414

1	226.0	0.56	8.9	A
2	235.0	0.54	8.3	A
3	236.0	0.54	8.2	A
4	237.0	0.57	8.7	A
5	226.0	0.57	9.1	A
6	238.0	0.57	8.6	A
7	238.0	0.52	7.9	A
8	230.0	0.54	8.5	A
9	231.0	0.58	9.1	A
10	235.0	0.52	7.9	A
Average:	233.0	0.55	8.5	A

NB TR on NC 86 (MLK Jr. Blvd): Superlink ID 414

1	262.0	0.65	9.0	A
2	250.0	0.53	7.7	A
3	250.0	0.52	7.5	A

Intersection Level of Service by Lane Group

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED

NODE: 71031

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	247.0	0.59	8.7	A
5	259.0	0.58	8.1	A
6	249.0	0.58	8.4	A
7	249.0	0.61	8.8	A
8	254.0	0.51	7.3	A
9	255.0	0.59	8.4	A
10	253.0	0.52	7.4	A
Average:	252.0	0.57	8.1	A

SB L on NC 86 (MLK Jr. Blvd): Superlink ID 513

1	238.0	0.61	9.2	A
2	237.0	0.58	8.8	A
3	237.0	0.50	7.5	A
4	236.0	0.51	7.8	A
5	235.0	0.57	8.7	A
6	235.0	0.48	7.4	A
7	236.0	0.49	7.5	A
8	237.0	0.64	9.7	A
9	235.0	0.49	7.5	A
10	237.0	0.43	6.6	A
Average:	236.0	0.53	8.1	A

SB T on NC 86 (MLK Jr. Blvd): Superlink ID 513

1	391.0	0.40	3.7	A
2	407.0	0.42	3.7	A
3	389.0	0.39	3.6	A
4	409.0	0.54	4.8	A
5	391.0	0.43	4.0	A
6	402.0	0.46	4.1	A
7	412.0	0.49	4.3	A
8	390.0	0.47	4.4	A
9	398.0	0.52	4.7	A
10	397.0	0.42	3.8	A
Average:	398.0	0.45	4.1	A

SB TR on NC 86 (MLK Jr. Blvd): Superlink ID 513

1	437.0	0.48	4.0	A
2	415.0	0.43	3.7	A
3	431.0	0.41	3.4	A
4	414.0	0.51	4.4	A
5	433.0	0.49	4.0	A
6	425.0	0.46	3.9	A
7	416.0	0.46	4.0	A
8	430.0	0.53	4.5	A
9	423.0	0.50	4.2	A
10	428.0	0.39	3.3	A

Intersection Level of Service by Lane Group

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED

NODE: 71031

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	425.0	0.47	3.9	A

WB L on Hillsborough Street: Superlink ID 515

1	28.0	0.38	48.2	D
2	29.0	0.42	52.7	D
3	28.0	0.42	54.2	D
4	29.0	0.35	43.0	D
5	29.0	0.30	37.6	D
6	28.0	0.35	44.6	D
7	29.0	0.40	49.8	D
8	29.0	0.40	49.5	D
9	29.0	0.52	64.0	E
10	28.0	0.45	57.9	E
Average:	28.0	0.40	50.2	D

WB TR on Hillsborough Street: Superlink ID 515

1	131.0	0.83	22.7	C
2	139.0	0.96	24.8	C
3	134.0	1.12	30.2	C
4	138.0	0.95	24.9	C
5	139.0	0.97	25.0	C
6	141.0	1.08	27.5	C
7	135.0	0.96	25.5	C
8	141.0	0.85	21.7	C
9	146.0	1.46	36.1	D
10	131.0	0.83	22.9	C
Average:	137.0	1.00	26.1	C

PRITCHARD AVENUE EXT. & UMSTEAD DR -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
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NEB TR on Umstead Dr: Superlink ID 517

1	99.0	0.15	5.6	A
2	91.0	0.14	5.3	A
3	103.0	0.15	5.4	A
4	105.0	0.15	5.1	A
5	99.0	0.16	5.8	A
6	99.0	0.15	5.3	A
7	95.0	0.14	5.1	A
8	107.0	0.17	5.7	A
9	103.0	0.15	5.3	A
10	99.0	0.16	5.9	A
Average:	100.0	0.15	5.5	A

NWB LR on Pritchard Avenue Ext.: Superlink ID 516

1	39.0	0.06	5.2	A
2	36.0	0.05	5.5	A

Intersection Level of Service by Lane Group

PRITCHARD AVENUE EXT. & UMSTEAD DR -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	42.0	0.06	5.0	A
4	38.0	0.06	5.3	A
5	41.0	0.06	5.2	A
6	42.0	0.06	5.1	A
7	38.0	0.05	4.9	A
8	45.0	0.07	5.7	A
9	38.0	0.05	4.3	A
10	35.0	0.05	5.3	A
Average:	39.0	0.06	5.2	A

SWB LT on Umstead Dr: Superlink ID 514

1	56.0	0.08	5.1	A
2	60.0	0.09	5.1	A
3	55.0	0.08	5.1	A
4	64.0	0.10	5.8	A
5	55.0	0.08	5.5	A
6	59.0	0.09	5.4	A
7	57.0	0.09	5.9	A
8	58.0	0.09	5.8	A
9	57.0	0.08	5.3	A
10	51.0	0.07	5.2	A
Average:	57.0	0.09	5.4	A

UMSTEAD DR & VILLAGE DR -- UNSIGNALIZED

NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Umstead Dr: Superlink ID 518				
1	74.0	0.12	5.8	A
2	71.0	0.12	6.1	A
3	75.0	0.11	5.4	A
4	72.0	0.11	5.3	A
5	73.0	0.11	5.6	A
6	70.0	0.10	5.3	A
7	72.0	0.10	5.1	A
8	71.0	0.13	6.7	A
9	70.0	0.11	5.7	A
10	71.0	0.12	6.3	A
Average:	71.0	0.11	5.7	A

NB LR on Village Dr: Superlink ID 519

1	30.0	0.03	3.3	A
2	27.0	0.02	3.2	A
3	31.0	0.03	3.1	A
4	36.0	0.04	3.5	A
5	25.0	0.02	3.4	A
6	30.0	0.02	2.9	A
7	30.0	0.03	3.4	A

Intersection Level of Service by Lane Group

UMSTEAD DR & VILLAGE DR -- UNSIGNALIZED

NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	33.0	0.03	3.6	A
9	35.0	0.04	3.6	A
10	33.0	0.03	3.7	A
Average:	31.0	0.03	3.4	A

WB LT on Umstead Dr: Superlink ID 517

1	66.0	0.10	5.4	A
2	61.0	0.10	5.8	A
3	61.0	0.09	5.3	A
4	68.0	0.10	5.5	A
5	61.0	0.10	6.1	A
6	62.0	0.10	6.0	A
7	61.0	0.10	5.6	A
8	70.0	0.11	5.9	A
9	62.0	0.09	5.2	A
10	55.0	0.08	5.0	A
Average:	62.0	0.10	5.6	A

Intersection Level of Service by Lane Group

Project: Jay Street Apartments TIA
 Scenario: Jay Street TIA - 2025 - Build - AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: --

Intersection Level of Service by Lane Group - Avg Control Delay

ESTES DR & VILLAGE DR NODE: 11

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB TR	Estes Dr	523	0.0	0.0	0.0	0.0	10
NWB LR	Village Dr	520	11.4	1.9	8.7	14.5	10
SWB LT	Estes Dr	522	0.4	0.2	0.1	0.8	10

JAY STREET & SITE DRIVEWAY NODE: 7

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Jay Street	521	0.0	0.0	0.0	0.0	10
NB LR	Site Driveway	525	2.0	0.4	1.5	2.5	10
WB LT	Jay Street	524	0.0	0.0	0.0	0.0	10

JAY STREET & VILLAGE DR NODE: 8

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Village Dr	520	0.0	0.0	0.0	0.0	10
NB LR	Jay Street	521	4.0	0.2	3.8	4.5	10
SWB LT	Village Dr	519	0.0	0.0	0.0	0.1	10

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET NODE: 71031

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Umstead Dr	514	56.3	10.3	42.7	71.7	10
EB TR	Umstead Dr	514	43.6	4.9	36.7	50.4	10
NB L	NC 86 (MLK Jr. Blvd)	414	23.5	7.6	12.8	37.4	10
NB T	NC 86 (MLK Jr. Blvd)	414	8.5	0.4	7.9	9.1	10
NB TR	NC 86 (MLK Jr. Blvd)	414	8.1	0.6	7.3	9.0	10
SB L	NC 86 (MLK Jr. Blvd)	513	8.1	1.0	6.6	9.7	10
SB T	NC 86 (MLK Jr. Blvd)	513	4.1	0.4	3.6	4.8	10
SB TR	NC 86 (MLK Jr. Blvd)	513	3.9	0.4	3.3	4.5	10
WB L	Hillsborough Street	515	50.2	7.6	37.6	64.0	10
WB TR	Hillsborough Street	515	26.1	4.3	21.7	36.1	10

PRITCHARD AVENUE EXT. & UMSTEAD DR NODE: 3

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB TR	Umstead Dr	517	5.5	0.3	5.1	5.9	10
NWB LR	Pritchard Avenue Ext.	516	5.2	0.4	4.3	5.7	10
SWB LT	Umstead Dr	514	5.4	0.3	5.1	5.9	10

UMSTEAD DR & VILLAGE DR NODE: 6

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
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Intersection Level of Service by Lane Group

UMSTEAD DR & VILLAGE DR

NODE: 6

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Umstead Dr	518	5.7	0.5	5.1	6.7	10
NB LR	Village Dr	519	3.4	0.2	2.9	3.7	10
WB LT	Umstead Dr	517	5.6	0.4	5.0	6.1	10

2025 Traffic With Site
Noon Peak Hour

Project: Jay Street Apartments TIA
 Scenario: Jay Street TIA - 2025 - Build - NN
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 12:00:00 - 13:00:00
 Interval: Summary
 Selection: --

Intersection Level of Service by Lane Group - Overview

ESTES DR & VILLAGE DR -- UNSIGNALIZED					NODE: 11
Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service	
NB TR on Estes Dr: Superlink ID 523					
1	6.0	0.00	0.0	A	
2	2.0	0.00	0.0	A	
3	4.0	0.00	0.0	A	
4	4.0	0.00	0.0	A	
5	5.0	0.00	0.0	A	
6	4.0	0.00	0.0	A	
7	3.0	0.00	0.0	A	
8	3.0	0.00	0.0	A	
9	6.0	0.00	0.0	A	
10	3.0	0.00	0.0	A	
Average:	4.0	0.00	0.0	A	
NWB LR on Village Dr: Superlink ID 520					
1	470.0	0.78	6.0	A	
2	471.0	0.73	5.6	A	
3	477.0	0.76	5.7	A	
4	470.0	0.73	5.6	A	
5	466.0	0.82	6.4	A	
6	471.0	0.77	5.9	A	
7	469.0	0.78	6.0	A	
8	476.0	0.72	5.5	A	
9	475.0	0.82	6.3	A	
10	475.0	0.76	5.7	A	
Average:	472.0	0.77	5.9	A	
SWB LT on Estes Dr: Superlink ID 522					
1	455.0	0.00	0.0	A	
2	454.0	0.00	0.0	A	
3	457.0	0.00	0.0	A	
4	450.0	0.00	0.0	A	
5	460.0	0.00	0.0	A	
6	457.0	0.00	0.0	A	
7	454.0	0.00	0.0	A	
8	455.0	0.00	0.0	A	
9	454.0	0.00	0.0	A	
10	454.0	0.00	0.0	A	
Average:	455.0	0.00	0.0	A	

Intersection Level of Service by Lane Group

JAY STREET & SITE DRIVEWAY -- UNSIGNALIZED

NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Jay Street: Superlink ID 521				
1	17.0	0.00	0.0	A
2	22.0	0.00	0.0	A
3	24.0	0.00	0.0	A
4	16.0	0.00	0.0	A
5	21.0	0.00	0.0	A
6	23.0	0.00	0.0	A
7	21.0	0.00	0.0	A
8	21.0	0.00	0.0	A
9	23.0	0.00	0.0	A
10	20.0	0.00	0.0	A
Average:	20.0	0.00	0.0	A

NB LR on Site Driveway: Superlink ID 525

1	7.0	0.01	6.3	A
2	10.0	0.01	4.9	A
3	12.0	0.01	3.2	A
4	8.0	0.01	4.4	A
5	7.0	0.01	4.4	A
6	10.0	0.01	3.9	A
7	10.0	0.01	4.3	A
8	9.0	0.01	5.6	A
9	9.0	0.01	5.1	A
10	9.0	0.02	6.3	A
Average:	9.0	0.01	4.8	A

WB LT on Jay Street: Superlink ID 524

1	453.0	0.00	0.0	A
2	455.0	0.00	0.0	A
3	454.0	0.00	0.0	A
4	452.0	0.00	0.0	A
5	452.0	0.00	0.0	A
6	455.0	0.01	0.0	A
7	457.0	0.00	0.0	A
8	456.0	0.00	0.0	A
9	450.0	0.00	0.0	A
10	456.0	0.00	0.0	A
Average:	454.0	0.00	0.0	A

JAY STREET & VILLAGE DR -- UNSIGNALIZED

NODE: 8

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Village Dr: Superlink ID 520				
1	19.0	0.00	0.0	A
2	12.0	0.00	0.0	A
3	18.0	0.00	0.0	A
4	13.0	0.00	0.0	A

Intersection Level of Service by Lane Group

JAY STREET & VILLAGE DR -- UNSIGNALIZED

NODE: 8

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	24.0	0.00	0.0	A
6	18.0	0.00	0.0	A
7	16.0	0.00	0.0	A
8	15.0	0.00	0.0	A
9	18.0	0.00	0.0	A
10	13.0	0.00	0.0	A
Average:	16.0	0.00	0.0	A

NB LR on Jay Street: Superlink ID 521

1	460.0	0.67	5.3	A
2	462.0	0.68	5.3	A
3	463.0	0.68	5.3	A
4	458.0	0.71	5.6	A
5	456.0	0.66	5.2	A
6	462.0	0.67	5.2	A
7	465.0	0.71	5.5	A
8	463.0	0.63	4.9	A
9	456.0	0.68	5.4	A
10	462.0	0.67	5.2	A
Average:	460.0	0.68	5.3	A

SWB LT on Village Dr: Superlink ID 519

1	31.0	0.00	0.1	A
2	31.0	0.00	0.2	A
3	40.0	0.00	0.0	A
4	34.0	0.00	0.1	A
5	31.0	0.00	0.1	A
6	30.0	0.00	0.1	A
7	29.0	0.00	0.0	A
8	29.0	0.00	0.1	A
9	38.0	0.00	0.4	A
10	37.0	0.00	0.0	A
Average:	33.0	0.00	0.1	A

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED

NODE: 71031

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Umstead Dr: Superlink ID 514				
1	26.0	0.60	83.1	F
2	24.0	0.42	63.5	E
3	20.0	0.62	112.2	F
4	25.0	0.51	72.8	E
5	24.0	0.42	62.7	E
6	19.0	0.34	65.4	E
7	25.0	0.41	58.6	E
8	20.0	0.37	67.1	E
9	21.0	0.40	68.7	E

Intersection Level of Service by Lane Group

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED **NODE: 71031**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	19.0	0.42	79.2	E
Average:	22.0	0.45	73.3	E

EB TR on Umstead Dr: Superlink ID 514

1	60.0	0.57	34.2	C
2	62.0	0.62	35.9	D
3	60.0	0.53	31.5	C
4	58.0	0.43	26.5	C
5	60.0	0.67	40.0	D
6	65.0	0.59	32.8	C
7	61.0	0.62	36.5	D
8	58.0	0.85	52.6	D
9	64.0	0.62	35.1	D
10	56.0	0.52	33.6	C
Average:	60.0	0.60	35.9	D

NB L on NC 86 (MLK Jr. Blvd): Superlink ID 414

1	26.0	0.10	13.4	B
2	20.0	0.06	11.2	B
3	24.0	0.12	17.8	B
4	23.0	0.13	20.2	C
5	21.0	0.05	8.6	A
6	26.0	0.13	18.4	B
7	24.0	0.13	19.1	B
8	24.0	0.09	12.8	B
9	23.0	0.12	18.2	B
10	21.0	0.03	5.3	A
Average:	23.0	0.10	14.5	B

NB T on NC 86 (MLK Jr. Blvd): Superlink ID 414

1	276.0	0.80	10.4	B
2	274.0	0.77	10.2	B
3	288.0	0.76	9.4	A
4	279.0	0.77	9.9	A
5	289.0	0.82	10.3	B
6	280.0	0.70	9.1	A
7	285.0	0.69	8.8	A
8	284.0	0.79	10.0	B
9	288.0	0.77	9.6	A
10	288.0	0.73	9.1	A
Average:	283.0	0.76	9.7	A

NB TR on NC 86 (MLK Jr. Blvd): Superlink ID 414

1	314.0	0.82	9.3	A
2	318.0	0.78	8.9	A
3	303.0	0.85	10.1	B

Intersection Level of Service by Lane Group

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED

NODE: 71031

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	313.0	0.81	9.3	A
5	303.0	0.86	10.3	B
6	314.0	0.77	8.8	A
7	307.0	0.70	8.2	A
8	306.0	0.87	10.2	B
9	303.0	0.86	10.2	B
10	306.0	0.79	9.2	A
Average:	308.0	0.81	9.5	A

SB L on NC 86 (MLK Jr. Blvd): Superlink ID 513

1	175.0	0.43	8.8	A
2	174.0	0.59	12.3	B
3	177.0	0.55	11.2	B
4	174.0	0.56	11.5	B
5	176.0	0.50	10.2	B
6	174.0	0.52	10.8	B
7	176.0	0.51	10.4	B
8	176.0	0.56	11.5	B
9	176.0	0.54	11.0	B
10	173.0	0.47	9.9	A
Average:	175.0	0.52	10.8	B

SB T on NC 86 (MLK Jr. Blvd): Superlink ID 513

1	261.0	0.38	5.3	A
2	274.0	0.35	4.7	A
3	277.0	0.36	4.6	A
4	276.0	0.33	4.3	A
5	273.0	0.30	4.0	A
6	272.0	0.38	5.0	A
7	281.0	0.39	5.0	A
8	270.0	0.33	4.4	A
9	264.0	0.34	4.6	A
10	267.0	0.30	4.1	A
Average:	271.0	0.35	4.6	A

SB TR on NC 86 (MLK Jr. Blvd): Superlink ID 513

1	313.0	0.41	4.7	A
2	299.0	0.35	4.2	A
3	295.0	0.38	4.6	A
4	295.0	0.40	4.8	A
5	296.0	0.38	4.6	A
6	298.0	0.31	3.7	A
7	291.0	0.35	4.3	A
8	302.0	0.35	4.2	A
9	306.0	0.38	4.5	A
10	305.0	0.37	4.4	A

Intersection Level of Service by Lane Group

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED

NODE: 71031

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	300.0	0.37	4.4	A

WB L on Hillsborough Street: Superlink ID 515

1	53.0	0.88	59.7	E
2	55.0	0.76	49.9	D
3	55.0	0.77	50.1	D
4	55.0	0.87	56.7	E
5	54.0	0.78	52.3	D
6	58.0	0.87	54.3	D
7	54.0	0.74	49.5	D
8	52.0	0.70	48.2	D
9	57.0	0.87	54.7	D
10	57.0	0.82	51.9	D
Average:	55.0	0.81	52.7	D

WB TR on Hillsborough Street: Superlink ID 515

1	197.0	1.80	32.8	C
2	199.0	1.40	25.3	C
3	204.0	1.63	28.7	C
4	197.0	1.56	28.6	C
5	197.0	1.25	22.9	C
6	200.0	1.29	23.3	C
7	199.0	1.21	21.9	C
8	189.0	1.54	29.4	C
9	199.0	1.49	27.0	C
10	197.0	1.66	30.3	C
Average:	197.0	1.48	27.0	C

PRITCHARD AVENUE EXT. & UMSTEAD DR -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
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NEB TR on Umstead Dr: Superlink ID 517

1	71.0	0.11	5.4	A
2	68.0	0.10	5.5	A
3	71.0	0.10	5.2	A
4	66.0	0.09	5.1	A
5	67.0	0.09	5.0	A
6	64.0	0.10	5.6	A
7	69.0	0.11	5.8	A
8	62.0	0.09	5.1	A
9	63.0	0.09	5.2	A
10	68.0	0.10	5.1	A
Average:	66.0	0.10	5.3	A

NWB LR on Pritchard Avenue Ext.: Superlink ID 516

1	36.0	0.05	4.9	A
2	38.0	0.05	4.9	A

Intersection Level of Service by Lane Group

PRITCHARD AVENUE EXT. & UMSTEAD DR -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	42.0	0.06	5.0	A
4	37.0	0.05	4.7	A
5	38.0	0.05	4.9	A
6	33.0	0.04	4.8	A
7	36.0	0.05	5.4	A
8	36.0	0.05	5.1	A
9	36.0	0.05	5.4	A
10	31.0	0.04	4.7	A
Average:	36.0	0.05	5.0	A

SWB LT on Umstead Dr: Superlink ID 514

1	73.0	0.11	5.2	A
2	70.0	0.11	5.8	A
3	73.0	0.11	5.3	A
4	73.0	0.11	5.5	A
5	66.0	0.11	6.1	A
6	76.0	0.12	5.9	A
7	72.0	0.12	5.8	A
8	68.0	0.11	5.8	A
9	70.0	0.11	5.9	A
10	70.0	0.12	5.9	A
Average:	71.0	0.11	5.7	A

UMSTEAD DR & VILLAGE DR -- UNSIGNALIZED

NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Umstead Dr: Superlink ID 518				
1	64.0	0.10	5.5	A
2	65.0	0.10	5.6	A
3	69.0	0.10	5.4	A
4	66.0	0.10	5.3	A
5	62.0	0.09	5.1	A
6	59.0	0.09	5.5	A
7	66.0	0.10	5.7	A
8	58.0	0.08	5.2	A
9	68.0	0.09	4.9	A
10	64.0	0.10	5.7	A
Average:	64.0	0.10	5.4	A

NB LR on Village Dr: Superlink ID 519

1	21.0	0.02	2.8	A
2	16.0	0.02	4.2	A
3	21.0	0.02	3.3	A
4	18.0	0.02	3.5	A
5	19.0	0.02	3.6	A
6	23.0	0.03	3.9	A
7	25.0	0.02	3.5	A

Intersection Level of Service by Lane Group

UMSTEAD DR & VILLAGE DR -- UNSIGNALIZED

NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	19.0	0.02	3.1	A
9	16.0	0.01	3.0	A
10	20.0	0.02	2.9	A
Average:	19.0	0.02	3.4	A

WB LT on Umstead Dr: Superlink ID 517

1	79.0	0.12	5.4	A
2	81.0	0.13	5.8	A
3	84.0	0.12	5.2	A
4	81.0	0.12	5.5	A
5	77.0	0.12	5.8	A
6	81.0	0.13	5.6	A
7	75.0	0.12	5.7	A
8	77.0	0.12	5.4	A
9	76.0	0.12	5.7	A
10	81.0	0.13	5.9	A
Average:	79.0	0.12	5.6	A

Intersection Level of Service by Lane Group

Project: Jay Street Apartments TIA
 Scenario: Jay Street TIA - 2025 - Build - NN
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 12:00:00 - 13:00:00
 Interval: Summary
 Selection: --

Intersection Level of Service by Lane Group - Avg Control Delay

ESTES DR & VILLAGE DR

NODE: 11

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB TR	Estes Dr	523	0.0	0.0	0.0	0.0	10
NWB LR	Village Dr	520	5.9	0.3	5.5	6.4	10
SWB LT	Estes Dr	522	0.0	0.0	0.0	0.0	10

JAY STREET & SITE DRIVEWAY

NODE: 7

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Jay Street	521	0.0	0.0	0.0	0.0	10
NB LR	Site Driveway	525	4.8	1.0	3.2	6.3	10
WB LT	Jay Street	524	0.0	0.0	0.0	0.0	10

JAY STREET & VILLAGE DR

NODE: 8

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Village Dr	520	0.0	0.0	0.0	0.0	10
NB LR	Jay Street	521	5.3	0.2	4.9	5.6	10
SWB LT	Village Dr	519	0.1	0.1	0.0	0.4	10

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Umstead Dr	514	73.3	15.6	58.6	112.2	10
EB TR	Umstead Dr	514	35.9	6.8	26.5	52.6	10
NB L	NC 86 (MLK Jr. Blvd)	414	14.5	5.0	5.3	20.2	10
NB T	NC 86 (MLK Jr. Blvd)	414	9.7	0.6	8.8	10.4	10
NB TR	NC 86 (MLK Jr. Blvd)	414	9.5	0.7	8.2	10.3	10
SB L	NC 86 (MLK Jr. Blvd)	513	10.8	1.0	8.8	12.3	10
SB T	NC 86 (MLK Jr. Blvd)	513	4.6	0.4	4.0	5.3	10
SB TR	NC 86 (MLK Jr. Blvd)	513	4.4	0.3	3.7	4.8	10
WB L	Hillsborough Street	515	52.7	3.6	48.2	59.7	10
WB TR	Hillsborough Street	515	27.0	3.6	21.9	32.8	10

PRITCHARD AVENUE EXT. & UMSTEAD DR

NODE: 3

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB TR	Umstead Dr	517	5.3	0.3	5.0	5.8	10
NWB LR	Pritchard Avenue Ext.	516	5.0	0.3	4.7	5.4	10
SWB LT	Umstead Dr	514	5.7	0.3	5.2	6.1	10

UMSTEAD DR & VILLAGE DR

NODE: 6

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
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Intersection Level of Service by Lane Group

UMSTEAD DR & VILLAGE DR

NODE: 6

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Umstead Dr	518	5.4	0.3	4.9	5.7	10
NB LR	Village Dr	519	3.4	0.4	2.8	4.2	10
WB LT	Umstead Dr	517	5.6	0.2	5.2	5.9	10

**2025 Traffic With Site
PM Peak Hour**

Project: Jay Street Apartments TIA
 Scenario: Jay Street TIA - 2025 - Build - PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 17:00:00 - 18:00:00
 Interval: Summary
 Selection: --

Intersection Level of Service by Lane Group - Overview

ESTES DR & VILLAGE DR -- UNSIGNALIZED

NODE: 11

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB TR on Estes Dr: Superlink ID 523				
1	610.0	0.00	0.0	A
2	614.0	0.00	0.0	A
3	616.0	0.00	0.0	A
4	612.0	0.00	0.0	A
5	613.0	0.00	0.0	A
6	612.0	0.00	0.0	A
7	614.0	0.00	0.0	A
8	612.0	0.00	0.0	A
9	611.0	0.00	0.0	A
10	617.0	0.00	0.0	A
Average:	613.0	0.00	0.0	A

NWB LR on Village Dr: Superlink ID 520

1	44.0	0.27	21.9	C
2	42.0	0.19	15.9	C
3	47.0	0.20	15.0	C
4	49.0	0.17	12.3	B
5	47.0	0.22	16.8	C
6	42.0	0.18	15.5	C
7	50.0	0.17	12.4	B
8	36.0	0.14	13.5	B
9	43.0	0.20	16.5	C
10	41.0	0.26	22.9	C
Average:	44.0	0.20	16.3	C

SWB LT on Estes Dr: Superlink ID 522

1	685.0	0.12	0.7	A
2	682.0	0.08	0.4	A
3	679.0	0.06	0.3	A
4	684.0	0.08	0.4	A
5	678.0	0.09	0.5	A
6	685.0	0.13	0.7	A
7	683.0	0.08	0.4	A
8	683.0	0.12	0.6	A
9	683.0	0.08	0.4	A
10	688.0	0.15	0.8	A
Average:	683.0	0.10	0.5	A

Intersection Level of Service by Lane Group

JAY STREET & SITE DRIVEWAY -- UNSIGNALIZED

NODE: 7

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Jay Street: Superlink ID 521				
1	29.0	0.00	0.0	A
2	40.0	0.00	0.0	A
3	36.0	0.00	0.0	A
4	34.0	0.00	0.0	A
5	39.0	0.00	0.0	A
6	34.0	0.00	0.0	A
7	31.0	0.00	0.0	A
8	35.0	0.00	0.0	A
9	40.0	0.00	0.0	A
10	33.0	0.00	0.0	A
Average:	35.0	0.00	0.0	A

NB LR on Site Driveway: Superlink ID 525

1	12.0	0.01	1.5	A
2	11.0	0.01	2.3	A
3	12.0	0.01	2.2	A
4	11.0	0.01	1.9	A
5	9.0	0.00	1.6	A
6	11.0	0.01	1.7	A
7	9.0	0.00	1.4	A
8	11.0	0.01	2.7	A
9	11.0	0.01	1.8	A
10	13.0	0.01	2.5	A
Average:	11.0	0.01	2.0	A

WB LT on Jay Street: Superlink ID 524

1	13.0	0.00	0.0	A
2	18.0	0.00	0.0	A
3	18.0	0.00	0.0	A
4	16.0	0.00	0.0	A
5	12.0	0.00	0.0	A
6	16.0	0.00	0.0	A
7	18.0	0.00	0.0	A
8	17.0	0.00	0.0	A
9	11.0	0.00	0.0	A
10	13.0	0.00	0.0	A
Average:	15.0	0.00	0.0	A

JAY STREET & VILLAGE DR -- UNSIGNALIZED

NODE: 8

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Village Dr: Superlink ID 520				
1	27.0	0.00	0.0	A
2	30.0	0.00	0.0	A
3	35.0	0.00	0.0	A
4	29.0	0.00	0.0	A

Intersection Level of Service by Lane Group

JAY STREET & VILLAGE DR -- UNSIGNALIZED

NODE: 8

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	25.0	0.00	0.0	A
6	35.0	0.00	0.0	A
7	31.0	0.00	0.0	A
8	32.0	0.00	0.0	A
9	31.0	0.00	0.0	A
10	37.0	0.00	0.0	A
Average:	31.0	0.00	0.0	A

NB LR on Jay Street: Superlink ID 521

1	23.0	0.02	3.8	A
2	27.0	0.03	4.1	A
3	27.0	0.03	3.5	A
4	25.0	0.03	3.7	A
5	19.0	0.02	3.6	A
6	25.0	0.03	3.8	A
7	25.0	0.03	3.7	A
8	27.0	0.03	3.6	A
9	21.0	0.02	4.3	A
10	23.0	0.02	3.7	A
Average:	24.0	0.03	3.8	A

SWB LT on Village Dr: Superlink ID 519

1	37.0	0.00	0.0	A
2	48.0	0.00	0.3	A
3	49.0	0.00	0.1	A
4	50.0	0.00	0.0	A
5	52.0	0.00	0.0	A
6	45.0	0.00	0.1	A
7	43.0	0.00	0.2	A
8	39.0	0.00	0.1	A
9	47.0	0.00	0.0	A
10	42.0	0.00	0.0	A
Average:	45.0	0.00	0.1	A

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED

NODE: 71031

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Umstead Dr: Superlink ID 514				
1	27.0	0.62	82.8	F
2	35.0	2.00	205.4	F
3	32.0	0.86	96.6	F
4	30.0	0.98	117.4	F
5	26.0	1.12	154.4	F
6	37.0	1.25	121.7	F
7	33.0	1.57	171.0	F
8	34.0	0.82	86.8	F
9	28.0	0.93	119.4	F

Intersection Level of Service by Lane Group

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED **NODE: 71031**

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
10	32.0	1.10	124.0	F
Average:	31.0	1.13	128.0	F

EB TR on Umstead Dr: Superlink ID 514

1	84.0	0.80	34.3	C
2	81.0	0.71	31.5	C
3	86.0	0.68	28.6	C
4	84.0	0.65	27.7	C
5	87.0	0.62	25.8	C
6	89.0	0.77	31.1	C
7	86.0	0.72	29.9	C
8	90.0	0.61	24.4	C
9	81.0	0.68	30.4	C
10	90.0	0.59	23.4	C
Average:	85.0	0.68	28.7	C

NB L on NC 86 (MLK Jr. Blvd): Superlink ID 414

1	27.0	0.21	28.4	C
2	35.0	0.27	28.1	C
3	34.0	0.31	32.6	C
4	31.0	0.31	35.8	D
5	34.0	0.24	25.9	C
6	34.0	0.32	34.4	C
7	31.0	0.24	28.4	C
8	29.0	0.25	31.3	C
9	33.0	0.30	32.8	C
10	29.0	0.31	38.1	D
Average:	31.0	0.28	31.6	C

NB T on NC 86 (MLK Jr. Blvd): Superlink ID 414

1	488.0	2.63	19.4	B
2	500.0	2.75	19.8	B
3	492.0	2.66	19.4	B
4	496.0	2.71	19.7	B
5	480.0	2.69	20.2	C
6	493.0	2.82	20.6	C
7	500.0	2.88	20.8	C
8	485.0	2.55	18.9	B
9	498.0	2.84	20.5	C
10	486.0	2.99	22.1	C
Average:	491.0	2.75	20.1	C

NB TR on NC 86 (MLK Jr. Blvd): Superlink ID 414

1	531.0	2.68	18.1	B
2	525.0	2.82	19.4	B
3	531.0	2.77	18.8	B

Intersection Level of Service by Lane Group

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED

NODE: 71031

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	525.0	2.74	18.8	B
5	545.0	2.91	19.2	B
6	531.0	2.96	20.0	C
7	524.0	2.95	20.2	C
8	537.0	2.71	18.2	B
9	529.0	2.90	19.8	B
10	536.0	2.96	19.8	B
Average:	531.0	2.84	19.2	B

SB L on NC 86 (MLK Jr. Blvd): Superlink ID 513

1	138.0	1.15	30.1	C
2	137.0	1.25	32.8	C
3	139.0	1.35	34.9	C
4	141.0	1.25	31.9	C
5	137.0	1.25	32.8	C
6	139.0	1.37	35.4	D
7	137.0	1.49	39.1	D
8	137.0	1.27	33.4	C
9	140.0	1.25	32.2	C
10	138.0	1.27	33.1	C
Average:	138.0	1.29	33.6	C

SB T on NC 86 (MLK Jr. Blvd): Superlink ID 513

1	313.0	0.87	10.0	B
2	305.0	0.86	10.2	B
3	306.0	0.96	11.3	B
4	300.0	0.87	10.4	B
5	312.0	1.03	11.9	B
6	308.0	0.87	10.1	B
7	303.0	0.92	11.0	B
8	313.0	0.86	9.9	A
9	303.0	0.89	10.6	B
10	309.0	0.97	11.3	B
Average:	307.0	0.91	10.7	B

SB TR on NC 86 (MLK Jr. Blvd): Superlink ID 513

1	333.0	0.96	10.4	B
2	339.0	0.93	9.9	A
3	342.0	0.93	9.8	A
4	342.0	0.89	9.4	A
5	332.0	1.04	11.2	B
6	337.0	1.02	10.9	B
7	340.0	0.98	10.3	B
8	332.0	0.90	9.7	A
9	338.0	0.99	10.6	B
10	333.0	1.01	10.9	B

Intersection Level of Service by Lane Group

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET -- SIGNALIZED

NODE: 71031

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	336.0	0.97	10.3	B

WB L on Hillsborough Street: Superlink ID 515

1	59.0	0.65	39.6	D
2	59.0	0.70	42.7	D
3	61.0	0.60	35.5	D
4	59.0	0.66	40.2	D
5	63.0	0.68	39.0	D
6	59.0	0.62	37.7	D
7	63.0	0.57	32.6	C
8	62.0	0.63	36.7	D
9	62.0	0.54	31.2	C
10	61.0	0.52	30.5	C
Average:	60.0	0.62	36.6	D

WB TR on Hillsborough Street: Superlink ID 515

1	356.0	2.85	28.8	C
2	360.0	3.24	32.4	C
3	360.0	3.02	30.2	C
4	356.0	3.02	30.6	C
5	359.0	3.24	32.5	C
6	358.0	3.38	34.0	C
7	362.0	3.60	35.8	D
8	354.0	2.62	26.7	C
9	369.0	3.22	31.4	C
10	360.0	3.41	34.1	C
Average:	359.0	3.16	31.7	C

PRITCHARD AVENUE EXT. & UMSTEAD DR -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
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NEB TR on Umstead Dr: Superlink ID 517

1	89.0	0.14	5.8	A
2	98.0	0.17	6.2	A
3	101.0	0.16	5.6	A
4	97.0	0.15	5.6	A
5	93.0	0.14	5.6	A
6	104.0	0.16	5.6	A
7	101.0	0.16	5.7	A
8	106.0	0.19	6.3	A
9	92.0	0.14	5.5	A
10	110.0	0.17	5.6	A
Average:	99.0	0.16	5.8	A

NWB LR on Pritchard Avenue Ext.: Superlink ID 516

1	53.0	0.08	5.5	A
2	47.0	0.07	5.3	A

Intersection Level of Service by Lane Group

PRITCHARD AVENUE EXT. & UMSTEAD DR -- UNSIGNALIZED

NODE: 3

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	49.0	0.07	5.3	A
4	51.0	0.08	5.6	A
5	52.0	0.07	5.1	A
6	55.0	0.08	5.5	A
7	51.0	0.08	5.7	A
8	50.0	0.07	5.4	A
9	47.0	0.07	5.4	A
10	51.0	0.08	5.9	A
Average:	50.0	0.08	5.5	A

SWB LT on Umstead Dr: Superlink ID 514

1	97.0	0.18	6.7	A
2	105.0	0.20	6.9	A
3	104.0	0.19	6.5	A
4	98.0	0.18	6.5	A
5	105.0	0.18	6.1	A
6	102.0	0.19	6.5	A
7	102.0	0.19	6.6	A
8	97.0	0.16	5.9	A
9	106.0	0.21	7.2	A
10	101.0	0.19	6.6	A
Average:	101.0	0.19	6.6	A

UMSTEAD DR & VILLAGE DR -- UNSIGNALIZED

NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Umstead Dr: Superlink ID 518				
1	92.0	0.15	6.0	A
2	97.0	0.18	6.6	A
3	100.0	0.18	6.4	A
4	99.0	0.17	6.2	A
5	101.0	0.15	5.3	A
6	96.0	0.19	7.1	A
7	95.0	0.17	6.3	A
8	97.0	0.19	7.1	A
9	97.0	0.16	5.8	A
10	100.0	0.19	6.7	A
Average:	97.0	0.17	6.4	A

NB LR on Village Dr: Superlink ID 519

1	29.0	0.02	2.9	A
2	35.0	0.03	3.3	A
3	41.0	0.04	3.8	A
4	32.0	0.03	3.5	A
5	21.0	0.02	3.0	A
6	45.0	0.04	3.3	A
7	34.0	0.03	3.7	A

Intersection Level of Service by Lane Group

UMSTEAD DR & VILLAGE DR -- UNSIGNALIZED

NODE: 6

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	41.0	0.05	4.0	A
9	30.0	0.03	3.6	A
10	45.0	0.04	3.3	A
Average:	35.0	0.03	3.4	A

WB LT on Umstead Dr: Superlink ID 517

1	111.0	0.18	6.0	A
2	118.0	0.21	6.3	A
3	118.0	0.19	5.8	A
4	118.0	0.21	6.4	A
5	121.0	0.22	6.4	A
6	121.0	0.20	6.0	A
7	119.0	0.20	6.0	A
8	112.0	0.18	5.9	A
9	116.0	0.20	6.3	A
10	116.0	0.19	5.8	A
Average:	117.0	0.20	6.1	A

Intersection Level of Service by Lane Group

Project: Jay Street Apartments TIA
 Scenario: Jay Street TIA - 2025 - Build - PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 17:00:00 - 18:00:00
 Interval: Summary
 Selection: --

Intersection Level of Service by Lane Group - Avg Control Delay

ESTES DR & VILLAGE DR NODE: 11

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB TR	Estes Dr	523	0.0	0.0	0.0	0.0	10
NWB LR	Village Dr	520	16.3	3.6	12.3	22.9	10
SWB LT	Estes Dr	522	0.5	0.2	0.3	0.8	10

JAY STREET & SITE DRIVEWAY NODE: 7

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Jay Street	521	0.0	0.0	0.0	0.0	10
NB LR	Site Driveway	525	2.0	0.4	1.4	2.7	10
WB LT	Jay Street	524	0.0	0.0	0.0	0.0	10

JAY STREET & VILLAGE DR NODE: 8

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Village Dr	520	0.0	0.0	0.0	0.0	10
NB LR	Jay Street	521	3.8	0.2	3.5	4.3	10
SWB LT	Village Dr	519	0.1	0.1	0.0	0.3	10

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET NODE: 71031

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Umstead Dr	514	128.0	38.7	82.8	205.4	10
EB TR	Umstead Dr	514	28.7	3.4	23.4	34.3	10
NB L	NC 86 (MLK Jr. Blvd)	414	31.6	3.9	25.9	38.1	10
NB T	NC 86 (MLK Jr. Blvd)	414	20.1	0.9	18.9	22.1	10
NB TR	NC 86 (MLK Jr. Blvd)	414	19.2	0.7	18.1	20.2	10
SB L	NC 86 (MLK Jr. Blvd)	513	33.6	2.4	30.1	39.1	10
SB T	NC 86 (MLK Jr. Blvd)	513	10.7	0.7	9.9	11.9	10
SB TR	NC 86 (MLK Jr. Blvd)	513	10.3	0.6	9.4	11.2	10
WB L	Hillsborough Street	515	36.6	4.1	30.5	42.7	10
WB TR	Hillsborough Street	515	31.7	2.7	26.7	35.8	10

PRITCHARD AVENUE EXT. & UMSTEAD DR NODE: 3

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NEB TR	Umstead Dr	517	5.8	0.3	5.5	6.3	10
NWB LR	Pritchard Avenue Ext.	516	5.5	0.2	5.1	5.9	10
SWB LT	Umstead Dr	514	6.6	0.4	5.9	7.2	10

UMSTEAD DR & VILLAGE DR NODE: 6

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
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Intersection Level of Service by Lane Group

UMSTEAD DR & VILLAGE DR

NODE: 6

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Umstead Dr	518	6.4	0.6	5.3	7.1	10
NB LR	Village Dr	519	3.4	0.3	2.9	4.0	10
WB LT	Umstead Dr	517	6.1	0.2	5.8	6.4	10



Appendix E – TransModeler Queue Analysis Output

**2021 Existing
AM Peak Hour**

Project: Jay Street Apartments TIA
 Scenario: Jay Street TIA - Existing - AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: --

Lane Queue by Intersection - Overview

ESTES DR & VILLAGE DR NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB TR on Estes Dr - Lane ID 2973						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%
NWB LR on Village Dr - Lane ID 2968						
1	119.0	2.5	0.1	53.8	2.0	0.0%
2	119.0	1.8	0.1	40.0	2.0	0.0%
3	119.0	2.1	0.1	39.3	2.0	0.0%
4	119.0	1.5	0.1	57.0	2.0	0.0%
5	119.0	1.7	0.1	69.2	1.0	0.0%
6	119.0	3.9	0.2	50.0	2.0	0.0%
7	119.0	0.8	0.0	34.5	1.0	0.0%
8	119.0	2.4	0.1	93.3	2.0	0.0%
9	119.0	1.2	0.1	27.2	1.0	0.0%
10	119.0	1.0	0.1	39.6	2.0	0.0%
Average:	119.0	1.9	0.1	50.4	1.7	0.0%
SWB LT on Estes Dr - Lane ID 2972						
1	119.0	0.1	0.0	14.6	1.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.8	0.0	54.0	3.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.7	0.0	44.5	2.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.3	0.0	39.1	2.0	0.0%
Average:	119.0	0.2	0.0	15.2	0.8	0.0%

Lane Queue by Intersection

JAY STREET & SITE DRIVEWAY

NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Jay Street - Lane ID 2970						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

NB LR on Site Driveway - Lane ID 2977

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

WB LT on Jay Street - Lane ID 2975

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

JAY STREET & VILLAGE DR

NODE: 8

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Village Dr - Lane ID 2967						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

JAY STREET & VILLAGE DR

NODE: 8

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Village Dr - Lane ID 2967						
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

NB LR on Jay Street - Lane ID 2969

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.2	0.0	22.0	1.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.4	0.0	24.4	1.0	0.0%
Average:	119.0	0.1	0.0	4.6	0.2	0.0%

SWB LT on Village Dr - Lane ID 2966

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Umstead Dr - Lane ID 2951						
1	119.0	5.2	0.3	53.7	2.0	0.0%
2	119.0	5.1	0.3	42.9	2.0	0.0%
3	119.0	5.6	0.3	35.0	2.0	0.0%
4	119.0	6.2	0.3	47.2	2.0	0.0%

Lane Queue by Intersection

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Umstead Dr - Lane ID 2951						
5	119.0	10.4	0.5	105.6	4.0	0.0%
6	119.0	7.2	0.4	75.6	3.0	0.0%
7	119.0	10.2	0.5	117.4	4.0	0.0%
8	119.0	7.1	0.4	52.3	2.0	0.0%
9	119.0	6.8	0.3	70.6	3.0	0.0%
10	119.0	7.5	0.4	35.7	2.0	0.0%
Average:	119.0	7.1	0.4	63.6	2.6	0.0%

EB TR on Umstead Dr - Lane ID 2952

1	119.0	18.7	0.8	122.0	4.0	0.0%
2	119.0	14.2	0.7	81.2	3.0	0.0%
3	119.0	14.1	0.7	69.0	3.0	0.0%
4	119.0	16.1	0.8	81.8	4.0	0.0%
5	119.0	14.0	0.7	88.2	4.0	0.0%
6	119.0	19.6	0.9	117.6	4.0	0.0%
7	119.0	17.0	0.8	92.5	4.0	0.0%
8	119.0	15.6	0.7	89.8	3.0	0.0%
9	119.0	15.0	0.7	117.7	5.0	0.0%
10	119.0	13.7	0.6	105.8	5.0	0.0%
Average:	119.0	15.8	0.7	96.6	3.9	0.0%

NB L on NC 86 (MLK Jr. Blvd) - Lane ID 2946

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.9	0.0	47.8	1.0	0.0%
3	119.0	0.4	0.0	16.0	1.0	0.0%
4	119.0	1.4	0.1	82.1	2.0	0.0%
5	119.0	0.6	0.0	24.9	1.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.4	0.0	18.6	1.0	0.0%
8	119.0	1.3	0.0	57.6	1.0	0.0%
9	119.0	0.7	0.0	26.8	1.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.6	0.0	27.4	0.8	0.0%

NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2947

1	119.0	7.4	0.3	83.3	3.0	0.0%
2	119.0	5.8	0.3	66.0	3.0	0.0%
3	119.0	4.9	0.3	47.0	2.0	0.0%
4	119.0	8.3	0.4	97.6	3.0	0.0%
5	119.0	7.2	0.3	114.0	3.0	0.0%
6	119.0	6.8	0.3	64.7	3.0	0.0%
7	119.0	7.0	0.3	99.4	3.0	0.0%
8	119.0	6.5	0.3	96.0	4.0	0.0%
9	119.0	6.8	0.3	80.5	3.0	0.0%

Lane Queue by Intersection

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2947						
10	119.0	8.2	0.4	103.9	3.0	0.0%
Average:	119.0	6.9	0.3	85.2	3.0	0.0%
NB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2948						
1	119.0	9.1	0.4	75.4	3.0	0.0%
2	119.0	8.4	0.4	89.9	3.0	0.0%
3	119.0	5.9	0.3	48.8	2.0	0.0%
4	119.0	8.4	0.4	64.5	3.0	0.0%
5	119.0	7.6	0.4	106.6	3.0	0.0%
6	119.0	6.9	0.3	73.0	3.0	0.0%
7	119.0	6.6	0.3	108.7	4.0	0.0%
8	119.0	10.7	0.4	110.1	4.0	0.0%
9	119.0	7.4	0.4	85.7	4.0	0.0%
10	119.0	8.8	0.4	79.2	3.0	0.0%
Average:	119.0	8.0	0.4	84.2	3.2	0.0%
SB L on NC 86 (MLK Jr. Blvd) - Lane ID 2941						
1	119.0	8.1	0.4	71.9	3.0	0.0%
2	119.0	6.6	0.3	85.4	4.0	0.0%
3	119.0	7.7	0.3	93.0	4.0	0.0%
4	119.0	5.7	0.3	62.0	3.0	0.0%
5	119.0	9.5	0.4	103.4	4.0	0.0%
6	119.0	8.4	0.4	78.2	3.0	0.0%
7	119.0	8.9	0.4	68.8	3.0	0.0%
8	119.0	6.6	0.3	74.0	3.0	0.0%
9	119.0	7.8	0.3	99.1	4.0	0.0%
10	119.0	8.2	0.4	86.8	4.0	0.0%
Average:	119.0	7.8	0.4	82.3	3.5	0.0%
SB T on NC 86 (MLK Jr. Blvd) - Lane ID 2942						
1	119.0	4.2	0.2	69.6	3.0	0.0%
2	119.0	3.2	0.1	102.4	4.0	0.0%
3	119.0	1.9	0.1	75.0	3.0	0.0%
4	119.0	4.9	0.2	74.8	3.0	0.0%
5	119.0	5.3	0.2	105.7	4.0	0.0%
6	119.0	3.7	0.2	73.5	3.0	0.0%
7	119.0	2.4	0.1	43.3	2.0	0.0%
8	119.0	4.3	0.2	67.8	3.0	0.0%
9	119.0	4.1	0.2	74.0	3.0	0.0%
10	119.0	5.6	0.3	97.1	4.0	0.0%
Average:	119.0	4.0	0.2	78.3	3.2	0.0%
SB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2943						
1	119.0	5.2	0.2	81.0	4.0	0.0%

Lane Queue by Intersection

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2943						
2	119.0	3.1	0.2	63.0	3.0	0.0%
3	119.0	2.3	0.1	52.3	2.0	0.0%
4	119.0	4.5	0.2	66.7	3.0	0.0%
5	119.0	6.5	0.3	62.4	3.0	0.0%
6	119.0	2.9	0.1	56.7	2.0	0.0%
7	119.0	4.7	0.2	108.1	4.0	0.0%
8	119.0	3.9	0.2	73.9	3.0	0.0%
9	119.0	4.7	0.2	68.1	3.0	0.0%
10	119.0	6.2	0.3	122.8	5.0	0.0%
Average:	119.0	4.4	0.2	75.5	3.2	0.0%

WB L on Hillsborough Street - Lane ID 2170

1	119.0	8.2	0.4	60.1	2.0	0.0%
2	119.0	4.3	0.2	45.4	2.0	0.0%
3	119.0	7.1	0.4	44.0	2.0	0.0%
4	119.0	6.6	0.3	73.5	1.0	0.0%
5	119.0	6.2	0.3	31.3	2.0	0.0%
6	119.0	6.4	0.4	23.1	1.0	0.0%
7	119.0	6.0	0.3	39.0	2.0	0.0%
8	119.0	6.2	0.4	43.8	2.0	0.0%
9	119.0	5.7	0.3	43.4	2.0	0.0%
10	119.0	7.9	0.4	43.4	2.0	0.0%
Average:	119.0	6.5	0.3	44.7	1.8	0.0%

WB TR on Hillsborough Street - Lane ID 2958

1	119.0	14.9	0.7	89.4	4.0	0.0%
2	119.0	15.6	0.7	94.5	4.0	0.0%
3	119.0	17.7	0.8	108.1	4.0	0.0%
4	119.0	13.9	0.6	108.3	4.0	0.0%
5	119.0	17.1	0.8	117.8	5.0	0.0%
6	119.0	18.2	0.8	106.9	4.0	0.0%
7	119.0	13.5	0.6	116.3	5.0	0.0%
8	119.0	11.2	0.5	103.9	4.0	0.0%
9	119.0	15.4	0.7	177.0	5.0	0.0%
10	119.0	18.0	0.8	130.1	5.0	0.0%
Average:	119.0	15.6	0.7	115.2	4.4	0.0%

PRITCHARD AVENUE EXT. & UMSTEAD DR

NODE: 3

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NEB TR on Umstead Dr - Lane ID 2961						
1	119.0	0.7	0.0	20.8	1.0	0.0%
2	119.0	0.9	0.0	25.6	1.0	0.0%
3	119.0	1.3	0.1	35.1	1.0	0.0%

Lane Queue by Intersection

PRITCHARD AVENUE EXT. & UMSTEAD DR

NODE: 3

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NEB TR on Umstead Dr - Lane ID 2961						
4	119.0	1.1	0.0	59.8	1.0	0.0%
5	119.0	0.2	0.0	20.4	1.0	0.0%
6	119.0	1.0	0.1	29.5	1.0	0.0%
7	119.0	0.3	0.0	16.9	1.0	0.0%
8	119.0	0.8	0.0	30.6	1.0	0.0%
9	119.0	1.4	0.1	66.1	1.0	0.0%
10	119.0	1.1	0.1	52.1	2.0	0.0%
Average:	119.0	0.9	0.0	35.7	1.1	0.0%

NWB LR on Pritchard Avenue Ext. - Lane ID 2959

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.2	0.0	25.6	1.0	0.0%
3	119.0	0.5	0.0	31.4	1.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.2	0.0	15.1	1.0	0.0%
6	119.0	1.1	0.0	61.6	1.0	0.0%
7	119.0	0.1	0.0	17.8	1.0	0.0%
8	119.0	0.2	0.0	22.3	1.0	0.0%
9	119.0	0.3	0.0	24.1	1.0	0.0%
10	119.0	0.5	0.0	22.9	1.0	0.0%
Average:	119.0	0.3	0.0	22.1	0.8	0.0%

SWB LT on Umstead Dr - Lane ID 2954

1	119.0	0.7	0.0	32.0	1.0	0.0%
2	119.0	0.5	0.0	23.8	1.0	0.0%
3	119.0	0.3	0.0	17.0	1.0	0.0%
4	119.0	1.1	0.1	26.7	1.0	0.0%
5	119.0	0.3	0.0	25.5	1.0	0.0%
6	119.0	0.2	0.0	14.8	1.0	0.0%
7	119.0	0.6	0.0	26.7	1.0	0.0%
8	119.0	1.0	0.1	25.8	1.0	0.0%
9	119.0	0.5	0.0	16.4	1.0	0.0%
10	119.0	0.2	0.0	19.6	1.0	0.0%
Average:	119.0	0.5	0.0	22.8	1.0	0.0%

UMSTEAD DR & VILLAGE DR

NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Umstead Dr - Lane ID 2963						
1	119.0	0.9	0.1	31.2	1.0	0.0%
2	119.0	1.1	0.1	50.8	2.0	0.0%
3	119.0	0.8	0.0	26.5	1.0	0.0%
4	119.0	1.1	0.1	25.2	1.0	0.0%
5	119.0	0.5	0.0	18.5	1.0	0.0%

Lane Queue by Intersection

UMSTEAD DR & VILLAGE DR

NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Umstead Dr - Lane ID 2963						
6	119.0	0.2	0.0	23.9	1.0	0.0%
7	119.0	1.1	0.0	36.9	1.0	0.0%
8	119.0	0.6	0.0	23.5	1.0	0.0%
9	119.0	1.3	0.1	42.0	1.0	0.0%
10	119.0	0.6	0.0	23.4	1.0	0.0%
Average:	119.0	0.8	0.0	30.2	1.1	0.0%

NB LR on Village Dr - Lane ID 2965						
1	119.0	0.3	0.0	30.3	1.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.3	0.0	17.8	1.0	0.0%
5	119.0	0.5	0.0	23.8	1.0	0.0%
6	119.0	0.6	0.0	26.3	1.0	0.0%
7	119.0	0.2	0.0	27.5	1.0	0.0%
8	119.0	0.4	0.0	27.4	1.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.3	0.0	20.1	1.0	0.0%
Average:	119.0	0.3	0.0	17.3	0.7	0.0%

WB LT on Umstead Dr - Lane ID 2962						
1	119.0	0.7	0.0	29.1	1.0	0.0%
2	119.0	0.7	0.0	28.0	1.0	0.0%
3	119.0	0.8	0.0	26.1	1.0	0.0%
4	119.0	0.8	0.0	26.3	1.0	0.0%
5	119.0	0.6	0.0	28.8	1.0	0.0%
6	119.0	0.4	0.0	25.1	1.0	0.0%
7	119.0	0.4	0.0	24.2	1.0	0.0%
8	119.0	0.2	0.0	21.0	1.0	0.0%
9	119.0	0.6	0.0	29.2	1.0	0.0%
10	119.0	0.2	0.0	19.5	1.0	0.0%
Average:	119.0	0.5	0.0	25.7	1.0	0.0%

**2021 Existing
Noon Peak Hour**

Project: Jay Street Apartments TIA
 Scenario: Jay Street TIA - Existing - NN
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 12:00:00 - 13:00:00
 Interval: Summary
 Selection: --

Lane Queue by Intersection - Overview

ESTES DR & VILLAGE DR

NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB TR on Estes Dr - Lane ID 2973						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%
NWB LR on Village Dr - Lane ID 2968						
1	119.0	6.6	0.3	76.8	3.0	0.0%
2	119.0	9.1	0.4	108.8	4.0	0.0%
3	119.0	5.7	0.3	54.3	2.0	0.0%
4	119.0	6.4	0.3	125.5	4.0	0.0%
5	119.0	5.3	0.2	52.1	2.0	0.0%
6	119.0	9.0	0.3	129.1	3.0	0.0%
7	119.0	3.8	0.2	77.4	3.0	0.0%
8	119.0	5.6	0.2	90.3	3.0	0.0%
9	119.0	8.5	0.3	123.0	5.0	0.0%
10	119.0	9.1	0.4	98.0	4.0	0.0%
Average:	119.0	6.9	0.3	93.5	3.3	0.0%
SWB LT on Estes Dr - Lane ID 2972						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

JAY STREET & SITE DRIVEWAY

NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Jay Street - Lane ID 2970						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

NB LR on Site Driveway - Lane ID 2977

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

WB LT on Jay Street - Lane ID 2975

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

JAY STREET & VILLAGE DR

NODE: 8

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Village Dr - Lane ID 2967						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

JAY STREET & VILLAGE DR

NODE: 8

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Village Dr - Lane ID 2967						
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

NB LR on Jay Street - Lane ID 2969

1	119.0	5.3	0.2	53.3	2.0	0.0%
2	119.0	6.5	0.3	85.1	2.0	0.0%
3	119.0	7.0	0.3	77.4	3.0	0.0%
4	119.0	6.8	0.3	63.9	3.0	0.0%
5	119.0	4.5	0.2	53.9	2.0	0.0%
6	119.0	3.8	0.2	60.0	2.0	0.0%
7	119.0	5.2	0.2	111.8	4.0	0.0%
8	119.0	3.7	0.2	66.0	2.0	0.0%
9	119.0	2.9	0.1	60.1	2.0	0.0%
10	119.0	6.3	0.3	56.5	2.0	0.0%
Average:	119.0	5.2	0.2	68.8	2.4	0.0%

SWB LT on Village Dr - Lane ID 2966

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Umstead Dr - Lane ID 2951						
1	119.0	9.2	0.5	46.6	2.0	0.0%
2	119.0	7.0	0.4	55.2	2.0	0.0%
3	119.0	7.3	0.4	43.7	2.0	0.0%
4	119.0	7.3	0.3	73.5	2.0	0.0%

Lane Queue by Intersection

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Umstead Dr - Lane ID 2951						
5	119.0	3.4	0.2	75.6	3.0	0.0%
6	119.0	7.7	0.4	61.9	2.0	0.0%
7	119.0	8.3	0.4	93.5	2.0	0.0%
8	119.0	8.9	0.4	62.6	3.0	0.0%
9	119.0	9.3	0.5	69.7	3.0	0.0%
10	119.0	6.0	0.3	56.7	3.0	0.0%
Average:	119.0	7.4	0.4	63.9	2.4	0.0%

EB TR on Umstead Dr - Lane ID 2952

1	119.0	13.1	0.6	98.0	4.0	0.0%
2	119.0	14.5	0.6	109.1	4.0	0.0%
3	119.0	11.5	0.6	93.4	3.0	0.0%
4	119.0	9.3	0.5	61.7	3.0	0.0%
5	119.0	10.6	0.5	69.5	3.0	0.0%
6	119.0	9.8	0.5	93.1	4.0	0.0%
7	119.0	11.4	0.5	93.2	3.0	0.0%
8	119.0	7.1	0.4	66.7	3.0	0.0%
9	119.0	6.5	0.3	51.7	2.0	0.0%
10	119.0	8.3	0.4	82.9	3.0	0.0%
Average:	119.0	10.2	0.5	81.9	3.2	0.0%

NB L on NC 86 (MLK Jr. Blvd) - Lane ID 2946

1	119.0	2.6	0.1	67.7	2.0	0.0%
2	119.0	1.2	0.1	20.2	1.0	0.0%
3	119.0	1.6	0.1	44.5	2.0	0.0%
4	119.0	2.3	0.1	67.8	1.0	0.0%
5	119.0	0.5	0.0	16.8	1.0	0.0%
6	119.0	2.1	0.1	68.6	1.0	0.0%
7	119.0	1.4	0.1	46.5	2.0	0.0%
8	119.0	1.4	0.1	20.2	1.0	0.0%
9	119.0	1.9	0.1	41.2	2.0	0.0%
10	119.0	1.1	0.1	43.0	2.0	0.0%
Average:	119.0	1.6	0.1	43.7	1.5	0.0%

NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2947

1	119.0	10.7	0.5	101.5	4.0	0.0%
2	119.0	10.2	0.5	81.6	4.0	0.0%
3	119.0	8.6	0.4	82.9	3.0	0.0%
4	119.0	10.1	0.4	183.6	5.0	0.0%
5	119.0	8.4	0.4	95.5	3.0	0.0%
6	119.0	11.5	0.5	91.9	4.0	0.0%
7	119.0	10.1	0.5	97.0	4.0	0.0%
8	119.0	10.7	0.5	114.4	4.0	0.0%
9	119.0	8.2	0.4	69.5	3.0	0.0%

Lane Queue by Intersection

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2947						
10	119.0	7.0	0.3	76.8	3.0	0.0%
Average:	119.0	9.6	0.4	99.5	3.7	0.0%
NB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2948						
1	119.0	10.7	0.5	95.2	4.0	0.0%
2	119.0	9.6	0.5	95.3	4.0	0.0%
3	119.0	11.1	0.5	107.0	4.0	0.0%
4	119.0	12.5	0.6	96.2	4.0	0.0%
5	119.0	12.7	0.5	146.0	5.0	0.0%
6	119.0	12.0	0.5	126.0	5.0	0.0%
7	119.0	10.3	0.5	79.4	4.0	0.0%
8	119.0	11.1	0.5	96.3	4.0	0.0%
9	119.0	12.2	0.5	116.7	4.0	0.0%
10	119.0	8.2	0.4	93.4	4.0	0.0%
Average:	119.0	11.0	0.5	105.2	4.2	0.0%
SB L on NC 86 (MLK Jr. Blvd) - Lane ID 2941						
1	119.0	8.5	0.4	79.9	3.0	0.0%
2	119.0	8.5	0.4	66.5	3.0	0.0%
3	119.0	5.5	0.3	70.3	3.0	0.0%
4	119.0	8.7	0.4	105.5	3.0	0.0%
5	119.0	7.5	0.4	73.8	3.0	0.0%
6	119.0	10.1	0.5	73.5	3.0	0.0%
7	119.0	6.5	0.3	69.2	2.0	0.0%
8	119.0	8.3	0.4	153.2	4.0	0.0%
9	119.0	6.2	0.3	46.8	2.0	0.0%
10	119.0	9.2	0.5	76.2	3.0	0.0%
Average:	119.0	7.9	0.4	81.5	2.9	0.0%
SB T on NC 86 (MLK Jr. Blvd) - Lane ID 2942						
1	119.0	4.3	0.2	97.8	3.0	0.0%
2	119.0	3.2	0.2	85.1	3.0	0.0%
3	119.0	3.6	0.2	101.3	2.0	0.0%
4	119.0	5.2	0.2	86.5	3.0	0.0%
5	119.0	3.8	0.2	53.4	2.0	0.0%
6	119.0	4.8	0.2	66.1	2.0	0.0%
7	119.0	4.7	0.2	82.3	3.0	0.0%
8	119.0	3.2	0.1	104.0	2.0	0.0%
9	119.0	4.1	0.2	60.3	2.0	0.0%
10	119.0	3.6	0.2	63.2	2.0	0.0%
Average:	119.0	4.1	0.2	80.0	2.4	0.0%
SB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2943						
1	119.0	3.5	0.2	43.9	2.0	0.0%

Lane Queue by Intersection

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2943						
2	119.0	3.5	0.2	65.2	3.0	0.0%
3	119.0	4.6	0.2	85.0	3.0	0.0%
4	119.0	3.6	0.2	44.1	2.0	0.0%
5	119.0	2.3	0.1	46.2	2.0	0.0%
6	119.0	3.8	0.2	64.5	3.0	0.0%
7	119.0	4.8	0.2	110.3	4.0	0.0%
8	119.0	4.7	0.2	62.4	2.0	0.0%
9	119.0	4.0	0.2	75.8	3.0	0.0%
10	119.0	2.6	0.1	49.7	2.0	0.0%
Average:	119.0	3.7	0.2	64.7	2.6	0.0%

WB L on Hillsborough Street - Lane ID 2170

1	119.0	14.9	0.8	56.9	3.0	0.0%
2	119.0	16.5	0.8	90.1	2.0	0.0%
3	119.0	10.5	0.6	59.3	2.0	0.0%
4	119.0	12.0	0.6	58.6	2.0	0.0%
5	119.0	13.6	0.7	70.8	3.0	0.0%
6	119.0	16.5	0.7	95.1	2.0	0.0%
7	119.0	11.3	0.5	126.2	3.0	0.0%
8	119.0	14.3	0.7	58.8	2.0	0.0%
9	119.0	13.1	0.7	52.1	2.0	0.0%
10	119.0	9.8	0.5	51.2	2.0	0.0%
Average:	119.0	13.3	0.7	71.9	2.3	0.0%

WB TR on Hillsborough Street - Lane ID 2958

1	119.0	22.7	1.0	139.5	6.0	0.0%
2	119.0	33.0	1.5	168.8	7.0	0.0%
3	119.0	28.2	1.2	234.4	7.0	0.0%
4	119.0	23.0	1.1	155.2	6.0	0.0%
5	119.0	23.8	1.1	129.8	6.0	0.0%
6	119.0	27.5	1.2	204.2	7.0	0.0%
7	119.0	17.7	0.8	151.7	7.0	0.0%
8	119.0	32.4	1.4	203.2	7.0	0.0%
9	119.0	19.8	0.9	164.9	7.0	0.0%
10	119.0	23.7	1.1	149.2	7.0	0.0%
Average:	119.0	25.2	1.1	170.1	6.7	0.0%

PRITCHARD AVENUE EXT. & UMSTEAD DR

NODE: 3

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NEB TR on Umstead Dr - Lane ID 2961						
1	119.0	0.5	0.0	22.4	1.0	0.0%
2	119.0	0.3	0.0	18.4	1.0	0.0%
3	119.0	0.2	0.0	15.3	1.0	0.0%

Lane Queue by Intersection

PRITCHARD AVENUE EXT. & UMSTEAD DR

NODE: 3

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NEB TR on Umstead Dr - Lane ID 2961						
4	119.0	1.2	0.1	30.5	1.0	0.0%
5	119.0	1.3	0.1	29.3	1.0	0.0%
6	119.0	1.8	0.1	57.2	2.0	0.0%
7	119.0	1.0	0.1	47.9	2.0	0.0%
8	119.0	0.2	0.0	21.0	1.0	0.0%
9	119.0	0.3	0.0	23.1	1.0	0.0%
10	119.0	0.4	0.0	29.5	1.0	0.0%
Average:	119.0	0.7	0.0	29.5	1.2	0.0%

NWB LR on Pritchard Avenue Ext. - Lane ID 2959

1	119.0	0.3	0.0	17.1	1.0	0.0%
2	119.0	0.5	0.0	23.2	1.0	0.0%
3	119.0	0.4	0.0	22.3	1.0	0.0%
4	119.0	0.2	0.0	19.8	1.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.1	0.0	17.3	1.0	0.0%
7	119.0	0.4	0.0	25.3	1.0	0.0%
8	119.0	0.3	0.0	18.2	1.0	0.0%
9	119.0	0.5	0.0	25.4	1.0	0.0%
10	119.0	0.3	0.0	17.3	1.0	0.0%
Average:	119.0	0.3	0.0	18.6	0.9	0.0%

SWB LT on Umstead Dr - Lane ID 2954

1	119.0	1.3	0.1	65.5	2.0	0.0%
2	119.0	1.3	0.1	56.1	2.0	0.0%
3	119.0	1.5	0.1	82.8	1.0	0.0%
4	119.0	1.2	0.0	47.1	1.0	0.0%
5	119.0	1.4	0.1	26.7	1.0	0.0%
6	119.0	0.7	0.0	50.4	1.0	0.0%
7	119.0	0.5	0.0	18.9	1.0	0.0%
8	119.0	0.9	0.0	26.4	1.0	0.0%
9	119.0	0.4	0.0	28.4	1.0	0.0%
10	119.0	1.0	0.1	24.3	1.0	0.0%
Average:	119.0	1.0	0.1	42.7	1.2	0.0%

UMSTEAD DR & VILLAGE DR

NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Umstead Dr - Lane ID 2963						
1	119.0	0.4	0.0	26.1	1.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.8	0.0	24.4	1.0	0.0%
4	119.0	0.5	0.0	23.6	1.0	0.0%
5	119.0	0.8	0.0	59.3	1.0	0.0%

Lane Queue by Intersection

UMSTEAD DR & VILLAGE DR

NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Umstead Dr - Lane ID 2963						
6	119.0	1.0	0.0	32.2	1.0	0.0%
7	119.0	0.2	0.0	24.4	1.0	0.0%
8	119.0	1.0	0.1	26.6	1.0	0.0%
9	119.0	0.6	0.0	20.2	1.0	0.0%
10	119.0	0.3	0.0	20.5	1.0	0.0%
Average:	119.0	0.6	0.0	25.7	0.9	0.0%

NB LR on Village Dr - Lane ID 2965						
1	119.0	0.8	0.0	21.1	1.0	0.0%
2	119.0	0.4	0.0	26.2	1.0	0.0%
3	119.0	0.2	0.0	24.6	1.0	0.0%
4	119.0	0.2	0.0	28.9	1.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.2	0.0	19.0	1.0	0.0%
7	119.0	0.7	0.0	26.8	1.0	0.0%
8	119.0	0.3	0.0	21.3	1.0	0.0%
9	119.0	0.2	0.0	24.3	1.0	0.0%
10	119.0	0.6	0.0	30.5	1.0	0.0%
Average:	119.0	0.4	0.0	22.3	0.9	0.0%

WB LT on Umstead Dr - Lane ID 2962						
1	119.0	0.8	0.0	25.1	1.0	0.0%
2	119.0	0.3	0.0	27.8	1.0	0.0%
3	119.0	0.5	0.0	25.0	1.0	0.0%
4	119.0	0.2	0.0	16.9	1.0	0.0%
5	119.0	0.9	0.0	45.2	2.0	0.0%
6	119.0	0.6	0.0	24.8	1.0	0.0%
7	119.0	1.2	0.1	31.5	1.0	0.0%
8	119.0	1.2	0.1	50.2	2.0	0.0%
9	119.0	0.8	0.0	26.1	1.0	0.0%
10	119.0	0.8	0.0	22.3	1.0	0.0%
Average:	119.0	0.7	0.0	29.5	1.2	0.0%

**2021 Existing
PM Peak Hour**

Project: Jay Street Apartments TIA
 Scenario: Jay Street TIA - Existing - PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 17:00:00 - 18:00:00
 Interval: Summary
 Selection: --

Lane Queue by Intersection - Overview

ESTES DR & VILLAGE DR NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB TR on Estes Dr - Lane ID 2973						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%
NWB LR on Village Dr - Lane ID 2968						
1	119.0	1.6	0.1	21.9	1.0	0.0%
2	119.0	1.9	0.1	33.7	1.0	0.0%
3	119.0	5.1	0.2	83.2	3.0	0.0%
4	119.0	2.3	0.1	47.1	2.0	0.0%
5	119.0	3.3	0.2	41.9	2.0	0.0%
6	119.0	1.4	0.1	30.1	1.0	0.0%
7	119.0	2.6	0.1	43.4	2.0	0.0%
8	119.0	3.0	0.2	48.1	2.0	0.0%
9	119.0	1.9	0.1	43.7	2.0	0.0%
10	119.0	2.7	0.1	67.7	1.0	0.0%
Average:	119.0	2.6	0.1	46.1	1.7	0.0%
SWB LT on Estes Dr - Lane ID 2972						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.1	0.0	16.2	1.0	0.0%
3	119.0	0.6	0.0	74.4	3.0	0.0%
4	119.0	0.3	0.0	38.0	2.0	0.0%
5	119.0	1.1	0.1	69.3	3.0	0.0%
6	119.0	0.4	0.0	48.5	2.0	0.0%
7	119.0	0.4	0.0	41.8	2.0	0.0%
8	119.0	0.2	0.0	23.9	1.0	0.0%
9	119.0	0.4	0.0	48.5	2.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.4	0.0	36.1	1.6	0.0%

Lane Queue by Intersection

JAY STREET & SITE DRIVEWAY

NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Jay Street - Lane ID 2970						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

NB LR on Site Driveway - Lane ID 2977

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

WB LT on Jay Street - Lane ID 2975

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

JAY STREET & VILLAGE DR

NODE: 8

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Village Dr - Lane ID 2967						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

JAY STREET & VILLAGE DR

NODE: 8

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Village Dr - Lane ID 2967						
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

NB LR on Jay Street - Lane ID 2969

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.2	0.0	18.7	1.0	0.0%
9	119.0	0.4	0.0	28.4	1.0	0.0%
10	119.0	0.2	0.0	22.2	1.0	0.0%
Average:	119.0	0.1	0.0	6.9	0.3	0.0%

SWB LT on Village Dr - Lane ID 2966

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.1	0.0	13.9	1.0	0.0%
Average:	119.0	0.0	0.0	1.4	0.1	0.0%

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Umstead Dr - Lane ID 2951						
1	119.0	16.3	0.8	66.8	3.0	0.0%
2	119.0	19.8	0.9	99.4	4.0	0.0%
3	119.0	19.2	0.9	98.8	4.0	0.0%
4	119.0	18.3	0.7	99.7	4.0	0.0%

Lane Queue by Intersection

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Umstead Dr - Lane ID 2951						
5	119.0	18.2	0.8	104.2	4.0	0.0%
6	119.0	8.4	0.5	51.7	2.0	0.0%
7	119.0	16.5	0.8	61.6	3.0	0.0%
8	119.0	13.1	0.7	65.3	3.0	0.0%
9	119.0	15.8	0.7	64.8	3.0	0.0%
10	119.0	16.2	0.9	60.5	3.0	0.0%
Average:	119.0	16.2	0.8	77.3	3.3	0.0%

EB TR on Umstead Dr - Lane ID 2952

1	119.0	10.8	0.5	92.5	4.0	0.0%
2	119.0	8.2	0.4	73.1	3.0	0.0%
3	119.0	11.6	0.6	100.1	4.0	0.0%
4	119.0	13.2	0.6	100.9	3.0	0.0%
5	119.0	11.2	0.5	121.0	5.0	0.0%
6	119.0	15.6	0.7	108.5	5.0	0.0%
7	119.0	9.2	0.5	76.8	3.0	0.0%
8	119.0	10.6	0.5	89.0	4.0	0.0%
9	119.0	13.1	0.6	116.9	4.0	0.0%
10	119.0	10.7	0.5	85.7	4.0	0.0%
Average:	119.0	11.4	0.5	96.5	3.9	0.0%

NB L on NC 86 (MLK Jr. Blvd) - Lane ID 2946

1	119.0	3.3	0.2	48.5	2.0	0.0%
2	119.0	4.3	0.2	59.4	2.0	0.0%
3	119.0	4.2	0.2	58.8	3.0	0.0%
4	119.0	4.5	0.2	54.0	2.0	0.0%
5	119.0	3.7	0.2	65.3	3.0	0.0%
6	119.0	2.6	0.2	42.4	2.0	0.0%
7	119.0	5.0	0.2	104.8	3.0	0.0%
8	119.0	3.6	0.2	37.1	2.0	0.0%
9	119.0	2.5	0.1	21.5	1.0	0.0%
10	119.0	4.4	0.2	64.3	3.0	0.0%
Average:	119.0	3.8	0.2	55.6	2.3	0.0%

NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2947

1	119.0	31.5	1.3	231.6	9.0	0.0%
2	119.0	30.9	1.4	213.9	9.0	0.0%
3	119.0	32.7	1.3	244.5	9.0	0.0%
4	119.0	35.3	1.6	220.1	10.0	0.0%
5	119.0	31.2	1.3	192.6	8.0	0.0%
6	119.0	33.7	1.4	291.1	10.0	0.0%
7	119.0	34.8	1.5	213.6	9.0	0.0%
8	119.0	33.9	1.4	277.0	9.0	0.0%
9	119.0	31.8	1.4	261.5	11.0	0.0%

Lane Queue by Intersection

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2947						
10	119.0	31.3	1.4	207.9	9.0	0.0%
Average:	119.0	32.7	1.4	235.4	9.3	0.0%
NB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2948						
1	119.0	31.7	1.4	219.7	9.0	0.0%
2	119.0	31.8	1.4	190.8	8.0	0.0%
3	119.0	33.7	1.4	199.0	8.0	0.0%
4	119.0	34.5	1.4	237.8	8.0	0.0%
5	119.0	33.6	1.5	204.7	8.0	0.0%
6	119.0	37.0	1.5	211.1	9.0	0.0%
7	119.0	31.3	1.3	221.8	8.0	0.0%
8	119.0	38.7	1.6	234.5	10.0	0.0%
9	119.0	33.4	1.4	195.8	8.0	0.0%
10	119.0	31.6	1.4	182.0	8.0	0.0%
Average:	119.0	33.7	1.4	209.7	8.4	0.0%
SB L on NC 86 (MLK Jr. Blvd) - Lane ID 2941						
1	119.0	17.4	0.8	106.2	4.0	0.0%
2	119.0	18.2	0.9	83.3	3.0	0.0%
3	119.0	18.8	0.8	101.1	4.0	0.0%
4	119.0	15.9	0.8	72.1	3.0	0.0%
5	119.0	13.0	0.6	118.5	3.0	0.0%
6	119.0	18.3	0.9	123.9	3.0	0.0%
7	119.0	15.5	0.7	86.3	3.0	0.0%
8	119.0	19.2	0.9	79.4	4.0	0.0%
9	119.0	15.2	0.7	98.2	4.0	0.0%
10	119.0	12.9	0.7	72.4	3.0	0.0%
Average:	119.0	16.4	0.8	94.1	3.4	0.0%
SB T on NC 86 (MLK Jr. Blvd) - Lane ID 2942						
1	119.0	9.9	0.5	102.3	4.0	0.0%
2	119.0	10.3	0.5	126.3	4.0	0.0%
3	119.0	10.7	0.5	98.7	4.0	0.0%
4	119.0	11.9	0.5	133.6	5.0	0.0%
5	119.0	10.1	0.4	119.9	5.0	0.0%
6	119.0	11.8	0.5	122.3	5.0	0.0%
7	119.0	12.6	0.6	108.7	5.0	0.0%
8	119.0	12.8	0.5	114.7	4.0	0.0%
9	119.0	11.0	0.5	95.5	4.0	0.0%
10	119.0	11.3	0.5	99.9	4.0	0.0%
Average:	119.0	11.2	0.5	112.2	4.4	0.0%
SB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2943						
1	119.0	10.7	0.5	121.5	3.0	0.0%

Lane Queue by Intersection

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2943						
2	119.0	10.7	0.5	169.0	4.0	0.0%
3	119.0	11.1	0.5	116.7	5.0	0.0%
4	119.0	12.8	0.6	116.3	5.0	0.0%
5	119.0	10.9	0.5	104.1	4.0	0.0%
6	119.0	13.3	0.6	104.0	4.0	0.0%
7	119.0	8.9	0.4	91.1	4.0	0.0%
8	119.0	11.1	0.5	132.2	6.0	0.0%
9	119.0	12.3	0.6	134.1	6.0	0.0%
10	119.0	10.7	0.5	137.5	5.0	0.0%
Average:	119.0	11.3	0.5	122.7	4.6	0.0%

WB L on Hillsborough Street - Lane ID 2170

1	119.0	13.3	0.7	60.1	2.0	0.0%
2	119.0	9.1	0.5	47.7	2.0	0.0%
3	119.0	9.6	0.5	54.7	2.0	0.0%
4	119.0	9.2	0.5	55.6	2.0	0.0%
5	119.0	9.0	0.5	68.4	2.0	0.0%
6	119.0	10.6	0.6	50.3	2.0	0.0%
7	119.0	10.4	0.6	47.2	2.0	0.0%
8	119.0	12.5	0.6	108.2	2.0	0.0%
9	119.0	11.0	0.6	77.9	3.0	0.0%
10	119.0	9.4	0.5	47.8	2.0	0.0%
Average:	119.0	10.4	0.6	61.8	2.1	0.0%

WB TR on Hillsborough Street - Lane ID 2958

1	119.0	50.2	2.1	274.5	10.0	0.0%
2	119.0	49.0	2.1	254.2	9.0	0.0%
3	119.0	52.8	2.2	229.9	9.0	0.0%
4	119.0	53.4	2.3	232.3	10.0	0.0%
5	119.0	51.5	2.2	363.3	10.0	0.0%
6	119.0	54.9	2.3	248.8	10.0	0.0%
7	119.0	54.4	2.4	294.5	12.0	0.0%
8	119.0	58.4	2.5	305.3	12.0	0.0%
9	119.0	42.9	1.8	211.9	8.0	0.0%
10	119.0	47.7	2.0	262.0	11.0	0.0%
Average:	119.0	51.5	2.2	267.7	10.1	0.0%

PRITCHARD AVENUE EXT. & UMSTEAD DR

NODE: 3

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NEB TR on Umstead Dr - Lane ID 2961						
1	119.0	1.7	0.1	57.6	2.0	0.0%
2	119.0	1.2	0.1	27.0	1.0	0.0%
3	119.0	1.0	0.1	24.9	1.0	0.0%

Lane Queue by Intersection

PRITCHARD AVENUE EXT. & UMSTEAD DR

NODE: 3

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NEB TR on Umstead Dr - Lane ID 2961						
4	119.0	0.7	0.0	25.9	1.0	0.0%
5	119.0	1.6	0.1	45.4	2.0	0.0%
6	119.0	1.7	0.1	27.8	1.0	0.0%
7	119.0	0.8	0.0	40.6	1.0	0.0%
8	119.0	2.5	0.1	54.0	2.0	0.0%
9	119.0	1.8	0.1	53.1	2.0	0.0%
10	119.0	0.5	0.0	24.2	1.0	0.0%
Average:	119.0	1.4	0.1	38.1	1.4	0.0%

NWB LR on Pritchard Avenue Ext. - Lane ID 2959

1	119.0	0.9	0.0	24.1	1.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.4	0.0	19.8	1.0	0.0%
4	119.0	0.2	0.0	19.9	1.0	0.0%
5	119.0	0.3	0.0	24.0	1.0	0.0%
6	119.0	0.4	0.0	25.7	1.0	0.0%
7	119.0	1.0	0.1	25.7	1.0	0.0%
8	119.0	0.5	0.0	49.6	1.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.7	0.0	26.2	1.0	0.0%
Average:	119.0	0.4	0.0	21.5	0.8	0.0%

SWB LT on Umstead Dr - Lane ID 2954

1	119.0	1.9	0.1	72.3	1.0	0.0%
2	119.0	1.7	0.1	34.5	1.0	0.0%
3	119.0	2.6	0.1	74.1	2.0	0.0%
4	119.0	1.1	0.1	29.1	1.0	0.0%
5	119.0	2.3	0.1	43.1	1.0	0.0%
6	119.0	3.6	0.2	49.0	2.0	0.0%
7	119.0	3.0	0.1	79.9	2.0	0.0%
8	119.0	3.5	0.1	72.3	2.0	0.0%
9	119.0	3.3	0.1	53.9	2.0	0.0%
10	119.0	2.9	0.1	94.6	2.0	0.0%
Average:	119.0	2.6	0.1	60.3	1.6	0.0%

UMSTEAD DR & VILLAGE DR

NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Umstead Dr - Lane ID 2963						
1	119.0	1.1	0.1	30.3	1.0	0.0%
2	119.0	1.6	0.1	49.1	2.0	0.0%
3	119.0	1.0	0.1	26.2	1.0	0.0%
4	119.0	0.9	0.0	29.1	1.0	0.0%
5	119.0	1.3	0.1	43.5	2.0	0.0%

Lane Queue by Intersection

UMSTEAD DR & VILLAGE DR

NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Umstead Dr - Lane ID 2963						
6	119.0	2.2	0.1	55.2	2.0	0.0%
7	119.0	0.7	0.0	19.2	1.0	0.0%
8	119.0	1.2	0.1	27.3	1.0	0.0%
9	119.0	1.3	0.1	66.7	2.0	0.0%
10	119.0	0.6	0.0	19.8	1.0	0.0%
Average:	119.0	1.2	0.1	36.6	1.4	0.0%

NB LR on Village Dr - Lane ID 2965						
1	119.0	0.3	0.0	26.9	1.0	0.0%
2	119.0	0.2	0.0	21.6	1.0	0.0%
3	119.0	0.1	0.0	14.4	1.0	0.0%
4	119.0	0.3	0.0	21.6	1.0	0.0%
5	119.0	0.4	0.0	18.6	1.0	0.0%
6	119.0	0.1	0.0	17.1	1.0	0.0%
7	119.0	1.0	0.1	49.2	2.0	0.0%
8	119.0	0.4	0.0	24.9	1.0	0.0%
9	119.0	0.3	0.0	21.4	1.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.3	0.0	21.6	1.0	0.0%

WB LT on Umstead Dr - Lane ID 2962						
1	119.0	0.6	0.0	21.0	1.0	0.0%
2	119.0	0.7	0.0	23.1	1.0	0.0%
3	119.0	0.6	0.0	46.2	2.0	0.0%
4	119.0	0.9	0.1	46.1	2.0	0.0%
5	119.0	1.4	0.1	37.7	2.0	0.0%
6	119.0	1.4	0.1	39.8	2.0	0.0%
7	119.0	0.9	0.0	25.1	1.0	0.0%
8	119.0	0.9	0.0	48.0	2.0	0.0%
9	119.0	0.5	0.0	29.2	1.0	0.0%
10	119.0	1.5	0.1	40.3	1.0	0.0%
Average:	119.0	0.9	0.0	35.7	1.5	0.0%

2025 Traffic Without Site
AM Peak Hour

Project: Jay Street Apartments TIA
 Scenario: Jay Street TIA - 2025 - No-Build - AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: --

Lane Queue by Intersection - Overview

ESTES DR & VILLAGE DR

NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB TR on Estes Dr - Lane ID 2973						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%
NWB LR on Village Dr - Lane ID 2968						
1	119.0	2.6	0.1	78.3	3.0	0.0%
2	119.0	2.3	0.1	41.1	2.0	0.0%
3	119.0	1.4	0.1	19.9	1.0	0.0%
4	119.0	2.5	0.1	27.6	1.0	0.0%
5	119.0	2.5	0.1	58.7	2.0	0.0%
6	119.0	1.9	0.1	36.1	2.0	0.0%
7	119.0	2.8	0.2	52.9	2.0	0.0%
8	119.0	2.2	0.1	54.2	1.0	0.0%
9	119.0	2.4	0.1	44.3	2.0	0.0%
10	119.0	1.8	0.1	20.1	1.0	0.0%
Average:	119.0	2.2	0.1	43.3	1.7	0.0%
SWB LT on Estes Dr - Lane ID 2972						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.4	0.0	48.8	2.0	0.0%
3	119.0	0.5	0.0	60.2	3.0	0.0%
4	119.0	0.2	0.0	18.6	1.0	0.0%
5	119.0	1.0	0.1	58.4	3.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	1.4	0.1	96.9	3.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.2	0.0	17.9	1.0	0.0%
Average:	119.0	0.4	0.0	30.1	1.3	0.0%

Lane Queue by Intersection

JAY STREET & SITE DRIVEWAY

NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Jay Street - Lane ID 2970						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

NB LR on Site Driveway - Lane ID 2977

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

WB LT on Jay Street - Lane ID 2975

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

JAY STREET & VILLAGE DR

NODE: 8

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Village Dr - Lane ID 2967						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

JAY STREET & VILLAGE DR

NODE: 8

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Village Dr - Lane ID 2967						
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

NB LR on Jay Street - Lane ID 2969

1	119.0	0.2	0.0	28.9	1.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.9	0.0	77.3	1.0	0.0%
8	119.0	0.2	0.0	21.7	1.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.1	0.0	17.5	1.0	0.0%
Average:	119.0	0.1	0.0	14.5	0.4	0.0%

SWB LT on Village Dr - Lane ID 2966

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Umstead Dr - Lane ID 2951						
1	119.0	7.8	0.4	76.0	3.0	0.0%
2	119.0	10.5	0.5	53.2	2.0	0.0%
3	119.0	8.2	0.4	80.1	3.0	0.0%
4	119.0	8.5	0.4	91.7	3.0	0.0%

Lane Queue by Intersection

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Umstead Dr - Lane ID 2951						
5	119.0	8.2	0.4	67.1	2.0	0.0%
6	119.0	9.7	0.5	70.2	3.0	0.0%
7	119.0	5.7	0.3	49.3	2.0	0.0%
8	119.0	9.2	0.4	99.9	3.0	0.0%
9	119.0	6.6	0.3	54.7	3.0	0.0%
10	119.0	9.6	0.4	73.4	2.0	0.0%
Average:	119.0	8.4	0.4	71.6	2.6	0.0%

EB TR on Umstead Dr - Lane ID 2952

1	119.0	14.8	0.7	86.1	4.0	0.0%
2	119.0	17.1	0.8	161.3	5.0	0.0%
3	119.0	15.4	0.8	71.5	3.0	0.0%
4	119.0	14.8	0.7	111.2	4.0	0.0%
5	119.0	18.5	0.9	86.6	4.0	0.0%
6	119.0	22.7	1.1	130.4	5.0	0.0%
7	119.0	19.9	0.9	118.4	5.0	0.0%
8	119.0	15.7	0.8	131.6	4.0	0.0%
9	119.0	17.3	0.8	84.7	4.0	0.0%
10	119.0	16.3	0.8	97.3	4.0	0.0%
Average:	119.0	17.3	0.8	107.9	4.2	0.0%

NB L on NC 86 (MLK Jr. Blvd) - Lane ID 2946

1	119.0	1.6	0.1	19.2	1.0	0.0%
2	119.0	0.9	0.1	17.6	1.0	0.0%
3	119.0	1.4	0.1	38.6	2.0	0.0%
4	119.0	0.9	0.1	27.2	1.0	0.0%
5	119.0	0.6	0.0	21.2	1.0	0.0%
6	119.0	0.8	0.0	20.8	1.0	0.0%
7	119.0	0.8	0.1	18.9	1.0	0.0%
8	119.0	0.6	0.0	18.6	1.0	0.0%
9	119.0	0.7	0.1	18.6	1.0	0.0%
10	119.0	0.3	0.0	17.5	1.0	0.0%
Average:	119.0	0.9	0.1	21.8	1.1	0.0%

NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2947

1	119.0	7.4	0.3	100.9	4.0	0.0%
2	119.0	10.4	0.5	99.8	4.0	0.0%
3	119.0	9.0	0.4	101.9	4.0	0.0%
4	119.0	8.0	0.4	75.8	3.0	0.0%
5	119.0	7.3	0.3	70.4	3.0	0.0%
6	119.0	7.7	0.4	84.4	4.0	0.0%
7	119.0	8.4	0.4	87.0	4.0	0.0%
8	119.0	9.3	0.4	83.5	3.0	0.0%
9	119.0	7.9	0.4	92.0	3.0	0.0%

Lane Queue by Intersection

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2947						
10	119.0	9.0	0.4	113.1	4.0	0.0%
Average:	119.0	8.4	0.4	90.9	3.6	0.0%
NB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2948						
1	119.0	9.4	0.4	102.8	4.0	0.0%
2	119.0	10.6	0.5	122.7	5.0	0.0%
3	119.0	9.8	0.4	105.6	3.0	0.0%
4	119.0	8.9	0.4	107.7	3.0	0.0%
5	119.0	7.6	0.4	74.9	3.0	0.0%
6	119.0	8.0	0.4	89.7	4.0	0.0%
7	119.0	8.5	0.4	123.8	3.0	0.0%
8	119.0	8.7	0.4	90.5	4.0	0.0%
9	119.0	8.1	0.4	98.1	4.0	0.0%
10	119.0	10.0	0.4	112.5	4.0	0.0%
Average:	119.0	9.0	0.4	102.8	3.7	0.0%
SB L on NC 86 (MLK Jr. Blvd) - Lane ID 2941						
1	119.0	10.3	0.5	101.0	4.0	0.0%
2	119.0	9.9	0.5	84.8	4.0	0.0%
3	119.0	8.5	0.4	85.9	3.0	0.0%
4	119.0	13.2	0.6	137.3	4.0	0.0%
5	119.0	11.1	0.5	103.2	4.0	0.0%
6	119.0	9.8	0.4	102.6	4.0	0.0%
7	119.0	7.4	0.3	69.1	3.0	0.0%
8	119.0	7.3	0.4	70.7	3.0	0.0%
9	119.0	10.6	0.5	105.3	3.0	0.0%
10	119.0	8.3	0.4	84.9	3.0	0.0%
Average:	119.0	9.6	0.5	94.5	3.5	0.0%
SB T on NC 86 (MLK Jr. Blvd) - Lane ID 2942						
1	119.0	6.7	0.3	92.8	4.0	0.0%
2	119.0	7.4	0.3	102.0	4.0	0.0%
3	119.0	5.4	0.3	99.0	4.0	0.0%
4	119.0	7.2	0.3	102.3	4.0	0.0%
5	119.0	4.4	0.2	70.4	3.0	0.0%
6	119.0	5.5	0.3	73.6	3.0	0.0%
7	119.0	6.6	0.3	112.4	4.0	0.0%
8	119.0	6.0	0.3	88.3	3.0	0.0%
9	119.0	5.4	0.2	83.6	3.0	0.0%
10	119.0	6.3	0.3	106.3	4.0	0.0%
Average:	119.0	6.1	0.3	93.1	3.6	0.0%
SB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2943						
1	119.0	6.4	0.3	114.7	5.0	0.0%

Lane Queue by Intersection

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2943						
2	119.0	9.8	0.4	107.8	5.0	0.0%
3	119.0	6.8	0.3	117.2	5.0	0.0%
4	119.0	6.4	0.3	106.9	4.0	0.0%
5	119.0	5.8	0.3	110.5	5.0	0.0%
6	119.0	4.7	0.2	75.2	4.0	0.0%
7	119.0	5.9	0.3	74.2	3.0	0.0%
8	119.0	5.7	0.3	96.1	4.0	0.0%
9	119.0	4.9	0.2	77.1	3.0	0.0%
10	119.0	6.6	0.3	100.1	4.0	0.0%
Average:	119.0	6.3	0.3	98.0	4.2	0.0%

WB L on Hillsborough Street - Lane ID 2170

1	119.0	9.5	0.4	91.0	2.0	0.0%
2	119.0	7.6	0.4	32.8	1.0	0.0%
3	119.0	9.4	0.5	35.4	1.0	0.0%
4	119.0	6.0	0.4	46.3	2.0	0.0%
5	119.0	8.0	0.4	51.0	2.0	0.0%
6	119.0	8.2	0.5	43.9	2.0	0.0%
7	119.0	6.1	0.3	42.4	2.0	0.0%
8	119.0	7.2	0.4	86.3	2.0	0.0%
9	119.0	9.0	0.5	42.0	2.0	0.0%
10	119.0	6.2	0.4	19.8	1.0	0.0%
Average:	119.0	7.7	0.4	49.1	1.7	0.0%

WB TR on Hillsborough Street - Lane ID 2958

1	119.0	10.9	0.6	97.8	5.0	0.0%
2	119.0	18.2	0.9	124.0	6.0	0.0%
3	119.0	15.7	0.7	130.2	5.0	0.0%
4	119.0	20.8	0.9	151.0	5.0	0.0%
5	119.0	16.6	0.8	133.0	6.0	0.0%
6	119.0	14.9	0.7	183.2	5.0	0.0%
7	119.0	15.1	0.7	130.7	5.0	0.0%
8	119.0	17.9	0.8	171.7	6.0	0.0%
9	119.0	14.4	0.7	98.5	4.0	0.0%
10	119.0	16.4	0.8	148.8	6.0	0.0%
Average:	119.0	16.1	0.8	136.9	5.3	0.0%

PRITCHARD AVENUE EXT. & UMSTEAD DR

NODE: 3

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NEB TR on Umstead Dr - Lane ID 2961						
1	119.0	2.2	0.1	39.6	1.0	0.0%
2	119.0	1.8	0.1	51.1	2.0	0.0%
3	119.0	1.3	0.1	55.7	2.0	0.0%

Lane Queue by Intersection

PRITCHARD AVENUE EXT. & UMSTEAD DR

NODE: 3

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NEB TR on Umstead Dr - Lane ID 2961						
4	119.0	1.4	0.1	50.9	1.0	0.0%
5	119.0	1.3	0.1	24.4	1.0	0.0%
6	119.0	0.9	0.0	52.7	2.0	0.0%
7	119.0	1.6	0.1	75.8	1.0	0.0%
8	119.0	0.9	0.0	73.0	1.0	0.0%
9	119.0	0.9	0.0	28.9	1.0	0.0%
10	119.0	1.2	0.1	65.2	2.0	0.0%
Average:	119.0	1.4	0.1	51.7	1.4	0.0%

NWB LR on Pritchard Avenue Ext. - Lane ID 2959

1	119.0	0.5	0.0	18.8	1.0	0.0%
2	119.0	0.4	0.0	26.8	1.0	0.0%
3	119.0	0.3	0.0	21.5	1.0	0.0%
4	119.0	0.3	0.0	19.4	1.0	0.0%
5	119.0	0.4	0.0	17.8	1.0	0.0%
6	119.0	0.2	0.0	24.7	1.0	0.0%
7	119.0	0.3	0.0	20.1	1.0	0.0%
8	119.0	1.6	0.1	80.9	1.0	0.0%
9	119.0	0.5	0.0	21.8	1.0	0.0%
10	119.0	0.6	0.0	24.4	1.0	0.0%
Average:	119.0	0.5	0.0	27.6	1.0	0.0%

SWB LT on Umstead Dr - Lane ID 2954

1	119.0	0.7	0.0	24.9	1.0	0.0%
2	119.0	0.8	0.0	20.9	1.0	0.0%
3	119.0	1.1	0.1	50.1	2.0	0.0%
4	119.0	1.2	0.1	27.2	1.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.1	0.0	15.4	1.0	0.0%
7	119.0	0.1	0.0	13.9	1.0	0.0%
8	119.0	0.2	0.0	29.2	1.0	0.0%
9	119.0	0.4	0.0	45.8	2.0	0.0%
10	119.0	0.5	0.0	25.4	1.0	0.0%
Average:	119.0	0.5	0.0	25.3	1.1	0.0%

UMSTEAD DR & VILLAGE DR

NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Umstead Dr - Lane ID 2963						
1	119.0	0.9	0.1	23.1	1.0	0.0%
2	119.0	1.1	0.1	24.3	1.0	0.0%
3	119.0	1.8	0.1	98.2	2.0	0.0%
4	119.0	1.0	0.1	28.7	1.0	0.0%
5	119.0	1.4	0.1	39.6	2.0	0.0%

Lane Queue by Intersection

UMSTEAD DR & VILLAGE DR

NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Umstead Dr - Lane ID 2963						
6	119.0	0.9	0.0	26.1	1.0	0.0%
7	119.0	1.0	0.0	25.8	1.0	0.0%
8	119.0	0.9	0.0	69.2	1.0	0.0%
9	119.0	1.5	0.1	59.4	2.0	0.0%
10	119.0	0.8	0.0	25.8	1.0	0.0%
Average:	119.0	1.1	0.1	42.0	1.3	0.0%

NB LR on Village Dr - Lane ID 2965						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.3	0.0	26.4	1.0	0.0%
4	119.0	0.5	0.0	22.6	1.0	0.0%
5	119.0	0.1	0.0	17.5	1.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.2	0.0	26.7	1.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.3	0.0	20.0	1.0	0.0%
Average:	119.0	0.1	0.0	11.3	0.5	0.0%

WB LT on Umstead Dr - Lane ID 2962						
1	119.0	0.7	0.0	27.2	1.0	0.0%
2	119.0	0.9	0.0	26.4	1.0	0.0%
3	119.0	1.3	0.1	55.1	2.0	0.0%
4	119.0	1.0	0.1	46.2	2.0	0.0%
5	119.0	1.5	0.1	43.7	2.0	0.0%
6	119.0	0.2	0.0	19.3	1.0	0.0%
7	119.0	0.7	0.0	24.9	1.0	0.0%
8	119.0	0.4	0.0	24.5	1.0	0.0%
9	119.0	0.9	0.0	65.1	2.0	0.0%
10	119.0	0.6	0.0	34.6	1.0	0.0%
Average:	119.0	0.8	0.0	36.7	1.4	0.0%

**2025 Traffic Without Site
Noon Peak Hour**

Project: Jay Street Apartments TIA
 Scenario: Jay Street TIA - 2025 - No-Build - NN
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 12:00:00 - 13:00:00
 Interval: Summary
 Selection: --

Lane Queue by Intersection - Overview

ESTES DR & VILLAGE DR NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB TR on Estes Dr - Lane ID 2973						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%
NWB LR on Village Dr - Lane ID 2968						
1	119.0	8.4	0.3	75.7	2.0	0.0%
2	119.0	8.8	0.4	128.9	4.0	0.0%
3	119.0	7.0	0.3	84.6	3.0	0.0%
4	119.0	8.8	0.4	96.2	3.0	0.0%
5	119.0	7.9	0.3	76.2	3.0	0.0%
6	119.0	6.5	0.3	70.7	2.0	0.0%
7	119.0	10.3	0.4	117.6	4.0	0.0%
8	119.0	10.2	0.4	124.2	5.0	0.0%
9	119.0	10.2	0.4	86.4	3.0	0.0%
10	119.0	10.8	0.4	87.6	3.0	0.0%
Average:	119.0	8.9	0.4	94.8	3.2	0.0%
SWB LT on Estes Dr - Lane ID 2972						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

JAY STREET & SITE DRIVEWAY

NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Jay Street - Lane ID 2970						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

NB LR on Site Driveway - Lane ID 2977

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

WB LT on Jay Street - Lane ID 2975

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

JAY STREET & VILLAGE DR

NODE: 8

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Village Dr - Lane ID 2967						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

JAY STREET & VILLAGE DR

NODE: 8

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Village Dr - Lane ID 2967						
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

NB LR on Jay Street - Lane ID 2969

1	119.0	7.0	0.3	111.8	2.0	0.0%
2	119.0	6.1	0.3	92.0	3.0	0.0%
3	119.0	4.7	0.2	59.0	2.0	0.0%
4	119.0	5.6	0.3	51.7	2.0	0.0%
5	119.0	5.5	0.2	58.1	2.0	0.0%
6	119.0	6.3	0.3	76.7	2.0	0.0%
7	119.0	9.5	0.4	94.7	2.0	0.0%
8	119.0	6.9	0.3	94.0	3.0	0.0%
9	119.0	6.3	0.3	71.1	3.0	0.0%
10	119.0	6.5	0.3	56.2	2.0	0.0%
Average:	119.0	6.4	0.3	76.5	2.3	0.0%

SWB LT on Village Dr - Lane ID 2966

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Umstead Dr - Lane ID 2951						
1	119.0	6.0	0.3	44.7	2.0	0.0%
2	119.0	7.8	0.4	57.4	2.0	0.0%
3	119.0	10.2	0.5	68.1	3.0	0.0%
4	119.0	12.3	0.6	66.5	3.0	0.0%

Lane Queue by Intersection

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Umstead Dr - Lane ID 2951						
5	119.0	6.2	0.4	53.8	2.0	0.0%
6	119.0	10.4	0.5	97.9	4.0	0.0%
7	119.0	11.4	0.6	114.3	4.0	0.0%
8	119.0	9.4	0.5	51.4	2.0	0.0%
9	119.0	6.1	0.3	62.9	3.0	0.0%
10	119.0	9.7	0.5	67.8	3.0	0.0%
Average:	119.0	9.0	0.5	68.5	2.8	0.0%

EB TR on Umstead Dr - Lane ID 2952						
1	119.0	10.2	0.5	100.9	4.0	0.0%
2	119.0	10.1	0.5	90.7	3.0	0.0%
3	119.0	14.8	0.7	127.9	5.0	0.0%
4	119.0	11.4	0.6	84.9	4.0	0.0%
5	119.0	7.1	0.3	80.9	3.0	0.0%
6	119.0	10.3	0.5	83.1	4.0	0.0%
7	119.0	14.2	0.6	87.2	3.0	0.0%
8	119.0	10.0	0.5	63.2	3.0	0.0%
9	119.0	10.7	0.5	77.7	3.0	0.0%
10	119.0	8.6	0.5	77.9	4.0	0.0%
Average:	119.0	10.7	0.5	87.4	3.6	0.0%

NB L on NC 86 (MLK Jr. Blvd) - Lane ID 2946						
1	119.0	2.1	0.1	20.3	1.0	0.0%
2	119.0	3.2	0.2	41.5	2.0	0.0%
3	119.0	2.4	0.1	74.6	1.0	0.0%
4	119.0	2.9	0.2	40.9	2.0	0.0%
5	119.0	1.7	0.1	37.7	2.0	0.0%
6	119.0	1.8	0.1	24.1	1.0	0.0%
7	119.0	2.5	0.1	46.4	2.0	0.0%
8	119.0	2.1	0.1	23.6	1.0	0.0%
9	119.0	3.4	0.2	69.0	3.0	0.0%
10	119.0	1.3	0.1	19.3	1.0	0.0%
Average:	119.0	2.3	0.1	39.7	1.6	0.0%

NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2947						
1	119.0	13.6	0.6	114.4	5.0	0.0%
2	119.0	13.8	0.6	104.1	5.0	0.0%
3	119.0	15.8	0.7	124.1	4.0	0.0%
4	119.0	14.7	0.6	149.3	4.0	0.0%
5	119.0	16.7	0.7	136.9	5.0	0.0%
6	119.0	14.5	0.7	114.0	5.0	0.0%
7	119.0	12.6	0.6	93.5	4.0	0.0%
8	119.0	13.5	0.6	100.9	4.0	0.0%
9	119.0	13.6	0.6	147.7	5.0	0.0%

Lane Queue by Intersection

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2947						
10	119.0	13.5	0.6	116.6	5.0	0.0%
Average:	119.0	14.2	0.6	120.2	4.6	0.0%
NB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2948						
1	119.0	15.2	0.7	111.7	5.0	0.0%
2	119.0	15.0	0.7	131.2	5.0	0.0%
3	119.0	15.4	0.7	108.2	4.0	0.0%
4	119.0	15.3	0.7	131.3	5.0	0.0%
5	119.0	14.8	0.7	112.7	5.0	0.0%
6	119.0	13.5	0.6	108.1	4.0	0.0%
7	119.0	13.9	0.6	112.9	5.0	0.0%
8	119.0	13.5	0.6	123.6	5.0	0.0%
9	119.0	12.7	0.6	100.0	5.0	0.0%
10	119.0	12.6	0.6	90.7	4.0	0.0%
Average:	119.0	14.2	0.7	113.0	4.7	0.0%
SB L on NC 86 (MLK Jr. Blvd) - Lane ID 2941						
1	119.0	9.8	0.5	91.6	4.0	0.0%
2	119.0	9.1	0.5	134.3	4.0	0.0%
3	119.0	10.6	0.5	117.5	3.0	0.0%
4	119.0	9.1	0.5	72.1	3.0	0.0%
5	119.0	11.1	0.5	68.5	3.0	0.0%
6	119.0	10.7	0.5	108.3	3.0	0.0%
7	119.0	9.9	0.5	104.1	4.0	0.0%
8	119.0	7.9	0.4	61.7	3.0	0.0%
9	119.0	10.7	0.5	87.8	4.0	0.0%
10	119.0	9.8	0.5	93.7	3.0	0.0%
Average:	119.0	9.9	0.5	94.0	3.4	0.0%
SB T on NC 86 (MLK Jr. Blvd) - Lane ID 2942						
1	119.0	7.3	0.3	78.4	3.0	0.0%
2	119.0	4.8	0.2	68.6	3.0	0.0%
3	119.0	7.0	0.3	92.9	3.0	0.0%
4	119.0	6.9	0.3	77.7	3.0	0.0%
5	119.0	6.0	0.3	75.0	3.0	0.0%
6	119.0	6.0	0.3	116.9	4.0	0.0%
7	119.0	6.6	0.3	96.8	4.0	0.0%
8	119.0	5.6	0.2	89.1	3.0	0.0%
9	119.0	5.6	0.3	75.6	3.0	0.0%
10	119.0	5.1	0.3	72.1	3.0	0.0%
Average:	119.0	6.1	0.3	84.3	3.2	0.0%
SB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2943						
1	119.0	6.5	0.3	72.9	3.0	0.0%

Lane Queue by Intersection

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2943						
2	119.0	5.2	0.3	71.8	3.0	0.0%
3	119.0	7.4	0.4	76.5	3.0	0.0%
4	119.0	6.6	0.3	88.1	4.0	0.0%
5	119.0	6.7	0.3	83.5	4.0	0.0%
6	119.0	5.6	0.3	95.0	4.0	0.0%
7	119.0	5.1	0.2	67.9	3.0	0.0%
8	119.0	5.0	0.2	77.0	3.0	0.0%
9	119.0	5.1	0.2	90.2	4.0	0.0%
10	119.0	5.2	0.3	90.8	4.0	0.0%
Average:	119.0	5.8	0.3	81.4	3.5	0.0%

WB L on Hillsborough Street - Lane ID 2170

1	119.0	13.5	0.7	72.8	3.0	0.0%
2	119.0	16.2	0.8	70.8	3.0	0.0%
3	119.0	14.4	0.7	100.8	2.0	0.0%
4	119.0	14.8	0.7	65.8	3.0	0.0%
5	119.0	15.7	0.8	66.9	3.0	0.0%
6	119.0	18.2	0.9	69.1	3.0	0.0%
7	119.0	14.8	0.7	90.0	3.0	0.0%
8	119.0	14.6	0.8	51.2	2.0	0.0%
9	119.0	15.0	0.8	50.6	2.0	0.0%
10	119.0	15.5	0.7	87.7	2.0	0.0%
Average:	119.0	15.3	0.8	72.6	2.6	0.0%

WB TR on Hillsborough Street - Lane ID 2958

1	119.0	33.6	1.4	202.1	7.0	0.0%
2	119.0	31.9	1.4	163.6	7.0	0.0%
3	119.0	37.2	1.5	209.5	6.0	0.0%
4	119.0	37.4	1.6	194.4	7.0	0.0%
5	119.0	36.1	1.5	230.3	7.0	0.0%
6	119.0	23.6	1.0	158.2	5.0	0.0%
7	119.0	34.7	1.4	199.3	7.0	0.0%
8	119.0	20.7	0.9	155.9	7.0	0.0%
9	119.0	29.8	1.3	195.9	6.0	0.0%
10	119.0	26.0	1.1	173.4	6.0	0.0%
Average:	119.0	31.1	1.3	188.3	6.5	0.0%

PRITCHARD AVENUE EXT. & UMSTEAD DR

NODE: 3

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NEB TR on Umstead Dr - Lane ID 2961						
1	119.0	0.5	0.0	20.4	1.0	0.0%
2	119.0	0.5	0.0	26.2	1.0	0.0%
3	119.0	0.6	0.0	27.6	1.0	0.0%

Lane Queue by Intersection

PRITCHARD AVENUE EXT. & UMSTEAD DR

NODE: 3

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NEB TR on Umstead Dr - Lane ID 2961						
4	119.0	0.3	0.0	16.9	1.0	0.0%
5	119.0	1.6	0.1	29.4	1.0	0.0%
6	119.0	0.6	0.0	50.5	2.0	0.0%
7	119.0	0.6	0.0	53.0	2.0	0.0%
8	119.0	0.9	0.0	37.0	1.0	0.0%
9	119.0	1.3	0.1	26.3	1.0	0.0%
10	119.0	0.3	0.0	20.6	1.0	0.0%
Average:	119.0	0.7	0.0	30.8	1.2	0.0%

NWB LR on Pritchard Avenue Ext. - Lane ID 2959

1	119.0	0.8	0.0	25.0	1.0	0.0%
2	119.0	0.6	0.0	20.1	1.0	0.0%
3	119.0	0.1	0.0	17.0	1.0	0.0%
4	119.0	0.3	0.0	20.8	1.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.1	0.0	17.4	1.0	0.0%
7	119.0	0.3	0.0	18.4	1.0	0.0%
8	119.0	0.4	0.0	25.5	1.0	0.0%
9	119.0	0.5	0.0	24.0	1.0	0.0%
10	119.0	0.2	0.0	21.2	1.0	0.0%
Average:	119.0	0.3	0.0	18.9	0.9	0.0%

SWB LT on Umstead Dr - Lane ID 2954

1	119.0	1.4	0.1	62.6	1.0	0.0%
2	119.0	1.3	0.0	59.0	2.0	0.0%
3	119.0	0.6	0.0	23.3	1.0	0.0%
4	119.0	0.6	0.0	31.5	1.0	0.0%
5	119.0	1.8	0.1	61.2	1.0	0.0%
6	119.0	0.8	0.0	28.5	1.0	0.0%
7	119.0	1.0	0.0	37.1	1.0	0.0%
8	119.0	1.1	0.0	36.4	1.0	0.0%
9	119.0	1.4	0.1	75.8	3.0	0.0%
10	119.0	0.2	0.0	18.3	1.0	0.0%
Average:	119.0	1.0	0.0	43.4	1.3	0.0%

UMSTEAD DR & VILLAGE DR

NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Umstead Dr - Lane ID 2963						
1	119.0	1.0	0.0	26.6	1.0	0.0%
2	119.0	1.2	0.0	73.3	1.0	0.0%
3	119.0	1.1	0.1	38.2	1.0	0.0%
4	119.0	0.6	0.0	26.0	1.0	0.0%
5	119.0	0.2	0.0	22.8	1.0	0.0%

Lane Queue by Intersection

UMSTEAD DR & VILLAGE DR

NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Umstead Dr - Lane ID 2963						
6	119.0	0.1	0.0	15.1	1.0	0.0%
7	119.0	1.5	0.1	60.4	1.0	0.0%
8	119.0	0.5	0.0	24.7	1.0	0.0%
9	119.0	0.5	0.0	17.9	1.0	0.0%
10	119.0	0.7	0.0	19.1	1.0	0.0%
Average:	119.0	0.7	0.0	32.4	1.0	0.0%

NB LR on Village Dr - Lane ID 2965						
1	119.0	0.1	0.0	16.9	1.0	0.0%
2	119.0	0.7	0.0	27.0	1.0	0.0%
3	119.0	0.6	0.0	24.8	1.0	0.0%
4	119.0	0.1	0.0	15.6	1.0	0.0%
5	119.0	0.1	0.0	17.2	1.0	0.0%
6	119.0	0.2	0.0	14.5	1.0	0.0%
7	119.0	0.1	0.0	16.4	1.0	0.0%
8	119.0	0.2	0.0	18.4	1.0	0.0%
9	119.0	0.3	0.0	22.4	1.0	0.0%
10	119.0	0.1	0.0	17.0	1.0	0.0%
Average:	119.0	0.3	0.0	19.0	1.0	0.0%

WB LT on Umstead Dr - Lane ID 2962						
1	119.0	1.2	0.1	29.8	1.0	0.0%
2	119.0	1.5	0.1	32.8	1.0	0.0%
3	119.0	0.7	0.0	28.6	1.0	0.0%
4	119.0	0.4	0.0	26.4	1.0	0.0%
5	119.0	0.9	0.0	52.1	1.0	0.0%
6	119.0	0.7	0.0	27.2	1.0	0.0%
7	119.0	0.8	0.0	56.1	2.0	0.0%
8	119.0	0.7	0.0	41.4	2.0	0.0%
9	119.0	1.3	0.1	68.4	2.0	0.0%
10	119.0	0.7	0.0	22.0	1.0	0.0%
Average:	119.0	0.9	0.0	38.5	1.3	0.0%

**2025 Traffic Without Site
PM Peak Hour**

Project: Jay Street Apartments TIA
 Scenario: Jay Street TIA - 2025 - No-Build - PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 17:00:00 - 18:00:00
 Interval: Summary
 Selection: --

Lane Queue by Intersection - Overview

ESTES DR & VILLAGE DR

NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB TR on Estes Dr - Lane ID 2973						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.3	0.0	36.8	2.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	3.7	0.2	0.0%

NWB LR on Village Dr - Lane ID 2968

1	119.0	2.8	0.2	47.4	2.0	0.0%
2	119.0	3.5	0.2	67.4	3.0	0.0%
3	119.0	2.5	0.1	36.8	2.0	0.0%
4	119.0	3.4	0.2	73.0	3.0	0.0%
5	119.0	3.8	0.2	58.4	2.0	0.0%
6	119.0	4.7	0.2	60.2	2.0	0.0%
7	119.0	4.2	0.1	157.1	4.0	0.0%
8	119.0	3.9	0.2	54.5	2.0	0.0%
9	119.0	4.7	0.3	68.3	3.0	0.0%
10	119.0	1.9	0.1	37.1	2.0	0.0%
Average:	119.0	3.5	0.2	66.0	2.5	0.0%

SWB LT on Estes Dr - Lane ID 2972

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	1.6	0.1	111.4	4.0	0.0%
3	119.0	0.4	0.0	44.9	2.0	0.0%
4	119.0	1.2	0.1	76.2	3.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.5	0.0	45.1	2.0	0.0%
7	119.0	2.1	0.1	144.1	6.0	0.0%
8	119.0	1.6	0.1	123.3	5.0	0.0%
9	119.0	0.6	0.0	27.0	1.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.8	0.0	57.2	2.3	0.0%

Lane Queue by Intersection

JAY STREET & SITE DRIVEWAY

NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Jay Street - Lane ID 2970						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

NB LR on Site Driveway - Lane ID 2977

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

WB LT on Jay Street - Lane ID 2975

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

JAY STREET & VILLAGE DR

NODE: 8

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Village Dr - Lane ID 2967						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

JAY STREET & VILLAGE DR

NODE: 8

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Village Dr - Lane ID 2967						
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

NB LR on Jay Street - Lane ID 2969

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.2	0.0	24.7	1.0	0.0%
3	119.0	0.1	0.0	15.9	1.0	0.0%
4	119.0	0.1	0.0	16.9	1.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.2	0.0	25.1	1.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.2	0.0	21.5	1.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.1	0.0	10.4	0.5	0.0%

SWB LT on Village Dr - Lane ID 2966

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.1	0.0	15.3	1.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	1.5	0.1	0.0%

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Umstead Dr - Lane ID 2951						
1	119.0	20.5	1.0	85.9	4.0	0.0%
2	119.0	25.7	1.3	114.4	5.0	0.0%
3	119.0	24.3	1.1	114.7	4.0	0.0%
4	119.0	22.5	1.1	88.9	4.0	0.0%

Lane Queue by Intersection

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Umstead Dr - Lane ID 2951						
5	119.0	36.8	1.7	131.0	6.0	0.0%
6	119.0	27.0	1.4	77.5	4.0	0.0%
7	119.0	36.7	1.6	228.8	9.0	0.0%
8	119.0	39.6	1.6	202.3	7.0	0.0%
9	119.0	33.0	1.5	102.5	4.0	0.0%
10	119.0	20.3	1.1	94.6	4.0	0.0%
Average:	119.0	28.6	1.3	124.1	5.1	0.0%

EB TR on Umstead Dr - Lane ID 2952

1	119.0	11.2	0.5	77.9	3.0	0.0%
2	119.0	11.9	0.5	179.8	5.0	0.0%
3	119.0	13.5	0.6	93.7	4.0	0.0%
4	119.0	9.9	0.5	78.4	4.0	0.0%
5	119.0	14.3	0.6	200.5	6.0	0.0%
6	119.0	11.9	0.6	69.9	3.0	0.0%
7	119.0	15.0	0.7	182.1	7.0	0.0%
8	119.0	11.7	0.6	70.1	3.0	0.0%
9	119.0	14.9	0.7	114.2	5.0	0.0%
10	119.0	8.4	0.4	75.0	4.0	0.0%
Average:	119.0	12.3	0.6	114.2	4.4	0.0%

NB L on NC 86 (MLK Jr. Blvd) - Lane ID 2946

1	119.0	3.7	0.2	41.5	2.0	0.0%
2	119.0	3.2	0.2	37.9	2.0	0.0%
3	119.0	5.8	0.3	73.2	3.0	0.0%
4	119.0	4.8	0.2	53.8	2.0	0.0%
5	119.0	5.5	0.2	63.1	2.0	0.0%
6	119.0	3.2	0.2	20.7	1.0	0.0%
7	119.0	4.2	0.2	49.0	2.0	0.0%
8	119.0	2.9	0.2	39.9	2.0	0.0%
9	119.0	4.0	0.2	61.8	2.0	0.0%
10	119.0	4.9	0.2	75.4	2.0	0.0%
Average:	119.0	4.2	0.2	51.6	2.0	0.0%

NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2947

1	119.0	49.4	2.0	242.7	10.0	0.0%
2	119.0	42.3	1.8	274.1	11.0	0.0%
3	119.0	48.0	2.0	337.3	11.0	0.0%
4	119.0	45.5	1.9	287.2	13.0	0.0%
5	119.0	45.8	1.9	228.8	10.0	0.0%
6	119.0	42.2	1.8	240.4	10.0	0.0%
7	119.0	44.0	1.9	246.4	10.0	0.0%
8	119.0	42.3	1.8	250.0	10.0	0.0%
9	119.0	42.3	1.8	245.5	10.0	0.0%

Lane Queue by Intersection

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2947						
10	119.0	45.9	1.9	328.6	12.0	0.0%
Average:	119.0	44.8	1.9	268.1	10.7	0.0%
NB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2948						
1	119.0	45.9	1.9	267.1	11.0	0.0%
2	119.0	44.9	1.9	249.2	10.0	0.0%
3	119.0	50.7	2.1	275.9	11.0	0.0%
4	119.0	44.8	1.9	294.8	11.0	0.0%
5	119.0	52.5	2.1	265.6	10.0	0.0%
6	119.0	48.0	2.1	263.3	12.0	0.0%
7	119.0	44.5	1.8	293.5	10.0	0.0%
8	119.0	48.0	2.0	251.5	10.0	0.0%
9	119.0	44.6	1.9	233.4	10.0	0.0%
10	119.0	53.7	2.3	281.7	12.0	0.0%
Average:	119.0	47.8	2.0	267.6	10.7	0.0%
SB L on NC 86 (MLK Jr. Blvd) - Lane ID 2941						
1	119.0	27.1	1.2	129.5	5.0	0.0%
2	119.0	29.4	1.3	121.4	4.0	0.0%
3	119.0	29.4	1.3	122.2	4.0	0.0%
4	119.0	22.3	1.0	85.9	4.0	0.0%
5	119.0	26.2	1.2	118.9	4.0	0.0%
6	119.0	28.9	1.3	123.0	5.0	0.0%
7	119.0	21.1	1.0	95.5	4.0	0.0%
8	119.0	25.9	1.2	126.4	5.0	0.0%
9	119.0	30.1	1.4	109.7	4.0	0.0%
10	119.0	27.7	1.3	116.7	5.0	0.0%
Average:	119.0	26.8	1.2	114.9	4.4	0.0%
SB T on NC 86 (MLK Jr. Blvd) - Lane ID 2942						
1	119.0	13.1	0.6	118.1	5.0	0.0%
2	119.0	13.6	0.6	142.3	4.0	0.0%
3	119.0	14.7	0.6	138.1	6.0	0.0%
4	119.0	15.8	0.7	150.1	5.0	0.0%
5	119.0	15.3	0.6	118.5	5.0	0.0%
6	119.0	14.5	0.7	131.3	6.0	0.0%
7	119.0	14.6	0.7	107.0	5.0	0.0%
8	119.0	13.5	0.6	155.8	5.0	0.0%
9	119.0	14.0	0.6	115.5	4.0	0.0%
10	119.0	13.0	0.6	99.9	4.0	0.0%
Average:	119.0	14.2	0.6	127.7	4.9	0.0%
SB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2943						
1	119.0	15.0	0.7	171.1	7.0	0.0%

Lane Queue by Intersection

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2943						
2	119.0	13.1	0.6	125.3	6.0	0.0%
3	119.0	16.9	0.7	112.0	5.0	0.0%
4	119.0	17.9	0.8	126.4	5.0	0.0%
5	119.0	17.6	0.8	127.8	6.0	0.0%
6	119.0	17.0	0.8	122.0	5.0	0.0%
7	119.0	13.2	0.6	122.2	4.0	0.0%
8	119.0	15.5	0.7	122.1	5.0	0.0%
9	119.0	10.7	0.5	97.6	4.0	0.0%
10	119.0	13.9	0.7	103.7	4.0	0.0%
Average:	119.0	15.1	0.7	123.0	5.1	0.0%

WB L on Hillsborough Street - Lane ID 2170

1	119.0	9.7	0.5	46.1	2.0	0.0%
2	119.0	11.9	0.6	68.2	2.0	0.0%
3	119.0	10.7	0.6	47.5	2.0	0.0%
4	119.0	9.7	0.5	47.7	2.0	0.0%
5	119.0	12.3	0.6	97.5	2.0	0.0%
6	119.0	13.0	0.6	92.8	2.0	0.0%
7	119.0	11.9	0.6	47.9	2.0	0.0%
8	119.0	11.6	0.6	105.9	2.0	0.0%
9	119.0	13.6	0.7	56.3	2.0	0.0%
10	119.0	9.7	0.5	45.3	2.0	0.0%
Average:	119.0	11.4	0.6	65.5	2.0	0.0%

WB TR on Hillsborough Street - Lane ID 2958

1	119.0	58.6	2.5	243.7	10.0	0.0%
2	119.0	53.7	2.3	224.7	10.0	0.0%
3	119.0	50.7	2.1	250.3	10.0	0.0%
4	119.0	49.8	2.1	274.4	11.0	0.0%
5	119.0	61.3	2.6	345.9	12.0	0.0%
6	119.0	53.3	2.3	278.8	9.0	0.0%
7	119.0	59.6	2.5	226.4	10.0	0.0%
8	119.0	52.7	2.3	241.4	10.0	0.0%
9	119.0	60.5	2.5	290.4	12.0	0.0%
10	119.0	58.0	2.4	375.9	13.0	0.0%
Average:	119.0	55.8	2.4	275.2	10.7	0.0%

PRITCHARD AVENUE EXT. & UMSTEAD DR

NODE: 3

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NEB TR on Umstead Dr - Lane ID 2961						
1	119.0	1.9	0.1	35.8	1.0	0.0%
2	119.0	1.1	0.1	36.2	1.0	0.0%
3	119.0	1.7	0.1	28.0	1.0	0.0%

Lane Queue by Intersection

PRITCHARD AVENUE EXT. & UMSTEAD DR

NODE: 3

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NEB TR on Umstead Dr - Lane ID 2961						
4	119.0	2.4	0.1	111.1	2.0	0.0%
5	119.0	2.3	0.1	46.6	1.0	0.0%
6	119.0	2.1	0.1	27.5	1.0	0.0%
7	119.0	1.3	0.1	45.1	1.0	0.0%
8	119.0	1.1	0.0	60.8	2.0	0.0%
9	119.0	2.1	0.1	58.5	2.0	0.0%
10	119.0	1.2	0.1	27.1	1.0	0.0%
Average:	119.0	1.7	0.1	47.7	1.3	0.0%

NWB LR on Pritchard Avenue Ext. - Lane ID 2959

1	119.0	0.6	0.0	25.5	1.0	0.0%
2	119.0	0.4	0.0	27.3	1.0	0.0%
3	119.0	0.8	0.0	29.3	1.0	0.0%
4	119.0	0.3	0.0	25.1	1.0	0.0%
5	119.0	1.0	0.0	31.6	1.0	0.0%
6	119.0	0.5	0.0	21.9	1.0	0.0%
7	119.0	0.4	0.0	27.9	1.0	0.0%
8	119.0	0.3	0.0	24.4	1.0	0.0%
9	119.0	0.5	0.0	24.9	1.0	0.0%
10	119.0	0.3	0.0	19.8	1.0	0.0%
Average:	119.0	0.5	0.0	25.8	1.0	0.0%

SWB LT on Umstead Dr - Lane ID 2954

1	119.0	2.6	0.1	79.4	3.0	0.0%
2	119.0	2.3	0.1	49.4	2.0	0.0%
3	119.0	2.4	0.1	58.4	2.0	0.0%
4	119.0	3.4	0.1	54.9	2.0	0.0%
5	119.0	2.5	0.1	74.2	1.0	0.0%
6	119.0	3.9	0.2	62.8	2.0	0.0%
7	119.0	2.1	0.1	51.6	2.0	0.0%
8	119.0	2.4	0.1	49.5	2.0	0.0%
9	119.0	2.5	0.1	66.9	2.0	0.0%
10	119.0	2.0	0.1	69.1	2.0	0.0%
Average:	119.0	2.6	0.1	61.6	2.0	0.0%

UMSTEAD DR & VILLAGE DR

NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Umstead Dr - Lane ID 2963						
1	119.0	1.3	0.1	26.6	1.0	0.0%
2	119.0	0.7	0.0	19.3	1.0	0.0%
3	119.0	2.1	0.1	43.2	1.0	0.0%
4	119.0	1.8	0.1	72.8	1.0	0.0%
5	119.0	1.4	0.1	28.1	1.0	0.0%

Lane Queue by Intersection

UMSTEAD DR & VILLAGE DR

NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Umstead Dr - Lane ID 2963						
6	119.0	1.1	0.1	29.8	1.0	0.0%
7	119.0	1.2	0.1	43.4	2.0	0.0%
8	119.0	2.1	0.1	24.7	1.0	0.0%
9	119.0	1.6	0.1	27.9	1.0	0.0%
10	119.0	1.6	0.1	102.3	2.0	0.0%
Average:	119.0	1.5	0.1	41.8	1.2	0.0%

NB LR on Village Dr - Lane ID 2965						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.5	0.0	23.9	1.0	0.0%
3	119.0	0.3	0.0	18.5	1.0	0.0%
4	119.0	0.3	0.0	22.4	1.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.2	0.0	21.3	1.0	0.0%
7	119.0	0.4	0.0	24.7	1.0	0.0%
8	119.0	0.5	0.0	26.9	1.0	0.0%
9	119.0	0.4	0.0	19.6	1.0	0.0%
10	119.0	0.4	0.0	21.1	1.0	0.0%
Average:	119.0	0.3	0.0	17.8	0.8	0.0%

WB LT on Umstead Dr - Lane ID 2962						
1	119.0	1.8	0.1	55.1	2.0	0.0%
2	119.0	0.6	0.0	44.5	1.0	0.0%
3	119.0	1.4	0.1	65.8	2.0	0.0%
4	119.0	0.7	0.0	24.5	1.0	0.0%
5	119.0	1.3	0.1	70.7	1.0	0.0%
6	119.0	0.7	0.0	28.7	1.0	0.0%
7	119.0	1.1	0.1	53.2	2.0	0.0%
8	119.0	0.7	0.0	25.6	1.0	0.0%
9	119.0	1.3	0.1	28.7	1.0	0.0%
10	119.0	0.8	0.0	22.3	1.0	0.0%
Average:	119.0	1.0	0.1	41.9	1.3	0.0%

2025 Traffic With Site
AM Peak Hour

Project: Jay Street Apartments TIA
 Scenario: Jay Street TIA - 2025 - Build - AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: --

Lane Queue by Intersection - Overview

ESTES DR & VILLAGE DR NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB TR on Estes Dr - Lane ID 2973						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%
NWB LR on Village Dr - Lane ID 2968						
1	119.0	1.6	0.1	21.9	1.0	0.0%
2	119.0	1.8	0.1	48.8	2.0	0.0%
3	119.0	3.3	0.1	85.6	2.0	0.0%
4	119.0	3.2	0.2	52.1	2.0	0.0%
5	119.0	2.9	0.1	44.9	2.0	0.0%
6	119.0	2.4	0.1	45.9	2.0	0.0%
7	119.0	2.4	0.1	51.4	2.0	0.0%
8	119.0	1.1	0.1	49.1	2.0	0.0%
9	119.0	2.4	0.1	43.3	2.0	0.0%
10	119.0	2.0	0.1	88.6	3.0	0.0%
Average:	119.0	2.3	0.1	53.2	2.0	0.0%
SWB LT on Estes Dr - Lane ID 2972						
1	119.0	0.5	0.0	64.4	3.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	1.2	0.1	94.7	4.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.6	0.0	71.5	3.0	0.0%
6	119.0	0.4	0.0	50.5	2.0	0.0%
7	119.0	1.3	0.1	72.9	3.0	0.0%
8	119.0	0.6	0.0	72.4	3.0	0.0%
9	119.0	0.1	0.0	16.2	1.0	0.0%
10	119.0	0.7	0.0	61.1	3.0	0.0%
Average:	119.0	0.5	0.0	50.4	2.2	0.0%

Lane Queue by Intersection

JAY STREET & SITE DRIVEWAY

NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Jay Street - Lane ID 2970						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

NB LR on Site Driveway - Lane ID 2977

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.4	0.0	23.9	1.0	0.0%
3	119.0	0.1	0.0	16.4	1.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.2	0.0	22.6	1.0	0.0%
6	119.0	0.2	0.0	18.7	1.0	0.0%
7	119.0	0.4	0.0	27.9	1.0	0.0%
8	119.0	0.1	0.0	17.8	1.0	0.0%
9	119.0	0.1	0.0	15.8	1.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.2	0.0	14.3	0.7	0.0%

WB LT on Jay Street - Lane ID 2975

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

JAY STREET & VILLAGE DR

NODE: 8

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Village Dr - Lane ID 2967						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

JAY STREET & VILLAGE DR

NODE: 8

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Village Dr - Lane ID 2967						
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

NB LR on Jay Street - Lane ID 2969

1	119.0	0.2	0.0	26.6	1.0	0.0%
2	119.0	1.0	0.0	57.6	2.0	0.0%
3	119.0	0.1	0.0	17.0	1.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.1	0.0	15.7	1.0	0.0%
6	119.0	0.5	0.0	24.3	1.0	0.0%
7	119.0	0.4	0.0	24.1	1.0	0.0%
8	119.0	0.1	0.0	17.8	1.0	0.0%
9	119.0	0.5	0.0	24.2	1.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.3	0.0	20.7	0.9	0.0%

SWB LT on Village Dr - Lane ID 2966

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Umstead Dr - Lane ID 2951						
1	119.0	8.7	0.4	48.7	2.0	0.0%
2	119.0	8.2	0.4	70.1	3.0	0.0%
3	119.0	6.0	0.3	44.1	2.0	0.0%
4	119.0	9.5	0.5	70.1	3.0	0.0%

Lane Queue by Intersection

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Umstead Dr - Lane ID 2951						
5	119.0	7.7	0.4	95.5	2.0	0.0%
6	119.0	8.2	0.4	51.4	2.0	0.0%
7	119.0	7.2	0.4	55.6	2.0	0.0%
8	119.0	6.5	0.3	75.6	2.0	0.0%
9	119.0	12.4	0.6	59.0	3.0	0.0%
10	119.0	10.8	0.5	68.7	3.0	0.0%
Average:	119.0	8.5	0.4	63.9	2.4	0.0%

EB TR on Umstead Dr - Lane ID 2952

1	119.0	18.1	0.8	133.4	5.0	0.0%
2	119.0	14.5	0.7	116.5	5.0	0.0%
3	119.0	24.1	1.1	99.0	4.0	0.0%
4	119.0	17.0	0.8	134.9	6.0	0.0%
5	119.0	13.6	0.7	99.9	4.0	0.0%
6	119.0	15.4	0.7	108.3	4.0	0.0%
7	119.0	19.2	0.9	115.5	5.0	0.0%
8	119.0	21.0	0.9	140.8	5.0	0.0%
9	119.0	16.5	0.8	88.6	4.0	0.0%
10	119.0	20.3	0.9	102.5	4.0	0.0%
Average:	119.0	18.0	0.8	113.9	4.6	0.0%

NB L on NC 86 (MLK Jr. Blvd) - Lane ID 2946

1	119.0	1.5	0.1	21.0	1.0	0.0%
2	119.0	2.9	0.1	59.1	2.0	0.0%
3	119.0	2.2	0.1	54.1	1.0	0.0%
4	119.0	1.2	0.1	28.3	1.0	0.0%
5	119.0	1.3	0.1	29.9	1.0	0.0%
6	119.0	0.8	0.0	20.7	1.0	0.0%
7	119.0	3.2	0.1	58.6	2.0	0.0%
8	119.0	0.7	0.0	19.0	1.0	0.0%
9	119.0	1.0	0.1	22.4	1.0	0.0%
10	119.0	1.4	0.0	60.7	1.0	0.0%
Average:	119.0	1.6	0.1	37.4	1.2	0.0%

NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2947

1	119.0	9.4	0.4	104.7	4.0	0.0%
2	119.0	7.3	0.3	90.1	3.0	0.0%
3	119.0	10.2	0.5	91.0	4.0	0.0%
4	119.0	9.6	0.4	88.3	4.0	0.0%
5	119.0	8.5	0.4	105.3	4.0	0.0%
6	119.0	8.3	0.4	109.2	4.0	0.0%
7	119.0	7.1	0.3	83.8	3.0	0.0%
8	119.0	9.8	0.4	107.4	4.0	0.0%
9	119.0	8.4	0.4	85.4	4.0	0.0%

Lane Queue by Intersection

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
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NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2947

10	119.0	6.9	0.3	91.1	4.0	0.0%
Average:	119.0	8.6	0.4	95.6	3.8	0.0%

NB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2948

1	119.0	9.9	0.5	98.2	4.0	0.0%
2	119.0	7.4	0.3	128.2	5.0	0.0%
3	119.0	10.5	0.5	103.6	4.0	0.0%
4	119.0	10.7	0.5	111.6	4.0	0.0%
5	119.0	9.8	0.4	124.9	4.0	0.0%
6	119.0	9.3	0.4	76.6	3.0	0.0%
7	119.0	9.0	0.4	90.4	4.0	0.0%
8	119.0	7.4	0.3	65.0	3.0	0.0%
9	119.0	8.6	0.4	89.5	4.0	0.0%
10	119.0	8.1	0.4	92.3	4.0	0.0%
Average:	119.0	9.1	0.4	98.0	3.9	0.0%

SB L on NC 86 (MLK Jr. Blvd) - Lane ID 2941

1	119.0	10.5	0.5	93.5	4.0	0.0%
2	119.0	10.2	0.5	124.9	5.0	0.0%
3	119.0	9.8	0.4	87.5	3.0	0.0%
4	119.0	8.7	0.4	72.7	3.0	0.0%
5	119.0	9.5	0.5	102.4	4.0	0.0%
6	119.0	8.7	0.4	66.2	3.0	0.0%
7	119.0	9.4	0.4	96.3	4.0	0.0%
8	119.0	12.1	0.5	163.6	3.0	0.0%
9	119.0	6.8	0.3	80.1	3.0	0.0%
10	119.0	8.2	0.4	76.7	3.0	0.0%
Average:	119.0	9.4	0.4	96.4	3.5	0.0%

SB T on NC 86 (MLK Jr. Blvd) - Lane ID 2942

1	119.0	5.3	0.2	109.2	4.0	0.0%
2	119.0	5.2	0.2	89.9	4.0	0.0%
3	119.0	6.7	0.3	89.3	4.0	0.0%
4	119.0	6.9	0.3	101.9	4.0	0.0%
5	119.0	4.9	0.2	108.3	4.0	0.0%
6	119.0	6.6	0.3	93.1	3.0	0.0%
7	119.0	6.4	0.3	116.6	5.0	0.0%
8	119.0	5.9	0.3	126.6	5.0	0.0%
9	119.0	5.8	0.3	93.5	4.0	0.0%
10	119.0	4.6	0.2	84.4	3.0	0.0%
Average:	119.0	5.8	0.3	101.3	4.0	0.0%

SB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2943

1	119.0	5.7	0.3	95.3	4.0	0.0%
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Lane Queue by Intersection

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2943						
2	119.0	3.9	0.2	68.2	3.0	0.0%
3	119.0	7.0	0.3	78.6	3.0	0.0%
4	119.0	6.8	0.3	100.6	4.0	0.0%
5	119.0	5.8	0.3	90.6	4.0	0.0%
6	119.0	6.4	0.3	102.6	4.0	0.0%
7	119.0	6.7	0.3	120.3	5.0	0.0%
8	119.0	7.2	0.3	128.6	4.0	0.0%
9	119.0	6.2	0.3	102.0	4.0	0.0%
10	119.0	4.2	0.2	71.9	3.0	0.0%
Average:	119.0	6.0	0.3	95.9	3.8	0.0%

WB L on Hillsborough Street - Lane ID 2170

1	119.0	6.4	0.4	42.9	2.0	0.0%
2	119.0	7.6	0.4	45.5	2.0	0.0%
3	119.0	7.1	0.4	42.9	2.0	0.0%
4	119.0	6.2	0.3	48.1	2.0	0.0%
5	119.0	5.2	0.3	45.1	2.0	0.0%
6	119.0	5.3	0.3	40.7	2.0	0.0%
7	119.0	7.0	0.4	47.1	2.0	0.0%
8	119.0	6.6	0.3	50.5	2.0	0.0%
9	119.0	8.3	0.5	20.3	1.0	0.0%
10	119.0	8.3	0.5	40.7	2.0	0.0%
Average:	119.0	6.8	0.4	42.4	1.9	0.0%

WB TR on Hillsborough Street - Lane ID 2958

1	119.0	17.5	0.8	124.3	5.0	0.0%
2	119.0	18.0	0.8	141.1	5.0	0.0%
3	119.0	23.8	1.1	147.2	6.0	0.0%
4	119.0	21.7	0.9	115.8	5.0	0.0%
5	119.0	19.1	0.8	110.8	4.0	0.0%
6	119.0	23.0	1.0	118.1	5.0	0.0%
7	119.0	17.9	0.8	116.8	4.0	0.0%
8	119.0	16.3	0.7	154.0	5.0	0.0%
9	119.0	28.7	1.3	134.1	5.0	0.0%
10	119.0	18.1	0.8	131.4	5.0	0.0%
Average:	119.0	20.4	0.9	129.4	4.9	0.0%

PRITCHARD AVENUE EXT. & UMSTEAD DR

NODE: 3

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NEB TR on Umstead Dr - Lane ID 2961						
1	119.0	0.8	0.0	49.5	2.0	0.0%
2	119.0	0.5	0.0	27.4	1.0	0.0%
3	119.0	2.0	0.1	56.3	2.0	0.0%

Lane Queue by Intersection

PRITCHARD AVENUE EXT. & UMSTEAD DR

NODE: 3

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NEB TR on Umstead Dr - Lane ID 2961						
4	119.0	1.2	0.1	26.3	1.0	0.0%
5	119.0	0.8	0.0	26.1	1.0	0.0%
6	119.0	1.3	0.1	47.7	2.0	0.0%
7	119.0	1.2	0.0	71.4	1.0	0.0%
8	119.0	2.6	0.1	35.6	1.0	0.0%
9	119.0	1.2	0.1	26.5	1.0	0.0%
10	119.0	1.9	0.1	66.9	2.0	0.0%
Average:	119.0	1.4	0.1	43.4	1.4	0.0%

NWB LR on Pritchard Avenue Ext. - Lane ID 2959

1	119.0	0.3	0.0	21.4	1.0	0.0%
2	119.0	0.4	0.0	43.4	2.0	0.0%
3	119.0	0.9	0.0	58.8	1.0	0.0%
4	119.0	1.2	0.1	26.2	1.0	0.0%
5	119.0	0.2	0.0	19.8	1.0	0.0%
6	119.0	1.1	0.1	25.6	1.0	0.0%
7	119.0	0.1	0.0	16.4	1.0	0.0%
8	119.0	0.9	0.0	38.2	1.0	0.0%
9	119.0	0.4	0.0	27.5	1.0	0.0%
10	119.0	1.1	0.1	44.9	2.0	0.0%
Average:	119.0	0.7	0.0	32.2	1.2	0.0%

SWB LT on Umstead Dr - Lane ID 2954

1	119.0	0.4	0.0	24.7	1.0	0.0%
2	119.0	0.6	0.0	29.5	1.0	0.0%
3	119.0	0.8	0.0	23.1	1.0	0.0%
4	119.0	1.1	0.1	47.8	2.0	0.0%
5	119.0	0.6	0.0	28.5	1.0	0.0%
6	119.0	0.5	0.0	20.1	1.0	0.0%
7	119.0	0.9	0.0	67.0	1.0	0.0%
8	119.0	1.7	0.1	75.2	3.0	0.0%
9	119.0	1.3	0.1	56.6	2.0	0.0%
10	119.0	1.1	0.0	67.9	1.0	0.0%
Average:	119.0	0.9	0.0	44.0	1.4	0.0%

UMSTEAD DR & VILLAGE DR

NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Umstead Dr - Lane ID 2963						
1	119.0	0.5	0.0	24.4	1.0	0.0%
2	119.0	1.8	0.1	49.3	2.0	0.0%
3	119.0	1.7	0.1	24.5	1.0	0.0%
4	119.0	1.2	0.1	32.9	1.0	0.0%
5	119.0	0.8	0.0	23.5	1.0	0.0%

Lane Queue by Intersection

UMSTEAD DR & VILLAGE DR

NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Umstead Dr - Lane ID 2963						
6	119.0	0.8	0.0	24.0	1.0	0.0%
7	119.0	0.7	0.0	24.9	1.0	0.0%
8	119.0	1.6	0.1	34.9	2.0	0.0%
9	119.0	0.7	0.0	20.5	1.0	0.0%
10	119.0	1.0	0.0	27.2	1.0	0.0%
Average:	119.0	1.1	0.0	28.6	1.2	0.0%

NB LR on Village Dr - Lane ID 2965						
1	119.0	0.2	0.0	18.4	1.0	0.0%
2	119.0	1.3	0.1	55.4	1.0	0.0%
3	119.0	0.9	0.0	57.9	2.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.3	0.0	23.6	1.0	0.0%
7	119.0	0.5	0.0	26.0	1.0	0.0%
8	119.0	0.1	0.0	13.5	1.0	0.0%
9	119.0	0.8	0.0	38.4	1.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.4	0.0	23.3	0.8	0.0%

WB LT on Umstead Dr - Lane ID 2962						
1	119.0	0.3	0.0	21.3	1.0	0.0%
2	119.0	0.6	0.0	30.9	1.0	0.0%
3	119.0	0.6	0.0	28.7	1.0	0.0%
4	119.0	1.2	0.0	35.7	1.0	0.0%
5	119.0	1.3	0.1	70.2	3.0	0.0%
6	119.0	1.8	0.1	67.1	3.0	0.0%
7	119.0	0.9	0.0	58.1	1.0	0.0%
8	119.0	1.0	0.0	51.3	2.0	0.0%
9	119.0	1.1	0.0	53.1	2.0	0.0%
10	119.0	0.1	0.0	16.4	1.0	0.0%
Average:	119.0	0.9	0.0	43.3	1.6	0.0%

2025 Traffic With Site
Noon Peak Hour

Project: Jay Street Apartments TIA
 Scenario: Jay Street TIA - 2025 - Build - NN
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 12:00:00 - 13:00:00
 Interval: Summary
 Selection: --

Lane Queue by Intersection - Overview

ESTES DR & VILLAGE DR

NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB TR on Estes Dr - Lane ID 2973						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

NWB LR on Village Dr - Lane ID 2968

1	119.0	13.7	0.5	128.5	5.0	0.0%
2	119.0	13.2	0.5	95.0	3.0	0.0%
3	119.0	15.3	0.6	116.3	4.0	0.0%
4	119.0	9.3	0.4	111.0	4.0	0.0%
5	119.0	12.1	0.5	117.6	4.0	0.0%
6	119.0	14.8	0.6	146.4	5.0	0.0%
7	119.0	12.0	0.5	127.9	5.0	0.0%
8	119.0	10.4	0.4	90.2	4.0	0.0%
9	119.0	20.0	0.7	144.2	4.0	0.0%
10	119.0	13.1	0.5	110.0	4.0	0.0%
Average:	119.0	13.4	0.5	118.7	4.2	0.0%

SWB LT on Estes Dr - Lane ID 2972

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

JAY STREET & SITE DRIVEWAY

NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Jay Street - Lane ID 2970						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

NB LR on Site Driveway - Lane ID 2977

1	119.0	0.1	0.0	15.6	1.0	0.0%
2	119.0	0.4	0.0	17.6	1.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.2	0.0	18.2	1.0	0.0%
5	119.0	0.4	0.0	18.4	1.0	0.0%
6	119.0	0.1	0.0	16.9	1.0	0.0%
7	119.0	0.4	0.0	21.2	1.0	0.0%
8	119.0	0.2	0.0	20.8	1.0	0.0%
9	119.0	0.6	0.0	49.1	1.0	0.0%
10	119.0	0.4	0.0	17.2	1.0	0.0%
Average:	119.0	0.3	0.0	19.5	0.9	0.0%

WB LT on Jay Street - Lane ID 2975

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

JAY STREET & VILLAGE DR

NODE: 8

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Village Dr - Lane ID 2967						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

JAY STREET & VILLAGE DR

NODE: 8

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Village Dr - Lane ID 2967						
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

NB LR on Jay Street - Lane ID 2969

1	119.0	7.3	0.3	58.3	2.0	0.0%
2	119.0	6.0	0.2	60.6	2.0	0.0%
3	119.0	8.4	0.3	103.3	3.0	0.0%
4	119.0	7.9	0.3	97.5	3.0	0.0%
5	119.0	9.2	0.4	88.9	3.0	0.0%
6	119.0	8.0	0.3	95.8	2.0	0.0%
7	119.0	8.5	0.3	108.8	2.0	0.0%
8	119.0	7.5	0.3	64.8	2.0	0.0%
9	119.0	8.6	0.4	79.3	2.0	0.0%
10	119.0	6.4	0.3	51.0	2.0	0.0%
Average:	119.0	7.8	0.3	80.8	2.3	0.0%

SWB LT on Village Dr - Lane ID 2966

1	119.0	0.2	0.0	20.9	1.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	2.1	0.1	0.0%

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Umstead Dr - Lane ID 2951						
1	119.0	10.5	0.6	41.1	2.0	0.0%
2	119.0	7.3	0.4	59.3	3.0	0.0%
3	119.0	10.2	0.6	47.7	2.0	0.0%
4	119.0	9.8	0.5	63.9	3.0	0.0%

Lane Queue by Intersection

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Umstead Dr - Lane ID 2951						
5	119.0	8.8	0.4	45.3	2.0	0.0%
6	119.0	7.3	0.3	54.9	2.0	0.0%
7	119.0	9.5	0.4	101.4	3.0	0.0%
8	119.0	6.6	0.3	46.9	2.0	0.0%
9	119.0	8.5	0.4	74.4	3.0	0.0%
10	119.0	7.2	0.4	42.0	2.0	0.0%
Average:	119.0	8.6	0.4	57.7	2.4	0.0%

EB TR on Umstead Dr - Lane ID 2952

1	119.0	10.9	0.5	74.1	3.0	0.0%
2	119.0	11.8	0.6	161.3	6.0	0.0%
3	119.0	11.1	0.5	62.4	3.0	0.0%
4	119.0	8.2	0.4	68.5	3.0	0.0%
5	119.0	13.8	0.7	118.1	5.0	0.0%
6	119.0	11.9	0.6	99.6	4.0	0.0%
7	119.0	14.2	0.6	93.6	4.0	0.0%
8	119.0	17.0	0.8	103.5	4.0	0.0%
9	119.0	12.0	0.5	95.3	4.0	0.0%
10	119.0	10.4	0.5	88.8	4.0	0.0%
Average:	119.0	12.1	0.6	96.5	4.0	0.0%

NB L on NC 86 (MLK Jr. Blvd) - Lane ID 2946

1	119.0	1.9	0.1	23.6	1.0	0.0%
2	119.0	1.6	0.1	33.0	1.0	0.0%
3	119.0	2.1	0.1	43.9	2.0	0.0%
4	119.0	2.1	0.1	41.3	2.0	0.0%
5	119.0	0.9	0.1	19.1	1.0	0.0%
6	119.0	2.3	0.1	23.7	1.0	0.0%
7	119.0	2.2	0.1	45.1	2.0	0.0%
8	119.0	2.0	0.1	21.5	1.0	0.0%
9	119.0	2.5	0.1	51.7	2.0	0.0%
10	119.0	0.4	0.0	16.9	1.0	0.0%
Average:	119.0	1.8	0.1	32.0	1.4	0.0%

NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2947

1	119.0	13.4	0.6	101.1	4.0	0.0%
2	119.0	14.8	0.6	99.4	4.0	0.0%
3	119.0	13.3	0.6	131.7	5.0	0.0%
4	119.0	13.7	0.6	115.1	5.0	0.0%
5	119.0	13.5	0.6	121.2	5.0	0.0%
6	119.0	10.5	0.5	86.2	3.0	0.0%
7	119.0	12.4	0.6	112.5	4.0	0.0%
8	119.0	12.7	0.6	148.3	6.0	0.0%
9	119.0	13.0	0.5	127.0	3.0	0.0%

Lane Queue by Intersection

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2947						
10	119.0	12.3	0.6	119.2	5.0	0.0%
Average:	119.0	13.0	0.6	116.2	4.4	0.0%
NB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2948						
1	119.0	14.7	0.6	132.2	5.0	0.0%
2	119.0	13.0	0.6	98.3	4.0	0.0%
3	119.0	14.4	0.6	112.5	4.0	0.0%
4	119.0	12.7	0.6	115.6	5.0	0.0%
5	119.0	17.4	0.7	141.9	5.0	0.0%
6	119.0	12.7	0.6	93.6	4.0	0.0%
7	119.0	11.6	0.5	135.1	5.0	0.0%
8	119.0	13.8	0.6	110.1	5.0	0.0%
9	119.0	13.9	0.6	126.7	5.0	0.0%
10	119.0	13.1	0.6	101.6	4.0	0.0%
Average:	119.0	13.7	0.6	116.8	4.6	0.0%
SB L on NC 86 (MLK Jr. Blvd) - Lane ID 2941						
1	119.0	8.4	0.4	85.0	3.0	0.0%
2	119.0	11.0	0.5	73.3	3.0	0.0%
3	119.0	9.2	0.4	92.6	3.0	0.0%
4	119.0	11.3	0.5	113.3	4.0	0.0%
5	119.0	8.3	0.4	78.8	3.0	0.0%
6	119.0	10.9	0.5	123.8	4.0	0.0%
7	119.0	8.4	0.4	89.8	3.0	0.0%
8	119.0	11.2	0.5	85.1	4.0	0.0%
9	119.0	11.1	0.5	124.1	3.0	0.0%
10	119.0	7.3	0.4	50.4	2.0	0.0%
Average:	119.0	9.7	0.5	91.6	3.2	0.0%
SB T on NC 86 (MLK Jr. Blvd) - Lane ID 2942						
1	119.0	6.3	0.3	92.8	3.0	0.0%
2	119.0	5.7	0.3	106.7	3.0	0.0%
3	119.0	4.9	0.2	82.2	3.0	0.0%
4	119.0	4.5	0.2	50.6	2.0	0.0%
5	119.0	4.5	0.2	93.3	4.0	0.0%
6	119.0	4.9	0.2	86.1	4.0	0.0%
7	119.0	5.3	0.3	74.1	3.0	0.0%
8	119.0	3.8	0.2	91.2	4.0	0.0%
9	119.0	6.0	0.3	83.4	3.0	0.0%
10	119.0	4.6	0.2	68.9	3.0	0.0%
Average:	119.0	5.1	0.2	82.9	3.2	0.0%
SB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2943						
1	119.0	6.2	0.3	78.7	3.0	0.0%

Lane Queue by Intersection

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2943						
2	119.0	5.3	0.3	72.9	3.0	0.0%
3	119.0	4.6	0.2	54.9	2.0	0.0%
4	119.0	6.6	0.3	78.7	3.0	0.0%
5	119.0	6.0	0.3	96.2	4.0	0.0%
6	119.0	5.7	0.2	119.1	5.0	0.0%
7	119.0	6.1	0.3	125.6	3.0	0.0%
8	119.0	6.0	0.3	96.0	4.0	0.0%
9	119.0	4.1	0.2	61.8	3.0	0.0%
10	119.0	6.7	0.3	89.3	3.0	0.0%
Average:	119.0	5.7	0.3	87.3	3.3	0.0%

WB L on Hillsborough Street - Lane ID 2170

1	119.0	15.8	0.8	53.3	2.0	0.0%
2	119.0	14.8	0.7	52.3	2.0	0.0%
3	119.0	14.4	0.7	49.6	2.0	0.0%
4	119.0	18.8	0.9	94.5	3.0	0.0%
5	119.0	15.5	0.8	52.4	2.0	0.0%
6	119.0	17.3	0.8	69.5	3.0	0.0%
7	119.0	15.4	0.8	70.0	3.0	0.0%
8	119.0	14.8	0.7	68.5	3.0	0.0%
9	119.0	16.3	0.8	64.6	3.0	0.0%
10	119.0	16.3	0.8	70.1	3.0	0.0%
Average:	119.0	15.9	0.8	64.5	2.6	0.0%

WB TR on Hillsborough Street - Lane ID 2958

1	119.0	38.6	1.6	233.3	8.0	0.0%
2	119.0	28.6	1.3	165.3	7.0	0.0%
3	119.0	33.0	1.4	217.6	9.0	0.0%
4	119.0	31.1	1.4	182.5	6.0	0.0%
5	119.0	26.2	1.2	161.5	7.0	0.0%
6	119.0	27.8	1.2	170.9	7.0	0.0%
7	119.0	23.5	1.0	148.1	6.0	0.0%
8	119.0	30.4	1.3	174.7	7.0	0.0%
9	119.0	26.9	1.2	206.4	8.0	0.0%
10	119.0	34.2	1.5	182.1	7.0	0.0%
Average:	119.0	30.0	1.3	184.2	7.2	0.0%

PRITCHARD AVENUE EXT. & UMSTEAD DR

NODE: 3

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NEB TR on Umstead Dr - Lane ID 2961						
1	119.0	1.5	0.1	55.7	2.0	0.0%
2	119.0	0.7	0.0	39.3	1.0	0.0%
3	119.0	0.2	0.0	22.1	1.0	0.0%

Lane Queue by Intersection

PRITCHARD AVENUE EXT. & UMSTEAD DR

NODE: 3

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NEB TR on Umstead Dr - Lane ID 2961						
4	119.0	0.6	0.0	21.3	1.0	0.0%
5	119.0	0.8	0.0	27.8	1.0	0.0%
6	119.0	0.5	0.0	19.0	1.0	0.0%
7	119.0	0.6	0.0	22.8	1.0	0.0%
8	119.0	0.9	0.0	50.1	2.0	0.0%
9	119.0	0.9	0.0	25.6	1.0	0.0%
10	119.0	1.0	0.0	50.9	2.0	0.0%
Average:	119.0	0.8	0.0	33.5	1.3	0.0%

NWB LR on Pritchard Avenue Ext. - Lane ID 2959

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.7	0.0	24.0	1.0	0.0%
3	119.0	1.2	0.1	30.6	1.0	0.0%
4	119.0	0.3	0.0	19.3	1.0	0.0%
5	119.0	0.3	0.0	19.3	1.0	0.0%
6	119.0	0.6	0.0	50.4	1.0	0.0%
7	119.0	0.4	0.0	27.5	1.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.9	0.0	48.3	1.0	0.0%
10	119.0	0.1	0.0	17.1	1.0	0.0%
Average:	119.0	0.5	0.0	23.7	0.8	0.0%

SWB LT on Umstead Dr - Lane ID 2954

1	119.0	1.9	0.1	29.7	1.0	0.0%
2	119.0	1.1	0.0	33.9	1.0	0.0%
3	119.0	0.4	0.0	19.2	1.0	0.0%
4	119.0	0.5	0.0	30.5	1.0	0.0%
5	119.0	1.6	0.1	29.0	1.0	0.0%
6	119.0	1.1	0.0	46.4	2.0	0.0%
7	119.0	1.1	0.1	50.2	2.0	0.0%
8	119.0	1.2	0.1	41.8	1.0	0.0%
9	119.0	2.0	0.1	83.5	2.0	0.0%
10	119.0	0.8	0.0	49.1	2.0	0.0%
Average:	119.0	1.2	0.1	41.3	1.4	0.0%

UMSTEAD DR & VILLAGE DR

NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Umstead Dr - Lane ID 2963						
1	119.0	0.6	0.0	26.7	1.0	0.0%
2	119.0	0.9	0.0	27.4	1.0	0.0%
3	119.0	1.2	0.1	35.5	1.0	0.0%
4	119.0	0.2	0.0	17.6	1.0	0.0%
5	119.0	1.3	0.1	27.9	1.0	0.0%

Lane Queue by Intersection

UMSTEAD DR & VILLAGE DR

NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Umstead Dr - Lane ID 2963						
6	119.0	1.2	0.1	47.5	2.0	0.0%
7	119.0	0.7	0.0	22.8	1.0	0.0%
8	119.0	0.3	0.0	17.5	1.0	0.0%
9	119.0	1.5	0.1	49.9	1.0	0.0%
10	119.0	1.2	0.1	25.0	1.0	0.0%
Average:	119.0	0.9	0.1	29.8	1.1	0.0%

NB LR on Village Dr - Lane ID 2965						
1	119.0	0.2	0.0	23.7	1.0	0.0%
2	119.0	0.4	0.0	20.5	1.0	0.0%
3	119.0	0.3	0.0	18.9	1.0	0.0%
4	119.0	0.6	0.0	27.1	1.0	0.0%
5	119.0	0.3	0.0	17.3	1.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.2	0.0	22.3	1.0	0.0%
9	119.0	0.4	0.0	20.1	1.0	0.0%
10	119.0	0.2	0.0	22.3	1.0	0.0%
Average:	119.0	0.3	0.0	17.2	0.8	0.0%

WB LT on Umstead Dr - Lane ID 2962						
1	119.0	0.9	0.0	68.3	2.0	0.0%
2	119.0	0.3	0.0	25.0	1.0	0.0%
3	119.0	0.7	0.0	26.5	1.0	0.0%
4	119.0	0.9	0.1	25.3	1.0	0.0%
5	119.0	1.0	0.0	56.7	2.0	0.0%
6	119.0	0.9	0.0	25.6	1.0	0.0%
7	119.0	1.1	0.1	43.1	2.0	0.0%
8	119.0	1.0	0.1	27.6	1.0	0.0%
9	119.0	1.1	0.1	28.7	1.0	0.0%
10	119.0	0.2	0.0	18.4	1.0	0.0%
Average:	119.0	0.8	0.0	34.5	1.3	0.0%

**2025 Traffic With Site
PM Peak Hour**

Project: Jay Street Apartments TIA
 Scenario: Jay Street TIA - 2025 - Build - PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 17:00:00 - 18:00:00
 Interval: Summary
 Selection: --

Lane Queue by Intersection - Overview

ESTES DR & VILLAGE DR

NODE: 11

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB TR on Estes Dr - Lane ID 2973						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

NWB LR on Village Dr - Lane ID 2968

1	119.0	5.7	0.3	77.8	3.0	0.0%
2	119.0	3.5	0.2	42.3	2.0	0.0%
3	119.0	3.1	0.2	75.3	3.0	0.0%
4	119.0	2.7	0.1	66.0	3.0	0.0%
5	119.0	3.7	0.2	49.1	2.0	0.0%
6	119.0	2.8	0.1	57.0	3.0	0.0%
7	119.0	4.3	0.2	48.2	2.0	0.0%
8	119.0	2.4	0.1	30.4	1.0	0.0%
9	119.0	4.6	0.2	94.6	2.0	0.0%
10	119.0	4.3	0.2	71.0	3.0	0.0%
Average:	119.0	3.7	0.2	61.2	2.4	0.0%

SWB LT on Estes Dr - Lane ID 2972

1	119.0	1.6	0.1	86.1	2.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.4	0.0	46.9	2.0	0.0%
4	119.0	1.8	0.1	105.0	4.0	0.0%
5	119.0	0.8	0.0	98.8	4.0	0.0%
6	119.0	1.8	0.1	105.5	4.0	0.0%
7	119.0	1.1	0.0	74.3	3.0	0.0%
8	119.0	1.7	0.1	147.5	6.0	0.0%
9	119.0	1.4	0.1	76.1	3.0	0.0%
10	119.0	1.0	0.1	58.1	3.0	0.0%
Average:	119.0	1.2	0.1	79.8	3.1	0.0%

Lane Queue by Intersection

JAY STREET & SITE DRIVEWAY

NODE: 7

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Jay Street - Lane ID 2970						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

NB LR on Site Driveway - Lane ID 2977

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.1	0.0	15.7	1.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	1.6	0.1	0.0%

WB LT on Jay Street - Lane ID 2975

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

JAY STREET & VILLAGE DR

NODE: 8

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Village Dr - Lane ID 2967						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

JAY STREET & VILLAGE DR

NODE: 8

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Village Dr - Lane ID 2967						
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

NB LR on Jay Street - Lane ID 2969

1	119.0	0.6	0.0	26.6	1.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.4	0.0	34.4	1.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.5	0.0	33.7	1.0	0.0%
7	119.0	0.6	0.0	45.1	1.0	0.0%
8	119.0	0.4	0.0	23.3	1.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.2	0.0	21.8	1.0	0.0%
Average:	119.0	0.3	0.0	18.5	0.6	0.0%

SWB LT on Village Dr - Lane ID 2966

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.1	0.0	16.5	1.0	0.0%
3	119.0	0.2	0.0	22.8	1.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	3.9	0.2	0.0%

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Umstead Dr - Lane ID 2951						
1	119.0	13.4	0.6	89.2	3.0	0.0%
2	119.0	39.3	1.8	136.8	6.0	0.0%
3	119.0	18.4	0.8	108.1	4.0	0.0%
4	119.0	18.9	1.0	112.2	5.0	0.0%

Lane Queue by Intersection

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Umstead Dr - Lane ID 2951						
5	119.0	21.6	1.1	108.6	5.0	0.0%
6	119.0	24.1	1.1	122.0	5.0	0.0%
7	119.0	32.8	1.5	117.0	5.0	0.0%
8	119.0	16.1	0.8	96.0	5.0	0.0%
9	119.0	17.9	0.9	72.2	3.0	0.0%
10	119.0	22.4	1.0	97.4	4.0	0.0%
Average:	119.0	22.5	1.1	106.0	4.5	0.0%

EB TR on Umstead Dr - Lane ID 2952

1	119.0	18.0	0.8	128.8	5.0	0.0%
2	119.0	15.1	0.7	140.7	5.0	0.0%
3	119.0	14.7	0.7	95.4	4.0	0.0%
4	119.0	13.9	0.6	149.6	5.0	0.0%
5	119.0	13.7	0.6	132.4	4.0	0.0%
6	119.0	17.7	0.8	115.2	5.0	0.0%
7	119.0	15.3	0.7	96.4	4.0	0.0%
8	119.0	12.0	0.6	99.2	4.0	0.0%
9	119.0	12.5	0.6	88.9	4.0	0.0%
10	119.0	13.2	0.6	106.0	4.0	0.0%
Average:	119.0	14.6	0.7	115.3	4.4	0.0%

NB L on NC 86 (MLK Jr. Blvd) - Lane ID 2946

1	119.0	3.1	0.1	51.0	2.0	0.0%
2	119.0	3.9	0.2	61.3	3.0	0.0%
3	119.0	6.2	0.3	45.6	2.0	0.0%
4	119.0	4.9	0.3	52.7	2.0	0.0%
5	119.0	4.6	0.2	88.3	2.0	0.0%
6	119.0	6.3	0.3	56.6	2.0	0.0%
7	119.0	3.8	0.2	60.3	2.0	0.0%
8	119.0	3.3	0.2	41.4	2.0	0.0%
9	119.0	4.5	0.2	49.8	2.0	0.0%
10	119.0	4.4	0.2	47.5	2.0	0.0%
Average:	119.0	4.5	0.2	55.5	2.1	0.0%

NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2947

1	119.0	42.1	1.8	249.6	10.0	0.0%
2	119.0	44.2	1.8	245.9	9.0	0.0%
3	119.0	42.6	1.8	308.2	10.0	0.0%
4	119.0	42.4	1.8	275.0	11.0	0.0%
5	119.0	41.8	1.8	238.9	10.0	0.0%
6	119.0	41.6	1.7	226.1	9.0	0.0%
7	119.0	46.6	2.0	258.6	11.0	0.0%
8	119.0	46.7	1.9	300.5	11.0	0.0%
9	119.0	45.1	1.9	248.3	10.0	0.0%

Lane Queue by Intersection

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB T on NC 86 (MLK Jr. Blvd) - Lane ID 2947						
10	119.0	50.6	2.1	253.6	10.0	0.0%
Average:	119.0	44.4	1.9	260.5	10.1	0.0%
NB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2948						
1	119.0	46.3	1.9	254.9	10.0	0.0%
2	119.0	46.1	1.9	262.6	11.0	0.0%
3	119.0	45.8	1.9	248.3	11.0	0.0%
4	119.0	46.6	1.9	295.3	11.0	0.0%
5	119.0	44.1	1.9	237.3	11.0	0.0%
6	119.0	46.6	1.9	290.0	12.0	0.0%
7	119.0	46.3	1.9	233.0	10.0	0.0%
8	119.0	45.6	1.8	294.8	10.0	0.0%
9	119.0	46.5	1.9	325.0	12.0	0.0%
10	119.0	48.9	2.0	275.2	11.0	0.0%
Average:	119.0	46.3	1.9	271.6	10.9	0.0%
SB L on NC 86 (MLK Jr. Blvd) - Lane ID 2941						
1	119.0	22.3	1.1	78.9	3.0	0.0%
2	119.0	22.1	1.1	105.9	4.0	0.0%
3	119.0	28.8	1.3	100.5	4.0	0.0%
4	119.0	24.7	1.1	105.7	4.0	0.0%
5	119.0	25.5	1.1	137.7	4.0	0.0%
6	119.0	27.7	1.2	149.6	4.0	0.0%
7	119.0	29.2	1.3	118.9	5.0	0.0%
8	119.0	25.5	1.1	98.4	4.0	0.0%
9	119.0	25.5	1.2	119.4	4.0	0.0%
10	119.0	23.3	1.1	105.7	4.0	0.0%
Average:	119.0	25.5	1.2	112.1	4.0	0.0%
SB T on NC 86 (MLK Jr. Blvd) - Lane ID 2942						
1	119.0	13.4	0.6	158.5	5.0	0.0%
2	119.0	14.7	0.6	125.7	5.0	0.0%
3	119.0	16.8	0.7	149.3	6.0	0.0%
4	119.0	13.9	0.6	109.1	4.0	0.0%
5	119.0	14.7	0.6	107.0	5.0	0.0%
6	119.0	13.5	0.6	128.7	5.0	0.0%
7	119.0	16.1	0.7	137.8	6.0	0.0%
8	119.0	15.2	0.7	136.4	5.0	0.0%
9	119.0	15.5	0.7	124.1	5.0	0.0%
10	119.0	16.7	0.7	127.8	5.0	0.0%
Average:	119.0	15.1	0.7	130.4	5.1	0.0%
SB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2943						
1	119.0	16.3	0.7	157.1	6.0	0.0%

Lane Queue by Intersection

NC 86 (MLK JR. BLVD), UMSTEAD DR & HILLSBOROUGH STREET

NODE: 71031

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SB TR on NC 86 (MLK Jr. Blvd) - Lane ID 2943						
2	119.0	15.4	0.7	130.5	5.0	0.0%
3	119.0	15.6	0.7	150.2	5.0	0.0%
4	119.0	14.2	0.6	117.1	5.0	0.0%
5	119.0	15.9	0.7	160.2	6.0	0.0%
6	119.0	18.7	0.8	139.7	6.0	0.0%
7	119.0	15.6	0.7	185.5	7.0	0.0%
8	119.0	15.2	0.7	135.7	5.0	0.0%
9	119.0	16.8	0.7	166.5	7.0	0.0%
10	119.0	15.5	0.7	130.5	5.0	0.0%
Average:	119.0	15.9	0.7	147.3	5.7	0.0%

WB L on Hillsborough Street - Lane ID 2170

1	119.0	11.6	0.6	51.7	2.0	0.0%
2	119.0	12.0	0.6	58.8	2.0	0.0%
3	119.0	10.9	0.5	51.0	2.0	0.0%
4	119.0	11.4	0.6	69.0	2.0	0.0%
5	119.0	12.2	0.6	54.3	2.0	0.0%
6	119.0	11.5	0.6	50.8	2.0	0.0%
7	119.0	10.5	0.5	53.9	2.0	0.0%
8	119.0	12.8	0.6	53.1	2.0	0.0%
9	119.0	9.1	0.5	53.2	2.0	0.0%
10	119.0	8.8	0.5	48.0	2.0	0.0%
Average:	119.0	11.1	0.6	54.4	2.0	0.0%

WB TR on Hillsborough Street - Lane ID 2958

1	119.0	52.2	2.2	244.7	10.0	0.0%
2	119.0	60.5	2.6	290.3	12.0	0.0%
3	119.0	56.5	2.4	224.4	9.0	0.0%
4	119.0	58.7	2.5	396.1	16.0	0.0%
5	119.0	61.9	2.6	263.8	10.0	0.0%
6	119.0	70.9	2.9	298.9	12.0	0.0%
7	119.0	69.1	2.8	263.8	10.0	0.0%
8	119.0	53.7	2.3	300.3	12.0	0.0%
9	119.0	61.6	2.5	311.5	13.0	0.0%
10	119.0	64.5	2.7	235.3	10.0	0.0%
Average:	119.0	61.0	2.6	282.9	11.4	0.0%

PRITCHARD AVENUE EXT. & UMSTEAD DR

NODE: 3

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NEB TR on Umstead Dr - Lane ID 2961						
1	119.0	1.4	0.1	44.8	2.0	0.0%
2	119.0	1.9	0.1	53.9	2.0	0.0%
3	119.0	2.2	0.1	58.9	2.0	0.0%

Lane Queue by Intersection

PRITCHARD AVENUE EXT. & UMSTEAD DR

NODE: 3

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NEB TR on Umstead Dr - Lane ID 2961						
4	119.0	2.0	0.1	51.0	2.0	0.0%
5	119.0	1.6	0.1	56.7	2.0	0.0%
6	119.0	1.5	0.1	33.2	1.0	0.0%
7	119.0	1.2	0.0	44.8	2.0	0.0%
8	119.0	2.0	0.1	64.2	1.0	0.0%
9	119.0	1.3	0.1	28.3	1.0	0.0%
10	119.0	1.8	0.1	55.2	2.0	0.0%
Average:	119.0	1.7	0.1	49.1	1.7	0.0%

NWB LR on Pritchard Avenue Ext. - Lane ID 2959

1	119.0	0.6	0.0	20.1	1.0	0.0%
2	119.0	1.0	0.0	26.5	1.0	0.0%
3	119.0	0.2	0.0	22.5	1.0	0.0%
4	119.0	1.3	0.1	27.2	1.0	0.0%
5	119.0	0.2	0.0	21.4	1.0	0.0%
6	119.0	0.8	0.0	20.8	1.0	0.0%
7	119.0	0.9	0.1	23.7	1.0	0.0%
8	119.0	0.7	0.0	26.6	1.0	0.0%
9	119.0	1.0	0.1	24.6	1.0	0.0%
10	119.0	1.6	0.1	26.5	1.0	0.0%
Average:	119.0	0.8	0.0	24.0	1.0	0.0%

SWB LT on Umstead Dr - Lane ID 2954

1	119.0	5.1	0.2	59.2	2.0	0.0%
2	119.0	5.0	0.2	93.2	3.0	0.0%
3	119.0	3.8	0.2	85.1	3.0	0.0%
4	119.0	2.0	0.1	65.4	2.0	0.0%
5	119.0	3.6	0.1	70.7	3.0	0.0%
6	119.0	3.6	0.1	91.1	3.0	0.0%
7	119.0	3.5	0.1	55.1	2.0	0.0%
8	119.0	1.3	0.1	28.6	1.0	0.0%
9	119.0	4.7	0.2	109.7	4.0	0.0%
10	119.0	0.9	0.0	35.2	1.0	0.0%
Average:	119.0	3.4	0.1	69.3	2.4	0.0%

UMSTEAD DR & VILLAGE DR

NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Umstead Dr - Lane ID 2963						
1	119.0	1.3	0.1	25.9	1.0	0.0%
2	119.0	1.7	0.1	35.7	2.0	0.0%
3	119.0	2.8	0.1	49.6	2.0	0.0%
4	119.0	0.9	0.0	55.0	2.0	0.0%
5	119.0	0.9	0.1	22.9	1.0	0.0%

Lane Queue by Intersection

UMSTEAD DR & VILLAGE DR

NODE: 6

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Umstead Dr - Lane ID 2963						
6	119.0	1.7	0.1	29.2	1.0	0.0%
7	119.0	2.1	0.1	45.3	2.0	0.0%
8	119.0	1.2	0.1	39.5	1.0	0.0%
9	119.0	1.1	0.1	23.1	1.0	0.0%
10	119.0	2.6	0.1	44.6	2.0	0.0%
Average:	119.0	1.6	0.1	37.1	1.5	0.0%

NB LR on Village Dr - Lane ID 2965						
1	119.0	0.1	0.0	15.5	1.0	0.0%
2	119.0	0.2	0.0	23.7	1.0	0.0%
3	119.0	0.6	0.0	19.8	1.0	0.0%
4	119.0	0.5	0.0	24.5	1.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.1	0.0	17.8	1.0	0.0%
7	119.0	0.4	0.0	17.2	1.0	0.0%
8	119.0	0.9	0.0	23.9	1.0	0.0%
9	119.0	0.3	0.0	18.9	1.0	0.0%
10	119.0	0.5	0.0	20.7	1.0	0.0%
Average:	119.0	0.4	0.0	18.2	0.9	0.0%

WB LT on Umstead Dr - Lane ID 2962						
1	119.0	1.3	0.1	48.8	2.0	0.0%
2	119.0	2.8	0.1	60.1	2.0	0.0%
3	119.0	0.8	0.0	48.5	2.0	0.0%
4	119.0	1.4	0.1	81.8	3.0	0.0%
5	119.0	2.0	0.1	73.0	3.0	0.0%
6	119.0	2.6	0.1	71.2	3.0	0.0%
7	119.0	1.9	0.1	50.8	2.0	0.0%
8	119.0	2.5	0.1	99.2	3.0	0.0%
9	119.0	2.2	0.1	84.3	2.0	0.0%
10	119.0	1.5	0.1	72.7	3.0	0.0%
Average:	119.0	1.9	0.1	69.0	2.5	0.0%



Appendix F – Crash Data

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report**

Acc No	Crash ID	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
					F	A	B	C	R	L	W	Ch	Ci	Dv	Op

Legend for Report Details:

- Acc No - Accident Number
- Injuries: F - Fatal, A - Class A, B - Class B, C - Class C
- Condition: R - Road Surface, L - Ambient Light, W - Weather
- Rd Ch - Road Character
- Rd Ci - Roadway Contributing Circumstances
- Trfc Ctl - Traffic Control: Dv - Device, Op - Operating
- Alchl/Drugs - Alcohol Drugs Suspected
- Veh Mnvr/Ped Actn - Vehicle Maneuver/Pedestrian Action
- Obj Strk - Object Struck

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report**

Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	7	100.00
Fatal Crashes	0	0.00
Non-Fatal Injury Crashes	1	14.29
Total Injury Crashes	1	14.29
Property Damage Only Crashes	6	85.71
Night Crashes	0	0.00
Wet Crashes	3	42.86
Alcohol/Drugs Involvement Crashes	0	0.00

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	7	100.00
Fatal Crashes	0	0.00
Class A Crashes	0	0.00
Class B Crashes	0	0.00
Class C Crashes	1	14.29
Property Damage Only Crashes	6	85.71

Vehicle Exposure Statistics

Annual ADT = 13300

Total Vehicle Exposure = 24.29 (MEV)

Crash Rate	Crashes Per 100 Million Vehicles Entered
Total Crash Rate	28.82
Fatal Crash Rate	0.00
Non Fatal Crash Rate	4.12
Night Crash Rate	0.00
Wet Crash Rate	12.35
EPDO Rate	59.29

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report**

Miscellaneous Statistics

Severity Index =	2.06
EPDO Crash Index =	14.40
Estimated Property Damage Total = \$	31000.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
ANGLE	1	14.29
LEFT TURN, DIFFERENT ROADWAYS	3	42.86
LEFT TURN, SAME ROADWAY	2	28.57
SIDESWIPE, SAME DIRECTION	1	14.29

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	0	0.00
Class A Injuries	0	0.00
Class B Injuries	0	0.00
Class C Injuries	1	100.00
Total Non-Fatal Injuries	1	100.00
Total Injuries	1	100.00

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report**

Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	0	0.00
Feb	2	28.57
Mar	2	28.57
Apr	0	0.00
May	0	0.00
Jun	0	0.00
Jul	1	14.29
Aug	0	0.00
Sep	0	0.00
Oct	0	0.00
Nov	1	14.29
Dec	1	14.29

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	1	14.29
Tue	3	42.86
Wed	1	14.29
Thu	0	0.00
Fri	0	0.00
Sat	2	28.57
Sun	0	0.00

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report**

Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	0	0.00
0100-0159	0	0.00
0200-0259	0	0.00
0300-0359	0	0.00
0400-0459	0	0.00
0500-0559	0	0.00
0600-0659	0	0.00
0700-0759	0	0.00
0800-0859	0	0.00
0900-0959	1	14.29
1000-1059	0	0.00
1100-1159	1	14.29
1200-1259	0	0.00
1300-1359	1	14.29
1400-1459	0	0.00
1500-1559	1	14.29
1600-1659	0	0.00
1700-1759	2	28.57
1800-1859	0	0.00
1900-1959	1	14.29
2000-2059	0	0.00
2100-2159	0	0.00
2200-2259	0	0.00
2300-2359	0	0.00

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report**

Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	4	3	0	7
Dark	0	0	0	0
Other	0	0	0	0
Total	4	3	0	7

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
LIGHT TRUCK (MINI-VAN, PANEL)	1	7.14
PASSENGER CAR	10	71.43
PICKUP	1	7.14
SPORT UTILITY	1	7.14
VAN	1	7.14

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report**

Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2016	0	0	0	0
2017	1	0	0	1
2018	4	0	1	3
2019	0	0	0	0
2020	2	0	0	2
2021	0	0	0	0
Total	7	0	1	6

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2016	0	0
2017	0	0
2018	0	1
2019	0	0
2020	0	0
2021	0	0
Total	0	1

Miscellaneous Totals

Year	Property Damage	EPDO Index
2016	\$ 0	0.00
2017	\$ 5000	1.00
2018	\$ 18900	11.40
2019	\$ 0	0.00
2020	\$ 7100	2.00
2021	\$ 0	0.00
Total	\$ 31000	14.40

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road &				Other
				Fixed Object	Angle	Side Swipe		
2016	0	0	0	0	0	0	0	
2017	0	0	0	0	1	0	0	
2018	3	0	0	0	0	1	0	

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report**

Year	Run Off Road &						
	Left Turn	Right Turn	Rear End	Fixed Object	Angle	Side Swipe	Other
2019	0	0	0	0	0	0	0
2020	2	0	0	0	0	0	0
2021	0	0	0	0	0	0	0
Total	5	0	0	0	1	1	0

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report

Study Criteria

Study Name	Log No.	PH No.	TIP No.	K/A Cf.	B/C Cf.	ADT	ADT Route
JAYSTREETAPARTMENTSINT1				76.8	8.4	13300	

Request Date	Courier Service	Phone No.	Ext.	Fax No.

County			Municipality			Y-Line Ft.	Begin Date	End Date	Years
Name	Code	Div.	Name	Code					
ORANGE	68	7	All and Rural		150	9/1/2016	8/31/2021	5.00	

Location Text	Requestor
SR 1780 (Estes Dr) at Village Dr	

Included Accidents
105725996

Fiche Roads

Name	Code
SR 1780	40001780
SR 1750	40001750
ESTES	50009903
VILLAGE	50031743

Intersection Road Combinations

Name	Code	Code	Name
SR 1780	40001780	50031743	VILLAGE
ESTES	50009903	50031743	VILLAGE

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report

Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	1	100.00
Fatal Crashes	0	0.00
Non-Fatal Injury Crashes	0	0.00
Total Injury Crashes	0	0.00
Property Damage Only Crashes	1	100.00
Night Crashes	1	100.00
Wet Crashes	1	100.00
Alcohol/Drugs Involvement Crashes	0	0.00

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	1	100.00
Fatal Crashes	0	0.00
Class A Crashes	0	0.00
Class B Crashes	0	0.00
Class C Crashes	0	0.00
Property Damage Only Crashes	1	100.00

Vehicle Exposure Statistics

Annual ADT = 1800

Total Vehicle Exposure = 3.29 (MEV)

Crash Rate	Crashes Per 100 Million Vehicles Entered
Total Crash Rate	30.42
Fatal Crash Rate	0.00
Non Fatal Crash Rate	0.00
Night Crash Rate	30.42
Wet Crash Rate	30.42
EPDO Rate	30.42

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report**

Miscellaneous Statistics

Severity Index =	1.00
EPDO Crash Index =	1.00
Estimated Property Damage Total = \$	12000.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
PARKED MOTOR VEHICLE	1	100.00

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	0	0.00
Class A Injuries	0	0.00
Class B Injuries	0	0.00
Class C Injuries	0	0.00
Total Non-Fatal Injuries	0	0.00
Total Injuries	0	0.00

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report**

Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	0	0.00
Feb	0	0.00
Mar	0	0.00
Apr	0	0.00
May	0	0.00
Jun	0	0.00
Jul	0	0.00
Aug	0	0.00
Sep	1	100.00
Oct	0	0.00
Nov	0	0.00
Dec	0	0.00

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	0	0.00
Tue	0	0.00
Wed	0	0.00
Thu	0	0.00
Fri	1	100.00
Sat	0	0.00
Sun	0	0.00

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report**

Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	0	0.00
0100-0159	0	0.00
0200-0259	0	0.00
0300-0359	0	0.00
0400-0459	0	0.00
0500-0559	0	0.00
0600-0659	0	0.00
0700-0759	0	0.00
0800-0859	0	0.00
0900-0959	0	0.00
1000-1059	1	100.00
1100-1159	0	0.00
1200-1259	0	0.00
1300-1359	0	0.00
1400-1459	0	0.00
1500-1559	0	0.00
1600-1659	0	0.00
1700-1759	0	0.00
1800-1859	0	0.00
1900-1959	0	0.00
2000-2059	0	0.00
2100-2159	0	0.00
2200-2259	0	0.00
2300-2359	0	0.00

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report**

Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	0	0	0	0
Dark	0	1	0	1
Other	0	0	0	0
Total	0	1	0	1

Object Struck Summary

Object Type	Times Struck	Percent of Total
PARKED MOTOR VEHICLE	3	100.00

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
PASSENGER CAR	2	66.67
PICKUP	1	33.33

North Carolina Department of Transportation
 Traffic Engineering Accident Analysis System
 Intersection Analysis Report

Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2016	0	0	0	0
2017	0	0	0	0
2018	0	0	0	0
2019	0	0	0	0
2020	1	0	0	1
2021	0	0	0	0
Total	1	0	0	1

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2016	0	0
2017	0	0
2018	0	0
2019	0	0
2020	0	0
2021	0	0
Total	0	0

Miscellaneous Totals

Year	Property Damage	EPDO Index
2016	\$ 0	0.00
2017	\$ 0	0.00
2018	\$ 0	0.00
2019	\$ 0	0.00
2020	\$ 12000	1.00
2021	\$ 0	0.00
Total	\$ 12000	1.00

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road &			
				Fixed Object	Angle	Side Swipe	Other
2016	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report**

Year	Run Off Road &						Other
	Left Turn	Right Turn	Rear End	Fixed Object	Angle	Side Swipe	
2019	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	1
2021	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1

North Carolina Department of Transportation
 Traffic Engineering Accident Analysis System
 Intersection Analysis Report

Study Criteria

Study Name	Log No.	PH No.	TIP No.	K/A Cf.	B/C Cf.	ADT	ADT Route
JAYSTREETAPARTMENTSINT2				76.8	8.4	1800	

Request Date	Courier Service	Phone No.	Ext.	Fax No.

County			Municipality			Y-Line Ft.	Begin Date	End Date	Years
Name	Code	Div.	Name	Code	Y-Line Ft.	Begin Date	End Date	Years	
ORANGE	68	7	All and Rural		150	9/1/2016	8/31/2021	5.00	

Location Text	Requestor
Village Dr at Jay St	

Fiche Roads

Name	Code
VILLAGE	50031743
JAY	50015153

Intersection Road Combinations

Name	Code	Code	Name
VILLAGE	50031743	50015153	JAY

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report

Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	1	100.00
Fatal Crashes	0	0.00
Non-Fatal Injury Crashes	0	0.00
Total Injury Crashes	0	0.00
Property Damage Only Crashes	1	100.00
Night Crashes	1	100.00
Wet Crashes	1	100.00
Alcohol/Drugs Involvement Crashes	0	0.00

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	1	100.00
Fatal Crashes	0	0.00
Class A Crashes	0	0.00
Class B Crashes	0	0.00
Class C Crashes	0	0.00
Property Damage Only Crashes	1	100.00

Vehicle Exposure Statistics

Annual ADT = 2800

Total Vehicle Exposure = 5.11 (MEV)

Crash Rate	Crashes Per 100 Million Vehicles Entered
Total Crash Rate	19.56
Fatal Crash Rate	0.00
Non Fatal Crash Rate	0.00
Night Crash Rate	19.56
Wet Crash Rate	19.56
EPDO Rate	19.56

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report**

Miscellaneous Statistics

Severity Index =	1.00
EPDO Crash Index =	1.00
Estimated Property Damage Total = \$	9000.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
ANIMAL	1	100.00

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	0	0.00
Class A Injuries	0	0.00
Class B Injuries	0	0.00
Class C Injuries	0	0.00
Total Non-Fatal Injuries	0	0.00
Total Injuries	0	0.00

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report**

Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	0	0.00
Feb	0	0.00
Mar	0	0.00
Apr	0	0.00
May	0	0.00
Jun	0	0.00
Jul	0	0.00
Aug	0	0.00
Sep	1	100.00
Oct	0	0.00
Nov	0	0.00
Dec	0	0.00

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	0	0.00
Tue	0	0.00
Wed	0	0.00
Thu	1	100.00
Fri	0	0.00
Sat	0	0.00
Sun	0	0.00

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report**

Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	0	0.00
0100-0159	0	0.00
0200-0259	0	0.00
0300-0359	0	0.00
0400-0459	0	0.00
0500-0559	0	0.00
0600-0659	0	0.00
0700-0759	0	0.00
0800-0859	0	0.00
0900-0959	0	0.00
1000-1059	0	0.00
1100-1159	0	0.00
1200-1259	0	0.00
1300-1359	0	0.00
1400-1459	0	0.00
1500-1559	0	0.00
1600-1659	0	0.00
1700-1759	0	0.00
1800-1859	0	0.00
1900-1959	0	0.00
2000-2059	0	0.00
2100-2159	1	100.00
2200-2259	0	0.00
2300-2359	0	0.00

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report**

Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	0	0	0	0
Dark	0	1	0	1
Other	0	0	0	0
Total	0	1	0	1

Object Struck Summary

Object Type	Times Struck	Percent of Total
ANIMAL	1	100.00

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
PASSENGER CAR	1	100.00

North Carolina Department of Transportation
 Traffic Engineering Accident Analysis System
 Intersection Analysis Report

Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2016	0	0	0	0
2017	0	0	0	0
2018	0	0	0	0
2019	0	0	0	0
2020	1	0	0	1
2021	0	0	0	0
Total	1	0	0	1

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2016	0	0
2017	0	0
2018	0	0
2019	0	0
2020	0	0
2021	0	0
Total	0	0

Miscellaneous Totals

Year	Property Damage	EPDO Index
2016	\$ 0	0.00
2017	\$ 0	0.00
2018	\$ 0	0.00
2019	\$ 0	0.00
2020	\$ 9000	1.00
2021	\$ 0	0.00
Total	\$ 9000	1.00

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road &			
				Fixed Object	Angle	Side Swipe	Other
2016	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Intersection Analysis Report**

Year	Run Off Road &						Other
	Left Turn	Right Turn	Rear End	Fixed Object	Angle	Side Swipe	
2019	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	1
2021	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1

North Carolina Department of Transportation
 Traffic Engineering Accident Analysis System
 Intersection Analysis Report

Study Criteria

Study Name	Log No.	PH No.	TIP No.	K/A Cf.	B/C Cf.	ADT	ADT Route
JAYSTREETAPARTMENTSINT3				76.8	8.4	2800	

Request Date	Courier Service	Phone No.	Ext.	Fax No.

County			Municipality			Y-Line Ft.	Begin Date	End Date	Years
Name	Code	Div.	Name	Code	Y-Line Ft.	Begin Date	End Date	Years	
ORANGE	68	7	All and Rural		150	9/1/2016	8/31/2021	5.00	

Location Text	Requestor
Village Dr at Umstead Dr	

Fiche Roads

Name	Code
VILLAGE	50031743
UMSTEAD	50031296

Intersection Road Combinations

Name	Code	Code	Name
VILLAGE	50031743	50031296	UMSTEAD

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
Unit	3 : 2	Alchl/Drugs:	7	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				2	Obj Strk:					
9	104932741	0.220	11/12/2016 00:19	ANGLE	\$ 8000	0	0	0	0	1	4	1	2	0	0	
Unit	1 : 1	Alchl/Drugs:	5	Speed:	30 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	7	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				2	Obj Strk: 20					
10	105698787	0.241	11/17/2018 12:00	SIDESWIPE, SAME DIRECTION	\$ 2000	0	0	0	0	10	8	9	7	12	0	2
Unit	1 : 32	Alchl/Drugs:	7	Speed:	15 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	7	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				2	Obj Strk:					
11	106367321	0.312	09/18/2020 10:02	PARKED MOTOR VEHICLE	\$ 12000	0	0	0	0	2	6	3	5	0	0	
Unit	1 : 1	Alchl/Drugs:	7	Speed:	25 MPH Dir: NE	Veh Mnvr/Ped Actn:				4	Obj Strk: 20					
Unit	2 : 2	Alchl/Drugs:	7	Speed:	0 MPH Dir: NE	Veh Mnvr/Ped Actn:				2	Obj Strk: 20					
Unit	3 : 1	Alchl/Drugs:	7	Speed:	0 MPH Dir: NE	Veh Mnvr/Ped Actn:				2	Obj Strk: 20					
12	106365448	0.476	09/17/2020 21:00	ANIMAL	\$ 9000	0	0	0	0	2	4	3	3	1	1	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	25 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk: 17					

Legend for Report Details:

Acc No - Accident Number
 Injuries: F - Fatal, A - Class A, B - Class B, C - Class C
 Condition: R - Road Surface, L - Ambient Light, W - Weather
 Rd Ch - Road Character
 Rd Ci - Roadway Contributing Circumstances
 Trfc Ctl - Traffic Control: Dv - Device, Op - Operating
 Alchl/Drugs - Alcohol Drugs Suspected
 Veh Mnvr/Ped Actn - Vehicle Maneuver/Pedestrian Action
 Obj Strk - Object Struck

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	12	100.00
Fatal Crashes	0	0.00
Non-Fatal Injury Crashes	2	16.67
Total Injury Crashes	2	16.67
Property Damage Only Crashes	10	83.33
Night Crashes	3	25.00
Wet Crashes	6	50.00
Alcohol/Drugs Involvement Crashes	2	16.67

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	12	100.00
Fatal Crashes	0	0.00
Class A Crashes	0	0.00
Class B Crashes	0	0.00
Class C Crashes	2	16.67
Property Damage Only Crashes	10	83.33

Vehicle Exposure Statistics

Annual ADT = 1500

Total Length = 0.476 (Miles)

0.766 (Kilometers)

Total Vehicle Exposure = 1.3 (MVMT)

2.1 (MVKMT)

Crash Rate	Crashes Per 100 Million Vehicle Miles	Crashes Per 100 Million Vehicle Kilometers
Total Crash Rate	920.41	571.92
Fatal Crash Rate	0.00	0.00
Non Fatal Crash Rate	153.40	95.32
Night Crash Rate	230.10	142.98
Wet Crash Rate	460.21	285.96
EPDO Rate	2055.59	1277.28

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Miscellaneous Statistics

Severity Index =	2.23
EPDO Crash Index =	26.80
Estimated Property Damage Total = \$	78000.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
ANGLE	2	16.67
ANIMAL	1	8.33
LEFT TURN, DIFFERENT ROADWAYS	3	25.00
LEFT TURN, SAME ROADWAY	2	16.67
PARKED MOTOR VEHICLE	2	16.67
SIDESWIPE, SAME DIRECTION	2	16.67

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	0	0.00
Class A Injuries	0	0.00
Class B Injuries	0	0.00
Class C Injuries	2	100.00
Total Non-Fatal Injuries	2	100.00
Total Injuries	2	100.00

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	0	0.00
Feb	2	16.67
Mar	2	16.67
Apr	0	0.00
May	1	8.33
Jun	0	0.00
Jul	0	0.00
Aug	0	0.00
Sep	2	16.67
Oct	1	8.33
Nov	3	25.00
Dec	1	8.33

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	1	8.33
Tue	3	25.00
Wed	1	8.33
Thu	1	8.33
Fri	3	25.00
Sat	3	25.00
Sun	0	0.00

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	1	8.33
0100-0159	0	0.00
0200-0259	0	0.00
0300-0359	0	0.00
0400-0459	0	0.00
0500-0559	0	0.00
0600-0659	0	0.00
0700-0759	0	0.00
0800-0859	0	0.00
0900-0959	1	8.33
1000-1059	1	8.33
1100-1159	1	8.33
1200-1259	1	8.33
1300-1359	1	8.33
1400-1459	1	8.33
1500-1559	1	8.33
1600-1659	0	0.00
1700-1759	2	16.67
1800-1859	0	0.00
1900-1959	0	0.00
2000-2059	1	8.33
2100-2159	1	8.33
2200-2259	0	0.00
2300-2359	0	0.00

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	3	4	0	7
Dark	1	2	0	3
Other	1	0	1	2
Total	5	6	1	12

Object Struck Summary

Object Type	Times Struck	Percent of Total
ANIMAL	1	14.29
PARKED MOTOR VEHICLE	6	85.71

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
LIGHT TRUCK (MINI-VAN, PANEL)	1	4.00
PASSENGER CAR	14	56.00
PICKUP	5	20.00
SPORT UTILITY	2	8.00
UNKNOWN	2	8.00
VAN	1	4.00

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report

Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2016	1	0	0	1
2017	1	0	0	1
2018	5	0	1	4
2019	0	0	0	0
2020	4	0	0	4
2021	1	0	1	0
Total	12	0	2	10

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2016	0	0
2017	0	0
2018	0	1
2019	0	0
2020	0	0
2021	0	1
Total	0	2

Miscellaneous Totals

Year	Property Damage	EPDO Index
2016	\$ 8000	1.00
2017	\$ 5000	1.00
2018	\$ 19900	12.40
2019	\$ 0	0.00
2020	\$ 28100	4.00
2021	\$ 17000	8.40
Total	\$ 78000	26.80

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road &			
				Fixed Object	Angle	Side Swipe	Other
2016	0	0	0	0	1	0	0
2017	0	0	0	0	1	0	0
2018	3	0	0	0	0	1	1

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2019	0	0	0	0	0	0	0
2020	2	0	0	0	0	0	2
2021	0	0	0	0	0	1	0
Total	5	0	0	0	2	2	3

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Strip Diagram

Features	Milepost	Crash IDs
SR 1780 ESTES	0.00	105286135 105431677 105438888 105725996 106196238 106201847
	0.01	
	0.02	
	0.03	
	0.04	
	0.05	
FAIROAKS WESTERN LOOP	0.06	105673918
	0.07	
	0.08	
	0.09	
	0.10	
	0.11	
FAIROAKS EASTERN LOOP	0.12	
	0.13	
	0.14	
	0.15	
	0.16	
	0.17	
	0.18	
OAKLAND	0.19	106631894
	0.20	
	0.21	
	0.22	104932741
	0.23	
	0.24	105698787
RIDGE WESTERN LOOP	0.25	
	0.26	
	0.27	
RIDGE EASTERN LOOP	0.28	
JAY	0.29	
	0.30	
	0.31	106367321
	0.32	
	0.33	
BLUFF	0.34	
	0.35	
	0.36	
	0.37	
	0.38	
	0.39	
	0.40	
	0.41	

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Features	Milepost	Crash IDs
	0.42	
	0.43	
WINDING CREEK	0.44	
	0.45	
	0.46	
	0.47	
UMSTEAD	0.48	106365448

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Study Criteria

Study Name	Log No.	PH No.	TIP No.	K/A Cf.	B/C Cf.	ADT	ADT Route
JAYSTREETAPARTMENTSSTRIP				76.8	8.4	1500	

Request Date	Courier Service	Phone No.	Ext.	Fax No.

County			Municipality						
Name	Code	Div.	Name	Code	Y-Line Ft.	Begin Date	End Date	Years	
ORANGE	68	7	All and Rural		0	9/1/2016	8/31/2021	5.00	

Location Text	Requestor
Village Dr from SR 1780 (Estes Dr) to Umstead Dr	

Included Accidents	Old MP	New MP	Type
106201847		0	I
106196238		0	I
105431677		0	I
105286135		0	I
105438888		0	I
105673918		0.059	I
106631894		0.193	I
104932741		0.22	I
105698787		0.241	I
106367321		0.312	I
106365448		0.476	I
105725996		0	I

Fiche Roads

Name	Code
I 1	10000001
VILLAGE	50031743

Strip Road

Name	Code	Begin MP	End MP	Miles	Kilometers
I 1	10000001	0.000	0.476	0.476	0.766