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September 9, 2008

Joseph Mosnier, Ph.D.
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Subject: Traffic Assessment – Mann’s Chapel Church Property
Chatham County, North Carolina

Dear Mr. Mosnier:

This letter summarizes the findings of a Traffic Assessment (TA) prepared by Ramey Kemp & Associates, Inc. (RKA) for the proposed Mann’s Chapel Church Property located on the south side of Lamont Norwood Road at the intersection with Poythress Road in Chatham County. The purpose of this study is to determine impacts to the surrounding transportation system created by traffic generated by the development.

Based on the preliminary plan, the development will include renovation of a church building to provide an Events and Gathering Center. The redeveloped site will provide a maximum seasonal seating capacity of 120 seats for a cafe.

Access to the property is presently provided via three driveways on Lamont Norwood Road/Poythress Road. The new site plan proposes to reduce the existing access and provide one full access along the western property boundary and one entrance only driveway along the eastern property boundary. Meetings have occurred with the North Carolina Department of Transportation (NCDOT) regarding the type and location of the proposed access. Refer to Appendix A for the site plan.

The study area for this project includes the intersection of Lamont Norwood Road and Poythress Road as well as the proposed site driveway intersections. Intersections were analyzed under existing (2008) conditions and combined (2009) conditions with the proposed site in place.

Existing Traffic Volumes and Data Collection

Turning movement counts were conducted at the intersection of Lamont Norwood Road and Poythress Road during the AM peak period (7:00 to 9:00) and PM peak period (5:00 to 7:00) on August 7, 2008. Refer to Appendix A for an illustration of the Existing AM peak hour traffic and Existing PM peak hour traffic volumes. Refer to Appendix B for copies of the raw traffic data.

Background (2009) Traffic Volumes

Background (2009) traffic volumes without the site were determined by projecting existing (2008) traffic volumes to the year 2009 using a compounded annual growth rate of 5.0%.

Trip Generation and Distribution

The proposed site will be used as a gathering center and will also provide food service for a cafe. To provide a conservative (high) estimate of the potential trips to be generated by the development, a sit-down restaurant use is assumed for the site. Trips generated by the proposed site were estimated utilizing methodology contained within the Institute of Transportation Engineers (ITE) *Trip Generation* manual, 7th Edition. Refer to Table 1 for a detailed breakdown of the entering and exiting site traffic.

Table 1
Site Trip Generation

ITE Land Use (Code)	Size	Average Daily Traffic (vpd)	AM Peak Hour (vph)		PM Peak Hour (vph)	
			Entering	Exiting	Entering	Exiting
Sit-Down Restaurant (932)	120 seats	580	29	28	29	22

It is estimated that the site will generate approximately 580 total site trips (290 entering and 290 exiting) during an average 24-hour weekday period. Of this total, approximately 29 entering and 28 exiting trips will occur during the weekday AM peak hour, while approximately 29 entering and 22 exiting trips will occur during the weekday PM peak hour.

Site trip distribution percentages were determined based on existing traffic patterns and engineering judgment. Trips generated by the development were distributed based on the trip distribution percentages. Site trips were distributed to the study area as follows:

- 10% to/from the west on Lamont Norwood Road
- 20% to/from the north on Poythress Road
- 70% to/from the east on Poythress Road

Combined (2009) Traffic Volumes

Combined (2009) traffic volumes were determined by adding the new site trips to the background traffic volumes. Refer to Appendix A for illustration of the Combined (2009) AM peak hour traffic and Combined (2009) PM peak hour traffic volumes.

Estimated Average Daily Traffic (ADT) volumes on study roadways in 2009 with site trips are given below. These ADT volumes were estimated based on the combined (2009) PM peak hour traffic volumes being 10% of the ADT.

- Poythress Road southeast of the site driveway: 2,100 vehicles per day
- Poythress Road north of site: 1,200 vehicles per day
- Lamont Norwood Road west of site: 1,000 vehicles per day

Capacity Analysis

Study intersections were analyzed using the methodology outlined in the 2000 Highway Capacity Manual (HCM) published by the Transportation Research Board. Capacity and level of service (LOS) are the design criteria for this traffic study. A computer software package, Synchro (version 7), was used to complete the analyses for all of the study area intersections.

Existing AM and PM peak hour traffic volumes at the study intersections were analyzed to determine the current levels of service. Combined AM and PM peak hour traffic volumes were analyzed to determine the expected levels of service once the development is in place. The detailed capacity analysis reports can be found in Appendix C.

Under Existing (2008) conditions, analysis indicates all intersections and movements operate at LOS A in the AM peak hour and PM peak hour. Delays and queues are minimal at the study intersection.

Under Combined (2009) conditions with new site trips, analysis indicates all intersections and movements will continue to operate at LOS A in the AM peak hour and PM peak hour. The addition of site trips does not have an impact on the delays and queues at the study intersection. The site driveways are expected to operate at LOS A during the AM and PM peak hours without improvements.

In addition, all study area roadways are expected to operate well-below capacity in the future based on the estimated ADT volumes on each roadway. These roadways would be expected to carry approximately 8,000 – 10,000 vehicles per day before nearing capacity.

Conclusions and Recommendations

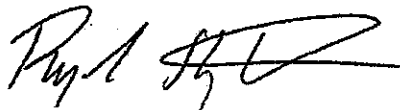
The purpose of this study was to determine impacts to the surrounding transportation system created by the new trips generated by the Mann's Chapel Church Property. This study considers a conservative (high) estimate for site trip generation. Study intersections were analyzed under existing (2008) and combined (2009) conditions with site trips.

Based on the analysis results, all intersections and turning movements are expected to operate at LOS A during the AM and PM peak hours under combined (2009) conditions with site trips. In addition, all study roadways are expected to operate well-below capacity in the future with site trips.

No improvements are recommended to be provided at study intersections. Site trips generated by the site are expected to be relatively small and would not have a significant impact on the surrounding transportation system.

If you should have any questions, please feel free to contact me at (919) 872-5115.

Sincerely,
Ramey Kemp & Associates, Inc.



Rynal Stephenson, P.E.
Transportation Manager

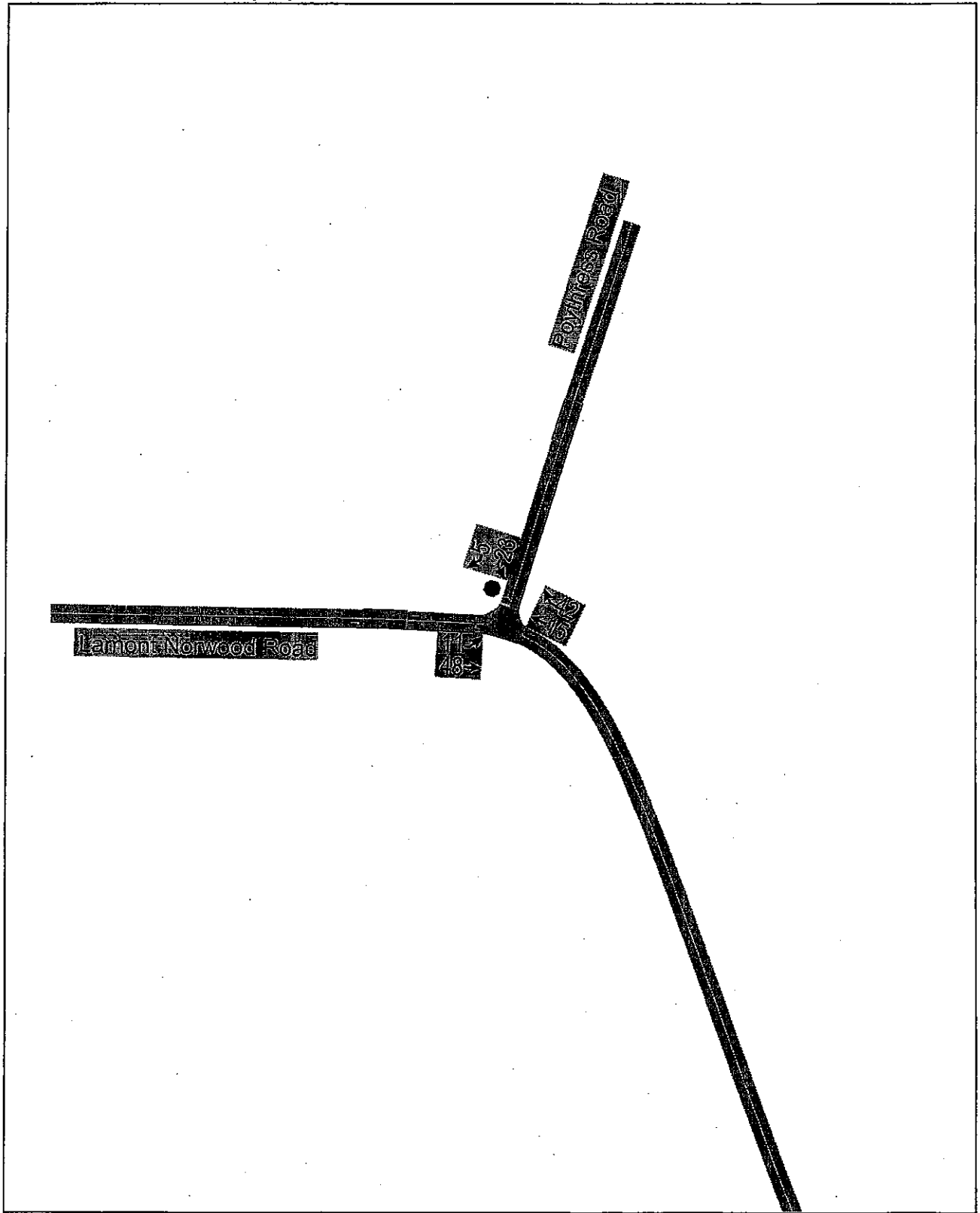
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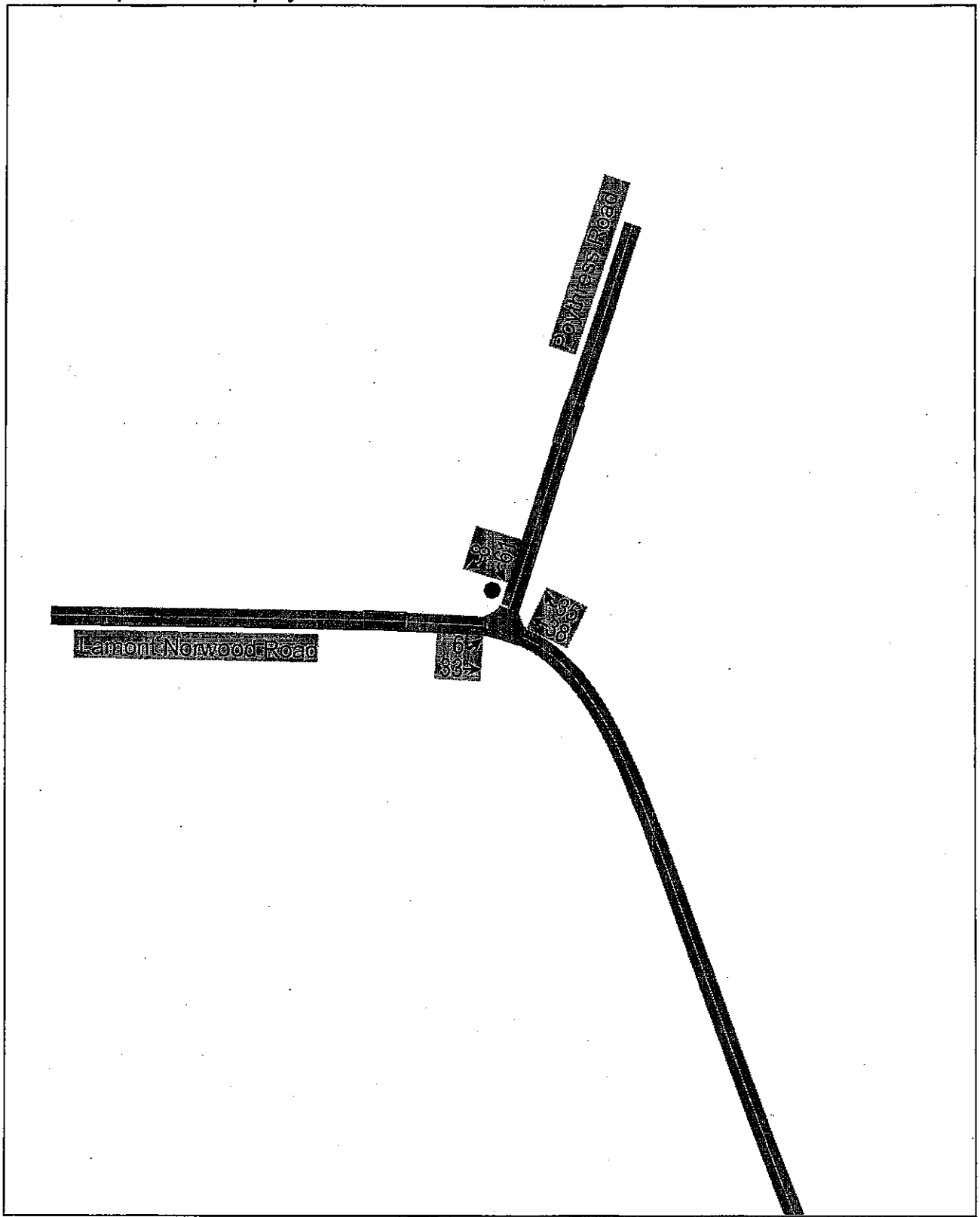
cc: Nicolas P. Robinson, Bradshaw & Robinson, LLP

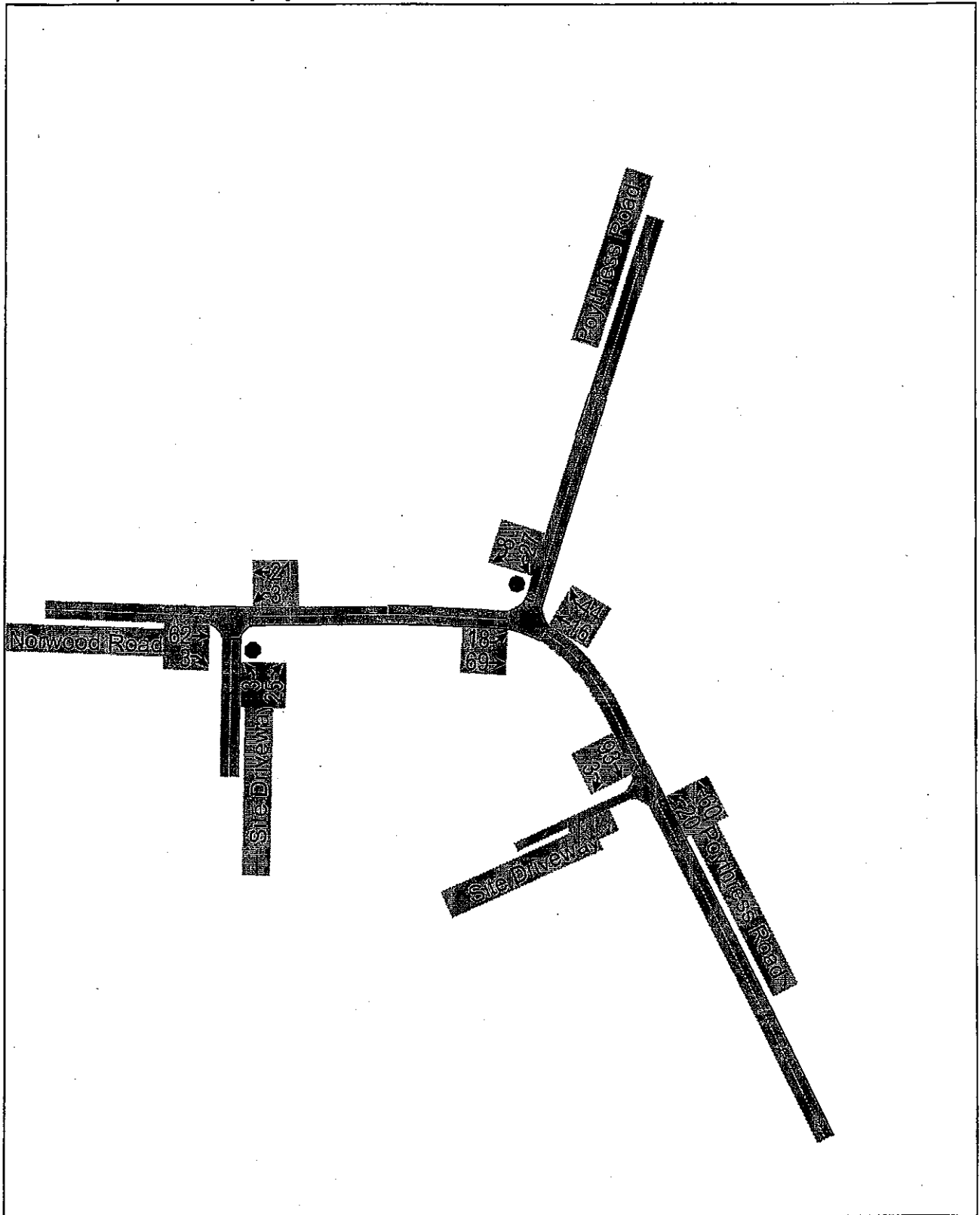
TECHNICAL APPENDIX

APPENDIX A

FIGURES







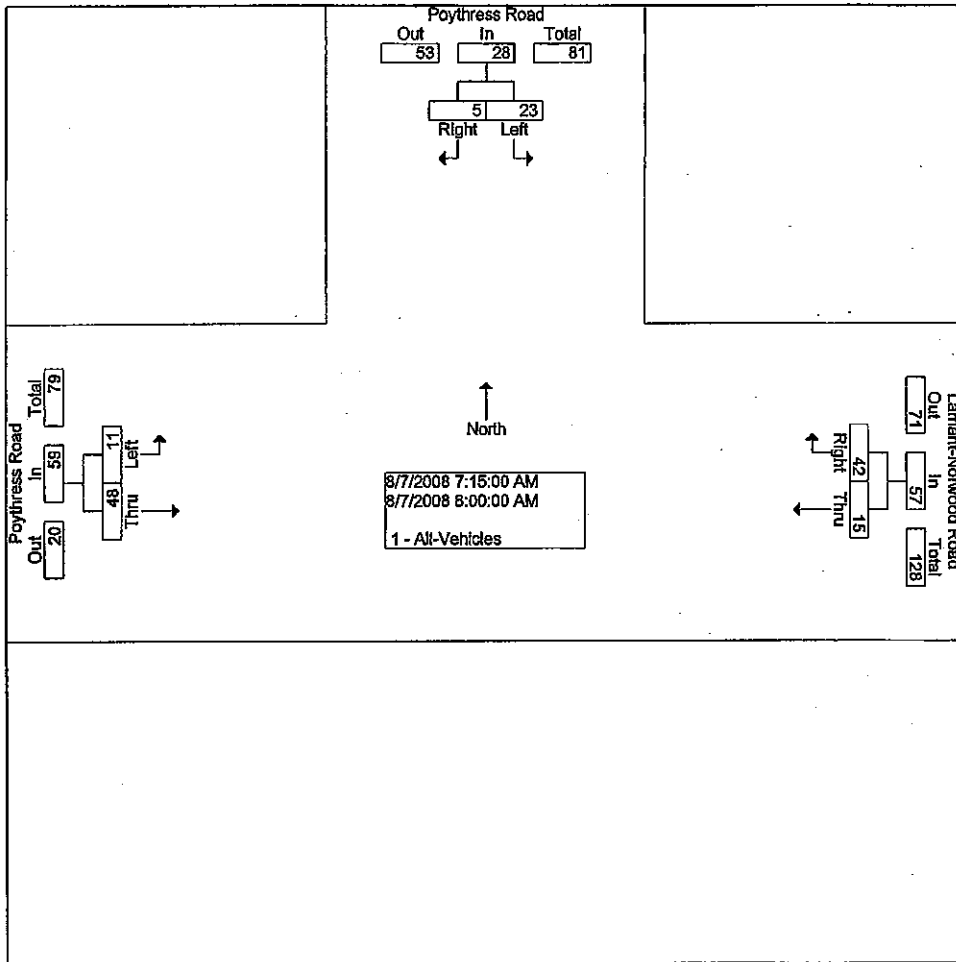
APPENDIX B

TRAFFIC COUNT DATA

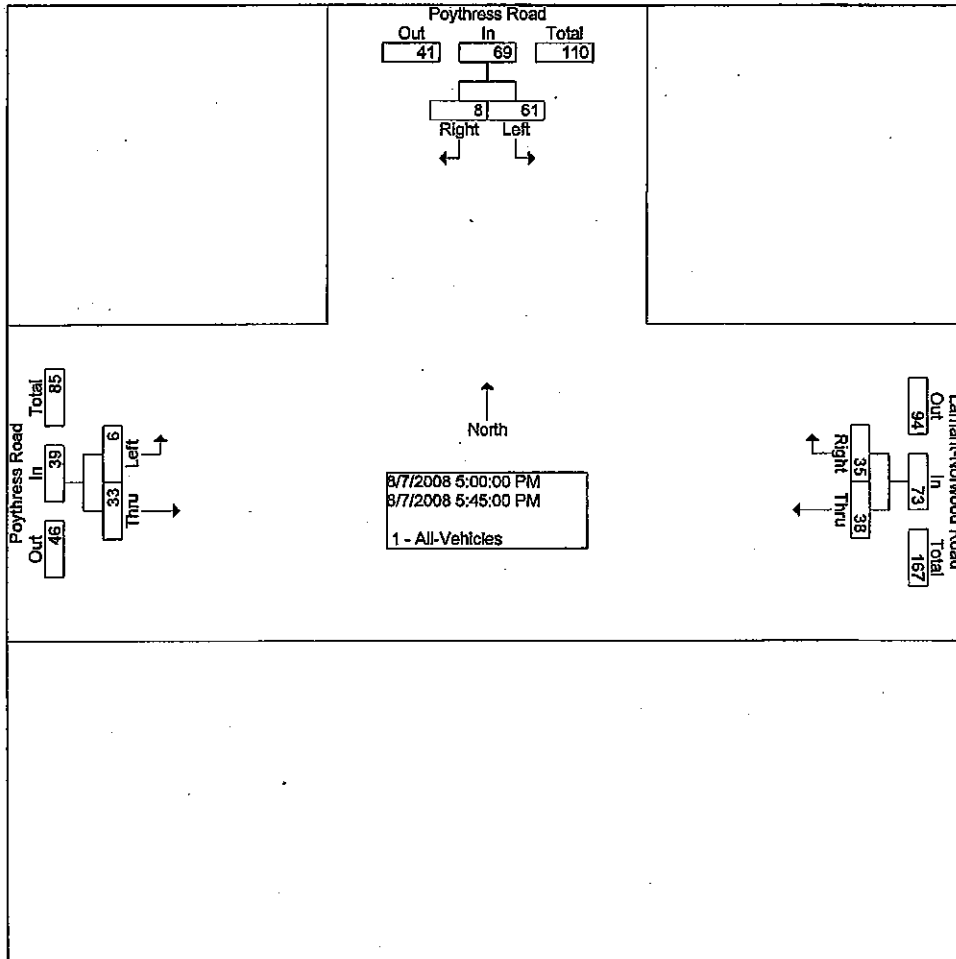
Groups Printed- 1 - All-Vehicles

Start Time	Poythress Road Southbound				Lamant-Norwood Road Westbound				Northbound				Poythress Road Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Trks	Left	Thru	Right	Trks	Left	Thru	Right	Trks	Left	Thru	Right	Trks			
07:00 AM	6	0	2	0	0	1	8	1	0	0	0	0	1	6	0	0	1	24	25
07:15 AM	9	0	0	0	0	3	10	0	0	0	0	0	2	14	0	1	1	38	39
07:30 AM	5	0	1	0	0	2	12	0	0	0	0	0	2	13	0	0	0	35	35
07:45 AM	6	0	3	0	0	6	11	0	0	0	0	0	6	12	0	0	0	44	44
Total	26	0	6	0	0	12	41	1	0	0	0	0	11	45	0	1	2	141	143
08:00 AM	3	0	1	0	0	4	9	0	0	0	0	0	1	9	0	0	0	27	27
08:15 AM	13	0	2	1	0	4	8	0	0	0	0	0	2	4	0	0	1	33	34
08:30 AM	6	0	2	0	0	3	11	0	0	0	0	0	3	9	0	1	1	34	35
08:45 AM	9	0	0	1	0	4	9	0	0	0	0	0	2	5	0	0	1	29	30
Total	31	0	5	2	0	15	37	0	0	0	0	0	8	27	0	1	3	123	126
*** BREAK ***																			
05:00 PM	21	0	2	1	0	10	9	0	0	0	0	0	2	11	0	0	1	55	56
05:15 PM	13	0	3	0	0	10	12	0	0	0	0	0	2	7	0	0	0	47	47
05:30 PM	9	0	0	0	0	7	6	0	0	0	0	0	2	9	0	0	0	33	33
05:45 PM	18	0	3	0	0	11	8	0	0	0	0	0	0	6	0	0	0	48	48
Total	61	0	8	1	0	38	35	0	0	0	0	0	6	33	0	0	1	181	182
06:00 PM	6	0	4	0	0	14	12	0	0	0	0	0	3	11	0	0	0	50	50
06:15 PM	7	0	2	0	0	14	11	0	0	0	0	0	2	14	0	0	0	50	50
06:30 PM	10	0	3	0	0	9	6	0	0	0	0	0	1	5	0	0	0	34	34
06:45 PM	7	0	3	0	0	12	12	0	0	0	0	0	0	7	0	0	0	41	41
Total	30	0	12	0	0	49	41	0	0	0	0	0	6	37	0	0	0	175	175
Grand Total	148	0	31	3	0	114	154	1	0	0	0	0	31	142	0	2	6	620	626
Apprch %	82.7	0.0	17.3		0.0	42.5	57.5		0.0	0.0	0.0		17.9	82.1	0.0				
Total %	23.9	0.0	5.0		0.0	18.4	24.8		0.0	0.0	0.0		5.0	22.9	0.0		1.0	99.0	

Start Time	Poythress Road Southbound				Lamant-Norwood Road Westbound				Northbound				Poythress Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	23	0	5	28	0	15	42	57	0	0	0	0	11	48	0	59	144
Percent	82.1	0.0	17.9		0.0	26.3	73.7		0.0	0.0	0.0		18.6	81.4	0.0		44
07:45 Volume	6	0	3	9		6	11	17		0	0	0	6	12	0	18	0.818
Peak Factor																	
High Int.	07:15 AM				07:45 AM				6:45:00 AM				07:45 AM				
Volume	9	0	0	9	0	6	11	17	0	0	0	0	6	12	0	18	0.819
Peak Factor	0.778				0.838												



Start Time	Poythress Road Southbound				Lamant-Norwood Road Westbound				Northbound				Poythress Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	61	0	8	69	0	38	35	73	0	0	0	0	6	33	0	39	181
Percent	88.4	0.0	11.6		0.0	52.1	47.9		0.0	0.0	0.0		15.4	84.6	0.0		
05:00 Volume	21	0	2	23	0	10	9	19	0	0	0	0	2	11	0	13	55
Peak Factor																	0.823
High Int.	05:00 PM				05:15 PM								05:00 PM				
Volume	21	0	2	23	0	10	12	22	0	0	0	0	2	11	0	13	
Peak Factor	0.750				0.830								0.750				












APPENDIX C

CAPACITY ANALYSIS CALCULATIONS

HCM Unsignalized Intersection Capacity Analysis

1: Lamont Norwood Road & Poythress Road










Existing (2008) AM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	11	48	15	42	23	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	12	53	17	47	26	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	63				118	40
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	63				118	40
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				97	99
cM capacity (veh/h)	1539				871	1031
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	66	63	31			
Volume Left	12	0	26			
Volume Right	0	47	6			
cSH	1539	1700	896			
Volume to Capacity	0.01	0.04	0.03			
Queue Length 95th (ft)	1	0	3			
Control Delay (s)	1.4	0.0	9.2			
Lane LOS	A		A			
Approach Delay (s)	1.4	0.0	9.2			
Approach LOS			A			
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization			19.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis










1: Lamont Norwood Road & Poythress Road

Existing (2008) PM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	6	33	38	35	61	8
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	7	37	42	39	68	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	81				112	62
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	81				112	62
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				92	99
cM capacity (veh/h)	1516				881	1003
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	43	81	77			
Volume Left	7	0	68			
Volume Right	0	39	9			
cSH	1516	1700	894			
Volume to Capacity	0.00	0.05	0.09			
Queue Length 95th (ft)	0	0	7			
Control Delay (s)	1.2	0.0	9.4			
Lane LOS	A		A			
Approach Delay (s)	1.2	0.0	9.4			
Approach LOS			A			
Intersection Summary						
Average Delay			3.8			
Intersection Capacity Utilization			17.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
1: Lamont Norwood Road & Poythress Road

Combined (2009) AM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	18	69	16	44	27	8
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	20	77	18	49	30	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	67				159	42
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	67				159	42
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				96	99
cM capacity (veh/h)	1535				821	1028
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	97	67	39			
Volume Left	20	0	30			
Volume Right	0	49	9			
cSH	1535	1700	861			
Volume to Capacity	0.01	0.04	0.05			
Queue Length 95th (ft)	1	0	4			
Control Delay (s)	1.6	0.0	9.4			
Lane LOS	A		A			
Approach Delay (s)	1.6	0.0	9.4			
Approach LOS			A			
Intersection Summary						
Average Delay			2.6			
Intersection Capacity Utilization			21.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: Lamont Norwood Road & Site Driveway 1









Combined (2009) AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			↖	↗	
Volume (veh/h)	62	3	3	21	3	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	69	3	3	23	3	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			72		101	71
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			72		101	71
tC, single (s)			4.1		6.4	6.2
tC; 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	97
cM capacity (veh/h)			1528		896	992
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	72	27	31			
Volume Left	0	3	3			
Volume Right	3	0	28			
cSH	1700	1528	981			
Volume to Capacity	0.04	0.00	0.03			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	0.0	0.9	8.8			
Lane LOS		A	A			
Approach Delay (s)	0.0	0.9	8.8			
Approach LOS			A			
Intersection Summary						
Average Delay			2.3			
Intersection Capacity Utilization			13.6%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

13: Site Driveway & Poythress Road











Combined (2009) AM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	20	60	93	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	22	67	103	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	216	105	107			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	216	105	107			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	99			
cM capacity (veh/h)	761	949	1484			
Direction, Lane #	NB 1	SB 1				
Volume Total	89	107				
Volume Left	22	0				
Volume Right	0	3				
cSH	1484	1700				
Volume to Capacity	0.01	0.06				
Queue Length 95th (ft)	1	0				
Control Delay (s)	2.0	0.0				
Lane LOS	A					
Approach Delay (s)	2.0	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			14.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

1: Lamont Norwood Road & Poythress Road

Combined (2009) PM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	10	51	40	37	67	11
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	11	57	44	41	74	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	86				144	65
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	86				144	65
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				91	99
cM capacity (veh/h)	1511				842	999
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	68	86	87			
Volume Left	11	0	74			
Volume Right	0	41	12			
cSH	1511	1700	861			
Volume to Capacity	0.01	0.05	0.10			
Queue Length 95th (ft)	1	0	8			
Control Delay (s)	1.3	0.0	9.6			
Lane LOS	A		A			
Approach Delay (s)	1.3	0.0	9.6			
Approach LOS			A			
Intersection Summary						
Average Delay			3.8			
Intersection Capacity Utilization		21.0%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: Lamont Norwood Road & Site Driveway 1









Combined (2009) PM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↘	↗
Volume (veh/h)	41	3	3	48	2	20
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	46	3	3	53	2	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			49		107	47
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			49		107	47
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	98
cM capacity (veh/h)			1558		888	1022
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	49	57	24			
Volume Left	0	3	2			
Volume Right	3	0	22			
cSH	1700	1558	1008			
Volume to Capacity	0.03	0.00	0.02			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	0.0	0.4	8.7			
Lane LOS		A	A			
Approach Delay (s)	0.0	0.4	8.7			
Approach LOS			A			
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization			15.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

13: Site Driveway & Poythress Road

Combined (2009) PM Peak Hour

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	20	77	115	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	22	86	128	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	259	129	131			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	259	129	131			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	98			
cM capacity (veh/h)	718	920	1454			
Direction, Lane #	NB 1	SB 1				
Volume Total	108	131				
Volume Left	22	0				
Volume Right	0	3				
cSH	1454	1700				
Volume to Capacity	0.02	0.08				
Queue Length 95th (ft)	1	0				
Control Delay (s)	1.6	0.0				
Lane LOS	A					
Approach Delay (s)	1.6	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			15.2%	ICU Level of Service		A
Analysis Period (min)			15			