

CITY OF SIMPSONVILLE: CITY COUNCIL BUSINESS MEETING
— AGENDA —

Council Chambers, Simpsonville City Hall | Dec. 9, 2025| 6 p.m.



1. CALL TO ORDER

Presiding Officer: Paul Shewmaker, Mayor

2. ROLL CALL

Recorder: Ashley Clark, Clerk of Council

3. PLEDGE OF ALLEGIANCE

4. APPROVAL OF MINUTES

Nov. 19, 2025

5. CITIZEN COMMENTS

(Code of Ordinances: Chapter 2, Article II, Division 2, Sec. 2-69.b.1) Citizens of the City or others who have standing in the City, such as business owners, shall be entitled to appear before council at regular meetings. Such persons may speak regarding matters that are within the jurisdiction of the City, except for personnel matters. At least 10 minutes prior to the time the meeting is scheduled to commence, such person wishing to appear before council must place his or her name, address, and topic to be addressed on the public comments sign-up list maintained by the City Clerk. Individual comments shall be limited to three minutes.

6. BUSINESS

A. Commissions and Boards Appointments

Jon Derby, Planning Director

B. 2nd Reading of Ordinance O-2025-11, Amend Code of Ordinances Sec. 8-41 and 8-42, Technical Codes

Jon Derby, Planning Director

C. 2nd Reading of AXZ-2025-03, Annexation of Property at 320 Tearose Lane

Jon Derby, Planning Director

D. 2nd Reading of Ordinance O-2025-12, Amending Code of Ordinances Sec. 16-4, Wards and Boundaries

Councilman Tim Pinkerton, Ward 5

E. 1st Reading of Z-2025-02, Rezoning of Properties Located at 118 & 124 NE Main Street

Jon Derby, Planning Director

F. Resolution R-2025-05, Textile Rehabilitation Certification, Burdette Textile Factory

Jon Derby, Planning Director

G. Resolution R-2025-06, Conveyance of Garrett Property to the City of Simpsonville

Tee Coker, City Administrator

H. 1st Reading of Ordinance O-2025-13, Trespass Enforcement Authorization Program

Tee Coker, City Administrator

7. EXECUTIVE SESSION

A. To discuss a contractual matter pertaining to CCNB Amphitheatre at Heritage Park

B. To discuss a personnel matter pertaining to Administration department

(Upon coming out of an executive session, Council may reconvene the meeting to act on matters discussed in Executive Session)

8. ADJOURNMENT

PLEASE NOTE CITY COUNCIL MEETING AGENDAS ARE ACCURATE AS OF THE FRIDAY PRIOR TO THE MEETING BUT IS SUBJECT TO CHANGE UP TO TWENTY-FOUR (24) HOURS PRIOR TO THE MEETING. PLEASE CONTACT SIMPSONVILLE CITY HALL THE DAY OF THE MEETING FOR AN UP-TO-DATE AGENDA AT 864-967-9526.

**CITY OF SIMPSONVILLE: CITY COUNCIL BUSINESS MEETING
MINUTES**

Council Chambers, Simpsonville City Hall | November 19, 2025 | 6 p.m.

1. CALL TO ORDER

Presiding Officer: Paul Shewmaker, Mayor

2. ROLL CALL

| <u>Councilmember</u> | <u>Present</u> | <u>Absent</u> |
|---------------------------|----------------|---------------|
| Ward 1 – Chad O’Rear | ✓ | |
| Ward 2 – Aaron Rupe | ✓ | |
| Ward 3 – Shannon Williams | ✓ | |
| Ward 4 – Sherry Roche | ✓ | |
| Ward 5 – Tim Pinkerton | ✓ | |
| Ward 6 – Lou Hutchings | ✓ | |
| Mayor Paul Shewmaker | ✓ | |



ABSENT: None

3. PLEDGE OF ALLEGIANCE

4. PRESENTATION

Mayor Shewmaker presented a Proclamation Commemorating the 250th anniversaries of the founding of the US Army, Navy, and Marines to Councilmember O’Rear.

5. APPROVAL OF MINUTES

Minutes from the Business Meeting October 14, 2025 were approved as written.

6. CITIZEN COMMENTS

Robert Jones voiced concerns about annexation of property on W. Georgia Road and a proposed new development.

Misty Reynold voiced concerns about a complaint she submitted.

Allison Hanline, River Shoals HOA President, expressed concerns about annexation of property on W. Georgia Road and a proposed new development.

Ron Clyde voiced concerns about annexation of property on W. Georgia Road and a proposed new development.

7. BUSINESS ITEMS

A. 2nd Reading of Ordinance O-2025-10, Amending the Business License Ordinance to update the Class Schedule as required by ACT 176 of 2020

Motion by Councilmember Hutchings, with a second by Councilmember Roche to approve 2nd reading of Ordinance O-2025-10, Amending the Business License Ordinance to update the Class Schedule as required by ACT 176 of 2020. Y-7 N-0. Motion carried.

B. 1st Reading of Ordinance O-2025-11, Amending Code of Ordinances Sec. 8-41 and 8-42, Technical Codes

Motion by Councilmember Roche with a second by Councilmember Pinkerton to approve 1st reading of Ordinance O-2025-11, Amending Code of Ordinances Sec. 8-41 and 8-42, Technical Codes. Y-7 N-0. Motion carried.

C. 1st Reading of AXZ-2025-03, Annexation of Property at 320 Tearose Lane

Motion by Councilmember Williams with a second by Councilmember Hutchings to approve 1st Reading of AXZ-2025-03, Annexation of Property at 320 Tearose Lane. Y-7 N-0. Motion carried.

D. 1st Reading of AXZ-2025-04, Annexation of Property on W. Georgia Road

Motion by Councilmember Pinkerton with a second by Councilmember Hutchings to approve 1st reading of AXZ-2025-04, Annexation of Property on W. Georgia Road. Y-2 N-5. Councilmember Williams and Mayor Shewmaker voting yes. Motion failed.

E. 1st Reading of Ordinance O-2025-12, Amending Code of Ordinances Sec. 16-4 Wards and Boundaries

Motion by Councilmember Pinkerton with a second by Hutchings to approve 1st reading of Ordinance O-2025-12, Amending Code of Ordinances Sec. 16-4 Wards and Boundaries. Y-7 N-0. Motion carried.

F. Executive Session

Motion by Councilmember Roche with a second by Councilmember Pinkerton to enter into Executive Session to discuss employee compensation. Y-7 N-0. Motion carried.

Upon coming out of Executive Session, the following vote was taken.

Motion by Councilmember Roche with a second by Councilmember Pinkerton to authorize the City Administrator to expend funds to address the equitable compensation concerns for the Police Department. Y-7 N-0. Motion carried.

8. ADJOURNMENT : 8:16PM

AGENDA ITEM



December 2, 2025

To: City Council
From: Planning Director, Jon Derby
Subject: Commissions Appointments
Meeting Date: December 9, 2025
Type of Agenda Item: Committee Volunteer Appointments
Attachments: Committee Volunteer Applications

BACKGROUND

The Planning Commission and the Board of Zoning Appeals will have terms expiring on December 31, 2025. On the Planning Commission, there will be three seats available: Mr. Allen Gillespie, Mr. Mike Girodano, and Mr. Lawrence Witul have decided to step down at the end of this year and are not seeking reappointment. On the Board of Zoning Appeals, there will be two seats available: Mr. Howard Lentz is seeking appointment on the Planning Commission and Mr. Jermaine Smith is seeking reappointment on the Boards of Zoning Appeals. Staff has received 11 qualified committee volunteer applications for consideration. It is requested that City Council vote to appoint applicants to fill the vacant seats.

APPLICANTS

For your review, the committee volunteer applications are attached. The following is a summary of eligible names for the commission.

- Planning Commission Candidates (4-year term): one seat available - Expires Dec. 31, 2029
 - Emily Schwalbe, Prefers Planning Commission
 - Geneva Lawrence,
 - Howard Lentz, Prefers Planning Commission
 - Dane Lytle,
 - Mike Teal, Prefers Planning Commission
 - Rick Tomlinson,
 - Roxie Kincannon,
 - Rod Folk,
 - Ronald Reames
- Board of Zoning Appeals Candidates (3-year term): two seats available - Expires Dec. 31, 2028
 - Emily Schwalbe, Prefers Planning Commission
 - Howard Lentz, Prefers Planning Commission
 - Jermaine Smith,
 - Amy St. John,
 - Mike Teal, Prefers Planning Commission

ELECTIONS

A ballot will be provided for the vacant seat(s) on the Planning Commission & Boards of Zoning Appeals. For your convenience, the ballots will be provided with your name included, a blank space to write in your preferred choice, and space for with your signature.

STAFF COMMENTS

Staff has determined that the applicants are qualified to serve on their selected choice.

<

Entry 1 of 26

>

Entry (ID 678)

Show empty fields

Application Date

October 13, 2025

Name

Emily Schwalbe

Address110 Pinonwood Ct
Simpsonville, South Carolina 29680**Daytime Phone**

8644828045

Email

saxonschwalbe@gmail.com

Occupation

Instructional Designer

Company

Self-employed

**Which Board / Commission
do you want to serve on?**




Planning Commission (4-year term)

**If you're interested in
serving on more than one
Commission/Board, please
select an additional option:**

Planning Commission (4-year term)

**If you're interested in
serving on more than two
Commissions/Boards,
please select an additional
option:**

Planning Commission (4-year term)

| | | |
|---------|--|----------------------|
| 6:32 am | City Council - Simpsonville · /boards-commissions/city-council  | 1 minute 3 seconds |
| 6:33 am | Boards and Commissions Online Volunteer Application - Simpsonville · /boards-commissions/boards-and-commissions-online-volunteer-application  | 8 minutes 17 seconds |
| 6:41 am | Boards and Commissions Online Volunteer... form submitted ·  | |

Comments/Notes

Entry Details

 Submitted: **Oct 14, 2025 at 6:41 am**

 Entry ID: **678**

 Entry Key: **36zzm**

 reCAPTCHA Score: **0.9**

User Information

 Browser/OS: **Google Chrome 4.0 / Android**

Re: Simpsonville Planning Commission

From Emily Schwalbe <saxonschwalbe@gmail.com>

Date Mon 11/17/2025 2:53 PM

To Jon Derby <JDerby@Simpsonville.com>

I will plan on attending that meeting. I'm also okay with serving on either the BZA or Planning Commission.

Thank you!

Emily Schwalbe

On Mon, Nov 17, 2025, 2:31 PM Jon Derby <JDerby@simpsonville.com> wrote:

Good Morning, Ms. Schwalbe

Thank you for speaking with me today. Per our conversation, Council has suggested that all applicants attend the meeting and give a short introduction of themselves and state their reason(s) for wanting to serve on the commission. It's not mandatory, but this is something council has agreed to encourage. If you are able to attend, the meeting will be held on **December 9th at 6:00pm** at City Hall council chambers.

We have 3 seats coming available on PC and 2 seats on BZA. You selected PC as your choice. If you are interested in serving on BZA, I can put your application in that selection pool as well. Just confirm which one is your primary choice.

Planning Commission is a 4-year term, while BZA is a 3-year term. You can only serve on one board at a time.

Let me know if have any questions about any of this.

Sincerely,

Jon Derby
Planning Director
City of Simpsonville
Office: (864) 967-9526



Boards and Commissions Volunteer Application Form

From Simpsonville <noreply@simpsonville.com>

Date Wed 11/19/2025 2:24 PM

To Justin Campbell <JCampbell@Simpsonville.com>; Jon Derby <JDerby@Simpsonville.com>



Boards and Commissions Volunteer Application Form

Application Date: November 19, 2025

Name: Geneva Lawrence

Address: 207 Beattie St, Simpsonville, South Carolina, 29681

Daytime Phone: 864-414-5137

Email: gelawr@aol.com

Occupation: Retired

Company: City of Simpsonville. Council

Mailing Address:

Which Board / Commission do you want to serve on?: Planning Commission (4-year term)

Volunteer or related experience: 2002-2003 PC. 2004-2007 CC. 2012-2015. CC. Ward 3

Are you currently serving on any boards, commissions or committees?: No

If yes, please list:

Reason for wanting to serve:

We need experienced people that participated in the implementation of the current code book.

What do you feel are the top two or three issues facing the City?:

The need for impact fees

Smart growth. PC should be more involved in the process rather than just being handed a packet a few days before meeting.

Approval: I hereby declare that I am a resident or own an active business in the City of Simpsonville and I am willing to devote the time necessary to carry out the responsibilities and requirements of service to the City of Simpsonville.

Applicant Signature: Geneva Lawrence

Date: November 19, 2025

425 E. Curtis St. Simpsonville, S.C. 29681
Website powered by **Ghost Brands**

Boards and Commissions Volunteer Application Form

From Simpsonville <noreply@simpsonville.com>

Date Wed 11/19/2025 9:26 AM

To Justin Campbell <JCampbell@Simpsonville.com>; Jon Derby <JDerby@Simpsonville.com>



Boards and Commissions Volunteer Application Form

Application Date: November 19, 2025

Name: Howard E. Lentz

Address: 4 Timberjack Street, Simpsonville, South Carolina, 29680

Daytime Phone: 864.525.5350

Email: lentz.family.sc@outlook.com

Occupation: Retired

Company: N. Wasserstrom and Sons

Mailing Address: 100 Gen III Ave., Fountain Inn, South Carolina, 29644

Which Board / Commission do you want to serve on?: Planning Commission (4-year term)

Volunteer or related experience: President, Martins' Grove Homeowners Association. Simpsonville Board of Zoning Appeals.

Are you currently serving on any boards, commissions or committees?: Yes

If yes, please list:

Simpsonville Board of Zoning Appeals, expiring end of 2025.

Reason for wanting to serve:

Philosophically, because it's my community and it's all of our responsibility to help where we can. The reason I volunteered for Board of Zoning Appeals was to get my feet wet. At the time, I was working full time, running a karate school that was almost a full-time job, and working as a foodservice designer part time, mostly for Greenville County Schools FANS. I talked to Jon Derby at the time and felt that I could best handle the time commitment of BOZA, where I served as member, chair and vice-chair. Having retired now, I have more flexibility in my schedule.

Although I would be happy to serve on either, I would prefer the Planning Commission. I would love to understand more of the Planning process in the early stages. As a commercial kitchen designer, I have worked closely with architects and engineers and experienced all of the aspects of building EXCEPT the planning that occurred before design and construction.

What do you feel are the top two or three issues facing the City?:

Of course everyone will say traffic, and it can be challenging at times. I would say that traffic is a necessary part of growth and that if I have a concern, it is that our traffic situation in certain areas (Fairview Road/ Harrison Bridge Road, certain areas of Georgia Road, and downtown primarily as I experience it) affect the ability to sustain growth. People tend to avoid the areas that are challenging pushing us further and further out.

Sustaining controlled growth. As we are a mature market, we have to continue to expand out further to grow. We are competing with adjacent cities like Fountain Inn and Mauldin. These cities may be more attractive as they are seen to be more affordable. I've always believed we are either growing or dying. Remaining status quo is losing ground. How to make sure the city master plan is implemented proactively and consistently so we can remain desirable.

Keeping our identity. Simpsonville is a nice place to live. I believe it is considered clean and safe by most. Although Simpsonville has grown, it still retains a hometown feel. Services are very convenient. We retain a lot of what I, as a transplant from St. Louis area, consider "the South". Warm, friendly and inviting. Comfortable. I would hate to lose that.

Approval: I hereby declare that I am a resident or own an active business in the City of Simpsonville and I am willing to devote the time necessary to carry out the responsibilities and requirements of service to the City of Simpsonville.

Applicant Signature: Howard E. Lentz

Date: November 19, 2025

Re: BZA seat expiring

From Lentz Family <lentz.family.sc@charter.net>

Date Wed 11/19/2025 9:51 AM

To Jon Derby <JDerby@Simpsonville.com>; Charlene Carter <ccarter@Simpsonville.com>

I thought I did. I marked both, in three places. Yes, I would like to apply for both. One or the other, not concurrent.

Get [Outlook for Android](#)

From: Jon Derby <JDerby@Simpsonville.com>

Sent: Wednesday, November 19, 2025 9:42:12 AM

To: lentz.family.sc@charter.net <lentz.family.sc@charter.net>; Charlene Carter <ccarter@Simpsonville.com>

Subject: Re: BZA seat expiring

Hi Howard,

Yes, we received your application. Do you want to also indicate BZA as your second choice? In the off chance you are not appointed to PC?

Jon Derby
Planning Director
City of Simpsonville
Office: (864) 967-9526


From: lentz.family.sc@charter.net <lentz.family.sc@charter.net>

Sent: Wednesday, November 19, 2025 9:30 AM

To: Charlene Carter <ccarter@Simpsonville.com>

Cc: Jon Derby <JDerby@Simpsonville.com>

Subject: Re: BZA seat expiring

Hi Charlene.

I just completed the application. Can you confirm it went thru? Once you click submit, it just disappears. No way to print a copy for records.

Thanks!

Howard

From: Charlene Carter <ccarter@Simpsonville.com>
Sent: Tuesday, October 28, 2025 11:35 AM
To: Howard Lentz <lentz.family.sc@charter.net>
Subject: BZA seat expiring

Good afternoon,

I wanted to reach out and let you know the seat you fill on Board of Zoning Appeals will expire December 31, 2025.

City Council will vote to refill seats before they expire.

I will mention we have 3 seats expiring on Planning Commission and 2 seats on Board of Zoning Appeals.

Please complete the application and send it back to me if you would like to be appointed too either. Thank you for serving on this board.

Link below

<https://www.simpsonville.com/boards-commissions/boards-and-commissions-online-volunteer-application/>

Thank you,
Charlene Carter
City Planner & Special Projects
425 E. Curtis Street
Simpsonville, SC 29681
864-967-9526 Ext 114



Entry (ID 547)

Show empty fields

| | |
|------------------|--|
| Application Date | August 20, 2025 |
| Name | Christopher Dane Lytle |
| Address | 329 West Cir Simpsonville, South Carolina 29681 |
| Daytime Phone | 8644203756 |
| Email | elementshomebuilder@gmail.com |
| Occupation | Home Builder and developer/ entrepreneur |
| Company | Elements Design Build/ Aisling Distillery |
| Mailing Address | 329 West Cir Simpsonville, South Carolina 29681 |

I have been in the design, development, and building industry for more than 30 years. Through that time I have seen some great developments and so horrible ones. There always seems to be a trend that the projects that lacked planning were the horrible ones. I am very interested in becoming involved in this community that I have set roots in. I want to see it move forward in a positive light. With the fact that there is little land left to develop there will become a time when redevelopment is a good possibility. These projects often need more guidance to make them work with their surroundings. I believe as a city planner I can offer this guidance and be able to help Simpsonville develop into a modern urban community that it is already headed toward.

Comments/Notes

Entry Details

 Submitted: **Aug 20, 2025 at 8:27 pm**


 Entry ID: **547**

 Entry Key: **33ixn**

 reCAPTCHA Score: **0.9**

User Information

 Browser/OS: **Unknown 5.0 / OS X**

 Referrer: <https://www.simpsonville.com/boards-commissions/boards-and-commissions-online-volunteer-application/>

Entry (ID 716)

Show empty fields

| | |
|--|--|
| Application Date | November 7, 2025 |
| Name | Michael Teal |
| Address | 206 NE Main street Simpsonville, South Carolina 29681 |
| Daytime Phone | 864-414-4026 |
| Email | mteac1963@msn.com |
| Occupation | Self employed |
| Company | Simpsonville gun and pawn / Teal automotive |
| Mailing Address | 206 NE Main street Simpsonville, South Carolina 29681 |
| Which Board / Commission do you want to serve on? | Planning Commission (4-year term) |
| If you're interested in serving on more than one Commission/Board, please select an additional option: | Planning Commission (4-year term) |

User Flow

November 7, 2025

Close ▾

7:33 am

Boards and Commissions Online
Volunteer Application - Simpsonville ·
/boards-commissions/boards-and-
commissions-online-volunteer-
application ↗

8 minutes 39
seconds




Comments/Notes

Entry Details

 Submitted: **Nov 7, 2025 at 7:41 am**

 Entry ID: **716**

 Entry Key: **lm3xw**

 reCAPTCHA Score: **0.9**

User Information

 Browser/OS: **Apple Safari 18.6 / OS X**

Re: PC Appointment

From MICHAEL TEAL <mteac1963@msn.com>

Date Mon 11/17/2025 11:31 AM

To Jon Derby <JDerby@Simpsonville.com>

Thanks for the call , I will plan on attending the meeting and will also consider the BZA as a second choice.

Thanks,
Mike Teal

From: Jon Derby <JDerby@Simpsonville.com>

Sent: Monday, November 17, 2025 10:42 AM

To: mteac1963@msn.com <mteac1963@msn.com>

Cc: Charlene Carter <ccarter@Simpsonville.com>

Subject: PC Appointment

Mike,

Per our conversation today, Council will be making their selection on applicants to fill the 3 vacant seats on the Planning Commission at their December 9th (6:00pm) meeting. They have asked if applicants would attend this meeting and give a short introduction of themselves, stating their desires to serve on the commission. This is not mandatory, but merely a request.

Also, if you have no objection, would you be interested in serving on our Board of Zoning Appeals? In the case you are not appointed to the PC, the BZA is also a vital process of how our city is governed. We have 2 seats coming available at the end of the year in addition to the 3 PC seats. This is a 3-year term on the BZA.

Please let me know if you would consider the option for BZA as your second choice.

Let me know if you have any questions.

Jon Derby
Planning Director
City of Simpsonville
Office: (864) 967-9526



Boards and Commissions Volunteer Application Form

From Simpsonville <noreply@simpsonville.com>

Date Thu 11/20/2025 3:04 PM

To Justin Campbell <JCampbell@Simpsonville.com>; Jon Derby <JDerby@Simpsonville.com>

Boards and Commissions Volunteer Application Form

Application Date:November 20, 2025

Name:Rick Tomlinson

Address:516 Poinsettia Dr, Simpsonville, South Carolina, 29681

Daytime Phone:770-595-4757

Email:rick.tomlinson@att.net

Occupation: Director of Operations

Company: Collect Logic, LLC

Mailing Address:

Which Board / Commission do you want to serve on?:Planning Commission (4-year term)

Volunteer or related experience: Extensive background in Commercial & Residential Construction, Development and Project Management.

Are you currently serving on any boards, commissions or committees?: No

If yes, please list:

Reason for wanting to serve:

I would like to contribute to the decisions made on the growth and expansion of the City of Simpsonville.

What do you feel are the top two or three issues facing the City?:

Expansive growth, traffic and quality of life in the city.

Approval: I hereby declare that I am a resident or own an active business in the City of Simpsonville and I am willing to devote the time necessary to carry out the responsibilities and requirements of service to the City of Simpsonville.

Applicant Signature: Rick Tomlinson

Date: November 20, 2025

425 E. Curtis St. Simpsonville, S.C. 29681
Website powered by **Ghost Brands**

Boards and Commissions Volunteer Application Form

From Simpsonville <noreply@simpsonville.com>

Date Thu 11/20/2025 7:55 AM

To Justin Campbell <JCampbell@Simpsonville.com>; Jon Derby <JDerby@Simpsonville.com>



Boards and Commissions Volunteer Application Form

Application Date: November 13, 2025

Name: Roxie T Kincannon

Address: 216 Jones Avenue, Simpsonville, South Carolina, 29681

Daytime Phone: 8649182717

Email: roxietk@gmail.com

Occupation: Retired

Company: None

Mailing Address: 216 Jones Avenue, Simpsonville, South Carolina, 29681

Which Board / Commission do you want to serve on?: Planning Commission (4-year term)

Volunteer or related experience: Served on BOZA for several years

Are you currently serving on any boards, commissions or committees?: No

If yes, please list:

Reason for wanting to serve:

Lifelong resident of Simpsonville with an interest in city's progress and growth

What do you feel are the top two or three issues facing the City?:

Growth

Impact fees

Approval: I hereby declare that I am a resident or own an active business in the City of Simpsonville and I am willing to devote the time necessary to carry out the responsibilities and requirements of service to the City of Simpsonville.

Applicant Signature: Roxie T Kincannon

Date: November 13, 2025

425 E. Curtis St. Simpsonville, S.C. 29681

Website powered by **Ghost Brands**

Boards and Commissions Volunteer Application Form

From Simpsonville <noreply@simpsonville.com>

Date Thu 11/20/2025 9:27 PM

To Justin Campbell <JCampbell@Simpsonville.com>; Jon Derby <JDerby@Simpsonville.com>

Boards and Commissions Volunteer Application Form

Application Date:November 20, 2025

Name:J. Rod Folk

Address:18 Cloverfield Dr, Simpsonville, South Carolina, 29680-7697

Daytime Phone:8642287813

Email:rodfolk@bellsouth.net

Occupation: Retired

Company: Retired

Mailing Address:

Which Board / Commission do you want to serve on?:Planning Commission (4-year term)

Volunteer or related experience: None

Are you currently serving on any boards, commissions or committees?: No

If yes, please list:

Reason for wanting to serve:

I became more interested in city governance after reading material from the Strong Towns organization and realizing many of the principles they promote will help Simpsonville be financially solvent, resilient and build a healthy local economy capable of sustainable prosperity.

I recognize the Planning Department does an excellent job with the formalities and legalities. I also recognize 5-10 years ago there were significantly more applications to consider and I did not witness any of those reviews. But now, the people on the commission seem disengaged. It doesn't seem like the questions asked at the PC meetings are very in-depth or applications are vetted very strongly. Its like the meeting with the PC is a dress rehearsal for the meeting with the city council. PC meetings are the first line of defense a city has against overdevelopment and unsustainable development. It should be very thorough. There should be some cases when the PC recommends the council deny the application. A member of the PC should be at the Council meeting for reference.

I only know what I see at Planning and Council meetings and what is published on the Simpsonville website. If I were on the inside I should be able to find out more and make more educated suggestions about the situations I get concerned about or not bother people with my dissertations.

I don't see evidence of the kind of planning and analysis that I expect a \$26 million business should be doing. I'm sure it must be going on but its hard for me to find it. Some cities use new funding from the taxes on annexation to finance overhead and inflation. Once growth slows down and new revenue stops, cities realize the new funding was financing a Ponzi scheme. The PC might be a resource to use to help plan for that possibility. I would like to see Simpsonville use the Strong Towns Financial Decoder to determine the trajectory of the city.

I was disappointed that more public input was not requested when updating the 2040 Comprehensive Plan and that it appeared it had been prepared 5 years earlier only to be put on a shelf and forgotten. An empowered and committed PC should not let that happen.

The Mayor had to hand-color a map to show Simpsonville boundaries next to unincorporated land that was not already developed. The PC should be able to produce that type of map in a few minutes using a GIS, but the city and county do not have the technology. The PC should advocate for better tools.

I think there are things I can do as a Planning Commissioner that I can't do remaining on the outside.

What do you feel are the top two or three issues facing the City?:

1. Maintaining long term financial solvency. This is a prerequisite for long term prosperity. With growth leveling off, property tax revenue will level off. Government grants may be reduced . Inflation, COLA, the cost of operating a city will increase. Some cities manage it, some don't.

2. The city's inability to influence or control growth and actions outside the city limits but in the 29680 and 29681 zip codes. Those residents are a main driver for city traffic.

3. Poor public relations and the inability to communicate the status of projects that are important to the residents and what the city is doing to solve community problems.

Approval: I hereby declare that I am a resident or own an active business in the City of Simpsonville and I am willing to devote the time necessary to carry out the responsibilities and requirements of service to the City of Simpsonville.

Applicant Signature: J. Rod Folk

Date: November 20, 2025

425 E. Curtis St. Simpsonville, S.C. 29681
Website powered by **Ghost Brands**

Boards and Commissions Volunteer Application Form

From Simpsonville <noreply@simpsonville.com>

Date Fri 11/21/2025 7:41 AM

To Justin Campbell <JCampbell@Simpsonville.com>; Jon Derby <JDerby@Simpsonville.com>

Boards and Commissions Volunteer Application Form

Application Date: November 21, 2025

Name: Ronald Reames

Address: 3 Woodtrail Ct, Simpsonville, South Carolina, 29681

Daytime Phone: 8649672108

Email: ronreames@outlook.com

Occupation: LPC

Company: Carolina Center for Counseling

Mailing Address: 421 SE Main St Suite 201, Simpsonville, South Carolina, 29681

Which Board / Commission do you want to serve on?: Planning Commission (4-year term)

Volunteer or related experience: Meals on Wheels, Executive board of SAIL, State licensing board for counselors

Are you currently serving on any boards, commissions or committees?: No

If yes, please list:

Reason for wanting to serve:

Life long resident of the city. Growth is good, however, planning for growth talking into account infrastructure, traffic and long term impact must be considered

What do you feel are the top two or three issues facing the City?:

Traffic flow and enforcement. Access and egress into roads.

Approval:

Applicant Signature: Ronald H Reames

Date: November 21, 2025

425 E. Curtis St. Simpsonville, S.C. 29681
Website powered by **Ghost Brands**

Boards and Commissions Volunteer Application Form

From Simpsonville <noreply@simpsonville.com>

Date Mon 11/17/2025 6:28 PM

To Justin Campbell <JCampbell@Simpsonville.com>; Jon Derby <JDerby@Simpsonville.com>

Boards and Commissions Volunteer Application Form

Application Date: November 17, 2025

Name: Jermaine Smith

Address: 48 Willomere Way, Simpsonville, South Carolina, 29681

Daytime Phone: 8645596894

Email: jlsmt@ymail.com

Occupation: Corporate Trainer

Company: Michelin North America

Mailing Address: 1 Parkway South, Greenville, South Carolina, 29615

Which Board / Commission do you want to serve on?: Board of Zoning Appeals (3-year term)

Volunteer or related experience: I have experience serving on a board

Are you currently serving on any boards, commissions or committees?: Yes

If yes, please list:

I am currently serving on the Zoning Board as the Commissioner.

Reason for wanting to serve:

I would like to be selected again to serve on the Board of Zoning. I have enjoyed my time working with the other board members, but also working with the

community and seeing how our city is growing. I have also selected to be a part of the Planning Commission if selected. I bring experience and a love for my community. I am also involved in other community programs within Greenville County. I also give some time to my local church food pantry that has feed over 5,000 households and currently each month we are averaging 300 household getting food.

What do you feel are the top two or three issues facing the City?:

Simpsonville is still in the growth process with the number of people coming into Greenville County. We are competing with the two neighboring cities of Fountain Inn and Maulding that are wanting the same growth that Simpsonville has seen. The second issue I see is ensuring that we keep a focus on local businesses. The more of a spotlight we give to them the more those businesses can grow which attracts other businesses to the area. That focus on businesses helps with taxes in the long run. Third issue is still a traffic issues on main street and other areas. The city can work with the state to address these issues to come up with inventive ways to move traffic in a better way.

Approval: I hereby declare that I am a resident or own an active business in the City of Simpsonville and I am willing to devote the time necessary to carry out the responsibilities and requirements of service to the City of Simpsonville.

Applicant Signature: Jermaine Smith

Date: November 14, 2025

Entry (ID 512)

Show empty fields

Application Date August 8, 2025

Name Amy St. John

Address 508 Hillpine Drive
Simpsonville, South Carolina 29681

Daytime Phone 864-398-6420

Email amy.stjohn@live.com

Which Board / Commission do you want to serve on? Planning Commission

Reason for wanting to serve I would like to serve on the planning commission to actively contribute to Simpsonville's development and long-term growth. I believe we need to take into consideration all of the details both small and large when discussing current development and growth. As a member of the team , I would bring a collaborative

Comments/Notes

Entry Details

 Submitted: **Aug 8, 2025 at 2:00 pm**

 Entry ID: **512**

 Entry Key: **omm13**

 reCAPTCHA Score: **0.9**

User Information

 Browser/OS: **Google Chrome 131.0.0.0 / Windows**

🔄 Referrer: <https://www.simpsonville.com/boards-commissions/boards-and-commissions-online-volunteer-application/>

Re: Simpsonville Volunteer Application

From Amy St. John <amy.stjohn@live.com>
Date Mon 11/17/2025 5:53 PM
To Jon Derby <JDerby@Simpsonville.com>

Jon,

Thank you for connecting with me today. As you're aware, I have another commitment that will take the same days/times for meetings as planning commission for the year. With that scheduling conflict, I would like to switch my application to BZA. Will certainly consider Planning Commission again in the future when I can ensure I can attend the meetings.

Regards,
Amy

From: Jon Derby <JDerby@Simpsonville.com>
Sent: Monday, November 17, 2025 2:45 PM
To: Amy St. John <amy.stjohn@live.com>
Subject: Re: Simpsonville Volunteer Application

Thank you for speaking with me today. Per our conversation, Council has suggested that all applicants attend the meeting and give a short introduction of themselves and state their reason(s) for wanting to serve on the commission or BZA. It's not mandatory, but this is something council has agreed to encourage. If you are able to attend, the meeting will be held on December 9th at 6:00pm at City Hall council chambers. Council will be appointing PC and BZA seats that night.

We have 3 seats coming available on PC and 2 seats on BZA. You selected PC as your choice. If you would rather switch your selection to BZA, please let me know. We have 2 seats on BZA and these are 3-year terms. They meet the 3rd Tuesday of the month, while PC meets the first Tuesday of the month. Between the two, BZA meets less often than PC. I believe we had 2-3 meetings all year for BZA.

If you could just respond back on which one you prefer and if you are available to meet the night of selection, that would be great.

Let me know if have any questions about any of this.

Sincerely,

Jon Derby
Planning Director
City of Simpsonville
Office: (864) 967-9526



AGENDA ITEM

To: City Council – Second Reading

Meeting Date: 12/9/2025

Agenda Item: O-2025-11, Code of Ordinance, Technical Codes

Subject: Amendments to Article II, Section 8-41 & 8-42

Attachments: ☒ Proposed Code of Ordinance ☐ Proposed Zoning Ordinance ☐ Discussion from Council ☐ Locations Maps ☐ Petitions ☐ Traffic Study ☐ Renderings

Brief Description of Request

From time-to-time staff discovers areas of the City Code of Ordinance that may need some refinement. In this case, staff has requested changes to the sections listed below.

| Section(s) | Amendment | Reason |
|------------|---|--|
| 8-41 | To Amend the current procedure for adopting technical codes | To ensure accurate codes and to better align with the State Regulation |
| 8-42 | Violations; enforcement | To establish a penalty |

Staff Comments

The current procedure for updating Chapter 8 “Buildings and Building Regulations” of the City of Simpsonville Code of Ordinance is to require two readings of an ordinance. These codes are reviewed and updated through legislative action by the State of South Carolina. The City would follow by passing an ordinance that reflected the updates from the state. The ordinance would be brought before council every 3 years to be concurrent with state action.

This proposed ordinance (O-2025-11) would allow the city to adhere to the newest, most current versions of the technical codes adopted by the State without council action.

Nothing has changed since the First Reading on November 19th.

**AN ORDINANCE TO AMEND ARTICLE II (TECHNICAL CODES) OF
CHAPTER 8 (BUILDINGS AND BUILDING REGULATIONS) OF THE
CITY OF SIMPSONVILLE CODE OF ORDINANCE**

WHEREAS, the City of Simpsonville City Council reviews its Ordinances at various times to make necessary improvements and/or changes; and

WHEREAS, the City of Simpsonville desires to amend its existing ordinances to remove the requirement of updating our Building Codes by yearly adoptions. Rather, as allowed by S.C. Code §6-9-60, the City desires to adopt by reference the latest editions of certain nationally recognized codes and the standards referenced in those codes for regulation of construction within the City; and

WHEREAS, the City of Simpsonville will abide and enforce by latest adopted building codes, which the State of South Carolina has mandated by legislation and as posted by the South Carolina Labor, Licensing and Regulation Building Codes Council (www.llr.state.sc.us/POL/BCC.)

NOW, THEREFORE, BE IT ORDAINED by the Mayor and Council of the City of Simpsonville as follows:

Section 1. That the code of Ordinances, Chapter 8, Buildings and Building Regulations, Article II, Technical Codes, Sec. 8-41, Adoption of International Building Codes, be amended as follows: [Additions are underlined; deletions are ~~struck through~~.]

ARTICLE II, TECHNICAL CODES

Sec. 8-41 – Adoption of International Building Codes.

(a) There is hereby adopted by reference the following technical codes:

"International Residential Code"

"International Building Code"

"International Property Maintenance Code"

"International Swimming Pool and Spa Code"

"International Plumbing Code"

"International Mechanical Code"

"National Electric Code"

"International Fuel Gas Code"

"International Fire Code"

"International Existing Building Code"

- (b) The currently adopted codes enforced in the City of Simpsonville are those, which the State of South Carolina has mandated by legislation and as posted by the South Carolina Labor, licensing and Regulation Building Codes Council (www.llr.sc.gov/BCC/). Those at a certain codes documents which is shall be on file in the office of the city clerk, and being marked and designated as the International Building Codes,—2015 is are hereby adopted as the code of the city for regulating the design, construction, quality of materials, erection, installation, alteration, repair, location, relocation, replacement, addition to, use or maintenance of one-and two family dwellings, townhouses, commercial and industrial buildings, and providing for the issuance of permits and collection of fees therefore; ~~and~~ Each and all of the regulations, provisions, conditions and terms of such International Building Codes published by the International Code Council, to include the South Carolina Modifications, on file in the office of the city are hereby referred to, adopted and made part hereof as if fully set out in this section.
- (c) The International Building Codes referred to in subsection (a) hereof ~~to~~ shall include the South Carolina Modifications, listed as follows ~~are hereby adopted:~~
- (1) Where requesting [NAME OF JURISDICTION] Insert: City of Simpsonville
 - (2) Where requesting [JURISDICTION TO INSERT HEIGHT IN INCHES] Insert 12" inches *IPMC § Weeds*
 - (3) Where requesting [DATE] to [DATE] Insert January 1 – December 31 *IPMC § Insect Screens*
 - (1) ~~International Residential Code 2015 Edition. With the following sections revised:~~
 - Section 101.1 Insert: City of Simpsonville
 - Section 108.3 Insert: See Fee Schedule
 - (2) ~~International Building Code 2015 Edition. With the following sections revised:~~
 - Section 101.1 Insert: City of Simpsonville
 - Section 109.2 Insert: See Fee Schedule
 - (3) ~~International Property Maintenance Code 2015 Edition. With the following sections revised:~~
 - Section 101.1 Insert: City of Simpsonville
 - Section 103.5 Insert: See Fee Schedule
 - Sec. 302.3 insert: 12 inches
 - Sec. 304.14 insert: January 1 to December 31

~~(4) International Swimming Pool and Spa Code 2015 Edition. With the following sections revised:~~

~~Section 101.1 Insert: City of Simpsonville
Section 105.6.2 Insert: See Fee Schedule
Section 105.6.3 Insert: See Fee Schedule
Section 107.4 Insert: Misdemeanor
Section 107.4 Insert \$500
Section 107.4 Insert: 30
Section 107.5 Insert: \$200; \$500~~

~~(5) International Plumbing Code 2015 Edition. With the following sections revised:~~

~~Section 101.1 Insert: City of Simpsonville
Section 106.62 Insert: See Fee Schedule~~

~~(6) International Mechanical Code 2015 Edition~~

~~Section 101.1 Insert: City of Simpsonville
Section 106.62 Insert: See Fee Schedule~~

~~(7) National Electric Code (NEC) 2014 Edition~~

~~(8) International Fuel Gas Code 2015 Edition~~

~~(9) International Fire Code 2015 Edition. With the following sections revised:~~

~~Section 101.1 Insert: City of Simpsonville
Section 109.4 Insert: Misdemeanor; \$500.00; 30 days
Section 111.4 Insert: \$100.00; \$500.00
Section 3404.2.9.5.1: Not Adopted; NFPA Standard Applies
Section 3406.2.4.4: Not Adopted; NFPA Standard Applies
Section 3204.3.1.1: Second paragraph is not adopted; NFPA Standard Applies
Section 3804.2: With regard to the parenthetical information that states: "see Section 3 of the Sample Ordinance for Adoption of the International Fire Code on page v," the NFPA Standard Applies~~

~~(10) International Existing Building Code 2015 Edition. With the following sections revised:~~

~~Section 101.1 Insert: City of Simpsonville
Section 108.2 Insert: See Fee Schedule~~

Sec. 8-42. – Violations; enforcement.

It shall be unlawful for any person to fail or refuse to comply with the provisions of the codes adopted in this section and, in addition to the penalty provisions which set forth in the

codes adopted in this article, shall be deemed guilty of a misdemeanor and shall be punished as provided in Section 1-9.

Section 2. Authorization. The Mayor and the City Administrator, for and on behalf of the City, acting jointly or individually, are fully empowered and authorized to take such further action as may be reasonably necessary to affect the amendments authorized by this Ordinance in accordance with the conditions herein set forth.

Section 3. Severability. The provisions of this Ordinance are hereby declared to be severable and if any section, phrase or provision shall for any reason be declared by a court of competent jurisdiction to be invalid or unenforceable, such declaration shall not affect the validity of the remainder of the sections, phrases and provisions hereunder.

Section 4. Suspension of Conflicting Ordinances, Rules, Orders or Resolutions. All ordinances, rules, orders, resolutions and parts thereof in conflict herewith are, to the extent of such conflict, hereby suspended for the duration of this ordinance.

Section 5. Savings Clause: Nothing in this ordinance hereby adopted shall be construed to affect any suit or proceeding in any court, or any rights acquired, or liability incurred, or any cause or causes of action acquired or existing, under any act or ordinance hereby repealed as stated in Section 3 of the ordinance; nor shall any just or legal right or remedy of any character be lost, impaired or affected by this ordinance.

Section 6. Effective Date of the Ordinance. This ordinance shall be effective immediately upon passage.

DONE in meeting duly assembled this ____ day of _____ 2025.

SIGNATURE OF MAYOR:

Paul Shewmaker

ATTEST:

APPROVED AS TO FORM:

Ashley Clark
City Clerk

Daniel Hughes
City Attorney

First Reading: November 19, 2025
Second Reading: December 9, 2025

AGENDA ITEM

To: City Council – Second Reading

Meeting Date: 12/9/2025

Agenda Item: Annexation & Rezone to R-LO

Subject: AXZ-2025-03 Proposed Annexation to property located at
320 Tearose Ln Tax Map# 0296.00-01-088.00

Location: 320 Tearose Ln Tax Map# 0296.00-01-088.00

Applicant/Owner: John B Crawford & Jessica L Hayes

Attachments: ☒ Proposed Ordinance ☐ Proposed Concept Plan
☐ Proposed Statement of Intent ☐ Applicant Material
☒ Consent Letter ☒ Locations Maps ☒ Petitions
☐ Traffic Study ☐ Renderings

| Existing Zoning | Requested Zoning | Surrounding Zoning | Extraterritorial Land Use | Size of Property |
|-----------------|------------------|--------------------------------|---------------------------|------------------|
| R-12 | R-LO | R-12 – County & R-LO - City | Neighborhood | 0.36 +/- Acres |

Brief Description of request

The City of Simpsonville has received a signed petition requesting annexation into the City pursuant to South Carolina Code of Laws Section 5-3-150.

The applicant has requested that this parcel be annexed and rezoned from R-12 in the County to R-LO (Residential Low Density) in the City. This parcel is among three other properties within the Rosemont Subdivision that have yet to be annexed into the City. The majority of the neighborhood was annexed into the city in 2005 along with several other properties along HWY 14. The applicant is seeking city services as the reason for the request.

Nothing has changed since the First Reading on November 19th.

AXZ-2025-03

Location & Site Description

This parcel lies at the end of Tearose Lane within a cul-de-sac. This parcel is currently zoned (R-12) single family, occupied by a single home.

Comprehensive Plan

The City's Comprehensive Plan identifies this parcel and the parcel abutting as "neighborhood" meaning that the City envisioned this area would be developed for residential neighborhood uses. Upon annexation, staff recommends that these tracts of land be officially designated as "Medium-Intensity Neighborhood" on the Simpsonville Future Land Use Map

Zoning District

Per Section 2.3.1 of the Simpsonville Zoning Ordinance: "The R-Lo, Residential—Low Density District is established to promote detached single-family residential development at low densities as the principal use of land within the district. The regulations of this district are intended to discourage any use that would substantially interfere with the development of detached single-family dwellings and that would be detrimental to the quiet residential nature of the district."

Public Hearing Proceeding

A public hearing regarding this petition was conducted on October 7th, 2025, before the body of the Simpsonville Planning Commission. There were no public comments.

Planning Commission Review

The Simpsonville Planning Commission reviewed the request to annex and rezone the property at their October 7th, 2025, meeting. By a vote of 6-0, the Planning Commission recommends an approval of AXZ-2025-03.

Site Improvements

No site improvements as this subdivision was completed around 1992.

AXZ-2025-03

Staff Comments

Staff finds that this requested zoning change is consistent with the continuing vision for this area. Staff is not aware of any aspect of annexing and rezoning this property that would negatively impact the public health, safety, and welfare of neighboring properties

STAFF RECOMMENDATION: *Staff recommends an approval of the requested annexation set forth in Ordinance AXZ-2025-03*

ORDINANCE NO. AXZ-2025-03

AN ORDINANCE TO ADOPT A PETITION FOR ANNEXATION OF LAND AT 320 TEAROSE LANE (TAX MAP# 0296.00-01-088.00) OWNED BY JOHN B CRAWFORD (JTWROS) & JESSICA L HAYES (JTWROS) INTO THE CITY OF SIMPSONVILLE, SOUTH CAROLINA

WHEREAS, the South Carolina Code of Laws of 1976, as amended, Chapter 23 Title 5 provides for the process for municipalities to annex and rezone property; and

WHEREAS, the City of Simpsonville has enacted a Zoning Ordinance which governs amendments to the Official Zoning Map; and

WHEREAS, the hereinafter described property was advertised on June 29, 2025, and the City of Simpsonville Planning Commission held a public hearing on October 7, 2025.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SIMPSONVILLE, SOUTH CAROLINA, THAT:

1. **ANNEXATION:** The attached Petition for Annexation and Rezoning into the City pursuant to South Carolina Code of Laws Section 5-3-150, wherein the property owners have signed a petition requesting annexation into the City of Simpsonville requesting the annexation of a parcel at 320 Tearose Ln. depicted in the deed contained in Book 2545 on Page 5285, Tax Map # 0296.00-01-088.00, of the official records of the Greenville County Register of Deeds and as depicted in Exhibit “A” & “B”, attached hereto, is hereby made a part of this Ordinance and approved and the property described therein is hereby declared to be annexed into the City of Simpsonville.

2. **ZONING CLASSIFICATION:** The Official Zoning Map of the City of Simpsonville is hereby amended to assign the property, as depicted in Exhibit “A” & “B”, the zoning classification of R-Lo, Residential Low Density.

3. **FUTURE LAND USE MAP DESIGNATION:** The Future Land Use Map of the City of Simpsonville is hereby amended to assign the depicted in Exhibit “A” & “B” the future land use map designation of Medium Intensity Neighborhood.

4. **PROVISION SEVERAGE:** It is hereby declared to be the intention of the governing authority of this municipality that the sections, subsections, paragraphs, sentences, clauses and phrases are severable, and if any phrase, clause, sentence, paragraph, subsection, or section of this Ordinance shall be declared invalid or unconstitutional by the valid judgment or decree of any court or competent jurisdiction, such invalidity or unconstitutionality shall not effect any of the remaining portions of this Ordinance so held to be invalid.

5. **ORDINANCE SUPERSEDES PREVIOUS INCONSISTENT LEGISLATION:** All Ordinances or parts of Ordinances inconsistent herewith, which may have heretofore been passed by the Simpsonville City Council, are hereby repealed.

6. **DISTRICT ASSIGNMENT:** The within described property shall be assigned to City Council Ward Two (2).

7. **FLOOD RATE INSURANCE MAPS:** In accordance with the provisions of 44 CFR §64.4, in the event that the newly annexed area was previously located in a community participating in the NFIP Program, pending formal adoption of the amendment to its flood plain management regulations, the City hereby certifies that within the newly annexed area the flood plain management requirements previously applicable in the area remain in force. In the event that the newly annexed area was previously located in a community not participating in the NFIP Program, upon annexation, and pending formal adoption of the amendments to its flood plain management regulations, the City certifies that it shall enforce within the newly annexed area, existing flood insurance policies which shall remain in effect until their date of expiration may be renewed, and new policies may be issued.

8. **METROPOLITAN SEWER SUBDISTRICT:** It is the intent of City Council that the area described herein to be annexed is currently served by Metropolitan Sewer Subdistrict (hereinafter “Metropolitan”). At the time of the passage of this Ordinance, it is the intent of the City that Metropolitan shall continue to provide sewer service to the annexed area. Therefore, Greenville County shall continue to collect the millage currently assessed by Metropolitan on the annexed area and to remit the same directly to Metropolitan until notified otherwise by the City.

This Ordinance shall be effective upon second and final reading by the City Council.

SIGNATURE OF MAYOR:

Paul Shewmaker

ATTEST:

APPROVED AS TO FORM:

Ashley Clark
City Clerk

Daniel Hughes
City Attorney

First Reading: November 19 2025
Second Reading: December 9, 2025

EXHIBIT "A"

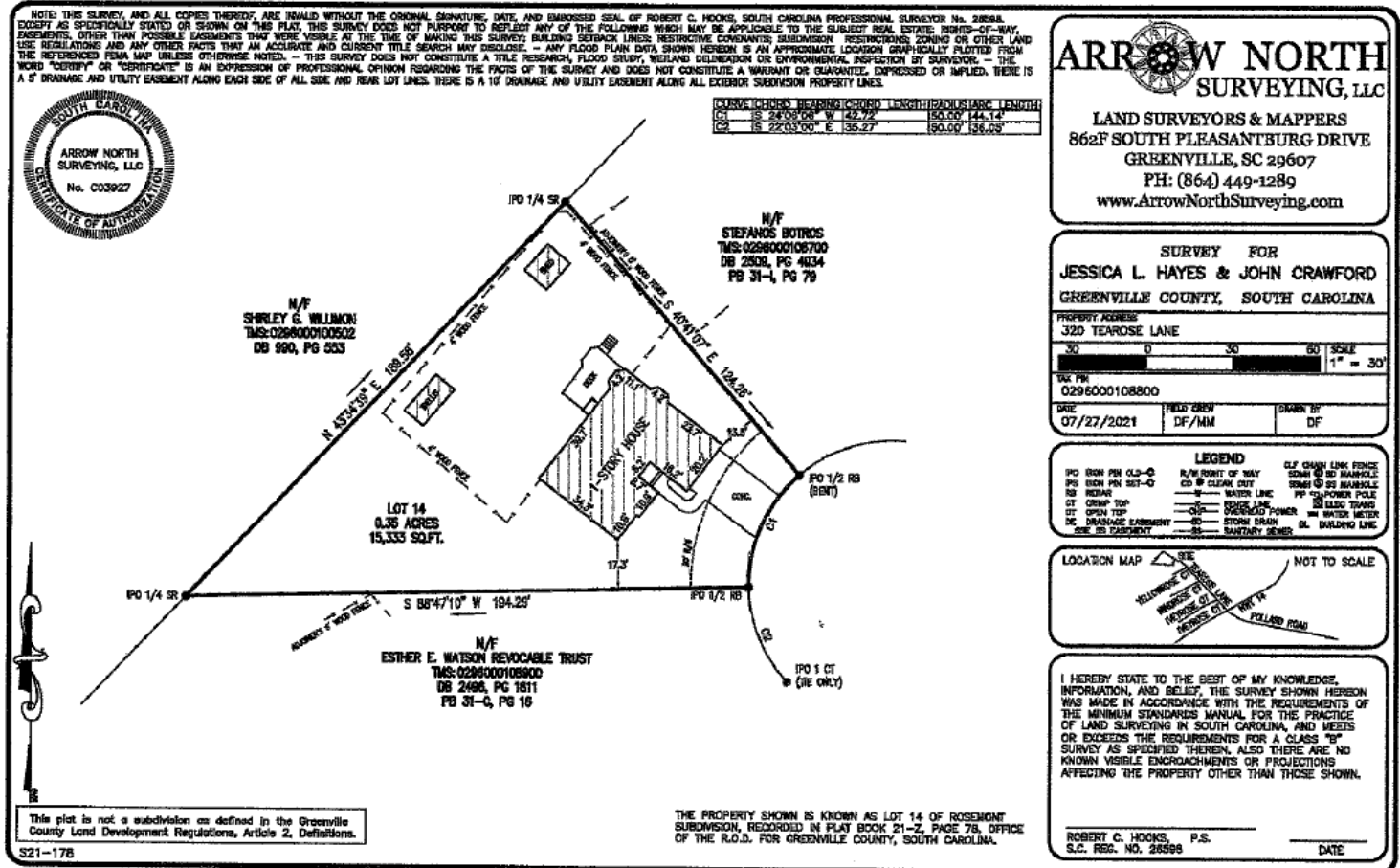
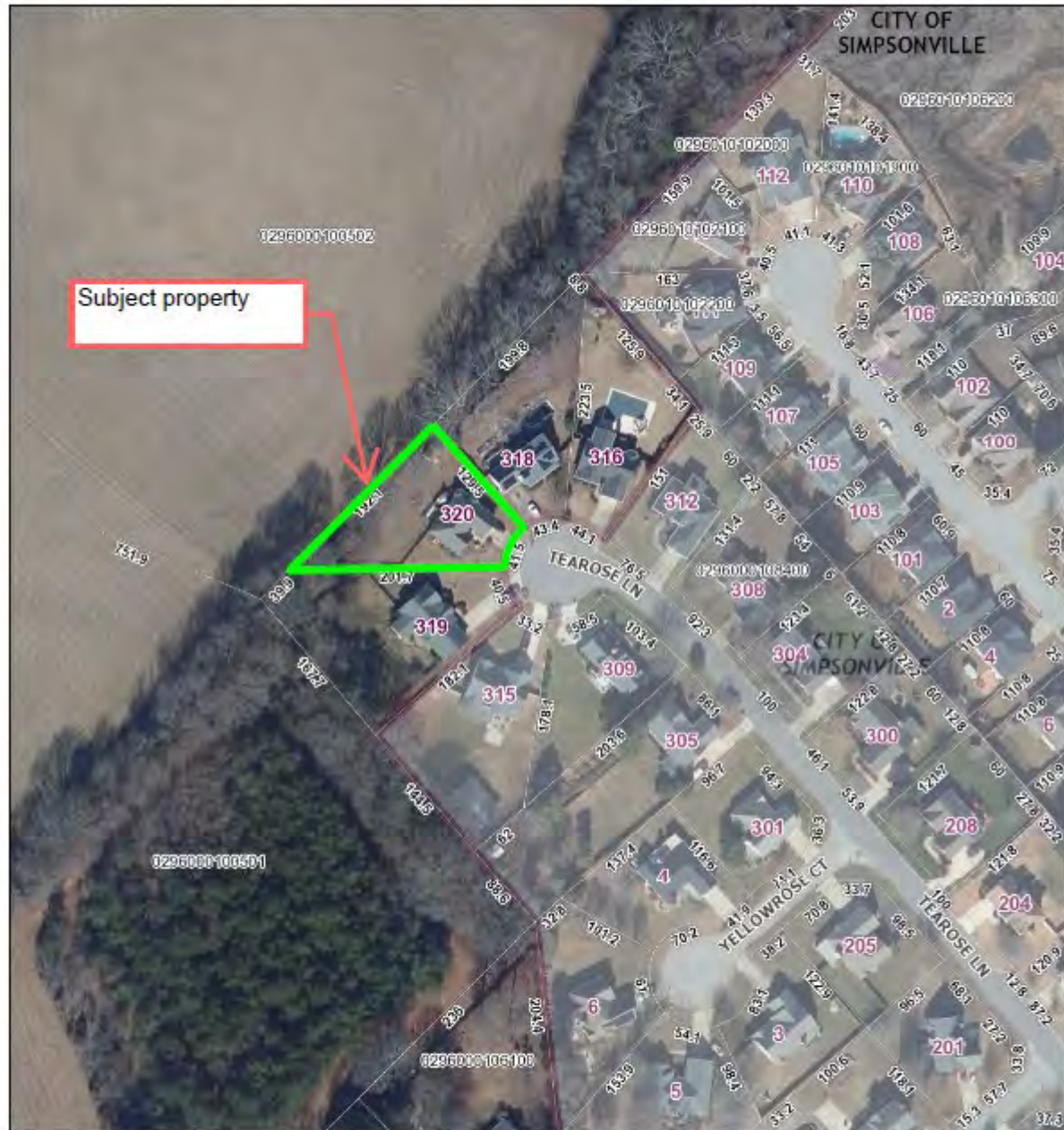
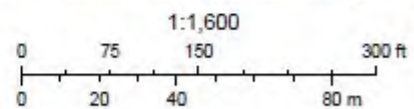
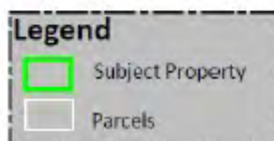


EXHIBIT "B"

AXZ-2025-03 320 Tearose Ln. Annex/Rezoning to R-LO



July 8, 2025



Greenville County GIS Division, Greenville, South Carolina, Greenville County GIS Division, Greenville County, South Carolina GIS Division



CITY OF SIMPSONVILLE
ANNEXATION APPLICATION

SITE/PROPERTY LOCATION:

Property Address: 320 TEAROSE LANE Tax Map Number: 0296000108800

APPLICANT: JOHN B. CRAWFORD

Mailing Address: 320 TEAROSE LANE City, State, Zip: SIMPSONVILLE, SC 29681

Phone Number: 864-498-3582 E-mail Address: BCRAWFORD@MAINCONSTRUCTION.COM

PROPERTY OWNER (if different from Applicant):

Mailing Address: _____ City, State, Zip: _____

Phone Number: _____ E-mail Address: _____

Zoning District: Current GREENVILLE COUNTY Requested CITY OF SIMPSONVILLE

"Future Land Use Map" Designation: _____

Project Description (be specific): _____

No. of Parcels: 1 Acreage of Parcel(s): 1/2

Submittal Checklist*: ☒ Consent Letter from Property Owner (if application is not signed by property owner)
☒ Cover Letter explaining your request in detail
☒ Survey/Boundary Map – 1 printed copy/1 PDF copy

*Staff reserves the right to request additional information and/or materials as necessary

The undersigned property owner/applicant does hereby petition and urge the City of Simpsonville to annex and incorporate into the City limits of the City of Simpsonville all that property of the petitioner as indicated in this application and as show on the attached survey/boundary map. The petitioner does further respectfully request that the City annex and incorporate this land into the City under the zoning classification indicated in this application.

I do hereby certify as property owner/authorized agent that the information shown on this application and any attached forms and/or plans is correct.

[Signature]
Signature

JOHN B. CRAWFORD
Printed Name

3-7-25
Date

FOR CITY STAFF USE ONLY

Date Received: 3/1/25 By: _____ Docket #: _____ Zoning District: R-LO

Comments: PC PC Review: _____ CC Review: _____

☐ APPROVED ☐ with conditions ☐ DENIED

320 Tearose Lane
Simpsonville, SC 29681
bcrawford@mavinconstruction.com
864-498-3582
03/07/2024

Simpsonville City Council

Subject: Request for Annexation into the City of Simpsonville

Dear Simpsonville City Council Members,

My name is John Crawford, and my wife Jessica Hayes and I are a resident of Rosemont located at 320 Tearose Lane, Simpsonville, SC 29681. I am writing on behalf of my household in our 51-house neighborhood that remain outside the city limits of Simpsonville, despite the majority of our community being part of the city (47 out of 51 homes are located in the city).

Our current status as part of Greenville County rather than the City of Simpsonville has led to significant challenges and inconsistencies in accessing essential services such as trash collection, yard waste removal, and other municipal benefits that our neighbors enjoy. This fragmented situation not only causes inconvenience but also creates disparities within our close-knit community.

We respectfully request that the City Council consider annexing our properties into the City of Simpsonville. We believe that inclusion within the city limits would enhance our quality of life and allow us to fully participate in and contribute to the community. Moreover, we are eager to comply with any necessary steps or requirements to facilitate this annexation process.

We greatly appreciate your attention to this matter and look forward to the opportunity to become full members of the Simpsonville community. Please let us know if there is a formal petition process or additional information required to move forward.

Thank you for considering our request. We look forward to your response.

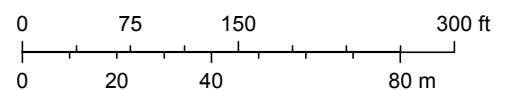
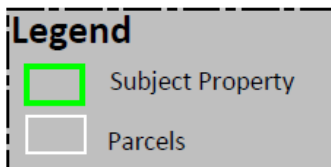
Sincerely,
John Crawford and Jessica Hayes

AXZ-2025-03 320 Tearose Ln. Annex/Rezoning to R-LO



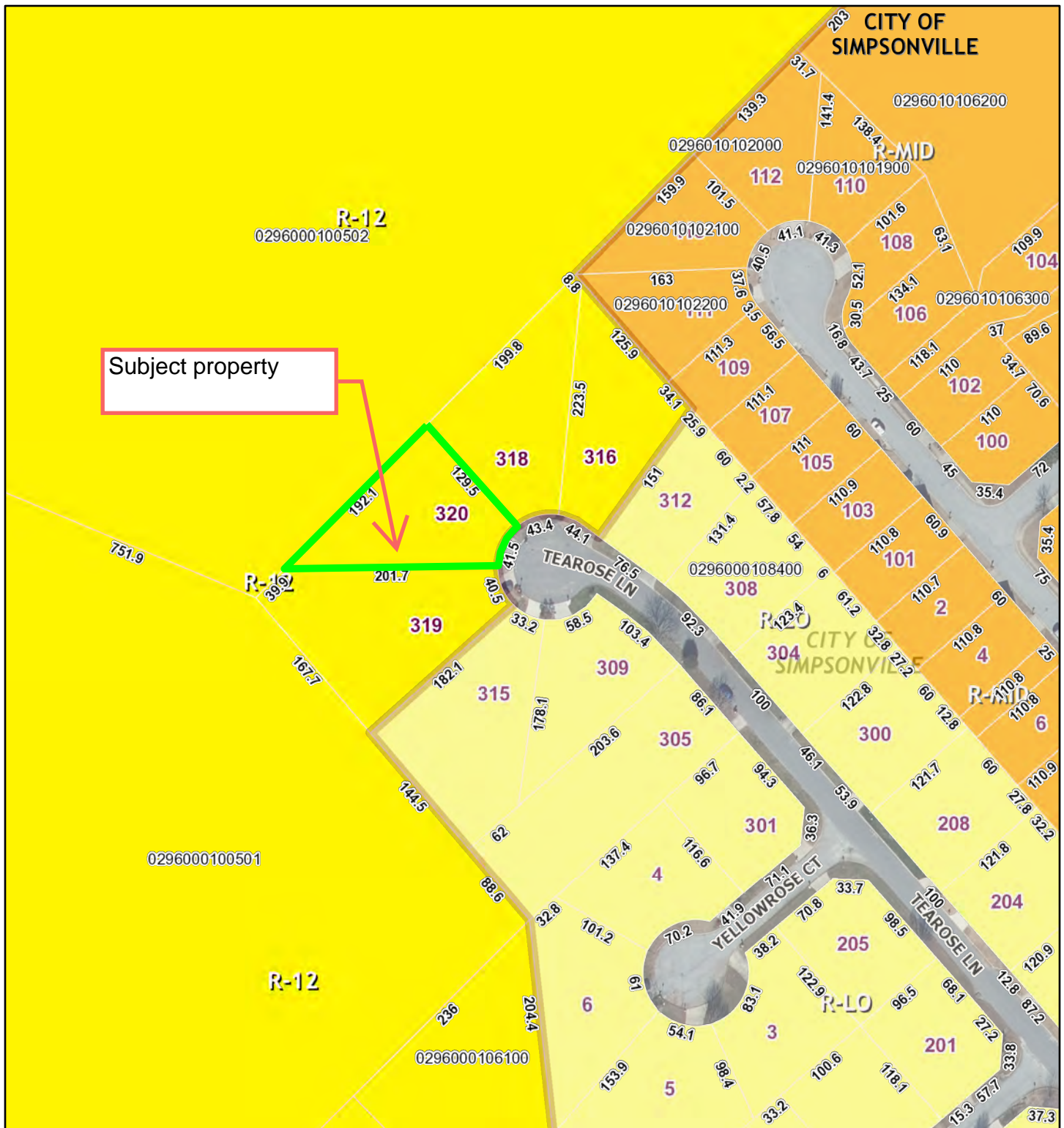
July 8, 2025

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Greenville County GIS Division, Greenville, South Carolina, Greenville County GIS Division, Greenville County, South Carolina GIS Division

AXZ-2025-03 320 Tearose Ln. Annex/Rezoning to R-LO

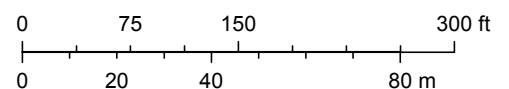


July 8, 2025

1:1,600

Legend

- Subject Property
- Parcels



Greenville County GIS Division, Greenville, South Carolina, Greenville County GIS Division, Greenville County, South Carolina GIS Division

SIMPSONVILLE ORDINANCE ____ - 2025

**AN ORDINANCE TO AMEND SECTION 16-4 (WARDS; BOUNDARIES) OF CHAPTER 16
(ELECTIONS) OF THE CITY OF SIMPSONVILLE CODE OF ORDINANCES**

WHEREAS, the Simpsonville City Council reviews the city ordinances at various times to make necessary improvements and/or changes; and,

WHEREAS, Section 16-4 of the Simpsonville Code of Ordinances refers to establishing ward lines based upon the 2000 Decennial Census and needs to be amended to reflect that ward lines will be determined by the most recent decennial census; and,

WHEREAS, the Council, after considering all the facts and circumstances surrounding the proposed amendments contained herein, do hereby find that the amendments as set forth herein are in the best interests of the City of Simpsonville.

NOW, THEREFORE BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SIMPSONVILLE, SOUTH CAROLINA, AS FOLLOWS:

NOTE: *Language in section 1 of this ordinance that is ~~struck through~~ is language proposed to be deleted, underlined language is language proposed to be added, language that is not ~~struck through~~ or underlined is not to be changed, and *** represents sections of the Ordinance that have been skipped and remain unchanged.*

Section 1. That Section 16-4 (Wards; boundaries) of Chapter 16 (Elections) of the City of Simpsonville Code of Ordinances is hereby amended as follows:

Sec. 16-4. Wards; boundaries.

The ward lines for each ward within the city are as modified, based upon the ~~2000~~ most recent Decennial Census, in accordance with the proposed ward map made a part of this section by reference and as authorized by S.C. Code Ann. 5-15-50. Areas annexed to the city shall be assigned to a ward by ordinance at the time of such annexation.

(Ord. No. 2003-04, 4-8-2003; Ord. No. 2015-05, 6-9-2015)

State law reference(s)—Establishment of municipal wards, S.C. Code 1976, § 5-15-50.

Section 2: That the amendments contained herein shall be effective upon second and final reading of this Ordinance.

Section 3: Severability is intended throughout and within the provisions of this Ordinance. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, then that decision shall not affect the validity of the remaining portions of this Ordinance.

ADOPTED this _____ day of _____, 2025.

SIGNATURE OF MAYOR:

Paul Shewmaker

ATTEST:

APPROVED AS TO FORM:

Ashley Clark
City Clerk

Daniel Hughes
City Attorney

FIRST READING: November 18, 2025

SECOND READING: December 09, 2025

AGENDA ITEM

To: City Council – First Reading

Meeting Date: 12/9/2025

Agenda Item: Proposed rezoning to ID

Subject: Z-2025-02 Proposed rezoning to property located at 118 & 124 NE Main St. Tax Map# 0315.00.02.004.00 & 0315.00.02.001.00

Applicant/Owner: Blue Ridge Land Holdings, LLC

Attachments: ☒ Proposed Ordinance ☒ Proposed Concept Plan
☒ Proposed Statement of Intent ☒ Applicant Material
☐ Consent Letter ☒ Locations Maps ☒ Development Agreement ☒ Traffic Study ☒ Renderings

| Existing Zoning | Requested Zoning | Surrounding Zoning | Extraterritorial Land Use | Size of Property |
|---------------------|------------------|--------------------|---------------------------|------------------|
| B-U, Business Urban | ID | B-U & B-G | Town Center Mixed-Use | 2.44 +/- Acres |

Brief Description of request

The City of Simpsonville has received a signed petition requesting the rezoning of parcels of land pursuant to Section 7.5 of the Simpsonville Zoning Ordinance. This petition is for two parcels located at 118 & 124 NE Main St (tax map # 0315.00.02.004.00 & 315.00.02.001.00)

The applicant has requested that these two parcels be rezoned from B-U, Business Urban to ID (Innovative Development). The developer is looking to create a mixed-use development of multifamily and commercial retail within our city center.

Nothing has changed since the Committee of the Whole Meeting on November 25th.

Z-2025-02

Location & Site Description

These parcels contain the prior City Hall site and the vacant AAA/Suntrust building, with surface parking on the rear portions. These parcels will be combined as one tax parcel in the future, fronting NE Main St., E. College St., & Hedge St.

Statement of Intent

The Statement of Intent details a three-story, multifamily, mixed-use project, with surfacing parking on the eastern side near Hedge St. The development will consist of a maximum 80 residential units comprised of studio, one, two, & three-bedroom units. 18,000 square feet of commercial space will be provided on the main level, fronting NE Main St. & E. College St. Access points will be installed on E. College St. and on Hedge St. 144 surface parking spaces are being provided, hidden from Main St, behind the structure. Coworking spaces and flexible office units will be integrated into the project. The development will incorporate public art and streetscape elements to coincide with the city's downtown streetscape project. The development is proposing the use of EV (Electric Vehicle) charging stations as well as solar power concepts to promote renewable energy options.

Comprehensive Plan

The City's Comprehensive Plan identifies this area as Town Center Mixed Use. This designation applies only in and around Downtown Simpsonville. It emphasizes the urban character and the mix and intensity of activities uniquely suited to the town center. This designation is intended to permit a true mix of all uses, except industrial, at the highest levels of scale and density within the City and with unique development standards tailored to the urban character of Downtown. It is particularly important to move the Downtown towards becoming a center of activity not only in the day, but also at night and during weekends, by promoting a mix of commercial, entertainment, residential, and other uses. To help achieve this goal, creative forms of housing, such as lofts and residential units in second-stories above ground level retail, should be encouraged....

Zoning District

Per Section 2.11.1 of the Simpsonville Zoning Ordinance: "the ID, Innovative Development District is established to provide flexibility in the planning and construction of development projects in accordance with an approved plan. In return for greater flexibility in site design requirements, innovative development are expected to demonstrate exceptional quality community designs that:

Z-2025-02

- A. Preserve critical environmental resources;
- B. Provide above-average open space amenities;
- C. Demonstrate innovative and creative site planning techniques that improve upon the layout and design of buildings, open space and circulation that would otherwise be achieved by the standards of other allowable zoning districts;
- D. Assure compatibility with surrounding land uses and neighborhood character; and
- E. Provide greater efficiency in the layout and provision of roads, utilities, and other infrastructure.”

Site Improvements

The current overhead transmission lines, running in front of the old AAA/Suntrust building will be placed underground to allow for maximum use of the site. This will allow for this project to have a 0' build line, along Main St and E. College St. Current vehicle access points along Main St will be removed, allowing for more fluid traffic movement for this stretch of Main St., while encouraging more walkability along the streetscape.

Public Hearing Proceeding

A public hearing regarding this petition was conducted on November 6th, 2025, before the body of the Simpsonville Planning Commission. There was only one public comment, in favor of the request with recommendation of color and pattern design.

Planning Commission Review

The Simpsonville Planning Commission reviewed the request to rezone the property at their November 6th, 2025, meeting. The Commission discussed the ingress/egress along with the proposed unit counts. The topic of parking was discussed, and their Traffic Engineer was available to answer other questions. By a vote of 4-0, the Planning Commission recommends approval of Z-2025-02.

Staff Comments

A traffic study has been conducted by the developers to determine potential impact from the proposed project. This project will be the first ground-up construction in the commercial core of the city in several years. The proposed design of the project will incorporate the materials and colors accustomed to our city theme, while introducing fresh, innovative design elements that breathe new life into the area.

Z-2025-02

STAFF RECOMMENDATION: Approval of the requested rezoning set forth in Ordinance Z-2025-02.

ORDINANCE NO. Z-2025-02

**AN ORDINANCE TO AMEND THE ZONING MAP
OF THE CITY OF SIMPSONVILLE, SOUTH
CAROLINA OF LAND AT 118 NE MAIN STREET, &
124 NE MAIN STREET., TAX MAP# 0315.00-02-
004.00, & 0315.00-02-001.00 OWNED BY BLUE
RIDGE LAND HOLDINGS, LLC**

WHEREAS, the South Carolina Code of Laws of 1976, as amended, Chapter 23 Title 5 provides for the process for municipalities to rezone property; and

WHEREAS, the City of Simpsonville has enacted a Zoning Ordinance which governs amendments to the Official Zoning Map; and

WHEREAS, the hereinafter described property was advertised on October 19, 2025, and the City of Simpsonville Planning Commission held a public hearing on November 6, 2025.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SIMPSONVILLE THAT:

1. **ZONING CLASSIFICATION:** The Official Zoning Map of the City of Simpsonville is hereby amended to assign Tax Map # 0315.00-02-004.00 depicted in the deed contained in Book 2759 on Page 834, & Tax Map# 0315.00-02-001.00 depicted in the deed contained in Book 2623 on Page 2891, of the official records of Greenville County Register of Deeds and as depicted in Exhibit “A” & “B”, attached hereto, the zoning classification of I-D, Innovative Development District.

2. **PROVISION SEVERAGE:** It is hereby declared to be the intention of the governing authority of this municipality that the sections, subsections, paragraphs, sentences, clauses and phrases are severable, and if any phrase, clause, sentence, paragraph, subsection, or section of this Ordinance shall be declared invalid or unconstitutional by the valid judgment or decree of any court or competent jurisdiction, such invalidity or unconstitutionality shall not effect any of the remaining portions of this Ordinance so held to be invalid.

3. **ORDINANCE SUPERSEDES PREVIOUS INCONSISTENT LEGISLATION:** All Ordinances or parts of Ordinances inconsistent herewith, which may have heretofore been passed by the Simpsonville City Council, are hereby repealed.

(SIGNATURE PAGE FOLLOWS)

ORDINANCE NO.: Z-2025-02

Page 2

This Ordinance shall be effective upon second and final reading by the City Council.

SIGNATURE OF MAYOR:

Paul Shewmaker

ATTEST:

APPROVED AS TO FORM:

Ashley Clark
City Clerk

Daniel Hughes
City Attorney

First Reading: December 9, 2025
Second Reading: January 13, 2025

EXHIBIT “A”

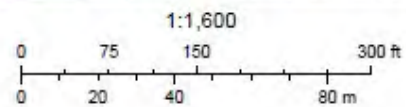
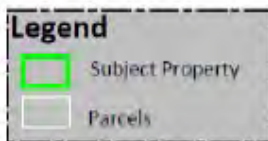


EXHIBIT B

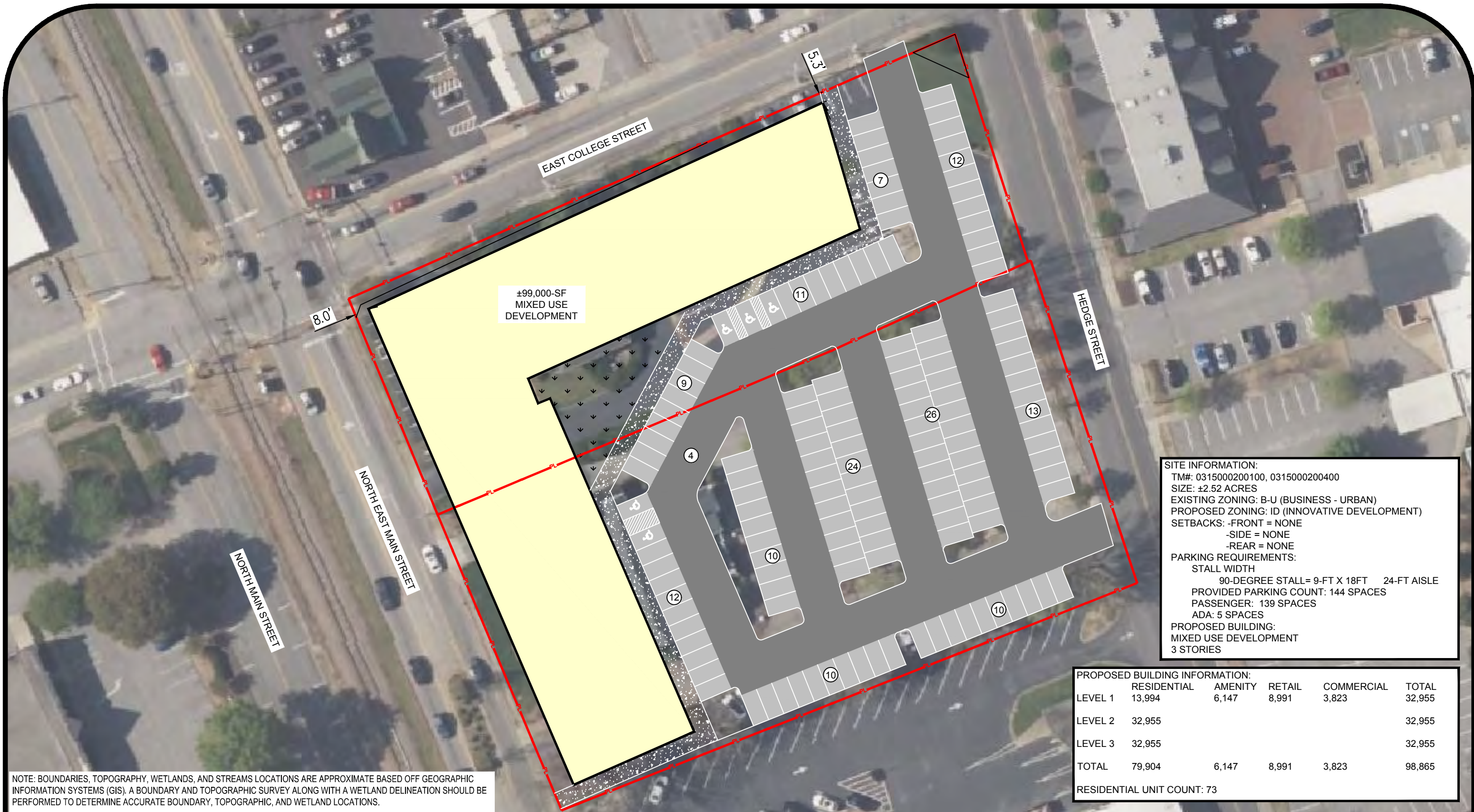
Z-2025-02 118 & 124 NE. Main St Rezoning to I-D



October 30, 2025



Greenville County GIS Division, Greenville, South Carolina, Greenville County GIS Division, Greenville County, South Carolina GIS Division

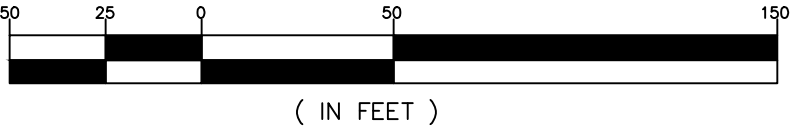


SITE INFORMATION:
TM#: 0315000200100, 0315000200400
SIZE: ±2.52 ACRES
EXISTING ZONING: B-U (BUSINESS - URBAN)
PROPOSED ZONING: ID (INNOVATIVE DEVELOPMENT)
SETBACKS: -FRONT = NONE
 -SIDE = NONE
 -REAR = NONE
PARKING REQUIREMENTS:
STALL WIDTH
90-DEGREE STALL= 9-FT X 18FT 24-FT AISLE
PROVIDED PARKING COUNT: 144 SPACES
PASSENGER: 139 SPACES
ADA: 5 SPACES
PROPOSED BUILDING:
MIXED USE DEVELOPMENT
3 STORIES

| PROPOSED BUILDING INFORMATION: | | | | | |
|--------------------------------|-------------|---------|--------|------------|--------|
| | RESIDENTIAL | AMENITY | RETAIL | COMMERCIAL | TOTAL |
| LEVEL 1 | 13,994 | 6,147 | 8,991 | 3,823 | 32,955 |
| LEVEL 2 | 32,955 | | | | 32,955 |
| LEVEL 3 | 32,955 | | | | 32,955 |
| TOTAL | 79,904 | 6,147 | 8,991 | 3,823 | 98,865 |
| RESIDENTIAL UNIT COUNT: 73 | | | | | |

NOTE: BOUNDARIES, TOPOGRAPHY, WETLANDS, AND STREAMS LOCATIONS ARE APPROXIMATE BASED OFF GEOGRAPHIC INFORMATION SYSTEMS (GIS). A BOUNDARY AND TOPOGRAPHIC SURVEY ALONG WITH A WETLAND DELINEATION SHOULD BE PERFORMED TO DETERMINE ACCURATE BOUNDARY, TOPOGRAPHIC, AND WETLAND LOCATIONS.

Documents prepared or furnished by Alliance Consulting Engineers, Inc. are instruments of service, and Alliance Consulting Engineers, Inc. retains an ownership and property interest (including the copyright and the right of reuse) in such documents, whether or not the project is completed.



Project No.: 25195-0023
October 9, 2025



±99,000-SF Mixed-Use Development
Located Along North East Main Street
City of Simpsonville
Greenville County, South Carolina

Blue Ridge Land Holdings, LLC



Burdette North

Statement of Intent for Innovative Development (ID) Rezoning

Project Name: Burdette North

Location: Southeast corner of NE Main Street and E. College Street, Simpsonville, SC

Parcels: Tax Map #0315000200400 (+/- 1.09-Acres) and #0315000200400 (+/- 1.43-Acres)

Current Zoning: Business-Urban

Proposed Zoning: Innovative Development (ID)

Developer: Blue Ridge Land Holdings, LLC

Architect: SHLTR Architects

Civil/Site Design: Alliance Consulting Engineers, Inc.

Traffic Impact Analysis: Impact Designs, Inc.

Surveying: Site Design, Inc.

Project Overview

Burdette North is proposed as a vibrant, mixed-use redevelopment designed to bring new life and economic energy to the north end of Downtown Simpsonville. The project will include up to **80 residential units** (a mix of studios, one-bedroom, and two-bedroom apartments) and **+/-18,000 square feet of commercial space** dedicated to retail, restaurant, amenities, and coworking uses. The building will be a total of three (3) stories.

As shown on the included Conceptual Site Plan, the development will include **144 surface parking spaces**. Both existing structures on the site will be demolished to make way for this new, cohesive urban development that aligns with the City's vision for a more walkable, connected, and active downtown district.

Innovative Features

Burdette North exemplifies the goals of the Innovative Development (ID) zoning by introducing design and sustainability features that are new to the City of Simpsonville's Central Business District and Business Urban (B-U) zones. The project will include at least two (2) of the following innovative components:

- **Coworking Space:** Dedicated coworking suites and flexible office amenities will serve local entrepreneurs, small businesses, and remote professionals, providing modern workspace solutions within a walkable downtown setting.

- **Public Art:** The project will feature integrated public art installations—such as murals, sculptures, or artist-designed streetscape elements—that contribute to placemaking and enhance the visual identity of NE Main and College Streets.
- **Pervious Pavement:** Portions of the parking and pedestrian areas will utilize pervious pavement systems to reduce stormwater runoff, promote infiltration, and improve site sustainability.
- **EV Charging Stations:** Electric Vehicle (EV) charging infrastructure will be provided to support the growing demand for sustainable transportation options.
- **Solar Power:** Where feasible, solar panels will be integrated to supplement building energy use and demonstrate commitment to renewable energy innovation.

These innovative elements will provide a unique character and forward-thinking design approach, establishing Burdette North as a model for sustainable, mixed-use redevelopment in the city.

Community Impact and Vision

Burdette North will bring a new level of vibrancy and activity to NE Main Street and College Street, reinforcing the urban fabric of Downtown Simpsonville. The project's blend of residential and commercial uses will:

- Activate the public-facing street level with restaurants, retail, and coworking spaces
- Provide diverse housing options that appeal to young professionals, empty nesters, retirees and small households
- Encourage walkability and connectivity with nearby businesses and public amenities
- Support the continued revitalization of the downtown corridor through attractive design and public engagement features

As the second major downtown investment by Blue Ridge Land Holdings, LLC, following the successful redevelopment of Burdette Central, this project continues the developer's commitment to high-quality, community-oriented growth in the City of Simpsonville. Working with SHLTR Architects and Alliance Consulting Engineers, Inc., the design team will deliver a well-integrated, visually appealing, and environmentally conscious project that enhances both the aesthetic and economic vitality of the city.

Integrating residential uses into the City of Simpsonville's downtown core brings vitality, economic stability, and a stronger sense of community to the urban environment. Residents living downtown provide support to local businesses, restaurants, and cultural venues, helping sustain activity beyond typical business hours and creating a lively, 24-hour district.

This mix of living, working, and leisure spaces reduces reliance on cars, encourages walking, and fosters a more sustainable urban form. Moreover, downtown living attracts a diverse range of people - young professionals, small families, and retirees alike—who contribute to the social and cultural vibrancy of the area. By combining residential and commercial space, this project will be dynamic, safe, and engaging to the City of Simpsonville’s downtown, and serve as the center of urban life.

Property Access & Traffic Flow Coordination

Vehicle access to Burdette North will be on E. College and Hedge Streets (one ingress/egress on each street). The project team has designed internal circulation to align with the City’s soon-to-be implemented counterclockwise one-way circulation pattern. The Traffic Impact Analysis has accounted for the City’s new traffic pattern. The plan is to have Burdette North’s construction occurring simultaneously with Simpsonville’s Downtown Revitalization and Traffic Realignment strategy and construction. Existing curb cuts along NE Main Street and East College Street will be eliminated, along with one curb cut on Hedge Street.

Eliminating multiple vehicle access points with this development offers several important benefits for safety, efficiency, and overall site design. By consolidating access to two (2) well-designed entrances/exits along E. College Street and Hedge Street, traffic movement becomes more predictable and easier to manage, reducing potential conflict points between vehicles, pedestrians, and cyclists. Fewer access points also enhance roadway safety by minimizing turning movements and improving sight distances along adjacent streets. Overall, limiting vehicle access points contributes to a safer, more attractive, and functionally efficient development.

Utilities

This project will be served by Greenville Water, City of Simpsonville Sewer, and Duke Energy. Duke Energy will locate transformers on the development site. Existing utilities and connections will be used wherever possible. The Development Agreement between Blue Ridge Holdings, LLC and the City of Simpsonville states that the City will use its best efforts to relocate utilities in the public right-of-way, creating a cleaner, less-cluttered aesthetic.

Stormwater

Because the site consists of mostly impervious surface, major stormwater infrastructure improvements are not anticipated being needed, as this project assumes zero increase in runoff. If required through Detailed Design, additional Stormwater Management will be coordinated and compliant with Greenville County under its Stormwater Standards.

Signage

Burdette North will utilize monument signage where feasible on the site and within the City's Sign Ordinance requirements. The signage type and design will closely resemble existing signage at Burdette Central to maintain consistency of brand.

Landscaping

The developer and design team will adhere to all landscaping requirements as required by City Ordinance. Wherever possible, with Client direction, the team will strive to exceed requirements.

Conclusion

Burdette North represents the next evolution of downtown Simpsonville—an innovative, mixed-use community that strengthens the city's identity, supports local business, and creates a vibrant, connected environment for residents and visitors alike.

Through thoughtful design, sustainable features, and a commitment to quality development, this project will serve as a catalyst for continued downtown growth and exemplify the purpose and intent of the **Innovative Development (ID) zoning designation**.



E COLLEGE STREET - EXTERIOR ELEVATION
 1" = 10'-0"

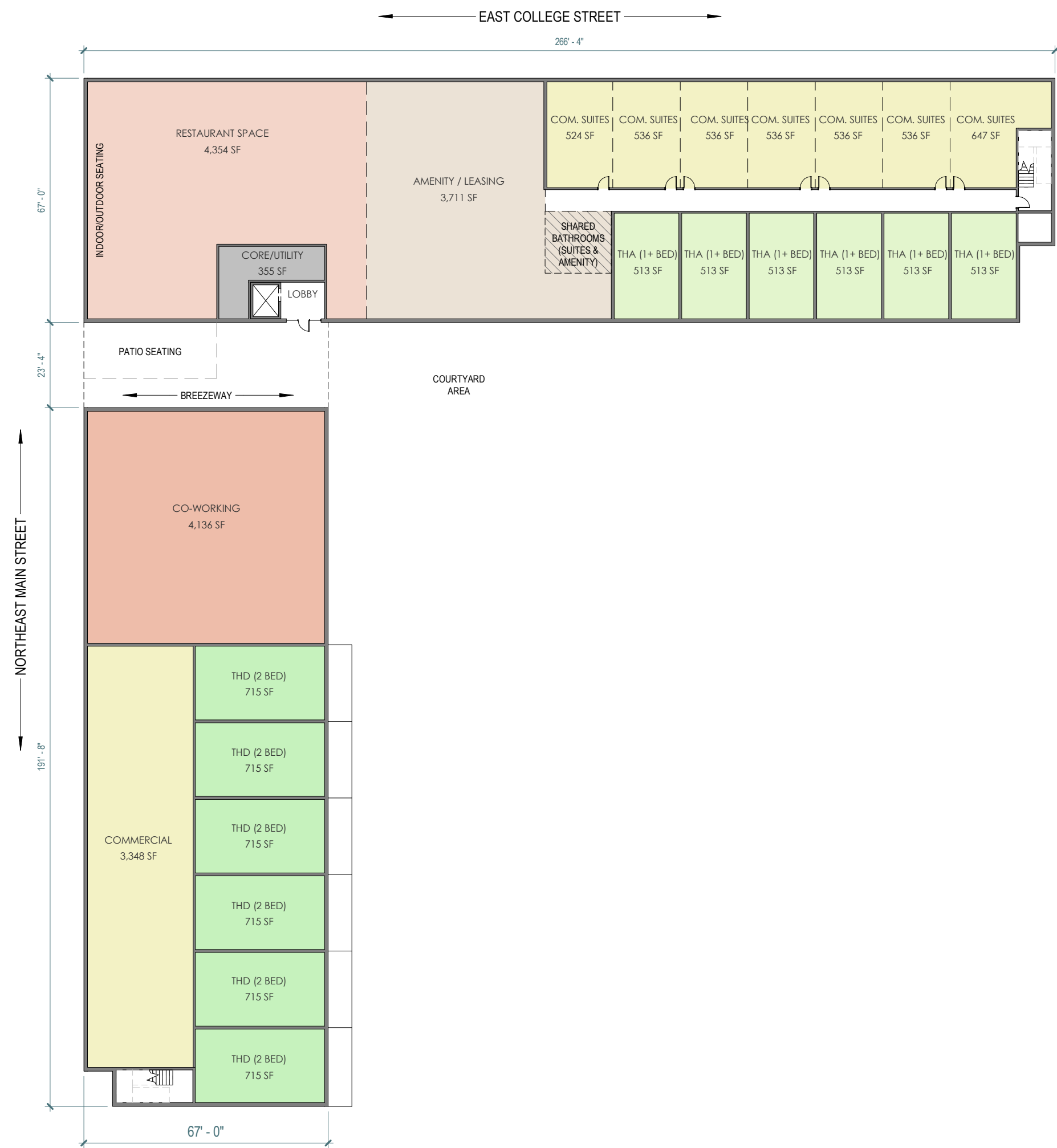


NE MAIN STREET - EXTERIOR ELEVATION
 1" = 10'-0"

NOTE:
 SIGNAGE IS SUBJECT TO CHANGE. DRAWINGS REPRESENT CONCEPTS AND POTENTIAL LOCATIONS AT THIS PHASE
 FINAL SELECTION OF MATERIALS AND COLOR MAY VARY



VIEW @ CORNER OF NE MAIN STREET & E COLLEGE STREET

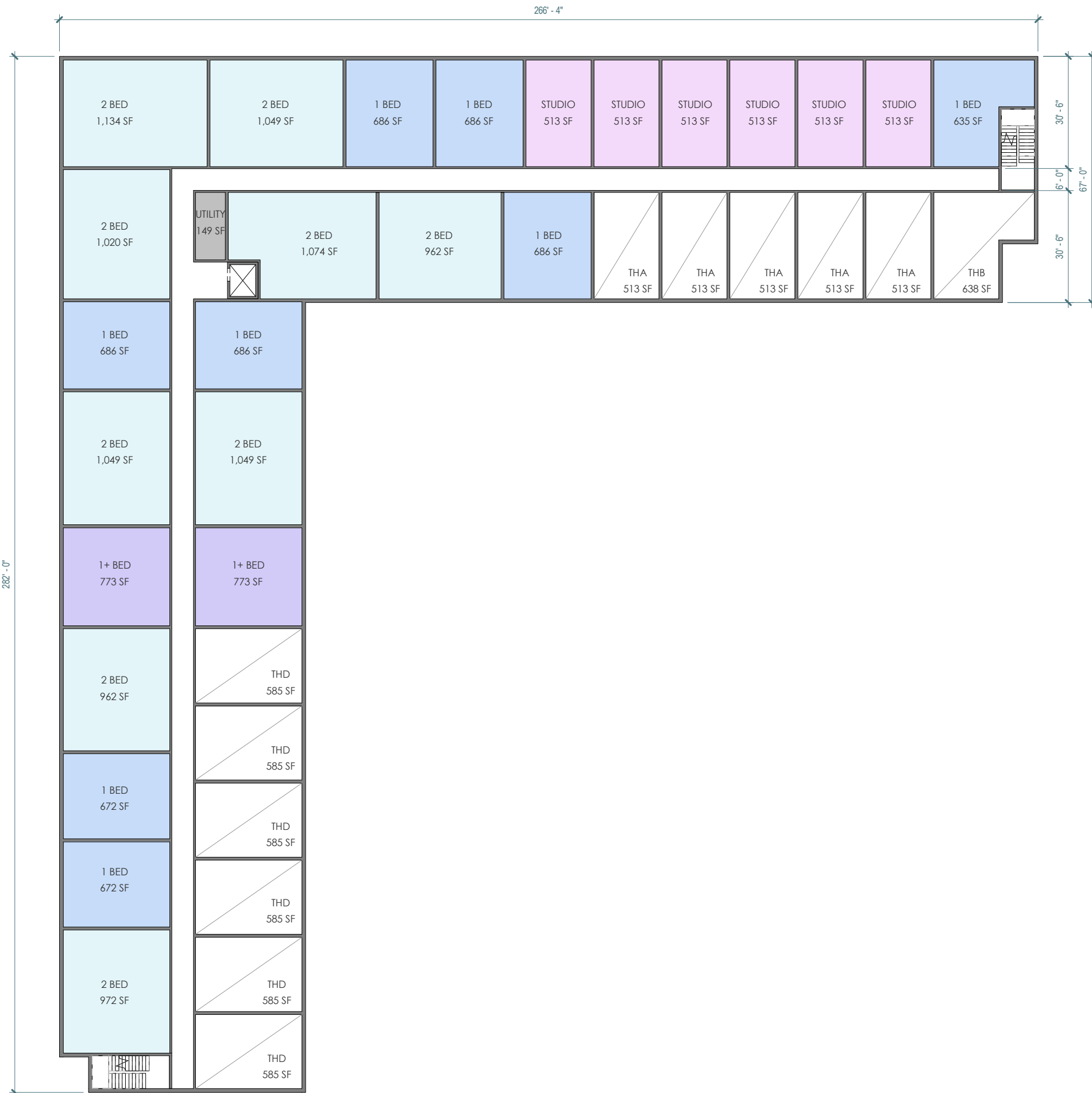


1 OPTION 1 - LEVEL 1
1" = 30'-0"

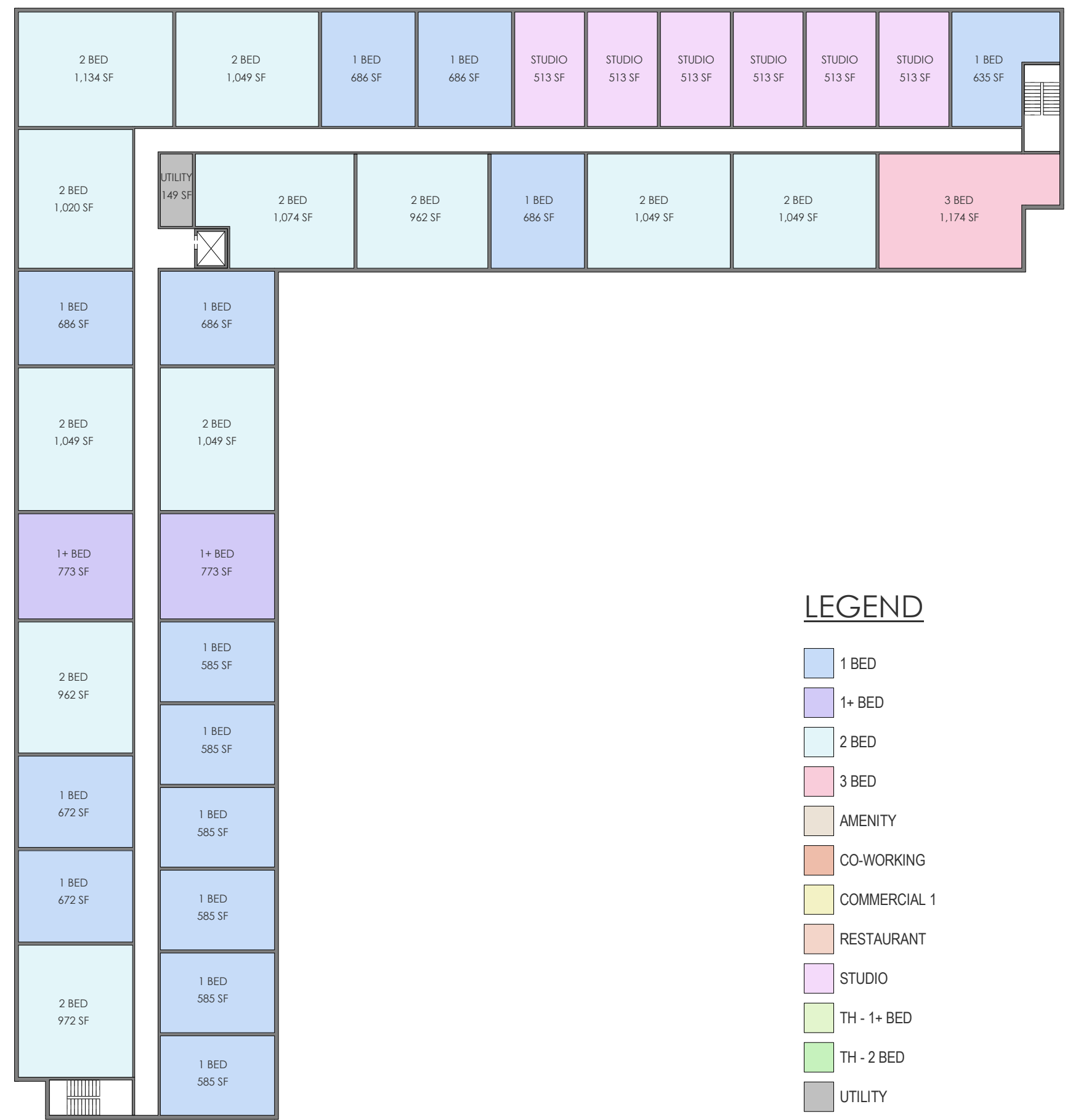


OPTION 1

| | STUDIO | 1 BED | 1+ BED | 2 BED | 3 BED | TOTAL |
|----|--------|-------|--------|-------|-------|-------|
| L1 | | | 6 | 6 | | 12 |
| L2 | 6 | 8 | 2 | 9 | | 25 |
| L3 | 6 | 14 | 2 | 11 | 1 | 34 |
| | 12 | 22 | 10 | 26 | 1 | 71 |
| | 17% | 31% | 14% | 37% | 1% | |



2 OPTION 1 - LEVEL 2
1" = 30'-0"



3 OPTION 1 - LEVEL 3
1" = 30'-0"

LEGEND

- 1 BED
- 1+ BED
- 2 BED
- 3 BED
- AMENITY
- CO-WORKING
- COMMERCIAL 1
- RESTAURANT
- STUDIO
- TH - 1+ BED
- TH - 2 BED
- UTILITY

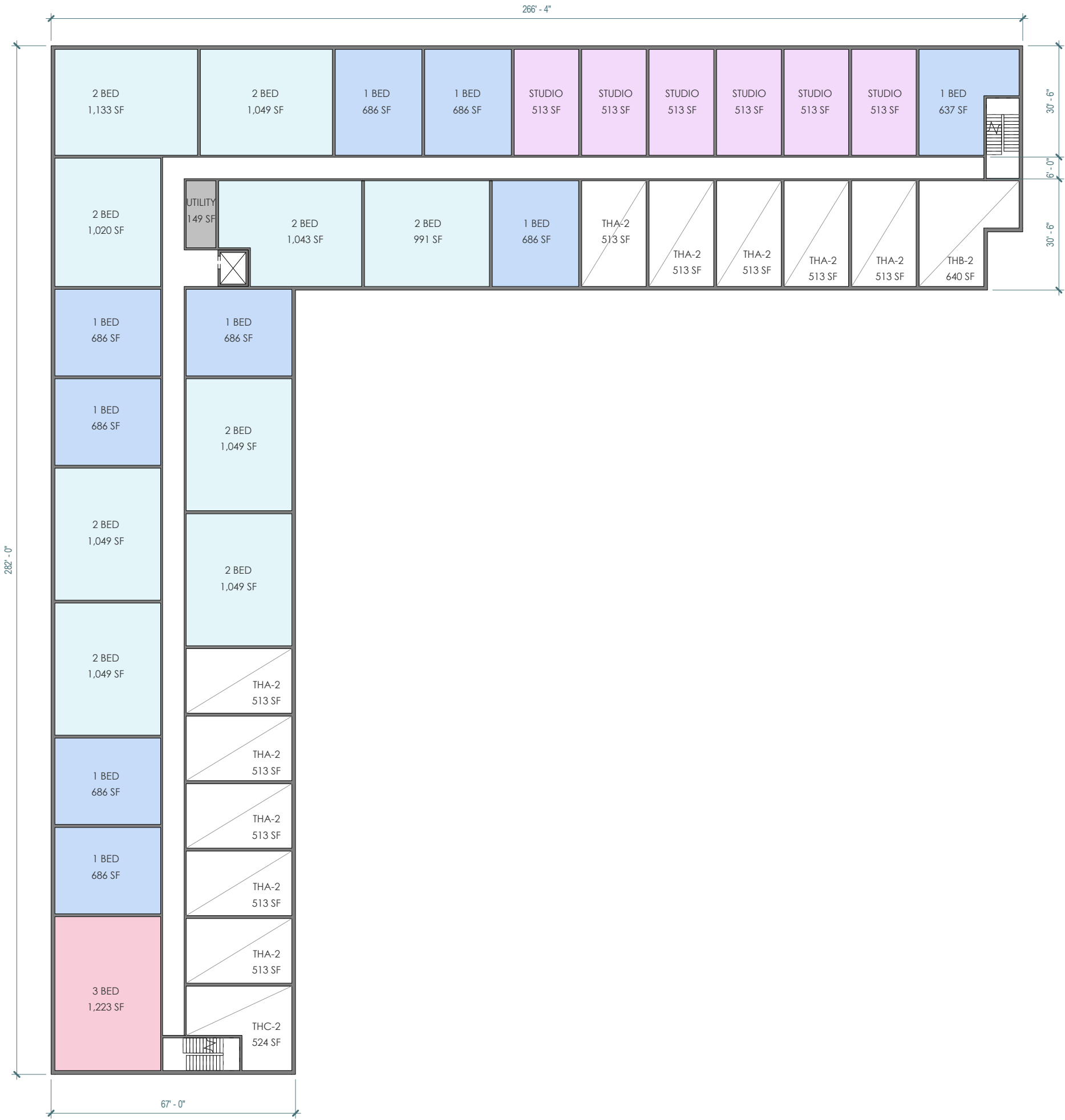


1 OPTION 2 - LEVEL 1
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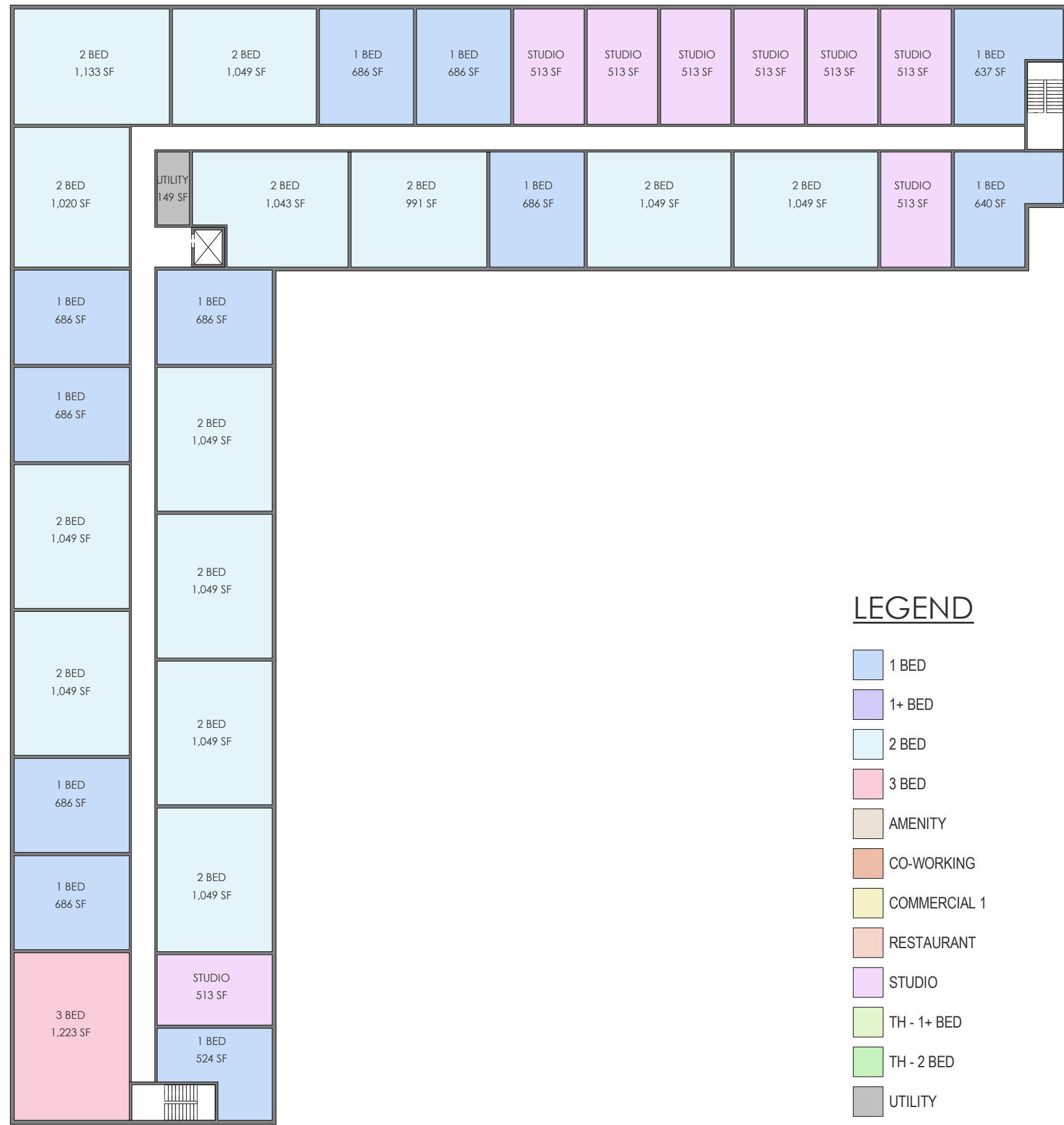


OPTION 2

| | STUDIO | 1 BED | 1+ BED | 2 BED | 3 BED | TOTAL |
|----|--------|-------|--------|-------|-------|-------|
| L1 | | | 10 | 2 | | 12 |
| L2 | 6 | 9 | | 9 | 1 | 25 |
| L3 | 8 | 11 | | 13 | 1 | 33 |
| | 14 | 20 | 10 | 24 | 2 | 70 |
| | 20% | 29% | 14% | 34% | 3% | |



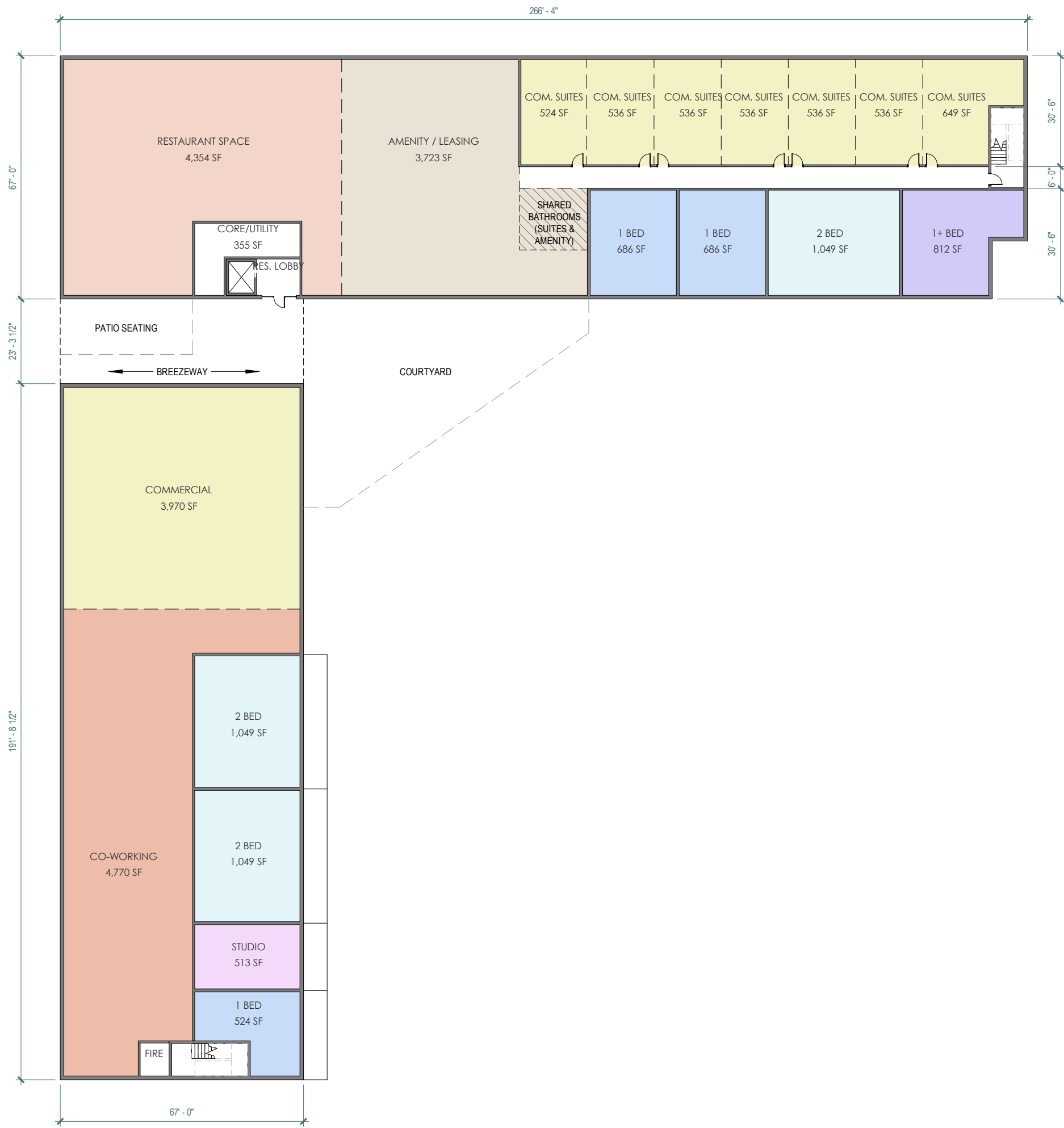
2 OPTION 2 - LEVEL 2
1" = 30'-0"



3 OPTION 2 - LEVEL 3
1" = 30'-0"

LEGEND

- 1 BED
- 1+ BED
- 2 BED
- 3 BED
- AMENITY
- CO-WORKING
- COMMERCIAL 1
- RESTAURANT
- STUDIO
- TH - 1+ BED
- TH - 2 BED
- UTILITY

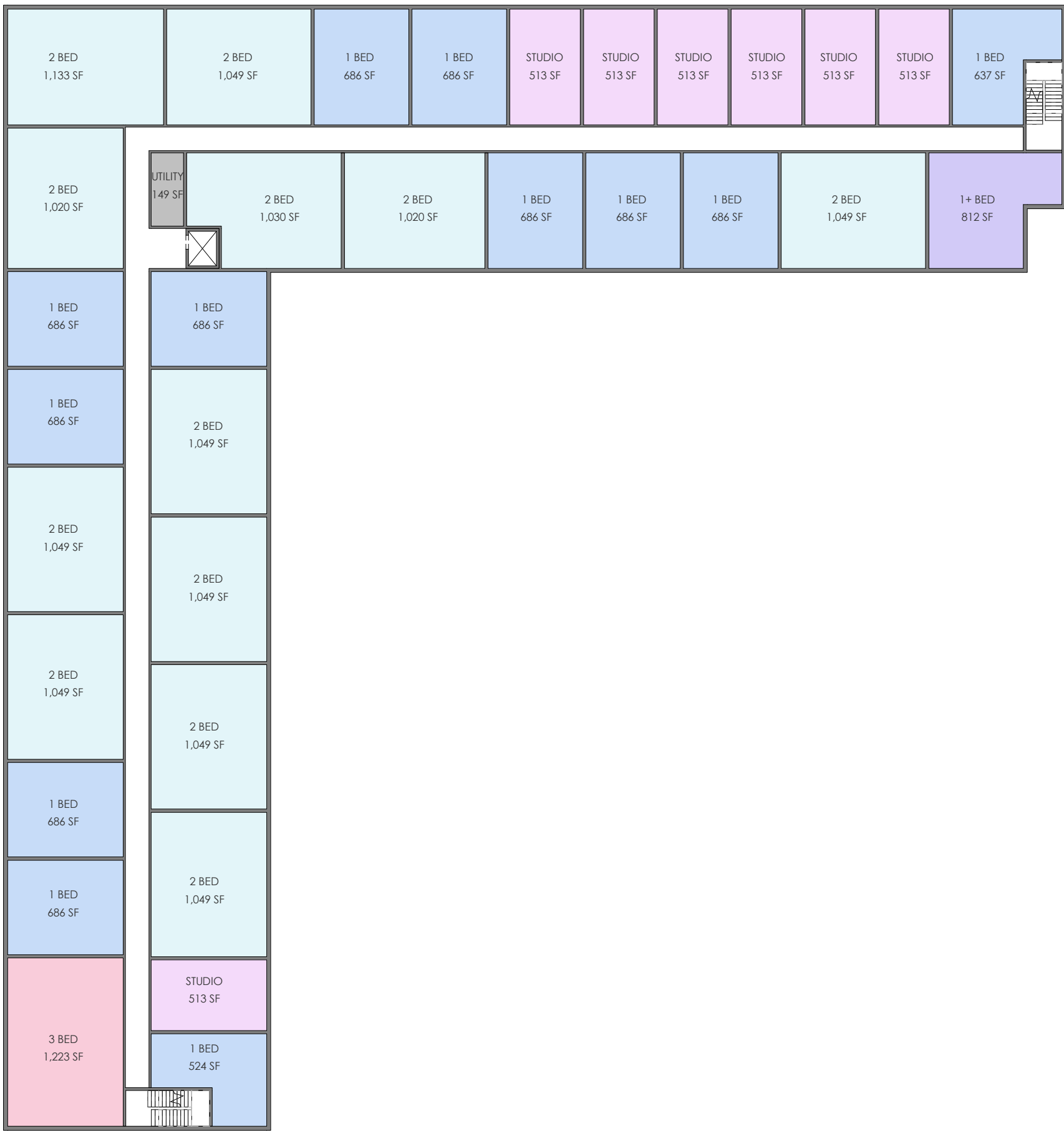


1 OPTION 3 - LEVEL 1
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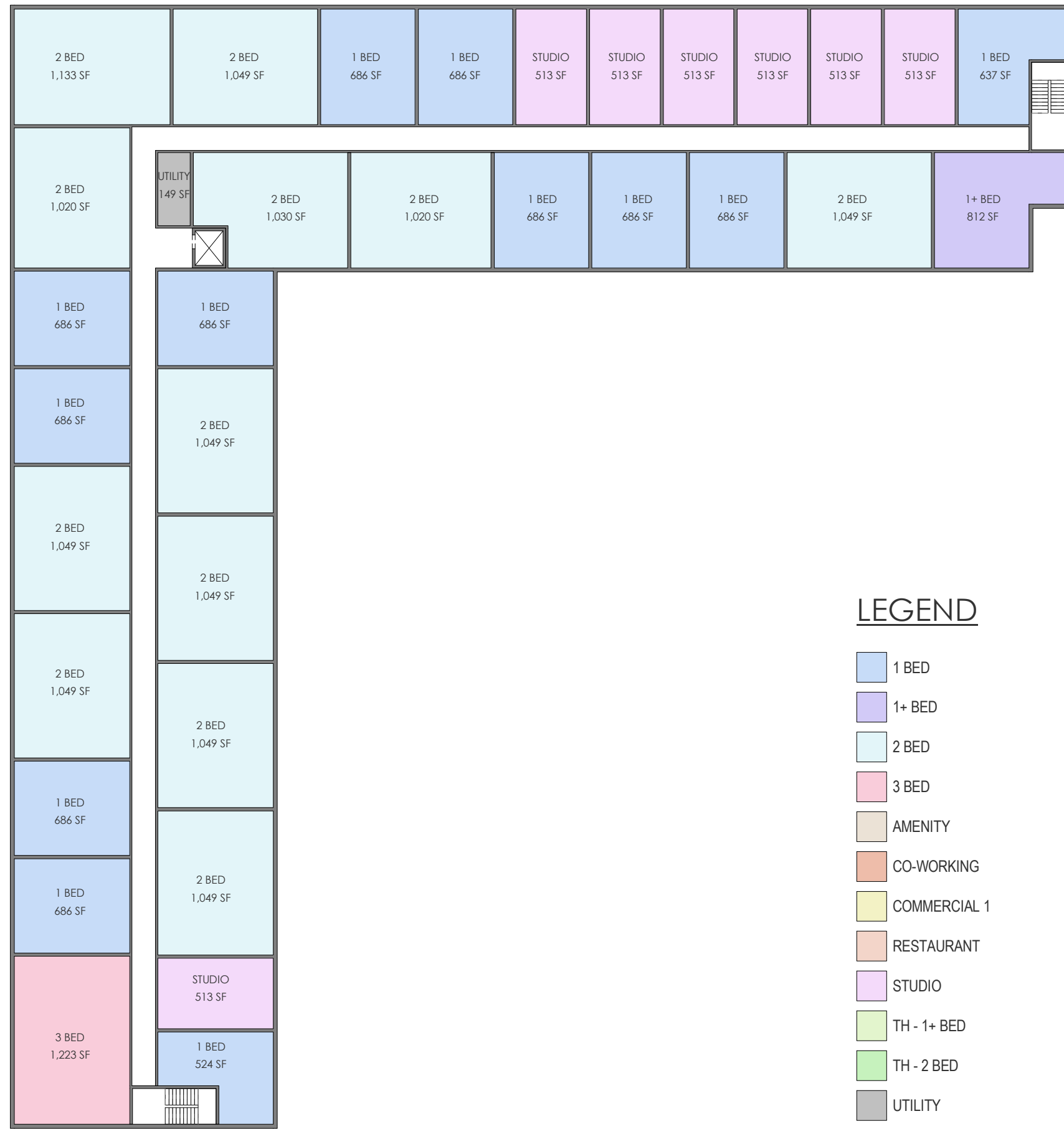


OPTION 3

| | STUDIO | 1 BED | 1+ BED | 2 BED | 3 BED | TOTAL |
|----|--------|-------|--------|-------|-------|-------|
| L1 | 1 | 3 | 1 | 3 | | 8 |
| L2 | 7 | 12 | 1 | 12 | 1 | 33 |
| L3 | 7 | 12 | 1 | 12 | 1 | 33 |
| | 15 | 27 | 3 | 27 | 2 | 74 |
| | 20% | 36% | 4% | 37% | 3% | |



2 OPTION 3 - LEVEL 2
1" = 30'-0"



3 OPTION 3 - LEVEL 3
1" = 30'-0"

LEGEND

- 1 BED
- 1+ BED
- 2 BED
- 3 BED
- AMENITY
- CO-WORKING
- COMMERCIAL 1
- RESTAURANT
- STUDIO
- TH - 1+ BED
- TH - 2 BED
- UTILITY



CITY OF SIMPSONVILLE
ZONING AMENDMENT (REZONING)
APPLICATION

SITE/PROPERTY LOCATION:

Property Address: 1182124 NE Main St
Simpsonville, SC 29681

Tax Map Number: 0315000200100
0315 0002004 00

APPLICANT: Ryan D. Jones, P.E. Alliance Consulting Engineers, Inc.

Mailing Address: 124 Verdae, Suite 505 City, State, Zip: Greenville, SC 29607

Phone Number: 864-284-1740

E-mail Address: rjones@alliancece.com

PROPERTY OWNER (if different from Applicant): Kenneth Reiter/John Pazdan

Mailing Address: Blue Ridge Land Holdings, LLC City, State, Zip: PO Box 8856 Greenville, SC 29604
Attn: John Pazdan

Phone Number: 864-430-6081

E-mail Address: kreiter@belmontsayre.com
chanticleer18@gmail.com

| | <i>Current</i> | <i>Requested</i> |
|------------------------------------|----------------|------------------|
| Zoning District: | <u>B-U</u> | <u>ID</u> |
| "Future Land Use Map" Designation: | <u>N/A</u> | <u>N/A</u> |


Project Description (be specific): Demolition of an existing/former Bank &
City Hall and construction of a new Multi/Mixed Use
Development in it's place over the two adjoining parcels.

No. of Parcels: 2 Acreage of Parcel(s): +/- 2.52

Submittal Checklist*: ☐ Consent Letter from Property Owner (if application is not signed by property owner)
☒ Cover Letter explaining your request in detail
☒ Application Fee (see "Rezoning Guide")
☒ Survey/Boundary Map – 1 printed copy/1 PDF copy

*Staff reserves the right to request additional information and/or materials as necessary

I do hereby certify as property owner/authorized agent that the information shown on this application and any attached forms and/or plans is correct.


Signature

Kenneth M Reiter

Printed Name

October 17, 2025

Date

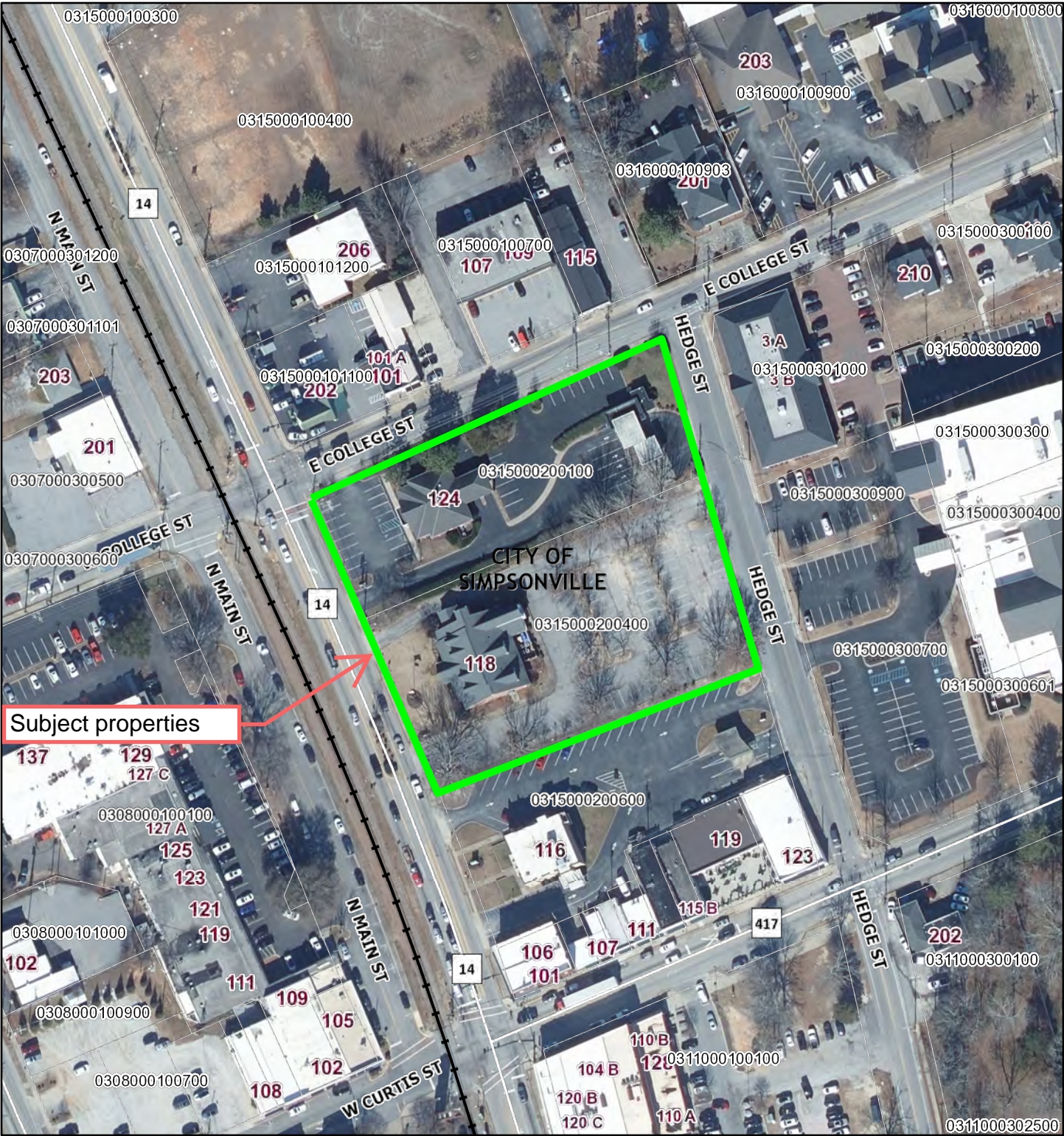
FOR CITY STAFF USE ONLY

Date Received: _____ By: _____ Docket #: _____ Zoning District: _____

Comments: _____ PC Review: _____ CC Review: _____

☐ APPROVED (☐ with conditions) ☐ DENIED

Z-2025-02 118 & 124 NE. Main St Rezoning to I-D



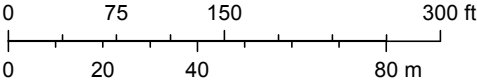
Subject properties

October 30, 2025

1:1,600

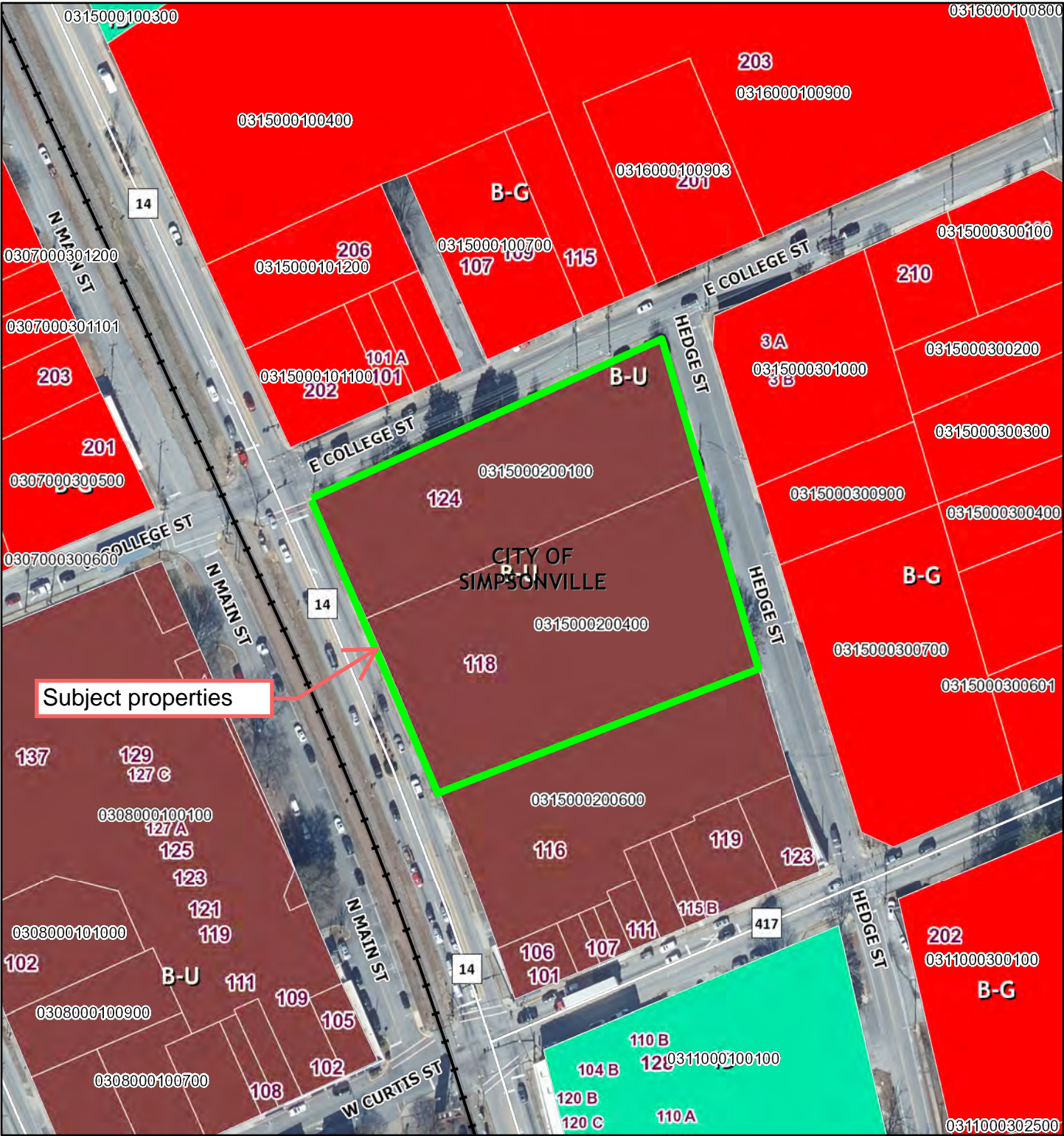
Legend

- Subject Property
- Parcels



Greenville County GIS Division, Greenville, South Carolina, Greenville County GIS Division, Greenville County, South Carolina GIS Division

Z-2025-02 118 & 124 NE. Main St Rezoning to I-D



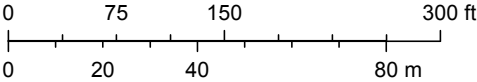
October 30, 2025

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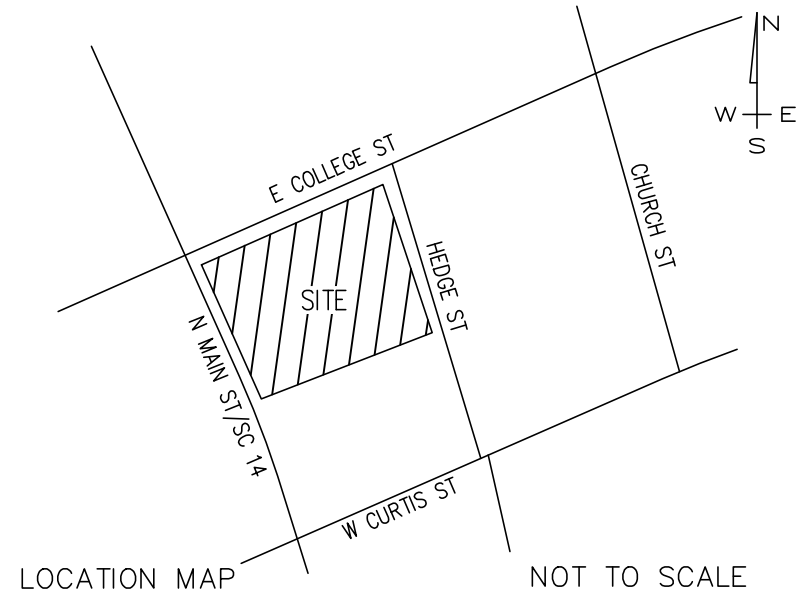
Subject Property

Parcels



Greenville County GIS Division, Greenville, South Carolina, Greenville County GIS Division, Greenville County, South Carolina GIS Division

NOTE: EXCEPT AS SPECIFICALLY STATED OR SHOWN ON THIS PLAT, THIS SURVEY DOES NOT PURPORT TO REFLECT ANY OF THE FOLLOWING WHICH MAY BE APPLICABLE TO THE SUBJECT REAL ESTATE: RIGHTS-OF-WAY, EASEMENTS, OTHER THAN POSSIBLE EASEMENTS THAT WERE VISIBLE AT THE TIME OF MAKING THIS SURVEY; BUILDING SETBACK LINES; RESTRICTIVE COVENANTS, SUBDIVISION RESTRICTIONS; ZONING OR OTHER LAND USE REGULATIONS; AND ANY OTHER FACTS THAT AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE. — ANY FLOOD PLAIN DATA SHOWN HEREON IS AN APPROXIMATE LOCATION GRAPHICALLY PLOTTED FROM THE REFERENCED FEMA MAP UNLESS OTHERWISE NOTED. — THIS SURVEY DOES NOT CONSTITUTE A TITLE RESEARCH, FLOOD STUDY, WETLAND DELINEATION OR ENVIRONMENTAL INSPECTION BY SURVEYOR.

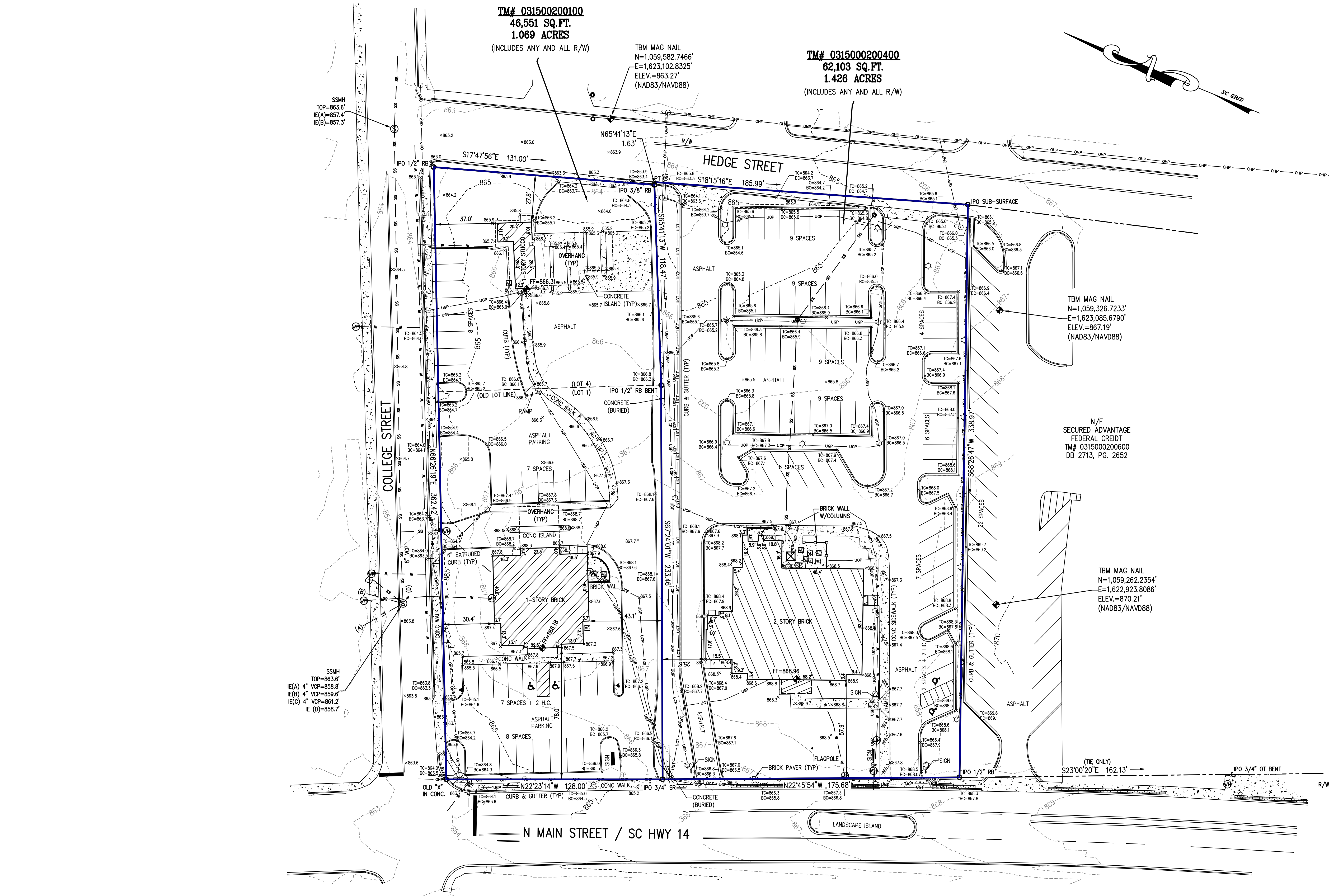
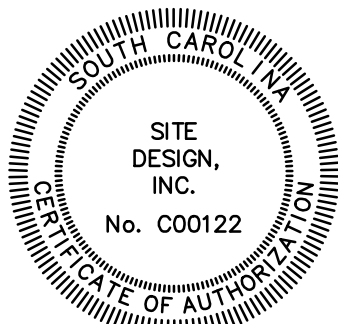


I HEREBY STATE THAT TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION, AND BELIEF, THE SURVEY SHOWN HEREIN WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARDS OF PRACTICE MANUAL FOR SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN; ALSO THERE ARE NO VISIBLE ENCROACHMENTS OR PROJECTIONS OTHER THAN SHOWN.

REFERENCE:
DB. 2623, PG. 2891
PB. 1397, PG. 56

DB. 2759, PG. 834
PB. 1522, PG. 21

A. CLAY JONES, P.L.S.
S.C. REG. NO. 26210



TOPO NOTES:
1. ELEVATIONS ARE BASED ON NAVD88 (SCVRS)
2. CONTOURS ARE SHOWN AT 1' INTERVALS

CAUTION



Know what's below.
Call before you dig.

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

LEGEND

| | | |
|---------------------------|-------------------------|--------------------------|
| BH BUILDING HEIGHT | TC/BC TOP/BOTTOM CURB | OT GREASE TRAP MH |
| BL BUILDING LINE | TW/BW TOP/BOTTOM WALL | PIV POST VALVE INDICATOR |
| CL CENTERLINE | CO CLEAN OUT | UBF UBF BOX |
| CMP CORRUGATED METAL PIPE | CS CATCH BASIN | Δ POINT |
| CT CROWN TOP | DI DROP INLET | YARD LIGHT |
| DE DRAINAGE EASEMENT | EL ELEC TRANS | Δ GUY ANCHOR |
| EP EDGE OF PAVEMENT | EL ELEVATION | EM ELECTRIC METER |
| IPO IRON PIN OLD | EL GAS VALVE | CTV CABLE TV |
| IPS IRON PIN SET | EL GAS VALVE | — FENCE LINE |
| NAC NAIL & CAP | EL LIGHT POLE | — FOC FIBER OPTIC CABLE |
| OT OPEN TOP | EL MANHOLE (SD) | — GAS LINE |
| RB REBAR | SMH MANHOLE (SS) | — OHP OVERHEAD POWER |
| ROP REINFORCED CONC PIPE | SMH MANHOLE (SS) | — OHT OVERHEAD TELEPHONE |
| R/W RIGHT OF WAY | TMH MANHOLE (TELEPHONE) | — SD STORM DRAIN |
| SD STORM DRAIN | TMH MANHOLE (TELEPHONE) | — SS SANITARY SEWER |
| SS SANITARY SEWER | TMH MANHOLE (TELEPHONE) | — UGP UNDERGROUND POWER |
| SSE SS EASEMENT | TMH MANHOLE (TELEPHONE) | — UGT UNDERGROUND TEL |
| VCP VITRIFIED CLAY PIPE | TMH MANHOLE (TELEPHONE) | — W WATER LINE |

TOPOGRAPHIC SURVEY FOR
ACE 124-118 NE MAIN
GREENVILLE COUNTY, SOUTH CAROLINA

| | | |
|-------------------|--|---|
| SCALE 1" = 30' | PROPERTY ADDRESS 124 & 118 NE MAIN STREET | TAX PIN 0315000200100 0315000200400 |
| DATE 10/10/25 | 30 0 30 60 | FIELD CREW VS/HL |
| | | DRAWN BY TBO |

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TRAFFIC IMPACT STUDY

Burdette North Simpsonville, South Carolina

NOVEMBER 5, 2025

IMPACT DESIGNS, INC.

Prepared by: Allen J. Reid, PE

TRAFFIC IMPACT STUDY

Burdette North

SIMPSONVILLE, SOUTH CAROLINA



REPORT PREPARED FOR:

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EXECUTIVE SUMMARY

A traffic impact study was conducted for the proposed Burdette North development in accordance with SCDOT guidelines. The proposed development is located on the southeast corner of College Street and NE Main Street (SC 417), in Simpsonville, South Carolina. The development is expected to consist of 12,812 square feet of retail and up to 80 multi-family units and is anticipated to be constructed by the end of 2028. Direct access to Burdette North development is proposed to be provided via two full movement connections: one on Hedge Street and one on College Street. The development is expected to have parallel parking along Hedge Street, however, to be conservative all traffic was assumed to access the site through the site accesses.

A turn lane analysis was conducted at the site accesses utilizing the Build (2028) volumes. Based on build-out volumes, there are no turn lanes warranted at the site accesses.

The capacity analysis indicates that the signalized study intersections approaches are expected to maintain their LOS from No-Build to Build conditions, except for the northbound and southbound approach of NE Main Street (SC 417) and Curtis Street. Although, the approaches are expected to operate at LOS D or better in the Build scenario, which is still considered acceptable. Therefore, there is no mitigation recommended at the signalized intersections.

Additionally, the unsignalized study intersections are expected to operate at an LOS C or better in all scenarios. The site accesses are expected to operate at LOS B or better in the Build scenario. Therefore, there is no mitigation recommended at the study intersections based on the capacity analysis.

Recommendations:

- None

1. INTRODUCTION

The purpose of this report is to summarize the traffic impact study that was completed for the Burdette North site in Simpsonville, South Carolina. The study was developed in accordance with SCDOT guidelines. This report summarizes the procedures and findings of the traffic impact study.

1.1. Project Summary

The proposed development is located on the southeast corner of College Street and NE Main Street (SC 417), in Simpsonville, South Carolina. The development is expected to consist of 12,812 square feet of retail and up to 80 multi-family units and is anticipated to be constructed by the end of 2028. This traffic impact study analyzes the effects of the additional traffic associated with the proposed development during the weekday AM (7:00 AM - 9:00 AM) and the weekday PM (4:00 PM - 6:00 PM) peak periods. The study area for the purpose of the analysis includes:

- NE Main Street (SC 417) and College Street
- NE Main Street (SC 417) and Curtis Street
- Hedge Street and College Street
- Hedge Street and Curtis Street
- Main Street and College Street
- Main Street and Curtis Street
- Hedge Street and Access A
- College Street and Access B

The proposed development is expected to be built out by the end of 2028; therefore, 2028 was considered as the future year for the purpose of this analysis. Refer to Figures 1 and 2 for the site location and the conceptual site plan.

1.2. Existing Roadway Conditions

The primary roadways within the study area include NE Main Street (SC 417), Curtis Street and College Street. A summary of their existing characteristics is shown in Table 1.

Table 1 – Study Area Summary

| Facility Name | Route # | Typical Cross Section | Posted Speed Limit | Maintained By | 2024 AADT |
|----------------|---------|-----------------------|--------------------|---------------|-----------|
| College Street | N/A | 2-lane undivided | 25 MPH | Local | No Data |
| Curtis Street | | 2-lane undivided | 25 MPH | SCDOT/Local | 6,200 |
| NE Main Street | SC 417 | 2-lane undivided | 35 MPH | SCDOT | 19,400 |

Refer to Figure 3 for an illustration of the existing geometry and traffic control at the study intersections.

1.3. Planned Roadway Improvements

The City of Simpsonville and SCDOT intend to construct a project to convert Curtis Street and College Street to a one-way pair with counterclockwise circulation. Based on the information provided by SCDOT and City staff, the following geometric improvements are proposed:

Curtis Street

- Convert the existing 2-lane road to a one-way two-lane road travelling eastbound.
- Adjust all intersections along Curtis Street to account for the approach restrictions.

College Street

- Convert the existing 2-lane road to a one-way two-lane road travelling westbound.
- Adjust all intersections along College Street to account for the approach restrictions.

College Street and NE Main Street (SC 417)

- Extend the northbound left turn lane to have 150 feet of storage.

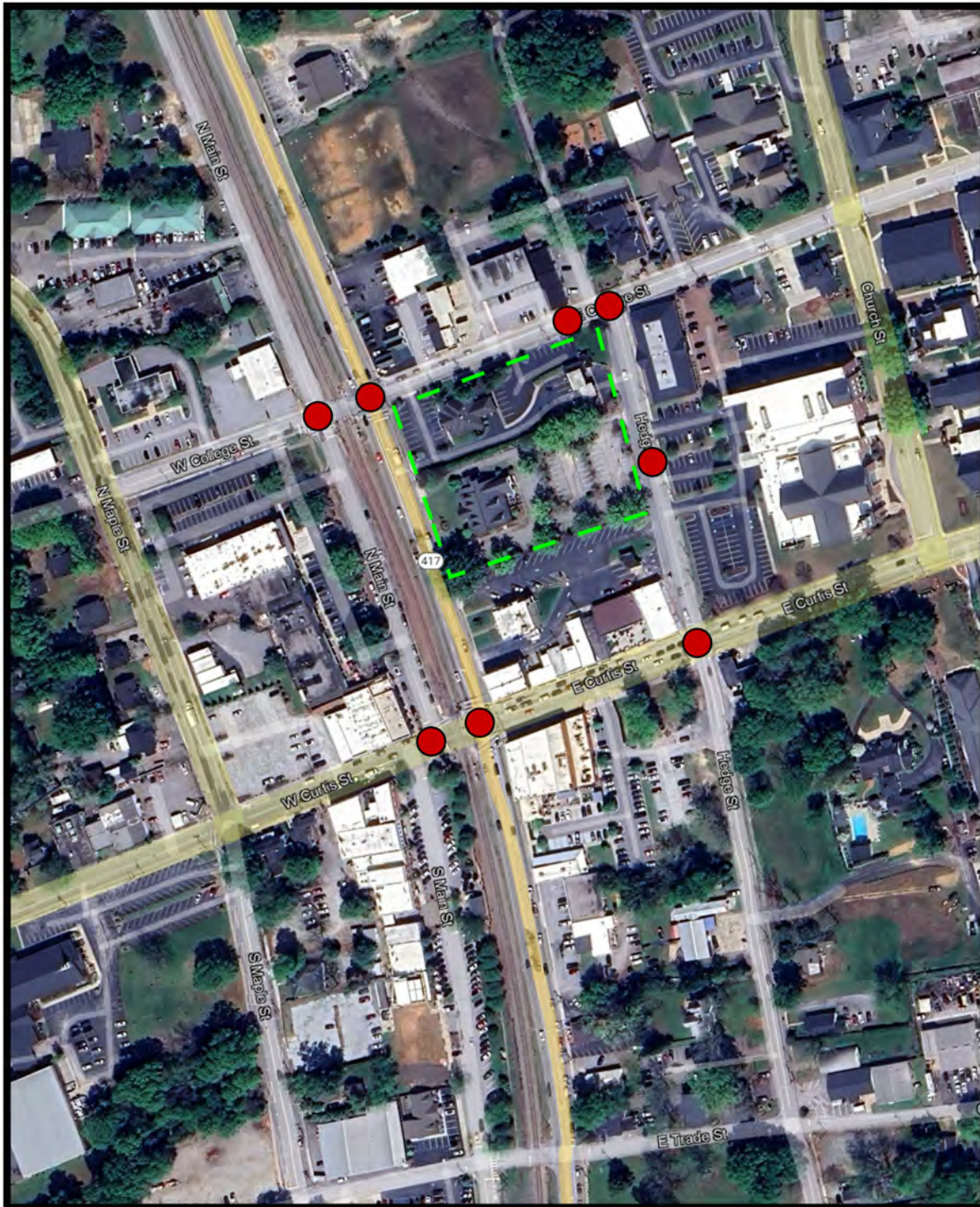
Curtis Street and NE Main Street (SC 417)



- Extend the southbound left turn lane to have 225 feet of storage.

It was assumed that these projects would be completed prior to the build out of the Burdette North development. Refer to Figure 4 for an illustration of the background improvements. Refer to Appendix E for improvement plans and drawings.

1.4. Driveway Locations

Direct access to Burdette North development is proposed to be provided via two full movement connections: one on Hedge Street and one on College Street. The development is expected to have parallel parking along Hedge Street, however, to be conservative all traffic was assumed to access the site through the site accesses.



| LEGEND | |
|---|------------------------|
|  | Proposed Site Location |
|  | Study Intersections |

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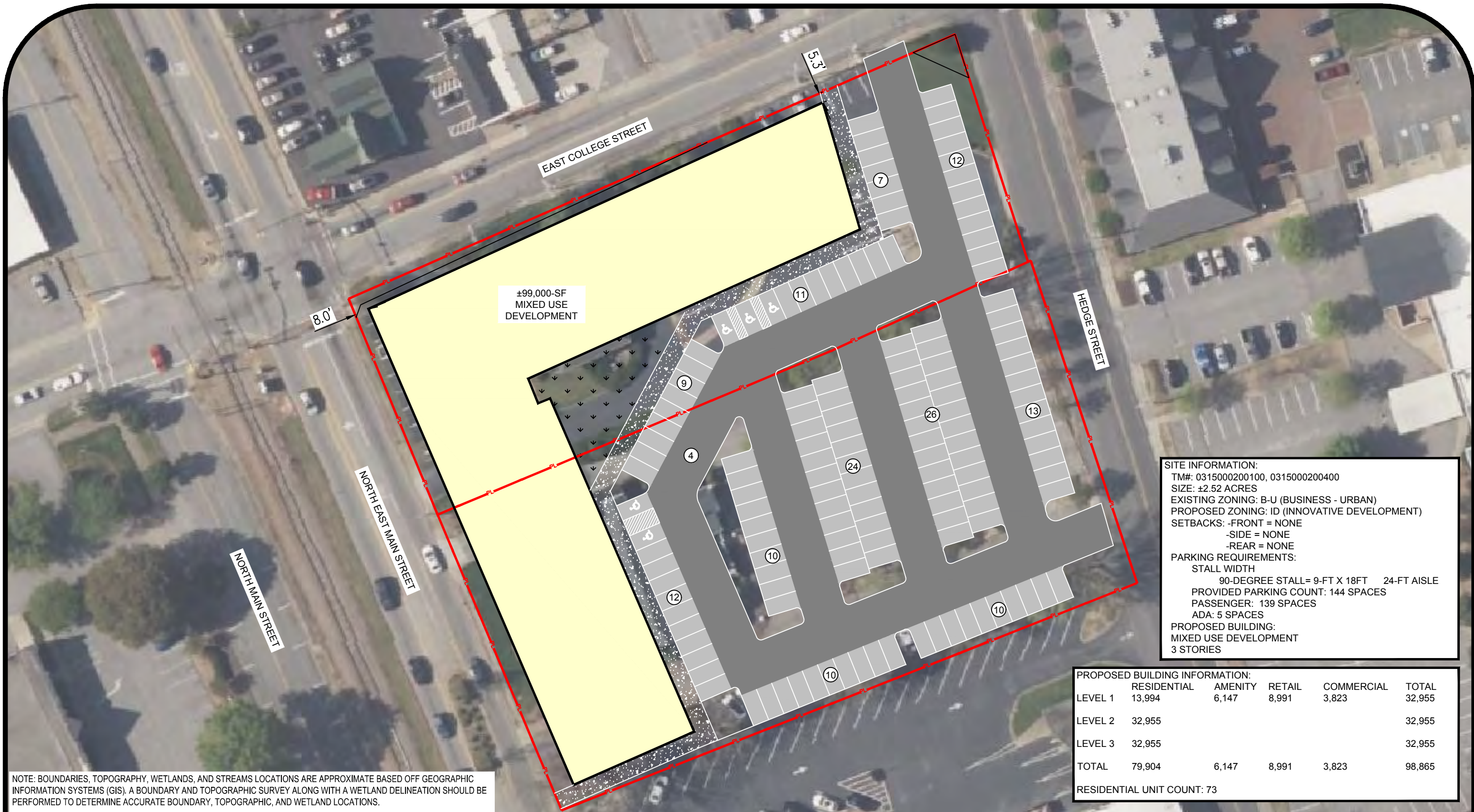
*Burdette North
Simpsonville, SC*

Site Location Map

Scale: Not to Scale

Figure

1

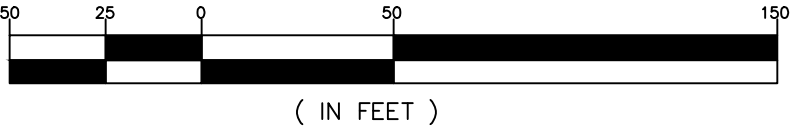


SITE INFORMATION:
TM#: 0315000200100, 0315000200400
SIZE: ±2.52 ACRES
EXISTING ZONING: B-U (BUSINESS - URBAN)
PROPOSED ZONING: ID (INNOVATIVE DEVELOPMENT)
SETBACKS: -FRONT = NONE
 -SIDE = NONE
 -REAR = NONE
PARKING REQUIREMENTS:
STALL WIDTH
90-DEGREE STALL= 9-FT X 18FT 24-FT AISLE
PROVIDED PARKING COUNT: 144 SPACES
PASSENGER: 139 SPACES
ADA: 5 SPACES
PROPOSED BUILDING:
MIXED USE DEVELOPMENT
3 STORIES

| PROPOSED BUILDING INFORMATION: | | | | | |
|--------------------------------|-------------|---------|--------|------------|--------|
| | RESIDENTIAL | AMENITY | RETAIL | COMMERCIAL | TOTAL |
| LEVEL 1 | 13,994 | 6,147 | 8,991 | 3,823 | 32,955 |
| LEVEL 2 | 32,955 | | | | 32,955 |
| LEVEL 3 | 32,955 | | | | 32,955 |
| TOTAL | 79,904 | 6,147 | 8,991 | 3,823 | 98,865 |
| RESIDENTIAL UNIT COUNT: 73 | | | | | |

NOTE: BOUNDARIES, TOPOGRAPHY, WETLANDS, AND STREAMS LOCATIONS ARE APPROXIMATE BASED OFF GEOGRAPHIC INFORMATION SYSTEMS (GIS). A BOUNDARY AND TOPOGRAPHIC SURVEY ALONG WITH A WETLAND DELINEATION SHOULD BE PERFORMED TO DETERMINE ACCURATE BOUNDARY, TOPOGRAPHIC, AND WETLAND LOCATIONS.

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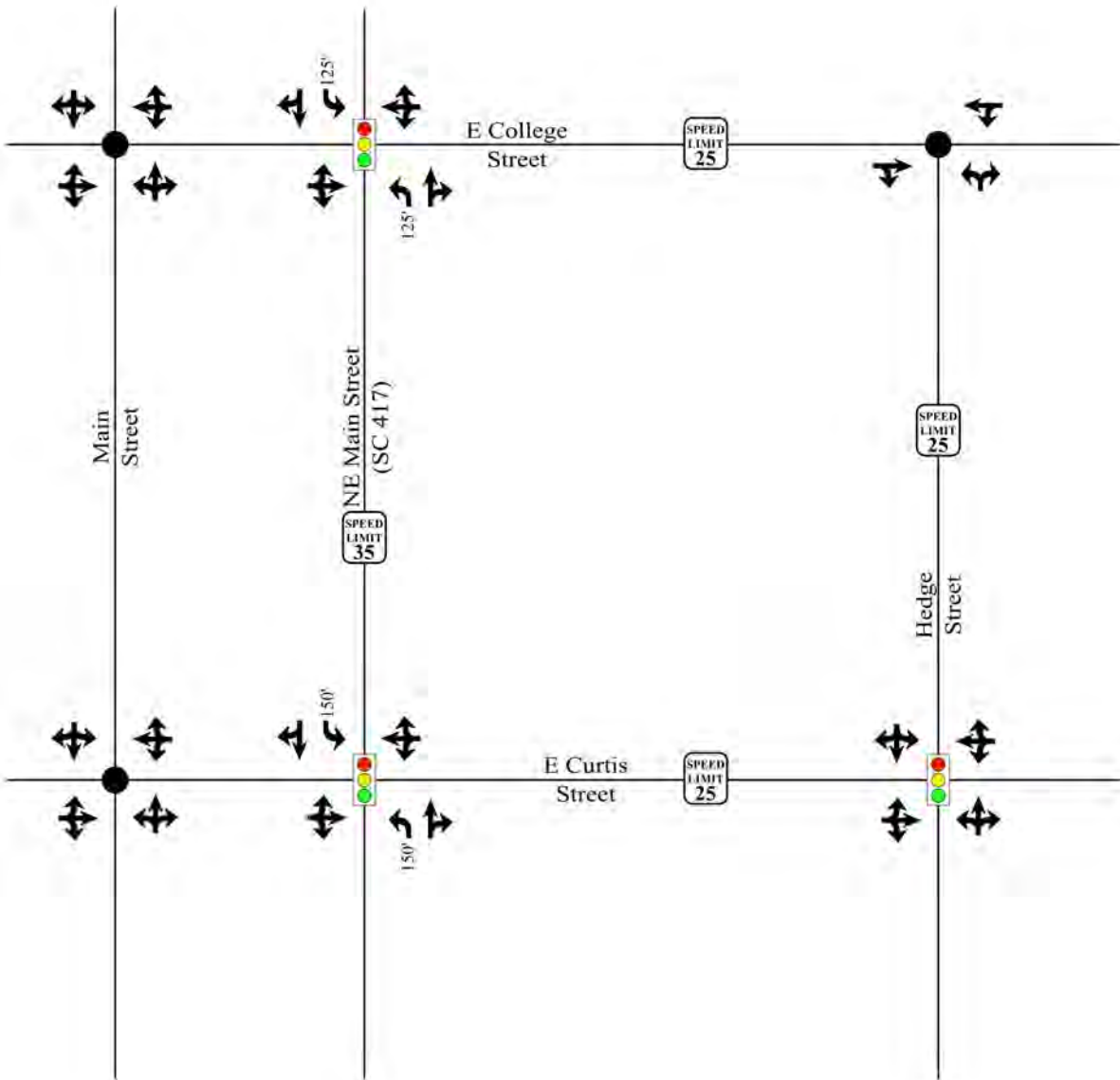
Project No.: 25195-0023
October 9, 2025



±99,000-SF Mixed-Use Development
Located Along North East Main Street
City of Simpsonville
Greenville County, South Carolina

Blue Ridge Land Holdings, LLC





LEGEND



Signalized Intersection



Unsignalized Intersection



Existing Lane



Storage (In Feet)



Posted Speed Limit

IMPACT

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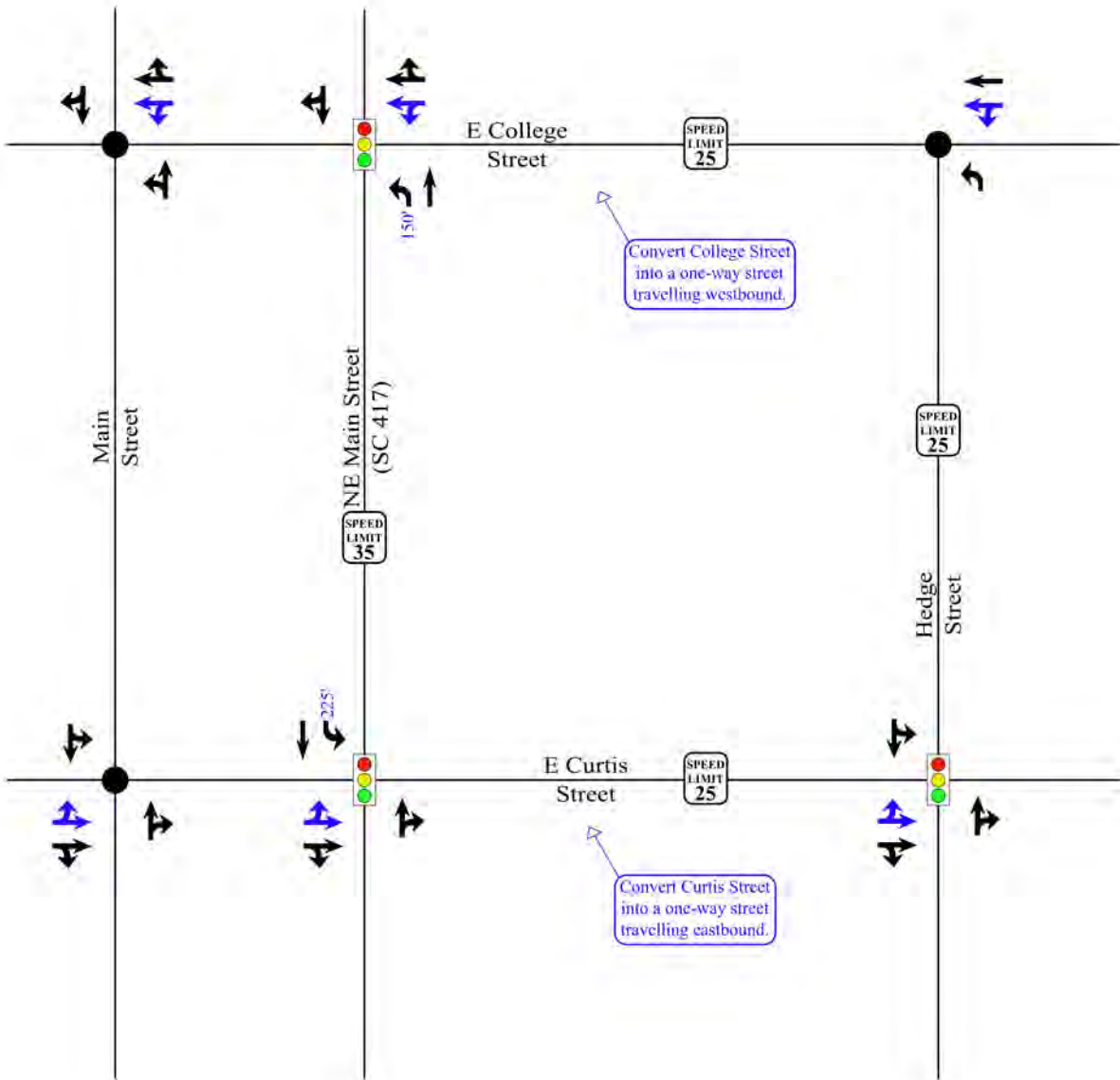
*Burdette North
Simpsonville, SC*

Existing Lane Configurations
and Traffic Control

Scale: Not to Scale

Figure

3



LEGEND



Signalized Intersection



Unsignalized Intersection



Existing Lane



Background Improvement

X'

Storage (In Feet)



Posted Speed Limit

IMPACT

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*Burdette North
Simpsonville, SC*

No-Build Lane Configurations
and Traffic Control

Scale: Not to Scale

Figure

4

2. TRAFFIC VOLUME DEVELOPMENT

2.1. Existing Traffic Volumes

Existing turning movement counts were conducted at the study intersections in September 2025, during the AM (7:00 AM to 9:00 AM) peak period and the PM (4:00 PM to 6:00 PM) peak period. The 2025 traffic volumes are illustrated in Figure 5.

2.2. Rerouted Traffic Volumes

As previously mentioned, the City of Simpsonville and SCDOT intend to construct a project to convert Curtis Street and College Street to a one-way pair with counterclockwise circulation. Due to adjustment to the path of travel, it was assumed that eastbound traffic on College Street will become eastbound traffic on Curtis Street and westbound traffic on Curtis Street will become westbound traffic on College Street. Refer to Figure 6 and 7 for an illustration of the rerouted volumes on the study network.

2.3. Projected Traffic Volumes

Based on SCDOT Average Annual Daily Traffic (AADT) volumes, daily traffic volumes in the study area have grown at a rate of 2% in the past years. A 2% annual growth rate was applied to the 2025 rerouted volumes to develop the No-Build (2028) volumes. This growth rate was applied to account for all background growth in the area without any adjacent and/or the proposed developments. Refer to Figure 8 for an illustration of the No-Build (2028) traffic volumes at the study intersections.

2.4. Proposed Development Traffic Volumes

As mentioned previously, the proposed development is expected to consist of 12,812 square feet of retail and up to 80 multi-family units and is anticipated to be constructed by the end of 2028. The trip generation potential for the proposed development was estimated utilizing methodology contained within the ITE's *Trip Generation Manual*, 11th Edition. Utilizing ITE data for ITE Codes 220 and 822, traffic volumes were generated for the weekday daily, the weekday AM peak hour, and the weekday PM peak hour. Refer to Table 2 for a summary of the trip generation potential of the proposed development.

Table 2 – Trip Generation

| ITE Land Use (Code) | Density | Independent Variable | Daily Traffic | AM Peak | | PM Peak | |
|--|---------|----------------------|---------------|-----------|-----------|-----------|-----------|
| | | | | Enter | Exit | Enter | Exit |
| Strip Retail Plaza (<40k) (ITE Code 822) | 12.81 | KSF | 698 | 18 | 12 | 42 | 42 |
| Multi-Family Housing (Low-Rise) (ITE Code 220) | 80 | Dwelling Units | 588 | 11 | 37 | 35 | 20 |
| Total New Trips | | | 1,286 | 29 | 49 | 77 | 62 |

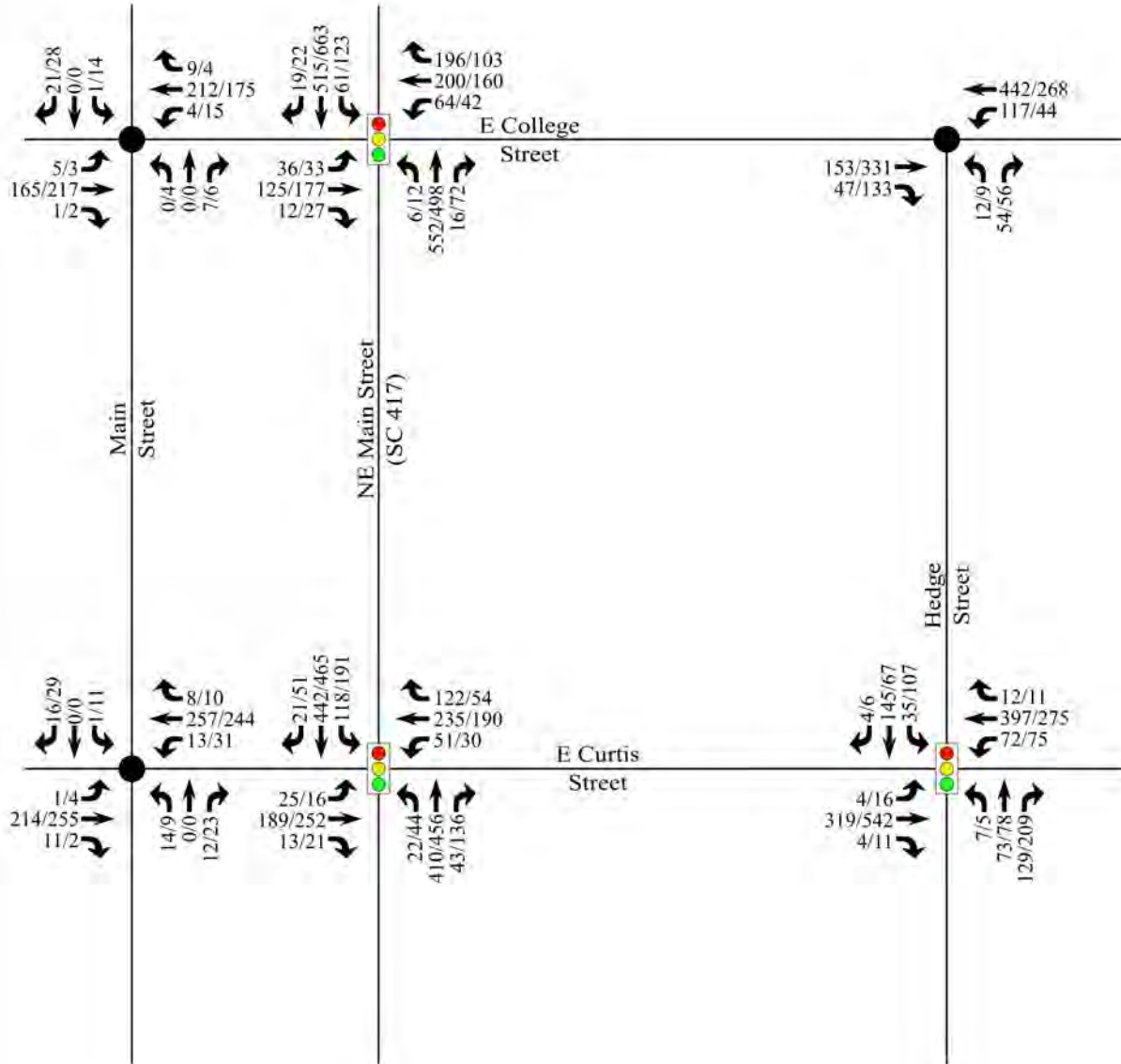
Traffic associated with the proposed development was distributed and assigned to the roadway network based upon existing travel patterns and are summarized below:

- 30% to/from the north via NE Main Street (SC 417)
- 15% to/from the south via NE Main Street (SC 417)
- 10% to/from the south via Hedge Street
- 25% to the east via Curtis Street
- 25% from the east via College Street
- 20% to the west via College Street
- 20% from the west via College Street

Refer to Figures 9 and 10 for the site trip distributions and assignments.

2.5. Future Build Traffic Volumes

The site generated traffic volumes were added to the No-Build (2028) traffic volumes to determine the Build (2028) volumes. The Build (2028) volumes are illustrated in Figure 11.



LEGEND



Signalized Intersection



Unsignalized Intersection

X / Y → AM / PM Peak Hour Traffic

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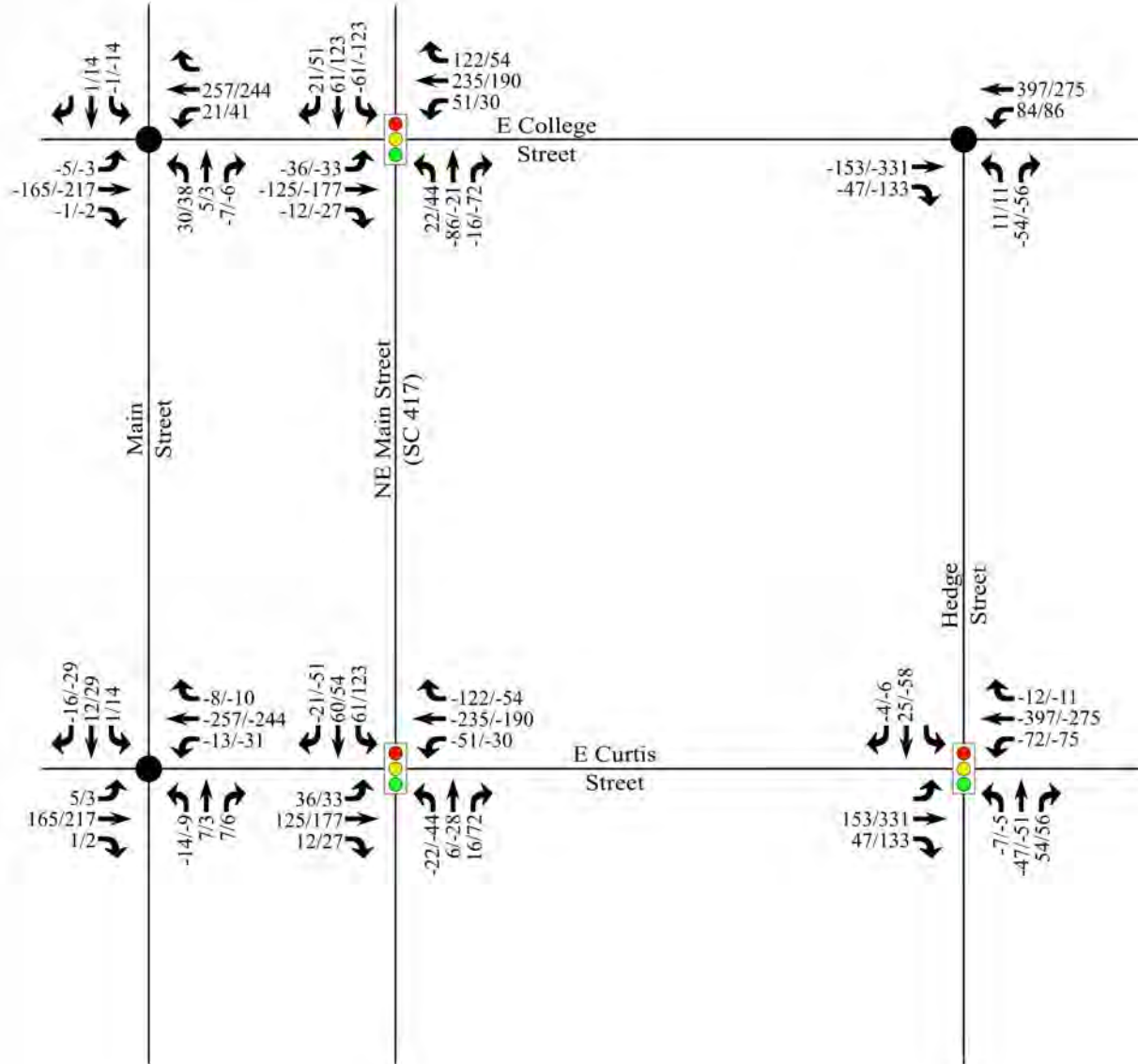
*Burdette North
Simpsonville, SC*

Raw Existing (2025)
Traffic Volumes

Scale: Not to Scale

Figure

5



LEGEND



Signalized Intersection



Unsignalized Intersection

X / Y → AM / PM Peak Hour Traffic

IMPACT

Designs, Inc.

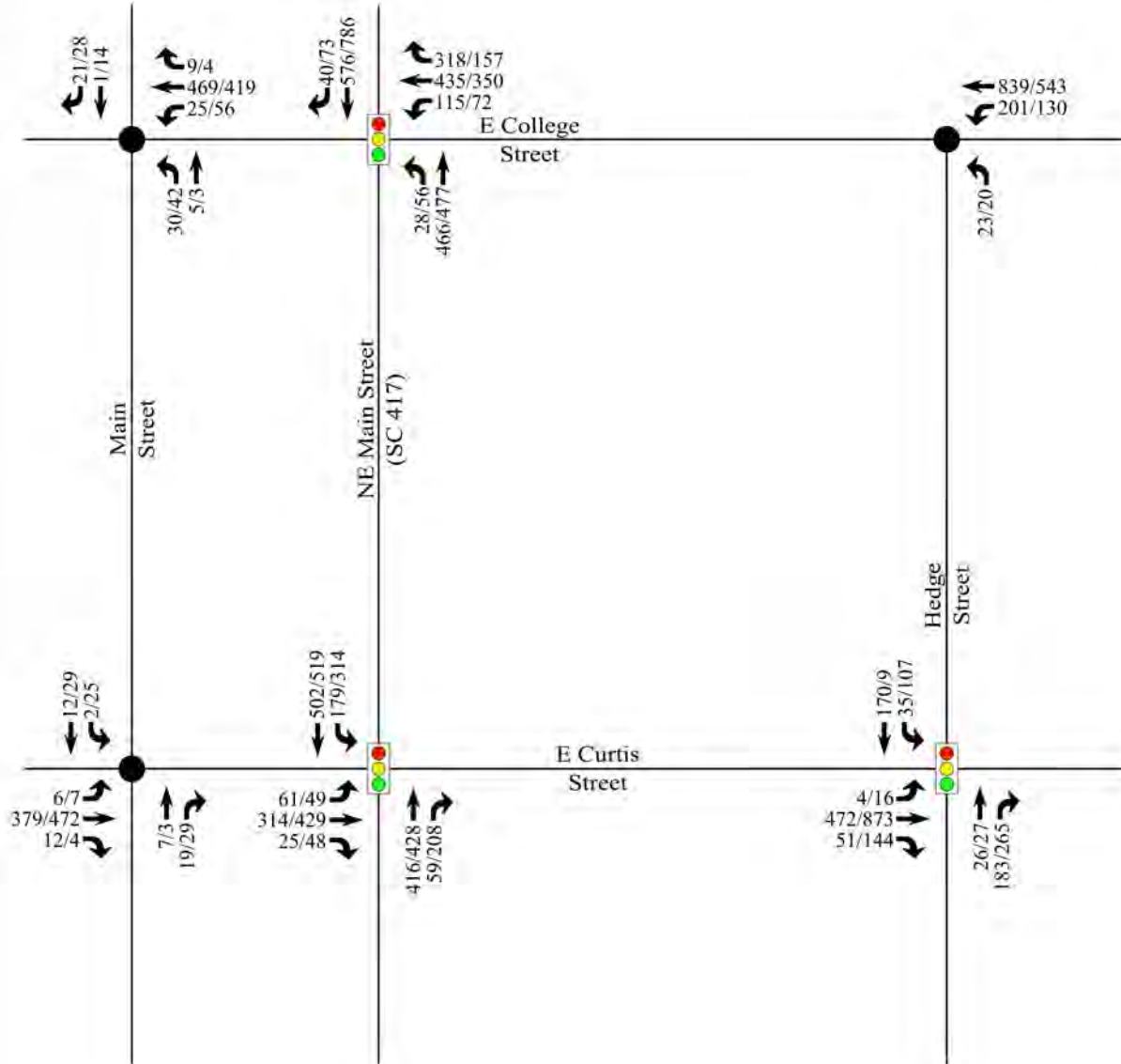
*Burdette North
Simpsonville, SC*

One-Way Volume
Adjustments



Scale: Not to Scale

Figure

6



LEGEND

-  Signalized Intersection
-  Unsignalized Intersection
- X / Y → AM / PM Peak Hour Traffic

IMPACT

Designs, Inc.

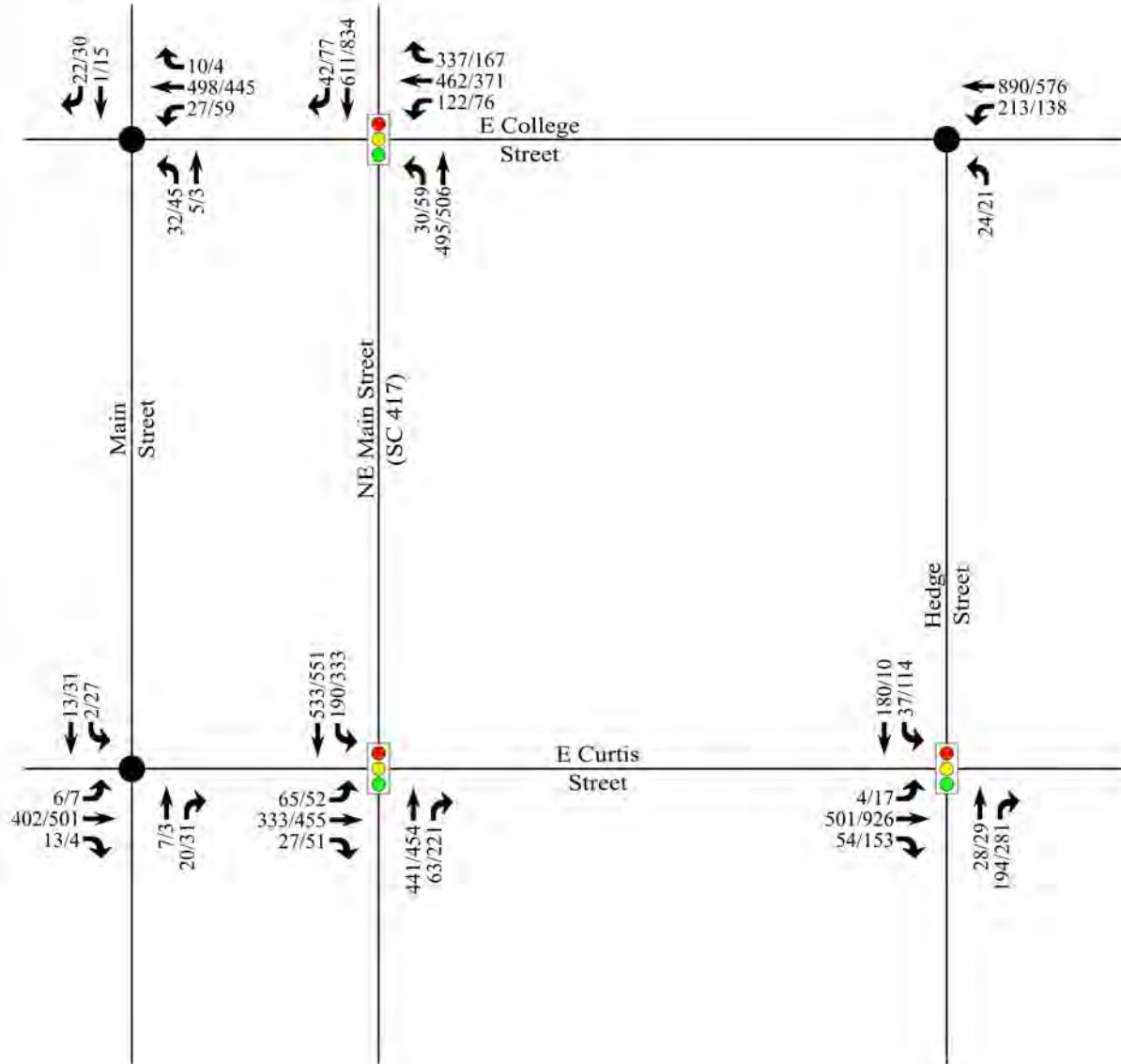
*Burdette North
Simpsonville, SC*

Adjusted Existing (2025)
Traffic Volumes

Scale: Not to Scale

Figure

7



LEGEND



Signalized Intersection



Unsignalized Intersection

X / Y → AM / PM Peak Hour Traffic

IMPACT

Designs, Inc.

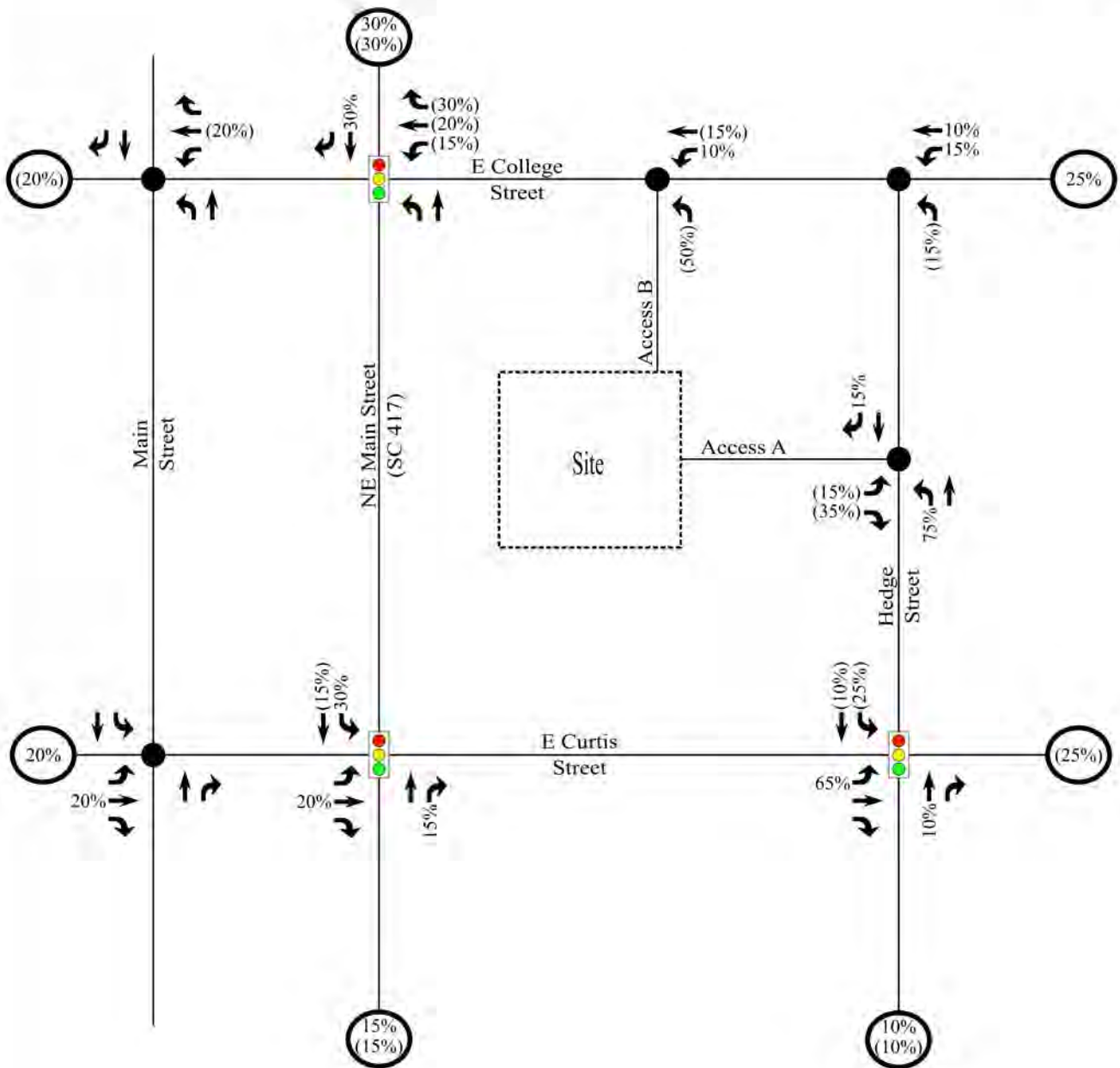
*Burdette North
Simpsonville, SC*

No-Build (2028)
Traffic Volumes






Scale: Not to Scale

Figure

8



LEGEND

-  Signalized Intersection
-  Unsignalized Intersection
-  X% → Entering Trip Distribution
-  (Y%) → Exiting Trip Distribution
-  (X%) Regional Trip Distribution

IMPACT
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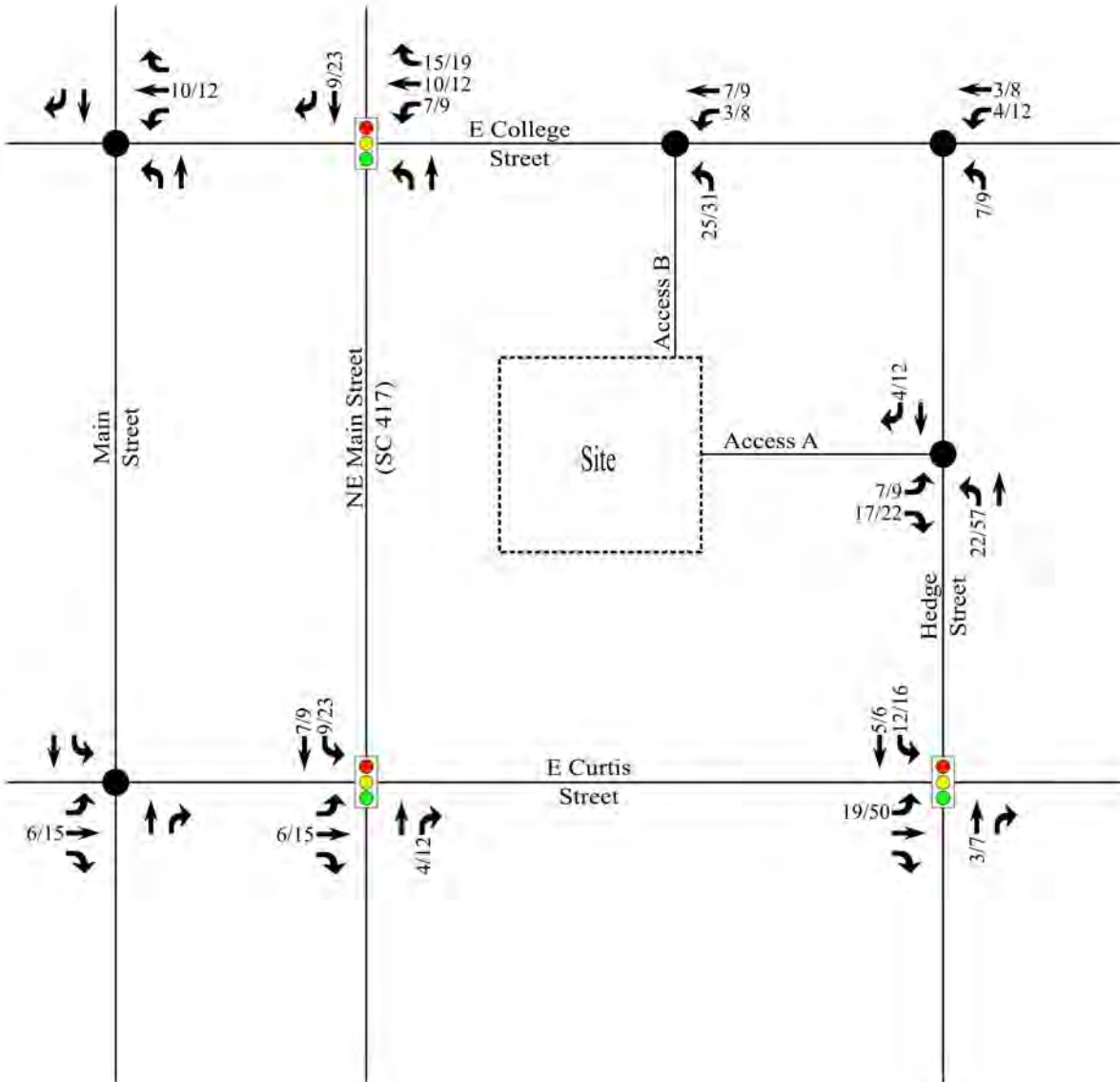
*Burdette North
Simpsonville, SC*

Site Trip Distribution

Scale: Not to Scale

Figure

9



LEGEND



Signalized Intersection



Unsignalized Intersection

X / Y → AM / PM Site Trips

IMPACT

Designs, Inc.

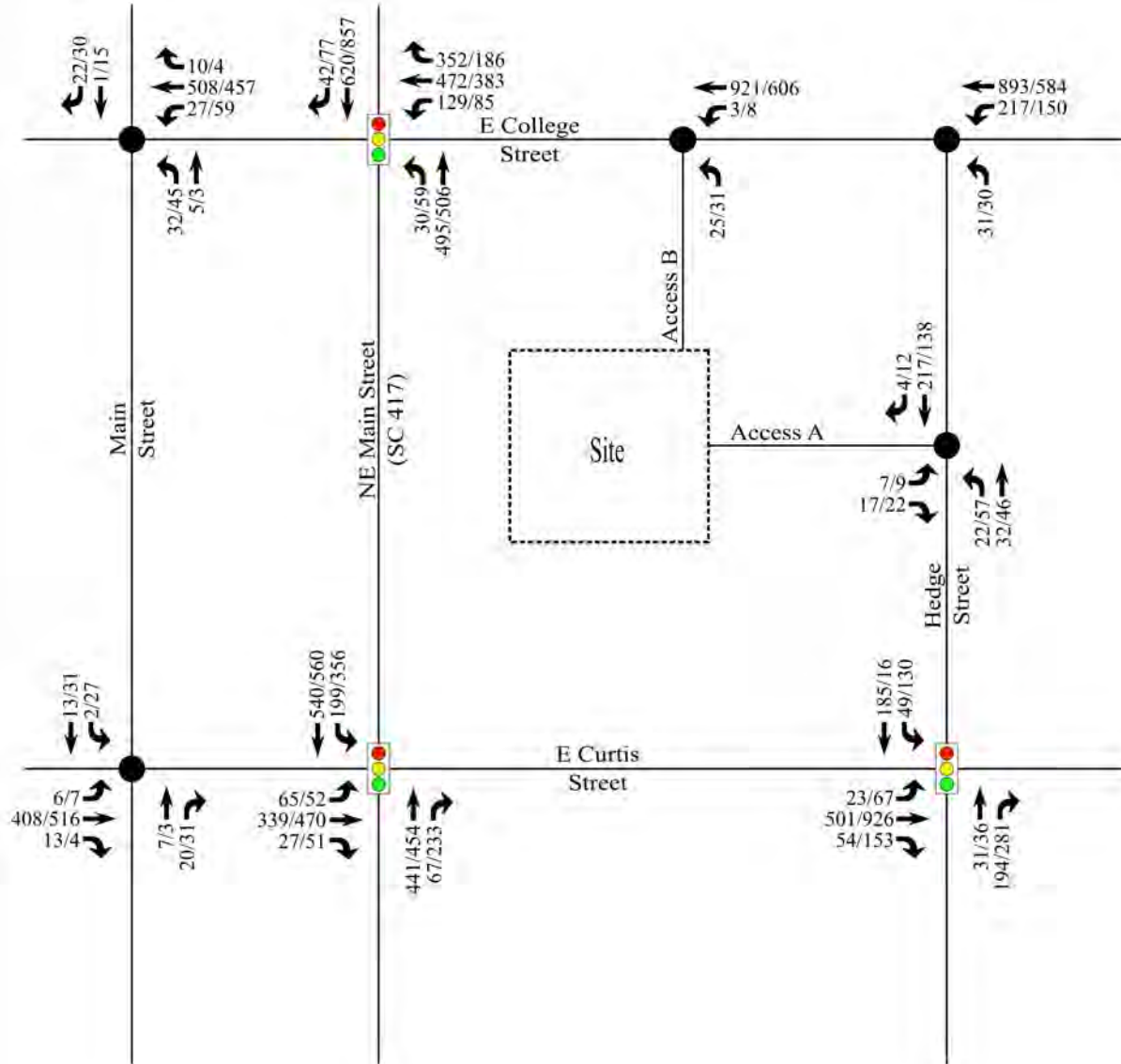
*Burdette North
Simpsonville, SC*

Trip Assignments

Scale: Not to Scale

Figure

10



LEGEND



Signalized Intersection



Unsignalized Intersection

X / Y → AM / PM Peak Hour Traffic

IMPACT

Designs, Inc.

*Burdette North
Simpsonville, SC*

Build (2028)
Traffic Volumes

Scale: Not to Scale

Figure

11

3. TRAFFIC IMPACT ANALYSIS

3.1. Turn Lane Analysis

A turn lane analysis was conducted at the site accesses utilizing the Build (2028) volumes. Based on build-out volumes, there are no turn lanes warranted at the site accesses.

Refer to Appendix B for the turn lane warrants with the volumes graphed.

3.2. Intersection LOS Analysis

Using the existing, no-build, and build traffic volumes, intersection analyses were conducted for the study intersections under Existing (2025) conditions, No-Build (2028) conditions and Build (2028) conditions. This analysis was conducted using the Transportation Research Board's *Highway Capacity Manual (HCM 6th Edition)* methodologies of the *Synchro*, Version 11 software.

Intersection level of service (LOS) grades range from LOS A to LOS F, which are directly related to the level of control delay at the intersection and characterize the operational conditions of the intersection traffic flow. LOS A operations typically represent ideal, free-flow conditions where vehicles experience little to no delays, and LOS F operations typically represent poor, forced-flow (bumper-to-bumper) conditions with high vehicular delays, and are generally considered undesirable. Table 3 summarizes the *HCM 6th Edition* control delay thresholds associated with each LOS grade for signalized and unsignalized intersections.

Table 3 – HCM 6th Edition LOS Criteria for Signalized & Unsignalized Intersections

| Signalized Intersections | | Unsignalized Intersections | |
|--------------------------|-------------------------------------|----------------------------|-------------------------------------|
| LOS | Control Delay per Vehicle (seconds) | LOS | Control Delay per Vehicle (seconds) |
| A | ≤ 10 | A | ≤ 10 |
| B | > 10 and ≤ 20 | B | > 10 and ≤ 15 |
| C | > 20 and ≤ 35 | C | > 15 and ≤ 25 |
| D | > 35 and ≤ 55 | D | > 25 and ≤ 35 |
| E | > 55 and ≤ 80 | E | > 35 and ≤ 50 |
| F | > 85 | F | > 50 |

The results of the capacity analysis for the study intersections under existing traffic control are summarized in Table 4. Refer to Appendix C for the detailed capacity analysis reports and Appendix D for the queuing analysis results.

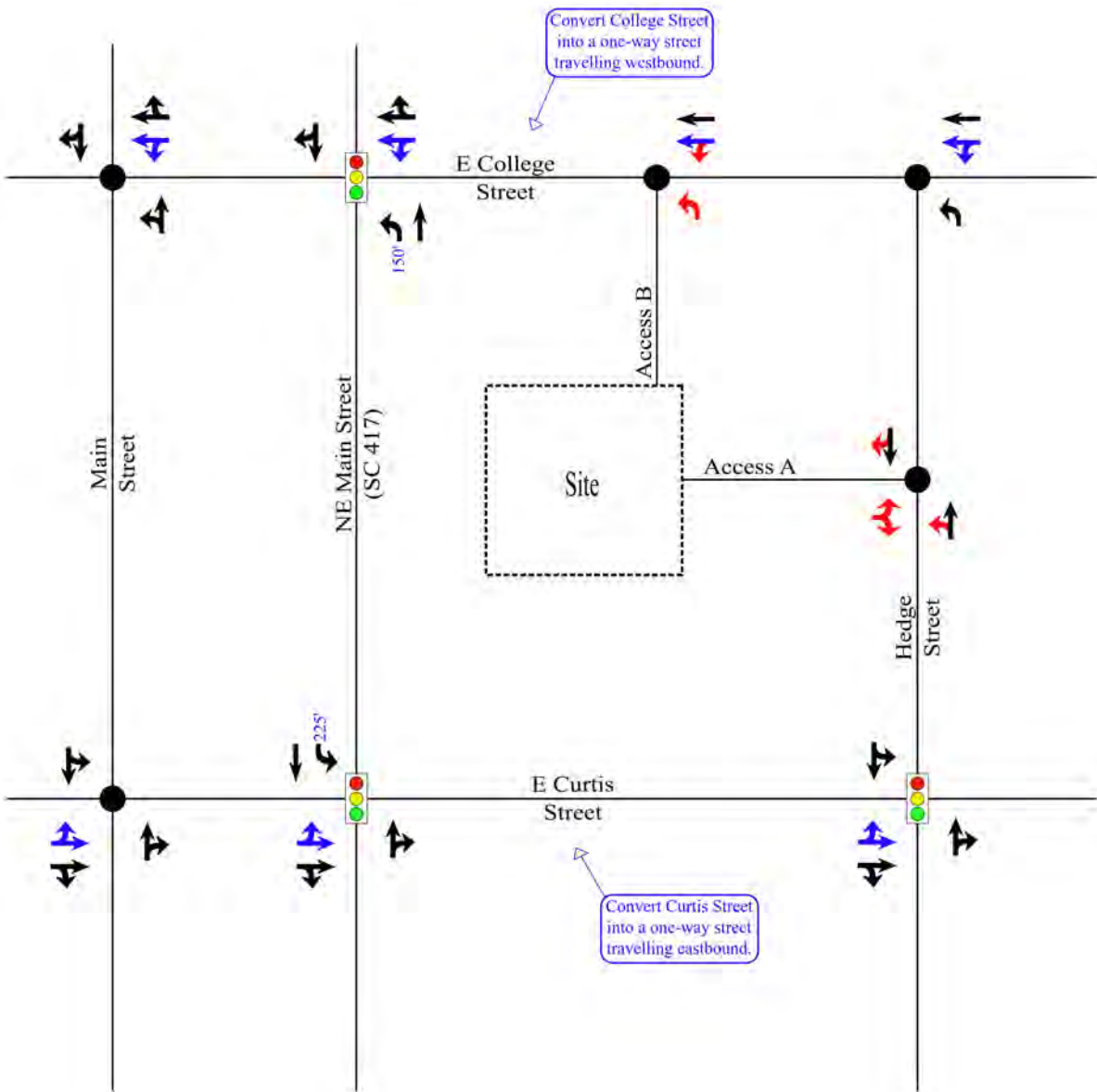
Table 4 – Intersection Capacity Analysis Results

| Intersections | Approach | LOS (Delay in seconds per vehicle) | | | | | |
|--|----------|---|----------|--|----------|--------------|----------|
| | | Existing (2025) | | No-Build (2028) | | Build (2028) | |
| | | AM | PM | AM | PM | AM | PM |
| NE Main Street (SC 417) & College Street | EB | C (26.0) | D (45.0) | <i>Analyzed under Existing conditions only</i> | | | |
| | WB | D (45.5) | E (56.8) | D (38.0) | D (48.6) | D (39.8) | D (52.9) |
| | NB | B (18.5) | A (9.8) | A (4.0) | A (3.0) | A (4.1) | A (3.6) |
| | SB | B (19.3) | B (14.2) | C (25.8) | C (30.5) | C (26.5) | C (34.0) |
| | Overall | C (26.4) | C (23.4) | C (25.7) | C (28.4) | C (26.9) | C (31.8) |
| NE Main Street (SC 417) & Curtis Street | EB | C (30.0) | D (54.0) | D (43.9) | D (54.0) | D (44.0) | D (54.9) |
| | WB | C (29.5) | D (46.8) | <i>Analyzed under Existing conditions only</i> | | | |
| | NB | C (23.5) | C (20.4) | B (18.2) | C (34.1) | B (18.4) | D (36.3) |
| | SB | A (6.8) | B (10.6) | A (2.5) | A (9.1) | A (2.6) | B (13.0) |
| | Overall | C (20.1) | C (25.6) | B (18.0) | C (28.9) | B (18.0) | C (31.4) |
| Hedge Street & College Street | EB | - | - | <i>Analyzed under Existing conditions only</i> | | | |
| | WB | A (8.0) | A (8.6) | - | - | - | - |
| | NB | B (12.0) | B (12.6) | C (21.0) | B (14.2) | C (21.8) | B (14.9) |
| Hedge Street & Curtis Street | EB | A (8.8) | B (17.2) | A (6.9) | B (10.2) | A (7.6) | B (11.2) |
| | WB | B (19.1) | B (19.8) | <i>Analyzed under Existing conditions only</i> | | | |
| | NB | D (42.7) | D (44.6) | B (19.6) | D (38.3) | B (19.9) | D (41.1) |
| | SB | D (50.8) | D (51.3) | D (49.8) | D (51.2) | D (49.5) | D (52.4) |
| | Overall | C (25.3) | C (27.9) | B (19.0) | B (19.2) | B (19.7) | C (20.8) |
| Main Street & College Street | EB | A (7.7) | A (7.6) | <i>Analyzed under Existing conditions only</i> | | | |
| | WB | A (7.6) | A (7.8) | - | - | - | - |
| | NB | A (9.2) | B (10.9) | B (12.2) | B (13.1) | B (12.3) | B (13.2) |
| | SB | A (9.8) | B (10.7) | B (10.4) | B (11.8) | B (10.5) | B (11.9) |
| Main Street & Curtis Street | EB | A (7.8) | A (7.8) | - | - | - | - |
| | WB | A (7.8) | A (7.9) | <i>Analyzed under Existing conditions only</i> | | | |
| | NB | B (12.2) | B (11.7) | B (10.6) | B (10.6) | B (10.6) | B (10.7) |
| | SB | B (10.2) | B (11.7) | B (12.4) | B (13.4) | B (12.4) | B (13.6) |
| Hedge Street & Access A | EB | <i>Analyzed under Build conditions only</i> | | | | B (10.0) | A (9.8) |
| | NB | | | | | A (7.8) | A (7.7) |
| | SB | | | | | - | - |
| College Street & Access B | WB | <i>Analyzed under Build conditions only</i> | | | | - | - |
| | NB | | | | | B (12.8) | B (11.2) |

The capacity analysis indicates that the signalized study intersections approaches are expected to maintain their LOS from No-Build to Build conditions, except for the northbound and southbound approach of NE Main Street (SC 417) and Curtis Street. Although, the approaches are expected to operate at LOS D or better in the Build scenario, which is still considered acceptable. Therefore, there is no mitigation recommended at the signalized intersections.

Additionally, the unsignalized study intersections are expected to operate at an LOS C or better in all scenarios. The site accesses are expected to operate at LOS B or better in the Build scenario. Therefore, there is no mitigation recommended at the study intersections based on the capacity analysis.

Figure 12 shows the proposed lane configurations and traffic control for the Build (2028) conditions.



LEGEND

-  Signalized Intersection
-  Unsignalized Intersection
-  Existing Lane
-  Recommended Improvement
-  Background Improvement
-  Storage (In Feet)

IMPACT
Designs, Inc.

*Burdette North
Simpsonville, SC*

Proposed Lane Configurations
and Traffic Control

Scale: Not to Scale

Figure

12

4. SUMMARY OF FINDINGS

A traffic impact study was conducted for the proposed Burdette North development in accordance with SCDOT guidelines. The proposed development is located on the southeast corner of College Street and NE Main Street (SC 417), in Simpsonville, South Carolina. The development is expected to consist of 12,812 square feet of retail and up to 80 multi-family units and is anticipated to be constructed by the end of 2028. Direct access to Burdette North development is proposed to be provided via two full movement connections: one on Hedge Street and one on College Street. The development is expected to have parallel parking along Hedge Street, however, to be conservative all traffic was assumed to access the site through the site accesses.

A turn lane analysis was conducted at the site accesses utilizing the Build (2028) volumes. Based on build-out volumes, there are no turn lanes warranted at the site accesses.

The capacity analysis indicates that the signalized study intersections approaches are expected to maintain their LOS from No-Build to Build conditions, except for the northbound and southbound approach of NE Main Street (SC 417) and Curtis Street. Although, the approaches are expected to operate at LOS D or better in the Build scenario, which is still considered acceptable. Therefore, there is no mitigation recommended at the signalized intersections.

Additionally, the unsignalized study intersections are expected to operate at an LOS C or better in all scenarios. The site accesses are expected to operate at LOS B or better in the Build scenario. Therefore, there is no mitigation recommended at the study intersections based on the capacity analysis.

Recommendations:

- None

TECHNICAL APPENDIX

APPENDIX A

TRAFFIC COUNT DATA



TRAFFIC DATA COLLECTION

File Name : Simpsonville(01 - SC 417 and College Street)
 Site Code :
 Start Date : 9/24/2025
 Page No : 1

Groups Printed- Cars + - Trucks

| | SC 417 Southbound | | | | | College Street Westbound | | | | | SC 417 Northbound | | | | | College Street Eastbound | | | | | |
|-------------|----------------------|------|-------|------|------------|-----------------------------|------|-------|------|------------|----------------------|------|-------|------|------------|-----------------------------|------|-------|------|------------|------------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 7 | 71 | 2 | 0 | 80 | 18 | 41 | 61 | 0 | 120 | 0 | 87 | 6 | 1 | 94 | 1 | 16 | 1 | 1 | 19 | 313 |
| 07:15 AM | 12 | 80 | 2 | 0 | 94 | 17 | 37 | 68 | 1 | 123 | 2 | 126 | 4 | 0 | 132 | 4 | 28 | 1 | 4 | 37 | 386 |
| 07:30 AM | 14 | 124 | 5 | 0 | 143 | 13 | 60 | 56 | 0 | 129 | 1 | 139 | 2 | 1 | 143 | 10 | 31 | 1 | 2 | 44 | 459 |
| 07:45 AM | 14 | 121 | 4 | 0 | 139 | 15 | 54 | 50 | 0 | 119 | 2 | 154 | 2 | 0 | 158 | 15 | 29 | 1 | 1 | 46 | 462 |
| Total | 47 | 396 | 13 | 0 | 456 | 63 | 192 | 235 | 1 | 491 | 5 | 506 | 14 | 2 | 527 | 30 | 104 | 4 | 8 | 146 | 1620 |
| 08:00 AM | 17 | 137 | 3 | 0 | 157 | 19 | 54 | 44 | 0 | 117 | 1 | 126 | 6 | 0 | 133 | 8 | 33 | 4 | 2 | 47 | 454 |
| 08:15 AM | 16 | 133 | 7 | 0 | 156 | 17 | 32 | 46 | 0 | 95 | 2 | 133 | 6 | 0 | 141 | 3 | 32 | 6 | 1 | 42 | 434 |
| 08:30 AM | 13 | 101 | 3 | 0 | 117 | 10 | 41 | 40 | 0 | 91 | 3 | 125 | 6 | 0 | 134 | 8 | 27 | 2 | 0 | 37 | 379 |
| 08:45 AM | 18 | 102 | 4 | 0 | 124 | 8 | 40 | 41 | 0 | 89 | 2 | 118 | 4 | 0 | 124 | 15 | 27 | 2 | 0 | 44 | 381 |
| Total | 64 | 473 | 17 | 0 | 554 | 54 | 167 | 171 | 0 | 392 | 8 | 502 | 22 | 0 | 532 | 34 | 119 | 14 | 3 | 170 | 1648 |
| Grand Total | 111 | 869 | 30 | 0 | 1010 | 117 | 359 | 406 | 1 | 883 | 13 | 1008 | 36 | 2 | 1059 | 64 | 223 | 18 | 11 | 316 | 3268 |
| Apprch % | 11 | 86 | 3 | 0 | | 13.3 | 40.7 | 46 | 0.1 | | 1.2 | 95.2 | 3.4 | 0.2 | | 20.3 | 70.6 | 5.7 | 3.5 | | |
| Total % | 3.4 | 26.6 | 0.9 | 0 | 30.9 | 3.6 | 11 | 12.4 | 0 | 27 | 0.4 | 30.8 | 1.1 | 0.1 | 32.4 | 2 | 6.8 | 0.6 | 0.3 | 9.7 | |
| Cars + | 110 | 846 | 28 | 0 | 984 | 114 | 355 | 405 | 1 | 875 | 13 | 988 | 35 | 2 | 1038 | 63 | 218 | 18 | 11 | 310 | 3207 |
| % Cars + | 99.1 | 97.4 | 93.3 | 0 | 97.4 | 97.4 | 98.9 | 99.8 | 100 | 99.1 | 100 | 98 | 97.2 | 100 | 98 | 98.4 | 97.8 | 100 | 100 | 98.1 | 98.1 |
| Trucks | 1 | 23 | 2 | 0 | 26 | 3 | 4 | 1 | 0 | 8 | 0 | 20 | 1 | 0 | 21 | 1 | 5 | 0 | 0 | 6 | 61 |
| % Trucks | 0.9 | 2.6 | 6.7 | 0 | 2.6 | 2.6 | 1.1 | 0.2 | 0 | 0.9 | 0 | 2 | 2.8 | 0 | 2 | 1.6 | 2.2 | 0 | 0 | 1.9 | 1.9 |



TRAFFIC DATA COLLECTION

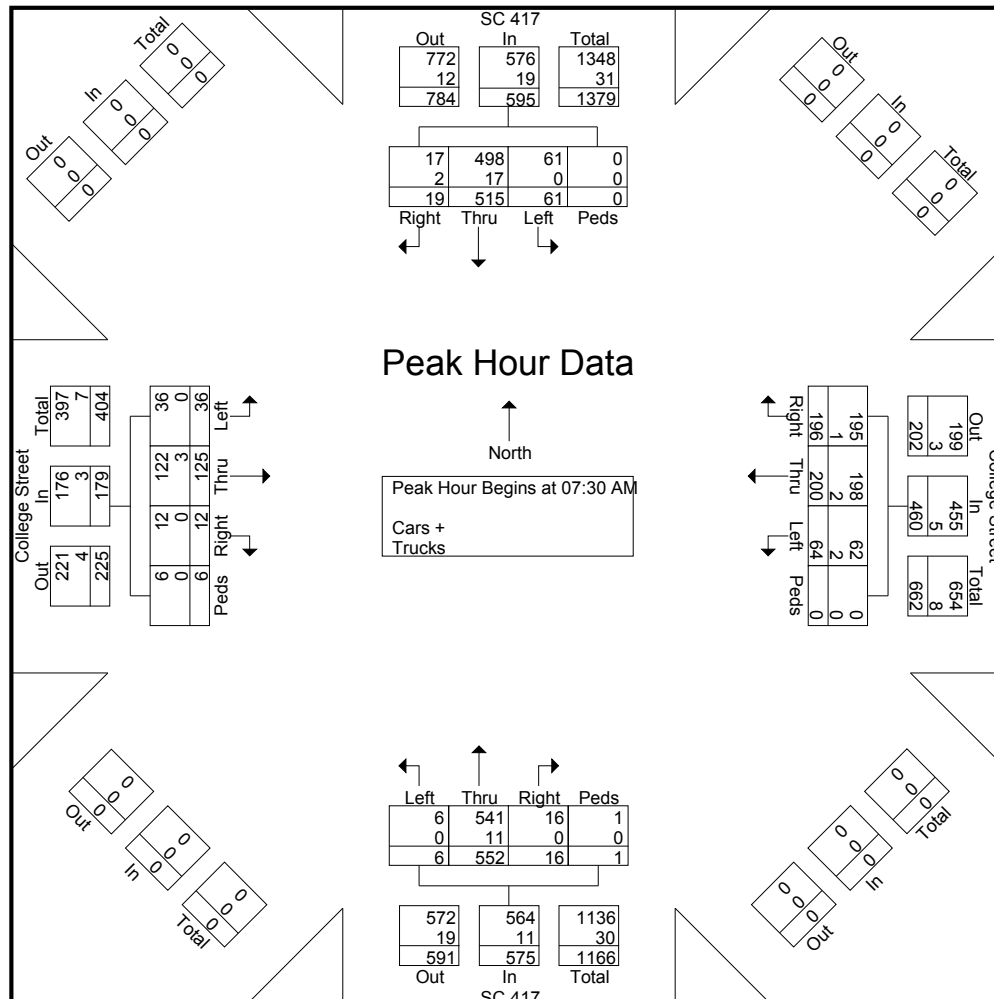
File Name : Simpsonville(01 - SC 417 and College Street)

Site Code :

Start Date : 9/24/2025

Page No : 2

| | SC 417 Southbound | | | | | College Street Westbound | | | | | SC 417 Northbound | | | | | College Street Eastbound | | | | | |
|--|-------------------|------------|----------|------|------------|--------------------------|-----------|-----------|------|------------|-------------------|------------|----------|----------|------------|--------------------------|-----------|----------|----------|------------|------------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 14 | 124 | 5 | 0 | 143 | 13 | 60 | 56 | 0 | 129 | 1 | 139 | 2 | 1 | 143 | 10 | 31 | 1 | 2 | 44 | 459 |
| 07:45 AM | 14 | 121 | 4 | 0 | 139 | 15 | 54 | 50 | 0 | 119 | 2 | 154 | 2 | 0 | 158 | 15 | 29 | 1 | 1 | 46 | 462 |
| 08:00 AM | 17 | 137 | 3 | 0 | 157 | 19 | 54 | 44 | 0 | 117 | 1 | 126 | 6 | 0 | 133 | 8 | 33 | 4 | 2 | 47 | 454 |
| 08:15 AM | 16 | 133 | 7 | 0 | 156 | 17 | 32 | 46 | 0 | 95 | 2 | 133 | 6 | 0 | 141 | 3 | 32 | 6 | 1 | 42 | 434 |
| Total Volume | 61 | 515 | 19 | 0 | 595 | 64 | 200 | 196 | 0 | 460 | 6 | 552 | 16 | 1 | 575 | 36 | 125 | 12 | 6 | 179 | 1809 |
| % App. Total | 10.3 | 86.6 | 3.2 | 0 | | 13.9 | 43.5 | 42.6 | 0 | | 1 | 96 | 2.8 | 0.2 | | 20.1 | 69.8 | 6.7 | 3.4 | | |
| PHF | .897 | .940 | .679 | .000 | .947 | .842 | .833 | .875 | .000 | .891 | .750 | .896 | .667 | .250 | .910 | .600 | .947 | .500 | .750 | .952 | .979 |
| Cars + | 61 | 498 | 17 | 0 | 576 | 62 | 198 | 195 | 0 | 455 | 6 | 541 | 16 | 1 | 564 | 36 | 122 | 12 | 6 | 176 | 1771 |
| % Cars + | 100 | 96.7 | 89.5 | 0 | 96.8 | 96.9 | 99.0 | 99.5 | 0 | 98.9 | 100 | 98.0 | 100 | 100 | 98.1 | 100 | 97.6 | 100 | 100 | 98.3 | 97.9 |
| Trucks | 0 | 17 | 2 | 0 | 19 | 2 | 2 | 1 | 0 | 5 | 0 | 11 | 0 | 0 | 11 | 0 | 3 | 0 | 0 | 3 | 38 |
| % Trucks | 0 | 3.3 | 10.5 | 0 | 3.2 | 3.1 | 1.0 | 0.5 | 0 | 1.1 | 0 | 2.0 | 0 | 0 | 1.9 | 0 | 2.4 | 0 | 0 | 1.7 | 2.1 |





TRAFFIC DATA COLLECTION

File Name : Simpsonville(01 - SC 417 and College Street)
 Site Code :
 Start Date : 9/24/2025
 Page No : 1

Groups Printed- Cars + - Trucks

| | SC 417 Southbound | | | | | College Street Westbound | | | | | SC 417 Northbound | | | | | College Street Eastbound | | | | | |
|-------------|----------------------|------|-------|------|------------|-----------------------------|------|-------|------|------------|----------------------|------|-------|------|------------|-----------------------------|------|-------|------|------------|------------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 43 | 174 | 4 | 0 | 221 | 6 | 31 | 34 | 0 | 71 | 4 | 140 | 18 | 0 | 162 | 2 | 42 | 8 | 0 | 52 | 506 |
| 04:15 PM | 30 | 155 | 7 | 0 | 192 | 11 | 44 | 25 | 0 | 80 | 3 | 129 | 22 | 0 | 154 | 8 | 43 | 9 | 0 | 60 | 486 |
| 04:30 PM | 24 | 178 | 6 | 0 | 208 | 7 | 36 | 26 | 0 | 69 | 1 | 120 | 11 | 0 | 132 | 7 | 51 | 9 | 0 | 67 | 476 |
| 04:45 PM | 32 | 145 | 5 | 0 | 182 | 12 | 37 | 28 | 1 | 78 | 3 | 123 | 20 | 0 | 146 | 8 | 42 | 7 | 0 | 57 | 463 |
| Total | 129 | 652 | 22 | 0 | 803 | 36 | 148 | 113 | 1 | 298 | 11 | 512 | 71 | 0 | 594 | 25 | 178 | 33 | 0 | 236 | 1931 |
| 05:00 PM | 37 | 185 | 4 | 0 | 226 | 12 | 43 | 24 | 0 | 79 | 5 | 126 | 19 | 0 | 150 | 10 | 41 | 2 | 0 | 53 | 508 |
| 05:15 PM | 38 | 146 | 3 | 2 | 189 | 6 | 38 | 23 | 1 | 68 | 2 | 110 | 16 | 0 | 128 | 4 | 51 | 10 | 0 | 65 | 450 |
| 05:30 PM | 49 | 167 | 7 | 0 | 223 | 10 | 46 | 20 | 0 | 76 | 2 | 97 | 19 | 0 | 118 | 4 | 49 | 10 | 0 | 63 | 480 |
| 05:45 PM | 53 | 153 | 5 | 0 | 211 | 11 | 31 | 16 | 0 | 58 | 5 | 114 | 24 | 0 | 143 | 2 | 67 | 6 | 0 | 75 | 487 |
| Total | 177 | 651 | 19 | 2 | 849 | 39 | 158 | 83 | 1 | 281 | 14 | 447 | 78 | 0 | 539 | 20 | 208 | 28 | 0 | 256 | 1925 |
| Grand Total | 306 | 1303 | 41 | 2 | 1652 | 75 | 306 | 196 | 2 | 579 | 25 | 959 | 149 | 0 | 1133 | 45 | 386 | 61 | 0 | 492 | 3856 |
| Apprch % | 18.5 | 78.9 | 2.5 | 0.1 | | 13 | 52.8 | 33.9 | 0.3 | | 2.2 | 84.6 | 13.2 | 0 | | 9.1 | 78.5 | 12.4 | 0 | | |
| Total % | 7.9 | 33.8 | 1.1 | 0.1 | 42.8 | 1.9 | 7.9 | 5.1 | 0.1 | 15 | 0.6 | 24.9 | 3.9 | 0 | 29.4 | 1.2 | 10 | 1.6 | 0 | 12.8 | |
| Cars + | 306 | 1296 | 41 | 2 | 1645 | 74 | 304 | 195 | 2 | 575 | 25 | 949 | 147 | 0 | 1121 | 45 | 386 | 60 | 0 | 491 | 3832 |
| % Cars + | 100 | 99.5 | 100 | 100 | 99.6 | 98.7 | 99.3 | 99.5 | 100 | 99.3 | 100 | 99 | 98.7 | 0 | 98.9 | 100 | 100 | 98.4 | 0 | 99.8 | 99.4 |
| Trucks | 0 | 7 | 0 | 0 | 7 | 1 | 2 | 1 | 0 | 4 | 0 | 10 | 2 | 0 | 12 | 0 | 0 | 1 | 0 | 1 | 24 |
| % Trucks | 0 | 0.5 | 0 | 0 | 0.4 | 1.3 | 0.7 | 0.5 | 0 | 0.7 | 0 | 1 | 1.3 | 0 | 1.1 | 0 | 0 | 1.6 | 0 | 0.2 | 0.6 |



TRAFFIC DATA COLLECTION

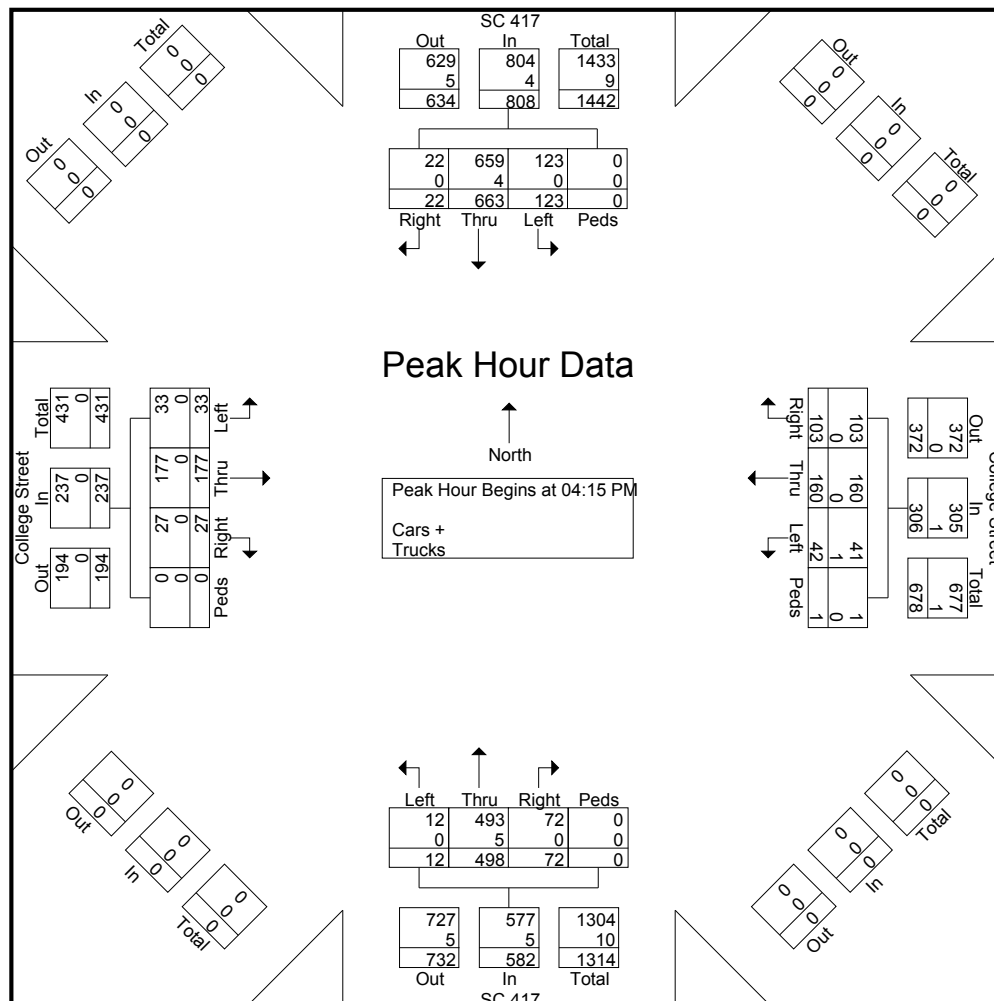
File Name : Simpsonville(01 - SC 417 and College Street)

Site Code :

Start Date : 9/24/2025

Page No : 2

| | SC 417 Southbound | | | | | College Street Westbound | | | | | SC 417 Northbound | | | | | College Street Eastbound | | | | | |
|--|----------------------|------|-------|------|------------|-----------------------------|------|-------|------|------------|----------------------|------|-------|------|------------|-----------------------------|------|-------|------|------------|------------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 30 | 155 | 7 | 0 | 192 | 11 | 44 | 25 | 0 | 80 | 3 | 129 | 22 | 0 | 154 | 8 | 43 | 9 | 0 | 60 | 486 |
| 04:30 PM | 24 | 178 | 6 | 0 | 208 | 7 | 36 | 26 | 0 | 69 | 1 | 120 | 11 | 0 | 132 | 7 | 51 | 9 | 0 | 67 | 476 |
| 04:45 PM | 32 | 145 | 5 | 0 | 182 | 12 | 37 | 28 | 1 | 78 | 3 | 123 | 20 | 0 | 146 | 8 | 42 | 7 | 0 | 57 | 463 |
| 05:00 PM | 37 | 185 | 4 | 0 | 226 | 12 | 43 | 24 | 0 | 79 | 5 | 126 | 19 | 0 | 150 | 10 | 41 | 2 | 0 | 53 | 508 |
| Total Volume | 123 | 663 | 22 | 0 | 808 | 42 | 160 | 103 | 1 | 306 | 12 | 498 | 72 | 0 | 582 | 33 | 177 | 27 | 0 | 237 | 1933 |
| % App. Total | 15.2 | 82.1 | 2.7 | 0 | | 13.7 | 52.3 | 33.7 | 0.3 | | 2.1 | 85.6 | 12.4 | 0 | | 13.9 | 74.7 | 11.4 | 0 | | |
| PHF | .831 | .896 | .786 | .000 | .894 | .875 | .909 | .920 | .250 | .956 | .600 | .965 | .818 | .000 | .945 | .825 | .868 | .750 | .000 | .884 | .951 |
| Cars + | 123 | 659 | 22 | 0 | 804 | 41 | 160 | 103 | 1 | 305 | 12 | 493 | 72 | 0 | 577 | 33 | 177 | 27 | 0 | 237 | 1923 |
| % Cars + | 100 | 99.4 | 100 | 0 | 99.5 | 97.6 | 100 | 100 | 100 | 99.7 | 100 | 99.0 | 100 | 0 | 99.1 | 100 | 100 | 100 | 0 | 100 | 99.5 |
| Trucks | 0 | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 10 |
| % Trucks | 0 | 0.6 | 0 | 0 | 0.5 | 2.4 | 0 | 0 | 0 | 0.3 | 0 | 1.0 | 0 | 0 | 0.9 | 0 | 0 | 0 | 0 | 0 | 0.5 |





TRAFFIC DATA COLLECTION

File Name : Simpsonville(02 - SC 417 and Curtis Street)
 Site Code :
 Start Date : 9/24/2025
 Page No : 1

Groups Printed- Cars + - Trucks

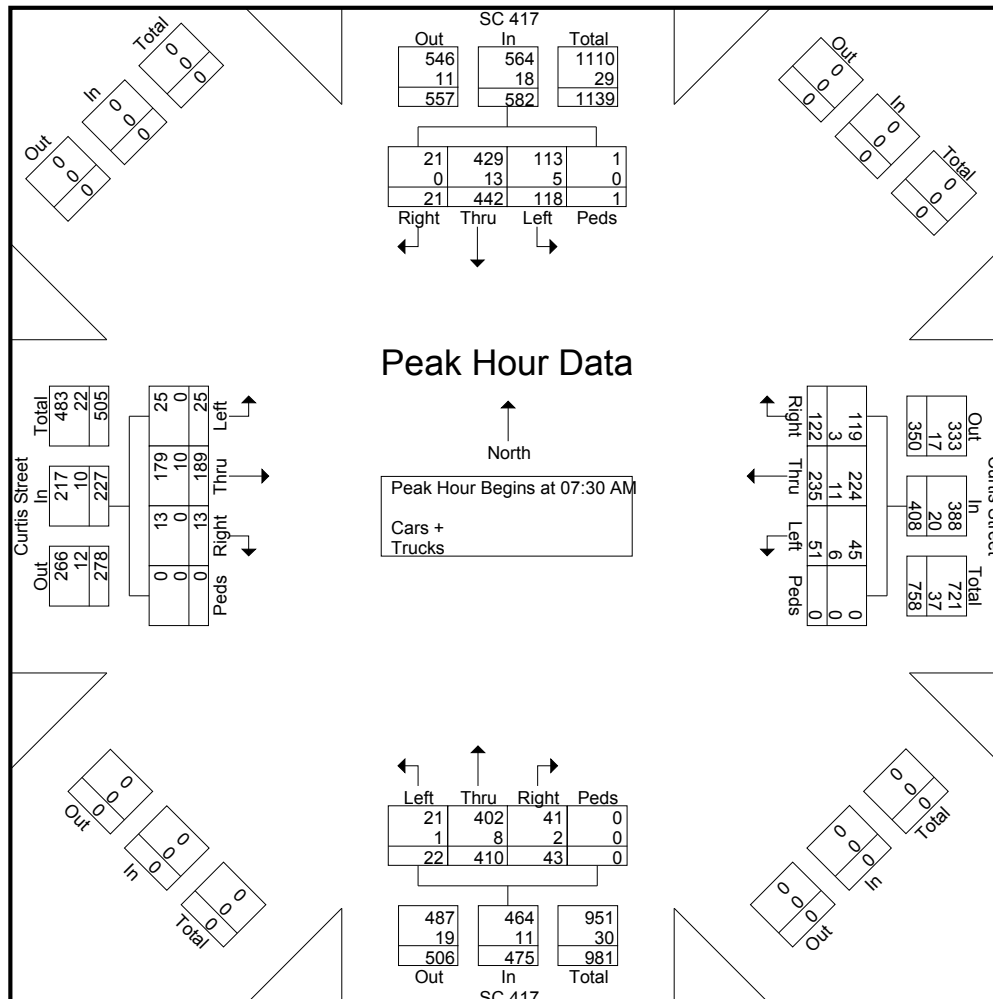
| | SC 417 Southbound | | | | | Curtis Street Westbound | | | | | SC 417 Northbound | | | | | Curtis Street Eastbound | | | | | |
|-------------|----------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|----------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|------------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 23 | 61 | 3 | 0 | 87 | 5 | 83 | 30 | 0 | 118 | 8 | 61 | 20 | 0 | 89 | 4 | 43 | 0 | 0 | 47 | 341 |
| 07:15 AM | 30 | 73 | 2 | 0 | 105 | 9 | 88 | 27 | 1 | 125 | 10 | 102 | 17 | 0 | 129 | 2 | 38 | 1 | 0 | 41 | 400 |
| 07:30 AM | 33 | 93 | 2 | 1 | 129 | 14 | 55 | 31 | 0 | 100 | 9 | 99 | 13 | 0 | 121 | 5 | 50 | 5 | 0 | 60 | 410 |
| 07:45 AM | 25 | 103 | 8 | 0 | 136 | 10 | 61 | 43 | 0 | 114 | 3 | 97 | 6 | 0 | 106 | 12 | 44 | 3 | 0 | 59 | 415 |
| Total | 111 | 330 | 15 | 1 | 457 | 38 | 287 | 131 | 1 | 457 | 30 | 359 | 56 | 0 | 445 | 23 | 175 | 9 | 0 | 207 | 1566 |
| 08:00 AM | 36 | 122 | 6 | 0 | 164 | 12 | 69 | 24 | 0 | 105 | 3 | 100 | 9 | 0 | 112 | 6 | 48 | 4 | 0 | 58 | 439 |
| 08:15 AM | 24 | 124 | 5 | 0 | 153 | 15 | 50 | 24 | 0 | 89 | 7 | 114 | 15 | 0 | 136 | 2 | 47 | 1 | 0 | 50 | 428 |
| 08:30 AM | 25 | 85 | 6 | 0 | 116 | 15 | 64 | 20 | 0 | 99 | 13 | 113 | 10 | 1 | 137 | 1 | 38 | 3 | 0 | 42 | 394 |
| 08:45 AM | 28 | 79 | 6 | 0 | 113 | 15 | 54 | 16 | 0 | 85 | 6 | 100 | 6 | 1 | 113 | 10 | 40 | 6 | 0 | 56 | 367 |
| Total | 113 | 410 | 23 | 0 | 546 | 57 | 237 | 84 | 0 | 378 | 29 | 427 | 40 | 2 | 498 | 19 | 173 | 14 | 0 | 206 | 1628 |
| Grand Total | 224 | 740 | 38 | 1 | 1003 | 95 | 524 | 215 | 1 | 835 | 59 | 786 | 96 | 2 | 943 | 42 | 348 | 23 | 0 | 413 | 3194 |
| Apprch % | 22.3 | 73.8 | 3.8 | 0.1 | | 11.4 | 62.8 | 25.7 | 0.1 | | 6.3 | 83.4 | 10.2 | 0.2 | | 10.2 | 84.3 | 5.6 | 0 | | |
| Total % | 7 | 23.2 | 1.2 | 0 | 31.4 | 3 | 16.4 | 6.7 | 0 | 26.1 | 1.8 | 24.6 | 3 | 0.1 | 29.5 | 1.3 | 10.9 | 0.7 | 0 | 12.9 | |
| Cars + | 216 | 724 | 36 | 1 | 977 | 83 | 505 | 211 | 1 | 800 | 58 | 769 | 93 | 2 | 922 | 42 | 330 | 23 | 0 | 395 | 3094 |
| % Cars + | 96.4 | 97.8 | 94.7 | 100 | 97.4 | 87.4 | 96.4 | 98.1 | 100 | 95.8 | 98.3 | 97.8 | 96.9 | 100 | 97.8 | 100 | 94.8 | 100 | 0 | 95.6 | 96.9 |
| Trucks | 8 | 16 | 2 | 0 | 26 | 12 | 19 | 4 | 0 | 35 | 1 | 17 | 3 | 0 | 21 | 0 | 18 | 0 | 0 | 18 | 100 |
| % Trucks | 3.6 | 2.2 | 5.3 | 0 | 2.6 | 12.6 | 3.6 | 1.9 | 0 | 4.2 | 1.7 | 2.2 | 3.1 | 0 | 2.2 | 0 | 5.2 | 0 | 0 | 4.4 | 3.1 |



TRAFFIC DATA COLLECTION

File Name : Simpsonville(02 - SC 417 and Curtis Street)
 Site Code :
 Start Date : 9/24/2025
 Page No : 2

| | SC 417 Southbound | | | | | Curtis Street Westbound | | | | | SC 417 Northbound | | | | | Curtis Street Eastbound | | | | | |
|--|----------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|----------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|------------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 33 | 93 | 2 | 1 | 129 | 14 | 55 | 31 | 0 | 100 | 9 | 99 | 13 | 0 | 121 | 5 | 50 | 5 | 0 | 60 | 410 |
| 07:45 AM | 25 | 103 | 8 | 0 | 136 | 10 | 61 | 43 | 0 | 114 | 3 | 97 | 6 | 0 | 106 | 12 | 44 | 3 | 0 | 59 | 415 |
| 08:00 AM | 36 | 122 | 6 | 0 | 164 | 12 | 69 | 24 | 0 | 105 | 3 | 100 | 9 | 0 | 112 | 6 | 48 | 4 | 0 | 58 | 439 |
| 08:15 AM | 24 | 124 | 5 | 0 | 153 | 15 | 50 | 24 | 0 | 89 | 7 | 114 | 15 | 0 | 136 | 2 | 47 | 1 | 0 | 50 | 428 |
| Total Volume | 118 | 442 | 21 | 1 | 582 | 51 | 235 | 122 | 0 | 408 | 22 | 410 | 43 | 0 | 475 | 25 | 189 | 13 | 0 | 227 | 1692 |
| % App. Total | 20.3 | 75.9 | 3.6 | 0.2 | | 12.5 | 57.6 | 29.9 | 0 | | 4.6 | 86.3 | 9.1 | 0 | | 11 | 83.3 | 5.7 | 0 | | |
| PHF | .819 | .891 | .656 | .250 | .887 | .850 | .851 | .709 | .000 | .895 | .611 | .899 | .717 | .000 | .873 | .521 | .945 | .650 | .000 | .946 | .964 |
| Cars + | 113 | 429 | 21 | 1 | 564 | 45 | 224 | 119 | 0 | 388 | 21 | 402 | 41 | 0 | 464 | 25 | 179 | 13 | 0 | 217 | 1633 |
| % Cars + | 95.8 | 97.1 | 100 | 100 | 96.9 | 88.2 | 95.3 | 97.5 | 0 | 95.1 | 95.5 | 98.0 | 95.3 | 0 | 97.7 | 100 | 94.7 | 100 | 0 | 95.6 | 96.5 |
| Trucks | 5 | 13 | 0 | 0 | 18 | 6 | 11 | 3 | 0 | 20 | 1 | 8 | 2 | 0 | 11 | 0 | 10 | 0 | 0 | 10 | 59 |
| % Trucks | 4.2 | 2.9 | 0 | 0 | 3.1 | 11.8 | 4.7 | 2.5 | 0 | 4.9 | 4.5 | 2.0 | 4.7 | 0 | 2.3 | 0 | 5.3 | 0 | 0 | 4.4 | 3.5 |





TRAFFIC DATA COLLECTION

File Name : Simpsonville(02 - SC 417 and Curtis Street)
 Site Code :
 Start Date : 9/24/2025
 Page No : 1

Groups Printed- Cars + - Trucks

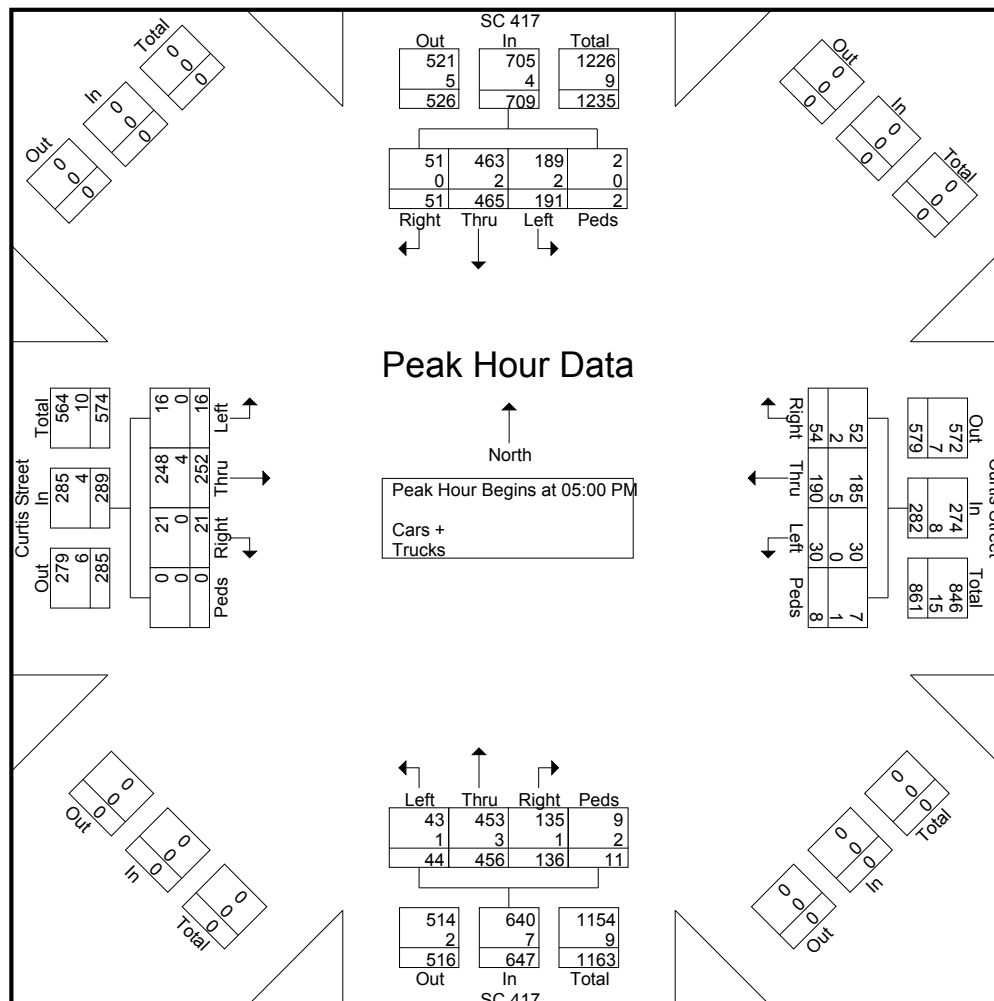
| | SC 417 Southbound | | | | | Curtis Street Westbound | | | | | SC 417 Northbound | | | | | Curtis Street Eastbound | | | | | |
|-------------|----------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|----------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|------------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 44 | 130 | 12 | 0 | 186 | 12 | 33 | 21 | 0 | 66 | 15 | 135 | 29 | 4 | 183 | 8 | 41 | 3 | 0 | 52 | 487 |
| 04:15 PM | 53 | 120 | 7 | 0 | 180 | 4 | 52 | 16 | 0 | 72 | 10 | 127 | 25 | 1 | 163 | 3 | 55 | 6 | 0 | 64 | 479 |
| 04:30 PM | 61 | 118 | 7 | 0 | 186 | 10 | 47 | 27 | 0 | 84 | 8 | 111 | 19 | 6 | 144 | 7 | 50 | 1 | 0 | 58 | 472 |
| 04:45 PM | 52 | 101 | 11 | 0 | 164 | 15 | 37 | 15 | 3 | 70 | 10 | 125 | 26 | 0 | 161 | 4 | 47 | 11 | 0 | 62 | 457 |
| Total | 210 | 469 | 37 | 0 | 716 | 41 | 169 | 79 | 3 | 292 | 43 | 498 | 99 | 11 | 651 | 22 | 193 | 21 | 0 | 236 | 1895 |
| 05:00 PM | 47 | 135 | 12 | 0 | 194 | 5 | 48 | 22 | 0 | 75 | 12 | 120 | 27 | 1 | 160 | 4 | 58 | 4 | 0 | 66 | 495 |
| 05:15 PM | 47 | 101 | 8 | 0 | 156 | 11 | 40 | 9 | 1 | 61 | 12 | 113 | 39 | 5 | 169 | 3 | 65 | 5 | 0 | 73 | 459 |
| 05:30 PM | 56 | 124 | 19 | 2 | 201 | 8 | 50 | 6 | 2 | 66 | 12 | 102 | 37 | 0 | 151 | 3 | 64 | 3 | 0 | 70 | 488 |
| 05:45 PM | 41 | 105 | 12 | 0 | 158 | 6 | 52 | 17 | 5 | 80 | 8 | 121 | 33 | 5 | 167 | 6 | 65 | 9 | 0 | 80 | 485 |
| Total | 191 | 465 | 51 | 2 | 709 | 30 | 190 | 54 | 8 | 282 | 44 | 456 | 136 | 11 | 647 | 16 | 252 | 21 | 0 | 289 | 1927 |
| Grand Total | 401 | 934 | 88 | 2 | 1425 | 71 | 359 | 133 | 11 | 574 | 87 | 954 | 235 | 22 | 1298 | 38 | 445 | 42 | 0 | 525 | 3822 |
| Apprch % | 28.1 | 65.5 | 6.2 | 0.1 | | 12.4 | 62.5 | 23.2 | 1.9 | | 6.7 | 73.5 | 18.1 | 1.7 | | 7.2 | 84.8 | 8 | 0 | | |
| Total % | 10.5 | 24.4 | 2.3 | 0.1 | 37.3 | 1.9 | 9.4 | 3.5 | 0.3 | 15 | 2.3 | 25 | 6.1 | 0.6 | 34 | 1 | 11.6 | 1.1 | 0 | 13.7 | |
| Cars + | 398 | 928 | 88 | 2 | 1416 | 69 | 350 | 131 | 10 | 560 | 86 | 944 | 230 | 20 | 1280 | 38 | 437 | 42 | 0 | 517 | 3773 |
| % Cars + | 99.3 | 99.4 | 100 | 100 | 99.4 | 97.2 | 97.5 | 98.5 | 90.9 | 97.6 | 98.9 | 99 | 97.9 | 90.9 | 98.6 | 100 | 98.2 | 100 | 0 | 98.5 | 98.7 |
| Trucks | 3 | 6 | 0 | 0 | 9 | 2 | 9 | 2 | 1 | 14 | 1 | 10 | 5 | 2 | 18 | 0 | 8 | 0 | 0 | 8 | 49 |
| % Trucks | 0.7 | 0.6 | 0 | 0 | 0.6 | 2.8 | 2.5 | 1.5 | 9.1 | 2.4 | 1.1 | 1 | 2.1 | 9.1 | 1.4 | 0 | 1.8 | 0 | 0 | 1.5 | 1.3 |



TRAFFIC DATA COLLECTION

File Name : Simpsonville(02 - SC 417 and Curtis Street)
 Site Code :
 Start Date : 9/24/2025
 Page No : 2

| | SC 417 Southbound | | | | | Curtis Street Westbound | | | | | SC 417 Northbound | | | | | Curtis Street Eastbound | | | | | |
|--|-------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|-------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 47 | 135 | 12 | 0 | 194 | 5 | 48 | 22 | 0 | 75 | 12 | 120 | 27 | 1 | 160 | 4 | 58 | 4 | 0 | 66 | 495 |
| 05:15 PM | 47 | 101 | 8 | 0 | 156 | 11 | 40 | 9 | 1 | 61 | 12 | 113 | 39 | 5 | 169 | 3 | 65 | 5 | 0 | 73 | 459 |
| 05:30 PM | 56 | 124 | 19 | 2 | 201 | 8 | 50 | 6 | 2 | 66 | 12 | 102 | 37 | 0 | 151 | 3 | 64 | 3 | 0 | 70 | 488 |
| 05:45 PM | 41 | 105 | 12 | 0 | 158 | 6 | 52 | 17 | 5 | 80 | 8 | 121 | 33 | 5 | 167 | 6 | 65 | 9 | 0 | 80 | 485 |
| Total Volume | 191 | 465 | 51 | 2 | 709 | 30 | 190 | 54 | 8 | 282 | 44 | 456 | 136 | 11 | 647 | 16 | 252 | 21 | 0 | 289 | 1927 |
| % App. Total | 26.9 | 65.6 | 7.2 | 0.3 | | 10.6 | 67.4 | 19.1 | 2.8 | | 6.8 | 70.5 | 21 | 1.7 | | 5.5 | 87.2 | 7.3 | 0 | | |
| PHF | .853 | .861 | .671 | .250 | .882 | .682 | .913 | .614 | .400 | .881 | .917 | .942 | .872 | .550 | .957 | .667 | .969 | .583 | .000 | .903 | .973 |
| Cars + | 189 | 463 | 51 | 2 | 705 | 30 | 185 | 52 | 7 | 274 | 43 | 453 | 135 | 9 | 640 | 16 | 248 | 21 | 0 | 285 | 1904 |
| % Cars + | 99.0 | 99.6 | 100 | 100 | 99.4 | 100 | 97.4 | 96.3 | 87.5 | 97.2 | 97.7 | 99.3 | 99.3 | 81.8 | 98.9 | 100 | 98.4 | 100 | 0 | 98.6 | 98.8 |
| Trucks | 2 | 2 | 0 | 0 | 4 | 0 | 5 | 2 | 1 | 8 | 1 | 3 | 1 | 2 | 7 | 0 | 4 | 0 | 0 | 4 | 23 |
| % Trucks | 1.0 | 0.4 | 0 | 0 | 0.6 | 0 | 2.6 | 3.7 | 12.5 | 2.8 | 2.3 | 0.7 | 0.7 | 18.2 | 1.1 | 0 | 1.6 | 0 | 0 | 1.4 | 1.2 |





File Name : Simpsonville(03 - W. College Street and Main Street (DC)
Site Code :
Start Date : 9/24/2025
Page No : 1

Groups Printed- Cars + - Trucks

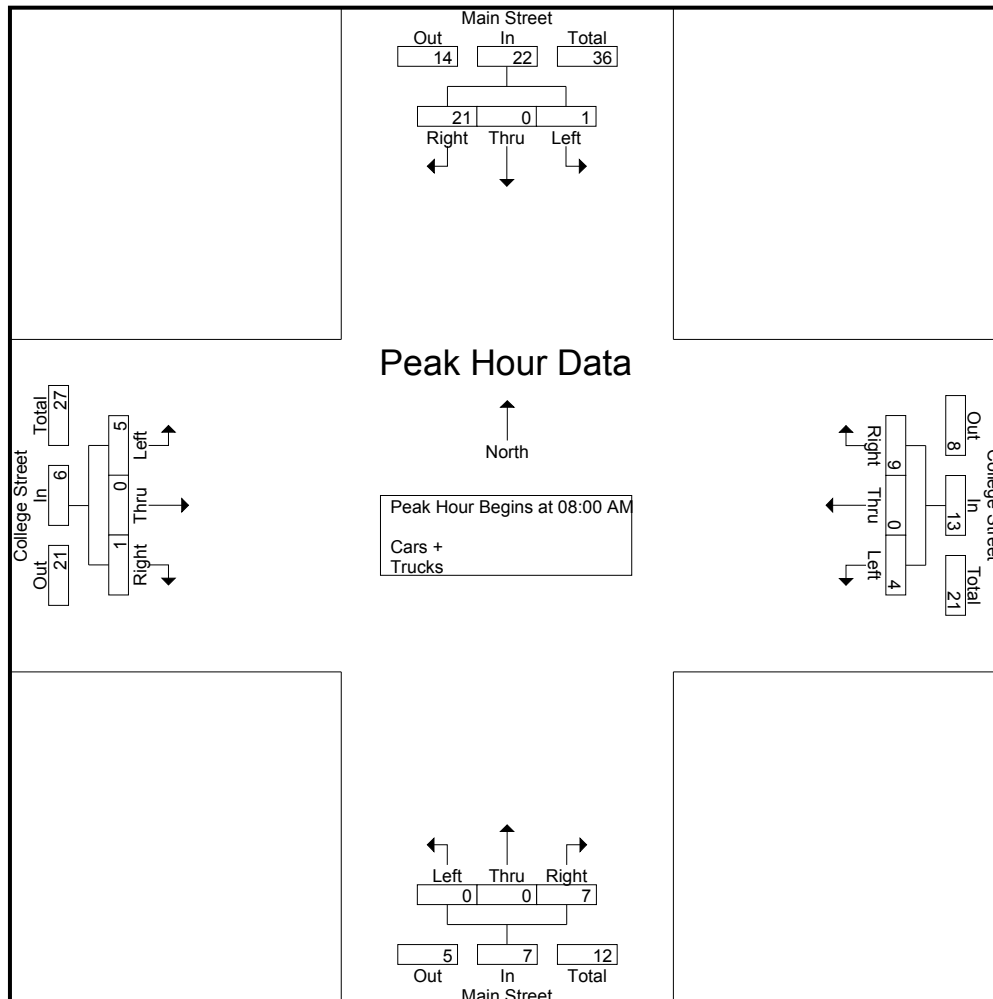
[illegible]



TRAFFIC DATA COLLECTION

File Name : Simpsonville(03 - W. College Street and Main Street (DC)
 Site Code :
 Start Date : 9/24/2025
 Page No : 2

| | Main Street Southbound | | | | College Street Westbound | | | | Main Street Northbound | | | | College Street Eastbound | | | | |
|--|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | 1 | 0 | 3 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 7 |
| 08:15 AM | 0 | 0 | 6 | 6 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 11 |
| 08:30 AM | 0 | 0 | 3 | 3 | 4 | 0 | 3 | 7 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 12 |
| 08:45 AM | 0 | 0 | 9 | 9 | 0 | 0 | 3 | 3 | 0 | 0 | 4 | 4 | 1 | 0 | 1 | 2 | 18 |
| Total Volume | 1 | 0 | 21 | 22 | 4 | 0 | 9 | 13 | 0 | 0 | 7 | 7 | 5 | 0 | 1 | 6 | 48 |
| % App. Total | 4.5 | 0 | 95.5 | | 30.8 | 0 | 69.2 | | 0 | 0 | 100 | | 83.3 | 0 | 16.7 | | |
| PHF | .250 | .000 | .583 | .611 | .250 | .000 | .750 | .464 | .000 | .000 | .438 | .438 | .417 | .000 | .250 | .500 | .667 |





File Name : Simpsonville(03 - W. College Street and Main Street (DC)
Site Code :
Start Date : 9/24/2025
Page No : 1

Groups Printed- Cars + - Trucks

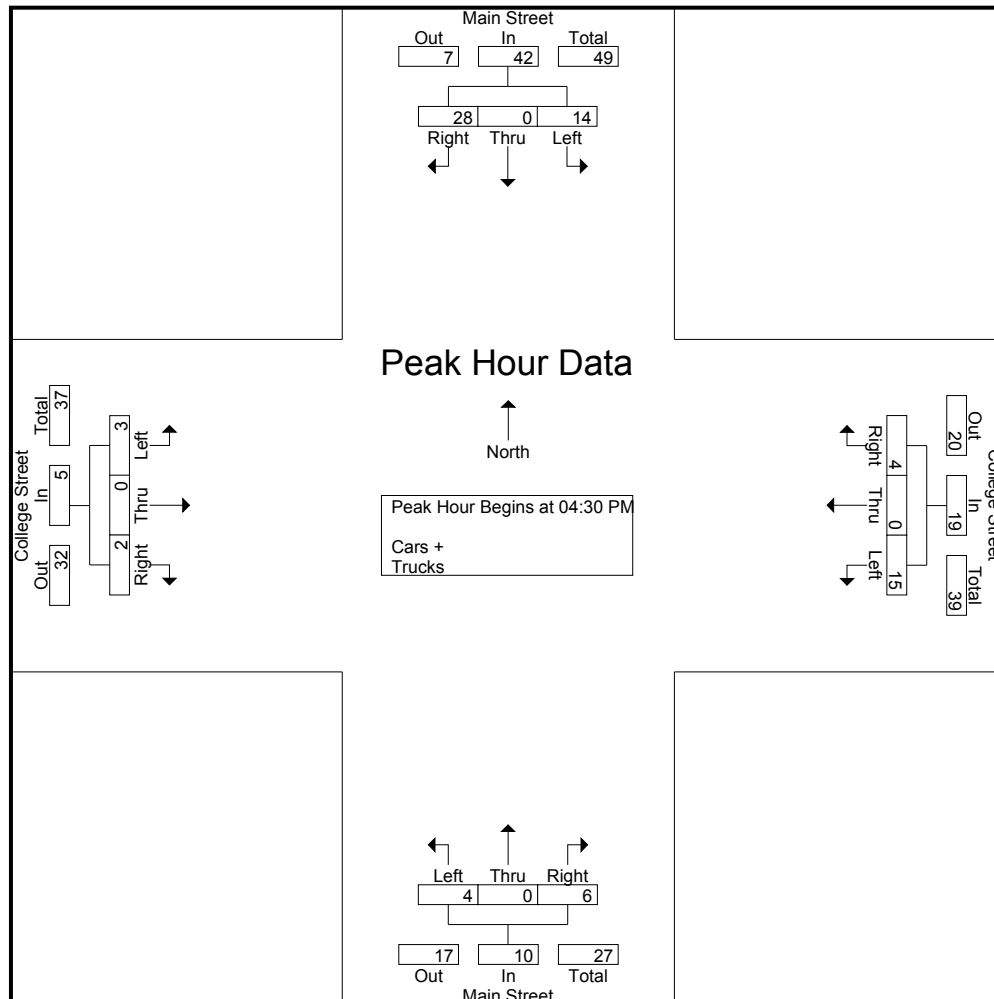
[illegible]



TRAFFIC DATA COLLECTION

File Name : Simpsonville(03 - W. College Street and Main Street (DC)
 Site Code :
 Start Date : 9/24/2025
 Page No : 2

| | Main Street Southbound | | | | College Street Westbound | | | | Main Street Northbound | | | | College Street Eastbound | | | | |
|--|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------|------|-------|------------|--------------------------|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | |
| 04:30 PM | 5 | 0 | 7 | 12 | 4 | 0 | 2 | 6 | 1 | 0 | 4 | 5 | 0 | 0 | 1 | 1 | 24 |
| 04:45 PM | 2 | 0 | 6 | 8 | 6 | 0 | 0 | 6 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 16 |
| 05:00 PM | 0 | 0 | 8 | 8 | 2 | 0 | 2 | 4 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 15 |
| 05:15 PM | 7 | 0 | 7 | 14 | 3 | 0 | 0 | 3 | 0 | 0 | 2 | 2 | 1 | 0 | 1 | 2 | 21 |
| Total Volume | 14 | 0 | 28 | 42 | 15 | 0 | 4 | 19 | 4 | 0 | 6 | 10 | 3 | 0 | 2 | 5 | 76 |
| % App. Total | 33.3 | 0 | 66.7 | | 78.9 | 0 | 21.1 | | 40 | 0 | 60 | | 60 | 0 | 40 | | |
| PHF | .500 | .000 | .875 | .750 | .625 | .000 | .500 | .792 | .500 | .000 | .375 | .500 | .375 | .000 | .500 | .625 | .792 |





Page No : 1

Groups Printed- Cars + - Trucks

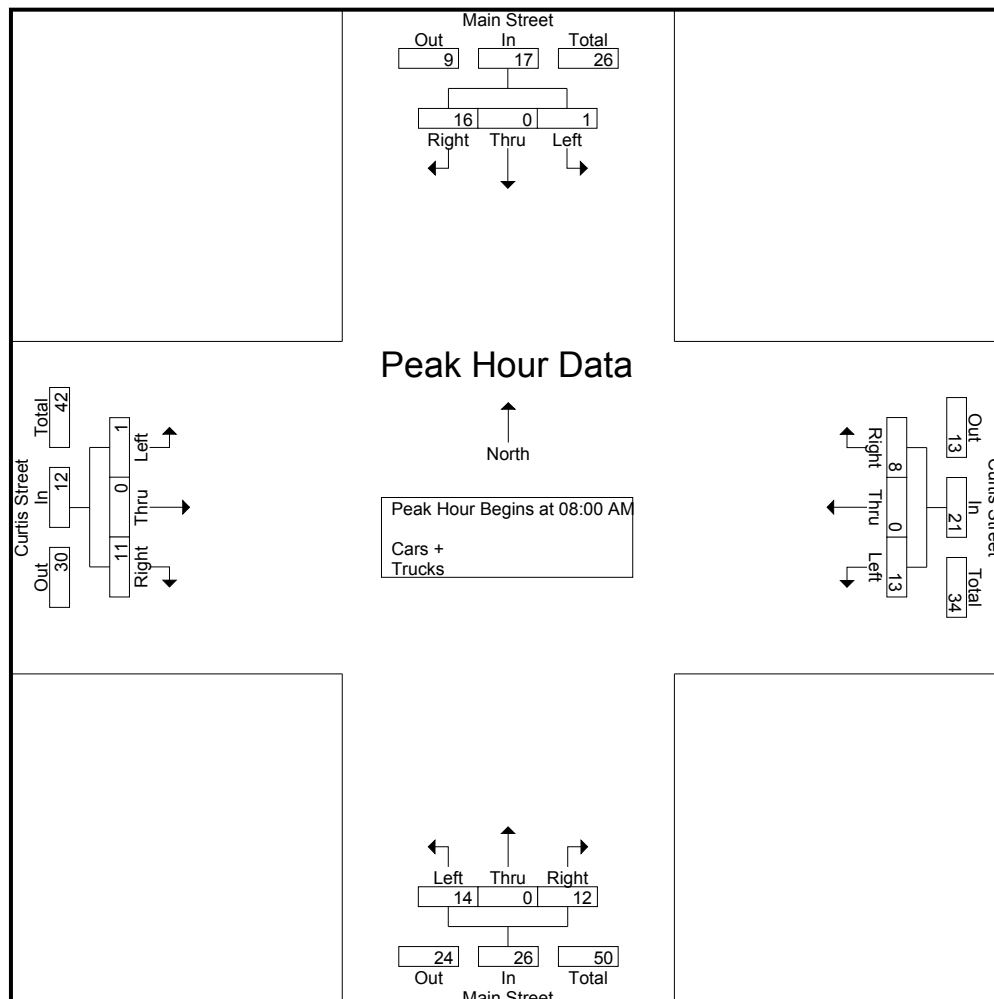
[illegible]



TRAFFIC DATA COLLECTION

File Name : Simpsonville(04 - W. Curtis Street and N. Main Street (DC) (1)
 Site Code :
 Start Date : 9/24/2025
 Page No : 2

| | Main Street Southbound | | | | Curtis Street Westbound | | | | Main Street Northbound | | | | Curtis Street Eastbound | | | | |
|--|------------------------|------|-------|------------|-------------------------|------|-------|------------|------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 5 | 5 | 4 | 0 | 0 | 4 | 2 | 0 | 3 | 5 | 0 | 0 | 4 | 4 | 18 |
| 08:15 AM | 0 | 0 | 2 | 2 | 2 | 0 | 1 | 3 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 8 |
| 08:30 AM | 0 | 0 | 6 | 6 | 3 | 0 | 2 | 5 | 2 | 0 | 0 | 2 | 1 | 0 | 4 | 5 | 18 |
| 08:45 AM | 1 | 0 | 3 | 4 | 4 | 0 | 5 | 9 | 8 | 0 | 9 | 17 | 0 | 0 | 2 | 2 | 32 |
| Total Volume | 1 | 0 | 16 | 17 | 13 | 0 | 8 | 21 | 14 | 0 | 12 | 26 | 1 | 0 | 11 | 12 | 76 |
| % App. Total | 5.9 | 0 | 94.1 | | 61.9 | 0 | 38.1 | | 53.8 | 0 | 46.2 | | 8.3 | 0 | 91.7 | | |
| PHF | .250 | .000 | .667 | .708 | .813 | .000 | .400 | .583 | .438 | .000 | .333 | .382 | .250 | .000 | .688 | .600 | .594 |





TRAFFIC DATA COLLECTION

File Name : Simpsonville(04 - W. Curtis Street and N. Main Street (DC) (1)
 Site Code :
 Start Date : 9/24/2025
 Page No : 1

Groups Printed- Cars + - Trucks

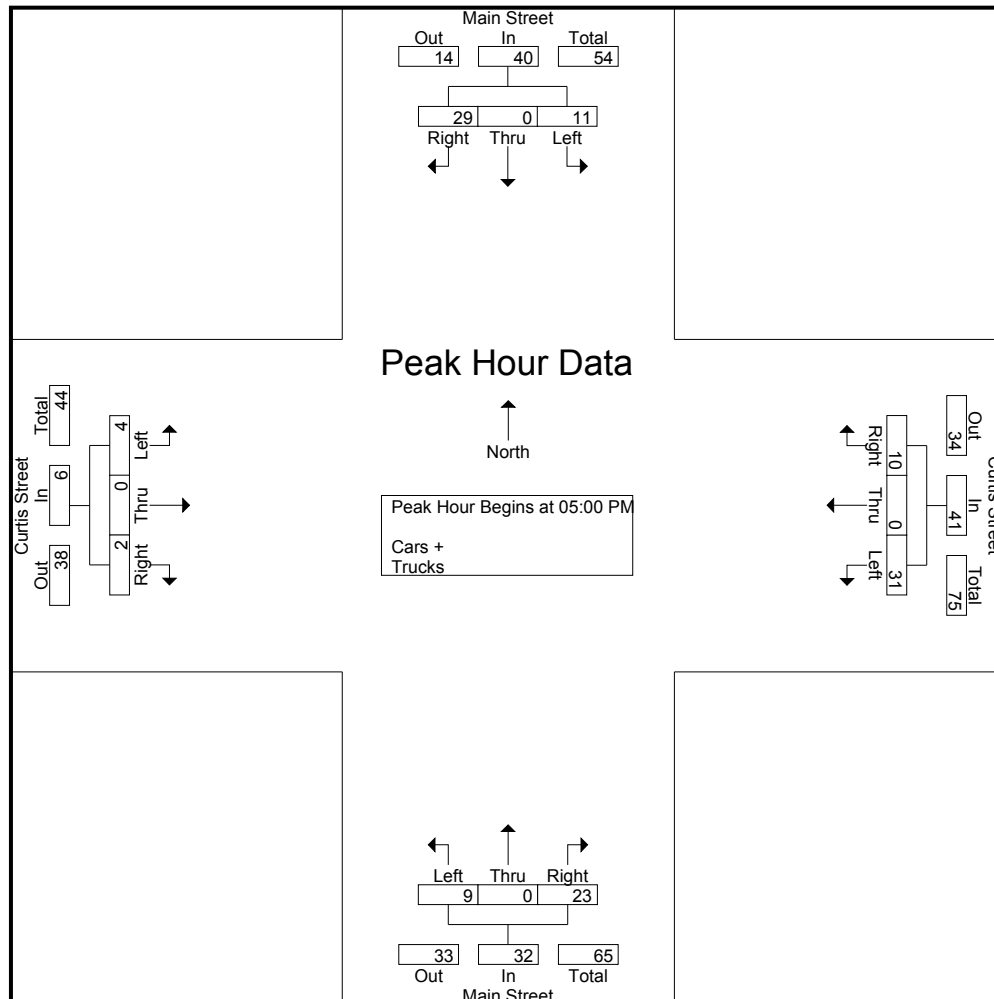
| | Main Street Southbound | | | | Curtis Street Westbound | | | | Main Street Northbound | | | | Curtis Street Eastbound | | | | |
|-------------|------------------------|------|-------|------------|-------------------------|------|-------|------------|------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 1 | 0 | 7 | 8 | 5 | 0 | 2 | 7 | 6 | 0 | 3 | 9 | 1 | 0 | 1 | 2 | 26 |
| 04:15 PM | 1 | 0 | 9 | 10 | 8 | 0 | 1 | 9 | 6 | 0 | 4 | 10 | 0 | 0 | 0 | 0 | 29 |
| 04:30 PM | 4 | 0 | 5 | 9 | 9 | 0 | 3 | 12 | 1 | 0 | 3 | 4 | 0 | 0 | 1 | 1 | 26 |
| 04:45 PM | 2 | 0 | 5 | 7 | 11 | 0 | 4 | 15 | 1 | 0 | 5 | 6 | 2 | 0 | 5 | 7 | 35 |
| Total | 8 | 0 | 26 | 34 | 33 | 0 | 10 | 43 | 14 | 0 | 15 | 29 | 3 | 0 | 7 | 10 | 116 |
| 05:00 PM | 2 | 0 | 3 | 5 | 6 | 0 | 2 | 8 | 2 | 0 | 5 | 7 | 0 | 0 | 2 | 2 | 22 |
| 05:15 PM | 0 | 0 | 10 | 10 | 6 | 0 | 4 | 10 | 1 | 0 | 4 | 5 | 3 | 0 | 0 | 3 | 28 |
| 05:30 PM | 6 | 0 | 9 | 15 | 9 | 0 | 2 | 11 | 1 | 0 | 3 | 4 | 1 | 0 | 0 | 1 | 31 |
| 05:45 PM | 3 | 0 | 7 | 10 | 10 | 0 | 2 | 12 | 5 | 0 | 11 | 16 | 0 | 0 | 0 | 0 | 38 |
| Total | 11 | 0 | 29 | 40 | 31 | 0 | 10 | 41 | 9 | 0 | 23 | 32 | 4 | 0 | 2 | 6 | 119 |
| Grand Total | 19 | 0 | 55 | 74 | 64 | 0 | 20 | 84 | 23 | 0 | 38 | 61 | 7 | 0 | 9 | 16 | 235 |
| Apprch % | 25.7 | 0 | 74.3 | | 76.2 | 0 | 23.8 | | 37.7 | 0 | 62.3 | | 43.8 | 0 | 56.2 | | |
| Total % | 8.1 | 0 | 23.4 | 31.5 | 27.2 | 0 | 8.5 | 35.7 | 9.8 | 0 | 16.2 | 26 | 3 | 0 | 3.8 | 6.8 | |
| Cars + | 19 | 0 | 55 | 74 | 64 | 0 | 20 | 84 | 23 | 0 | 38 | 61 | 7 | 0 | 8 | 15 | 234 |
| % Cars + | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 88.9 | 93.8 | 99.6 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11.1 | 6.2 | 0.4 |



TRAFFIC DATA COLLECTION

File Name : Simpsonville(04 - W. Curtis Street and N. Main Street (DC) (1)
 Site Code :
 Start Date : 9/24/2025
 Page No : 2

| | Main Street Southbound | | | | Curtis Street Westbound | | | | Main Street Northbound | | | | Curtis Street Eastbound | | | | |
|--|------------------------|------|-------|------------|-------------------------|------|-------|------------|------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 2 | 0 | 3 | 5 | 6 | 0 | 2 | 8 | 2 | 0 | 5 | 7 | 0 | 0 | 2 | 2 | 22 |
| 05:15 PM | 0 | 0 | 10 | 10 | 6 | 0 | 4 | 10 | 1 | 0 | 4 | 5 | 3 | 0 | 0 | 3 | 28 |
| 05:30 PM | 6 | 0 | 9 | 15 | 9 | 0 | 2 | 11 | 1 | 0 | 3 | 4 | 1 | 0 | 0 | 1 | 31 |
| 05:45 PM | 3 | 0 | 7 | 10 | 10 | 0 | 2 | 12 | 5 | 0 | 11 | 16 | 0 | 0 | 0 | 0 | 38 |
| Total Volume | 11 | 0 | 29 | 40 | 31 | 0 | 10 | 41 | 9 | 0 | 23 | 32 | 4 | 0 | 2 | 6 | 119 |
| % App. Total | 27.5 | 0 | 72.5 | | 75.6 | 0 | 24.4 | | 28.1 | 0 | 71.9 | | 66.7 | 0 | 33.3 | | |
| PHF | .458 | .000 | .725 | .667 | .775 | .000 | .625 | .854 | .450 | .000 | .523 | .500 | .333 | .000 | .250 | .500 | .783 |





TRAFFIC DATA COLLECTION

File Name : Simpsonville(05 - College St and Hedge Street)
 Site Code :
 Start Date : 9/24/2025
 Page No : 1

Groups Printed- Cars + - Trucks

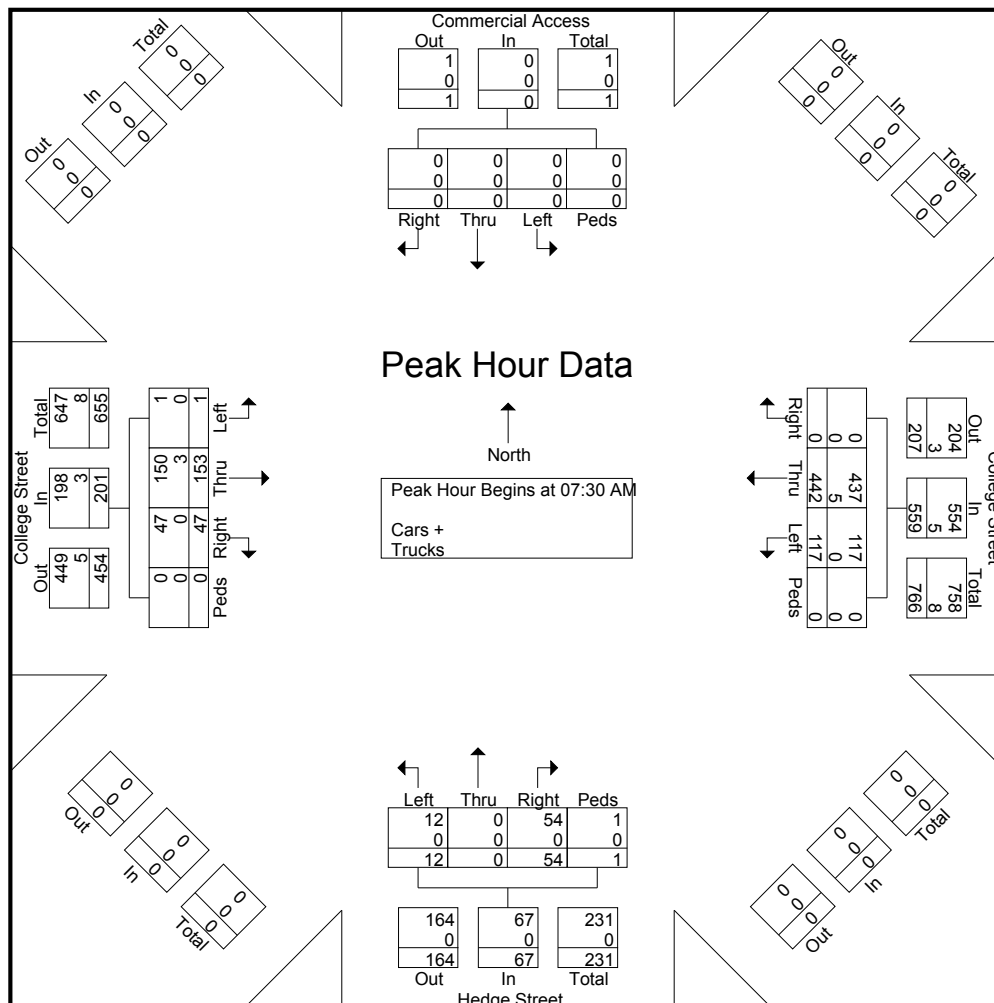
| | Commercial Access Southbound | | | | | College Street Westbound | | | | | Hedge Street Northbound | | | | | College Street Eastbound | | | | | |
|-------------|------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|------------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 6 | 117 | 0 | 0 | 123 | 4 | 0 | 5 | 1 | 10 | 0 | 22 | 6 | 0 | 28 | 161 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 9 | 130 | 0 | 0 | 139 | 2 | 0 | 8 | 0 | 10 | 1 | 34 | 10 | 0 | 45 | 194 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 9 | 129 | 0 | 0 | 138 | 0 | 0 | 10 | 1 | 11 | 0 | 31 | 16 | 0 | 47 | 196 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 19 | 116 | 0 | 0 | 135 | 4 | 0 | 18 | 0 | 22 | 0 | 35 | 10 | 0 | 45 | 202 |
| Total | 0 | 0 | 0 | 0 | 0 | 43 | 492 | 0 | 0 | 535 | 10 | 0 | 41 | 2 | 53 | 1 | 122 | 42 | 0 | 165 | 753 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 27 | 107 | 0 | 0 | 134 | 6 | 0 | 16 | 0 | 22 | 0 | 48 | 8 | 0 | 56 | 212 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 62 | 90 | 0 | 0 | 152 | 2 | 0 | 10 | 0 | 12 | 1 | 39 | 13 | 0 | 53 | 217 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 18 | 82 | 0 | 0 | 100 | 6 | 0 | 19 | 0 | 25 | 0 | 35 | 10 | 0 | 45 | 170 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 10 | 83 | 0 | 0 | 93 | 7 | 1 | 11 | 0 | 19 | 1 | 29 | 19 | 0 | 49 | 161 |
| Total | 0 | 0 | 0 | 0 | 0 | 117 | 362 | 0 | 0 | 479 | 21 | 1 | 56 | 0 | 78 | 2 | 151 | 50 | 0 | 203 | 760 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 160 | 854 | 0 | 0 | 1014 | 31 | 1 | 97 | 2 | 131 | 3 | 273 | 92 | 0 | 368 | 1513 |
| Apprch % | 0 | 0 | 0 | 0 | | 15.8 | 84.2 | 0 | 0 | | 23.7 | 0.8 | 74 | 1.5 | | 0.8 | 74.2 | 25 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 10.6 | 56.4 | 0 | 0 | 67 | 2 | 0.1 | 6.4 | 0.1 | 8.7 | 0.2 | 18 | 6.1 | 0 | 24.3 | |
| Cars + | 0 | 0 | 0 | 0 | 0 | 160 | 846 | 0 | 0 | 1006 | 31 | 1 | 97 | 2 | 131 | 3 | 266 | 92 | 0 | 361 | 1498 |
| % Cars + | 0 | 0 | 0 | 0 | 0 | 100 | 99.1 | 0 | 0 | 99.2 | 100 | 100 | 100 | 100 | 100 | 100 | 97.4 | 100 | 0 | 98.1 | 99 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 15 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0.9 | 0 | 0 | 0.8 | 0 | 0 | 0 | 0 | 0 | 0 | 2.6 | 0 | 0 | 1.9 | 1 |



TRAFFIC DATA COLLECTION

File Name : Simpsonville(05 - College St and Hedge Street)
 Site Code :
 Start Date : 9/24/2025
 Page No : 2

| | Commercial Access Southbound | | | | | College Street Westbound | | | | | Hedge Street Northbound | | | | | College Street Eastbound | | | | | |
|--|------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|------------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 9 | 129 | 0 | 0 | 138 | 0 | 0 | 10 | 1 | 11 | 0 | 31 | 16 | 0 | 47 | 196 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 19 | 116 | 0 | 0 | 135 | 4 | 0 | 18 | 0 | 22 | 0 | 35 | 10 | 0 | 45 | 202 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 27 | 107 | 0 | 0 | 134 | 6 | 0 | 16 | 0 | 22 | 0 | 48 | 8 | 0 | 56 | 212 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 62 | 90 | 0 | 0 | 152 | 2 | 0 | 10 | 0 | 12 | 1 | 39 | 13 | 0 | 53 | 217 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 117 | 442 | 0 | 0 | 559 | 12 | 0 | 54 | 1 | 67 | 1 | 153 | 47 | 0 | 201 | 827 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 20.9 | 79.1 | 0 | 0 | 0 | 17.9 | 0 | 80.6 | 1.5 | 0 | 0.5 | 76.1 | 23.4 | 0 | 0 | 0 |
| PHF | .000 | .000 | .000 | .000 | .000 | .472 | .857 | .000 | .000 | .919 | .500 | .000 | .750 | .250 | .761 | .250 | .797 | .734 | .000 | .897 | .953 |
| Cars + | 0 | 0 | 0 | 0 | 0 | 117 | 437 | 0 | 0 | 554 | 12 | 0 | 54 | 1 | 67 | 1 | 150 | 47 | 0 | 198 | 819 |
| % Cars + | 0 | 0 | 0 | 0 | 0 | 100 | 98.9 | 0 | 0 | 99.1 | 100 | 0 | 100 | 100 | 100 | 100 | 98.0 | 100 | 0 | 98.5 | 99.0 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 8 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1.1 | 0 | 0 | 0.9 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 | 0 | 0 | 1.5 | 1.0 |





TRAFFIC DATA COLLECTION

File Name : Simpsonville(05 - College St and Hedge Street)
 Site Code :
 Start Date : 9/24/2025
 Page No : 1

Groups Printed- Cars + - Trucks

| | Commercial Access Southbound | | | | | College Street Westbound | | | | | Hedge Street Northbound | | | | | College Street Eastbound | | | | | |
|-------------|---------------------------------|------|-------|------|------------|-----------------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|-----------------------------|------|-------|------|------------|------------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 1 | 0 | 1 | 10 | 54 | 0 | 0 | 64 | 12 | 0 | 24 | 0 | 36 | 0 | 69 | 31 | 0 | 100 | 201 |
| 04:15 PM | 0 | 0 | 1 | 0 | 1 | 16 | 80 | 0 | 0 | 96 | 5 | 0 | 14 | 0 | 19 | 1 | 60 | 34 | 0 | 95 | 211 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 9 | 67 | 0 | 0 | 76 | 1 | 0 | 9 | 0 | 10 | 0 | 69 | 18 | 0 | 87 | 173 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 17 | 73 | 0 | 0 | 90 | 3 | 0 | 15 | 0 | 18 | 1 | 67 | 23 | 0 | 91 | 199 |
| Total | 0 | 0 | 2 | 0 | 2 | 52 | 274 | 0 | 0 | 326 | 21 | 0 | 62 | 0 | 83 | 2 | 265 | 106 | 0 | 373 | 784 |
| 05:00 PM | 0 | 0 | 3 | 0 | 3 | 8 | 77 | 0 | 0 | 85 | 0 | 0 | 19 | 0 | 19 | 0 | 70 | 28 | 0 | 98 | 205 |
| 05:15 PM | 0 | 0 | 0 | 2 | 2 | 14 | 59 | 0 | 0 | 73 | 7 | 0 | 13 | 0 | 20 | 1 | 74 | 31 | 0 | 106 | 201 |
| 05:30 PM | 0 | 0 | 1 | 0 | 1 | 11 | 74 | 0 | 0 | 85 | 1 | 0 | 16 | 0 | 17 | 1 | 78 | 35 | 0 | 114 | 217 |
| 05:45 PM | 0 | 0 | 2 | 0 | 2 | 11 | 58 | 3 | 0 | 72 | 1 | 0 | 8 | 0 | 9 | 0 | 109 | 39 | 0 | 148 | 231 |
| Total | 0 | 0 | 6 | 2 | 8 | 44 | 268 | 3 | 0 | 315 | 9 | 0 | 56 | 0 | 65 | 2 | 331 | 133 | 0 | 466 | 854 |
| Grand Total | 0 | 0 | 8 | 2 | 10 | 96 | 542 | 3 | 0 | 641 | 30 | 0 | 118 | 0 | 148 | 4 | 596 | 239 | 0 | 839 | 1638 |
| Apprch % | 0 | 0 | 80 | 20 | | 15 | 84.6 | 0.5 | 0 | | 20.3 | 0 | 79.7 | 0 | | 0.5 | 71 | 28.5 | 0 | | |
| Total % | 0 | 0 | 0.5 | 0.1 | 0.6 | 5.9 | 33.1 | 0.2 | 0 | 39.1 | 1.8 | 0 | 7.2 | 0 | 9 | 0.2 | 36.4 | 14.6 | 0 | 51.2 | |
| Cars + | 0 | 0 | 8 | 2 | 10 | 96 | 538 | 3 | 0 | 637 | 30 | 0 | 118 | 0 | 148 | 4 | 595 | 238 | 0 | 837 | 1632 |
| % Cars + | 0 | 0 | 100 | 100 | 100 | 100 | 99.3 | 100 | 0 | 99.4 | 100 | 0 | 100 | 0 | 100 | 100 | 99.8 | 99.6 | 0 | 99.8 | 99.6 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 6 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0.7 | 0 | 0 | 0.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0.2 | 0.4 | 0 | 0.2 | 0.4 |



TRAFFIC DATA COLLECTION

File Name : Simpsonville(06 - Curtis Street and Hedge Street)
 Site Code :
 Start Date : 9/24/2025
 Page No : 1

Groups Printed- Cars + - Trucks

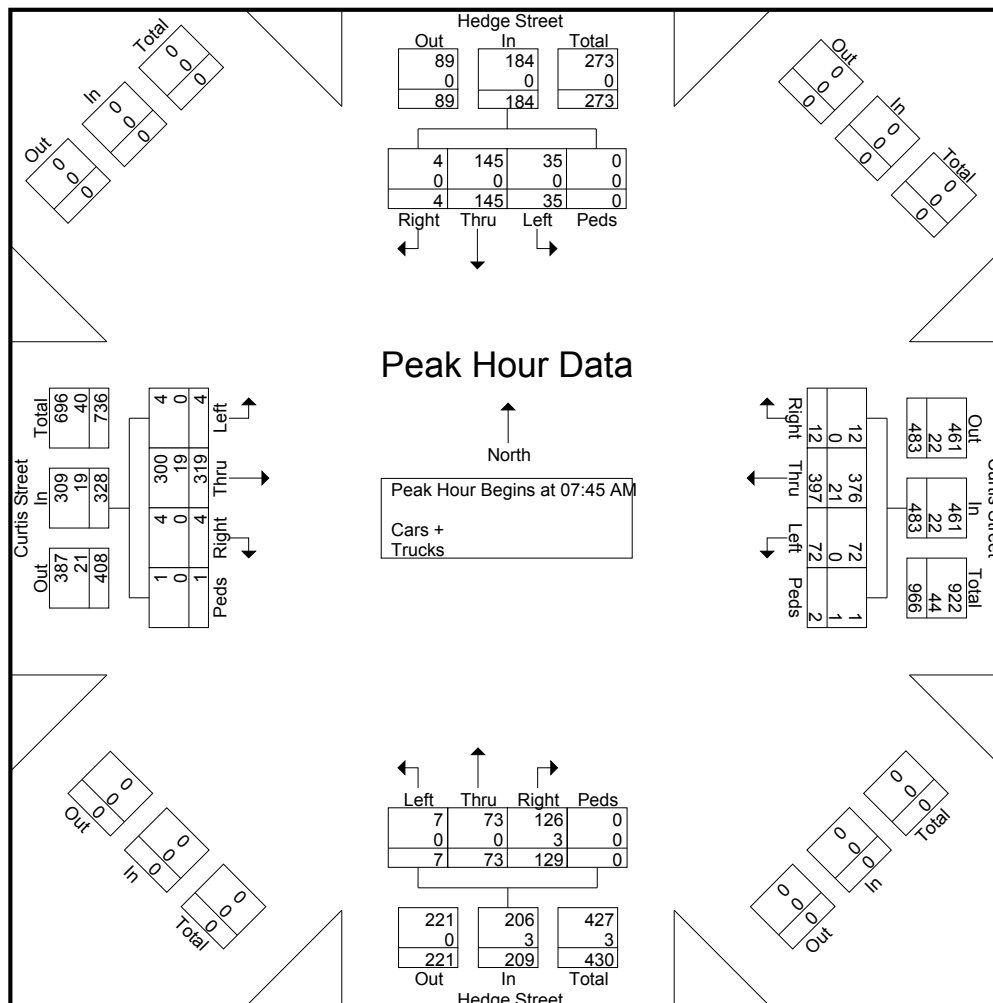
| | Hedge Street Southbound | | | | | Curtis Street Westbound | | | | | Hedge Street Northbound | | | | | Curtis Street Eastbound | | | | | |
|-------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 5 | 5 | 1 | 0 | 11 | 2 | 121 | 3 | 0 | 126 | 0 | 5 | 14 | 0 | 19 | 1 | 83 | 0 | 0 | 84 | 240 |
| 07:15 AM | 9 | 6 | 1 | 0 | 16 | 4 | 119 | 1 | 0 | 124 | 0 | 9 | 18 | 0 | 27 | 1 | 81 | 1 | 0 | 83 | 250 |
| 07:30 AM | 10 | 11 | 0 | 1 | 22 | 12 | 103 | 4 | 0 | 119 | 0 | 12 | 25 | 0 | 37 | 0 | 96 | 1 | 0 | 97 | 275 |
| 07:45 AM | 14 | 25 | 2 | 0 | 41 | 14 | 109 | 5 | 0 | 128 | 2 | 17 | 30 | 0 | 49 | 2 | 70 | 3 | 0 | 75 | 293 |
| Total | 38 | 47 | 4 | 1 | 90 | 32 | 452 | 13 | 0 | 497 | 2 | 43 | 87 | 0 | 132 | 4 | 330 | 5 | 0 | 339 | 1058 |
| 08:00 AM | 6 | 29 | 1 | 0 | 36 | 16 | 100 | 2 | 1 | 119 | 1 | 21 | 32 | 0 | 54 | 1 | 90 | 1 | 0 | 92 | 301 |
| 08:15 AM | 7 | 66 | 1 | 0 | 74 | 24 | 91 | 3 | 1 | 119 | 0 | 10 | 25 | 0 | 35 | 0 | 87 | 0 | 0 | 87 | 315 |
| 08:30 AM | 8 | 25 | 0 | 0 | 33 | 18 | 97 | 2 | 0 | 117 | 4 | 25 | 42 | 0 | 71 | 1 | 72 | 0 | 1 | 74 | 295 |
| 08:45 AM | 7 | 13 | 4 | 0 | 24 | 16 | 79 | 2 | 0 | 97 | 5 | 19 | 29 | 0 | 53 | 4 | 67 | 1 | 0 | 72 | 246 |
| Total | 28 | 133 | 6 | 0 | 167 | 74 | 367 | 9 | 2 | 452 | 10 | 75 | 128 | 0 | 213 | 6 | 316 | 2 | 1 | 325 | 1157 |
| Grand Total | 66 | 180 | 10 | 1 | 257 | 106 | 819 | 22 | 2 | 949 | 12 | 118 | 215 | 0 | 345 | 10 | 646 | 7 | 1 | 664 | 2215 |
| Apprch % | 25.7 | 70 | 3.9 | 0.4 | | 11.2 | 86.3 | 2.3 | 0.2 | | 3.5 | 34.2 | 62.3 | 0 | | 1.5 | 97.3 | 1.1 | 0.2 | | |
| Total % | 3 | 8.1 | 0.5 | 0 | 11.6 | 4.8 | 37 | 1 | 0.1 | 42.8 | 0.5 | 5.3 | 9.7 | 0 | 15.6 | 0.5 | 29.2 | 0.3 | 0 | 30 | |
| Cars + | 66 | 180 | 10 | 1 | 257 | 106 | 784 | 22 | 1 | 913 | 11 | 118 | 211 | 0 | 340 | 10 | 617 | 7 | 1 | 635 | 2145 |
| % Cars + | 100 | 100 | 100 | 100 | 100 | 100 | 95.7 | 100 | 50 | 96.2 | 91.7 | 100 | 98.1 | 0 | 98.6 | 100 | 95.5 | 100 | 100 | 95.6 | 96.8 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 1 | 36 | 1 | 0 | 4 | 0 | 5 | 0 | 29 | 0 | 0 | 29 | 70 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 4.3 | 0 | 50 | 3.8 | 8.3 | 0 | 1.9 | 0 | 1.4 | 0 | 4.5 | 0 | 0 | 4.4 | 3.2 |



TRAFFIC DATA COLLECTION

File Name : Simpsonville(06 - Curtis Street and Hedge Street)
 Site Code :
 Start Date : 9/24/2025
 Page No : 2

| | Hedge Street Southbound | | | | | Curtis Street Westbound | | | | | Hedge Street Northbound | | | | | Curtis Street Eastbound | | | | | |
|--|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 14 | 25 | 2 | 0 | 41 | 14 | 109 | 5 | 0 | 128 | 2 | 17 | 30 | 0 | 49 | 2 | 70 | 3 | 0 | 75 | 293 |
| 08:00 AM | 6 | 29 | 1 | 0 | 36 | 16 | 100 | 2 | 1 | 119 | 1 | 21 | 32 | 0 | 54 | 1 | 90 | 1 | 0 | 92 | 301 |
| 08:15 AM | 7 | 66 | 1 | 0 | 74 | 24 | 91 | 3 | 1 | 119 | 0 | 10 | 25 | 0 | 35 | 0 | 87 | 0 | 0 | 87 | 315 |
| 08:30 AM | 8 | 25 | 0 | 0 | 33 | 18 | 97 | 2 | 0 | 117 | 4 | 25 | 42 | 0 | 71 | 1 | 72 | 0 | 1 | 74 | 295 |
| Total Volume | 35 | 145 | 4 | 0 | 184 | 72 | 397 | 12 | 2 | 483 | 7 | 73 | 129 | 0 | 209 | 4 | 319 | 4 | 1 | 328 | 1204 |
| % App. Total | 19 | 78.8 | 2.2 | 0 | | 14.9 | 82.2 | 2.5 | 0.4 | | 3.3 | 34.9 | 61.7 | 0 | | 1.2 | 97.3 | 1.2 | 0.3 | | |
| PHF | .625 | .549 | .500 | .000 | .622 | .750 | .911 | .600 | .500 | .943 | .438 | .730 | .768 | .000 | .736 | .500 | .886 | .333 | .250 | .891 | .956 |
| Cars + | 35 | 145 | 4 | 0 | 184 | 72 | 376 | 12 | 1 | 461 | 7 | 73 | 126 | 0 | 206 | 4 | 300 | 4 | 1 | 309 | 1160 |
| % Cars + | 100 | 100 | 100 | 0 | 100 | 100 | 94.7 | 100 | 50.0 | 95.4 | 100 | 100 | 97.7 | 0 | 98.6 | 100 | 94.0 | 100 | 100 | 94.2 | 96.3 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 1 | 22 | 0 | 0 | 3 | 0 | 3 | 0 | 19 | 0 | 0 | 19 | 44 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 5.3 | 0 | 50.0 | 4.6 | 0 | 0 | 2.3 | 0 | 1.4 | 0 | 6.0 | 0 | 0 | 5.8 | 3.7 |





TRAFFIC DATA COLLECTION

File Name : Simpsonville(06 - Curtis Street and Hedge Street)
 Site Code :
 Start Date : 9/24/2025
 Page No : 1

Groups Printed- Cars + - Trucks

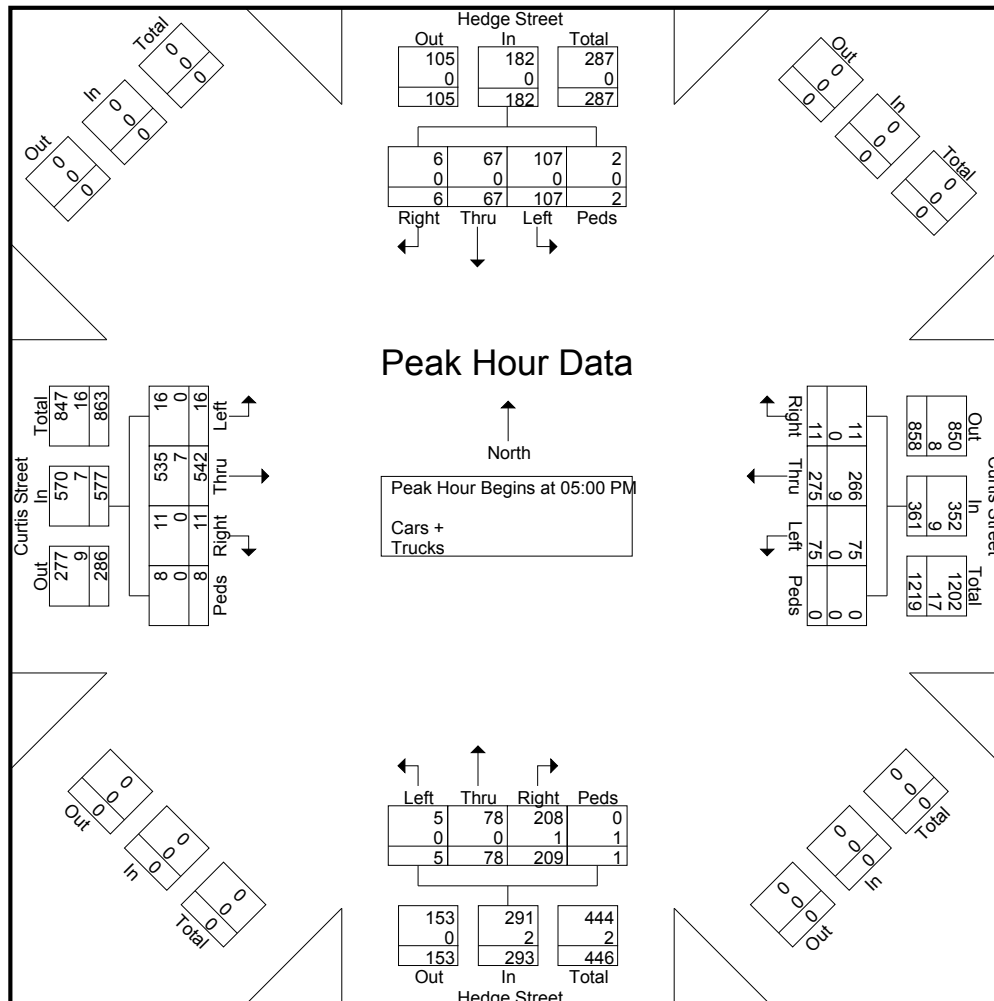
| | Hedge Street Southbound | | | | | Curtis Street Westbound | | | | | Hedge Street Northbound | | | | | Curtis Street Eastbound | | | | | |
|-------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 23 | 12 | 0 | 0 | 35 | 10 | 65 | 3 | 0 | 78 | 0 | 23 | 44 | 0 | 67 | 2 | 113 | 2 | 0 | 117 | 297 |
| 04:15 PM | 41 | 16 | 0 | 0 | 57 | 15 | 70 | 2 | 0 | 87 | 2 | 15 | 34 | 0 | 51 | 4 | 122 | 5 | 0 | 131 | 326 |
| 04:30 PM | 16 | 12 | 2 | 0 | 30 | 14 | 70 | 1 | 0 | 85 | 3 | 10 | 50 | 1 | 64 | 1 | 134 | 2 | 0 | 137 | 316 |
| 04:45 PM | 22 | 16 | 3 | 0 | 41 | 11 | 55 | 1 | 0 | 67 | 2 | 16 | 45 | 0 | 63 | 4 | 104 | 4 | 0 | 112 | 283 |
| Total | 102 | 56 | 5 | 0 | 163 | 50 | 260 | 7 | 0 | 317 | 7 | 64 | 173 | 1 | 245 | 11 | 473 | 13 | 0 | 497 | 1222 |
| 05:00 PM | 26 | 12 | 1 | 0 | 39 | 21 | 75 | 1 | 0 | 97 | 1 | 13 | 47 | 0 | 61 | 2 | 127 | 4 | 4 | 137 | 334 |
| 05:15 PM | 32 | 21 | 1 | 2 | 56 | 14 | 66 | 5 | 0 | 85 | 2 | 22 | 60 | 1 | 85 | 4 | 145 | 1 | 2 | 152 | 378 |
| 05:30 PM | 29 | 13 | 1 | 0 | 43 | 21 | 64 | 1 | 0 | 86 | 0 | 23 | 52 | 0 | 75 | 3 | 143 | 6 | 0 | 152 | 356 |
| 05:45 PM | 20 | 21 | 3 | 0 | 44 | 19 | 70 | 4 | 0 | 93 | 2 | 20 | 50 | 0 | 72 | 7 | 127 | 0 | 2 | 136 | 345 |
| Total | 107 | 67 | 6 | 2 | 182 | 75 | 275 | 11 | 0 | 361 | 5 | 78 | 209 | 1 | 293 | 16 | 542 | 11 | 8 | 577 | 1413 |
| Grand Total | 209 | 123 | 11 | 2 | 345 | 125 | 535 | 18 | 0 | 678 | 12 | 142 | 382 | 2 | 538 | 27 | 1015 | 24 | 8 | 1074 | 2635 |
| Apprch % | 60.6 | 35.7 | 3.2 | 0.6 | | 18.4 | 78.9 | 2.7 | 0 | | 2.2 | 26.4 | 71 | 0.4 | | 2.5 | 94.5 | 2.2 | 0.7 | | |
| Total % | 7.9 | 4.7 | 0.4 | 0.1 | 13.1 | 4.7 | 20.3 | 0.7 | 0 | 25.7 | 0.5 | 5.4 | 14.5 | 0.1 | 20.4 | 1 | 38.5 | 0.9 | 0.3 | 40.8 | |
| Cars + | 209 | 123 | 11 | 2 | 345 | 125 | 521 | 18 | 0 | 664 | 12 | 142 | 379 | 0 | 533 | 27 | 999 | 24 | 8 | 1058 | 2600 |
| % Cars + | 100 | 100 | 100 | 100 | 100 | 100 | 97.4 | 100 | 0 | 97.9 | 100 | 100 | 99.2 | 0 | 99.1 | 100 | 98.4 | 100 | 100 | 98.5 | 98.7 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 3 | 2 | 5 | 0 | 16 | 0 | 0 | 16 | 35 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 2.6 | 0 | 0 | 2.1 | 0 | 0 | 0.8 | 100 | 0.9 | 0 | 1.6 | 0 | 0 | 1.5 | 1.3 |



TRAFFIC DATA COLLECTION

File Name : Simpsonville(06 - Curtis Street and Hedge Street)
 Site Code :
 Start Date : 9/24/2025
 Page No : 2

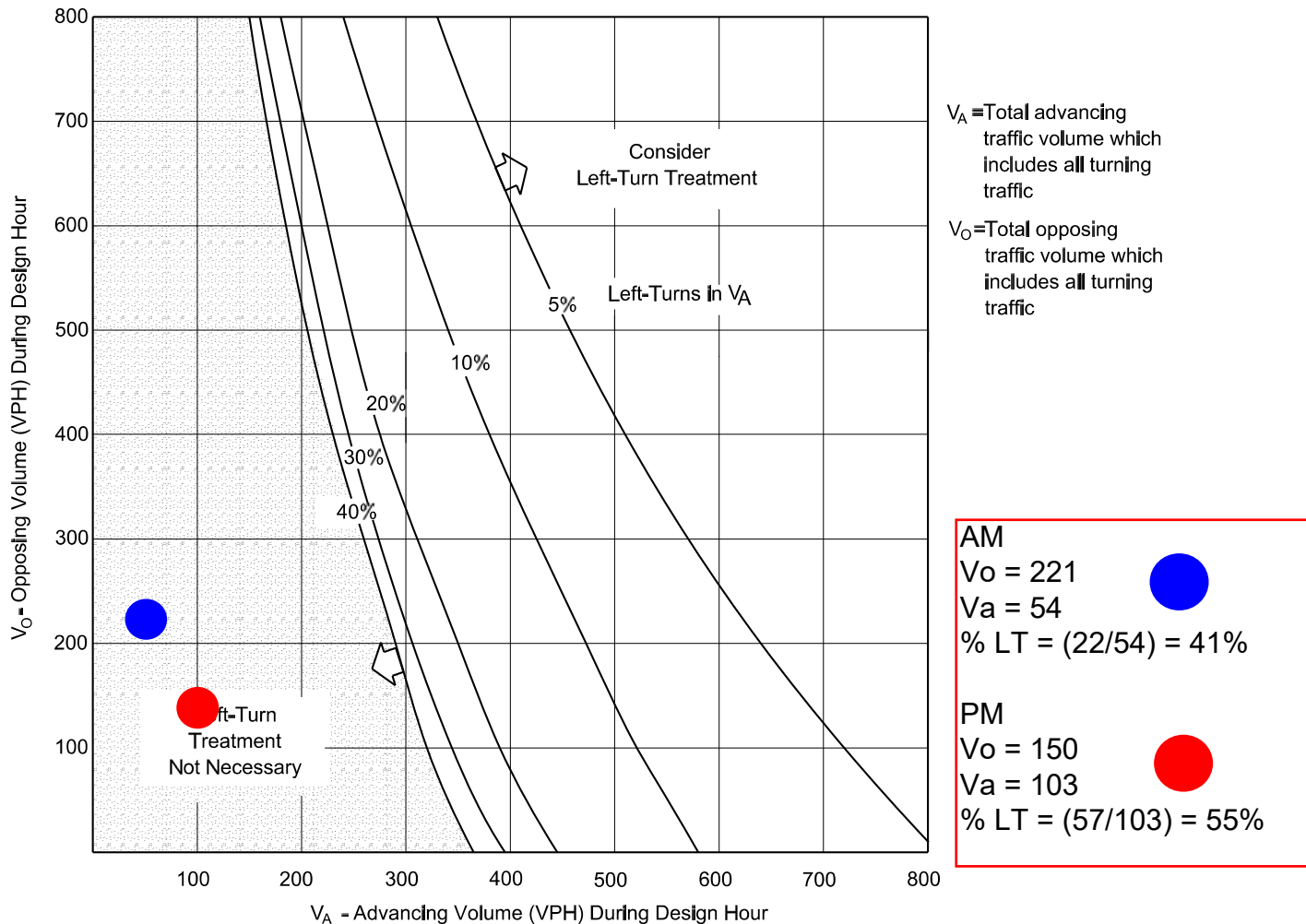
| | Hedge Street Southbound | | | | | Curtis Street Westbound | | | | | Hedge Street Northbound | | | | | Curtis Street Eastbound | | | | | |
|--|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 26 | 12 | 1 | 0 | 39 | 21 | 75 | 1 | 0 | 97 | 1 | 13 | 47 | 0 | 61 | 2 | 127 | 4 | 4 | 137 | 334 |
| 05:15 PM | 32 | 21 | 1 | 2 | 56 | 14 | 66 | 5 | 0 | 85 | 2 | 22 | 60 | 1 | 85 | 4 | 145 | 1 | 2 | 152 | 378 |
| 05:30 PM | 29 | 13 | 1 | 0 | 43 | 21 | 64 | 1 | 0 | 86 | 0 | 23 | 52 | 0 | 75 | 3 | 143 | 6 | 0 | 152 | 356 |
| 05:45 PM | 20 | 21 | 3 | 0 | 44 | 19 | 70 | 4 | 0 | 93 | 2 | 20 | 50 | 0 | 72 | 7 | 127 | 0 | 2 | 136 | 345 |
| Total Volume | 107 | 67 | 6 | 2 | 182 | 75 | 275 | 11 | 0 | 361 | 5 | 78 | 209 | 1 | 293 | 16 | 542 | 11 | 8 | 577 | 1413 |
| % App. Total | 58.8 | 36.8 | 3.3 | 1.1 | | 20.8 | 76.2 | 3 | 0 | | 1.7 | 26.6 | 71.3 | 0.3 | | 2.8 | 93.9 | 1.9 | 1.4 | | |
| PHF | .836 | .798 | .500 | .250 | .813 | .893 | .917 | .550 | .000 | .930 | .625 | .848 | .871 | .250 | .862 | .571 | .934 | .458 | .500 | .949 | .935 |
| Cars + | 107 | 67 | 6 | 2 | 182 | 75 | 266 | 11 | 0 | 352 | 5 | 78 | 208 | 0 | 291 | 16 | 535 | 11 | 8 | 570 | 1395 |
| % Cars + | 100 | 100 | 100 | 100 | 100 | 100 | 96.7 | 100 | 0 | 97.5 | 100 | 100 | 99.5 | 0 | 99.3 | 100 | 98.7 | 100 | 100 | 98.8 | 98.7 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 1 | 1 | 2 | 0 | 7 | 0 | 0 | 7 | 18 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 3.3 | 0 | 0 | 2.5 | 0 | 0 | 0.5 | 100 | 0.7 | 0 | 1.3 | 0 | 0 | 1.2 | 1.3 |



APPENDIX B

TURN LANE ANALYSIS

Hedge Street & Access A



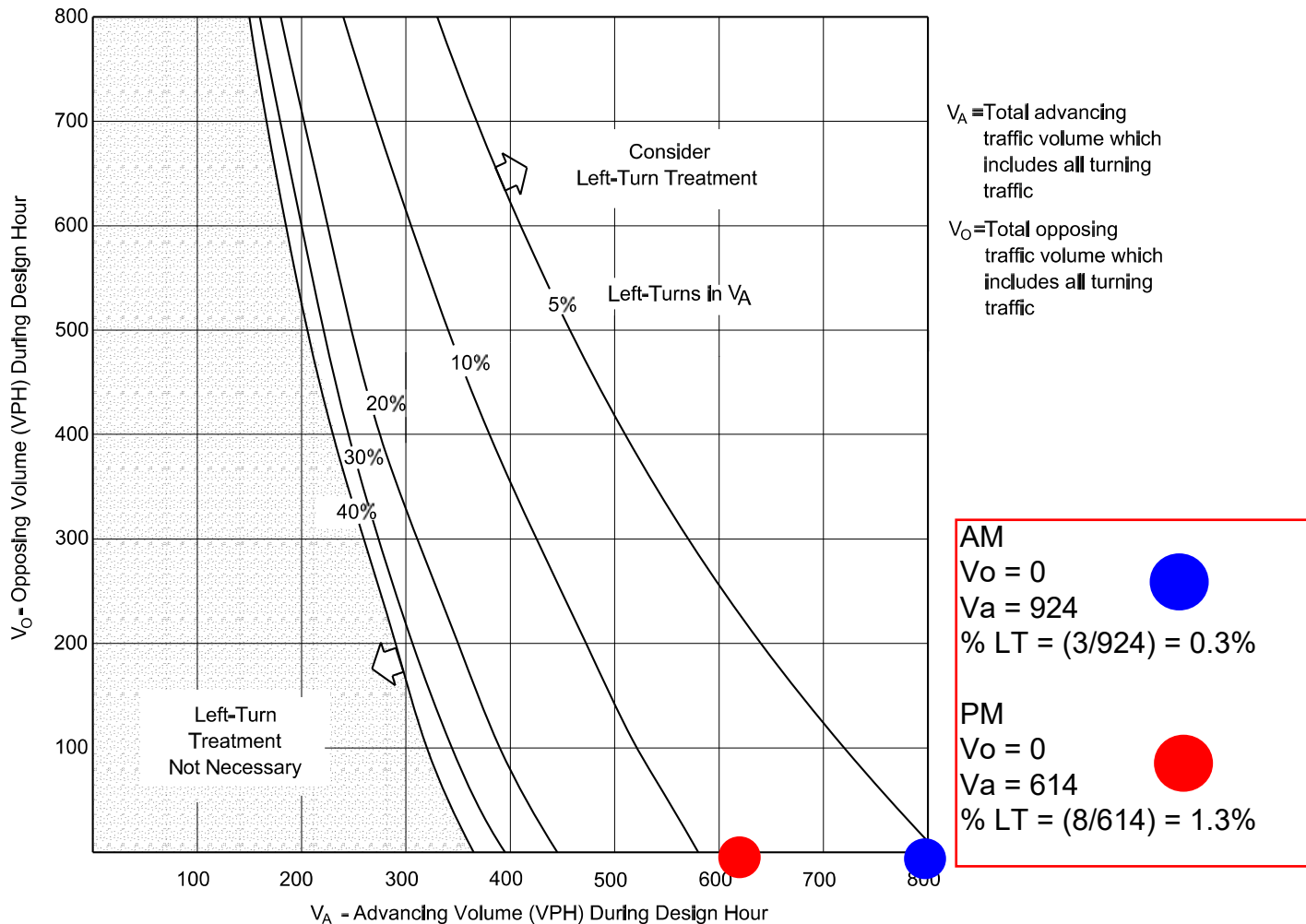
Instructions:

1. The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.
2. Read V_A and V_O into the chart and locate the intersection of the two volumes.
3. Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is warranted. If the point is to the left of the line, then a left-turn lane is not warranted based on traffic volumes.

VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph)

Figure 9.5-G

College Street & Access B



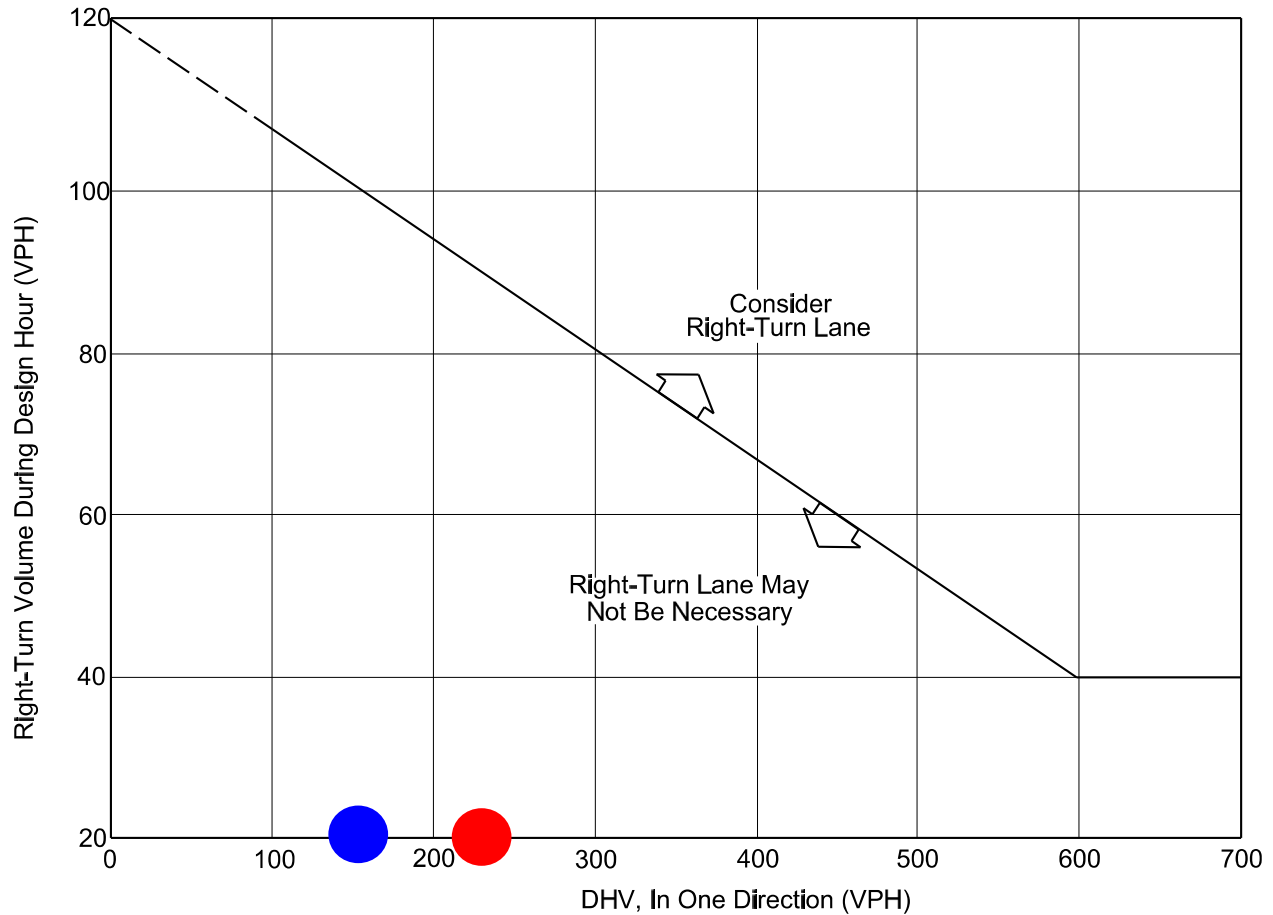
Instructions:

1. The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.
2. Read V_A and V_O into the chart and locate the intersection of the two volumes.
3. Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is warranted. If the point is to the left of the line, then a left-turn lane is not warranted based on traffic volumes.

VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph)

Figure 9.5-G

Hedge Street & Access A



Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

Example

Given:

| | | |
|--------------|---|-----------------------|
| Design Speed | = | 35 miles per hour |
| DHV | = | 250 vehicles per hour |
| Right Turns | = | 100 vehicles per hour |

AM

DHV = 221

RT = 4

PM

DHV = 150

RT = 12

Problem: Determine if a right-turn lane is necessary.

Solution: To read the vertical axis, use $100 - 20 = 80$ vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS


Figure 9.5-A

APPENDIX C

SYNCHRO ANALYSIS REPORTS













Lanes, Volumes, Timings
1: NE Main Street (SC 417) & College Street

Existing (2025) AM
Burdette North TIS

| |  | | | | | | | | | | | |
|----------------------------|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↔ | | | ↔ | | ↔ | ↔ | | ↔ | ↔ | |
| Traffic Volume (vph) | 36 | 125 | 12 | 64 | 200 | 196 | 6 | 552 | 16 | 61 | 515 | 19 |
| Future Volume (vph) | 36 | 125 | 12 | 64 | 200 | 196 | 6 | 552 | 16 | 61 | 515 | 19 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 125 | | 0 | 125 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.991 | | | 0.942 | | | 0.996 | | | 0.995 | |
| Flt Protected | | 0.990 | | | 0.993 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1828 | 0 | 0 | 1742 | 0 | 1770 | 1855 | 0 | 1770 | 1853 | 0 |
| Flt Permitted | | 0.791 | | | 0.929 | | 0.347 | | | 0.169 | | |
| Satd. Flow (perm) | 0 | 1460 | 0 | 0 | 1630 | 0 | 646 | 1855 | 0 | 315 | 1853 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 4 | | | 44 | | | 2 | | | 2 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 82 | | | 413 | | | 570 | | | 1253 | |
| Travel Time (s) | | 2.2 | | | 11.3 | | | 11.1 | | | 24.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 40 | 139 | 13 | 71 | 222 | 218 | 7 | 613 | 18 | 68 | 572 | 21 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 192 | 0 | 0 | 511 | 0 | 7 | 631 | 0 | 68 | 593 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | Left | Thru | | Left | Thru | | Left | Thru | | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | | 20 | 100 | | 20 | 100 | | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 20 | 6 | | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |

Lanes, Volumes, Timings
1: NE Main Street (SC 417) & College Street

Existing (2025) AM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 5.0 | 12.0 | | 5.0 | 12.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | |
| Total Split (s) | 43.0 | 43.0 | | 43.0 | 43.0 | | 9.6 | 47.2 | | 9.8 | 47.4 | |
| Total Split (%) | 43.0% | 43.0% | | 43.0% | 43.0% | | 9.6% | 47.2% | | 9.8% | 47.4% | |
| Maximum Green (s) | 38.5 | 38.5 | | 38.5 | 38.5 | | 5.1 | 42.7 | | 5.3 | 42.9 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.5 | | | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | Lead | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Act Effect Green (s) | | 33.9 | | | 33.9 | | 48.7 | 48.7 | | 55.2 | 55.2 | |
| Actuated g/C Ratio | | 0.34 | | | 0.34 | | 0.49 | 0.49 | | 0.55 | 0.55 | |
| v/c Ratio | | 0.39 | | | 0.88 | | 0.02 | 0.70 | | 0.26 | 0.58 | |
| Control Delay (s/veh) | | 26.0 | | | 45.5 | | 14.0 | 18.4 | | 15.7 | 19.7 | |
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | 0.1 | | 0.0 | 0.0 | |
| Total Delay (s/veh) | | 26.0 | | | 45.5 | | 14.0 | 18.5 | | 15.7 | 19.7 | |
| LOS | | C | | | D | | B | B | | B | B | |
| Approach Delay (s/veh) | | 26.0 | | | 45.5 | | | 18.5 | | | 19.3 | |
| Approach LOS | | C | | | D | | | B | | | B | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 77 (77%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay (s/veh): 26.4

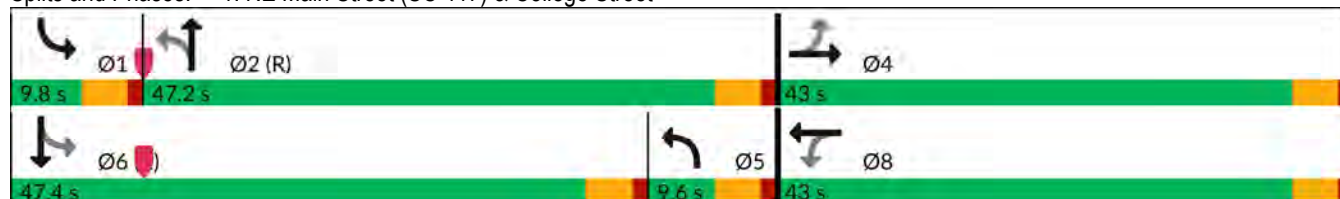
Intersection LOS: C

Intersection Capacity Utilization 76.8%

ICU Level of Service D






Analysis Period (min) 15

Splits and Phases: 1: NE Main Street (SC 417) & College Street















Lanes, Volumes, Timings
2: NE Main Street (SC 417) & Curtis Street

Existing (2025) AM
Burdette North TIS

| |  | | | | | | | | | | | |
|----------------------------|--|---|-------|-------|---|-------|---|---|-------|---|---|-------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | |  |  | | | | |
| Traffic Volume (vph) | 25 | 189 | 13 | 51 | 235 | 122 | 22 | 410 | 43 | 118 | 442 | 21 |
| Future Volume (vph) | 25 | 189 | 13 | 51 | 235 | 122 | 22 | 410 | 43 | 118 | 442 | 21 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 150 | | 0 | 150 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.992 | | | 0.960 | | | 0.986 | | | 0.993 | |
| Flt Protected | | 0.994 | | | 0.994 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1837 | 0 | 0 | 1778 | 0 | 1770 | 1837 | 0 | 1770 | 1850 | 0 |
| Flt Permitted | | 0.898 | | | 0.918 | | 0.391 | | | 0.289 | | |
| Satd. Flow (perm) | 0 | 1659 | 0 | 0 | 1642 | 0 | 728 | 1837 | 0 | 538 | 1850 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | 25 | | | 6 | | | 3 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 85 | | | 379 | | | 1084 | | | 570 | |
| Travel Time (s) | | 2.3 | | | 10.3 | | | 21.1 | | | 11.1 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 28 | 210 | 14 | 57 | 261 | 136 | 24 | 456 | 48 | 131 | 491 | 23 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 252 | 0 | 0 | 454 | 0 | 24 | 504 | 0 | 131 | 514 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | Left | Thru | | Left | Thru | | Left | Thru | | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | | 20 | 100 | | 20 | 100 | | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 20 | 6 | | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |

Lanes, Volumes, Timings
2: NE Main Street (SC 417) & Curtis Street

Existing (2025) AM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 5.0 | 12.0 | | 5.0 | 12.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | |
| Total Split (s) | 42.0 | 42.0 | | 42.0 | 42.0 | | 9.6 | 45.0 | | 13.0 | 48.4 | |
| Total Split (%) | 42.0% | 42.0% | | 42.0% | 42.0% | | 9.6% | 45.0% | | 13.0% | 48.4% | |
| Maximum Green (s) | 37.5 | 37.5 | | 37.5 | 37.5 | | 5.1 | 40.5 | | 8.5 | 43.9 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.5 | | | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Act Effect Green (s) | | 31.0 | | | 31.0 | | 53.0 | 47.3 | | 59.6 | 55.9 | |
| Actuated g/C Ratio | | 0.31 | | | 0.31 | | 0.53 | 0.47 | | 0.60 | 0.56 | |
| v/c Ratio | | 0.49 | | | 0.86 | | 0.05 | 0.58 | | 0.31 | 0.50 | |
| Control Delay (s/veh) | | 30.0 | | | 29.0 | | 10.7 | 24.0 | | 5.5 | 7.0 | |
| Queue Delay | | 0.0 | | | 0.6 | | 0.0 | 0.1 | | 0.0 | 0.1 | |
| Total Delay (s/veh) | | 30.0 | | | 29.5 | | 10.7 | 24.1 | | 5.5 | 7.1 | |
| LOS | | C | | | C | | B | C | | A | A | |
| Approach Delay (s/veh) | | 30.0 | | | 29.5 | | | 23.5 | | | 6.8 | |
| Approach LOS | | C | | | C | | | C | | | A | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 80 (80%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay (s/veh): 20.1

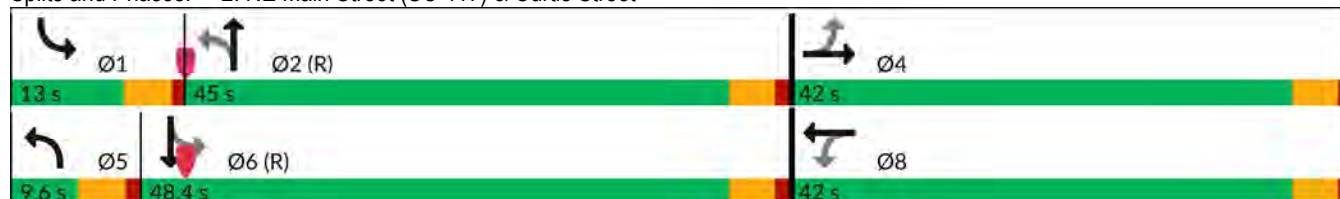
Intersection LOS: C

Intersection Capacity Utilization 73.2%

ICU Level of Service D

Analysis Period (min) 15




Splits and Phases: 2: NE Main Street (SC 417) & Curtis Street



Lanes, Volumes, Timings
3: Hedge Street & College Street

















Existing (2025) AM
Burdette North TIS

| | | | | | | |
|---|-------|-------|------|------------------------|-------|-------|
| | → | ↘ | ↙ | ← | ↖ | ↗ |
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↰ | | | ↱ | ↰ | ↱ |
| Traffic Volume (vph) | 153 | 47 | 117 | 442 | 12 | 54 |
| Future Volume (vph) | 153 | 47 | 117 | 442 | 12 | 54 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.968 | | | | 0.889 | |
| Flt Protected | | | | 0.990 | 0.991 | |
| Satd. Flow (prot) | 1803 | 0 | 0 | 1844 | 1641 | 0 |
| Flt Permitted | | | | 0.990 | 0.991 | |
| Satd. Flow (perm) | 1803 | 0 | 0 | 1844 | 1641 | 0 |
| Link Speed (mph) | 25 | | | 25 | 25 | |
| Link Distance (ft) | 413 | | | 1158 | 568 | |
| Travel Time (s) | 11.3 | | | 31.6 | 15.5 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 170 | 52 | 130 | 491 | 13 | 60 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 222 | 0 | 0 | 621 | 73 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: Unsignalized | | | | | | |
| Intersection Capacity Utilization 54.6% | | | | ICU Level of Service A | | |
| Analysis Period (min) 15 | | | | | | |

| Intersection | | | | | | |
|--------------------------|---|--------|-------|---|---|-------|
| Int Delay, s/veh | 2.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations |  | | |  |  | |
| Traffic Vol, veh/h | 153 | 47 | 117 | 442 | 12 | 54 |
| Future Vol, veh/h | 153 | 47 | 117 | 442 | 12 | 54 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 170 | 52 | 130 | 491 | 13 | 60 |
| | | | | | | |
| Major/Minor | Major1 | Major2 | | Minor1 | | |
| Conflicting Flow All | 0 | 0 | 222 | 0 | 947 | 196 |
| Stage 1 | - | - | - | - | 196 | - |
| Stage 2 | - | - | - | - | 751 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1347 | - | 290 | 845 |
| Stage 1 | - | - | - | - | 837 | - |
| Stage 2 | - | - | - | - | 466 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1347 | - | 251 | 845 |
| Mov Cap-2 Maneuver | - | - | - | - | 251 | - |
| Stage 1 | - | - | - | - | 837 | - |
| Stage 2 | - | - | - | - | 404 | - |
| | | | | | | |
| | | | | | | |
| Approach | EB | WB | | NB | | |
| HCM Ctrl Dly, s/v | 0 | 1.7 | | 12 | | |
| HCM LOS | B | | | | | |
| | | | | | | |
| | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 591 | - | - | 1347 | - | |
| HCM Lane V/C Ratio | 0.124 | - | - | 0.097 | - | |
| HCM Ctrl Dly (s/v) | 12 | - | - | 8 | 0 | |
| HCM Lane LOS | B | - | - | A | A | |
| HCM 95th %tile Q (veh) | 0.4 | - | - | 0.3 | - | |

Lanes, Volumes, Timings
4: Hedge Street & Curtis Street

Existing (2025) AM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Traffic Volume (vph) | 4 | 319 | 4 | 72 | 397 | 12 | 7 | 73 | 129 | 35 | 145 | 4 |
| Future Volume (vph) | 4 | 319 | 4 | 72 | 397 | 12 | 7 | 73 | 129 | 35 | 145 | 4 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.999 | | | 0.997 | | | 0.917 | | | 0.997 | |
| Flt Protected | | 0.999 | | | 0.993 | | | 0.998 | | | 0.991 | |
| Satd. Flow (prot) | 0 | 1859 | 0 | 0 | 1844 | 0 | 0 | 1705 | 0 | 0 | 1840 | 0 |
| Flt Permitted | | 0.996 | | | 0.890 | | | 0.998 | | | 0.991 | |
| Satd. Flow (perm) | 0 | 1853 | 0 | 0 | 1653 | 0 | 0 | 1705 | 0 | 0 | 1840 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 1 | | | 2 | | | 72 | | | 1 | |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 379 | | | 1213 | | | 1024 | | | 568 | |
| Travel Time (s) | | 10.3 | | | 33.1 | | | 27.9 | | | 15.5 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 4 | 354 | 4 | 80 | 441 | 13 | 8 | 81 | 143 | 39 | 161 | 4 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 362 | 0 | 0 | 534 | 0 | 0 | 232 | 0 | 0 | 204 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | 1 | 0 | | 1 | 1 | | 1 | 1 | |
| Detector Template | Left | Thru | | Left | | | Left | | | Left | | |
| Leading Detector (ft) | 20 | 100 | | 20 | 0 | | 20 | 30 | | 20 | 30 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 20 | 30 | | 20 | 30 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | | | | | | | | |
| Detector 2 Size(ft) | | 6 | | | | | | | | | | |
| Detector 2 Type | | Cl+Ex | | | | | | | | | | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | | | | | | | | |
| Turn Type | Perm | NA | | Perm | NA | | Split | NA | | Split | NA | |
| Protected Phases | | 2 | | | 6 | | 4 | 4 | | 8 | 8 | |
| Permitted Phases | 2 | | | 6 | | | | | | | | |
| Detector Phase | 2 | 2 | | 6 | 6 | | 4 | 4 | | 8 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |

Lanes, Volumes, Timings
4: Hedge Street & Curtis Street

Existing (2025) AM
Burdette North TIS

| | ↖ | → | ↗ | ↖ | ← | ↖ | ↖ | ↑ | ↗ | ↘ | ↓ | ↙ |
|-------------------------|-------|-------|-----|-------|-------|-----|-------|-------|-----|-------|-------|-----|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 52.2 | 52.2 | | 52.2 | 52.2 | | 24.2 | 24.2 | | 23.6 | 23.6 | |
| Total Split (%) | 52.2% | 52.2% | | 52.2% | 52.2% | | 24.2% | 24.2% | | 23.6% | 23.6% | |
| Maximum Green (s) | 47.7 | 47.7 | | 47.7 | 47.7 | | 19.7 | 19.7 | | 19.1 | 19.1 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 4.5 | | | 4.5 | | | 4.5 | | | 4.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | C-Max | C-Max | | Max | Max | | None | None | | None | None | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Don't Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effect Green (s) | | 56.3 | | | 56.3 | | | 14.6 | | | 15.6 | |
| Actuated g/C Ratio | | 0.56 | | | 0.56 | | | 0.15 | | | 0.16 | |
| v/c Ratio | | 0.35 | | | 0.57 | | | 0.75 | | | 0.71 | |
| Control Delay (s/veh) | | 8.3 | | | 19.0 | | | 42.7 | | | 50.8 | |
| Queue Delay | | 0.5 | | | 0.1 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | | 8.8 | | | 19.1 | | | 42.7 | | | 50.8 | |
| LOS | | A | | | B | | | D | | | D | |
| Approach Delay (s/veh) | | 8.8 | | | 19.1 | | | 42.7 | | | 50.8 | |
| Approach LOS | | A | | | B | | | D | | | D | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 6 (6%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay (s/veh): 25.3

Intersection LOS: C

Intersection Capacity Utilization 78.4%

ICU Level of Service D

















Analysis Period (min) 15





Splits and Phases: 4: Hedge Street & Curtis Street



Lanes, Volumes, Timings
5: Main Street & College Street

















Existing (2025) AM
Burdette North TIS





| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Traffic Volume (vph) | 5 | 165 | 1 | 4 | 212 | 9 | 0 | 0 | 7 | 1 | 0 | 21 |
| Future Volume (vph) | 5 | 165 | 1 | 4 | 212 | 9 | 0 | 0 | 7 | 1 | 0 | 21 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.999 | | | 0.995 | | | 0.865 | | | 0.871 | |
| Flt Protected | | 0.998 | | | 0.999 | | | | | | 0.998 | |
| Satd. Flow (prot) | 0 | 1857 | 0 | 0 | 1852 | 0 | 0 | 1611 | 0 | 0 | 1619 | 0 |
| Flt Permitted | | 0.998 | | | 0.999 | | | | | | 0.998 | |
| Satd. Flow (perm) | 0 | 1857 | 0 | 0 | 1852 | 0 | 0 | 1611 | 0 | 0 | 1619 | 0 |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1082 | | | 82 | | | 565 | | | 1260 | |
| Travel Time (s) | | 29.5 | | | 2.2 | | | 15.4 | | | 34.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 6 | 183 | 1 | 4 | 236 | 10 | 0 | 0 | 8 | 1 | 0 | 23 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 190 | 0 | 0 | 250 | 0 | 0 | 8 | 0 | 0 | 24 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Control Type: | Unsignalized | | | | | | | | | | | |
| Intersection Capacity Utilization 23.4% | | | | | | | | | | | | |
| ICU Level of Service A | | | | | | | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |

| Intersection | | | | | | | | | | | | |
|--------------------------|--------|---|--------|-------|---|--------|-------|---|--------|-------|---|-------|
| Int Delay, s/veh | 0.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Traffic Vol, veh/h | 5 | 165 | 1 | 4 | 212 | 9 | 0 | 0 | 7 | 1 | 0 | 21 |
| Future Vol, veh/h | 5 | 165 | 1 | 4 | 212 | 9 | 0 | 0 | 7 | 1 | 0 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 183 | 1 | 4 | 236 | 10 | 0 | 0 | 8 | 1 | 0 | 23 |
| | | | | | | | | | | | | |
| Major/Minor | Major1 | | Major2 | | | Minor1 | | | Minor2 | | | |
| Conflicting Flow All | 246 | 0 | 0 | 184 | 0 | 0 | 457 | 450 | 184 | 449 | 445 | 241 |
| Stage 1 | - | - | - | - | - | - | 196 | 196 | - | 249 | 249 | - |
| Stage 2 | - | - | - | - | - | - | 261 | 254 | - | 200 | 196 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1320 | - | - | 1391 | - | - | 514 | 504 | 858 | 520 | 508 | 798 |
| Stage 1 | - | - | - | - | - | - | 806 | 739 | - | 755 | 701 | - |
| Stage 2 | - | - | - | - | - | - | 744 | 697 | - | 802 | 739 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1320 | - | - | 1391 | - | - | 496 | 500 | 858 | 512 | 504 | 798 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 496 | 500 | - | 512 | 504 | - |
| Stage 1 | - | - | - | - | - | - | 802 | 735 | - | 751 | 699 | - |
| Stage 2 | - | - | - | - | - | - | 720 | 695 | - | 791 | 735 | - |
| | | | | | | | | | | | | |
| Approach | EB | | WB | | | NB | | | SB | | | |
| HCM Ctrl Dly, s/v | 0.2 | | 0.1 | | | 9.2 | | | 9.8 | | | |
| HCM LOS | | | | | | A | | | A | | | |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | | | | |
| Capacity (veh/h) | 858 | 1320 | - | - | 1391 | - | - | 778 | | | | |
| HCM Lane V/C Ratio | 0.009 | 0.004 | - | - | 0.003 | - | - | 0.031 | | | | |
| HCM Ctrl Dly (s/v) | 9.2 | 7.7 | 0 | - | 7.6 | 0 | - | 9.8 | | | | |
| HCM Lane LOS | A | A | A | - | A | A | - | A | | | | |
| HCM 95th %tile Q (veh) | 0 | 0 | - | - | 0 | - | - | 0.1 | | | | |

Lanes, Volumes, Timings
6: Main Street & Curtis Street






Existing (2025) AM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Traffic Volume (vph) | 1 | 214 | 11 | 13 | 257 | 8 | 14 | 0 | 12 | 1 | 0 | 16 |
| Future Volume (vph) | 1 | 214 | 11 | 13 | 257 | 8 | 14 | 0 | 12 | 1 | 0 | 16 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.994 | | | 0.996 | | | 0.939 | | | 0.872 | |
| Flt Protected | | | | | 0.998 | | | 0.973 | | | 0.997 | |
| Satd. Flow (prot) | 0 | 1852 | 0 | 0 | 1852 | 0 | 0 | 1702 | 0 | 0 | 1619 | 0 |
| Flt Permitted | | | | | 0.998 | | | 0.973 | | | 0.997 | |
| Satd. Flow (perm) | 0 | 1852 | 0 | 0 | 1852 | 0 | 0 | 1702 | 0 | 0 | 1619 | 0 |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1197 | | | 85 | | | 1027 | | | 565 | |
| Travel Time (s) | | 32.6 | | | 2.3 | | | 28.0 | | | 15.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 1 | 238 | 12 | 14 | 286 | 9 | 16 | 0 | 13 | 1 | 0 | 18 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 251 | 0 | 0 | 309 | 0 | 0 | 29 | 0 | 0 | 19 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Control Type: | Unsignalized | | | | | | | | | | | |
| Intersection Capacity Utilization | 37.0% | | | | | | | | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| ICU Level of Service A | | | | | | | | | | | | |

| Intersection | | | | | | | | | | | | |
|--------------------------|--------|---|------|--------|---|------|--------|---|-------|--------|---|-------|
| Int Delay, s/veh | 1.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Traffic Vol, veh/h | 1 | 214 | 11 | 13 | 257 | 8 | 14 | 0 | 12 | 1 | 0 | 16 |
| Future Vol, veh/h | 1 | 214 | 11 | 13 | 257 | 8 | 14 | 0 | 12 | 1 | 0 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 238 | 12 | 14 | 286 | 9 | 16 | 0 | 13 | 1 | 0 | 18 |
| | | | | | | | | | | | | |
| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
| Conflicting Flow All | 295 | 0 | 0 | 250 | 0 | 0 | 574 | 569 | 244 | 572 | 571 | 291 |
| Stage 1 | - | - | - | - | - | - | 246 | 246 | - | 319 | 319 | - |
| Stage 2 | - | - | - | - | - | - | 328 | 323 | - | 253 | 252 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1266 | - | - | 1316 | - | - | 430 | 432 | 795 | 431 | 431 | 748 |
| Stage 1 | - | - | - | - | - | - | 758 | 703 | - | 693 | 653 | - |
| Stage 2 | - | - | - | - | - | - | 685 | 650 | - | 751 | 698 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1266 | - | - | 1316 | - | - | 415 | 426 | 795 | 419 | 425 | 748 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 415 | 426 | - | 419 | 425 | - |
| Stage 1 | - | - | - | - | - | - | 757 | 702 | - | 692 | 645 | - |
| Stage 2 | - | - | - | - | - | - | 660 | 642 | - | 738 | 697 | - |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Approach | EB | | | WB | | | NB | | | SB | | |
| HCM Ctrl Dly, s/v | 0 | | | 0.4 | | | 12.2 | | | 10.2 | | |
| HCM LOS | | | | | | | B | | | B | | |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | | | | |
| Capacity (veh/h) | 532 | 1266 | - | - | 1316 | - | - | 715 | | | | |
| HCM Lane V/C Ratio | 0.054 | 0.001 | - | - | 0.011 | - | - | 0.026 | | | | |
| HCM Ctrl Dly (s/v) | 12.2 | 7.8 | 0 | - | 7.8 | 0 | - | 10.2 | | | | |
| HCM Lane LOS | B | A | A | - | A | A | - | B | | | | |
| HCM 95th %tile Q (veh) | 0.2 | 0 | - | - | 0 | - | - | 0.1 | | | | |

Lanes, Volumes, Timings
1: NE Main Street (SC 417) & College Street

Existing (2025) PM
Burdette North TIS

| |  | | | | | | | | | | | |
|----------------------------|--|---|-------|-------|---|-------|---|---|-------|---|---|-------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | |  |  | | | | |
| Traffic Volume (vph) | 33 | 177 | 27 | 42 | 160 | 103 | 12 | 498 | 72 | 123 | 663 | 22 |
| Future Volume (vph) | 33 | 177 | 27 | 42 | 160 | 103 | 12 | 498 | 72 | 123 | 663 | 22 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 125 | | 0 | 125 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.985 | | | 0.955 | | | 0.981 | | | 0.995 | |
| Flt Protected | | 0.993 | | | 0.993 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1822 | 0 | 0 | 1766 | 0 | 1770 | 1827 | 0 | 1770 | 1853 | 0 |
| Flt Permitted | | 0.832 | | | 0.867 | | 0.262 | | | 0.249 | | |
| Satd. Flow (perm) | 0 | 1527 | 0 | 0 | 1542 | 0 | 488 | 1827 | 0 | 464 | 1853 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 6 | | | 26 | | | 10 | | | 2 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 82 | | | 413 | | | 570 | | | 1253 | |
| Travel Time (s) | | 2.2 | | | 11.3 | | | 11.1 | | | 24.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 37 | 197 | 30 | 47 | 178 | 114 | 13 | 553 | 80 | 137 | 737 | 24 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 264 | 0 | 0 | 339 | 0 | 13 | 633 | 0 | 137 | 761 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | Left | Thru | | Left | Thru | | Left | Thru | | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | | 20 | 100 | | 20 | 100 | | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 20 | 6 | | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |

Lanes, Volumes, Timings
1: NE Main Street (SC 417) & College Street

Existing (2025) PM
Burdette North TIS

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-----|-------|-------|-----|------|-------|-----|-------|-------|-----|
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 5.0 | 12.0 | | 5.0 | 12.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | |
| Total Split (s) | 33.0 | 33.0 | | 33.0 | 33.0 | | 9.6 | 53.8 | | 13.2 | 57.4 | |
| Total Split (%) | 33.0% | 33.0% | | 33.0% | 33.0% | | 9.6% | 53.8% | | 13.2% | 57.4% | |
| Maximum Green (s) | 28.5 | 28.5 | | 28.5 | 28.5 | | 5.1 | 49.3 | | 8.7 | 52.9 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.5 | | | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Act Effect Green (s) | | 23.8 | | | 23.8 | | 60.2 | 54.8 | | 67.0 | 65.3 | |
| Actuated g/C Ratio | | 0.24 | | | 0.24 | | 0.60 | 0.55 | | 0.67 | 0.65 | |
| v/c Ratio | | 0.72 | | | 0.88 | | 0.04 | 0.63 | | 0.33 | 0.63 | |
| Control Delay (s/veh) | | 45.0 | | | 56.8 | | 4.3 | 9.7 | | 8.9 | 15.1 | |
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | 0.2 | | 0.0 | 0.0 | |
| Total Delay (s/veh) | | 45.0 | | | 56.8 | | 4.3 | 9.9 | | 8.9 | 15.1 | |
| LOS | | D | | | E | | A | A | | A | B | |
| Approach Delay (s/veh) | | 45.0 | | | 56.8 | | | 9.8 | | | 14.2 | |
| Approach LOS | | D | | | E | | | A | | | B | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 72 (72%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay (s/veh): 23.4

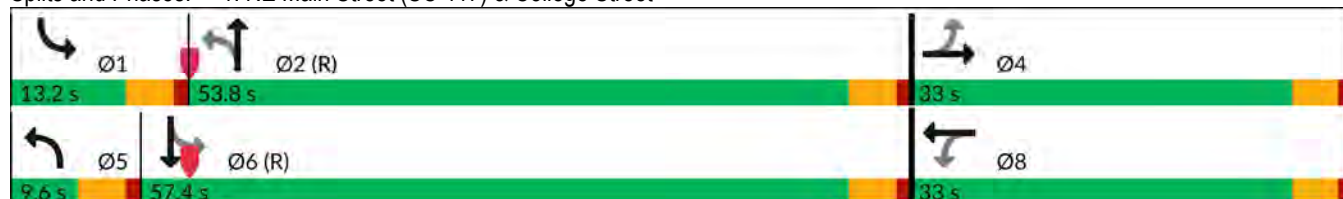
Intersection LOS: C

Intersection Capacity Utilization 74.3%

ICU Level of Service D



















Analysis Period (min) 15

Splits and Phases: 1: NE Main Street (SC 417) & College Street















Lanes, Volumes, Timings
2: NE Main Street (SC 417) & Curtis Street

Existing (2025) PM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | |  |  | |  |  | |
| Traffic Volume (vph) | 16 | 252 | 21 | 30 | 190 | 54 | 44 | 456 | 136 | 191 | 465 | 51 |
| Future Volume (vph) | 16 | 252 | 21 | 30 | 190 | 54 | 44 | 456 | 136 | 191 | 465 | 51 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 150 | | 0 | 150 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.990 | | | 0.973 | | | 0.966 | | | 0.985 | |
| Flt Protected | | 0.997 | | | 0.995 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1839 | 0 | 0 | 1803 | 0 | 1770 | 1799 | 0 | 1770 | 1835 | 0 |
| Flt Permitted | | 0.955 | | | 0.841 | | 0.375 | | | 0.232 | | |
| Satd. Flow (perm) | 0 | 1761 | 0 | 0 | 1524 | 0 | 699 | 1799 | 0 | 432 | 1835 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 4 | | | 12 | | | 21 | | | 9 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 85 | | | 379 | | | 1084 | | | 570 | |
| Travel Time (s) | | 2.3 | | | 10.3 | | | 21.1 | | | 11.1 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 18 | 280 | 23 | 33 | 211 | 60 | 49 | 507 | 151 | 212 | 517 | 57 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 321 | 0 | 0 | 304 | 0 | 49 | 658 | 0 | 212 | 574 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | |
| Detector Template | Left | Thru | | Left | Thru | | Left | Thru | | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | | 20 | 100 | | 20 | 100 | | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 20 | 6 | | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | | Perm | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | | 2 | | | 6 | | |

Lanes, Volumes, Timings
2: NE Main Street (SC 417) & Curtis Street

Existing (2025) PM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 5.0 | 12.0 | | 5.0 | 12.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 9.5 | 22.5 | | 9.5 | 22.5 | |
| Total Split (s) | 30.0 | 30.0 | | 30.0 | 30.0 | | 9.6 | 53.0 | | 17.0 | 60.4 | |
| Total Split (%) | 30.0% | 30.0% | | 30.0% | 30.0% | | 9.6% | 53.0% | | 17.0% | 60.4% | |
| Maximum Green (s) | 25.5 | 25.5 | | 25.5 | 25.5 | | 5.1 | 48.5 | | 12.5 | 55.9 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.5 | | | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Act Effect Green (s) | | 22.0 | | | 22.0 | | 60.3 | 54.7 | | 68.4 | 60.9 | |
| Actuated g/C Ratio | | 0.22 | | | 0.22 | | 0.60 | 0.55 | | 0.68 | 0.61 | |
| v/c Ratio | | 0.82 | | | 0.88 | | 0.10 | 0.66 | | 0.50 | 0.51 | |
| Control Delay (s/veh) | | 54.0 | | | 46.7 | | 6.9 | 21.1 | | 12.0 | 9.8 | |
| Queue Delay | | 0.0 | | | 0.1 | | 0.0 | 0.3 | | 0.1 | 0.2 | |
| Total Delay (s/veh) | | 54.0 | | | 46.8 | | 6.9 | 21.4 | | 12.1 | 10.0 | |
| LOS | | D | | | D | | A | C | | B | B | |
| Approach Delay (s/veh) | | 54.0 | | | 46.8 | | | 20.4 | | | 10.6 | |
| Approach LOS | | D | | | D | | | C | | | B | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 66 (66%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay (s/veh): 25.6

Intersection LOS: C

Intersection Capacity Utilization 77.8%

ICU Level of Service D

Analysis Period (min) 15




Splits and Phases: 2: NE Main Street (SC 417) & Curtis Street



Lanes, Volumes, Timings
3: Hedge Street & College Street

















Existing (2025) PM
Burdette North TIS

| | | | | | | |
|---|-------|-------|------|------------------------|-------|-------|
| | → | ↘ | ↙ | ← | ↖ | ↗ |
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↰ | | | ↱ | ↰ | ↱ |
| Traffic Volume (vph) | 331 | 133 | 44 | 268 | 9 | 56 |
| Future Volume (vph) | 331 | 133 | 44 | 268 | 9 | 56 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.961 | | | | 0.884 | |
| Flt Protected | | | | 0.993 | 0.993 | |
| Satd. Flow (prot) | 1790 | 0 | 0 | 1850 | 1635 | 0 |
| Flt Permitted | | | | 0.993 | 0.993 | |
| Satd. Flow (perm) | 1790 | 0 | 0 | 1850 | 1635 | 0 |
| Link Speed (mph) | 25 | | | 25 | 25 | |
| Link Distance (ft) | 413 | | | 1158 | 568 | |
| Travel Time (s) | 11.3 | | | 31.6 | 15.5 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 368 | 148 | 49 | 298 | 10 | 62 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 516 | 0 | 0 | 347 | 72 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: Unsignalized | | | | | | |
| Intersection Capacity Utilization 56.0% | | | | ICU Level of Service B | | |
| Analysis Period (min) 15 | | | | | | |

| Intersection | | | | | | |
|--------------------------|---|--------|--------|---|---|-------|
| Int Delay, s/veh | 1.4 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations |  | | |  |  | |
| Traffic Vol, veh/h | 331 | 133 | 44 | 268 | 9 | 56 |
| Future Vol, veh/h | 331 | 133 | 44 | 268 | 9 | 56 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 368 | 148 | 49 | 298 | 10 | 62 |
| | | | | | | |
| Major/Minor | Major1 | Major2 | Minor1 | | | |
| Conflicting Flow All | 0 | 0 | 516 | 0 | 838 | 442 |
| Stage 1 | - | - | - | - | 442 | - |
| Stage 2 | - | - | - | - | 396 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1050 | - | 336 | 615 |
| Stage 1 | - | - | - | - | 648 | - |
| Stage 2 | - | - | - | - | 680 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1050 | - | 317 | 615 |
| Mov Cap-2 Maneuver | - | - | - | - | 317 | - |
| Stage 1 | - | - | - | - | 648 | - |
| Stage 2 | - | - | - | - | 642 | - |
| | | | | | | |
| | | | | | | |
| Approach | EB | WB | | NB | | |
| HCM Ctrl Dly, s/v | 0 | 1.2 | | 12.6 | | |
| HCM LOS | B | | | | | |
| | | | | | | |
| | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 544 | - | - | 1050 | - | |
| HCM Lane V/C Ratio | 0.133 | - | - | 0.047 | - | |
| HCM Ctrl Dly (s/v) | 12.6 | - | - | 8.6 | 0 | |
| HCM Lane LOS | B | - | - | A | A | |
| HCM 95th %tile Q (veh) | 0.5 | - | - | 0.1 | - | |













Lanes, Volumes, Timings
4: Hedge Street & Curtis Street

Existing (2025) PM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Traffic Volume (vph) | 16 | 542 | 11 | 75 | 275 | 11 | 5 | 78 | 209 | 107 | 67 | 6 |
| Future Volume (vph) | 16 | 542 | 11 | 75 | 275 | 11 | 5 | 78 | 209 | 107 | 67 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.997 | | | 0.996 | | | 0.904 | | | 0.995 | |
| Flt Protected | | 0.999 | | | 0.990 | | | 0.999 | | | 0.971 | |
| Satd. Flow (prot) | 0 | 1855 | 0 | 0 | 1837 | 0 | 0 | 1682 | 0 | 0 | 1800 | 0 |
| Flt Permitted | | 0.985 | | | 0.778 | | | 0.999 | | | 0.971 | |
| Satd. Flow (perm) | 0 | 1829 | 0 | 0 | 1443 | 0 | 0 | 1682 | 0 | 0 | 1800 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 1 | | | 2 | | | 114 | | | 2 | |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 379 | | | 1213 | | | 1024 | | | 568 | |
| Travel Time (s) | | 10.3 | | | 33.1 | | | 27.9 | | | 15.5 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 18 | 602 | 12 | 83 | 306 | 12 | 6 | 87 | 232 | 119 | 74 | 7 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 632 | 0 | 0 | 401 | 0 | 0 | 325 | 0 | 0 | 200 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | 1 | 0 | | 1 | 1 | | 1 | 1 | |
| Detector Template | Left | Thru | | Left | | | Left | | | Left | | |
| Leading Detector (ft) | 20 | 100 | | 20 | 0 | | 20 | 30 | | 20 | 30 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | | 20 | 30 | | 20 | 30 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | | | | | | | | |
| Detector 2 Size(ft) | | 6 | | | | | | | | | | |
| Detector 2 Type | | Cl+Ex | | | | | | | | | | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | | | | | | | | |
| Turn Type | Perm | NA | | Perm | NA | | Split | NA | | Split | NA | |
| Protected Phases | | 2 | | | 6 | | 4 | 4 | | 8 | 8 | |
| Permitted Phases | 2 | | | 6 | | | | | | | | |
| Detector Phase | 2 | 2 | | 6 | 6 | | 4 | 4 | | 8 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |

Lanes, Volumes, Timings
4: Hedge Street & Curtis Street

Existing (2025) PM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Minimum Split (s) | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 51.0 | 51.0 | | 51.0 | 51.0 | | 26.0 | 26.0 | | 23.0 | 23.0 | |
| Total Split (%) | 51.0% | 51.0% | | 51.0% | 51.0% | | 26.0% | 26.0% | | 23.0% | 23.0% | |
| Maximum Green (s) | 46.5 | 46.5 | | 46.5 | 46.5 | | 21.5 | 21.5 | | 18.5 | 18.5 | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 4.5 | | | 4.5 | | | 4.5 | | | 4.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | C-Max | C-Max | | Max | Max | | None | None | | None | None | |
| Walk Time (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Flash Don't Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effect Green (s) | | 53.6 | | | 53.6 | | | 17.4 | | | 15.4 | |
| Actuated g/C Ratio | | 0.54 | | | 0.54 | | | 0.17 | | | 0.15 | |
| v/c Ratio | | 0.64 | | | 0.52 | | | 0.84 | | | 0.72 | |
| Control Delay (s/veh) | | 16.0 | | | 19.8 | | | 44.6 | | | 51.3 | |
| Queue Delay | | 1.2 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | | 17.2 | | | 19.8 | | | 44.6 | | | 51.3 | |
| LOS | | B | | | B | | | D | | | D | |
| Approach Delay (s/veh) | | 17.2 | | | 19.8 | | | 44.6 | | | 51.3 | |
| Approach LOS | | B | | | B | | | D | | | D | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 8 (8%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay (s/veh): 27.9

Intersection LOS: C

Intersection Capacity Utilization 91.4%

ICU Level of Service F
















Analysis Period (min) 15





Splits and Phases: 4: Hedge Street & Curtis Street



Lanes, Volumes, Timings
5: Main Street & College Street

















Existing (2025) PM
Burdette North TIS





| |  |  |  |  |  |  |  |  |  |  |  | |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Traffic Volume (vph) | 3 | 217 | 2 | 15 | 175 | 4 | 4 | 0 | 6 | 14 | 0 | 28 |
| Future Volume (vph) | 3 | 217 | 2 | 15 | 175 | 4 | 4 | 0 | 6 | 14 | 0 | 28 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.999 | | | 0.997 | | | 0.914 | | | 0.911 | |
| Flt Protected | | 0.999 | | | 0.996 | | | 0.982 | | | 0.983 | |
| Satd. Flow (prot) | 0 | 1859 | 0 | 0 | 1850 | 0 | 0 | 1672 | 0 | 0 | 1668 | 0 |
| Flt Permitted | | 0.999 | | | 0.996 | | | 0.982 | | | 0.983 | |
| Satd. Flow (perm) | 0 | 1859 | 0 | 0 | 1850 | 0 | 0 | 1672 | 0 | 0 | 1668 | 0 |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1082 | | | 82 | | | 565 | | | 1260 | |
| Travel Time (s) | | 29.5 | | | 2.2 | | | 15.4 | | | 34.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 3 | 241 | 2 | 17 | 194 | 4 | 4 | 0 | 7 | 16 | 0 | 31 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 246 | 0 | 0 | 215 | 0 | 0 | 11 | 0 | 0 | 47 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Control Type: | Unsignalized | | | | | | | | | | | |
| Intersection Capacity Utilization | 28.5% | | | | | | | | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| ICU Level of Service A | | | | | | | | | | | | |

| Intersection | | | | | | | | | | | | |
|--------------------------|--------|---|------|--------|---|------|--------|---|-------|--------|---|-------|
| Int Delay, s/veh | 1.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Traffic Vol, veh/h | 3 | 217 | 2 | 15 | 175 | 4 | 4 | 0 | 6 | 14 | 0 | 28 |
| Future Vol, veh/h | 3 | 217 | 2 | 15 | 175 | 4 | 4 | 0 | 6 | 14 | 0 | 28 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 241 | 2 | 17 | 194 | 4 | 4 | 0 | 7 | 16 | 0 | 31 |
| | | | | | | | | | | | | |
| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
| Conflicting Flow All | 198 | 0 | 0 | 243 | 0 | 0 | 494 | 480 | 242 | 482 | 479 | 196 |
| Stage 1 | - | - | - | - | - | - | 248 | 248 | - | 230 | 230 | - |
| Stage 2 | - | - | - | - | - | - | 246 | 232 | - | 252 | 249 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1375 | - | - | 1323 | - | - | 486 | 485 | 797 | 495 | 486 | 845 |
| Stage 1 | - | - | - | - | - | - | 756 | 701 | - | 773 | 714 | - |
| Stage 2 | - | - | - | - | - | - | 758 | 713 | - | 752 | 701 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1375 | - | - | 1323 | - | - | 462 | 477 | 797 | 485 | 478 | 845 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 462 | 477 | - | 485 | 478 | - |
| Stage 1 | - | - | - | - | - | - | 754 | 699 | - | 771 | 704 | - |
| Stage 2 | - | - | - | - | - | - | 720 | 703 | - | 743 | 699 | - |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Approach | EB | | | WB | | | NB | | | SB | | |
| HCM Ctrl Dly, s/v | 0.1 | | | 0.6 | | | 10.9 | | | 10.7 | | |
| HCM LOS | | | | | | | B | | | B | | |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | | | | |
| Capacity (veh/h) | 618 | 1375 | - | - | 1323 | - | - | 677 | | | | |
| HCM Lane V/C Ratio | 0.018 | 0.002 | - | - | 0.013 | - | - | 0.069 | | | | |
| HCM Ctrl Dly (s/v) | 10.9 | 7.6 | 0 | - | 7.8 | 0 | - | 10.7 | | | | |
| HCM Lane LOS | B | A | A | - | A | A | - | B | | | | |
| HCM 95th %tile Q (veh) | 0.1 | 0 | - | - | 0 | - | - | 0.2 | | | | |

Lanes, Volumes, Timings
6: Main Street & Curtis Street


Existing (2025) PM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Traffic Volume (vph) | 4 | 255 | 2 | 31 | 244 | 10 | 9 | 0 | 23 | 11 | 0 | 29 |
| Future Volume (vph) | 4 | 255 | 2 | 31 | 244 | 10 | 9 | 0 | 23 | 11 | 0 | 29 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.999 | | | 0.995 | | | 0.902 | | | 0.902 | |
| Flt Protected | | 0.999 | | | 0.995 | | | 0.986 | | | 0.987 | |
| Satd. Flow (prot) | 0 | 1859 | 0 | 0 | 1844 | 0 | 0 | 1657 | 0 | 0 | 1658 | 0 |
| Flt Permitted | | 0.999 | | | 0.995 | | | 0.986 | | | 0.987 | |
| Satd. Flow (perm) | 0 | 1859 | 0 | 0 | 1844 | 0 | 0 | 1657 | 0 | 0 | 1658 | 0 |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1197 | | | 85 | | | 1027 | | | 565 | |
| Travel Time (s) | | 32.6 | | | 2.3 | | | 28.0 | | | 15.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 4 | 283 | 2 | 34 | 271 | 11 | 10 | 0 | 26 | 12 | 0 | 32 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 289 | 0 | 0 | 316 | 0 | 0 | 36 | 0 | 0 | 44 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Control Type: | Unsignalized | | | | | | | | | | | |
| Intersection Capacity Utilization | 41.9% | | | | ICU Level of Service A | | | | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |

| Intersection | | | | | | | | | | | | |
|--------------------------|--------|---|------|--------|---|------|--------|---|-------|--------|---|-------|
| Int Delay, s/veh | 1.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Traffic Vol, veh/h | 4 | 255 | 2 | 31 | 244 | 10 | 9 | 0 | 23 | 11 | 0 | 29 |
| Future Vol, veh/h | 4 | 255 | 2 | 31 | 244 | 10 | 9 | 0 | 23 | 11 | 0 | 29 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 283 | 2 | 34 | 271 | 11 | 10 | 0 | 26 | 12 | 0 | 32 |
| | | | | | | | | | | | | |
| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
| Conflicting Flow All | 282 | 0 | 0 | 285 | 0 | 0 | 653 | 642 | 284 | 650 | 638 | 277 |
| Stage 1 | - | - | - | - | - | - | 292 | 292 | - | 345 | 345 | - |
| Stage 2 | - | - | - | - | - | - | 361 | 350 | - | 305 | 293 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1280 | - | - | 1277 | - | - | 380 | 392 | 755 | 382 | 394 | 762 |
| Stage 1 | - | - | - | - | - | - | 716 | 671 | - | 671 | 636 | - |
| Stage 2 | - | - | - | - | - | - | 657 | 633 | - | 705 | 670 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1280 | - | - | 1277 | - | - | 354 | 378 | 755 | 359 | 380 | 762 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 354 | 378 | - | 359 | 380 | - |
| Stage 1 | - | - | - | - | - | - | 713 | 668 | - | 668 | 616 | - |
| Stage 2 | - | - | - | - | - | - | 609 | 613 | - | 678 | 667 | - |
| | | | | | | | | | | | | |
| Approach | EB | | | WB | | | NB | | | SB | | |
| HCM Ctrl Dly, s/v | 0.1 | | | 0.9 | | | 11.7 | | | 11.7 | | |
| HCM LOS | | | | | | | B | | | B | | |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | | | | |
| Capacity (veh/h) | 573 | 1280 | - | - | 1277 | - | - | 582 | | | | |
| HCM Lane V/C Ratio | 0.062 | 0.003 | - | - | 0.027 | - | - | 0.076 | | | | |
| HCM Ctrl Dly (s/v) | 11.7 | 7.8 | 0 | - | 7.9 | 0 | - | 11.7 | | | | |
| HCM Lane LOS | B | A | A | - | A | A | - | B | | | | |
| HCM 95th %tile Q (veh) | 0.2 | 0 | - | - | 0.1 | - | - | 0.2 | | | | |


Lanes, Volumes, Timings
1: NE Main Street (SC 417) & College Street

No-Build (2028) AM
Burdette North TIS

| |  | | | | | | | | | | | |
|----------------------------|--|------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | ↔↔↔ | | ↖ | ↗ | | | ↗ | |
| Traffic Volume (vph) | 0 | 0 | 0 | 122 | 462 | 337 | 30 | 495 | 0 | 0 | 611 | 42 |
| Future Volume (vph) | 0 | 0 | 0 | 122 | 462 | 337 | 30 | 495 | 0 | 0 | 611 | 42 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 150 | | 0 | 125 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.945 | | | | | | 0.991 | |
| Flt Protected | | | | | 0.993 | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 3321 | 0 | 1770 | 1863 | 0 | 0 | 1846 | 0 |
| Flt Permitted | | | | | 0.993 | | 0.188 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 3321 | 0 | 350 | 1863 | 0 | 0 | 1846 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | 123 | | | | | | 5 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 82 | | | 413 | | | 570 | | | 1253 | |
| Travel Time (s) | | 2.2 | | | 11.3 | | | 11.1 | | | 24.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 0 | 0 | 0 | 136 | 513 | 374 | 33 | 550 | 0 | 0 | 679 | 47 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 1023 | 0 | 33 | 550 | 0 | 0 | 726 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | | | | 1 | 2 | | 1 | 2 | | | 2 | |
| Detector Template | | | | Left | Thru | | Left | Thru | | | Thru | |
| Leading Detector (ft) | | | | 20 | 100 | | 20 | 100 | | | 100 | |
| Trailing Detector (ft) | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Detector 1 Position(ft) | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Detector 1 Size(ft) | | | | 20 | 6 | | 20 | 6 | | | 6 | |
| Detector 1 Type | | | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Detector 1 Queue (s) | | | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Detector 1 Delay (s) | | | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Detector 2 Position(ft) | | | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | | | | 8 | | | 2 | | | | | |

Lanes, Volumes, Timings
1: NE Main Street (SC 417) & College Street

No-Build (2028) AM
Burdette North TIS

| |  | | | | | | | | | | | |
|-------------------------|--|-----|-----|-------|-------|-----|------|-------|-----|-----|-------|-----|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Detector Phase | | | | 8 | 8 | | 5 | 2 | | | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 7.0 | 7.0 | | 5.0 | 12.0 | | | 12.0 | |
| Minimum Split (s) | | | | 22.5 | 22.5 | | 9.5 | 22.5 | | | 22.5 | |
| Total Split (s) | | | | 38.0 | 38.0 | | 9.6 | 62.0 | | | 52.4 | |
| Total Split (%) | | | | 38.0% | 38.0% | | 9.6% | 62.0% | | | 52.4% | |
| Maximum Green (s) | | | | 33.5 | 33.5 | | 5.1 | 57.5 | | | 47.9 | |
| Yellow Time (s) | | | | 3.5 | 3.5 | | 3.5 | 3.5 | | | 3.5 | |
| All-Red Time (s) | | | | 1.0 | 1.0 | | 1.0 | 1.0 | | | 1.0 | |
| Lost Time Adjust (s) | | | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | | | | 4.5 | | 4.5 | 4.5 | | | 4.5 | |
| Lead/Lag | | | | | | | Lag | | | | Lead | |
| Lead-Lag Optimize? | | | | | | | Yes | | | | Yes | |
| Vehicle Extension (s) | | | | 3.0 | 3.0 | | 3.0 | 3.0 | | | 3.0 | |
| Recall Mode | | | | None | None | | None | C-Max | | | C-Max | |
| Walk Time (s) | | | | 7.0 | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | | | | 11.0 | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | | | 0 | 0 | | | 0 | | | 0 | |
| Act Effect Green (s) | | | | | 32.5 | | 58.5 | 58.5 | | | 52.8 | |
| Actuated g/C Ratio | | | | | 0.33 | | 0.59 | 0.59 | | | 0.53 | |
| v/c Ratio | | | | | 0.88 | | 0.12 | 0.50 | | | 0.74 | |
| Control Delay (s/veh) | | | | | 38.0 | | 3.0 | 4.0 | | | 25.8 | |
| Queue Delay | | | | | 0.0 | | 0.0 | 0.1 | | | 0.0 | |
| Total Delay (s/veh) | | | | | 38.0 | | 3.0 | 4.1 | | | 25.8 | |
| LOS | | | | | D | | A | A | | | C | |
| Approach Delay (s/veh) | | | | | 38.0 | | | 4.0 | | | 25.8 | |
| Approach LOS | | | | | D | | | A | | | C | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 14 (14%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay (s/veh): 25.7

Intersection LOS: C

Intersection Capacity Utilization 77.2%

ICU Level of Service D

















Analysis Period (min) 15

Splits and Phases: 1: NE Main Street (SC 417) & College Street















Lanes, Volumes, Timings
2: NE Main Street (SC 417) & Curtis Street

No-Build (2028) AM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | | | | |  | |  |  | |
| Traffic Volume (vph) | 65 | 333 | 27 | 0 | 0 | 0 | 0 | 441 | 63 | 190 | 533 | 0 |
| Future Volume (vph) | 65 | 333 | 27 | 0 | 0 | 0 | 0 | 441 | 63 | 190 | 533 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 150 | | 0 | 225 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.990 | | | | | | 0.983 | | | | |
| Flt Protected | | 0.992 | | | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 3476 | 0 | 0 | 0 | 0 | 0 | 1831 | 0 | 1770 | 1863 | 0 |
| Flt Permitted | | 0.992 | | | | | | | | 0.329 | | |
| Satd. Flow (perm) | 0 | 3476 | 0 | 0 | 0 | 0 | 0 | 1831 | 0 | 613 | 1863 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 6 | | | | | | 10 | | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 85 | | | 379 | | | 1084 | | | 570 | |
| Travel Time (s) | | 2.3 | | | 10.3 | | | 21.1 | | | 11.1 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 72 | 370 | 30 | 0 | 0 | 0 | 0 | 490 | 70 | 211 | 592 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 472 | 0 | 0 | 0 | 0 | 0 | 560 | 0 | 211 | 592 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | | | | | 2 | | 1 | 2 | |
| Detector Template | Left | Thru | | | | | | Thru | | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | | | | | | 100 | | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | | | | | 6 | | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | | | | | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | | | | | | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | | | | | | | 6 | | |

Lanes, Volumes, Timings
2: NE Main Street (SC 417) & Curtis Street

No-Build (2028) AM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Detector Phase | 4 | 4 | | | | | | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | | | | | 12.0 | | 5.0 | 12.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | | | | | 22.5 | | 9.5 | 22.5 | |
| Total Split (s) | 27.0 | 27.0 | | | | | | 55.0 | | 18.0 | 73.0 | |
| Total Split (%) | 27.0% | 27.0% | | | | | | 55.0% | | 18.0% | 73.0% | |
| Maximum Green (s) | 22.5 | 22.5 | | | | | | 50.5 | | 13.5 | 68.5 | |
| Yellow Time (s) | 3.5 | 3.5 | | | | | | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | | | | | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.5 | | | | | | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | | | | | | | | Lead | | Lag | | |
| Lead-Lag Optimize? | | | | | | | | Yes | | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | | | | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | | | | | C-Max | | None | C-Max | |
| Walk Time (s) | 7.0 | 7.0 | | | | | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | 11.0 | | | | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | | | | 0 | | | 0 | |
| Act Effct Green (s) | | 18.8 | | | | | | 54.2 | | 72.2 | 72.2 | |
| Actuated g/C Ratio | | 0.19 | | | | | | 0.54 | | 0.72 | 0.72 | |
| v/c Ratio | | 0.72 | | | | | | 0.56 | | 0.35 | 0.44 | |
| Control Delay (s/veh) | | 43.9 | | | | | | 18.2 | | 2.6 | 2.2 | |
| Queue Delay | | 0.0 | | | | | | 0.0 | | 0.0 | 0.3 | |
| Total Delay (s/veh) | | 43.9 | | | | | | 18.2 | | 2.6 | 2.5 | |
| LOS | | D | | | | | | B | | A | A | |
| Approach Delay (s/veh) | | 43.9 | | | | | | 18.2 | | | 2.5 | |
| Approach LOS | | D | | | | | | B | | | A | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 9 (9%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay (s/veh): 18.0

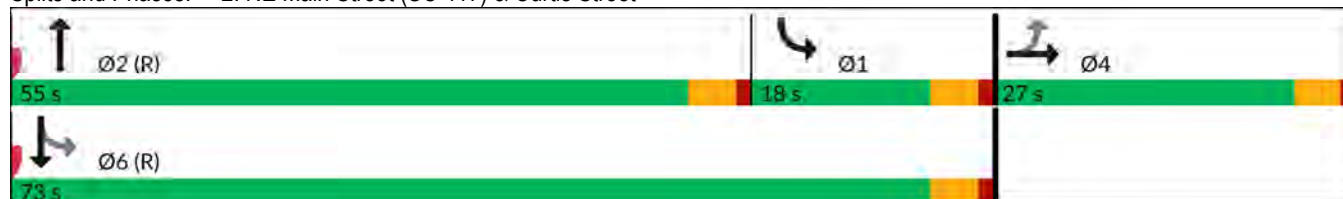
Intersection LOS: B

Intersection Capacity Utilization 77.2%

ICU Level of Service D

Analysis Period (min) 15



Splits and Phases: 2: NE Main Street (SC 417) & Curtis Street



Lanes, Volumes, Timings
3: Hedge Street & College Street
















No-Build (2028) AM
Burdette North TIS

| | → | ↘ | ↙ | ← | ↖ | ↗ |
|---|-------|-------|------|------------------------|-------|-------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | ↕↕ | ↖ | |
| Traffic Volume (vph) | 0 | 0 | 213 | 890 | 24 | 0 |
| Future Volume (vph) | 0 | 0 | 213 | 890 | 24 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | 0.990 | 0.950 | |
| Satd. Flow (prot) | 0 | 0 | 0 | 3504 | 1770 | 0 |
| Flt Permitted | | | | 0.990 | 0.950 | |
| Satd. Flow (perm) | 0 | 0 | 0 | 3504 | 1770 | 0 |
| Link Speed (mph) | 25 | | | 25 | 25 | |
| Link Distance (ft) | 413 | | | 1158 | 568 | |
| Travel Time (s) | 11.3 | | | 31.6 | 15.5 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 0 | 0 | 237 | 989 | 27 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 1226 | 27 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: Unsignalized | | | | | | |
| Intersection Capacity Utilization 40.8% | | | | ICU Level of Service A | | |
| Analysis Period (min) 15 | | | | | | |

| Intersection | | | | | | |
|--------------------------|-------|--------|------|---|---|------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | |  |  | |
| Traffic Vol, veh/h | 0 | 0 | 213 | 890 | 24 | 0 |
| Future Vol, veh/h | 0 | 0 | 213 | 890 | 24 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 237 | 989 | 27 | 0 |
| Major/Minor | | Major2 | | Minor1 | | |
| Conflicting Flow All | | 0 | | 0 969 - | | |
| Stage 1 | | - | | - 0 - | | |
| Stage 2 | | - | | - 969 - | | |
| Critical Hdwy | | 4.14 | | - 6.84 - | | |
| Critical Hdwy Stg 1 | | - | | - - - | | |
| Critical Hdwy Stg 2 | | - | | - 5.84 - | | |
| Follow-up Hdwy | | 2.22 | | - 3.52 - | | |
| Pot Cap-1 Maneuver | | - | | - 251 0 | | |
| Stage 1 | | - | | - - 0 | | |
| Stage 2 | | - | | - 329 0 | | |
| Platoon blocked, % | | - | | - | | |
| Mov Cap-1 Maneuver | | - | | - 251 - | | |
| Mov Cap-2 Maneuver | | - | | - 251 - | | |
| Stage 1 | | - | | - - - | | |
| Stage 2 | | - | | - 329 - | | |
| Approach | | WB | | NB | | |
| HCM Ctrl Dly, s/v | | | | 21 | | |
| HCM LOS | | | | C | | |
| Minor Lane/Major Mvmt | NBLn1 | WBL | WBT | | | |
| Capacity (veh/h) | 251 | - | - | | | |
| HCM Lane V/C Ratio | 0.106 | - | - | | | |
| HCM Ctrl Dly (s/v) | 21 | - | - | | | |
| HCM Lane LOS | C | - | - | | | |
| HCM 95th %tile Q (veh) | 0.4 | - | - | | | |













Lanes, Volumes, Timings
4: Hedge Street & Curtis Street

No-Build (2028) AM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | | | | |  | | |  | |
| Traffic Volume (vph) | 4 | 501 | 54 | 0 | 0 | 0 | 0 | 28 | 194 | 37 | 180 | 0 |
| Future Volume (vph) | 4 | 501 | 54 | 0 | 0 | 0 | 0 | 28 | 194 | 37 | 180 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.986 | | | | | | 0.882 | | | | |
| Flt Protected | | | | | | | | | | | 0.992 | |
| Satd. Flow (prot) | 0 | 3490 | 0 | 0 | 0 | 0 | 0 | 1643 | 0 | 0 | 1848 | 0 |
| Flt Permitted | | | | | | | | | | | 0.992 | |
| Satd. Flow (perm) | 0 | 3490 | 0 | 0 | 0 | 0 | 0 | 1643 | 0 | 0 | 1848 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 12 | | | | | | 216 | | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 379 | | | 1213 | | | 1024 | | | 568 | |
| Travel Time (s) | | 10.3 | | | 33.1 | | | 27.9 | | | 15.5 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 4 | 557 | 60 | 0 | 0 | 0 | 0 | 31 | 216 | 41 | 200 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 621 | 0 | 0 | 0 | 0 | 0 | 247 | 0 | 0 | 241 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | | | | | 1 | | 1 | 1 | |
| Detector Template | Left | Thru | | | | | | | | Left | | |
| Leading Detector (ft) | 20 | 100 | | | | | | 30 | | 20 | 30 | |
| Trailing Detector (ft) | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | | | | | 30 | | 20 | 30 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | | | | | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | | | | | | | | |
| Detector 2 Size(ft) | | 6 | | | | | | | | | | |
| Detector 2 Type | | Cl+Ex | | | | | | | | | | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | | | | | | | | |
| Turn Type | Perm | NA | | | | | | NA | | Split | NA | |
| Protected Phases | | 2 | | | | | | 4 | | 8 | 8 | |
| Permitted Phases | 2 | | | | | | | | | | | |
| Detector Phase | 2 | 2 | | | | | | 4 | | 8 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | | | | | 7.0 | | 7.0 | 7.0 | |

Lanes, Volumes, Timings
4: Hedge Street & Curtis Street

No-Build (2028) AM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Minimum Split (s) | 22.5 | 22.5 | | | | | | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 38.0 | 38.0 | | | | | | 29.0 | | 33.0 | 33.0 | |
| Total Split (%) | 38.0% | 38.0% | | | | | | 29.0% | | 33.0% | 33.0% | |
| Maximum Green (s) | 33.5 | 33.5 | | | | | | 24.5 | | 28.5 | 28.5 | |
| Yellow Time (s) | 3.5 | 3.5 | | | | | | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | | | | | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 4.5 | | | | | | 4.5 | | | 4.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | | | | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | C-Max | C-Max | | | | | | None | | None | None | |
| Walk Time (s) | 7.0 | 7.0 | | | | | | 7.0 | | 7.0 | 7.0 | |
| Flash Don't Walk (s) | 11.0 | 11.0 | | | | | | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 58.5 | | | | | | 9.7 | | | 18.3 | |
| Actuated g/C Ratio | | 0.59 | | | | | | 0.10 | | | 0.18 | |
| v/c Ratio | | 0.30 | | | | | | 0.70 | | | 0.71 | |
| Control Delay (s/veh) | | 6.7 | | | | | | 19.6 | | | 49.8 | |
| Queue Delay | | 0.2 | | | | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | | 6.9 | | | | | | 19.6 | | | 49.8 | |
| LOS | | A | | | | | | B | | | D | |
| Approach Delay (s/veh) | | 6.9 | | | | | | 19.6 | | | 49.8 | |
| Approach LOS | | A | | | | | | B | | | D | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 76 (76%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay (s/veh): 19.0

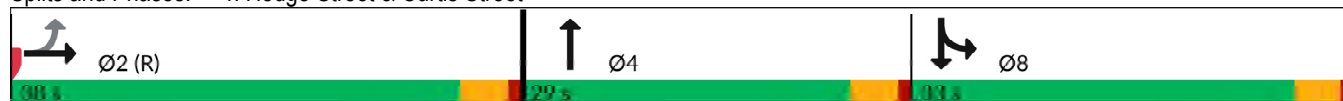
Intersection LOS: B

Intersection Capacity Utilization 51.9%

ICU Level of Service A
















Analysis Period (min) 15

Splits and Phases: 4: Hedge Street & Curtis Street



Lanes, Volumes, Timings
5: Main Street & College Street

No-Build (2028) AM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | |  | | |  | | |  | |
| Traffic Volume (vph) | 0 | 0 | 0 | 27 | 498 | 10 | 32 | 5 | 0 | 0 | 1 | 22 |
| Future Volume (vph) | 0 | 0 | 0 | 27 | 498 | 10 | 32 | 5 | 0 | 0 | 1 | 22 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.997 | | | | | | 0.870 | |
| Flt Protected | | | | | 0.997 | | | 0.959 | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 3518 | 0 | 0 | 1786 | 0 | 0 | 1621 | 0 |
| Flt Permitted | | | | | 0.997 | | | 0.959 | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 3518 | 0 | 0 | 1786 | 0 | 0 | 1621 | 0 |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1082 | | | 82 | | | 565 | | | 1260 | |
| Travel Time (s) | | 29.5 | | | 2.2 | | | 15.4 | | | 34.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 0 | 0 | 0 | 30 | 553 | 11 | 36 | 6 | 0 | 0 | 1 | 24 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 594 | 0 | 0 | 42 | 0 | 0 | 25 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Control Type: | Unsignalized | | | | | | | | | | | |
| Intersection Capacity Utilization | 30.2% | | | | | | | | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| | ICU Level of Service A | | | | | | | | | | | |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | ↔↔ | | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 27 | 498 | 10 | 32 | 5 | 0 | 0 | 1 | 22 |
| Future Vol, veh/h | 0 | 0 | 0 | 27 | 498 | 10 | 32 | 5 | 0 | 0 | 1 | 22 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 30 | 553 | 11 | 36 | 6 | 0 | 0 | 1 | 24 |
















| Major/Minor | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 0 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | 4.14 | - | - |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | 2.22 | - | - |
| Pot Cap-1 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | - | - |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | WB | NB | SB |
|-------------------|----|------|------|
| HCM Ctrl Dly, s/v | | 12.2 | 10.4 |
| HCM LOS | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | WBL | WBT | WBR | SBLn1 |
|------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 541 | - | - | - | 692 |
| HCM Lane V/C Ratio | 0.076 | - | - | - | 0.037 |
| HCM Ctrl Dly (s/v) | 12.2 | - | - | - | 10.4 |
| HCM Lane LOS | B | - | - | - | B |
| HCM 95th %tile Q (veh) | 0.2 | - | - | - | 0.1 |

Lanes, Volumes, Timings
6: Main Street & Curtis Street

No-Build (2028) AM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | | | | |  | | |  | |
| Traffic Volume (vph) | 6 | 402 | 13 | 0 | 0 | 0 | 0 | 7 | 20 | 2 | 13 | 0 |
| Future Volume (vph) | 6 | 402 | 13 | 0 | 0 | 0 | 0 | 7 | 20 | 2 | 13 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.996 | | | | | | 0.901 | | | | |
| Flt Protected | | 0.999 | | | | | | | | | 0.994 | |
| Satd. Flow (prot) | 0 | 3522 | 0 | 0 | 0 | 0 | 0 | 1678 | 0 | 0 | 1852 | 0 |
| Flt Permitted | | 0.999 | | | | | | | | | 0.994 | |
| Satd. Flow (perm) | 0 | 3522 | 0 | 0 | 0 | 0 | 0 | 1678 | 0 | 0 | 1852 | 0 |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1197 | | | 85 | | | 1027 | | | 565 | |
| Travel Time (s) | | 32.6 | | | 2.3 | | | 28.0 | | | 15.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 7 | 447 | 14 | 0 | 0 | 0 | 0 | 8 | 22 | 2 | 14 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 468 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 16 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Control Type: | Unsignalized | | | | | | | | | | | |
| Intersection Capacity Utilization | 21.7% | | | | | | | | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| ICU Level of Service A | | | | | | | | | | | | |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↔↔ | | | | | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 6 | 402 | 13 | 0 | 0 | 0 | 0 | 7 | 20 | 2 | 13 | 0 |
| Future Vol, veh/h | 6 | 402 | 13 | 0 | 0 | 0 | 0 | 7 | 20 | 2 | 13 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 447 | 14 | 0 | 0 | 0 | 0 | 8 | 22 | 2 | 14 | 0 |


| Major/Minor | Major1 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|------|------|--------|------|---|
| Conflicting Flow All | 0 | 0 | 0 | - | 468 | 231 | 242 | 475 | - |
| Stage 1 | - | - | - | - | 468 | - | 0 | 0 | - |
| Stage 2 | - | - | - | - | 0 | - | 242 | 475 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.54 | 6.94 | 7.54 | 6.54 | - |
| Critical Hdwy Stg 1 | - | - | - | - | 5.54 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | - | 4.02 | 3.32 | 3.52 | 4.02 | - |
| Pot Cap-1 Maneuver | - | - | - | 0 | 491 | 771 | 692 | 487 | 0 |
| Stage 1 | - | - | - | 0 | 560 | - | - | - | 0 |
| Stage 2 | - | - | - | 0 | - | - | 740 | 556 | 0 |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | - | - | 491 | 771 | 664 | 487 | - |
| Mov Cap-2 Maneuver | - | - | - | - | 491 | - | 664 | 487 | - |
| Stage 1 | - | - | - | - | 560 | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | 709 | 556 | - |

| Approach | EB | NB | SB |
|-------------------|----|------|------|
| HCM Ctrl Dly, s/v | | 10.6 | 12.4 |
| HCM LOS | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | SBLn1 |
|------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 672 | - | - | - | 505 |
| HCM Lane V/C Ratio | 0.045 | - | - | - | 0.033 |
| HCM Ctrl Dly (s/v) | 10.6 | - | - | - | 12.4 |
| HCM Lane LOS | B | - | - | - | B |
| HCM 95th %tile Q (veh) | 0.1 | - | - | - | 0.1 |

Lanes, Volumes, Timings
1: NE Main Street (SC 417) & College Street

No-Build (2028) PM
Burdette North TIS

| |  | | | | | | | | | | | |
|----------------------------|--|------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | ↔↔↔ | | ↖ | ↗ | | | ↗ | |
| Traffic Volume (vph) | 0 | 0 | 0 | 76 | 371 | 167 | 59 | 506 | 0 | 0 | 834 | 77 |
| Future Volume (vph) | 0 | 0 | 0 | 76 | 371 | 167 | 59 | 506 | 0 | 0 | 834 | 77 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 150 | | 0 | 125 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.959 | | | | | | 0.989 | |
| Flt Protected | | | | | 0.994 | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 3374 | 0 | 1770 | 1863 | 0 | 0 | 1842 | 0 |
| Flt Permitted | | | | | 0.994 | | 0.083 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 3374 | 0 | 155 | 1863 | 0 | 0 | 1842 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | 50 | | | | | | 8 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 82 | | | 413 | | | 570 | | | 1253 | |
| Travel Time (s) | | 2.2 | | | 11.3 | | | 11.1 | | | 24.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 0 | 0 | 0 | 84 | 412 | 186 | 66 | 562 | 0 | 0 | 927 | 86 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 682 | 0 | 66 | 562 | 0 | 0 | 1013 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | | | | 1 | 2 | | 1 | 2 | | | 2 | |
| Detector Template | | | | Left | Thru | | Left | Thru | | | Thru | |
| Leading Detector (ft) | | | | 20 | 100 | | 20 | 100 | | | 100 | |
| Trailing Detector (ft) | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Detector 1 Position(ft) | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Detector 1 Size(ft) | | | | 20 | 6 | | 20 | 6 | | | 6 | |
| Detector 1 Type | | | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Detector 1 Queue (s) | | | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Detector 1 Delay (s) | | | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Detector 2 Position(ft) | | | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | | | | 8 | | | 2 | | | | | |

Lanes, Volumes, Timings
1: NE Main Street (SC 417) & College Street

No-Build (2028) PM
Burdette North TIS

| | ↖ | → | ↗ | ↖ | ← | ↖ | ↖ | ↑ | ↗ | ↘ | ↓ | ↙ |
|-------------------------|-----|-----|-----|-------|-------|-----|-------|-------|-----|-----|-------|-----|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Detector Phase | | | | 8 | 8 | | 5 | 2 | | | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 7.0 | 7.0 | | 5.0 | 12.0 | | | 12.0 | |
| Minimum Split (s) | | | | 22.5 | 22.5 | | 9.5 | 22.5 | | | 22.5 | |
| Total Split (s) | | | | 27.0 | 27.0 | | 10.0 | 73.0 | | | 63.0 | |
| Total Split (%) | | | | 27.0% | 27.0% | | 10.0% | 73.0% | | | 63.0% | |
| Maximum Green (s) | | | | 22.5 | 22.5 | | 5.5 | 68.5 | | | 58.5 | |
| Yellow Time (s) | | | | 3.5 | 3.5 | | 3.5 | 3.5 | | | 3.5 | |
| All-Red Time (s) | | | | 1.0 | 1.0 | | 1.0 | 1.0 | | | 1.0 | |
| Lost Time Adjust (s) | | | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | | | | 4.5 | | 4.5 | 4.5 | | | 4.5 | |
| Lead/Lag | | | | | | | Lag | | | | Lead | |
| Lead-Lag Optimize? | | | | | | | Yes | | | | Yes | |
| Vehicle Extension (s) | | | | 3.0 | 3.0 | | 3.0 | 3.0 | | | 3.0 | |
| Recall Mode | | | | None | None | | None | C-Max | | | C-Max | |
| Walk Time (s) | | | | 7.0 | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | | | | 11.0 | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | | | 0 | 0 | | | 0 | | | 0 | |
| Act Effect Green (s) | | | | | 21.9 | | 69.1 | 69.1 | | | 61.1 | |
| Actuated g/C Ratio | | | | | 0.22 | | 0.69 | 0.69 | | | 0.61 | |
| v/c Ratio | | | | | 0.88 | | 0.34 | 0.44 | | | 0.90 | |
| Control Delay (s/veh) | | | | | 48.6 | | 7.7 | 2.0 | | | 30.5 | |
| Queue Delay | | | | | 0.0 | | 0.0 | 0.5 | | | 0.0 | |
| Total Delay (s/veh) | | | | | 48.6 | | 7.7 | 2.4 | | | 30.5 | |
| LOS | | | | | D | | A | A | | | C | |
| Approach Delay (s/veh) | | | | | 48.6 | | | 3.0 | | | 30.5 | |
| Approach LOS | | | | | D | | | A | | | C | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 38 (38%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay (s/veh): 28.4

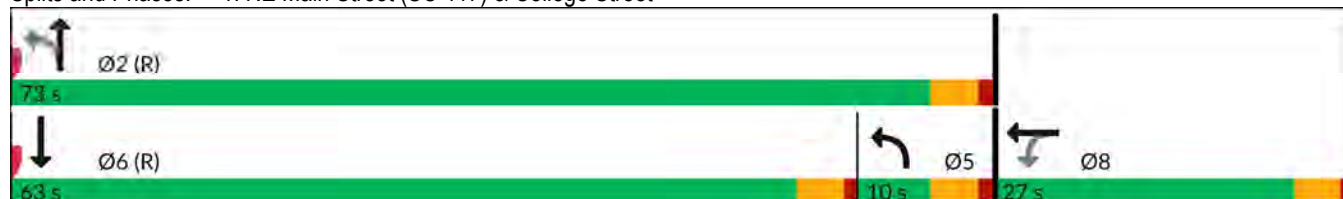
Intersection LOS: C

Intersection Capacity Utilization 82.8%

ICU Level of Service E

















Analysis Period (min) 15

Splits and Phases: 1: NE Main Street (SC 417) & College Street




Lanes, Volumes, Timings
2: NE Main Street (SC 417) & Curtis Street

No-Build (2028) PM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | | | | |  | |  |  | |
| Traffic Volume (vph) | 52 | 455 | 51 | 0 | 0 | 0 | 0 | 454 | 221 | 333 | 551 | 0 |
| Future Volume (vph) | 52 | 455 | 51 | 0 | 0 | 0 | 0 | 454 | 221 | 333 | 551 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 150 | | 0 | 225 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.986 | | | | | | 0.956 | | | | |
| Flt Protected | | 0.995 | | | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 3472 | 0 | 0 | 0 | 0 | 0 | 1781 | 0 | 1770 | 1863 | 0 |
| Flt Permitted | | 0.995 | | | | | | | | 0.144 | | |
| Satd. Flow (perm) | 0 | 3472 | 0 | 0 | 0 | 0 | 0 | 1781 | 0 | 268 | 1863 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | 10 | | | | | | 33 | | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 85 | | | 379 | | | 1084 | | | 570 | |
| Travel Time (s) | | 2.3 | | | 10.3 | | | 21.1 | | | 11.1 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 58 | 506 | 57 | 0 | 0 | 0 | 0 | 504 | 246 | 370 | 612 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 621 | 0 | 0 | 0 | 0 | 0 | 750 | 0 | 370 | 612 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | | | | | 2 | | 1 | 2 | |
| Detector Template | Left | Thru | | | | | | Thru | | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | | | | | | 100 | | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | | | | | 6 | | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | | | | | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | | | | | | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | | | | | | | 6 | | |

Lanes, Volumes, Timings
2: NE Main Street (SC 417) & Curtis Street

No-Build (2028) PM
Burdette North TIS

| |  | | | | | | | | | | | |
|-------------------------|--|-------|-----|-----|-----|-----|-----|-------|-----|-------|-------|-----|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Detector Phase | 4 | 4 | | | | | | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | | | | | 12.0 | | 5.0 | 12.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | | | | | 22.5 | | 9.5 | 22.5 | |
| Total Split (s) | 25.0 | 25.0 | | | | | | 52.0 | | 23.0 | 75.0 | |
| Total Split (%) | 25.0% | 25.0% | | | | | | 52.0% | | 23.0% | 75.0% | |
| Maximum Green (s) | 20.5 | 20.5 | | | | | | 47.5 | | 18.5 | 70.5 | |
| Yellow Time (s) | 3.5 | 3.5 | | | | | | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | | | | | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.5 | | | | | | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | | | | | | | | Lead | | Lag | | |
| Lead-Lag Optimize? | | | | | | | | Yes | | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | | | | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | | | | | C-Max | | None | C-Max | |
| Walk Time (s) | 7.0 | 7.0 | | | | | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | 11.0 | | | | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | | | | 0 | | | 0 | |
| Act Effect Green (s) | | 20.0 | | | | | | 48.0 | | 71.0 | 71.0 | |
| Actuated g/C Ratio | | 0.20 | | | | | | 0.48 | | 0.71 | 0.71 | |
| v/c Ratio | | 0.88 | | | | | | 0.86 | | 0.79 | 0.46 | |
| Control Delay (s/veh) | | 54.0 | | | | | | 34.1 | | 20.2 | 1.5 | |
| Queue Delay | | 0.0 | | | | | | 0.0 | | 0.7 | 0.4 | |
| Total Delay (s/veh) | | 54.0 | | | | | | 34.1 | | 21.0 | 1.9 | |
| LOS | | D | | | | | | C | | C | A | |
| Approach Delay (s/veh) | | 54.0 | | | | | | 34.1 | | | 9.1 | |
| Approach LOS | | D | | | | | | C | | | A | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 39 (39%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay (s/veh): 28.9

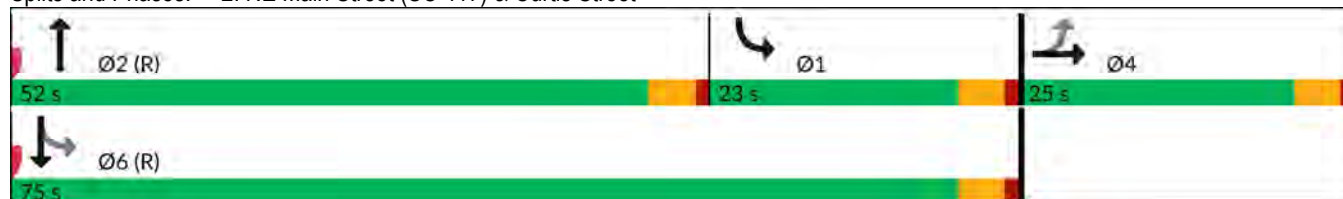
Intersection LOS: C

Intersection Capacity Utilization 82.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 2: NE Main Street (SC 417) & Curtis Street



Lanes, Volumes, Timings
3: Hedge Street & College Street
















No-Build (2028) PM
Burdette North TIS

| | → | ↘ | ↙ | ← | ↖ | ↗ |
|---|-------|-------|------|------------------------|-------|-------|
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | ↕↕ | ↖ | |
| Traffic Volume (vph) | 0 | 0 | 138 | 576 | 21 | 0 |
| Future Volume (vph) | 0 | 0 | 138 | 576 | 21 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | 0.990 | 0.950 | |
| Satd. Flow (prot) | 0 | 0 | 0 | 3504 | 1770 | 0 |
| Flt Permitted | | | | 0.990 | 0.950 | |
| Satd. Flow (perm) | 0 | 0 | 0 | 3504 | 1770 | 0 |
| Link Speed (mph) | 25 | | | 25 | 25 | |
| Link Distance (ft) | 413 | | | 1158 | 568 | |
| Travel Time (s) | 11.3 | | | 31.6 | 15.5 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 0 | 0 | 153 | 640 | 23 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 793 | 23 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: Unsignalized | | | | | | |
| Intersection Capacity Utilization 29.9% | | | | ICU Level of Service A | | |
| Analysis Period (min) 15 | | | | | | |

| Intersection | | | | | | |
|--------------------------|-------|--------|------|--------|------|------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | ↕↑ | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 138 | 576 | 21 | 0 |
| Future Vol, veh/h | 0 | 0 | 138 | 576 | 21 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 153 | 640 | 23 | 0 |
| Major/Minor | | Major2 | | Minor1 | | |
| Conflicting Flow All | | 0 | 0 | 626 | - | - |
| Stage 1 | | - | - | 0 | - | - |
| Stage 2 | | - | - | 626 | - | - |
| Critical Hdwy | | 4.14 | - | 6.84 | - | - |
| Critical Hdwy Stg 1 | | - | - | - | - | - |
| Critical Hdwy Stg 2 | | - | - | 5.84 | - | - |
| Follow-up Hdwy | | 2.22 | - | 3.52 | - | - |
| Pot Cap-1 Maneuver | | - | - | 416 | 0 | - |
| Stage 1 | | - | - | - | 0 | - |
| Stage 2 | | - | - | 495 | 0 | - |
| Platoon blocked, % | | - | - | - | - | - |
| Mov Cap-1 Maneuver | | - | - | 416 | - | - |
| Mov Cap-2 Maneuver | | - | - | 416 | - | - |
| Stage 1 | | - | - | - | - | - |
| Stage 2 | | - | - | 495 | - | - |
| Approach | | WB | | NB | | |
| HCM Ctrl Dly, s/v | | | | 14.2 | | |
| HCM LOS | | | | B | | |
| Minor Lane/Major Mvmt | NBLn1 | WBL | WBT | | | |
| Capacity (veh/h) | 416 | - | - | | | |
| HCM Lane V/C Ratio | 0.056 | - | - | | | |
| HCM Ctrl Dly (s/v) | 14.2 | - | - | | | |
| HCM Lane LOS | B | - | - | | | |
| HCM 95th %tile Q (veh) | 0.2 | - | - | | | |













Lanes, Volumes, Timings
4: Hedge Street & Curtis Street

No-Build (2028) PM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | | | | |  | | |  | |
| Traffic Volume (vph) | 17 | 926 | 153 | 0 | 0 | 0 | 0 | 29 | 281 | 114 | 10 | 0 |
| Future Volume (vph) | 17 | 926 | 153 | 0 | 0 | 0 | 0 | 29 | 281 | 114 | 10 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.979 | | | | | | 0.878 | | | | |
| Flt Protected | | 0.999 | | | | | | | | | 0.956 | |
| Satd. Flow (prot) | 0 | 3461 | 0 | 0 | 0 | 0 | 0 | 1635 | 0 | 0 | 1781 | 0 |
| Flt Permitted | | 0.999 | | | | | | | | | 0.956 | |
| Satd. Flow (perm) | 0 | 3461 | 0 | 0 | 0 | 0 | 0 | 1635 | 0 | 0 | 1781 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 23 | | | | | | 165 | | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 379 | | | 1213 | | | 1024 | | | 568 | |
| Travel Time (s) | | 10.3 | | | 33.1 | | | 27.9 | | | 15.5 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 19 | 1029 | 170 | 0 | 0 | 0 | 0 | 32 | 312 | 127 | 11 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 1218 | 0 | 0 | 0 | 0 | 0 | 344 | 0 | 0 | 138 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | | | | | 1 | | 1 | 1 | |
| Detector Template | Left | Thru | | | | | | | | Left | | |
| Leading Detector (ft) | 20 | 100 | | | | | | 30 | | 20 | 30 | |
| Trailing Detector (ft) | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | | | | | 30 | | 20 | 30 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | | | | | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | | | | | | | | |
| Detector 2 Size(ft) | | 6 | | | | | | | | | | |
| Detector 2 Type | | Cl+Ex | | | | | | | | | | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | | | | | | | | |
| Turn Type | Perm | NA | | | | | | NA | | Split | NA | |
| Protected Phases | | 2 | | | | | | 4 | | 8 | 8 | |
| Permitted Phases | 2 | | | | | | | | | | | |
| Detector Phase | 2 | 2 | | | | | | 4 | | 8 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | | | | | 7.0 | | 7.0 | 7.0 | |

Lanes, Volumes, Timings
4: Hedge Street & Curtis Street

No-Build (2028) PM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Minimum Split (s) | 22.5 | 22.5 | | | | | | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 49.2 | 49.2 | | | | | | 28.0 | | 22.8 | 22.8 | |
| Total Split (%) | 49.2% | 49.2% | | | | | | 28.0% | | 22.8% | 22.8% | |
| Maximum Green (s) | 44.7 | 44.7 | | | | | | 23.5 | | 18.3 | 18.3 | |
| Yellow Time (s) | 3.5 | 3.5 | | | | | | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | | | | | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 4.5 | | | | | | 4.5 | | | 4.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | | | | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | C-Max | C-Max | | | | | | None | | None | None | |
| Walk Time (s) | 7.0 | 7.0 | | | | | | 7.0 | | 7.0 | 7.0 | |
| Flash Don't Walk (s) | 11.0 | 11.0 | | | | | | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 56.8 | | | | | | 16.7 | | | 13.0 | |
| Actuated g/C Ratio | | 0.57 | | | | | | 0.17 | | | 0.13 | |
| v/c Ratio | | 0.62 | | | | | | 0.84 | | | 0.60 | |
| Control Delay (s/veh) | | 9.8 | | | | | | 38.3 | | | 51.2 | |
| Queue Delay | | 0.5 | | | | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | | 10.2 | | | | | | 38.3 | | | 51.2 | |
| LOS | | B | | | | | | D | | | D | |
| Approach Delay (s/veh) | | 10.2 | | | | | | 38.3 | | | 51.2 | |
| Approach LOS | | B | | | | | | D | | | D | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay (s/veh): 19.2

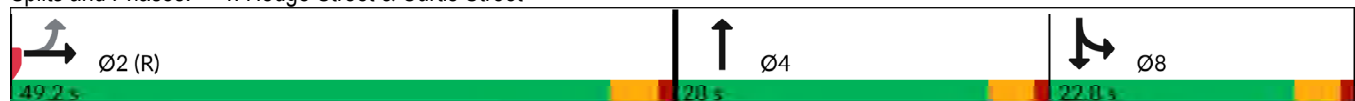
Intersection LOS: B

Intersection Capacity Utilization 67.9%

ICU Level of Service C
















Analysis Period (min) 15

Splits and Phases: 4: Hedge Street & Curtis Street



Lanes, Volumes, Timings
5: Main Street & College Street

No-Build (2028) PM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | |  | | |  | | |  | |
| Traffic Volume (vph) | 0 | 0 | 0 | 59 | 445 | 4 | 45 | 3 | 0 | 0 | 15 | 30 |
| Future Volume (vph) | 0 | 0 | 0 | 59 | 445 | 4 | 45 | 3 | 0 | 0 | 15 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.999 | | | | | 0.911 | | |
| Flt Protected | | | | | 0.994 | 0.955 | | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 3514 | 0 | 0 | 1779 | 0 | 0 | 1697 | 0 |
| Flt Permitted | | | | | 0.994 | 0.955 | | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 3514 | 0 | 0 | 1779 | 0 | 0 | 1697 | 0 |
| Link Speed (mph) | 25 | | | | 25 | 25 | | | | 25 | | |
| Link Distance (ft) | 1082 | | | | 82 | 565 | | | | 1260 | | |
| Travel Time (s) | 29.5 | | | | 2.2 | 15.4 | | | | 34.4 | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 0 | 0 | 0 | 66 | 494 | 4 | 50 | 3 | 0 | 0 | 17 | 33 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 564 | 0 | 0 | 53 | 0 | 0 | 50 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | 0 | | | | 0 | 0 | | | | 0 | | |
| Link Offset(ft) | 0 | | | | 0 | 0 | | | | 0 | | |
| Crosswalk Width(ft) | 16 | | | | 16 | 16 | | | | 16 | | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | Free | | | Free | | | | Stop | | | Stop | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Control Type: Unsignalized | | | | | | | | | | | | |
| Intersection Capacity Utilization 30.1% | | | | | | | | | | | | |
| ICU Level of Service A | | | | | | | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | ↔↔ | | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 59 | 445 | 4 | 45 | 3 | 0 | 0 | 15 | 30 |
| Future Vol, veh/h | 0 | 0 | 0 | 59 | 445 | 4 | 45 | 3 | 0 | 0 | 15 | 30 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 66 | 494 | 4 | 50 | 3 | 0 | 0 | 17 | 33 |
















| Major/Minor | Major2 | | Minor1 | | Minor2 | |
|----------------------|--------|---|--------|------|--------|---|
| Conflicting Flow All | 0 | 0 | 0 | 388 | 630 | - |
| Stage 1 | - | - | - | 0 | 0 | - |
| Stage 2 | - | - | - | 388 | 630 | - |
| Critical Hdwy | 4.14 | - | - | 7.54 | 6.54 | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | 3.52 | 4.02 | - |
| Pot Cap-1 Maneuver | - | - | - | 545 | 397 | 0 |
| Stage 1 | - | - | - | - | - | 0 |
| Stage 2 | - | - | - | 607 | 473 | 0 |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | - | 504 | 397 | - |
| Mov Cap-2 Maneuver | - | - | - | 504 | 397 | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | 560 | 473 | - |

| Approach | WB | NB | SB |
|-------------------|----|------|------|
| HCM Ctrl Dly, s/v | | 13.1 | 11.8 |
| HCM LOS | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | WBL | WBT | WBR | SBLn1 |
|------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 496 | - | - | - | 580 |
| HCM Lane V/C Ratio | 0.108 | - | - | - | 0.086 |
| HCM Ctrl Dly (s/v) | 13.1 | - | - | - | 11.8 |
| HCM Lane LOS | B | - | - | - | B |
| HCM 95th %tile Q (veh) | 0.4 | - | - | - | 0.3 |

Lanes, Volumes, Timings
6: Main Street & Curtis Street

No-Build (2028) PM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | | | | |  | | |  | |
| Traffic Volume (vph) | 7 | 501 | 4 | 0 | 0 | 0 | 0 | 3 | 31 | 27 | 31 | 0 |
| Future Volume (vph) | 7 | 501 | 4 | 0 | 0 | 0 | 0 | 3 | 31 | 27 | 31 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.999 | | | | | | 0.876 | | | | |
| Flt Protected | | 0.999 | | | | | | | | | 0.977 | |
| Satd. Flow (prot) | 0 | 3532 | 0 | 0 | 0 | 0 | 0 | 1632 | 0 | 0 | 1820 | 0 |
| Flt Permitted | | 0.999 | | | | | | | | | 0.977 | |
| Satd. Flow (perm) | 0 | 3532 | 0 | 0 | 0 | 0 | 0 | 1632 | 0 | 0 | 1820 | 0 |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1197 | | | 85 | | | 1027 | | | 565 | |
| Travel Time (s) | | 32.6 | | | 2.3 | | | 28.0 | | | 15.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 8 | 557 | 4 | 0 | 0 | 0 | 0 | 3 | 34 | 30 | 34 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 569 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 64 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Control Type: | Unsignalized | | | | | | | | | | | |
| Intersection Capacity Utilization | 30.6% | | | | | | ICU Level of Service A | | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↔↔ | | | | | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 7 | 501 | 4 | 0 | 0 | 0 | 0 | 3 | 31 | 27 | 31 | 0 |
| Future Vol, veh/h | 7 | 501 | 4 | 0 | 0 | 0 | 0 | 3 | 31 | 27 | 31 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 8 | 557 | 4 | 0 | 0 | 0 | 0 | 3 | 34 | 30 | 34 | 0 |


| Major/Minor | Major1 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|------|------|--------|------|---|
| Conflicting Flow All | 0 | 0 | 0 | - | 575 | 281 | 296 | 577 | - |
| Stage 1 | - | - | - | - | 575 | - | 0 | 0 | - |
| Stage 2 | - | - | - | - | 0 | - | 296 | 577 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.54 | 6.94 | 7.54 | 6.54 | - |
| Critical Hdwy Stg 1 | - | - | - | - | 5.54 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | - | 4.02 | 3.32 | 3.52 | 4.02 | - |
| Pot Cap-1 Maneuver | - | - | - | 0 | 427 | 716 | 634 | 426 | 0 |
| Stage 1 | - | - | - | 0 | 501 | - | - | - | 0 |
| Stage 2 | - | - | - | 0 | - | - | 688 | 500 | 0 |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | - | - | 427 | 716 | 600 | 426 | - |
| Mov Cap-2 Maneuver | - | - | - | - | 427 | - | 600 | 426 | - |
| Stage 1 | - | - | - | - | 501 | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | 651 | 500 | - |

| Approach | EB | NB | SB |
|-------------------|----|------|------|
| HCM Ctrl Dly, s/v | | 10.6 | 13.4 |
| HCM LOS | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | SBLn1 |
|------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 676 | - | - | - | 492 |
| HCM Lane V/C Ratio | 0.056 | - | - | - | 0.131 |
| HCM Ctrl Dly (s/v) | 10.6 | - | - | - | 13.4 |
| HCM Lane LOS | B | - | - | - | B |
| HCM 95th %tile Q (veh) | 0.2 | - | - | - | 0.4 |

Lanes, Volumes, Timings
1: NE Main Street (SC 417) & College Street

Build (2028) AM
Burdette North TIS

| |  | | | | | | | | | | | |
|----------------------------|--|------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | ↔↔↔ | | ↖ | ↗ | | | ↗ | |
| Traffic Volume (vph) | 0 | 0 | 0 | 129 | 472 | 352 | 30 | 495 | 0 | 0 | 620 | 42 |
| Future Volume (vph) | 0 | 0 | 0 | 129 | 472 | 352 | 30 | 495 | 0 | 0 | 620 | 42 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 150 | | 0 | 125 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.945 | | | | | | 0.991 | |
| Flt Protected | | | | | 0.993 | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 3321 | 0 | 1770 | 1863 | 0 | 0 | 1846 | 0 |
| Flt Permitted | | | | | 0.993 | | 0.179 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 3321 | 0 | 333 | 1863 | 0 | 0 | 1846 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | 128 | | | | | | 5 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 82 | | | 314 | | | 570 | | | 1253 | |
| Travel Time (s) | | 2.2 | | | 8.6 | | | 11.1 | | | 24.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 0 | 0 | 0 | 143 | 524 | 391 | 33 | 550 | 0 | 0 | 689 | 47 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 1058 | 0 | 33 | 550 | 0 | 0 | 736 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | | | | 1 | 2 | | 1 | 2 | | | 2 | |
| Detector Template | | | | Left | Thru | | Left | Thru | | | Thru | |
| Leading Detector (ft) | | | | 20 | 100 | | 20 | 100 | | | 100 | |
| Trailing Detector (ft) | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Detector 1 Position(ft) | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Detector 1 Size(ft) | | | | 20 | 6 | | 20 | 6 | | | 6 | |
| Detector 1 Type | | | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Detector 1 Queue (s) | | | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Detector 1 Delay (s) | | | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Detector 2 Position(ft) | | | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | | | | 8 | | | 2 | | | | | |

Lanes, Volumes, Timings
1: NE Main Street (SC 417) & College Street

Build (2028) AM
Burdette North TIS

| | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-----|-----|-------|-------|-----|------|-------|-----|-----|-------|-----|
| Lane Group | | | | | | | | | | | | |
| Detector Phase | | | | 8 | 8 | | 5 | 2 | | | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 7.0 | 7.0 | | 5.0 | 12.0 | | | 12.0 | |
| Minimum Split (s) | | | | 22.5 | 22.5 | | 9.5 | 22.5 | | | 22.5 | |
| Total Split (s) | | | | 38.0 | 38.0 | | 9.6 | 62.0 | | | 52.4 | |
| Total Split (%) | | | | 38.0% | 38.0% | | 9.6% | 62.0% | | | 52.4% | |
| Maximum Green (s) | | | | 33.5 | 33.5 | | 5.1 | 57.5 | | | 47.9 | |
| Yellow Time (s) | | | | 3.5 | 3.5 | | 3.5 | 3.5 | | | 3.5 | |
| All-Red Time (s) | | | | 1.0 | 1.0 | | 1.0 | 1.0 | | | 1.0 | |
| Lost Time Adjust (s) | | | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | | | | 4.5 | | 4.5 | 4.5 | | | 4.5 | |
| Lead/Lag | | | | | | | Lag | | | | Lead | |
| Lead-Lag Optimize? | | | | | | | Yes | | | | Yes | |
| Vehicle Extension (s) | | | | 3.0 | 3.0 | | 3.0 | 3.0 | | | 3.0 | |
| Recall Mode | | | | None | None | | None | C-Max | | | C-Max | |
| Walk Time (s) | | | | 7.0 | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | | | | 11.0 | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | | | 0 | 0 | | | 0 | | | 0 | |
| Act Effect Green (s) | | | | | 32.7 | | 58.3 | 58.3 | | | 52.5 | |
| Actuated g/C Ratio | | | | | 0.33 | | 0.58 | 0.58 | | | 0.53 | |
| v/c Ratio | | | | | 0.90 | | 0.12 | 0.51 | | | 0.76 | |
| Control Delay (s/veh) | | | | | 39.8 | | 3.1 | 4.0 | | | 26.5 | |
| Queue Delay | | | | | 0.0 | | 0.0 | 0.1 | | | 0.0 | |
| Total Delay (s/veh) | | | | | 39.8 | | 3.1 | 4.2 | | | 26.5 | |
| LOS | | | | | D | | A | A | | | C | |
| Approach Delay (s/veh) | | | | | 39.8 | | | 4.1 | | | 26.5 | |
| Approach LOS | | | | | D | | | A | | | C | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 14 (14%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay (s/veh): 26.9

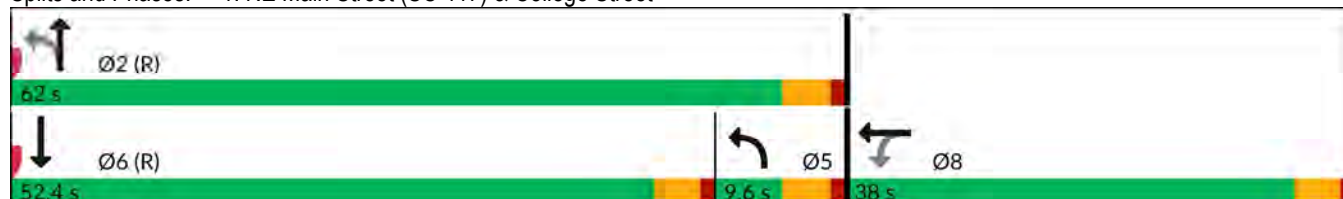
Intersection LOS: C

Intersection Capacity Utilization 78.7%

ICU Level of Service D

















Analysis Period (min) 15

Splits and Phases: 1: NE Main Street (SC 417) & College Street



Lanes, Volumes, Timings
2: NE Main Street (SC 417) & Curtis Street

Build (2028) AM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | | | | |  | |  |  | |
| Traffic Volume (vph) | 65 | 339 | 27 | 0 | 0 | 0 | 0 | 441 | 67 | 199 | 540 | 0 |
| Future Volume (vph) | 65 | 339 | 27 | 0 | 0 | 0 | 0 | 441 | 67 | 199 | 540 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 150 | | 0 | 225 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.991 | | | | | | 0.982 | | | | |
| Flt Protected | | 0.993 | | | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 3483 | 0 | 0 | 0 | 0 | 0 | 1829 | 0 | 1770 | 1863 | 0 |
| Flt Permitted | | 0.993 | | | | | | | | 0.326 | | |
| Satd. Flow (perm) | 0 | 3483 | 0 | 0 | 0 | 0 | 0 | 1829 | 0 | 607 | 1863 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 6 | | | | | | 11 | | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 85 | | | 379 | | | 1084 | | | 570 | |
| Travel Time (s) | | 2.3 | | | 10.3 | | | 21.1 | | | 11.1 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 72 | 377 | 30 | 0 | 0 | 0 | 0 | 490 | 74 | 221 | 600 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 479 | 0 | 0 | 0 | 0 | 0 | 564 | 0 | 221 | 600 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | | | | | 2 | | 1 | 2 | |
| Detector Template | Left | Thru | | | | | | Thru | | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | | | | | | 100 | | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | | | | | 6 | | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | | | | | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | | | | | | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | | | | | | | 6 | | |

Lanes, Volumes, Timings
2: NE Main Street (SC 417) & Curtis Street

Build (2028) AM
Burdette North TIS

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-----|-----|-----|-----|-----|-------|-----|-------|-------|-----|
| Detector Phase | 4 | 4 | | | | | | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | | | | | 12.0 | | 5.0 | 12.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | | | | | 22.5 | | 9.5 | 22.5 | |
| Total Split (s) | 27.0 | 27.0 | | | | | | 55.0 | | 18.0 | 73.0 | |
| Total Split (%) | 27.0% | 27.0% | | | | | | 55.0% | | 18.0% | 73.0% | |
| Maximum Green (s) | 22.5 | 22.5 | | | | | | 50.5 | | 13.5 | 68.5 | |
| Yellow Time (s) | 3.5 | 3.5 | | | | | | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | | | | | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.5 | | | | | | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | | | | | | | | Lead | | Lag | | |
| Lead-Lag Optimize? | | | | | | | | Yes | | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | | | | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | | | | | C-Max | | None | C-Max | |
| Walk Time (s) | 7.0 | 7.0 | | | | | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | 11.0 | | | | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | | | | 0 | | | 0 | |
| Act Effct Green (s) | | 18.9 | | | | | | 54.1 | | 72.1 | 72.1 | |
| Actuated g/C Ratio | | 0.19 | | | | | | 0.54 | | 0.72 | 0.72 | |
| v/c Ratio | | 0.72 | | | | | | 0.57 | | 0.37 | 0.45 | |
| Control Delay (s/veh) | | 44.0 | | | | | | 18.4 | | 2.7 | 2.2 | |
| Queue Delay | | 0.0 | | | | | | 0.0 | | 0.0 | 0.3 | |
| Total Delay (s/veh) | | 44.0 | | | | | | 18.4 | | 2.7 | 2.5 | |
| LOS | | D | | | | | | B | | A | A | |
| Approach Delay (s/veh) | | 44.0 | | | | | | 18.4 | | | 2.6 | |
| Approach LOS | | D | | | | | | B | | | A | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 9 (9%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay (s/veh): 18.0

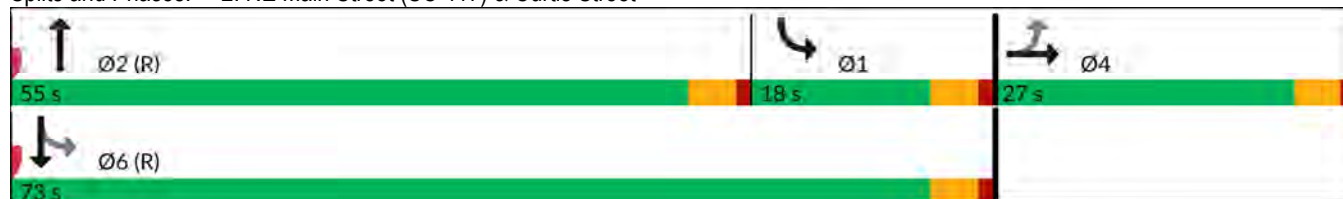
Intersection LOS: B

Intersection Capacity Utilization 78.7%

ICU Level of Service D

Analysis Period (min) 15



Splits and Phases: 2: NE Main Street (SC 417) & Curtis Street



Lanes, Volumes, Timings
3: Hedge Street & College Street
















Build (2028) AM
Burdette North TIS

| | | | | | | |
|---|-------|-------|------|------------------------|-------|-------|
| | → | ↘ | ↙ | ← | ↖ | ↗ |
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | ↕↕ | ↖ | |
| Traffic Volume (vph) | 0 | 0 | 217 | 893 | 31 | 0 |
| Future Volume (vph) | 0 | 0 | 217 | 893 | 31 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | 0.990 | 0.950 | |
| Satd. Flow (prot) | 0 | 0 | 0 | 3504 | 1770 | 0 |
| Flt Permitted | | | | 0.990 | 0.950 | |
| Satd. Flow (perm) | 0 | 0 | 0 | 3504 | 1770 | 0 |
| Link Speed (mph) | 25 | | | 25 | 25 | |
| Link Distance (ft) | 99 | | | 1158 | 256 | |
| Travel Time (s) | 2.7 | | | 31.6 | 7.0 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 0 | 0 | 241 | 992 | 34 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 1233 | 34 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: Unsignalized | | | | | | |
| Intersection Capacity Utilization 41.0% | | | | ICU Level of Service A | | |
| Analysis Period (min) 15 | | | | | | |

| Intersection | | | | | | |
|--------------------------|-------|--------|------|---|---|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | |  |  | |
| Traffic Vol, veh/h | 0 | 0 | 217 | 893 | 31 | 0 |
| Future Vol, veh/h | 0 | 0 | 217 | 893 | 31 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 241 | 992 | 34 | 0 |
| Major/Minor | | Major2 | | Minor1 | | |
| Conflicting Flow All | | 0 | | 0 978 - | | |
| Stage 1 | | - | | - 0 - | | |
| Stage 2 | | - | | - 978 - | | |
| Critical Hdwy | | 4.14 | | - 6.84 - | | |
| Critical Hdwy Stg 1 | | - | | - - - | | |
| Critical Hdwy Stg 2 | | - | | - 5.84 - | | |
| Follow-up Hdwy | | 2.22 | | - 3.52 - | | |
| Pot Cap-1 Maneuver | | - | | - 248 0 | | |
| Stage 1 | | - | | - - 0 | | |
| Stage 2 | | - | | - 325 0 | | |
| Platoon blocked, % | | - | | - | | |
| Mov Cap-1 Maneuver | | - | | - 248 - | | |
| Mov Cap-2 Maneuver | | - | | - 248 - | | |
| Stage 1 | | - | | - - - | | |
| Stage 2 | | - | | - 325 - | | |
| Approach | | WB | | NB | | |
| HCM Ctrl Dly, s/v | | | | 21.8 | | |
| HCM LOS | | | | C | | |
| Minor Lane/Major Mvmt | NBLn1 | WBL | WBT | | | |
| Capacity (veh/h) | 248 | - | - | | | |
| HCM Lane V/C Ratio | 0.139 | - | - | | | |
| HCM Ctrl Dly (s/v) | 21.8 | - | - | | | |
| HCM Lane LOS | C | - | - | | | |
| HCM 95th %tile Q (veh) | 0.5 | - | - | | | |













Lanes, Volumes, Timings
4: Hedge Street & Curtis Street

Build (2028) AM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | | | | |  | | |  | |
| Traffic Volume (vph) | 23 | 501 | 54 | 0 | 0 | 0 | 0 | 31 | 194 | 49 | 185 | 0 |
| Future Volume (vph) | 23 | 501 | 54 | 0 | 0 | 0 | 0 | 31 | 194 | 49 | 185 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.986 | | | | | | 0.883 | | | | |
| Flt Protected | | 0.998 | | | | | | | | | 0.990 | |
| Satd. Flow (prot) | 0 | 3483 | 0 | 0 | 0 | 0 | 0 | 1645 | 0 | 0 | 1844 | 0 |
| Flt Permitted | | 0.998 | | | | | | | | | 0.990 | |
| Satd. Flow (perm) | 0 | 3483 | 0 | 0 | 0 | 0 | 0 | 1645 | 0 | 0 | 1844 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 12 | | | | | | 216 | | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 379 | | | 1213 | | | 1024 | | | 312 | |
| Travel Time (s) | | 10.3 | | | 33.1 | | | 27.9 | | | 8.5 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 26 | 557 | 60 | 0 | 0 | 0 | 0 | 34 | 216 | 54 | 206 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 643 | 0 | 0 | 0 | 0 | 0 | 250 | 0 | 0 | 260 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | | | | | 1 | | 1 | 1 | |
| Detector Template | Left | Thru | | | | | | | | Left | | |
| Leading Detector (ft) | 20 | 100 | | | | | | 30 | | 20 | 30 | |
| Trailing Detector (ft) | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | | | | | 30 | | 20 | 30 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | | | | | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | | | | | | | | |
| Detector 2 Size(ft) | | 6 | | | | | | | | | | |
| Detector 2 Type | | Cl+Ex | | | | | | | | | | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | | | | | | | | |
| Turn Type | Perm | NA | | | | | | NA | | Split | NA | |
| Protected Phases | | 2 | | | | | | 4 | | 8 | 8 | |
| Permitted Phases | 2 | | | | | | | | | | | |
| Detector Phase | 2 | 2 | | | | | | 4 | | 8 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | | | | | 7.0 | | 7.0 | 7.0 | |

Lanes, Volumes, Timings
4: Hedge Street & Curtis Street

Build (2028) AM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Minimum Split (s) | 22.5 | 22.5 | | | | | | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 38.0 | 38.0 | | | | | | 29.0 | | 33.0 | 33.0 | |
| Total Split (%) | 38.0% | 38.0% | | | | | | 29.0% | | 33.0% | 33.0% | |
| Maximum Green (s) | 33.5 | 33.5 | | | | | | 24.5 | | 28.5 | 28.5 | |
| Yellow Time (s) | 3.5 | 3.5 | | | | | | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | | | | | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 4.5 | | | | | | 4.5 | | | 4.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | | | | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | C-Max | C-Max | | | | | | None | | None | None | |
| Walk Time (s) | 7.0 | 7.0 | | | | | | 7.0 | | 7.0 | 7.0 | |
| Flash Don't Walk (s) | 11.0 | 11.0 | | | | | | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 57.3 | | | | | | 9.8 | | | 19.3 | |
| Actuated g/C Ratio | | 0.57 | | | | | | 0.10 | | | 0.19 | |
| v/c Ratio | | 0.32 | | | | | | 0.70 | | | 0.73 | |
| Control Delay (s/veh) | | 7.4 | | | | | | 19.9 | | | 49.5 | |
| Queue Delay | | 0.2 | | | | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | | 7.6 | | | | | | 19.9 | | | 49.5 | |
| LOS | | A | | | | | | B | | | D | |
| Approach Delay (s/veh) | | 7.6 | | | | | | 19.9 | | | 49.5 | |
| Approach LOS | | A | | | | | | B | | | D | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 76 (76%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay (s/veh): 19.7

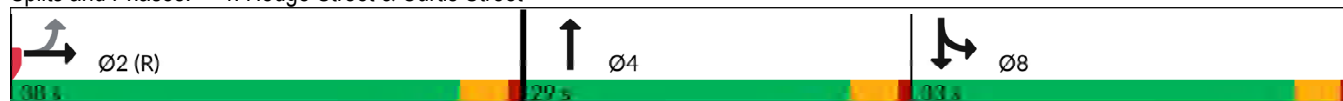
Intersection LOS: B

Intersection Capacity Utilization 53.5%

ICU Level of Service A
















Analysis Period (min) 15

Splits and Phases: 4: Hedge Street & Curtis Street



Lanes, Volumes, Timings
5: Main Street & College Street

Build (2028) AM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  | |
|---|---|---|---|---|---|---|--|---|---|---|---|---|--|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations | | | | |  | | |  | | |  | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 27 | 508 | 10 | 32 | 5 | 0 | 0 | 1 | 22 | |
| Future Volume (vph) | 0 | 0 | 0 | 27 | 508 | 10 | 32 | 5 | 0 | 0 | 1 | 22 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | | | 0.997 | | | | | 0.870 | | | |
| Flt Protected | | | | | 0.998 | | | | | 0.959 | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 3522 | 0 | 0 | 1786 | 0 | 0 | 1621 | 0 | |
| Flt Permitted | | | | | 0.998 | | | | | 0.959 | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 3522 | 0 | 0 | 1786 | 0 | 0 | 1621 | 0 | |
| Link Speed (mph) | | | | | 25 | | | | | 25 | | | |
| Link Distance (ft) | | | | | 1082 | | | | | 82 | | | |
| Travel Time (s) | | | | | 29.5 | | | | | 2.2 | | | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | |
| Adj. Flow (vph) | 0 | 0 | 0 | 30 | 564 | 11 | 36 | 6 | 0 | 0 | 1 | 24 | |
| Shared Lane Traffic (%) | | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 605 | 0 | 0 | 42 | 0 | 0 | 25 | 0 | |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No | |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right | |
| Median Width(ft) | | | | | 0 | | | | | 0 | | | |
| Link Offset(ft) | | | | | 0 | | | | | 0 | | | |
| Crosswalk Width(ft) | | | | | 16 | | | | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 | |
| Sign Control | Free | | | Free | | | | Stop | | | Stop | | |
| Intersection Summary | | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | | |
| Control Type: Unsignalized | | | | | | | | | | | | | |
| Intersection Capacity Utilization 30.5% | | | | | | | | | | | | | |
| ICU Level of Service A | | | | | | | | | | | | | |
| Analysis Period (min) 15 | | | | | | | | | | | | | |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | ↔↔ | | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 27 | 508 | 10 | 32 | 5 | 0 | 0 | 1 | 22 |
| Future Vol, veh/h | 0 | 0 | 0 | 27 | 508 | 10 | 32 | 5 | 0 | 0 | 1 | 22 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 30 | 564 | 11 | 36 | 6 | 0 | 0 | 1 | 24 |
















| Major/Minor | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 0 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | 4.14 | - | - |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | 2.22 | - | - |
| Pot Cap-1 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | - | - |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | WB | NB | SB |
|-------------------|----|------|------|
| HCM Ctrl Dly, s/v | | 12.3 | 10.5 |
| HCM LOS | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | WBL | WBT | WBR | SBLn1 |
|------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 534 | - | - | - | 686 |
| HCM Lane V/C Ratio | 0.077 | - | - | - | 0.037 |
| HCM Ctrl Dly (s/v) | 12.3 | - | - | - | 10.5 |
| HCM Lane LOS | B | - | - | - | B |
| HCM 95th %tile Q (veh) | 0.2 | - | - | - | 0.1 |

Lanes, Volumes, Timings
6: Main Street & Curtis Street

Build (2028) AM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | | | | |  | | |  | |
| Traffic Volume (vph) | 6 | 408 | 13 | 0 | 0 | 0 | 0 | 7 | 20 | 2 | 13 | 0 |
| Future Volume (vph) | 6 | 408 | 13 | 0 | 0 | 0 | 0 | 7 | 20 | 2 | 13 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.996 | | | | | | 0.901 | | | | |
| Flt Protected | | 0.999 | | | | | | | | | 0.994 | |
| Satd. Flow (prot) | 0 | 3522 | 0 | 0 | 0 | 0 | 0 | 1678 | 0 | 0 | 1852 | 0 |
| Flt Permitted | | 0.999 | | | | | | | | | 0.994 | |
| Satd. Flow (perm) | 0 | 3522 | 0 | 0 | 0 | 0 | 0 | 1678 | 0 | 0 | 1852 | 0 |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1197 | | | 85 | | | 1027 | | | 565 | |
| Travel Time (s) | | 32.6 | | | 2.3 | | | 28.0 | | | 15.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 7 | 453 | 14 | 0 | 0 | 0 | 0 | 8 | 22 | 2 | 14 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 474 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 16 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Control Type: | Unsignalized | | | | | | | | | | | |
| Intersection Capacity Utilization | 21.9% | | | | | | | | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| ICU Level of Service A | | | | | | | | | | | | |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↔↔ | | | | | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 6 | 408 | 13 | 0 | 0 | 0 | 0 | 7 | 20 | 2 | 13 | 0 |
| Future Vol, veh/h | 6 | 408 | 13 | 0 | 0 | 0 | 0 | 7 | 20 | 2 | 13 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 453 | 14 | 0 | 0 | 0 | 0 | 8 | 22 | 2 | 14 | 0 |










| Major/Minor | Major1 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|------|------|--------|------|---|
| Conflicting Flow All | 0 | 0 | 0 | - | 474 | 234 | 245 | 481 | - |
| Stage 1 | - | - | - | - | 474 | - | 0 | 0 | - |
| Stage 2 | - | - | - | - | 0 | - | 245 | 481 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.54 | 6.94 | 7.54 | 6.54 | - |
| Critical Hdwy Stg 1 | - | - | - | - | 5.54 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | - | 4.02 | 3.32 | 3.52 | 4.02 | - |
| Pot Cap-1 Maneuver | - | - | - | 0 | 488 | 768 | 688 | 483 | 0 |
| Stage 1 | - | - | - | 0 | 556 | - | - | - | 0 |
| Stage 2 | - | - | - | 0 | - | - | 737 | 552 | 0 |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | - | - | 488 | 768 | 660 | 483 | - |
| Mov Cap-2 Maneuver | - | - | - | - | 488 | - | 660 | 483 | - |
| Stage 1 | - | - | - | - | 556 | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | 706 | 552 | - |




| Approach | EB | NB | SB |
|-------------------|----|------|------|
| HCM Ctrl Dly, s/v | | 10.6 | 12.4 |
| HCM LOS | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | SBLn1 |
|------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 669 | - | - | - | 501 |
| HCM Lane V/C Ratio | 0.045 | - | - | - | 0.033 |
| HCM Ctrl Dly (s/v) | 10.6 | - | - | - | 12.4 |
| HCM Lane LOS | B | - | - | - | B |
| HCM 95th %tile Q (veh) | 0.1 | - | - | - | 0.1 |

Lanes, Volumes, Timings
11: Hedge Street & Access A

Build (2028) AM
Burdette North TIS

| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations |  | | |  |  | |
| Traffic Volume (vph) | 7 | 17 | 22 | 32 | 217 | 4 |
| Future Volume (vph) | 7 | 17 | 22 | 32 | 217 | 4 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.905 | | | | 0.998 | |
| Flt Protected | 0.985 | | | 0.980 | | |
| Satd. Flow (prot) | 1660 | 0 | 0 | 1825 | 1859 | 0 |
| Flt Permitted | 0.985 | | | 0.980 | | |
| Satd. Flow (perm) | 1660 | 0 | 0 | 1825 | 1859 | 0 |
| Link Speed (mph) | 25 | | | 25 | 25 | |
| Link Distance (ft) | 1169 | | | 312 | 256 | |
| Travel Time (s) | 31.9 | | | 8.5 | 7.0 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 8 | 19 | 24 | 36 | 241 | 4 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 27 | 0 | 0 | 60 | 245 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization | 28.3% | | | ICU Level of Service A | | |
| Analysis Period (min) | 15 | | | | | |

| Intersection | | | | | | |
|--------------------------|---|--------|-------|---|---|------|
| Int Delay, s/veh | 1.4 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations |  | | |  |  | |
| Traffic Vol, veh/h | 7 | 17 | 22 | 32 | 217 | 4 |
| Future Vol, veh/h | 7 | 17 | 22 | 32 | 217 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 8 | 19 | 24 | 36 | 241 | 4 |
| Major/Minor | Minor2 | Major1 | | Major2 | | |
| Conflicting Flow All | 327 | 243 | 245 | 0 | - | 0 |
| Stage 1 | 243 | - | - | - | - | - |
| Stage 2 | 84 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 667 | 796 | 1321 | - | - | - |
| Stage 1 | 797 | - | - | - | - | - |
| Stage 2 | 939 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 654 | 796 | 1321 | - | - | - |
| Mov Cap-2 Maneuver | 654 | - | - | - | - | - |
| Stage 1 | 782 | - | - | - | - | - |
| Stage 2 | 939 | - | - | - | - | - |
| Approach | EB | NB | | SB | | |
| HCM Ctrl Dly, s/v | 10 | 3.2 | | 0 | | |
| HCM LOS | B | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR | |
| Capacity (veh/h) | 1321 | - | 749 | - | - | |
| HCM Lane V/C Ratio | 0.019 | - | 0.036 | - | - | |
| HCM Ctrl Dly (s/v) | 7.8 | 0 | 10 | - | - | |
| HCM Lane LOS | A | A | B | - | - | |
| HCM 95th %tile Q (veh) | 0.1 | - | 0.1 | - | - | |

| | | | | | | |
|-----------------------------------|--------------|-------|------|------------------------|-------|-------|
| | → | ↘ | ↙ | ← | ↖ | ↗ |
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | ↕↕ | ↖↗ | |
| Traffic Volume (vph) | 0 | 0 | 3 | 921 | 25 | 0 |
| Future Volume (vph) | 0 | 0 | 3 | 921 | 25 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 0 | 0 | 3539 | 1770 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 0 | 0 | 3539 | 1770 | 0 |
| Link Speed (mph) | 25 | | | 25 | 30 | |
| Link Distance (ft) | 314 | | | 99 | 1024 | |
| Travel Time (s) | 8.6 | | | 2.7 | 23.3 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 0 | 0 | 3 | 1023 | 28 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 1026 | 28 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization | 35.5% | | | ICU Level of Service A | | |
| Analysis Period (min) | 15 | | | | | |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | ↑↑ | ↑ | |
| Traffic Vol, veh/h | 0 | 0 | 3 | 921 | 25 | 0 |
| Future Vol, veh/h | 0 | 0 | 3 | 921 | 25 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 3 | 1023 | 28 | 0 |


| Major/Minor | Major2 | Minor1 |
|----------------------|--------|----------|
| Conflicting Flow All | 0 | 0 518 - |
| Stage 1 | - | - 0 - |
| Stage 2 | - | - 518 - |
| Critical Hdwy | 4.14 | - 6.84 - |
| Critical Hdwy Stg 1 | - | - - - |
| Critical Hdwy Stg 2 | - | - 5.84 - |
| Follow-up Hdwy | 2.22 | - 3.52 - |
| Pot Cap-1 Maneuver | - | - 487 0 |
| Stage 1 | - | - - 0 |
| Stage 2 | - | - 563 0 |
| Platoon blocked, % | | - |
| Mov Cap-1 Maneuver | - | - 487 - |
| Mov Cap-2 Maneuver | - | - 487 - |
| Stage 1 | - | - - - |
| Stage 2 | - | - 563 - |

| Approach | WB | NB |
|-------------------|----|------|
| HCM Ctrl Dly, s/v | | 12.8 |
| HCM LOS | | B |

| Minor Lane/Major Mvmt | NBLn1 | WBL | WBT |
|------------------------|-------|-----|-----|
| Capacity (veh/h) | 487 | - | - |
| HCM Lane V/C Ratio | 0.057 | - | - |
| HCM Ctrl Dly (s/v) | 12.8 | - | - |
| HCM Lane LOS | B | - | - |
| HCM 95th %tile Q (veh) | 0.2 | - | - |

Lanes, Volumes, Timings
1: NE Main Street (SC 417) & College Street

Build (2028) AM
Burdette North TIS

| |  | | | | | | | | | | | |
|----------------------------|--|------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | ↔↔↔ | | ↖ | ↗ | | | ↗ | |
| Traffic Volume (vph) | 0 | 0 | 0 | 85 | 383 | 186 | 59 | 506 | 0 | 0 | 857 | 77 |
| Future Volume (vph) | 0 | 0 | 0 | 85 | 383 | 186 | 59 | 506 | 0 | 0 | 857 | 77 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 150 | | 0 | 125 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 1 | | 0 | 0 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.957 | | | | | | 0.989 | |
| Flt Protected | | | | | 0.994 | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 3367 | 0 | 1770 | 1863 | 0 | 0 | 1842 | 0 |
| Flt Permitted | | | | | 0.994 | | 0.063 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 3367 | 0 | 117 | 1863 | 0 | 0 | 1842 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | 55 | | | | | | 8 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 82 | | | 313 | | | 570 | | | 1253 | |
| Travel Time (s) | | 2.2 | | | 8.5 | | | 11.1 | | | 24.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 0 | 0 | 0 | 94 | 426 | 207 | 66 | 562 | 0 | 0 | 952 | 86 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 727 | 0 | 66 | 562 | 0 | 0 | 1038 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | | | | 1 | 2 | | 1 | 2 | | | 2 | |
| Detector Template | | | | Left | Thru | | Left | Thru | | | Thru | |
| Leading Detector (ft) | | | | 20 | 100 | | 20 | 100 | | | 100 | |
| Trailing Detector (ft) | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Detector 1 Position(ft) | | | | 0 | 0 | | 0 | 0 | | | 0 | |
| Detector 1 Size(ft) | | | | 20 | 6 | | 20 | 6 | | | 6 | |
| Detector 1 Type | | | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Detector 1 Queue (s) | | | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Detector 1 Delay (s) | | | | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Detector 2 Position(ft) | | | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | | | | Perm | NA | | pm+pt | NA | | | NA | |
| Protected Phases | | | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | | | | 8 | | | 2 | | | | | |

Lanes, Volumes, Timings
1: NE Main Street (SC 417) & College Street

Build (2028) AM
Burdette North TIS

| | ↖ | → | ↗ | ↖ | ← | ↖ | ↖ | ↑ | ↗ | ↘ | ↓ | ↙ |
|-------------------------|-----|-----|-----|-------|-------|-----|-------|-------|-----|-----|-------|-----|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Detector Phase | | | | 8 | 8 | | 5 | 2 | | | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 7.0 | 7.0 | | 5.0 | 12.0 | | | 12.0 | |
| Minimum Split (s) | | | | 22.5 | 22.5 | | 9.5 | 22.5 | | | 22.5 | |
| Total Split (s) | | | | 27.0 | 27.0 | | 10.0 | 73.0 | | | 63.0 | |
| Total Split (%) | | | | 27.0% | 27.0% | | 10.0% | 73.0% | | | 63.0% | |
| Maximum Green (s) | | | | 22.5 | 22.5 | | 5.5 | 68.5 | | | 58.5 | |
| Yellow Time (s) | | | | 3.5 | 3.5 | | 3.5 | 3.5 | | | 3.5 | |
| All-Red Time (s) | | | | 1.0 | 1.0 | | 1.0 | 1.0 | | | 1.0 | |
| Lost Time Adjust (s) | | | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | | | | 4.5 | | 4.5 | 4.5 | | | 4.5 | |
| Lead/Lag | | | | | | | Lag | | | | Lead | |
| Lead-Lag Optimize? | | | | | | | Yes | | | | Yes | |
| Vehicle Extension (s) | | | | 3.0 | 3.0 | | 3.0 | 3.0 | | | 3.0 | |
| Recall Mode | | | | None | None | | None | C-Max | | | C-Max | |
| Walk Time (s) | | | | 7.0 | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | | | | 11.0 | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | | | 0 | 0 | | | 0 | | | 0 | |
| Act Effect Green (s) | | | | | 22.3 | | 68.7 | 68.7 | | | 60.7 | |
| Actuated g/C Ratio | | | | | 0.22 | | 0.69 | 0.69 | | | 0.61 | |
| v/c Ratio | | | | | 0.92 | | 0.39 | 0.44 | | | 0.93 | |
| Control Delay (s/veh) | | | | | 52.9 | | 13.1 | 2.0 | | | 34.0 | |
| Queue Delay | | | | | 0.0 | | 0.0 | 0.5 | | | 0.0 | |
| Total Delay (s/veh) | | | | | 52.9 | | 13.1 | 2.5 | | | 34.0 | |
| LOS | | | | | D | | B | A | | | C | |
| Approach Delay (s/veh) | | | | | 52.9 | | | 3.6 | | | 34.0 | |
| Approach LOS | | | | | D | | | A | | | C | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 38 (38%), Referenced to phase 2:NBTL and 6:SBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay (s/veh): 31.8

Intersection LOS: C

Intersection Capacity Utilization 85.2%

ICU Level of Service E

















Analysis Period (min) 15

Splits and Phases: 1: NE Main Street (SC 417) & College Street



Lanes, Volumes, Timings
2: NE Main Street (SC 417) & Curtis Street

Build (2028) AM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | | | | |  | |  |  | |
| Traffic Volume (vph) | 52 | 470 | 51 | 0 | 0 | 0 | 0 | 454 | 233 | 356 | 560 | 0 |
| Future Volume (vph) | 52 | 470 | 51 | 0 | 0 | 0 | 0 | 454 | 233 | 356 | 560 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 150 | | 0 | 225 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 0 | 0 | | 0 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | | 100 | | |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.987 | | | | | | 0.954 | | | | |
| Flt Protected | | 0.995 | | | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 3476 | 0 | 0 | 0 | 0 | 0 | 1777 | 0 | 1770 | 1863 | 0 |
| Flt Permitted | | 0.995 | | | | | | | | 0.131 | | |
| Satd. Flow (perm) | 0 | 3476 | 0 | 0 | 0 | 0 | 0 | 1777 | 0 | 244 | 1863 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | 9 | | | | | | 35 | | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 85 | | | 379 | | | 1084 | | | 570 | |
| Travel Time (s) | | 2.3 | | | 10.3 | | | 21.1 | | | 11.1 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 58 | 522 | 57 | 0 | 0 | 0 | 0 | 504 | 259 | 396 | 622 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 637 | 0 | 0 | 0 | 0 | 0 | 763 | 0 | 396 | 622 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | | | | | 2 | | 1 | 2 | |
| Detector Template | Left | Thru | | | | | | Thru | | Left | Thru | |
| Leading Detector (ft) | 20 | 100 | | | | | | 100 | | 20 | 100 | |
| Trailing Detector (ft) | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | | | | | 6 | | 20 | 6 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | | | | | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | | | | 0.0 | | | 0.0 | |
| Turn Type | Perm | NA | | | | | | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | | | | | | | 6 | | |

Lanes, Volumes, Timings
2: NE Main Street (SC 417) & Curtis Street

Build (2028) AM
Burdette North TIS

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-----|-----|-----|-----|-----|-------|-----|-------|-------|-----|
| Detector Phase | 4 | 4 | | | | | | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | | | | | 12.0 | | 5.0 | 12.0 | |
| Minimum Split (s) | 22.5 | 22.5 | | | | | | 22.5 | | 9.5 | 22.5 | |
| Total Split (s) | 25.0 | 25.0 | | | | | | 52.0 | | 23.0 | 75.0 | |
| Total Split (%) | 25.0% | 25.0% | | | | | | 52.0% | | 23.0% | 75.0% | |
| Maximum Green (s) | 20.5 | 20.5 | | | | | | 47.5 | | 18.5 | 70.5 | |
| Yellow Time (s) | 3.5 | 3.5 | | | | | | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | | | | | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.5 | | | | | | 4.5 | | 4.5 | 4.5 | |
| Lead/Lag | | | | | | | | Lead | | Lag | | |
| Lead-Lag Optimize? | | | | | | | | Yes | | Yes | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | | | | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | | | | | C-Max | | None | C-Max | |
| Walk Time (s) | 7.0 | 7.0 | | | | | | 7.0 | | | 7.0 | |
| Flash Don't Walk (s) | 11.0 | 11.0 | | | | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | | | | 0 | | | 0 | |
| Act Effect Green (s) | | 20.3 | | | | | | 47.7 | | 70.7 | 70.7 | |
| Actuated g/C Ratio | | 0.20 | | | | | | 0.48 | | 0.71 | 0.71 | |
| v/c Ratio | | 0.89 | | | | | | 0.88 | | 0.87 | 0.47 | |
| Control Delay (s/veh) | | 54.9 | | | | | | 36.3 | | 26.1 | 1.5 | |
| Queue Delay | | 0.0 | | | | | | 0.0 | | 4.2 | 0.5 | |
| Total Delay (s/veh) | | 54.9 | | | | | | 36.3 | | 30.3 | 1.9 | |
| LOS | | D | | | | | | D | | C | A | |
| Approach Delay (s/veh) | | 54.9 | | | | | | 36.3 | | | 13.0 | |
| Approach LOS | | D | | | | | | D | | | B | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 39 (39%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay (s/veh): 31.4

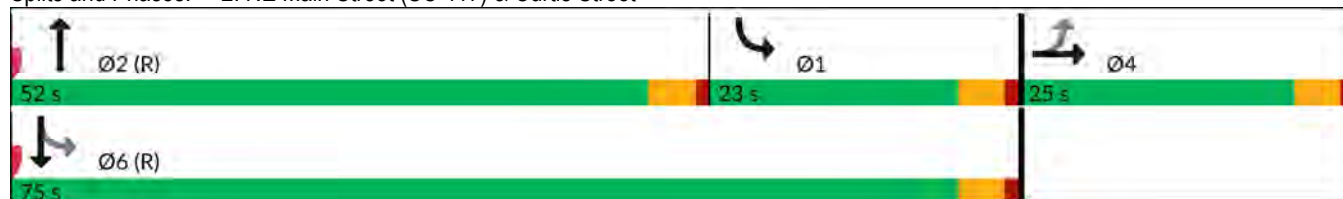
Intersection LOS: C

Intersection Capacity Utilization 85.2%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 2: NE Main Street (SC 417) & Curtis Street



Lanes, Volumes, Timings
3: Hedge Street & College Street
















Build (2028) AM
Burdette North TIS

| | | | | | | |
|---|-------|-------|------|------------------------|-------|-------|
| | → | ↘ | ↙ | ← | ↖ | ↗ |
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | ↕↕ | ↖ | |
| Traffic Volume (vph) | 0 | 0 | 150 | 584 | 30 | 0 |
| Future Volume (vph) | 0 | 0 | 150 | 584 | 30 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | 0.990 | 0.950 | |
| Satd. Flow (prot) | 0 | 0 | 0 | 3504 | 1770 | 0 |
| Flt Permitted | | | | 0.990 | 0.950 | |
| Satd. Flow (perm) | 0 | 0 | 0 | 3504 | 1770 | 0 |
| Link Speed (mph) | 25 | | | 25 | 25 | |
| Link Distance (ft) | 100 | | | 1158 | 256 | |
| Travel Time (s) | 2.7 | | | 31.6 | 7.0 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 0 | 0 | 167 | 649 | 33 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 816 | 33 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: Unsignalized | | | | | | |
| Intersection Capacity Utilization 30.5% | | | | ICU Level of Service A | | |
| Analysis Period (min) 15 | | | | | | |

| Intersection | | | | | | |
|--------------------------|-------|--------|------|----------|------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | ↑↑ | ↑ | |
| Traffic Vol, veh/h | 0 | 0 | 150 | 584 | 30 | 0 |
| Future Vol, veh/h | 0 | 0 | 150 | 584 | 30 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 167 | 649 | 33 | 0 |
| Major/Minor | | Major2 | | Minor1 | | |
| Conflicting Flow All | | 0 | | 0 659 - | | |
| Stage 1 | | - | | - 0 - | | |
| Stage 2 | | - | | - 659 - | | |
| Critical Hdwy | | 4.14 | | - 6.84 - | | |
| Critical Hdwy Stg 1 | | - | | - - - | | |
| Critical Hdwy Stg 2 | | - | | - 5.84 - | | |
| Follow-up Hdwy | | 2.22 | | - 3.52 - | | |
| Pot Cap-1 Maneuver | | - | | - 397 0 | | |
| Stage 1 | | - | | - - 0 | | |
| Stage 2 | | - | | - 476 0 | | |
| Platoon blocked, % | | | | - | | |
| Mov Cap-1 Maneuver | | - | | - 397 - | | |
| Mov Cap-2 Maneuver | | - | | - 397 - | | |
| Stage 1 | | - | | - - - | | |
| Stage 2 | | - | | - 476 - | | |
| Approach | | WB | | NB | | |
| HCM Ctrl Dly, s/v | | | | 14.9 | | |
| HCM LOS | | | | B | | |
| Minor Lane/Major Mvmt | NBLn1 | WBL | WBT | | | |
| Capacity (veh/h) | 397 | - | - | | | |
| HCM Lane V/C Ratio | 0.084 | - | - | | | |
| HCM Ctrl Dly (s/v) | 14.9 | - | - | | | |
| HCM Lane LOS | B | - | - | | | |
| HCM 95th %tile Q (veh) | 0.3 | - | - | | | |













Lanes, Volumes, Timings
4: Hedge Street & Curtis Street

Build (2028) AM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | | | | |  | | |  | |
| Traffic Volume (vph) | 67 | 926 | 153 | 0 | 0 | 0 | 0 | 36 | 281 | 130 | 16 | 0 |
| Future Volume (vph) | 67 | 926 | 153 | 0 | 0 | 0 | 0 | 36 | 281 | 130 | 16 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.980 | | | | | | 0.880 | | | | |
| Flt Protected | | 0.997 | | | | | | | | | 0.957 | |
| Satd. Flow (prot) | 0 | 3458 | 0 | 0 | 0 | 0 | 0 | 1639 | 0 | 0 | 1783 | 0 |
| Flt Permitted | | 0.997 | | | | | | | | | 0.957 | |
| Satd. Flow (perm) | 0 | 3458 | 0 | 0 | 0 | 0 | 0 | 1639 | 0 | 0 | 1783 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 22 | | | | | | 150 | | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 379 | | | 1213 | | | 1024 | | | 312 | |
| Travel Time (s) | | 10.3 | | | 33.1 | | | 27.9 | | | 8.5 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 74 | 1029 | 170 | 0 | 0 | 0 | 0 | 40 | 312 | 144 | 18 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 1273 | 0 | 0 | 0 | 0 | 0 | 352 | 0 | 0 | 162 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | | | | | 1 | | 1 | 1 | |
| Detector Template | Left | Thru | | | | | | | | Left | | |
| Leading Detector (ft) | 20 | 100 | | | | | | 30 | | 20 | 30 | |
| Trailing Detector (ft) | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 6 | | | | | | 30 | | 20 | 30 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | | | | | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | | | | | 0.0 | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | | | | | | | | |
| Detector 2 Size(ft) | | 6 | | | | | | | | | | |
| Detector 2 Type | | Cl+Ex | | | | | | | | | | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | | | | | | | | |
| Turn Type | Perm | NA | | | | | | NA | | Split | NA | |
| Protected Phases | | 2 | | | | | | 4 | | 8 | 8 | |
| Permitted Phases | 2 | | | | | | | | | | | |
| Detector Phase | 2 | 2 | | | | | | 4 | | 8 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | | | | | 7.0 | | 7.0 | 7.0 | |

Lanes, Volumes, Timings
4: Hedge Street & Curtis Street

Build (2028) AM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Minimum Split (s) | 22.5 | 22.5 | | | | | | 22.5 | | 22.5 | 22.5 | |
| Total Split (s) | 49.2 | 49.2 | | | | | | 28.0 | | 22.8 | 22.8 | |
| Total Split (%) | 49.2% | 49.2% | | | | | | 28.0% | | 22.8% | 22.8% | |
| Maximum Green (s) | 44.7 | 44.7 | | | | | | 23.5 | | 18.3 | 18.3 | |
| Yellow Time (s) | 3.5 | 3.5 | | | | | | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.0 | | | | | | 1.0 | | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 4.5 | | | | | | 4.5 | | | 4.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | | | | | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | C-Max | C-Max | | | | | | None | | None | None | |
| Walk Time (s) | 7.0 | 7.0 | | | | | | 7.0 | | 7.0 | 7.0 | |
| Flash Don't Walk (s) | 11.0 | 11.0 | | | | | | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | | | | | 0 | | 0 | 0 | |
| Act Effct Green (s) | | 54.7 | | | | | | 17.8 | | | 14.0 | |
| Actuated g/C Ratio | | 0.55 | | | | | | 0.18 | | | 0.14 | |
| v/c Ratio | | 0.67 | | | | | | 0.85 | | | 0.65 | |
| Control Delay (s/veh) | | 10.6 | | | | | | 41.1 | | | 52.4 | |
| Queue Delay | | 0.7 | | | | | | 0.0 | | | 0.0 | |
| Total Delay (s/veh) | | 11.2 | | | | | | 41.1 | | | 52.4 | |
| LOS | | B | | | | | | D | | | D | |
| Approach Delay (s/veh) | | 11.2 | | | | | | 41.1 | | | 52.4 | |
| Approach LOS | | B | | | | | | D | | | D | |

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay (s/veh): 20.8

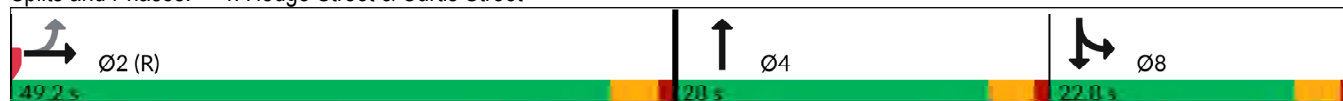
Intersection LOS: C

Intersection Capacity Utilization 71.0%

ICU Level of Service C
















Analysis Period (min) 15

Splits and Phases: 4: Hedge Street & Curtis Street



Lanes, Volumes, Timings
5: Main Street & College Street

Build (2028) AM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | |  | | |  | | |  | |
| Traffic Volume (vph) | 0 | 0 | 0 | 59 | 457 | 4 | 45 | 3 | 0 | 0 | 15 | 30 |
| Future Volume (vph) | 0 | 0 | 0 | 59 | 457 | 4 | 45 | 3 | 0 | 0 | 15 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.999 | | | | | | 0.911 | |
| Flt Protected | | | | | 0.994 | | | 0.955 | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 3514 | 0 | 0 | 1779 | 0 | 0 | 1697 | 0 |
| Flt Permitted | | | | | 0.994 | | | 0.955 | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 3514 | 0 | 0 | 1779 | 0 | 0 | 1697 | 0 |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1082 | | | 82 | | | 565 | | | 1260 | |
| Travel Time (s) | | 29.5 | | | 2.2 | | | 15.4 | | | 34.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 0 | 0 | 0 | 66 | 508 | 4 | 50 | 3 | 0 | 0 | 17 | 33 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 578 | 0 | 0 | 53 | 0 | 0 | 50 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Control Type: | Unsignalized | | | | | | | | | | | |
| Intersection Capacity Utilization | 30.5% | | | | | | | | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| | ICU Level of Service A | | | | | | | | | | | |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | ↔↔ | | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 59 | 457 | 4 | 45 | 3 | 0 | 0 | 15 | 30 |
| Future Vol, veh/h | 0 | 0 | 0 | 59 | 457 | 4 | 45 | 3 | 0 | 0 | 15 | 30 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 66 | 508 | 4 | 50 | 3 | 0 | 0 | 17 | 33 |
















| Major/Minor | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 0 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | 4.14 | - | - |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | 2.22 | - | - |
| Pot Cap-1 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | - | - |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | WB | NB | SB |
|-------------------|----|------|------|
| HCM Ctrl Dly, s/v | | 13.2 | 11.9 |
| HCM LOS | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | WBL | WBT | WBR | SBLn1 |
|------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 490 | - | - | - | 572 |
| HCM Lane V/C Ratio | 0.109 | - | - | - | 0.087 |
| HCM Ctrl Dly (s/v) | 13.2 | - | - | - | 11.9 |
| HCM Lane LOS | B | - | - | - | B |
| HCM 95th %tile Q (veh) | 0.4 | - | - | - | 0.3 |

Lanes, Volumes, Timings
6: Main Street & Curtis Street

Build (2028) AM
Burdette North TIS

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | | | | |  | | |  | |
| Traffic Volume (vph) | 7 | 516 | 4 | 0 | 0 | 0 | 0 | 3 | 31 | 27 | 31 | 0 |
| Future Volume (vph) | 7 | 516 | 4 | 0 | 0 | 0 | 0 | 3 | 31 | 27 | 31 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.999 | | | | | | 0.876 | | | | |
| Flt Protected | | 0.999 | | | | | | | | | 0.977 | |
| Satd. Flow (prot) | 0 | 3532 | 0 | 0 | 0 | 0 | 0 | 1632 | 0 | 0 | 1820 | 0 |
| Flt Permitted | | 0.999 | | | | | | | | | 0.977 | |
| Satd. Flow (perm) | 0 | 3532 | 0 | 0 | 0 | 0 | 0 | 1632 | 0 | 0 | 1820 | 0 |
| Link Speed (mph) | | 25 | | | 25 | | | 25 | | | 25 | |
| Link Distance (ft) | | 1197 | | | 85 | | | 1027 | | | 565 | |
| Travel Time (s) | | 32.6 | | | 2.3 | | | 28.0 | | | 15.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 8 | 573 | 4 | 0 | 0 | 0 | 0 | 3 | 34 | 30 | 34 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 585 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 64 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Intersection Summary | | | | | | | | | | | | |
| Area Type: | Other | | | | | | | | | | | |
| Control Type: | Unsignalized | | | | | | | | | | | |
| Intersection Capacity Utilization | 31.1% | | | | | | ICU Level of Service A | | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↔↔ | | | | | | ↔ | | | ↔ | |
| Traffic Vol, veh/h | 7 | 516 | 4 | 0 | 0 | 0 | 0 | 3 | 31 | 27 | 31 | 0 |
| Future Vol, veh/h | 7 | 516 | 4 | 0 | 0 | 0 | 0 | 3 | 31 | 27 | 31 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 8 | 573 | 4 | 0 | 0 | 0 | 0 | 3 | 34 | 30 | 34 | 0 |










| Major/Minor | Major1 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|------|------|--------|------|---|
| Conflicting Flow All | 0 | 0 | 0 | - | 591 | 289 | 304 | 593 | - |
| Stage 1 | - | - | - | - | 591 | - | 0 | 0 | - |
| Stage 2 | - | - | - | - | 0 | - | 304 | 593 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.54 | 6.94 | 7.54 | 6.54 | - |
| Critical Hdwy Stg 1 | - | - | - | - | 5.54 | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.54 | 5.54 | - |
| Follow-up Hdwy | 2.22 | - | - | - | 4.02 | 3.32 | 3.52 | 4.02 | - |
| Pot Cap-1 Maneuver | - | - | - | 0 | 418 | 708 | 625 | 417 | 0 |
| Stage 1 | - | - | - | 0 | 493 | - | - | - | 0 |
| Stage 2 | - | - | - | 0 | - | - | 681 | 492 | 0 |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | - | - | 418 | 708 | 591 | 417 | - |
| Mov Cap-2 Maneuver | - | - | - | - | 418 | - | 591 | 417 | - |
| Stage 1 | - | - | - | - | 493 | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | 643 | 492 | - |




| Approach | EB | NB | SB |
|-------------------|----|------|------|
| HCM Ctrl Dly, s/v | | 10.7 | 13.6 |
| HCM LOS | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | SBLn1 |
|------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 667 | - | - | - | 483 |
| HCM Lane V/C Ratio | 0.057 | - | - | - | 0.133 |
| HCM Ctrl Dly (s/v) | 10.7 | - | - | - | 13.6 |
| HCM Lane LOS | B | - | - | - | B |
| HCM 95th %tile Q (veh) | 0.2 | - | - | - | 0.5 |

Lanes, Volumes, Timings
11: Hedge Street & Access A

Build (2028) AM
Burdette North TIS

| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations |  | | |  |  | |
| Traffic Volume (vph) | 9 | 22 | 57 | 46 | 138 | 12 |
| Future Volume (vph) | 9 | 22 | 57 | 46 | 138 | 12 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.905 | | | | 0.989 | |
| Flt Protected | 0.986 | | | 0.973 | | |
| Satd. Flow (prot) | 1662 | 0 | 0 | 1812 | 1842 | 0 |
| Flt Permitted | 0.986 | | | 0.973 | | |
| Satd. Flow (perm) | 1662 | 0 | 0 | 1812 | 1842 | 0 |
| Link Speed (mph) | 25 | | | 25 | 25 | |
| Link Distance (ft) | 1169 | | | 312 | 256 | |
| Travel Time (s) | 31.9 | | | 8.5 | 7.0 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 10 | 24 | 63 | 51 | 153 | 13 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 34 | 0 | 0 | 114 | 166 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization | 26.9% | | | ICU Level of Service A | | |
| Analysis Period (min) | 15 | | | | | |

| Intersection | | | | | | |
|--------------------------|---|------|------|---|---|------|
| Int Delay, s/veh | 2.6 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations |  | | |  |  | |
| Traffic Vol, veh/h | 9 | 22 | 57 | 46 | 138 | 12 |
| Future Vol, veh/h | 9 | 22 | 57 | 46 | 138 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 10 | 24 | 63 | 51 | 153 | 13 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 337 | 160 | 166 | 0 | - | 0 |
| Stage 1 | 160 | - | - | - | - | - |
| Stage 2 | 177 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 658 | 885 | 1412 | - | - | - |
| Stage 1 | 869 | - | - | - | - | - |
| Stage 2 | 854 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 628 | 885 | 1412 | - | - | - |
| Mov Cap-2 Maneuver | 628 | - | - | - | - | - |
| Stage 1 | 829 | - | - | - | - | - |
| Stage 2 | 854 | - | - | - | - | - |

| Approach | EB | NB | SB |
|-------------------|-----|-----|----|
| HCM Ctrl Dly, s/v | 9.8 | 4.2 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|------------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1412 | - | 791 | - | - |
| HCM Lane V/C Ratio | 0.045 | - | 0.044 | - | - |
| HCM Ctrl Dly (s/v) | 7.7 | 0 | 9.8 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q (veh) | 0.1 | - | 0.1 | - | - |

Lanes, Volumes, Timings
18: Access B & College Street

Build (2028) AM
Burdette North TIS

| | | | | | | |
|---|-------|-------|------|------------------------|-------|-------|
| | → | ↘ | ↙ | ← | ↖ | ↗ |
| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | ↕↕ | ↖ | |
| Traffic Volume (vph) | 0 | 0 | 8 | 606 | 31 | 0 |
| Future Volume (vph) | 0 | 0 | 8 | 606 | 31 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | 0.999 | 0.950 | |
| Satd. Flow (prot) | 0 | 0 | 0 | 3536 | 1770 | 0 |
| Flt Permitted | | | | 0.999 | 0.950 | |
| Satd. Flow (perm) | 0 | 0 | 0 | 3536 | 1770 | 0 |
| Link Speed (mph) | 25 | | | 25 | 25 | |
| Link Distance (ft) | 313 | | | 100 | 1023 | |
| Travel Time (s) | 8.5 | | | 2.7 | 27.9 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 0 | 0 | 9 | 673 | 34 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 682 | 34 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: Unsignalized | | | | | | |
| Intersection Capacity Utilization 27.0% | | | | ICU Level of Service A | | |
| Analysis Period (min) 15 | | | | | | |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | ↑↑ | ↑ | |
| Traffic Vol, veh/h | 0 | 0 | 8 | 606 | 31 | 0 |
| Future Vol, veh/h | 0 | 0 | 8 | 606 | 31 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 9 | 673 | 34 | 0 |

| Major/Minor | Major2 | Minor1 |
|----------------------|--------|----------|
| Conflicting Flow All | 0 | 0 355 - |
| Stage 1 | - | - 0 - |
| Stage 2 | - | - 355 - |
| Critical Hdwy | 4.14 | - 6.84 - |
| Critical Hdwy Stg 1 | - | - - - |
| Critical Hdwy Stg 2 | - | - 5.84 - |
| Follow-up Hdwy | 2.22 | - 3.52 - |
| Pot Cap-1 Maneuver | - | - 617 0 |
| Stage 1 | - | - - 0 |
| Stage 2 | - | - 681 0 |
| Platoon blocked, % | - | - |
| Mov Cap-1 Maneuver | - | - 617 - |
| Mov Cap-2 Maneuver | - | - 617 - |
| Stage 1 | - | - - - |
| Stage 2 | - | - 681 - |

| Approach | WB | NB |
|-------------------|----|------|
| HCM Ctrl Dly, s/v | | 11.2 |
| HCM LOS | | B |

| Minor Lane/Major Mvmt | NBLn1 | WBL | WBT |
|------------------------|-------|-----|-----|
| Capacity (veh/h) | 617 | - | - |
| HCM Lane V/C Ratio | 0.056 | - | - |
| HCM Ctrl Dly (s/v) | 11.2 | - | - |
| HCM Lane LOS | B | - | - |
| HCM 95th %tile Q (veh) | 0.2 | - | - |

APPENDIX D

SIMTRAFFIC ANALYSIS REPORTS

Intersection: 1: NE Main Street (SC 417) & College Street

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|------|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 61 | 360 | 31 | 317 | 150 | 329 |
| Average Queue (ft) | 31 | 312 | 3 | 132 | 36 | 165 |
| 95th Queue (ft) | 45 | 419 | 16 | 258 | 91 | 283 |
| Link Distance (ft) | 16 | 341 | | 507 | | 1225 |
| Upstream Blk Time (%) | 48 | 26 | | | | |
| Queuing Penalty (veh) | 83 | 120 | | | | |
| Storage Bay Dist (ft) | | | 125 | | 125 | |
| Storage Blk Time (%) | | | | 10 | | 14 |
| Queuing Penalty (veh) | | | | 1 | | 8 |

Intersection: 2: NE Main Street (SC 417) & Curtis Street

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|------|-----|-----|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 62 | 334 | 67 | 327 | 115 | 175 |
| Average Queue (ft) | 31 | 282 | 15 | 158 | 46 | 64 |
| 95th Queue (ft) | 45 | 392 | 55 | 279 | 90 | 134 |
| Link Distance (ft) | 13 | 309 | | 1047 | | 507 |
| Upstream Blk Time (%) | 54 | 13 | | | | |
| Queuing Penalty (veh) | 124 | 53 | | | | |
| Storage Bay Dist (ft) | | | 150 | | 150 | |
| Storage Blk Time (%) | | | | 9 | 0 | 1 |
| Queuing Penalty (veh) | | | | 2 | 0 | 1 |

Intersection: 3: Hedge Street & College Street

| Movement | EB | WB | NB |
|-----------------------|-----|------|-----|
| Directions Served | TR | LT | LR |
| Maximum Queue (ft) | 15 | 555 | 292 |
| Average Queue (ft) | 1 | 245 | 140 |
| 95th Queue (ft) | 9 | 681 | 412 |
| Link Distance (ft) | 341 | 1137 | 508 |
| Upstream Blk Time (%) | | 2 | 4 |
| Queuing Penalty (veh) | | 0 | 3 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 4: Hedge Street & Curtis Street

| Movement | EB | WB | NB | SB |
|-----------------------|-----|------|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 194 | 872 | 352 | 225 |
| Average Queue (ft) | 89 | 421 | 139 | 114 |
| 95th Queue (ft) | 167 | 1018 | 308 | 198 |
| Link Distance (ft) | 309 | 1185 | 990 | 508 |
| Upstream Blk Time (%) | 1 | 6 | | |
| Queuing Penalty (veh) | 2 | 0 | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 5: Main Street & College Street

| Movement | EB | WB | NB | SB |
|-----------------------|------|-----|-----|------|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 209 | 26 | 36 | 57 |
| Average Queue (ft) | 83 | 2 | 8 | 18 |
| 95th Queue (ft) | 177 | 13 | 29 | 65 |
| Link Distance (ft) | 1053 | 16 | 506 | 1230 |
| Upstream Blk Time (%) | | 0 | | |
| Queuing Penalty (veh) | | 0 | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 6: Main Street & Curtis Street

| Movement | EB | WB | NB | SB |
|-----------------------|------|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 326 | 30 | 138 | 81 |
| Average Queue (ft) | 138 | 2 | 44 | 21 |
| 95th Queue (ft) | 296 | 15 | 135 | 85 |
| Link Distance (ft) | 1159 | 13 | 988 | 506 |
| Upstream Blk Time (%) | | 0 | | |
| Queuing Penalty (veh) | | 0 | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 398

Intersection: 1: NE Main Street (SC 417) & College Street

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|------|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 67 | 355 | 43 | 208 | 224 | 783 |
| Average Queue (ft) | 32 | 238 | 7 | 85 | 59 | 265 |
| 95th Queue (ft) | 48 | 382 | 29 | 165 | 146 | 766 |
| Link Distance (ft) | 16 | 341 | | 507 | | 1225 |
| Upstream Blk Time (%) | 70 | 13 | | | | 8 |
| Queuing Penalty (veh) | 166 | 36 | | | | 0 |
| Storage Bay Dist (ft) | | | 125 | | 125 | |
| Storage Blk Time (%) | | | | 3 | 0 | 21 |
| Queuing Penalty (veh) | | | | 0 | 2 | 25 |

Intersection: 2: NE Main Street (SC 417) & Curtis Street

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|------|-----|-----|
| Directions Served | LTR | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 46 | 334 | 154 | 375 | 184 | 202 |
| Average Queue (ft) | 30 | 299 | 30 | 183 | 75 | 81 |
| 95th Queue (ft) | 39 | 381 | 109 | 321 | 150 | 167 |
| Link Distance (ft) | 13 | 309 | | 1047 | | 507 |
| Upstream Blk Time (%) | 72 | 39 | | | | |
| Queuing Penalty (veh) | 207 | 111 | | | | |
| Storage Bay Dist (ft) | | | 150 | | 150 | |
| Storage Blk Time (%) | | | | 12 | 1 | 1 |
| Queuing Penalty (veh) | | | | 5 | 7 | 2 |

Intersection: 3: Hedge Street & College Street

| Movement | EB | WB | NB |
|-----------------------|-----|------|-----|
| Directions Served | TR | LT | LR |
| Maximum Queue (ft) | 15 | 529 | 139 |
| Average Queue (ft) | 1 | 93 | 35 |
| 95th Queue (ft) | 7 | 476 | 91 |
| Link Distance (ft) | 341 | 1137 | 508 |
| Upstream Blk Time (%) | | 3 | |
| Queuing Penalty (veh) | | 0 | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 4: Hedge Street & Curtis Street

| Movement | EB | WB | NB | SB |
|-----------------------|-----|------|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 272 | 810 | 440 | 258 |
| Average Queue (ft) | 130 | 423 | 183 | 117 |
| 95th Queue (ft) | 232 | 903 | 418 | 214 |
| Link Distance (ft) | 309 | 1185 | 990 | 508 |
| Upstream Blk Time (%) | 0 | 2 | | |
| Queuing Penalty (veh) | 0 | 0 | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 5: Main Street & College Street

| Movement | EB | WB | NB | SB |
|-----------------------|------|-----|-----|------|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 792 | 31 | 161 | 783 |
| Average Queue (ft) | 512 | 5 | 67 | 423 |
| 95th Queue (ft) | 961 | 21 | 175 | 835 |
| Link Distance (ft) | 1053 | 16 | 506 | 1230 |
| Upstream Blk Time (%) | 5 | 11 | | |
| Queuing Penalty (veh) | 0 | 22 | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 6: Main Street & Curtis Street

| Movement | EB | WB | NB | SB |
|-----------------------|------|-----|-----|-----|
| Directions Served | LTR | LTR | LTR | LTR |
| Maximum Queue (ft) | 1193 | 30 | 694 | 488 |
| Average Queue (ft) | 949 | 4 | 358 | 332 |
| 95th Queue (ft) | 1424 | 21 | 702 | 554 |
| Link Distance (ft) | 1159 | 13 | 988 | 506 |
| Upstream Blk Time (%) | 44 | 0 | 0 | 13 |
| Queuing Penalty (veh) | 0 | 1 | 0 | 2 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 587

Intersection: 1: NE Main Street (SC 417) & College Street

| Movement | WB | WB | NB | NB | SB |
|-----------------------|-----|-----|-----|-----|------|
| Directions Served | LT | TR | L | T | TR |
| Maximum Queue (ft) | 372 | 380 | 67 | 219 | 390 |
| Average Queue (ft) | 335 | 343 | 20 | 83 | 212 |
| 95th Queue (ft) | 412 | 406 | 53 | 175 | 336 |
| Link Distance (ft) | 342 | 342 | | 532 | 1213 |
| Upstream Blk Time (%) | 37 | 43 | | | |
| Queuing Penalty (veh) | 167 | 194 | | | |
| Storage Bay Dist (ft) | | | 150 | | |
| Storage Blk Time (%) | | | | 1 | |
| Queuing Penalty (veh) | | | | 0 | |

Intersection: 2: NE Main Street (SC 417) & Curtis Street

| Movement | EB | EB | NB | SB | SB |
|-----------------------|-----|-----|------|-----|-----|
| Directions Served | LT | TR | TR | L | T |
| Maximum Queue (ft) | 38 | 46 | 259 | 123 | 99 |
| Average Queue (ft) | 24 | 29 | 89 | 48 | 29 |
| 95th Queue (ft) | 31 | 38 | 192 | 91 | 77 |
| Link Distance (ft) | 10 | 10 | 1035 | | 532 |
| Upstream Blk Time (%) | 82 | 81 | | | |
| Queuing Penalty (veh) | 174 | 172 | | | |
| Storage Bay Dist (ft) | | | | 225 | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 3: Hedge Street & College Street

| Movement | WB | WB | NB |
|-----------------------|------|------|-----|
| Directions Served | LT | T | L |
| Maximum Queue (ft) | 854 | 834 | 167 |
| Average Queue (ft) | 447 | 440 | 51 |
| 95th Queue (ft) | 1042 | 1022 | 172 |
| Link Distance (ft) | 1136 | 1136 | 531 |
| Upstream Blk Time (%) | 8 | 9 | |
| Queuing Penalty (veh) | 0 | 0 | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 4: Hedge Street & Curtis Street

| Movement | EB | EB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LT | TR | TR | LT |
| Maximum Queue (ft) | 100 | 105 | 216 | 322 |
| Average Queue (ft) | 34 | 42 | 88 | 144 |
| 95th Queue (ft) | 75 | 88 | 171 | 265 |
| Link Distance (ft) | 307 | 307 | 978 | 531 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 5: Main Street & College Street

| Movement | WB | WB | NB | SB |
|-----------------------|----|----|-----|------|
| Directions Served | LT | TR | LT | TR |
| Maximum Queue (ft) | 7 | 8 | 56 | 40 |
| Average Queue (ft) | 0 | 0 | 21 | 17 |
| 95th Queue (ft) | 5 | 5 | 49 | 44 |
| Link Distance (ft) | 17 | 17 | 530 | 1219 |
| Upstream Blk Time (%) | | 0 | | |
| Queuing Penalty (veh) | | 0 | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 6: Main Street & Curtis Street

| Movement | EB | EB | NB | SB |
|-----------------------|------|------|-----|-----|
| Directions Served | LT | TR | TR | LT |
| Maximum Queue (ft) | 1186 | 1190 | 658 | 205 |
| Average Queue (ft) | 947 | 936 | 338 | 86 |
| 95th Queue (ft) | 1423 | 1424 | 661 | 255 |
| Link Distance (ft) | 1155 | 1155 | 976 | 530 |
| Upstream Blk Time (%) | 50 | 49 | | |
| Queuing Penalty (veh) | 0 | 0 | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 709

Intersection: 1: NE Main Street (SC 417) & College Street

| Movement | WB | WB | NB | NB | SB |
|-----------------------|-----|-----|-----|-----|------|
| Directions Served | LT | TR | L | T | TR |
| Maximum Queue (ft) | 364 | 370 | 223 | 480 | 1245 |
| Average Queue (ft) | 334 | 256 | 116 | 200 | 782 |
| 95th Queue (ft) | 407 | 489 | 267 | 545 | 1573 |
| Link Distance (ft) | 342 | 342 | | 532 | 1213 |
| Upstream Blk Time (%) | 74 | 39 | | 21 | 47 |
| Queuing Penalty (veh) | 222 | 115 | | 106 | 0 |
| Storage Bay Dist (ft) | | | 150 | | |
| Storage Blk Time (%) | | | 40 | 5 | |
| Queuing Penalty (veh) | | | 201 | 3 | |

Intersection: 2: NE Main Street (SC 417) & Curtis Street

| Movement | EB | EB | NB | SB | SB |
|-----------------------|-----|-----|------|-----|-----|
| Directions Served | LT | TR | TR | L | T |
| Maximum Queue (ft) | 32 | 53 | 906 | 229 | 118 |
| Average Queue (ft) | 22 | 29 | 403 | 59 | 20 |
| 95th Queue (ft) | 31 | 39 | 1060 | 171 | 76 |
| Link Distance (ft) | 10 | 10 | 1035 | | 532 |
| Upstream Blk Time (%) | 84 | 79 | 22 | | |
| Queuing Penalty (veh) | 235 | 222 | 0 | | |
| Storage Bay Dist (ft) | | | | 225 | |
| Storage Blk Time (%) | | | | 0 | 0 |
| Queuing Penalty (veh) | | | | 2 | 0 |

Intersection: 3: Hedge Street & College Street

| Movement | WB | WB | NB |
|-----------------------|------|------|-----|
| Directions Served | LT | T | L |
| Maximum Queue (ft) | 1158 | 1164 | 183 |
| Average Queue (ft) | 765 | 757 | 58 |
| 95th Queue (ft) | 1539 | 1540 | 167 |
| Link Distance (ft) | 1136 | 1136 | 531 |
| Upstream Blk Time (%) | 53 | 52 | |
| Queuing Penalty (veh) | 0 | 0 | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 4: Hedge Street & Curtis Street

| Movement | EB | EB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LT | TR | TR | LT |
| Maximum Queue (ft) | 153 | 156 | 293 | 173 |
| Average Queue (ft) | 42 | 53 | 118 | 44 |
| 95th Queue (ft) | 114 | 132 | 216 | 133 |
| Link Distance (ft) | 307 | 307 | 978 | 531 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 5: Main Street & College Street

| Movement | WB | WB | NB | SB |
|-----------------------|-----|----|-----|------|
| Directions Served | LT | TR | LT | TR |
| Maximum Queue (ft) | 34 | 9 | 53 | 507 |
| Average Queue (ft) | 14 | 0 | 23 | 190 |
| 95th Queue (ft) | 33 | 5 | 49 | 550 |
| Link Distance (ft) | 17 | 17 | 530 | 1219 |
| Upstream Blk Time (%) | 61 | 0 | | |
| Queuing Penalty (veh) | 156 | 0 | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 6: Main Street & Curtis Street

| Movement | EB | EB | NB | SB |
|-----------------------|------|------|-----|-----|
| Directions Served | LT | TR | TR | LT |
| Maximum Queue (ft) | 1193 | 1195 | 778 | 536 |
| Average Queue (ft) | 1090 | 1083 | 476 | 462 |
| 95th Queue (ft) | 1381 | 1386 | 821 | 665 |
| Link Distance (ft) | 1155 | 1155 | 976 | 530 |
| Upstream Blk Time (%) | 76 | 75 | 0 | 65 |
| Queuing Penalty (veh) | 0 | 0 | 0 | 48 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Network Summary

Network wide Queuing Penalty: 1310

Intersection: 1: NE Main Street (SC 417) & College Street

| Movement | WB | WB | NB | NB | SB |
|-----------------------|-----|-----|-----|-----|------|
| Directions Served | LT | TR | L | T | TR |
| Maximum Queue (ft) | 265 | 269 | 93 | 213 | 383 |
| Average Queue (ft) | 225 | 230 | 22 | 75 | 201 |
| 95th Queue (ft) | 331 | 339 | 62 | 167 | 361 |
| Link Distance (ft) | 244 | 244 | | 532 | 1213 |
| Upstream Blk Time (%) | 32 | 39 | | | |
| Queuing Penalty (veh) | 153 | 183 | | | |
| Storage Bay Dist (ft) | | | 150 | | |
| Storage Blk Time (%) | | | | 1 | |
| Queuing Penalty (veh) | | | | 0 | |

Intersection: 2: NE Main Street (SC 417) & Curtis Street

| Movement | EB | EB | NB | SB | SB |
|-----------------------|-----|-----|------|-----|-----|
| Directions Served | LT | TR | TR | L | T |
| Maximum Queue (ft) | 38 | 47 | 235 | 103 | 102 |
| Average Queue (ft) | 24 | 29 | 80 | 44 | 28 |
| 95th Queue (ft) | 33 | 37 | 171 | 81 | 79 |
| Link Distance (ft) | 10 | 10 | 1035 | | 532 |
| Upstream Blk Time (%) | 83 | 82 | | | |
| Queuing Penalty (veh) | 178 | 176 | | | |
| Storage Bay Dist (ft) | | | | 225 | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 3: Hedge Street & College Street

| Movement | WB | WB | NB |
|-----------------------|------|------|-----|
| Directions Served | LT | T | L |
| Maximum Queue (ft) | 1127 | 1122 | 197 |
| Average Queue (ft) | 800 | 797 | 121 |
| 95th Queue (ft) | 1479 | 1468 | 249 |
| Link Distance (ft) | 1136 | 1136 | 203 |
| Upstream Blk Time (%) | 41 | 42 | 37 |
| Queuing Penalty (veh) | 0 | 0 | 15 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 4: Hedge Street & Curtis Street

| Movement | EB | EB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LT | TR | TR | LT |
| Maximum Queue (ft) | 112 | 121 | 513 | 260 |
| Average Queue (ft) | 38 | 45 | 156 | 123 |
| 95th Queue (ft) | 95 | 98 | 501 | 234 |
| Link Distance (ft) | 307 | 307 | 978 | 273 |
| Upstream Blk Time (%) | | | 3 | 1 |
| Queuing Penalty (veh) | | | 0 | 1 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 5: Main Street & College Street

| Movement | WB | WB | NB | SB |
|-----------------------|----|----|-----|------|
| Directions Served | LT | TR | LT | TR |
| Maximum Queue (ft) | 9 | 3 | 61 | 43 |
| Average Queue (ft) | 0 | 0 | 18 | 17 |
| 95th Queue (ft) | 5 | 0 | 47 | 44 |
| Link Distance (ft) | 17 | 17 | 530 | 1219 |
| Upstream Blk Time (%) | 0 | 0 | | |
| Queuing Penalty (veh) | 0 | 0 | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 6: Main Street & Curtis Street

| Movement | EB | EB | NB | SB |
|-----------------------|------|------|-----|-----|
| Directions Served | LT | TR | TR | LT |
| Maximum Queue (ft) | 1185 | 1195 | 722 | 140 |
| Average Queue (ft) | 1009 | 998 | 388 | 55 |
| 95th Queue (ft) | 1433 | 1434 | 733 | 189 |
| Link Distance (ft) | 1155 | 1155 | 976 | 530 |
| Upstream Blk Time (%) | 59 | 58 | 0 | |
| Queuing Penalty (veh) | 0 | 0 | 0 | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 11: Hedge Street & Access A

| Movement | EB | NB | SB |
|-----------------------|------|-----|-----|
| Directions Served | LR | LT | TR |
| Maximum Queue (ft) | 160 | 188 | 26 |
| Average Queue (ft) | 44 | 71 | 1 |
| 95th Queue (ft) | 148 | 238 | 23 |
| Link Distance (ft) | 1140 | 273 | 203 |
| Upstream Blk Time (%) | | 13 | 0 |
| Queuing Penalty (veh) | | 7 | 0 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 18: Access B & College Street

| Movement | WB | WB | NB |
|-----------------------|-----|-----|------|
| Directions Served | LT | T | L |
| Maximum Queue (ft) | 60 | 69 | 98 |
| Average Queue (ft) | 42 | 48 | 30 |
| 95th Queue (ft) | 77 | 75 | 88 |
| Link Distance (ft) | 41 | 41 | 1004 |
| Upstream Blk Time (%) | 28 | 37 | |
| Queuing Penalty (veh) | 131 | 172 | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Network Summary

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| Network wide Queuing Penalty: 1015 |
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Intersection: 1: NE Main Street (SC 417) & College Street

| Movement | WB | WB | NB | NB | SB |
|-----------------------|-----|-----|-----|-----|------|
| Directions Served | LT | TR | L | T | TR |
| Maximum Queue (ft) | 253 | 273 | 223 | 538 | 1235 |
| Average Queue (ft) | 245 | 171 | 121 | 239 | 886 |
| 95th Queue (ft) | 252 | 358 | 272 | 618 | 1594 |
| Link Distance (ft) | 243 | 243 | | 532 | 1213 |
| Upstream Blk Time (%) | 86 | 42 | | 33 | 57 |
| Queuing Penalty (veh) | 274 | 135 | | 167 | 0 |
| Storage Bay Dist (ft) | | | 150 | | |
| Storage Blk Time (%) | | | 44 | 9 | |
| Queuing Penalty (veh) | | | 221 | 5 | |

Intersection: 2: NE Main Street (SC 417) & Curtis Street

| Movement | EB | EB | NB | SB | SB |
|-----------------------|-----|-----|------|-----|-----|
| Directions Served | LT | TR | TR | L | T |
| Maximum Queue (ft) | 33 | 42 | 1050 | 237 | 161 |
| Average Queue (ft) | 21 | 25 | 439 | 50 | 16 |
| 95th Queue (ft) | 32 | 43 | 1121 | 165 | 91 |
| Link Distance (ft) | 10 | 10 | 1035 | | 532 |
| Upstream Blk Time (%) | 88 | 68 | 28 | | 0 |
| Queuing Penalty (veh) | 251 | 194 | 0 | | 0 |
| Storage Bay Dist (ft) | | | | 225 | |
| Storage Blk Time (%) | | | | 0 | 0 |
| Queuing Penalty (veh) | | | | 2 | 1 |

Intersection: 3: Hedge Street & College Street

| Movement | WB | WB | NB |
|-----------------------|------|------|-----|
| Directions Served | LT | T | L |
| Maximum Queue (ft) | 1160 | 1159 | 198 |
| Average Queue (ft) | 812 | 797 | 102 |
| 95th Queue (ft) | 1499 | 1507 | 226 |
| Link Distance (ft) | 1136 | 1136 | 203 |
| Upstream Blk Time (%) | 56 | 55 | 25 |
| Queuing Penalty (veh) | 0 | 0 | 14 |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 4: Hedge Street & Curtis Street

| Movement | EB | EB | NB | SB |
|-----------------------|-----|-----|-----|-----|
| Directions Served | LT | TR | TR | LT |
| Maximum Queue (ft) | 177 | 186 | 365 | 185 |
| Average Queue (ft) | 52 | 60 | 153 | 48 |
| 95th Queue (ft) | 137 | 153 | 377 | 131 |
| Link Distance (ft) | 307 | 307 | 978 | 273 |
| Upstream Blk Time (%) | | | 2 | 0 |
| Queuing Penalty (veh) | | | 0 | 0 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 5: Main Street & College Street

| Movement | WB | WB | NB | SB |
|-----------------------|-----|----|-----|------|
| Directions Served | LT | TR | LT | TR |
| Maximum Queue (ft) | 36 | 3 | 60 | 613 |
| Average Queue (ft) | 16 | 0 | 23 | 231 |
| 95th Queue (ft) | 37 | 3 | 50 | 620 |
| Link Distance (ft) | 17 | 17 | 530 | 1219 |
| Upstream Blk Time (%) | 68 | 0 | | |
| Queuing Penalty (veh) | 177 | 0 | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 6: Main Street & Curtis Street

| Movement | EB | EB | NB | SB |
|-----------------------|------|------|-----|-----|
| Directions Served | LT | TR | TR | LT |
| Maximum Queue (ft) | 1186 | 1188 | 790 | 538 |
| Average Queue (ft) | 1107 | 1101 | 465 | 472 |
| 95th Queue (ft) | 1345 | 1351 | 837 | 655 |
| Link Distance (ft) | 1155 | 1155 | 976 | 530 |
| Upstream Blk Time (%) | 80 | 78 | | 71 |
| Queuing Penalty (veh) | 0 | 0 | | 52 |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 11: Hedge Street & Access A

| Movement | EB | NB |
|-----------------------|------|-----|
| Directions Served | LR | LT |
| Maximum Queue (ft) | 91 | 179 |
| Average Queue (ft) | 26 | 36 |
| 95th Queue (ft) | 75 | 159 |
| Link Distance (ft) | 1140 | 273 |
| Upstream Blk Time (%) | | 4 |
| Queuing Penalty (veh) | | 4 |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 18: Access B & College Street

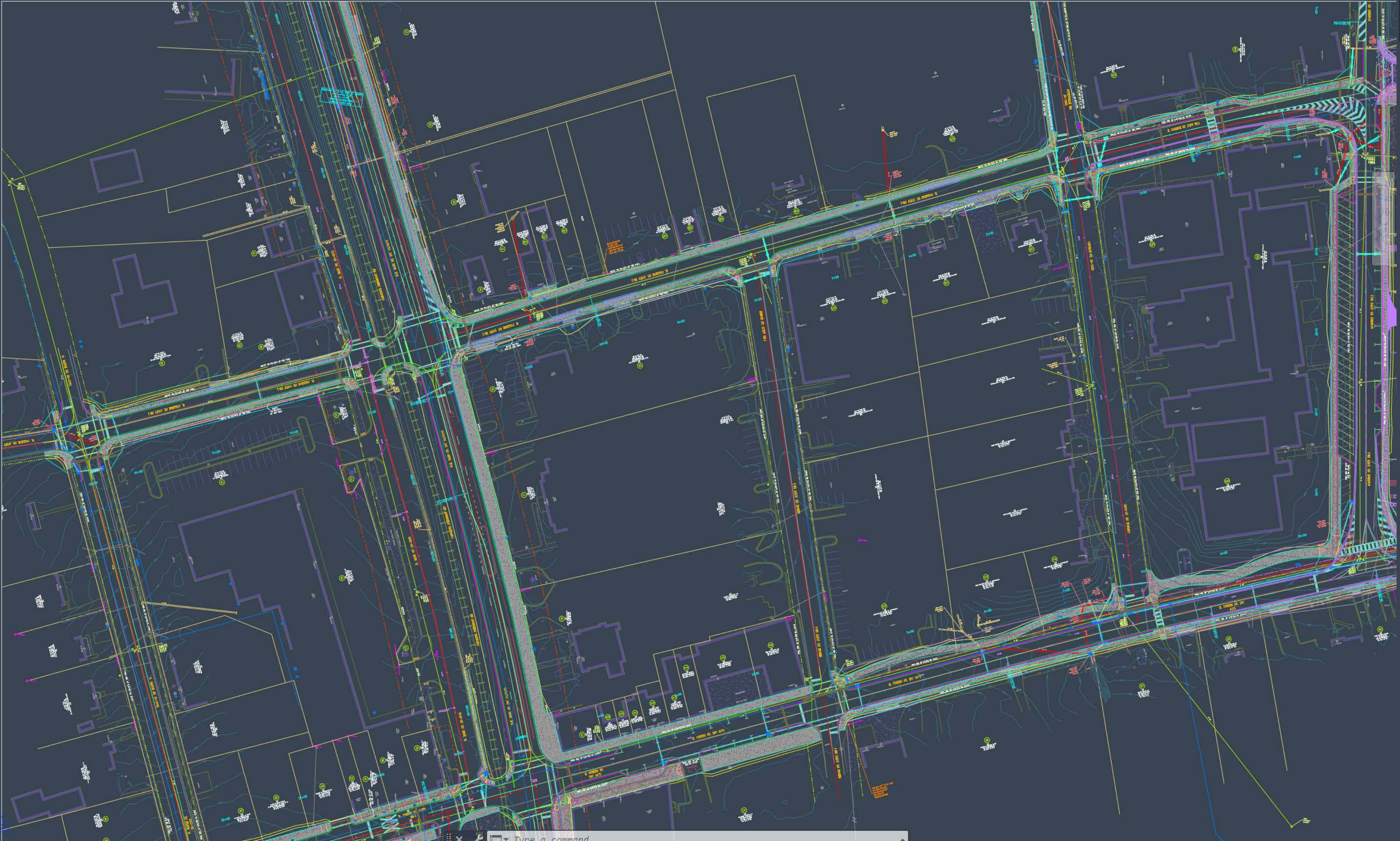
| Movement | WB | WB | NB |
|-----------------------|-----|-----|------|
| Directions Served | LT | T | L |
| Maximum Queue (ft) | 60 | 66 | 506 |
| Average Queue (ft) | 47 | 33 | 214 |
| 95th Queue (ft) | 59 | 76 | 516 |
| Link Distance (ft) | 42 | 42 | 1003 |
| Upstream Blk Time (%) | 85 | 42 | |
| Queuing Penalty (veh) | 260 | 128 | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Network Summary

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| Network wide Queuing Penalty: 1886 |
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APPENDIX E

BACKGROUND IMPROVEMENTS



**DEVELOPMENT AGREEMENT FOR BURDETTE NORTH DISTRICT
REDEVELOPMENT PROJECT**

THIS DEVELOPMENT AGREEMENT FOR BURDETTE NORTH DISTRICT REDEVELOPMENT PROJECT (the "Agreement") is effective _____, 2025 ("Effective Date"), between **CITY OF SIMPSONVILLE, SOUTH CAROLINA**, a body corporate and politic (the "City") of the State of South Carolina, and **BLUE RIDGE LAND HOLDINGS, LLC**, a South Carolina limited liability company ("Developer"). City and Developer are each a "Party," and collectively, the "Parties."

RECTALS:

WHEREAS, the Parties entered into a Purchase and Sale Agreement effective as of August 20, 2021, as amended by (i) Amendment to Purchase and Sale Agreement dated April 25, 2023, (ii) Second Amendment to Purchase and Sale Agreement dated November 21, 2024, (iii) Third Amendment to Purchase and Sale Agreement dated December 31, 2024, and (iv) Fourth Amendment to Purchase and Sale Agreement dated April 22, 2025 (the "PSA") whereby the Developer will purchase certain property from the City identified on Exhibit A attached hereto and made a part hereof (the "City Property") from the City; and,

WHEREAS, Developer is the owner of that certain property adjacent to the City Property being more particularly described on Exhibit B attached hereto and made a part hereof (the "Former Bank Property", and together with the City Property, the "Developer Property"); and,

WHEREAS, the Parties intend to cooperate to redevelop parcels of land more particularly described herein in the City of Simpsonville to create a privately-owned mixed-use development as set forth below; and,

WHEREAS, the Parties intend for the Burdette North District Redevelopment (defined in Section 5A below) to (i) create capital investment and full-time employment in the City's municipal limits, (ii) maximize public benefit and minimize public investment, (iii) provide business-urban district housing, provide for additional public benefit, (iv) respect existing City fabric such as height limits, historic buildings, design aesthetics, etc., and (v) provide for establishment of integrated site plans, urban design elements, land uses, architecture, site engineering, and landscape architecture, all while respecting the Simpsonville Comprehensive Plan: 2040 as it relates to land use; and,

WHEREAS, in exchange for providing these benefits to the City, Developer desires to receive the assurance that it may proceed with the development of the Developer Property (defined below) in accordance with and subject to any and all existing City development regulations and conditions of approval of the City as they exist on the effective date of the Rezoning (defined in Section 2 below), subject to the terms, conditions, and exceptions contained herein and subject to periodic potential amendments to this Agreement made in accordance with this Agreement.

WHEREAS, Developer intends to develop the improvements set forth below on the Developer Property pursuant to a rezoning of the Developer Property to the Innovative Development District designation (See Section 2.11 of the City of Simpsonville Zoning Ordinance "Zoning Ordinance"), which requires, among other things, City approval of a concept plan and master site plan pursuant to the terms of Section 2.11, the terms and conditions of which are incorporated herein as if set forth fully.

NOW, THEREFORE, in consideration and mutual dependence on the factual representations

contained in this Agreement, the Recitals set forth hereinabove, each Party's expending funds to complete their respective portions of the Development, and in reliance on each Party's exchange of promises as contained in this Agreement, the Parties agree as follows:

1. **City's Approval of Agreement:** The terms and conditions of this Agreement have undergone extensive review by City Council (the "Council") and Council has determined this Agreement to be fair, just, reasonable, and in the best interests of the City. After careful review and deliberation, the Council has determined and concluded that the Agreement meets the goals and needs of the City and complies with all statutory requirements.

On July 8, 2025, the Council considered and approved this Agreement by ordinance and authorized the City's execution of the same. The approval of this Agreement constitutes a legislative act of the Council.

2. **Rezoning of Developer Property.** In order for Developer to undertake the Project, City and Developer acknowledge the Developer Property must be rezoned from its current Business Urban zoning classification to the Innovative Development District (ID) zoning classification (the "Rezoning") as set forth under Section 2.11 of the City's zoning ordinance (the "Zoning Ordinance") in effect as of the Effective Date. The terms of Section 2.11 of the Zoning Ordinance are hereby incorporated into the terms of this Agreement. To effectuate such Rezoning, Developer agrees to submit appropriate and applicable documentation to request the Rezoning of the Property as soon as reasonably possible upon receipt of the fully effective Agreement. City agrees to use its reasonable best efforts to assist Developer in obtaining the Rezoning. This Agreement shall terminate automatically in the event the Rezoning of the Developer Property is not obtained. In the event Developer does not obtain the Rezoning of the Property, Developer shall have the right in its complete and sole discretion to either (i) terminate the PSA by delivery of written notice to City prior to the Closing Date set forth in the PSA, or (ii) waive such right and complete the acquisition of the City Property.

3. **Expansion of Developer Property.** Developer is attempting to acquire, lease or otherwise control some or all of the property currently owned by Secured Advantage Credit Union being more particularly described on Exhibit C attached hereto and made a part hereof (the "Credit Union Property"), to be utilized as part of the Project. In the event that Developer is able to accomplish the same, the portion of the Credit Union Property, Developer either acquires or leases shall become part of the Developer Property. The Parties shall thereafter amend this Agreement to include the Credit Union Property as part of the Developer Property.

4. **SC Mill Tax Credits.** Developer may elect to undertake appropriate actions with Greenville County in order to request and obtain a satisfactory resolution and a subsequent ordinance confirming that tax credits under the South Carolina Textiles Communities Revitalization Act, Section 12-67-140, et. seq., of the South Carolina Codes of Laws (the "Mill Tax Credits"), shall be applicable and available with respect to all or a portion of the Developer Property. City agrees to use its reasonable best efforts to assist Developer in obtaining the Mill Tax Credits.

5. **Developer Commitments and Benefits.**

A. **Development on Developer Property.** Developer shall acquire the City Property from the City subject to the terms of the PSA. Developer shall design, develop, construct, furnish, and do all other things necessary to redevelop, construct and operate on the Developer Property (i) up to one hundred twenty five (125) apartment units with related amenities for tenants of the apartments, (ii) up to 25,000 square feet of retail, restaurant or office space; and (iii) a surface parking lot with parking to accommodate the development with vehicular and pedestrian access to and from all improvements (collectively the "Project")

or "Burdette North District Redevelopment") in compliance with all requirements set forth in Section 4.5 of the Simpsonville Zoning Ordinance, the approved Concept Plan/Statement of Intent, and DO-TC 2.12, Design Overlay-Town Center District, as preliminarily illustrated in the drawing attached hereto as Exhibit D (the "Project Facilities") and as will be fully described on the Master Site Plan approved by Council as part of the Rezoning. The Project shall be constructed according to the Construction Schedule attached hereto as Exhibit E (the "Construction Schedule"), which may be adjusted based upon the Construction Commencement Date defined below. Developer shall use its reasonable best efforts to achieve substantial completion of the Project by June 30, 2028. For purposes of this Agreement, "substantial completion" means that the buildings and improvements for the Project Facilities are sufficiently complete so that it can be utilized for their intended use. Developer shall commence site demolition, grading, and construction after it acquires the City Property pursuant to the PSA and as soon as reasonably possible upon receipt of applicable permits and approvals after Developer acquires the City Property from the City ("Construction Commencement Date"). The Construction Commencement Date and the dates provided on the Construction Schedule are each a "Benchmark Date" and Developer's failure to comply with the same is enforceable against the Developer as set forth in Section 6(F) hereof.

B. Design Considerations. At a minimum, Developer shall design all improvements on the Developer Property in compliance with City's Building & Development Standards in the Zoning Ordinance, including Section 2.11 of the Zoning Ordinance, and must receive all required approvals by City's Department of Building & Development Standards prior to commencing each phase of construction. Developer shall submit the design of the buildings on the Developer Property to be approved by City Planning Staff subject to the plans approved by Council. Developer shall design and construct the Project Facility on Developer's Property of a scale and using materials to be complementary of public improvements and to be compatible with existing downtown buildings and other downtown development.

C. Compliance with Building, Zoning, and Environmental Laws. Subject to the Rezoning necessary in order for Developer to develop the Project Facilities as described in this Agreement, including without limitation, waiver of setback lines and height restrictions for the Developer Property, Developer shall construct and develop the Project Facilities according to all applicable federal, state, and local laws, rules, orders, ordinances, regulations, and legal requirements of all governmental entities, agencies, or instrumentalities relating to the development, use, or condition of Developer Property, including, without limitation, all building code, zoning requirements, and environmental regulations then in effect at the latter of the time applicable permits are issued and a certificate of occupancy is issued. At the completion of each phase or component of the Project Facilities, Developer shall ensure the use and operation of each phase or component of the Project Facilities is according to all applicable federal, state, and local laws, as amended for the Project Facilities. Developer shall (i) ensure construction is performed in a manner that does not cause any damage to existing land, or improvements and (ii) at City's option, promptly repair any damage that may occur.

D. General Construction Requirements. The Developer is responsible for the following items during all construction phases:

- a. Cleanliness to include entire worksite area (including, for example, dust control, garbage, construction debris, loose and blowing materials);
- b. Damage to existing on-site utilities, including, for example, water, sewer, storm water, communication, electricity, and gas;
- c. Parking for construction employees, material lay-down area, location for construction material dumpsters;

- d. Coordination with existing businesses and residents regarding noise, displaced parkers, after-hours construction, concrete pours, blasting, disruption of vehicle and pedestrian access; and
- E. Additional Developer Benefits. The general benefits to be received by Developer from the implementation of the Development, in addition to certain matters set forth above, include without limitation:
 - a. Realization of the opportunity to implement the Development plan for a mixed use development that is consistent with City's and the Developer's goals and needs;
 - b. Integration of site plans, urban design elements, land uses, architecture, site engineering, landscape architecture, and mitigation measures over the entire Project;
 - c. Security provided by certain City ordinances, standards, policies, and guidelines to achieve the Project;
 - d. Participation by the City to achieve the public benefits necessary for the Project; and
 - e. In exchange for providing the within benefits to the City, the Developer desires to receive the assurance that it may proceed with the Project in accordance with any and all existing City development regulations and conditions of approval of the City as they exist on the Effective Date, subject to the terms, conditions, and exceptions contained herein and subject to periodic potential amendments to this Agreement made in accordance with this Agreement.

6. City Commitments

- A. Rezoning. The City acknowledges that a condition to Developer's obligations herein is that the Developer receive the Rezoning so that Developer can develop the Project Facilities as described in this Agreement.
- B. Streetscape Improvements. City agrees to complete the streetscape and other public improvements planned for the area contiguous and adjacent to the Developer Property which are set forth on Exhibit F attached hereto and made a part hereof (the "Streetscape Improvements") at its expense prior to Developer's completion of the Project.
- C. Undergrounding Utilities. Prior to Developer's completion of construction of Project Facilities, City agrees to either complete, or facilitate the completion with Duke Energy, of the undergrounding utilities along College Street and Main Street in front of the Developer Property at no expense to Developer.
- D. Street Narrowing. City shall use its reasonable best efforts to cause the portion of Hedge Street that is contiguous to the Developer Property shown and depicted on the drawing attached hereto as Exhibit G to be narrowed to allow for additional parking on the Developer Property at no expense to Developer.
- E. Permitting. To the extent permitted by law and for those items under City control, the City shall attempt to expedite the processing, approval, and permitting of drawings, plats, plans, applications, and other items for and pertaining to all phases of the Project.
- F. Benchmark Dates. If Developer fails to accomplish any required task by that required task's applicable benchmark date, then, in addition to any other remedy provided under this Agreement, City may delay its performance of any obligation under this Agreement for a similar period.

7. Design and Construction Processes

- A. Designated Contact. Immediately following this Agreement's execution, City and Developer shall each designate a senior-level contact to represent that Party (each a "Designated Contact"). Designated Contacts shall address, without delay, issues related to scheduling, traffic control, utility coordination, and a process for reviewing and revising plans and specifications. Each Party shall provide that Party's communications through that Party's Designated Contact.
- B. Pre- and During Construction. Prior to preparing any plans or specifications, and through the construction process, the City and Developer shall confer on the needs, preferences, and expectations each Party has for its respective project and as much as possible achieve common goals as to how to achieve those goals. The process Parties outline in this subsection is in addition to and not in lieu of all approval and permitting processes applicable to all persons and entities developing projects in city limits.

8. Bonds and Insurance

- A. Insurance. During construction, the Developer shall obtain and maintain, or cause to be obtained and maintained, at all times one or more policies of insurance containing the following types of coverage, deductibles, limits, and other terms acceptable to the City, in its sole discretion:
- a. Builders Risk. Comprehensive builders' risk, casualty, and property insurance against any casualty on an "all risk" perils basis. This policy must include fire, extended coverage, vandalism, and malicious mischief.
 - b. General Liability. Commercial general liability insurance covering the defense and legal liability claims of bodily injury, death and property damage which occurs on, in or about or relating to the Developer Property regardless of the cause of the same. This policy must have not less than \$3,000,000 combined single limits per occurrence/aggregate for bodily injury or property damage, provided by a Commercial General Liability policy or combination of General Liability and Umbrella Liability limits.
 - c. Workers Compensation. Workers Compensation and Occupational Disease insurance meeting the State's statutory requirements, including employer's liability in an amount not less than \$1,000,000.
 - d. Motor Vehicle. Motor vehicle covering all owned, non-owned and hired automobiles of not less than \$1,000,000 combined single-limits per each occurrence/aggregate for liability, bodily injury, and property damage.
 - e. Miscellaneous. Insurance this Agreement requires must be effected under standard form policies issued by insurers of recognized responsibility authorized to do business in South Carolina which are rated at least Class A/VIII, Best Rating Services. The policies must be non-assessable and shall contain language to the effect that (i) any loss shall be payable notwithstanding any act of negligence, (ii) the policies are primary and noncontributing with insurance on which additional insured's are listed as named insured's, and (iii) the insurer is not entitled to initiate cancellation, material limitation or non-renewal except after 30 days' written notice for cancellation due to non-payment of premium) by the insurer to the Developer and City. The policies must include waivers of all rights of subrogation against the Developer, City and their respective elected officials, officers, agents, and employees. The policy described in subparagraphs (a) , (b) , and (d) of this section must include the City and Developer, and their respective elected officials, officers, agents, employees, subcontractors, and licensees as additional insureds to the extent allowed by law. The policy described in subparagraphs (e) of this section must include the

Developer as an additional insured. Each policy must contain deductibles, retentions, or both, as City, in its sole discretion, deems appropriate.

9. Damage or Destruction Prior to Substantial Completion

If, at any time prior to substantial completion, the Project is damaged or destroyed by a fire or other casualty, the Developer shall commence, and proceed as promptly as possible, to repair and restore the Project Facilities so as to cause the same to achieve substantial completion according to approved architectural drawings as soon as practicable.

10. Cooperation

Parties shall work together to correct and conform deeds, assignments, or other conveyance instruments, to reflect as-built configurations. A Party may not unreasonably withhold consent.

11. Default / Remedies

- A. Developer. Upon the default by the Developer in the due performance of or compliance with any of the terms hereof, City shall give Developer written notice of such default and thirty (30) days to cure such default; provided, however, that if the nature of Developer's obligation is such that more than thirty (30) days are required for its performance, and so long as Developer has provided written notice of the precise time frame for completion, then Developer shall not be deemed in default if it shall commence such performance within thirty (30) days and thereafter diligently pursues the same to completion, and if Developer shall fail to proceed promptly to cure the same, City may:
- a. terminate this Agreement immediately by delivery of written notice to Developer; and,
 - b. take whatever action at law or in equity as may appear necessary or desirable to enforce its rights under this Agreement; and,
- B. City. Upon the default of the City in the due performance of or compliance with any of the terms hereof, the Developer shall give the City written notice of such default and 30 days to cure such default; provided, however, that if the nature of City's obligation is such that more than thirty (30) days are required for its performance, and so long as City has provided written notice of the precise time frame for completion, then City shall not be deemed in default if it shall commence such performance within thirty (30) days and thereafter diligently pursues the same to completion and if the City shall fail to proceed promptly to cure the same, the Developer may take whatever action at law or in equity as may appear necessary or desirable to enforce its rights under this Agreement.

12. Developer Property Restriction.

In the event that Developer has both (i) acquired the City Property and (ii) entered into this Agreement with the City, Developer shall record a covenant against the Developer Property, to run with the Developer Property, that the Developer Property shall not, for a period of twenty (20) years, be transferred to, owned by, or used, by any person (legal or natural) that would result in the Developer Property, or any portion (legal or geographic), having a complete exemption from *ad valorem* property taxes without the written approval of the City; provided, however, such covenant shall not preclude or prevent Developer or a subsequent owner or user of the Developer Property, or any portion thereof, from applying for and receiving the benefit of an applicable property tax classification that would reduce, lower or otherwise benefit the *ad valorem* property taxes applicable to the Developer Property or any portion thereof (such as, for example, (i) a fee in lieu of taxes agreement with the City or (ii) ownership by a 501(C)(3) non-profit entity).

13. Entire Agreement

This Agreement is the entire agreement among Parties with respect to the subject matter of this Agreement. All prior documents, negotiations, and discussions merge in this Agreement and do not survive this Agreement's execution.

14. No Oral Modification/Waiver

Parties are not entitled to modify, in any way, this Agreement except by a writing signed by or on behalf of all Parties by a duly authorized representative of the executing Party. Neither any purported amendment, of any kind, to this Agreement, nor any purported waiver of any provision of this Agreement is valid unless all Parties have consented in writing.

15. Non-Assignment

A Party shall not assign its rights or delegate its responsibilities under this Agreement to any third party without the prior, written consent of all Parties; provided, however, the Parties recognizes that Developer shall be permitted to assign its interest in this Agreement to an entity created for the purpose of acquiring, owning and developing the Developer Property in which Developer or its principals own(s) an interest. Notwithstanding the foregoing, the City is entitled to assign some or all of its rights or delegate some or all of its duties under this Agreement to a nonprofit corporation to effect a means of financing the City's project costs. City is not required to obtain any further consent from any other Party beyond this Agreement's execution for that purpose.

16. Mutual Dependency of Commitments

Each Party's commitments under this Agreement are collectively dependent, each on the other, and are subject to the condition that each Party continues to move toward completion of that Party's projects on collectively acceptable terms and conditions of all documents contemplated by this Agreement.

17. No Third-Party Beneficiary/No Joint Venture

The Parties do not intend to create any third-party beneficiary rights, nor any form of partnership, joint venture, or any other legal relationship among the Parties, except a contractual relationship as set forth in this Agreement.

18. Force Majeure

Neither party shall be held responsible for delays in the performance of its obligations hereunder when caused by a Force Majeure event. In order for its performance to be excused for the period of a Force Majeure event, a party must give written notice to the other party within 10 days after the occurrence of the Force Majeure event. A Force Majeure event is any period of delay which arises from or through: Acts of God, including, without limitation, flood, earthquake, and severe weather conditions; strikes; explosion; sabotage; riot or civil commotion; act of war; fire or other casualty; legal requirements; or any other causes beyond the reasonable control of the party claiming delay from or through such causes.

19. Limitation of City's Liability

NOTWITHSTANDING ANYTHING ELSE IN THIS AGREEMENT TO THE CONTRARY, ANY CITY OBLIGATION CONTAINED IN THIS AGREEMENT, INCLUDING ANY OBLIGATION TO PAY MONEY, IS NOT A DEBT OR GENERAL OBLIGATION OF CITY, BUT RATHER IS PAYABLE SOLELY AND EXCLUSIVELY FROM ANNUALLY APPROPRIABLE REVENUES AND RECEIPTS

OF CITY'S GENERAL OPERATIONS.

20. No City Personnel Liability

Any City obligation contained in this Agreement, including any obligation to pay money, is an obligation of the City and not an obligation of any member of the City Council or any employee, other elected official, officer, or agent of the City in either an individual or an official capacity.

21. Absence of Certain Commercial Practices

Neither Developer nor any officer, member, director, employee or agent of them (nor any person acting on behalf of any of the foregoing), has given or agreed to give any gift or similar benefit, including, without limitation, any contribution, payment or expenditure, of more than normal value to any customer, supplier, City or other governmental employee or official or any other person who is or may be in a position to help or hinder the foregoing entities or assist them in connection with any actual or proposed activity described in this Agreement.

22. Governing Law; Venue

The law of the State, without regard to any conflict of law provision that would direct a court to use the laws of another jurisdiction, govern this Agreement. The Parties submit to venue and jurisdiction in the state and federal courts of the State.

23. State Law Limitations

Notwithstanding anything else in this Agreement to the contrary, the City's commitments are subject to the provisions of the South Carolina Code Annotated, as well as all local laws.

24. Developer and City Responsibility.

Developer, and its officers, directors and employees, agree to hold the City harmless from all claims, liabilities, damages, losses, including attorney's fees and expenses for bodily injury, sickness or death, and property damage or destruction which may be claimed against the City due to any acts or omissions by the Developer or its officers, employees or agents related to the administration of the Project. The City is a governmental entity and political subdivision of the State of South Carolina and enjoys sovereign immunity, as well as the imposition of duties and protections afforded by the South Carolina Tort Claims Act. By law, the City cannot hold harmless any contracting party. However, subject to the application of the aforementioned law and to the limits of its insurance, the City agrees that the Developer, and its officers, directors and employees shall not be liable from and against all claims, liabilities, damages, losses, including attorney's fees and expenses for bodily injury, sickness, or death, and property damage or destruction (other than to the Work itself) related to the negligent acts or omissions by the City, and the Developer's officers, employees, and agents.

25. Dispute Resolution.

(a) In the event of a dispute arising under this Agreement, the parties agree to engage in good faith discussions to resolve the matter amicably.

(b) If the dispute cannot be resolved through discussions, the parties agree to participate in non-binding mediation, with a mutually agreed-upon mediator, as a condition precedent to further legal proceedings.

(c) If mediation is unsuccessful, the parties agree to submit venue and jurisdiction in the state or federal courts located in County of Greenville, State of South Carolina.

(d) Each party shall bear its own costs of mediation, except that the costs of the mediator or shall be shared equally .

26. Benefit of the Parties.

This Agreement is intended to benefit the Parties hereto only, and therefore no third party shall have any rights under this Agreement, or be deemed a third-party beneficiary.

27. Notices.

Unless specifically provided otherwise by this Agreement, any notice, demand, request, consent, approval or communication which a Party is required to or may give to another Party hereunder shall be in writing and shall be delivered or addressed to the other at the address below set forth or to such other address as such Party may from time to time direct by written notice given in the manner herein prescribed. Any written notice or written certification or payment required by the Terms of this Agreement shall be deemed given if delivered in person or mailed certified mail, return receipt requested to the persons named below. The Parties shall make reasonable inquiry to determine whether the names or titles of the persons listed in this Agreement should be substituted with the name of the listed person's successor.

If to the City:

Attn: Tee Coker
425 E. Curtis Street
Simpsonville, SC 29681
Email: tcoker@simpsonville.com

With a copy to:

Duggan & Hughes, LLC
Attn: Daniel R. Hughes
P.O. Box 449
Greer, SC 29652
Email: dhughes@dugganhughes.com

If to Developer:

Blue Ridge Land Holdings, LLC
Attn: John T. Pazdan
P. O. Box 8856
Greenville, SC 29604
Email: chanticleer18@gmail.com

With a copy to:

Belmont Sayre, LLC
Attn: Kenneth M. Reiter
P. O. Box 1622
Carrboro, NC 27510
Email: kreiter@belmontsayre.com

28. **Jurisdiction.** This Agreement shall be binding upon the parties hereto and governed by the laws of the State of South Carolina.

29. **Counterparts.** This Agreement may be executed in one or more counterparts and shall become effective when one or more counterparts have been signed by all of the Parties; each counterpart shall be deemed an original but all counterparts shall constitute a single instrument.

30. **Agreement to Cooperate.** In the event of any legal action instituted by a third party or other governmental entity or official challenging the validity of any provision of this Agreement, the Parties hereby agree to cooperate in defending such action; provided, however, each Party shall retain the right to pursue its own independent legal defense.

31. **Severability.** In the event that a court of competent jurisdiction holds that a provision or requirement of this Agreement violates any applicable law, each such provision or requirement shall be replaced with a revision which accomplishes the purposes outlined herein and shall be enforced only to the extent it is not in violation of law or is not otherwise unenforceable and all other provisions and requirements of this Agreement, not contingent thereon, shall remain in full force and effect.

34. **Organization and Power.** Developer represents and warrants to the City that it (i) is a limited liability company organized, validly existing, and in good standing under the laws of the State of South Carolina, (ii) has the power to engage in the transactions contemplated hereby; and (iii) has the full power, authority and legal right to execute and deliver this Agreement and other documents and to perform and observe the terms and provisions thereof. The City represents and warrants to Developer that it has the right, power and authority to execute and deliver this Agreement and to perform and observe the terms thereof. This Agreement, when executed and delivered by the parties, is a valid and binding obligation of the parties and is enforceable in accordance with its terms, subject to the conditions precedent set forth above.

[ONE SIGNATURE PAGE AND ONE EXHIBIT FOLLOW]
[REMAINDER OF PAGE SUBSTANTIVELY BLANK]

WHEREFORE by its signature, the City binds itself and successors in interest as of the effective date provided in this Agreement's preamble.

CITY OF SIMPSONVILLE, SOUTH CAROLINA

By Paul Shewmaker
Paul Shewmaker, Mayor

[SEAL]

ATTEST:

Ashley Clark
Ashley Clark, Municipal Clerk

Date of Execution: July 8th, 2025

[SIGNATURES CONTINUE ON THE FOLLOWING PAGE]

WHEREFORE by its signature, Developer binds itself and its successors in interest as of the effective date provided in this Agreement's preamble.

BLUE RIDGE LAND HOLDINGS, LLC

By: _____
John T. Pazdan, Member

Date of Execution: _____, 2025

EXHIBIT A

DESCRIPTION OF CITY PROPERTY

All that certain piece, parcel or tract of land with improvements thereon situate, lying and being in the City of Simpsonville, County of Greenville, State of South Carolina, containing 1.42 acres, more or less, bound on the north by lands now or formerly of United Federal Savings & Loan Association and Wesley V. Harrison, on the east by Hedge Street, on the south by lands now or formerly of Hendricks Properties, Inc., and on the west by N. Main Street.

This being the identical property conveyed to City of Simpsonville, a municipal corporation, by deed of Duke Power Company, dated June 6, 1996, and recorded August 13, 1996, in the Greenville County ROD Office in Deed Book 1649 at Page 1669.

TMS 0315.00-02-004.00

EXHIBIT B

DESCRIPTION OF FORMER BANK PROPERTY

Parcel 1:

All that certain piece, parcel, or lot of land, situate, lying and being in the Town of Simpsonville, County of Greenville, State of South Carolina, at the southeast corner of College and North Main Streets, and having, according to a survey made by Piedmont Engineering Service on October 2, 1951, the following metes and bounds, to-wit:

BEGINNING at the southeast intersection of College and North Main Streets, and running thence with North Main Street, S. 25-23 E., 128 feet to an iron pin; thence N. 64-24 E., 100 feet to an iron pin; thence N. 25-23 W., 129.7 feet to an iron pin on the south side of College Street; thence with the south side of College Street; thence with the south side of College Street, S. 63-36 W., 100 feet to the point of beginning.

Parcel 2:

ALL that lot of land, with improvements thereon, situate on the Southeastern side of College Street, Town of Simpsonville, Austin Township, Greenville County, State of South Carolina, shown as a portion of Lot No. 1, on Map No. 1, of A. R. Hunter Estate, made by W. J. Riddle, August, 1947, and having, according to said Map, the following metes and bounds, to-wit:

BEGINNING at an iron pin on the Southeastern side of College Street, said point being 100.ft. in a Northeasterly direction from the point where the Northeastern side of North Main Street intersects with the Southeastern side of College Street, and running thence with the Southeastern side of College Street, N. 63-35 E. 132 ft. to an iron pin with the line of Lot No. 4; thence S. 26-42 E., 131.5 ft. to an iron pin; thence with the line of Lot No. 2, S-64-24 W, 134 ft. to an iron pin in the joint line of Lots 1 and 2, said point being 100 ft. in a Northeasterly direction from the joint front corner of Lots 1 and 2; thence through Lot No. 1 N. 25-23 W., 131 ft., more or less, to the beginning corner.

Parcel 3:

ALL that certain piece, parcel or lot of land, with all improvements thereon, containing 0.37 acres, more or less, situate, lying and being in the Town of Simpsonville, County of Greenville, State of South Carolina, located at the southwestern corner of the intersection of West Hedge Street and East College Street, and being shown on a plat entitled Survey for S & S Properties, a South Carolina General Partnership, prepared by Landrith Surveying, dated February 1, 1990, recorded in Plat Book 18-G at Page 11, and having, according to a survey entitled "Property of American Federal Bank, FSB", prepared by Freeland-Clinkscales & Associates, Inc., dated July 23, 1992, recorded in Plat Book 23-F at Page 35, the following metes and bounds, to-wit:

BEGINNING at an iron pin on the southern side of College Street at the joint corner of Lots 1 and 4; thence with said College Street N 63-35-00 E 132.99 feet to an iron pin at the intersection of College Street and Hedge Street; thence with the south-stern side of Hedge Street S 20-21-39 D 131.00 feet to an iron pin at the joint corner of Lots 2 and 4; thence with the common line of said properties S 63-08-00 W 118.47 feet to an iron pin at the joint corner of Lots 1 and 4; thence with the common line of said properties N 26-43-23 W 131.20 feet to an iron pin, the point of BEGINNING.

BEING ALSO DESCRIBED AS FOLLOWS:

All that certain piece, parcel or tract of land with improvements thereon situate, lying and being in the State of South Carolina, County of Greenville, City of Simpsonville, adjacent to North East Main Street, College Street and Hedge Street, identified as Lot 1 & 4, Map No. 1, A. R. Hunter Est., containing 1.069 Acres, 46,548 Sq. Ft., more or less, on a survey entitled SURVEY FOR BLUE RIDGE LAND HOLDINGS LLC, prepared by Site Design, Inc., dated March 22, 2021, and recorded May 7, 2021, in the Greenville County ROD Office in Plat Book 1397 at Page 56, reference to said survey being hereby made for a more complete metes and bounds description thereof.

This being the identical property conveyed to Blue Ridge Land Holdings, LLC, a South Carolina limited liability company, by Truist Bank, a North Carolina banking corporation, by (i) warranty deed dated April 28, 2021, and recorded May 7, 2021, in the Greenville County ROD Office in Deed Book 2623 at Page 2891, and (ii) quitclaim deed dated April 28, 2021, and recorded May 7, 2021, in the Greenville County ROD Office in Deed Book 2623 at Page 2899.

TMS0315.00-02-001.00

EXHIBIT C

DESCRIPTION OF CREDIT UNION PROPERTY

Tract A:

ALL THAT PIECE, PARCEL OR LOT OF LAND IN SIMPSONVILLE TOWNSHIP, GREENVILLE COUNTY, STATE OF SOUTH CAROLINA, SHOWN ON PLAT OF PROPERTY ENTITLED D. L. BRAMLETT, JR., MADE BY C.O. RIDDLE, DATED AUGUST 1960 AND RECORDED IN THE ROD OFFICE FOR GREENVILLE COUNTY IN PLAT BOOK OO AT PAGE 534 AND 535, AND HAVING, ACCORDING TO SAID PLAT, THE FOLLOWING METES AND BOUNDS, TO-WIT:

BEGINNING AT AN IRON PIN ON THE EASTERN SIDE OF NORTH MAIN STREET, 48.1 FEET NORTH OF THE INTERSECTION OF EAST CURTIS STREET AND RUNNING THENCE ALONG THE EASTERN SIDE OF NORTH MAIN STREET N 22-48 W, 133.3 FEET TO AN IRON PIN AT THE CORNER OF PROPERTY THIS DAY CONVEYED TO GEO. A. WEBB; THENCE ALONG SAID PROPERTY N 70-47 E, 334.8 FEET TO AN IRON PIN ON THE WESTERN SIDE OF HEDGE STREET; THENCE ALONG SAID STREETS 15-10 E, 68.7 FEET TO AN IRON PIN AT THE CORNER OF PROPERTY NOW OR FORMERLY OF ETHEL M. HILL; THENCE S 64-50 W ALONG THE HILL AND MAYFIELD PROPERTIES, 102 FEET TO AN IRON PIN; THENCE S 65-44 W, ALONG THE CANNON, HAYNES AND TODD PROPERTIES 75 FEET TO AN IRON PIN; THENCE S 23-56 E, 30 FEET TO AN IRON PIN; THENCE ALONG THE TOWN PROPERTY S 66-35 W, 30 FEET TO AN IRON PIN; THENCE S 23-56 E, 9 FEET TO AN IRON PIN; THENCE S 66-35 W, 19.5 FEET TO AN IRON PIN; THENCE S 23-56 E, 3.83 FEET TO AN IRON PIN; THENCE ALONG PROPERTY OF WOOTENCORPORATION, JONES AND BRAMLETT, S 67-12 W, 99.3 FEET TO THE POINT OF BEGINNING.

Tract B:

ALL THAT CERTAIN PIECE, PARCEL OR LOT OF LAND IN GREENVILLE COUNTY, STATE OF SOUTH CAROLINA, LOCATED ON THE EASTERLY SIDE OF MAIN STREET IN THE TOWN OF SIMPSONVILLE, AND BEING DESCRIBED AS FOLLOWS:

BEGINNING AT AN IRON PIN ON THE EASTERLY SIDE OF MAIN STREET IN THE TOWN OF SIMPSONVILLE AND RUNNING THENCE N 74-56 E, 172.5 FEET TO AN IRON PIN; THENCE N 75-02 E 164.6 FEET TO AN IRON PIN ON THE WESTERLY SIDE OF HEDGE STREET; THENCE WITH PROPERTY OF GRANTEE HEREIN S 70-47 W, 334.8 FEET TO AN IRON PIN ON THE EASTERLY SIDE OF MAIN STREET; THENCE WITH THE EASTERLY SIDE OF MAIN STREET N 22-48 W, 23.75 FEET TO AN IRON PIN, THE BEGINNING CORNER.

Tract C:

ALL THAT CERTAIN PIECE, PARCEL OR LOT OF LAND LYING, BEING SITUATE IN THE COUNTY OF GREENVILLE, STATE OF SOUTH CAROLINA, BEING SHOWN AND DESIGNATED ON A PLAT ENTITLED "DUKE POWER COMPANY, SIMPSONVILLE BRANCH OFFICE"

DATED DECEMBER 22, 1987 AND HAVING, ACCORDING TO SAID PLAT, THE FOLLOWING METES AND BOUNDS, TO-WIT:

BEGINNING AT AN IRON PIN FOUND ALONG THE EASTERN EDGE OF S. C. HIGHWAY 14 AND U.S. HIGHWAY 276 (N. MAIN STREET) JOINT CORNER OF A 1.42 ACRE TRACT AND RUNNING THENCE N 68-1-51 E, 339.23 FEET TO A PK NAIL IN ROAD ALONG THE WESTERN EDGE OF W. HEDGE STREET; THENCE RUNNING ALONG THE WESTERN EDGE OF W. HEDGE STREET 15-21-15 E, 38.00 FEET TO A PK NAIL IN ROAD ALONG THE WESTERN EDGE OF W. HEDGE STREET; RUNNING THENCE S 74-39-45 W, 337.10 FEET TO AN IRON PIPE FOUND ALONG THE EASTERN EDGE OF S.C. HIGHWAY 14 AND U.S. HIGHWAY 276 (N. MAIN STREET), THE POINT OF BEGINNING.

This being the identical property conveyed to Secured Advantage Federal Credit Union by deed of Pontus Vault Portfolio, LLC dated August 28, 2024, and recorded September 20, 2024, in the Greenville County ROD Office in Deed Book 2731 at Page 2652, which deed corrects a prior deed between the parties recorded June 12, 2019, in Deed Book 2568 at Page 1149.

TMS 0315.00-02-006.00

EXHIBIT D

DEPICTION OF PROJECT FACILITIES

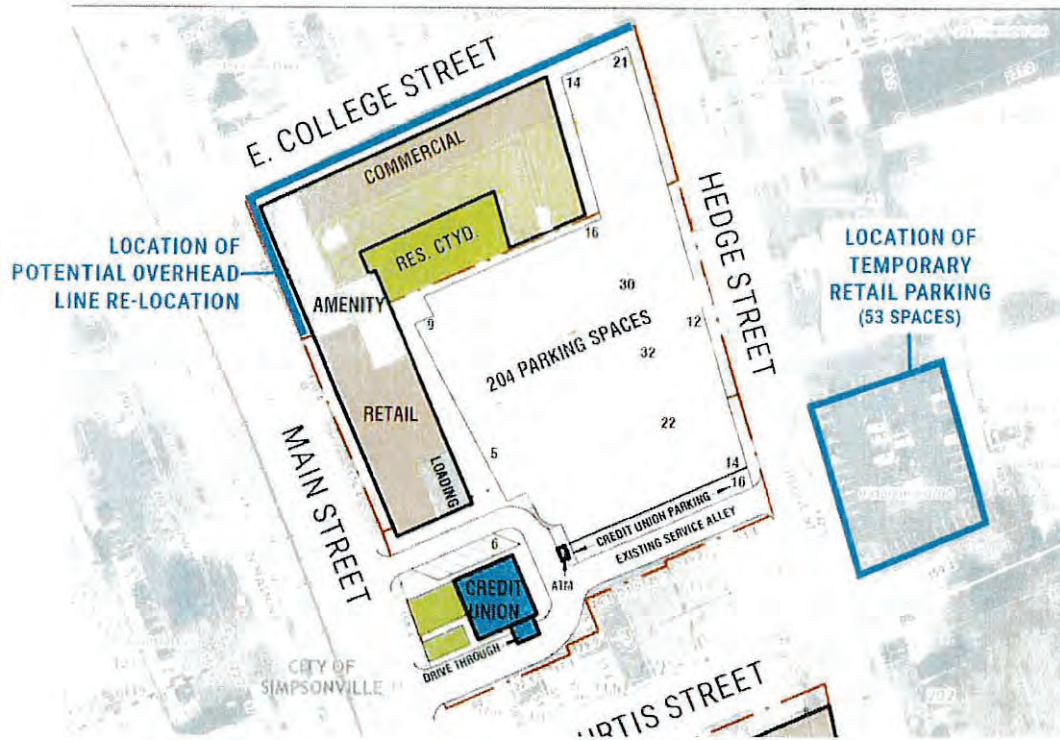


EXHIBIT E

CONSTRUCTION SCHEDULE

September 30, 2025 – Developer obtains Rezoning.

March 31, 2026 – Design and construction plans for the Project finalized and submitted to the City.

June 1, 2026 -- Building and site construction and land disturbance permits issued.

June 30, 2028 – Project construction completed and leasing commences. Residents and businesses begin to take occupancy.

EXHIBIT F
STREETSCAPE IMPROVEMENTS

EXHIBIT G

AREA OF HEDGE STREET TO BE NARROWED

[ATTACHED ON THE FOLLOWING PAGE]

AGENDA ITEM



December 2, 2025

To: City Council – Reading
From: Planning Director, Jon Derby
Subject: Textile Rehabilitation Certification, Burdette Textile Mill
Meeting Date: December 9, 2025
Type of Agenda Item: Resolution
Attachments: Resolution

REQUEST

The City of Simpsonville has received a request to certify, by Resolution, that 118 NE Main St. & 124 NE Main St. (Tax Map# 0315.00-02-004.00 & 0315.00-02-001.00) are the former locations of textile manufacturing operations that served the contiguous sites of the Burdette Building and the Simpsonville Oil Mill gin. This will allow the property owners to apply for income tax credits to help offset the costs of redeveloping the sites.

Nothing has changed since the Committee of the Whole Meeting on November 25th.

LOCATION & SITE DESCRIPTION

The subject properties are located at 118 NE Main St. & 124 NE Main St. These locations currently contain the old City Hall site and the prior Suntrust / AAA Insurance building.

STAFF COMMENTS

Staff finds that there is evidence that this site, along with the surrounding properties, were used for textile manufacturing. By obtaining income tax credits, there will not be a negative monetary impact to the City.

A RESOLUTION

TO PROVIDE CERTIFICATION AS PROVIDED BY SECTION 12-65-60 OF THE SOUTH CAROLINA TEXTILES COMMUNITIES REVITALIZATION ACT (S.C. CODE SECTION 12-65-10, ET SEQ.) FOR A PORTION OF THAT CERTAIN PROPERTY KNOWN AS THE BURDETTE DISTRICT, LOCATED BETWEEN MAIN STREET, COLLEGE STREET, HEDGE STREET AND CURTIS AVENUE, IN SIMPSONVILLE, SOUTH CAROLINA

WHEREAS, Blue Ridge Holdings, LLC and certain of its affiliates (collectively, the “Burdette South Owners”) intend to restore and redevelop the Burdette Store, located on that certain land parcel identified as Greenville County TMS No. 0311.00-01-001.00 (the “Burdette South Property”), and Blue Ridge Holdings, LLC and certain of its affiliates and other property owners (collectively, the “Burdette North Owners”) intend to redevelop certain additional textile mill properties located on those certain land parcels identified as Greenville County TMS Nos. 0315000200100 and 0315000200400 (collectively, the “Burdette North Property”, and together with the Burdette South Property, the “Burdette District”), all generally located between Main Street, College Street, Hedge Street and Curtis Avenue, in Simpsonville, South Carolina, and the Burdette South Owners and the Burdette North Owners intend to rehabilitate such properties in a manner that qualifies for South Carolina income tax credits under the South Carolina Textiles Communities Revitalization Act, S.C. Code Section 12-65-10 et seq. (the “Act”); and

WHEREAS, pursuant to the Act, a taxpayer may apply to the municipality or county in which the textile mill site is located for a certification of the textile mill site made by ordinance or binding resolution of the governing body of the municipality or county. The certification shall include findings that the:

- (1) textile mill site was a textile mill as defined in S.C. Code Section 12-65-20(3);
- (2) textile mill site has been abandoned as defined in S.C. Code Section 12-65-20(1); and
- (3) geographic area of the textile mill site is consistent with S.C. Code Section 12-65-20(4).

WHEREAS, in Resolution No. 2020-04, dated September 8, 2020, the Mayor and City Council of the City of Simpsonville, South Carolina certified the Burdette South Property as an abandoned textile mill site under the Act; and

WHEREAS, the Burdette North Owners have requested a certification in the form of a binding resolution of the Burdette North Property as an abandoned textile mill site pursuant to the Act in order to encourage investment by potential investors in the redevelopment of the Burdette North Property and the Burdette District as a whole; and

RESOLUTION NO.: 2025-05

Page 2

WHEREAS, the County has determined that the redevelopment of the Burdette North Property and the Burdette District as a whole will be highly beneficial to the City and the residents and businesses of the community surrounding the Burdette District.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND THE CITY COUNCIL OF THE CITY OF SIMPSONVILLE, SOUTH CAROLINA:

Section 1. The Burdette North Owners have submitted to the City a request to certify the Burdette North Property as an abandoned textile mill site pursuant to Section 12-65-60 of the Act.

Section 2. Based upon the information supplied by the Burdette North Owners and the City's search of its records, the City hereby certifies that (i) the Burdette North Property was a textile mill as defined in S.C. Code Section 12-65-20(3), (ii) the Burdette North Property textile mill site has been abandoned as defined in S.C. Code Section 12-65-20(1), and (iii) the geographic area of the Burdette North Property textile mill site is consistent with S.C. Code Section 12-65-20(4).

Section 3. This Resolution does not provide any tax relief whatsoever and the City expresses no opinion regarding the availability of any tax relief or benefit to the Burdette North Owners beyond the certification contained herein.

Section 4. This Resolution shall be effective upon the date of its adoption.

RESOLVED THIS THE ____ DAY OF _____, 2025.

SIGNATURE OF MAYOR:

Paul Shewmaker

ATTEST:

APPROVED AS TO FORM:

Ashley Clark
City Clerk

Daniel Hughes
City Attorney

Burdette District Redevelopment

PIN / Tax Map #

0315000200100

0315000200400

Simpsonville, South Carolina

REQUEST FOR TEXTILE MILL SITE CERTIFICATION



October 31, 2025

TABLE OF CONTENTS

Timeline of Ownership and Uses

Location of Mill Buildings

Documentation of Acquisition by Current Owners

Evidence of Mill Closure and Details on Operations over Last 1+ Years

Geographic Area of Textile Mill Site

Confirmation that Facility has not Previously Received Textile Mill Credits

Estimated Investment & Timeline

Exhibit A - Evidence of Use / Closure of Facility

Exhibit B - Property Reports

TIMELINE OF OWNERSHIP AND USES

The Burdette Textile Facility is significant for its association with the textile industry in South Carolina during its most successful period of expansion and production. The parcels included in the Burdette Textile Facility were contributing parts to the growth of Simpsonville during the twentieth century with the textile industry at its center.

A record of ownership for each parcel from the Greenville County real property services is attached.

0315000200100 – Blue Ridge Holdings

0315000200400 – City of Simpsonville

Between the 1930s and 1970s Sanborn maps and aerial photographs show several light industrial and warehouse buildings on the parcels. These buildings are locally known to have served the textile manufacturing operations in different capacities through those decades, both as cotton and finished product warehousing and light industrial uses supporting the textile manufacturing. Previous owners of these parcels included local business people that operated textile concerns or companies supporting textile manufacturing operations including Rainwood, Inc. a company owned and operated by textile businessmen James H. Woodside and F.D. Rainey.

These parcels are contiguous to the former Burdette manufacturing facility that operated at the corner of Hedge Street and East Curtis Street between 1951 and 1974 on parcel # 0315000300700. Property records indicate that B.W. Burdette purchased that property in 1951 and local accounts and aerial photos show a large one-story textile manufacturing building until the late 1970s. The property was sold by Burdette in 1979 and a 1981 aerial photo shows that the manufacturing building was replaced at the same time structures on the three parcels above were demolished.

LOCATION OF MILL BUILDINGS

The parcels are located in the City of Simpsonville, South Carolina. Jointly they are bound on the west by North Main Street, to the east by Hedge Street, to the north by College Street, and at the south by a series of commercial parcels facing south toward East Curtis Street.

According to local accounts the parcels were integral to textile operations and are in close proximity to several sites that previously manufactured textiles including the Burdette Building at the corner of East Main and East Curtis Street, a Burdette-owned facility formerly located at the northeast corner of Hedge Street and East Curtis Street, and the Simpsonville Oil Mill ginning facility formerly located on the block west of Main Street and south of College Street.

DOCUMENTATION OF ACQUISITION BY CURRENT OWNERS

Current owners of the Burdette District are as follows:

0315000200100 – Blue Ridge Holdings, LLC

0315000200400 – Blue Ridge Holdings, LLC

EVIDENCE OF MILL CLOSURE AND DETAILS ON OPERATIONS OVER THE LAST 1+ YEARS

The parcels of land associated with PIN / Tax Map # 0315000200100 and 0315000200400 were instrumental in the manufacturing and operations of textiles concerns in downtown Simpsonville. The operations on these parcels and the textile manufacturing facilities that historically operated proximate to these parcels all went out of operation prior to 1980. The Simpsonville Oil Mill gin and the Burdette manufacturing facility have both been demolished. The ancillary uses on these three parcels likewise ceased by 1981 and the parcels currently hold a series of commercial buildings and the City Hall.

See Exhibit A.

GEOGRAPHIC AREA OF TEXTILE MILL SITE

The textile mill site consisting of the 3 parcels identified above contained structures that were integral to textile manufacturing processes and ancillary uses on the site and activities at the Burdette Building, Simpsonville Oil Company cotton gin and other associated textile activity in downtown Simpsonville.

These primary uses were related to textile manufacturing, dyeing, or finishing operations on a textile mill site consisting of sales, distribution, storage, water runoff, wastewater treatment and detention, pollution control, landfill, personnel offices, security offices, employee parking, dining and recreation areas, and internal roadways or driveways directly associated with such uses.

CONFIRMATION THAT FACILITY HAS NOT PREVIOUSLY RECEIVED TEXTILE MILL CREDITS

None of the property identified as 0315000200100 nor 0315000200400 has received the textile mill credits.

A nearby building and lot, the Burdette Building, has received Textile mills credits, and is listed in the National Register of Historic Places. The remaining portion of the Burdette Building has not received Textile mill credits.

ESTIMATED INVESTMENT & TIMELINE

The total investment related to the redevelopment of the two tax parcels will be approximately \$25 million. Construction is expected to start in Q3 2026 and be completed in Q4 2027.

EXHIBIT A – EVIDENCE OF USE/CLOSURE OF FACILITY

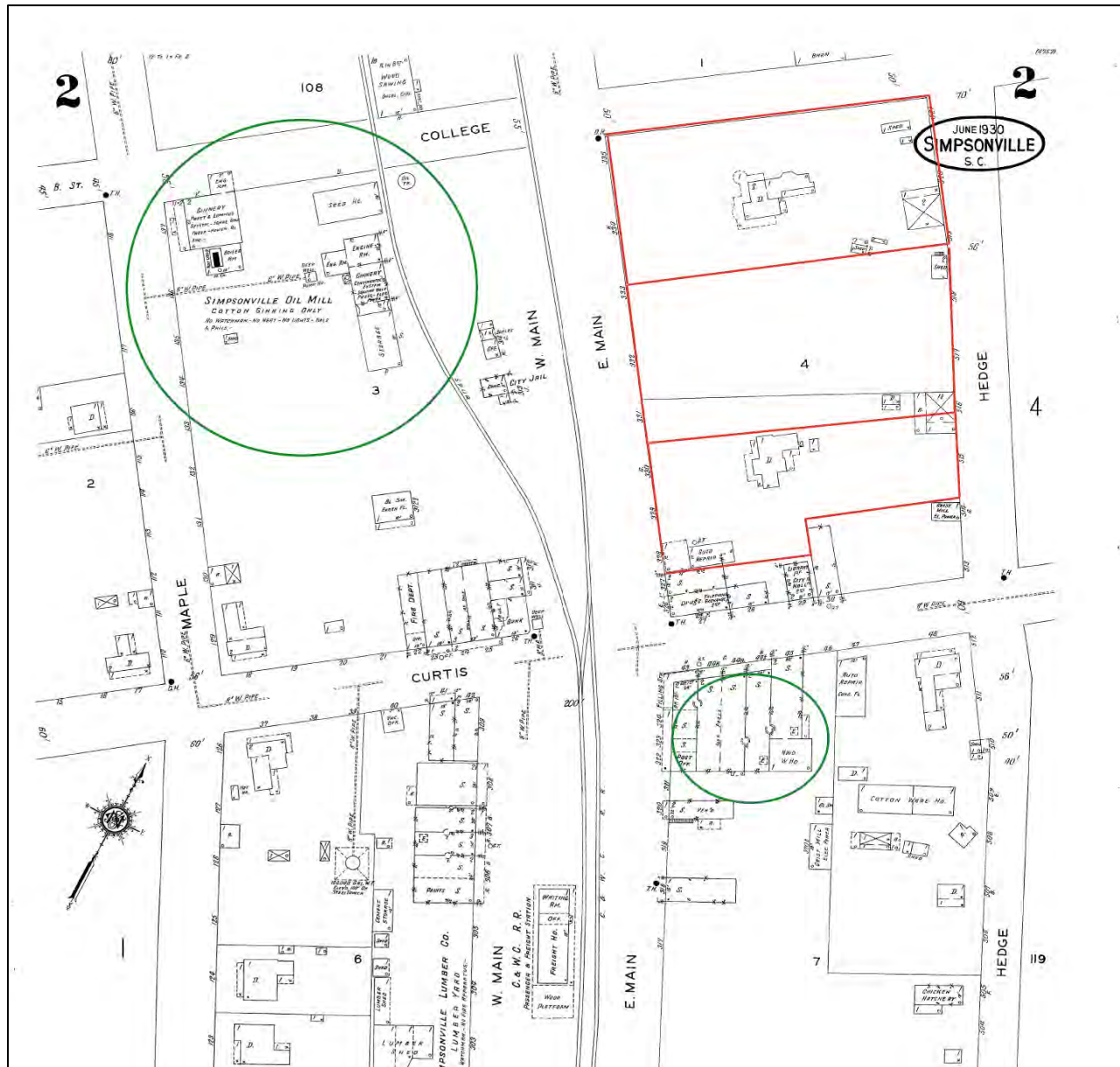
Sanborn Map 1930

Aerial Map 1955 showing previous textile manufacturing and ancillary building footprints

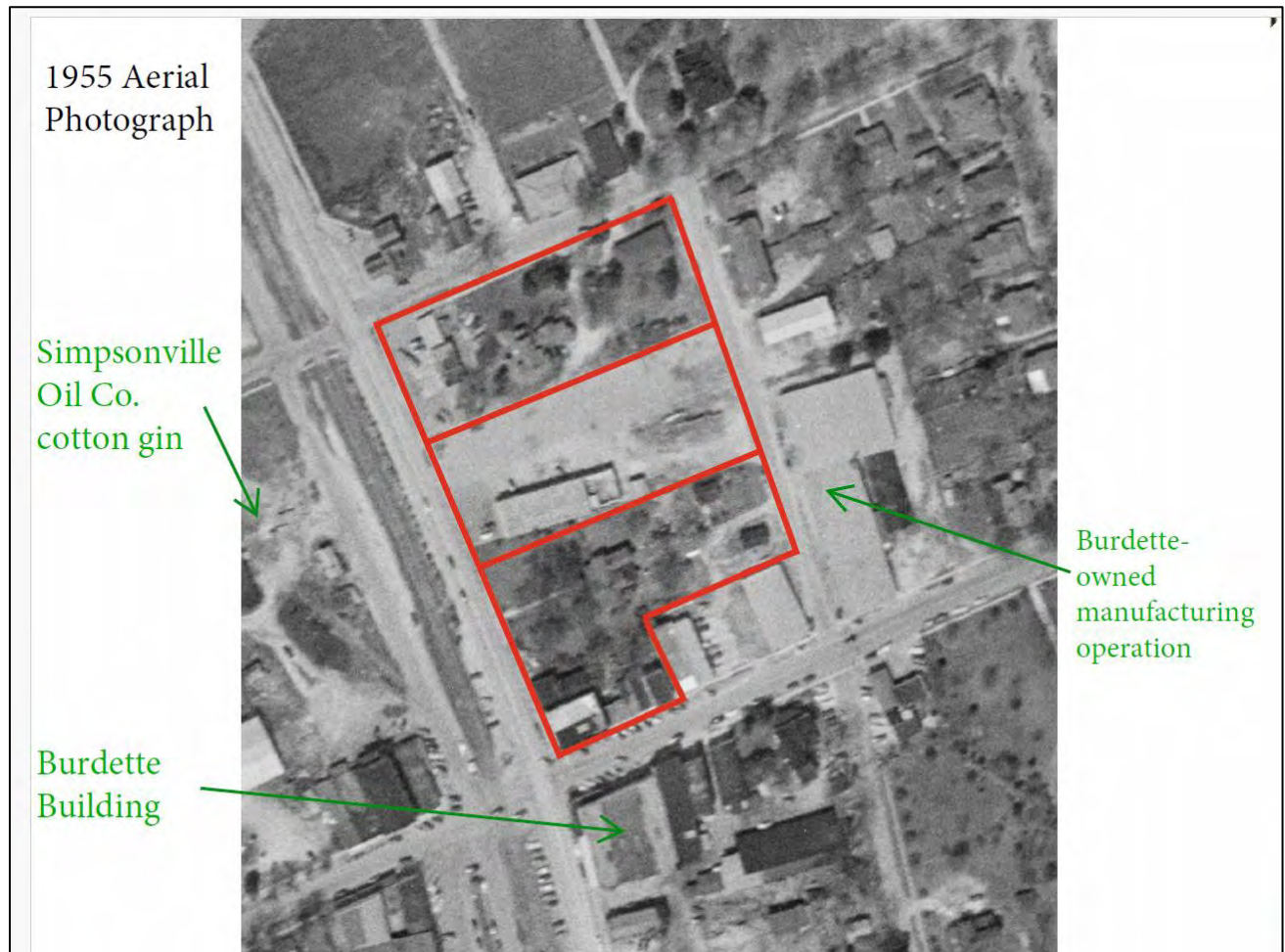
Aerial Map 1976 showing previous textile manufacturing and ancillary building footprints

Aerial Map 1981 showing current structures after demolition of textile use

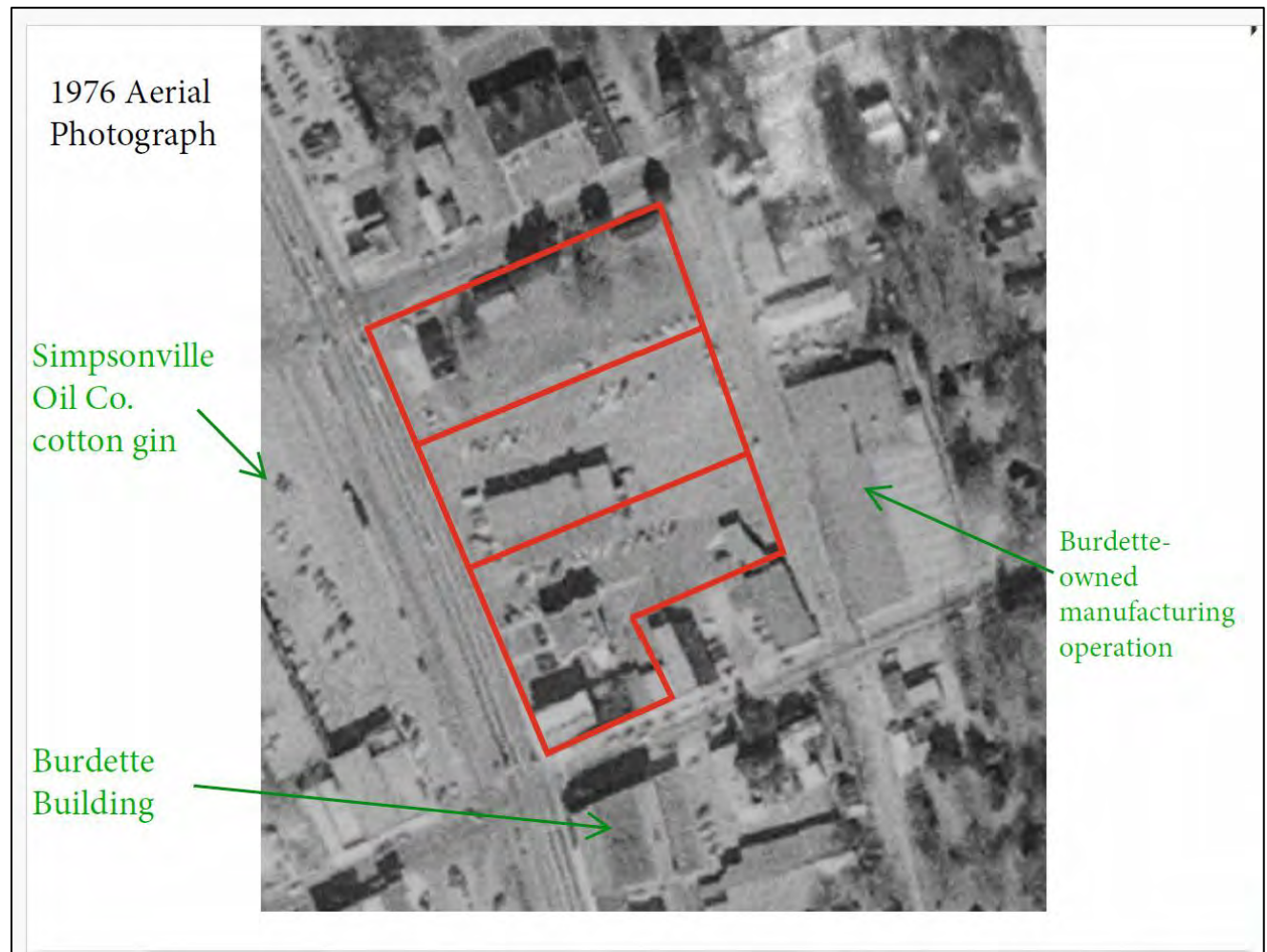
Sanborn Map 1930



Aerial Maps 1955



Aerial Map 1976



Aerial Maps 1981

1981 Aerial
Photograph

Simpsonville
Oil Co.
cotton gin

Burdette
Building



Burdette-
owned
manufacturing
operation

EXHIBIT B – PROPERTY REPORTS

Burdette North Property

PIN / Tax Map #

0315000200100

PIN / Tax Map #

0315000200100



Owner Information

| | |
|-----------------------|------------------------------|
| Owner Name | BLUE RIDGE LAND HOLDINGS LLC |
| Additional Owner Name | |
| Care Of | |
| Mailing Address | 828 East Blvd |
| City | Charlotte |
| State | NC |
| Zip Code | 28203 |



Mobile
Maps and
Information



Disclaimer: Map and parcel data are believed to be accurate, but accuracy is not guaranteed. This is not a legal document and should not be substituted for a title search, appraisal, survey, or for zoning verification.

Parcel Information

| Acres | Description | Location | Subdivision |
|-------|-------------|----------|-------------|
| 1.090 | 4, Pt 1 | Main | |

Reference Information

| Deed Book | Deed Page | Deed Date | Plat Book | Plat Page |
|-----------|-----------|-----------|-----------|-----------|
| 2623 | 2891 | 5/7/2021 | 1397 | 56 |

Building Information

| Bedrooms | Bathrooms | Half Baths | Square Feet |
|----------|-----------|------------|-------------|
| 0 | 0 | 0 | 0 |

Classification

| Land Use | Jurisdiction | Homestead Code |
|------------------------|---------------------|----------------|
| 421 - Office - General | County Jurisdiction | No |

Values

| Fair Market Value | Taxable Market Value | Sales Price | Total Rollback |
|-------------------|----------------------|-------------|----------------|
| \$760,990 | \$729,120 | \$725,000 | \$0 |

Taxes / Fees

| Tax District | County Stormwater Fee | City Stormwater Fee | Taxes | Taxes Paid Date |
|--------------|-----------------------|---------------------|-------------|-----------------|
| 899 | \$0 | \$0 | \$13,820.09 | |

899

SAUNDERS INC.

Pt. Lot #1 A. R. Hunter Est. R-111

MEMORANDUM

0.694

| | |
|--|--|
| | |
|--|--|

[illegible]

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| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 | 101 | 102 | 103 | 104 | 105 | 106 | 107 | 108 | 109 | 110 | 111 | 112 | 113 | 114 | 115 | 116 | 117 | 118 | 119 | 120 | 121 | 122 | 123 | 124 | 125 | 126 | 127 | 128 | 129 | 130 | 131 | 132 | 133 | 134 | 135 | 136 | 137 | 138 | 139 | 140 | 141 | 142 | 143 | 144 | 145 | 146 | 147 | 148 | 149 | 150 | 151 | 152 | 153 | 154 | 155 | 156 | 157 | 158 | 159 | 160 | 161 | 162 | 163 | 164 | 165 | 166 | 167 | 168 | 169 | 170 | 171 | 172 | 173 | 174 | 175 | 176 | 177 | 178 | 179 | 180 | 181 | 182 | 183 | 184 | 185 | 186 | 187 | 188 | 189 | 190 | 191 | 192 | 193 | 194 | 195 | 196 | 197 | 198 | 199 | 200 | 201 | 202 | 203 | 204 | 205 | 206 | 207 | 208 | 209 | 210 | 211 | 212 | 213 | 214 | 215 | 216 | 217 | 218 | 219 | 220 | 221 | 222 | 223 | 224 | 225 | 226 | 227 | 228 | 229 | 230 | 231 | 232 | 233 | 234 | 235 | 236 | 237 | 238 | 239 | 240 | 241 | 242 | 243 | 244 | 245 | 246 | 247 | 248 | 249 | 250 | 251 | 252 | 253 | 254 | 255 | 256 | 257 | 258 | 259 | 260 | 261 | 262 | 263 | 264 | 265 | 266 | 267 | 268 | 269 | 270 | 271 | 272 | 273 | 274 | 275 | 276 | 277 | 278 | 279 | 280 | 281 | 282 | 283 | 284 | 285 | 286 | 287 | 288 | 289 | 290 | 291 | 292 | 293 | 294 | 295 | 296 | 297 | 298 | 299 | 300 | 301 | 302 | 303 | 304 | 305 | 306 | 307 | 308 | 309 | 310 | 311 | 312 | 313 | 314 | 315 | 316 | 317 | 318 | 319 | 320 | 321 | 322 | 323 | 324 | 325 | 326 | 327 | 328 | 329 | 330 | 331 | 332 | 333 | 334 | 335 | 336 | 337 | 338 | 339 | 340 | 341 | 342 | 343 | 344 | 345 | 346 | 347 | 348 | 349 | 350 | 351 | 352 | 353 | 354 | 355 | 356 | 357 | 358 | 359 | 360 | 361 | 362 | 363 | 364 | 365 | 366 | 367 | 368 | 369 | 370 | 371 | 372 | 373 | 374 | 375 | 376 | 377 | 378 | 379 | 380 | 381 | 382 | 383 | 384 | 385 | 386 | 387 | 388 | 389 | 390 | 391 | 392 | 393 | 394 | 395 | 396 | 397 | 398 | 399 | 400 | 401 | 402 | 403 | 404 | 405 | 406 | 407 | 408 | 409 | 410 | 411 | 412 | 413 | 414 | 415 | 416 | 417 | 418 | 419 | 420 | 421 | 422 | 423 | 424 | 425 | 426 | 427 | 428 | 429 | 430 | 431 | 432 | 433 | 434 | 435 | 436 | 437 | 438 | 439 | 440 | 441 | 442 | 443 | 444 | 445 | 446 | 447 | 448 | 449 | 450 | 451 | 452 | 453 | 454 | 455 | 456 | 457 | 458 | 459 | 460 | 461 | 462 | 463 | 464 | 465 | 466 |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Burdette North Property

PIN / Tax Map #

0315000200400

PIN / Tax Map #

0315000200400



Owner Information

| | |
|-----------------------|------------------------------|
| Owner Name | BLUE RIDGE LAND HOLDINGS LLC |
| Additional Owner Name | |
| Care Of | |
| Mailing Address | Po Box 8856 |
| City | Greenville |
| State | SC |
| Zip Code | 29604 |

Mobile
Maps and
Information

Disclaimer: Map and parcel data are believed to be accurate, but accuracy is not guaranteed. This is not a legal document and should not be substituted for a title search, appraisal, survey, or for zoning verification.

Parcel Information

| Acres | Description | Location | Subdivision |
|-------|-------------|----------|-------------|
| 1.430 | 2,3, | Main | |

Reference Information

| Deed Book | Deed Page | Deed Date | Plat Book | Plat Page |
|-----------|-----------|-----------|-----------|-----------|
| 2759 | 834 | 7/17/2025 | 1522 | 21 |

Building Information

| Bedrooms | Bathrooms | Half Baths | Square Feet |
|----------|-----------|------------|-------------|
| 0 | 0 | 0 | 0 |

Classification

| Land Use | Jurisdiction | Homestead Code |
|------------------------|------------------------|----------------|
| 421 - Office - General | Municipality Ownership | No |

Values

| Fair Market Value | Taxable Market Value | Sales Price | Total Rollback |
|-------------------|----------------------|-------------|----------------|
| \$1,422,610 | \$803,310 | \$840,000 | \$0 |

Taxes / Fees

| Tax District | County Stormwater Fee | City Stormwater Fee | Taxes | Taxes Paid Date |
|--------------|-----------------------|---------------------|-------|-----------------|
| 899 | \$0 | \$0 | \$432 | |

PROPERTY

899

SHEET NO. 315 BLOCK NO. 2 LOT NO. 4 TAX DISTRICT 299 CARD NO.

LISTED 1 - N. Main St.

DESCRIPTION Lot #2 Map #1 A. B. Hunter Prop. B-111

| RECORD OF OWNERSHIP | DATE | | ADDRESS | MEMORANDUM |
|--|-----------|------|------------------|----------------------------------|
| | VOL. | PAGE | | |
| Roberts, G. A. | | | | 1-505A 1.423A |
| Burgess, Clyde | 1-19-53 | | | |
| | 470-337 | | | |
| Webb, George W. | 3-2-60 | | | PT to BANKERS TRUST CO. 11/15/50 |
| | 646-58 | | | SEE (315-2-10) 3/19/58 .142A |
| Webb, Annie B. | 5-1-61 | | for 1968 | |
| | 838-361 | | | |
| 7040 3040 3040 Webb | 5-1-61 | | 102 S. Pliny St. | |
| Webb, Annie B. & (George W. Tr. for Rose Mary) | 886-434 | | For 1970 | |
| 7040 3040 3040 | 1-23-81 | | | |
| Webb, Annie B. & Jenkins, Rosemary Webb | 1141-433 | | PHONE # 923-3441 | |
| Tr. for Jenkins, Bradley T. & Stephanie | 1974 | | for 1982 | |
| Jenkins, Rosemary Webb, & Webb, George as | W-1361-18 | | | |
| | 12-31-86 | | | |
| Hendricks Properties, A South Carolina Corp. | 1281-985 | | 1317-489, 490 | |
| | 3-10-88 | | | |
| Duke Power Company | 1319-91 | | | |
| | 08-13-96 | | | |
| City of Simpsonville | 1649-1669 | | | |

Burdette Central

Burdette Building Property

Certified – September 8, 2020

PIN / Tax Map #

0311.00-01-001.00

PIN / Tax Map #

0311000100100



Owner Information

| | |
|-----------------------|----------------------|
| Owner Name | BURDETTE CENTRAL LLC |
| Additional Owner Name | |
| Care Of | |
| Mailing Address | 828 East Blvd |
| City | Charlotte |
| State | NC |
| Zip Code | 28203 |

Mobile
Maps and
Information

Disclaimer: Map and parcel data are believed to be accurate, but accuracy is not guaranteed. This is not a legal document and should not be substituted for a title search, appraisal, survey, or for zoning verification.

Parcel Information

| Acres | Description | Location | Subdivision |
|-------|-------------|----------|-------------|
| 2.090 | None | Main | |

Reference Information

| Deed Book | Deed Page | Deed Date | Plat Book | Plat Page |
|-----------|-----------|-----------|-----------|-----------|
| 2563 | 3165 | 4/15/2019 | 1233 | 55 |

Building Information

| Bedrooms | Bathrooms | Half Baths | Square Feet |
|----------|-----------|------------|-------------|
| 0 | 0 | 0 | 0 |

Classification

| Land Use | Jurisdiction | Homestead Code |
|------------------------|---------------------|----------------|
| 520 - Retail - General | County Jurisdiction | No |

Values

| Fair Market Value | Taxable Market Value | Sales Price | Total Rollback |
|-------------------|----------------------|-------------|----------------|
| \$6,065,260 | \$1,199,690 | \$10 | \$0 |

Taxes / Fees

| Tax District | County Stormwater Fee | City Stormwater Fee | Taxes | Taxes Paid Date |
|--------------|-----------------------|---------------------|-------------|-----------------|
| 899 | \$0 | \$0 | \$23,721.93 | |

PROPERTY

899

SHEET NO. 311

BLOCK NO. 1

LOT NO. 1

TAX DISTRICT ~~299~~

CARD NO.

LISTED

1 - Main & E. Curtis Sts.

DESCRIPTION

RECORD OF OWNERSHIP

DATE
VOL. PAGE

ADDRESS

MEMORANDUM

Ac'd / 22.65
Burdette, B. W.

Co-Trustees of Trust U/W
Bozeman, Bertha B. & NationsBank, N. A.

10-1-10

393-311

09-5-97

1713-389

See Deeds 379-56, 310-335

70-528, 18-168, NM-628 & JJJ-772

Bernie W. Burdette W-894/110

For 1997

1.8114

A RESOLUTION

**TO CERTIFY THE PROPERTY LOCATED AT 102 S.E. MAIN STREET AS AN
ABANDONED TEXTILE MILL SITE UNDER THE SOUTH CAROLINA
TEXTILE COMMUNITIES REVITALIZATION ACT.**

WHEREAS, Burdette Central, LLC, a South Carolina limited liability company and its affiliates ("Developer") desires to redevelop the abandoned textile mill site located at 102 S.E. Main Street in the City of Simpsonville (the "City"), formerly owned and operated by a textile manufacturer, being more particularly identified as Greenville County Tax Map Parcel 0311.00-01-001.00 (the "Property") and upon which was located a building containing 14,374 square feet, the boundaries of which are depicted on the survey attached hereto as Exhibit A (the "Textile Mill Site");

WHEREAS, in connection with the redevelopment by Developer of the Textile Mill Site on the Property, the redevelopment expenditures are anticipated to qualify for state income tax credits pursuant to the South Carolina Textile Communities Revitalization Act (Chapter 65 of Title 12 of the South Carolina Code of Laws, 1976, as amended) (the "Act"); and

WHEREAS the Act contains a detailed definition of the specific property that will qualify as a "abandoned textile mill site" and provides that the redevelopment of abandoned textile mill sites into income producing properties for the community in which they are located serves a public purpose by creating jobs and capital investment in the community; and

WHEREAS, the Property is known as the Burdette Building and is designated as a historic building in the National Register of Historic Places and its history of textile manufacturing use is well known to the City and Developer has represented to the City that since it was acquired from Burdette Property of Simpsonville, L.L.C. on March 17, 2016, Developer has not occupied the Textile Mill Site on the Property and has not conducted any business operations thereon; and

WHEREAS, Developer has requested a certification of the Property as an abandoned textile mill site pursuant to Section 12-65-60 of the Act from the City;

NOW THEREFORE, BE IT RESOLVED BY THE MAYOR AND THE CITY COUNCIL OF THE CITY OF SIMPSONVILLE, SOUTH CAROLINA:

Section 1. Developer has submitted to the City a request to certify the Textile Mill Site upon the Property pursuant to Section 12-65-60 of the South Carolina Textile Communities Revitalization Act.

Section 2. Based solely upon the information supplied by Developer and the City's search of its business license records, the City hereby certifies (i) the Property known as the Burdette Building constitutes an abandoned textile mill as defined by

RESOLUTION NO. 2020-04

Section 12-65-20(1) of the Act, and (ii) the geographic area of the abandoned Textile Mill Site consists of the Burdette Building containing 14,374 square feet as depicted on the plat attached hereto as Exhibit A and is consistent with Section 12-65-20(4)(a) of the Act.

Section 3. This Resolution does not provide any tax relief whatsoever and the City expresses no opinion regarding the availability of any tax relief or benefit to Developer beyond the certification contained herein.

Section 4. This Resolution shall be effective upon the date of its adoption.

RESOLVED THIS 8th DAY OF September, 2020.

SIGNATURE OF MAYOR:


Paul Shewmaker

ATTEST:


Phyllis Long
City Clerk

APPROVED AS TO FORM:



David W. Holmes
City Attorney

EXHIBIT A

RESOLUTION _____-2025

**A RESOLUTION TO AUTHORIZE THE ACCEPTANCE OF VACANT LAND
CONSISTING OF APPROXIMATELY 0.279 ACRES LOCATED BETWEEN
FAIRVIEW ROAD AND S. MAIN STREET IN THE CITY OF SIMPSONVILLE**

WHEREAS, Garrett Simpsonville Center, LLC, the owner of the property identified as 0.279 acres shown on the plat attached hereto as Exhibit “A,” and further identified by Greenville County Tax Map No. 0323000100104 (hereinafter “the Property”) desire to donate said property to the City of Simpsonville; and,

WHEREAS, the Mayor and Council find that the Property is best utilized for a municipal park or recreation area and further find that acceptance of the Property is in the best interests of the City.

NOW, THEREFORE, BE IT RESOLVED THAT:

Section 1. That the Property be accepted by the City of Simpsonville.

ADOPTED this _____ day of November 2025.

CITY OF SIMPSONVILLE, SOUTH CAROLINA

BY: _____
Paul Shewmaker, Mayor

ATTEST:

Ashley Clark, Municipal Clerk

APPROVED AS TO FORM:

Daniel Hughes

Exhibit A

Property Description

All that tract or parcel of land, with all buildings and improvements, containing 0.279 acres, more or less, in the City of Simpsonville, in Greenville County, South Carolina shown on a "Record Survey of Garrett Simpsonville Center, LLC" by Freeland & Associates, Inc. dated March 4, 2011 and recorded January 17, 2019 in Plat Book 1326 at Page 60 of the records of the Greenville County, South Carolina Register of Deeds.

Derivation: This being a portion the same property transferred by deed of South Carolina Department of Transportation dated October 9, 2006 and recorded October 16, 2006 in Book DE 2232 at Page 180 of the Greenville County Register of Deeds.

TMS: 0323000100104

FENCE

| LINE TABLE | | |
|------------|---------|---------------|
| LINE | LENGTH | BEARING |
| L1 | 4.83' | S 37°23'56" E |
| L2 | 15.40' | N 61°22'56" E |
| L3 | 43.90' | S 00°46'17" W |
| L4 | 59.97' | S 05°37'52" E |
| L5 | 65.81' | S 06°56'38" W |
| L6 | 65.59' | S 32°06'15" W |
| L7 | 103.93' | S 41°46'28" W |
| L9 | 57.91' | N 08°08'13" W |
| L10 | 50.00' | N 24°00'13" W |
| L11 | 50.00' | N 50°18'13" W |
| L12 | 30.33' | N 71°51'13" W |
| L13 | 2.50' | S 76°05'19" W |
| L14 | 81.66' | S 39°36'58" E |
| L15 | 34.04' | S 03°11'59" W |
| L16 | 62.68' | S 76°17'05" W |
| L17 | 18.84' | N 52°32'00" W |
| L18 | 95.61' | S 25°55'36" E |
| L19 | 11.13' | S 64°21'24" W |
| L20 | 35.53' | N 83°01'57" W |
| L21 | 26.53' | N 39°12'02" W |
| L22 TIE | 79.34' | S 88°57'57" E |
| L23 TIE | 18.74' | N 47°40'04" W |

Beginning at an iron pin located at the intersection of the eastern right of way of South Street (variable width right of way) and the transitional northern right of way of Fairview Road (30R/W from C/L); thence along a curve concave to the northeast having a radius of 676.20 feet, an arc length of 136.88 feet and a chord bearing and distance of N 20-09-13 W for 240.00 feet to an iron pin; thence along a curve concave to the northeast having a radius of 676.20 feet, an arc length of 136.88 feet and a chord bearing and distance of N 08-08-13 W for 57.91 feet to an iron pin; thence N 24-00-13 W for 50.00 feet to an iron pin; thence N 50-18-13 W for 50.00 feet to an iron pin; thence along a curve concave to the northeast having a radius of 676.20 feet, an arc length of 143.16 feet and a chord bearing and distance of N 20-09-13 W for 148.88 feet to an iron pin; thence N 15-50-13 W for 103.37 feet to an iron pin; thence S 19-19-13 W for 119.19 feet to an iron pin; thence along a curve concave to the east having a radius of 240.00 feet to a right of way monument; thence N 13-54-41 W for 84.74 feet to an iron pin; thence along a curve concave to the east having a radius of 240.00 feet to a right of way monument; thence along a chord bearing and distance of N 06-52-54 E for 199.37 feet to an iron pin; thence leaving said eastern right of way along the common line of said Fairview Road and the transitional northern right of way of South Street (P. 3956) and Bright (D.B. 1906 PG 1218) respectively S 47-40-04 E for 365.77 feet to an iron pin; thence along the common line of said Bright S 37-23-56 E for 4.83 feet to an iron pin; thence along the common line of said Fairview Road and the transitional northern right of way of South Street (P. 3956) and Bright (D.B. 1906 PG 1218) respectively S 47-40-04 E for 307.31 feet to an iron pin; thence N 61-22-56 E for 15.40 feet to an iron pin; thence with the western right of way of South Main Street (33R/W from C/L) along a curve concave to the northeast having a radius of 240.00 feet, an arc length of 103.37 feet and a chord bearing and distance of S 28-28-17 E for 207.69 feet to an iron pin; thence S 28-17-54 E for 32.88 feet to an iron pin; thence S 00-46-17 W for 103.37 feet to an iron pin; thence S 00-46-17 W for 103.37 feet to an iron pin; w/c/p; thence S 06-56-38 W for 65.81 feet to a nail; thence S 32-06-15 W for 65.59 feet to a nail; thence S 41-46-28 W for 103.37 feet to an iron pin; thence along a curve concave to the northeast having a radius of 240.00 feet, an arc length of 103.37 feet and a chord bearing and distance of S 35-54-41 W for 223.25 feet to an iron pin; thence with said transitional northern right of way of South Street (P. 3956) and Bright (D.B. 1906 PG 1218) respectively S 47-40-04 E for 13.17 Acres (580.10 sq. Ft.) more or less.

Commencing at an iron pin located at the intersection of the eastern right of way of South Street (variable width right of way) and the transitional northern right of way of Fairview Road (50°R/W from C/L); thence along the eastern right of way of South Street (variable width of way on iron pin; thence along a curve concave to the northeast having a radius of 676.20 feet, an arc length of 136.68 feet and a chord bearing S 10° 15' 00" E 136.68 feet to an iron pin; thence along a straight line leaving said eastern right of way with the common line of Garrett Simpson/Chenierette LLC (D.B. 2007 PG 915) S 56° 15' 18" E for 30.80 feet to an iron pin; thence along a curve concave to the northeast having a radius 44-25-19' E for 23.21 feet to an iron pin; thence with a tie line S 89° 57' 57" E for 79.34 feet to an iron pin located along the southern right of way of South Main Street (33°R/W from C/L) and the transitional northern right of way of Fairview Road (50°R/W from C/L); thence along a curve concave to the northeast having a radius 44-50-15' E for 19.20 feet to an iron pin; thence along the western right of way of N/F The S.C.L. Railroad S 25-50-36' E for 95.61 feet to an iron pin; thence along a curve concave to the northeast having a radius 44-50-15' E for 11.13 feet to an iron pin; thence along a curve concave to the south having a radius of 726.62 feet, an arc length of 135.22 feet and a chord bearing S 10° 15' 00" E 135.22 feet to an iron pin; thence along a curve concave to the northeast having a radius 44-50-15' E for 135.22 feet to an iron pin; thence along the transitional right of way of said Fairview Road N 83-01° 57' W for 35.53 feet to an iron pin; thence with the northeastern right of way of said South Main Street N 83-01° 57' W for 35.53 feet to an iron pin; thence along a straight line leaving said right of way of said South Main Street Acres (12,169 sq. Ft.) more or less.



1.) I HEREBY STATE THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MINIMUM STANDARDS MANUAL FOR THE PRACTICE OF LAND SURVEYING IN THE STATE OF SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN. THIS PROPERTY IS NOT LOCATED WITHIN A DESIGNATED FLOOD HAZARD AREA.

2.) SQUARE FOOTAGE AND DIMENSIONS OF
STRUCTURE(S) ARE FOR INFORMATIONAL PURPOSES
ONLY, NOT FOR SALE OR LEASE PURPOSES.

3.) ZONING PROVIDED BY THE APPROPRIATE GOVERNMENTAL AGENCY: TO BE USED FOR INFORMATIONAL PURPOSES ONLY.

4.)THE WORDS "CERTIFY", "CERTIFIES" OR "CERTIFICATION" AS USED HEREIN ARE UNDERSTOOD TO BE AN EXPRESSION OF PROFESSIONAL OPINION BY THE SURVEYOR, BASED UPON HIS BEST KNOWLEDGE, INFORMATION AND BELIEF, AS SUCH, DO NOT CONSTITUTE A GUARANTEE NOR A WARRANTY, EXPRESSED OR IMPLIED.

5.) THE UNDERGROUND UTILITIES SHOWN HEREON WERE TAKEN FROM PLANS PROVIDED BY THE UTILITY COMPANIES AND HAVE NOT BEEN FIELD MARKED BY LOCATOR SERVICES NOR FIELD VERIFIED BY THE SURVEYOR OTHER THAN VISUAL APPARATUS SUCH AS VALVES AND METERS. CONTRACTOR SHALL CALL LOCATOR SERVICE FOR VERIFICATION PRIOR TO ANY CONSTRUCTION OR EXCAVATION.

6.) ALL IPF/IPS ARE 5/8" REBAR UNLESS OTHERWISE NOTED.

TOTAL LAND AREA:
592,273 SQ.FT.
13.596 ACRES

BASIS OF BEARINGS AND BENCHMARK:

BASIS OF BEARINGS AND ELEVATIONS BASED
ON GPS "RTK" OBSERVATION OF USGS
MONUMENTS "GC018" AND "GC019"

NAD 83 - NAVD 88

FREELAND
SURVEYORS • ENGINEERS

FREELAND & ASSOCIATES, INC.

323 WEST STONE AVE.
GREENWICH, C.T. 06030

TEL. (864) 271-4924 FAX: (864) 233-0315

EMAIL: info@freeland-associates.com

DRAWN: JMP PARTY CHIEF: BG CHECKED: JF

REF. PLAT BOOK: N/A

REF. DEED BOOK: 2007-915; 2232-180

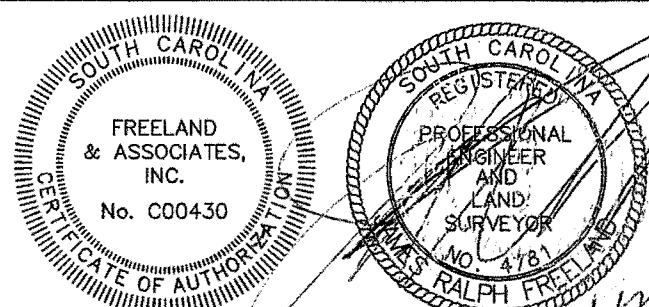
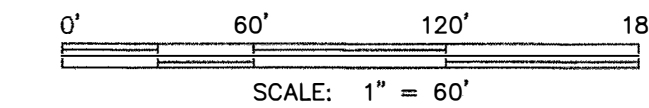
TAX MAP : 323-1-1.2; 323-1-1.4

DATE OF SURVEY: 3-4-11

DATE DRAWN: 3-10-11

DRAWING NO: 63074-SP-A

DATE OF LAST REVISION:



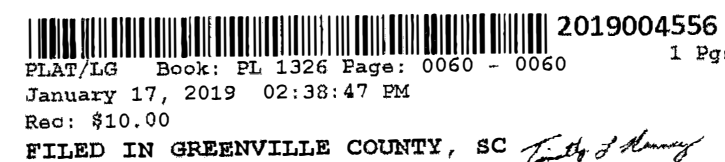
PLS: JAMES R. FREELAND
NO: 4781

NO. 4751

STATE OF SOUTH CAROLINA
GREENVILLE COUNTY
CITY OF SIMPSONVILLE

RECORD SURVEY FOR
GARRETT SIMPSONVILLE
CENTER, LLC

SITE ADDRESS:
FAIRVIEW ROAD
SIMPSONVILLE, SC



NOTICE:
PURSUANT TO THE PROVISIONS OF SC CODE OF LAWS, SECTION
40-22-270(3), THIS PLAN, SPECIFICATION, OR PLAT SHALL NOT BE FILED
WITH PUBLIC AUTHORITIES WITHOUT THE SEAL, SIGNATURE AND DATE
AFFIXED. FURTHERMORE, IF THIS PLAN, SPECIFICATION OR PLAT DOES NOT
HAVE A SEAL THAT IS SIGNED AND DATED, IT SHALL NOT BE USED FOR
ANY PURPOSE OTHER THAN A PRELIMINARY STUDY DRAWING AND WILL BE
CONSIDERED A WORK IN PROGRESS.

Grantee's Address: _____

| | | |
|-------------------------|---|--------------------------------|
| STATE OF SOUTH CAROLINA |) | TITLE TO REAL ESTATE |
| |) | (GENERAL WARRANTY DEED) |
| COUNTY OF GREENVILLE |) | |

KNOW ALL MEN BY THESE PRESENTS, that GARRETT SIMPSONVILLE CENTER, LLC, a South Carolina limited liability company, ("Grantor"), as a donation to the Grantee and no additional funds, the receipt and sufficiency of which are hereby acknowledged, has granted, bargained, sold, and released, and by these presents does grant, bargain, sell and release unto City of Simpsonville, South Carolina, a body politic ("Grantee"), and its successors and assigns forever, the following real property, to-wit:

The real property described on Exhibit "A" attached hereto and incorporated herein by reference.

This conveyance is made subject to all conditions, covenants, easements, restrictions, and rights-of-way indicated by instruments, including plats, of record, and to all applicable zoning or other land use regulations or restrictions of any political subdivision in which the subject property is situate.

TOGETHER WITH all and singular the rights, members, hereditaments and appurtenances to said premises belonging or in any wise incident or appertaining; TO HAVE AND TO HOLD all and singular the premises before mentioned unto the Grantee, and the Grantee's heirs or successors and assigns, forever. And, the Grantor does hereby bind itself and its successors to warrant and FOREVER DEFEND all and singular said premises unto the Grantee and the Grantee's heirs or successors and assigns, against the Grantor and its successors and against every person whomsoever lawfully claiming or to claim the same or any part thereof.

[SIGNATURES APPEAR ON THE FOLLOWING PAGE]

IN WITNESS WHEREOF the Grantor has caused these presents to be subscribed by its duly authorized officer as of the ____ day of November, 2025.

SIGNED, sealed and delivered in
the presence of:

GRANTOR

GARRETT SIMPSONVILLE CENTER,
LLC

Witness 1
Printed Name: _____

By: _____
Name: Hunter B. Garrett
Title: Manager

Witness 2
Printed Name: _____

[CORPORATE SEAL]

STATE OF SOUTH CAROLINA)
)
COUNTY OF GREENVILLE)

ACKNOWLEDGEMENT

Personally appeared before me Hunter B. Garrett, the Manager of Garrett Simpsonville Center, LLC, a South Carolina limited liability company, who, being by me first duly sworn, did depose and say that he has read the within instrument, that the statements and recitations made therein are true and that he acknowledges that he did sign said instrument as his free act and deed.

Sworn to before me as of _____, 2025.

_____(SEAL)
Name of Notary: _____
Notary Public for South Carolina
My Commission Expires: _____

STATE OF SOUTH CAROLINA)
)
COUNTY OF GREENVILLE)

AFFIDAVIT

PERSONALLY appeared before me the undersigned, who being duly sworn, deposes and says:

1. I have read the information on this affidavit and I understand such information.
2. The property being transferred is located in Greenville County, South Carolina, bearing Greenville County Tax Map Number 0323000100104 and was transferred by Garrett Simpsonville Center, LLC to City of Simpsonville, SC on _____, 2025.
3. Check one of the following: The deed is
 - (a) _____ subject to the deed recording fee as a transfer for consideration paid or to be paid in money or money's worth.
 - (b) _____ subject to the deed recording fee as a transfer between a corporation, a partnership, or other entity and a stockholder, partner, or owner of the entity, or is a transfer to a trust or as a distribution to a trust beneficiary.
 - (c) X exempt from the deed recording fee because (See Information section of affidavit):
No. 2 Transfer to political subdivision
4. Check one of the following if either item 3(a) or item 3(b) above has been checked (See Information section of this affidavit.):
 - (a) _____ The fee is computed on the consideration paid or to be paid in money or money's worth in the amount of \$ _____.
 - (b) _____ The fee is computed on the fair market value of the realty which is _____.
 - (c) _____ The fee is computed on the fair market value of the realty as established for property tax purposes which is _____.
5. Check Yes _____ or No to the following: A lien or encumbrance existed on the land, tenement, or realty before the transfer and remained on the land, tenement, or realty after the transfer. If "Yes," the amount of the outstanding balance of this lien or encumbrance is:
_____.
6. The deed recording fee is computed as follows:
 - (a) Place the amount listed in item 4 above here: \$ _____
 - (b) Place the amount listed in item 5 above here: \$ _____
(If no amount is listed, place zero here.)
 - (c) Subtract Line 6(b) from Line 6(a) and place result here: \$ _____

7. The deed recording fee due is based on the amount listed on Line 6(c) above and the deed recording fee due is: \$ _____

8. As required by Code Section 12-24-70, I state that I am a responsible person who was connected with the transaction as: Seller

9. I understand that a person required to furnish this affidavit who willfully furnishes a false or fraudulent affidavit is guilty of a misdemeanor and, upon conviction, must be fined not more than one thousand dollars or imprisoned not more than one year, or both.

GARRETT SIMPSONVILLE CENTER, LLC

By: _____

Name: Hunter B. Garrett

Title: Manager

SWORN to before me this _____ day _____, 2025.

Notary Public for _____

My Commission Expires: _____

ORDINANCE NO. 2025-_____

**AN ORDINANCE TO AMEND THE CODE OF ORDINANCES,
CITY OF SIMPSONVILLE, SOUTH CAROLINA, TO ADOPT SECTION 26-71
TO PROVIDE FOR THE ESTABLISHMENT AND ADOPTION
OF THE TRESPASS ENFORCEMENT AUTHORIZATION PROGRAM**

WHEREAS, the City of Simpsonville finds that the public interest of the City requires careful balancing of the protection of individual constitutional protections with the fair, humane, and effective enforcement of regulations protecting use and enjoyment of private property rights, as well as the public health, safety, and welfare; and,

WHEREAS, the City of Simpsonville, based on these interests, finds it desirable and appropriate to adopt and implement the trespass enforcement authorization program to promote public safety through more efficient enforcement of the state trespass statute found in S.C. Code Ann. §16-11-620 and Section 26-67 of the Simpsonville Code of Ordinances (collectively, the “trespass statute”).

NOW, THEREFORE, BE IT ORDAINED by the Mayor and Council of the City of Simpsonville to amend Article III (Offenses Against Property) of Chapter 26 (Offenses and Miscellaneous Provisions) by adding Section 26-71 (Trespass enforcement authorization program) as follows:

Section 1.

Sec. 26-71. Trespass enforcement authorization program.

- (a) A property owner, building owner, property manager or person having legal control of property or their legal representative can authorize the City of Simpsonville Police Department to enforce, in absolute police discretion, the trespass statute on their property. To have the possibility of enforcement pursuant to this section, the person must:
 - (1) Appear in person at the law enforcement center or contact the police department for an application and affidavit for the trespass enforcement authorization program; and
 - (2) Declare the application and affidavit to be a public record for the purposes of Rule 803(8) South Carolina Rules of Evidence and/or appear in municipal court if subpoenaed.
- (b) The application and affidavit must be notarized. After receipt of the sworn document, a site visit will be conducted by the police. The police will determine if the location is appropriate for participation and will determine the number and placement of signs provided by the city. The person will be informed if the location is not suitable for enforcement, due to excessive undergrowth or other factors. If the location is suitable or then made suitable, the owner/representative will be notified and the authorized signs may be purchased by the participant from the city and will be placed by the city. The notice of participation in the program will be provided to appropriate law enforcement divisions.

- (c) It shall be unlawful for any person knowingly to enter or remain upon the premises of another when the consent to enter or remain is either absent, denied, or withdrawn by the owner, occupant, or person having lawful control thereof.
- (d) When property has been posted by City of Simpsonville with conspicuous signage of sufficient notice declaring the property to under the trespass enforcement authorization program, it shall be prima facie evidence that consent to enter or remain upon the premises of another is absent, denied, or withdrawn. A "conspicuous" sign shall mean a sign that is at least one square foot in size. "Sufficient notice" shall mean the lettering on a conspicuous sign is at least one inch in height and contains the following language or words of similar notice:

NO TRESPASS AT ANY TIME (OR AS TIMES SET FORTH)
THIS IS PRIVATE PROPERTY UNDER TRESPASS ENFORCEMENT AUTHORIZATION
PROGRAM CITY OF SIMPSONVILLE POLICE DEPARTMENT

- (e) It shall be unlawful to deface, damage or remove any sign placed under authority of this section.

Section 2. Severability. The provisions of this Ordinance are hereby declared to be severable and if any section, phrase or provision shall for any reason be declared by a court of competent jurisdiction to be invalid or unenforceable, such declaration shall not affect the validity of the remainder of the sections, phrases and provisions hereunder.

Section 3. Suspension of Conflicting Ordinances, Rules, Orders or Resolutions. All ordinances, rules, orders, resolutions and parts thereof in conflict herewith are, to the extent of such conflict, hereby suspended for the duration of this ordinance.

Section 4. Savings Clause: Nothing in this ordinance hereby adopted shall be construed to affect any suit or proceeding in any court, or any rights acquired, or liability incurred, or any cause or causes of action acquired or existing, under any act or ordinance hereby repealed as stated in Section 2 of the ordinance; nor shall any just or legal right or remedy of any character be lost, impaired or affected by this ordinance.

Section 5. Effective Date of the Ordinance. This ordinance shall be effective immediately upon passage.

DONE in meeting duly assembled this ____ day of _____ 2025.

SIGNATURE OF MAYOR:

Paul Shewmaker

ATTEST:

APPROVED AS TO FORM:

Ashley Clark
City Clerk

Daniel Hughes
City Attorney

First Reading: ** , 2025

Second Reading: ** , 2025