

August 7, 2025

**Patty E. Harrell-Hilburn, PLS
D.R. Horton
7208 Falls of Neuse Road, Suite 201
Raleigh, NC 27615**

**Reference: Lyndon Oaks – Knightdale, NC
Subject: TIA Addendum – Phasing Study**

Dear Ms. Harrell-Hilburn:

The contents of this letter present the findings of the 'by-phase' capacity and queueing analysis for the proposed Lyndon Oaks development that is proposed to be located west of Bethlehem Road between Old Faison Road (north) and Interstate 87 (south) in Knightdale, North Carolina.

DRMP, Inc. (previously Ramey Kemp Associates) submitted a Traffic Impact Analysis (TIA) to both the Town of Knightdale (Town) and the North Carolina Department of Transportation (NCDOT) on November 29, 2023. This TIA only considered full buildout of the proposed site. NCDOT and NCDOT Congestion Management provided their approval letter (with requirements) on January 29, 2024. This approval included the requirement of mitigation (i.e., roundabouts, turn lanes, new traffic signals, etc.) at several intersections within the study area. See attached for a copy of the NCDOT approval letter.

The purpose of this study addendum is to determine at which development milestone certain improvements are needed and/or warranted. It is our understanding that the proposed development will be constructed in at least four (4) phases, with the timing of the commercial portion of the project still unknown. A summary of phasing schedule is listed below (with cumulative land use densities provided for each phase) and the most up to date development phasing plan is attached:

- Phase 1a (2028) – 100 total units
 - 63 townhomes
 - 37 single-family detached homes Access provided to Bethlehem Road via full movement connection at Crosscut Place
- Phase 1 (2028) – 201 total units
 - 64 townhomes
 - 37 single-family detached homes
 - Additional access connection provided to Old Faison Road via Tart Farm Road (**required prior to 101st CO**)

- Phase 2 (2029) – 109 additional units (310 cumulative units)
 - 66 (193 cumulative) townhomes
 - 43 (117 cumulative) single-family detached homes
- Phase 3 (2030) – 102 additional units (412 cumulative units)
 - 42 (235 cumulative) townhomes
 - 60 (177 cumulative) single-family detached homes
- Phase 4 (2031) – 71 additional units (483 cumulative units)
 - 41 (276 cumulative) townhomes
 - 30 (207 cumulative) single-family detached homes
- Phase 5 (unknown) – 15,000 square feet (s.f.) of commercial space

Trip Generation Potential (Cumulative By Phase)

Similar methodology to the previously submitted TIA was utilized to estimate the trip generation potential of the new development plan on a 'by phase' basis. The Institute for Transportation Engineers (ITE) Trip Generation Manual (11th Edition) was utilized in determining the cumulative weekday daily and weekday peak hour trips expected with the build out of each phase. Refer to Table 1 for the trip generation potential by phase:

Table 1: Trip Generation Summary Table

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Phase 1a						
Single Family Detached (210)	37 DU	404	8	22	25	14
Townhomes (215)	63 DU	430	7	20	20	14
Total	100 DU	834	15	42	45	28
Phase 1						
Single Family Detached (210)	74 DU	766	14	43	47	28
Townhomes (215)	127 DU	918	15	45	43	29
Total	201 DU	1,684	29	88	90	57

Table 1: Trip Generation Summary Table

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Phase 2						
Single Family Detached (210)	117 DU	1,166	21	65	73	42
Townhomes (215)	193 DU	1,420	24	71	66	46
Total	310 DU	2,586	45	136	139	88
Phase 3						
Single Family Detached (210)	177 DU	1,706	31	94	107	63
Townhomes (215)	235 DU	1,733	29	88	81	56
Total	412 DU	3,446	60	182	188	119
Phase 4						
Single Family Detached (210)	207 DU	1,971	36	108	124	73
Townhomes (215)	276 DU	2,053	34	104	95	67
Total	483 DU	4,024	70	212	219	140
Phase 5						
Single Family Detached (210)	207 DU	1,971	36	108	124	73
Townhomes (215)	276 DU	2,053	34	104	95	67
Strip Retail Plaza (822)	10 KSF	652	17	12	39	39
High-Turnover Sit-Down Restaurant (932)	5 KSF	536	26	22	28	17
Total		5,212	113	246	286	196
Internal Capture (AM – 8%, PM – 7%)			9	20	20	14
External Trips			104	226	266	182
Pass-By Trips			0	0	19	19
Primary Trips			104	226	247	163

Trip Distributions

Site traffic was distributed utilizing the same regional distributions from the previously approved TIA. Due to the connection to Tart Farm Road not occurring until the 101st CO (aka Certificate of Occupancy), all traffic generated prior to this connection will be routed to the Site Access along Bethlehem Road.

Traffic Volume Calculations

In order to set a baseline for the phasing study, the existing traffic volumes from the previously approved TIA were projected to each corresponding build year for each phase (i.e, 2029 for Phase 2). The cumulative site traffic at build out of each phase was then added to the corresponding no-build traffic volume to calculate the build year traffic volumes for each phase (i.e, 2028 No-Build + Phase 1 Site Traffic = 2028 Build).

See attached for the no-build traffic volumes, site traffic volumes, and build traffic volumes that correspond to each phase year of build out.

Phasing Study Methodology

For the purpose of this study, only the intersections in which improvements were required were analyzed. Those intersections (and improvements) were:

- Old Faison Road and Bethlehem Road
 - Construction of a 175-foot northbound left turn lane on Old Faison Road
 - Construction of a 250-foot southbound right turn lane on Old Faison Road
 - Construction of 250-foot left turn lane on Old Faison Road
 - Install traffic signal
- Bethlehem Road and Crosscut Place / Site Access B
 - Construction of a single-lane roundabout
 - assumed to be required prior to 1st plat
- Old Faison Road and Tart Farm Road / Site Access A
 - Construction of a 100-foot westbound left turn lane
 - Construction of a 75-foot eastbound right turn lane
 - all improvements assumed to be required prior to 101st CO
- Hodge Road and US 64 WB Ramps / Faison Road
 - Construction of a northbound right turn lane on Hodge Road. Turn lane should be maximized to achieve as much storage and taper as possible between Old Faison Road and the bridge.
 - Restripe the southbound left turn lane on Hodge Road to provide 275 feet of storage

- Restripe the eastbound approach of the westbound off-ramp to provide 275 feet of storage for the shared left-thru lane
 - Extend the future westbound left turn lane on Hodge Road to provide 175 feet of storage
- Bethlehem Road and Poole Road
 - Construction of a 100-foot eastbound left turn lane on Poole Road
 - Construction of a 100-foot westbound left turn lane on Poole Road

Capacity and Queuing Analysis

For the purpose of this analysis, similar methodology to the previously approved TIA was utilized (Synchro and SimTraffic). Refer to the following intersection write-ups below for summaries of the no-build and build analysis for each corresponding phase year.

Bethlehem Road and Old Faison Road

Table 2: Capacity Analysis: Bethlehem Road and Old Faison Road

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2028 No-Build	EB NB SB	1 LT-RT 1 LT-TH 1 TH-RT	F (1306) ² B (11) ¹ --	N/A	F (423) ² A (10) ¹ --	N/A
2028 Build (Phase 1a)	EB NB SB	1 LT-RT 1 LT-TH 1 TH-RT	F (1645) ² B (11) ¹ --	N/A	F (538) ² A (10) ¹ --	N/A
2028 Build (Phase 1)	EB NB SB	1 LT-RT 1 LT-TH 1 TH-RT	F (2179) ² B (11) ¹ --	N/A	F (666) ² B (10) ¹ --	N/A
2029 No-Build	EB NB SB	1 LT-RT 1 LT-TH 1 TH-RT	F (1565) ² B (11) ¹ --	N/A	F (486) ² A (10) ¹ --	N/A
2029 Build	EB NB SB	1 LT-RT 1 LT-TH 1 TH-RT	F (2277) ² B (11) ¹ --	N/A	F (684) ² B (10) ¹ --	N/A
2029 Build - Improvements	EB NB SB	1 LT, 1 RT 1 LT, 1 TH 1 TH, 1 RT	F (812) ² B (11) ¹ --	N/A	F (237) ² B (10) ¹ --	N/A
2030 No-Build	EB NB SB	1 LT-RT 1 LT-TH 1 TH-RT	F (1867) ² B (11) ¹ --	N/A	F (557) ² A (10) ¹ --	N/A
2030 Build	EB NB SB	1 LT-RT 1 LT-TH 1 TH-RT	F (3107) ² B (12) ¹ --	N/A	F (866) ² B (10) ¹ --	N/A
2030 Build - Improvements	EB NB SB	1 LT, 1 RT 1 LT, 1 TH 1 TH, 1 RT	C (28) B (19) C (23)	C (21)	C (28) B (18) C (22)	C (23)

Improvements by developer shown in bold.

1. Level of service for major-street left-turn movement.
2. Level of service for minor street approach.

Table 2: Capacity Analysis: Bethlehem Road and Old Faison Road

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2031 No-Build	EB NB SB	1 LT-RT 1 LT-TH 1 TH-RT	F (2369) ² B (11) ¹ --	N/A	F (630) ² B (10) ¹ --	N/A
2031 Build	EB NB SB	1 LT-RT 1 LT-TH 1 TH-RT	F (4441) ² B (12) ¹ --	N/A	F (1028) ² B (11) ¹ --	N/A
2031 Build - Improvements	EB NB SB	1 LT , 1 RT 1 LT , 1 TH 1 TH, 1 RT	C (28) B (19) C (23)	C (22)	C (29) B (19) C (22)	C (23)
2031 Build (Full Build)	EB NB SB	1 LT-RT 1 LT-TH 1 TH-RT	F (4393) ² B (12) ¹ --	N/A	F (1030) ² B (11) ¹ --	N/A
2031 Build (Full Build) - Improvements	EB NB SB	1 LT , 1 RT 1 LT , 1 TH 1 TH, 1 RT	C (29) B (19) C (24)	C (22)	C (29) B (19) C (23)	C (24)

Improvements by developer shown in bold.

1. Level of service for major-street left-turn movement.

2. Level of service for minor street approach.

Capacity analysis of all conditions indicates the major-street left-turn movement is expected to operate at LOS B or better during the AM and PM peak hours. Under future conditions without the proposed development, the minor street approach operates at LOS F during the AM and PM peak hours with heavy delays and significant queuing.

To allow time for roadway design and utility relocates to take place, it is recommended that the required geometric improvements at the intersection (exclusive turn lanes on all approaches) are constructed prior to issuance of the 202nd CO. With the existing traffic control and the construction of the additional turn lanes, a significant reduction in delay is anticipated. Alternatives to the addition of turn lanes were considered, including the implementation of an all-way-stop-control; however, stopping traffic along Bethlehem Road would likely cause significant delays and queuing, which would be undesirable. Turn lanes at two-way stop-controlled intersections (TWSCs) are common practice, and are not typically deemed unsafe, especially where adequate sight distance is available. Based on a review of the current conditions of the intersection, it appears that adequate sight distance is available. Although delays are still expected to be long under the 2029 Build with

Improvements condition, the delay is expected to be significantly reduced in comparison to 2028 No-Build conditions. The site traffic is expected to be mitigated during this interim improvement phase.

Signalization of the intersection is recommended with Phase 3 of the development. Ordering equipment to install a signal can take a minimum of nine months to be manufactured and delivered after roadway design is completed. In order to allow construction of the development to keep progressing, signalization of the intersection is recommended prior to issuance of the 311th CO. It should be noted that with geometric improvements under 2029 build conditions, the intersection is expected to have operations better than no-build conditions. Similar results are expected under 2030 build conditions. With the signalization and turn lanes at the intersection, the intersection is expected to operate at LOS C and all prior issues are expected to be resolved.

Hodge Road and US 64 Westbound Ramps / Old Faison Road

Table 3: Capacity Analysis: Hodge Road and US-64 Westbound Ramps/Old Faison Road

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2028 No-Build	EB WB NB SB	1 LT-TH, 1 RT 1 LT, 1 TH, 1 RT 1 LT, 1 TH-RT 1 LT, 1 TH, 1 RT	B (11) E (57) D (55) B (19)	D (43)	D (36) D (43) C (31) C (33)	C (34)
2028 Build (Phase 1a)	EB WB NB SB	1 LT-TH, 1 RT 1 LT, 1 TH, 1 RT 1 LT, 1 TH-RT 1 LT, 1 TH, 1 RT	B (11) E (61) D (55) B (19)	D (45)	C (34) D (42) C (34) C (34)	D (35)
2028 Build (Phase 1)	EB WB NB SB	1 LT-TH, 1 RT 1 LT, 1 TH, 1 RT 1 LT, 1 TH-RT 1 LT, 1 TH, 1 RT	B (12) E (66) D (55) B (19)	D (47)	C (35) D (42) D (38) D (35)	D (37)
2029 No-Build	EB WB NB SB	1 LT-TH, 1 RT 1 LT, 1 TH, 1 RT 1 LT, 1 TH-RT 1 LT, 1 TH, 1 RT	B (11) E (61) E (58) B (19)	D (46)	C (34) D (42) C (34) C (33)	C (35)
2029 Build	EB WB NB SB	1 LT-TH, 1 RT 1 LT, 1 TH, 1 RT 1 LT, 1 TH-RT 1 LT, 1 TH, 1 RT	B (12) E (79) E (58) B (20)	D (53)	C (35) D (42) D (49) D (38)	D (42)

Table 3: Capacity Analysis: Hodge Road and US-64 Westbound Ramps/Old Faison Road

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2030 No-Build	EB WB NB SB	1 LT-TH, 1 RT 1 LT, 1 TH, 1 RT 1 LT, 1 TH-RT 1 LT, 1 TH, 1 RT	B (12) E (66) E (62) B (19)	D (49)	C (35) D (41) D (36) C (34)	C (35)
2030 Build	EB WB NB SB	1 LT-TH, 1 RT 1 LT, 1 TH, 1 RT 1 LT, 1 TH-RT 1 LT, 1 TH, 1 RT	B (12) F (93) E (62) B (20)	E (60)	D (35) D (42) E (66) D (40)	D (50)
2031 No-Build	EB WB NB SB	1 LT-TH, 1 RT 1 LT, 1 TH, 1 RT 1 LT, 1 TH-RT 1 LT, 1 TH, 1 RT	B (12) E (72) E (67) B (19)	D (52)	C (35) D (41) D (40) D (35)	D (38)
2031 Build	EB WB NB SB	1 LT-TH, 1 RT 1 LT, 1 TH, 1 RT 1 LT, 1 TH-RT 1 LT, 1 TH, 1 RT	B (12) F (105) E (66) C (20)	E (66)	D (37) D (42) F (83) D (43)	E (58)
2031 Build – Improvements*	EB WB NB SB	1 LT-TH, 1 RT 1 LT, 1 TH, 1 RT 1 LT, 1 TH, 1 RT 1 LT, 1 TH, 1 RT	B (12) F (90) E (77) C (20)	E (63)	D (43) D (41) C (31) C (30)	D (35)
2031 Build (Full Build)	EB WB NB SB	1 LT-TH, 1 RT 1 LT, 1 TH, 1 RT 1 LT, 1 TH-RT 1 LT, 1 TH, 1 RT	B (13) F (104) E (65) C (21)	E (65)	D (38) D (43) F (85) D (44)	E (59)
2031 Build (Full Build) - Improvements	EB WB NB SB	1 LT-TH, 1 RT 1 LT, 1 TH, 1 RT 1 LT, 1 TH, 1 RT 1 LT, 1 TH, 1 RT	B (12) F (89) E (77) C (20)	E (63)	D (45) D (41) C (31) C (31)	D (36)

Improvements by developer shown in bold.

*Turn lane extensions also constructed.

Capacity analysis of all future conditions without the development indicates the intersection is expected to operate at LOS D or better during the AM and PM peak hours. The intersection is expected to degrade to LOS E during the AM peak hour with Phase 3 built out (2030 Build).

The northbound right turn lane and turn lane extensions required as a part of the approved TIA are recommended to be constructed prior to the 382nd CO.

Bethlehem Road and Poole Road

Table 4: Capacity Analysis: Bethlehem Road and Poole Road

ANALYSIS SCENARIO	A P P R O A C H	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2028 No-Build	EB	1 LT-TH-RT	A (6)	F (84)	B (11)	E (66)
	WB	1 LT-TH-RT	B (15)		A (9)	
	NB	1 LT-TH-RT	F (189)		B (19)	
	SB	1 LT-TH-RT	F (82)		F (160)	
2028 Build (Phase 1a)	EB	1 LT-TH-RT	A (6)	F (86)	B (11)	E (68)
	WB	1 LT-TH-RT	B (15)		A (9)	
	NB	1 LT-TH-RT	F (191)		B (19)	
	SB	1 LT-TH-RT	F (88)		F (164)	
2028 Build (Phase 1)	EB	1 LT-TH-RT	A (6)	F (89)	B (11)	E (70)
	WB	1 LT-TH-RT	B (15)		A (9)	
	NB	1 LT-TH-RT	F (193)		B (20)	
	SB	1 LT-TH-RT	F (99)		F (169)	
2029 No-Build	EB	1 LT-TH-RT	A (6)	F (98)	B (11)	E (74)
	WB	1 LT-TH-RT	B (16)		A (9)	
	NB	1 LT-TH-RT	F (222)		C (20)	
	SB	1 LT-TH-RT	F (99)		F (181)	
2029 Build	EB	1 LT-TH-RT	A (6)	F (106)	B (11)	F (81)
	WB	1 LT-TH-RT	B (16)		A (9)	
	NB	1 LT-TH-RT	F (227)		C (21)	
	SB	1 LT-TH-RT	F (130)		F (200)	
2030 No-Build	EB	1 LT-TH-RT	A (6)	F (113)	B (11)	F (83)
	WB	1 LT-TH-RT	B (16)		A (9)	
	NB	1 LT-TH-RT	F (254)		C (22)	
	SB	1 LT-TH-RT	F (117)		F (206)	
2030 Build	EB	1 LT-TH-RT	A (6)	F (125)	B (12)	F (91)
	WB	1 LT-TH-RT	B (16)		A (9)	
	NB	1 LT-TH-RT	F (267)		C (22)	
	SB	1 LT-TH-RT	F (163)		F (225)	
2030 Build - Improvements	EB	1 LT, 1 TH-RT	B (14)	C (27)	C (21)	B (19)
	WB	1 LT, 1 TH-RT	C (29)		B (17)	
	NB	1 LT-TH-RT	C (33)		B (11)	
	SB	1 LT-TH-RT	B (20)		C (24)	

Improvements by developer shown in bold.

Table 4: Capacity Analysis: Bethlehem Road and Poole Road

ANALYSIS SCENARIO	A P P R O A C H	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
2031 No-Build	EB WB NB SB	1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT	A (6) B (16) F (297) F (134)	F (130)	B (12) A (9) C (23) F (231)	F (93)
2031 Build	EB WB NB SB	1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT	A (6) B (16) F (309) F (189)	F (144)	B (12) A (9) C (24) F (258)	F (103)
2031 Build - Improvements	EB WB NB SB	1 LT , 1 TH-RT 1 LT , 1 TH-RT 1 LT-TH-RT 1 LT-TH-RT	B (15) C (32) C (34) C (20)	C (29)	C (22) B (18) B (11) C (25)	C (20)
2031 Build (Full Build)	EB WB NB SB	1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT 1 LT-TH-RT	A (6) B (16) F (311) F (195)	F (146)	B (12) A (9) C (24) F (259)	F (104)
2031 Build (Full Build) - Improvements	EB WB NB SB	1 LT , 1 TH-RT 1 LT , 1 TH-RT 1 LT-TH-RT 1 LT-TH-RT	B (16) C (32) C (34) C (21)	C (29)	C (22) B (18) B (11) C (25)	C (20)

Improvements by developer shown in bold.

Capacity analysis of 2030 no-build conditions indicates the overall intersection is expected to operate at LOS F during the AM and PM peak hours. It should be noted that the development is not expected to increase overall delays at the intersection by more than 25% when comparing build to no-build conditions for any future year.

Timeline of improvements is dependent upon construction of STIP R-2829B which is proposed to construct an extension of I-540, crossing over Poole Road to the west of the subject intersection. According to NCDOT, the construction year for the project is 2026. If construction of the STIP is completed prior to 2029, left turn lanes along Poole Road are recommended to be constructed prior to Phase 3 plat. If construction is still ongoing past 2030 for the Future NC-540, the left turn lanes along Poole Road should be constructed no later than the plat of Phase 4. Construction of the turn lanes is recommended to take place after completion of the STIP project if possible in order avoid significant delays and/or reroutes of traffic along Poole Road.

Summary of Results

Based on the "by-phase" capacity and queuing analysis provided, the improvements associated the Lyndon Oaks development are recommended to be constructed as summarized below:

It should be noted that the improvements listed below are associated with a set number of certificates of occupancy (CO). This is due to CO's dictating when vehicles from the development would be expected added to the adjacent streets, as it is when the homes would be occupied. It typically takes at least 8 months for a lot to go from a plat to a CO. If CO's are not a feasible measure of phasing to the Town, it is recommended that a higher plat count is considered, as the actual traffic associated with the plat would be delayed by approximately 8 months.

The improvements could be constructed prior to the CO's or plats listed below if there are no unexpected construction delays. The primary purpose of this phasing study is to demonstrate how the construction timeline of improvements would overlap with the construction timeline of the proposed development.

Bethlehem Road and Crosscut Place/Site Access

- Construct Site Access with one ingress lane and one egress lane.
- Construct single-lane roundabout prior to issuance of 1st plat.
- Provide yield control for all approaches.

Old Faison Road and Tart Farm Road (all completed prior to issuance of 101st CO)

- Construct Tart Farm Road with one ingress lane and two egress lanes striped as left and right turn lane.
- Construct eastbound right turn lane with 75 feet of storage plus appropriate deceleration and taper.
- Construct westbound left turn lane with 100 feet of storage plus appropriate deceleration and taper.

Bethlehem Road and Old Faison Road

- Construct eastbound left turn lane with 250 feet of storage plus appropriate deceleration and taper prior to issuance of 222nd plat.
(Estimated construction time: 7 months from approved plans).
- Construct northbound left turn lane with 175 feet of storage plus appropriate deceleration and taper prior to issuance of 222nd plat.

- Construct southbound right turn lane with 250 feet of storage plus appropriate deceleration and taper prior to issuance of 222nd plat.
- Construct signal at intersection prior to 222nd plat.

(Estimated construction time: 6-9 months from approved plans (depending on strain pole vs. steel pole)).

Hodge Road and US-64 Westbound Ramps/Old Faison Road

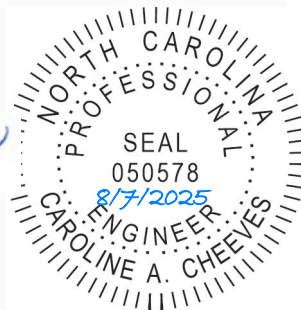
- Construct northbound right turn lane with maximized storage plus appropriate deceleration and taper prior to issuance of 382nd plat.
- Extend southbound left turn lane to provide 275 feet of storage prior to issuance of 382nd CO.
- Restripe eastbound shared left-through lane to provide 275 feet of storage prior to issuance of 382nd plat.
- Extend future westbound left turn lane to provide 175 feet of storage plus appropriate deceleration and taper prior to issuance of 382nd plat.

Bethlehem Road and Poole Road

- Construct eastbound and westbound left turn lanes with 100 feet of storage plus appropriate deceleration and taper prior to 311th plat.

If you have any questions, please feel free to reach out to me at (336) 714-0112.

Sincerely,

A handwritten signature in blue ink that reads "Caroline Cheeves".

Caroline Cheeves, PE
Traffic Analysis Project Manager
DRMP, Inc.

LEGEND

○

Unsignalized Intersection

Signalized Intersection

→

Existing Lane

x'

Storage (In Feet)

Round-a-bout by Developer (1st Plat)

→

Improvements by Developer (101st CO)

→

Improvements by Developer (222nd Plat)

Signal by Developer (222nd Plat)

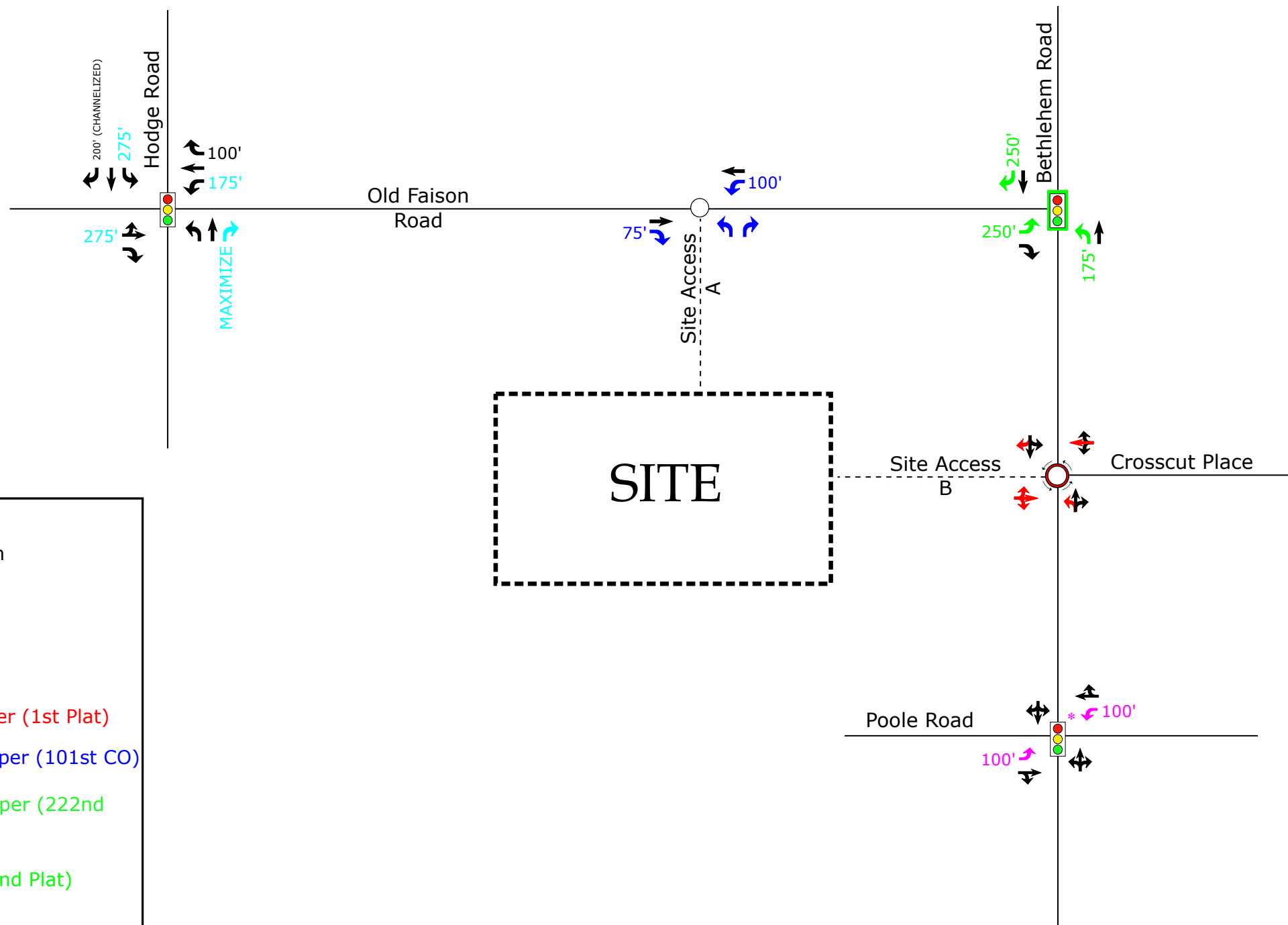
→

Improvements by Developer (311th Plat)

→

Improvements by Developer (382nd Plat)

*Improvement timeline dependent on STIP project completion; if completed prior to 2029, improvements should be in place by 311th plat, otherwise improvements by 382nd plat



	Lyndon Oaks Knightdale, NC	Recommended Lane Configurations	
		Scale: Not to Scale	Figure 1