

Obey Creek - Chapel Hill, NC

Projected 2022 Traffic Wait Times at Key Intersections

Intersection	Movement	Average Wait Time at Peak Hour (2022)		Change in Average Wait Time
		Without Obey Creek	With Obey Creek	
Morning Peak Hour¹				
Market Street and 15-501	Market Street Toward Campus	58.8 sec.	106.8 sec.	48 sec.
Arlen Park and 15-501	Arlen Park Toward Campus	69.9 sec.	61.0 sec.	-8.9 sec.
15-501 and Mt. Carmel/Culbreth ³	15-501 North Toward Campus	62.8 sec.	34.7 sec.	-28.1 sec.
Mt. Carmel Church and 15-501 ³	Mt. Carmel Toward Campus	104.6 sec.	58.7 sec.	-45.9 sec.
Culbreth Road and 15-501	Culbreth Toward Campus	44.4 sec.	119.1 sec.	74.7 sec.
James Taylor Bridge (both lights) ⁴	15-501 North Toward Campus	29.0 sec.	51.9 sec.	22.9 sec.
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Old Mason Farm and Fordham	Fordham Toward Durham	90.1 sec.	112.5 sec.	22.4 sec.
Manning Drive and Fordham	Fordham Toward Durham	65.0 sec.	96.3 sec.	31.3 sec.
Total Fordham Delay	Eastbound Through	155.1 sec.	208.8 sec.	53.7 sec.
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Afternoon Peak Hour				
Mt. Carmel Church and 15-501	15-501 onto Mt. Carmel Ch.	39.2 sec.	113.2 sec.	74 sec.
James Taylor Bridge ⁴	Westbound Fordham toward Pittsboro	70.8 sec.	110.7 sec.	39.9 sec.
James Taylor Bridge (both lights) ⁴	15-510 South Toward Pittsboro	54.0 sec.	143.5 sec.	89.5 sec.
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Old Mason Farm and Fordham	Fordham Toward Carrboro	74.4 sec.	96.2 sec.	21.8 sec.
Fordham and Manning	Fordham Toward Carrboro	40.7 sec.	72.1 sec.	31.4 sec.
Total Fordham Delay	Westbound Through	115.1 sec.	168.3 sec.	53.2 sec.

*Source: Obey Creek Mixed-Use Development Traffic Impact Study, dated April, 2014

Notes:

- (1) Actual Morning Peak hour varies by intersection, but occurs between 7:15 and 9:00 AM.
- (2) Actual Afternoon Peak hour varies by intersection, but occurs between 4:45 and 6:00 PM.
- (3) Assumes mitigations made to Mt. Carmel Church Road and as described in the TIA.
- (4) Does not include mitigations recommended (lengthening of storage on the westbound exit ramp) as the recommendations came in a follow-up analysis of alternative interim mitigations.
- (5) Delays can be adjusted by changes to signal timing in the event any particular intersection movement experiences disproportionate wait time.