

**2217 HOMESTEAD TOWNHOMES
RESIDENTIAL DEVELOPMENT
TRANSPORTATION IMPACT ANALYSIS**



Prepared for:

The Town of Chapel Hill
Public Works Department – Traffic Engineering

Prepared by:

HNTB North Carolina, PC

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Raleigh, NC 27609*

NCBELS License #: C-1554

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1-9-23



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I. EXISTING CONDITIONS

A. Project Overview

A new residential community, known as 2217 Homestead Townhomes, is being proposed in Chapel Hill along Homestead Road near the Weaver Dairy Road Extension. **Figure 1** (found in **Appendix A**) shows the general location of the site. The project proposes to construct 103 individual residential townhome/condominium units and is anticipated to be fully complete and occupied by 2025. This report analyzes the full build-out scenario for 2217 Homestead Townhomes for the year 2026 (one year after anticipated completion), the no-build scenario for 2026, as well as 2022 existing year traffic conditions.

The current proposed site plan shows a provision for a full movement access driveway serving the site that connects to Homestead Road and a secondary access point to Kipling Lane in the Courtyards at Homestead Road subdivision. No other external roadway vehicular access connections are proposed. **Figure 2** displays the overall site plan and nearby land uses and roadways. The 2217 Homestead Townhomes site is expected to provide individual vehicle parking spaces located on individual driveways as part of each condominium lot – with potential on-street parking allowed in areas where curb space permits.

B. Site Location and Study Area

This report analyzes and presents the transportation impacts that the 2217 Homestead Townhomes project will have on the following intersections in the project study area:

- Homestead Road and Seawell School Road
- Homestead Road and Greenway Landing
- Homestead Road and Weaver Dairy Road Extension
- Homestead Road and NC 86 (Martin Luther King, Jr. Boulevard)
- Homestead Road and Proposed Site Driveway

The impacts of the proposed site at the study area intersections will be evaluated during the AM, noon, and PM peak hours of an average weekday. The following study is based on background traffic for the existing year, 2022, the year following the estimated 2217 Homestead Townhomes site build-out year of 2025, as well as the estimated site-generated traffic produced by the residential units.

There are numerous Town-approved future developments in, or just beyond, the immediate project study area that were considered to be constructed by 2026 and may generate additional background traffic. Traffic counts collected for the study and reviewed against previous traffic data indicate that COVID-19 effects on traffic activity are still on-going and volumes are approximately 97 percent of pre-COVID levels. To account for potential future growth and the effects of COVID that may lessen in the near-term, an area-wide ambient future traffic growth percentage of 0.5 percent per year was applied to the existing traffic volumes, based on historical average annual daily traffic (AADT) growth rate data provided by the Town of Chapel Hill and the North Carolina Department of Transportation (NCDOT). To account for recently collected intersection traffic count volumes that are still slightly below pre-COVID conditions, an adjustment factor was applied at those intersections affected with pre-COVID count data in other locations within the study area along Homestead Road.



C. Site Description

The 2217 Homestead Townhomes site currently contains undeveloped wooded and open land with a private residence. The site borders the Courtyards at Homestead subdivision to the west and the Carolina North property to the east and south. The Homestead Road corridor adjacent to the site features additional residential subdivisions and some residual open undeveloped land. Higher density commercial and residential development are present along Martin Luther King, Jr. Boulevard and the Weaver Dairy Road Extension in the project study area.



The site has frontage along Homestead Road. It also has an adjacent street connection stub out to the west on Kipling Way in the Courtyards at Homestead subdivision. The majority of vehicular access will utilize Homestead Road directly from the proposed site driveway connection but site traffic may utilize the street connection to Kipling Way to Greenway Landing out to Homestead Road. The proposed site concept plan, shown in **Figure 2**, indicates all parking will be accommodated on-site, through the use of individual parcel driveways/garages. On street parking may be allowed where feasible on the proposed local street network.

D. Existing and Proposed Uses in Vicinity of Site

The land uses and development in the study area are primarily residential and institutional, with some higher density commercial areas located along NC 86 (Martin Luther King, Jr. Boulevard). The Existing Land Use Plan shown in the 2020 *Town of Chapel Hill Comprehensive Plan* and adopted June 25, 2012, indicates that the proposed 2217 Homestead Townhomes site is designated as “Low-Density Residential - 1-4 units/acre”. The Future Land Use Plan, that is also a part of the Town Comprehensive Plan, indicates that the parcel would change designation to become a future “Medium Density Residential - 4-8 units/acre”, along with additional designations as a “Development Opportunity Area” and “Future Focus Discussion Area – Martin Luther King Jr. Blvd North”. Designated land uses in and near the parcel include Parks/Open Space, Institutional, and Residential. The 2217 Homestead Townhomes parcel is currently zoned “R-5 CZD” – delineating a conditional zoning district with high density residential use with a maximum density of 15 units per acre.

E. Existing and Committed Surface Transportation Network

Roadways

The project study area features several major arterial roadways serving areas throughout the Town of Chapel Hill and points beyond, as well as a number of collector and local access streets. **Table 1** summarizes pertinent information on the study area roadway facilities. AADT data was taken from 2019 AADT mapping produced by the NCDOT Traffic Survey Unit or from using general planning-level estimates of current daily traffic volumes taken from extrapolations of current 2022 peak hour traffic count data. **Figure 3** shows the existing lane configuration, traffic control, and speed limits for these study area roadways.



Table 1. Existing Study Area Roadways

Road Name	Functional Classification*	Study Area Cross-Section	Recent AADT**	Speed Limit	Sidewalk	On-Street Parking
N.C. 86 (Martin Luther King, Jr. Boulevard)	Other Principal Arterial	4-lane median divided	25,000	35	Y	N
Homestead Road	Minor Arterial	2-lane undivided / 3-lane undivided with TWLTL	7,200	35	S	N
Weaver Dairy Road Extension	Local	2-lane median divided	3,000	25	Y	N
Seawell School Road	Minor Collector	2-lane undivided / 3-lane undivided with TWLTL	3,700	35	Y	Y
Greenway Landing	Local	2-lane undivided	200	25	Y	Y

S – Some Sidewalk TWLTL – Two-Way Left-turn Lane

* - As defined on the NCDOT Functional Classification web page <http://ncdot.maps.arcgis.com/home/webmap/viewer.html>

** - Taken from NCDOT 2019 AADT Data or Daily Traffic Estimation Based on Highest Peak Hour Volumes Collected X 10 Factor (DHV = 0.10)

Detailed descriptions of several of the major study area roadways are as follows:

- **N.C. Highway 86 (Martin Luther King Jr, Blvd)** is a principal arterial in the study area, serving areas from I-40 (via Martin Luther King Jr. Boulevard) to downtown Chapel Hill and the US 15-501 corridor to the south. In the study area vicinity, Martin Luther King, Jr. Boulevard is a four lane divided cross-section north of Homestead Road and a five-lane undivided section (with two-way left-turn lane) south of Homestead Road. There are multiple driveway access points along the roadway and several major street intersections. No on-street parking is permitted along N.C. 86 in the project study area. Several bus stops are located along the facility. The posted speed limit is 35 mph in the study area.
- **Homestead Road** is a minor arterial that connects areas of west and north Chapel Hill. In the study area, Homestead Road is an undivided facility with sections near NC 86 that feature a continuous center left-turn lane with a 35 mph speed limit. It transitions to a two-lane undivided facility west of the existing Southern Orange County Human Services Center, with auxiliary left and right-turn lanes at several intersections and driveway access points. Several bus stops are located along the facility.
- **Weaver Dairy Road Extension** is a collector/local street that provides access to residential neighborhoods north of Homestead Road. It is a two-lane facility with a raised center median. The posted speed limit is 25 mph and no on-street parking is allowed.
- **Seawell School Road** is a collector street that provides access to residential neighborhoods south of Homestead Road and three public schools. It is a two-lane facility with some three-lane undivided cross-sections with a center turn lane. The posted speed limit is 35 mph and no on-street parking is allowed.
- The remaining roadway facilities in the project study are local neighborhood access streets or private development driveways. Where speeds are posted, they are posted for 25 mph. Most



local streets have sidewalk on at least one side of the facility and on-street parking is generally permitted in certain locations.

Intersections

Table 2 summarizes all four existing study area intersections, traffic control features, and pedestrian amenities at each. Laneage details and intersection turn bay lengths are also detailed on **Figure 3**. The project study area along Homestead Road features a mixture of signalized and unsignalized intersections. The N.C. 86 (Martin Luther King, Jr. Boulevard) corridor features coordinated signal operation for weekday peak hours.

Table 2. Existing Study Area Intersection Details

Intersection	Traffic Control	Signal Phases	Signal Operation	Cross walk	Ped Signals
Seawell School Road and Homestead Road	Signal	6	Free-Run	Yes (2)	Yes (2)
Homestead Road and Greenway Landing	TWSC	N/A	N/A	Yes (1)	No
Homestead Road and Weaver Dairy Road Extension	Signal	3	Free-Run	Yes (1)	Yes (1)
Homestead Road and NC 86 (Martin Luther King, Jr. Boulevard)	Signal	8	Coordinated	Yes (4)	Yes (4)

TWSC – Two-Way Stop Controlled Intersection (X) – Number of Quadrants with Crossing/Signal

Bicycle Routes and Sidewalks

Specific bicycle facilities are present in the immediate study area, with striped bicycle lanes in both directions along NC 86 (Martin Luther King, Jr. Boulevard) north of Homestead Road. A bicycle lane is also present on Weaver Dairy Road Extension in both directions. Pedestrian sidewalk is found along both sides of Martin Luther King Jr. Boulevard through the study area. Additional connectivity exists along the Homestead Road corridor from Martin Luther King, Jr. Boulevard to Aquatic Drive (both sides) and past the existing Southern Orange County Human Services Driveway (south side of Homestead Road). Sidewalk is also present on one side of Seawell School Road south of Homestead Road and on both sides of the street north of Homestead Road, as well as both sides of Greenway Landing. Crosswalks and pedestrian signals are present across Martin Luther King, Jr. Boulevard at the Homestead Road intersection. A crosswalk is also present at the Homestead Road and Greenway Landing intersection in the study area. The Horace Williams Trail Greenway is located just south of the Weaver Dairy Road Extension and there is a signalized pedestrian crossing across Homestead Road that connects the Greenway to the Weaver Dairy Road Extension. **Figure 4** displays a schematic of existing pedestrian and bicycle facilities in the project study area.

Transit Routes

Current Chapel Hill Transit (CHT) Routes HS, NS and T serve the project study area along NC 86 (Martin Luther King, Jr. Boulevard) and Homestead Road with weekday bus service (NS Route also provides Weekend service). Several bus stops, with a range of amenities (shelters, benches), are present in the study area. **Table 3** details the three current CHT routes serving the study area. Most buses run on 15, 30, or hour headways during weekday peak service periods. The HS Route provides service nearest the proposed site along Homestead Road.

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



headways during weekday peak hours. Both transit providers have altered transit frequency in response to COVID-19 and staffing shortages. It is expected that transit service would likely return to pre-pandemic conditions by the 2026 analysis year for this study.

Table 3. Current Study Area Weekday Transit Service

Route	Headways (minutes)			Study Area Stops	Destinations
	AM Peak	PM Peak	Off Peak		
Chapel Hill Transit					
HS	35	35	N/A	<ul style="list-style-type: none"> Southern Orange County Human Services Seymour Senior Center Chapel View Apartments 	<ul style="list-style-type: none"> Rogers Road Chapel Hill Schools Downtown Chapel Hill / NC 54 / Smith Level Road Area
NS	7-15	10-15	15	<ul style="list-style-type: none"> NC 86 Corridor 	<ul style="list-style-type: none"> UNC Campus/Hospitals Area UNC Park and Ride Southern Village Park and Ride
T	60	65	N/A	<ul style="list-style-type: none"> NC 86 Corridor 	<ul style="list-style-type: none"> UNC Campus/UNC Hospitals Downtown Chapel Hill E. Chapel Hill HS / Timberlyne Area
GoTriangle					
420	30	30	N/A	<ul style="list-style-type: none"> NC 86 Corridor 	<ul style="list-style-type: none"> Hillsborough Downtown Chapel Hill/UNC Campus
CRX	30-35	30-60	N/A	<ul style="list-style-type: none"> None (Express Service) 	<ul style="list-style-type: none"> Downtown Chapel Hill/UNC Campus Eubanks Park-and-Ride Raleigh

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

Figure 5 displays transit routes and bus stops that currently exist in the project study area. The potential for transit trips is discussed in the following sections of this report, as the proximity and frequency of transit service directly near proposed site may account for a measurable portion of site trips.

Recommended/Committed Surface Transportation Improvement Projects

There are no committed/programmed NCDOT State Transportation Improvement Program (STIP) projects in the project study area expected to be complete by 2026. The Town of Chapel Hill has two transportation improvement projects that may impact the study area transportation network by 2026, as described below:

- **Project U-4726 IK – Homestead Road Improvements** – This project will primarily improve pedestrian and bicycle connectivity along Homestead Road in the project study area between Seawell School Road and Weaver Dairy Road Extension. Additional sidewalk, bicycle lanes, off-road paved paths and pedestrian signals/crosswalks are all included, as shown in the current design plans in **Appendix B**. The project is expected to be constructed and complete prior to the 2026 analysis year.
- **North-South Bus Rapid Transit Project** – This project, currently in the engineering design phase, will enhance transit service along the NC 86 (Martin Luther King, Jr. Boulevard) corridor. Current schedules show implementation by 2028. Preliminary concepts for the section of NC 86 in the project study area include the construction or potential conversion of an existing lane to a dedicated curb lane for transit vehicles only. As final design details for the intersection of NC 86



and Homestead Road are not complete as of the submittal of this TIA, no specific lane usage changes were analyzed as part of this study.

There are several private development-related projects to improve roadway facilities in the study area that are expected to be complete by 2026. Several development projects in or near the study area have recommended, as part of their Transportation Impact Analysis reports, reoptimization of traffic signals along the NC 86 (Martin Luther King, Jr. Blvd) corridor. In addition, previous TIAs had recommended improvements to widen Homestead Road to a consistent three-lane cross-section to the west of the Homestead Road / Weaver Dairy Road Extension extending the current eastbound Homestead Road left-turn bay storage. These improvements will be included in the Town’s Homestead Road Improvements project.

There are numerous additional recommended improvements to transportation facilities in the 2217 Homestead Townhomes project study area that may occur as the Carolina North development progresses just to the south of the project study area. However, any additional improvements due to Carolina North were considered post-2026 analysis year for the purposes of this study.

F. Existing Traffic Conditions

Figure 6 shows the existing balanced traffic count data for AM, noon, and PM peak hour traffic volumes for the study area intersections. The raw field counts used to determine these volumes were conducted for previous Town of Chapel Hill TIA projects in February 2020 (pre-COVID impacts) and February 2022 for all study area intersections during the weekday periods 7:00 - 9:00 AM, 11:30 AM – 1:30 PM, and 4:00 – 6:00 PM. This data, along with all turning movement count output is found in **Appendix C**. All counts were conducted while UNC and Chapel Hill Schools were in session.

Traffic count information shows traffic flows on N.C. 86 (Martin Luther King, Jr. Boulevard) were heavy during the AM and PM peak count periods, with southbound flows into downtown Chapel Hill heaviest in the AM peak and northbound return flows heaviest in the PM peak. Traffic on Homestead Road was moderate to heavy during the peak commuting periods. Traffic flows were light to moderate on the remaining study area roadways that function as collector or local access streets. **Table 4** provides a detailed listing of each intersection count, peak hour, and count date.

Table 4. Traffic Count Information

Traffic Count Location	Period Counted	Peak Hour	Date of Count
Homestead Road and Seawell School Road	AM Peak	7:30 – 8:30 AM	2/4/20
	Noon Peak	12:00 – 1:00 PM	
	PM Peak	4:45 – 5:45 PM	
Homestead Road and Greenway Landing	AM Peak	7:30 – 8:30 AM	2/4/20
	Noon Peak	12:00 – 1:00 PM	
	PM Peak	4:45 – 5:45 PM	
Homestead Road and Weaver Dairy Road Extension	AM Peak	7:45 – 8:45 AM	2/8/22
	Noon Peak	12:30 – 1:30 PM	
	PM Peak	4:00 – 5:00 PM	
Homestead Road and NC 86 (Martin Luther King, Jr. Boulevard)	AM Peak	7:30 – 8:30 AM	2/8/22
	Noon Peak	12:00 – 1:00 PM	
	PM Peak	4:30 – 5:30 PM	



Traffic volume data shown in **Figure 6** was balanced by comparing traffic flows along Homestead Road from the 2020 pre-COVID data and more recent 2022 data and adjusting flows to match the 2020 pre-COVID conditions which were slightly higher than 2022 data. In addition, extrapolations of increased traffic volumes were included for Seawell School Road from the Chandler Woods neighborhood, which was still under construction in February 2020.

II. 2026 BUILD-OUT YEAR +1 CONDITIONS

A. Future Ambient Area-Wide Traffic Growth Estimation

Based on information on average daily traffic collected by the Town of Chapel Hill and the NCDOT, a yearly ambient traffic growth rate of 0.5 percent per year was used for the short-term 2026 design year capacity analyses. This rate is based on previous and anticipated growth trends for this area from Town and NCDOT average daily traffic information from the period 2003-2019. **Figure 7** shows ambient area-wide growth traffic volume projections.

B. Approved Background Development Traffic Estimation

Per information from Town of Chapel Hill staff and the Town’s Development Activity Report, five Town-approved developments that are in/near the project study area and either currently under construction or are expected to be built out and fully operational by the 2026 design analysis year were included to generate specific background traffic for this report. The five developments are listed in **Table 5**, along with their current status and impact to future year traffic volumes. Additional nearby developments that were not included in this task, and their status, are also listed in the table. Some developments have not been moving forward over the last several years, though they have been approved, or have had their development plan changed.

Table 5. Study Area Background Development Status

Development Name	February 2022 Status	Development Density	TIS Completed?	2026 Traffic Impact
Bridgepoint	Approved, Under Construction	53 townhomes	Yes – HNTB (2020)	100% Built-Out – Background Generator
2200 Homestead Residential	Approved, Not Constructed	138 multi-family units	Yes – HNTB (2020)	100% Built-Out – Background Generator
1200 MLK Redevelopment	Approved, Not Constructed	5,700 sf gas station / convenience mart 100,000 sf indoor storage facility	Yes – HNTB (2019)	100% Built-Out – Background Generator
Aura	Approved, Not Constructed	58 townhomes 361 apartments 3k sf office 8.6k sf retail	Yes – VHB (2021)	100% Built-Out – Background Generator
Stanat’s Place	In Planning, Not Constructed	47 townhomes	Yes – HNTB (2022)	100% Build-Out – Background Generator
Southern Orange County Government Services Complex	Approved, Not Constructed – No Activity	50,000 sf additional space – Phase 1	Yes – HNTB (2014)	Not Included

Figure 8 shows the relative location of the approved background developments. Total specific site background traffic volumes for the project study area are shown in **Figure 9**. **Appendix D** displays individual background traffic generator peak hour volumes estimates projected across the project study



area. Traffic assignment from the five specific generator developments was estimated based on information already compiled for their previously submitted TIA documentation. Background traffic assignment in the project study area that was beyond the original Transportation Impact Analysis project study areas was determined by using current turning movement peak hour volume proportions and engineering judgment.

Figure 10 displays the 2026 Build-out+1 year projected study area traffic volumes without site traffic added. These estimates represent the specific background generator traffic estimated in **Figure 9** added to the overall area-wide ambient growth forecast shown in **Figure 7**.

C. Proposed Project Traffic

i. Trip Generation

Projected trips for the proposed government services facility expansion were generated based on the *ITE Trip Generation Manual* (Institute of Transportation Engineers, 10th Edition, 2017). Trip generation methodologies for estimated trips utilize the number of dwelling units and equation-based methodology (per NCDOT recommendations) as trip-generating variables. **Table 6** shows the number of vehicular trips generated by the 2217 Homestead Townhomes development during the weekday AM, noon, and PM peak hours of adjacent streets, based on the generation methodologies described above. A peak hour truck percentage of two percent was estimated for all site-generated traffic.

Table 6. Existing Weekday Vehicle Trip Generation Summary

Description	Density	Daily			AM Peak			Noon Peak*			PM Peak		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Condominiums Low-Rise Multi-family (ITE LUC 220)	103 Units	369	369	738	11	38	49	25	31	56	38	23	61

* - No Noon Peak ITE Data Available – Used Average of AM and PM Peak Data

ii.) Adjustments to Trip Generation Rates

Raw ITE trip generation estimates for daily and peak hour trips are typically adjusted for the following factors to reduce raw trip generation estimates to actual estimated vehicular trips produced by the 2217 Homestead Townhomes development.

a.) Internal Capture

The land uses proposed for 2217 Homestead Townhomes development would not exhibit the potential for internally captured trips (generally considered for developments featuring mixes of residential, commercial and office land uses) for any on-site uses. No additional modifications or reductions were made to trip generation results to account for internal capture.

b.) Modal Split

The study area is well served by several CHT and Triangle Transit fixed bus routes with frequent existing service and also has facilities for pedestrians and bicyclists with connectivity to trip attractions in downtown Chapel Hill and the UNC Main Campus. To be conservative, no quantitative reductions in vehicular trips was made using these modes. However, it is recognized that some peak period trip-making will occur with the availability and connectivity provided for non-motorized transportation.



c.) Pass-by Trips

No pass-by trips were accounted for in this study, since the proposed 2217 Homestead Townhomes development land uses are not typical pass-by trip generator land use types.

d.) Trip Generation Budget

Current plans for 2217 Homestead Townhomes are for the project to be built in a single phase. No consideration was made for the need for a trip generation budget if the site is built-out to what is currently shown on the site plans.

iii.) Trip Distribution

Trip distribution for site-related traffic was based existing daily and peak hour traffic patterns to determine the directional peak hour characteristics of traffic to and from the site from the major study area thoroughfares. No local trips to/from lower volume collector and residential streets were estimated, though the possibility exists a small portion of trip-making may occur to/from these local streets. No specific local trips were assumed for the proposed site connection to the Courtyards subdivision neighborhood, though a small portion of site trips may utilize that connection. Basic distribution estimates for site traffic flow utilized existing peak hour turning movement counts and overall comparison to local and regional trip attractors. **Figure 11** shows the estimated trip distribution percentages for peak hour traffic patterns in the project study area.

iv.) Trip Assignment

Figure 12 shows the corresponding site traffic volumes distributed on the 2026 study area network for the 2217 Homestead Townhomes project. Total volumes into and out of the site correspond to total external vehicular trips generated, based on the trip generation methodology developed previously.

D. Future Traffic Forecasts with the Proposed Development

Figure 13 displays the 2026 Build-out+1 year projected study area traffic volumes with site traffic added. These traffic volumes represent the aggregate traffic growth over existing traffic volumes for a) ambient traffic growth, b) specific background development traffic assignments from those developments, and c) estimated site traffic assignments for 2217 Homestead Townhomes. **Appendix E** contains all the peak hour scenario volume development spreadsheets used in the estimation of 2026 traffic volumes for both the with and without site scenarios.

III. IMPACT ANALYSES

A. Peak Hour Intersection Level of Service Analysis

i.) Methodology

Evaluation of traffic operations on suburban arterial, collector, and local roadway facilities is most effective through the determination of level of service (LOS) criteria. The concept of level of service correlates qualitative aspects of traffic flow to quantitative terms. This enables transportation professionals to take the qualitative issues, such as congestion and substandard geometrics, and translate them into measurable quantities, such as operating speeds and vehicular delays. The 2016 *Highway Capacity Manual Version 6 (HCM6)* characterizes level of service by letter designations A through F. Level of service A represents ideal low-volume traffic operations, and level of service F represents over-saturated high-volume traffic operations. LOS is measured differently for various roadway facilities, but in general, LOS letter designations are described by the following in **Table 7**.



Table 7. Level of Service (LOS) Characteristics

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

The Caliper *TransModeler Version 5.0* transportation microsimulation analysis software was used to analyze peak hour conditions at signalized and unsignalized intersections. Traffic microsimulation software programs report vehicular delay values as an aggregate from individual vehicle movements and performance as they travel through a model network. This differs from HCM methodologies, which are based on numerical calculations developed through research data. Thus, LOS values developed from simulation programs do not necessarily directly equate with comparable HCM results. To differentiate this, the term “simulation Level-of-Service” or “LOS_s” is used in this report.

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



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

- **Condition 1** - 2022 Existing Traffic
- **Condition 2** - 2026 Build-out Year +1 Without Site (includes background traffic and ambient growth)
- **Condition 3** - 2026 Build-out Year +1 With Site Traffic Volumes Added
- **Condition 4** - 2026 Build-out Year +1 With Site and Necessary Improvements

The methodology of evaluating each condition for signalized intersections is presented below:

- **Condition 1 Existing Traffic** – Use current Town of Chapel Hill data for the cycle length, splits and offsets of individual signalized intersections and report LOS_s, delay and maximum queue values from TransModeler.
- **2026 Without Site and With Site Conditions** – Reoptimize the cycle lengths and splits of individual intersections in TransModeler, if existing timing data does not provide adequate overall intersection LOS_s or if committed improvements recommended changes to an individual signal. Adjust cycle lengths, splits, and offsets, if necessary, if the signal is currently operating in a coordinated system. The optimized signal timing information will be held constant for both Without and With Site Conditions, to provide a means to compare effects of the proposed site traffic. No changes to free run traffic signal inputs were made for Conditions 2 - 3.
- **2026 With Site and Mitigation Improvements Condition** – Optimize coordinated traffic signals for effects of recommended mitigation strategies that change existing/committed changes to lane geometrics. Evaluate the potential for different signal phasing schemes (left-turn lag phases, for example). Retain existing split minimums and any pedestrian timing values. Recommendations, if warranted, will be made to obtain at least LOS_s D for the overall intersection.

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

The existing unsignalized study area intersections and the future unsignalized site driveway intersection were analyzed using the HCM 6 unsignalized intersection methodologies using the TransModeler intersection performance output. Unsignalized intersection results were evaluated on a per-movement basis, since HCM methodologies do not produce an overall intersection level of service for unsignalized intersections. Thus, potentially deficient (LOS_s F) movements in Condition 3 would need to be evaluated for improvements in Condition 4. This methodology differs from signalized intersections, where one or more movements at an intersection may be deficient in



Condition 3, but as long as the overall intersection level of service does not fall below LOS_s D, no intersection improvements are deemed necessary.

ii.) 2022 Existing Conditions Results

Table 8 presents the results for the existing year traffic conditions as compiled from field data. The table lists LOS_s and delay values for those movements that are in existence at this time. Currently, all study area signalized intersections operate at acceptable levels of service for all of the analyzed 2022 peak hours. Several signalized intersection movements are over capacity in at least one peak hour during existing conditions. However, overall intersection delays and LOS_s are not significantly impacted by these movements, which may have relatively low traffic volumes or are for minor street movements that are not given as much signal green time compared to higher volume coordinated movements.

iii.) 2026 No-Build Scenario (Condition 2) Results

Table 9 presents the results for the 2026 analysis year estimated traffic conditions without the impacts of site-related traffic. This analysis includes ambient growth and data for the future background site developments. During Condition 2, all study area intersections are expected to still operate at acceptable levels of service for all analyzed peak hours, though some areas in the project study area will experience relatively high traffic growth, due to the construction of background traffic developments. This scenario accounts for the Town Homestead Road Improvements project and private development project improvements adjacent to the Homestead Road corridor.

iv.) 2026 Build Scenario (Condition 3) Results

Table 10 presents results for 2026 Build-out+1 year estimated traffic conditions, including impacts of site-related traffic associated with the development. The site traffic-related impacts on study area intersection operations are very minor, with only marginal increases in vehicular delays or queue lengths at study area intersections. The addition of site-related traffic with two external access points is not expected to cause additional intersections or critical intersection stop-controlled movements to drop to deficient levels in the 2026 analysis year.



Table 8. Capacity Analysis Results for Study Area Intersections
Condition 1 – 2022 Existing Traffic

Intersections / Movements	LOS _s			Average Vehicular Delay (sec/veh)			Maximum Queue Length (Ft)			Existing Storage (Ft)
	AM	Noon	PM	AM	Noon	PM	AM	Noon	PM	
Homestead Road and Seawell School Road	C	B	B	21.2	12.5	13.9				
EB LT	B	A	B	13.0	7.0	10.8	25	25	25	225
EB THRU-RT	B	A	B	17.6	7.4	11.4	275	100	150	CTL
WB LT	B	A	A	17.3	5.5	7.2	175	50	75	CTL
WB THRU	A	A	A	6.7	5.3	7.8	100	150	275	
WB RT	A	A	A	6.5	5.3	6.1	25	25	25	100
NB LT	C	D	C	29.9	35.2	33.1	75	50	50	CTL
NB THRU-RT	C	D	C	33.8	37.7	33.7	150	125	150	
SB LT	F	D	D	133.3	41.7	51.9	100	75	75	100
SB THRU-RT	C	C	C	27.5	32.6	29.0	50	50	50	
Homestead Road and Greenway Landing	N/A	N/A	N/A	N/A	N/A	N/A				
WB LT	A	A	A	3.4	1.7	2.8	0	0	25	125
NB LT-RT	A	A	A	7.6	6.2	7.1	25	25	25	
Homestead Road and Weaver Dairy Road Extension	B	B	B	14.4	14.0	18.7				
EB LT	A	A	A	5.2	2.3	6.8	150	50	100	100
EB THRU	A	A	A	4.1	1.6	4.3	125	75	100	
WB THRU-RT	A	A	A	6.6	3.4	9.4	125	100	300	
SB LT	E	E	E	59.8	67.1	58.4	75	50	75	
SB RT	D	D	D	45.0	51.1	45.0	250	150	300	100
Homestead Road and NC 86 (Martin Luther King, Jr. Blvd)	B	C	B	19.1	20.1	17.4				
EB LT	E	D	D	56.6	53.0	48.4	175	100	125	125
EB LT-THRU	E	E	D	56.1	56.6	49.3	150	100	125	
EB RT	D	C	C	36.5	34.4	32.3	275	175	175	550
WB LT	A	E	E	0.0	66.5	73.5	0	50	25	150
WB LT-THRU	E	E	F	58.1	67.7	98.9	25	50	25	
WB RT	C	C	C	27.5	24.9	26.3	25	50	25	75
NB LT	D	E	E	50.6	69.6	77.4	100	125	200	350 D
NB THRU-RT	A	A	A	6.0	7.4	5.4	125	125	175	
SB LT	B	B	B	13.9	14.1	15.8	25	25	25	225
SB THRU	B	B	A	13.3	10.6	9.8	200	125	175	
SB RT	A	A	A	4.3	5.6	3.9	50	75	100	325

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

BOLD/ITALICS – Movement or overall intersection is over Town TIS Guidelines threshold capacity D = Dual Turn Lanes

CTL = Continuous Two-Way Left Turn Lane

PURPLE – Maximum Queue May Exceed Storage Bay Distance



Table 9. Capacity Analysis Results for Study Area Intersections
Condition 2 – 2026 Traffic Without Site

Intersections / Movements	LOS _s			Average Vehicular Delay (sec/veh)			Maximum Queue Length (Ft)			Existing / Future Storage (Ft)
	AM	Noon	PM	AM	Noon	PM	AM	Noon	PM	
Homestead Road and Seawell School Road	C	B	B	22.1	12.5	14.2				
EB LT	B	A	B	11.5	6.8	12.8	25	25	25	225
EB THRU-RT	B	A	B	18.4	7.6	11.7	275	100	150	
WB LT	B	A	A	19.9	5.8	7.6	200	50	75	CTL
WB THRU	A	A	A	6.2	5.3	7.6	75	125	250	
WB RT	A	A	A	6.1	6.0	6.7	25	25	25	100
NB LT	C	D	C	28.5	35.4	31.7	50	50	50	CTL
NB THRU-RT	C	D	D	34.3	37.7	35.3	175	125	125	
SB LT	F	D	D	157.3	44.7	54.8	100	75	50	100
SB THRU-RT	C	C	C	28.1	33.8	32.7	50	50	50	
Homestead Road and Greenway Landing / Bridgepoint – 2200 Homestead Residential Driveway	N/A	N/A	N/A	N/A	N/A	N/A				
EB LT	A	A	A	3.4	2.5	7.5	0	25	25	100
WB LT	A	A	A	7.7	2.2	3.3	25	25	25	125
NB LT-THRU-RT	B	A	A	10.8	5.5	7.1	50	25	25	
SB LT	C	A	C	15.5	8.0	17.0	75	50	50	75
SB THRU-RT	A	A	A	6.3	5.2	7.7	25	25	25	
Homestead Road and Weaver Dairy Road Extension	B	B	B	14.0	13.4	19.0				
EB LT	A	A	A	5.4	2.4	7.2	150	75	125	175
EB THRU	A	A	A	4.1	1.9	4.1	150	100	100	
WB THRU-RT	A	A	B	7.6	3.8	11.4	175	125	375	
SB LT	E	E	E	57.0	58.8	59.6	75	50	75	
SB RT	D	D	D	43.5	51.7	45.5	250	175	325	100
Homestead Road and NC 86 (Martin Luther King, Jr. Blvd)	C	C	B	20.1	21.8	19.3				
EB LT	E	E	D	55.9	58.3	51.7	175	125	125	125
EB LT-THRU	E	E	D	56.3	56.5	53.2	200	100	150	
EB RT	C	C	D	34.9	34.8	36.0	275	200	225	550
WB LT	A	E	E	0.0	67.8	67.5	0	50	25	150
WB LT-THRU	E	E	E	63.5	63.9	64.3	50	50	25	
WB RT	C	C	C	28.2	26.0	23.8	25	50	25	75
NB LT	D	E	E	47.7	68.4	77.5	100	150	225	350 D
NB THRU-RT	A	A	A	7.0	8.2	5.8	150	125	200	
SB LT	B	B	C	15.1	16.9	20.5	25	25	25	225
SB THRU	B	B	B	14.9	12.4	11.1	225	175	200	
SB RT	A	A	A	5.7	6.6	4.3	75	100	100	325

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

BOLD/ITALICS – Movement or overall intersection is over Town TIS Guideline threshold capacity D = Dual Turn Lanes

CTL = Continuous Two-Way Left Turn Lane

GREEN – Proposed Background Development / Committed Project Changes

PURPLE – Maximum Queue May Exceed Storage Bay Distance



Table 10. Capacity Analysis Results for Study Area Intersections
Condition 3 – 2026 Traffic With Site

Intersections / Movements	LOS _s			Average Vehicular Delay (sec/veh)			Maximum Queue Length (Ft)			Existing / Future Storage (Ft)
	AM	Noon	PM	AM	Noon	PM	AM	Noon	PM	
Homestead Road and Seawell School Road	C	B	B	22.0	12.1	14.1				
EB LT	A	A	A	8.4	6.2	8.6	25	25	25	225
EB THRU-RT	B	A	B	18.3	8.3	11.9	275	100	150	CTL
WB LT	C	A	A	20.1	6.0	7.6	200	50	75	
WB THRU	A	A	A	6.2	5.2	7.5	75	125	250	100
WB RT	A	A	A	8.1	5.6	7.4	25	25	25	
NB LT	C	C	C	32.2	33.6	33.5	50	50	75	CTL
NB THRU-RT	C	C	C	33.6	34.9	33.9	150	100	150	100
SB LT	F	D	E	154.4	39.4	57.7	100	50	50	
SB THRU-RT	C	C	C	29.4	30.3	29.3	50	50	50	
Homestead Road and Greenway Landing / Bridgepoint – 2200 Homestead Residential Driveway	N/A	N/A	N/A	N/A	N/A	N/A				
EB LT	A	A	B	3.8	3.1	10.0	25	25	25	100
WB LT	A	A	A	6.3	1.6	3.8	25	25	25	125
NB LT-THRU-RT	B	A	A	10.1	5.4	6.0	25	25	25	75
SB LT	C	A	C	15.9	8.0	18.6	50	50	75	
SB THRU-RT	A	A	A	5.9	5.2	9.4	25	25	25	
Homestead Road and Proposed Site Driveway	N/A	N/A	N/A	N/A	N/A	N/A				
EB LT	A	A	A	7.7	2.7	3.5	25	25	25	100
NB LT-RT	A	A	A	9.5	5.4	6.8	50	25	25	
Homestead Road and Weaver Dairy Road Extension	B	B	B	13.9	12.9	18.8				
EB LT	A	A	A	5.5	2.8	7.2	125	75	125	175
EB THRU	A	A	A	4.3	2.0	4.5	150	100	125	
WB THRU-RT	A	A	B	7.5	4.0	11.2	200	75	450	100
SB LT	E	E	E	55.6	61.7	58.1	100	200	75	
SB RT	D	D	D	43.8	50.6	45.8	275	125	325	
Homestead Road and NC 86 (Martin Luther King, Jr. Blvd)	C	C	C	20.7	22.1	20.1				
EB LT	E	D	D	56.2	53.8	53.5	175	125	175	125
EB LT-THRU	E	E	D	57.1	56.5	52.6	200	125	150	550
EB RT	C	C	D	34.9	34.2	35.4	300	225	225	
WB LT	A	E	F	0.0	70.5	96.0	0	50	25	150
WB LT-THRU	E	E	F	71.8	73.9	115.8	50	75	50	75
WB RT	C	C	C	31.6	22.7	32.2	25	50	25	
NB LT	D	E	E	49.7	68.5	79.3	100	150	225	350 D
NB THRU-RT	A	A	A	7.0	8.3	5.9	150	125	225	225
SB LT	B	B	C	17.5	15.4	24.2	25	25	25	
SB THRU	B	B	B	15.3	12.3	11.4	250	150	200	
SB RT	A	A	A	5.4	6.0	4.4	75	75	100	325

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

BOLD/ITALICS – Movement or overall intersection is over Town TIS Guideline threshold capacity D = Dual Turn Lanes

CTL = Continuous Two-Way Left Turn Lane

BLUE – Proposed Applicant Improvements / Assumptions Based on Concept Plan Information

PURPLE – Maximum Queue May Exceed Storage Bay Distance



v.) 2026 Build + Mitigation Scenario (Condition 4) Results

No recommended mitigation improvements for the 2026 Build+Mitigation Scenario are expected to affect capacity analyses, or their results, as shown in previous tables.

B. Access Analysis

Vehicular site access to the project is to be accommodated at a proposed full movement local street access connecting to Homestead Road about 400 feet to the west of Homestead Road’s intersection with the Weaver Dairy Road Extension. The proposed driveway has single inbound and outbound lanes. A second local street access connection is also proposed to link with Kipling Lane within the Courtyards at Homestead subdivision.

The driveway connection to Homestead Road would have a throat length of approximately 100 feet prior to internal driveway/parking lot connections and is acceptable, based on 50 foot minimum throat length standards found on Page 69 of the 2017 *Town of Chapel Hill Public Works Design Manual*.

Driveway distances along Homestead Road from the signalized intersection at Weaver Dairy Road and the unsignalized intersection at Greenway Landing/Future Bridgepoint Access Driveway are approximately 400 feet and 375 feet, respectively, and are generally acceptable, based on recommendations of 100 foot minimum corner clearance as set forth in the 2003 *NCDOT Policy on Street and Driveway Access to North Carolina Highways* and the 400 foot minimum intersection spacing standard along collector streets specified in the Town Design Manual. There are no adjacent existing or proposed future driveway connections near the proposed driveway connection to compare to minimum requirements found in Table 3.2 – Street Standards in the Town Design Manual.

Access for pedestrians is adequate in the project study area and will be improved with the construction of the Town’s Homestead Road Improvements project. Sidewalk is planned (as an off-road paved path) along both sides of Homestead Road west of Weaver Dairy Road Extension that will directly connect along site frontage. Crosswalk exists across the NC 86, Seawell School Road, and Weaver Dairy Extension signalized intersections with Homestead Road and across Homestead Road at Aquatic Drive. No specific bicycle amenities are present along Homestead Road, but bicycle lanes are present on the Weaver Dairy Road Extension and along NC 86 north of Homestead Road. These bike facilities will be augmented by bicycle lanes/off-road paved paths along Homestead Road west of Weaver Dairy Road Extension at the completion of the Town’s improvement project.

C. Signal Warrant Analysis

Based on projected full build-out of the 2217 Homestead Townhomes project, the projected 2026 peak hour traffic volumes and proposed access plans, no unsignalized intersection analyzed in the project study area would warrant the installation of a traffic signal, based on the methodology for Peak Hour Warrant analyses found in the 2009 *Manual on Uniform Traffic Control Devices (MUTCD)*. The intersection of Homestead Road and Greenway Landing / Future Bridgepoint Access Driveway is projected to experience the highest unsignalized intersection volumes in the study area but would still not in any 2026 peak hour meet minimum warrant thresholds. Detailed signal warrant analysis output is found in **Appendix H**.

D. Sight Distance Analysis

In general, sight distance issues entering/exiting the proposed 2217 Homestead Townhomes driveway with Homestead Road would be minimal, considering the fact that Homestead Road has no horizontal curvature in the vicinity of this existing access location and vertical curvature at this location is minimal, giving entering and exiting traffic adequate sight distance in both directions.



E. Crash Analysis

Data from the NCDOT Traffic Safety Unit TEAAS crash software database was extracted for the five year period from 2/1/2015 to 1/31/2020 for the segment of Homestead Road from Seawell School Road to NC 86 and intersection of Homestead Road and Weaver Dairy Road Extension for the previous Bridgepoint development TIA and is used for this study, as the study areas are identical, and the data represents pre-COVID conditions. Raw crash data can be found in **Appendix I**.

Homestead Road Corridor

There were 36 crashes reported along the Homestead Road study area corridor between Seawell School Road and NC 86 over the five year period. In this 1.0 mile segment, crash types were primarily rear end crashes (18 of 36 total), with several other crash types occurring. No other crash type had more than two crashes. There was one fatality reported for a crash involving a pedestrian crossing Homestead Road near the Seymour Senior Center. Spatial distribution of crashes along the corridor from the segment strip map indicates that a considerable number of crashes (15) occurred in the vicinity of the NC 86 (Martin Luther King, Jr. Blvd) intersection. The remaining crashes were distributed relatively evenly along the rest of the segment, with four crashes occurring in the vicinity of the Weaver Dairy Road Extension intersection and six crashes near Seawell School Road.

Table 11 presents a comparison between the Homestead Road study area crash rates and the latest North Carolina statewide rates for the period 2017-2021 (compiled by NCDOT Traffic Safety Unit). Overall, the crash rates along Homestead Road in the project study area are lower than statewide averages for similar facilities (two-lane undivided and two-lane undivided with continuous center turn lane) in every reported category, except for fatal crashes and the overall severity index, where the one reported fatality combined with the total traffic volume and length of segment produces a high crash rate for the fatal rate/severity index statistics relative to the NC Statewide averages for similar facilities.

Table 11. Study Area Crash Rate Comparison – Homestead Road Corridor

Statistic	Crashes Per 100 Million Vehicle Miles		
	Homestead Road	NC Statewide Average*	NC Statewide Average*
	Seawell School Rd to NC 86 (MLK Jr. Blvd)	2-Lane Undivided	2-Lane with Continuous Left-Turn Lane
Total Crash Rate	243.40	251.49	285.74
Fatal Crash Rate	6.76	1.17	1.06
Non-Fatal (Injury) Crash Rate	67.61	70.02	77.92
Night Crash Rate	27.04	66.35	63.46
Wet Pavement Crash Rate	13.52	41.04	45.73
Severity Index	5.16	4.11	

* - Data for Urban Secondary Routes

Study Area Intersections

The project study corridor crash data was used to determine crashes along Homestead Road at individual intersections in the vicinity of the proposed 2217 Homestead Townhomes site for the same five year period, with results are shown in **Table 12**. The crash data reveals that the NC 86 and Homestead Road intersection experiences the highest number of total crashes along Homestead Road of the six intersection locations identified in the segment analysis and that a majority are rear-end type crashes.



The remaining intersections have a low number of crashes in their vicinities. Note that these crash statistics do not include crashes upstream along each road intersecting Homestead Road.

Table 12. Study Area Intersection Crash Summary

Intersection	Total Crashes
Homestead Road and Seawell School Road	6
Homestead Road and Merin Road / Railroad Crossing	2
Homestead Road and Greenway Landing	1
Homestead Road and Weaver Dairy Road Extension	4
Homestead Road and Aquatic Drive	3
Homestead Road and NC 86 (Martin Luther King, Jr. Blvd)	15

F. Other Transportation-Related Analyses

Other transportation-related analyses relevant to the 2001 Town of Chapel Hill Guidelines for the preparation of Traffic Impact Studies were completed as appropriate. The following topics listed in **Table 13** are germane to the scope of this study.

Table 13. Other Transportation-Related Analyses

Analysis	Comment
Turn Lane Storage Requirements	Storage bay lengths at study area intersections were analyzed using TransModeler maximum queue length estimates for the 2026 Build Scenario. At the intersection of Homestead Road and Weaver Dairy Road Extension, the southbound right-turn lane queue may exceed its existing storage regardless of site traffic impacts. Adjustments to signal timing may be necessary to mitigate this issue. No other intersection maximum queue results indicate potential queue spillback.
Appropriateness of Acceleration/Deceleration Lanes	With relatively light traffic turning volumes, no additional acceleration/deceleration lanes are necessary in the vicinity of the project site driveway along Homestead Road, other than the proposed westbound center left-turn lane included in the U-4726 Town project design for Homestead Road.
Pedestrian and Bicycle Analysis	Existing pedestrian access and connectivity is adequate along the Homestead Road corridor in the vicinity of the site, though some gaps exist on both sides of the road in certain areas. Bicycle lanes extend along NC 86 north of Homestead Road and along the Weaver Dairy Road Extension, but no bicycle facilities exist along Homestead Road within the project study area. The Town’s Homestead Road Improvements project will considerably improve pedestrian and bicycle facilities along Homestead Road within and to the west of the project study area by providing off-road paved paths that enhance bicycle and pedestrian connections.
Public Transportation Analysis	Public transportation service to the study area, and to the proposed site is adequate, with bus stops and multiple local and regional bus routes on both NC 86 and Homestead Road proximate to the site. In the immediate site vicinity, only one CHT Route (HS) directly runs adjacent to the site, with 30+ minute headways and service currently only in the peak AM and PM time periods.

G. Special Analysis/Issues Related to Project

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



IV. MITIGATION MEASURES / RECOMMENDATIONS

A. Planned Improvements

There are no North Carolina Department of Transportation improvement projects for study area roadway facilities within the analysis year time frame of 2022-2026. The Town of Chapel Hill has a transportation improvement project slated for construction prior to the 2026 site build-out year. The Homestead Road Improvements project (U-4726 IK) will create a consistent three-lane roadway cross-section west of the Weaver Dairy Road Extension intersection, as well as construct pedestrian and bicycle facility improvements between Seawell School Road and Weaver Dairy Road Extension. Improvements related to this project are shown schematically on **Figure 14** and design plans are located in **Appendix B**.

The Town also has the North-South Bus Rapid Transit Project, which will provide dedicated lanes for transit along the NC 86 corridor, along with other transit amenity improvements scheduled for construction in 2028. As final design details are not complete as of the submittal of this TIA, no specific lane usage changes along NC 86 were analyzed as part of this study.

B. Background Committed Improvements

Several traffic impact studies for development projects in and near the study area recommended signal timing reoptimization for signalized intersections along the NC 86 (Martin Luther King, Jr. Blvd) corridor by their respective build-out years. It is assumed that signal timing reoptimization will occur for the NC 86 corridor and for the Homestead Road / Weaver Dairy Road Extension intersection by the year 2026, whether or not specifically needed by any of the proposed background traffic generating developments included in this study.

Improvements and access changes necessitated by the combined Bridgepoint and 2200 Homestead Road Residential projects are shown in **Figure 14** and are located primarily in the vicinity of the existing Greenway Landing intersection along Homestead Road.

C. Applicant Committed Improvements

Based on the preliminary site plans and supporting development information provided, there are several specific transportation-related improvements proposed for the 2217 Homestead Townhomes project. Internal and external improvements (shown schematically in **Figure 14**) include:

- Construction of a primary full movement access driveway connecting to Homestead Road with a proposed sidewalk along both sides of the driveway to connect to the new multi-use path provided by Town project U-4726.
- Construction of a full access minor street connection to existing Kipling Lane with an accompanying extension of sidewalk on both sides of the street connection.

D. Necessary Improvements

Based on traffic capacity analyses for the 2026 design year for the 2217 Homestead Townhomes development and analyses of existing study area turning bay storage lengths and site access, the following improvements are recommended as being necessary for adequate transportation network operations and safety (see **Figure 14**).

- Restripe Center Turn Lane Created as part of the Town Homestead Road Improvements project for a 100' Westbound Left-Turn and Taper at the proposed Site Driveway and Use Remaining



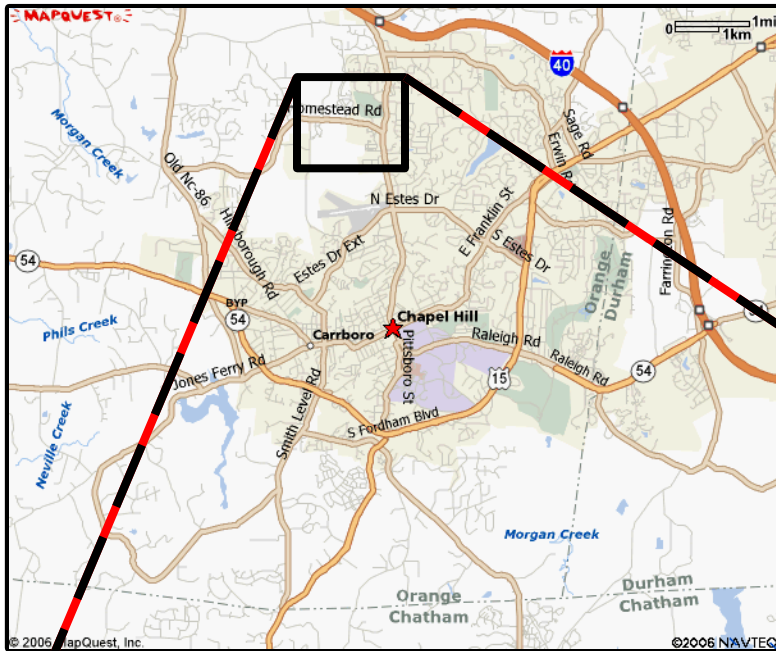
Town of Chapel Hill: Transportation Impact Analysis
2217 Homestead Townhomes - Proposed Residential Development

Available Storage in the center lane For Eastbound Left-Turn storage and Taper at the Homestead Road / Weaver Dairy Road Extension intersection.





- Provide Crosswalk across the proposed Site Driveway at its intersection with Homestead Road.



Appendix A – Figures

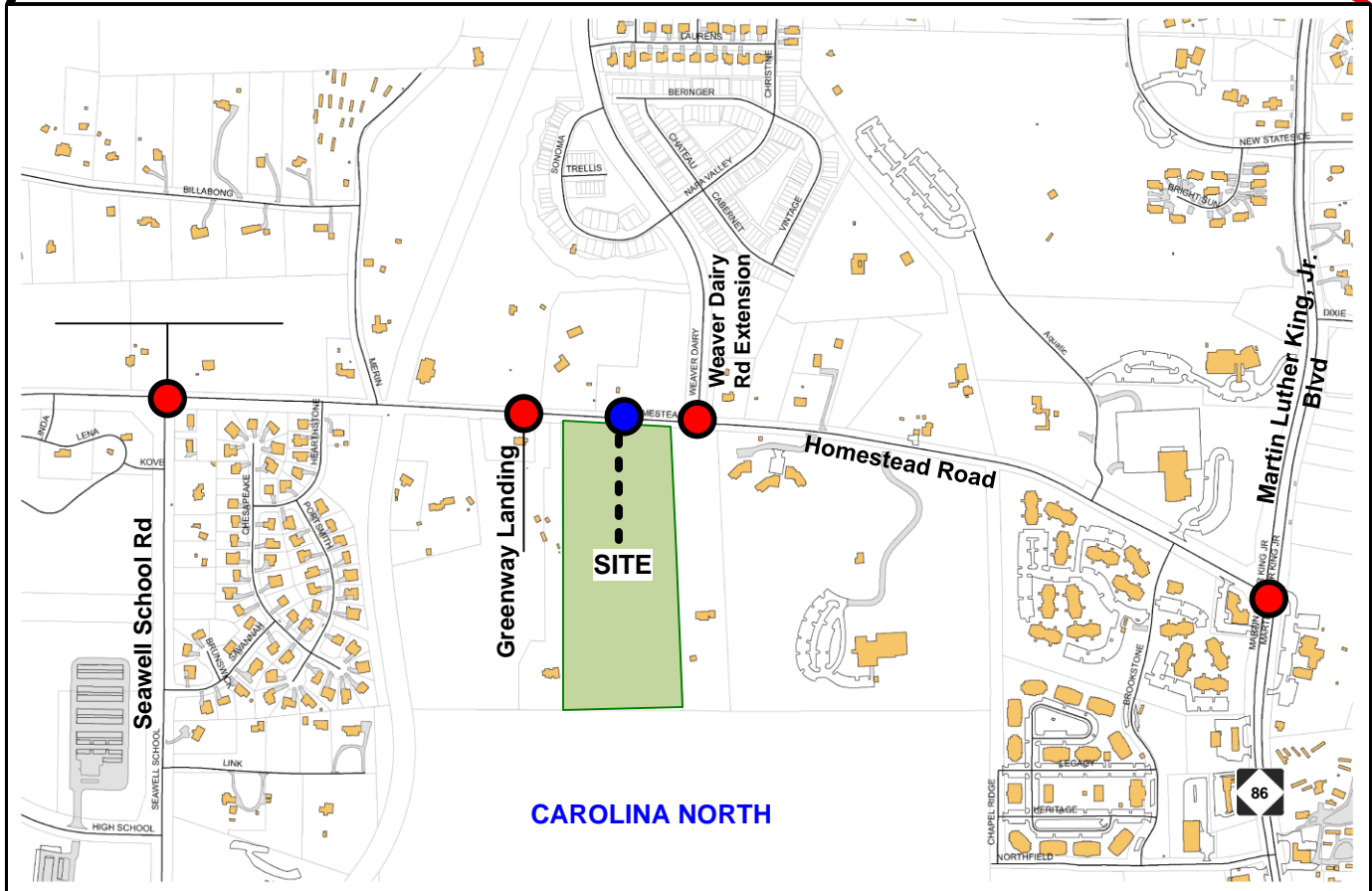


LEGEND

-  = Existing Building Footprint
-  = Existing Study Area Intersection
-  = Proposed Site Driveway
-  = Proposed 2217 Homestead Townhomes Site



NOT TO SCALE



Source: Town of Chapel Hill GIS Files

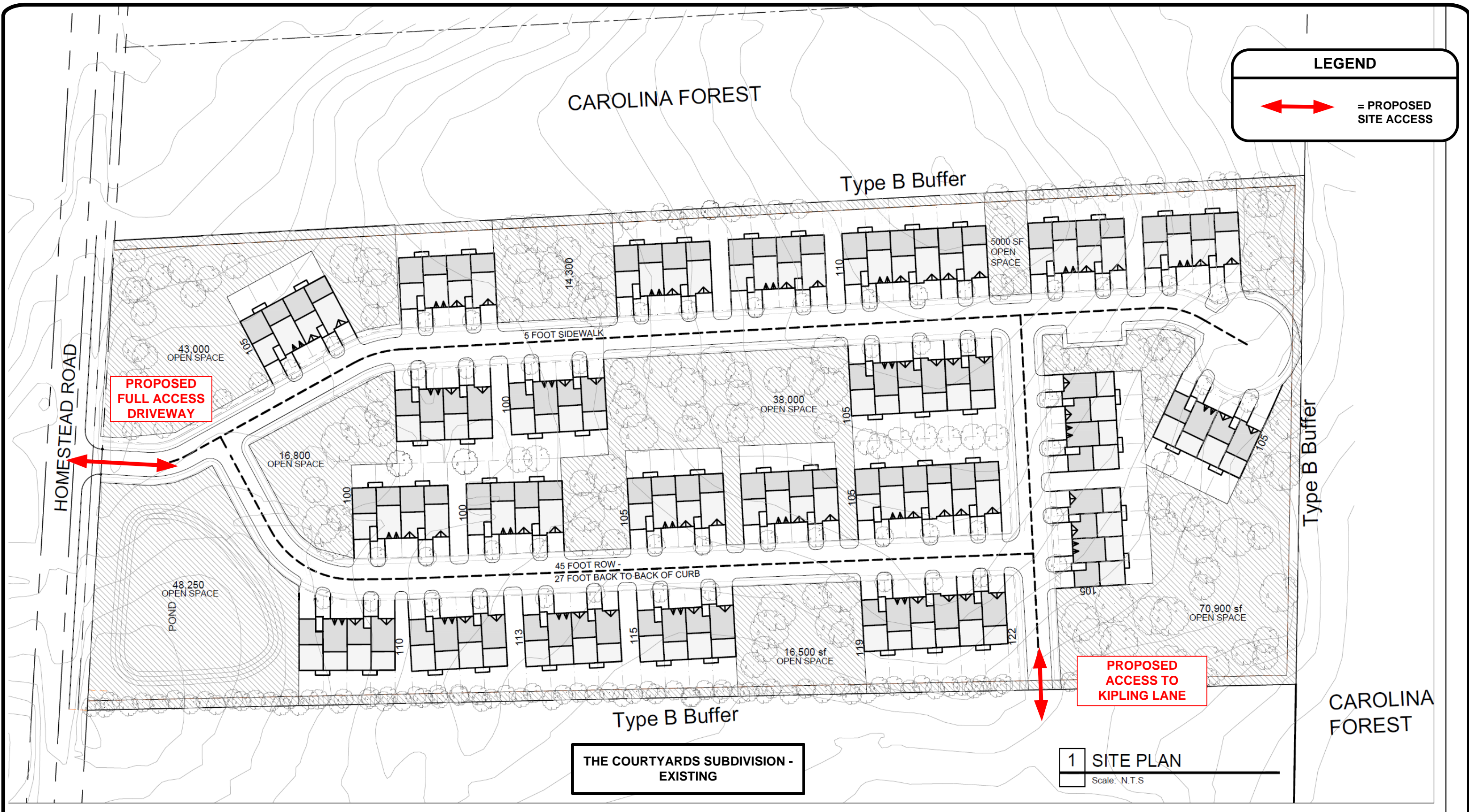


**2217 Homestead Townhomes
Transportation Impact Analysis**

DATE: January 2023

PROJECT STUDY AREA

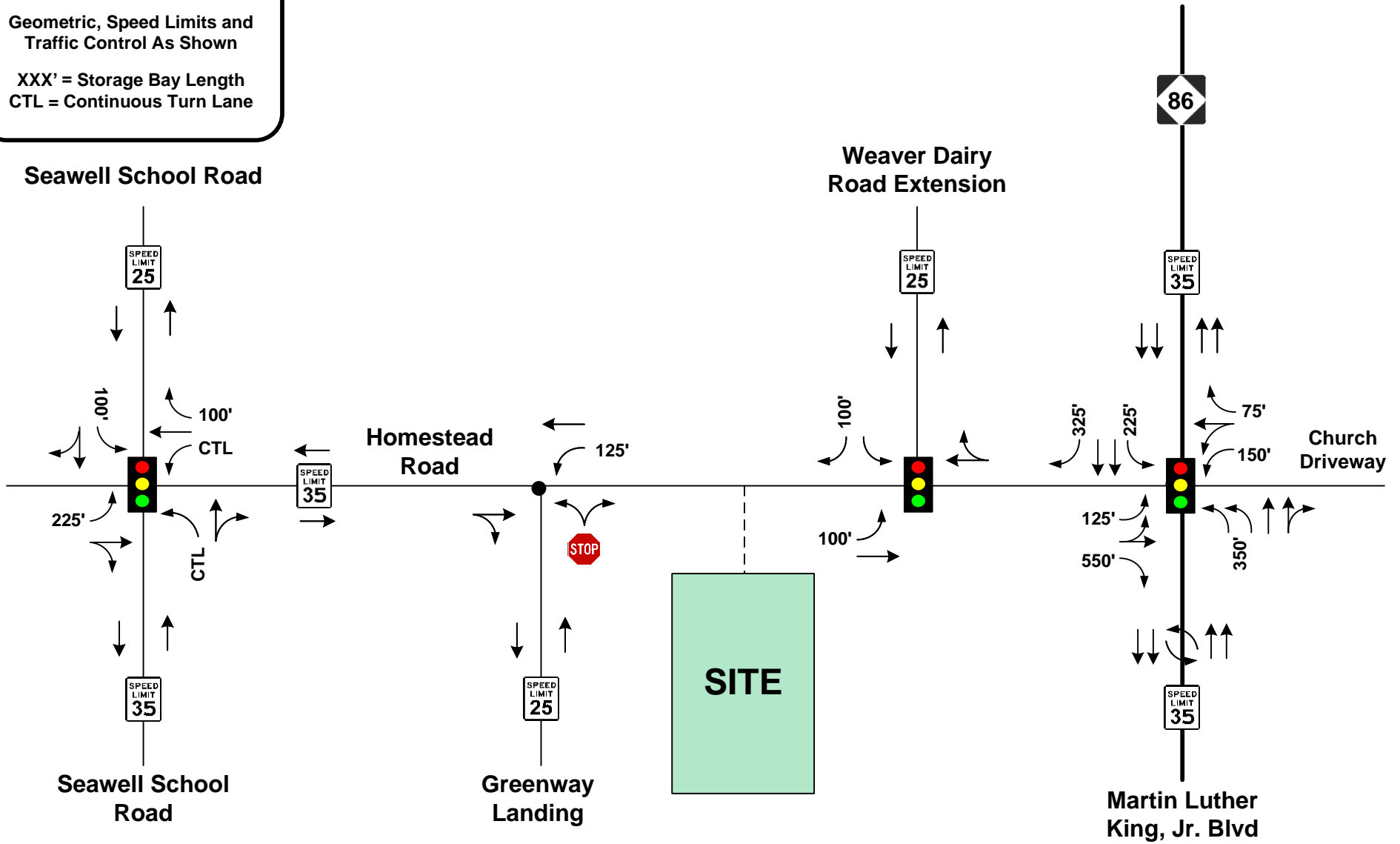
FIGURE 1



LEGEND

Geometric, Speed Limits and Traffic Control As Shown

XXX' = Storage Bay Length
CTL = Continuous Turn Lane



NOT TO SCALE

**2217 Homestead Townhomes
Transportation Impact Analysis**

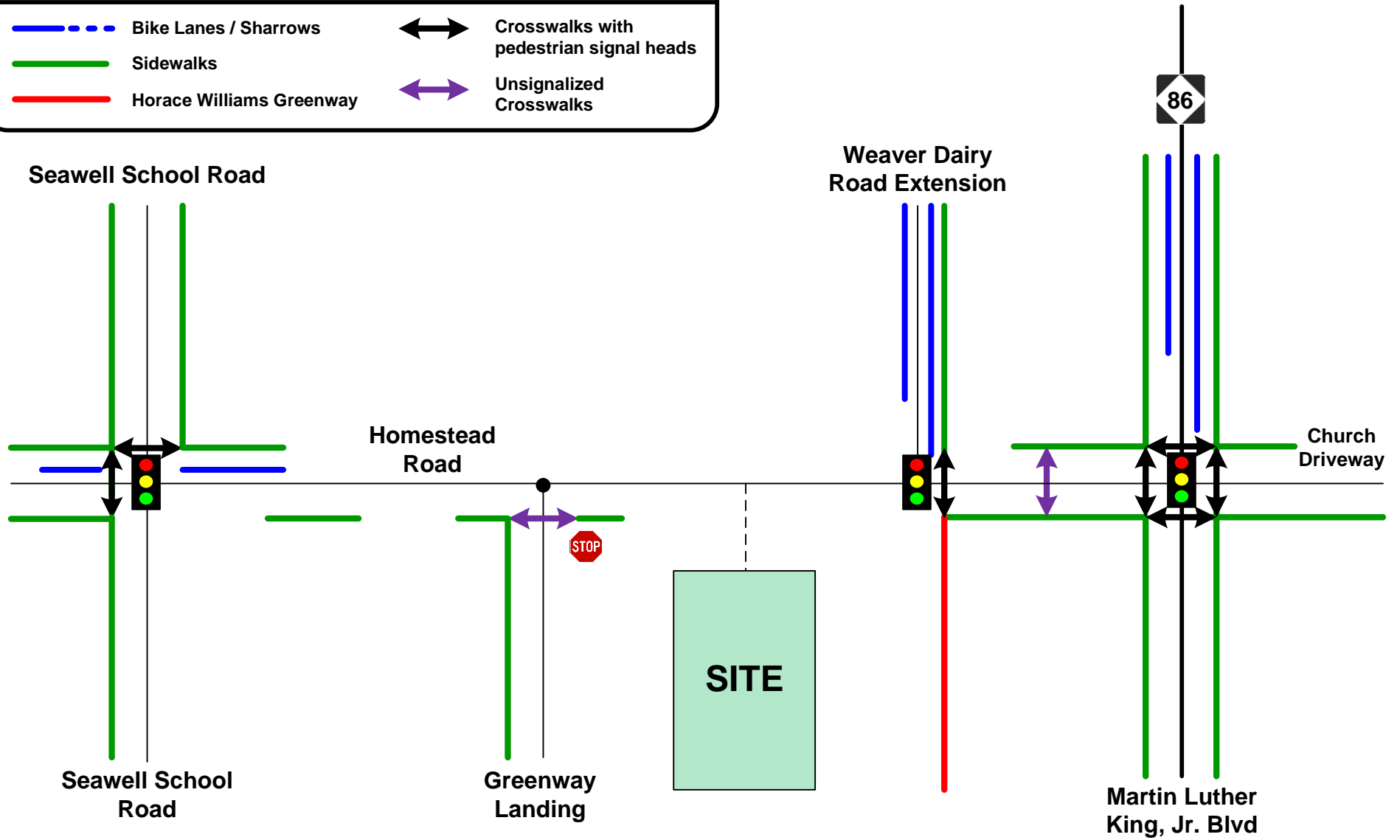
EXISTING INTERSECTION LANEAGE AND GEOMETRICS

DATE: January 2023

FIGURE 3

LEGEND

- Bike Lanes / Sharrows
- Sidewalks
- Horace Williams Greenway
- Crosswalks with pedestrian signal heads
- Unsignalized Crosswalks



HNTB



NOT TO SCALE







**2217 Homestead Townhomes
Transportation Impact Analysis**

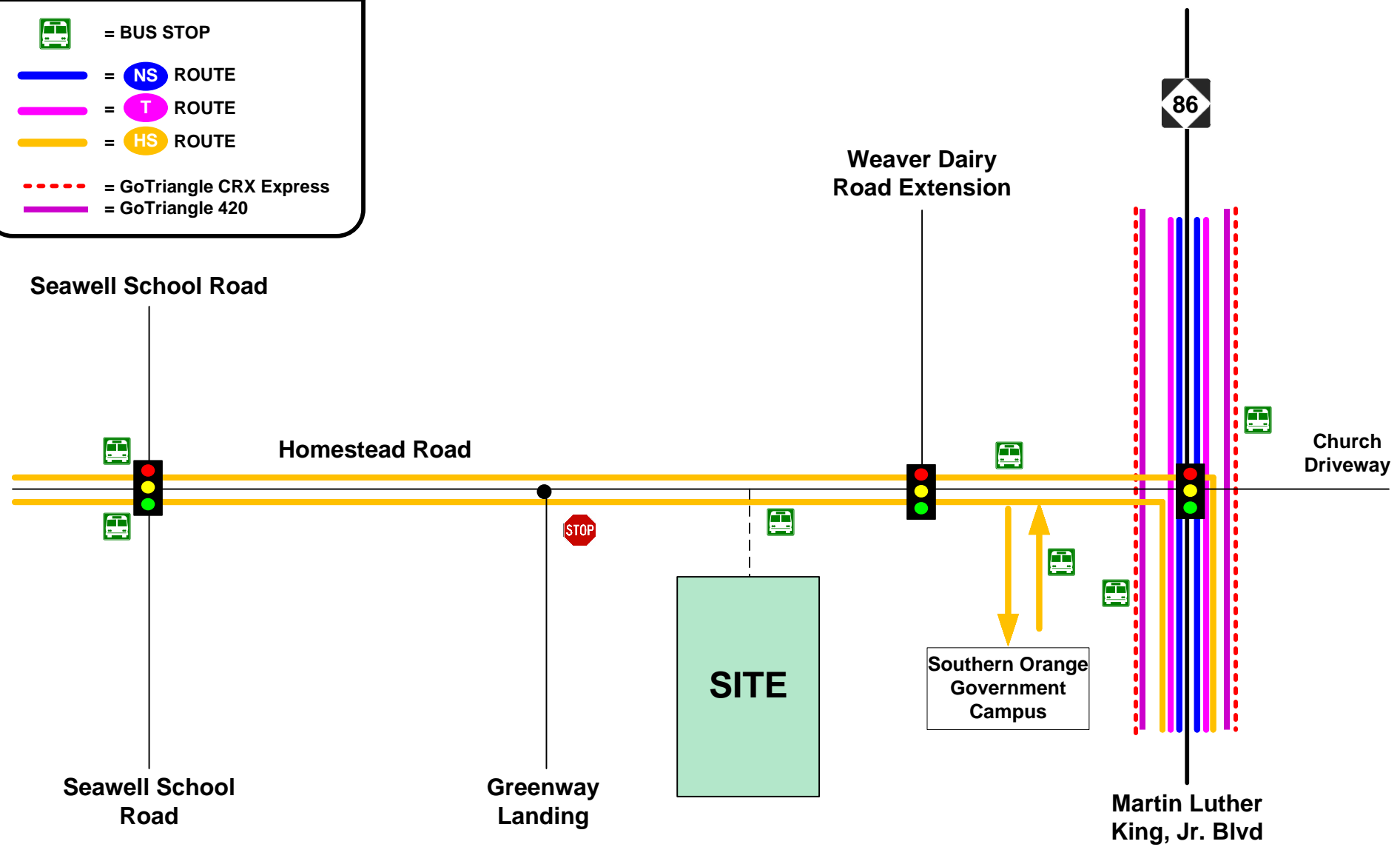
STUDY AREA PEDESTRIAN AND BICYCLE FACILITIES

DATE: January 2023

FIGURE 4

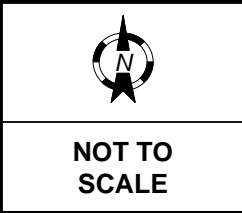
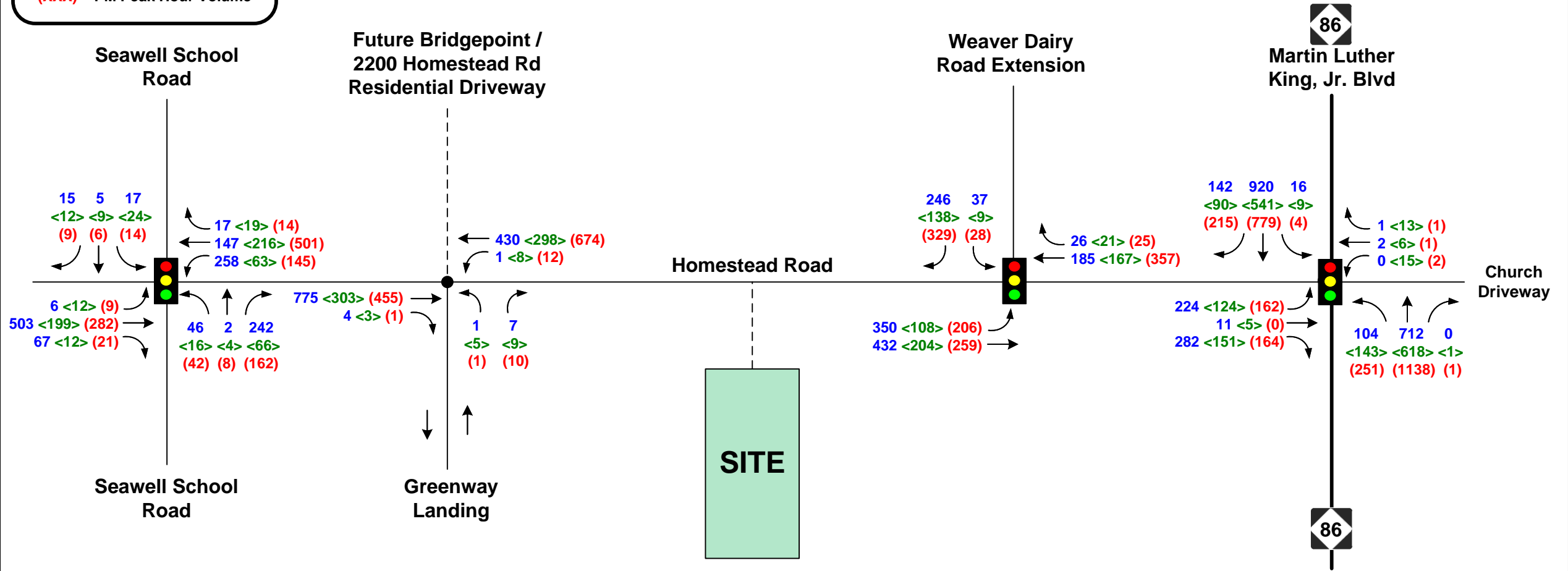
LEGEND

-  = BUS STOP
-  = NS ROUTE
-  = T ROUTE
-  = HS ROUTE
-  = GoTriangle CRX Express
-  = GoTriangle 420



LEGEND

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



**2217 Homestead Townhomes
Transportation Impact Analysis**

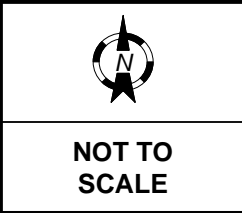
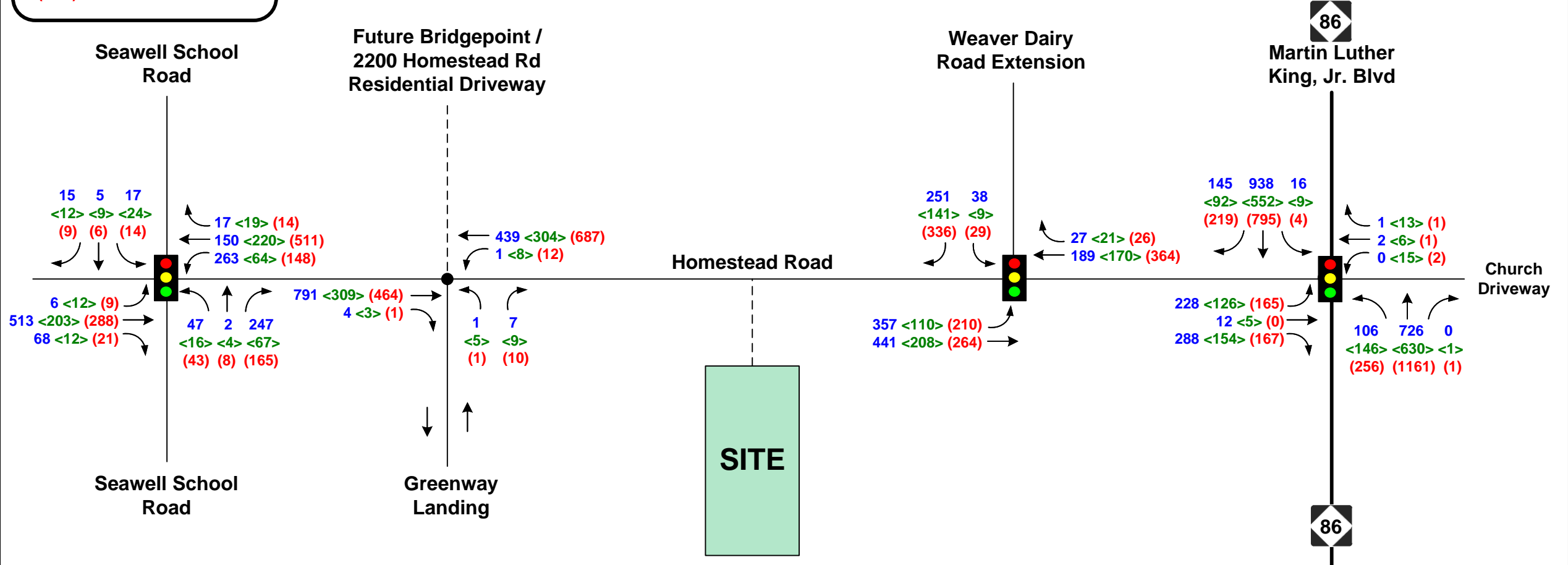
2022 EXISTING YEAR – FACTORED PEAK HOUR TRAFFIC VOLUMES

DATE: January 2023

FIGURE 6

LEGEND

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

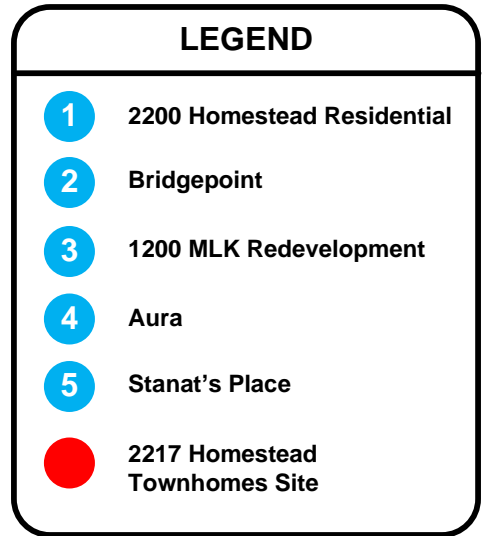
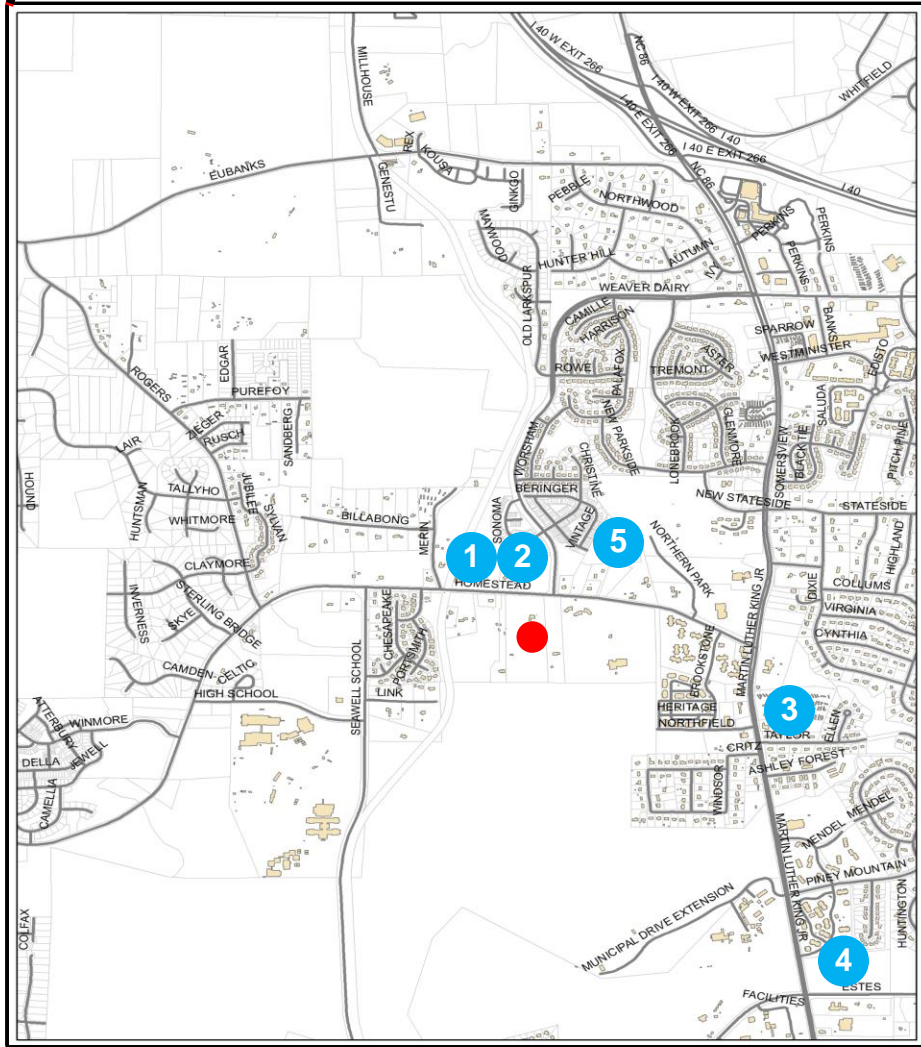
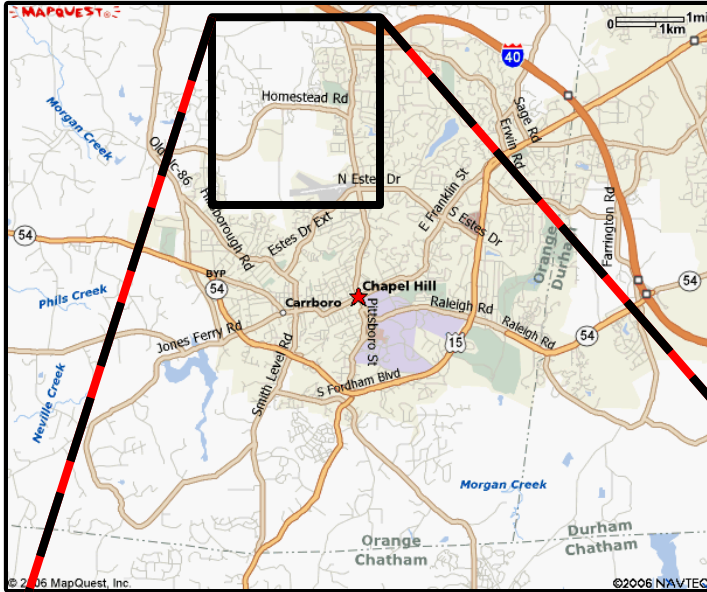


**2217 Homestead Townhomes
Transportation Impact Analysis**

2026 AMBIENT GROWTH PEAK HOUR TRAFFIC VOLUMES

DATE: January 2023

FIGURE 7



2217 Homestead Townhomes Transportation Impact Analysis

DATE: January 2023

BACKGROUND DEVELOPMENT LOCATIONS

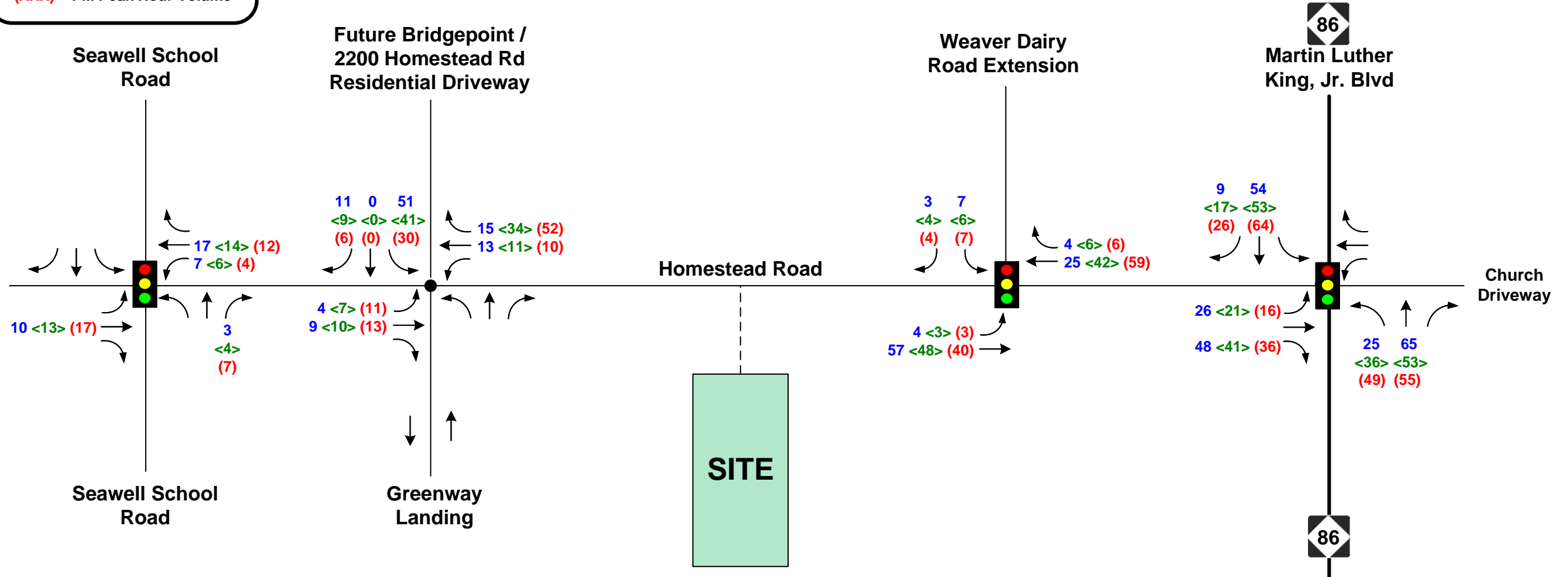
FIGURE 8

LEGEND

XXX = AM Peak Hour Volume

<XXX> = Noon Peak Hour Volume

(XXX) = PM Peak Hour Volume



NOT TO SCALE

**2217 Homestead Townhomes
Transportation Impact Analysis**

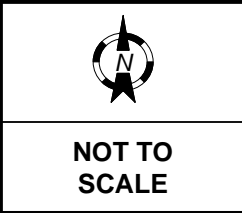
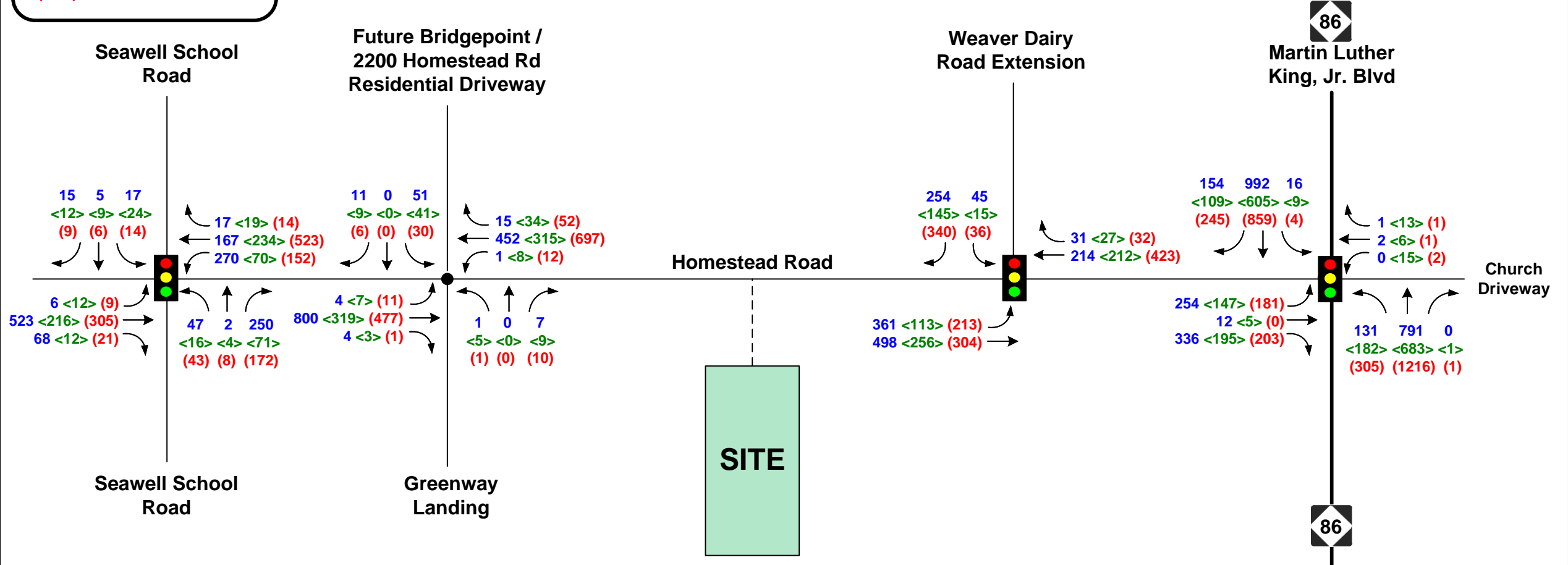
2026 TOTAL BACKGROUND GENERATORS – PEAK HOUR TRAFFIC VOLUMES

DATE: January 2023

FIGURE 9

LEGEND

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



**2217 Homestead Townhomes
Transportation Impact Analysis**

2026 PEAK HOUR TRAFFIC VOLUMES – WITHOUT SITE

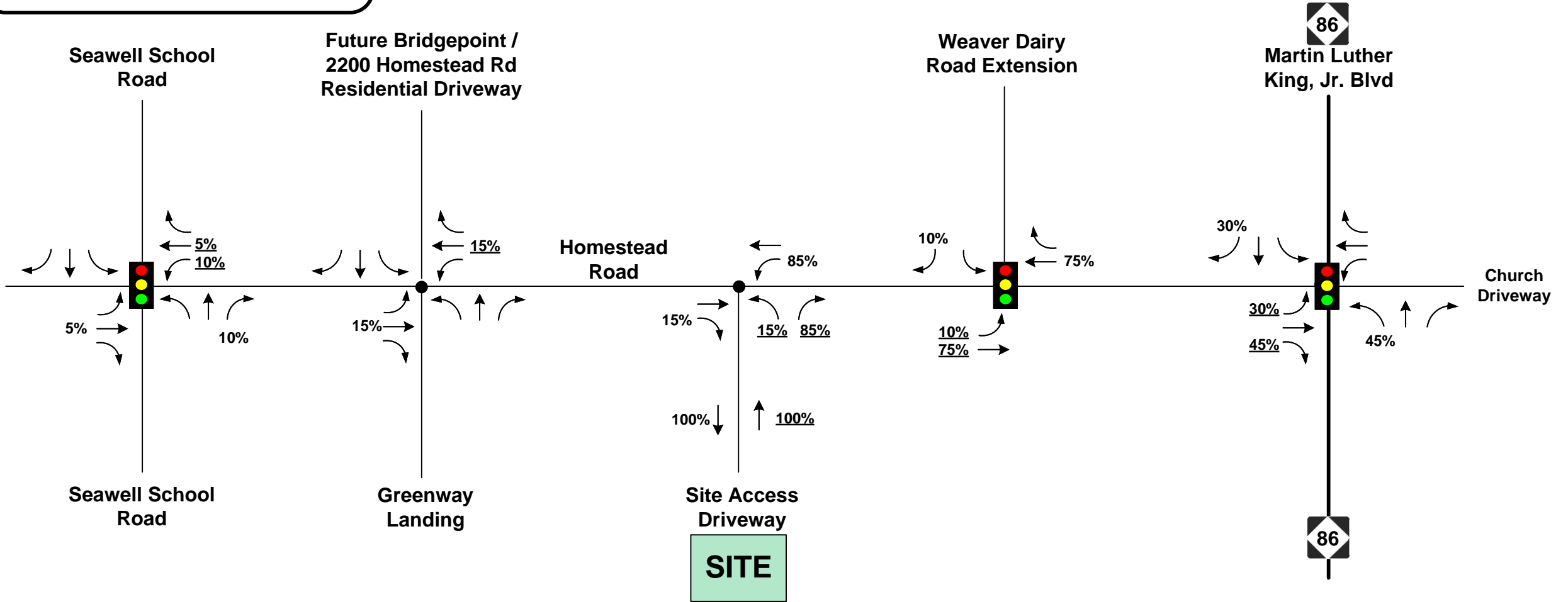
DATE: January 2023

FIGURE 10

LEGEND

XX% = Site Trip Distribution Percentage Entering

XX% = Site Trip Distribution Percentage Exiting



NOT TO SCALE

**2217 Homestead Townhomes
Transportation Impact Analysis**

2026 SITE TRIP DISTRIBUTION PERCENTAGES

DATE: January 2023

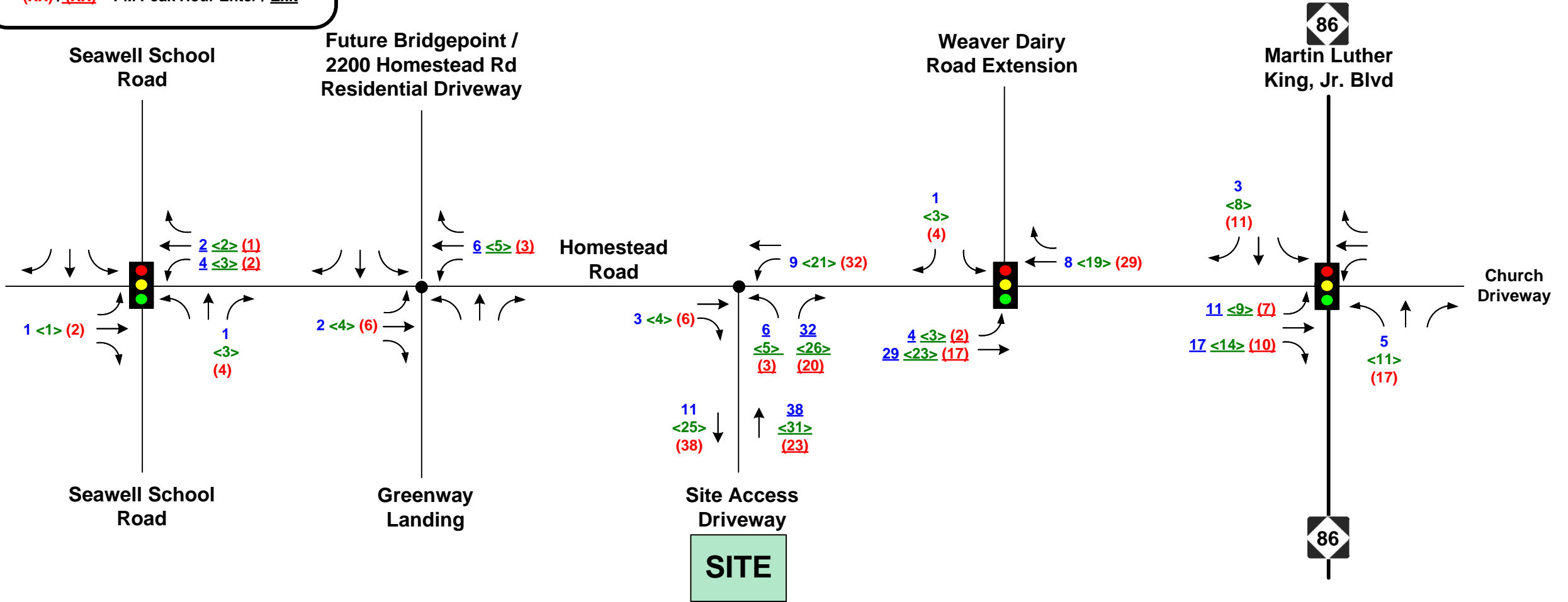
FIGURE 11

LEGEND

XX / XX = AM Peak Hour Enter / Exit

<XX> / <XX> = Noon Peak Hour Enter / Exit

(XX) / (XX) = PM Peak Hour Enter / Exit



NOT TO SCALE

**2217 Homestead Townhomes
Transportation Impact Analysis**

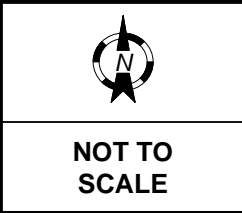
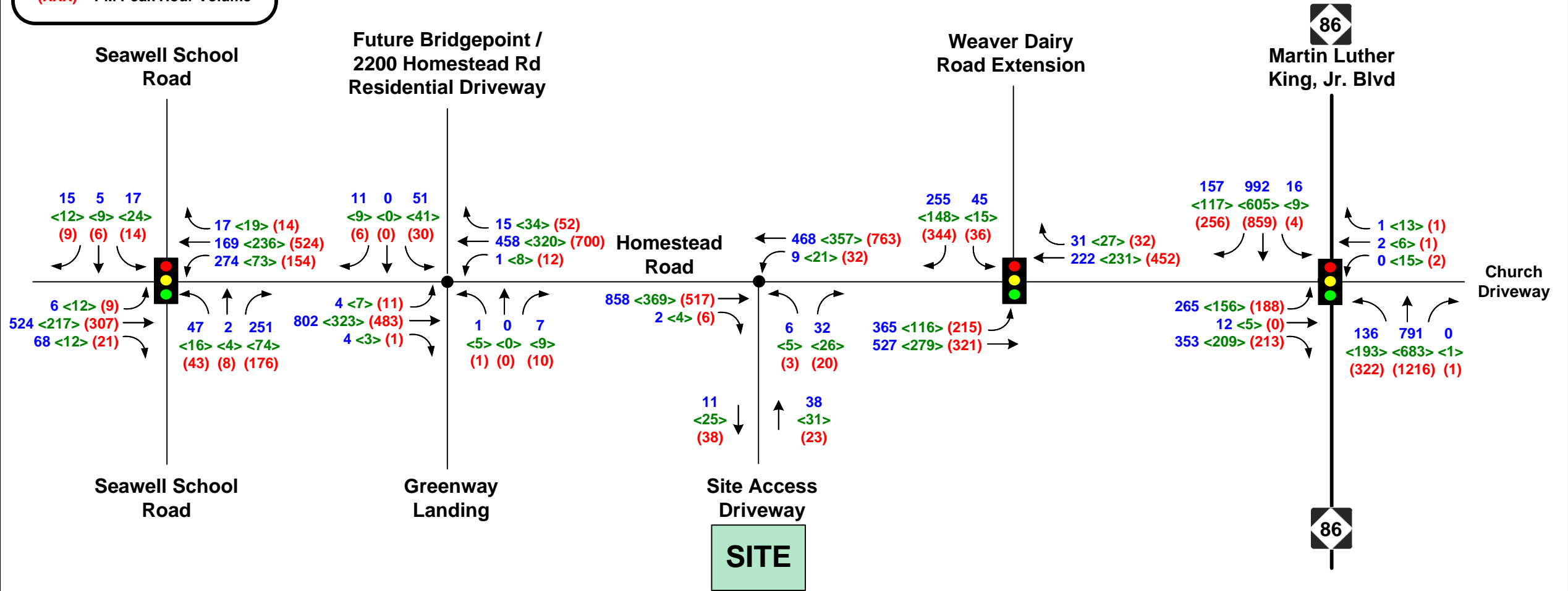
2026 PEAK HOUR SITE TRAFFIC ASSIGNMENT

DATE: January 2023

FIGURE 12

LEGEND

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



**2217 Homestead Townhomes
Transportation Impact Analysis**

2026 PEAK HOUR TRAFFIC VOLUMES – WITH SITE

DATE: January 2023

FIGURE 13

LEGEND

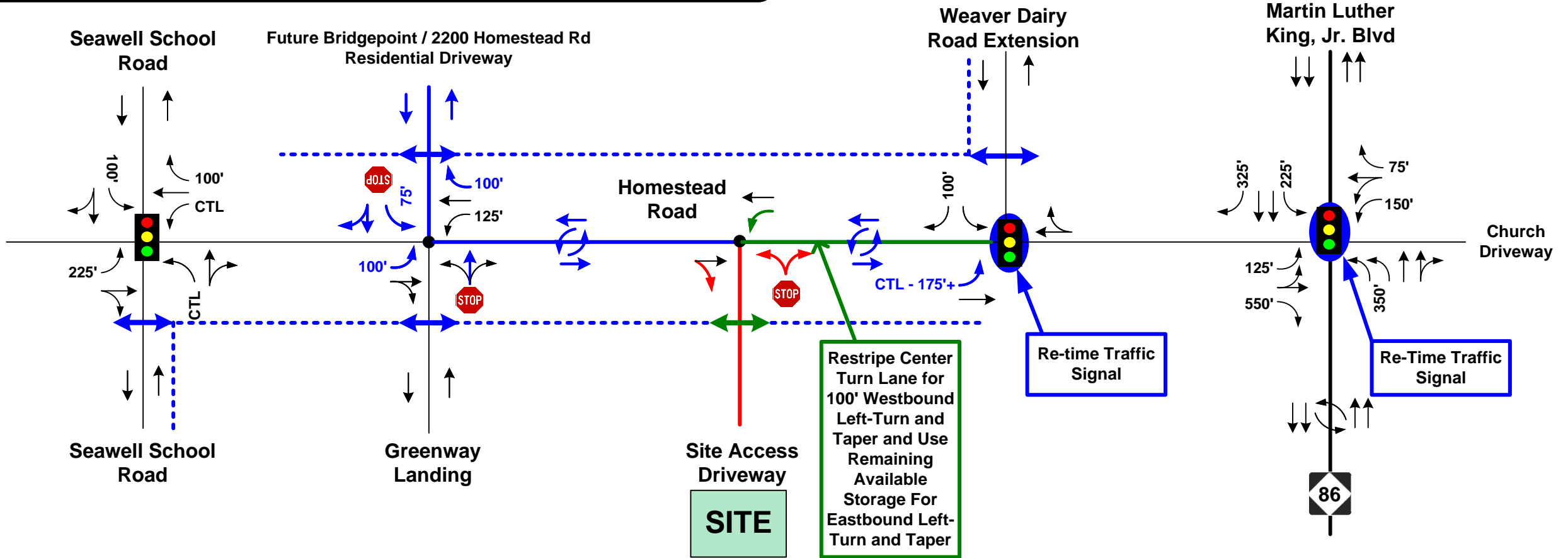
 = TOWN / DEVELOPER BACKGROUND COMMITTED IMPROVEMENT

 = NECESSARY IMPROVEMENT

 = APPLICANT COMMITTED IMPROVEMENT

 = NEW CROSS-WALK / PEDESTRIAN SIGNAL

 = PEDESTRIAN / BICYCLE IMPROVEMENTS



HNTB



NOT TO SCALE

**2217 Homestead Townhomes
Transportation Impact Analysis**

COMMITTED AND RECOMMENDED IMPROVEMENTS

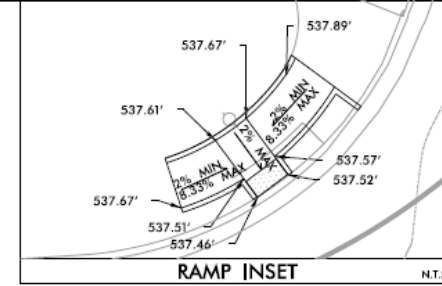
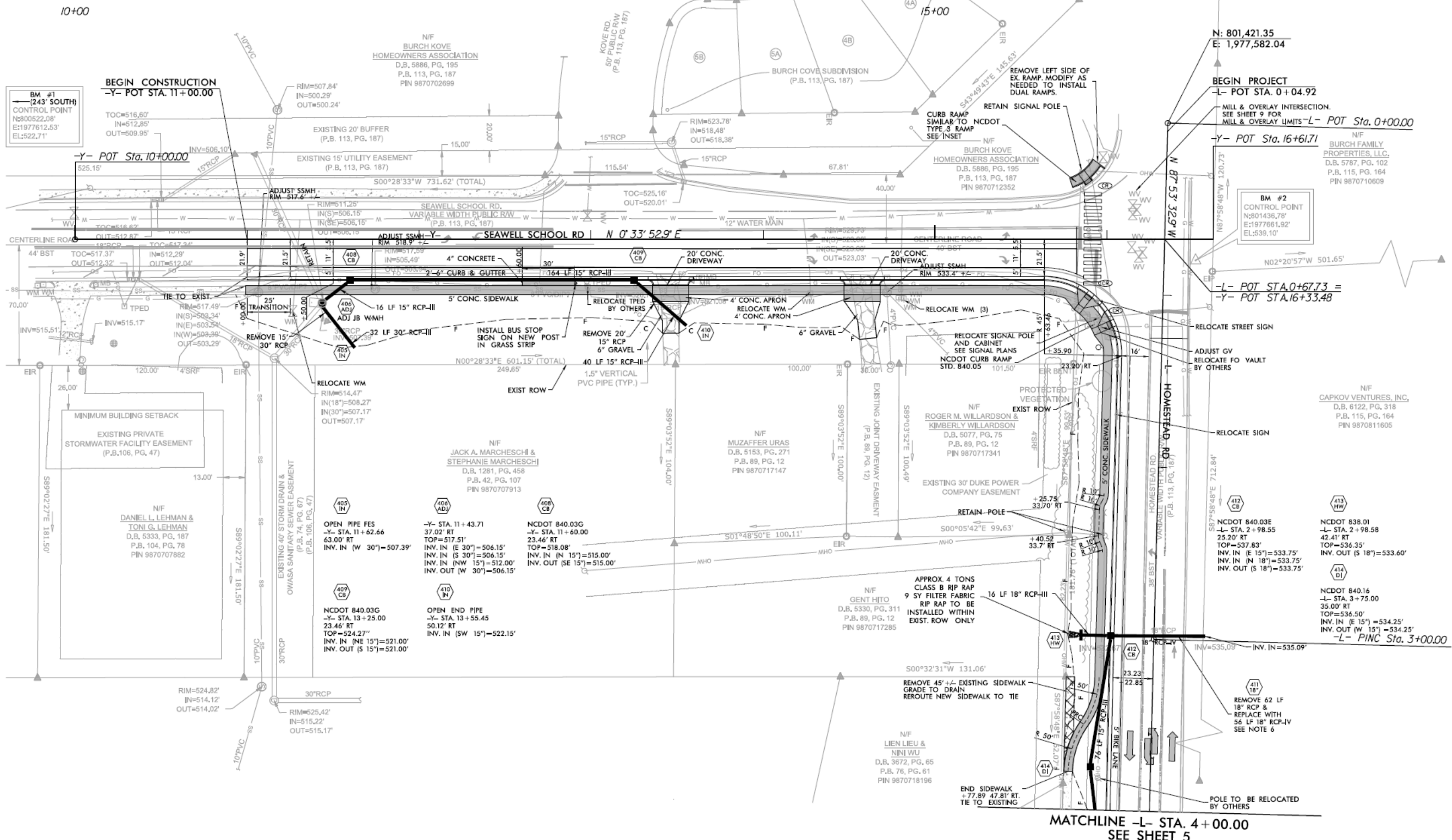
DATE: January 2023

FIGURE 14



Appendix B – Town of Chapel Hill - Homestead Road Improvement Project Plans

- NOTES:
1. ALL DIMENSION CALLOUTS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE SPECIFIED.
 2. CONTRACTOR TO RELOCATE ALL MAILBOXES WITHIN CONSTRUCTION LIMITS TO INSIDE PROPOSED GRASS STRIP.
 3. SEE APPROVED SIGNAL PLANS FOR SIGNAL MODIFICATION.
 4. CONSTRUCT DRIVEWAY TIES WITH 6" GRAVEL IN KIND ON SEAWELL SCHOOL ROAD.
 5. WATER METER RELOCATION SHALL BE COORDINATED WITH OWASA. SEE SHEET 1A FOR CONTACT INFO.
 6. ALL MANHOLE RIM ADJUSTMENTS MUST BE PERFORMED BY A LICENSED CONTRACTOR
 7. CONTRACTOR TO REMOVE /REPLACE CROSS PIPE UNDER HOMESTEAD ROAD AND PLACE AT THE PROPOSED INVERTS SHOWN. MAINTAIN TWO-WAY TRAFFIC UNDER FLAGGER CONTROL DURING CONSTRUCTION. PATCH EXISTING PAVEMENT PER NCDOT STD 654.01. (11 INCHES B25.0B AND 2 INCHES S9.5B)



ROADWAY DESIGN ENGINEER

 SEAL 043171
 LUCAS S. HELMS

HYDRAULICS ENGINEER

 SEAL 20744
 DAVID L. SMITH

NO.	DESCRIPTION	DATE

SCALES
 H-SCALE - 1" = 30'
 V-SCALE - N/A
 DATE: 07/15/19
 DESIGNED BY: KMW
 CHECKED BY: LSH

RAMEY KEMP ASSOCIATES
 TRANSPORTATION ENGINEERS
 5806 Farthingdon Place
 Suite 100
 Raleigh, North Carolina 27609
 Phone: (919) 872-5115
 Fax: (919) 878-5416
 www.rameykemp.com
 NC License No. C-0910

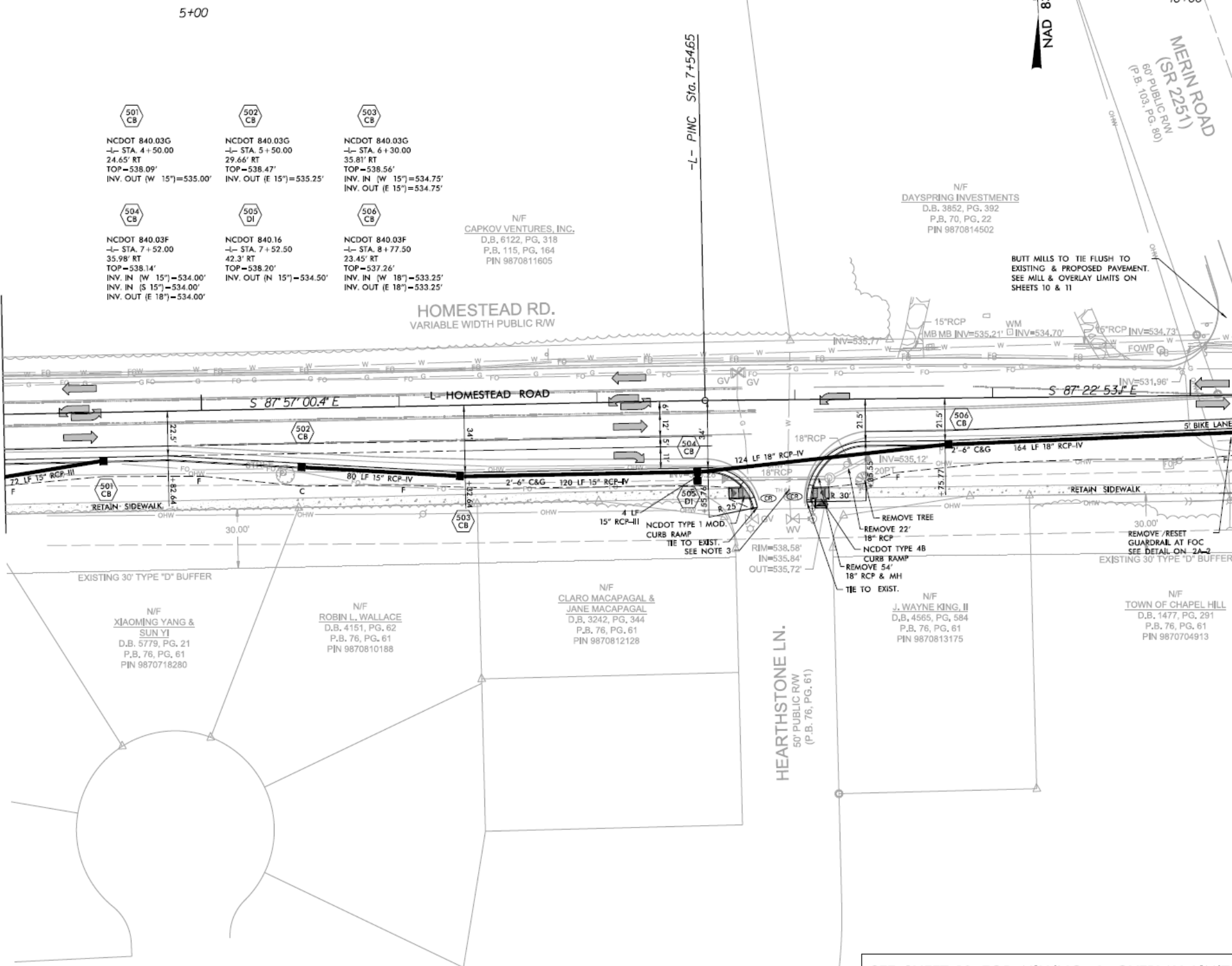
SEE SHEET 9 FOR MILLING & OVERLAY LIMITS

User: lsh@lms

- NOTES: 1. ALL DIMENSION CALLOUTS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE SPECIFIED.
 2. CONTRACTOR TO RELOCATE ALL MAILBOXES WITHIN CONSTRUCTION LIMITS TO INSIDE GRASS STRIP.
 3. CONTRACTOR TO LOCATE AND VERIFY DEPTH OF WATERLINE PRIOR TO INSTALLING STORM DRAINAGE. WATER LINE SHOULD BE RELOCATED IF CONFLICT IS FOUND USING 45 DEGREE JOINTS TO MAINTAIN PROPER CLEARANCE BETWEEN WATERLINE AND STORM DRAINAGE PIPE.

MATCHLINE -L- STA. 4 + 00.00
SEE SHEET 4

MATCHLINE -L- STA. 10 + 25.00
SEE SHEET 6



SEE SHEET 10 FOR MILLING & OVERLAY LIMITS



Town of Chapel Hill
ENGINEERING AND DESIGN SERVICES
U-4726IK - HOMESTEAD ROAD IMPROVEMENTS
PLAN SHEET

ROADWAY DESIGN ENGINEER



HYDRAULICS ENGINEER



NO.	DATE	DESCRIPTION

SCALES

H-SCALE - 1" = 30'

V-SCALE - N/A

DATE: 07/15/19

DESIGNED BY: KMW

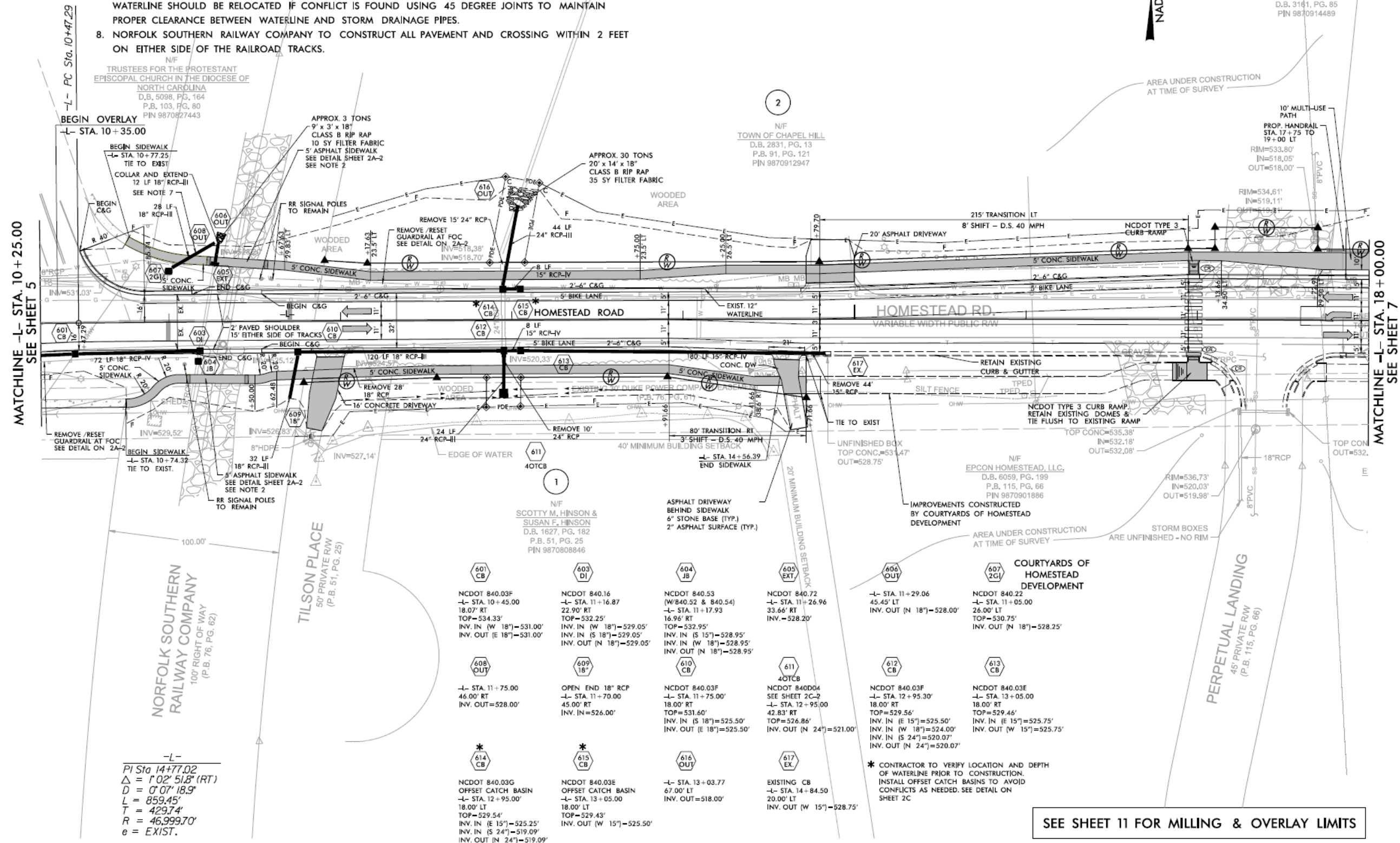
CHECKED BY: LSH



5808 Faringdon Place
Suite 100
Raleigh, North Carolina 27609
Phone: (919) 872-6115
Fax: (919) 878-5416
www.rameykemp.com
NC License No. C-0910

- NOTES: 1. ALL DIMENSION CALLOUTS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE SPECIFIED.
 2. ALL CONCRETE SIDEWALKS WITHIN NORFOLK SOUTHERN RAILWAY COMPANY'S RIGHT-OF-WAY SHALL BE 8" THICK WITH #4 WIRE. SEE DETAIL ON SHEET 2A-2 FOR FURTHER DETAIL.
 3. CONTRACTOR TO COORDINATE WITH NORFOLK SOUTHERN RAILWAY COMPANY FOR WORK COMPLETED WITHIN THE RAILROAD RIGHT-OF-WAY. SEE DETAIL ON SHEET 2A-2 FOR CROSSING AT TRACKS. SEE SHEET 2D FOR FURTHER DETAILS.
 4. CONTRACTOR TO COORDINATE WITH NORFOLK SOUTHERN RAILWAY COMPANY'S SIGNALS DEPARTMENT FOR PROTECTION OF THE CROSSING GATE AND FLASHER IMPACTED BY THE PROPOSED CONSTRUCTION.
 5. CONTRACTOR TO COORDINATE WITH NORFOLK SOUTHERN RAILWAY COMPANY TO MARK AND/OR PROTECT ANY RAILROAD FACILITIES IN THE FIELD PRIOR TO AND DURING CONSTRUCTION.
 6. ANY ACTIVITY WITHIN NORFOLK SOUTHERN RAILWAY COMPANY'S RIGHT-OF-WAY REQUIRES A CONTRACTOR RIGHT-OF-ENTRY PERMIT ISSUED BY NORFOLK SOUTHERN RAILWAY COMPANY.
 7. CONTRACTOR TO LOCATE AND VERIFY DEPTH OF WATERLINE PRIOR TO INSTALLING STORM DRAINAGE. WATERLINE SHOULD BE RELOCATED IF CONFLICT IS FOUND USING 45 DEGREE JOINTS TO MAINTAIN PROPER CLEARANCE BETWEEN WATERLINE AND STORM DRAINAGE PIPES.
 8. NORFOLK SOUTHERN RAILWAY COMPANY TO CONSTRUCT ALL PAVEMENT AND CROSSING WITHIN 2 FEET ON EITHER SIDE OF THE RAILROAD TRACKS.

TEMPORARY AND PERMANENT EASEMENT AREAS				
PARCEL NO.	PROPERTY OWNER'S NAME	TEMP. CONSTRUCTION EASEMENT	PERMANENT DRAINAGE EASEMENT	PERMANENT ROW
1	SCOTTY M. HINSON & SUSAN F. HINSON	4,997.07 SQ. FT.	341.17 SQ. FT.	1,692.90 SQ. FT.
2	TOWN OF CHAPEL HILL	11,220.86 SQ. FT.	981.52 SQ. FT.	4,276.11 SQ. FT.
3	DONALD F. FRALEY, SR. & DEBROAH H. FRALEY	4,662.08 SQ. FT.	730.61 SQ. FT.	2,524.57 SQ. FT.



MATCHLINE -L- STA. 10 + 25.00
SEE SHEET 5

MATCHLINE -L- STA. 18 + 00.00
SEE SHEET 7

N/F TRUSTEES FOR THE PROTESTANT EPISCOPAL CHURCH IN THE DIOCESE OF NORTH CAROLINA
D.B. 5098, PG. 164
P.B. 103, PG. 80
PIN 9870827443

N/F TOWN OF CHAPEL HILL
D.B. 2831, PG. 13
P.B. 91, PG. 121
PIN 9870912947

N/F SCOTTY M. HINSON & SUSAN F. HINSON
D.B. 1627, PG. 182
P.B. 51, PG. 25
PIN 9870808846

N/F EPCON HOMESTEAD, LLC.
D.B. 6059, PG. 199
P.B. 115, PG. 66
PIN 9870901886

N/F DONALD F. FRALEY, SR. & DEBROAH H. FRALEY
D.B. 3161, PG. 85
PIN 9870914489

-L-
PI Sta 14+77.02
 $\Delta = 1'02" 51.8" (RT)$
 $D = 0'07" 18.9"$
 $L = 859.45'$
 $T = 429.74'$
 $R = 46,999.70'$
e = EXIST.

* CONTRACTOR TO VERIFY LOCATION AND DEPTH OF WATERLINE PRIOR TO CONSTRUCTION. INSTALL OFFSET CATCH BASINS TO AVOID CONFLICTS AS NEEDED. SEE DETAIL ON SHEET 2C

SEE SHEET 11 FOR MILLING & OVERLAY LIMITS

SHEET NO. 6

Chapel Hill ENGINEERING AND DESIGN SERVICES

U-4726IK - HOMESTEAD ROAD IMPROVEMENTS

PLAN SHEET

ROADWAY DESIGN ENGINEER

HYDRAULICS ENGINEER

REVISIONS

SCALES

H-SCALE - 1" = 30'

V-SCALE - N/A

DATE: 07/15/19

DESIGNED BY: KMW

CHECKED BY: LSH

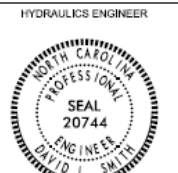
RAMEY KEMP ASSOCIATES
TRANSPORTATION ENGINEERS

5806 Farlington Place
Suite 100
Raleigh, North Carolina 27609
Phone: (919) 872-6115
Fax: (919) 876-5416
www.rameykemp.com
NC License No. C-0910

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



Town of Chapel Hill
ENGINEERING AND DESIGN SERVICES
U-4726IK - HOMESTEAD ROAD IMPROVEMENTS
PLAN SHEET



REVISIONS

NO.	DESCRIPTION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SCALES

H-SCALE - 1" = 30'

V-SCALE - N/A

DATE: 07/15/19

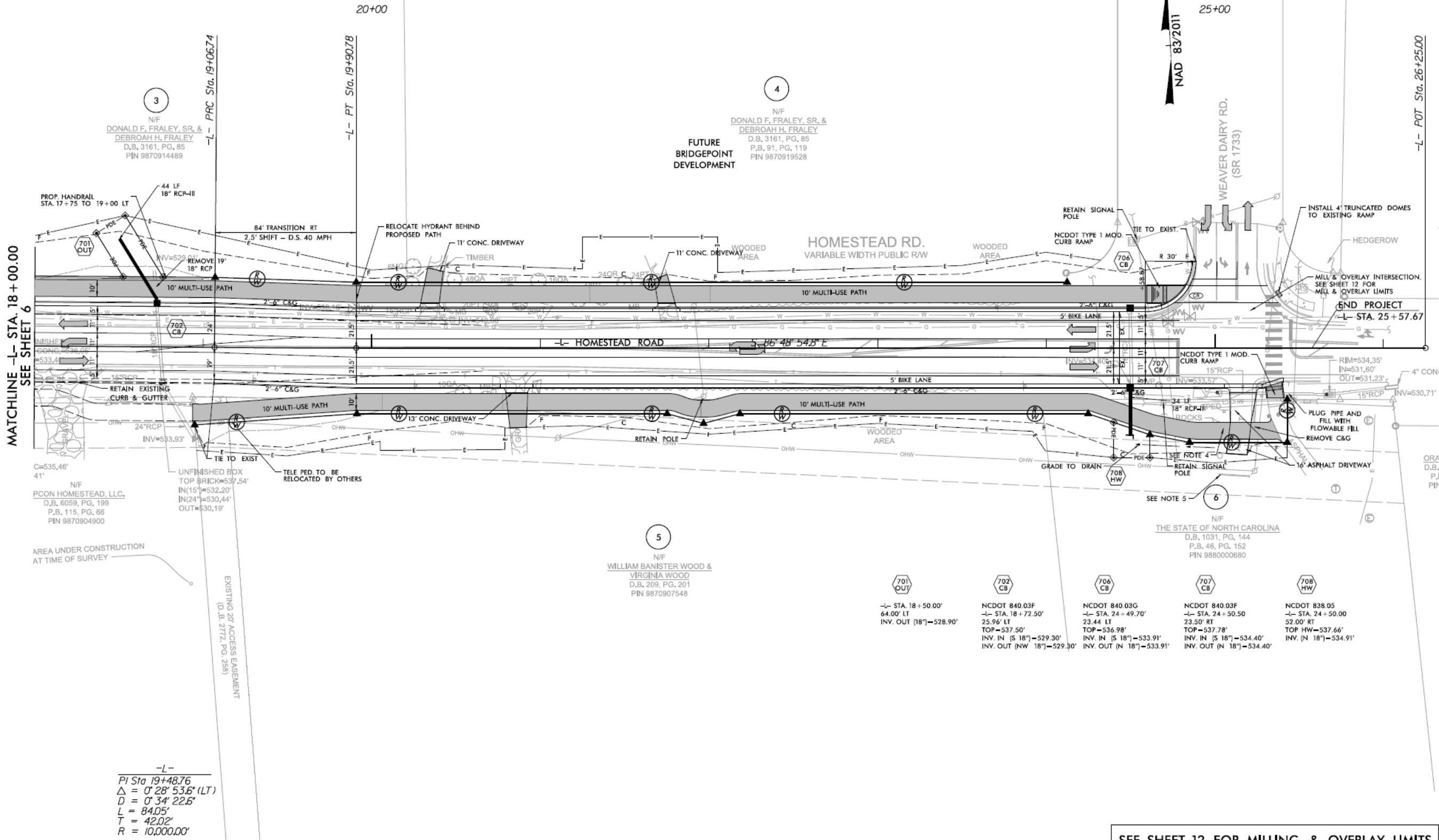
DESIGNED BY: KMW

CHECKED BY: LSH

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NC License No. C-0910

TEMPORARY AND PERMANENT EASEMENT AREAS				
PARCEL NO.	PROPERTY OWNER'S NAME	TEMP. CONSTRUCTION EASEMENT	PERMANENT DRAINAGE EASEMENT	PERMANENT ROW
3	DONALD F. FRALEY, SR. & DEBROAH H. FRALEY	4,641.56 SQ. FT.	730.61-SQ. FT.	2,524.57 SQ. FT.
4	DONALD F. FRALEY, SR. & DEBROAH H. FRALEY	5,365.55 SQ. FT.	-	3,730.65 SQ. FT.
5	WILLIAM BANISTER WOOD & VIRGINIA WOOD	6,404.22 SQ. FT.	-	4,800.78 SQ. FT.
6	THE STATE OF NORTH CAROLINA	1,850.13 SQ. FT.	369.86 SQ. FT.	2,792.60 SQ. FT.

- NOTES: 1. ALL DIMENSION CALLOUTS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE SPECIFIED.
2. CONTRACTOR TO REPLACE SIGNAL LOOPS IF DAMAGED DURING CONSTRUCTION.
3. CONTRACTOR TO CONTACT BILL LOWERY AT BILL.LOWERY@ENERGY.UNC.EDU PRIOR TO WORKING NEAR THE LANDFILL GAS LINE LOCATED AT STA. 24+75+/-
4. CONTRACTOR TO NOTIFY UNC'S JILL COLEMAN AT JCOLEMAN@FAC.UNC.EDU SO A UNC GROUNDS CREW CAN REMOVE THE LARGE STONES THAT LINE DRIVEWAY AT -L- STA. 25+10.
5. COORDINATE WITH TOWN WHEN CONSTRUCTING DRIVEWAY TO MAINTAIN ACCESS TO GREENWAY GATE.



MATCHLINE -L- STA. 18+00.00
SEE SHEET 6

-L- POT Sta. 26+25.00

-L-
PI Sta 19+48.76
 $\Delta = 0' 28' 53.6" (LT)$
 $D = 0' 34' 22.6"$
 $L = 84.05'$
 $T = 42.02'$
 $R = 10,000.00'$

SEE SHEET 12 FOR MILLING & OVERLAY LIMITS

US&C 10/10/18

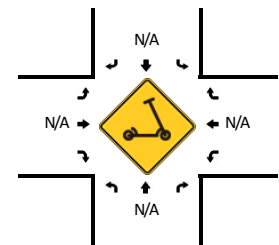
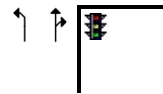
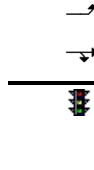
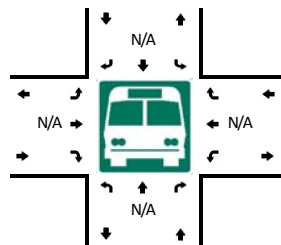
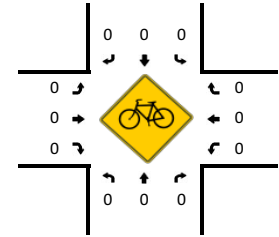
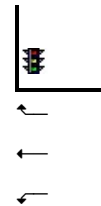
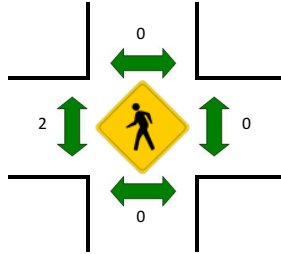
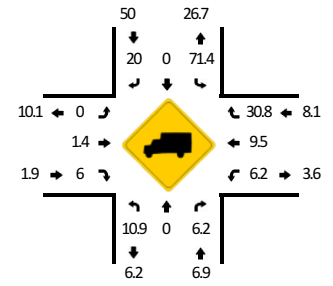
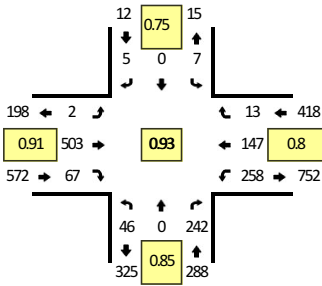


Appendix C – Traffic Count Data

LOCATION: Seawell School Rd -- Homestead Rd
CITY/STATE: Chapel Hill, NC

QC JOB #: 15176901
DATE: Tue, Feb 4 2020

Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM



15-Min Count Period Beginning At	Seawell School Rd (Northbound)				Seawell School Rd (Southbound)				Homestead Rd (Eastbound)				Homestead Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	7	1	3	0	0	0	0	0	2	60	3	0	22	29	4	0	131	
7:15 AM	5	0	16	0	1	0	0	0	0	98	9	0	47	32	4	0	212	
7:30 AM	13	0	52	0	1	0	1	0	0	132	16	0	91	34	5	0	345	
7:45 AM	15	0	70	0	2	0	0	0	2	132	24	0	45	34	3	0	327	1015
8:00 AM	6	0	57	0	2	0	2	0	0	127	13	0	65	39	2	0	313	1197
8:15 AM	12	0	63	0	2	0	2	0	0	112	14	0	57	40	3	0	305	1290
8:30 AM	10	0	33	0	3	0	0	0	0	125	19	0	60	54	2	0	306	1251
8:45 AM	10	0	49	0	1	0	1	0	1	107	12	0	50	64	4	0	299	1223

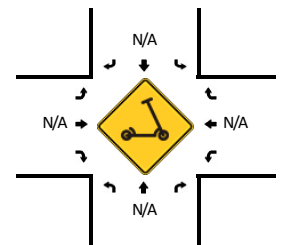
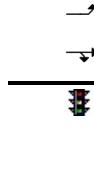
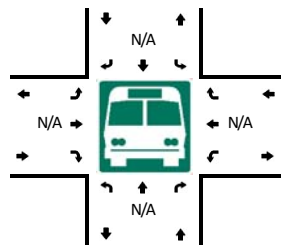
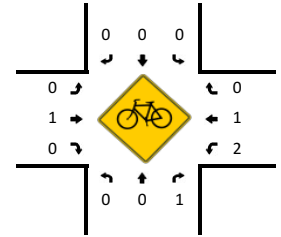
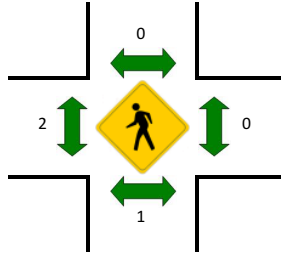
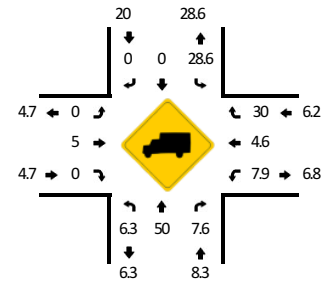
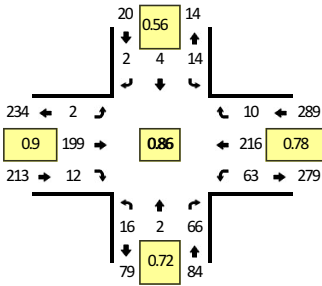
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	52	0	208	0	4	0	4	0	0	528	64	0	364	136	20	0	1380
Heavy Trucks	12	0	20		4	0	0		0	8	4		4	24	4		80
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scoters																	

Comments:

LOCATION: Seawell School Rd -- Homestead Rd
CITY/STATE: Chapel Hill, NC

QC JOB #: 15176902
DATE: Tue, Feb 4 2020

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



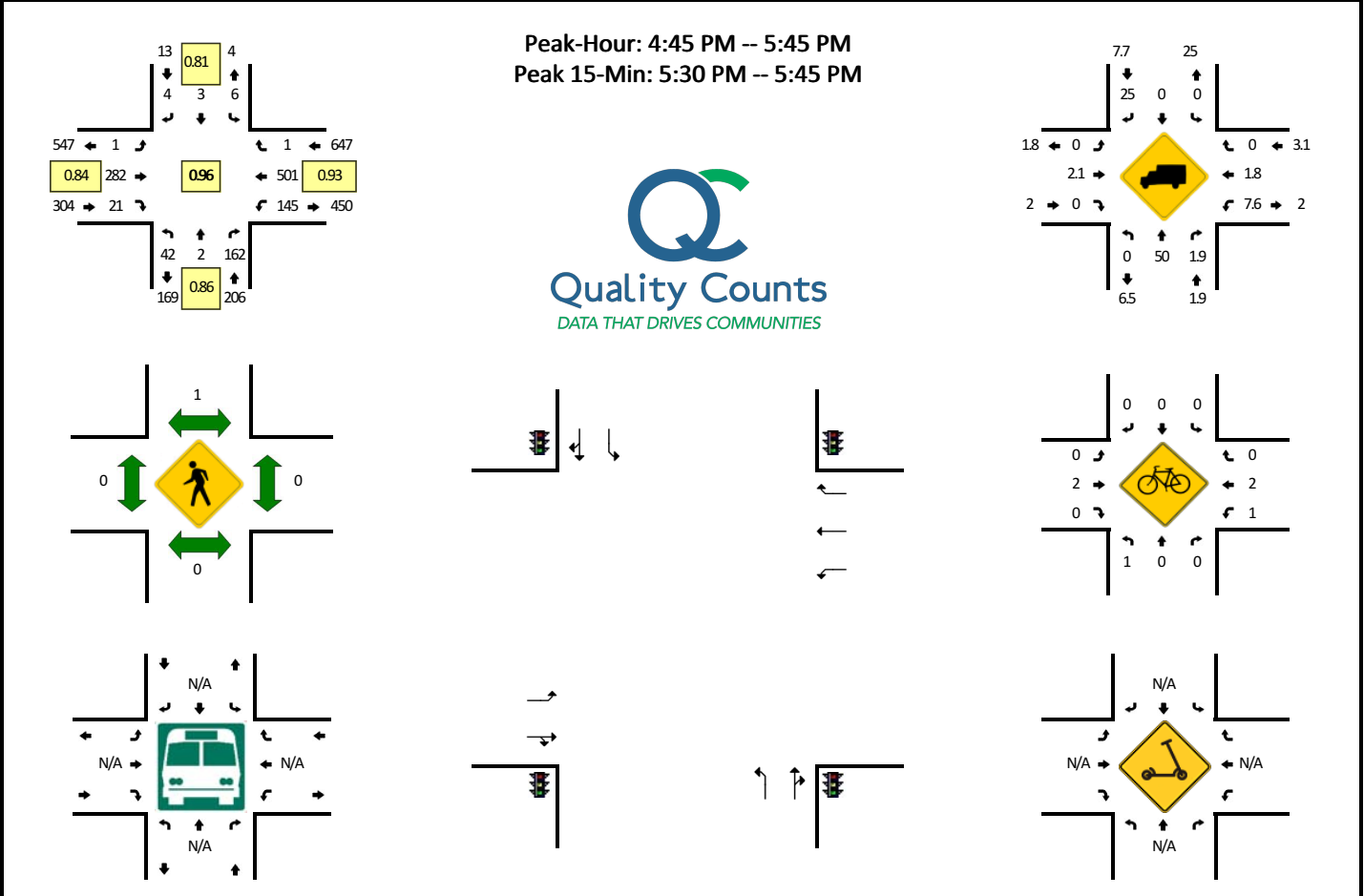
15-Min Count Period Beginning At	Seawell School Rd (Northbound)				Seawell School Rd (Southbound)				Homestead Rd (Eastbound)				Homestead Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	1	0	14	0	3	0	0	0	0	40	4	0	13	43	3	0	121	
11:15 AM	2	1	12	0	2	0	0	0	2	47	5	0	15	35	0	0	121	
11:30 AM	4	0	21	0	1	1	0	0	0	35	2	0	5	48	3	0	120	
11:45 AM	6	0	15	0	5	0	0	0	0	48	6	0	10	41	6	0	137	499
12:00 PM	3	1	16	0	6	2	1	0	1	53	1	0	12	78	3	0	177	555
12:15 PM	2	1	10	0	3	1	1	0	1	43	2	0	16	53	3	0	136	570
12:30 PM	4	0	25	0	4	1	0	0	0	47	6	0	14	34	3	0	138	588
12:45 PM	7	0	15	0	1	0	0	0	0	56	3	0	21	51	1	0	155	606

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	4	64	0	24	8	4	0	4	212	4	0	48	312	12	0	708
Heavy Trucks	0	4	0		0	0	0		0	16	0		0	8	0		28
Buses		4				0				0				0			4
Pedestrians		0				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		4	0	0		4
Scoters																	

Comments:

LOCATION: Seawell School Rd -- Homestead Rd
CITY/STATE: Chapel Hill, NC

QC JOB #: 15176903
DATE: Tue, Feb 4 2020

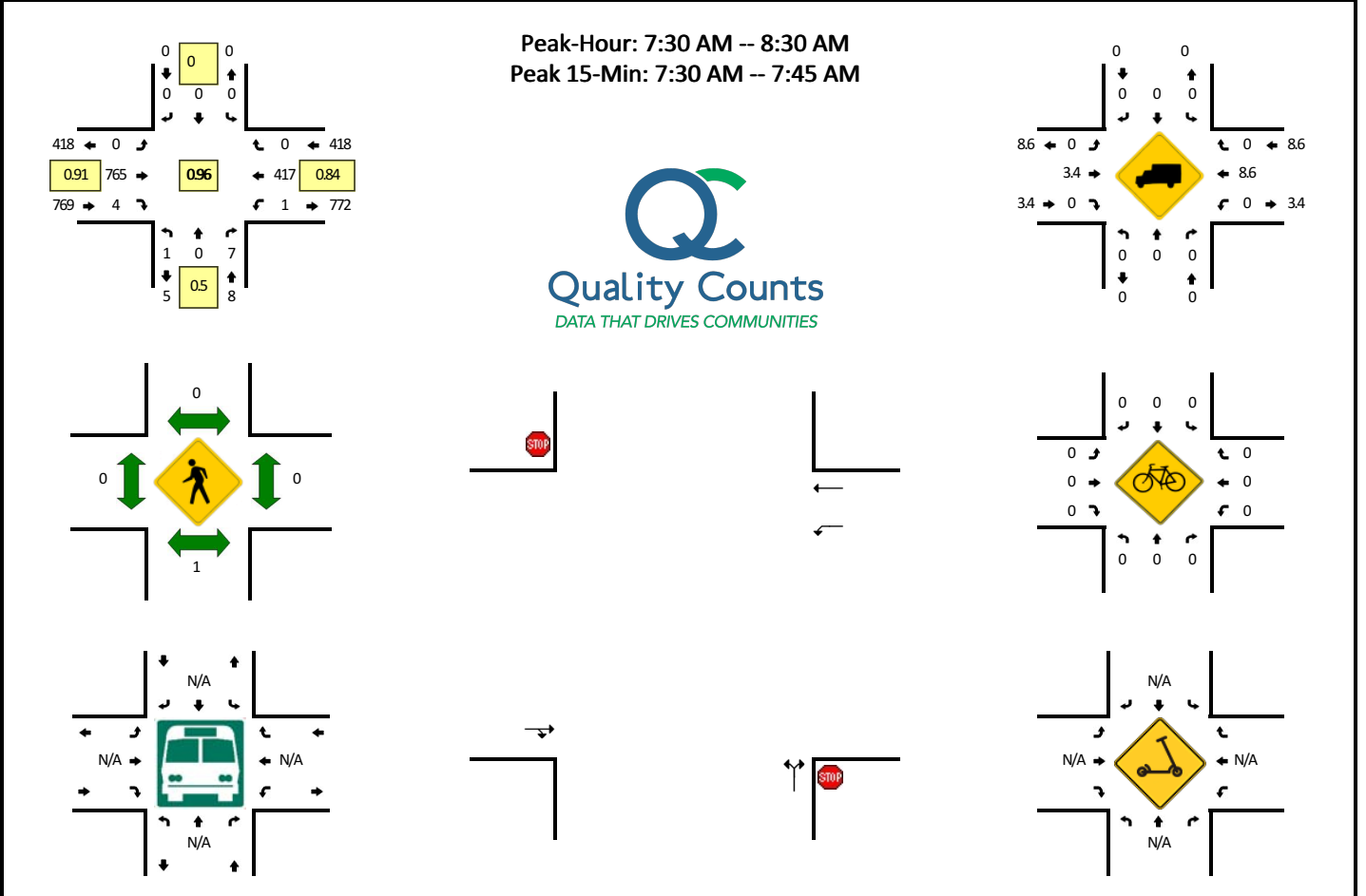


15-Min Count Period Beginning At	Seawell School Rd (Northbound)				Seawell School Rd (Southbound)				Homestead Rd (Eastbound)				Homestead Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	28	0	50	0	2	1	0	0	1	68	28	0	31	73	1	0	283	
4:15 PM	11	0	35	0	4	0	0	0	0	77	7	0	31	102	0	0	267	
4:30 PM	9	0	40	0	3	1	3	0	1	81	7	0	51	84	0	0	280	
4:45 PM	11	0	39	0	3	1	0	0	0	63	5	0	38	117	1	0	278	1108
5:00 PM	10	0	48	0	1	1	2	0	1	61	8	0	39	114	0	0	285	1110
5:15 PM	13	1	46	0	1	0	2	0	0	71	4	0	35	130	0	0	303	1146
5:30 PM	8	1	29	0	1	1	0	0	0	87	4	0	33	140	0	0	304	1170
5:45 PM	15	0	36	0	1	0	0	0	0	65	3	0	32	114	0	0	266	1158
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	32	4	116	0	4	4	0	0	0	348	16	0	132	560	0	0	1216	
Heavy Trucks	0	0	4		0	0	0		0	4	0		8	0	0		16	
Buses																		
Pedestrians		0				4				0				0			4	
Bicycles	4	0	0		0	0	0		0	0	0		4	4	0		12	
Scoters																		

Comments:

LOCATION: Greenway Lndg -- Homestead Rd
CITY/STATE: Chapel Hill, NC

QC JOB #: 15176907
DATE: Tue, Feb 4 2020

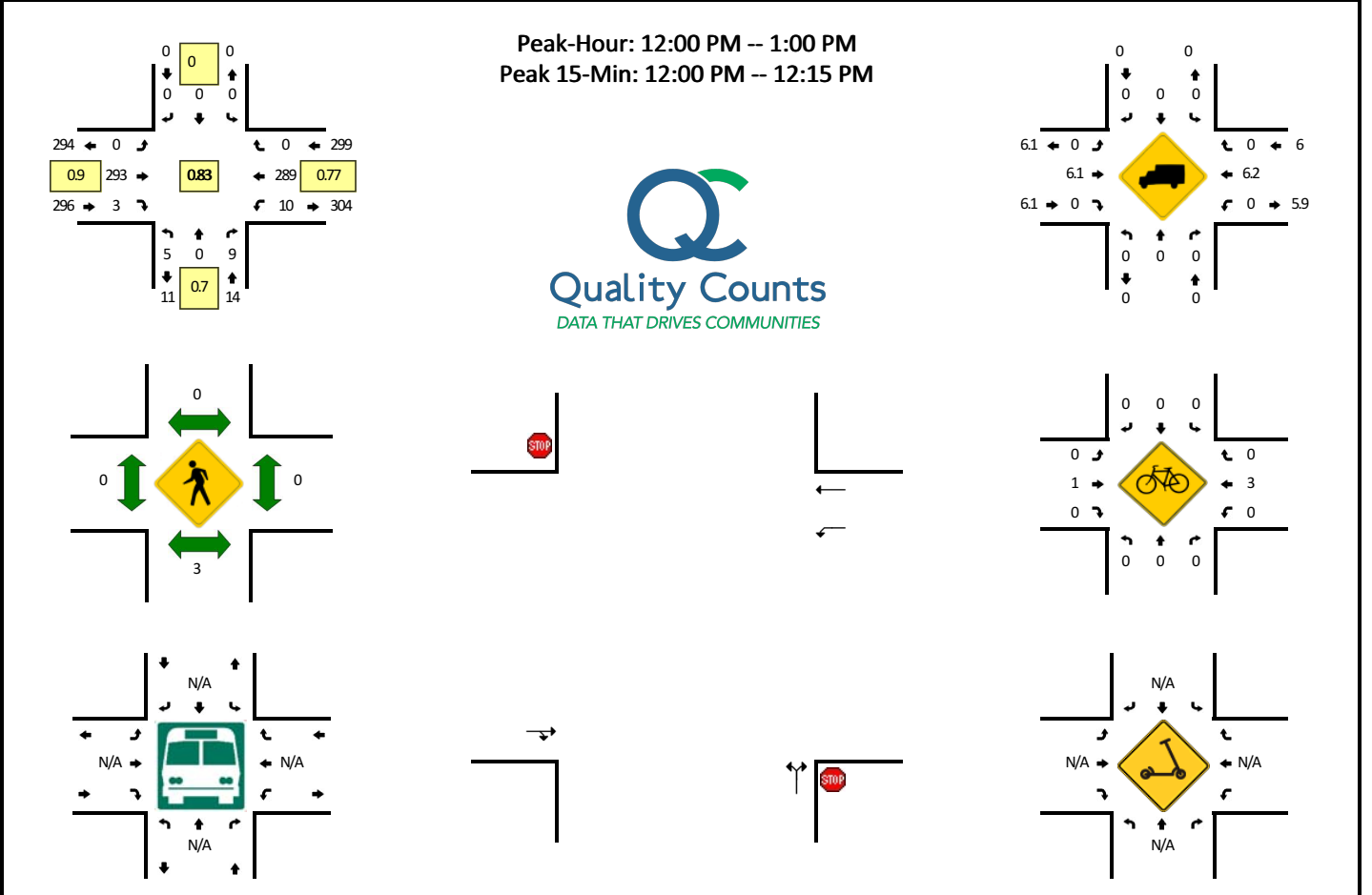


15-Min Count Period Beginning At	Greenway Lndg (Northbound)				Greenway Lndg (Southbound)				Homestead Rd (Eastbound)				Homestead Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	69	1	0	2	56	0	0	128	
7:15 AM	0	0	1	0	0	0	0	0	0	117	1	0	0	92	0	0	211	
7:30 AM	1	0	3	0	0	0	0	0	0	183	0	0	0	125	0	0	312	
7:45 AM	0	0	2	0	0	0	0	0	0	210	2	0	0	80	0	0	294	945
8:00 AM	0	0	2	0	0	0	0	0	0	189	1	0	1	110	0	0	303	1120
8:15 AM	0	0	0	0	0	0	0	0	0	183	1	0	0	102	0	0	286	1195
8:30 AM	0	0	4	0	0	0	0	0	0	166	2	0	0	119	0	0	291	1174
8:45 AM	0	0	5	0	0	0	0	0	0	164	0	0	1	114	0	0	284	1164
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	0	12	0	0	0	0	0	0	732	0	0	0	500	0	0	1248	
Heavy Trucks	0	0	0		0	0	0		0	28	0		0	32	0		60	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

LOCATION: Greenway Lndg -- Homestead Rd
CITY/STATE: Chapel Hill, NC

QC JOB #: 15176908
DATE: Tue, Feb 4 2020



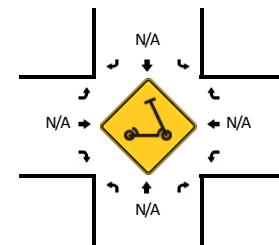
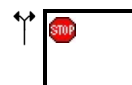
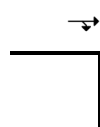
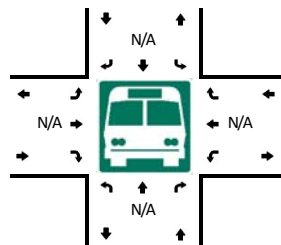
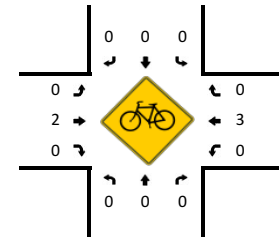
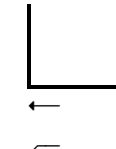
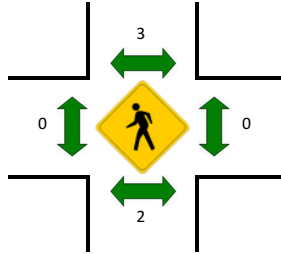
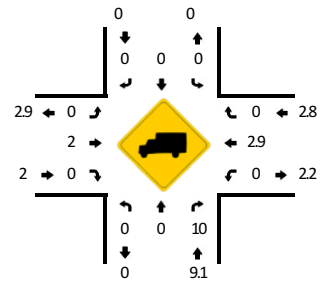
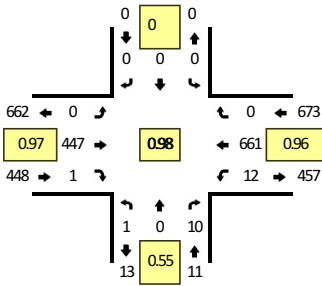
15-Min Count Period Beginning At	Greenway Lndg (Northbound)				Greenway Lndg (Southbound)				Homestead Rd (Eastbound)				Homestead Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:00 AM	0	0	2	0	0	0	0	0	0	62	0	0	4	63	0	0	131	
11:15 AM	0	0	2	0	0	0	0	0	0	64	1	0	3	50	0	0	120	
11:30 AM	0	0	1	0	0	0	0	0	0	58	1	0	4	58	0	0	122	
11:45 AM	0	0	3	0	0	0	0	0	0	63	0	0	1	59	0	0	126	499
12:00 PM	3	0	1	0	0	0	0	0	0	81	1	0	4	93	0	0	183	551
12:15 PM	1	0	4	0	0	0	0	0	0	57	0	0	0	70	0	0	132	563
12:30 PM	0	0	2	0	0	0	0	0	0	75	1	0	1	56	0	2	137	578
12:45 PM	1	0	2	0	0	0	0	0	0	80	1	0	3	70	0	0	157	609
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	0	4	0	0	0	0	0	0	324	4	0	16	372	0	0	732	
Heavy Trucks	0	0	0		0	0	0		0	16	0		0	12	0		28	
Buses																		
Pedestrians		8				0				0				0			8	
Bicycles	0	0	0		0	0	0		0	0	0		0	4	0		4	
Scoters																		

Comments:

LOCATION: Greenway Lndg -- Homestead Rd
CITY/STATE: Chapel Hill, NC

QC JOB #: 15176909
DATE: Tue, Feb 4 2020

Peak-Hour: 4:45 PM -- 5:45 PM
 Peak 15-Min: 5:30 PM -- 5:45 PM



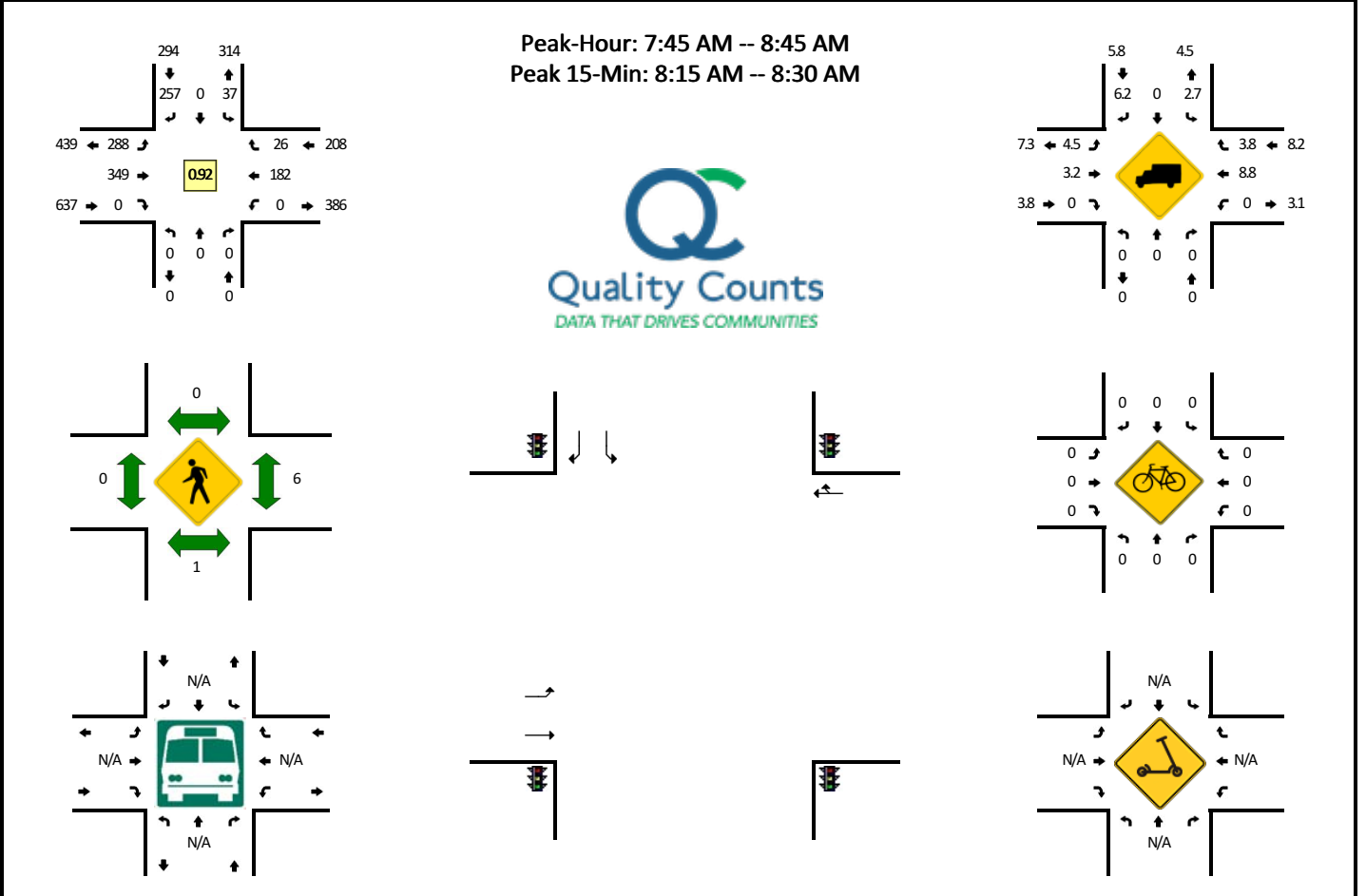
15-Min Count Period Beginning At	Greenway Lndg (Northbound)				Greenway Lndg (Southbound)				Homestead Rd (Eastbound)				Homestead Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	4	0	0	0	0	0	0	123	0	0	4	112	0	0	243	
4:15 PM	0	0	4	0	0	0	0	0	0	124	2	0	2	135	0	0	267	
4:30 PM	1	0	0	0	0	0	0	0	0	124	2	0	2	134	0	0	263	
4:45 PM	0	0	5	0	0	0	0	0	0	107	0	0	5	168	0	0	285	1058
5:00 PM	0	0	3	0	0	0	0	0	0	115	0	0	2	152	0	0	272	1087
5:15 PM	0	0	1	0	0	0	0	0	0	113	0	0	2	169	0	0	285	1105
5:30 PM	1	0	1	0	0	0	0	0	0	112	1	0	3	172	0	0	290	1132
5:45 PM	1	0	3	0	0	0	0	0	0	113	1	0	1	156	0	0	275	1122

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	4	0	0	0	0	0	0	448	4	0	12	688	0	0	1160
Heavy Trucks	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	8	0		8
Scooters																	

Comments:

LOCATION: Weaver Dairy Rd Ext -- Homestead Rd
CITY/STATE: Chapel Hill, NC

QC JOB #: 15689004
DATE: Tue, Feb 8 2022

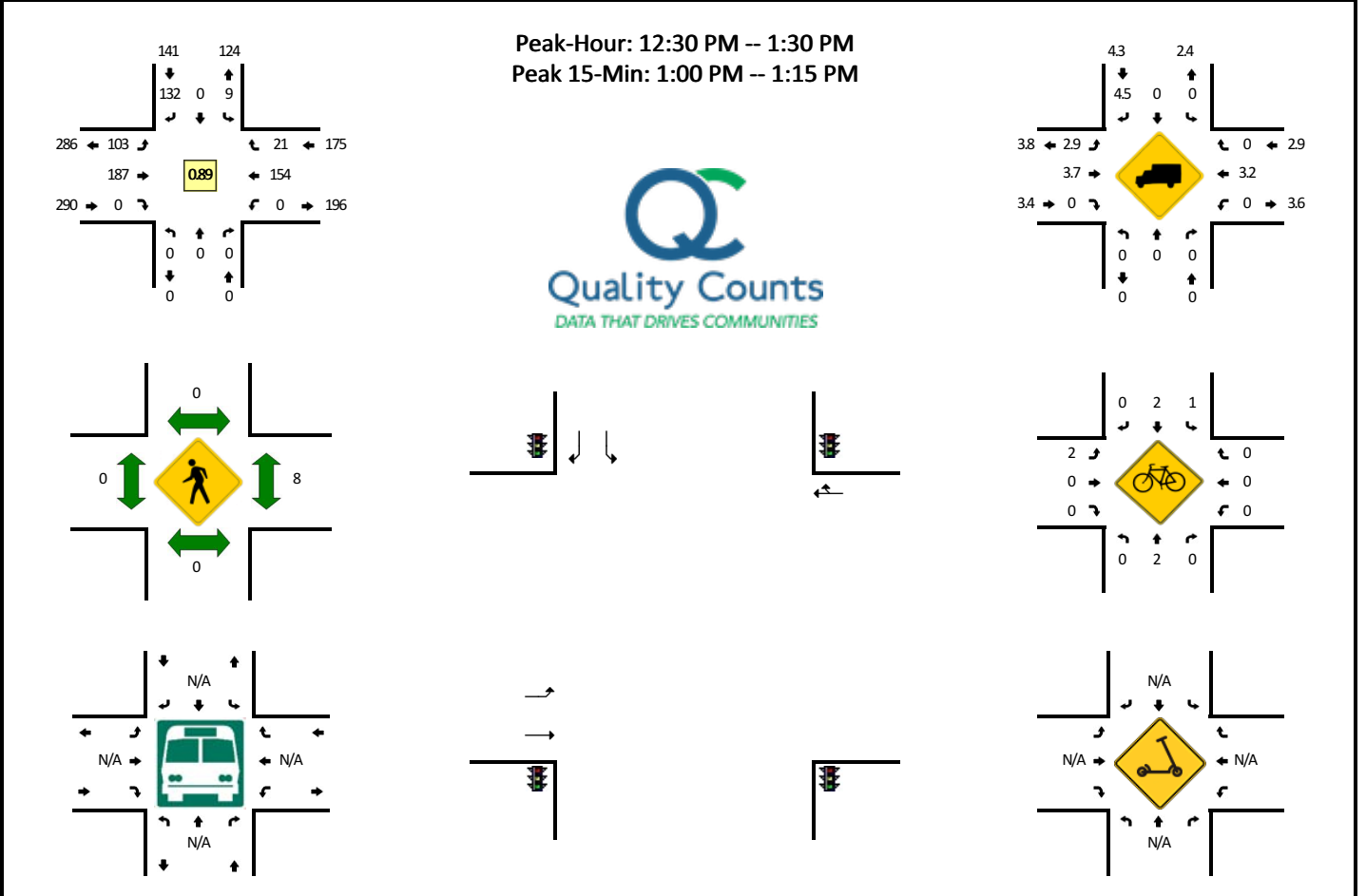


15-Min Count Period Beginning At	Weaver Dairy Rd Ext (Northbound)				Weaver Dairy Rd Ext (Southbound)				Homestead Rd (Eastbound)				Homestead Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	7	0	21	0	19	41	0	0	0	30	1	0	119	
7:15 AM	0	0	0	0	11	0	53	0	35	66	0	0	0	38	7	0	210	
7:30 AM	0	0	0	0	14	0	50	0	59	96	0	0	0	51	3	0	273	
7:45 AM	0	0	0	0	15	0	46	0	63	88	0	0	0	45	13	0	270	872
8:00 AM	0	0	0	0	7	0	74	0	68	82	0	0	0	36	4	0	271	1024
8:15 AM	0	0	0	0	7	0	59	0	89	108	0	0	0	41	7	0	311	1125
8:30 AM	0	0	0	0	8	0	78	0	68	71	0	0	0	60	2	0	287	1139
8:45 AM	0	0	0	0	16	0	54	0	54	75	0	0	0	41	5	0	245	1114
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	28	0	236	0	356	432	0	0	0	164	28	0	1244	
Heavy Trucks	0	0	0	0	0	0	12	0	32	12	0	0	0	16	0	0	72	
Buses																		
Pedestrians		0				0				0				8			8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

LOCATION: Weaver Dairy Rd Ext -- Homestead Rd
CITY/STATE: Chapel Hill, NC

QC JOB #: 15689005
DATE: Tue, Feb 8 2022

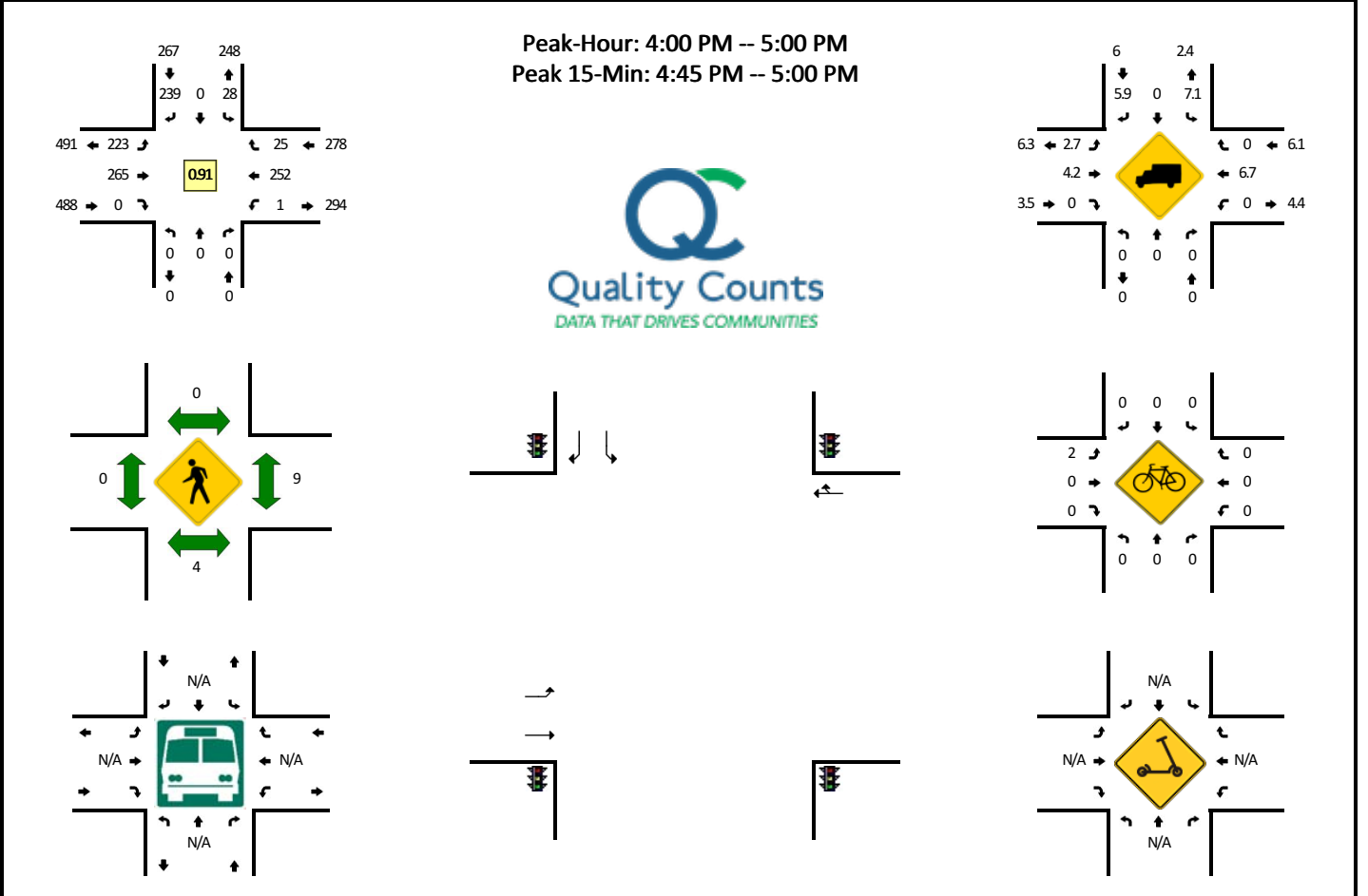


15-Min Count Period Beginning At	Weaver Dairy Rd Ext (Northbound)				Weaver Dairy Rd Ext (Southbound)				Homestead Rd (Eastbound)				Homestead Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	0	0	0	0	6	0	15	0	24	23	0	0	0	19	5	0	92	
11:45 AM	0	0	0	0	6	0	28	0	18	41	0	0	0	24	6	0	123	
12:00 PM	0	0	0	0	5	0	19	0	18	41	0	0	0	34	10	0	127	
12:15 PM	0	0	0	0	6	0	23	0	16	36	0	0	0	44	7	0	132	474
12:30 PM	0	0	0	0	2	0	21	0	32	43	0	0	0	32	5	0	135	517
12:45 PM	0	0	0	0	2	0	39	0	23	55	0	0	0	39	5	0	163	557
1:00 PM	0	0	0	0	2	0	40	0	27	43	0	0	0	54	5	0	171	601
1:15 PM	0	0	0	0	3	0	32	0	21	46	0	0	0	29	6	0	137	606
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	8	0	160	0	108	172	0	0	0	216	20	0	684	
Heavy Trucks	0	0	0	0	0	0	8	0	0	0	0	0	0	4	0	0	12	
Buses																		
Pedestrians		0				0				0				16			16	
Bicycles	0	0	0		0	4	0		8	0	0		0	0	0		12	
Scoters																		

Comments:

LOCATION: Weaver Dairy Rd Ext -- Homestead Rd
CITY/STATE: Chapel Hill, NC

QC JOB #: 15689006
DATE: Tue, Feb 8 2022

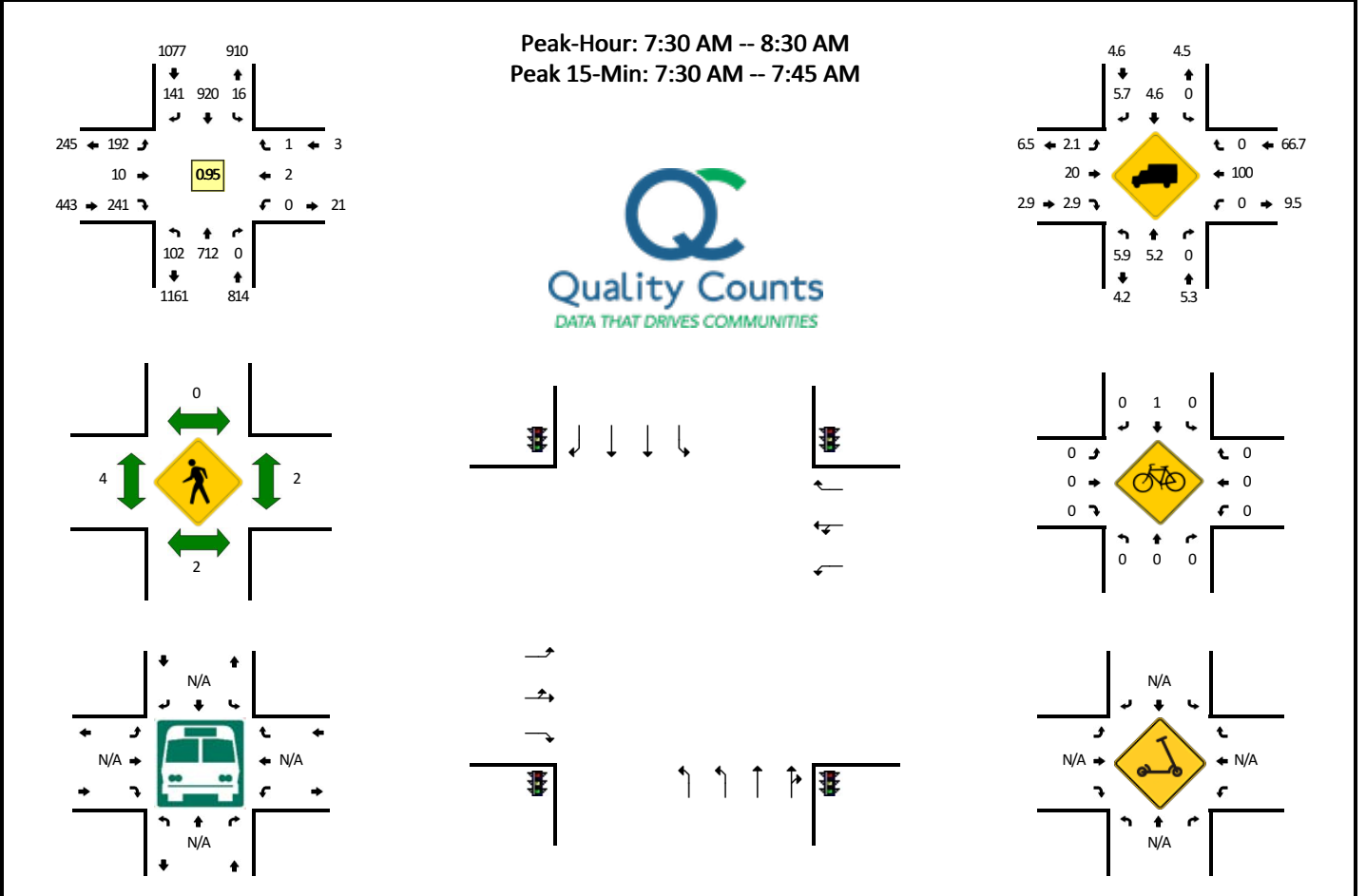


15-Min Count Period Beginning At	Weaver Dairy Rd Ext (Northbound)				Weaver Dairy Rd Ext (Southbound)				Homestead Rd (Eastbound)				Homestead Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	8	0	51	0	72	70	0	0	0	61	1	0	263	
4:15 PM	0	0	0	0	4	0	60	0	57	83	0	0	0	63	5	0	272	
4:30 PM	0	0	0	0	9	0	53	0	45	47	0	0	0	50	10	1	215	
4:45 PM	0	0	0	0	7	0	75	0	49	65	0	0	0	78	9	0	283	1033
5:00 PM	0	0	0	0	6	0	65	0	53	54	0	0	0	63	8	0	249	1019
5:15 PM	0	0	0	0	5	0	77	0	41	51	0	0	0	73	9	0	256	1003
5:30 PM	0	0	0	0	9	0	57	0	38	59	0	0	0	66	7	0	236	1024
5:45 PM	0	0	0	0	6	0	64	0	29	68	0	0	0	62	12	0	241	982
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	28	0	300	0	196	260	0	0	0	312	36	0	1132	
Heavy Trucks	0	0	0	0	4	0	16	0	4	12	0	0	0	20	0	0	56	
Buses																		
Pedestrians		0				0				0				12			12	
Bicycles	0	0	0		0	0	0		4	0	0		0	0	0		4	
Scooters																		

Comments:

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

QC JOB #: 15689010
DATE: Tue, Feb 8 2022

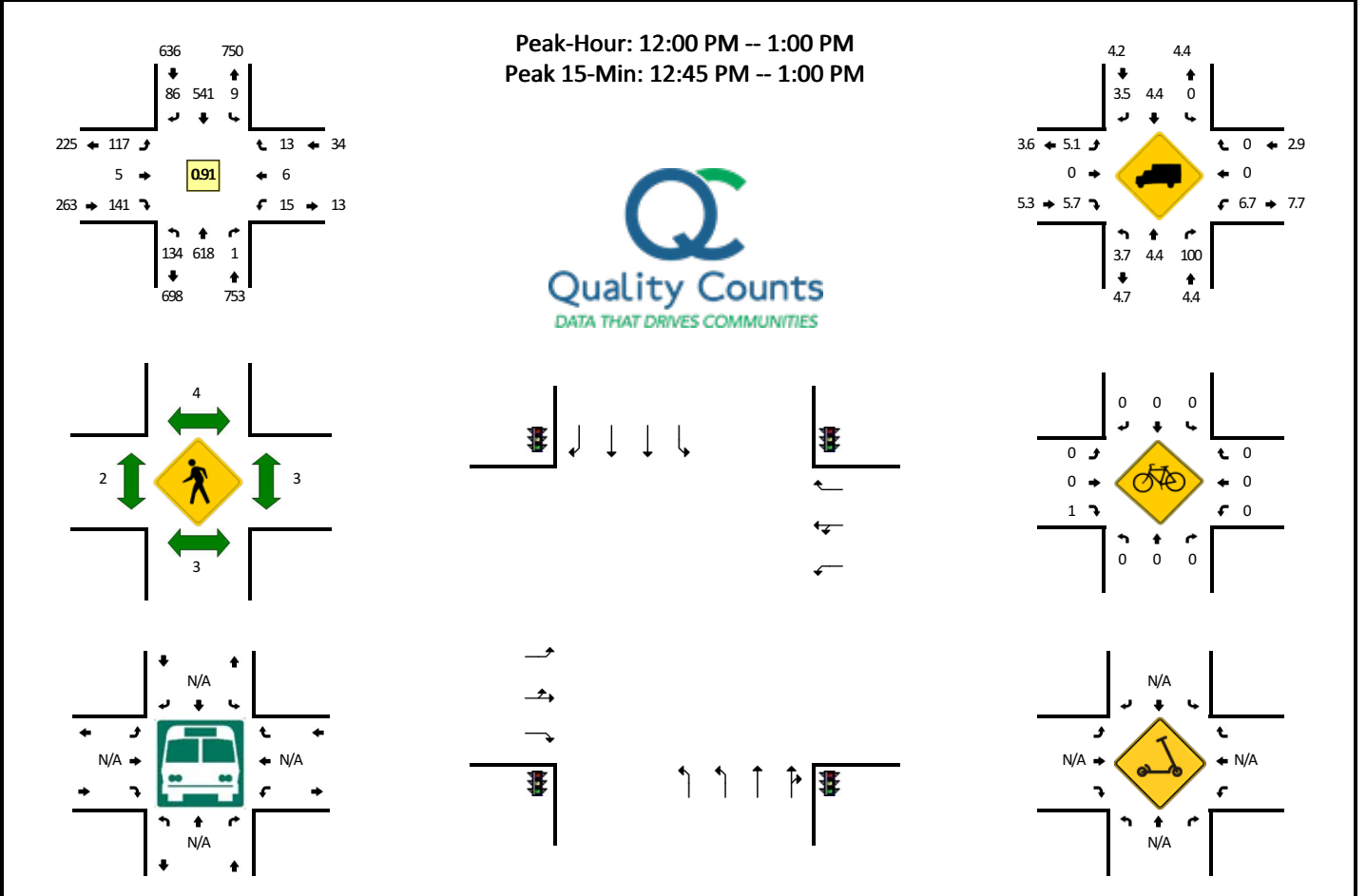


15-Min Count Period Beginning At	M.L.K. Jr Blvd (Northbound)				M.L.K. Jr Blvd (Southbound)				Homestead Rd (Eastbound)				Homestead Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	15	79	0	0	0	128	17	0	24	0	37	0	0	0	0	0	300	
7:15 AM	25	109	0	0	0	170	24	0	32	0	50	0	0	0	0	0	410	
7:30 AM	15	146	0	0	3	282	48	1	55	2	62	0	0	1	0	0	615	
7:45 AM	37	176	0	0	1	200	28	1	36	1	73	0	0	0	0	0	553	1878
8:00 AM	25	187	0	0	7	208	31	2	53	4	44	0	0	1	1	0	563	2141
8:15 AM	25	203	0	0	0	230	34	1	48	3	62	0	0	0	0	0	606	2337
8:30 AM	42	168	0	0	2	197	34	0	42	1	38	0	1	0	0	0	525	2247
8:45 AM	28	153	0	0	6	198	28	1	35	6	66	0	9	1	4	0	535	2229
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	60	584	0	0	12	1128	192	4	220	8	248	0	0	4	0	0	2460	
Heavy Trucks	4	44	0	0	0	56	12	0	4	4	8	0	0	4	0	0	136	
Buses																		
Pedestrians		0				0				0				4			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

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

QC JOB #: 15689011
DATE: Tue, Feb 8 2022

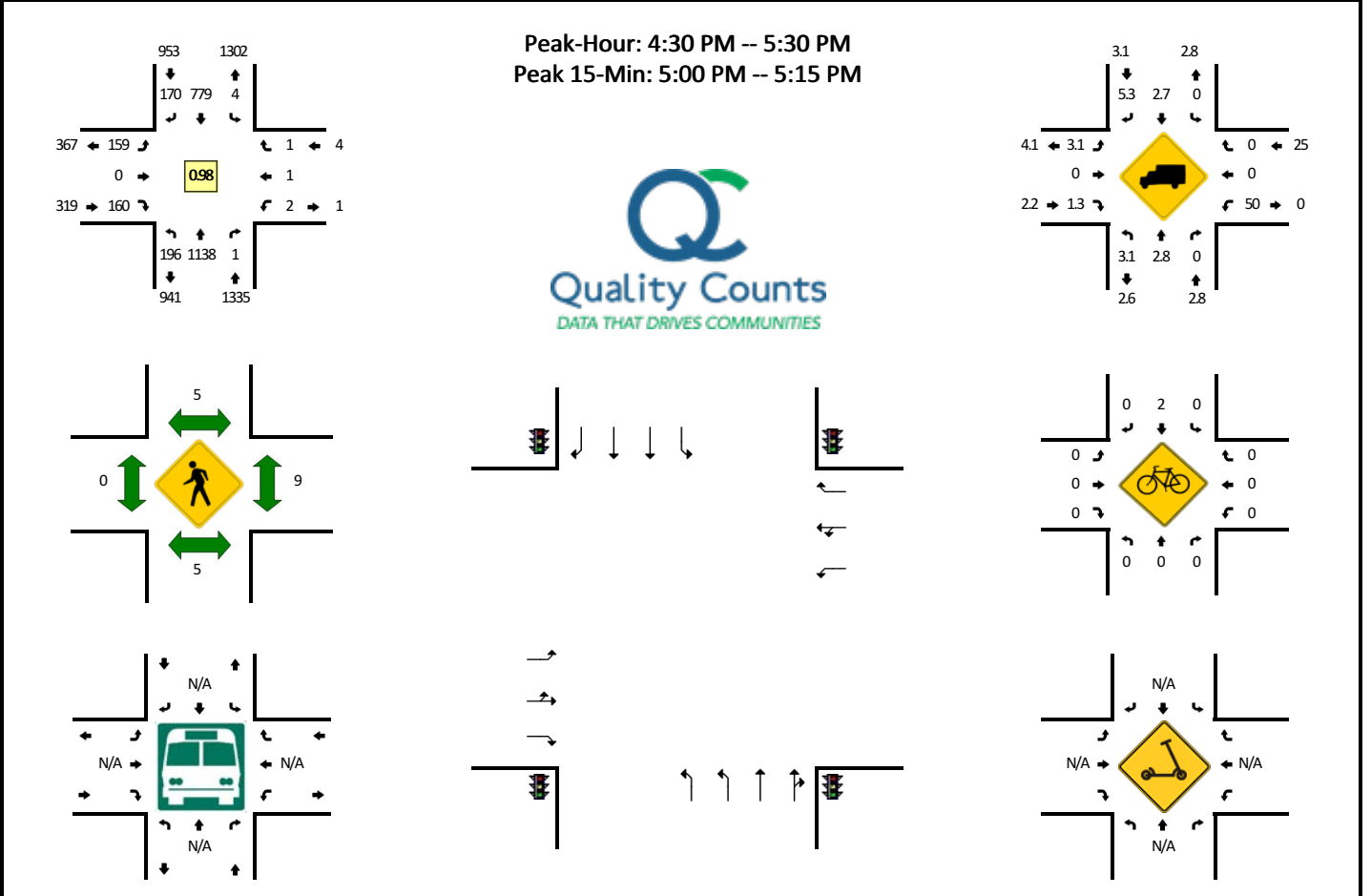


15-Min Count Period Beginning At	M.L.K. Jr Blvd (Northbound)				M.L.K. Jr Blvd (Southbound)				Homestead Rd (Eastbound)				Homestead Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
11:30 AM	14	139	0	0	2	126	12	1	20	0	25	0	0	0	0	0	339	
11:45 AM	30	151	0	0	8	141	14	0	17	7	39	0	4	0	0	0	411	
12:00 PM	26	152	0	1	2	129	20	0	32	3	39	0	12	5	9	0	430	
12:15 PM	36	129	0	0	0	136	19	0	28	0	37	0	3	0	1	0	389	1569
12:30 PM	34	167	1	0	0	115	26	0	27	0	33	0	0	1	2	0	406	1636
12:45 PM	37	170	0	0	5	161	21	2	30	2	32	0	0	0	1	0	461	1686
1:00 PM	28	161	0	0	1	136	23	0	32	0	31	0	3	2	5	0	422	1678
1:15 PM	34	137	0	0	0	116	21	2	33	0	30	0	0	0	0	0	373	1662
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	148	680	0	0	20	644	84	8	120	8	128	0	0	0	4	0	1844	
Heavy Trucks	8	16	0	0	0	36	4	0	4	0	12	0	0	0	0	0	80	
Buses																		
Pedestrians		4				0				4				4			12	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

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

QC JOB #: 15689012
DATE: Tue, Feb 8 2022

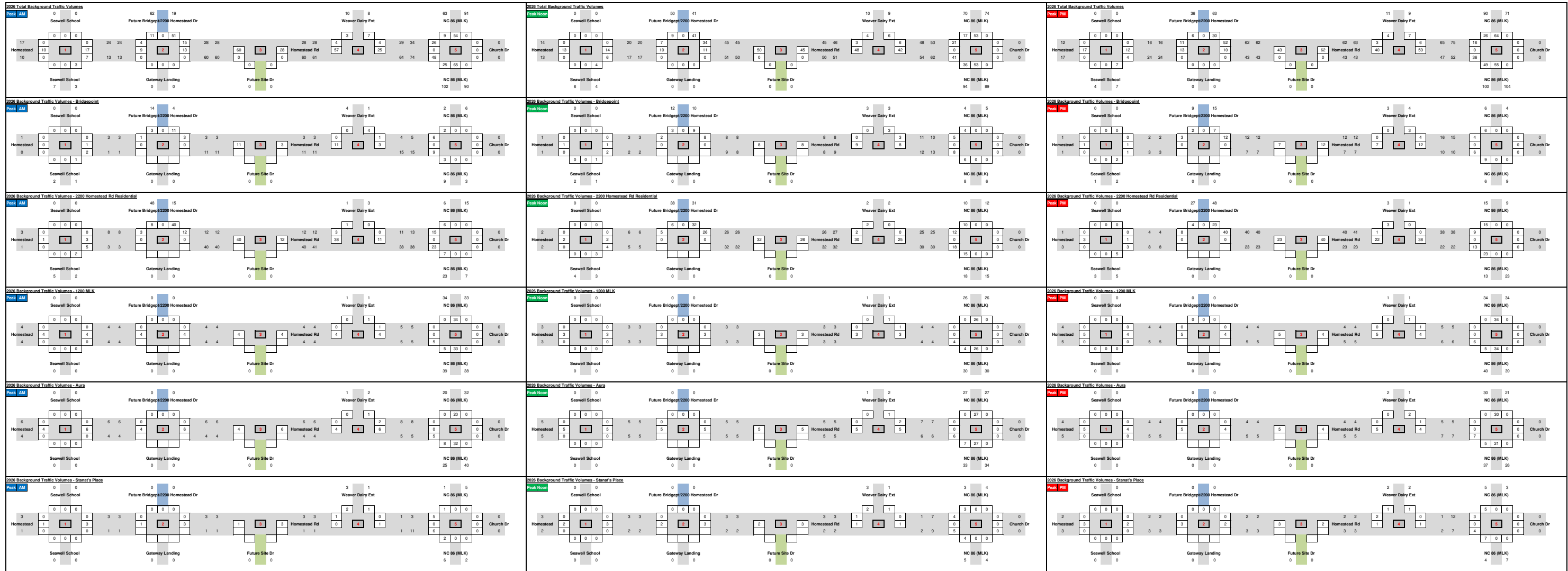


15-Min Count Period Beginning At	M.L.K. Jr Blvd (Northbound)				M.L.K. Jr Blvd (Southbound)				Homestead Rd (Eastbound)				Homestead Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	33	236	1	0	0	203	36	1	42	0	40	0	0	0	0	0	592	
4:15 PM	53	237	1	0	0	175	30	0	61	0	42	0	1	0	0	0	600	
4:30 PM	49	270	0	0	0	219	39	1	38	0	46	0	0	0	0	0	662	
4:45 PM	56	256	1	0	0	179	42	0	36	0	43	0	1	0	0	0	614	2468
5:00 PM	40	294	0	0	0	192	49	2	54	0	35	0	1	1	1	0	669	2545
5:15 PM	51	318	0	0	0	189	40	1	31	0	36	0	0	0	0	0	666	2611
5:30 PM	62	271	0	0	0	177	34	0	33	0	50	0	0	0	0	0	627	2576
5:45 PM	50	248	0	0	0	208	38	1	36	0	54	0	0	0	0	0	635	2597
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	160	1176	0	0	0	768	196	8	216	0	140	0	4	4	4	0	2676	
Heavy Trucks	12	36	0	0	0	16	4	0	4	0	0	0	4	0	0	0	76	
Buses																		
Pedestrians		12				4				0				12			28	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:



Appendix D – Background Traffic Generator Traffic Volume Spreadsheets





Appendix E - Traffic Volume Development Scenarios

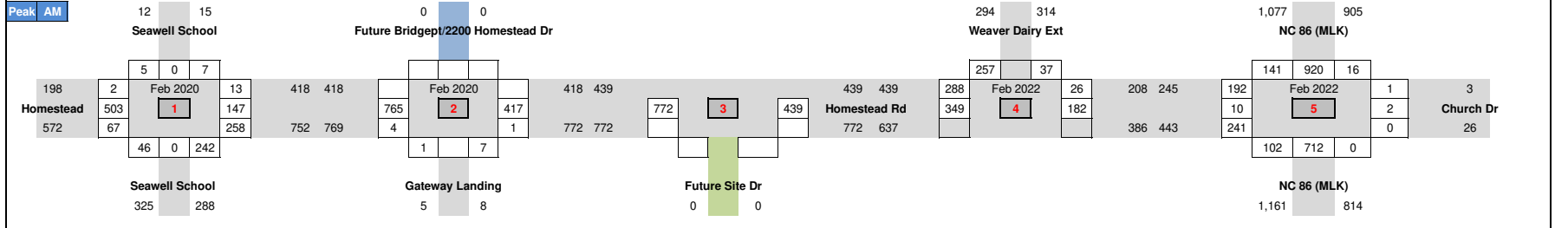
2217 Homestead Townhomes Residential - Trip Generation Results

ITE LUC	Description	Density	Daily			AM Peak			Noon Peak*			PM Peak		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
220	Multi-family Low-Rise	103 units	369	369	738	11	38	49	25	31	56	38	23	61

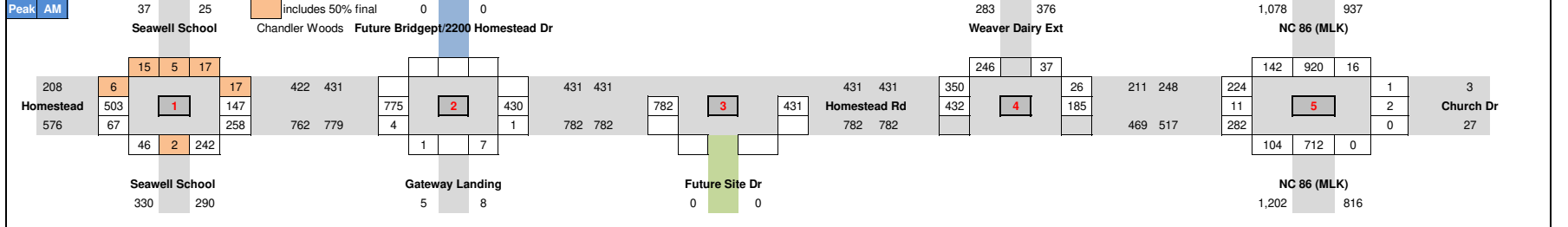
* - Noon Peak = Average of AM/PM data

2020/2022 Raw Count Data

8/1/22

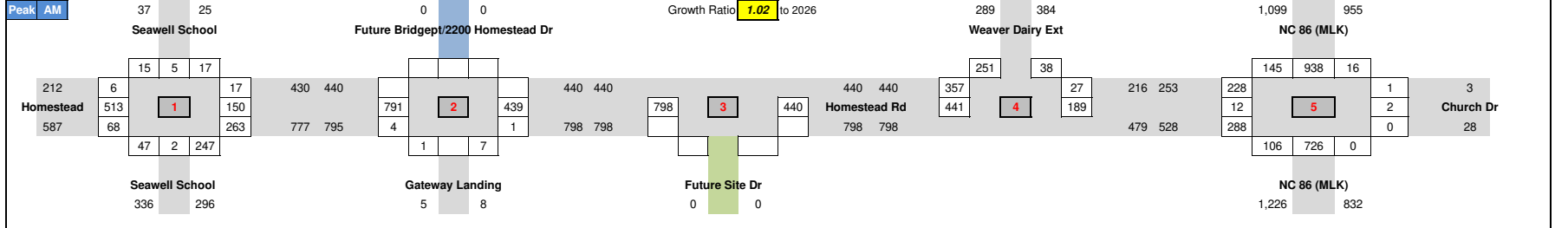


2022 Factored Count Data

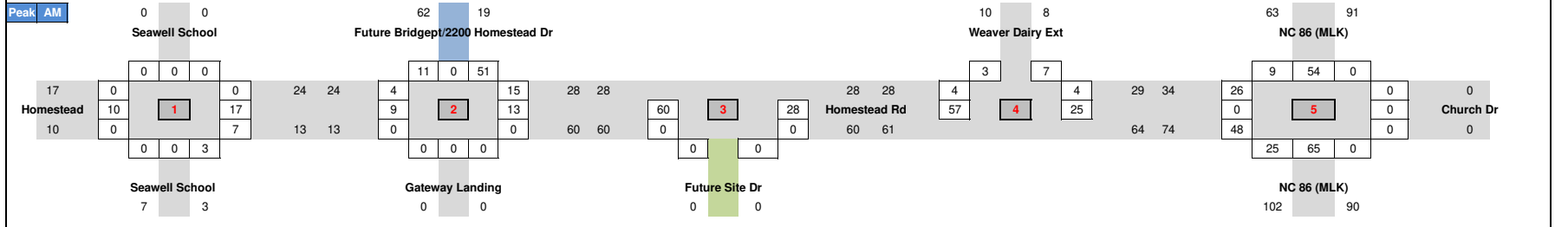


2026 Ambient Growth

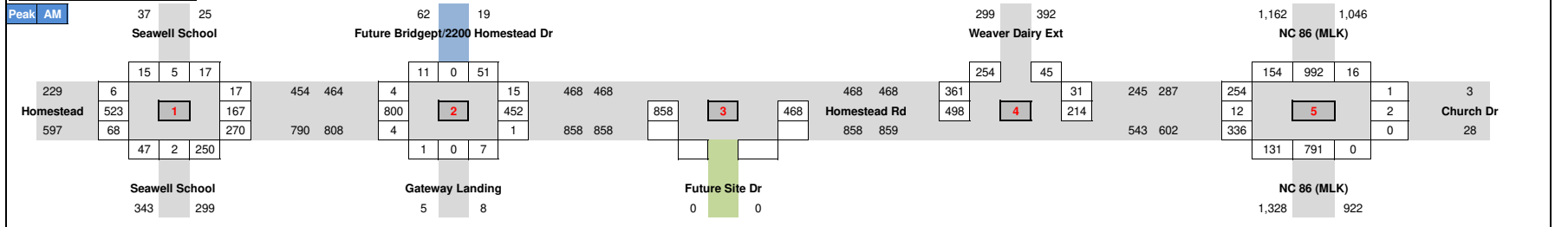
Ambient Growth Rate/Yr = 0.5%
Growth Ratio 1.02 to 2026



2026 Total Background Traffic Volumes

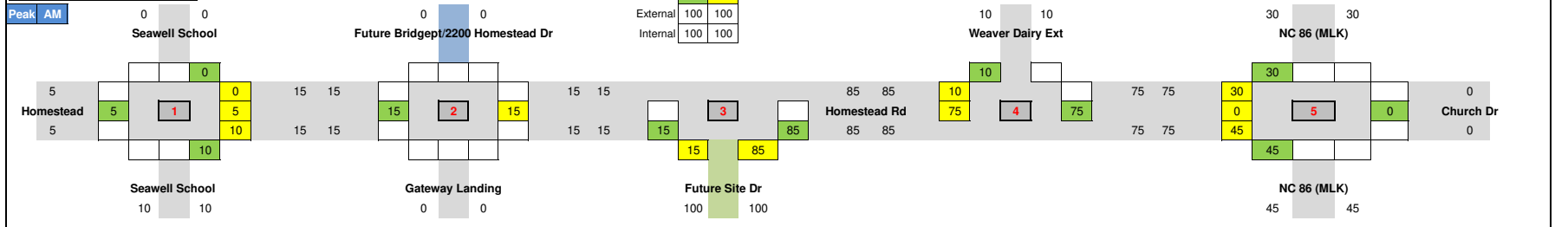


2026 Traffic Volumes Without Site



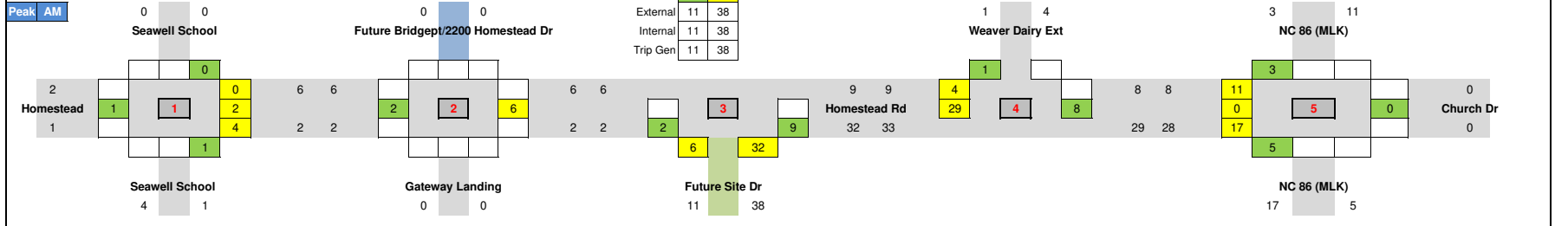
Site Trip Distribution Percentages

Checks	In	Out
External	100	100
Internal	100	100

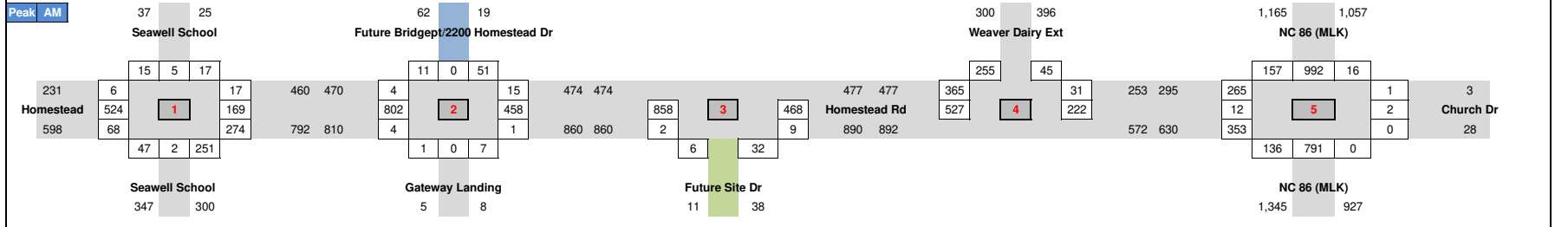


2026 Site Traffic Assignment

Checks	In	Out
External	11	38
Internal	11	38
Trip Gen	11	38

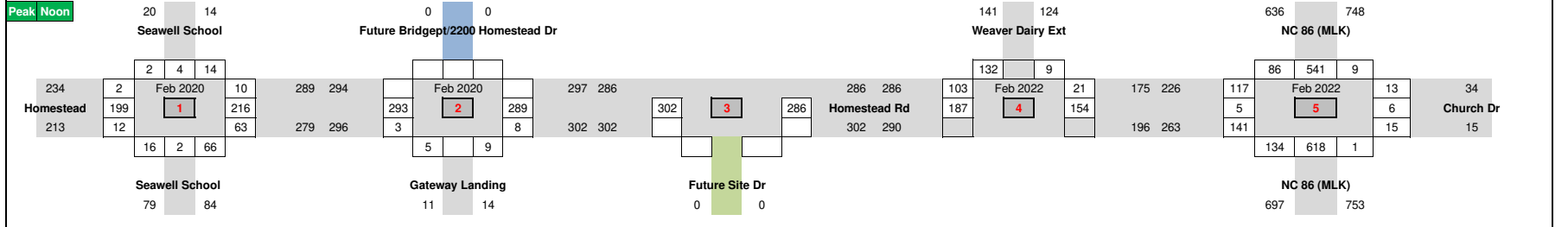


2026 Traffic Volumes With Site

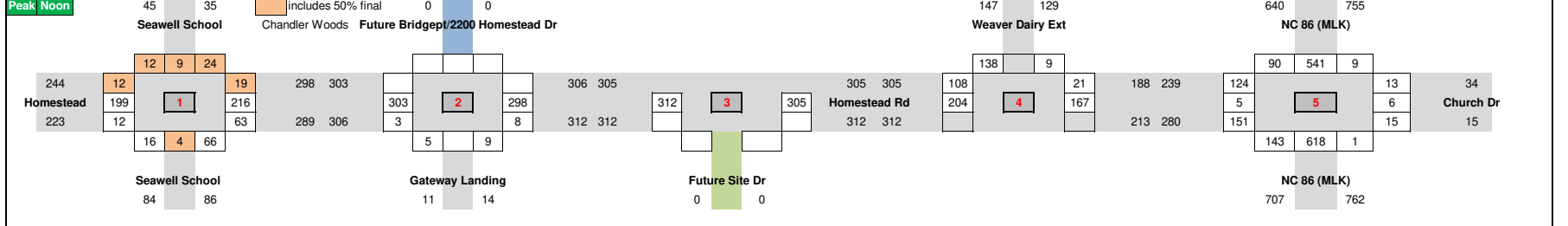


2020/2022 Raw Count Data

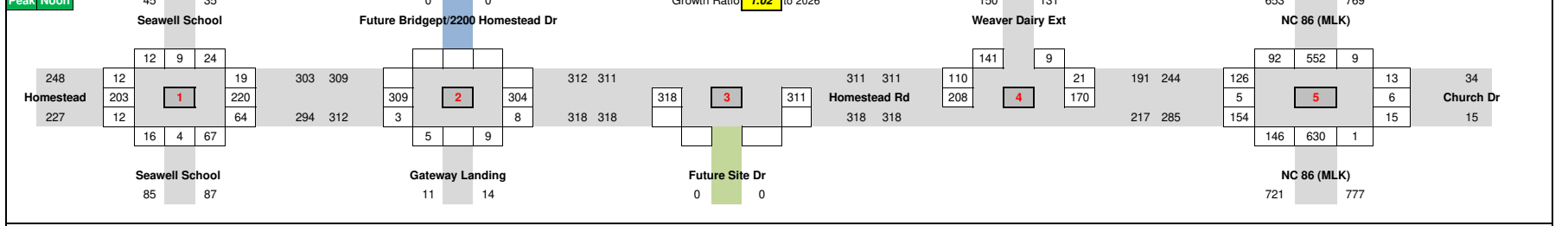
8/1/22



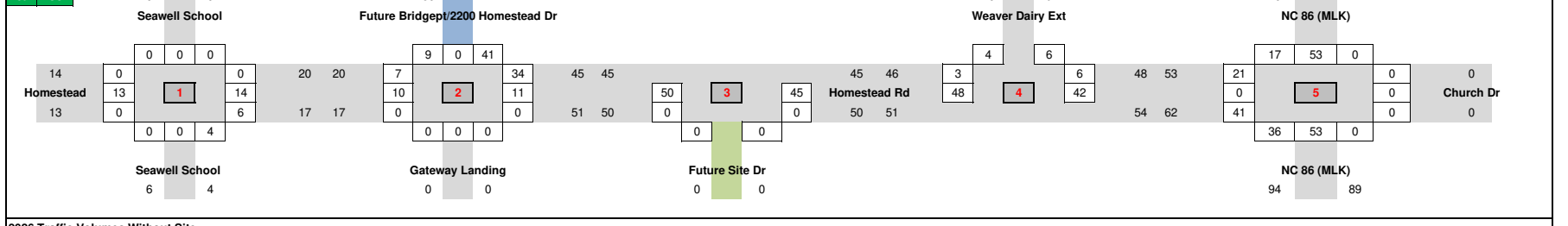
2022 Factored Count Data



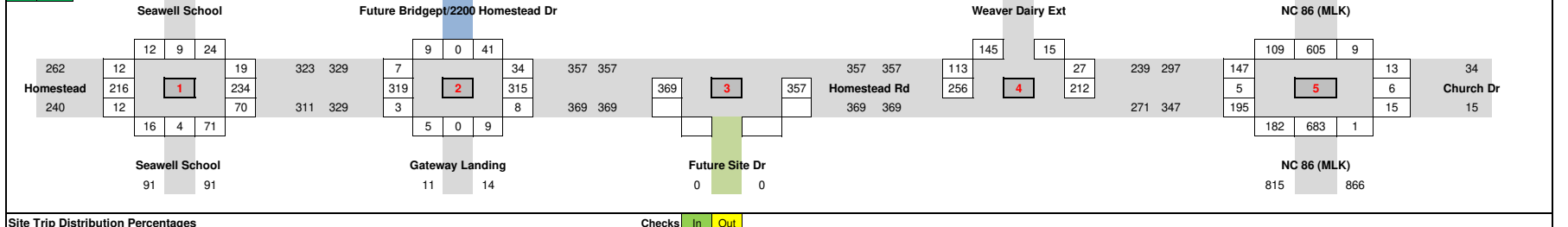
2026 Ambient Growth



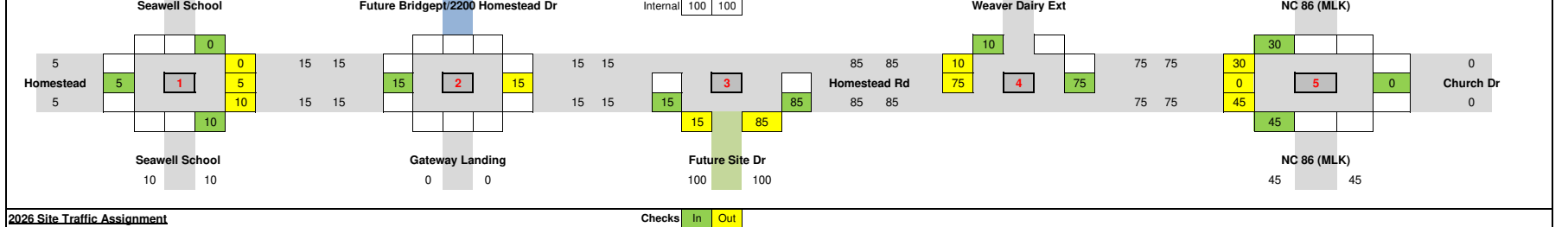
2026 Total Background Traffic Volumes



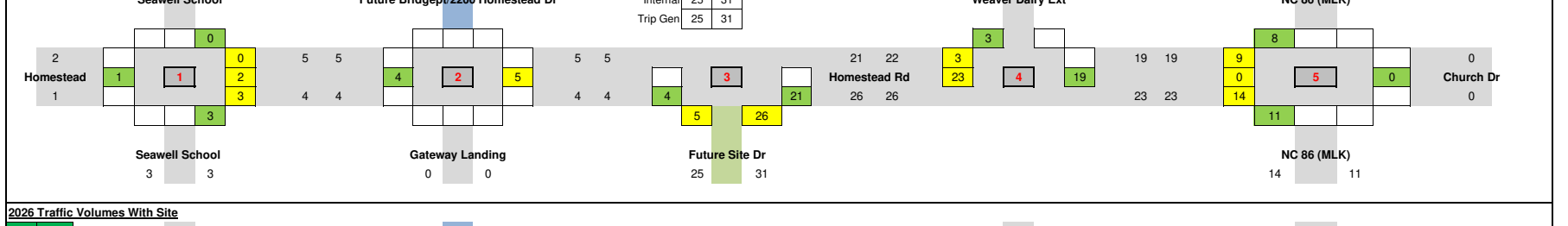
2026 Traffic Volumes Without Site



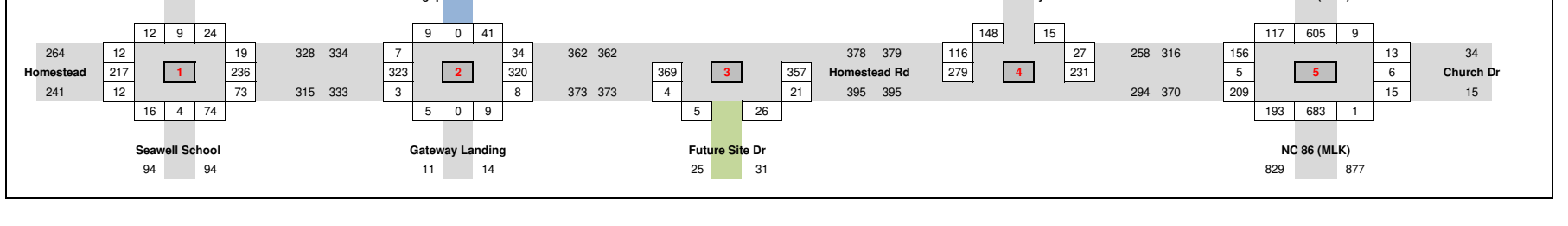
Site Trip Distribution Percentages



2026 Site Traffic Assignment

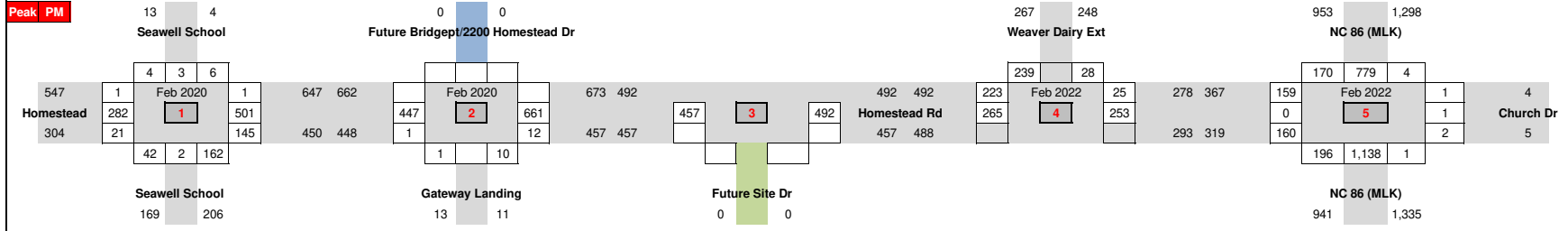


2026 Traffic Volumes With Site

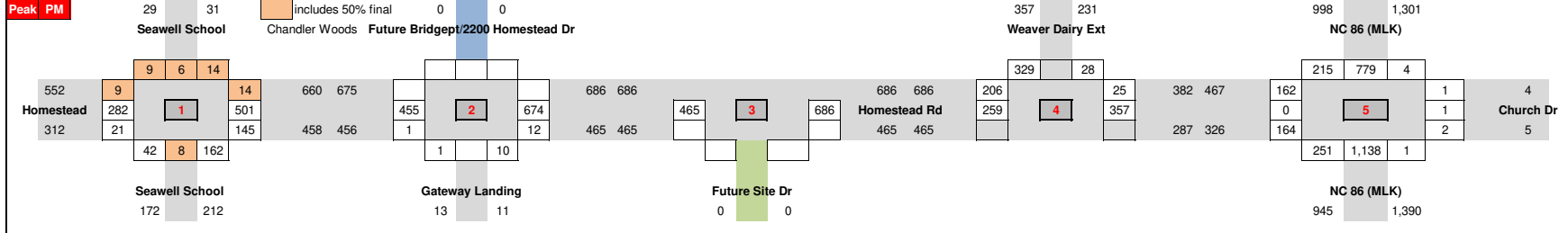


2020/2022 Raw Count Data

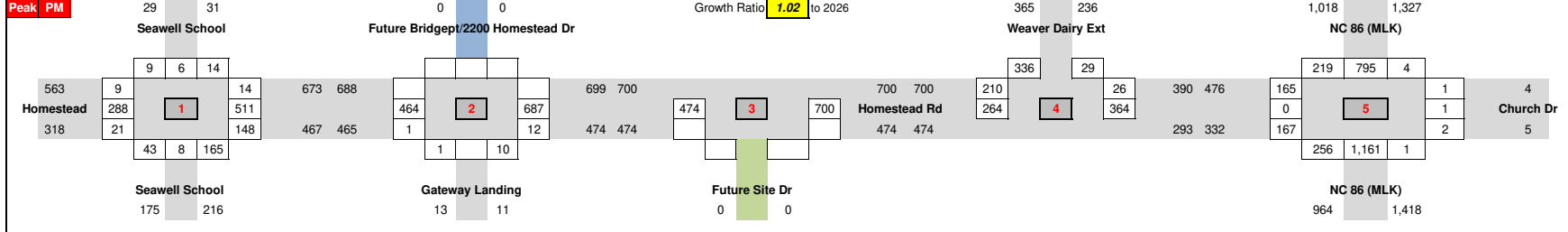
8/1/22



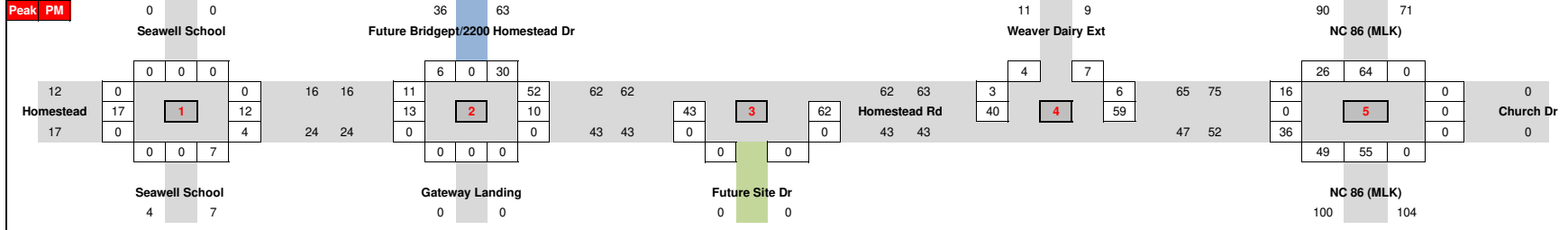
2022 Factored Count Data



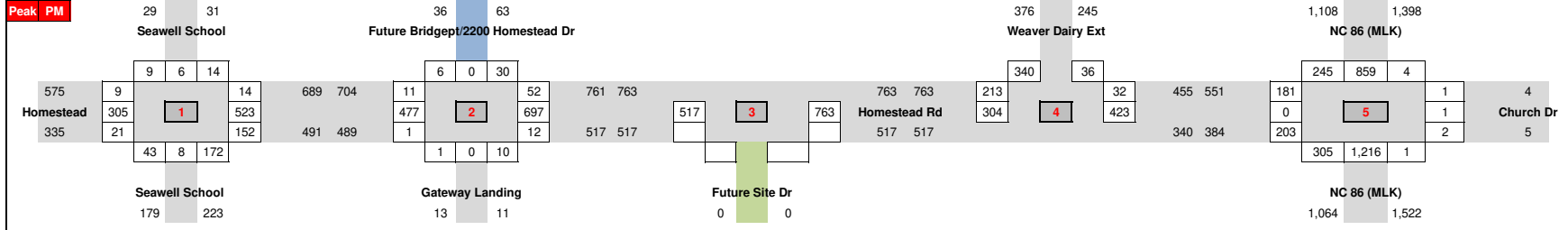
2026 Ambient Growth



2026 Total Background Traffic Volumes



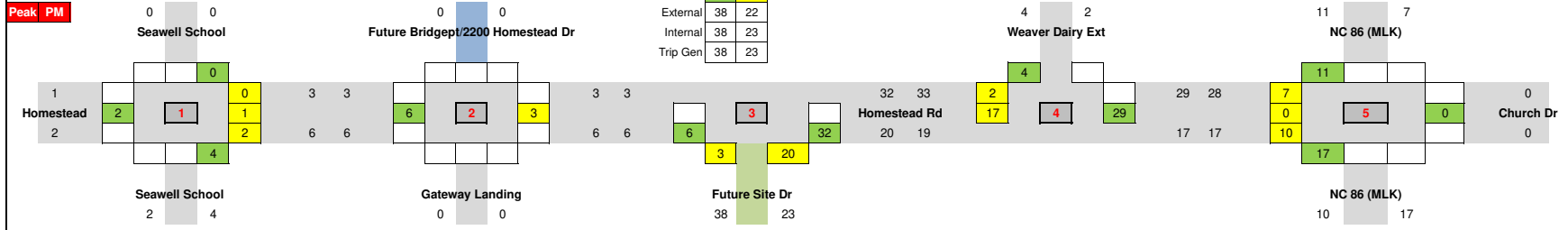
2026 Traffic Volumes Without Site



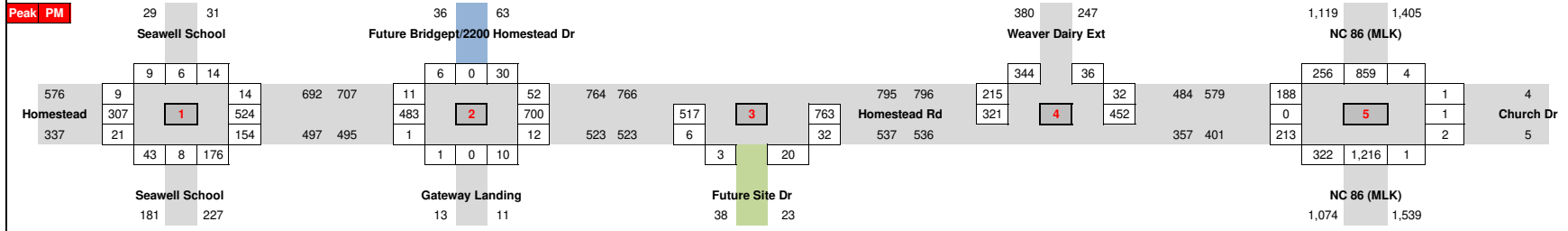
Site Trip Distribution Percentages



2026 Site Traffic Assignment



2026 Traffic Volumes With Site





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

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2022 - AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: No-Build MOEs

Intersection Level of Service - Overview

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,331.0	8.20	22.2	C
2	1,328.0	8.06	21.9	C
3	1,325.0	7.46	20.3	C
4	1,327.0	7.52	20.4	C
5	1,330.0	8.00	21.7	C
6	1,327.0	7.61	20.6	C
7	1,324.0	7.92	21.5	C
8	1,329.0	7.97	21.6	C
9	1,335.0	7.58	20.4	C
10	1,323.0	7.92	21.5	C
Average:	1,327.9	7.82	21.2	C

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,255.0	4.88	14.0	B
2	1,255.0	4.92	14.1	B
3	1,252.0	5.07	14.6	B
4	1,258.0	4.94	14.1	B
5	1,254.0	4.96	14.2	B
6	1,258.0	5.25	15.0	B
7	1,253.0	5.21	15.0	B
8	1,256.0	5.07	14.5	B
9	1,258.0	4.87	13.9	B
10	1,257.0	5.19	14.9	B
Average:	1,255.6	5.04	14.4	B

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY -- UNSIGNALIZED NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,204.0	0.02	0.1	A
2	1,196.0	0.01	0.0	A
3	1,193.0	0.01	0.0	A
4	1,195.0	0.02	0.1	A
5	1,195.0	0.02	0.1	A
6	1,202.0	0.02	0.1	A
7	1,193.0	0.01	0.0	A
8	1,196.0	0.02	0.0	A
9	1,197.0	0.02	0.1	A

Intersection Level of Service

10	1,194.0	0.02	0.1	A
Average:	1,196.5	0.02	0.1	A

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,399.0	13.33	20.0	C
2	2,401.0	12.64	19.0	B
3	2,400.0	12.39	18.6	B
4	2,396.0	12.82	19.3	B
5	2,402.0	13.15	19.7	B
6	2,400.0	12.39	18.6	B
7	2,405.0	12.62	18.9	B
8	2,406.0	12.86	19.2	B
9	2,408.0	12.76	19.1	B
10	2,403.0	12.55	18.8	B
Average:	2,402.0	12.75	19.1	B

Intersection Level of Service

Project: 2217 Homestead TIA
Scenario: 2217 Homestead 2022 - AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: No-Build MOEs

Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
1609	Homestead Road & Seawell School Road	Actuated	7.8	0.3	7.5	8.2	10
2081	Homestead Road & Weaver Dairy Ext	Actuated	5.0	0.1	4.9	5.3	10
2	Homestead Road, Greenway Landing & Future Bridgepoint Access Driveway	Stop	0.0	0.0	0.0	0.0	10
71019	Homestead Road, M.L.K. Jr. Blvd, NC 86 (MLK Jr. Blvd) & Entrance to Church	Actuated	12.8	0.3	12.4	13.3	10

Intersection Level of Service

Project: 2217 Homestead TIA
Scenario: 2217 Homestead 2022 - AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: No-Build MOEs

Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
1609	Homestead Road & Seawell School Road	Actuated	21.2	0.7	20.3	22.2	10
2081	Homestead Road & Weaver Dairy Ext	Actuated	14.4	0.4	13.9	15.0	10
2	Homestead Road, Greenway Landing & Future Bridgepoint Access Driveway	Stop	0.1	0.1	0.0	0.1	10
71019	Homestead Road, M.L.K. Jr. Blvd, NC 86 (MLK Jr. Blvd) & Entrance to Church	Actuated	19.1	0.5	18.6	20.0	10

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2022 - AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: No-Build MOEs

Intersection Level of Service by Lane Group - Overview

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Homestead Road: Superlink ID 521				
1	6.0	0.02	9.7	A
2	6.0	0.03	15.6	B
3	6.0	0.01	7.1	A
4	6.0	0.02	9.3	A
5	6.0	0.03	17.1	B
6	6.0	0.01	8.9	A
7	6.0	0.03	20.4	C
8	6.0	0.02	14.1	B
9	6.0	0.03	15.2	B
10	6.0	0.02	12.8	B
Average:	6.0	0.02	13.0	B

EB TR on Homestead Road: Superlink ID 521				
1	570.0	2.95	18.6	B
2	568.0	3.00	19.0	B
3	569.0	2.68	16.9	B
4	566.0	2.65	16.8	B
5	570.0	2.81	17.7	B
6	568.0	2.88	18.2	B
7	569.0	2.75	17.4	B
8	570.0	2.71	17.1	B
9	570.0	2.61	16.5	B
10	568.0	2.87	18.2	B
Average:	568.0	2.79	17.6	B

NB L on Seawell School Road: Superlink ID 530				
1	45.0	0.31	25.1	C
2	45.0	0.39	30.9	C
3	45.0	0.43	34.2	C
4	44.0	0.35	28.8	C
5	47.0	0.44	33.3	C
6	46.0	0.33	25.5	C
7	47.0	0.39	30.1	C
8	46.0	0.36	28.0	C
9	47.0	0.41	31.1	C
10	46.0	0.41	32.3	C
Average:	45.0	0.38	29.9	C

NB TR on Seawell School Road: Superlink ID 530

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED

NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	244.0	2.24	33.0	C
2	244.0	2.26	33.3	C
3	241.0	2.21	33.1	C
4	245.0	2.24	32.9	C
5	243.0	2.21	32.8	C
6	244.0	2.10	30.9	C
7	245.0	2.39	35.1	D
8	242.0	2.49	37.0	D
9	244.0	2.37	34.9	C
10	242.0	2.35	35.0	D
Average:	243.0	2.29	33.8	C

SB L on Seawell School Road: Superlink ID 529

1	17.0	1.07	225.6	F
2	17.0	0.49	103.8	F
3	17.0	0.50	106.0	F
4	18.0	0.69	137.7	F
5	16.0	0.74	166.3	F
6	16.0	0.68	152.0	F
7	16.0	0.67	150.2	F
8	17.0	0.62	132.3	F
9	18.0	0.33	66.7	E
10	18.0	0.46	92.7	F
Average:	17.0	0.63	133.3	F

SB TR on Seawell School Road: Superlink ID 529

1	20.0	0.16	28.7	C
2	20.0	0.15	26.5	C
3	20.0	0.12	21.5	C
4	20.0	0.14	24.7	C
5	21.0	0.22	37.3	D
6	19.0	0.11	20.5	C
7	21.0	0.21	36.8	D
8	21.0	0.11	19.4	B
9	21.0	0.17	28.4	C
10	19.0	0.16	31.1	C
Average:	20.0	0.16	27.5	C

WB L on Homestead Road: Superlink ID 524

1	263.0	1.14	15.6	B
2	262.0	1.47	20.2	C
3	260.0	1.19	16.4	B
4	263.0	1.13	15.5	B
5	262.0	1.27	17.5	B
6	261.0	1.19	16.4	B
7	260.0	1.18	16.4	B

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED

NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	260.0	1.31	18.1	B
9	261.0	1.33	18.3	B
10	261.0	1.36	18.7	B
Average:	261.0	1.26	17.3	B

WB R on Homestead Road: Superlink ID 524

1	16.0	0.03	5.7	A
2	18.0	0.03	6.2	A
3	18.0	0.03	6.4	A
4	17.0	0.02	3.8	A
5	18.0	0.02	5.0	A
6	19.0	0.05	10.4	B
7	15.0	0.03	7.8	A
8	17.0	0.02	4.7	A
9	19.0	0.04	7.2	A
10	15.0	0.03	7.3	A
Average:	17.0	0.03	6.5	A

WB T on Homestead Road: Superlink ID 524

1	150.0	0.30	7.1	A
2	148.0	0.26	6.2	A
3	149.0	0.29	7.0	A
4	148.0	0.28	6.9	A
5	147.0	0.26	6.5	A
6	148.0	0.26	6.4	A
7	145.0	0.25	6.3	A
8	150.0	0.32	7.7	A
9	149.0	0.30	7.2	A
10	148.0	0.24	5.9	A
Average:	148.0	0.28	6.7	A

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED

NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Homestead Road: Superlink ID 523				
1	340.0	0.49	5.2	A
2	341.0	0.40	4.2	A
3	340.0	0.50	5.3	A
4	341.0	0.51	5.3	A
5	341.0	0.51	5.4	A
6	338.0	0.55	5.8	A
7	340.0	0.48	5.1	A
8	341.0	0.43	4.5	A
9	342.0	0.53	5.6	A
10	340.0	0.56	6.0	A
Average:	340.0	0.50	5.2	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED

NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on Homestead Road: Superlink ID 523				
1	422.0	0.50	4.3	A
2	421.0	0.48	4.1	A
3	419.0	0.49	4.2	A
4	425.0	0.57	4.8	A
5	422.0	0.42	3.6	A
6	422.0	0.42	3.6	A
7	420.0	0.49	4.2	A
8	422.0	0.48	4.1	A
9	421.0	0.41	3.5	A
10	422.0	0.49	4.2	A
Average:	421.0	0.48	4.1	A

SB L on Weaver Dairy Ext: Superlink ID 509

1	37.0	0.60	58.8	E
2	36.0	0.71	71.0	E
3	37.0	0.66	63.9	E
4	37.0	0.50	48.2	D
5	36.0	0.57	56.5	E
6	35.0	0.63	65.0	E
7	39.0	0.61	56.3	E
8	38.0	0.65	61.5	E
9	38.0	0.63	59.7	E
10	38.0	0.60	57.2	E
Average:	37.0	0.62	59.8	E

SB R on Weaver Dairy Ext: Superlink ID 509

1	245.0	2.95	43.3	D
2	245.0	2.89	42.5	D
3	245.0	3.08	45.3	D
4	245.0	3.01	44.2	D
5	244.0	3.13	46.2	D
6	250.0	3.29	47.4	D
7	245.0	3.21	47.2	D
8	245.0	3.09	45.4	D
9	244.0	2.92	43.1	D
10	246.0	3.07	44.9	D
Average:	245.0	3.06	45.0	D

WB TR on Homestead Road: Superlink ID 514

1	211.0	0.34	5.8	A
2	212.0	0.45	7.6	A
3	211.0	0.34	5.9	A
4	210.0	0.36	6.1	A
5	211.0	0.33	5.7	A
6	213.0	0.36	6.0	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED

NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	209.0	0.42	7.2	A
8	210.0	0.42	7.3	A
9	213.0	0.38	6.5	A
10	211.0	0.47	8.0	A
Average:	211.0	0.39	6.6	A

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY -- UNSIGNALIZED

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Homestead Road: Superlink ID 524				
1	0.0	0.00	--	--
2	0.0	0.00	--	--
3	0.0	0.00	--	--
4	0.0	0.00	--	--
5	0.0	0.00	--	--
6	0.0	0.00	--	--
7	0.0	0.00	--	--
8	0.0	0.00	--	--
9	0.0	0.00	--	--
10	0.0	0.00	--	--
Average:	0.0	0.00	--	--

EB TR on Homestead Road: Superlink ID 524

1	761.0	0.00	0.0	A
2	761.0	0.00	0.0	A
3	757.0	0.00	0.0	A
4	761.0	0.00	0.0	A
5	760.0	0.00	0.0	A
6	760.0	0.00	0.0	A
7	759.0	0.00	0.0	A
8	759.0	0.00	0.0	A
9	762.0	0.00	0.0	A
10	759.0	0.00	0.0	A
Average:	759.0	0.00	0.0	A

NB LTR on Greenway Landing: Superlink ID 527

1	8.0	0.02	8.1	A
2	8.0	0.01	4.6	A
3	8.0	0.01	5.5	A
4	8.0	0.02	7.9	A
5	8.0	0.02	8.8	A
6	8.0	0.02	8.2	A
7	8.0	0.01	6.2	A
8	8.0	0.02	7.0	A
9	8.0	0.02	9.5	A
10	8.0	0.02	10.2	B

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY -- UNSIGNALIZED

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	8.0	0.02	7.6	A

SB L on Future Bridgepoint Access Driveway: Superlink ID 528

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

SB TR on Future Bridgepoint Access Driveway: Superlink ID 528

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

WB L on Homestead Road: Superlink ID 525

1	1.0	0.00	2.6	A
2	1.0	0.00	12.8	B
3	1.0	0.00	0.0	A
4	1.0	0.00	0.0	A
5	2.0	0.00	2.0	A
6	1.0	0.00	6.9	A
7	0.0	0.00	--	--
8	1.0	0.00	0.0	A
9	0.0	0.00	--	--
10	2.0	0.00	2.7	A
Average:	1.0	0.00	3.4	A

WB R on Homestead Road: Superlink ID 525

1	0.0	0.00	--	--
2	0.0	0.00	--	--
3	0.0	0.00	--	--

Intersection Level of Service by Lane Group

**HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS
DRIVEWAY -- UNSIGNALIZED**

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	0.0	0.00	--	--
5	0.0	0.00	--	--
6	0.0	0.00	--	--
7	0.0	0.00	--	--
8	0.0	0.00	--	--
9	0.0	0.00	--	--
10	0.0	0.00	--	--
Average:	0.0	0.00	--	--

WB T on Homestead Road: Superlink ID 525

1	434.0	0.00	0.0	A
2	426.0	0.00	0.0	A
3	427.0	0.00	0.0	A
4	425.0	0.00	0.0	A
5	425.0	0.00	0.0	A
6	433.0	0.00	0.0	A
7	426.0	0.00	0.0	A
8	428.0	0.00	0.0	A
9	427.0	0.00	0.0	A
10	425.0	0.00	0.0	A
Average:	427.0	0.00	0.0	A

**HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO
CHURCH -- SIGNALIZED**

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB L on M.L.K. Jr. Blvd: Superlink ID 446				
1	104.0	1.39	48.0	D
2	105.0	1.44	49.3	D
3	104.0	1.50	51.9	D
4	105.0	1.58	54.0	D
5	104.0	1.51	52.2	D
6	107.0	1.46	49.2	D
7	104.0	1.50	52.0	D
8	104.0	1.53	53.1	D
9	105.0	1.49	51.0	D
10	104.0	1.32	45.7	D
Average:	104.0	1.47	50.6	D

NB T on M.L.K. Jr. Blvd: Superlink ID 446

1	340.0	0.61	6.5	A
2	345.0	0.57	6.0	A
3	345.0	0.56	5.8	A
4	345.0	0.57	5.9	A
5	341.0	0.57	6.0	A
6	348.0	0.52	5.4	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	341.0	0.55	5.8	A
8	349.0	0.58	6.0	A
9	353.0	0.60	6.2	A
10	338.0	0.60	6.3	A
Average:	344.0	0.57	6.0	A

NB TR on M.L.K. Jr. Blvd: Superlink ID 446

1	369.0	0.65	6.3	A
2	368.0	0.58	5.7	A
3	366.0	0.60	5.9	A
4	364.0	0.63	6.2	A
5	369.0	0.58	5.7	A
6	364.0	0.60	5.9	A
7	369.0	0.60	5.8	A
8	362.0	0.60	5.9	A
9	357.0	0.63	6.4	A
10	372.0	0.64	6.2	A
Average:	366.0	0.61	6.0	A

SB L on M.L.K. Jr. Blvd: Superlink ID 519

1	16.0	0.08	16.9	B
2	15.0	0.04	10.1	B
3	16.0	0.06	13.6	B
4	16.0	0.07	16.5	B
5	15.0	0.05	12.2	B
6	16.0	0.09	20.1	C
7	16.0	0.05	11.4	B
8	16.0	0.06	14.2	B
9	16.0	0.06	14.4	B
10	16.0	0.04	9.8	A
Average:	15.0	0.06	13.9	B

SB R on M.L.K. Jr. Blvd: Superlink ID 519

1	140.0	0.19	4.9	A
2	142.0	0.18	4.7	A
3	141.0	0.17	4.5	A
4	140.0	0.14	3.6	A
5	140.0	0.14	3.5	A
6	142.0	0.14	3.7	A
7	142.0	0.25	6.3	A
8	142.0	0.11	2.9	A
9	142.0	0.17	4.4	A
10	142.0	0.17	4.4	A
Average:	141.0	0.17	4.3	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB T on M.L.K. Jr. Blvd: Superlink ID 519				
1	917.0	3.44	13.5	B
2	912.0	3.37	13.3	B
3	918.0	3.28	12.9	B
4	919.0	3.39	13.3	B
5	918.0	3.29	12.9	B
6	919.0	3.27	12.8	B
7	919.0	3.53	13.8	B
8	920.0	3.53	13.8	B
9	920.0	3.40	13.3	B
10	920.0	3.43	13.4	B
Average:	918.0	3.39	13.3	B
SEB L on Homestead Road: Superlink ID 514				
1	113.0	1.95	62.1	E
2	109.0	1.76	58.0	E
3	116.0	1.82	56.4	E
4	115.0	1.86	58.1	E
5	120.0	2.04	61.1	E
6	106.0	1.65	56.2	E
7	122.0	1.75	51.8	D
8	114.0	1.73	54.5	D
9	114.0	1.71	53.9	D
10	117.0	1.73	53.4	D
Average:	114.0	1.80	56.6	E
SEB LT on Homestead Road: Superlink ID 514				
1	121.0	1.94	57.7	E
2	122.0	1.91	56.3	E
3	116.0	1.65	51.2	D
4	115.0	1.77	55.4	E
5	113.0	1.96	62.6	E
6	121.0	1.92	57.1	E
7	110.0	1.64	53.5	D
8	117.0	1.80	55.3	E
9	119.0	1.74	52.7	D
10	113.0	1.86	59.3	E
Average:	116.0	1.82	56.1	E
SEB R on Homestead Road: Superlink ID 514				
1	276.0	3.02	39.4	D
2	280.0	2.76	35.5	D
3	275.0	2.72	35.6	D
4	274.0	2.77	36.4	D
5	279.0	2.93	37.8	D

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	274.0	2.70	35.5	D
7	279.0	2.73	35.3	D
8	279.0	2.85	36.8	D
9	279.0	2.92	37.6	D
10	277.0	2.69	35.0	C
Average:	277.0	2.81	36.5	D

WB L on Homestead Road: Superlink ID 508

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

WB LT on Homestead Road: Superlink ID 508

1	2.0	0.04	77.4	E
2	2.0	0.03	48.3	D
3	2.0	0.01	23.5	C
4	2.0	0.05	83.9	F
5	3.0	0.08	97.0	F
6	2.0	0.02	41.4	D
7	2.0	0.02	35.4	D
8	3.0	0.07	83.0	F
9	2.0	0.02	38.4	D
10	3.0	0.04	52.9	D
Average:	2.0	0.04	58.1	E

WB R on Homestead Road: Superlink ID 508

1	1.0	0.02	66.9	E
2	1.0	0.00	1.4	A
3	1.0	0.01	42.9	D
4	1.0	0.00	0.0	A
5	0.0	0.00	--	--
6	1.0	0.00	9.0	A
7	1.0	0.00	15.1	B
8	0.0	0.00	--	--
9	1.0	0.01	34.6	C
10	1.0	0.01	50.3	D
Average:	0.0	0.01	27.5	C

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
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Intersection Level of Service by Lane Group

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2022 - AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: No-Build MOEs

Intersection Level of Service by Lane Group - Total Control Delay

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	521	0.0	0.0	0.0	0.0	10
EB TR	Homestead Road	521	2.8	0.1	2.6	3.0	10
NB L	Seawell School Road	530	0.4	0.0	0.3	0.4	10
NB TR	Seawell School Road	530	2.3	0.1	2.1	2.5	10
SB L	Seawell School Road	529	0.6	0.2	0.3	1.1	10
SB TR	Seawell School Road	529	0.2	0.0	0.1	0.2	10
WB L	Homestead Road	524	1.3	0.1	1.1	1.5	10
WB R	Homestead Road	524	0.0	0.0	0.0	0.1	10
WB T	Homestead Road	524	0.3	0.0	0.2	0.3	10

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	523	0.5	0.0	0.4	0.6	10
EB T	Homestead Road	523	0.5	0.0	0.4	0.6	10
SB L	Weaver Dairy Ext	509	0.6	0.1	0.5	0.7	10
SB R	Weaver Dairy Ext	509	3.1	0.1	2.9	3.3	10
WB TR	Homestead Road	514	0.4	0.0	0.3	0.5	10

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	524	0.0	0.0	0.0	0.0	10
EB TR	Homestead Road	524	0.0	0.0	0.0	0.0	10
NB LTR	Greenway Landing	527	0.0	0.0	0.0	0.0	10
SB L	Future Bridgepoint Access Driveway	528	0.0	0.0	0.0	0.0	10
SB TR	Future Bridgepoint Access Driveway	528	0.0	0.0	0.0	0.0	10
WB L	Homestead Road	525	0.0	0.0	0.0	0.0	10
WB R	Homestead Road	525	0.0	0.0	0.0	0.0	10
WB T	Homestead Road	525	0.0	0.0	0.0	0.0	10

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	M.L.K. Jr. Blvd	446	1.5	0.1	1.3	1.6	10
NB T	M.L.K. Jr. Blvd	446	0.6	0.0	0.5	0.6	10
NB TR	M.L.K. Jr. Blvd	446	0.6	0.0	0.6	0.7	10
SB L	M.L.K. Jr. Blvd	519	0.1	0.0	0.0	0.1	10

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SB R	M.L.K. Jr. Blvd	519	0.2	0.0	0.1	0.3	10
SB T	M.L.K. Jr. Blvd	519	3.4	0.1	3.3	3.5	10
SEB L	Homestead Road	514	1.8	0.1	1.7	2.0	10
SEB LT	Homestead Road	514	1.8	0.1	1.6	2.0	10
SEB R	Homestead Road	514	2.8	0.1	2.7	3.0	10
WB L	Homestead Road	508	0.0	0.0	0.0	0.0	10
WB LT	Homestead Road	508	0.0	0.0	0.0	0.1	10
WB R	Homestead Road	508	0.0	0.0	0.0	0.0	10

Intersection Level of Service by Lane Group

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2022 - AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: No-Build MOEs

Intersection Level of Service by Lane Group - Avg Control Delay

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	521	13.0	4.2	7.1	20.4	10
EB TR	Homestead Road	521	17.6	0.8	16.5	19.0	10
NB L	Seawell School Road	530	29.9	3.1	25.1	34.2	10
NB TR	Seawell School Road	530	33.8	1.7	30.9	37.0	10
SB L	Seawell School Road	529	133.3	44.7	66.7	225.6	10
SB TR	Seawell School Road	529	27.5	6.3	19.4	37.3	10
WB L	Homestead Road	524	17.3	1.5	15.5	20.2	10
WB R	Homestead Road	524	6.5	1.9	3.8	10.4	10
WB T	Homestead Road	524	6.7	0.5	5.9	7.7	10

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	523	5.2	0.5	4.2	6.0	10
EB T	Homestead Road	523	4.1	0.4	3.5	4.8	10
SB L	Weaver Dairy Ext	509	59.8	6.1	48.2	71.0	10
SB R	Weaver Dairy Ext	509	45.0	1.7	42.5	47.4	10
WB TR	Homestead Road	514	6.6	0.8	5.7	8.0	10

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Homestead Road	524	0.0	0.0	0.0	0.0	10
NB LTR	Greenway Landing	527	7.6	1.8	4.6	10.2	10
WB L	Homestead Road	525	3.4	4.4	0.0	12.8	8
WB T	Homestead Road	525	0.0	0.0	0.0	0.0	10

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	M.L.K. Jr. Blvd	446	50.6	2.6	45.7	54.0	10
NB T	M.L.K. Jr. Blvd	446	6.0	0.3	5.4	6.5	10
NB TR	M.L.K. Jr. Blvd	446	6.0	0.3	5.7	6.4	10
SB L	M.L.K. Jr. Blvd	519	13.9	3.2	9.8	20.1	10
SB R	M.L.K. Jr. Blvd	519	4.3	0.9	2.9	6.3	10
SB T	M.L.K. Jr. Blvd	519	13.3	0.4	12.8	13.8	10
SEB L	Homestead Road	514	56.6	3.3	51.8	62.1	10
SEB LT	Homestead Road	514	56.1	3.3	51.2	62.6	10

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SEB R	Homestead Road	514	36.5	1.4	35.0	39.4	10
WB LT	Homestead Road	508	58.1	25.1	23.5	97.0	10
WB R	Homestead Road	508	27.5	24.8	0.0	66.9	8

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2022 - NN
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 12:00:00 - 13:00:00
 Interval: Summary
 Selection: No-Build MOEs

Intersection Level of Service - Overview

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	657.0	2.24	12.3	B
2	660.0	2.28	12.4	B
3	653.0	2.30	12.7	B
4	654.0	2.24	12.3	B
5	657.0	2.31	12.6	B
6	652.0	2.23	12.3	B
7	649.0	2.36	13.1	B
8	651.0	2.10	11.6	B
9	657.0	2.32	12.7	B
10	659.0	2.28	12.5	B
Average:	654.9	2.27	12.5	B

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	634.0	2.44	13.9	B
2	625.0	2.26	13.0	B
3	632.0	2.52	14.3	B
4	625.0	2.30	13.2	B
5	622.0	2.38	13.8	B
6	629.0	2.57	14.7	B
7	622.0	2.61	15.1	B
8	625.0	2.55	14.7	B
9	626.0	2.21	12.7	B
10	630.0	2.61	14.9	B
Average:	627.0	2.45	14.0	B

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY -- UNSIGNALIZED NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	611.0	0.03	0.2	A
2	608.0	0.02	0.1	A
3	607.0	0.02	0.1	A
4	606.0	0.04	0.2	A
5	604.0	0.02	0.1	A
6	607.0	0.02	0.1	A
7	603.0	0.04	0.2	A
8	605.0	0.02	0.1	A
9	603.0	0.03	0.2	A

Intersection Level of Service

10	609.0	0.04	0.2	A
Average:	606.3	0.03	0.2	A

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,701.0	9.66	20.4	C
2	1,691.0	9.75	20.8	C
3	1,702.0	9.72	20.6	C
4	1,691.0	9.38	20.0	B
5	1,689.0	8.75	18.7	B
6	1,694.0	9.39	20.0	B
7	1,695.0	9.70	20.6	C
8	1,697.0	9.10	19.3	B
9	1,692.0	9.77	20.8	C
10	1,711.0	9.46	19.9	B
Average:	1,696.3	9.47	20.1	C

Intersection Level of Service

Project: 2217 Homestead TIA
Scenario: 2217 Homestead 2022 - NN
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:00:00 - 13:00:00
Interval: Summary
Selection: No-Build MOEs

Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
1609	Homestead Road & Seawell School Road	Actuated	2.3	0.1	2.1	2.4	10
2081	Homestead Road & Weaver Dairy Ext	Actuated	2.4	0.1	2.2	2.6	10
2	Homestead Road, Greenway Landing & Future Bridgepoint Access Driveway	Stop	0.0	0.0	0.0	0.0	10
71019	Homestead Road, M.L.K. Jr. Blvd, NC 86 (MLK Jr. Blvd) & Entrance to Church	Actuated	9.5	0.3	8.8	9.8	10

Intersection Level of Service

Project: 2217 Homestead TIA
Scenario: 2217 Homestead 2022 - NN
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:00:00 - 13:00:00
Interval: Summary
Selection: No-Build MOEs

Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
1609	Homestead Road & Seawell School Road	Actuated	12.5	0.4	11.6	13.1	10
2081	Homestead Road & Weaver Dairy Ext	Actuated	14.0	0.8	12.7	15.1	10
2	Homestead Road, Greenway Landing & Future Bridgepoint Access Driveway	Stop	0.2	0.1	0.1	0.2	10
71019	Homestead Road, M.L.K. Jr. Blvd, NC 86 (MLK Jr. Blvd) & Entrance to Church	Actuated	20.1	0.7	18.7	20.8	10

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2022 - NN
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 12:00:00 - 13:00:00
 Interval: Summary
 Selection: No-Build MOEs

Intersection Level of Service by Lane Group - Overview

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Homestead Road: Superlink ID 521				
1	12.0	0.02	6.1	A
2	12.0	0.01	2.5	A
3	11.0	0.02	6.2	A
4	11.0	0.02	6.8	A
5	12.0	0.02	4.7	A
6	12.0	0.02	6.5	A
7	12.0	0.04	11.8	B
8	12.0	0.03	7.9	A
9	12.0	0.03	8.9	A
10	12.0	0.03	8.2	A
Average:	11.0	0.02	7.0	A

EB TR on Homestead Road: Superlink ID 521				
1	209.0	0.47	8.0	A
2	209.0	0.45	7.7	A
3	209.0	0.47	8.1	A
4	210.0	0.45	7.7	A
5	211.0	0.39	6.7	A
6	209.0	0.43	7.4	A
7	209.0	0.44	7.5	A
8	210.0	0.42	7.2	A
9	212.0	0.38	6.5	A
10	212.0	0.43	7.3	A
Average:	210.0	0.43	7.4	A

NB L on Seawell School Road: Superlink ID 530				
1	16.0	0.13	28.8	C
2	17.0	0.19	40.7	D
3	17.0	0.21	45.4	D
4	16.0	0.12	27.9	C
5	15.0	0.18	44.1	D
6	16.0	0.18	40.3	D
7	16.0	0.16	36.9	D
8	16.0	0.08	17.5	B
9	15.0	0.15	35.6	D
10	16.0	0.16	34.9	C
Average:	16.0	0.16	35.2	D

NB TR on Seawell School Road: Superlink ID 530

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED

NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	69.0	0.71	37.2	D
2	70.0	0.71	36.5	D
3	71.0	0.74	37.7	D
4	71.0	0.70	35.6	D
5	70.0	0.79	40.6	D
6	71.0	0.69	34.9	C
7	69.0	0.76	39.8	D
8	71.0	0.68	34.6	C
9	73.0	0.80	39.7	D
10	70.0	0.78	40.0	D
Average:	70.0	0.74	37.7	D

SB L on Seawell School Road: Superlink ID 529

1	25.0	0.27	38.8	D
2	25.0	0.25	36.7	D
3	25.0	0.25	35.3	D
4	25.0	0.33	47.6	D
5	24.0	0.31	46.1	D
6	24.0	0.31	46.3	D
7	24.0	0.31	46.0	D
8	24.0	0.30	45.0	D
9	24.0	0.26	39.4	D
10	23.0	0.23	35.3	D
Average:	24.0	0.28	41.7	D

SB TR on Seawell School Road: Superlink ID 529

1	20.0	0.11	20.5	C
2	20.0	0.19	34.4	C
3	20.0	0.17	30.0	C
4	20.0	0.17	29.8	C
5	21.0	0.23	39.8	D
6	21.0	0.19	32.2	C
7	22.0	0.22	36.5	D
8	20.0	0.18	32.2	C
9	21.0	0.15	26.1	C
10	21.0	0.26	44.4	D
Average:	20.0	0.19	32.6	C

WB L on Homestead Road: Superlink ID 524

1	67.0	0.12	6.7	A
2	67.0	0.09	4.8	A
3	66.0	0.10	5.4	A
4	62.0	0.11	6.6	A
5	64.0	0.09	4.8	A
6	65.0	0.11	6.0	A
7	65.0	0.10	5.6	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED

NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	64.0	0.11	6.1	A
9	62.0	0.07	4.2	A
10	64.0	0.08	4.4	A
Average:	64.0	0.10	5.5	A

WB R on Homestead Road: Superlink ID 524

1	21.0	0.03	5.3	A
2	18.0	0.03	5.6	A
3	18.0	0.02	4.5	A
4	21.0	0.04	6.6	A
5	20.0	0.02	4.2	A
6	18.0	0.02	3.6	A
7	19.0	0.04	7.4	A
8	19.0	0.03	5.4	A
9	21.0	0.04	6.4	A
10	22.0	0.02	3.9	A
Average:	19.0	0.03	5.3	A

WB T on Homestead Road: Superlink ID 524

1	218.0	0.38	6.2	A
2	222.0	0.36	5.9	A
3	216.0	0.31	5.2	A
4	218.0	0.30	4.9	A
5	220.0	0.28	4.5	A
6	216.0	0.29	4.8	A
7	213.0	0.28	4.8	A
8	215.0	0.28	4.7	A
9	217.0	0.43	7.1	A
10	219.0	0.31	5.1	A
Average:	217.0	0.32	5.3	A

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED

NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Homestead Road: Superlink ID 523				
1	102.0	0.07	2.6	A
2	103.0	0.06	2.0	A
3	102.0	0.06	2.0	A
4	103.0	0.07	2.5	A
5	102.0	0.08	3.0	A
6	104.0	0.07	2.3	A
7	101.0	0.06	2.3	A
8	99.0	0.06	2.3	A
9	105.0	0.05	1.6	A
10	101.0	0.06	2.2	A
Average:	102.0	0.06	2.3	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED

NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on Homestead Road: Superlink ID 523				
1	198.0	0.09	1.7	A
2	192.0	0.06	1.0	A
3	197.0	0.12	2.2	A
4	193.0	0.09	1.7	A
5	190.0	0.09	1.8	A
6	193.0	0.06	1.1	A
7	191.0	0.07	1.4	A
8	197.0	0.11	2.1	A
9	192.0	0.07	1.3	A
10	189.0	0.10	1.9	A
Average:	193.0	0.09	1.6	A
SB L on Weaver Dairy Ext: Superlink ID 509				
1	8.0	0.14	61.2	E
2	7.0	0.08	40.2	D
3	9.0	0.17	67.5	E
4	8.0	0.17	77.5	E
5	9.0	0.19	77.5	E
6	8.0	0.12	52.3	D
7	9.0	0.18	73.3	E
8	9.0	0.19	76.4	E
9	8.0	0.13	60.2	E
10	10.0	0.24	85.2	F
Average:	8.0	0.16	67.1	E
SB R on Weaver Dairy Ext: Superlink ID 509				
1	140.0	1.94	49.8	D
2	138.0	1.90	49.5	D
3	137.0	2.04	53.6	D
4	136.0	1.81	47.9	D
5	138.0	1.79	46.8	D
6	139.0	2.09	54.1	D
7	137.0	2.14	56.2	E
8	139.0	1.98	51.2	D
9	137.0	1.84	48.3	D
10	137.0	2.02	53.1	D
Average:	137.0	1.96	51.1	D
WB TR on Homestead Road: Superlink ID 514				
1	186.0	0.20	3.9	A
2	185.0	0.17	3.3	A
3	187.0	0.13	2.5	A
4	185.0	0.15	3.0	A
5	183.0	0.22	4.3	A
6	185.0	0.24	4.7	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED

NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	184.0	0.15	2.8	A
8	181.0	0.21	4.1	A
9	184.0	0.12	2.3	A
10	193.0	0.18	3.4	A
Average:	185.0	0.18	3.4	A

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY -- UNSIGNALIZED

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Homestead Road: Superlink ID 524				
1	0.0	0.00	--	--
2	0.0	0.00	--	--
3	0.0	0.00	--	--
4	0.0	0.00	--	--
5	0.0	0.00	--	--
6	0.0	0.00	--	--
7	0.0	0.00	--	--
8	0.0	0.00	--	--
9	0.0	0.00	--	--
10	0.0	0.00	--	--
Average:	0.0	0.00	--	--

EB TR on Homestead Road: Superlink ID 524

1	291.0	0.00	0.0	A
2	290.0	0.00	0.0	A
3	291.0	0.00	0.0	A
4	290.0	0.00	0.0	A
5	290.0	0.00	0.0	A
6	291.0	0.00	0.0	A
7	286.0	0.00	0.0	A
8	290.0	0.00	0.0	A
9	291.0	0.00	0.0	A
10	288.0	0.00	0.0	A
Average:	289.0	0.00	0.0	A

NB LTR on Greenway Landing: Superlink ID 527

1	14.0	0.03	7.6	A
2	14.0	0.01	3.6	A
3	14.0	0.02	5.8	A
4	14.0	0.03	8.3	A
5	14.0	0.02	5.3	A
6	14.0	0.02	4.8	A
7	14.0	0.03	8.5	A
8	14.0	0.02	4.3	A
9	14.0	0.03	6.8	A
10	14.0	0.03	6.9	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY -- UNSIGNALIZED

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	14.0	0.02	6.2	A

SB L on Future Bridgepoint Access Driveway: Superlink ID 528

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

SB TR on Future Bridgepoint Access Driveway: Superlink ID 528

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

WB L on Homestead Road: Superlink ID 525

1	9.0	0.00	0.2	A
2	9.0	0.00	1.5	A
3	7.0	0.00	1.2	A
4	8.0	0.00	2.1	A
5	6.0	0.00	1.8	A
6	10.0	0.01	1.9	A
7	8.0	0.01	3.2	A
8	8.0	0.01	2.5	A
9	6.0	0.00	0.5	A
10	8.0	0.01	2.4	A
Average:	7.0	0.00	1.7	A

WB R on Homestead Road: Superlink ID 525

1	0.0	0.00	--	--
2	0.0	0.00	--	--
3	0.0	0.00	--	--

Intersection Level of Service by Lane Group

**HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS
DRIVEWAY -- UNSIGNALIZED**

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	0.0	0.00	--	--
5	0.0	0.00	--	--
6	0.0	0.00	--	--
7	0.0	0.00	--	--
8	0.0	0.00	--	--
9	0.0	0.00	--	--
10	0.0	0.00	--	--
Average:	0.0	0.00	--	--

WB T on Homestead Road: Superlink ID 525

1	297.0	0.00	0.0	A
2	295.0	0.00	0.0	A
3	295.0	0.00	0.0	A
4	294.0	0.00	0.0	A
5	294.0	0.00	0.0	A
6	292.0	0.00	0.0	A
7	295.0	0.00	0.0	A
8	293.0	0.00	0.0	A
9	292.0	0.00	0.0	A
10	299.0	0.00	0.0	A
Average:	294.0	0.00	0.0	A

**HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO
CHURCH -- SIGNALIZED**

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB L on M.L.K. Jr. Blvd: Superlink ID 446				
1	145.0	2.84	70.6	E
2	140.0	2.64	67.8	E
3	145.0	2.85	70.8	E
4	140.0	2.79	71.8	E
5	137.0	2.67	70.1	E
6	145.0	2.63	65.3	E
7	138.0	2.91	75.8	E
8	141.0	2.79	71.3	E
9	141.0	2.60	66.3	E
10	148.0	2.73	66.4	E
Average:	142.0	2.75	69.6	E

NB T on M.L.K. Jr. Blvd: Superlink ID 446

1	295.0	0.56	6.9	A
2	290.0	0.55	6.9	A
3	301.0	0.61	7.3	A
4	293.0	0.63	7.7	A
5	290.0	0.59	7.4	A
6	296.0	0.68	8.3	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	300.0	0.55	6.6	A
8	300.0	0.67	8.1	A
9	291.0	0.57	7.0	A
10	281.0	0.70	9.0	A
Average:	293.0	0.61	7.5	A

NB TR on M.L.K. Jr. Blvd: Superlink ID 446

1	324.0	0.63	7.0	A
2	328.0	0.62	6.9	A
3	318.0	0.71	8.0	A
4	327.0	0.60	6.6	A
5	330.0	0.61	6.7	A
6	320.0	0.71	8.0	A
7	320.0	0.65	7.4	A
8	320.0	0.68	7.7	A
9	329.0	0.71	7.7	A
10	339.0	0.72	7.7	A
Average:	325.0	0.66	7.4	A

SB L on M.L.K. Jr. Blvd: Superlink ID 519

1	10.0	0.06	20.9	C
2	8.0	0.03	15.4	B
3	9.0	0.06	22.3	C
4	9.0	0.02	7.7	A
5	9.0	0.04	15.7	B
6	9.0	0.04	16.7	B
7	8.0	0.02	9.5	A
8	9.0	0.02	6.9	A
9	9.0	0.02	7.0	A
10	8.0	0.04	18.4	B
Average:	8.0	0.04	14.1	B

SB R on M.L.K. Jr. Blvd: Superlink ID 519

1	87.0	0.17	6.9	A
2	91.0	0.16	6.4	A
3	91.0	0.16	6.2	A
4	89.0	0.16	6.3	A
5	89.0	0.13	5.3	A
6	90.0	0.12	4.9	A
7	91.0	0.14	5.5	A
8	87.0	0.09	3.7	A
9	89.0	0.08	3.2	A
10	92.0	0.19	7.4	A
Average:	89.0	0.14	5.6	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB T on M.L.K. Jr. Blvd: Superlink ID 519				
1	536.0	1.41	9.5	A
2	539.0	1.77	11.8	B
3	536.0	1.64	11.0	B
4	543.0	1.42	9.4	A
5	541.0	1.50	10.0	A
6	533.0	1.70	11.5	B
7	540.0	1.65	11.0	B
8	542.0	1.57	10.5	B
9	539.0	1.53	10.2	B
10	544.0	1.69	11.2	B
Average:	539.0	1.59	10.6	B
SEB L on Homestead Road: Superlink ID 514				
1	59.0	0.83	50.4	D
2	60.0	1.09	65.2	E
3	61.0	0.85	49.9	D
4	62.0	0.91	53.0	D
5	61.0	0.81	48.1	D
6	63.0	0.94	53.6	D
7	58.0	1.00	61.9	E
8	57.0	0.73	45.9	D
9	60.0	1.01	60.7	E
10	56.0	0.65	41.6	D
Average:	59.0	0.88	53.0	D
SEB LT on Homestead Road: Superlink ID 514				
1	62.0	1.13	65.5	E
2	60.0	1.03	61.5	E
3	61.0	0.97	57.3	E
4	54.0	0.96	64.1	E
5	57.0	0.75	47.1	D
6	60.0	0.84	50.4	D
7	61.0	0.85	50.4	D
8	65.0	0.99	54.9	D
9	58.0	1.01	62.9	E
10	66.0	0.95	51.7	D
Average:	60.0	0.95	56.6	E
SEB R on Homestead Road: Superlink ID 514				
1	148.0	1.49	36.3	D
2	142.0	1.47	37.4	D
3	146.0	1.42	35.0	D
4	140.0	1.35	34.8	C
5	143.0	1.17	29.5	C

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	143.0	1.26	31.6	C
7	145.0	1.44	35.7	D
8	141.0	1.05	26.8	C
9	144.0	1.77	44.3	D
10	144.0	1.30	32.5	C
Average:	143.0	1.37	34.4	C

WB L on Homestead Road: Superlink ID 508

1	11.0	0.23	74.6	E
2	7.0	0.16	81.4	F
3	7.0	0.10	53.8	D
4	6.0	0.11	63.9	E
5	7.0	0.09	45.4	D
6	13.0	0.24	65.3	E
7	9.0	0.18	74.0	E
8	7.0	0.15	76.0	E
9	5.0	0.08	60.6	E
10	9.0	0.18	70.2	E
Average:	8.0	0.15	66.5	E

WB LT on Homestead Road: Superlink ID 508

1	11.0	0.19	62.3	E
2	13.0	0.14	37.4	D
3	14.0	0.28	72.8	E
4	15.0	0.36	85.9	F
5	12.0	0.31	91.5	F
6	9.0	0.13	53.6	D
7	12.0	0.18	55.5	E
8	14.0	0.30	77.4	E
9	15.0	0.30	71.1	E
10	12.0	0.23	69.0	E
Average:	12.0	0.24	67.7	E

WB R on Homestead Road: Superlink ID 508

1	13.0	0.12	32.6	C
2	13.0	0.09	26.2	C
3	13.0	0.07	20.1	C
4	13.0	0.08	21.6	C
5	13.0	0.08	21.3	C
6	13.0	0.10	27.1	C
7	13.0	0.11	30.8	C
8	14.0	0.05	13.9	B
9	12.0	0.10	30.0	C
10	12.0	0.08	24.9	C
Average:	12.0	0.09	24.9	C

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
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Intersection Level of Service by Lane Group

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2022 - NN
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 12:00:00 - 13:00:00
 Interval: Summary
 Selection: No-Build MOEs

Intersection Level of Service by Lane Group - Total Control Delay

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	521	0.0	0.0	0.0	0.0	10
EB TR	Homestead Road	521	0.4	0.0	0.4	0.5	10
NB L	Seawell School Road	530	0.2	0.0	0.1	0.2	10
NB TR	Seawell School Road	530	0.7	0.0	0.7	0.8	10
SB L	Seawell School Road	529	0.3	0.0	0.2	0.3	10
SB TR	Seawell School Road	529	0.2	0.0	0.1	0.3	10
WB L	Homestead Road	524	0.1	0.0	0.1	0.1	10
WB R	Homestead Road	524	0.0	0.0	0.0	0.0	10
WB T	Homestead Road	524	0.3	0.1	0.3	0.4	10

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	523	0.1	0.0	0.1	0.1	10
EB T	Homestead Road	523	0.1	0.0	0.1	0.1	10
SB L	Weaver Dairy Ext	509	0.2	0.0	0.1	0.2	10
SB R	Weaver Dairy Ext	509	2.0	0.1	1.8	2.1	10
WB TR	Homestead Road	514	0.2	0.0	0.1	0.2	10

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	524	0.0	0.0	0.0	0.0	10
EB TR	Homestead Road	524	0.0	0.0	0.0	0.0	10
NB LTR	Greenway Landing	527	0.0	0.0	0.0	0.0	10
SB L	Future Bridgepoint Access Driveway	528	0.0	0.0	0.0	0.0	10
SB TR	Future Bridgepoint Access Driveway	528	0.0	0.0	0.0	0.0	10
WB L	Homestead Road	525	0.0	0.0	0.0	0.0	10
WB R	Homestead Road	525	0.0	0.0	0.0	0.0	10
WB T	Homestead Road	525	0.0	0.0	0.0	0.0	10

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	M.L.K. Jr. Blvd	446	2.7	0.1	2.6	2.9	10
NB T	M.L.K. Jr. Blvd	446	0.6	0.1	0.6	0.7	10
NB TR	M.L.K. Jr. Blvd	446	0.7	0.0	0.6	0.7	10
SB L	M.L.K. Jr. Blvd	519	0.0	0.0	0.0	0.1	10

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SB R	M.L.K. Jr. Blvd	519	0.1	0.0	0.1	0.2	10
SB T	M.L.K. Jr. Blvd	519	1.6	0.1	1.4	1.8	10
SEB L	Homestead Road	514	0.9	0.1	0.7	1.1	10
SEB LT	Homestead Road	514	0.9	0.1	0.8	1.1	10
SEB R	Homestead Road	514	1.4	0.2	1.1	1.8	10
WB L	Homestead Road	508	0.2	0.1	0.1	0.2	10
WB LT	Homestead Road	508	0.2	0.1	0.1	0.4	10
WB R	Homestead Road	508	0.1	0.0	0.1	0.1	10

Intersection Level of Service by Lane Group

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2022 - NN
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 12:00:00 - 13:00:00
 Interval: Summary
 Selection: No-Build MOEs

Intersection Level of Service by Lane Group - Avg Control Delay

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	521	7.0	2.5	2.5	11.8	10
EB TR	Homestead Road	521	7.4	0.5	6.5	8.1	10
NB L	Seawell School Road	530	35.2	8.5	17.5	45.4	10
NB TR	Seawell School Road	530	37.7	2.3	34.6	40.6	10
SB L	Seawell School Road	529	41.7	5.0	35.3	47.6	10
SB TR	Seawell School Road	529	32.6	6.8	20.5	44.4	10
WB L	Homestead Road	524	5.5	0.9	4.2	6.7	10
WB R	Homestead Road	524	5.3	1.3	3.6	7.4	10
WB T	Homestead Road	524	5.3	0.8	4.5	7.1	10

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	523	2.3	0.4	1.6	3.0	10
EB T	Homestead Road	523	1.6	0.4	1.0	2.2	10
SB L	Weaver Dairy Ext	509	67.1	13.7	40.2	85.2	10
SB R	Weaver Dairy Ext	509	51.1	3.1	46.8	56.2	10
WB TR	Homestead Road	514	3.4	0.8	2.3	4.7	10

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Homestead Road	524	0.0	0.0	0.0	0.0	10
NB LTR	Greenway Landing	527	6.2	1.7	3.6	8.5	10
WB L	Homestead Road	525	1.7	0.9	0.2	3.2	10
WB T	Homestead Road	525	0.0	0.0	0.0	0.0	10

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	M.L.K. Jr. Blvd	446	69.6	3.2	65.3	75.8	10
NB T	M.L.K. Jr. Blvd	446	7.5	0.8	6.6	9.0	10
NB TR	M.L.K. Jr. Blvd	446	7.4	0.5	6.6	8.0	10
SB L	M.L.K. Jr. Blvd	519	14.1	5.8	6.9	22.3	10
SB R	M.L.K. Jr. Blvd	519	5.6	1.3	3.2	7.4	10
SB T	M.L.K. Jr. Blvd	519	10.6	0.8	9.4	11.8	10
SEB L	Homestead Road	514	53.0	7.5	41.6	65.2	10
SEB LT	Homestead Road	514	56.6	6.6	47.1	65.5	10

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SEB R	Homestead Road	514	34.4	4.8	26.8	44.3	10
WB L	Homestead Road	508	66.5	11.0	45.4	81.4	10
WB LT	Homestead Road	508	67.7	16.1	37.4	91.5	10
WB R	Homestead Road	508	24.9	5.7	13.9	32.6	10

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2022 - PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 17:00:00 - 18:00:00
 Interval: Summary
 Selection: No-Build MOEs

Intersection Level of Service - Overview

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,219.0	4.74	14.0	B
2	1,227.0	4.97	14.6	B
3	1,222.0	4.51	13.3	B
4	1,224.0	4.57	13.4	B
5	1,214.0	4.72	14.0	B
6	1,222.0	4.99	14.7	B
7	1,222.0	4.55	13.4	B
8	1,222.0	4.91	14.5	B
9	1,223.0	4.76	14.0	B
10	1,220.0	4.32	12.7	B
Average:	1,221.5	4.70	13.9	B

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,193.0	6.13	18.5	B
2	1,199.0	6.44	19.3	B
3	1,204.0	6.10	18.2	B
4	1,202.0	6.28	18.8	B
5	1,199.0	5.81	17.4	B
6	1,205.0	6.19	18.5	B
7	1,209.0	6.71	20.0	B
8	1,194.0	6.37	19.2	B
9	1,206.0	6.45	19.2	B
10	1,196.0	6.05	18.2	B
Average:	1,200.7	6.25	18.7	B

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY -- UNSIGNALIZED NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,150.0	0.04	0.1	A
2	1,148.0	0.04	0.1	A
3	1,152.0	0.02	0.1	A
4	1,150.0	0.04	0.1	A
5	1,151.0	0.04	0.1	A
6	1,152.0	0.03	0.1	A
7	1,152.0	0.03	0.1	A
8	1,148.0	0.03	0.1	A
9	1,150.0	0.04	0.1	A

Intersection Level of Service

10	1,148.0	0.02	0.1	A
Average:	1,150.1	0.03	0.1	A

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,712.0	12.84	17.0	B
2	2,712.0	13.02	17.3	B
3	2,714.0	13.24	17.6	B
4	2,719.0	13.52	17.9	B
5	2,714.0	12.34	16.4	B
6	2,715.0	13.44	17.8	B
7	2,715.0	12.90	17.1	B
8	2,718.0	13.41	17.8	B
9	2,713.0	13.08	17.4	B
10	2,718.0	13.47	17.8	B
Average:	2,715.0	13.13	17.4	B

Intersection Level of Service

Project: 2217 Homestead TIA
Scenario: 2217 Homestead 2022 - PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 17:00:00 - 18:00:00
Interval: Summary
Selection: No-Build MOEs

Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
1609	Homestead Road & Seawell School Road	Actuated	4.7	0.2	4.3	5.0	10
2081	Homestead Road & Weaver Dairy Ext	Actuated	6.3	0.3	5.8	6.7	10
2	Homestead Road, Greenway Landing & Future Bridgepoint Access Driveway	Stop	0.0	0.0	0.0	0.0	10
71019	Homestead Road, M.L.K. Jr. Blvd, NC 86 (MLK Jr. Blvd) & Entrance to Church	Actuated	13.1	0.4	12.3	13.5	10

Intersection Level of Service

Project: 2217 Homestead TIA
Scenario: 2217 Homestead 2022 - PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 17:00:00 - 18:00:00
Interval: Summary
Selection: No-Build MOEs

Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
1609	Homestead Road & Seawell School Road	Actuated	13.9	0.7	12.7	14.7	10
2081	Homestead Road & Weaver Dairy Ext	Actuated	18.7	0.7	17.4	20.0	10
2	Homestead Road, Greenway Landing & Future Bridgepoint Access Driveway	Stop	0.1	0.0	0.1	0.1	10
71019	Homestead Road, M.L.K. Jr. Blvd, NC 86 (MLK Jr. Blvd) & Entrance to Church	Actuated	17.4	0.5	16.4	17.9	10

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2022 - PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 17:00:00 - 18:00:00
 Interval: Summary
 Selection: No-Build MOEs

Intersection Level of Service by Lane Group - Overview

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Homestead Road: Superlink ID 521				
1	9.0	0.02	8.6	A
2	9.0	0.04	14.9	B
3	9.0	0.03	13.1	B
4	9.0	0.04	17.3	B
5	9.0	0.03	11.7	B
6	9.0	0.01	5.8	A
7	10.0	0.01	4.1	A
8	8.0	0.02	6.9	A
9	9.0	0.04	17.9	B
10	9.0	0.02	8.0	A
Average:	9.0	0.03	10.8	B

EB TR on Homestead Road: Superlink ID 521				
1	300.0	0.92	11.1	B
2	302.0	0.98	11.7	B
3	300.0	0.94	11.3	B
4	302.0	0.92	11.0	B
5	303.0	0.92	11.0	B
6	302.0	1.10	13.1	B
7	300.0	0.92	11.0	B
8	303.0	0.96	11.4	B
9	302.0	0.98	11.7	B
10	299.0	0.92	11.0	B
Average:	301.0	0.96	11.4	B

NB L on Seawell School Road: Superlink ID 530				
1	41.0	0.41	35.7	D
2	43.0	0.35	28.9	C
3	42.0	0.43	37.1	D
4	42.0	0.36	30.4	C
5	43.0	0.46	38.2	D
6	41.0	0.43	38.1	D
7	41.0	0.35	30.9	C
8	41.0	0.31	27.5	C
9	43.0	0.38	31.6	C
10	41.0	0.37	32.9	C
Average:	41.0	0.39	33.1	C

NB TR on Seawell School Road: Superlink ID 530

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED

NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	169.0	1.63	34.8	C
2	171.0	1.70	35.9	D
3	169.0	1.40	29.7	C
4	171.0	1.49	31.3	C
5	170.0	1.73	36.7	D
6	172.0	1.65	34.6	C
7	171.0	1.63	34.2	C
8	170.0	1.69	35.9	D
9	172.0	1.58	33.0	C
10	172.0	1.47	30.9	C
Average:	170.0	1.60	33.7	C

SB L on Seawell School Road: Superlink ID 529

1	14.0	0.19	49.5	D
2	14.0	0.19	48.7	D
3	12.0	0.33	99.2	F
4	14.0	0.16	41.9	D
5	14.0	0.21	53.7	D
6	14.0	0.14	36.0	D
7	14.0	0.12	31.1	C
8	14.0	0.23	59.0	E
9	14.0	0.22	57.0	E
10	13.0	0.16	43.1	D
Average:	13.0	0.20	51.9	D

SB TR on Seawell School Road: Superlink ID 529

1	15.0	0.13	31.6	C
2	15.0	0.10	24.5	C
3	15.0	0.11	27.3	C
4	16.0	0.09	20.8	C
5	14.0	0.12	30.0	C
6	15.0	0.09	21.0	C
7	15.0	0.15	35.1	D
8	15.0	0.18	43.0	D
9	15.0	0.12	28.5	C
10	14.0	0.11	27.9	C
Average:	14.0	0.12	29.0	C

WB L on Homestead Road: Superlink ID 524

1	148.0	0.28	6.7	A
2	150.0	0.30	7.3	A
3	149.0	0.28	6.8	A
4	147.0	0.26	6.3	A
5	148.0	0.28	6.7	A
6	147.0	0.28	6.9	A
7	150.0	0.34	8.0	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED

NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	146.0	0.33	8.2	A
9	147.0	0.35	8.6	A
10	148.0	0.27	6.6	A
Average:	148.0	0.30	7.2	A

WB R on Homestead Road: Superlink ID 524

1	12.0	0.01	4.0	A
2	14.0	0.03	7.0	A
3	15.0	0.01	2.5	A
4	12.0	0.04	11.4	B
5	11.0	0.02	5.8	A
6	13.0	0.03	9.5	A
7	14.0	0.01	1.8	A
8	15.0	0.04	9.8	A
9	14.0	0.01	2.6	A
10	16.0	0.03	7.0	A
Average:	13.0	0.02	6.1	A

WB T on Homestead Road: Superlink ID 524

1	511.0	1.15	8.1	A
2	509.0	1.28	9.0	A
3	511.0	0.97	6.8	A
4	511.0	1.21	8.5	A
5	502.0	0.96	6.9	A
6	509.0	1.25	8.8	A
7	507.0	1.03	7.3	A
8	510.0	1.15	8.1	A
9	507.0	1.08	7.7	A
10	508.0	0.96	6.8	A
Average:	508.0	1.10	7.8	A

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED

NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Homestead Road: Superlink ID 523				
1	205.0	0.33	5.7	A
2	205.0	0.34	6.0	A
3	205.0	0.34	5.9	A
4	206.0	0.42	7.3	A
5	206.0	0.35	6.2	A
6	206.0	0.38	6.7	A
7	209.0	0.45	7.7	A
8	206.0	0.42	7.3	A
9	210.0	0.46	7.8	A
10	206.0	0.42	7.3	A
Average:	206.0	0.39	6.8	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED

NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on Homestead Road: Superlink ID 523				
1	258.0	0.24	3.4	A
2	259.0	0.32	4.4	A
3	258.0	0.31	4.3	A
4	259.0	0.33	4.5	A
5	258.0	0.32	4.5	A
6	260.0	0.37	5.1	A
7	258.0	0.33	4.6	A
8	256.0	0.30	4.3	A
9	259.0	0.25	3.5	A
10	257.0	0.31	4.3	A
Average:	258.0	0.31	4.3	A

SB L on Weaver Dairy Ext: Superlink ID 509

1	29.0	0.50	62.2	E
2	28.0	0.52	67.0	E
3	28.0	0.39	49.6	D
4	28.0	0.46	58.8	E
5	28.0	0.34	43.4	D
6	29.0	0.46	57.5	E
7	28.0	0.55	70.2	E
8	29.0	0.46	57.3	E
9	28.0	0.50	63.8	E
10	28.0	0.42	54.6	D
Average:	28.0	0.46	58.4	E

SB R on Weaver Dairy Ext: Superlink ID 509

1	326.0	4.11	45.4	D
2	329.0	4.24	46.4	D
3	328.0	4.03	44.2	D
4	329.0	4.16	45.6	D
5	328.0	3.93	43.1	D
6	331.0	4.09	44.5	D
7	331.0	4.42	48.1	D
8	329.0	4.01	43.9	D
9	328.0	4.11	45.1	D
10	327.0	3.95	43.5	D
Average:	328.0	4.11	45.0	D

WB TR on Homestead Road: Superlink ID 514

1	375.0	0.95	9.1	A
2	378.0	1.02	9.7	A
3	385.0	1.04	9.7	A
4	380.0	0.92	8.7	A
5	379.0	0.86	8.2	A
6	379.0	0.88	8.4	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED

NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	383.0	0.97	9.1	A
8	374.0	1.18	11.4	B
9	381.0	1.14	10.7	B
10	378.0	0.94	9.0	A
Average:	379.0	0.99	9.4	A

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY -- UNSIGNALIZED

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Homestead Road: Superlink ID 524				
1	0.0	0.00	--	--
2	0.0	0.00	--	--
3	0.0	0.00	--	--
4	0.0	0.00	--	--
5	0.0	0.00	--	--
6	0.0	0.00	--	--
7	0.0	0.00	--	--
8	0.0	0.00	--	--
9	0.0	0.00	--	--
10	0.0	0.00	--	--
Average:	0.0	0.00	--	--

EB TR on Homestead Road: Superlink ID 524

1	457.0	0.00	0.0	A
2	454.0	0.00	0.0	A
3	453.0	0.00	0.0	A
4	458.0	0.00	0.0	A
5	458.0	0.00	0.0	A
6	456.0	0.00	0.0	A
7	457.0	0.00	0.0	A
8	457.0	0.00	0.0	A
9	456.0	0.00	0.0	A
10	456.0	0.00	0.0	A
Average:	456.0	0.00	0.0	A

NB LTR on Greenway Landing: Superlink ID 527

1	11.0	0.02	7.6	A
2	11.0	0.02	7.4	A
3	11.0	0.01	4.9	A
4	11.0	0.02	5.8	A
5	11.0	0.03	11.2	B
6	11.0	0.02	7.9	A
7	11.0	0.02	6.5	A
8	11.0	0.02	5.6	A
9	11.0	0.03	9.6	A
10	11.0	0.01	4.8	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY -- UNSIGNALIZED

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	11.0	0.02	7.1	A

SB L on Future Bridgepoint Access Driveway: Superlink ID 528

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

SB TR on Future Bridgepoint Access Driveway: Superlink ID 528

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

WB L on Homestead Road: Superlink ID 525

1	11.0	0.02	5.1	A
2	11.0	0.02	5.0	A
3	12.0	0.00	1.5	A
4	13.0	0.02	4.2	A
5	12.0	0.00	0.6	A
6	13.0	0.01	1.6	A
7	12.0	0.01	2.9	A
8	10.0	0.01	3.4	A
9	13.0	0.01	1.9	A
10	12.0	0.01	2.2	A
Average:	11.0	0.01	2.8	A

WB R on Homestead Road: Superlink ID 525

1	0.0	0.00	--	--
2	0.0	0.00	--	--
3	0.0	0.00	--	--

Intersection Level of Service by Lane Group

**HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS
DRIVEWAY -- UNSIGNALIZED**

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	0.0	0.00	--	--
5	0.0	0.00	--	--
6	0.0	0.00	--	--
7	0.0	0.00	--	--
8	0.0	0.00	--	--
9	0.0	0.00	--	--
10	0.0	0.00	--	--
Average:	0.0	0.00	--	--

WB T on Homestead Road: Superlink ID 525

1	671.0	0.00	0.0	A
2	672.0	0.00	0.0	A
3	676.0	0.00	0.0	A
4	668.0	0.00	0.0	A
5	670.0	0.00	0.0	A
6	672.0	0.00	0.0	A
7	672.0	0.00	0.0	A
8	670.0	0.00	0.0	A
9	670.0	0.00	0.0	A
10	669.0	0.00	0.0	A
Average:	671.0	0.00	0.0	A

**HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO
CHURCH -- SIGNALIZED**

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB L on M.L.K. Jr. Blvd: Superlink ID 446				
1	251.0	5.21	74.8	E
2	248.0	5.11	74.2	E
3	248.0	5.21	75.7	E
4	252.0	5.56	79.4	E
5	248.0	5.02	72.9	E
6	248.0	5.48	79.6	E
7	250.0	5.24	75.4	E
8	249.0	5.52	79.8	E
9	252.0	5.67	81.0	F
10	248.0	5.31	77.0	E
Average:	249.0	5.33	77.0	E

NB T on M.L.K. Jr. Blvd: Superlink ID 446

1	554.0	0.85	5.5	A
2	545.0	0.81	5.4	A
3	550.0	0.88	5.8	A
4	551.0	0.81	5.3	A
5	535.0	0.75	5.1	A
6	549.0	0.83	5.5	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	546.0	0.80	5.3	A
8	564.0	0.82	5.2	A
9	543.0	0.75	5.0	A
10	549.0	0.86	5.6	A
Average:	548.0	0.82	5.4	A

NB TR on M.L.K. Jr. Blvd: Superlink ID 446

1	585.0	0.88	5.4	A
2	594.0	0.92	5.6	A
3	589.0	0.93	5.7	A
4	586.0	0.79	4.9	A
5	603.0	0.81	4.8	A
6	589.0	0.83	5.1	A
7	594.0	0.93	5.6	A
8	582.0	0.88	5.4	A
9	594.0	0.80	4.9	A
10	593.0	0.96	5.9	A
Average:	590.0	0.87	5.3	A

SB L on M.L.K. Jr. Blvd: Superlink ID 519

1	4.0	0.03	26.2	C
2	4.0	0.01	11.3	B
3	4.0	0.01	7.6	A
4	4.0	0.01	13.5	B
5	4.0	0.01	11.6	B
6	4.0	0.02	21.7	C
7	4.0	0.01	5.2	A
8	3.0	0.04	43.7	D
9	3.0	0.00	0.0	A
10	4.0	0.02	17.1	B
Average:	3.0	0.02	15.8	B

SB R on M.L.K. Jr. Blvd: Superlink ID 519

1	214.0	0.22	3.8	A
2	214.0	0.24	4.0	A
3	215.0	0.23	3.8	A
4	215.0	0.24	4.0	A
5	216.0	0.17	2.9	A
6	216.0	0.21	3.5	A
7	215.0	0.27	4.6	A
8	214.0	0.27	4.6	A
9	214.0	0.21	3.5	A
10	215.0	0.24	4.0	A
Average:	214.0	0.23	3.9	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB T on M.L.K. Jr. Blvd: Superlink ID 519				
1	776.0	2.03	9.4	A
2	779.0	2.28	10.5	B
3	778.0	2.08	9.6	A
4	779.0	2.06	9.5	A
5	779.0	1.90	8.8	A
6	779.0	2.11	9.7	A
7	779.0	2.10	9.7	A
8	779.0	2.18	10.1	B
9	778.0	2.24	10.4	B
10	779.0	2.15	9.9	A
Average:	778.0	2.11	9.8	A
SEB L on Homestead Road: Superlink ID 514				
1	78.0	0.98	45.2	D
2	80.0	1.06	47.7	D
3	81.0	1.09	48.5	D
4	84.0	1.29	55.1	E
5	77.0	1.03	48.2	D
6	83.0	1.10	47.6	D
7	82.0	1.07	46.9	D
8	80.0	0.97	43.8	D
9	85.0	1.08	45.6	D
10	76.0	1.17	55.6	E
Average:	80.0	1.08	48.4	D
SEB LT on Homestead Road: Superlink ID 514				
1	82.0	1.09	47.9	D
2	83.0	1.09	47.3	D
3	82.0	1.30	57.1	E
4	77.0	1.10	51.6	D
5	84.0	1.02	43.5	D
6	80.0	1.17	52.6	D
7	80.0	1.05	47.4	D
8	80.0	1.16	52.4	D
9	79.0	0.97	44.1	D
10	85.0	1.16	48.9	D
Average:	81.0	1.11	49.3	D
SEB R on Homestead Road: Superlink ID 514				
1	164.0	1.52	33.3	C
2	161.0	1.42	31.8	C
3	163.0	1.42	31.4	C
4	167.0	1.58	34.1	C
5	164.0	1.51	33.2	C

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	163.0	1.56	34.4	C
7	162.0	1.39	31.0	C
8	163.0	1.42	31.4	C
9	161.0	1.29	28.9	C
10	164.0	1.52	33.3	C
Average:	163.0	1.46	32.3	C

WB L on Homestead Road: Superlink ID 508

1	1.0	0.00	2.6	A
2	1.0	0.02	70.1	E
3	1.0	0.02	86.2	F
4	0.0	0.00	--	--
5	0.0	0.00	--	--
6	1.0	0.04	134.9	F
7	1.0	0.02	54.3	D
8	1.0	0.05	165.6	F
9	1.0	0.00	0.6	A
10	1.0	0.02	73.7	E
Average:	0.0	0.02	73.5	E

WB LT on Homestead Road: Superlink ID 508

1	2.0	0.02	42.6	D
2	2.0	0.04	78.7	E
3	2.0	0.05	97.6	F
4	3.0	0.08	91.0	F
5	3.0	0.10	116.7	F
6	2.0	0.08	142.8	F
7	1.0	0.02	89.9	F
8	2.0	0.10	174.0	F
9	2.0	0.05	82.0	F
10	3.0	0.06	74.0	E
Average:	2.0	0.06	98.9	F

WB R on Homestead Road: Superlink ID 508

1	1.0	0.00	4.7	A
2	1.0	0.00	10.1	B
3	1.0	0.02	61.6	E
4	1.0	0.00	4.0	A
5	1.0	0.01	26.3	C
6	1.0	0.00	7.2	A
7	1.0	0.01	34.1	C
8	1.0	0.00	11.1	B
9	1.0	0.02	73.7	E
10	1.0	0.01	30.0	C
Average:	1.0	0.01	26.3	C

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
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Intersection Level of Service by Lane Group

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2022 - PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 17:00:00 - 18:00:00
 Interval: Summary
 Selection: No-Build MOEs

Intersection Level of Service by Lane Group - Total Control Delay

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	521	0.0	0.0	0.0	0.0	10
EB TR	Homestead Road	521	1.0	0.1	0.9	1.1	10
NB L	Seawell School Road	530	0.4	0.0	0.3	0.5	10
NB TR	Seawell School Road	530	1.6	0.1	1.4	1.7	10
SB L	Seawell School Road	529	0.2	0.1	0.1	0.3	10
SB TR	Seawell School Road	529	0.1	0.0	0.1	0.2	10
WB L	Homestead Road	524	0.3	0.0	0.3	0.4	10
WB R	Homestead Road	524	0.0	0.0	0.0	0.0	10
WB T	Homestead Road	524	1.1	0.1	1.0	1.3	10

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	523	0.4	0.0	0.3	0.5	10
EB T	Homestead Road	523	0.3	0.0	0.2	0.4	10
SB L	Weaver Dairy Ext	509	0.5	0.1	0.3	0.6	10
SB R	Weaver Dairy Ext	509	4.1	0.1	3.9	4.4	10
WB TR	Homestead Road	514	1.0	0.1	0.9	1.2	10

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	524	0.0	0.0	0.0	0.0	10
EB TR	Homestead Road	524	0.0	0.0	0.0	0.0	10
NB LTR	Greenway Landing	527	0.0	0.0	0.0	0.0	10
SB L	Future Bridgepoint Access Driveway	528	0.0	0.0	0.0	0.0	10
SB TR	Future Bridgepoint Access Driveway	528	0.0	0.0	0.0	0.0	10
WB L	Homestead Road	525	0.0	0.0	0.0	0.0	10
WB R	Homestead Road	525	0.0	0.0	0.0	0.0	10
WB T	Homestead Road	525	0.0	0.0	0.0	0.0	10

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	M.L.K. Jr. Blvd	446	5.3	0.2	5.0	5.7	10
NB T	M.L.K. Jr. Blvd	446	0.8	0.0	0.8	0.9	10
NB TR	M.L.K. Jr. Blvd	446	0.9	0.1	0.8	1.0	10
SB L	M.L.K. Jr. Blvd	519	0.0	0.0	0.0	0.0	10

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SB R	M.L.K. Jr. Blvd	519	0.2	0.0	0.2	0.3	10
SB T	M.L.K. Jr. Blvd	519	2.1	0.1	1.9	2.3	10
SEB L	Homestead Road	514	1.1	0.1	1.0	1.3	10
SEB LT	Homestead Road	514	1.1	0.1	1.0	1.3	10
SEB R	Homestead Road	514	1.5	0.1	1.3	1.6	10
WB L	Homestead Road	508	0.0	0.0	0.0	0.1	10
WB LT	Homestead Road	508	0.1	0.0	0.0	0.1	10
WB R	Homestead Road	508	0.0	0.0	0.0	0.0	10

Intersection Level of Service by Lane Group

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2022 - PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 17:00:00 - 18:00:00
 Interval: Summary
 Selection: No-Build MOEs

Intersection Level of Service by Lane Group - Avg Control Delay

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	521	10.8	4.9	4.1	17.9	10
EB TR	Homestead Road	521	11.4	0.6	11.0	13.1	10
NB L	Seawell School Road	530	33.1	3.9	27.5	38.2	10
NB TR	Seawell School Road	530	33.7	2.4	29.7	36.7	10
SB L	Seawell School Road	529	51.9	18.8	31.1	99.2	10
SB TR	Seawell School Road	529	29.0	6.6	20.8	43.0	10
WB L	Homestead Road	524	7.2	0.8	6.3	8.6	10
WB R	Homestead Road	524	6.1	3.4	1.8	11.4	10
WB T	Homestead Road	524	7.8	0.8	6.8	9.0	10

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	523	6.8	0.8	5.7	7.8	10
EB T	Homestead Road	523	4.3	0.5	3.4	5.1	10
SB L	Weaver Dairy Ext	509	58.4	8.0	43.4	70.2	10
SB R	Weaver Dairy Ext	509	45.0	1.5	43.1	48.1	10
WB TR	Homestead Road	514	9.4	1.0	8.2	11.4	10

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Homestead Road	524	0.0	0.0	0.0	0.0	10
NB LTR	Greenway Landing	527	7.1	2.1	4.8	11.2	10
WB L	Homestead Road	525	2.8	1.5	0.6	5.1	10
WB T	Homestead Road	525	0.0	0.0	0.0	0.0	10

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	M.L.K. Jr. Blvd	446	77.0	2.8	72.9	81.0	10
NB T	M.L.K. Jr. Blvd	446	5.4	0.2	5.0	5.8	10
NB TR	M.L.K. Jr. Blvd	446	5.3	0.4	4.8	5.9	10
SB L	M.L.K. Jr. Blvd	519	15.8	12.5	0.0	43.7	10
SB R	M.L.K. Jr. Blvd	519	3.9	0.5	2.9	4.6	10
SB T	M.L.K. Jr. Blvd	519	9.8	0.5	8.8	10.5	10
SEB L	Homestead Road	514	48.4	3.9	43.8	55.6	10
SEB LT	Homestead Road	514	49.3	4.2	43.5	57.1	10

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SEB R	Homestead Road	514	32.3	1.7	28.9	34.4	10
WB L	Homestead Road	508	73.5	57.5	0.6	165.6	8
WB LT	Homestead Road	508	98.9	37.3	42.6	174.0	10
WB R	Homestead Road	508	26.3	24.5	4.0	73.7	10

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 No Build - AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: No-Build MOEs

Intersection Level of Service - Overview

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,384.0	8.60	22.4	C
2	1,390.0	8.71	22.6	C
3	1,388.0	8.44	21.9	C
4	1,381.0	8.35	21.8	C
5	1,394.0	8.51	22.0	C
6	1,389.0	8.20	21.3	C
7	1,386.0	9.02	23.4	C
8	1,390.0	8.25	21.4	C
9	1,391.0	8.22	21.3	C
10	1,390.0	8.70	22.5	C
Average:	1,388.3	8.50	22.1	C

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,384.0	5.47	14.2	B
2	1,376.0	5.45	14.3	B
3	1,374.0	5.11	13.4	B
4	1,381.0	5.30	13.8	B
5	1,383.0	5.11	13.3	B
6	1,378.0	5.23	13.7	B
7	1,379.0	5.68	14.8	B
8	1,374.0	5.55	14.5	B
9	1,379.0	5.27	13.8	B
10	1,377.0	5.37	14.0	B
Average:	1,378.5	5.35	14.0	B

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY -- UNSIGNALIZED NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,320.0	0.36	1.0	A
2	1,325.0	0.21	0.6	A
3	1,323.0	0.29	0.8	A
4	1,316.0	0.23	0.6	A
5	1,320.0	0.24	0.6	A
6	1,319.0	0.26	0.7	A
7	1,323.0	0.32	0.9	A
8	1,321.0	0.27	0.7	A
9	1,320.0	0.28	0.8	A

Intersection Level of Service

10	1,322.0	0.26	0.7	A
Average:	1,320.9	0.27	0.7	A

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,684.0	15.58	20.9	C
2	2,683.0	15.07	20.2	C
3	2,670.0	14.90	20.1	C
4	2,681.0	15.27	20.5	C
5	2,678.0	14.71	19.8	B
6	2,679.0	14.99	20.1	C
7	2,678.0	14.98	20.1	C
8	2,669.0	14.67	19.8	B
9	2,673.0	15.57	21.0	C
10	2,675.0	13.88	18.7	B
Average:	2,677.0	14.96	20.1	C

Intersection Level of Service

Project: 2217 Homestead TIA
Scenario: 2217 Homestead 2026 No Build - AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: No-Build MOEs

Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
1609	Homestead Road & Seawell School Road	Actuated	8.5	0.3	8.2	9.0	10
2081	Homestead Road & Weaver Dairy Ext	Actuated	5.4	0.2	5.1	5.7	10
2	Homestead Road, Greenway Landing & Future Bridgepoint Access Driveway	Stop	0.3	0.0	0.2	0.4	10
71019	Homestead Road, M.L.K. Jr. Blvd, NC 86 (MLK Jr. Blvd) & Entrance to Church	Actuated	15.0	0.5	13.9	15.6	10

Intersection Level of Service

Project: 2217 Homestead TIA
Scenario: 2217 Homestead 2026 No Build - AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: No-Build MOEs

Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
1609	Homestead Road & Seawell School Road	Actuated	22.1	0.7	21.3	23.4	10
2081	Homestead Road & Weaver Dairy Ext	Actuated	14.0	0.5	13.3	14.8	10
2	Homestead Road, Greenway Landing & Future Bridgepoint Access Driveway	Stop	0.7	0.1	0.6	1.0	10
71019	Homestead Road, M.L.K. Jr. Blvd, NC 86 (MLK Jr. Blvd) & Entrance to Church	Actuated	20.1	0.6	18.7	21.0	10

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 No Build - AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: No-Build MOEs

Intersection Level of Service by Lane Group - Overview

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED

NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Homestead Road: Superlink ID 521				
1	6.0	0.01	8.0	A
2	6.0	0.02	9.5	A
3	6.0	0.02	12.4	B
4	6.0	0.03	15.6	B
5	6.0	0.03	15.3	B
6	7.0	0.02	11.7	B
7	6.0	0.02	10.7	B
8	6.0	0.01	6.5	A
9	5.0	0.02	14.1	B
10	6.0	0.02	10.7	B
Average:	6.0	0.02	11.5	B

EB TR on Homestead Road: Superlink ID 521

1	584.0	3.13	19.3	B
2	587.0	2.95	18.1	B
3	584.0	2.93	18.1	B
4	587.0	3.03	18.6	B
5	591.0	2.94	17.9	B
6	588.0	2.90	17.8	B
7	589.0	3.03	18.5	B
8	590.0	3.09	18.8	B
9	594.0	2.90	17.5	B
10	589.0	3.09	18.9	B
Average:	588.0	3.00	18.4	B

NB L on Seawell School Road: Superlink ID 530

1	47.0	0.45	34.7	C
2	48.0	0.44	32.7	C
3	47.0	0.28	21.4	C
4	48.0	0.36	26.7	C
5	48.0	0.42	31.6	C
6	47.0	0.36	27.3	C
7	48.0	0.38	28.5	C
8	47.0	0.36	27.8	C
9	48.0	0.35	26.1	C
10	47.0	0.37	28.1	C
Average:	47.0	0.38	28.5	C

NB TR on Seawell School Road: Superlink ID 530

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED

NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	251.0	2.48	35.5	D
2	252.0	2.36	33.7	C
3	252.0	2.41	34.5	C
4	250.0	2.53	36.4	D
5	250.0	2.51	36.1	D
6	251.0	2.21	31.7	C
7	251.0	2.39	34.3	C
8	252.0	2.37	33.9	C
9	251.0	2.34	33.5	C
10	252.0	2.35	33.5	C
Average:	251.0	2.40	34.3	C

SB L on Seawell School Road: Superlink ID 529

1	18.0	0.55	110.6	F
2	17.0	0.99	210.7	F
3	15.0	0.72	173.4	F
4	16.0	0.62	140.3	F
5	17.0	0.57	121.2	F
6	16.0	0.77	172.6	F
7	18.0	1.17	235.0	F
8	15.0	0.48	114.2	F
9	15.0	0.56	135.3	F
10	18.0	0.80	159.9	F
Average:	16.0	0.72	157.3	F

SB TR on Seawell School Road: Superlink ID 529

1	20.0	0.18	32.0	C
2	19.0	0.13	25.1	C
3	20.0	0.18	32.8	C
4	20.0	0.14	24.7	C
5	21.0	0.18	30.7	C
6	21.0	0.16	28.0	C
7	20.0	0.10	17.5	B
8	20.0	0.20	35.2	D
9	20.0	0.13	22.8	C
10	20.0	0.18	32.3	C
Average:	20.0	0.16	28.1	C

WB L on Homestead Road: Superlink ID 524

1	272.0	1.45	19.2	B
2	275.0	1.49	19.5	B
3	276.0	1.56	20.4	C
4	270.0	1.37	18.3	B
5	273.0	1.53	20.1	C
6	272.0	1.47	19.4	B
7	273.0	1.60	21.1	C

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED

NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	276.0	1.41	18.4	B
9	269.0	1.67	22.3	C
10	272.0	1.53	20.2	C
Average:	272.0	1.51	19.9	B

WB R on Homestead Road: Superlink ID 524

1	15.0	0.05	12.1	B
2	18.0	0.03	5.5	A
3	16.0	0.03	6.9	A
4	16.0	0.01	1.7	A
5	18.0	0.02	4.6	A
6	16.0	0.01	2.3	A
7	16.0	0.02	5.3	A
8	17.0	0.03	5.6	A
9	18.0	0.02	3.7	A
10	17.0	0.06	13.3	B
Average:	16.0	0.03	6.1	A

WB T on Homestead Road: Superlink ID 524

1	171.0	0.30	6.2	A
2	168.0	0.30	6.5	A
3	172.0	0.29	6.1	A
4	168.0	0.27	5.7	A
5	170.0	0.31	6.7	A
6	171.0	0.30	6.3	A
7	165.0	0.30	6.5	A
8	167.0	0.31	6.8	A
9	171.0	0.24	5.1	A
10	169.0	0.30	6.5	A
Average:	169.0	0.29	6.2	A

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED

NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Homestead Road: Superlink ID 523				
1	350.0	0.54	5.6	A
2	349.0	0.56	5.8	A
3	352.0	0.51	5.2	A
4	350.0	0.51	5.2	A
5	353.0	0.48	4.9	A
6	352.0	0.58	6.0	A
7	353.0	0.58	5.9	A
8	348.0	0.52	5.4	A
9	351.0	0.44	4.6	A
10	348.0	0.49	5.1	A
Average:	350.0	0.52	5.4	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED

NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on Homestead Road: Superlink ID 523				
1	487.0	0.62	4.6	A
2	485.0	0.51	3.8	A
3	481.0	0.49	3.7	A
4	486.0	0.52	3.9	A
5	486.0	0.44	3.3	A
6	487.0	0.58	4.3	A
7	484.0	0.59	4.4	A
8	483.0	0.62	4.6	A
9	487.0	0.56	4.1	A
10	487.0	0.58	4.3	A
Average:	485.0	0.55	4.1	A

SB L on Weaver Dairy Ext: Superlink ID 509

1	45.0	0.76	60.9	E
2	45.0	0.79	63.4	E
3	44.0	0.62	50.9	D
4	47.0	0.81	61.9	E
5	46.0	0.73	57.4	E
6	43.0	0.59	49.3	D
7	44.0	0.77	62.8	E
8	45.0	0.72	57.9	E
9	44.0	0.60	48.9	D
10	45.0	0.71	56.5	E
Average:	44.0	0.71	57.0	E

SB R on Weaver Dairy Ext: Superlink ID 509

1	254.0	3.02	42.7	D
2	254.0	2.92	41.4	D
3	253.0	3.03	43.2	D
4	252.0	3.07	43.9	D
5	253.0	2.99	42.5	D
6	253.0	2.99	42.5	D
7	253.0	3.23	46.0	D
8	253.0	3.19	45.3	D
9	254.0	3.14	44.5	D
10	252.0	3.01	43.0	D
Average:	253.0	3.06	43.5	D

WB TR on Homestead Road: Superlink ID 514

1	248.0	0.53	7.6	A
2	243.0	0.67	10.0	A
3	244.0	0.46	6.8	A
4	246.0	0.39	5.7	A
5	245.0	0.47	6.9	A
6	243.0	0.48	7.1	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED

NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	245.0	0.52	7.7	A
8	245.0	0.50	7.3	A
9	243.0	0.53	7.9	A
10	245.0	0.58	8.6	A
Average:	244.0	0.51	7.6	A

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY -- UNSIGNALIZED

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Homestead Road: Superlink ID 524				
1	5.0	0.01	3.6	A
2	4.0	0.01	8.7	A
3	2.0	0.00	1.4	A
4	5.0	0.00	1.6	A
5	3.0	0.00	0.9	A
6	5.0	0.01	5.5	A
7	4.0	0.01	7.8	A
8	4.0	0.00	0.5	A
9	4.0	0.00	2.8	A
10	4.0	0.00	0.7	A
Average:	4.0	0.00	3.4	A

EB TR on Homestead Road: Superlink ID 524

1	779.0	0.00	0.0	A
2	786.0	0.00	0.0	A
3	782.0	0.00	0.0	A
4	779.0	0.00	0.0	A
5	783.0	0.00	0.0	A
6	782.0	0.00	0.0	A
7	787.0	0.01	0.0	A
8	782.0	0.00	0.0	A
9	783.0	0.01	0.0	A
10	786.0	0.00	0.0	A
Average:	782.0	0.00	0.0	A

NB LTR on Greenway Landing: Superlink ID 527

1	8.0	0.03	14.5	B
2	8.0	0.02	8.6	A
3	8.0	0.03	11.4	B
4	8.0	0.02	9.4	A
5	8.0	0.02	7.3	A
6	7.0	0.03	14.3	B
7	8.0	0.02	9.9	A
8	8.0	0.02	9.9	A
9	8.0	0.02	9.7	A
10	8.0	0.03	12.6	B

Intersection Level of Service by Lane Group

**HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS
DRIVEWAY -- UNSIGNALIZED**

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	7.0	0.02	10.8	B

SB L on Future Bridgepoint Access Driveway: Superlink ID 528

1	53.0	0.30	20.5	C
2	49.0	0.16	11.5	B
3	52.0	0.24	16.6	C
4	52.0	0.18	12.6	B
5	50.0	0.20	14.6	B
6	51.0	0.19	13.6	B
7	50.0	0.26	18.4	C
8	50.0	0.23	16.6	C
9	52.0	0.23	15.7	C
10	50.0	0.21	15.0	B
Average:	50.0	0.22	15.5	C

SB TR on Future Bridgepoint Access Driveway: Superlink ID 528

1	11.0	0.02	7.6	A
2	12.0	0.02	5.3	A
3	10.0	0.02	7.3	A
4	10.0	0.02	7.9	A
5	11.0	0.01	4.6	A
6	11.0	0.02	7.3	A
7	11.0	0.01	4.4	A
8	12.0	0.02	5.8	A
9	10.0	0.02	7.0	A
10	12.0	0.02	6.2	A
Average:	11.0	0.02	6.3	A

WB L on Homestead Road: Superlink ID 525

1	1.0	0.00	0.0	A
2	1.0	0.00	5.4	A
3	0.0	0.00	--	--
4	2.0	0.00	2.0	A
5	1.0	0.00	15.2	C
6	2.0	0.00	8.5	A
7	2.0	0.01	24.8	C
8	1.0	0.00	1.2	A
9	2.0	0.00	4.5	A
10	0.0	0.00	--	--
Average:	1.0	0.00	7.7	A

WB R on Homestead Road: Superlink ID 525

1	16.0	0.00	0.0	A
2	17.0	0.00	0.0	A
3	15.0	0.00	0.0	A

Intersection Level of Service by Lane Group

**HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS
DRIVEWAY -- UNSIGNALIZED**

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	15.0	0.00	0.0	A
5	16.0	0.00	0.0	A
6	14.0	0.00	0.0	A
7	16.0	0.00	0.0	A
8	14.0	0.00	0.0	A
9	14.0	0.00	0.0	A
10	14.0	0.00	0.0	A
Average:	15.0	0.00	0.0	A

WB T on Homestead Road: Superlink ID 525

1	447.0	0.00	0.0	A
2	448.0	0.00	0.0	A
3	454.0	0.00	0.0	A
4	445.0	0.00	0.0	A
5	448.0	0.00	0.0	A
6	447.0	0.00	0.0	A
7	445.0	0.00	0.0	A
8	450.0	0.00	0.0	A
9	447.0	0.00	0.0	A
10	448.0	0.00	0.0	A
Average:	447.0	0.00	0.0	A

**HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO
CHURCH -- SIGNALIZED**

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB L on M.L.K. Jr. Blvd: Superlink ID 446				
1	131.0	1.69	46.4	D
2	131.0	1.71	46.9	D
3	130.0	1.71	47.4	D
4	131.0	1.82	49.9	D
5	130.0	1.75	48.4	D
6	132.0	1.78	48.6	D
7	133.0	1.82	49.2	D
8	129.0	1.55	43.3	D
9	130.0	1.59	44.1	D
10	134.0	1.95	52.4	D
Average:	131.0	1.74	47.7	D

NB T on M.L.K. Jr. Blvd: Superlink ID 446

1	376.0	0.73	7.0	A
2	390.0	0.72	6.6	A
3	391.0	0.75	6.9	A
4	381.0	0.72	6.8	A
5	386.0	0.73	6.8	A
6	387.0	0.72	6.7	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	377.0	0.76	7.3	A
8	387.0	0.74	6.9	A
9	378.0	0.81	7.8	A
10	391.0	0.77	7.1	A
Average:	384.0	0.75	7.0	A

NB TR on M.L.K. Jr. Blvd: Superlink ID 446

1	414.0	0.70	6.1	A
2	400.0	0.68	6.1	A
3	400.0	0.72	6.5	A
4	411.0	0.69	6.0	A
5	401.0	0.80	7.2	A
6	404.0	0.78	7.0	A
7	411.0	0.74	6.5	A
8	401.0	0.73	6.6	A
9	411.0	0.88	7.7	A
10	399.0	0.69	6.2	A
Average:	405.0	0.74	6.6	A

SB L on M.L.K. Jr. Blvd: Superlink ID 519

1	16.0	0.07	16.0	B
2	15.0	0.10	24.5	C
3	16.0	0.08	17.9	B
4	16.0	0.07	15.6	B
5	16.0	0.05	10.4	B
6	17.0	0.09	18.2	B
7	16.0	0.04	8.3	A
8	16.0	0.07	15.4	B
9	16.0	0.07	16.2	B
10	16.0	0.04	8.1	A
Average:	16.0	0.07	15.1	B

SB R on M.L.K. Jr. Blvd: Superlink ID 519

1	156.0	0.31	7.3	A
2	156.0	0.25	5.7	A
3	152.0	0.23	5.4	A
4	153.0	0.23	5.3	A
5	154.0	0.29	6.9	A
6	152.0	0.20	4.8	A
7	155.0	0.21	4.8	A
8	154.0	0.27	6.2	A
9	153.0	0.27	6.3	A
10	153.0	0.18	4.2	A
Average:	153.0	0.24	5.7	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB T on M.L.K. Jr. Blvd: Superlink ID 519				
1	990.0	4.24	15.4	B
2	992.0	4.18	15.2	B
3	1,000.0	4.31	15.5	B
4	991.0	4.09	14.8	B
5	998.0	3.98	14.3	B
6	993.0	3.96	14.4	B
7	991.0	3.97	14.4	B
8	991.0	4.05	14.7	B
9	990.0	4.50	16.4	B
10	991.0	3.80	13.8	B
Average:	992.0	4.11	14.9	B

SEB L on Homestead Road: Superlink ID 514

1	130.0	2.07	57.3	E
2	134.0	1.99	53.4	D
3	124.0	1.93	56.2	E
4	133.0	2.07	56.1	E
5	129.0	1.87	52.1	D
6	125.0	2.12	61.0	E
7	129.0	2.19	61.2	E
8	124.0	1.99	57.9	E
9	133.0	1.96	53.0	D
10	126.0	1.79	51.1	D
Average:	128.0	2.00	55.9	E

SEB LT on Homestead Road: Superlink ID 514

1	132.0	2.25	61.3	E
2	127.0	2.03	57.4	E
3	129.0	2.07	57.7	E
4	129.0	2.20	61.3	E
5	133.0	2.11	57.2	E
6	140.0	2.06	53.1	D
7	132.0	2.23	60.9	E
8	135.0	1.97	52.7	D
9	128.0	2.03	57.1	E
10	133.0	1.80	48.8	D
Average:	131.0	2.08	56.8	E

SEB R on Homestead Road: Superlink ID 514

1	336.0	3.49	37.4	D
2	335.0	3.37	36.2	D
3	325.0	3.06	33.9	C
4	333.0	3.33	36.0	D
5	328.0	3.08	33.8	C

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	326.0	3.22	35.5	D
7	331.0	2.98	32.4	C
8	329.0	3.23	35.4	D
9	331.0	3.42	37.1	D
10	329.0	2.86	31.3	C
Average:	330.0	3.20	34.9	C

WB L on Homestead Road: Superlink ID 508

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

WB LT on Homestead Road: Superlink ID 508

1	2.0	0.03	46.0	D
2	3.0	0.06	72.8	E
3	2.0	0.03	62.4	E
4	2.0	0.05	90.6	F
5	2.0	0.04	78.6	E
6	3.0	0.06	66.6	E
7	2.0	0.04	66.2	E
8	2.0	0.05	83.4	F
9	2.0	0.03	60.7	E
10	2.0	0.00	7.8	A
Average:	2.0	0.04	63.5	E

WB R on Homestead Road: Superlink ID 508

1	1.0	0.00	15.7	B
2	0.0	0.00	--	--
3	1.0	0.00	9.8	A
4	1.0	0.01	43.3	D
5	1.0	0.00	17.4	B
6	0.0	0.00	--	--
7	1.0	0.01	39.6	D
8	1.0	0.01	50.1	D
9	1.0	0.01	22.8	C
10	1.0	0.01	26.7	C
Average:	0.0	0.01	28.2	C

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
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Intersection Level of Service by Lane Group

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 No Build - AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: No-Build MOEs

Intersection Level of Service by Lane Group - Total Control Delay

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	521	0.0	0.0	0.0	0.0	10
EB TR	Homestead Road	521	3.0	0.1	2.9	3.1	10
NB L	Seawell School Road	530	0.4	0.0	0.3	0.5	10
NB TR	Seawell School Road	530	2.4	0.1	2.2	2.5	10
SB L	Seawell School Road	529	0.7	0.2	0.5	1.2	10
SB TR	Seawell School Road	529	0.2	0.0	0.1	0.2	10
WB L	Homestead Road	524	1.5	0.1	1.4	1.7	10
WB R	Homestead Road	524	0.0	0.0	0.0	0.1	10
WB T	Homestead Road	524	0.3	0.0	0.2	0.3	10

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	523	0.5	0.0	0.4	0.6	10
EB T	Homestead Road	523	0.6	0.1	0.4	0.6	10
SB L	Weaver Dairy Ext	509	0.7	0.1	0.6	0.8	10
SB R	Weaver Dairy Ext	509	3.1	0.1	2.9	3.2	10
WB TR	Homestead Road	514	0.5	0.1	0.4	0.7	10

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	524	0.0	0.0	0.0	0.0	10
EB TR	Homestead Road	524	0.0	0.0	0.0	0.0	10
NB LTR	Greenway Landing	527	0.0	0.0	0.0	0.0	10
SB L	Future Bridgepoint Access Driveway	528	0.2	0.0	0.2	0.3	10
SB TR	Future Bridgepoint Access Driveway	528	0.0	0.0	0.0	0.0	10
WB L	Homestead Road	525	0.0	0.0	0.0	0.0	10
WB R	Homestead Road	525	0.0	0.0	0.0	0.0	10
WB T	Homestead Road	525	0.0	0.0	0.0	0.0	10

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	M.L.K. Jr. Blvd	446	1.7	0.1	1.6	2.0	10
NB T	M.L.K. Jr. Blvd	446	0.7	0.0	0.7	0.8	10
NB TR	M.L.K. Jr. Blvd	446	0.7	0.1	0.7	0.9	10
SB L	M.L.K. Jr. Blvd	519	0.1	0.0	0.0	0.1	10

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SB R	M.L.K. Jr. Blvd	519	0.2	0.0	0.2	0.3	10
SB T	M.L.K. Jr. Blvd	519	4.1	0.2	3.8	4.5	10
SEB L	Homestead Road	514	2.0	0.1	1.8	2.2	10
SEB LT	Homestead Road	514	2.1	0.1	1.8	2.3	10
SEB R	Homestead Road	514	3.2	0.2	2.9	3.5	10
WB L	Homestead Road	508	0.0	0.0	0.0	0.0	10
WB LT	Homestead Road	508	0.0	0.0	0.0	0.1	10
WB R	Homestead Road	508	0.0	0.0	0.0	0.0	10

Intersection Level of Service by Lane Group

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 No Build - AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: No-Build MOEs

Intersection Level of Service by Lane Group - Avg Control Delay

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	521	11.5	3.0	6.5	15.6	10
EB TR	Homestead Road	521	18.4	0.6	17.5	19.3	10
NB L	Seawell School Road	530	28.5	3.8	21.4	34.7	10
NB TR	Seawell School Road	530	34.3	1.4	31.7	36.4	10
SB L	Seawell School Road	529	157.3	41.5	110.6	235.0	10
SB TR	Seawell School Road	529	28.1	5.5	17.5	35.2	10
WB L	Homestead Road	524	19.9	1.2	18.3	22.3	10
WB R	Homestead Road	524	6.1	3.8	1.7	13.3	10
WB T	Homestead Road	524	6.2	0.5	5.1	6.8	10

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	523	5.4	0.5	4.6	6.0	10
EB T	Homestead Road	523	4.1	0.4	3.3	4.6	10
SB L	Weaver Dairy Ext	509	57.0	5.5	48.9	63.4	10
SB R	Weaver Dairy Ext	509	43.5	1.4	41.4	46.0	10
WB TR	Homestead Road	514	7.6	1.2	5.7	10.0	10

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	524	3.4	3.0	0.5	8.7	10
EB TR	Homestead Road	524	0.0	0.0	0.0	0.0	10
NB LTR	Greenway Landing	527	10.8	2.4	7.3	14.5	10
SB L	Future Bridgepoint Access Driveway	528	15.5	2.7	11.5	20.5	10
SB TR	Future Bridgepoint Access Driveway	528	6.3	1.3	4.4	7.9	10
WB L	Homestead Road	525	7.7	8.4	0.0	24.8	8
WB R	Homestead Road	525	0.0	0.0	0.0	0.0	10
WB T	Homestead Road	525	0.0	0.0	0.0	0.0	10

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	M.L.K. Jr. Blvd	446	47.7	2.7	43.3	52.4	10
NB T	M.L.K. Jr. Blvd	446	7.0	0.3	6.6	7.8	10
NB TR	M.L.K. Jr. Blvd	446	6.6	0.6	6.0	7.7	10
SB L	M.L.K. Jr. Blvd	519	15.1	5.0	8.1	24.5	10

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SB R	M.L.K. Jr. Blvd	519	5.7	1.0	4.2	7.3	10
SB T	M.L.K. Jr. Blvd	519	14.9	0.8	13.8	16.4	10
SEB L	Homestead Road	514	55.9	3.5	51.1	61.2	10
SEB LT	Homestead Road	514	56.8	4.1	48.8	61.3	10
SEB R	Homestead Road	514	34.9	2.0	31.3	37.4	10
WB LT	Homestead Road	508	63.5	23.3	7.8	90.6	10
WB R	Homestead Road	508	28.2	14.5	9.8	50.1	8

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 No Build - NN
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 12:00:00 - 13:00:00
 Interval: Summary
 Selection: No-Build MOEs

Intersection Level of Service - Overview

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	699.0	2.56	13.2	B
2	702.0	2.57	13.2	B
3	701.0	2.33	12.0	B
4	702.0	2.27	11.6	B
5	701.0	2.27	11.7	B
6	703.0	2.73	14.0	B
7	701.0	2.35	12.0	B
8	701.0	2.66	13.6	B
9	709.0	2.32	11.8	B
10	706.0	2.33	11.9	B
Average:	702.5	2.44	12.5	B

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	743.0	2.79	13.5	B
2	749.0	2.80	13.5	B
3	742.0	2.87	13.9	B
4	747.0	2.77	13.4	B
5	742.0	2.61	12.7	B
6	743.0	2.78	13.5	B
7	744.0	2.71	13.1	B
8	750.0	2.65	12.7	B
9	743.0	2.89	14.0	B
10	740.0	2.86	13.9	B
Average:	744.3	2.77	13.4	B

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY -- UNSIGNALIZED NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	728.0	0.13	0.6	A
2	728.0	0.13	0.6	A
3	728.0	0.14	0.7	A
4	729.0	0.14	0.7	A
5	724.0	0.15	0.7	A
6	727.0	0.13	0.7	A
7	725.0	0.15	0.7	A
8	735.0	0.14	0.7	A
9	733.0	0.13	0.6	A

Intersection Level of Service

10	729.0	0.14	0.7	A
Average:	728.6	0.14	0.7	A

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,947.0	11.77	21.8	C
2	1,953.0	11.38	21.0	C
3	1,945.0	12.19	22.6	C
4	1,947.0	12.17	22.5	C
5	1,949.0	11.36	21.0	C
6	1,940.0	11.99	22.2	C
7	1,951.0	11.66	21.5	C
8	1,949.0	11.65	21.5	C
9	1,942.0	12.44	23.1	C
10	1,948.0	11.26	20.8	C
Average:	1,947.1	11.79	21.8	C

Intersection Level of Service

Project: 2217 Homestead TIA
Scenario: 2217 Homestead 2026 No Build - NN
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:00:00 - 13:00:00
Interval: Summary
Selection: No-Build MOEs

Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
1609	Homestead Road & Seawell School Road	Actuated	2.4	0.2	2.3	2.7	10
2081	Homestead Road & Weaver Dairy Ext	Actuated	2.8	0.1	2.6	2.9	10
2	Homestead Road, Greenway Landing & Future Bridgepoint Access Driveway	Stop	0.1	0.0	0.1	0.2	10
71019	Homestead Road, M.L.K. Jr. Blvd, NC 86 (MLK Jr. Blvd) & Entrance to Church	Actuated	11.8	0.4	11.3	12.4	10

Intersection Level of Service

Project: 2217 Homestead TIA
Scenario: 2217 Homestead 2026 No Build - NN
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:00:00 - 13:00:00
Interval: Summary
Selection: No-Build MOEs

Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
1609	Homestead Road & Seawell School Road	Actuated	12.5	0.9	11.6	14.0	10
2081	Homestead Road & Weaver Dairy Ext	Actuated	13.4	0.5	12.7	14.0	10
2	Homestead Road, Greenway Landing & Future Bridgepoint Access Driveway	Stop	0.7	0.0	0.6	0.7	10
71019	Homestead Road, M.L.K. Jr. Blvd, NC 86 (MLK Jr. Blvd) & Entrance to Church	Actuated	21.8	0.8	20.8	23.1	10

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 No Build - NN
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 12:00:00 - 13:00:00
 Interval: Summary
 Selection: No-Build MOEs

Intersection Level of Service by Lane Group - Overview

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Homestead Road: Superlink ID 521				
1	12.0	0.03	8.9	A
2	12.0	0.03	9.4	A
3	12.0	0.02	6.8	A
4	12.0	0.03	8.5	A
5	12.0	0.02	4.5	A
6	12.0	0.02	5.7	A
7	12.0	0.03	10.0	B
8	11.0	0.03	9.0	A
9	13.0	0.01	2.6	A
10	12.0	0.01	2.8	A
Average:	12.0	0.02	6.8	A

EB TR on Homestead Road: Superlink ID 521				
1	225.0	0.55	8.8	A
2	228.0	0.51	8.0	A
3	229.0	0.50	7.9	A
4	227.0	0.40	6.3	A
5	227.0	0.47	7.4	A
6	226.0	0.44	7.0	A
7	227.0	0.48	7.7	A
8	225.0	0.47	7.6	A
9	227.0	0.50	7.9	A
10	228.0	0.47	7.5	A
Average:	226.0	0.48	7.6	A

NB L on Seawell School Road: Superlink ID 530				
1	16.0	0.16	35.7	D
2	15.0	0.16	38.3	D
3	16.0	0.17	37.5	D
4	15.0	0.15	35.6	D
5	16.0	0.11	24.9	C
6	16.0	0.19	42.1	D
7	16.0	0.17	37.9	D
8	16.0	0.17	38.9	D
9	16.0	0.11	25.6	C
10	16.0	0.17	37.6	D
Average:	15.0	0.16	35.4	D

NB TR on Seawell School Road: Superlink ID 530

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED

NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	77.0	0.78	36.4	D
2	75.0	0.71	34.2	C
3	75.0	0.73	35.2	D
4	76.0	0.78	37.1	D
5	75.0	0.82	39.5	D
6	75.0	0.98	47.2	D
7	76.0	0.78	36.8	D
8	75.0	0.87	41.6	D
9	75.0	0.79	37.7	D
10	75.0	0.66	31.7	C
Average:	75.0	0.79	37.7	D

SB L on Seawell School Road: Superlink ID 529

1	24.0	0.30	44.3	D
2	24.0	0.43	64.8	E
3	24.0	0.25	38.1	D
4	23.0	0.29	46.0	D
5	23.0	0.21	33.5	C
6	24.0	0.37	55.4	E
7	23.0	0.22	34.8	C
8	25.0	0.34	48.3	D
9	25.0	0.25	36.5	D
10	24.0	0.30	44.9	D
Average:	23.0	0.30	44.7	D

SB TR on Seawell School Road: Superlink ID 529

1	21.0	0.25	43.7	D
2	20.0	0.17	31.2	C
3	21.0	0.20	34.8	C
4	21.0	0.16	27.4	C
5	21.0	0.24	40.7	D
6	20.0	0.18	31.8	C
7	21.0	0.17	28.4	C
8	21.0	0.20	34.8	C
9	21.0	0.18	30.7	C
10	21.0	0.20	34.5	C
Average:	20.0	0.20	33.8	C

WB L on Homestead Road: Superlink ID 524

1	70.0	0.11	5.7	A
2	70.0	0.14	7.1	A
3	70.0	0.09	4.5	A
4	72.0	0.10	5.0	A
5	72.0	0.11	5.5	A
6	72.0	0.12	6.1	A
7	69.0	0.12	6.4	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED

NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	73.0	0.12	5.8	A
9	74.0	0.11	5.6	A
10	72.0	0.13	6.5	A
Average:	71.0	0.12	5.8	A

WB R on Homestead Road: Superlink ID 524

1	17.0	0.04	8.6	A
2	19.0	0.06	10.9	B
3	21.0	0.02	2.9	A
4	18.0	0.03	5.3	A
5	22.0	0.01	1.9	A
6	19.0	0.05	9.4	A
7	21.0	0.02	3.0	A
8	20.0	0.03	5.2	A
9	22.0	0.03	4.9	A
10	20.0	0.04	7.8	A
Average:	19.0	0.03	6.0	A

WB T on Homestead Road: Superlink ID 524

1	237.0	0.34	5.1	A
2	239.0	0.36	5.4	A
3	233.0	0.34	5.3	A
4	238.0	0.33	5.0	A
5	233.0	0.28	4.4	A
6	239.0	0.38	5.8	A
7	236.0	0.35	5.4	A
8	235.0	0.43	6.6	A
9	236.0	0.33	5.1	A
10	238.0	0.34	5.2	A
Average:	236.0	0.35	5.3	A

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED

NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Homestead Road: Superlink ID 523				
1	109.0	0.05	1.6	A
2	108.0	0.09	3.2	A
3	108.0	0.07	2.4	A
4	107.0	0.07	2.5	A
5	106.0	0.07	2.2	A
6	108.0	0.06	1.8	A
7	108.0	0.11	3.6	A
8	110.0	0.06	2.1	A
9	110.0	0.09	2.9	A
10	107.0	0.04	1.3	A
Average:	108.0	0.07	2.4	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED

NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on Homestead Road: Superlink ID 523				
1	241.0	0.15	2.3	A
2	246.0	0.12	1.7	A
3	240.0	0.13	1.9	A
4	244.0	0.11	1.7	A
5	242.0	0.13	1.9	A
6	243.0	0.15	2.2	A
7	242.0	0.13	1.9	A
8	244.0	0.16	2.4	A
9	237.0	0.09	1.4	A
10	241.0	0.12	1.8	A
Average:	242.0	0.13	1.9	A

SB L on Weaver Dairy Ext: Superlink ID 509

1	15.0	0.25	59.0	E
2	17.0	0.28	60.0	E
3	15.0	0.23	54.1	D
4	15.0	0.28	67.8	E
5	15.0	0.15	36.8	D
6	14.0	0.27	69.5	E
7	16.0	0.25	55.8	E
8	15.0	0.27	63.7	E
9	14.0	0.18	47.4	D
10	14.0	0.29	73.6	E
Average:	15.0	0.25	58.8	E

SB R on Weaver Dairy Ext: Superlink ID 509

1	144.0	2.13	53.3	D
2	145.0	2.11	52.4	D
3	143.0	2.13	53.6	D
4	147.0	2.08	50.9	D
5	145.0	2.04	50.6	D
6	146.0	2.01	49.5	D
7	145.0	2.05	50.8	D
8	144.0	1.94	48.6	D
9	146.0	2.22	54.7	D
10	144.0	2.12	53.0	D
Average:	144.0	2.08	51.7	D

WB TR on Homestead Road: Superlink ID 514

1	234.0	0.21	3.2	A
2	233.0	0.20	3.1	A
3	236.0	0.32	4.9	A
4	234.0	0.23	3.5	A
5	234.0	0.22	3.5	A
6	232.0	0.30	4.7	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED

NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	233.0	0.18	2.8	A
8	237.0	0.21	3.2	A
9	236.0	0.31	4.7	A
10	234.0	0.29	4.5	A
Average:	234.0	0.25	3.8	A

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY -- UNSIGNALIZED

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Homestead Road: Superlink ID 524				
1	7.0	0.00	1.0	A
2	6.0	0.00	1.7	A
3	7.0	0.01	4.1	A
4	8.0	0.00	1.6	A
5	7.0	0.00	1.5	A
6	6.0	0.00	2.4	A
7	6.0	0.00	2.6	A
8	7.0	0.01	5.1	A
9	8.0	0.00	1.5	A
10	7.0	0.01	3.0	A
Average:	6.0	0.00	2.5	A

EB TR on Homestead Road: Superlink ID 524

1	303.0	0.00	0.0	A
2	304.0	0.00	0.0	A
3	305.0	0.00	0.0	A
4	303.0	0.00	0.0	A
5	302.0	0.00	0.0	A
6	304.0	0.00	0.0	A
7	303.0	0.00	0.0	A
8	305.0	0.00	0.0	A
9	302.0	0.00	0.0	A
10	300.0	0.00	0.0	A
Average:	303.0	0.00	0.0	A

NB LTR on Greenway Landing: Superlink ID 527

1	14.0	0.02	5.5	A
2	14.0	0.03	6.6	A
3	14.0	0.02	5.1	A
4	14.0	0.02	4.9	A
5	14.0	0.03	7.1	A
6	14.0	0.01	3.6	A
7	13.0	0.02	5.1	A
8	14.0	0.02	5.3	A
9	14.0	0.02	6.2	A
10	14.0	0.02	5.7	A

Intersection Level of Service by Lane Group

**HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS
DRIVEWAY -- UNSIGNALIZED**

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	13.0	0.02	5.5	A

SB L on Future Bridgepoint Access Driveway: Superlink ID 528

1	41.0	0.08	6.9	A
2	41.0	0.08	7.0	A
3	40.0	0.10	8.8	A
4	42.0	0.10	8.5	A
5	40.0	0.10	9.3	A
6	42.0	0.09	8.0	A
7	42.0	0.10	8.5	A
8	41.0	0.09	8.2	A
9	41.0	0.08	7.4	A
10	41.0	0.09	7.7	A
Average:	41.0	0.09	8.0	A

SB TR on Future Bridgepoint Access Driveway: Superlink ID 528

1	9.0	0.02	6.0	A
2	9.0	0.02	6.4	A
3	9.0	0.01	4.5	A
4	8.0	0.01	5.9	A
5	10.0	0.01	3.5	A
6	8.0	0.01	5.8	A
7	8.0	0.01	5.9	A
8	10.0	0.01	3.7	A
9	9.0	0.01	4.3	A
10	8.0	0.01	6.2	A
Average:	8.0	0.01	5.2	A

WB L on Homestead Road: Superlink ID 525

1	10.0	0.01	2.4	A
2	8.0	0.00	0.5	A
3	7.0	0.00	2.2	A
4	8.0	0.01	4.0	A
5	7.0	0.01	3.1	A
6	9.0	0.00	1.6	A
7	9.0	0.01	3.4	A
8	6.0	0.00	0.4	A
9	8.0	0.01	2.8	A
10	8.0	0.00	1.6	A
Average:	8.0	0.01	2.2	A

WB R on Homestead Road: Superlink ID 525

1	34.0	0.00	0.0	A
2	32.0	0.00	0.0	A
3	33.0	0.00	0.1	A

Intersection Level of Service by Lane Group

**HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS
DRIVEWAY -- UNSIGNALIZED**

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	34.0	0.00	0.0	A
5	33.0	0.00	0.0	A
6	33.0	0.00	0.2	A
7	34.0	0.00	0.2	A
8	37.0	0.00	0.0	A
9	36.0	0.00	0.0	A
10	35.0	0.00	0.0	A
Average:	34.0	0.00	0.1	A

WB T on Homestead Road: Superlink ID 525

1	310.0	0.00	0.0	A
2	314.0	0.00	0.0	A
3	313.0	0.00	0.0	A
4	312.0	0.00	0.0	A
5	311.0	0.00	0.0	A
6	311.0	0.00	0.0	A
7	310.0	0.00	0.0	A
8	315.0	0.00	0.0	A
9	315.0	0.00	0.0	A
10	316.0	0.00	0.0	A
Average:	312.0	0.00	0.0	A

**HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO
CHURCH -- SIGNALIZED**

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB L on M.L.K. Jr. Blvd: Superlink ID 446				
1	181.0	3.39	67.5	E
2	177.0	3.41	69.3	E
3	180.0	3.35	66.9	E
4	177.0	3.51	71.4	E
5	180.0	3.44	68.7	E
6	179.0	3.49	70.3	E
7	178.0	3.32	67.1	E
8	179.0	3.36	67.5	E
9	179.0	3.38	68.0	E
10	177.0	3.31	67.4	E
Average:	178.0	3.40	68.4	E

NB T on M.L.K. Jr. Blvd: Superlink ID 446

1	331.0	0.79	8.6	A
2	314.0	0.65	7.5	A
3	326.0	0.75	8.3	A
4	327.0	0.78	8.6	A
5	323.0	0.76	8.5	A
6	324.0	0.69	7.6	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	321.0	0.68	7.6	A
8	325.0	0.73	8.0	A
9	319.0	0.79	8.9	A
10	321.0	0.78	8.7	A
Average:	323.0	0.74	8.2	A

NB TR on M.L.K. Jr. Blvd: Superlink ID 446

1	355.0	0.83	8.5	A
2	371.0	0.72	7.0	A
3	357.0	0.83	8.4	A
4	356.0	0.87	8.8	A
5	362.0	0.79	7.9	A
6	362.0	0.75	7.5	A
7	365.0	0.77	7.6	A
8	359.0	0.84	8.4	A
9	364.0	0.81	8.0	A
10	366.0	0.79	7.7	A
Average:	361.0	0.80	8.0	A

SB L on M.L.K. Jr. Blvd: Superlink ID 519

1	9.0	0.05	20.3	C
2	9.0	0.04	14.8	B
3	9.0	0.06	22.3	C
4	9.0	0.07	26.2	C
5	9.0	0.01	5.8	A
6	9.0	0.05	20.4	C
7	9.0	0.02	6.3	A
8	9.0	0.05	19.5	B
9	9.0	0.05	19.3	B
10	7.0	0.03	14.2	B
Average:	8.0	0.04	16.9	B

SB R on M.L.K. Jr. Blvd: Superlink ID 519

1	109.0	0.32	10.5	B
2	108.0	0.14	4.7	A
3	110.0	0.24	7.9	A
4	110.0	0.24	7.9	A
5	108.0	0.18	6.1	A
6	108.0	0.13	4.4	A
7	108.0	0.20	6.8	A
8	109.0	0.22	7.1	A
9	108.0	0.15	5.1	A
10	112.0	0.18	5.9	A
Average:	109.0	0.20	6.6	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB T on M.L.K. Jr. Blvd: Superlink ID 519				
1	607.0	2.35	13.9	B
2	605.0	1.74	10.4	B
3	603.0	2.42	14.4	B
4	604.0	2.05	12.2	B
5	606.0	2.10	12.5	B
6	604.0	1.78	10.6	B
7	606.0	2.05	12.2	B
8	606.0	1.97	11.7	B
9	604.0	2.21	13.2	B
10	606.0	2.21	13.1	B
Average:	605.0	2.09	12.4	B
SEB L on Homestead Road: Superlink ID 514				
1	63.0	1.01	58.0	E
2	71.0	1.08	54.9	D
3	75.0	1.09	52.2	D
4	72.0	1.20	59.8	E
5	66.0	0.99	54.3	D
6	75.0	1.36	65.5	E
7	74.0	1.28	62.5	E
8	70.0	1.05	54.1	D
9	73.0	1.41	69.5	E
10	67.0	0.97	52.0	D
Average:	70.0	1.14	58.3	E
SEB LT on Homestead Road: Superlink ID 514				
1	78.0	0.99	45.9	D
2	77.0	1.12	52.2	D
3	67.0	1.17	62.7	E
4	73.0	1.22	60.3	E
5	80.0	1.10	49.4	D
6	66.0	1.37	74.8	E
7	70.0	1.10	56.7	E
8	74.0	1.04	50.4	D
9	68.0	1.20	63.5	E
10	75.0	1.02	48.9	D
Average:	72.0	1.13	56.5	E
SEB R on Homestead Road: Superlink ID 514				
1	183.0	1.61	31.8	C
2	187.0	2.04	39.3	D
3	184.0	1.78	34.9	C
4	186.0	1.77	34.2	C
5	183.0	1.60	31.5	C

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	181.0	1.95	38.8	D
7	186.0	1.85	35.9	D
8	183.0	1.76	34.6	C
9	183.0	1.87	36.8	D
10	182.0	1.53	30.2	C
Average:	183.0	1.78	34.8	C

WB L on Homestead Road: Superlink ID 508

1	9.0	0.11	42.3	D
2	9.0	0.13	51.4	D
3	6.0	0.17	100.0	F
4	7.0	0.14	70.8	E
5	7.0	0.14	71.0	E
6	9.0	0.13	50.5	D
7	10.0	0.16	58.8	E
8	13.0	0.35	97.5	F
9	12.0	0.27	79.7	E
10	9.0	0.14	55.7	E
Average:	9.0	0.17	67.8	E

WB LT on Homestead Road: Superlink ID 508

1	11.0	0.24	77.0	E
2	12.0	0.20	59.2	E
3	15.0	0.26	62.3	E
4	13.0	0.23	63.2	E
5	12.0	0.14	40.8	D
6	10.0	0.19	69.0	E
7	11.0	0.12	39.1	D
8	9.0	0.20	80.9	F
9	10.0	0.22	80.4	F
10	11.0	0.20	67.0	E
Average:	11.0	0.20	63.9	E

WB R on Homestead Road: Superlink ID 508

1	11.0	0.07	23.7	C
2	13.0	0.11	30.9	C
3	13.0	0.09	23.9	C
4	13.0	0.10	27.8	C
5	13.0	0.10	28.4	C
6	13.0	0.09	23.9	C
7	13.0	0.10	26.5	C
8	13.0	0.10	27.1	C
9	13.0	0.08	22.5	C
10	15.0	0.11	25.4	C
Average:	13.0	0.10	26.0	C

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
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Intersection Level of Service by Lane Group

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 No Build - NN
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 12:00:00 - 13:00:00
 Interval: Summary
 Selection: No-Build MOEs

Intersection Level of Service by Lane Group - Total Control Delay

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	521	0.0	0.0	0.0	0.0	10
EB TR	Homestead Road	521	0.5	0.0	0.4	0.6	10
NB L	Seawell School Road	530	0.2	0.0	0.1	0.2	10
NB TR	Seawell School Road	530	0.8	0.1	0.7	1.0	10
SB L	Seawell School Road	529	0.3	0.1	0.2	0.4	10
SB TR	Seawell School Road	529	0.2	0.0	0.2	0.3	10
WB L	Homestead Road	524	0.1	0.0	0.1	0.1	10
WB R	Homestead Road	524	0.0	0.0	0.0	0.1	10
WB T	Homestead Road	524	0.3	0.0	0.3	0.4	10

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	523	0.1	0.0	0.0	0.1	10
EB T	Homestead Road	523	0.1	0.0	0.1	0.2	10
SB L	Weaver Dairy Ext	509	0.2	0.0	0.2	0.3	10
SB R	Weaver Dairy Ext	509	2.1	0.1	1.9	2.2	10
WB TR	Homestead Road	514	0.2	0.1	0.2	0.3	10

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	524	0.0	0.0	0.0	0.0	10
EB TR	Homestead Road	524	0.0	0.0	0.0	0.0	10
NB LTR	Greenway Landing	527	0.0	0.0	0.0	0.0	10
SB L	Future Bridgepoint Access Driveway	528	0.1	0.0	0.1	0.1	10
SB TR	Future Bridgepoint Access Driveway	528	0.0	0.0	0.0	0.0	10
WB L	Homestead Road	525	0.0	0.0	0.0	0.0	10
WB R	Homestead Road	525	0.0	0.0	0.0	0.0	10
WB T	Homestead Road	525	0.0	0.0	0.0	0.0	10

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	M.L.K. Jr. Blvd	446	3.4	0.1	3.3	3.5	10
NB T	M.L.K. Jr. Blvd	446	0.7	0.1	0.7	0.8	10
NB TR	M.L.K. Jr. Blvd	446	0.8	0.0	0.7	0.9	10
SB L	M.L.K. Jr. Blvd	519	0.0	0.0	0.0	0.1	10

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SB R	M.L.K. Jr. Blvd	519	0.2	0.1	0.1	0.3	10
SB T	M.L.K. Jr. Blvd	519	2.1	0.2	1.7	2.4	10
SEB L	Homestead Road	514	1.1	0.2	1.0	1.4	10
SEB LT	Homestead Road	514	1.1	0.1	1.0	1.4	10
SEB R	Homestead Road	514	1.8	0.2	1.5	2.0	10
WB L	Homestead Road	508	0.2	0.1	0.1	0.4	10
WB LT	Homestead Road	508	0.2	0.0	0.1	0.3	10
WB R	Homestead Road	508	0.1	0.0	0.1	0.1	10

Intersection Level of Service by Lane Group

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 No Build - NN
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 12:00:00 - 13:00:00
 Interval: Summary
 Selection: No-Build MOEs

Intersection Level of Service by Lane Group - Avg Control Delay

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	521	6.8	2.8	2.6	10.0	10
EB TR	Homestead Road	521	7.6	0.7	6.3	8.8	10
NB L	Seawell School Road	530	35.4	5.7	24.9	42.1	10
NB TR	Seawell School Road	530	37.7	4.3	31.7	47.2	10
SB L	Seawell School Road	529	44.7	9.8	33.5	64.8	10
SB TR	Seawell School Road	529	33.8	5.1	27.4	43.7	10
WB L	Homestead Road	524	5.8	0.8	4.5	7.1	10
WB R	Homestead Road	524	6.0	3.0	1.9	10.9	10
WB T	Homestead Road	524	5.3	0.6	4.4	6.6	10

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	523	2.4	0.7	1.3	3.6	10
EB T	Homestead Road	523	1.9	0.3	1.4	2.4	10
SB L	Weaver Dairy Ext	509	58.8	11.0	36.8	73.6	10
SB R	Weaver Dairy Ext	509	51.7	2.0	48.6	54.7	10
WB TR	Homestead Road	514	3.8	0.8	2.8	4.9	10

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	524	2.5	1.3	1.0	5.1	10
EB TR	Homestead Road	524	0.0	0.0	0.0	0.0	10
NB LTR	Greenway Landing	527	5.5	1.0	3.6	7.1	10
SB L	Future Bridgepoint Access Driveway	528	8.0	0.8	6.9	9.3	10
SB TR	Future Bridgepoint Access Driveway	528	5.2	1.1	3.5	6.4	10
WB L	Homestead Road	525	2.2	1.2	0.4	4.0	10
WB R	Homestead Road	525	0.1	0.1	0.0	0.2	10
WB T	Homestead Road	525	0.0	0.0	0.0	0.0	10

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	M.L.K. Jr. Blvd	446	68.4	1.5	66.9	71.4	10
NB T	M.L.K. Jr. Blvd	446	8.2	0.5	7.5	8.9	10
NB TR	M.L.K. Jr. Blvd	446	8.0	0.5	7.0	8.8	10
SB L	M.L.K. Jr. Blvd	519	16.9	6.7	5.8	26.2	10

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SB R	M.L.K. Jr. Blvd	519	6.6	1.8	4.4	10.5	10
SB T	M.L.K. Jr. Blvd	519	12.4	1.3	10.4	14.4	10
SEB L	Homestead Road	514	58.3	6.0	52.0	69.5	10
SEB LT	Homestead Road	514	56.5	8.9	45.9	74.8	10
SEB R	Homestead Road	514	34.8	3.0	30.2	39.3	10
WB L	Homestead Road	508	67.8	19.8	42.3	100.0	10
WB LT	Homestead Road	508	63.9	14.7	39.1	80.9	10
WB R	Homestead Road	508	26.0	2.6	22.5	30.9	10

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 No Build - PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 17:00:00 - 18:00:00
 Interval: Summary
 Selection: No-Build MOEs

Intersection Level of Service - Overview

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,292.0	5.16	14.4	B
2	1,287.0	4.92	13.8	B
3	1,295.0	4.83	13.4	B
4	1,284.0	4.96	13.9	B
5	1,277.0	5.17	14.6	B
6	1,285.0	4.83	13.5	B
7	1,288.0	5.37	15.0	B
8	1,283.0	5.16	14.5	B
9	1,282.0	5.25	14.7	B
10	1,282.0	4.97	14.0	B
Average:	1,285.5	5.06	14.2	B

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,344.0	7.29	19.5	B
2	1,331.0	6.93	18.8	B
3	1,355.0	7.25	19.3	B
4	1,341.0	7.00	18.8	B
5	1,331.0	6.89	18.6	B
6	1,347.0	7.33	19.6	B
7	1,343.0	7.08	19.0	B
8	1,343.0	7.13	19.1	B
9	1,345.0	6.97	18.7	B
10	1,338.0	6.99	18.8	B
Average:	1,341.8	7.09	19.0	B

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY -- UNSIGNALIZED NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,294.0	0.22	0.6	A
2	1,290.0	0.26	0.7	A
3	1,306.0	0.22	0.6	A
4	1,291.0	0.20	0.6	A
5	1,291.0	0.26	0.7	A
6	1,297.0	0.20	0.6	A
7	1,301.0	0.18	0.5	A
8	1,292.0	0.19	0.5	A
9	1,298.0	0.22	0.6	A

Intersection Level of Service

10	1,290.0	0.17	0.5	A
Average:	1,295.0	0.21	0.6	A

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	3,015.0	16.67	19.9	B
2	3,004.0	16.61	19.9	B
3	3,011.0	16.03	19.2	B
4	3,003.0	15.85	19.0	B
5	2,999.0	15.80	19.0	B
6	3,010.0	15.75	18.8	B
7	3,015.0	15.64	18.7	B
8	3,009.0	16.33	19.5	B
9	3,013.0	15.98	19.1	B
10	3,013.0	16.46	19.7	B
Average:	3,009.2	16.11	19.3	B

Intersection Level of Service

Project: 2217 Homestead TIA
Scenario: 2217 Homestead 2026 No Build - PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 17:00:00 - 18:00:00
Interval: Summary
Selection: No-Build MOEs

Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
1609	Homestead Road & Seawell School Road	Actuated	5.1	0.2	4.8	5.4	10
2081	Homestead Road & Weaver Dairy Ext	Actuated	7.1	0.2	6.9	7.3	10
2	Homestead Road, Greenway Landing & Future Bridgepoint Access Driveway	Stop	0.2	0.0	0.2	0.3	10
71019	Homestead Road, M.L.K. Jr. Blvd, NC 86 (MLK Jr. Blvd) & Entrance to Church	Actuated	16.1	0.4	15.6	16.7	10

Intersection Level of Service

Project: 2217 Homestead TIA
Scenario: 2217 Homestead 2026 No Build - PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 17:00:00 - 18:00:00
Interval: Summary
Selection: No-Build MOEs

Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
1609	Homestead Road & Seawell School Road	Actuated	14.2	0.5	13.4	15.0	10
2081	Homestead Road & Weaver Dairy Ext	Actuated	19.0	0.3	18.6	19.6	10
2	Homestead Road, Greenway Landing & Future Bridgepoint Access Driveway	Stop	0.6	0.1	0.5	0.7	10
71019	Homestead Road, M.L.K. Jr. Blvd, NC 86 (MLK Jr. Blvd) & Entrance to Church	Actuated	19.3	0.4	18.7	19.9	10

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 No Build - PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 17:00:00 - 18:00:00
 Interval: Summary
 Selection: No-Build MOEs

Intersection Level of Service by Lane Group - Overview

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Homestead Road: Superlink ID 521				
1	9.0	0.03	12.7	B
2	9.0	0.05	18.7	B
3	9.0	0.02	8.9	A
4	9.0	0.02	9.6	A
5	9.0	0.03	11.9	B
6	9.0	0.03	11.1	B
7	9.0	0.04	15.8	B
8	9.0	0.03	13.2	B
9	9.0	0.03	12.6	B
10	8.0	0.03	13.6	B
Average:	8.0	0.03	12.8	B

EB TR on Homestead Road: Superlink ID 521				
1	325.0	1.06	11.7	B
2	326.0	1.00	11.0	B
3	325.0	1.06	11.7	B
4	324.0	0.98	10.9	B
5	327.0	1.13	12.4	B
6	326.0	1.09	12.0	B
7	323.0	1.04	11.6	B
8	325.0	1.08	11.9	B
9	324.0	1.06	11.8	B
10	325.0	1.11	12.3	B
Average:	325.0	1.06	11.7	B

NB L on Seawell School Road: Superlink ID 530				
1	42.0	0.39	33.5	C
2	43.0	0.37	30.9	C
3	42.0	0.41	35.5	D
4	43.0	0.36	30.3	C
5	43.0	0.39	32.4	C
6	42.0	0.36	30.5	C
7	43.0	0.40	33.3	C
8	42.0	0.36	30.6	C
9	43.0	0.41	34.7	C
10	44.0	0.31	25.5	C
Average:	42.0	0.38	31.7	C

NB TR on Seawell School Road: Superlink ID 530

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED

NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	180.0	1.85	37.1	D
2	181.0	1.75	34.9	C
3	180.0	1.58	31.6	C
4	181.0	1.82	36.1	D
5	181.0	1.88	37.4	D
6	179.0	1.69	34.0	C
7	181.0	1.85	36.8	D
8	178.0	1.71	34.7	C
9	181.0	1.87	37.2	D
10	181.0	1.67	33.2	C
Average:	180.0	1.77	35.3	D

SB L on Seawell School Road: Superlink ID 529

1	14.0	0.25	64.8	E
2	14.0	0.23	58.3	E
3	15.0	0.21	50.2	D
4	13.0	0.20	55.9	E
5	13.0	0.16	43.0	D
6	14.0	0.13	32.3	C
7	14.0	0.31	78.7	E
8	14.0	0.22	55.8	E
9	14.0	0.19	48.3	D
10	14.0	0.24	60.6	E
Average:	13.0	0.21	54.8	D

SB TR on Seawell School Road: Superlink ID 529

1	15.0	0.14	34.7	C
2	15.0	0.14	32.5	C
3	14.0	0.09	24.1	C
4	15.0	0.13	30.9	C
5	15.0	0.17	39.8	D
6	15.0	0.10	23.1	C
7	15.0	0.16	37.3	D
8	15.0	0.11	27.2	C
9	15.0	0.15	36.4	D
10	15.0	0.17	40.8	D
Average:	14.0	0.14	32.7	C

WB L on Homestead Road: Superlink ID 524

1	153.0	0.31	7.3	A
2	158.0	0.33	7.4	A
3	156.0	0.30	7.0	A
4	155.0	0.31	7.1	A
5	151.0	0.30	7.1	A
6	158.0	0.36	8.1	A
7	155.0	0.32	7.5	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED

NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	155.0	0.37	8.6	A
9	152.0	0.35	8.3	A
10	150.0	0.33	7.9	A
Average:	154.0	0.33	7.6	A

WB R on Homestead Road: Superlink ID 524

1	17.0	0.05	9.6	A
2	14.0	0.01	2.1	A
3	16.0	0.03	5.6	A
4	11.0	0.01	2.5	A
5	14.0	0.03	7.5	A
6	15.0	0.04	10.0	B
7	17.0	0.03	5.3	A
8	17.0	0.05	9.7	A
9	15.0	0.04	10.0	A
10	14.0	0.02	4.2	A
Average:	15.0	0.03	6.7	A

WB T on Homestead Road: Superlink ID 524

1	537.0	1.07	7.2	A
2	527.0	1.06	7.2	A
3	538.0	1.12	7.5	A
4	533.0	1.14	7.7	A
5	524.0	1.09	7.5	A
6	527.0	1.05	7.2	A
7	531.0	1.23	8.3	A
8	528.0	1.23	8.4	A
9	529.0	1.14	7.8	A
10	531.0	1.09	7.4	A
Average:	530.0	1.12	7.6	A

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED

NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Homestead Road: Superlink ID 523				
1	214.0	0.43	7.2	A
2	212.0	0.40	6.8	A
3	213.0	0.45	7.7	A
4	212.0	0.39	6.6	A
5	212.0	0.41	6.9	A
6	213.0	0.45	7.6	A
7	213.0	0.47	8.0	A
8	216.0	0.41	6.8	A
9	211.0	0.37	6.3	A
10	213.0	0.46	7.7	A
Average:	212.0	0.42	7.2	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED

NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB T on Homestead Road: Superlink ID 523				
1	304.0	0.39	4.6	A
2	300.0	0.33	4.0	A
3	308.0	0.32	3.7	A
4	303.0	0.41	4.8	A
5	302.0	0.29	3.4	A
6	305.0	0.35	4.2	A
7	303.0	0.35	4.2	A
8	303.0	0.35	4.1	A
9	306.0	0.30	3.6	A
10	304.0	0.35	4.2	A
Average:	303.0	0.34	4.1	A

SB L on Weaver Dairy Ext: Superlink ID 509

1	37.0	0.79	76.6	E
2	36.0	0.65	65.1	E
3	35.0	0.68	69.8	E
4	37.0	0.45	43.3	D
5	35.0	0.50	51.6	D
6	36.0	0.60	60.1	E
7	35.0	0.48	49.8	D
8	34.0	0.52	54.7	D
9	35.0	0.61	62.5	E
10	36.0	0.63	62.9	E
Average:	35.0	0.59	59.6	E

SB R on Weaver Dairy Ext: Superlink ID 509

1	341.0	4.26	45.0	D
2	338.0	4.16	44.3	D
3	341.0	4.41	46.6	D
4	338.0	4.46	47.5	D
5	340.0	4.19	44.4	D
6	340.0	4.38	46.4	D
7	341.0	4.28	45.2	D
8	341.0	4.35	45.9	D
9	341.0	4.29	45.3	D
10	339.0	4.22	44.8	D
Average:	340.0	4.30	45.5	D

WB TR on Homestead Road: Superlink ID 514

1	448.0	1.42	11.4	B
2	445.0	1.39	11.2	B
3	458.0	1.38	10.9	B
4	451.0	1.30	10.4	B
5	442.0	1.50	12.2	B
6	453.0	1.54	12.3	B

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED

NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	451.0	1.49	11.9	B
8	449.0	1.50	12.1	B
9	452.0	1.40	11.1	B
10	446.0	1.32	10.7	B
Average:	449.0	1.42	11.4	B

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY -- UNSIGNALIZED

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Homestead Road: Superlink ID 524				
1	11.0	0.03	8.5	A
2	12.0	0.03	9.5	A
3	8.0	0.03	11.3	B
4	11.0	0.02	6.3	A
5	11.0	0.03	10.3	B
6	12.0	0.03	8.7	A
7	11.0	0.01	3.3	A
8	8.0	0.02	7.8	A
9	11.0	0.02	5.9	A
10	10.0	0.01	3.8	A
Average:	10.0	0.02	7.5	A

EB TR on Homestead Road: Superlink ID 524

1	479.0	0.01	0.1	A
2	480.0	0.00	0.0	A
3	485.0	0.00	0.0	A
4	479.0	0.00	0.0	A
5	478.0	0.00	0.0	A
6	479.0	0.01	0.1	A
7	479.0	0.00	0.0	A
8	477.0	0.00	0.0	A
9	479.0	0.00	0.0	A
10	479.0	0.00	0.0	A
Average:	479.0	0.00	0.0	A

NB LTR on Greenway Landing: Superlink ID 527

1	11.0	0.02	5.9	A
2	11.0	0.02	5.3	A
3	11.0	0.02	6.7	A
4	11.0	0.03	9.6	A
5	11.0	0.02	6.8	A
6	11.0	0.02	7.6	A
7	11.0	0.01	4.6	A
8	11.0	0.03	9.4	A
9	11.0	0.03	8.6	A
10	11.0	0.02	6.0	A

Intersection Level of Service by Lane Group

**HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS
DRIVEWAY -- UNSIGNALIZED**

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	11.0	0.02	7.1	A

SB L on Future Bridgepoint Access Driveway: Superlink ID 528

1	30.0	0.15	18.0	C
2	29.0	0.18	22.6	C
3	29.0	0.13	16.4	C
4	30.0	0.11	13.6	B
5	29.0	0.18	22.2	C
6	29.0	0.12	14.6	B
7	29.0	0.13	16.1	C
8	29.0	0.12	15.0	B
9	30.0	0.15	18.4	C
10	31.0	0.12	13.4	B
Average:	29.0	0.14	17.0	C

SB TR on Future Bridgepoint Access Driveway: Superlink ID 528

1	6.0	0.01	8.0	A
2	7.0	0.02	9.2	A
3	6.0	0.01	5.7	A
4	6.0	0.02	9.9	A
5	7.0	0.02	9.3	A
6	6.0	0.01	5.8	A
7	6.0	0.01	8.3	A
8	7.0	0.01	7.5	A
9	6.0	0.01	5.2	A
10	5.0	0.01	7.8	A
Average:	6.0	0.01	7.7	A

WB L on Homestead Road: Superlink ID 525

1	12.0	0.01	1.6	A
2	10.0	0.01	3.3	A
3	14.0	0.03	7.4	A
4	13.0	0.02	5.0	A
5	12.0	0.01	2.0	A
6	13.0	0.01	3.1	A
7	13.0	0.01	3.2	A
8	12.0	0.01	2.0	A
9	12.0	0.01	3.4	A
10	11.0	0.01	2.0	A
Average:	12.0	0.01	3.3	A

WB R on Homestead Road: Superlink ID 525

1	50.0	0.00	0.0	A
2	51.0	0.00	0.0	A
3	52.0	0.00	0.2	A

Intersection Level of Service by Lane Group

**HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS
DRIVEWAY -- UNSIGNALIZED**

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	51.0	0.00	0.0	A
5	53.0	0.00	0.0	A
6	51.0	0.00	0.0	A
7	51.0	0.00	0.1	A
8	52.0	0.00	0.0	A
9	53.0	0.00	0.2	A
10	51.0	0.00	0.0	A
Average:	51.0	0.00	0.1	A

WB T on Homestead Road: Superlink ID 525

1	695.0	0.00	0.0	A
2	690.0	0.00	0.0	A
3	701.0	0.00	0.0	A
4	690.0	0.00	0.0	A
5	690.0	0.00	0.0	A
6	696.0	0.01	0.0	A
7	701.0	0.00	0.0	A
8	696.0	0.00	0.0	A
9	696.0	0.00	0.0	A
10	692.0	0.00	0.0	A
Average:	694.0	0.00	0.0	A

**HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO
CHURCH -- SIGNALIZED**

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB L on M.L.K. Jr. Blvd: Superlink ID 446				
1	303.0	6.65	79.0	E
2	303.0	6.53	77.6	E
3	302.0	6.20	73.9	E
4	305.0	6.71	79.2	E
5	300.0	6.32	75.8	E
6	303.0	6.58	78.1	E
7	308.0	6.38	74.5	E
8	303.0	6.71	79.7	E
9	305.0	6.85	80.9	F
10	303.0	6.43	76.4	E
Average:	303.0	6.54	77.5	E

NB T on M.L.K. Jr. Blvd: Superlink ID 446

1	595.0	1.01	6.1	A
2	598.0	0.98	5.9	A
3	578.0	0.90	5.6	A
4	588.0	0.94	5.7	A
5	604.0	1.04	6.2	A
6	588.0	0.87	5.3	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
7	588.0	0.86	5.3	A
8	593.0	1.01	6.1	A
9	595.0	0.98	5.9	A
10	602.0	1.04	6.2	A
Average:	592.0	0.96	5.8	A

NB TR on M.L.K. Jr. Blvd: Superlink ID 446

1	622.0	1.10	6.4	A
2	617.0	0.98	5.7	A
3	636.0	0.96	5.4	A
4	628.0	0.99	5.7	A
5	612.0	1.04	6.1	A
6	629.0	0.95	5.4	A
7	627.0	0.91	5.2	A
8	622.0	1.05	6.1	A
9	621.0	0.91	5.3	A
10	613.0	0.98	5.8	A
Average:	622.0	0.99	5.7	A

SB L on M.L.K. Jr. Blvd: Superlink ID 519

1	4.0	0.02	21.1	C
2	4.0	0.02	20.0	C
3	4.0	0.01	13.2	B
4	4.0	0.03	28.2	C
5	3.0	0.01	7.7	A
6	2.0	0.01	11.1	B
7	4.0	0.03	25.1	C
8	4.0	0.02	21.3	C
9	4.0	0.04	35.1	D
10	4.0	0.02	21.7	C
Average:	3.0	0.02	20.5	C

SB R on M.L.K. Jr. Blvd: Superlink ID 519

1	247.0	0.30	4.4	A
2	244.0	0.32	4.7	A
3	245.0	0.29	4.2	A
4	244.0	0.28	4.1	A
5	244.0	0.31	4.5	A
6	246.0	0.26	3.8	A
7	245.0	0.29	4.3	A
8	245.0	0.31	4.5	A
9	243.0	0.26	3.9	A
10	244.0	0.29	4.3	A
Average:	244.0	0.29	4.3	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
SB T on M.L.K. Jr. Blvd: Superlink ID 519				
1	858.0	2.74	11.5	B
2	858.0	2.68	11.3	B
3	858.0	2.57	10.8	B
4	857.0	2.48	10.4	B
5	858.0	2.80	11.7	B
6	859.0	2.68	11.2	B
7	857.0	2.46	10.3	B
8	857.0	2.58	10.8	B
9	859.0	2.64	11.1	B
10	859.0	2.76	11.6	B
Average:	858.0	2.64	11.1	B
SEB L on Homestead Road: Superlink ID 514				
1	90.0	1.41	56.4	E
2	88.0	1.43	58.3	E
3	88.0	1.33	54.6	D
4	87.0	1.19	49.1	D
5	89.0	1.19	48.1	D
6	90.0	1.17	46.6	D
7	94.0	1.32	50.6	D
8	90.0	1.18	47.0	D
9	88.0	1.22	49.7	D
10	94.0	1.49	56.9	E
Average:	89.0	1.29	51.7	D
SEB LT on Homestead Road: Superlink ID 514				
1	88.0	1.31	53.8	D
2	90.0	1.38	55.2	E
3	91.0	1.48	58.5	E
4	86.0	1.24	51.9	D
5	87.0	1.23	50.7	D
6	88.0	1.27	51.9	D
7	86.0	1.31	54.8	D
8	91.0	1.43	56.4	E
9	90.0	1.18	47.2	D
10	87.0	1.25	51.7	D
Average:	88.0	1.31	53.2	D
SEB R on Homestead Road: Superlink ID 514				
1	204.0	2.04	35.9	D
2	198.0	2.23	40.5	D
3	205.0	2.20	38.6	D
4	200.0	1.89	34.0	C
5	198.0	1.86	33.9	C

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
6	201.0	1.92	34.4	C
7	203.0	2.04	36.2	D
8	200.0	1.96	35.2	D
9	204.0	1.88	33.1	C
10	203.0	2.12	37.7	D
Average:	201.0	2.01	36.0	D

WB L on Homestead Road: Superlink ID 508

1	0.0	0.00	--	--
2	1.0	0.04	126.0	F
3	2.0	0.07	119.8	F
4	0.0	0.00	--	--
5	0.0	0.00	--	--
6	1.0	0.00	15.5	B
7	1.0	0.02	63.8	E
8	0.0	0.00	--	--
9	2.0	0.01	20.7	C
10	1.0	0.02	59.1	E
Average:	0.0	0.02	67.5	E

WB LT on Homestead Road: Superlink ID 508

1	3.0	0.08	91.8	F
2	2.0	0.03	45.2	D
3	1.0	0.02	61.3	E
4	4.0	0.11	95.7	F
5	3.0	0.02	18.5	B
6	2.0	0.06	106.6	F
7	1.0	0.01	21.5	C
8	3.0	0.08	91.4	F
9	1.0	0.01	20.5	C
10	2.0	0.05	90.7	F
Average:	2.0	0.05	64.3	E

WB R on Homestead Road: Superlink ID 508

1	1.0	0.00	6.7	A
2	1.0	0.01	44.4	D
3	1.0	0.01	21.1	C
4	0.0	0.00	--	--
5	1.0	0.00	1.4	A
6	1.0	0.00	9.5	A
7	1.0	0.01	47.4	D
8	1.0	0.02	62.4	E
9	1.0	0.00	7.0	A
10	1.0	0.00	14.1	B
Average:	0.0	0.01	23.8	C

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
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Intersection Level of Service by Lane Group

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 No Build - PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 17:00:00 - 18:00:00
 Interval: Summary
 Selection: No-Build MOEs

Intersection Level of Service by Lane Group - Total Control Delay

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	521	0.0	0.0	0.0	0.1	10
EB TR	Homestead Road	521	1.1	0.0	1.0	1.1	10
NB L	Seawell School Road	530	0.4	0.0	0.3	0.4	10
NB TR	Seawell School Road	530	1.8	0.1	1.6	1.9	10
SB L	Seawell School Road	529	0.2	0.0	0.1	0.3	10
SB TR	Seawell School Road	529	0.1	0.0	0.1	0.2	10
WB L	Homestead Road	524	0.3	0.0	0.3	0.4	10
WB R	Homestead Road	524	0.0	0.0	0.0	0.1	10
WB T	Homestead Road	524	1.1	0.1	1.1	1.2	10

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	523	0.4	0.0	0.4	0.5	10
EB T	Homestead Road	523	0.3	0.0	0.3	0.4	10
SB L	Weaver Dairy Ext	509	0.6	0.1	0.5	0.8	10
SB R	Weaver Dairy Ext	509	4.3	0.1	4.2	4.5	10
WB TR	Homestead Road	514	1.4	0.1	1.3	1.5	10

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	524	0.0	0.0	0.0	0.0	10
EB TR	Homestead Road	524	0.0	0.0	0.0	0.0	10
NB LTR	Greenway Landing	527	0.0	0.0	0.0	0.0	10
SB L	Future Bridgepoint Access Driveway	528	0.1	0.0	0.1	0.2	10
SB TR	Future Bridgepoint Access Driveway	528	0.0	0.0	0.0	0.0	10
WB L	Homestead Road	525	0.0	0.0	0.0	0.0	10
WB R	Homestead Road	525	0.0	0.0	0.0	0.0	10
WB T	Homestead Road	525	0.0	0.0	0.0	0.0	10

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	M.L.K. Jr. Blvd	446	6.5	0.2	6.2	6.9	10
NB T	M.L.K. Jr. Blvd	446	1.0	0.1	0.9	1.0	10
NB TR	M.L.K. Jr. Blvd	446	1.0	0.1	0.9	1.1	10
SB L	M.L.K. Jr. Blvd	519	0.0	0.0	0.0	0.0	10

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SB R	M.L.K. Jr. Blvd	519	0.3	0.0	0.3	0.3	10
SB T	M.L.K. Jr. Blvd	519	2.6	0.1	2.5	2.8	10
SEB L	Homestead Road	514	1.3	0.1	1.2	1.5	10
SEB LT	Homestead Road	514	1.3	0.1	1.2	1.5	10
SEB R	Homestead Road	514	2.0	0.1	1.9	2.2	10
WB L	Homestead Road	508	0.0	0.0	0.0	0.1	10
WB LT	Homestead Road	508	0.0	0.0	0.0	0.1	10
WB R	Homestead Road	508	0.0	0.0	0.0	0.0	10

Intersection Level of Service by Lane Group

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 No Build - PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 17:00:00 - 18:00:00
 Interval: Summary
 Selection: No-Build MOEs

Intersection Level of Service by Lane Group - Avg Control Delay

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	521	12.8	2.9	8.9	18.7	10
EB TR	Homestead Road	521	11.7	0.5	10.9	12.4	10
NB L	Seawell School Road	530	31.7	2.9	25.5	35.5	10
NB TR	Seawell School Road	530	35.3	2.0	31.6	37.4	10
SB L	Seawell School Road	529	54.8	12.6	32.3	78.7	10
SB TR	Seawell School Road	529	32.7	6.3	23.1	40.8	10
WB L	Homestead Road	524	7.6	0.6	7.0	8.6	10
WB R	Homestead Road	524	6.7	3.1	2.1	10.0	10
WB T	Homestead Road	524	7.6	0.4	7.2	8.4	10

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	523	7.2	0.6	6.3	8.0	10
EB T	Homestead Road	523	4.1	0.4	3.4	4.8	10
SB L	Weaver Dairy Ext	509	59.6	10.0	43.3	76.6	10
SB R	Weaver Dairy Ext	509	45.5	1.0	44.3	47.5	10
WB TR	Homestead Road	514	11.4	0.7	10.4	12.3	10

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	524	7.5	2.7	3.3	11.3	10
EB TR	Homestead Road	524	0.0	0.0	0.0	0.1	10
NB LTR	Greenway Landing	527	7.1	1.7	4.6	9.6	10
SB L	Future Bridgepoint Access Driveway	528	17.0	3.3	13.4	22.6	10
SB TR	Future Bridgepoint Access Driveway	528	7.7	1.6	5.2	9.9	10
WB L	Homestead Road	525	3.3	1.8	1.6	7.4	10
WB R	Homestead Road	525	0.1	0.1	0.0	0.2	10
WB T	Homestead Road	525	0.0	0.0	0.0	0.0	10

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	M.L.K. Jr. Blvd	446	77.5	2.3	73.9	80.9	10
NB T	M.L.K. Jr. Blvd	446	5.8	0.3	5.3	6.2	10
NB TR	M.L.K. Jr. Blvd	446	5.7	0.4	5.2	6.4	10
SB L	M.L.K. Jr. Blvd	519	20.5	8.2	7.7	35.1	10

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
SB R	M.L.K. Jr. Blvd	519	4.3	0.3	3.8	4.7	10
SB T	M.L.K. Jr. Blvd	519	11.1	0.5	10.3	11.7	10
SEB L	Homestead Road	514	51.7	4.4	46.6	58.3	10
SEB LT	Homestead Road	514	53.2	3.2	47.2	58.5	10
SEB R	Homestead Road	514	36.0	2.4	33.1	40.5	10
WB L	Homestead Road	508	67.5	47.2	15.5	126.0	6
WB LT	Homestead Road	508	64.3	35.3	18.5	106.6	10
WB R	Homestead Road	508	23.8	21.9	1.4	62.4	9

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 Build - AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: Build MOEs

Intersection Level of Service - Overview

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,398.0	8.81	22.7	C
2	1,401.0	8.71	22.4	C
3	1,395.0	8.56	22.1	C
4	1,394.0	8.15	21.0	C
5	1,392.0	8.51	22.0	C
6	1,399.0	8.16	21.0	C
7	1,402.0	8.52	21.9	C
8	1,396.0	8.80	22.7	C
9	1,388.0	8.06	20.9	C
10	1,402.0	9.00	23.1	C
Average:	1,396.7	8.53	22.0	C

HOMESTEAD ROAD & SITE DRIVEWAY -- UNSIGNALIZED NODE: 9

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,352.0	0.12	0.3	A
2	1,349.0	0.09	0.3	A
3	1,355.0	0.13	0.4	A
4	1,351.0	0.12	0.3	A
5	1,344.0	0.09	0.2	A
6	1,352.0	0.14	0.4	A
7	1,344.0	0.16	0.4	A
8	1,342.0	0.14	0.4	A
9	1,346.0	0.10	0.3	A
10	1,356.0	0.12	0.3	A
Average:	1,349.1	0.12	0.3	A

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,425.0	5.33	13.5	B
2	1,415.0	5.44	13.8	B
3	1,419.0	5.26	13.4	B
4	1,414.0	5.61	14.3	B
5	1,416.0	5.60	14.2	B
6	1,420.0	5.65	14.3	B
7	1,411.0	5.50	14.0	B
8	1,408.0	5.14	13.1	B
9	1,416.0	5.46	13.9	B
10	1,423.0	5.66	14.3	B
Average:	1,416.7	5.47	13.9	B

Intersection Level of Service

**HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS
DRIVEWAY -- UNSIGNALIZED**

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,332.0	0.30	0.8	A
2	1,332.0	0.27	0.7	A
3	1,331.0	0.24	0.7	A
4	1,326.0	0.29	0.8	A
5	1,323.0	0.24	0.7	A
6	1,330.0	0.27	0.7	A
7	1,329.0	0.26	0.7	A
8	1,320.0	0.28	0.8	A
9	1,324.0	0.25	0.7	A
10	1,331.0	0.32	0.9	A
Average:	1,327.8	0.27	0.8	A

**HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO
CHURCH -- SIGNALIZED**

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	2,728.0	16.71	22.1	C
2	2,714.0	15.12	20.1	C
3	2,706.0	14.99	19.9	B
4	2,708.0	15.69	20.9	C
5	2,719.0	15.02	19.9	B
6	2,712.0	15.50	20.6	C
7	2,708.0	15.98	21.2	C
8	2,699.0	15.51	20.7	C
9	2,710.0	15.53	20.6	C
10	2,716.0	16.14	21.4	C
Average:	2,712.0	15.62	20.7	C

Intersection Level of Service

Project: 2217 Homestead TIA
Scenario: 2217 Homestead 2026 Build - AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: Build MOEs

Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
1609	Homestead Road & Seawell School Road	Actuated	8.5	0.3	8.1	9.0	10
9	Homestead Road & Site Driveway	Stop	0.1	0.0	0.1	0.2	10
2081	Homestead Road & Weaver Dairy Ext	Actuated	5.5	0.2	5.1	5.7	10
2	Homestead Road, Greenway Landing & Future Bridgepoint Access Driveway	Stop	0.3	0.0	0.2	0.3	10
71019	Homestead Road, M.L.K. Jr. Blvd, NC 86 (MLK Jr. Blvd) & Entrance to Church	Actuated	15.6	0.5	15.0	16.7	10

Intersection Level of Service

Project: 2217 Homestead TIA
Scenario: 2217 Homestead 2026 Build - AM
Run(s): Batch (10 runs)
Simulated: Various
Time: 08:00:00 - 09:00:00
Interval: Summary
Selection: Build MOEs

Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
1609	Homestead Road & Seawell School Road	Actuated	22.0	0.8	20.9	23.1	10
9	Homestead Road & Site Driveway	Stop	0.3	0.1	0.2	0.4	10
2081	Homestead Road & Weaver Dairy Ext	Actuated	13.9	0.4	13.1	14.3	10
2	Homestead Road, Greenway Landing & Future Bridgepoint Access Driveway	Stop	0.8	0.1	0.7	0.9	10
71019	Homestead Road, M.L.K. Jr. Blvd, NC 86 (MLK Jr. Blvd) & Entrance to Church	Actuated	20.7	0.7	19.9	22.1	10

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 Build - AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: Build MOEs

Intersection Level of Service by Lane Group - Overview

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Homestead Road: Superlink ID 521				
1	5.0	0.02	14.3	B
2	6.0	0.01	6.2	A
3	6.0	0.02	11.4	B
4	5.0	0.01	5.7	A
5	6.0	0.01	3.7	A
6	6.0	0.01	6.5	A
7	6.0	0.01	5.1	A
8	6.0	0.02	10.4	B
9	6.0	0.02	12.6	B
10	6.0	0.01	8.1	A
Average:	5.0	0.01	8.4	A

EB TR on Homestead Road: Superlink ID 521				
1	588.0	2.96	18.1	B
2	592.0	2.95	17.9	B
3	591.0	2.94	17.9	B
4	590.0	2.98	18.2	B
5	585.0	2.89	17.8	B
6	590.0	2.90	17.7	B
7	589.0	2.99	18.3	B
8	588.0	3.21	19.6	B
9	590.0	2.98	18.2	B
10	595.0	3.23	19.6	B
Average:	589.0	3.00	18.3	B

NB L on Seawell School Road: Superlink ID 530				
1	47.0	0.41	31.8	C
2	46.0	0.37	29.3	C
3	46.0	0.52	41.1	D
4	47.0	0.36	27.7	C
5	48.0	0.39	29.4	C
6	49.0	0.46	33.8	C
7	48.0	0.46	34.2	C
8	48.0	0.44	33.0	C
9	48.0	0.34	25.6	C
10	46.0	0.46	36.0	D
Average:	47.0	0.42	32.2	C

NB TR on Seawell School Road: Superlink ID 530

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED

NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	253.0	2.47	35.2	D
2	251.0	2.28	32.6	C
3	253.0	2.33	33.2	C
4	253.0	2.39	34.0	C
5	253.0	2.41	34.3	C
6	253.0	2.39	34.0	C
7	250.0	2.19	31.5	C
8	255.0	2.43	34.3	C
9	251.0	2.39	34.2	C
10	254.0	2.33	33.0	C
Average:	252.0	2.36	33.6	C

SB L on Seawell School Road: Superlink ID 529

1	19.0	0.74	140.6	F
2	19.0	0.88	167.4	F
3	16.0	0.62	139.6	F
4	15.0	0.51	123.4	F
5	13.0	0.53	146.2	F
6	15.0	0.39	94.3	F
7	17.0	0.82	173.8	F
8	15.0	0.89	213.5	F
9	16.0	0.47	105.6	F
10	15.0	1.00	239.5	F
Average:	16.0	0.69	154.4	F

SB TR on Seawell School Road: Superlink ID 529

1	19.0	0.17	33.1	C
2	20.0	0.17	30.8	C
3	20.0	0.17	31.1	C
4	20.0	0.16	27.9	C
5	20.0	0.16	29.0	C
6	21.0	0.17	29.5	C
7	20.0	0.25	45.5	D
8	20.0	0.13	23.9	C
9	19.0	0.11	20.6	C
10	20.0	0.13	22.6	C
Average:	19.0	0.16	29.4	C

WB L on Homestead Road: Superlink ID 524

1	279.0	1.60	20.7	C
2	276.0	1.68	21.9	C
3	279.0	1.63	21.0	C
4	277.0	1.35	17.6	B
5	278.0	1.74	22.5	C
6	279.0	1.55	19.9	B
7	282.0	1.54	19.7	B

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED

NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	275.0	1.39	18.3	B
9	276.0	1.49	19.5	B
10	278.0	1.51	19.5	B
Average:	277.0	1.55	20.1	C

WB R on Homestead Road: Superlink ID 524

1	16.0	0.05	12.3	B
2	18.0	0.03	5.4	A
3	17.0	0.03	6.4	A
4	17.0	0.03	7.2	A
5	16.0	0.04	8.8	A
6	17.0	0.03	6.2	A
7	17.0	0.03	6.9	A
8	17.0	0.04	7.5	A
9	14.0	0.05	12.6	B
10	15.0	0.03	7.8	A
Average:	16.0	0.04	8.1	A

WB T on Homestead Road: Superlink ID 524

1	172.0	0.36	7.6	A
2	173.0	0.34	7.1	A
3	167.0	0.28	6.1	A
4	170.0	0.35	7.3	A
5	173.0	0.34	7.1	A
6	169.0	0.26	5.6	A
7	173.0	0.23	4.8	A
8	172.0	0.26	5.3	A
9	168.0	0.22	4.7	A
10	173.0	0.30	6.3	A
Average:	171.0	0.29	6.2	A

HOMESTEAD ROAD & SITE DRIVEWAY -- UNSIGNALIZED

NODE: 9

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Homestead Road: Superlink ID 525				
1	841.0	0.00	0.0	A
2	836.0	0.00	0.0	A
3	840.0	0.00	0.0	A
4	840.0	0.00	0.0	A
5	833.0	0.00	0.0	A
6	840.0	0.00	0.0	A
7	831.0	0.00	0.0	A
8	834.0	0.00	0.0	A
9	837.0	0.00	0.0	A
10	842.0	0.00	0.0	A
Average:	837.0	0.00	0.0	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & SITE DRIVEWAY -- UNSIGNALIZED

NODE: 9

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB LR on Site Driveway: Superlink ID 526				
1	38.0	0.10	9.8	A
2	38.0	0.08	7.5	A
3	38.0	0.12	11.7	B
4	39.0	0.09	8.6	A
5	38.0	0.07	6.5	A
6	37.0	0.12	11.6	B
7	39.0	0.13	11.5	B
8	38.0	0.11	10.0	A
9	39.0	0.08	7.6	A
10	38.0	0.11	10.1	B
Average:	38.0	0.10	9.5	A

WB L on Homestead Road: Superlink ID 523

1	10.0	0.01	4.9	A
2	9.0	0.02	6.0	A
3	8.0	0.01	4.4	A
4	9.0	0.02	9.0	A
5	8.0	0.02	8.7	A
6	9.0	0.02	6.2	A
7	9.0	0.03	11.2	B
8	9.0	0.03	11.6	B
9	9.0	0.02	6.8	A
10	8.0	0.02	7.7	A
Average:	8.0	0.02	7.7	A

WB T on Homestead Road: Superlink ID 523

1	463.0	0.00	0.0	A
2	466.0	0.00	0.0	A
3	469.0	0.00	0.0	A
4	463.0	0.00	0.0	A
5	465.0	0.00	0.0	A
6	466.0	0.00	0.0	A
7	465.0	0.00	0.0	A
8	461.0	0.00	0.0	A
9	461.0	0.00	0.0	A
10	468.0	0.00	0.0	A
Average:	464.0	0.00	0.0	A

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED

NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Homestead Road: Superlink ID 523				
1	355.0	0.52	5.3	A
2	355.0	0.54	5.5	A
3	354.0	0.49	5.0	A
4	350.0	0.59	6.1	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED

NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	354.0	0.55	5.6	A
6	353.0	0.54	5.5	A
7	351.0	0.52	5.4	A
8	352.0	0.47	4.8	A
9	357.0	0.60	6.0	A
10	358.0	0.56	5.6	A
Average:	353.0	0.54	5.5	A

EB T on Homestead Road: Superlink ID 523

1	518.0	0.59	4.1	A
2	510.0	0.59	4.2	A
3	511.0	0.53	3.7	A
4	512.0	0.61	4.3	A
5	510.0	0.52	3.7	A
6	511.0	0.70	5.0	A
7	509.0	0.68	4.8	A
8	509.0	0.61	4.3	A
9	510.0	0.65	4.6	A
10	513.0	0.64	4.5	A
Average:	511.0	0.61	4.3	A

SB L on Weaver Dairy Ext: Superlink ID 509

1	45.0	0.67	53.4	D
2	45.0	0.59	47.2	D
3	46.0	0.66	51.4	D
4	45.0	0.76	60.7	E
5	46.0	0.81	63.8	E
6	45.0	0.68	54.5	D
7	44.0	0.74	60.6	E
8	44.0	0.69	56.2	E
9	43.0	0.56	46.9	D
10	45.0	0.77	61.6	E
Average:	44.0	0.69	55.6	E

SB R on Weaver Dairy Ext: Superlink ID 509

1	253.0	3.09	44.0	D
2	254.0	3.12	44.2	D
3	254.0	3.05	43.2	D
4	254.0	3.14	44.4	D
5	253.0	3.16	45.0	D
6	254.0	3.20	45.4	D
7	255.0	3.07	43.3	D
8	254.0	2.81	39.9	D
9	255.0	3.16	44.6	D
10	256.0	3.15	44.3	D
Average:	254.0	3.10	43.8	D

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED

NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB TR on Homestead Road: Superlink ID 514				
1	254.0	0.46	6.5	A
2	251.0	0.61	8.7	A
3	254.0	0.54	7.6	A
4	253.0	0.52	7.4	A
5	253.0	0.55	7.8	A
6	257.0	0.53	7.4	A
7	252.0	0.49	7.0	A
8	249.0	0.56	8.1	A
9	251.0	0.49	7.0	A
10	251.0	0.55	7.9	A
Average:	252.0	0.53	7.5	A

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY -- UNSIGNALIZED

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Homestead Road: Superlink ID 524				
1	4.0	0.00	1.0	A
2	3.0	0.01	13.7	B
3	4.0	0.00	1.7	A
4	3.0	0.00	3.5	A
5	4.0	0.00	4.3	A
6	5.0	0.01	4.7	A
7	5.0	0.00	3.3	A
8	4.0	0.00	0.6	A
9	3.0	0.00	5.2	A
10	3.0	0.00	0.3	A
Average:	3.0	0.00	3.8	A

EB TR on Homestead Road: Superlink ID 524

1	788.0	0.00	0.0	A
2	787.0	0.01	0.0	A
3	785.0	0.00	0.0	A
4	786.0	0.00	0.0	A
5	778.0	0.00	0.0	A
6	784.0	0.01	0.0	A
7	781.0	0.00	0.0	A
8	784.0	0.01	0.0	A
9	785.0	0.00	0.0	A
10	787.0	0.00	0.0	A
Average:	784.0	0.00	0.0	A

NB LTR on Greenway Landing: Superlink ID 527

1	8.0	0.02	8.7	A
2	8.0	0.02	6.8	A

Intersection Level of Service by Lane Group

**HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS
DRIVEWAY -- UNSIGNALIZED**

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	8.0	0.02	9.1	A
4	8.0	0.02	10.6	B
5	8.0	0.01	6.4	A
6	8.0	0.03	11.8	B
7	8.0	0.03	11.4	B
8	8.0	0.03	13.5	B
9	8.0	0.02	10.5	B
10	8.0	0.03	11.9	B
Average:	8.0	0.02	10.1	B

SB L on Future Bridgepoint Access Driveway: Superlink ID 528

1	51.0	0.26	18.4	C
2	49.0	0.21	15.7	C
3	51.0	0.19	13.7	B
4	50.0	0.24	17.4	C
5	50.0	0.20	14.7	B
6	51.0	0.21	14.9	B
7	50.0	0.20	14.6	B
8	50.0	0.22	15.7	C
9	51.0	0.21	14.8	B
10	51.0	0.27	19.0	C
Average:	50.0	0.22	15.9	C

SB TR on Future Bridgepoint Access Driveway: Superlink ID 528

1	11.0	0.02	5.4	A
2	13.0	0.02	6.6	A
3	11.0	0.02	7.8	A
4	12.0	0.02	6.0	A
5	12.0	0.02	5.4	A
6	11.0	0.02	6.1	A
7	12.0	0.02	6.2	A
8	11.0	0.02	6.9	A
9	10.0	0.01	3.4	A
10	11.0	0.02	5.4	A
Average:	11.0	0.02	5.9	A

WB L on Homestead Road: Superlink ID 525

1	1.0	0.00	0.0	A
2	0.0	0.00	--	--
3	2.0	0.00	7.3	A
4	1.0	0.00	5.5	A
5	1.0	0.00	1.0	A
6	1.0	0.00	2.4	A
7	2.0	0.00	1.1	A
8	1.0	0.01	29.7	D

Intersection Level of Service by Lane Group

**HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS
DRIVEWAY -- UNSIGNALIZED**

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	2.0	0.00	4.5	A
10	1.0	0.00	5.2	A
Average:	1.0	0.00	6.3	A

WB R on Homestead Road: Superlink ID 525

1	15.0	0.00	0.0	A
2	15.0	0.00	0.0	A
3	17.0	0.00	0.0	A
4	14.0	0.00	0.0	A
5	16.0	0.00	0.0	A
6	14.0	0.00	0.0	A
7	13.0	0.00	0.0	A
8	12.0	0.00	0.0	A
9	14.0	0.00	0.0	A
10	17.0	0.00	0.0	A
Average:	14.0	0.00	0.0	A

WB T on Homestead Road: Superlink ID 525

1	454.0	0.00	0.0	A
2	457.0	0.00	0.0	A
3	453.0	0.00	0.0	A
4	452.0	0.00	0.0	A
5	454.0	0.00	0.0	A
6	456.0	0.00	0.0	A
7	458.0	0.00	0.0	A
8	450.0	0.00	0.0	A
9	451.0	0.00	0.0	A
10	453.0	0.00	0.0	A
Average:	453.0	0.00	0.0	A

**HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO
CHURCH -- SIGNALIZED**

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB L on M.L.K. Jr. Blvd: Superlink ID 446				
1	138.0	1.89	49.4	D
2	136.0	1.95	51.6	D
3	137.0	1.86	48.9	D
4	135.0	1.93	51.5	D
5	138.0	1.77	46.1	D
6	139.0	1.88	48.7	D
7	134.0	1.90	51.2	D
8	136.0	1.79	47.5	D
9	139.0	1.82	47.1	D
10	138.0	2.09	54.6	D
Average:	137.0	1.89	49.7	D

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
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NB T on M.L.K. Jr. Blvd: Superlink ID 446

1	385.0	0.77	7.2	A
2	382.0	0.74	7.0	A
3	374.0	0.71	6.8	A
4	386.0	0.68	6.4	A
5	382.0	0.80	7.6	A
6	388.0	0.69	6.4	A
7	387.0	0.76	7.1	A
8	383.0	0.81	7.6	A
9	376.0	0.71	6.8	A
10	383.0	0.75	7.1	A
Average:	382.0	0.74	7.0	A

NB TR on M.L.K. Jr. Blvd: Superlink ID 446

1	405.0	0.84	7.5	A
2	409.0	0.79	7.0	A
3	417.0	0.72	6.2	A
4	405.0	0.74	6.5	A
5	408.0	0.80	7.1	A
6	397.0	0.74	6.7	A
7	404.0	0.81	7.2	A
8	402.0	0.76	6.8	A
9	410.0	0.73	6.4	A
10	408.0	0.74	6.5	A
Average:	406.0	0.77	6.8	A

SB L on M.L.K. Jr. Blvd: Superlink ID 519

1	16.0	0.07	16.3	B
2	16.0	0.09	19.7	B
3	16.0	0.08	18.5	B
4	16.0	0.08	17.1	B
5	17.0	0.11	23.5	C
6	16.0	0.06	12.7	B
7	15.0	0.06	14.8	B
8	16.0	0.08	18.8	B
9	17.0	0.07	14.8	B
10	16.0	0.08	19.0	B
Average:	16.0	0.08	17.5	B

SB R on M.L.K. Jr. Blvd: Superlink ID 519

1	156.0	0.29	6.6	A
2	156.0	0.23	5.3	A
3	157.0	0.23	5.3	A
4	157.0	0.21	4.9	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	158.0	0.17	3.9	A
6	156.0	0.25	5.7	A
7	157.0	0.21	4.8	A
8	156.0	0.29	6.6	A
9	158.0	0.24	5.5	A
10	159.0	0.25	5.7	A
Average:	157.0	0.24	5.4	A

SB T on M.L.K. Jr. Blvd: Superlink ID 519

1	993.0	4.25	15.4	B
2	1,003.0	4.17	15.0	B
3	990.0	4.13	15.0	B
4	990.0	4.25	15.4	B
5	992.0	4.30	15.6	B
6	990.0	4.10	14.9	B
7	989.0	4.41	16.0	B
8	990.0	4.17	15.2	B
9	989.0	4.25	15.5	B
10	990.0	4.21	15.3	B
Average:	991.0	4.22	15.3	B

SEB L on Homestead Road: Superlink ID 514

1	141.0	2.42	61.9	E
2	134.0	1.96	52.7	D
3	129.0	2.04	57.0	E
4	128.0	2.15	60.4	E
5	128.0	1.81	50.8	D
6	137.0	2.13	56.1	E
7	143.0	2.26	57.0	E
8	134.0	1.97	53.0	D
9	143.0	2.22	55.9	E
10	139.0	2.22	57.5	E
Average:	135.0	2.12	56.2	E

SEB LT on Homestead Road: Superlink ID 514

1	137.0	2.38	62.4	E
2	135.0	1.86	49.6	D
3	140.0	2.09	53.9	D
4	141.0	2.12	54.2	D
5	145.0	2.17	53.8	D
6	135.0	2.19	58.4	E
7	131.0	2.24	61.4	E
8	136.0	2.18	57.8	E
9	129.0	2.11	59.0	E
10	134.0	2.24	60.1	E

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	136.0	2.16	57.1	E

SEB R on Homestead Road: Superlink ID 514

1	354.0	3.76	38.3	D
2	340.0	3.26	34.6	C
3	343.0	3.06	32.2	C
4	347.0	3.46	35.9	D
5	348.0	3.05	31.6	C
6	351.0	3.41	35.0	C
7	345.0	3.25	33.9	C
8	343.0	3.41	35.8	D
9	346.0	3.33	34.7	C
10	346.0	3.52	36.7	D
Average:	346.0	3.35	34.9	C

WB L on Homestead Road: Superlink ID 508

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

WB LT on Homestead Road: Superlink ID 508

1	2.0	0.03	56.2	E
2	2.0	0.06	106.7	F
3	2.0	0.04	68.2	E
4	2.0	0.06	103.9	F
5	2.0	0.04	69.8	E
6	2.0	0.05	82.0	F
7	2.0	0.06	106.8	F
8	2.0	0.02	40.3	D
9	2.0	0.03	55.1	E
10	2.0	0.02	29.3	C
Average:	2.0	0.04	71.8	E

WB R on Homestead Road: Superlink ID 508

1	1.0	0.00	6.3	A
2	1.0	0.01	21.7	C
3	1.0	0.01	46.2	D

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	1.0	0.01	52.8	D
5	1.0	0.01	28.1	C
6	1.0	0.00	13.3	B
7	1.0	0.02	60.1	E
8	1.0	0.01	44.8	D
9	1.0	0.00	8.3	A
10	1.0	0.01	34.6	C
Average:	1.0	0.01	31.6	C

Intersection Level of Service by Lane Group

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 Build - AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: Build MOEs

Intersection Level of Service by Lane Group - Total Control Delay

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	521	0.0	0.0	0.0	0.0	10
EB TR	Homestead Road	521	3.0	0.1	2.9	3.2	10
NB L	Seawell School Road	530	0.4	0.1	0.3	0.5	10
NB TR	Seawell School Road	530	2.4	0.1	2.2	2.5	10
SB L	Seawell School Road	529	0.7	0.2	0.4	1.0	10
SB TR	Seawell School Road	529	0.2	0.0	0.1	0.3	10
WB L	Homestead Road	524	1.5	0.1	1.4	1.7	10
WB R	Homestead Road	524	0.0	0.0	0.0	0.1	10
WB T	Homestead Road	524	0.3	0.1	0.2	0.4	10

HOMESTEAD ROAD & SITE DRIVEWAY

NODE: 9

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Homestead Road	525	0.0	0.0	0.0	0.0	10
NB LR	Site Driveway	526	0.1	0.0	0.1	0.1	10
WB L	Homestead Road	523	0.0	0.0	0.0	0.0	10
WB T	Homestead Road	523	0.0	0.0	0.0	0.0	10

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	523	0.5	0.0	0.5	0.6	10
EB T	Homestead Road	523	0.6	0.1	0.5	0.7	10
SB L	Weaver Dairy Ext	509	0.7	0.1	0.6	0.8	10
SB R	Weaver Dairy Ext	509	3.1	0.1	2.8	3.2	10
WB TR	Homestead Road	514	0.5	0.0	0.5	0.6	10

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	524	0.0	0.0	0.0	0.0	10
EB TR	Homestead Road	524	0.0	0.0	0.0	0.0	10
NB LTR	Greenway Landing	527	0.0	0.0	0.0	0.0	10
SB L	Future Bridgepoint Access Driveway	528	0.2	0.0	0.2	0.3	10
SB TR	Future Bridgepoint Access Driveway	528	0.0	0.0	0.0	0.0	10
WB L	Homestead Road	525	0.0	0.0	0.0	0.0	10
WB R	Homestead Road	525	0.0	0.0	0.0	0.0	10
WB T	Homestead Road	525	0.0	0.0	0.0	0.0	10

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	M.L.K. Jr. Blvd	446	1.9	0.1	1.8	2.1	10
NB T	M.L.K. Jr. Blvd	446	0.7	0.0	0.7	0.8	10
NB TR	M.L.K. Jr. Blvd	446	0.8	0.0	0.7	0.8	10
SB L	M.L.K. Jr. Blvd	519	0.1	0.0	0.1	0.1	10
SB R	M.L.K. Jr. Blvd	519	0.2	0.0	0.2	0.3	10
SB T	M.L.K. Jr. Blvd	519	4.2	0.1	4.1	4.4	10
SEB L	Homestead Road	514	2.1	0.2	1.8	2.4	10
SEB LT	Homestead Road	514	2.2	0.1	1.9	2.4	10
SEB R	Homestead Road	514	3.4	0.2	3.1	3.8	10
WB L	Homestead Road	508	0.0	0.0	0.0	0.0	10
WB LT	Homestead Road	508	0.0	0.0	0.0	0.1	10
WB R	Homestead Road	508	0.0	0.0	0.0	0.0	10

Intersection Level of Service by Lane Group

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 Build - AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: Build MOEs

Intersection Level of Service by Lane Group - Avg Control Delay

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	521	8.4	3.6	3.7	14.3	10
EB TR	Homestead Road	521	18.3	0.7	17.7	19.6	10
NB L	Seawell School Road	530	32.2	4.5	25.6	41.1	10
NB TR	Seawell School Road	530	33.6	1.1	31.5	35.2	10
SB L	Seawell School Road	529	154.4	45.6	94.3	239.5	10
SB TR	Seawell School Road	529	29.4	6.9	20.6	45.5	10
WB L	Homestead Road	524	20.1	1.5	17.6	22.5	10
WB R	Homestead Road	524	8.1	2.5	5.4	12.6	10
WB T	Homestead Road	524	6.2	1.1	4.7	7.6	10

HOMESTEAD ROAD & SITE DRIVEWAY

NODE: 9

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Homestead Road	525	0.0	0.0	0.0	0.0	10
NB LR	Site Driveway	526	9.5	1.9	6.5	11.7	10
WB L	Homestead Road	523	7.7	2.5	4.4	11.6	10
WB T	Homestead Road	523	0.0	0.0	0.0	0.0	10

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	523	5.5	0.4	4.8	6.1	10
EB T	Homestead Road	523	4.3	0.4	3.7	5.0	10
SB L	Weaver Dairy Ext	509	55.6	6.0	46.9	63.8	10
SB R	Weaver Dairy Ext	509	43.8	1.5	39.9	45.4	10
WB TR	Homestead Road	514	7.5	0.6	6.5	8.7	10

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	524	3.8	3.9	0.3	13.7	10
EB TR	Homestead Road	524	0.0	0.0	0.0	0.0	10
NB LTR	Greenway Landing	527	10.1	2.3	6.4	13.5	10
SB L	Future Bridgepoint Access Driveway	528	15.9	1.8	13.7	19.0	10
SB TR	Future Bridgepoint Access Driveway	528	5.9	1.2	3.4	7.8	10
WB L	Homestead Road	525	6.3	9.1	0.0	29.7	9
WB R	Homestead Road	525	0.0	0.0	0.0	0.0	10
WB T	Homestead Road	525	0.0	0.0	0.0	0.0	10

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	M.L.K. Jr. Blvd	446	49.7	2.6	46.1	54.6	10
NB T	M.L.K. Jr. Blvd	446	7.0	0.4	6.4	7.6	10
NB TR	M.L.K. Jr. Blvd	446	6.8	0.4	6.2	7.5	10
SB L	M.L.K. Jr. Blvd	519	17.5	3.1	12.7	23.5	10
SB R	M.L.K. Jr. Blvd	519	5.4	0.8	3.9	6.6	10
SB T	M.L.K. Jr. Blvd	519	15.3	0.3	14.9	16.0	10
SEB L	Homestead Road	514	56.2	3.4	50.8	61.9	10
SEB LT	Homestead Road	514	57.1	4.0	49.6	62.4	10
SEB R	Homestead Road	514	34.9	2.0	31.6	38.3	10
WB LT	Homestead Road	508	71.8	27.7	29.3	106.8	10
WB R	Homestead Road	508	31.6	19.1	6.3	60.1	10

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 Build - NN
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 12:00:00 - 13:00:00
 Interval: Summary
 Selection: Build MOEs

Intersection Level of Service - Overview

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	716.0	2.51	12.6	B
2	711.0	2.46	12.4	B
3	713.0	2.15	10.8	B
4	713.0	2.31	11.7	B
5	709.0	2.45	12.4	B
6	716.0	2.27	11.4	B
7	717.0	2.41	12.1	B
8	711.0	2.50	12.7	B
9	709.0	2.50	12.7	B
10	716.0	2.39	12.0	B
Average:	713.1	2.40	12.1	B

HOMESTEAD ROAD & SITE DRIVEWAY -- UNSIGNALIZED NODE: 9

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	759.0	0.06	0.3	A
2	758.0	0.06	0.3	A
3	756.0	0.06	0.3	A
4	766.0	0.07	0.3	A
5	758.0	0.06	0.3	A
6	776.0	0.06	0.3	A
7	762.0	0.07	0.3	A
8	762.0	0.09	0.4	A
9	764.0	0.06	0.3	A
10	761.0	0.06	0.3	A
Average:	762.2	0.07	0.3	A

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	792.0	2.58	11.7	B
2	788.0	2.71	12.4	B
3	790.0	2.75	12.5	B
4	797.0	3.02	13.6	B
5	790.0	2.79	12.7	B
6	807.0	2.70	12.1	B
7	793.0	2.91	13.2	B
8	790.0	3.09	14.1	B
9	799.0	3.04	13.7	B
10	798.0	2.92	13.2	B
Average:	794.4	2.85	12.9	B

Intersection Level of Service

**HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS
DRIVEWAY -- UNSIGNALIZED**

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	738.0	0.12	0.6	A
2	737.0	0.15	0.7	A
3	735.0	0.15	0.7	A
4	739.0	0.13	0.6	A
5	735.0	0.16	0.8	A
6	751.0	0.13	0.6	A
7	739.0	0.15	0.7	A
8	741.0	0.13	0.6	A
9	741.0	0.14	0.7	A
10	736.0	0.12	0.6	A
Average:	739.2	0.14	0.7	A

**HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO
CHURCH -- SIGNALIZED**

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,989.0	12.44	22.5	C
2	1,987.0	11.86	21.5	C
3	1,995.0	12.97	23.4	C
4	1,994.0	12.19	22.0	C
5	1,991.0	12.28	22.2	C
6	1,995.0	12.08	21.8	C
7	1,987.0	11.93	21.6	C
8	1,985.0	11.71	21.2	C
9	1,985.0	12.27	22.2	C
10	1,994.0	12.28	22.2	C
Average:	1,990.2	12.20	22.1	C

Intersection Level of Service

Project: 2217 Homestead TIA
Scenario: 2217 Homestead 2026 Build - NN
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:00:00 - 13:00:00
Interval: Summary
Selection: Build MOEs

Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
1609	Homestead Road & Seawell School Road	Actuated	2.4	0.1	2.2	2.5	10
9	Homestead Road & Site Driveway	Stop	0.1	0.0	0.1	0.1	10
2081	Homestead Road & Weaver Dairy Ext	Actuated	2.9	0.2	2.6	3.1	10
2	Homestead Road, Greenway Landing & Future Bridgepoint Access Driveway	Stop	0.1	0.0	0.1	0.2	10
71019	Homestead Road, M.L.K. Jr. Blvd, NC 86 (MLK Jr. Blvd) & Entrance to Church	Actuated	12.2	0.4	11.7	13.0	10

Intersection Level of Service

Project: 2217 Homestead TIA
Scenario: 2217 Homestead 2026 Build - NN
Run(s): Batch (10 runs)
Simulated: Various
Time: 12:00:00 - 13:00:00
Interval: Summary
Selection: Build MOEs

Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
1609	Homestead Road & Seawell School Road	Actuated	12.1	0.6	10.8	12.7	10
9	Homestead Road & Site Driveway	Stop	0.3	0.0	0.3	0.4	10
2081	Homestead Road & Weaver Dairy Ext	Actuated	12.9	0.8	11.7	14.1	10
2	Homestead Road, Greenway Landing & Future Bridgepoint Access Driveway	Stop	0.7	0.1	0.6	0.8	10
71019	Homestead Road, M.L.K. Jr. Blvd, NC 86 (MLK Jr. Blvd) & Entrance to Church	Actuated	22.1	0.6	21.2	23.4	10

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 Build - NN
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 12:00:00 - 13:00:00
 Interval: Summary
 Selection: Build MOEs

Intersection Level of Service by Lane Group - Overview

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Homestead Road: Superlink ID 521				
1	12.0	0.01	4.1	A
2	12.0	0.01	3.2	A
3	12.0	0.03	10.2	B
4	11.0	0.01	3.2	A
5	12.0	0.03	8.1	A
6	12.0	0.03	9.2	A
7	12.0	0.02	7.0	A
8	11.0	0.02	5.2	A
9	12.0	0.02	7.5	A
10	13.0	0.02	4.3	A
Average:	11.0	0.02	6.2	A

EB TR on Homestead Road: Superlink ID 521				
1	226.0	0.59	9.4	A
2	227.0	0.57	9.0	A
3	227.0	0.47	7.4	A
4	231.0	0.51	8.0	A
5	227.0	0.52	8.3	A
6	228.0	0.55	8.7	A
7	231.0	0.50	7.7	A
8	226.0	0.53	8.4	A
9	232.0	0.48	7.5	A
10	230.0	0.56	8.8	A
Average:	228.0	0.53	8.3	A

NB L on Seawell School Road: Superlink ID 530				
1	17.0	0.14	29.5	C
2	14.0	0.12	31.3	C
3	15.0	0.15	36.6	D
4	16.0	0.16	35.5	D
5	16.0	0.19	43.6	D
6	16.0	0.15	34.1	C
7	16.0	0.14	31.0	C
8	15.0	0.16	39.1	D
9	16.0	0.16	37.0	D
10	15.0	0.07	17.9	B
Average:	15.0	0.14	33.6	C

NB TR on Seawell School Road: Superlink ID 530

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED

NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	77.0	0.83	38.6	D
2	80.0	0.71	31.9	C
3	79.0	0.58	26.5	C
4	77.0	0.76	35.7	D
5	78.0	0.81	37.4	D
6	77.0	0.67	31.4	C
7	79.0	0.92	41.7	D
8	80.0	0.76	34.1	C
9	80.0	0.84	37.6	D
10	79.0	0.74	33.8	C
Average:	78.0	0.76	34.9	C

SB L on Seawell School Road: Superlink ID 529

1	24.0	0.20	30.1	C
2	24.0	0.29	43.7	D
3	24.0	0.28	42.1	D
4	24.0	0.26	39.2	D
5	25.0	0.32	46.1	D
6	25.0	0.24	34.6	C
7	25.0	0.26	37.7	D
8	23.0	0.26	41.0	D
9	24.0	0.25	37.6	D
10	24.0	0.28	42.3	D
Average:	24.0	0.26	39.4	D

SB TR on Seawell School Road: Superlink ID 529

1	22.0	0.19	31.4	C
2	21.0	0.16	27.9	C
3	21.0	0.19	32.9	C
4	20.0	0.17	31.2	C
5	21.0	0.16	27.5	C
6	20.0	0.12	21.7	C
7	20.0	0.16	29.2	C
8	21.0	0.22	37.1	D
9	20.0	0.19	33.5	C
10	21.0	0.18	30.5	C
Average:	20.0	0.17	30.3	C

WB L on Homestead Road: Superlink ID 524

1	74.0	0.11	5.5	A
2	70.0	0.15	7.9	A
3	74.0	0.09	4.2	A
4	74.0	0.09	4.4	A
5	75.0	0.09	4.2	A
6	76.0	0.13	6.3	A
7	75.0	0.14	6.7	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED

NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	76.0	0.15	7.0	A
9	71.0	0.15	7.6	A
10	72.0	0.13	6.6	A
Average:	73.0	0.12	6.0	A

WB R on Homestead Road: Superlink ID 524

1	21.0	0.03	4.3	A
2	20.0	0.04	6.6	A
3	17.0	0.03	5.7	A
4	18.0	0.04	7.4	A
5	19.0	0.02	4.4	A
6	20.0	0.02	3.4	A
7	21.0	0.03	5.6	A
8	17.0	0.03	6.4	A
9	19.0	0.05	8.7	A
10	20.0	0.02	3.2	A
Average:	19.0	0.03	5.6	A

WB T on Homestead Road: Superlink ID 524

1	243.0	0.42	6.2	A
2	243.0	0.40	5.9	A
3	244.0	0.33	4.8	A
4	242.0	0.30	4.5	A
5	236.0	0.30	4.6	A
6	242.0	0.35	5.3	A
7	238.0	0.24	3.7	A
8	242.0	0.39	5.7	A
9	235.0	0.36	5.4	A
10	242.0	0.38	5.7	A
Average:	240.0	0.35	5.2	A

HOMESTEAD ROAD & SITE DRIVEWAY -- UNSIGNALIZED

NODE: 9

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Homestead Road: Superlink ID 525				
1	354.0	0.00	0.0	A
2	352.0	0.00	0.0	A
3	353.0	0.00	0.0	A
4	360.0	0.00	0.0	A
5	352.0	0.00	0.0	A
6	363.0	0.00	0.0	A
7	357.0	0.00	0.0	A
8	354.0	0.00	0.0	A
9	358.0	0.00	0.0	A
10	358.0	0.00	0.0	A
Average:	356.0	0.00	0.0	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & SITE DRIVEWAY -- UNSIGNALIZED

NODE: 9

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB LR on Site Driveway: Superlink ID 526				
1	32.0	0.05	5.4	A
2	31.0	0.04	5.2	A
3	31.0	0.05	5.5	A
4	31.0	0.05	5.8	A
5	31.0	0.04	4.9	A
6	31.0	0.04	5.1	A
7	32.0	0.05	5.3	A
8	31.0	0.06	7.0	A
9	31.0	0.04	4.9	A
10	31.0	0.04	4.7	A
Average:	31.0	0.05	5.4	A

WB L on Homestead Road: Superlink ID 523

1	21.0	0.02	2.7	A
2	23.0	0.01	1.8	A
3	21.0	0.02	2.6	A
4	20.0	0.02	3.7	A
5	21.0	0.01	2.3	A
6	21.0	0.01	2.4	A
7	22.0	0.02	2.9	A
8	22.0	0.02	3.6	A
9	20.0	0.01	2.1	A
10	21.0	0.02	3.0	A
Average:	21.0	0.02	2.7	A

WB T on Homestead Road: Superlink ID 523

1	352.0	0.00	0.0	A
2	352.0	0.00	0.0	A
3	351.0	0.00	0.0	A
4	355.0	0.00	0.0	A
5	354.0	0.00	0.0	A
6	361.0	0.00	0.0	A
7	351.0	0.00	0.0	A
8	355.0	0.01	0.1	A
9	355.0	0.00	0.0	A
10	351.0	0.00	0.0	A
Average:	353.0	0.00	0.0	A

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED

NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Homestead Road: Superlink ID 523				
1	107.0	0.09	3.1	A
2	108.0	0.07	2.3	A
3	107.0	0.07	2.4	A
4	109.0	0.09	2.9	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED

NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	108.0	0.12	3.8	A
6	112.0	0.06	2.0	A
7	110.0	0.06	2.1	A
8	109.0	0.12	3.9	A
9	113.0	0.09	2.9	A
10	113.0	0.09	3.0	A
Average:	109.0	0.09	2.8	A

EB T on Homestead Road: Superlink ID 523

1	268.0	0.11	1.5	A
2	266.0	0.12	1.7	A
3	267.0	0.19	2.6	A
4	272.0	0.19	2.5	A
5	266.0	0.19	2.5	A
6	272.0	0.14	1.8	A
7	267.0	0.18	2.4	A
8	264.0	0.14	1.9	A
9	268.0	0.14	1.9	A
10	269.0	0.12	1.6	A
Average:	267.0	0.15	2.0	A

SB L on Weaver Dairy Ext: Superlink ID 509

1	15.0	0.27	64.8	E
2	15.0	0.19	46.0	D
3	16.0	0.27	59.9	E
4	16.0	0.25	56.2	E
5	15.0	0.23	55.4	E
6	15.0	0.20	47.8	D
7	15.0	0.32	76.0	E
8	14.0	0.25	64.3	E
9	15.0	0.33	78.6	E
10	17.0	0.32	67.9	E
Average:	15.0	0.26	61.7	E

SB R on Weaver Dairy Ext: Superlink ID 509

1	147.0	1.92	47.0	D
2	147.0	2.08	50.8	D
3	144.0	2.01	50.4	D
4	148.0	2.17	52.9	D
5	146.0	1.98	48.8	D
6	148.0	2.01	49.0	D
7	148.0	2.06	50.1	D
8	150.0	2.21	53.1	D
9	150.0	2.14	51.5	D
10	146.0	2.11	52.0	D
Average:	147.0	2.07	50.6	D

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED

NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB TR on Homestead Road: Superlink ID 514				
1	255.0	0.18	2.6	A
2	252.0	0.25	3.6	A
3	256.0	0.21	2.9	A
4	252.0	0.32	4.6	A
5	255.0	0.28	3.9	A
6	260.0	0.29	4.0	A
7	253.0	0.29	4.1	A
8	253.0	0.37	5.2	A
9	253.0	0.33	4.7	A
10	253.0	0.28	4.0	A
Average:	254.0	0.28	4.0	A

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY -- UNSIGNALIZED

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Homestead Road: Superlink ID 524				
1	6.0	0.01	5.3	A
2	8.0	0.01	6.3	A
3	8.0	0.01	6.1	A
4	5.0	0.00	0.0	A
5	7.0	0.01	5.6	A
6	6.0	0.00	2.5	A
7	6.0	0.00	0.6	A
8	8.0	0.00	1.0	A
9	8.0	0.00	1.1	A
10	6.0	0.00	2.3	A
Average:	6.0	0.00	3.1	A

EB TR on Homestead Road: Superlink ID 524

1	306.0	0.00	0.0	A
2	308.0	0.00	0.0	A
3	307.0	0.00	0.0	A
4	310.0	0.00	0.0	A
5	306.0	0.00	0.0	A
6	311.0	0.00	0.0	A
7	309.0	0.00	0.0	A
8	306.0	0.00	0.0	A
9	309.0	0.00	0.0	A
10	312.0	0.00	0.0	A
Average:	308.0	0.00	0.0	A

NB LTR on Greenway Landing: Superlink ID 527

1	14.0	0.02	5.4	A
2	14.0	0.02	5.8	A

Intersection Level of Service by Lane Group

**HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS
DRIVEWAY -- UNSIGNALIZED**

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	14.0	0.02	6.2	A
4	14.0	0.02	5.6	A
5	14.0	0.03	6.6	A
6	14.0	0.02	3.9	A
7	14.0	0.02	5.9	A
8	14.0	0.02	5.2	A
9	14.0	0.02	5.5	A
10	14.0	0.01	3.4	A
Average:	14.0	0.02	5.4	A

SB L on Future Bridgepoint Access Driveway: Superlink ID 528

1	41.0	0.08	6.7	A
2	40.0	0.09	8.3	A
3	41.0	0.09	8.0	A
4	41.0	0.09	7.8	A
5	39.0	0.09	8.6	A
6	42.0	0.09	8.0	A
7	42.0	0.10	8.8	A
8	43.0	0.09	7.6	A
9	41.0	0.10	9.0	A
10	42.0	0.08	7.2	A
Average:	41.0	0.09	8.0	A

SB TR on Future Bridgepoint Access Driveway: Superlink ID 528

1	9.0	0.01	5.7	A
2	10.0	0.01	4.7	A
3	9.0	0.01	4.8	A
4	9.0	0.01	3.6	A
5	10.0	0.02	5.5	A
6	9.0	0.01	4.5	A
7	9.0	0.02	7.8	A
8	8.0	0.01	4.9	A
9	9.0	0.01	4.4	A
10	8.0	0.01	5.6	A
Average:	9.0	0.01	5.2	A

WB L on Homestead Road: Superlink ID 525

1	8.0	0.00	0.5	A
2	8.0	0.00	1.9	A
3	8.0	0.00	2.1	A
4	8.0	0.00	1.8	A
5	10.0	0.01	3.3	A
6	10.0	0.01	2.2	A
7	8.0	0.00	1.5	A
8	6.0	0.00	1.6	A

Intersection Level of Service by Lane Group

**HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS
DRIVEWAY -- UNSIGNALIZED**

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	8.0	0.00	0.5	A
10	7.0	0.00	0.7	A
Average:	8.0	0.00	1.6	A

WB R on Homestead Road: Superlink ID 525

1	34.0	0.00	0.0	A
2	34.0	0.00	0.0	A
3	34.0	0.00	0.2	A
4	35.0	0.00	0.0	A
5	31.0	0.00	0.0	A
6	36.0	0.00	0.0	A
7	31.0	0.00	0.0	A
8	36.0	0.00	0.0	A
9	34.0	0.00	0.0	A
10	31.0	0.00	0.0	A
Average:	33.0	0.00	0.0	A

WB T on Homestead Road: Superlink ID 525

1	320.0	0.00	0.0	A
2	315.0	0.00	0.0	A
3	314.0	0.00	0.0	A
4	317.0	0.00	0.0	A
5	318.0	0.00	0.0	A
6	323.0	0.00	0.0	A
7	320.0	0.00	0.0	A
8	320.0	0.00	0.0	A
9	318.0	0.00	0.0	A
10	316.0	0.00	0.0	A
Average:	318.0	0.00	0.0	A

**HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO
CHURCH -- SIGNALIZED**

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB L on M.L.K. Jr. Blvd: Superlink ID 446				
1	189.0	3.50	66.6	E
2	190.0	3.53	66.8	E
3	189.0	3.63	69.1	E
4	192.0	3.48	65.3	E
5	192.0	3.89	73.0	E
6	193.0	3.63	67.7	E
7	189.0	3.64	69.4	E
8	187.0	3.55	68.4	E
9	190.0	3.57	67.6	E
10	197.0	3.88	70.9	E
Average:	190.0	3.63	68.5	E

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
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NB T on M.L.K. Jr. Blvd: Superlink ID 446

1	329.0	0.86	9.4	A
2	323.0	0.66	7.3	A
3	332.0	0.76	8.3	A
4	327.0	0.75	8.2	A
5	326.0	0.73	8.1	A
6	333.0	0.84	9.1	A
7	324.0	0.68	7.6	A
8	323.0	0.66	7.4	A
9	325.0	0.78	8.6	A
10	323.0	0.80	8.9	A
Average:	326.0	0.75	8.3	A

NB TR on M.L.K. Jr. Blvd: Superlink ID 446

1	356.0	0.83	8.4	A
2	360.0	0.75	7.5	A
3	353.0	0.88	8.9	A
4	358.0	0.74	7.5	A
5	359.0	0.81	8.1	A
6	351.0	0.85	8.7	A
7	358.0	0.72	7.3	A
8	363.0	0.75	7.4	A
9	361.0	0.86	8.6	A
10	360.0	0.87	8.7	A
Average:	357.0	0.81	8.1	A

SB L on M.L.K. Jr. Blvd: Superlink ID 519

1	9.0	0.02	8.4	A
2	8.0	0.05	20.5	C
3	9.0	0.03	11.2	B
4	9.0	0.04	15.7	B
5	8.0	0.04	17.0	B
6	8.0	0.03	11.7	B
7	9.0	0.07	26.5	C
8	9.0	0.04	16.1	B
9	9.0	0.03	12.7	B
10	9.0	0.04	14.5	B
Average:	8.0	0.04	15.4	B

SB R on M.L.K. Jr. Blvd: Superlink ID 519

1	117.0	0.23	7.1	A
2	116.0	0.21	6.4	A
3	119.0	0.24	7.2	A
4	115.0	0.21	6.7	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	118.0	0.25	7.8	A
6	120.0	0.19	5.8	A
7	118.0	0.11	3.2	A
8	116.0	0.17	5.3	A
9	115.0	0.15	4.6	A
10	115.0	0.19	6.0	A
Average:	116.0	0.20	6.0	A

SB T on M.L.K. Jr. Blvd: Superlink ID 519

1	606.0	2.16	12.9	B
2	603.0	1.97	11.8	B
3	607.0	2.12	12.6	B
4	606.0	2.17	12.9	B
5	606.0	2.03	12.0	B
6	601.0	2.05	12.3	B
7	605.0	1.72	10.2	B
8	605.0	1.98	11.8	B
9	605.0	2.24	13.3	B
10	601.0	2.15	12.9	B
Average:	604.0	2.06	12.3	B

SEB L on Homestead Road: Superlink ID 514

1	76.0	1.14	53.9	D
2	78.0	1.16	53.5	D
3	75.0	1.24	59.7	E
4	78.0	1.15	53.2	D
5	74.0	1.20	58.2	E
6	79.0	1.13	51.3	D
7	78.0	1.18	54.5	D
8	79.0	1.10	50.1	D
9	70.0	1.13	58.0	E
10	84.0	1.06	45.4	D
Average:	77.0	1.15	53.8	D

SEB LT on Homestead Road: Superlink ID 514

1	78.0	1.35	62.3	E
2	78.0	1.18	54.3	D
3	78.0	1.36	62.8	E
4	74.0	1.11	53.8	D
5	79.0	1.21	55.2	E
6	79.0	1.09	49.8	D
7	73.0	1.28	63.2	E
8	72.0	1.07	53.5	D
9	78.0	1.14	52.5	D
10	67.0	1.07	57.4	E

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	75.0	1.19	56.5	E

SEB R on Homestead Road: Superlink ID 514

1	197.0	1.93	35.3	D
2	199.0	1.87	33.8	C
3	200.0	2.23	40.2	D
4	201.0	1.97	35.3	D
5	196.0	1.61	29.6	C
6	198.0	1.74	31.6	C
7	202.0	1.99	35.5	D
8	197.0	1.92	35.1	D
9	199.0	1.97	35.6	D
10	203.0	1.68	29.8	C
Average:	199.0	1.89	34.2	C

WB L on Homestead Road: Superlink ID 508

1	7.0	0.10	51.4	D
2	10.0	0.25	91.8	F
3	9.0	0.15	59.4	E
4	11.0	0.25	82.3	F
5	6.0	0.10	61.6	E
6	11.0	0.27	87.7	F
7	8.0	0.18	83.2	F
8	7.0	0.09	46.3	D
9	7.0	0.13	67.3	E
10	8.0	0.16	73.8	E
Average:	8.0	0.17	70.5	E

WB LT on Homestead Road: Superlink ID 508

1	13.0	0.23	65.0	E
2	10.0	0.19	67.5	E
3	12.0	0.22	65.1	E
4	10.0	0.22	79.2	E
5	14.0	0.35	89.7	F
6	10.0	0.19	68.4	E
7	10.0	0.24	87.1	F
8	14.0	0.34	86.2	F
9	12.0	0.18	55.5	E
10	14.0	0.29	75.3	E
Average:	11.0	0.25	73.9	E

WB R on Homestead Road: Superlink ID 508

1	12.0	0.08	23.2	C
2	12.0	0.07	19.8	B
3	12.0	0.12	34.8	C

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	13.0	0.09	23.7	C
5	13.0	0.05	14.8	B
6	12.0	0.08	22.8	C
7	13.0	0.11	30.9	C
8	13.0	0.04	11.0	B
9	14.0	0.09	23.3	C
10	13.0	0.08	22.3	C
Average:	12.0	0.08	22.7	C

Intersection Level of Service by Lane Group

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 Build - NN
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 12:00:00 - 13:00:00
 Interval: Summary
 Selection: Build MOEs

Intersection Level of Service by Lane Group - Total Control Delay

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	521	0.0	0.0	0.0	0.0	10
EB TR	Homestead Road	521	0.5	0.0	0.5	0.6	10
NB L	Seawell School Road	530	0.1	0.0	0.1	0.2	10
NB TR	Seawell School Road	530	0.8	0.1	0.6	0.9	10
SB L	Seawell School Road	529	0.3	0.0	0.2	0.3	10
SB TR	Seawell School Road	529	0.2	0.0	0.1	0.2	10
WB L	Homestead Road	524	0.1	0.0	0.1	0.2	10
WB R	Homestead Road	524	0.0	0.0	0.0	0.1	10
WB T	Homestead Road	524	0.3	0.1	0.2	0.4	10

HOMESTEAD ROAD & SITE DRIVEWAY

NODE: 9

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Homestead Road	525	0.0	0.0	0.0	0.0	10
NB LR	Site Driveway	526	0.0	0.0	0.0	0.1	10
WB L	Homestead Road	523	0.0	0.0	0.0	0.0	10
WB T	Homestead Road	523	0.0	0.0	0.0	0.0	10

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	523	0.1	0.0	0.1	0.1	10
EB T	Homestead Road	523	0.2	0.0	0.1	0.2	10
SB L	Weaver Dairy Ext	509	0.3	0.0	0.2	0.3	10
SB R	Weaver Dairy Ext	509	2.1	0.1	1.9	2.2	10
WB TR	Homestead Road	514	0.3	0.1	0.2	0.4	10

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	524	0.0	0.0	0.0	0.0	10
EB TR	Homestead Road	524	0.0	0.0	0.0	0.0	10
NB LTR	Greenway Landing	527	0.0	0.0	0.0	0.0	10
SB L	Future Bridgepoint Access Driveway	528	0.1	0.0	0.1	0.1	10
SB TR	Future Bridgepoint Access Driveway	528	0.0	0.0	0.0	0.0	10
WB L	Homestead Road	525	0.0	0.0	0.0	0.0	10
WB R	Homestead Road	525	0.0	0.0	0.0	0.0	10
WB T	Homestead Road	525	0.0	0.0	0.0	0.0	10

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	M.L.K. Jr. Blvd	446	3.6	0.1	3.5	3.9	10
NB T	M.L.K. Jr. Blvd	446	0.8	0.1	0.7	0.9	10
NB TR	M.L.K. Jr. Blvd	446	0.8	0.1	0.7	0.9	10
SB L	M.L.K. Jr. Blvd	519	0.0	0.0	0.0	0.1	10
SB R	M.L.K. Jr. Blvd	519	0.2	0.0	0.1	0.3	10
SB T	M.L.K. Jr. Blvd	519	2.1	0.1	1.7	2.2	10
SEB L	Homestead Road	514	1.1	0.1	1.1	1.2	10
SEB LT	Homestead Road	514	1.2	0.1	1.1	1.4	10
SEB R	Homestead Road	514	1.9	0.2	1.6	2.2	10
WB L	Homestead Road	508	0.2	0.1	0.1	0.3	10
WB LT	Homestead Road	508	0.2	0.1	0.2	0.4	10
WB R	Homestead Road	508	0.1	0.0	0.0	0.1	10

Intersection Level of Service by Lane Group

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 Build - NN
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 12:00:00 - 13:00:00
 Interval: Summary
 Selection: Build MOEs

Intersection Level of Service by Lane Group - Avg Control Delay

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	521	6.2	2.5	3.2	10.2	10
EB TR	Homestead Road	521	8.3	0.7	7.4	9.4	10
NB L	Seawell School Road	530	33.6	6.9	17.9	43.6	10
NB TR	Seawell School Road	530	34.9	4.3	26.5	41.7	10
SB L	Seawell School Road	529	39.4	4.7	30.1	46.1	10
SB TR	Seawell School Road	529	30.3	4.1	21.7	37.1	10
WB L	Homestead Road	524	6.0	1.4	4.2	7.9	10
WB R	Homestead Road	524	5.6	1.8	3.2	8.7	10
WB T	Homestead Road	524	5.2	0.8	3.7	6.2	10

HOMESTEAD ROAD & SITE DRIVEWAY

NODE: 9

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Homestead Road	525	0.0	0.0	0.0	0.0	10
NB LR	Site Driveway	526	5.4	0.7	4.7	7.0	10
WB L	Homestead Road	523	2.7	0.6	1.8	3.7	10
WB T	Homestead Road	523	0.0	0.0	0.0	0.1	10

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	523	2.8	0.7	2.0	3.9	10
EB T	Homestead Road	523	2.0	0.4	1.5	2.6	10
SB L	Weaver Dairy Ext	509	61.7	10.8	46.0	78.6	10
SB R	Weaver Dairy Ext	509	50.6	1.9	47.0	53.1	10
WB TR	Homestead Road	514	4.0	0.8	2.6	5.2	10

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	524	3.1	2.5	0.0	6.3	10
EB TR	Homestead Road	524	0.0	0.0	0.0	0.0	10
NB LTR	Greenway Landing	527	5.4	1.0	3.4	6.6	10
SB L	Future Bridgepoint Access Driveway	528	8.0	0.7	6.7	9.0	10
SB TR	Future Bridgepoint Access Driveway	528	5.2	1.1	3.6	7.8	10
WB L	Homestead Road	525	1.6	0.9	0.5	3.3	10
WB R	Homestead Road	525	0.0	0.1	0.0	0.2	10
WB T	Homestead Road	525	0.0	0.0	0.0	0.0	10

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	M.L.K. Jr. Blvd	446	68.5	2.2	65.3	73.0	10
NB T	M.L.K. Jr. Blvd	446	8.3	0.7	7.3	9.4	10
NB TR	M.L.K. Jr. Blvd	446	8.1	0.6	7.3	8.9	10
SB L	M.L.K. Jr. Blvd	519	15.4	5.2	8.4	26.5	10
SB R	M.L.K. Jr. Blvd	519	6.0	1.4	3.2	7.8	10
SB T	M.L.K. Jr. Blvd	519	12.3	0.9	10.2	13.3	10
SEB L	Homestead Road	514	53.8	4.3	45.4	59.7	10
SEB LT	Homestead Road	514	56.5	4.7	49.8	63.2	10
SEB R	Homestead Road	514	34.2	3.2	29.6	40.2	10
WB L	Homestead Road	508	70.5	15.7	46.3	91.8	10
WB LT	Homestead Road	508	73.9	11.4	55.5	89.7	10
WB R	Homestead Road	508	22.7	6.9	11.0	34.8	10

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 Build - PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 17:00:00 - 18:00:00
 Interval: Summary
 Selection: Build MOEs

Intersection Level of Service - Overview

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,289.0	5.05	14.1	B
2	1,292.0	4.85	13.5	B
3	1,287.0	5.09	14.2	B
4	1,294.0	5.13	14.3	B
5	1,291.0	5.20	14.5	B
6	1,303.0	4.97	13.7	B
7	1,291.0	4.81	13.4	B
8	1,301.0	5.06	14.0	B
9	1,297.0	5.22	14.5	B
10	1,298.0	5.14	14.3	B
Average:	1,294.3	5.05	14.1	B

HOMESTEAD ROAD & SITE DRIVEWAY -- UNSIGNALIZED NODE: 9

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,340.0	0.07	0.2	A
2	1,342.0	0.10	0.3	A
3	1,334.0	0.08	0.2	A
4	1,337.0	0.08	0.2	A
5	1,331.0	0.09	0.2	A
6	1,339.0	0.07	0.2	A
7	1,340.0	0.09	0.2	A
8	1,340.0	0.08	0.2	A
9	1,336.0	0.10	0.3	A
10	1,338.0	0.07	0.2	A
Average:	1,337.7	0.08	0.2	A

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,401.0	7.05	18.1	B
2	1,395.0	7.09	18.3	B
3	1,395.0	7.55	19.5	B
4	1,395.0	7.02	18.1	B
5	1,389.0	7.44	19.3	B
6	1,398.0	7.49	19.3	B
7	1,394.0	7.36	19.0	B
8	1,394.0	7.26	18.7	B
9	1,392.0	7.10	18.4	B
10	1,396.0	7.35	19.0	B
Average:	1,394.9	7.27	18.8	B

Intersection Level of Service

**HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS
DRIVEWAY -- UNSIGNALIZED**

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	1,308.0	0.26	0.7	A
2	1,311.0	0.22	0.6	A
3	1,300.0	0.26	0.7	A
4	1,305.0	0.21	0.6	A
5	1,301.0	0.22	0.6	A
6	1,305.0	0.25	0.7	A
7	1,311.0	0.29	0.8	A
8	1,307.0	0.23	0.6	A
9	1,302.0	0.20	0.6	A
10	1,306.0	0.23	0.6	A
Average:	1,305.6	0.24	0.7	A

**HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO
CHURCH -- SIGNALIZED**

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	3,059.0	17.86	21.0	C
2	3,053.0	17.15	20.2	C
3	3,054.0	17.53	20.7	C
4	3,058.0	17.15	20.2	C
5	3,050.0	16.57	19.6	B
6	3,052.0	16.32	19.3	B
7	3,047.0	16.78	19.8	B
8	3,054.0	17.08	20.1	C
9	3,050.0	16.48	19.4	B
10	3,052.0	17.18	20.3	C
Average:	3,052.9	17.01	20.1	C

Intersection Level of Service

Project: 2217 Homestead TIA
Scenario: 2217 Homestead 2026 Build - PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 17:00:00 - 18:00:00
Interval: Summary
Selection: Build MOEs

Intersection Level of Service - Total Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
1609	Homestead Road & Seawell School Road	Actuated	5.1	0.1	4.8	5.2	10
9	Homestead Road & Site Driveway	Stop	0.1	0.0	0.1	0.1	10
2081	Homestead Road & Weaver Dairy Ext	Actuated	7.3	0.2	7.0	7.6	10
2	Homestead Road, Greenway Landing & Future Bridgepoint Access Driveway	Stop	0.2	0.0	0.2	0.3	10
71019	Homestead Road, M.L.K. Jr. Blvd, NC 86 (MLK Jr. Blvd) & Entrance to Church	Actuated	17.0	0.5	16.3	17.9	10

Intersection Level of Service

Project: 2217 Homestead TIA
Scenario: 2217 Homestead 2026 Build - PM
Run(s): Batch (10 runs)
Simulated: Various
Time: 17:00:00 - 18:00:00
Interval: Summary
Selection: Build MOEs

Intersection Level of Service - Avg Control Delay

Node ID	Intersection	Control Type	Average	Std Dev	Minimum	Maximum	# Samples
1609	Homestead Road & Seawell School Road	Actuated	14.1	0.4	13.4	14.5	10
9	Homestead Road & Site Driveway	Stop	0.2	0.0	0.2	0.3	10
2081	Homestead Road & Weaver Dairy Ext	Actuated	18.8	0.5	18.1	19.5	10
2	Homestead Road, Greenway Landing & Future Bridgepoint Access Driveway	Stop	0.7	0.1	0.6	0.8	10
71019	Homestead Road, M.L.K. Jr. Blvd, NC 86 (MLK Jr. Blvd) & Entrance to Church	Actuated	20.1	0.5	19.3	21.0	10

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 Build - PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 17:00:00 - 18:00:00
 Interval: Summary
 Selection: Build MOEs

Intersection Level of Service by Lane Group - Overview

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Homestead Road: Superlink ID 521				
1	9.0	0.02	9.3	A
2	9.0	0.04	14.6	B
3	9.0	0.01	2.4	A
4	9.0	0.03	10.4	B
5	9.0	0.02	9.7	A
6	9.0	0.03	11.7	B
7	8.0	0.01	5.8	A
8	9.0	0.03	10.2	B
9	9.0	0.02	6.4	A
10	9.0	0.01	5.6	A
Average:	8.0	0.02	8.6	A

EB TR on Homestead Road: Superlink ID 521				
1	326.0	1.07	11.8	B
2	329.0	0.96	10.5	B
3	327.0	1.00	11.0	B
4	323.0	1.11	12.4	B
5	327.0	1.11	12.2	B
6	330.0	1.16	12.7	B
7	326.0	0.96	10.6	B
8	327.0	1.03	11.3	B
9	326.0	1.24	13.7	B
10	329.0	1.15	12.6	B
Average:	327.0	1.08	11.9	B

NB L on Seawell School Road: Superlink ID 530				
1	42.0	0.44	37.3	D
2	43.0	0.40	33.5	C
3	43.0	0.44	37.2	D
4	44.0	0.37	30.4	C
5	43.0	0.42	35.2	D
6	42.0	0.39	33.2	C
7	41.0	0.40	34.7	C
8	44.0	0.34	28.1	C
9	41.0	0.32	28.5	C
10	43.0	0.44	36.6	D
Average:	42.0	0.40	33.5	C

NB TR on Seawell School Road: Superlink ID 530

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED

NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
1	184.0	1.70	33.3	C
2	183.0	1.78	34.9	C
3	184.0	1.74	34.1	C
4	183.0	1.77	34.8	C
5	184.0	1.76	34.5	C
6	182.0	1.66	32.9	C
7	184.0	1.78	34.8	C
8	186.0	1.76	34.1	C
9	187.0	1.73	33.3	C
10	183.0	1.63	32.2	C
Average:	184.0	1.73	33.9	C

SB L on Seawell School Road: Superlink ID 529

1	16.0	0.27	60.7	E
2	13.0	0.16	45.3	D
3	14.0	0.11	27.6	C
4	15.0	0.20	48.9	D
5	15.0	0.32	76.4	E
6	14.0	0.21	53.2	D
7	14.0	0.16	41.4	D
8	14.0	0.26	66.9	E
9	14.0	0.39	99.4	F
10	14.0	0.22	57.1	E
Average:	14.0	0.23	57.7	E

SB TR on Seawell School Road: Superlink ID 529

1	15.0	0.18	43.9	D
2	14.0	0.09	24.0	C
3	15.0	0.12	29.6	C
4	14.0	0.09	24.0	C
5	15.0	0.10	24.2	C
6	15.0	0.12	27.8	C
7	16.0	0.16	36.0	D
8	16.0	0.10	23.4	C
9	15.0	0.09	20.6	C
10	15.0	0.16	39.2	D
Average:	15.0	0.12	29.3	C

WB L on Homestead Road: Superlink ID 524

1	154.0	0.26	6.1	A
2	156.0	0.31	7.1	A
3	156.0	0.37	8.6	A
4	158.0	0.37	8.4	A
5	156.0	0.37	8.6	A
6	159.0	0.31	6.9	A
7	159.0	0.32	7.2	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD -- SIGNALIZED

NODE: 1609

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
8	156.0	0.29	6.7	A
9	156.0	0.34	7.8	A
10	158.0	0.38	8.7	A
Average:	156.0	0.33	7.6	A

WB R on Homestead Road: Superlink ID 524

1	14.0	0.02	5.8	A
2	16.0	0.05	10.3	B
3	12.0	0.02	6.7	A
4	13.0	0.02	4.8	A
5	14.0	0.04	10.1	B
6	14.0	0.03	6.8	A
7	15.0	0.01	3.4	A
8	15.0	0.03	7.3	A
9	17.0	0.03	5.6	A
10	13.0	0.05	12.9	B
Average:	14.0	0.03	7.4	A

WB T on Homestead Road: Superlink ID 524

1	529.0	1.07	7.3	A
2	529.0	1.06	7.2	A
3	527.0	1.27	8.7	A
4	535.0	1.16	7.8	A
5	528.0	1.06	7.2	A
6	538.0	1.07	7.2	A
7	528.0	1.01	6.9	A
8	534.0	1.21	8.2	A
9	532.0	1.08	7.3	A
10	534.0	1.09	7.4	A
Average:	531.0	1.11	7.5	A

HOMESTEAD ROAD & SITE DRIVEWAY -- UNSIGNALIZED

NODE: 9

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB TR on Homestead Road: Superlink ID 525				
1	525.0	0.00	0.0	A
2	524.0	0.00	0.0	A
3	523.0	0.00	0.0	A
4	526.0	0.00	0.0	A
5	518.0	0.00	0.0	A
6	522.0	0.00	0.0	A
7	523.0	0.00	0.0	A
8	520.0	0.00	0.0	A
9	524.0	0.00	0.0	A
10	520.0	0.00	0.0	A
Average:	522.0	0.00	0.0	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & SITE DRIVEWAY -- UNSIGNALIZED

NODE: 9

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB LR on Site Driveway: Superlink ID 526				
1	23.0	0.03	4.7	A
2	23.0	0.05	7.7	A
3	23.0	0.04	5.8	A
4	23.0	0.04	5.5	A
5	23.0	0.05	7.5	A
6	23.0	0.04	6.3	A
7	23.0	0.05	7.3	A
8	22.0	0.04	6.5	A
9	24.0	0.06	9.7	A
10	23.0	0.04	6.6	A
Average:	23.0	0.04	6.8	A

WB L on Homestead Road: Superlink ID 523

1	32.0	0.03	3.2	A
2	31.0	0.04	4.4	A
3	33.0	0.04	3.9	A
4	31.0	0.04	4.3	A
5	33.0	0.03	3.4	A
6	31.0	0.02	2.4	A
7	33.0	0.03	3.7	A
8	31.0	0.03	3.4	A
9	30.0	0.03	3.1	A
10	33.0	0.03	2.9	A
Average:	31.0	0.03	3.5	A

WB T on Homestead Road: Superlink ID 523

1	760.0	0.01	0.0	A
2	764.0	0.02	0.1	A
3	755.0	0.01	0.0	A
4	757.0	0.01	0.0	A
5	757.0	0.01	0.0	A
6	763.0	0.01	0.0	A
7	761.0	0.01	0.0	A
8	767.0	0.01	0.0	A
9	758.0	0.01	0.1	A
10	762.0	0.00	0.0	A
Average:	760.0	0.01	0.0	A

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED

NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Homestead Road: Superlink ID 523				
1	214.0	0.32	5.5	A
2	211.0	0.37	6.3	A
3	216.0	0.49	8.1	A
4	216.0	0.42	7.0	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED

NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	211.0	0.45	7.6	A
6	216.0	0.39	6.5	A
7	214.0	0.39	6.6	A
8	213.0	0.46	7.8	A
9	220.0	0.54	8.8	A
10	215.0	0.48	8.0	A
Average:	214.0	0.43	7.2	A

EB T on Homestead Road: Superlink ID 523

1	325.0	0.48	5.3	A
2	321.0	0.32	3.6	A
3	321.0	0.38	4.3	A
4	322.0	0.39	4.4	A
5	321.0	0.43	4.8	A
6	321.0	0.42	4.7	A
7	321.0	0.37	4.2	A
8	319.0	0.45	5.1	A
9	318.0	0.36	4.1	A
10	322.0	0.42	4.7	A
Average:	321.0	0.40	4.5	A

SB L on Weaver Dairy Ext: Superlink ID 509

1	38.0	0.57	53.7	D
2	36.0	0.62	62.0	E
3	36.0	0.73	73.2	E
4	36.0	0.58	58.2	E
5	36.0	0.52	51.9	D
6	35.0	0.56	58.0	E
7	36.0	0.64	64.4	E
8	36.0	0.46	46.2	D
9	35.0	0.51	52.1	D
10	33.0	0.56	61.2	E
Average:	35.0	0.58	58.1	E

SB R on Weaver Dairy Ext: Superlink ID 509

1	343.0	4.28	44.9	D
2	344.0	4.03	42.2	D
3	343.0	4.34	45.6	D
4	343.0	4.17	43.7	D
5	344.0	4.58	47.9	D
6	342.0	4.54	47.8	D
7	345.0	4.39	45.8	D
8	344.0	4.25	44.5	D
9	342.0	4.51	47.4	D
10	348.0	4.61	47.7	D
Average:	343.0	4.37	45.8	D

Intersection Level of Service by Lane Group

HOMESTEAD ROAD & WEAVER DAIRY EXT -- SIGNALIZED

NODE: 2081

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
WB TR on Homestead Road: Superlink ID 514				
1	481.0	1.40	10.5	B
2	483.0	1.74	13.0	B
3	479.0	1.61	12.1	B
4	478.0	1.46	11.0	B
5	477.0	1.47	11.1	B
6	484.0	1.59	11.8	B
7	478.0	1.56	11.8	B
8	482.0	1.63	12.2	B
9	477.0	1.18	8.9	A
10	478.0	1.29	9.7	A
Average:	479.0	1.49	11.2	B

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY -- UNSIGNALIZED

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
EB L on Homestead Road: Superlink ID 524				
1	12.0	0.04	10.8	B
2	11.0	0.03	8.4	A
3	11.0	0.03	10.9	B
4	11.0	0.02	6.9	A
5	10.0	0.02	6.8	A
6	11.0	0.04	11.9	B
7	13.0	0.04	12.0	B
8	12.0	0.03	10.1	B
9	11.0	0.03	9.8	A
10	12.0	0.04	11.9	B
Average:	11.0	0.03	10.0	A

EB TR on Homestead Road: Superlink ID 524

1	484.0	0.00	0.0	A
2	485.0	0.00	0.0	A
3	486.0	0.00	0.0	A
4	486.0	0.00	0.0	A
5	487.0	0.00	0.0	A
6	484.0	0.00	0.0	A
7	485.0	0.01	0.1	A
8	484.0	0.00	0.0	A
9	486.0	0.00	0.0	A
10	481.0	0.00	0.0	A
Average:	484.0	0.00	0.0	A

NB LTR on Greenway Landing: Superlink ID 527

1	11.0	0.02	5.3	A
2	11.0	0.02	5.7	A

Intersection Level of Service by Lane Group

**HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS
DRIVEWAY -- UNSIGNALIZED**

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
3	11.0	0.02	5.3	A
4	11.0	0.02	7.2	A
5	10.0	0.02	7.5	A
6	11.0	0.02	7.7	A
7	11.0	0.02	6.0	A
8	11.0	0.01	4.2	A
9	11.0	0.02	5.3	A
10	11.0	0.02	6.2	A
Average:	10.0	0.02	6.0	A

SB L on Future Bridgepoint Access Driveway: Superlink ID 528

1	31.0	0.19	21.9	C
2	30.0	0.14	16.8	C
3	30.0	0.17	20.9	C
4	30.0	0.13	15.3	C
5	29.0	0.15	18.2	C
6	29.0	0.15	19.0	C
7	30.0	0.18	21.3	C
8	28.0	0.16	21.0	C
9	29.0	0.12	14.6	B
10	29.0	0.14	17.2	C
Average:	29.0	0.15	18.6	C

SB TR on Future Bridgepoint Access Driveway: Superlink ID 528

1	5.0	0.01	6.9	A
2	6.0	0.02	10.2	B
3	6.0	0.02	9.1	A
4	6.0	0.02	11.1	B
5	7.0	0.02	11.3	B
6	7.0	0.01	6.9	A
7	8.0	0.02	11.1	B
8	6.0	0.01	5.4	A
9	7.0	0.02	11.9	B
10	7.0	0.02	10.1	B
Average:	6.0	0.02	9.4	A

WB L on Homestead Road: Superlink ID 525

1	11.0	0.01	2.6	A
2	12.0	0.02	5.0	A
3	12.0	0.01	3.9	A
4	13.0	0.01	3.6	A
5	10.0	0.01	3.0	A
6	10.0	0.02	6.7	A
7	11.0	0.02	5.9	A
8	11.0	0.01	2.4	A

Intersection Level of Service by Lane Group

**HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS
DRIVEWAY -- UNSIGNALIZED**

NODE: 2

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
9	11.0	0.01	3.3	A
10	13.0	0.01	1.9	A
Average:	11.0	0.01	3.8	A

WB R on Homestead Road: Superlink ID 525

1	56.0	0.00	0.0	A
2	53.0	0.00	0.0	A
3	51.0	0.00	0.1	A
4	51.0	0.00	0.0	A
5	52.0	0.00	0.0	A
6	51.0	0.00	0.0	A
7	53.0	0.00	0.1	A
8	51.0	0.00	0.0	A
9	50.0	0.00	0.0	A
10	53.0	0.00	0.0	A
Average:	52.0	0.00	0.0	A

WB T on Homestead Road: Superlink ID 525

1	698.0	0.00	0.0	A
2	703.0	0.00	0.0	A
3	693.0	0.00	0.0	A
4	697.0	0.01	0.0	A
5	696.0	0.00	0.0	A
6	702.0	0.00	0.0	A
7	700.0	0.00	0.0	A
8	704.0	0.00	0.0	A
9	697.0	0.00	0.0	A
10	700.0	0.00	0.0	A
Average:	699.0	0.00	0.0	A

**HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO
CHURCH -- SIGNALIZED**

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
NB L on M.L.K. Jr. Blvd: Superlink ID 446				
1	320.0	7.15	80.4	F
2	321.0	7.29	81.8	F
3	325.0	7.35	81.4	F
4	322.0	7.22	80.7	F
5	321.0	7.02	78.7	E
6	317.0	6.75	76.6	E
7	318.0	6.99	79.1	E
8	319.0	6.77	76.4	E
9	317.0	6.95	78.9	E
10	318.0	7.02	79.4	E
Average:	319.0	7.05	79.3	E

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
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NB T on M.L.K. Jr. Blvd: Superlink ID 446

1	604.0	0.93	5.5	A
2	582.0	0.95	5.9	A
3	586.0	0.97	6.0	A
4	602.0	1.05	6.3	A
5	570.0	0.92	5.8	A
6	575.0	1.02	6.4	A
7	590.0	0.86	5.3	A
8	585.0	0.93	5.7	A
9	605.0	1.01	6.0	A
10	578.0	0.96	6.0	A
Average:	587.0	0.96	5.9	A

NB TR on M.L.K. Jr. Blvd: Superlink ID 446

1	613.0	0.94	5.5	A
2	634.0	1.00	5.7	A
3	620.0	1.01	5.9	A
4	615.0	1.10	6.5	A
5	638.0	1.04	5.8	A
6	641.0	1.04	5.9	A
7	625.0	1.02	5.9	A
8	625.0	1.01	5.8	A
9	613.0	1.13	6.6	A
10	638.0	0.98	5.5	A
Average:	626.0	1.03	5.9	A

SB L on M.L.K. Jr. Blvd: Superlink ID 519

1	4.0	0.02	17.3	B
2	3.0	0.02	29.0	C
3	4.0	0.02	18.1	B
4	4.0	0.02	22.0	C
5	4.0	0.02	22.3	C
6	4.0	0.04	32.7	C
7	4.0	0.04	33.0	C
8	4.0	0.04	33.6	C
9	4.0	0.03	28.1	C
10	4.0	0.01	6.1	A
Average:	3.0	0.03	24.2	C

SB R on M.L.K. Jr. Blvd: Superlink ID 519

1	255.0	0.33	4.7	A
2	255.0	0.35	4.9	A
3	256.0	0.36	5.0	A
4	255.0	0.32	4.5	A

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
5	253.0	0.32	4.6	A
6	255.0	0.29	4.1	A
7	256.0	0.28	3.9	A
8	256.0	0.29	4.1	A
9	252.0	0.27	3.9	A
10	257.0	0.31	4.4	A
Average:	255.0	0.31	4.4	A

SB T on M.L.K. Jr. Blvd: Superlink ID 519

1	855.0	2.82	11.9	B
2	857.0	2.64	11.1	B
3	858.0	2.86	12.0	B
4	856.0	2.70	11.4	B
5	860.0	2.71	11.3	B
6	858.0	2.62	11.0	B
7	858.0	2.68	11.2	B
8	859.0	2.79	11.7	B
9	860.0	2.71	11.4	B
10	857.0	2.64	11.1	B
Average:	857.0	2.72	11.4	B

SEB L on Homestead Road: Superlink ID 514

1	95.0	1.54	58.3	E
2	97.0	1.46	54.1	D
3	91.0	1.26	49.9	D
4	92.0	1.34	52.3	D
5	98.0	1.34	49.2	D
6	99.0	1.21	44.1	D
7	96.0	1.47	55.2	E
8	87.0	1.46	60.6	E
9	81.0	1.15	51.0	D
10	88.0	1.48	60.4	E
Average:	92.0	1.37	53.5	D

SEB LT on Homestead Road: Superlink ID 514

1	96.0	1.59	59.5	E
2	89.0	1.31	53.0	D
3	97.0	1.47	54.4	D
4	96.0	1.23	46.1	D
5	90.0	1.27	50.8	D
6	89.0	1.36	54.8	D
7	85.0	1.35	57.0	E
8	101.0	1.52	54.0	D
9	102.0	1.24	43.8	D
10	95.0	1.38	52.3	D

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
Average:	94.0	1.37	52.6	D

SEB R on Homestead Road: Superlink ID 514

1	213.0	2.46	41.5	D
2	211.0	2.04	34.8	C
3	213.0	2.15	36.3	D
4	212.0	2.08	35.3	D
5	212.0	1.87	31.8	C
6	210.0	1.91	32.8	C
7	211.0	1.98	33.8	C
8	214.0	2.16	36.4	D
9	212.0	1.88	32.0	C
10	213.0	2.30	38.9	D
Average:	212.0	2.08	35.4	D

WB L on Homestead Road: Superlink ID 508

1	0.0	0.00	--	--
2	0.0	0.00	--	--
3	1.0	0.01	47.0	D
4	2.0	0.06	113.0	F
5	2.0	0.01	20.4	C
6	0.0	0.00	--	--
7	1.0	0.03	109.1	F
8	1.0	0.02	88.2	F
9	1.0	0.05	179.4	F
10	1.0	0.03	115.0	F
Average:	0.0	0.02	96.0	F

WB LT on Homestead Road: Superlink ID 508

1	3.0	0.09	109.4	F
2	3.0	0.08	100.6	F
3	2.0	0.07	131.5	F
4	1.0	0.02	80.8	F
5	1.0	0.05	170.5	F
6	3.0	0.08	99.5	F
7	2.0	0.07	126.1	F
8	2.0	0.08	145.5	F
9	2.0	0.05	87.1	F
10	2.0	0.06	107.0	F
Average:	2.0	0.07	115.8	F

WB R on Homestead Road: Superlink ID 508

1	1.0	0.00	16.3	B
2	1.0	0.01	35.6	D
3	1.0	0.00	10.1	B

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH -- SIGNALIZED

NODE: 71019

Run	Number of Vehicles	Total Control Delay (hr)	Avg Control Delay (sec/veh)	Level of Service
4	1.0	0.01	23.0	C
5	1.0	0.01	25.5	C
6	1.0	0.00	13.4	B
7	1.0	0.02	78.7	E
8	1.0	0.01	32.5	C
9	1.0	0.00	15.1	B
10	1.0	0.02	72.1	E
Average:	1.0	0.01	32.2	C

Intersection Level of Service by Lane Group

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 Build - PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 17:00:00 - 18:00:00
 Interval: Summary
 Selection: Build MOEs

Intersection Level of Service by Lane Group - Total Control Delay

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	521	0.0	0.0	0.0	0.0	10
EB TR	Homestead Road	521	1.1	0.1	1.0	1.2	10
NB L	Seawell School Road	530	0.4	0.0	0.3	0.4	10
NB TR	Seawell School Road	530	1.7	0.1	1.6	1.8	10
SB L	Seawell School Road	529	0.2	0.1	0.1	0.4	10
SB TR	Seawell School Road	529	0.1	0.0	0.1	0.2	10
WB L	Homestead Road	524	0.3	0.0	0.3	0.4	10
WB R	Homestead Road	524	0.0	0.0	0.0	0.1	10
WB T	Homestead Road	524	1.1	0.1	1.0	1.3	10

HOMESTEAD ROAD & SITE DRIVEWAY

NODE: 9

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Homestead Road	525	0.0	0.0	0.0	0.0	10
NB LR	Site Driveway	526	0.0	0.0	0.0	0.1	10
WB L	Homestead Road	523	0.0	0.0	0.0	0.0	10
WB T	Homestead Road	523	0.0	0.0	0.0	0.0	10

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	523	0.4	0.1	0.3	0.5	10
EB T	Homestead Road	523	0.4	0.0	0.3	0.5	10
SB L	Weaver Dairy Ext	509	0.6	0.1	0.5	0.7	10
SB R	Weaver Dairy Ext	509	4.4	0.2	4.0	4.6	10
WB TR	Homestead Road	514	1.5	0.2	1.2	1.7	10

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	524	0.0	0.0	0.0	0.0	10
EB TR	Homestead Road	524	0.0	0.0	0.0	0.0	10
NB LTR	Greenway Landing	527	0.0	0.0	0.0	0.0	10
SB L	Future Bridgepoint Access Driveway	528	0.2	0.0	0.1	0.2	10
SB TR	Future Bridgepoint Access Driveway	528	0.0	0.0	0.0	0.0	10
WB L	Homestead Road	525	0.0	0.0	0.0	0.0	10
WB R	Homestead Road	525	0.0	0.0	0.0	0.0	10
WB T	Homestead Road	525	0.0	0.0	0.0	0.0	10

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	M.L.K. Jr. Blvd	446	7.1	0.2	6.8	7.4	10
NB T	M.L.K. Jr. Blvd	446	1.0	0.1	0.9	1.1	10
NB TR	M.L.K. Jr. Blvd	446	1.0	0.1	0.9	1.1	10
SB L	M.L.K. Jr. Blvd	519	0.0	0.0	0.0	0.0	10
SB R	M.L.K. Jr. Blvd	519	0.3	0.0	0.3	0.4	10
SB T	M.L.K. Jr. Blvd	519	2.7	0.1	2.6	2.9	10
SEB L	Homestead Road	514	1.4	0.1	1.2	1.5	10
SEB LT	Homestead Road	514	1.4	0.1	1.2	1.6	10
SEB R	Homestead Road	514	2.1	0.2	1.9	2.5	10
WB L	Homestead Road	508	0.0	0.0	0.0	0.1	10
WB LT	Homestead Road	508	0.1	0.0	0.0	0.1	10
WB R	Homestead Road	508	0.0	0.0	0.0	0.0	10

Intersection Level of Service by Lane Group

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 Build - PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 17:00:00 - 18:00:00
 Interval: Summary
 Selection: Build MOEs

Intersection Level of Service by Lane Group - Avg Control Delay

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	521	8.6	3.5	2.4	14.6	10
EB TR	Homestead Road	521	11.9	1.0	10.5	13.7	10
NB L	Seawell School Road	530	33.5	3.4	28.1	37.3	10
NB TR	Seawell School Road	530	33.9	0.9	32.2	34.9	10
SB L	Seawell School Road	529	57.7	20.0	27.6	99.4	10
SB TR	Seawell School Road	529	29.3	7.8	20.6	43.9	10
WB L	Homestead Road	524	7.6	0.9	6.1	8.7	10
WB R	Homestead Road	524	7.4	2.9	3.4	12.9	10
WB T	Homestead Road	524	7.5	0.6	6.9	8.7	10

HOMESTEAD ROAD & SITE DRIVEWAY

NODE: 9

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB TR	Homestead Road	525	0.0	0.0	0.0	0.0	10
NB LR	Site Driveway	526	6.8	1.4	4.7	9.7	10
WB L	Homestead Road	523	3.5	0.6	2.4	4.4	10
WB T	Homestead Road	523	0.0	0.0	0.0	0.1	10

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	523	7.2	1.0	5.5	8.8	10
EB T	Homestead Road	523	4.5	0.5	3.6	5.3	10
SB L	Weaver Dairy Ext	509	58.1	7.7	46.2	73.2	10
SB R	Weaver Dairy Ext	509	45.8	2.0	42.2	47.9	10
WB TR	Homestead Road	514	11.2	1.2	8.9	13.0	10

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
EB L	Homestead Road	524	10.0	2.0	6.8	12.0	10
EB TR	Homestead Road	524	0.0	0.0	0.0	0.1	10
NB LTR	Greenway Landing	527	6.0	1.1	4.2	7.7	10
SB L	Future Bridgepoint Access Driveway	528	18.6	2.6	14.6	21.9	10
SB TR	Future Bridgepoint Access Driveway	528	9.4	2.2	5.4	11.9	10
WB L	Homestead Road	525	3.8	1.6	1.9	6.7	10
WB R	Homestead Road	525	0.0	0.0	0.0	0.1	10
WB T	Homestead Road	525	0.0	0.0	0.0	0.0	10

Intersection Level of Service by Lane Group

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Lane Group	Street Name	Superlink ID	Average	Std Dev	Minimum	Maximum	# Samples
NB L	M.L.K. Jr. Blvd	446	79.3	1.8	76.4	81.8	10
NB T	M.L.K. Jr. Blvd	446	5.9	0.3	5.3	6.4	10
NB TR	M.L.K. Jr. Blvd	446	5.9	0.4	5.5	6.6	10
SB L	M.L.K. Jr. Blvd	519	24.2	8.8	6.1	33.6	10
SB R	M.L.K. Jr. Blvd	519	4.4	0.4	3.9	5.0	10
SB T	M.L.K. Jr. Blvd	519	11.4	0.3	11.0	12.0	10
SEB L	Homestead Road	514	53.5	5.3	44.1	60.6	10
SEB LT	Homestead Road	514	52.6	4.7	43.8	59.5	10
SEB R	Homestead Road	514	35.4	3.1	31.8	41.5	10
WB L	Homestead Road	508	96.0	51.6	20.4	179.4	7
WB LT	Homestead Road	508	115.8	27.7	80.8	170.5	10
WB R	Homestead Road	508	32.2	24.2	10.1	78.7	10



Appendix G – TransModeler Queue Analysis Output

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2022 - AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: No-Build MOEs

Lane Queue by Intersection - Overview

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2944						
1	119.0	0.1	0.0	17.3	1.0	0.0%
2	119.0	0.6	0.0	20.5	1.0	0.0%
3	119.0	0.1	0.0	16.5	1.0	0.0%
4	119.0	0.2	0.0	19.0	1.0	0.0%
5	119.0	0.6	0.0	25.0	1.0	0.0%
6	119.0	0.2	0.0	18.1	1.0	0.0%
7	119.0	0.3	0.0	19.6	1.0	0.0%
8	119.0	0.4	0.0	18.1	1.0	0.0%
9	119.0	0.3	0.0	17.3	1.0	0.0%
10	119.0	0.2	0.0	18.7	1.0	0.0%
Average:	119.0	0.3	0.0	19.0	1.0	0.0%
EB TR on Homestead Road - Lane ID 2945						
1	119.0	58.1	2.3	304.7	10.0	0.0%
2	119.0	60.9	2.5	267.5	9.0	0.0%
3	119.0	50.3	2.0	274.3	9.0	0.0%
4	119.0	52.8	2.2	223.5	9.0	0.0%
5	119.0	49.1	2.0	253.9	8.0	0.0%
6	119.0	49.3	2.1	237.2	10.0	0.0%
7	119.0	51.5	2.1	212.4	9.0	0.0%
8	119.0	52.2	2.2	268.6	11.0	0.0%
9	119.0	44.3	1.8	225.4	9.0	0.0%
10	119.0	54.5	2.3	267.5	10.0	0.0%
Average:	119.0	52.3	2.2	253.5	9.4	0.0%
NB L on Seawell School Road - Lane ID 2969						
1	119.0	3.9	0.2	49.7	2.0	0.0%
2	119.0	5.6	0.3	61.9	2.0	0.0%
3	119.0	5.8	0.3	48.3	2.0	0.0%
4	119.0	4.2	0.2	54.4	2.0	0.0%
5	119.0	5.8	0.3	48.0	2.0	0.0%
6	119.0	4.3	0.2	50.9	2.0	0.0%
7	119.0	5.3	0.3	41.8	2.0	0.0%
8	119.0	4.8	0.3	51.4	2.0	0.0%
9	119.0	5.9	0.3	51.3	2.0	0.0%
10	119.0	6.1	0.3	61.4	2.0	0.0%
Average:	119.0	5.2	0.3	51.9	2.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB TR on Seawell School Road - Lane ID 2962						
1	119.0	32.7	1.4	130.3	5.0	0.0%
2	119.0	33.4	1.5	151.8	6.0	0.0%
3	119.0	34.0	1.5	143.4	6.0	0.0%
4	119.0	32.4	1.4	155.2	6.0	0.0%
5	119.0	33.6	1.5	150.5	6.0	0.0%
6	119.0	31.3	1.4	129.0	5.0	0.0%
7	119.0	36.3	1.6	155.1	6.0	0.0%
8	119.0	38.6	1.7	152.4	6.0	0.0%
9	119.0	37.0	1.6	148.5	5.0	0.0%
10	119.0	37.0	1.6	172.0	7.0	0.0%
Average:	119.0	34.6	1.5	148.8	5.8	0.0%
SB L on Seawell School Road - Lane ID 2967						
1	119.0	24.5	0.9	137.0	4.0	0.0%
2	119.0	11.3	0.6	65.0	3.0	0.0%
3	119.0	9.9	0.5	63.8	3.0	0.0%
4	119.0	16.1	0.7	101.9	3.0	0.0%
5	119.0	18.8	0.8	74.4	3.0	0.0%
6	119.0	16.2	0.8	74.0	3.0	0.0%
7	119.0	13.4	0.7	73.0	3.0	0.0%
8	119.0	15.1	0.6	126.1	3.0	0.0%
9	119.0	6.7	0.4	45.5	2.0	0.0%
10	119.0	9.1	0.5	38.8	2.0	0.0%
Average:	119.0	14.1	0.7	80.0	2.9	0.0%
SB TR on Seawell School Road - Lane ID 2968						
1	119.0	2.1	0.1	22.2	1.0	0.0%
2	119.0	2.3	0.1	48.2	2.0	0.0%
3	119.0	1.9	0.1	23.0	1.0	0.0%
4	119.0	2.2	0.1	26.3	1.0	0.0%
5	119.0	2.8	0.1	22.5	1.0	0.0%
6	119.0	1.8	0.1	35.9	1.0	0.0%
7	119.0	3.1	0.2	38.1	2.0	0.0%
8	119.0	1.8	0.1	35.1	1.0	0.0%
9	119.0	2.7	0.1	48.6	2.0	0.0%
10	119.0	2.5	0.1	38.0	2.0	0.0%
Average:	119.0	2.3	0.1	33.8	1.4	0.0%
WB L on Homestead Road - Lane ID 2974						
1	119.0	26.9	1.1	168.8	7.0	0.0%
2	119.0	32.8	1.3	210.6	8.0	0.0%
3	119.0	26.9	1.2	157.6	7.0	0.0%
4	119.0	23.2	1.0	158.4	6.0	0.0%
5	119.0	25.7	1.1	214.7	8.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB L on Homestead Road - Lane ID 2974						
6	119.0	28.3	1.2	147.4	6.0	0.0%
7	119.0	25.3	1.1	178.1	7.0	0.0%
8	119.0	26.0	1.1	164.6	6.0	0.0%
9	119.0	26.2	1.1	196.0	8.0	0.0%
10	119.0	28.8	1.3	153.0	6.0	0.0%
Average:	119.0	27.0	1.2	174.9	6.9	0.0%

WB R on Homestead Road - Lane ID 2976

1	119.0	0.4	0.0	43.6	2.0	0.0%
2	119.0	0.3	0.0	19.3	1.0	0.0%
3	119.0	0.3	0.0	19.6	1.0	0.0%
4	119.0	0.1	0.0	17.3	1.0	0.0%
5	119.0	0.2	0.0	21.3	1.0	0.0%
6	119.0	0.6	0.0	21.1	1.0	0.0%
7	119.0	0.3	0.0	17.9	1.0	0.0%
8	119.0	0.3	0.0	33.1	1.0	0.0%
9	119.0	0.4	0.0	18.9	1.0	0.0%
10	119.0	0.5	0.0	20.2	1.0	0.0%
Average:	119.0	0.3	0.0	23.2	1.1	0.0%

WB T on Homestead Road - Lane ID 2975

1	119.0	3.8	0.2	62.2	3.0	0.0%
2	119.0	2.7	0.1	64.5	2.0	0.0%
3	119.0	3.5	0.2	117.0	4.0	0.0%
4	119.0	3.4	0.2	76.5	2.0	0.0%
5	119.0	4.0	0.2	57.0	2.0	0.0%
6	119.0	4.0	0.2	83.7	3.0	0.0%
7	119.0	2.6	0.1	67.8	3.0	0.0%
8	119.0	5.1	0.2	95.4	3.0	0.0%
9	119.0	3.6	0.2	69.2	2.0	0.0%
10	119.0	3.2	0.1	93.5	4.0	0.0%
Average:	119.0	3.6	0.2	78.7	2.8	0.0%

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2480						
1	119.0	11.9	0.5	179.5	6.0	0.0%
2	119.0	11.2	0.4	119.9	4.0	0.0%
3	119.0	8.3	0.4	122.8	5.0	0.0%
4	119.0	11.1	0.5	110.5	5.0	0.0%
5	119.0	10.9	0.5	152.1	5.0	0.0%
6	119.0	13.6	0.6	150.8	5.0	0.0%
7	119.0	10.4	0.5	79.9	3.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2480						
8	119.0	8.0	0.4	142.7	5.0	0.0%
9	119.0	11.9	0.5	88.3	4.0	0.0%
10	119.0	10.7	0.5	116.9	5.0	0.0%
Average:	119.0	10.8	0.5	126.3	4.7	0.0%

EB T on Homestead Road - Lane ID 2481						
1	119.0	8.7	0.4	124.4	5.0	0.0%
2	119.0	10.0	0.4	133.6	5.0	0.0%
3	119.0	7.2	0.3	97.4	4.0	0.0%
4	119.0	9.0	0.4	103.3	4.0	0.0%
5	119.0	6.3	0.3	110.2	5.0	0.0%
6	119.0	7.9	0.3	95.8	4.0	0.0%
7	119.0	7.7	0.3	113.2	4.0	0.0%
8	119.0	9.1	0.4	143.0	5.0	0.0%
9	119.0	6.1	0.3	75.5	3.0	0.0%
10	119.0	7.0	0.3	84.6	4.0	0.0%
Average:	119.0	7.9	0.3	108.1	4.3	0.0%

SB L on Weaver Dairy Ext - Lane ID 725						
1	119.0	11.2	0.5	67.6	3.0	0.0%
2	119.0	15.4	0.6	78.6	2.0	0.0%
3	119.0	12.7	0.6	69.3	3.0	0.0%
4	119.0	7.3	0.4	53.8	2.0	0.0%
5	119.0	8.7	0.5	42.2	2.0	0.0%
6	119.0	11.2	0.6	48.9	2.0	0.0%
7	119.0	10.3	0.5	67.5	3.0	0.0%
8	119.0	12.2	0.6	82.4	2.0	0.0%
9	119.0	11.4	0.6	65.4	2.0	0.0%
10	119.0	12.0	0.5	87.3	2.0	0.0%
Average:	119.0	11.2	0.5	66.3	2.3	0.0%

SB R on Weaver Dairy Ext - Lane ID 2484						
1	119.0	61.9	2.6	254.0	9.0	0.0%
2	119.0	62.9	2.5	221.2	8.0	0.0%
3	119.0	63.2	2.7	264.1	10.0	0.0%
4	119.0	62.5	2.5	294.4	9.0	0.0%
5	119.0	62.6	2.6	228.1	10.0	0.0%
6	119.0	64.9	2.7	251.3	9.0	0.0%
7	119.0	65.5	2.7	219.2	9.0	0.0%
8	119.0	61.1	2.6	194.4	8.0	0.0%
9	119.0	57.0	2.4	278.2	9.0	0.0%
10	119.0	61.4	2.6	211.6	9.0	0.0%
Average:	119.0	62.3	2.6	241.7	9.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB TR on Homestead Road - Lane ID 2916						
1	119.0	6.3	0.3	158.6	5.0	0.0%
2	119.0	6.1	0.3	92.6	4.0	0.0%
3	119.0	5.9	0.3	129.7	5.0	0.0%
4	119.0	6.8	0.3	117.0	4.0	0.0%
5	119.0	4.1	0.2	162.2	6.0	0.0%
6	119.0	7.1	0.3	132.9	5.0	0.0%
7	119.0	6.1	0.3	85.6	3.0	0.0%
8	119.0	5.5	0.2	97.8	3.0	0.0%
9	119.0	9.0	0.4	150.3	5.0	0.0%
10	119.0	8.2	0.4	92.6	4.0	0.0%
Average:	119.0	6.5	0.3	121.9	4.4	0.0%

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2983						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

EB TR on Homestead Road - Lane ID 2950

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

NB LTR on Greenway Landing - Lane ID 2957

1	119.0	0.3	0.0	20.3	1.0	0.0%
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Lane Queue by Intersection

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB LTR on Greenway Landing - Lane ID 2957						
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.1	0.0	16.7	1.0	0.0%
4	119.0	0.1	0.0	15.6	1.0	0.0%
5	119.0	0.3	0.0	19.3	1.0	0.0%
6	119.0	0.3	0.0	16.5	1.0	0.0%
7	119.0	0.5	0.0	20.9	1.0	0.0%
8	119.0	0.3	0.0	20.9	1.0	0.0%
9	119.0	0.4	0.0	35.0	1.0	0.0%
10	119.0	0.3	0.0	18.6	1.0	0.0%
Average:	119.0	0.3	0.0	18.4	0.9	0.0%
SB L on Future Bridgepoint Access Driveway - Lane ID 2981						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%
SB TR on Future Bridgepoint Access Driveway - Lane ID 2982						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%
WB L on Homestead Road - Lane ID 2984						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB L on Homestead Road - Lane ID 2984						
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

WB R on Homestead Road - Lane ID 2986						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

WB T on Homestead Road - Lane ID 2985						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB L on M.L.K. Jr. Blvd - Lane ID 2432						
1	119.0	14.3	0.6	81.4	3.0	0.0%
2	119.0	9.2	0.5	88.8	2.0	0.0%
3	119.0	13.5	0.7	53.6	2.0	0.0%
4	119.0	14.8	0.7	64.6	3.0	0.0%
5	119.0	13.1	0.6	49.7	2.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB L on M.L.K. Jr. Blvd - Lane ID 2432						
6	119.0	11.2	0.5	67.6	3.0	0.0%
7	119.0	14.7	0.7	96.1	4.0	0.0%
8	119.0	11.2	0.5	68.8	3.0	0.0%
9	119.0	12.1	0.6	66.9	3.0	0.0%
10	119.0	12.9	0.6	71.3	3.0	0.0%
Average:	119.0	12.7	0.6	70.9	2.8	0.0%
NB L on M.L.K. Jr. Blvd - Lane ID 644						
1	119.0	14.2	0.6	81.2	2.0	0.0%
2	119.0	16.4	0.8	64.7	3.0	0.0%
3	119.0	12.3	0.6	47.6	2.0	0.0%
4	119.0	15.3	0.7	92.5	3.0	0.0%
5	119.0	15.4	0.7	94.2	3.0	0.0%
6	119.0	13.7	0.7	67.0	3.0	0.0%
7	119.0	13.7	0.7	99.1	4.0	0.0%
8	119.0	17.7	0.8	85.6	3.0	0.0%
9	119.0	12.5	0.6	84.0	3.0	0.0%
10	119.0	10.9	0.5	64.2	2.0	0.0%
Average:	119.0	14.2	0.7	78.0	2.8	0.0%
NB T on M.L.K. Jr. Blvd - Lane ID 645						
1	119.0	10.0	0.4	124.0	5.0	0.0%
2	119.0	7.2	0.3	90.3	3.0	0.0%
3	119.0	8.2	0.4	107.8	4.0	0.0%
4	119.0	10.9	0.5	94.1	4.0	0.0%
5	119.0	7.1	0.3	109.0	4.0	0.0%
6	119.0	7.7	0.3	125.0	5.0	0.0%
7	119.0	7.8	0.3	115.5	5.0	0.0%
8	119.0	8.4	0.3	130.5	4.0	0.0%
9	119.0	10.7	0.5	113.2	4.0	0.0%
10	119.0	8.3	0.4	106.2	5.0	0.0%
Average:	119.0	8.6	0.4	111.6	4.3	0.0%
NB TR on M.L.K. Jr. Blvd - Lane ID 646						
1	119.0	11.2	0.5	141.5	6.0	0.0%
2	119.0	9.3	0.4	117.0	5.0	0.0%
3	119.0	9.9	0.4	116.8	5.0	0.0%
4	119.0	12.0	0.5	114.2	5.0	0.0%
5	119.0	9.2	0.4	112.8	4.0	0.0%
6	119.0	9.3	0.4	111.1	5.0	0.0%
7	119.0	7.5	0.3	99.7	4.0	0.0%
8	119.0	7.7	0.3	116.6	5.0	0.0%
9	119.0	8.3	0.4	89.2	4.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB TR on M.L.K. Jr. Blvd - Lane ID 646						
10	119.0	9.7	0.5	102.9	5.0	0.0%
Average:	119.0	9.4	0.4	112.2	4.8	0.0%
SB L on M.L.K. Jr. Blvd - Lane ID 652						
1	119.0	0.8	0.1	19.9	1.0	0.0%
2	119.0	0.4	0.1	19.6	1.0	0.0%
3	119.0	0.6	0.0	42.5	2.0	0.0%
4	119.0	0.8	0.0	20.9	1.0	0.0%
5	119.0	0.8	0.1	24.5	1.0	0.0%
6	119.0	1.2	0.1	22.6	1.0	0.0%
7	119.0	0.8	0.1	20.3	1.0	0.0%
8	119.0	0.9	0.1	21.5	1.0	0.0%
9	119.0	0.8	0.1	19.7	1.0	0.0%
10	119.0	1.0	0.1	28.6	1.0	0.0%
Average:	119.0	0.8	0.1	24.0	1.1	0.0%
SB R on M.L.K. Jr. Blvd - Lane ID 2423						
1	119.0	1.4	0.1	22.2	1.0	0.0%
2	119.0	2.8	0.1	51.2	2.0	0.0%
3	119.0	2.8	0.1	57.8	2.0	0.0%
4	119.0	1.6	0.1	46.0	2.0	0.0%
5	119.0	2.0	0.1	63.3	2.0	0.0%
6	119.0	1.9	0.1	53.9	2.0	0.0%
7	119.0	3.1	0.2	58.2	3.0	0.0%
8	119.0	1.3	0.1	45.0	2.0	0.0%
9	119.0	1.5	0.1	36.7	1.0	0.0%
10	119.0	2.1	0.1	47.3	2.0	0.0%
Average:	119.0	2.1	0.1	48.2	1.9	0.0%
SB T on M.L.K. Jr. Blvd - Lane ID 2422						
1	119.0	26.5	1.1	165.6	7.0	0.0%
2	119.0	23.5	1.0	173.6	7.0	0.0%
3	119.0	27.9	1.1	212.5	9.0	0.0%
4	119.0	29.3	1.2	195.2	7.0	0.0%
5	119.0	29.5	1.2	178.2	7.0	0.0%
6	119.0	23.1	1.0	203.8	9.0	0.0%
7	119.0	25.7	1.1	213.4	7.0	0.0%
8	119.0	27.3	1.1	228.0	8.0	0.0%
9	119.0	29.6	1.2	184.1	8.0	0.0%
10	119.0	31.9	1.3	239.8	9.0	0.0%
Average:	119.0	27.4	1.1	199.4	7.8	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SB T on M.L.K. Jr. Blvd - Lane ID 653						
1	119.0	30.6	1.3	176.3	8.0	0.0%
2	119.0	27.4	1.1	215.4	8.0	0.0%
3	119.0	29.0	1.2	224.1	8.0	0.0%
4	119.0	24.0	1.0	188.2	7.0	0.0%
5	119.0	26.0	1.1	230.8	8.0	0.0%
6	119.0	25.7	1.0	153.4	6.0	0.0%
7	119.0	25.1	1.1	205.9	9.0	0.0%
8	119.0	28.4	1.2	202.6	8.0	0.0%
9	119.0	31.1	1.3	168.0	7.0	0.0%
10	119.0	28.7	1.2	211.6	8.0	0.0%
Average:	119.0	27.6	1.2	197.6	7.7	0.0%
SEB L on Homestead Road - Lane ID 2426						
1	119.0	36.3	1.6	206.2	7.0	0.0%
2	119.0	34.8	1.5	143.9	6.0	0.0%
3	119.0	33.5	1.5	197.3	7.0	0.0%
4	119.0	35.9	1.6	173.3	6.0	0.0%
5	119.0	37.4	1.7	143.9	6.0	0.0%
6	119.0	31.8	1.4	146.6	6.0	0.0%
7	119.0	35.1	1.5	170.8	7.0	0.0%
8	119.0	31.4	1.4	184.5	5.0	0.0%
9	119.0	31.8	1.4	94.6	4.0	0.0%
10	119.0	33.6	1.5	124.7	6.0	0.0%
Average:	119.0	34.2	1.5	158.6	6.0	0.0%
SEB LT on Homestead Road - Lane ID 2427						
1	119.0	39.1	1.6	175.0	6.0	0.0%
2	119.0	36.9	1.6	155.1	7.0	0.0%
3	119.0	32.0	1.4	170.4	7.0	0.0%
4	119.0	33.0	1.4	143.1	6.0	0.0%
5	119.0	39.0	1.6	165.9	6.0	0.0%
6	119.0	33.9	1.5	124.5	5.0	0.0%
7	119.0	32.0	1.4	121.9	5.0	0.0%
8	119.0	33.7	1.5	167.4	7.0	0.0%
9	119.0	31.5	1.4	116.1	5.0	0.0%
10	119.0	34.4	1.6	133.5	4.0	0.0%
Average:	119.0	34.6	1.5	147.3	5.8	0.0%
SEB R on Homestead Road - Lane ID 2428						
1	119.0	57.7	2.3	289.9	10.0	0.0%
2	119.0	49.6	2.1	225.6	8.0	0.0%
3	119.0	49.7	2.1	252.4	9.0	0.0%
4	119.0	54.8	2.3	257.1	9.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SEB R on Homestead Road - Lane ID 2428						
5	119.0	52.1	2.2	242.5	9.0	0.0%
6	119.0	52.5	2.2	270.9	10.0	0.0%
7	119.0	53.3	2.2	268.1	11.0	0.0%
8	119.0	53.0	2.3	217.0	9.0	0.0%
9	119.0	55.1	2.3	221.0	9.0	0.0%
10	119.0	48.8	2.0	279.4	9.0	0.0%
Average:	119.0	52.7	2.2	252.4	9.3	0.0%
WB L on Homestead Road - Lane ID 2420						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%
WB LT on Homestead Road - Lane ID 2421						
1	119.0	0.9	0.1	22.3	1.0	0.0%
2	119.0	0.6	0.0	18.1	1.0	0.0%
3	119.0	0.3	0.0	18.0	1.0	0.0%
4	119.0	1.2	0.1	27.1	1.0	0.0%
5	119.0	1.6	0.1	26.6	1.0	0.0%
6	119.0	0.4	0.0	16.6	1.0	0.0%
7	119.0	0.3	0.0	18.9	1.0	0.0%
8	119.0	1.2	0.1	18.8	1.0	0.0%
9	119.0	0.4	0.0	16.4	1.0	0.0%
10	119.0	0.7	0.1	16.4	1.0	0.0%
Average:	119.0	0.8	0.1	19.9	1.0	0.0%
WB R on Homestead Road - Lane ID 667						
1	119.0	0.3	0.0	20.3	1.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.2	0.0	18.7	1.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB R on Homestead Road - Lane ID 667						
9	119.0	0.1	0.0	16.8	1.0	0.0%
10	119.0	0.3	0.0	20.0	1.0	0.0%
Average:	119.0	0.1	0.0	7.6	0.4	0.0%

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2022 - NN
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 12:00:00 - 13:00:00
 Interval: Summary
 Selection: No-Build MOEs

Lane Queue by Intersection - Overview

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD NODE: 1609

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2944						
1	119.0	0.5	0.0	24.0	1.0	0.0%
2	119.0	0.1	0.0	17.6	1.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.2	0.0	18.4	1.0	0.0%
5	119.0	0.2	0.0	20.6	1.0	0.0%
6	119.0	0.3	0.0	20.7	1.0	0.0%
7	119.0	0.4	0.0	18.9	1.0	0.0%
8	119.0	0.2	0.0	21.8	1.0	0.0%
9	119.0	0.2	0.0	18.3	1.0	0.0%
10	119.0	0.3	0.0	18.9	1.0	0.0%
Average:	119.0	0.2	0.0	17.9	0.9	0.0%
EB TR on Homestead Road - Lane ID 2945						
1	119.0	9.1	0.4	82.3	3.0	0.0%
2	119.0	7.9	0.4	72.0	3.0	0.0%
3	119.0	7.5	0.4	65.0	3.0	0.0%
4	119.0	8.5	0.4	118.5	3.0	0.0%
5	119.0	6.9	0.3	108.8	4.0	0.0%
6	119.0	7.5	0.3	99.7	4.0	0.0%
7	119.0	8.9	0.4	105.2	4.0	0.0%
8	119.0	7.7	0.4	86.2	4.0	0.0%
9	119.0	6.5	0.3	72.8	3.0	0.0%
10	119.0	9.0	0.4	101.7	4.0	0.0%
Average:	119.0	8.0	0.4	91.2	3.5	0.0%
NB L on Seawell School Road - Lane ID 2969						
1	119.0	2.0	0.1	19.4	1.0	0.0%
2	119.0	3.6	0.2	25.2	1.0	0.0%
3	119.0	3.6	0.2	36.3	2.0	0.0%
4	119.0	2.7	0.1	25.6	1.0	0.0%
5	119.0	3.7	0.2	21.6	1.0	0.0%
6	119.0	3.7	0.2	26.5	1.0	0.0%
7	119.0	3.2	0.2	23.2	1.0	0.0%
8	119.0	1.5	0.1	19.8	1.0	0.0%
9	119.0	2.6	0.2	21.5	1.0	0.0%
10	119.0	3.1	0.2	34.5	2.0	0.0%
Average:	119.0	3.0	0.2	25.4	1.2	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB TR on Seawell School Road - Lane ID 2962						
1	119.0	17.3	0.8	90.2	4.0	0.0%
2	119.0	17.9	0.8	157.1	5.0	0.0%
3	119.0	17.3	0.8	108.7	4.0	0.0%
4	119.0	16.0	0.7	91.7	3.0	0.0%
5	119.0	18.2	0.8	100.4	4.0	0.0%
6	119.0	16.1	0.7	106.4	4.0	0.0%
7	119.0	16.8	0.8	89.5	4.0	0.0%
8	119.0	15.5	0.7	108.8	3.0	0.0%
9	119.0	19.0	0.9	92.7	4.0	0.0%
10	119.0	19.1	0.9	86.0	3.0	0.0%
Average:	119.0	17.3	0.8	103.2	3.8	0.0%
SB L on Seawell School Road - Lane ID 2967						
1	119.0	6.1	0.3	46.0	2.0	0.0%
2	119.0	5.0	0.3	65.2	3.0	0.0%
3	119.0	4.8	0.2	47.4	2.0	0.0%
4	119.0	6.1	0.3	63.9	3.0	0.0%
5	119.0	7.0	0.3	60.1	2.0	0.0%
6	119.0	6.3	0.3	45.5	2.0	0.0%
7	119.0	6.7	0.3	83.0	2.0	0.0%
8	119.0	5.9	0.3	48.3	2.0	0.0%
9	119.0	5.4	0.3	46.6	2.0	0.0%
10	119.0	4.0	0.2	47.1	2.0	0.0%
Average:	119.0	5.7	0.3	55.3	2.2	0.0%
SB TR on Seawell School Road - Lane ID 2968						
1	119.0	2.8	0.2	34.3	2.0	0.0%
2	119.0	4.3	0.2	55.9	2.0	0.0%
3	119.0	3.6	0.2	24.7	1.0	0.0%
4	119.0	3.7	0.2	63.0	2.0	0.0%
5	119.0	5.1	0.3	45.4	2.0	0.0%
6	119.0	4.3	0.2	50.2	2.0	0.0%
7	119.0	5.1	0.3	48.7	2.0	0.0%
8	119.0	3.9	0.2	33.4	1.0	0.0%
9	119.0	3.8	0.2	45.7	2.0	0.0%
10	119.0	5.8	0.3	57.0	1.0	0.0%
Average:	119.0	4.2	0.2	45.8	1.7	0.0%
WB L on Homestead Road - Lane ID 2974						
1	119.0	0.7	0.0	23.9	1.0	0.0%
2	119.0	0.1	0.0	16.3	1.0	0.0%
3	119.0	0.5	0.0	42.5	2.0	0.0%
4	119.0	0.2	0.0	25.0	1.0	0.0%
5	119.0	0.2	0.0	18.8	1.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB L on Homestead Road - Lane ID 2974						
6	119.0	0.7	0.0	43.7	2.0	0.0%
7	119.0	0.5	0.0	39.4	2.0	0.0%
8	119.0	0.6	0.0	36.9	2.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.1	0.0	17.1	1.0	0.0%
Average:	119.0	0.4	0.0	26.4	1.3	0.0%

WB R on Homestead Road - Lane ID 2976

1	119.0	0.5	0.0	41.3	2.0	0.0%
2	119.0	0.3	0.0	21.8	1.0	0.0%
3	119.0	0.3	0.0	38.1	2.0	0.0%
4	119.0	0.6	0.0	36.4	1.0	0.0%
5	119.0	0.3	0.0	18.4	1.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.5	0.0	41.9	2.0	0.0%
8	119.0	0.3	0.0	20.7	1.0	0.0%
9	119.0	0.4	0.0	19.4	1.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.3	0.0	23.8	1.1	0.0%

WB T on Homestead Road - Lane ID 2975

1	119.0	5.4	0.2	151.1	5.0	0.0%
2	119.0	4.8	0.2	134.7	6.0	0.0%
3	119.0	2.3	0.1	111.3	5.0	0.0%
4	119.0	2.6	0.1	148.5	6.0	0.0%
5	119.0	2.8	0.1	112.4	5.0	0.0%
6	119.0	1.6	0.1	67.4	3.0	0.0%
7	119.0	4.4	0.2	140.0	6.0	0.0%
8	119.0	2.6	0.1	134.7	6.0	0.0%
9	119.0	5.4	0.2	114.6	5.0	0.0%
10	119.0	4.5	0.2	146.1	5.0	0.0%
Average:	119.0	3.6	0.2	126.1	5.2	0.0%

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2480						
1	119.0	1.9	0.1	67.2	3.0	0.0%
2	119.0	1.3	0.1	19.7	1.0	0.0%
3	119.0	2.7	0.1	63.0	2.0	0.0%
4	119.0	1.8	0.1	36.1	2.0	0.0%
5	119.0	3.2	0.2	50.1	2.0	0.0%
6	119.0	2.1	0.1	43.0	2.0	0.0%
7	119.0	2.2	0.1	40.7	2.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2480						
8	119.0	1.9	0.1	20.8	1.0	0.0%
9	119.0	1.9	0.1	45.6	2.0	0.0%
10	119.0	2.2	0.1	31.9	1.0	0.0%
Average:	119.0	2.1	0.1	41.8	1.8	0.0%

EB T on Homestead Road - Lane ID 2481						
1	119.0	2.8	0.1	65.1	3.0	0.0%
2	119.0	2.1	0.1	73.4	3.0	0.0%
3	119.0	3.8	0.2	91.3	4.0	0.0%
4	119.0	2.8	0.1	51.6	2.0	0.0%
5	119.0	3.7	0.2	71.1	3.0	0.0%
6	119.0	1.7	0.1	46.3	2.0	0.0%
7	119.0	1.8	0.1	47.7	2.0	0.0%
8	119.0	3.6	0.2	69.0	3.0	0.0%
9	119.0	2.1	0.1	47.9	2.0	0.0%
10	119.0	3.6	0.2	68.6	3.0	0.0%
Average:	119.0	2.8	0.1	63.2	2.7	0.0%

SB L on Weaver Dairy Ext - Lane ID 725						
1	119.0	2.4	0.1	21.2	1.0	0.0%
2	119.0	1.6	0.1	22.8	1.0	0.0%
3	119.0	2.7	0.2	38.8	2.0	0.0%
4	119.0	3.3	0.2	49.3	2.0	0.0%
5	119.0	3.2	0.2	20.3	1.0	0.0%
6	119.0	2.0	0.1	21.4	1.0	0.0%
7	119.0	3.8	0.2	51.5	2.0	0.0%
8	119.0	3.2	0.2	39.0	2.0	0.0%
9	119.0	2.4	0.1	22.5	1.0	0.0%
10	119.0	4.9	0.2	60.2	2.0	0.0%
Average:	119.0	3.0	0.2	34.7	1.5	0.0%

SB R on Weaver Dairy Ext - Lane ID 2484						
1	119.0	39.1	1.8	149.6	6.0	0.0%
2	119.0	38.2	1.7	137.9	6.0	0.0%
3	119.0	41.8	1.8	143.1	7.0	0.0%
4	119.0	37.7	1.7	143.7	6.0	0.0%
5	119.0	36.4	1.6	129.6	5.0	0.0%
6	119.0	41.7	1.9	143.9	6.0	0.0%
7	119.0	46.3	1.9	143.8	6.0	0.0%
8	119.0	41.8	1.8	136.1	5.0	0.0%
9	119.0	37.3	1.7	142.2	6.0	0.0%
10	119.0	39.1	1.8	149.9	6.0	0.0%
Average:	119.0	39.9	1.8	142.0	5.9	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB TR on Homestead Road - Lane ID 2916						
1	119.0	3.2	0.1	98.6	4.0	0.0%
2	119.0	1.2	0.1	54.9	2.0	0.0%
3	119.0	1.8	0.1	113.3	4.0	0.0%
4	119.0	1.3	0.1	42.5	2.0	0.0%
5	119.0	3.1	0.1	104.4	4.0	0.0%
6	119.0	3.9	0.2	139.3	6.0	0.0%
7	119.0	1.9	0.1	126.5	4.0	0.0%
8	119.0	2.9	0.1	148.3	6.0	0.0%
9	119.0	1.2	0.1	47.5	2.0	0.0%
10	119.0	1.3	0.1	52.8	2.0	0.0%
Average:	119.0	2.2	0.1	92.8	3.6	0.0%

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2983						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

EB TR on Homestead Road - Lane ID 2950

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

NB LTR on Greenway Landing - Lane ID 2957

1	119.0	0.2	0.0	19.9	1.0	0.0%
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Lane Queue by Intersection

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB LTR on Greenway Landing - Lane ID 2957						
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.5	0.0	25.5	1.0	0.0%
4	119.0	0.5	0.0	20.5	1.0	0.0%
5	119.0	0.2	0.0	20.1	1.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.5	0.0	37.4	2.0	0.0%
8	119.0	0.3	0.0	16.2	1.0	0.0%
9	119.0	0.2	0.0	22.0	1.0	0.0%
10	119.0	0.2	0.0	20.5	1.0	0.0%
Average:	119.0	0.3	0.0	18.2	0.9	0.0%
SB L on Future Bridgepoint Access Driveway - Lane ID 2981						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%
SB TR on Future Bridgepoint Access Driveway - Lane ID 2982						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%
WB L on Homestead Road - Lane ID 2984						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB L on Homestead Road - Lane ID 2984						
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

WB R on Homestead Road - Lane ID 2986						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

WB T on Homestead Road - Lane ID 2985						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB L on M.L.K. Jr. Blvd - Lane ID 2432						
1	119.0	28.7	1.3	92.2	4.0	0.0%
2	119.0	26.3	1.2	130.0	5.0	0.0%
3	119.0	30.3	1.4	100.8	4.0	0.0%
4	119.0	28.5	1.3	104.0	4.0	0.0%
5	119.0	28.8	1.3	113.9	5.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB L on M.L.K. Jr. Blvd - Lane ID 2432						
6	119.0	27.3	1.2	96.8	3.0	0.0%
7	119.0	30.9	1.4	101.5	4.0	0.0%
8	119.0	27.3	1.2	116.5	4.0	0.0%
9	119.0	29.4	1.4	93.9	4.0	0.0%
10	119.0	25.4	1.1	183.6	5.0	0.0%
Average:	119.0	28.3	1.3	113.3	4.2	0.0%
NB L on M.L.K. Jr. Blvd - Lane ID 644						
1	119.0	25.7	1.2	76.6	4.0	0.0%
2	119.0	25.6	1.2	137.2	4.0	0.0%
3	119.0	24.6	1.1	165.6	7.0	0.0%
4	119.0	27.2	1.2	106.6	5.0	0.0%
5	119.0	26.1	1.2	132.0	5.0	0.0%
6	119.0	24.6	1.1	96.1	4.0	0.0%
7	119.0	29.8	1.3	88.0	4.0	0.0%
8	119.0	28.5	1.3	115.8	4.0	0.0%
9	119.0	21.1	0.9	92.5	4.0	0.0%
10	119.0	26.1	1.2	98.0	4.0	0.0%
Average:	119.0	25.9	1.2	110.8	4.5	0.0%
NB T on M.L.K. Jr. Blvd - Lane ID 645						
1	119.0	7.6	0.4	92.3	4.0	0.0%
2	119.0	7.8	0.4	131.4	5.0	0.0%
3	119.0	8.1	0.4	117.6	5.0	0.0%
4	119.0	10.3	0.4	131.8	5.0	0.0%
5	119.0	10.1	0.5	117.8	5.0	0.0%
6	119.0	10.2	0.4	125.8	4.0	0.0%
7	119.0	7.9	0.3	102.1	4.0	0.0%
8	119.0	10.0	0.4	136.6	4.0	0.0%
9	119.0	7.3	0.3	90.1	4.0	0.0%
10	119.0	10.9	0.5	93.3	4.0	0.0%
Average:	119.0	9.0	0.4	113.9	4.4	0.0%
NB TR on M.L.K. Jr. Blvd - Lane ID 646						
1	119.0	10.2	0.5	120.7	5.0	0.0%
2	119.0	11.5	0.5	108.4	4.0	0.0%
3	119.0	9.6	0.4	117.9	5.0	0.0%
4	119.0	10.4	0.4	114.0	4.0	0.0%
5	119.0	9.6	0.4	105.5	3.0	0.0%
6	119.0	9.8	0.4	111.4	5.0	0.0%
7	119.0	9.7	0.4	92.3	4.0	0.0%
8	119.0	10.7	0.5	106.7	4.0	0.0%
9	119.0	10.2	0.5	129.9	5.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB TR on M.L.K. Jr. Blvd - Lane ID 646						
10	119.0	9.9	0.5	104.9	4.0	0.0%
Average:	119.0	10.2	0.5	111.2	4.3	0.0%
SB L on M.L.K. Jr. Blvd - Lane ID 652						
1	119.0	0.6	0.1	19.5	1.0	0.0%
2	119.0	0.3	0.0	17.8	1.0	0.0%
3	119.0	0.6	0.0	20.0	1.0	0.0%
4	119.0	0.3	0.0	18.9	1.0	0.0%
5	119.0	0.4	0.0	18.7	1.0	0.0%
6	119.0	0.7	0.1	30.4	1.0	0.0%
7	119.0	0.3	0.0	20.9	1.0	0.0%
8	119.0	0.3	0.0	17.7	1.0	0.0%
9	119.0	0.1	0.0	16.6	1.0	0.0%
10	119.0	0.5	0.0	18.6	1.0	0.0%
Average:	119.0	0.4	0.0	19.9	1.0	0.0%
SB R on M.L.K. Jr. Blvd - Lane ID 2423						
1	119.0	2.3	0.1	50.9	2.0	0.0%
2	119.0	3.2	0.1	85.1	2.0	0.0%
3	119.0	2.5	0.1	36.9	2.0	0.0%
4	119.0	2.6	0.1	49.2	2.0	0.0%
5	119.0	1.5	0.1	49.5	2.0	0.0%
6	119.0	1.6	0.1	39.3	2.0	0.0%
7	119.0	2.2	0.1	44.6	2.0	0.0%
8	119.0	0.6	0.0	17.2	1.0	0.0%
9	119.0	1.1	0.0	58.0	1.0	0.0%
10	119.0	3.0	0.1	71.6	3.0	0.0%
Average:	119.0	2.1	0.1	50.2	1.9	0.0%
SB T on M.L.K. Jr. Blvd - Lane ID 2422						
1	119.0	12.5	0.6	100.0	4.0	0.0%
2	119.0	14.7	0.6	133.9	4.0	0.0%
3	119.0	13.5	0.6	123.9	5.0	0.0%
4	119.0	10.2	0.5	105.7	4.0	0.0%
5	119.0	11.4	0.5	90.0	4.0	0.0%
6	119.0	15.8	0.7	112.2	5.0	0.0%
7	119.0	13.1	0.6	123.9	5.0	0.0%
8	119.0	12.5	0.6	137.4	5.0	0.0%
9	119.0	11.5	0.5	88.5	4.0	0.0%
10	119.0	12.0	0.5	101.0	4.0	0.0%
Average:	119.0	12.7	0.6	111.7	4.4	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SB T on M.L.K. Jr. Blvd - Lane ID 653						
1	119.0	11.0	0.5	93.8	4.0	0.0%
2	119.0	15.9	0.7	132.5	5.0	0.0%
3	119.0	14.8	0.7	119.8	5.0	0.0%
4	119.0	10.4	0.4	133.4	4.0	0.0%
5	119.0	12.6	0.6	143.5	6.0	0.0%
6	119.0	15.6	0.7	125.8	5.0	0.0%
7	119.0	13.4	0.6	115.4	5.0	0.0%
8	119.0	13.8	0.6	128.9	6.0	0.0%
9	119.0	11.9	0.5	123.6	5.0	0.0%
10	119.0	13.5	0.6	113.6	5.0	0.0%
Average:	119.0	13.3	0.6	123.0	5.0	0.0%
SEB L on Homestead Road - Lane ID 2426						
1	119.0	14.9	0.7	86.0	4.0	0.0%
2	119.0	21.4	1.0	77.1	3.0	0.0%
3	119.0	16.6	0.7	92.5	4.0	0.0%
4	119.0	18.8	0.9	86.5	4.0	0.0%
5	119.0	15.2	0.7	74.4	3.0	0.0%
6	119.0	16.0	0.8	59.5	3.0	0.0%
7	119.0	19.3	0.9	94.7	4.0	0.0%
8	119.0	13.5	0.6	69.8	3.0	0.0%
9	119.0	19.8	0.9	92.6	4.0	0.0%
10	119.0	12.9	0.6	78.7	3.0	0.0%
Average:	119.0	16.8	0.8	81.2	3.5	0.0%
SEB LT on Homestead Road - Lane ID 2427						
1	119.0	20.3	1.0	95.8	4.0	0.0%
2	119.0	18.7	0.9	94.7	4.0	0.0%
3	119.0	17.8	0.9	83.0	4.0	0.0%
4	119.0	19.0	0.9	90.2	4.0	0.0%
5	119.0	12.9	0.6	79.7	3.0	0.0%
6	119.0	16.9	0.8	76.6	4.0	0.0%
7	119.0	16.6	0.7	90.9	3.0	0.0%
8	119.0	18.4	0.9	68.2	3.0	0.0%
9	119.0	20.7	0.9	105.7	4.0	0.0%
10	119.0	18.5	0.9	100.3	4.0	0.0%
Average:	119.0	18.0	0.9	88.5	3.7	0.0%
SEB R on Homestead Road - Lane ID 2428						
1	119.0	28.4	1.3	182.8	8.0	0.0%
2	119.0	27.8	1.2	141.5	6.0	0.0%
3	119.0	26.5	1.2	144.5	6.0	0.0%
4	119.0	23.8	1.1	150.7	6.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SEB R on Homestead Road - Lane ID 2428						
5	119.0	21.8	0.9	151.6	5.0	0.0%
6	119.0	23.0	1.0	149.6	5.0	0.0%
7	119.0	24.6	1.1	231.3	8.0	0.0%
8	119.0	18.9	0.8	115.7	5.0	0.0%
9	119.0	32.7	1.5	208.2	8.0	0.0%
10	119.0	23.4	1.0	169.9	5.0	0.0%
Average:	119.0	25.1	1.1	164.6	6.2	0.0%
WB L on Homestead Road - Lane ID 2420						
1	119.0	4.4	0.2	42.1	2.0	0.0%
2	119.0	4.5	0.2	57.4	1.0	0.0%
3	119.0	2.0	0.1	23.5	1.0	0.0%
4	119.0	2.1	0.1	46.3	2.0	0.0%
5	119.0	2.1	0.1	41.9	2.0	0.0%
6	119.0	4.4	0.3	20.9	1.0	0.0%
7	119.0	3.5	0.2	48.2	2.0	0.0%
8	119.0	3.4	0.2	22.3	1.0	0.0%
9	119.0	1.8	0.1	46.6	1.0	0.0%
10	119.0	3.6	0.2	34.9	1.0	0.0%
Average:	119.0	3.2	0.2	38.4	1.4	0.0%
WB LT on Homestead Road - Lane ID 2421						
1	119.0	3.7	0.2	47.9	2.0	0.0%
2	119.0	2.7	0.2	40.5	2.0	0.0%
3	119.0	5.1	0.3	77.0	3.0	0.0%
4	119.0	7.1	0.4	46.0	2.0	0.0%
5	119.0	6.4	0.3	55.2	2.0	0.0%
6	119.0	2.9	0.2	62.1	3.0	0.0%
7	119.0	3.6	0.2	21.1	1.0	0.0%
8	119.0	6.8	0.3	66.0	2.0	0.0%
9	119.0	5.6	0.3	38.4	2.0	0.0%
10	119.0	4.5	0.2	28.4	1.0	0.0%
Average:	119.0	4.8	0.3	48.3	2.0	0.0%
WB R on Homestead Road - Lane ID 667						
1	119.0	3.2	0.1	59.1	2.0	0.0%
2	119.0	1.7	0.1	20.6	1.0	0.0%
3	119.0	1.6	0.1	21.2	1.0	0.0%
4	119.0	1.6	0.1	28.8	1.0	0.0%
5	119.0	1.7	0.1	23.9	1.0	0.0%
6	119.0	1.6	0.1	21.3	1.0	0.0%
7	119.0	2.3	0.1	22.6	1.0	0.0%
8	119.0	1.1	0.1	22.7	1.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB R on Homestead Road - Lane ID 667						
9	119.0	2.4	0.1	37.8	1.0	0.0%
10	119.0	1.8	0.1	26.4	1.0	0.0%
Average:	119.0	1.9	0.1	28.4	1.1	0.0%

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2022 - PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 17:00:00 - 18:00:00
 Interval: Summary
 Selection: No-Build MOEs

Lane Queue by Intersection - Overview

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD						NODE: 1609	
Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)	
EB L on Homestead Road - Lane ID 2944							
1	119.0	0.5	0.0	20.8	1.0	0.0%	
2	119.0	0.6	0.0	18.3	1.0	0.0%	
3	119.0	0.3	0.0	19.7	1.0	0.0%	
4	119.0	0.8	0.0	20.1	1.0	0.0%	
5	119.0	0.4	0.0	19.0	1.0	0.0%	
6	119.0	0.2	0.0	17.9	1.0	0.0%	
7	119.0	0.0	0.0	0.0	0.0	0.0%	
8	119.0	0.5	0.0	22.5	1.0	0.0%	
9	119.0	0.3	0.0	22.8	1.0	0.0%	
10	119.0	0.7	0.0	25.8	1.0	0.0%	
Average:	119.0	0.4	0.0	18.7	0.9	0.0%	
EB TR on Homestead Road - Lane ID 2945							
1	119.0	22.9	1.0	130.6	5.0	0.0%	
2	119.0	21.7	0.9	137.1	4.0	0.0%	
3	119.0	21.6	0.9	129.6	5.0	0.0%	
4	119.0	22.6	0.9	148.3	6.0	0.0%	
5	119.0	21.9	0.9	136.9	5.0	0.0%	
6	119.0	27.5	1.2	146.4	6.0	0.0%	
7	119.0	21.8	0.9	128.0	4.0	0.0%	
8	119.0	19.3	0.9	127.2	5.0	0.0%	
9	119.0	19.7	0.9	137.2	5.0	0.0%	
10	119.0	23.0	1.0	147.4	5.0	0.0%	
Average:	119.0	22.2	1.0	136.9	5.0	0.0%	
NB L on Seawell School Road - Lane ID 2969							
1	119.0	6.0	0.3	52.1	2.0	0.0%	
2	119.0	3.7	0.2	24.0	1.0	0.0%	
3	119.0	6.2	0.3	39.0	2.0	0.0%	
4	119.0	5.4	0.3	49.0	2.0	0.0%	
5	119.0	6.3	0.3	47.2	2.0	0.0%	
6	119.0	5.9	0.3	34.6	1.0	0.0%	
7	119.0	5.3	0.3	53.3	2.0	0.0%	
8	119.0	4.1	0.2	50.4	2.0	0.0%	
9	119.0	5.3	0.3	57.8	1.0	0.0%	
10	119.0	5.8	0.3	47.2	2.0	0.0%	
Average:	119.0	5.4	0.3	45.5	1.7	0.0%	

Lane Queue by Intersection

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB TR on Seawell School Road - Lane ID 2962						
1	119.0	23.9	1.0	119.5	5.0	0.0%
2	119.0	20.1	0.9	124.4	5.0	0.0%
3	119.0	17.4	0.7	113.2	4.0	0.0%
4	119.0	17.6	0.8	115.4	5.0	0.0%
5	119.0	21.4	1.0	121.3	5.0	0.0%
6	119.0	23.2	1.0	186.6	5.0	0.0%
7	119.0	18.8	0.8	137.1	4.0	0.0%
8	119.0	22.4	0.9	141.4	4.0	0.0%
9	119.0	19.6	0.9	123.0	5.0	0.0%
10	119.0	17.4	0.8	99.3	4.0	0.0%
Average:	119.0	20.2	0.9	128.1	4.6	0.0%

SB L on Seawell School Road - Lane ID 2967						
1	119.0	3.8	0.2	40.4	2.0	0.0%
2	119.0	4.8	0.2	69.5	3.0	0.0%
3	119.0	7.9	0.4	84.3	3.0	0.0%
4	119.0	3.5	0.2	55.1	2.0	0.0%
5	119.0	4.2	0.2	21.2	1.0	0.0%
6	119.0	2.8	0.1	49.0	2.0	0.0%
7	119.0	4.2	0.1	93.4	2.0	0.0%
8	119.0	4.5	0.2	46.1	2.0	0.0%
9	119.0	4.6	0.2	45.8	2.0	0.0%
10	119.0	3.6	0.2	21.9	1.0	0.0%
Average:	119.0	4.4	0.2	52.7	2.0	0.0%

SB TR on Seawell School Road - Lane ID 2968						
1	119.0	2.3	0.1	51.7	1.0	0.0%
2	119.0	1.5	0.1	44.3	2.0	0.0%
3	119.0	1.2	0.1	42.5	2.0	0.0%
4	119.0	0.9	0.1	20.8	1.0	0.0%
5	119.0	1.6	0.1	20.7	1.0	0.0%
6	119.0	0.9	0.1	19.9	1.0	0.0%
7	119.0	1.5	0.1	19.9	1.0	0.0%
8	119.0	2.6	0.1	47.3	2.0	0.0%
9	119.0	1.6	0.1	40.9	2.0	0.0%
10	119.0	1.2	0.1	46.9	2.0	0.0%
Average:	119.0	1.5	0.1	35.5	1.5	0.0%

WB L on Homestead Road - Lane ID 2974						
1	119.0	3.4	0.2	97.1	2.0	0.0%
2	119.0	2.9	0.1	60.7	2.0	0.0%
3	119.0	2.5	0.1	58.3	2.0	0.0%
4	119.0	2.8	0.1	49.2	2.0	0.0%
5	119.0	1.4	0.1	47.8	2.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB L on Homestead Road - Lane ID 2974						
6	119.0	3.0	0.1	72.4	2.0	0.0%
7	119.0	2.7	0.1	50.2	2.0	0.0%
8	119.0	3.5	0.2	53.0	2.0	0.0%
9	119.0	3.2	0.2	59.3	2.0	0.0%
10	119.0	2.7	0.2	42.8	2.0	0.0%
Average:	119.0	2.8	0.1	59.1	2.0	0.0%

WB R on Homestead Road - Lane ID 2976

1	119.0	0.1	0.0	16.0	1.0	0.0%
2	119.0	0.2	0.0	20.9	1.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.3	0.0	19.0	1.0	0.0%
5	119.0	0.1	0.0	16.9	1.0	0.0%
6	119.0	0.1	0.0	17.1	1.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.4	0.0	19.2	1.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.5	0.0	28.6	1.0	0.0%
Average:	119.0	0.2	0.0	13.8	0.7	0.0%

WB T on Homestead Road - Lane ID 2975

1	119.0	13.6	0.5	243.6	10.0	0.0%
2	119.0	12.2	0.5	249.5	10.0	0.0%
3	119.0	7.8	0.3	199.7	8.0	0.0%
4	119.0	11.7	0.5	360.8	13.0	0.0%
5	119.0	4.9	0.2	203.2	7.0	0.0%
6	119.0	10.2	0.4	251.0	9.0	0.0%
7	119.0	9.3	0.4	252.3	10.0	0.0%
8	119.0	10.8	0.5	298.3	12.0	0.0%
9	119.0	12.9	0.5	269.9	11.0	0.0%
10	119.0	8.9	0.4	242.9	10.0	0.0%
Average:	119.0	10.2	0.4	257.1	10.0	0.0%

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2480						
1	119.0	8.2	0.4	106.6	4.0	0.0%
2	119.0	8.0	0.4	61.2	3.0	0.0%
3	119.0	8.4	0.4	104.2	4.0	0.0%
4	119.0	8.5	0.4	87.0	4.0	0.0%
5	119.0	9.8	0.4	129.0	4.0	0.0%
6	119.0	5.9	0.3	82.1	4.0	0.0%
7	119.0	7.8	0.4	94.8	4.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2480						
8	119.0	8.0	0.4	86.8	4.0	0.0%
9	119.0	8.8	0.4	70.9	3.0	0.0%
10	119.0	9.3	0.4	106.8	4.0	0.0%
Average:	119.0	8.3	0.4	92.9	3.8	0.0%
EB T on Homestead Road - Lane ID 2481						
1	119.0	2.8	0.1	60.9	3.0	0.0%
2	119.0	3.8	0.2	73.2	3.0	0.0%
3	119.0	5.4	0.2	111.5	3.0	0.0%
4	119.0	3.5	0.2	97.6	4.0	0.0%
5	119.0	4.5	0.2	77.9	3.0	0.0%
6	119.0	5.3	0.2	76.3	3.0	0.0%
7	119.0	5.0	0.2	90.7	4.0	0.0%
8	119.0	5.2	0.2	88.2	4.0	0.0%
9	119.0	2.6	0.1	48.8	2.0	0.0%
10	119.0	4.7	0.2	72.6	3.0	0.0%
Average:	119.0	4.3	0.2	79.8	3.2	0.0%
SB L on Weaver Dairy Ext - Lane ID 725						
1	119.0	9.6	0.4	81.5	2.0	0.0%
2	119.0	8.2	0.4	46.6	2.0	0.0%
3	119.0	6.0	0.3	83.1	3.0	0.0%
4	119.0	6.9	0.4	63.5	3.0	0.0%
5	119.0	4.6	0.2	46.1	2.0	0.0%
6	119.0	7.7	0.4	49.0	2.0	0.0%
7	119.0	8.4	0.5	46.4	2.0	0.0%
8	119.0	8.3	0.4	91.9	2.0	0.0%
9	119.0	8.2	0.4	44.2	2.0	0.0%
10	119.0	5.4	0.3	22.1	1.0	0.0%
Average:	119.0	7.3	0.4	57.4	2.1	0.0%
SB R on Weaver Dairy Ext - Lane ID 2484						
1	119.0	80.2	3.3	305.1	13.0	0.0%
2	119.0	81.5	3.3	341.3	12.0	0.0%
3	119.0	77.5	3.2	243.5	10.0	0.0%
4	119.0	81.6	3.3	310.5	11.0	0.0%
5	119.0	72.4	3.1	259.2	11.0	0.0%
6	119.0	76.8	3.2	269.2	11.0	0.0%
7	119.0	83.9	3.5	291.8	11.0	0.0%
8	119.0	78.9	3.2	294.5	11.0	0.0%
9	119.0	78.9	3.2	272.2	11.0	0.0%
10	119.0	78.3	3.2	299.7	10.0	0.0%
Average:	119.0	79.0	3.3	288.7	11.1	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB TR on Homestead Road - Lane ID 2916						
1	119.0	16.2	0.6	267.3	11.0	0.0%
2	119.0	18.3	0.7	295.7	11.0	0.0%
3	119.0	21.9	0.9	321.4	13.0	0.0%
4	119.0	17.1	0.6	413.0	15.0	0.0%
5	119.0	13.3	0.6	177.6	8.0	0.0%
6	119.0	6.4	0.3	78.2	3.0	0.0%
7	119.0	16.7	0.7	284.7	9.0	0.0%
8	119.0	19.6	0.8	383.6	16.0	0.0%
9	119.0	22.2	0.9	343.6	13.0	0.0%
10	119.0	14.9	0.6	304.8	12.0	0.0%
Average:	119.0	16.7	0.7	287.0	11.1	0.0%

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2983						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

EB TR on Homestead Road - Lane ID 2950

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

NB LTR on Greenway Landing - Lane ID 2957

1	119.0	0.1	0.0	17.5	1.0	0.0%
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Lane Queue by Intersection

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB LTR on Greenway Landing - Lane ID 2957						
2	119.0	0.3	0.0	17.0	1.0	0.0%
3	119.0	0.4	0.0	25.2	1.0	0.0%
4	119.0	0.3	0.0	22.4	1.0	0.0%
5	119.0	0.5	0.0	20.6	1.0	0.0%
6	119.0	0.2	0.0	22.6	1.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.2	0.0	20.4	1.0	0.0%
9	119.0	0.5	0.0	22.2	1.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.3	0.0	16.8	0.8	0.0%
SB L on Future Bridgepoint Access Driveway - Lane ID 2981						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%
SB TR on Future Bridgepoint Access Driveway - Lane ID 2982						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%
WB L on Homestead Road - Lane ID 2984						
1	119.0	0.3	0.0	22.4	1.0	0.0%
2	119.0	0.1	0.0	15.4	1.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB L on Homestead Road - Lane ID 2984						
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.2	0.0	23.3	1.0	0.0%
8	119.0	0.1	0.0	10.4	1.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.1	0.0	15.4	1.0	0.0%
Average:	119.0	0.1	0.0	8.7	0.5	0.0%

WB R on Homestead Road - Lane ID 2986						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

WB T on Homestead Road - Lane ID 2985						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB L on M.L.K. Jr. Blvd - Lane ID 2432						
1	119.0	50.4	2.2	193.3	7.0	0.0%
2	119.0	51.5	2.2	182.4	7.0	0.0%
3	119.0	51.5	2.3	159.4	7.0	0.0%
4	119.0	55.3	2.3	200.9	7.0	0.0%
5	119.0	47.2	2.1	158.9	6.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB L on M.L.K. Jr. Blvd - Lane ID 2432						
6	119.0	52.0	2.3	166.8	6.0	0.0%
7	119.0	49.9	2.1	174.3	7.0	0.0%
8	119.0	50.9	2.2	156.7	6.0	0.0%
9	119.0	55.4	2.2	168.4	7.0	0.0%
10	119.0	51.8	2.2	182.3	6.0	0.0%
Average:	119.0	51.6	2.2	174.3	6.6	0.0%
NB L on M.L.K. Jr. Blvd - Lane ID 644						
1	119.0	48.0	2.0	180.5	7.0	0.0%
2	119.0	50.9	2.1	159.7	6.0	0.0%
3	119.0	47.5	2.1	153.3	6.0	0.0%
4	119.0	56.6	2.3	181.9	7.0	0.0%
5	119.0	50.4	2.1	194.4	8.0	0.0%
6	119.0	53.9	2.4	212.6	9.0	0.0%
7	119.0	49.8	2.2	157.2	6.0	0.0%
8	119.0	53.9	2.3	208.0	7.0	0.0%
9	119.0	58.3	2.5	169.7	7.0	0.0%
10	119.0	52.0	2.3	156.6	6.0	0.0%
Average:	119.0	52.1	2.2	177.4	6.9	0.0%
NB T on M.L.K. Jr. Blvd - Lane ID 645						
1	119.0	11.2	0.5	159.2	6.0	0.0%
2	119.0	11.3	0.5	142.2	5.0	0.0%
3	119.0	9.8	0.4	118.7	4.0	0.0%
4	119.0	11.5	0.5	118.2	5.0	0.0%
5	119.0	10.8	0.5	150.9	7.0	0.0%
6	119.0	8.8	0.4	137.6	5.0	0.0%
7	119.0	10.2	0.4	105.1	4.0	0.0%
8	119.0	9.8	0.4	246.0	10.0	0.0%
9	119.0	9.5	0.4	209.6	8.0	0.0%
10	119.0	11.8	0.5	170.9	7.0	0.0%
Average:	119.0	10.5	0.5	155.8	6.1	0.0%
NB TR on M.L.K. Jr. Blvd - Lane ID 646						
1	119.0	10.3	0.4	124.3	5.0	0.0%
2	119.0	11.5	0.5	141.9	5.0	0.0%
3	119.0	8.3	0.4	111.2	5.0	0.0%
4	119.0	10.8	0.5	140.2	6.0	0.0%
5	119.0	10.4	0.5	158.1	7.0	0.0%
6	119.0	8.8	0.4	131.3	4.0	0.0%
7	119.0	7.9	0.4	116.8	5.0	0.0%
8	119.0	10.7	0.5	213.6	9.0	0.0%
9	119.0	8.6	0.4	172.5	6.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB TR on M.L.K. Jr. Blvd - Lane ID 646						
10	119.0	14.2	0.6	193.1	9.0	0.0%
Average:	119.0	10.2	0.5	150.3	6.1	0.0%
SB L on M.L.K. Jr. Blvd - Lane ID 652						
1	119.0	0.1	0.0	13.7	1.0	0.0%
2	119.0	0.2	0.0	17.1	1.0	0.0%
3	119.0	0.1	0.0	17.7	1.0	0.0%
4	119.0	0.2	0.0	17.9	1.0	0.0%
5	119.0	0.3	0.0	17.4	1.0	0.0%
6	119.0	0.1	0.0	15.7	1.0	0.0%
7	119.0	0.0	0.0	0.0	1.0	0.0%
8	119.0	0.4	0.0	17.5	1.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	2.0	0.0%
Average:	119.0	0.1	0.0	11.7	1.0	0.0%
SB R on M.L.K. Jr. Blvd - Lane ID 2423						
1	119.0	3.7	0.2	117.5	4.0	0.0%
2	119.0	3.8	0.2	72.8	3.0	0.0%
3	119.0	2.7	0.1	63.9	3.0	0.0%
4	119.0	2.6	0.1	51.8	2.0	0.0%
5	119.0	1.8	0.1	43.2	2.0	0.0%
6	119.0	3.3	0.2	75.4	3.0	0.0%
7	119.0	4.2	0.2	73.7	3.0	0.0%
8	119.0	4.2	0.2	93.1	4.0	0.0%
9	119.0	2.8	0.1	97.0	4.0	0.0%
10	119.0	3.3	0.1	99.1	4.0	0.0%
Average:	119.0	3.2	0.2	78.8	3.2	0.0%
SB T on M.L.K. Jr. Blvd - Lane ID 2422						
1	119.0	14.5	0.6	156.2	7.0	0.0%
2	119.0	17.7	0.7	144.9	6.0	0.0%
3	119.0	13.9	0.6	125.8	5.0	0.0%
4	119.0	16.3	0.7	125.4	5.0	0.0%
5	119.0	14.4	0.6	146.4	6.0	0.0%
6	119.0	15.6	0.7	133.0	5.0	0.0%
7	119.0	16.7	0.7	163.0	6.0	0.0%
8	119.0	12.7	0.6	122.7	5.0	0.0%
9	119.0	15.6	0.7	157.2	6.0	0.0%
10	119.0	17.5	0.7	153.1	6.0	0.0%
Average:	119.0	15.5	0.7	142.8	5.7	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SB T on M.L.K. Jr. Blvd - Lane ID 653						
1	119.0	13.7	0.6	179.1	7.0	0.0%
2	119.0	19.6	0.8	168.9	6.0	0.0%
3	119.0	18.6	0.8	150.6	6.0	0.0%
4	119.0	16.7	0.7	156.8	6.0	0.0%
5	119.0	17.6	0.8	150.2	6.0	0.0%
6	119.0	12.8	0.6	162.0	6.0	0.0%
7	119.0	17.8	0.7	162.0	6.0	0.0%
8	119.0	18.3	0.8	194.2	6.0	0.0%
9	119.0	16.6	0.7	137.5	5.0	0.0%
10	119.0	20.0	0.8	145.8	6.0	0.0%
Average:	119.0	17.2	0.7	160.7	6.0	0.0%
SEB L on Homestead Road - Lane ID 2426						
1	119.0	20.2	0.9	99.5	3.0	0.0%
2	119.0	21.5	0.9	91.8	4.0	0.0%
3	119.0	22.6	1.0	123.7	5.0	0.0%
4	119.0	27.8	1.2	143.9	5.0	0.0%
5	119.0	20.4	1.0	80.6	4.0	0.0%
6	119.0	22.8	1.0	95.6	4.0	0.0%
7	119.0	20.9	1.0	96.1	4.0	0.0%
8	119.0	17.6	0.8	116.9	4.0	0.0%
9	119.0	20.9	0.9	101.0	4.0	0.0%
10	119.0	22.3	1.1	81.0	3.0	0.0%
Average:	119.0	21.7	1.0	103.0	4.0	0.0%
SEB LT on Homestead Road - Lane ID 2427						
1	119.0	20.9	1.0	81.9	4.0	0.0%
2	119.0	21.6	1.0	125.3	5.0	0.0%
3	119.0	25.4	1.1	112.8	4.0	0.0%
4	119.0	22.0	1.0	103.5	4.0	0.0%
5	119.0	17.0	0.8	75.4	3.0	0.0%
6	119.0	24.2	1.1	85.4	3.0	0.0%
7	119.0	21.0	0.9	135.6	4.0	0.0%
8	119.0	21.2	1.0	104.8	5.0	0.0%
9	119.0	19.1	0.9	131.6	6.0	0.0%
10	119.0	20.4	1.0	102.0	4.0	0.0%
Average:	119.0	21.3	1.0	105.8	4.2	0.0%
SEB R on Homestead Road - Lane ID 2428						
1	119.0	27.2	1.2	157.0	7.0	0.0%
2	119.0	24.1	1.1	113.7	5.0	0.0%
3	119.0	25.5	1.1	127.2	5.0	0.0%
4	119.0	27.1	1.2	168.1	6.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SEB R on Homestead Road - Lane ID 2428						
5	119.0	26.4	1.2	160.4	6.0	0.0%
6	119.0	29.5	1.3	198.0	7.0	0.0%
7	119.0	24.4	1.1	131.0	6.0	0.0%
8	119.0	24.4	1.1	172.4	5.0	0.0%
9	119.0	23.5	1.1	169.7	7.0	0.0%
10	119.0	26.3	1.1	168.3	6.0	0.0%
Average:	119.0	25.8	1.2	156.6	6.0	0.0%
WB L on Homestead Road - Lane ID 2420						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.3	0.0	18.3	1.0	0.0%
3	119.0	0.5	0.0	19.7	1.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.7	0.0	17.7	1.0	0.0%
7	119.0	0.3	0.0	19.6	1.0	0.0%
8	119.0	0.8	0.1	16.2	1.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.3	0.0	15.9	1.0	0.0%
Average:	119.0	0.3	0.0	10.7	0.6	0.0%
WB LT on Homestead Road - Lane ID 2421						
1	119.0	0.6	0.0	27.0	1.0	0.0%
2	119.0	0.9	0.1	19.4	1.0	0.0%
3	119.0	1.1	0.1	18.1	1.0	0.0%
4	119.0	1.4	0.1	18.9	1.0	0.0%
5	119.0	2.0	0.1	22.0	1.0	0.0%
6	119.0	1.5	0.1	19.8	1.0	0.0%
7	119.0	0.9	0.1	17.9	1.0	0.0%
8	119.0	1.6	0.1	16.7	1.0	0.0%
9	119.0	0.8	0.1	16.9	1.0	0.0%
10	119.0	1.4	0.1	21.2	1.0	0.0%
Average:	119.0	1.2	0.1	19.8	1.0	0.0%
WB R on Homestead Road - Lane ID 667						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.5	0.0	57.2	1.0	0.0%
3	119.0	0.3	0.0	16.6	1.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.2	0.0	18.2	1.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.2	0.0	19.8	1.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB R on Homestead Road - Lane ID 667						
9	119.0	0.3	0.0	18.9	1.0	0.0%
10	119.0	0.1	0.0	17.0	1.0	0.0%
Average:	119.0	0.2	0.0	14.8	0.6	0.0%

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 No Build - AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: No-Build MOEs

Lane Queue by Intersection - Overview

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2944						
1	119.0	0.2	0.0	20.3	1.0	0.0%
2	119.0	0.3	0.0	19.7	1.0	0.0%
3	119.0	0.5	0.0	26.2	1.0	0.0%
4	119.0	0.3	0.0	18.6	1.0	0.0%
5	119.0	0.4	0.0	18.3	1.0	0.0%
6	119.0	0.3	0.0	17.8	1.0	0.0%
7	119.0	0.4	0.0	27.3	1.0	0.0%
8	119.0	0.2	0.0	20.4	1.0	0.0%
9	119.0	0.3	0.0	15.7	1.0	0.0%
10	119.0	0.3	0.0	17.0	1.0	0.0%
Average:	119.0	0.3	0.0	20.1	1.0	0.0%
EB TR on Homestead Road - Lane ID 2945						
1	119.0	66.9	2.6	284.8	11.0	0.0%
2	119.0	60.7	2.5	232.0	9.0	0.0%
3	119.0	58.3	2.3	252.1	9.0	0.0%
4	119.0	60.6	2.5	295.1	12.0	0.0%
5	119.0	58.3	2.4	243.2	10.0	0.0%
6	119.0	59.1	2.4	276.4	10.0	0.0%
7	119.0	59.5	2.4	245.9	9.0	0.0%
8	119.0	56.8	2.4	251.1	9.0	0.0%
9	119.0	58.0	2.4	281.2	10.0	0.0%
10	119.0	61.7	2.5	291.5	10.0	0.0%
Average:	119.0	60.0	2.4	265.3	9.9	0.0%
NB L on Seawell School Road - Lane ID 2969						
1	119.0	6.3	0.3	62.2	2.0	0.0%
2	119.0	5.9	0.3	43.6	2.0	0.0%
3	119.0	3.1	0.2	24.0	1.0	0.0%
4	119.0	4.3	0.2	25.3	1.0	0.0%
5	119.0	6.4	0.3	71.8	2.0	0.0%
6	119.0	4.5	0.2	47.7	2.0	0.0%
7	119.0	4.5	0.2	23.6	1.0	0.0%
8	119.0	4.1	0.2	23.0	1.0	0.0%
9	119.0	4.5	0.2	46.6	2.0	0.0%
10	119.0	5.3	0.3	63.2	2.0	0.0%
Average:	119.0	4.9	0.2	43.1	1.6	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB TR on Seawell School Road - Lane ID 2962						
1	119.0	38.7	1.7	153.0	6.0	0.0%
2	119.0	36.5	1.6	150.4	5.0	0.0%
3	119.0	35.8	1.6	142.3	6.0	0.0%
4	119.0	41.9	1.7	200.8	6.0	0.0%
5	119.0	38.2	1.6	165.3	7.0	0.0%
6	119.0	35.2	1.5	179.3	7.0	0.0%
7	119.0	37.1	1.6	141.1	6.0	0.0%
8	119.0	36.8	1.5	170.4	5.0	0.0%
9	119.0	35.8	1.6	114.9	5.0	0.0%
10	119.0	34.5	1.5	154.9	6.0	0.0%
Average:	119.0	37.1	1.6	157.2	5.9	0.0%

SB L on Seawell School Road - Lane ID 2967						
1	119.0	11.5	0.6	62.4	3.0	0.0%
2	119.0	21.0	1.0	92.6	4.0	0.0%
3	119.0	19.2	0.8	86.1	3.0	0.0%
4	119.0	13.7	0.7	62.9	3.0	0.0%
5	119.0	12.1	0.6	74.3	3.0	0.0%
6	119.0	16.3	0.9	75.9	3.0	0.0%
7	119.0	25.6	1.2	84.3	4.0	0.0%
8	119.0	10.7	0.6	65.5	3.0	0.0%
9	119.0	14.2	0.7	95.1	3.0	0.0%
10	119.0	17.5	0.8	77.4	3.0	0.0%
Average:	119.0	16.2	0.8	77.7	3.2	0.0%

SB TR on Seawell School Road - Lane ID 2968						
1	119.0	2.9	0.1	85.0	2.0	0.0%
2	119.0	1.7	0.1	21.7	1.0	0.0%
3	119.0	2.6	0.1	44.8	2.0	0.0%
4	119.0	2.4	0.1	82.1	2.0	0.0%
5	119.0	3.0	0.1	53.4	2.0	0.0%
6	119.0	2.6	0.1	22.5	1.0	0.0%
7	119.0	1.3	0.1	23.9	1.0	0.0%
8	119.0	2.7	0.2	20.8	1.0	0.0%
9	119.0	1.5	0.1	21.3	1.0	0.0%
10	119.0	2.6	0.1	20.9	1.0	0.0%
Average:	119.0	2.3	0.1	39.6	1.4	0.0%

WB L on Homestead Road - Lane ID 2974						
1	119.0	31.6	1.3	176.1	7.0	0.0%
2	119.0	30.6	1.3	211.1	8.0	0.0%
3	119.0	34.0	1.4	162.5	6.0	0.0%
4	119.0	30.2	1.3	181.1	7.0	0.0%
5	119.0	31.0	1.3	170.9	7.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB L on Homestead Road - Lane ID 2974						
6	119.0	27.6	1.2	230.1	9.0	0.0%
7	119.0	34.7	1.5	181.4	8.0	0.0%
8	119.0	32.5	1.4	224.6	8.0	0.0%
9	119.0	31.0	1.3	240.0	9.0	0.0%
10	119.0	34.4	1.5	192.2	8.0	0.0%
Average:	119.0	31.8	1.4	197.0	7.7	0.0%

WB R on Homestead Road - Lane ID 2976

1	119.0	0.8	0.0	49.0	2.0	0.0%
2	119.0	0.3	0.0	17.7	1.0	0.0%
3	119.0	0.1	0.0	16.7	1.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.1	0.0	17.4	1.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.5	0.0	21.7	1.0	0.0%
8	119.0	0.7	0.0	49.4	1.0	0.0%
9	119.0	0.2	0.0	19.4	1.0	0.0%
10	119.0	1.1	0.1	45.1	2.0	0.0%
Average:	119.0	0.4	0.0	23.6	1.0	0.0%

WB T on Homestead Road - Lane ID 2975

1	119.0	3.4	0.2	76.4	3.0	0.0%
2	119.0	4.3	0.2	71.8	3.0	0.0%
3	119.0	3.4	0.1	103.9	2.0	0.0%
4	119.0	2.5	0.1	67.9	3.0	0.0%
5	119.0	4.0	0.2	71.8	3.0	0.0%
6	119.0	3.1	0.1	75.7	3.0	0.0%
7	119.0	4.3	0.2	74.9	3.0	0.0%
8	119.0	4.2	0.2	96.0	4.0	0.0%
9	119.0	2.9	0.1	52.8	2.0	0.0%
10	119.0	3.9	0.2	50.3	2.0	0.0%
Average:	119.0	3.6	0.2	74.2	2.8	0.0%

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2480						
1	119.0	10.6	0.5	132.9	6.0	0.0%
2	119.0	12.2	0.5	140.3	5.0	0.0%
3	119.0	10.0	0.5	124.8	5.0	0.0%
4	119.0	10.7	0.5	105.9	5.0	0.0%
5	119.0	10.5	0.5	116.3	5.0	0.0%
6	119.0	12.7	0.6	172.7	6.0	0.0%
7	119.0	9.6	0.4	88.6	4.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2480						
8	119.0	14.0	0.6	161.8	5.0	0.0%
9	119.0	9.8	0.5	96.4	4.0	0.0%
10	119.0	9.4	0.4	119.1	4.0	0.0%
Average:	119.0	11.0	0.5	125.9	4.9	0.0%
EB T on Homestead Road - Lane ID 2481						
1	119.0	9.7	0.4	139.2	6.0	0.0%
2	119.0	8.5	0.4	112.3	4.0	0.0%
3	119.0	8.7	0.3	168.7	5.0	0.0%
4	119.0	9.1	0.4	140.0	6.0	0.0%
5	119.0	6.3	0.3	106.8	4.0	0.0%
6	119.0	10.1	0.4	132.1	5.0	0.0%
7	119.0	8.2	0.4	97.6	4.0	0.0%
8	119.0	10.0	0.4	121.4	5.0	0.0%
9	119.0	8.4	0.4	123.7	5.0	0.0%
10	119.0	9.6	0.4	124.5	5.0	0.0%
Average:	119.0	8.9	0.4	126.6	4.9	0.0%
SB L on Weaver Dairy Ext - Lane ID 725						
1	119.0	15.5	0.7	69.1	3.0	0.0%
2	119.0	14.9	0.7	70.7	3.0	0.0%
3	119.0	12.4	0.6	90.6	3.0	0.0%
4	119.0	14.9	0.7	103.5	3.0	0.0%
5	119.0	13.1	0.6	59.3	3.0	0.0%
6	119.0	10.4	0.5	43.7	2.0	0.0%
7	119.0	13.2	0.6	102.8	3.0	0.0%
8	119.0	13.2	0.6	72.4	3.0	0.0%
9	119.0	9.7	0.5	71.9	3.0	0.0%
10	119.0	11.7	0.6	47.8	2.0	0.0%
Average:	119.0	12.9	0.6	73.2	2.8	0.0%
SB R on Weaver Dairy Ext - Lane ID 2484						
1	119.0	61.7	2.5	278.2	10.0	0.0%
2	119.0	61.4	2.4	216.0	8.0	0.0%
3	119.0	62.0	2.5	239.9	8.0	0.0%
4	119.0	62.3	2.6	248.5	9.0	0.0%
5	119.0	60.1	2.5	239.0	9.0	0.0%
6	119.0	58.9	2.5	224.4	9.0	0.0%
7	119.0	65.9	2.8	279.1	10.0	0.0%
8	119.0	61.3	2.7	257.8	11.0	0.0%
9	119.0	61.4	2.5	198.3	8.0	0.0%
10	119.0	59.3	2.5	270.1	10.0	0.0%
Average:	119.0	61.4	2.6	245.1	9.2	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB TR on Homestead Road - Lane ID 2916						
1	119.0	10.1	0.4	191.9	8.0	0.0%
2	119.0	10.7	0.5	130.5	5.0	0.0%
3	119.0	8.4	0.4	179.2	8.0	0.0%
4	119.0	3.4	0.2	143.6	6.0	0.0%
5	119.0	9.1	0.4	195.5	9.0	0.0%
6	119.0	5.6	0.3	82.1	4.0	0.0%
7	119.0	7.8	0.3	180.4	7.0	0.0%
8	119.0	6.5	0.3	104.0	4.0	0.0%
9	119.0	8.3	0.4	144.4	6.0	0.0%
10	119.0	9.8	0.4	163.8	7.0	0.0%
Average:	119.0	8.0	0.4	151.5	6.4	0.0%

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2983						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

EB TR on Homestead Road - Lane ID 2950

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

NB LTR on Greenway Landing - Lane ID 2957

1	119.0	0.5	0.0	44.4	2.0	0.0%
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Lane Queue by Intersection

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB LTR on Greenway Landing - Lane ID 2957						
2	119.0	0.1	0.0	16.7	1.0	0.0%
3	119.0	0.3	0.0	21.2	1.0	0.0%
4	119.0	0.5	0.0	25.2	1.0	0.0%
5	119.0	0.2	0.0	18.0	1.0	0.0%
6	119.0	0.8	0.0	57.6	1.0	0.0%
7	119.0	0.1	0.0	16.5	1.0	0.0%
8	119.0	0.4	0.0	36.2	1.0	0.0%
9	119.0	0.3	0.0	19.2	1.0	0.0%
10	119.0	0.3	0.0	17.1	1.0	0.0%
Average:	119.0	0.4	0.0	27.2	1.1	0.0%
SB L on Future Bridgepoint Access Driveway - Lane ID 2981						
1	119.0	4.7	0.2	55.9	3.0	0.0%
2	119.0	2.8	0.2	29.1	1.0	0.0%
3	119.0	4.2	0.2	77.1	3.0	0.0%
4	119.0	2.9	0.1	56.1	1.0	0.0%
5	119.0	2.6	0.1	45.1	2.0	0.0%
6	119.0	2.4	0.1	38.2	2.0	0.0%
7	119.0	4.1	0.2	49.4	2.0	0.0%
8	119.0	3.7	0.2	93.0	2.0	0.0%
9	119.0	3.5	0.2	37.1	2.0	0.0%
10	119.0	2.7	0.1	41.4	2.0	0.0%
Average:	119.0	3.4	0.2	52.2	2.0	0.0%
SB TR on Future Bridgepoint Access Driveway - Lane ID 2982						
1	119.0	0.5	0.0	20.0	1.0	0.0%
2	119.0	0.1	0.0	17.5	1.0	0.0%
3	119.0	0.2	0.0	18.0	1.0	0.0%
4	119.0	0.1	0.0	17.8	1.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.3	0.0	22.8	1.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.1	0.0	17.1	1.0	0.0%
9	119.0	0.5	0.0	20.4	1.0	0.0%
10	119.0	0.3	0.0	19.6	1.0	0.0%
Average:	119.0	0.2	0.0	15.3	0.8	0.0%
WB L on Homestead Road - Lane ID 2984						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB L on Homestead Road - Lane ID 2984						
6	119.0	0.1	0.0	11.2	1.0	0.0%
7	119.0	0.1	0.0	15.8	1.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	2.7	0.2	0.0%

WB R on Homestead Road - Lane ID 2986						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

WB T on Homestead Road - Lane ID 2985						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB L on M.L.K. Jr. Blvd - Lane ID 2432						
1	119.0	15.4	0.8	96.0	4.0	0.0%
2	119.0	14.9	0.7	63.4	3.0	0.0%
3	119.0	17.9	0.9	66.8	3.0	0.0%
4	119.0	18.1	0.8	80.5	3.0	0.0%
5	119.0	16.3	0.8	97.2	4.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB L on M.L.K. Jr. Blvd - Lane ID 2432						
6	119.0	17.4	0.8	86.5	3.0	0.0%
7	119.0	16.7	0.8	101.3	4.0	0.0%
8	119.0	14.1	0.7	78.3	3.0	0.0%
9	119.0	15.1	0.7	55.5	3.0	0.0%
10	119.0	18.9	0.9	98.8	4.0	0.0%
Average:	119.0	16.5	0.8	82.4	3.4	0.0%
NB L on M.L.K. Jr. Blvd - Lane ID 644						
1	119.0	13.6	0.7	70.4	3.0	0.0%
2	119.0	15.7	0.7	133.2	4.0	0.0%
3	119.0	14.4	0.7	84.1	3.0	0.0%
4	119.0	18.2	0.9	72.9	3.0	0.0%
5	119.0	16.7	0.8	65.6	3.0	0.0%
6	119.0	16.6	0.8	75.3	3.0	0.0%
7	119.0	16.6	0.8	95.1	4.0	0.0%
8	119.0	13.5	0.7	77.7	3.0	0.0%
9	119.0	15.4	0.7	80.9	3.0	0.0%
10	119.0	17.0	0.8	109.8	4.0	0.0%
Average:	119.0	15.8	0.8	86.5	3.3	0.0%
NB T on M.L.K. Jr. Blvd - Lane ID 645						
1	119.0	11.3	0.5	102.5	4.0	0.0%
2	119.0	9.5	0.4	125.3	5.0	0.0%
3	119.0	10.1	0.4	197.4	8.0	0.0%
4	119.0	11.4	0.5	126.4	5.0	0.0%
5	119.0	10.0	0.4	116.5	5.0	0.0%
6	119.0	9.2	0.4	101.7	5.0	0.0%
7	119.0	9.3	0.4	94.9	4.0	0.0%
8	119.0	12.5	0.5	166.9	7.0	0.0%
9	119.0	11.5	0.5	117.5	5.0	0.0%
10	119.0	11.0	0.5	185.9	7.0	0.0%
Average:	119.0	10.6	0.5	133.5	5.5	0.0%
NB TR on M.L.K. Jr. Blvd - Lane ID 646						
1	119.0	9.2	0.4	95.6	4.0	0.0%
2	119.0	9.2	0.4	104.6	4.0	0.0%
3	119.0	9.5	0.4	113.5	5.0	0.0%
4	119.0	13.1	0.5	100.0	4.0	0.0%
5	119.0	11.6	0.5	136.9	6.0	0.0%
6	119.0	10.4	0.4	118.7	5.0	0.0%
7	119.0	10.3	0.4	86.7	4.0	0.0%
8	119.0	11.4	0.5	120.7	5.0	0.0%
9	119.0	11.6	0.5	131.9	6.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB TR on M.L.K. Jr. Blvd - Lane ID 646						
10	119.0	7.0	0.3	128.3	5.0	0.0%
Average:	119.0	10.3	0.4	113.7	4.8	0.0%
SB L on M.L.K. Jr. Blvd - Lane ID 652						
1	119.0	1.0	0.1	27.2	1.0	0.0%
2	119.0	0.9	0.1	21.8	1.0	0.0%
3	119.0	1.3	0.1	21.9	1.0	0.0%
4	119.0	0.6	0.1	19.4	1.0	0.0%
5	119.0	0.5	0.1	20.9	1.0	0.0%
6	119.0	1.2	0.1	19.1	1.0	0.0%
7	119.0	0.3	0.1	20.5	1.0	0.0%
8	119.0	0.8	0.1	24.3	1.0	0.0%
9	119.0	0.9	0.1	25.3	1.0	0.0%
10	119.0	0.3	0.1	16.0	1.0	0.0%
Average:	119.0	0.8	0.1	21.6	1.0	0.0%
SB R on M.L.K. Jr. Blvd - Lane ID 2423						
1	119.0	4.8	0.2	116.8	3.0	0.0%
2	119.0	3.2	0.2	75.1	3.0	0.0%
3	119.0	2.9	0.1	50.6	2.0	0.0%
4	119.0	3.0	0.1	67.3	3.0	0.0%
5	119.0	3.9	0.2	50.2	2.0	0.0%
6	119.0	3.0	0.1	62.8	2.0	0.0%
7	119.0	1.2	0.1	41.4	2.0	0.0%
8	119.0	3.8	0.2	73.0	3.0	0.0%
9	119.0	4.2	0.2	124.7	5.0	0.0%
10	119.0	2.8	0.1	61.2	3.0	0.0%
Average:	119.0	3.3	0.2	72.3	2.8	0.0%
SB T on M.L.K. Jr. Blvd - Lane ID 2422						
1	119.0	34.2	1.4	202.0	8.0	0.0%
2	119.0	33.5	1.4	190.8	8.0	0.0%
3	119.0	36.2	1.5	242.2	9.0	0.0%
4	119.0	31.4	1.3	190.2	7.0	0.0%
5	119.0	30.3	1.3	281.4	11.0	0.0%
6	119.0	29.8	1.2	191.1	8.0	0.0%
7	119.0	31.6	1.3	214.4	9.0	0.0%
8	119.0	28.5	1.2	258.4	11.0	0.0%
9	119.0	31.2	1.3	278.9	11.0	0.0%
10	119.0	26.7	1.2	190.1	8.0	0.0%
Average:	119.0	31.3	1.3	224.0	9.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SB T on M.L.K. Jr. Blvd - Lane ID 653						
1	119.0	34.8	1.4	214.9	9.0	0.0%
2	119.0	35.3	1.5	196.8	8.0	0.0%
3	119.0	39.7	1.6	274.9	11.0	0.0%
4	119.0	34.3	1.4	188.2	8.0	0.0%
5	119.0	26.4	1.2	179.6	8.0	0.0%
6	119.0	32.5	1.3	213.8	9.0	0.0%
7	119.0	32.6	1.3	234.2	8.0	0.0%
8	119.0	28.3	1.2	244.9	10.0	0.0%
9	119.0	36.7	1.5	214.3	9.0	0.0%
10	119.0	25.5	1.1	178.8	7.0	0.0%
Average:	119.0	32.6	1.4	214.0	8.7	0.0%
SEB L on Homestead Road - Lane ID 2426						
1	119.0	38.7	1.7	148.1	6.0	0.0%
2	119.0	34.1	1.6	132.8	6.0	0.0%
3	119.0	38.4	1.6	135.1	5.0	0.0%
4	119.0	44.4	1.9	161.0	6.0	0.0%
5	119.0	36.3	1.6	152.9	7.0	0.0%
6	119.0	43.6	1.9	137.5	5.0	0.0%
7	119.0	40.2	1.8	238.2	10.0	0.0%
8	119.0	40.7	1.8	168.8	7.0	0.0%
9	119.0	40.6	1.7	167.4	6.0	0.0%
10	119.0	35.2	1.5	160.1	7.0	0.0%
Average:	119.0	39.2	1.7	160.2	6.5	0.0%
SEB LT on Homestead Road - Lane ID 2427						
1	119.0	41.7	1.8	182.8	7.0	0.0%
2	119.0	38.9	1.6	198.6	6.0	0.0%
3	119.0	38.2	1.6	123.6	5.0	0.0%
4	119.0	44.8	1.9	187.7	6.0	0.0%
5	119.0	43.5	1.8	183.3	7.0	0.0%
6	119.0	42.2	1.8	166.8	7.0	0.0%
7	119.0	45.3	1.9	272.0	10.0	0.0%
8	119.0	38.1	1.7	143.3	5.0	0.0%
9	119.0	41.5	1.8	197.2	8.0	0.0%
10	119.0	34.4	1.5	130.5	5.0	0.0%
Average:	119.0	40.9	1.7	178.6	6.6	0.0%
SEB R on Homestead Road - Lane ID 2428						
1	119.0	62.8	2.6	284.3	12.0	0.0%
2	119.0	61.1	2.6	263.1	11.0	0.0%
3	119.0	60.1	2.4	256.5	10.0	0.0%
4	119.0	62.6	2.6	308.7	14.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SEB R on Homestead Road - Lane ID 2428						
5	119.0	55.7	2.4	273.6	10.0	0.0%
6	119.0	60.1	2.5	262.6	10.0	0.0%
7	119.0	53.4	2.2	239.7	10.0	0.0%
8	119.0	59.6	2.5	285.4	11.0	0.0%
9	119.0	67.3	2.7	303.1	10.0	0.0%
10	119.0	53.5	2.2	256.9	11.0	0.0%
Average:	119.0	59.6	2.5	273.4	10.9	0.0%

WB L on Homestead Road - Lane ID 2420						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

WB LT on Homestead Road - Lane ID 2421						
1	119.0	1.1	0.0	36.4	1.0	0.0%
2	119.0	1.2	0.1	34.7	2.0	0.0%
3	119.0	0.8	0.0	22.1	1.0	0.0%
4	119.0	1.0	0.1	19.6	1.0	0.0%
5	119.0	0.9	0.0	23.4	1.0	0.0%
6	119.0	1.3	0.1	19.7	1.0	0.0%
7	119.0	1.1	0.1	33.2	1.0	0.0%
8	119.0	0.7	0.0	17.7	1.0	0.0%
9	119.0	1.5	0.0	51.1	1.0	0.0%
10	119.0	0.1	0.0	16.2	1.0	0.0%
Average:	119.0	1.0	0.0	27.4	1.1	0.0%

WB R on Homestead Road - Lane ID 667						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.2	0.0	19.0	1.0	0.0%
4	119.0	0.2	0.0	18.6	1.0	0.0%
5	119.0	0.1	0.0	17.8	1.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.2	0.0	21.6	1.0	0.0%
8	119.0	0.3	0.0	19.8	1.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB R on Homestead Road - Lane ID 667						
9	119.0	0.2	0.0	18.8	1.0	0.0%
10	119.0	0.1	0.0	15.6	1.0	0.0%
Average:	119.0	0.1	0.0	13.1	0.7	0.0%

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 No Build - NN
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 12:00:00 - 13:00:00
 Interval: Summary
 Selection: No-Build MOEs

Lane Queue by Intersection - Overview

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2944						
1	119.0	0.5	0.0	23.0	1.0	0.0%
2	119.0	0.6	0.0	20.7	1.0	0.0%
3	119.0	0.6	0.0	31.8	1.0	0.0%
4	119.0	0.3	0.0	20.3	1.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.3	0.0	18.7	1.0	0.0%
8	119.0	0.3	0.0	20.9	1.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.3	0.0	13.5	0.6	0.0%
EB TR on Homestead Road - Lane ID 2945						
1	119.0	11.1	0.5	123.0	5.0	0.0%
2	119.0	10.4	0.5	98.5	4.0	0.0%
3	119.0	8.1	0.4	119.8	5.0	0.0%
4	119.0	6.4	0.3	104.2	4.0	0.0%
5	119.0	7.9	0.4	75.1	3.0	0.0%
6	119.0	7.4	0.3	124.0	5.0	0.0%
7	119.0	8.6	0.4	75.8	3.0	0.0%
8	119.0	8.7	0.4	86.6	4.0	0.0%
9	119.0	9.7	0.4	83.1	3.0	0.0%
10	119.0	9.4	0.4	96.1	4.0	0.0%
Average:	119.0	8.8	0.4	98.6	4.0	0.0%
NB L on Seawell School Road - Lane ID 2969						
1	119.0	3.8	0.2	52.1	1.0	0.0%
2	119.0	3.1	0.2	43.8	2.0	0.0%
3	119.0	3.1	0.2	37.7	2.0	0.0%
4	119.0	2.9	0.2	25.1	1.0	0.0%
5	119.0	2.2	0.1	21.3	1.0	0.0%
6	119.0	3.6	0.2	23.0	1.0	0.0%
7	119.0	2.9	0.2	40.8	2.0	0.0%
8	119.0	3.5	0.2	22.4	1.0	0.0%
9	119.0	1.8	0.1	19.9	1.0	0.0%
10	119.0	3.6	0.2	54.7	1.0	0.0%
Average:	119.0	3.1	0.2	34.1	1.3	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB TR on Seawell School Road - Lane ID 2962						
1	119.0	19.5	0.9	159.9	5.0	0.0%
2	119.0	16.2	0.8	78.1	3.0	0.0%
3	119.0	17.2	0.8	103.5	4.0	0.0%
4	119.0	18.2	0.9	95.0	4.0	0.0%
5	119.0	19.1	0.9	98.6	4.0	0.0%
6	119.0	21.8	1.0	138.2	6.0	0.0%
7	119.0	19.5	0.9	149.1	4.0	0.0%
8	119.0	19.2	0.9	105.6	4.0	0.0%
9	119.0	19.2	0.9	121.1	5.0	0.0%
10	119.0	14.9	0.7	85.1	4.0	0.0%
Average:	119.0	18.5	0.9	113.4	4.3	0.0%
SB L on Seawell School Road - Lane ID 2967						
1	119.0	6.2	0.3	54.7	2.0	0.0%
2	119.0	10.2	0.4	88.6	4.0	0.0%
3	119.0	4.7	0.3	58.6	3.0	0.0%
4	119.0	5.4	0.3	44.0	2.0	0.0%
5	119.0	3.6	0.2	40.3	2.0	0.0%
6	119.0	7.6	0.4	46.5	2.0	0.0%
7	119.0	5.0	0.2	85.8	3.0	0.0%
8	119.0	6.4	0.3	44.6	2.0	0.0%
9	119.0	5.1	0.2	102.8	4.0	0.0%
10	119.0	6.2	0.3	59.9	3.0	0.0%
Average:	119.0	6.0	0.3	62.6	2.7	0.0%
SB TR on Seawell School Road - Lane ID 2968						
1	119.0	5.4	0.3	43.5	2.0	0.0%
2	119.0	3.6	0.2	43.4	2.0	0.0%
3	119.0	5.4	0.3	50.2	2.0	0.0%
4	119.0	3.9	0.2	44.1	2.0	0.0%
5	119.0	5.7	0.3	29.1	1.0	0.0%
6	119.0	3.9	0.2	43.1	2.0	0.0%
7	119.0	5.1	0.2	62.7	2.0	0.0%
8	119.0	4.1	0.2	37.3	2.0	0.0%
9	119.0	4.1	0.2	36.7	2.0	0.0%
10	119.0	4.1	0.2	40.7	2.0	0.0%
Average:	119.0	4.5	0.2	43.1	1.9	0.0%
WB L on Homestead Road - Lane ID 2974						
1	119.0	0.6	0.0	43.7	2.0	0.0%
2	119.0	0.9	0.0	57.4	2.0	0.0%
3	119.0	0.4	0.0	18.9	1.0	0.0%
4	119.0	0.3	0.0	16.7	1.0	0.0%
5	119.0	1.2	0.1	32.9	2.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB L on Homestead Road - Lane ID 2974						
6	119.0	0.3	0.0	17.6	1.0	0.0%
7	119.0	0.3	0.0	20.0	1.0	0.0%
8	119.0	0.9	0.1	40.9	2.0	0.0%
9	119.0	0.5	0.0	19.2	1.0	0.0%
10	119.0	0.3	0.0	15.5	1.0	0.0%
Average:	119.0	0.6	0.0	28.3	1.4	0.0%

WB R on Homestead Road - Lane ID 2976

1	119.0	0.3	0.0	18.6	1.0	0.0%
2	119.0	0.3	0.0	18.6	1.0	0.0%
3	119.0	0.2	0.0	20.8	1.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.2	0.0	21.5	1.0	0.0%
6	119.0	0.6	0.0	36.0	2.0	0.0%
7	119.0	0.3	0.0	18.6	1.0	0.0%
8	119.0	0.2	0.0	19.7	1.0	0.0%
9	119.0	0.2	0.0	18.6	1.0	0.0%
10	119.0	0.4	0.0	18.2	1.0	0.0%
Average:	119.0	0.3	0.0	19.1	1.0	0.0%

WB T on Homestead Road - Lane ID 2975

1	119.0	2.5	0.1	103.7	4.0	0.0%
2	119.0	3.7	0.2	156.7	6.0	0.0%
3	119.0	4.1	0.2	128.1	5.0	0.0%
4	119.0	1.7	0.1	83.5	4.0	0.0%
5	119.0	3.2	0.1	90.2	4.0	0.0%
6	119.0	4.5	0.2	95.3	4.0	0.0%
7	119.0	2.6	0.1	93.6	4.0	0.0%
8	119.0	3.2	0.1	101.6	4.0	0.0%
9	119.0	2.7	0.1	78.7	3.0	0.0%
10	119.0	2.9	0.1	77.8	3.0	0.0%
Average:	119.0	3.1	0.1	100.9	4.1	0.0%

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2480						
1	119.0	2.3	0.1	49.9	2.0	0.0%
2	119.0	3.5	0.2	48.8	2.0	0.0%
3	119.0	1.8	0.1	21.8	1.0	0.0%
4	119.0	2.4	0.1	51.9	2.0	0.0%
5	119.0	1.7	0.1	39.3	2.0	0.0%
6	119.0	2.5	0.1	72.6	3.0	0.0%
7	119.0	3.2	0.2	73.8	3.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2480						
8	119.0	1.9	0.1	50.8	2.0	0.0%
9	119.0	3.6	0.2	51.4	2.0	0.0%
10	119.0	2.0	0.1	54.0	2.0	0.0%
Average:	119.0	2.5	0.1	51.4	2.1	0.0%
EB T on Homestead Road - Lane ID 2481						
1	119.0	4.7	0.2	125.0	4.0	0.0%
2	119.0	4.4	0.2	66.1	3.0	0.0%
3	119.0	4.2	0.2	94.3	4.0	0.0%
4	119.0	3.2	0.2	49.5	2.0	0.0%
5	119.0	3.6	0.2	80.1	3.0	0.0%
6	119.0	5.1	0.2	90.4	3.0	0.0%
7	119.0	2.9	0.1	68.5	3.0	0.0%
8	119.0	5.0	0.2	83.3	4.0	0.0%
9	119.0	2.6	0.1	63.3	3.0	0.0%
10	119.0	3.8	0.2	60.6	3.0	0.0%
Average:	119.0	4.0	0.2	78.1	3.2	0.0%
SB L on Weaver Dairy Ext - Lane ID 725						
1	119.0	4.9	0.2	48.0	2.0	0.0%
2	119.0	5.0	0.3	44.9	2.0	0.0%
3	119.0	3.8	0.2	23.3	1.0	0.0%
4	119.0	5.4	0.3	47.0	2.0	0.0%
5	119.0	2.9	0.1	41.4	2.0	0.0%
6	119.0	4.9	0.3	42.2	2.0	0.0%
7	119.0	4.6	0.2	33.7	2.0	0.0%
8	119.0	5.0	0.2	63.8	1.0	0.0%
9	119.0	2.8	0.2	41.5	2.0	0.0%
10	119.0	5.7	0.3	54.9	2.0	0.0%
Average:	119.0	4.5	0.2	44.1	1.8	0.0%
SB R on Weaver Dairy Ext - Lane ID 2484						
1	119.0	41.5	1.9	147.9	6.0	0.0%
2	119.0	42.0	1.8	130.7	6.0	0.0%
3	119.0	44.0	1.9	202.9	7.0	0.0%
4	119.0	45.4	1.9	152.1	6.0	0.0%
5	119.0	40.5	1.8	158.2	6.0	0.0%
6	119.0	39.3	1.7	145.9	6.0	0.0%
7	119.0	41.8	1.8	173.1	6.0	0.0%
8	119.0	38.4	1.7	163.3	6.0	0.0%
9	119.0	45.8	2.0	153.7	6.0	0.0%
10	119.0	42.1	1.9	200.6	6.0	0.0%
Average:	119.0	42.1	1.8	162.8	6.1	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB TR on Homestead Road - Lane ID 2916						
1	119.0	2.5	0.1	69.6	3.0	0.0%
2	119.0	2.9	0.1	86.4	4.0	0.0%
3	119.0	3.4	0.2	202.3	8.0	0.0%
4	119.0	2.1	0.1	169.4	7.0	0.0%
5	119.0	1.4	0.1	68.6	3.0	0.0%
6	119.0	3.5	0.2	173.9	7.0	0.0%
7	119.0	2.4	0.1	126.2	5.0	0.0%
8	119.0	3.0	0.1	100.6	4.0	0.0%
9	119.0	3.7	0.1	78.1	3.0	0.0%
10	119.0	2.9	0.1	73.4	3.0	0.0%
Average:	119.0	2.8	0.1	114.9	4.7	0.0%

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2983						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.1	0.0	15.6	1.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	1.6	0.1	0.0%

EB TR on Homestead Road - Lane ID 2950

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

NB LTR on Greenway Landing - Lane ID 2957

1	119.0	0.0	0.0	0.0	0.0	0.0%
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Lane Queue by Intersection

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB LTR on Greenway Landing - Lane ID 2957						
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.2	0.0	20.6	1.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.1	0.0	17.8	1.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.4	0.0	23.9	1.0	0.0%
9	119.0	0.3	0.0	21.5	1.0	0.0%
10	119.0	0.2	0.0	18.0	1.0	0.0%
Average:	119.0	0.1	0.0	10.2	0.5	0.0%
SB L on Future Bridgepoint Access Driveway - Lane ID 2981						
1	119.0	1.1	0.1	37.8	2.0	0.0%
2	119.0	1.3	0.1	22.6	1.0	0.0%
3	119.0	0.9	0.1	38.0	2.0	0.0%
4	119.0	1.0	0.1	21.4	1.0	0.0%
5	119.0	1.1	0.1	24.9	1.0	0.0%
6	119.0	0.9	0.0	34.0	1.0	0.0%
7	119.0	0.6	0.0	19.6	1.0	0.0%
8	119.0	0.5	0.0	28.5	1.0	0.0%
9	119.0	1.0	0.0	28.7	1.0	0.0%
10	119.0	0.3	0.0	23.0	1.0	0.0%
Average:	119.0	0.9	0.1	27.9	1.2	0.0%
SB TR on Future Bridgepoint Access Driveway - Lane ID 2982						
1	119.0	0.3	0.0	20.5	1.0	0.0%
2	119.0	0.2	0.0	23.2	1.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.2	0.0	26.2	1.0	0.0%
6	119.0	0.3	0.0	19.5	1.0	0.0%
7	119.0	0.3	0.0	18.5	1.0	0.0%
8	119.0	0.2	0.0	17.9	1.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.3	0.0	18.2	1.0	0.0%
Average:	119.0	0.2	0.0	14.4	0.7	0.0%
WB L on Homestead Road - Lane ID 2984						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB L on Homestead Road - Lane ID 2984						
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.1	0.0	16.9	1.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	1.7	0.1	0.0%

WB R on Homestead Road - Lane ID 2986						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

WB T on Homestead Road - Lane ID 2985						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB L on M.L.K. Jr. Blvd - Lane ID 2432						
1	119.0	32.0	1.5	160.9	6.0	0.0%
2	119.0	34.3	1.6	124.0	5.0	0.0%
3	119.0	34.2	1.6	118.2	5.0	0.0%
4	119.0	37.1	1.6	132.2	5.0	0.0%
5	119.0	35.6	1.6	117.5	5.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB L on M.L.K. Jr. Blvd - Lane ID 2432						
6	119.0	33.9	1.5	111.7	5.0	0.0%
7	119.0	33.1	1.4	112.8	5.0	0.0%
8	119.0	33.0	1.6	112.4	5.0	0.0%
9	119.0	33.5	1.5	132.8	6.0	0.0%
10	119.0	35.1	1.5	148.4	6.0	0.0%
Average:	119.0	34.2	1.5	127.1	5.3	0.0%
NB L on M.L.K. Jr. Blvd - Lane ID 644						
1	119.0	34.7	1.6	110.6	5.0	0.0%
2	119.0	31.3	1.4	101.6	4.0	0.0%
3	119.0	34.7	1.6	129.2	5.0	0.0%
4	119.0	41.1	1.8	151.0	6.0	0.0%
5	119.0	33.3	1.5	123.0	5.0	0.0%
6	119.0	36.0	1.6	157.7	6.0	0.0%
7	119.0	35.4	1.6	137.7	6.0	0.0%
8	119.0	34.6	1.6	128.2	5.0	0.0%
9	119.0	36.7	1.6	128.4	5.0	0.0%
10	119.0	30.8	1.4	130.1	5.0	0.0%
Average:	119.0	34.9	1.6	129.8	5.2	0.0%
NB T on M.L.K. Jr. Blvd - Lane ID 645						
1	119.0	12.4	0.5	123.3	5.0	0.0%
2	119.0	11.4	0.5	103.7	4.0	0.0%
3	119.0	12.5	0.5	118.5	5.0	0.0%
4	119.0	12.1	0.5	114.6	4.0	0.0%
5	119.0	10.2	0.4	131.7	5.0	0.0%
6	119.0	10.0	0.5	109.4	5.0	0.0%
7	119.0	11.8	0.5	115.5	5.0	0.0%
8	119.0	11.9	0.5	122.3	5.0	0.0%
9	119.0	12.0	0.5	116.5	5.0	0.0%
10	119.0	11.5	0.5	117.2	4.0	0.0%
Average:	119.0	11.6	0.5	117.3	4.7	0.0%
NB TR on M.L.K. Jr. Blvd - Lane ID 646						
1	119.0	12.6	0.6	110.6	5.0	0.0%
2	119.0	10.7	0.5	97.3	4.0	0.0%
3	119.0	12.3	0.5	121.9	5.0	0.0%
4	119.0	11.5	0.5	100.1	4.0	0.0%
5	119.0	10.1	0.5	97.0	4.0	0.0%
6	119.0	11.1	0.5	118.2	5.0	0.0%
7	119.0	12.8	0.5	147.0	4.0	0.0%
8	119.0	13.8	0.6	139.3	5.0	0.0%
9	119.0	12.8	0.5	108.9	4.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB TR on M.L.K. Jr. Blvd - Lane ID 646						
10	119.0	11.4	0.5	105.1	5.0	0.0%
Average:	119.0	11.9	0.5	114.5	4.5	0.0%
SB L on M.L.K. Jr. Blvd - Lane ID 652						
1	119.0	0.8	0.1	19.5	1.0	0.0%
2	119.0	0.5	0.0	19.6	1.0	0.0%
3	119.0	0.7	0.0	22.2	1.0	0.0%
4	119.0	0.5	0.1	20.0	1.0	0.0%
5	119.0	0.2	0.0	21.2	1.0	0.0%
6	119.0	0.8	0.1	25.2	1.0	0.0%
7	119.0	0.3	0.0	17.1	1.0	0.0%
8	119.0	0.6	0.1	26.1	1.0	0.0%
9	119.0	0.7	0.0	22.5	1.0	0.0%
10	119.0	0.5	0.1	23.4	1.0	0.0%
Average:	119.0	0.6	0.1	21.7	1.0	0.0%
SB R on M.L.K. Jr. Blvd - Lane ID 2423						
1	119.0	4.8	0.2	75.5	3.0	0.0%
2	119.0	2.4	0.1	46.4	2.0	0.0%
3	119.0	2.7	0.1	58.4	3.0	0.0%
4	119.0	3.6	0.1	85.3	3.0	0.0%
5	119.0	2.9	0.1	58.5	3.0	0.0%
6	119.0	2.3	0.1	68.4	2.0	0.0%
7	119.0	3.1	0.2	71.1	3.0	0.0%
8	119.0	2.9	0.1	128.3	5.0	0.0%
9	119.0	2.9	0.1	96.5	4.0	0.0%
10	119.0	2.9	0.2	66.6	3.0	0.0%
Average:	119.0	3.1	0.1	75.5	3.1	0.0%
SB T on M.L.K. Jr. Blvd - Lane ID 2422						
1	119.0	19.1	0.8	175.6	5.0	0.0%
2	119.0	12.1	0.5	136.3	4.0	0.0%
3	119.0	21.7	0.8	151.5	5.0	0.0%
4	119.0	19.0	0.8	159.5	7.0	0.0%
5	119.0	14.8	0.7	116.1	5.0	0.0%
6	119.0	15.6	0.7	118.3	5.0	0.0%
7	119.0	17.4	0.8	149.5	6.0	0.0%
8	119.0	16.4	0.7	143.5	5.0	0.0%
9	119.0	20.0	0.8	168.6	7.0	0.0%
10	119.0	18.4	0.8	141.3	6.0	0.0%
Average:	119.0	17.5	0.7	146.0	5.5	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SB T on M.L.K. Jr. Blvd - Lane ID 653						
1	119.0	19.3	0.8	151.7	6.0	0.0%
2	119.0	14.6	0.6	143.3	6.0	0.0%
3	119.0	23.0	1.0	204.9	8.0	0.0%
4	119.0	19.0	0.8	183.7	5.0	0.0%
5	119.0	16.5	0.7	156.8	6.0	0.0%
6	119.0	16.7	0.7	117.8	5.0	0.0%
7	119.0	20.8	0.9	147.5	7.0	0.0%
8	119.0	18.0	0.8	126.2	5.0	0.0%
9	119.0	17.2	0.7	131.1	5.0	0.0%
10	119.0	17.5	0.8	193.8	6.0	0.0%
Average:	119.0	18.3	0.8	155.7	5.9	0.0%
SEB L on Homestead Road - Lane ID 2426						
1	119.0	20.8	0.9	88.8	3.0	0.0%
2	119.0	21.9	1.0	128.4	5.0	0.0%
3	119.0	22.7	1.0	118.4	4.0	0.0%
4	119.0	24.3	1.1	93.4	3.0	0.0%
5	119.0	19.1	0.9	109.0	4.0	0.0%
6	119.0	26.8	1.2	111.0	5.0	0.0%
7	119.0	26.9	1.2	95.0	4.0	0.0%
8	119.0	22.2	1.0	127.5	4.0	0.0%
9	119.0	27.3	1.3	106.5	4.0	0.0%
10	119.0	19.1	0.9	107.1	4.0	0.0%
Average:	119.0	23.1	1.1	108.5	4.0	0.0%
SEB LT on Homestead Road - Lane ID 2427						
1	119.0	18.8	0.9	85.8	4.0	0.0%
2	119.0	22.3	1.0	111.9	4.0	0.0%
3	119.0	23.4	1.1	96.3	4.0	0.0%
4	119.0	24.8	1.1	121.4	5.0	0.0%
5	119.0	21.9	1.0	93.9	4.0	0.0%
6	119.0	30.3	1.3	110.7	5.0	0.0%
7	119.0	20.7	1.0	85.1	4.0	0.0%
8	119.0	19.0	0.9	97.9	4.0	0.0%
9	119.0	23.0	1.0	89.2	4.0	0.0%
10	119.0	19.3	0.9	99.5	4.0	0.0%
Average:	119.0	22.4	1.0	99.2	4.2	0.0%
SEB R on Homestead Road - Lane ID 2428						
1	119.0	31.2	1.3	256.5	9.0	0.0%
2	119.0	36.2	1.6	201.2	9.0	0.0%
3	119.0	36.1	1.5	216.8	9.0	0.0%
4	119.0	34.5	1.5	176.6	8.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SEB R on Homestead Road - Lane ID 2428						
5	119.0	28.1	1.2	186.1	8.0	0.0%
6	119.0	40.3	1.7	186.5	7.0	0.0%
7	119.0	33.6	1.4	179.9	7.0	0.0%
8	119.0	33.9	1.5	147.7	7.0	0.0%
9	119.0	33.2	1.4	163.3	7.0	0.0%
10	119.0	26.4	1.2	153.4	6.0	0.0%
Average:	119.0	33.4	1.4	186.8	7.7	0.0%
WB L on Homestead Road - Lane ID 2420						
1	119.0	2.1	0.1	21.7	1.0	0.0%
2	119.0	2.8	0.1	52.3	2.0	0.0%
3	119.0	3.2	0.2	20.3	1.0	0.0%
4	119.0	3.4	0.2	44.7	1.0	0.0%
5	119.0	2.6	0.1	30.1	1.0	0.0%
6	119.0	2.5	0.1	42.8	2.0	0.0%
7	119.0	3.0	0.2	47.6	2.0	0.0%
8	119.0	7.6	0.4	67.0	2.0	0.0%
9	119.0	4.8	0.3	26.1	1.0	0.0%
10	119.0	2.3	0.1	41.7	2.0	0.0%
Average:	119.0	3.4	0.2	39.4	1.5	0.0%
WB LT on Homestead Road - Lane ID 2421						
1	119.0	4.6	0.3	42.9	2.0	0.0%
2	119.0	3.7	0.2	40.4	2.0	0.0%
3	119.0	5.0	0.3	76.6	3.0	0.0%
4	119.0	4.6	0.3	38.1	2.0	0.0%
5	119.0	3.7	0.1	52.4	1.0	0.0%
6	119.0	4.0	0.2	42.7	2.0	0.0%
7	119.0	2.2	0.1	20.7	1.0	0.0%
8	119.0	4.0	0.2	20.6	1.0	0.0%
9	119.0	3.9	0.2	20.1	1.0	0.0%
10	119.0	4.5	0.3	42.2	2.0	0.0%
Average:	119.0	4.0	0.2	39.7	1.7	0.0%
WB R on Homestead Road - Lane ID 667						
1	119.0	1.7	0.1	26.3	1.0	0.0%
2	119.0	2.2	0.1	21.7	1.0	0.0%
3	119.0	1.6	0.1	26.9	1.0	0.0%
4	119.0	1.6	0.1	18.6	1.0	0.0%
5	119.0	2.2	0.1	19.4	1.0	0.0%
6	119.0	1.7	0.1	41.6	2.0	0.0%
7	119.0	2.2	0.1	27.4	1.0	0.0%
8	119.0	2.0	0.1	28.6	1.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB R on Homestead Road - Lane ID 667						
9	119.0	1.7	0.1	29.7	1.0	0.0%
10	119.0	1.6	0.1	21.9	1.0	0.0%
Average:	119.0	1.9	0.1	26.2	1.1	0.0%

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 No Build - PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 17:00:00 - 18:00:00
 Interval: Summary
 Selection: No-Build MOEs

Lane Queue by Intersection - Overview

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2944						
1	119.0	0.6	0.0	34.3	1.0	0.0%
2	119.0	0.8	0.0	20.4	1.0	0.0%
3	119.0	0.4	0.0	20.4	1.0	0.0%
4	119.0	0.2	0.0	19.5	1.0	0.0%
5	119.0	0.3	0.0	18.1	1.0	0.0%
6	119.0	0.6	0.0	23.9	1.0	0.0%
7	119.0	0.4	0.0	18.4	1.0	0.0%
8	119.0	0.8	0.0	22.8	1.0	0.0%
9	119.0	0.3	0.0	22.7	1.0	0.0%
10	119.0	0.7	0.0	23.7	1.0	0.0%
Average:	119.0	0.5	0.0	22.4	1.0	0.0%
EB TR on Homestead Road - Lane ID 2945						
1	119.0	23.2	1.0	126.6	5.0	0.0%
2	119.0	21.5	0.9	107.9	5.0	0.0%
3	119.0	23.9	1.0	175.9	5.0	0.0%
4	119.0	23.5	1.0	147.3	6.0	0.0%
5	119.0	23.7	1.0	147.9	6.0	0.0%
6	119.0	23.4	1.0	155.8	6.0	0.0%
7	119.0	24.5	1.1	132.1	5.0	0.0%
8	119.0	24.4	1.1	136.9	5.0	0.0%
9	119.0	26.1	1.1	138.3	6.0	0.0%
10	119.0	26.8	1.1	176.7	7.0	0.0%
Average:	119.0	24.1	1.0	144.5	5.6	0.0%
NB L on Seawell School Road - Lane ID 2969						
1	119.0	6.2	0.3	48.1	2.0	0.0%
2	119.0	5.1	0.3	51.0	2.0	0.0%
3	119.0	5.8	0.3	41.8	2.0	0.0%
4	119.0	5.1	0.3	53.6	2.0	0.0%
5	119.0	5.9	0.3	49.4	2.0	0.0%
6	119.0	4.7	0.2	48.9	2.0	0.0%
7	119.0	5.8	0.3	55.6	2.0	0.0%
8	119.0	5.1	0.3	53.8	2.0	0.0%
9	119.0	6.9	0.3	54.7	2.0	0.0%
10	119.0	3.6	0.2	22.9	1.0	0.0%
Average:	119.0	5.4	0.3	48.0	1.9	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB TR on Seawell School Road - Lane ID 2962						
1	119.0	25.3	1.1	144.3	6.0	0.0%
2	119.0	21.8	1.0	121.1	4.0	0.0%
3	119.0	17.8	0.8	92.4	4.0	0.0%
4	119.0	22.4	1.1	118.2	5.0	0.0%
5	119.0	22.9	1.0	100.3	4.0	0.0%
6	119.0	21.0	1.0	122.0	5.0	0.0%
7	119.0	25.3	1.2	105.3	4.0	0.0%
8	119.0	20.8	0.9	117.1	4.0	0.0%
9	119.0	23.5	1.1	112.8	5.0	0.0%
10	119.0	21.1	0.9	118.2	5.0	0.0%
Average:	119.0	22.2	1.0	115.2	4.6	0.0%
SB L on Seawell School Road - Lane ID 2967						
1	119.0	5.4	0.3	45.2	2.0	0.0%
2	119.0	5.9	0.3	93.4	2.0	0.0%
3	119.0	4.2	0.2	39.7	2.0	0.0%
4	119.0	4.0	0.2	49.9	2.0	0.0%
5	119.0	3.0	0.2	22.2	1.0	0.0%
6	119.0	3.0	0.2	46.5	2.0	0.0%
7	119.0	6.9	0.3	61.9	3.0	0.0%
8	119.0	4.0	0.2	22.0	1.0	0.0%
9	119.0	3.5	0.2	41.3	2.0	0.0%
10	119.0	5.0	0.3	46.2	2.0	0.0%
Average:	119.0	4.5	0.2	46.8	1.9	0.0%
SB TR on Seawell School Road - Lane ID 2968						
1	119.0	1.6	0.1	23.2	1.0	0.0%
2	119.0	1.5	0.1	19.4	1.0	0.0%
3	119.0	1.2	0.1	23.0	1.0	0.0%
4	119.0	1.4	0.1	23.4	1.0	0.0%
5	119.0	1.6	0.1	19.8	1.0	0.0%
6	119.0	1.2	0.1	38.2	2.0	0.0%
7	119.0	1.9	0.1	48.5	2.0	0.0%
8	119.0	1.4	0.1	20.9	1.0	0.0%
9	119.0	3.2	0.1	59.0	2.0	0.0%
10	119.0	2.0	0.1	32.6	2.0	0.0%
Average:	119.0	1.7	0.1	30.8	1.4	0.0%
WB L on Homestead Road - Lane ID 2974						
1	119.0	1.8	0.1	49.1	2.0	0.0%
2	119.0	3.6	0.2	57.8	2.0	0.0%
3	119.0	3.0	0.1	48.9	2.0	0.0%
4	119.0	3.6	0.2	49.2	2.0	0.0%
5	119.0	2.4	0.1	41.4	2.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB L on Homestead Road - Lane ID 2974						
6	119.0	3.8	0.2	79.3	2.0	0.0%
7	119.0	3.5	0.2	55.7	2.0	0.0%
8	119.0	3.4	0.2	50.3	2.0	0.0%
9	119.0	3.6	0.2	73.3	3.0	0.0%
10	119.0	3.7	0.2	93.4	2.0	0.0%
Average:	119.0	3.2	0.2	59.8	2.1	0.0%

WB R on Homestead Road - Lane ID 2976

1	119.0	0.4	0.0	21.2	1.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.3	0.0	23.3	1.0	0.0%
4	119.0	0.1	0.0	16.3	1.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.1	0.0	17.7	1.0	0.0%
7	119.0	0.3	0.0	17.8	1.0	0.0%
8	119.0	0.5	0.0	27.4	1.0	0.0%
9	119.0	0.2	0.0	19.3	1.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.2	0.0	14.3	0.7	0.0%

WB T on Homestead Road - Lane ID 2975

1	119.0	7.4	0.3	186.9	8.0	0.0%
2	119.0	12.9	0.5	224.2	9.0	0.0%
3	119.0	9.3	0.4	224.8	9.0	0.0%
4	119.0	11.0	0.4	258.2	8.0	0.0%
5	119.0	9.8	0.4	177.6	7.0	0.0%
6	119.0	7.9	0.3	197.8	8.0	0.0%
7	119.0	13.9	0.6	231.0	9.0	0.0%
8	119.0	13.7	0.5	253.1	9.0	0.0%
9	119.0	9.3	0.4	235.7	10.0	0.0%
10	119.0	12.0	0.5	301.6	11.0	0.0%
Average:	119.0	10.7	0.4	229.1	8.8	0.0%

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2480						
1	119.0	12.2	0.6	90.7	4.0	0.0%
2	119.0	11.6	0.5	104.6	4.0	0.0%
3	119.0	12.1	0.5	95.0	4.0	0.0%
4	119.0	10.2	0.5	97.9	4.0	0.0%
5	119.0	9.8	0.5	71.2	3.0	0.0%
6	119.0	12.8	0.6	92.3	4.0	0.0%
7	119.0	11.1	0.5	129.3	4.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2480						
8	119.0	11.0	0.5	86.3	4.0	0.0%
9	119.0	9.6	0.4	105.9	4.0	0.0%
10	119.0	12.2	0.5	134.0	6.0	0.0%
Average:	119.0	11.3	0.5	100.7	4.1	0.0%
EB T on Homestead Road - Lane ID 2481						
1	119.0	5.5	0.2	110.3	5.0	0.0%
2	119.0	3.2	0.1	55.7	2.0	0.0%
3	119.0	3.7	0.2	115.5	5.0	0.0%
4	119.0	6.5	0.3	113.4	4.0	0.0%
5	119.0	4.4	0.2	92.7	3.0	0.0%
6	119.0	5.5	0.2	105.4	3.0	0.0%
7	119.0	5.1	0.2	72.4	3.0	0.0%
8	119.0	4.2	0.2	73.5	3.0	0.0%
9	119.0	4.5	0.2	102.6	4.0	0.0%
10	119.0	5.6	0.2	119.4	3.0	0.0%
Average:	119.0	4.8	0.2	96.1	3.5	0.0%
SB L on Weaver Dairy Ext - Lane ID 725						
1	119.0	14.2	0.6	93.9	4.0	0.0%
2	119.0	9.8	0.5	76.0	3.0	0.0%
3	119.0	11.5	0.6	46.3	2.0	0.0%
4	119.0	5.0	0.3	63.0	2.0	0.0%
5	119.0	9.3	0.4	76.1	3.0	0.0%
6	119.0	9.2	0.5	46.4	2.0	0.0%
7	119.0	6.6	0.3	53.5	2.0	0.0%
8	119.0	7.7	0.4	48.3	2.0	0.0%
9	119.0	9.7	0.5	62.7	3.0	0.0%
10	119.0	10.1	0.5	46.7	2.0	0.0%
Average:	119.0	9.3	0.5	61.3	2.5	0.0%
SB R on Weaver Dairy Ext - Lane ID 2484						
1	119.0	86.6	3.4	329.5	12.0	0.0%
2	119.0	84.9	3.4	327.2	13.0	0.0%
3	119.0	85.2	3.5	323.4	12.0	0.0%
4	119.0	83.9	3.4	302.0	12.0	0.0%
5	119.0	80.5	3.3	331.3	13.0	0.0%
6	119.0	84.3	3.5	272.7	11.0	0.0%
7	119.0	81.2	3.3	298.2	11.0	0.0%
8	119.0	84.5	3.5	312.8	12.0	0.0%
9	119.0	81.9	3.4	280.9	11.0	0.0%
10	119.0	79.7	3.4	261.9	11.0	0.0%
Average:	119.0	83.3	3.4	304.0	11.8	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB TR on Homestead Road - Lane ID 2916						
1	119.0	21.6	0.9	404.5	15.0	0.0%
2	119.0	23.4	1.0	334.8	14.0	0.0%
3	119.0	21.3	0.9	210.2	9.0	0.0%
4	119.0	18.0	0.7	322.1	13.0	0.0%
5	119.0	31.0	1.3	424.0	16.0	0.0%
6	119.0	23.6	1.0	330.7	13.0	0.0%
7	119.0	23.7	0.9	403.5	15.0	0.0%
8	119.0	27.3	1.1	518.2	17.0	0.0%
9	119.0	16.6	0.7	210.7	8.0	0.0%
10	119.0	22.0	0.9	412.5	15.0	0.0%
Average:	119.0	22.9	0.9	357.1	13.5	0.0%

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2983						
1	119.0	0.3	0.0	19.1	1.0	0.0%
2	119.0	0.4	0.0	25.9	1.0	0.0%
3	119.0	0.5	0.0	18.5	1.0	0.0%
4	119.0	0.5	0.0	45.3	2.0	0.0%
5	119.0	0.3	0.0	17.3	1.0	0.0%
6	119.0	0.3	0.0	18.4	1.0	0.0%
7	119.0	0.1	0.0	16.1	1.0	0.0%
8	119.0	0.1	0.0	16.8	1.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.3	0.0	18.3	1.0	0.0%
Average:	119.0	0.3	0.0	19.6	1.0	0.0%

EB TR on Homestead Road - Lane ID 2950

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

NB LTR on Greenway Landing - Lane ID 2957

1	119.0	0.1	0.0	16.0	1.0	0.0%
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Lane Queue by Intersection

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB LTR on Greenway Landing - Lane ID 2957						
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.1	0.0	17.0	1.0	0.0%
4	119.0	0.3	0.0	20.9	1.0	0.0%
5	119.0	0.6	0.0	18.9	1.0	0.0%
6	119.0	0.2	0.0	26.0	1.0	0.0%
7	119.0	0.2	0.0	18.1	1.0	0.0%
8	119.0	0.3	0.0	19.4	1.0	0.0%
9	119.0	0.5	0.0	16.9	1.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.2	0.0	15.3	0.8	0.0%
SB L on Future Bridgepoint Access Driveway - Lane ID 2981						
1	119.0	2.4	0.1	37.4	1.0	0.0%
2	119.0	3.7	0.2	59.3	2.0	0.0%
3	119.0	2.4	0.1	30.3	1.0	0.0%
4	119.0	1.8	0.1	34.4	1.0	0.0%
5	119.0	3.7	0.2	45.7	2.0	0.0%
6	119.0	1.9	0.1	25.9	1.0	0.0%
7	119.0	2.1	0.1	41.2	2.0	0.0%
8	119.0	2.4	0.1	65.1	1.0	0.0%
9	119.0	2.4	0.1	40.1	2.0	0.0%
10	119.0	2.0	0.1	49.6	2.0	0.0%
Average:	119.0	2.5	0.1	42.9	1.5	0.0%
SB TR on Future Bridgepoint Access Driveway - Lane ID 2982						
1	119.0	0.3	0.0	19.1	1.0	0.0%
2	119.0	0.3	0.0	17.0	1.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.1	0.0	15.6	1.0	0.0%
5	119.0	0.1	0.0	17.7	1.0	0.0%
6	119.0	0.1	0.0	15.1	1.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.3	0.0	18.0	1.0	0.0%
9	119.0	0.2	0.0	19.5	1.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.1	0.0	12.2	0.7	0.0%
WB L on Homestead Road - Lane ID 2984						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.1	0.0	17.6	1.0	0.0%
3	119.0	0.1	0.0	15.5	1.0	0.0%
4	119.0	0.1	0.0	15.8	1.0	0.0%
5	119.0	0.2	0.0	20.8	1.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB L on Homestead Road - Lane ID 2984						
6	119.0	0.2	0.0	18.9	1.0	0.0%
7	119.0	0.1	0.0	15.5	1.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.2	0.0	18.3	1.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.1	0.0	12.2	0.7	0.0%

WB R on Homestead Road - Lane ID 2986						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.2	0.0	19.6	1.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	2.0	0.1	0.0%

WB T on Homestead Road - Lane ID 2985						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB L on M.L.K. Jr. Blvd - Lane ID 2432						
1	119.0	66.5	2.8	199.6	8.0	0.0%
2	119.0	66.1	2.8	209.7	9.0	0.0%
3	119.0	59.6	2.5	181.9	7.0	0.0%
4	119.0	67.5	2.7	187.6	8.0	0.0%
5	119.0	58.7	2.6	191.0	8.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB L on M.L.K. Jr. Blvd - Lane ID 2432						
6	119.0	65.3	2.6	202.4	8.0	0.0%
7	119.0	60.3	2.6	170.8	7.0	0.0%
8	119.0	70.2	2.9	220.3	9.0	0.0%
9	119.0	65.2	2.8	213.6	8.0	0.0%
10	119.0	60.6	2.6	184.8	8.0	0.0%
Average:	119.0	64.0	2.7	196.2	8.0	0.0%
NB L on M.L.K. Jr. Blvd - Lane ID 644						
1	119.0	63.5	2.7	196.7	8.0	0.0%
2	119.0	62.5	2.6	175.1	7.0	0.0%
3	119.0	58.6	2.5	241.6	10.0	0.0%
4	119.0	65.3	2.7	210.0	9.0	0.0%
5	119.0	62.6	2.6	177.1	8.0	0.0%
6	119.0	65.4	2.8	231.6	7.0	0.0%
7	119.0	59.4	2.5	217.4	9.0	0.0%
8	119.0	64.4	2.7	206.0	9.0	0.0%
9	119.0	69.8	2.9	216.9	7.0	0.0%
10	119.0	60.7	2.6	183.4	8.0	0.0%
Average:	119.0	63.2	2.7	205.6	8.2	0.0%
NB T on M.L.K. Jr. Blvd - Lane ID 645						
1	119.0	15.1	0.6	225.6	8.0	0.0%
2	119.0	10.6	0.5	157.1	6.0	0.0%
3	119.0	11.1	0.5	169.9	7.0	0.0%
4	119.0	12.6	0.6	169.8	8.0	0.0%
5	119.0	16.0	0.7	236.9	10.0	0.0%
6	119.0	12.6	0.5	164.8	7.0	0.0%
7	119.0	14.6	0.6	252.9	7.0	0.0%
8	119.0	14.3	0.6	215.5	9.0	0.0%
9	119.0	12.5	0.5	189.7	8.0	0.0%
10	119.0	15.4	0.7	205.5	9.0	0.0%
Average:	119.0	13.5	0.6	198.8	7.9	0.0%
NB TR on M.L.K. Jr. Blvd - Lane ID 646						
1	119.0	14.2	0.6	223.7	9.0	0.0%
2	119.0	10.3	0.5	97.8	4.0	0.0%
3	119.0	11.7	0.5	141.0	6.0	0.0%
4	119.0	12.4	0.5	222.6	9.0	0.0%
5	119.0	15.5	0.7	208.1	8.0	0.0%
6	119.0	13.7	0.6	192.7	8.0	0.0%
7	119.0	13.0	0.5	230.5	10.0	0.0%
8	119.0	15.5	0.6	212.9	8.0	0.0%
9	119.0	13.5	0.6	208.4	8.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB TR on M.L.K. Jr. Blvd - Lane ID 646						
10	119.0	15.6	0.7	194.2	8.0	0.0%
Average:	119.0	13.5	0.6	193.2	7.8	0.0%
SB L on M.L.K. Jr. Blvd - Lane ID 652						
1	119.0	0.3	0.0	19.4	1.0	0.0%
2	119.0	1.2	0.0	62.3	1.0	0.0%
3	119.0	0.4	0.0	24.1	1.0	0.0%
4	119.0	0.6	0.1	18.5	1.0	0.0%
5	119.0	0.0	0.0	0.0	1.0	0.0%
6	119.0	0.0	0.0	0.0	1.0	0.0%
7	119.0	0.3	0.0	16.9	1.0	0.0%
8	119.0	0.3	0.0	16.7	1.0	0.0%
9	119.0	0.7	0.0	20.2	1.0	0.0%
10	119.0	0.4	0.0	17.2	1.0	0.0%
Average:	119.0	0.4	0.0	19.5	1.0	0.0%
SB R on M.L.K. Jr. Blvd - Lane ID 2423						
1	119.0	4.2	0.2	104.9	4.0	0.0%
2	119.0	5.9	0.3	179.7	7.0	0.0%
3	119.0	4.1	0.2	63.2	3.0	0.0%
4	119.0	4.3	0.2	85.7	3.0	0.0%
5	119.0	4.8	0.2	97.2	4.0	0.0%
6	119.0	4.6	0.2	85.4	4.0	0.0%
7	119.0	3.8	0.2	110.5	5.0	0.0%
8	119.0	3.4	0.2	69.5	4.0	0.0%
9	119.0	3.3	0.2	102.9	4.0	0.0%
10	119.0	3.4	0.2	75.0	3.0	0.0%
Average:	119.0	4.2	0.2	97.4	4.1	0.0%
SB T on M.L.K. Jr. Blvd - Lane ID 2422						
1	119.0	24.0	1.0	177.9	6.0	0.0%
2	119.0	22.7	0.9	168.2	6.0	0.0%
3	119.0	21.5	0.9	215.0	8.0	0.0%
4	119.0	21.4	0.9	151.3	7.0	0.0%
5	119.0	22.2	0.9	168.7	7.0	0.0%
6	119.0	21.3	0.9	166.0	6.0	0.0%
7	119.0	22.2	0.9	192.7	8.0	0.0%
8	119.0	22.2	1.0	169.6	7.0	0.0%
9	119.0	24.3	1.0	191.9	6.0	0.0%
10	119.0	24.8	1.1	229.8	9.0	0.0%
Average:	119.0	22.7	1.0	183.1	7.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SB T on M.L.K. Jr. Blvd - Lane ID 653						
1	119.0	20.8	0.9	151.0	6.0	0.0%
2	119.0	23.6	1.0	179.2	7.0	0.0%
3	119.0	24.1	1.0	215.8	9.0	0.0%
4	119.0	18.9	0.8	144.5	6.0	0.0%
5	119.0	24.8	1.0	226.2	9.0	0.0%
6	119.0	27.2	1.1	186.0	7.0	0.0%
7	119.0	24.3	1.0	159.3	7.0	0.0%
8	119.0	22.5	1.0	146.6	6.0	0.0%
9	119.0	23.3	1.0	165.8	7.0	0.0%
10	119.0	26.3	1.1	164.5	7.0	0.0%
Average:	119.0	23.6	1.0	173.9	7.1	0.0%
SEB L on Homestead Road - Lane ID 2426						
1	119.0	29.3	1.3	126.2	5.0	0.0%
2	119.0	31.0	1.3	185.5	7.0	0.0%
3	119.0	25.7	1.2	116.5	4.0	0.0%
4	119.0	23.0	1.1	99.2	4.0	0.0%
5	119.0	22.7	1.1	137.0	5.0	0.0%
6	119.0	21.6	1.0	92.3	4.0	0.0%
7	119.0	25.0	1.1	143.9	5.0	0.0%
8	119.0	25.9	1.1	101.9	4.0	0.0%
9	119.0	23.0	1.1	98.9	4.0	0.0%
10	119.0	31.5	1.4	118.9	5.0	0.0%
Average:	119.0	25.9	1.2	122.0	4.7	0.0%
SEB LT on Homestead Road - Lane ID 2427						
1	119.0	27.6	1.2	116.6	5.0	0.0%
2	119.0	28.3	1.3	118.1	5.0	0.0%
3	119.0	31.3	1.4	144.7	6.0	0.0%
4	119.0	25.6	1.1	122.0	5.0	0.0%
5	119.0	24.6	1.1	148.7	6.0	0.0%
6	119.0	23.5	1.1	122.3	5.0	0.0%
7	119.0	26.5	1.1	119.9	4.0	0.0%
8	119.0	27.3	1.3	141.4	6.0	0.0%
9	119.0	21.7	1.0	156.6	5.0	0.0%
10	119.0	23.6	1.1	107.8	5.0	0.0%
Average:	119.0	26.0	1.2	129.8	5.2	0.0%
SEB R on Homestead Road - Lane ID 2428						
1	119.0	37.8	1.6	180.5	7.0	0.0%
2	119.0	37.9	1.6	215.0	7.0	0.0%
3	119.0	38.5	1.7	236.4	8.0	0.0%
4	119.0	35.7	1.5	199.4	7.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SEB R on Homestead Road - Lane ID 2428						
5	119.0	34.2	1.5	161.7	7.0	0.0%
6	119.0	34.3	1.4	233.2	8.0	0.0%
7	119.0	36.1	1.6	186.2	7.0	0.0%
8	119.0	35.5	1.5	173.6	7.0	0.0%
9	119.0	32.0	1.4	204.6	8.0	0.0%
10	119.0	37.0	1.6	232.1	10.0	0.0%
Average:	119.0	35.9	1.5	202.3	7.6	0.0%
WB L on Homestead Road - Lane ID 2420						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.6	0.0	19.0	1.0	0.0%
3	119.0	1.2	0.1	18.3	1.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.1	0.0	16.5	1.0	0.0%
7	119.0	0.4	0.0	20.8	1.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.3	0.0	19.7	1.0	0.0%
10	119.0	0.3	0.0	17.5	1.0	0.0%
Average:	119.0	0.3	0.0	11.2	0.6	0.0%
WB LT on Homestead Road - Lane ID 2421						
1	119.0	1.3	0.1	19.6	1.0	0.0%
2	119.0	0.5	0.0	21.8	1.0	0.0%
3	119.0	0.3	0.0	17.6	1.0	0.0%
4	119.0	2.1	0.1	20.3	1.0	0.0%
5	119.0	0.3	0.0	19.9	1.0	0.0%
6	119.0	1.2	0.1	21.4	1.0	0.0%
7	119.0	0.4	0.0	16.3	1.0	0.0%
8	119.0	1.5	0.1	19.1	1.0	0.0%
9	119.0	0.2	0.0	18.4	1.0	0.0%
10	119.0	0.8	0.0	18.9	1.0	0.0%
Average:	119.0	0.9	0.0	19.3	1.0	0.0%
WB R on Homestead Road - Lane ID 667						
1	119.0	0.1	0.0	17.5	1.0	0.0%
2	119.0	0.2	0.0	19.7	1.0	0.0%
3	119.0	0.1	0.0	16.1	1.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.3	0.0	17.4	1.0	0.0%
8	119.0	0.3	0.0	16.7	1.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB R on Homestead Road - Lane ID 667						
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.2	0.0	19.1	1.0	0.0%
Average:	119.0	0.1	0.0	10.7	0.6	0.0%

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 Build - AM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 08:00:00 - 09:00:00
 Interval: Summary
 Selection: Build MOEs

Lane Queue by Intersection - Overview

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2944						
1	119.0	0.7	0.0	52.7	1.0	0.0%
2	119.0	0.3	0.0	23.0	1.0	0.0%
3	119.0	0.3	0.0	19.1	1.0	0.0%
4	119.0	0.5	0.0	24.5	1.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.3	0.0	17.5	1.0	0.0%
9	119.0	0.3	0.0	21.0	1.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.2	0.0	15.8	0.6	0.0%
EB TR on Homestead Road - Lane ID 2945						
1	119.0	62.9	2.5	277.5	11.0	0.0%
2	119.0	53.5	2.2	278.0	10.0	0.0%
3	119.0	53.3	2.2	256.0	10.0	0.0%
4	119.0	54.5	2.3	269.0	11.0	0.0%
5	119.0	60.7	2.5	248.6	10.0	0.0%
6	119.0	61.7	2.5	267.5	10.0	0.0%
7	119.0	59.4	2.4	250.4	11.0	0.0%
8	119.0	67.6	2.8	288.5	11.0	0.0%
9	119.0	58.5	2.4	261.4	10.0	0.0%
10	119.0	61.1	2.5	268.6	10.0	0.0%
Average:	119.0	59.3	2.4	266.6	10.4	0.0%
NB L on Seawell School Road - Lane ID 2969						
1	119.0	5.7	0.3	51.8	2.0	0.0%
2	119.0	5.0	0.3	48.3	2.0	0.0%
3	119.0	7.7	0.4	51.4	2.0	0.0%
4	119.0	4.4	0.2	44.7	2.0	0.0%
5	119.0	4.6	0.2	52.0	2.0	0.0%
6	119.0	7.1	0.3	51.6	2.0	0.0%
7	119.0	6.0	0.3	51.4	2.0	0.0%
8	119.0	5.6	0.3	41.5	2.0	0.0%
9	119.0	4.6	0.2	23.0	1.0	0.0%
10	119.0	7.1	0.4	75.9	2.0	0.0%
Average:	119.0	5.8	0.3	49.2	1.9	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB TR on Seawell School Road - Lane ID 2962						
1	119.0	38.7	1.7	166.5	6.0	0.0%
2	119.0	35.1	1.5	138.7	5.0	0.0%
3	119.0	34.3	1.5	143.6	6.0	0.0%
4	119.0	35.6	1.5	145.8	6.0	0.0%
5	119.0	37.9	1.6	160.7	6.0	0.0%
6	119.0	35.4	1.5	150.8	6.0	0.0%
7	119.0	34.7	1.5	137.8	5.0	0.0%
8	119.0	38.8	1.7	138.4	6.0	0.0%
9	119.0	38.0	1.6	142.0	5.0	0.0%
10	119.0	35.8	1.5	168.7	5.0	0.0%
Average:	119.0	36.4	1.6	149.3	5.6	0.0%
SB L on Seawell School Road - Lane ID 2967						
1	119.0	16.2	0.8	101.1	3.0	0.0%
2	119.0	17.3	0.8	66.7	3.0	0.0%
3	119.0	15.3	0.6	90.1	2.0	0.0%
4	119.0	11.2	0.6	50.0	2.0	0.0%
5	119.0	16.1	0.7	93.0	4.0	0.0%
6	119.0	9.3	0.5	75.6	3.0	0.0%
7	119.0	17.7	0.9	81.3	3.0	0.0%
8	119.0	20.9	1.1	86.7	4.0	0.0%
9	119.0	12.7	0.5	86.8	3.0	0.0%
10	119.0	26.9	1.1	112.2	4.0	0.0%
Average:	119.0	16.4	0.8	84.4	3.1	0.0%
SB TR on Seawell School Road - Lane ID 2968						
1	119.0	2.6	0.1	48.0	2.0	0.0%
2	119.0	3.0	0.2	50.1	1.0	0.0%
3	119.0	2.5	0.1	20.1	1.0	0.0%
4	119.0	2.5	0.1	37.8	2.0	0.0%
5	119.0	2.3	0.1	46.9	2.0	0.0%
6	119.0	2.4	0.1	21.5	1.0	0.0%
7	119.0	3.9	0.2	46.3	2.0	0.0%
8	119.0	2.1	0.1	22.5	1.0	0.0%
9	119.0	1.5	0.1	20.0	1.0	0.0%
10	119.0	1.8	0.1	22.2	1.0	0.0%
Average:	119.0	2.5	0.1	33.5	1.4	0.0%
WB L on Homestead Road - Lane ID 2974						
1	119.0	34.1	1.5	207.7	8.0	0.0%
2	119.0	30.0	1.2	232.7	9.0	0.0%
3	119.0	35.2	1.5	240.2	8.0	0.0%
4	119.0	32.1	1.3	223.5	7.0	0.0%
5	119.0	34.6	1.5	190.0	8.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB L on Homestead Road - Lane ID 2974						
6	119.0	32.2	1.4	172.9	7.0	0.0%
7	119.0	28.0	1.2	181.1	7.0	0.0%
8	119.0	29.0	1.3	155.0	7.0	0.0%
9	119.0	30.6	1.3	202.1	8.0	0.0%
10	119.0	28.9	1.3	187.5	7.0	0.0%
Average:	119.0	31.5	1.4	199.3	7.6	0.0%

WB R on Homestead Road - Lane ID 2976

1	119.0	0.9	0.1	21.9	1.0	0.0%
2	119.0	0.3	0.0	19.6	1.0	0.0%
3	119.0	0.1	0.0	16.1	1.0	0.0%
4	119.0	0.4	0.0	19.7	1.0	0.0%
5	119.0	0.4	0.0	18.5	1.0	0.0%
6	119.0	0.5	0.0	22.0	1.0	0.0%
7	119.0	0.3	0.0	17.8	1.0	0.0%
8	119.0	0.5	0.0	21.8	1.0	0.0%
9	119.0	0.7	0.0	19.7	1.0	0.0%
10	119.0	0.3	0.0	19.3	1.0	0.0%
Average:	119.0	0.4	0.0	19.6	1.0	0.0%

WB T on Homestead Road - Lane ID 2975

1	119.0	4.8	0.2	73.5	3.0	0.0%
2	119.0	3.7	0.2	69.4	3.0	0.0%
3	119.0	3.0	0.2	58.8	3.0	0.0%
4	119.0	5.3	0.2	82.2	3.0	0.0%
5	119.0	3.5	0.2	76.7	3.0	0.0%
6	119.0	3.8	0.2	60.9	2.0	0.0%
7	119.0	2.2	0.1	53.7	2.0	0.0%
8	119.0	2.8	0.1	49.0	2.0	0.0%
9	119.0	2.6	0.1	66.1	3.0	0.0%
10	119.0	4.3	0.2	82.1	3.0	0.0%
Average:	119.0	3.6	0.2	67.2	2.7	0.0%

HOMESTEAD ROAD & SITE DRIVEWAY

NODE: 9

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Homestead Road - Lane ID 2953						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & SITE DRIVEWAY

NODE: 9

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Homestead Road - Lane ID 2953						
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

NB LR on Site Driveway - Lane ID 2954

1	119.0	2.0	0.1	24.3	1.0	0.0%
2	119.0	0.7	0.0	17.1	1.0	0.0%
3	119.0	1.8	0.1	47.2	2.0	0.0%
4	119.0	1.6	0.1	44.1	2.0	0.0%
5	119.0	0.5	0.0	23.0	1.0	0.0%
6	119.0	2.2	0.1	45.1	2.0	0.0%
7	119.0	1.8	0.1	47.7	2.0	0.0%
8	119.0	1.5	0.1	48.0	2.0	0.0%
9	119.0	0.3	0.0	18.3	1.0	0.0%
10	119.0	0.8	0.1	18.7	1.0	0.0%
Average:	119.0	1.3	0.1	33.4	1.5	0.0%

WB L on Homestead Road - Lane ID 2476

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.1	0.0	17.1	1.0	0.0%
3	119.0	0.1	0.0	17.1	1.0	0.0%
4	119.0	0.1	0.0	17.5	1.0	0.0%
5	119.0	0.1	0.0	15.1	1.0	0.0%
6	119.0	0.2	0.0	19.9	1.0	0.0%
7	119.0	0.1	0.0	17.2	1.0	0.0%
8	119.0	0.3	0.0	18.2	1.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.1	0.0	15.6	1.0	0.0%
Average:	119.0	0.1	0.0	13.8	0.8	0.0%

WB T on Homestead Road - Lane ID 2973

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

Lane Queue by Intersection

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2480						
1	119.0	11.7	0.5	96.6	4.0	0.0%
2	119.0	11.1	0.5	98.6	4.0	0.0%
3	119.0	11.0	0.4	162.0	4.0	0.0%
4	119.0	11.6	0.5	125.6	5.0	0.0%
5	119.0	11.6	0.5	105.8	5.0	0.0%
6	119.0	10.5	0.5	126.2	5.0	0.0%
7	119.0	11.5	0.5	119.5	5.0	0.0%
8	119.0	12.3	0.5	125.3	5.0	0.0%
9	119.0	10.1	0.4	117.9	5.0	0.0%
10	119.0	10.3	0.4	126.1	5.0	0.0%
Average:	119.0	11.2	0.5	120.4	4.7	0.0%

EB T on Homestead Road - Lane ID 2481						
1	119.0	8.5	0.4	127.1	5.0	0.0%
2	119.0	9.6	0.4	123.7	5.0	0.0%
3	119.0	8.8	0.4	120.7	5.0	0.0%
4	119.0	10.8	0.5	126.3	5.0	0.0%
5	119.0	10.9	0.4	144.7	6.0	0.0%
6	119.0	11.4	0.5	147.6	6.0	0.0%
7	119.0	12.6	0.5	148.3	5.0	0.0%
8	119.0	7.9	0.3	116.5	5.0	0.0%
9	119.0	9.8	0.4	153.6	6.0	0.0%
10	119.0	9.3	0.4	126.7	5.0	0.0%
Average:	119.0	10.0	0.4	133.5	5.3	0.0%

SB L on Weaver Dairy Ext - Lane ID 725						
1	119.0	13.6	0.6	82.8	3.0	0.0%
2	119.0	9.9	0.5	48.0	2.0	0.0%
3	119.0	10.8	0.6	71.6	3.0	0.0%
4	119.0	15.6	0.7	77.6	2.0	0.0%
5	119.0	13.7	0.7	87.9	4.0	0.0%
6	119.0	11.6	0.6	69.2	3.0	0.0%
7	119.0	13.8	0.7	78.2	3.0	0.0%
8	119.0	13.1	0.6	121.6	3.0	0.0%
9	119.0	10.4	0.5	77.8	3.0	0.0%
10	119.0	14.4	0.7	66.1	3.0	0.0%
Average:	119.0	12.7	0.6	78.1	2.9	0.0%

SB R on Weaver Dairy Ext - Lane ID 2484						
1	119.0	64.0	2.6	240.4	9.0	0.0%
2	119.0	67.4	2.7	210.1	8.0	0.0%
3	119.0	64.5	2.5	293.0	11.0	0.0%
4	119.0	63.0	2.6	246.0	8.0	0.0%
5	119.0	65.9	2.7	285.6	10.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SB R on Weaver Dairy Ext - Lane ID 2484						
6	119.0	65.5	2.7	291.9	9.0	0.0%
7	119.0	61.0	2.6	250.7	10.0	0.0%
8	119.0	57.4	2.4	241.7	10.0	0.0%
9	119.0	63.2	2.6	305.4	10.0	0.0%
10	119.0	63.0	2.6	242.1	9.0	0.0%
Average:	119.0	63.5	2.6	260.7	9.4	0.0%

WB TR on Homestead Road - Lane ID 2916

1	119.0	6.7	0.3	114.9	5.0	0.0%
2	119.0	10.0	0.4	199.2	8.0	0.0%
3	119.0	10.5	0.5	195.6	8.0	0.0%
4	119.0	9.0	0.4	141.3	6.0	0.0%
5	119.0	8.5	0.4	204.8	7.0	0.0%
6	119.0	8.3	0.3	153.2	6.0	0.0%
7	119.0	9.1	0.4	179.7	6.0	0.0%
8	119.0	9.7	0.4	295.8	11.0	0.0%
9	119.0	8.1	0.4	119.8	5.0	0.0%
10	119.0	8.4	0.4	171.8	6.0	0.0%
Average:	119.0	8.8	0.4	177.6	6.8	0.0%

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2983						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.1	0.0	17.3	1.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.1	0.0	14.3	1.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.2	0.0	18.0	1.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	5.0	0.3	0.0%

EB TR on Homestead Road - Lane ID 2950

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Homestead Road - Lane ID 2950						
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.2	0.0	18.3	1.0	0.0%
Average:	119.0	0.0	0.0	1.8	0.1	0.0%
NB LTR on Greenway Landing - Lane ID 2957						
1	119.0	0.1	0.0	15.5	1.0	0.0%
2	119.0	0.3	0.0	15.5	1.0	0.0%
3	119.0	0.2	0.0	18.9	1.0	0.0%
4	119.0	0.4	0.0	17.3	1.0	0.0%
5	119.0	0.2	0.0	18.8	1.0	0.0%
6	119.0	0.4	0.0	44.0	2.0	0.0%
7	119.0	0.3	0.0	18.5	1.0	0.0%
8	119.0	0.5	0.0	22.6	1.0	0.0%
9	119.0	0.4	0.0	17.3	1.0	0.0%
10	119.0	0.4	0.0	34.9	1.0	0.0%
Average:	119.0	0.3	0.0	22.3	1.1	0.0%
SB L on Future Bridgepoint Access Driveway - Lane ID 2981						
1	119.0	5.0	0.3	64.2	3.0	0.0%
2	119.0	4.0	0.2	44.6	2.0	0.0%
3	119.0	2.9	0.2	22.7	1.0	0.0%
4	119.0	5.3	0.3	56.5	2.0	0.0%
5	119.0	3.1	0.2	27.4	1.0	0.0%
6	119.0	3.0	0.2	41.0	2.0	0.0%
7	119.0	2.1	0.1	42.4	2.0	0.0%
8	119.0	3.4	0.2	40.3	2.0	0.0%
9	119.0	2.7	0.2	47.7	2.0	0.0%
10	119.0	4.3	0.2	66.6	3.0	0.0%
Average:	119.0	3.6	0.2	45.3	2.0	0.0%
SB TR on Future Bridgepoint Access Driveway - Lane ID 2982						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.4	0.0	29.5	1.0	0.0%
3	119.0	0.5	0.0	17.2	1.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.4	0.0	18.7	1.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.2	0.0	24.9	1.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SB TR on Future Bridgepoint Access Driveway - Lane ID 2982						
Average:	119.0	0.2	0.0	9.0	0.4	0.0%
WB L on Homestead Road - Lane ID 2984						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.2	0.0	19.8	1.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	2.0	0.1	0.0%
WB R on Homestead Road - Lane ID 2986						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%
WB T on Homestead Road - Lane ID 2985						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB L on M.L.K. Jr. Blvd - Lane ID 2432						
1	119.0	19.4	0.9	71.5	3.0	0.0%
2	119.0	18.9	0.8	133.2	4.0	0.0%
3	119.0	15.2	0.7	61.7	3.0	0.0%
4	119.0	17.9	0.8	92.0	4.0	0.0%
5	119.0	17.3	0.8	76.8	3.0	0.0%
6	119.0	15.4	0.7	98.6	4.0	0.0%
7	119.0	18.9	0.9	76.9	3.0	0.0%
8	119.0	17.3	0.8	69.6	3.0	0.0%
9	119.0	16.5	0.8	71.9	3.0	0.0%
10	119.0	21.7	1.0	88.5	4.0	0.0%
Average:	119.0	17.9	0.8	84.1	3.4	0.0%
NB L on M.L.K. Jr. Blvd - Lane ID 644						
1	119.0	16.8	0.8	86.6	4.0	0.0%
2	119.0	20.1	0.9	106.4	5.0	0.0%
3	119.0	17.3	0.8	71.7	3.0	0.0%
4	119.0	20.6	0.9	87.1	3.0	0.0%
5	119.0	16.9	0.8	84.5	4.0	0.0%
6	119.0	18.0	0.8	80.4	3.0	0.0%
7	119.0	19.1	0.9	100.9	4.0	0.0%
8	119.0	16.7	0.8	87.7	3.0	0.0%
9	119.0	16.1	0.8	85.3	3.0	0.0%
10	119.0	17.9	0.8	83.6	3.0	0.0%
Average:	119.0	18.0	0.8	87.4	3.5	0.0%
NB T on M.L.K. Jr. Blvd - Lane ID 645						
1	119.0	11.1	0.5	136.1	6.0	0.0%
2	119.0	8.8	0.4	100.9	4.0	0.0%
3	119.0	14.6	0.6	137.1	6.0	0.0%
4	119.0	13.6	0.6	99.7	4.0	0.0%
5	119.0	12.6	0.6	126.6	5.0	0.0%
6	119.0	9.0	0.4	99.7	4.0	0.0%
7	119.0	9.4	0.4	116.6	5.0	0.0%
8	119.0	11.0	0.5	126.0	5.0	0.0%
9	119.0	11.7	0.5	109.4	5.0	0.0%
10	119.0	10.9	0.5	113.9	5.0	0.0%
Average:	119.0	11.3	0.5	116.6	4.9	0.0%
NB TR on M.L.K. Jr. Blvd - Lane ID 646						
1	119.0	12.6	0.6	119.7	5.0	0.0%
2	119.0	12.2	0.5	152.1	5.0	0.0%
3	119.0	13.2	0.6	144.7	6.0	0.0%
4	119.0	14.2	0.6	127.8	5.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB TR on M.L.K. Jr. Blvd - Lane ID 646						
5	119.0	13.6	0.6	111.3	5.0	0.0%
6	119.0	12.1	0.5	158.6	5.0	0.0%
7	119.0	11.9	0.5	159.1	7.0	0.0%
8	119.0	11.6	0.5	114.5	5.0	0.0%
9	119.0	10.5	0.5	115.5	4.0	0.0%
10	119.0	9.3	0.4	116.7	5.0	0.0%
Average:	119.0	12.1	0.5	132.0	5.2	0.0%
SB L on M.L.K. Jr. Blvd - Lane ID 652						
1	119.0	1.2	0.1	34.4	1.0	0.0%
2	119.0	1.1	0.1	19.4	1.0	0.0%
3	119.0	0.9	0.1	22.6	1.0	0.0%
4	119.0	0.8	0.1	20.6	1.0	0.0%
5	119.0	1.1	0.1	21.1	1.0	0.0%
6	119.0	0.6	0.1	19.8	1.0	0.0%
7	119.0	0.8	0.1	19.6	1.0	0.0%
8	119.0	1.1	0.1	20.1	1.0	0.0%
9	119.0	1.0	0.1	23.2	1.0	0.0%
10	119.0	1.3	0.1	17.9	1.0	0.0%
Average:	119.0	1.0	0.1	21.9	1.0	0.0%
SB R on M.L.K. Jr. Blvd - Lane ID 2423						
1	119.0	3.5	0.2	94.8	4.0	0.0%
2	119.0	2.7	0.1	44.3	2.0	0.0%
3	119.0	2.6	0.1	73.7	3.0	0.0%
4	119.0	2.8	0.1	55.8	2.0	0.0%
5	119.0	1.5	0.1	46.7	2.0	0.0%
6	119.0	4.3	0.2	81.2	3.0	0.0%
7	119.0	2.9	0.1	74.5	3.0	0.0%
8	119.0	4.5	0.2	109.6	4.0	0.0%
9	119.0	3.9	0.2	70.3	3.0	0.0%
10	119.0	3.3	0.2	56.1	2.0	0.0%
Average:	119.0	3.2	0.2	70.7	2.8	0.0%
SB T on M.L.K. Jr. Blvd - Lane ID 2422						
1	119.0	38.0	1.5	226.5	9.0	0.0%
2	119.0	32.6	1.4	195.1	8.0	0.0%
3	119.0	29.2	1.2	193.4	8.0	0.0%
4	119.0	30.6	1.3	231.4	10.0	0.0%
5	119.0	36.1	1.5	252.6	10.0	0.0%
6	119.0	29.7	1.2	239.1	8.0	0.0%
7	119.0	34.1	1.4	232.9	9.0	0.0%
8	119.0	31.1	1.3	236.3	10.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SB T on M.L.K. Jr. Blvd - Lane ID 2422						
9	119.0	35.8	1.5	225.1	10.0	0.0%
10	119.0	33.7	1.4	224.8	9.0	0.0%
Average:	119.0	33.1	1.4	225.7	9.1	0.0%

SB T on M.L.K. Jr. Blvd - Lane ID 653						
1	119.0	41.0	1.7	241.7	10.0	0.0%
2	119.0	35.2	1.4	263.0	10.0	0.0%
3	119.0	34.6	1.4	281.6	11.0	0.0%
4	119.0	36.2	1.5	248.2	11.0	0.0%
5	119.0	38.1	1.6	244.4	10.0	0.0%
6	119.0	32.6	1.3	202.7	8.0	0.0%
7	119.0	33.1	1.4	269.5	10.0	0.0%
8	119.0	32.4	1.4	251.2	10.0	0.0%
9	119.0	35.0	1.5	226.2	9.0	0.0%
10	119.0	38.9	1.6	232.4	9.0	0.0%
Average:	119.0	35.7	1.5	246.1	9.8	0.0%

SEB L on Homestead Road - Lane ID 2426						
1	119.0	43.0	1.9	123.4	5.0	0.0%
2	119.0	38.1	1.7	182.4	7.0	0.0%
3	119.0	40.8	1.8	180.1	6.0	0.0%
4	119.0	47.5	2.0	277.6	11.0	0.0%
5	119.0	35.6	1.5	143.9	6.0	0.0%
6	119.0	41.4	1.9	133.5	6.0	0.0%
7	119.0	46.8	2.0	188.1	7.0	0.0%
8	119.0	40.0	1.8	132.9	6.0	0.0%
9	119.0	42.1	1.9	175.2	7.0	0.0%
10	119.0	45.0	1.9	132.8	6.0	0.0%
Average:	119.0	42.0	1.8	167.0	6.7	0.0%

SEB LT on Homestead Road - Lane ID 2427						
1	119.0	45.7	1.9	194.2	8.0	0.0%
2	119.0	36.2	1.6	193.4	8.0	0.0%
3	119.0	41.7	1.8	120.7	5.0	0.0%
4	119.0	42.3	1.8	174.7	5.0	0.0%
5	119.0	37.6	1.7	210.0	8.0	0.0%
6	119.0	44.8	2.0	181.2	7.0	0.0%
7	119.0	45.3	1.9	276.3	9.0	0.0%
8	119.0	43.6	1.9	167.4	7.0	0.0%
9	119.0	40.1	1.7	141.4	5.0	0.0%
10	119.0	45.1	1.9	172.9	7.0	0.0%
Average:	119.0	42.2	1.8	183.2	6.9	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SEB R on Homestead Road - Lane ID 2428						
1	119.0	70.6	2.8	324.0	12.0	0.0%
2	119.0	63.4	2.5	310.4	11.0	0.0%
3	119.0	58.5	2.4	276.7	12.0	0.0%
4	119.0	66.7	2.7	255.3	10.0	0.0%
5	119.0	54.1	2.2	280.2	10.0	0.0%
6	119.0	62.9	2.6	289.7	11.0	0.0%
7	119.0	60.8	2.5	308.6	12.0	0.0%
8	119.0	65.2	2.7	303.6	11.0	0.0%
9	119.0	60.7	2.5	321.1	11.0	0.0%
10	119.0	67.9	2.8	278.3	12.0	0.0%
Average:	119.0	63.1	2.6	294.8	11.2	0.0%
WB L on Homestead Road - Lane ID 2420						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%
WB LT on Homestead Road - Lane ID 2421						
1	119.0	0.6	0.0	20.7	1.0	0.0%
2	119.0	1.2	0.1	17.6	1.0	0.0%
3	119.0	0.7	0.0	17.3	1.0	0.0%
4	119.0	1.1	0.1	23.6	1.0	0.0%
5	119.0	1.2	0.0	73.7	1.0	0.0%
6	119.0	0.7	0.0	18.6	1.0	0.0%
7	119.0	1.1	0.1	18.7	1.0	0.0%
8	119.0	0.4	0.0	17.4	1.0	0.0%
9	119.0	0.6	0.0	38.1	2.0	0.0%
10	119.0	0.5	0.0	26.4	1.0	0.0%
Average:	119.0	0.8	0.0	27.2	1.1	0.0%
WB R on Homestead Road - Lane ID 667						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.1	0.0	16.9	1.0	0.0%
3	119.0	0.1	0.0	16.9	1.0	0.0%
4	119.0	0.3	0.0	17.2	1.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB R on Homestead Road - Lane ID 667						
5	119.0	0.2	0.0	21.2	1.0	0.0%
6	119.0	0.1	0.0	16.7	1.0	0.0%
7	119.0	0.3	0.0	18.0	1.0	0.0%
8	119.0	0.3	0.0	19.1	1.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.3	0.0	18.5	1.0	0.0%
Average:	119.0	0.2	0.0	14.5	0.8	0.0%

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 Build - NN
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 12:00:00 - 13:00:00
 Interval: Summary
 Selection: Build MOEs

Lane Queue by Intersection - Overview

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2944						
1	119.0	0.1	0.0	16.5	1.0	0.0%
2	119.0	0.2	0.0	19.6	1.0	0.0%
3	119.0	0.2	0.0	19.3	1.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.2	0.0	18.6	1.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.6	0.0	37.0	1.0	0.0%
8	119.0	0.4	0.0	49.7	1.0	0.0%
9	119.0	0.4	0.0	18.8	1.0	0.0%
10	119.0	0.2	0.0	18.1	1.0	0.0%
Average:	119.0	0.2	0.0	19.8	0.8	0.0%
EB TR on Homestead Road - Lane ID 2945						
1	119.0	13.0	0.6	113.4	4.0	0.0%
2	119.0	11.3	0.5	92.5	4.0	0.0%
3	119.0	9.0	0.4	72.2	3.0	0.0%
4	119.0	10.7	0.5	128.3	4.0	0.0%
5	119.0	10.9	0.5	97.0	4.0	0.0%
6	119.0	11.3	0.5	94.4	4.0	0.0%
7	119.0	10.6	0.5	85.6	3.0	0.0%
8	119.0	10.1	0.5	93.1	4.0	0.0%
9	119.0	8.6	0.4	100.0	4.0	0.0%
10	119.0	12.0	0.5	104.6	4.0	0.0%
Average:	119.0	10.8	0.5	98.1	3.8	0.0%
NB L on Seawell School Road - Lane ID 2969						
1	119.0	2.5	0.1	43.6	2.0	0.0%
2	119.0	2.3	0.1	21.6	1.0	0.0%
3	119.0	3.0	0.2	22.5	1.0	0.0%
4	119.0	3.0	0.2	37.7	1.0	0.0%
5	119.0	3.8	0.2	23.5	1.0	0.0%
6	119.0	2.8	0.2	21.8	1.0	0.0%
7	119.0	3.7	0.2	56.6	1.0	0.0%
8	119.0	3.4	0.2	47.6	2.0	0.0%
9	119.0	2.7	0.2	19.6	1.0	0.0%
10	119.0	1.5	0.1	19.8	1.0	0.0%
Average:	119.0	2.9	0.2	31.4	1.2	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB TR on Seawell School Road - Lane ID 2962						
1	119.0	19.4	0.9	73.3	3.0	0.0%
2	119.0	15.3	0.8	78.6	4.0	0.0%
3	119.0	13.4	0.6	73.0	3.0	0.0%
4	119.0	17.8	0.8	114.0	5.0	0.0%
5	119.0	17.9	0.9	76.7	3.0	0.0%
6	119.0	15.5	0.8	98.5	5.0	0.0%
7	119.0	20.4	1.0	154.0	7.0	0.0%
8	119.0	17.8	0.8	94.3	4.0	0.0%
9	119.0	19.0	0.9	97.6	4.0	0.0%
10	119.0	17.4	0.8	115.9	5.0	0.0%
Average:	119.0	17.4	0.8	97.6	4.3	0.0%
SB L on Seawell School Road - Lane ID 2967						
1	119.0	4.2	0.2	33.6	2.0	0.0%
2	119.0	5.8	0.3	46.7	2.0	0.0%
3	119.0	5.9	0.3	51.9	2.0	0.0%
4	119.0	5.4	0.3	60.2	2.0	0.0%
5	119.0	6.2	0.3	77.3	3.0	0.0%
6	119.0	4.7	0.2	46.7	2.0	0.0%
7	119.0	5.9	0.3	73.1	3.0	0.0%
8	119.0	4.7	0.3	37.0	2.0	0.0%
9	119.0	4.6	0.3	28.9	1.0	0.0%
10	119.0	5.0	0.3	43.6	2.0	0.0%
Average:	119.0	5.2	0.3	49.9	2.1	0.0%
SB TR on Seawell School Road - Lane ID 2968						
1	119.0	4.2	0.2	53.3	2.0	0.0%
2	119.0	4.1	0.2	55.1	2.0	0.0%
3	119.0	4.7	0.2	48.3	2.0	0.0%
4	119.0	3.8	0.2	39.9	2.0	0.0%
5	119.0	3.2	0.2	20.2	1.0	0.0%
6	119.0	2.5	0.1	49.1	2.0	0.0%
7	119.0	3.3	0.2	28.8	1.0	0.0%
8	119.0	4.5	0.2	45.3	2.0	0.0%
9	119.0	4.0	0.2	43.2	2.0	0.0%
10	119.0	4.4	0.2	45.9	2.0	0.0%
Average:	119.0	3.9	0.2	42.9	1.8	0.0%
WB L on Homestead Road - Lane ID 2974						
1	119.0	0.5	0.0	21.5	1.0	0.0%
2	119.0	1.0	0.1	52.4	2.0	0.0%
3	119.0	0.1	0.0	16.9	1.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.6	0.0	19.4	1.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB L on Homestead Road - Lane ID 2974						
6	119.0	0.4	0.0	20.3	1.0	0.0%
7	119.0	0.7	0.0	46.4	2.0	0.0%
8	119.0	0.6	0.0	41.5	2.0	0.0%
9	119.0	1.5	0.1	81.6	2.0	0.0%
10	119.0	0.4	0.0	19.6	1.0	0.0%
Average:	119.0	0.6	0.0	32.0	1.3	0.0%

WB R on Homestead Road - Lane ID 2976						
1	119.0	0.2	0.0	20.2	1.0	0.0%
2	119.0	0.2	0.0	20.1	1.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.4	0.0	17.3	1.0	0.0%
5	119.0	0.4	0.0	23.6	1.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.2	0.0	19.6	1.0	0.0%
8	119.0	0.2	0.0	18.8	1.0	0.0%
9	119.0	0.4	0.0	18.1	1.0	0.0%
10	119.0	0.1	0.0	16.4	1.0	0.0%
Average:	119.0	0.2	0.0	15.4	0.8	0.0%

WB T on Homestead Road - Lane ID 2975						
1	119.0	3.7	0.2	93.7	4.0	0.0%
2	119.0	3.9	0.2	98.0	4.0	0.0%
3	119.0	4.1	0.2	123.0	5.0	0.0%
4	119.0	3.2	0.1	134.7	5.0	0.0%
5	119.0	4.5	0.2	109.7	4.0	0.0%
6	119.0	3.1	0.1	87.2	4.0	0.0%
7	119.0	1.7	0.1	80.7	3.0	0.0%
8	119.0	3.3	0.1	152.6	6.0	0.0%
9	119.0	3.9	0.2	117.8	5.0	0.0%
10	119.0	3.7	0.2	79.9	3.0	0.0%
Average:	119.0	3.5	0.2	107.7	4.3	0.0%

HOMESTEAD ROAD & SITE DRIVEWAY

NODE: 9

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Homestead Road - Lane ID 2953						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & SITE DRIVEWAY

NODE: 9

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Homestead Road - Lane ID 2953						
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

NB LR on Site Driveway - Lane ID 2954

1	119.0	0.3	0.0	20.9	1.0	0.0%
2	119.0	0.6	0.0	19.5	1.0	0.0%
3	119.0	0.1	0.0	17.5	1.0	0.0%
4	119.0	0.9	0.0	32.5	1.0	0.0%
5	119.0	0.4	0.0	25.9	1.0	0.0%
6	119.0	0.5	0.0	21.2	1.0	0.0%
7	119.0	0.2	0.0	18.6	1.0	0.0%
8	119.0	0.4	0.0	17.1	1.0	0.0%
9	119.0	0.1	0.0	16.7	1.0	0.0%
10	119.0	0.9	0.0	35.1	1.0	0.0%
Average:	119.0	0.4	0.0	22.5	1.0	0.0%

WB L on Homestead Road - Lane ID 2476

1	119.0	0.4	0.0	51.8	1.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.3	0.0	22.2	1.0	0.0%
4	119.0	0.3	0.0	21.4	1.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.3	0.0	15.4	1.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.1	0.0	11.1	0.4	0.0%

WB T on Homestead Road - Lane ID 2973

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

Lane Queue by Intersection

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2480						
1	119.0	3.7	0.2	47.4	2.0	0.0%
2	119.0	2.9	0.2	42.9	2.0	0.0%
3	119.0	2.5	0.1	66.4	3.0	0.0%
4	119.0	2.6	0.1	68.4	3.0	0.0%
5	119.0	5.4	0.3	65.4	2.0	0.0%
6	119.0	2.4	0.1	45.7	2.0	0.0%
7	119.0	2.7	0.2	46.1	2.0	0.0%
8	119.0	3.1	0.2	45.1	2.0	0.0%
9	119.0	2.5	0.1	58.3	1.0	0.0%
10	119.0	3.1	0.1	51.8	2.0	0.0%
Average:	119.0	3.1	0.2	53.8	2.1	0.0%
EB T on Homestead Road - Lane ID 2481						
1	119.0	2.9	0.1	49.6	2.0	0.0%
2	119.0	4.2	0.2	73.3	3.0	0.0%
3	119.0	5.3	0.2	72.7	3.0	0.0%
4	119.0	5.7	0.2	112.3	3.0	0.0%
5	119.0	5.3	0.2	92.6	4.0	0.0%
6	119.0	4.7	0.2	95.1	4.0	0.0%
7	119.0	4.8	0.2	99.5	4.0	0.0%
8	119.0	4.5	0.2	86.4	3.0	0.0%
9	119.0	3.9	0.2	72.4	3.0	0.0%
10	119.0	2.9	0.1	50.4	2.0	0.0%
Average:	119.0	4.4	0.2	80.4	3.1	0.0%
SB L on Weaver Dairy Ext - Lane ID 725						
1	119.0	4.7	0.3	41.1	2.0	0.0%
2	119.0	2.7	0.2	21.1	1.0	0.0%
3	119.0	5.4	0.2	48.0	2.0	0.0%
4	119.0	5.9	0.2	89.3	2.0	0.0%
5	119.0	4.1	0.2	39.6	2.0	0.0%
6	119.0	3.6	0.2	53.7	1.0	0.0%
7	119.0	6.1	0.3	49.0	2.0	0.0%
8	119.0	4.7	0.2	42.5	2.0	0.0%
9	119.0	6.3	0.3	50.7	2.0	0.0%
10	119.0	5.5	0.3	65.5	3.0	0.0%
Average:	119.0	4.9	0.2	50.1	1.9	0.0%
SB R on Weaver Dairy Ext - Lane ID 2484						
1	119.0	39.3	1.7	166.6	6.0	0.0%
2	119.0	42.2	1.9	163.8	7.0	0.0%
3	119.0	42.4	1.8	192.6	7.0	0.0%
4	119.0	46.4	2.0	152.2	6.0	0.0%
5	119.0	41.8	1.7	187.0	7.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SB R on Weaver Dairy Ext - Lane ID 2484						
6	119.0	42.3	1.8	199.2	8.0	0.0%
7	119.0	42.3	1.8	158.2	6.0	0.0%
8	119.0	47.1	1.9	198.5	6.0	0.0%
9	119.0	44.2	1.9	160.7	6.0	0.0%
10	119.0	42.9	1.9	201.8	7.0	0.0%
Average:	119.0	43.1	1.8	178.1	6.6	0.0%

WB TR on Homestead Road - Lane ID 2916

1	119.0	1.5	0.1	100.0	4.0	0.0%
2	119.0	2.3	0.1	83.2	4.0	0.0%
3	119.0	1.7	0.1	71.0	2.0	0.0%
4	119.0	3.3	0.1	123.8	5.0	0.0%
5	119.0	3.2	0.1	98.8	4.0	0.0%
6	119.0	3.8	0.2	125.6	5.0	0.0%
7	119.0	3.2	0.1	143.7	6.0	0.0%
8	119.0	3.5	0.2	117.0	5.0	0.0%
9	119.0	3.7	0.2	109.6	5.0	0.0%
10	119.0	2.6	0.1	50.6	2.0	0.0%
Average:	119.0	2.9	0.1	102.3	4.2	0.0%

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2983						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.3	0.0	17.3	1.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	1.7	0.1	0.0%

EB TR on Homestead Road - Lane ID 2950

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Homestead Road - Lane ID 2950						
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%
NB LTR on Greenway Landing - Lane ID 2957						
1	119.0	0.1	0.0	16.6	1.0	0.0%
2	119.0	0.2	0.0	19.0	1.0	0.0%
3	119.0	0.1	0.0	14.6	1.0	0.0%
4	119.0	0.1	0.0	13.2	1.0	0.0%
5	119.0	0.3	0.0	24.6	1.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.2	0.0	18.3	1.0	0.0%
8	119.0	0.4	0.0	32.7	1.0	0.0%
9	119.0	0.3	0.0	23.4	1.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.2	0.0	16.2	0.8	0.0%
SB L on Future Bridgepoint Access Driveway - Lane ID 2981						
1	119.0	0.8	0.0	41.1	2.0	0.0%
2	119.0	0.6	0.0	25.3	1.0	0.0%
3	119.0	1.0	0.1	27.4	1.0	0.0%
4	119.0	1.2	0.1	50.1	2.0	0.0%
5	119.0	0.3	0.0	17.9	1.0	0.0%
6	119.0	0.8	0.0	34.2	2.0	0.0%
7	119.0	1.0	0.1	21.8	1.0	0.0%
8	119.0	0.9	0.0	31.3	1.0	0.0%
9	119.0	1.8	0.1	58.0	2.0	0.0%
10	119.0	1.3	0.1	65.4	1.0	0.0%
Average:	119.0	1.0	0.1	37.3	1.4	0.0%
SB TR on Future Bridgepoint Access Driveway - Lane ID 2982						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.2	0.0	19.5	1.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.3	0.0	22.4	1.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SB TR on Future Bridgepoint Access Driveway - Lane ID 2982						
Average:	119.0	0.1	0.0	4.2	0.2	0.0%
WB L on Homestead Road - Lane ID 2984						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.1	0.0	17.6	1.0	0.0%
3	119.0	0.1	0.0	16.4	1.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	3.4	0.2	0.0%
WB R on Homestead Road - Lane ID 2986						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%
WB T on Homestead Road - Lane ID 2985						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB L on M.L.K. Jr. Blvd - Lane ID 2432						
1	119.0	35.8	1.6	127.4	5.0	0.0%
2	119.0	36.5	1.7	122.5	5.0	0.0%
3	119.0	37.6	1.7	144.9	5.0	0.0%
4	119.0	34.1	1.5	129.8	6.0	0.0%
5	119.0	39.2	1.8	134.9	6.0	0.0%
6	119.0	36.4	1.6	131.2	6.0	0.0%
7	119.0	38.6	1.7	163.4	6.0	0.0%
8	119.0	37.1	1.7	116.2	5.0	0.0%
9	119.0	37.0	1.7	153.2	7.0	0.0%
10	119.0	38.5	1.7	121.5	5.0	0.0%
Average:	119.0	37.1	1.7	134.5	5.6	0.0%
NB L on M.L.K. Jr. Blvd - Lane ID 644						
1	119.0	36.7	1.6	139.3	5.0	0.0%
2	119.0	33.2	1.4	167.1	7.0	0.0%
3	119.0	35.3	1.6	113.9	5.0	0.0%
4	119.0	34.3	1.6	108.7	5.0	0.0%
5	119.0	40.3	1.7	131.7	6.0	0.0%
6	119.0	37.1	1.7	135.6	5.0	0.0%
7	119.0	36.5	1.6	124.6	5.0	0.0%
8	119.0	38.7	1.7	158.0	6.0	0.0%
9	119.0	36.8	1.6	132.3	6.0	0.0%
10	119.0	37.2	1.6	137.5	6.0	0.0%
Average:	119.0	36.6	1.6	134.9	5.6	0.0%
NB T on M.L.K. Jr. Blvd - Lane ID 645						
1	119.0	14.2	0.6	120.2	5.0	0.0%
2	119.0	8.0	0.4	70.9	3.0	0.0%
3	119.0	13.5	0.6	120.6	5.0	0.0%
4	119.0	8.0	0.4	131.4	5.0	0.0%
5	119.0	9.9	0.5	104.0	5.0	0.0%
6	119.0	11.8	0.5	113.0	4.0	0.0%
7	119.0	9.1	0.4	114.5	5.0	0.0%
8	119.0	12.5	0.5	114.6	5.0	0.0%
9	119.0	11.5	0.5	100.3	4.0	0.0%
10	119.0	10.7	0.5	112.2	5.0	0.0%
Average:	119.0	10.9	0.5	110.2	4.6	0.0%
NB TR on M.L.K. Jr. Blvd - Lane ID 646						
1	119.0	13.7	0.6	107.8	5.0	0.0%
2	119.0	10.2	0.5	118.0	5.0	0.0%
3	119.0	15.1	0.6	145.4	6.0	0.0%
4	119.0	11.2	0.5	105.2	4.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB TR on M.L.K. Jr. Blvd - Lane ID 646						
5	119.0	12.4	0.5	128.2	5.0	0.0%
6	119.0	12.9	0.6	116.2	5.0	0.0%
7	119.0	11.7	0.5	138.2	6.0	0.0%
8	119.0	15.0	0.6	150.2	6.0	0.0%
9	119.0	12.2	0.5	97.1	4.0	0.0%
10	119.0	12.9	0.6	108.4	4.0	0.0%
Average:	119.0	12.7	0.6	121.5	5.0	0.0%
SB L on M.L.K. Jr. Blvd - Lane ID 652						
1	119.0	0.4	0.0	28.6	1.0	0.0%
2	119.0	0.7	0.0	19.5	1.0	0.0%
3	119.0	0.4	0.0	16.9	1.0	0.0%
4	119.0	0.4	0.0	18.7	1.0	0.0%
5	119.0	0.3	0.0	18.1	1.0	0.0%
6	119.0	0.3	0.0	18.0	1.0	0.0%
7	119.0	0.6	0.0	17.7	1.0	0.0%
8	119.0	0.3	0.0	16.6	1.0	0.0%
9	119.0	0.1	0.0	17.5	1.0	0.0%
10	119.0	0.1	0.0	17.1	1.0	0.0%
Average:	119.0	0.4	0.0	18.9	1.0	0.0%
SB R on M.L.K. Jr. Blvd - Lane ID 2423						
1	119.0	3.6	0.2	50.0	2.0	0.0%
2	119.0	3.1	0.1	83.6	3.0	0.0%
3	119.0	4.5	0.2	106.9	4.0	0.0%
4	119.0	2.6	0.1	55.1	3.0	0.0%
5	119.0	4.5	0.2	89.2	3.0	0.0%
6	119.0	3.7	0.2	75.2	3.0	0.0%
7	119.0	1.6	0.1	78.3	2.0	0.0%
8	119.0	2.2	0.1	42.9	2.0	0.0%
9	119.0	2.8	0.1	87.2	2.0	0.0%
10	119.0	2.7	0.1	79.0	3.0	0.0%
Average:	119.0	3.1	0.1	74.7	2.7	0.0%
SB T on M.L.K. Jr. Blvd - Lane ID 2422						
1	119.0	18.1	0.8	192.1	6.0	0.0%
2	119.0	16.5	0.7	137.5	5.0	0.0%
3	119.0	16.0	0.7	137.3	6.0	0.0%
4	119.0	18.6	0.8	152.7	6.0	0.0%
5	119.0	17.7	0.8	149.1	6.0	0.0%
6	119.0	15.6	0.7	125.2	6.0	0.0%
7	119.0	12.5	0.5	127.2	4.0	0.0%
8	119.0	15.3	0.7	126.1	5.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SB T on M.L.K. Jr. Blvd - Lane ID 2422						
9	119.0	20.2	0.8	174.7	7.0	0.0%
10	119.0	17.9	0.7	144.0	6.0	0.0%
Average:	119.0	16.8	0.7	146.6	5.7	0.0%

SB T on M.L.K. Jr. Blvd - Lane ID 653						
1	119.0	19.4	0.8	148.3	6.0	0.0%
2	119.0	16.0	0.7	136.9	5.0	0.0%
3	119.0	18.2	0.8	131.4	5.0	0.0%
4	119.0	18.4	0.8	130.6	6.0	0.0%
5	119.0	18.3	0.8	129.5	5.0	0.0%
6	119.0	15.3	0.7	121.1	5.0	0.0%
7	119.0	12.4	0.5	95.2	4.0	0.0%
8	119.0	14.9	0.7	124.9	5.0	0.0%
9	119.0	18.6	0.8	182.7	6.0	0.0%
10	119.0	18.8	0.8	138.4	6.0	0.0%
Average:	119.0	17.0	0.7	133.9	5.3	0.0%

SEB L on Homestead Road - Lane ID 2426						
1	119.0	23.7	1.1	88.9	4.0	0.0%
2	119.0	21.8	1.0	113.7	3.0	0.0%
3	119.0	26.4	1.1	116.5	4.0	0.0%
4	119.0	21.9	1.0	110.3	4.0	0.0%
5	119.0	25.2	1.1	128.4	5.0	0.0%
6	119.0	21.6	1.0	114.4	5.0	0.0%
7	119.0	25.0	1.1	92.1	4.0	0.0%
8	119.0	21.5	1.0	99.9	4.0	0.0%
9	119.0	25.4	1.1	120.4	5.0	0.0%
10	119.0	19.0	0.9	103.9	5.0	0.0%
Average:	119.0	23.2	1.0	108.9	4.3	0.0%

SEB LT on Homestead Road - Lane ID 2427						
1	119.0	27.2	1.2	141.4	5.0	0.0%
2	119.0	23.3	1.0	109.6	5.0	0.0%
3	119.0	28.6	1.3	112.2	4.0	0.0%
4	119.0	20.7	1.0	91.2	4.0	0.0%
5	119.0	25.4	1.1	120.6	4.0	0.0%
6	119.0	23.1	1.0	94.3	4.0	0.0%
7	119.0	28.6	1.2	118.7	5.0	0.0%
8	119.0	19.7	0.9	83.1	4.0	0.0%
9	119.0	23.1	1.1	108.3	5.0	0.0%
10	119.0	22.5	1.0	100.2	4.0	0.0%
Average:	119.0	24.2	1.1	108.0	4.4	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SEB R on Homestead Road - Lane ID 2428						
1	119.0	34.7	1.5	167.7	7.0	0.0%
2	119.0	37.6	1.6	248.9	9.0	0.0%
3	119.0	42.7	1.8	176.8	7.0	0.0%
4	119.0	37.3	1.6	243.3	10.0	0.0%
5	119.0	31.9	1.3	198.1	8.0	0.0%
6	119.0	30.0	1.3	205.9	9.0	0.0%
7	119.0	36.7	1.6	220.6	9.0	0.0%
8	119.0	35.7	1.5	211.5	8.0	0.0%
9	119.0	40.4	1.7	242.4	10.0	0.0%
10	119.0	28.5	1.2	173.1	7.0	0.0%
Average:	119.0	35.6	1.5	208.8	8.4	0.0%
WB L on Homestead Road - Lane ID 2420						
1	119.0	3.0	0.1	67.5	2.0	0.0%
2	119.0	4.6	0.3	20.3	1.0	0.0%
3	119.0	2.8	0.2	23.8	1.0	0.0%
4	119.0	5.1	0.3	42.0	2.0	0.0%
5	119.0	2.2	0.1	21.6	1.0	0.0%
6	119.0	5.5	0.3	63.4	1.0	0.0%
7	119.0	3.8	0.2	20.1	1.0	0.0%
8	119.0	2.8	0.1	56.9	1.0	0.0%
9	119.0	2.6	0.1	19.3	1.0	0.0%
10	119.0	3.0	0.2	20.6	1.0	0.0%
Average:	119.0	3.5	0.2	35.6	1.2	0.0%
WB LT on Homestead Road - Lane ID 2421						
1	119.0	4.5	0.2	54.2	2.0	0.0%
2	119.0	3.7	0.2	39.4	2.0	0.0%
3	119.0	4.4	0.2	38.0	2.0	0.0%
4	119.0	4.1	0.2	38.7	2.0	0.0%
5	119.0	7.1	0.4	51.9	2.0	0.0%
6	119.0	4.0	0.2	48.7	2.0	0.0%
7	119.0	5.6	0.3	49.9	2.0	0.0%
8	119.0	9.0	0.3	103.0	2.0	0.0%
9	119.0	4.2	0.2	43.0	2.0	0.0%
10	119.0	5.7	0.3	50.5	2.0	0.0%
Average:	119.0	5.2	0.3	51.7	2.0	0.0%
WB R on Homestead Road - Lane ID 667						
1	119.0	1.7	0.1	36.4	2.0	0.0%
2	119.0	1.6	0.1	41.8	2.0	0.0%
3	119.0	2.5	0.1	23.2	1.0	0.0%
4	119.0	1.9	0.1	44.8	2.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB R on Homestead Road - Lane ID 667						
5	119.0	1.1	0.1	21.1	1.0	0.0%
6	119.0	2.1	0.1	22.7	1.0	0.0%
7	119.0	2.3	0.1	23.9	1.0	0.0%
8	119.0	0.9	0.1	19.3	1.0	0.0%
9	119.0	1.8	0.1	22.3	1.0	0.0%
10	119.0	2.1	0.1	52.1	2.0	0.0%
Average:	119.0	1.8	0.1	30.8	1.4	0.0%

Project: 2217 Homestead TIA
 Scenario: 2217 Homestead 2026 Build - PM
 Run(s): Batch (10 runs)
 Simulated: Various
 Time: 17:00:00 - 18:00:00
 Interval: Summary
 Selection: Build MOEs

Lane Queue by Intersection - Overview

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD NODE: 1609

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2944						
1	119.0	0.3	0.0	19.6	1.0	0.0%
2	119.0	0.6	0.0	22.0	1.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.6	0.0	34.1	1.0	0.0%
5	119.0	0.1	0.0	16.8	1.0	0.0%
6	119.0	0.3	0.0	21.1	1.0	0.0%
7	119.0	0.4	0.0	17.9	1.0	0.0%
8	119.0	0.5	0.0	20.9	1.0	0.0%
9	119.0	0.5	0.0	24.2	1.0	0.0%
10	119.0	0.2	0.0	23.4	1.0	0.0%
Average:	119.0	0.4	0.0	20.0	0.9	0.0%
EB TR on Homestead Road - Lane ID 2945						
1	119.0	25.8	1.1	157.0	6.0	0.0%
2	119.0	21.0	0.9	117.8	5.0	0.0%
3	119.0	21.0	0.9	129.8	5.0	0.0%
4	119.0	25.7	1.1	137.9	5.0	0.0%
5	119.0	21.3	0.9	129.4	5.0	0.0%
6	119.0	26.1	1.1	149.7	6.0	0.0%
7	119.0	22.1	0.9	172.8	6.0	0.0%
8	119.0	22.2	1.0	127.9	5.0	0.0%
9	119.0	27.5	1.1	145.8	6.0	0.0%
10	119.0	23.7	1.0	164.1	7.0	0.0%
Average:	119.0	23.6	1.0	143.2	5.6	0.0%
NB L on Seawell School Road - Lane ID 2969						
1	119.0	7.2	0.4	45.6	2.0	0.0%
2	119.0	5.9	0.3	48.7	2.0	0.0%
3	119.0	7.5	0.4	62.9	2.0	0.0%
4	119.0	5.0	0.2	65.6	2.0	0.0%
5	119.0	6.3	0.3	42.8	2.0	0.0%
6	119.0	5.7	0.3	48.2	2.0	0.0%
7	119.0	5.8	0.3	40.3	2.0	0.0%
8	119.0	4.3	0.2	47.6	2.0	0.0%
9	119.0	4.9	0.3	51.1	2.0	0.0%
10	119.0	7.6	0.4	57.4	2.0	0.0%
Average:	119.0	6.0	0.3	51.0	2.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB TR on Seawell School Road - Lane ID 2962						
1	119.0	20.2	0.9	98.6	4.0	0.0%
2	119.0	23.4	1.0	138.9	5.0	0.0%
3	119.0	23.5	1.0	154.0	5.0	0.0%
4	119.0	20.9	0.9	144.8	5.0	0.0%
5	119.0	20.4	1.0	122.8	6.0	0.0%
6	119.0	21.5	1.0	101.7	4.0	0.0%
7	119.0	22.6	1.0	132.8	6.0	0.0%
8	119.0	22.3	0.9	170.3	5.0	0.0%
9	119.0	23.0	1.0	111.0	4.0	0.0%
10	119.0	19.6	0.9	101.5	4.0	0.0%
Average:	119.0	21.7	1.0	127.6	4.8	0.0%
SB L on Seawell School Road - Lane ID 2967						
1	119.0	4.6	0.2	41.9	2.0	0.0%
2	119.0	3.9	0.2	50.4	2.0	0.0%
3	119.0	3.2	0.1	66.3	2.0	0.0%
4	119.0	3.9	0.2	39.2	2.0	0.0%
5	119.0	6.3	0.3	42.1	2.0	0.0%
6	119.0	4.3	0.2	45.5	2.0	0.0%
7	119.0	3.1	0.2	39.3	2.0	0.0%
8	119.0	5.4	0.3	45.4	2.0	0.0%
9	119.0	7.9	0.4	45.3	2.0	0.0%
10	119.0	4.2	0.2	39.9	2.0	0.0%
Average:	119.0	4.7	0.2	45.5	2.0	0.0%
SB TR on Seawell School Road - Lane ID 2968						
1	119.0	2.4	0.1	41.3	2.0	0.0%
2	119.0	1.0	0.1	21.1	1.0	0.0%
3	119.0	1.0	0.1	20.1	1.0	0.0%
4	119.0	0.9	0.1	19.2	1.0	0.0%
5	119.0	0.8	0.0	21.6	1.0	0.0%
6	119.0	1.2	0.1	21.6	1.0	0.0%
7	119.0	1.9	0.1	45.1	2.0	0.0%
8	119.0	0.7	0.0	18.5	1.0	0.0%
9	119.0	0.7	0.0	19.5	1.0	0.0%
10	119.0	1.8	0.1	41.5	2.0	0.0%
Average:	119.0	1.2	0.1	27.0	1.3	0.0%
WB L on Homestead Road - Lane ID 2974						
1	119.0	1.6	0.1	28.0	1.0	0.0%
2	119.0	3.8	0.2	68.7	3.0	0.0%
3	119.0	2.1	0.1	50.0	2.0	0.0%
4	119.0	3.0	0.2	51.9	2.0	0.0%
5	119.0	3.9	0.2	70.3	3.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & SEAWELL SCHOOL ROAD

NODE: 1609

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB L on Homestead Road - Lane ID 2974						
6	119.0	2.0	0.1	78.3	3.0	0.0%
7	119.0	3.2	0.1	110.4	2.0	0.0%
8	119.0	1.7	0.1	48.0	2.0	0.0%
9	119.0	2.4	0.1	41.6	2.0	0.0%
10	119.0	3.4	0.2	62.6	3.0	0.0%
Average:	119.0	2.7	0.1	61.0	2.3	0.0%

WB R on Homestead Road - Lane ID 2976						
1	119.0	0.3	0.0	21.7	1.0	0.0%
2	119.0	1.0	0.0	48.0	2.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.2	0.0	19.7	1.0	0.0%
5	119.0	0.3	0.0	18.2	1.0	0.0%
6	119.0	0.1	0.0	16.3	1.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.2	0.0	23.8	1.0	0.0%
Average:	119.0	0.2	0.0	14.8	0.7	0.0%

WB T on Homestead Road - Lane ID 2975						
1	119.0	10.6	0.4	318.7	12.0	0.0%
2	119.0	7.1	0.3	218.8	9.0	0.0%
3	119.0	11.7	0.5	225.0	9.0	0.0%
4	119.0	10.3	0.4	232.6	9.0	0.0%
5	119.0	11.9	0.5	231.5	10.0	0.0%
6	119.0	9.2	0.4	294.4	9.0	0.0%
7	119.0	10.4	0.4	212.7	8.0	0.0%
8	119.0	14.2	0.6	286.9	12.0	0.0%
9	119.0	12.1	0.5	227.8	9.0	0.0%
10	119.0	10.7	0.4	220.6	9.0	0.0%
Average:	119.0	10.8	0.4	246.9	9.6	0.0%

HOMESTEAD ROAD & SITE DRIVEWAY

NODE: 9

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Homestead Road - Lane ID 2953						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & SITE DRIVEWAY

NODE: 9

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Homestead Road - Lane ID 2953						
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

NB LR on Site Driveway - Lane ID 2954

1	119.0	0.4	0.0	18.6	1.0	0.0%
2	119.0	0.7	0.0	25.2	1.0	0.0%
3	119.0	0.7	0.0	27.4	1.0	0.0%
4	119.0	0.2	0.0	22.0	1.0	0.0%
5	119.0	0.6	0.0	22.1	1.0	0.0%
6	119.0	0.1	0.0	16.5	1.0	0.0%
7	119.0	0.2	0.0	19.5	1.0	0.0%
8	119.0	0.3	0.0	23.8	1.0	0.0%
9	119.0	0.9	0.1	21.3	1.0	0.0%
10	119.0	0.6	0.0	18.8	1.0	0.0%
Average:	119.0	0.5	0.0	21.5	1.0	0.0%

WB L on Homestead Road - Lane ID 2476

1	119.0	0.4	0.0	17.3	1.0	0.0%
2	119.0	0.3	0.0	17.2	1.0	0.0%
3	119.0	0.2	0.0	19.2	1.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.6	0.0	27.1	1.0	0.0%
6	119.0	0.1	0.0	8.8	1.0	0.0%
7	119.0	0.3	0.0	19.8	1.0	0.0%
8	119.0	0.5	0.0	19.9	1.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.3	0.0	17.1	1.0	0.0%
Average:	119.0	0.3	0.0	14.6	0.8	0.0%

WB T on Homestead Road - Lane ID 2973

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

Lane Queue by Intersection

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2480						
1	119.0	9.8	0.4	101.9	4.0	0.0%
2	119.0	11.9	0.5	128.9	4.0	0.0%
3	119.0	10.8	0.5	120.4	6.0	0.0%
4	119.0	10.0	0.5	101.7	5.0	0.0%
5	119.0	11.3	0.5	102.1	4.0	0.0%
6	119.0	8.3	0.4	98.7	4.0	0.0%
7	119.0	7.9	0.4	114.2	4.0	0.0%
8	119.0	10.5	0.5	99.6	4.0	0.0%
9	119.0	11.6	0.5	131.9	5.0	0.0%
10	119.0	9.3	0.4	106.9	5.0	0.0%
Average:	119.0	10.1	0.5	110.6	4.5	0.0%

EB T on Homestead Road - Lane ID 2481						
1	119.0	6.8	0.3	99.8	4.0	0.0%
2	119.0	3.8	0.1	82.9	3.0	0.0%
3	119.0	6.4	0.3	149.4	4.0	0.0%
4	119.0	6.0	0.3	103.4	4.0	0.0%
5	119.0	5.9	0.3	99.8	4.0	0.0%
6	119.0	8.1	0.3	168.8	5.0	0.0%
7	119.0	4.7	0.2	74.5	3.0	0.0%
8	119.0	6.6	0.3	101.8	4.0	0.0%
9	119.0	4.0	0.2	101.0	4.0	0.0%
10	119.0	4.9	0.2	139.3	5.0	0.0%
Average:	119.0	5.7	0.3	112.1	4.0	0.0%

SB L on Weaver Dairy Ext - Lane ID 725						
1	119.0	9.1	0.4	76.7	2.0	0.0%
2	119.0	11.2	0.5	66.6	3.0	0.0%
3	119.0	12.6	0.7	60.1	3.0	0.0%
4	119.0	9.8	0.5	69.0	3.0	0.0%
5	119.0	9.5	0.4	65.1	2.0	0.0%
6	119.0	7.8	0.4	54.0	2.0	0.0%
7	119.0	9.6	0.5	44.1	2.0	0.0%
8	119.0	6.5	0.3	50.5	2.0	0.0%
9	119.0	6.9	0.3	44.8	2.0	0.0%
10	119.0	9.3	0.4	65.2	2.0	0.0%
Average:	119.0	9.2	0.4	59.6	2.3	0.0%

SB R on Weaver Dairy Ext - Lane ID 2484						
1	119.0	83.6	3.3	286.7	11.0	0.0%
2	119.0	78.4	3.2	367.5	14.0	0.0%
3	119.0	87.7	3.4	324.8	12.0	0.0%
4	119.0	81.8	3.3	390.7	14.0	0.0%
5	119.0	87.5	3.6	284.2	11.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD & WEAVER DAIRY EXT

NODE: 2081

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SB R on Weaver Dairy Ext - Lane ID 2484						
6	119.0	87.1	3.6	271.9	11.0	0.0%
7	119.0	90.2	3.6	367.6	12.0	0.0%
8	119.0	79.9	3.3	287.2	12.0	0.0%
9	119.0	89.0	3.6	317.4	12.0	0.0%
10	119.0	88.4	3.7	303.8	12.0	0.0%
Average:	119.0	85.4	3.5	320.2	12.1	0.0%

WB TR on Homestead Road - Lane ID 2916

1	119.0	26.5	1.0	528.1	20.0	0.0%
2	119.0	23.6	0.9	400.8	16.0	0.0%
3	119.0	32.0	1.3	516.6	21.0	0.0%
4	119.0	27.9	1.1	363.0	12.0	0.0%
5	119.0	25.7	1.0	495.2	18.0	0.0%
6	119.0	25.3	1.1	414.5	17.0	0.0%
7	119.0	23.0	0.9	411.0	17.0	0.0%
8	119.0	28.3	1.2	441.4	18.0	0.0%
9	119.0	16.8	0.7	336.8	13.0	0.0%
10	119.0	15.2	0.6	423.1	16.0	0.0%
Average:	119.0	24.4	1.0	433.1	16.8	0.0%

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB L on Homestead Road - Lane ID 2983						
1	119.0	0.6	0.0	23.1	1.0	0.0%
2	119.0	0.4	0.0	19.2	1.0	0.0%
3	119.0	0.3	0.0	19.3	1.0	0.0%
4	119.0	0.3	0.0	18.5	1.0	0.0%
5	119.0	0.4	0.0	18.0	1.0	0.0%
6	119.0	0.6	0.0	18.0	1.0	0.0%
7	119.0	0.7	0.0	58.6	1.0	0.0%
8	119.0	0.6	0.0	18.4	1.0	0.0%
9	119.0	0.3	0.0	18.3	1.0	0.0%
10	119.0	0.4	0.0	17.6	1.0	0.0%
Average:	119.0	0.5	0.0	22.9	1.0	0.0%

EB TR on Homestead Road - Lane ID 2950

1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
EB TR on Homestead Road - Lane ID 2950						
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%
NB LTR on Greenway Landing - Lane ID 2957						
1	119.0	0.1	0.0	16.4	1.0	0.0%
2	119.0	0.1	0.0	16.4	1.0	0.0%
3	119.0	0.2	0.0	21.1	1.0	0.0%
4	119.0	0.4	0.0	17.6	1.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.6	0.0	57.2	1.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.2	0.0	22.9	1.0	0.0%
9	119.0	0.3	0.0	18.1	1.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.2	0.0	17.0	0.7	0.0%
SB L on Future Bridgepoint Access Driveway - Lane ID 2981						
1	119.0	3.7	0.2	65.0	2.0	0.0%
2	119.0	2.4	0.1	49.6	2.0	0.0%
3	119.0	3.2	0.1	49.3	2.0	0.0%
4	119.0	1.6	0.1	23.7	1.0	0.0%
5	119.0	2.0	0.1	37.7	2.0	0.0%
6	119.0	2.4	0.1	47.5	2.0	0.0%
7	119.0	3.3	0.2	63.3	2.0	0.0%
8	119.0	4.0	0.2	65.8	2.0	0.0%
9	119.0	2.0	0.1	67.3	3.0	0.0%
10	119.0	2.7	0.2	51.0	2.0	0.0%
Average:	119.0	2.7	0.1	52.0	2.0	0.0%
SB TR on Future Bridgepoint Access Driveway - Lane ID 2982						
1	119.0	0.1	0.0	17.2	1.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.3	0.0	16.3	1.0	0.0%
4	119.0	0.1	0.0	17.3	1.0	0.0%
5	119.0	0.3	0.0	22.5	1.0	0.0%
6	119.0	0.3	0.0	24.1	1.0	0.0%
7	119.0	0.3	0.0	18.9	1.0	0.0%
8	119.0	0.1	0.0	16.8	1.0	0.0%
9	119.0	0.3	0.0	17.6	1.0	0.0%
10	119.0	0.1	0.0	16.4	1.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, GREENWAY LANDING & FUTURE BRIDGEPOINT ACCESS DRIVEWAY

NODE: 2

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SB TR on Future Bridgepoint Access Driveway - Lane ID 2982						
Average:	119.0	0.2	0.0	16.7	0.9	0.0%
WB L on Homestead Road - Lane ID 2984						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.4	0.0	19.2	1.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.1	0.0	16.3	1.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.1	0.0	3.6	0.2	0.0%
WB R on Homestead Road - Lane ID 2986						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.2	0.0	17.9	1.0	0.0%
Average:	119.0	0.0	0.0	1.8	0.1	0.0%
WB T on Homestead Road - Lane ID 2985						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.0	0.0	0.0	0.0	0.0%
5	119.0	0.0	0.0	0.0	0.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.0	0.0	0.0	0.0	0.0%
8	119.0	0.0	0.0	0.0	0.0	0.0%
9	119.0	0.0	0.0	0.0	0.0	0.0%
10	119.0	0.0	0.0	0.0	0.0	0.0%
Average:	119.0	0.0	0.0	0.0	0.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB L on M.L.K. Jr. Blvd - Lane ID 2432						
1	119.0	71.6	3.0	254.0	10.0	0.0%
2	119.0	70.4	3.0	231.7	9.0	0.0%
3	119.0	68.3	2.8	219.2	9.0	0.0%
4	119.0	68.8	2.9	219.0	9.0	0.0%
5	119.0	69.2	2.9	269.1	11.0	0.0%
6	119.0	67.2	2.8	192.5	8.0	0.0%
7	119.0	65.2	2.8	212.3	8.0	0.0%
8	119.0	65.4	2.8	219.1	9.0	0.0%
9	119.0	67.8	2.9	216.3	8.0	0.0%
10	119.0	68.6	2.9	194.2	9.0	0.0%
Average:	119.0	68.3	2.9	222.7	9.0	0.0%
NB L on M.L.K. Jr. Blvd - Lane ID 644						
1	119.0	67.3	2.9	212.1	9.0	0.0%
2	119.0	68.2	2.9	222.5	8.0	0.0%
3	119.0	70.8	3.0	239.2	10.0	0.0%
4	119.0	71.1	3.0	220.2	9.0	0.0%
5	119.0	65.7	2.8	231.5	9.0	0.0%
6	119.0	62.4	2.7	184.1	7.0	0.0%
7	119.0	70.4	2.9	199.7	8.0	0.0%
8	119.0	68.3	2.7	213.5	9.0	0.0%
9	119.0	65.2	2.8	209.0	9.0	0.0%
10	119.0	67.3	2.8	233.7	8.0	0.0%
Average:	119.0	67.7	2.9	216.6	8.6	0.0%
NB T on M.L.K. Jr. Blvd - Lane ID 645						
1	119.0	11.2	0.5	123.0	5.0	0.0%
2	119.0	13.5	0.6	197.9	8.0	0.0%
3	119.0	14.3	0.6	284.1	11.0	0.0%
4	119.0	18.9	0.7	243.9	9.0	0.0%
5	119.0	13.5	0.6	138.8	6.0	0.0%
6	119.0	15.1	0.6	212.6	9.0	0.0%
7	119.0	11.4	0.5	173.2	7.0	0.0%
8	119.0	10.3	0.4	139.2	6.0	0.0%
9	119.0	14.4	0.6	198.2	8.0	0.0%
10	119.0	13.0	0.5	192.3	7.0	0.0%
Average:	119.0	13.6	0.6	190.3	7.6	0.0%
NB TR on M.L.K. Jr. Blvd - Lane ID 646						
1	119.0	12.7	0.5	149.6	4.0	0.0%
2	119.0	14.2	0.6	240.0	9.0	0.0%
3	119.0	14.5	0.6	238.8	7.0	0.0%
4	119.0	17.5	0.7	255.3	10.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
NB TR on M.L.K. Jr. Blvd - Lane ID 646						
5	119.0	12.6	0.6	143.4	6.0	0.0%
6	119.0	16.0	0.7	248.9	10.0	0.0%
7	119.0	12.7	0.5	183.7	8.0	0.0%
8	119.0	14.2	0.6	235.6	10.0	0.0%
9	119.0	15.6	0.7	227.3	9.0	0.0%
10	119.0	12.4	0.5	192.4	8.0	0.0%
Average:	119.0	14.2	0.6	211.5	8.1	0.0%
SB L on M.L.K. Jr. Blvd - Lane ID 652						
1	119.0	0.0	0.0	0.0	1.0	0.0%
2	119.0	0.3	0.0	17.4	1.0	0.0%
3	119.0	0.2	0.0	18.1	1.0	0.0%
4	119.0	0.4	0.0	23.4	1.0	0.0%
5	119.0	0.3	0.0	19.8	1.0	0.0%
6	119.0	0.4	0.0	21.3	1.0	0.0%
7	119.0	0.4	0.0	17.8	1.0	0.0%
8	119.0	0.3	0.0	19.8	1.0	0.0%
9	119.0	0.5	0.0	21.4	1.0	0.0%
10	119.0	0.2	0.0	20.9	1.0	0.0%
Average:	119.0	0.3	0.0	18.0	1.0	0.0%
SB R on M.L.K. Jr. Blvd - Lane ID 2423						
1	119.0	4.2	0.2	103.3	4.0	0.0%
2	119.0	5.4	0.2	85.6	3.0	0.0%
3	119.0	4.9	0.2	70.7	3.0	0.0%
4	119.0	4.1	0.2	92.6	4.0	0.0%
5	119.0	3.5	0.2	67.2	3.0	0.0%
6	119.0	4.6	0.2	89.5	4.0	0.0%
7	119.0	4.7	0.2	107.4	4.0	0.0%
8	119.0	3.8	0.2	83.8	4.0	0.0%
9	119.0	2.5	0.1	83.1	3.0	0.0%
10	119.0	4.0	0.2	104.3	4.0	0.0%
Average:	119.0	4.2	0.2	88.8	3.6	0.0%
SB T on M.L.K. Jr. Blvd - Lane ID 2422						
1	119.0	25.7	1.1	162.8	7.0	0.0%
2	119.0	23.3	1.0	139.8	6.0	0.0%
3	119.0	23.8	1.0	155.7	7.0	0.0%
4	119.0	24.8	1.1	174.8	7.0	0.0%
5	119.0	24.2	1.0	209.5	7.0	0.0%
6	119.0	20.7	0.9	175.2	6.0	0.0%
7	119.0	22.5	1.0	156.7	6.0	0.0%
8	119.0	23.2	1.0	179.1	7.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SB T on M.L.K. Jr. Blvd - Lane ID 2422						
9	119.0	23.9	1.0	172.1	6.0	0.0%
10	119.0	22.3	0.9	209.7	8.0	0.0%
Average:	119.0	23.4	1.0	173.5	6.7	0.0%
SB T on M.L.K. Jr. Blvd - Lane ID 653						
1	119.0	26.2	1.1	176.9	7.0	0.0%
2	119.0	24.8	1.1	183.4	7.0	0.0%
3	119.0	28.2	1.1	228.8	9.0	0.0%
4	119.0	23.6	1.0	156.4	7.0	0.0%
5	119.0	28.6	1.2	227.1	9.0	0.0%
6	119.0	21.8	0.9	189.8	7.0	0.0%
7	119.0	23.7	1.0	161.3	6.0	0.0%
8	119.0	24.3	1.0	165.8	7.0	0.0%
9	119.0	24.1	1.0	166.5	7.0	0.0%
10	119.0	24.4	1.0	168.5	6.0	0.0%
Average:	119.0	25.0	1.0	182.5	7.2	0.0%
SEB L on Homestead Road - Lane ID 2426						
1	119.0	33.9	1.4	146.6	6.0	0.0%
2	119.0	30.2	1.3	180.4	5.0	0.0%
3	119.0	23.9	1.1	101.8	4.0	0.0%
4	119.0	26.0	1.2	133.4	6.0	0.0%
5	119.0	25.0	1.1	125.1	5.0	0.0%
6	119.0	22.9	1.1	128.2	5.0	0.0%
7	119.0	29.5	1.4	165.3	6.0	0.0%
8	119.0	35.3	1.4	208.4	6.0	0.0%
9	119.0	24.5	1.1	183.5	8.0	0.0%
10	119.0	31.3	1.4	143.9	6.0	0.0%
Average:	119.0	28.3	1.3	151.7	5.7	0.0%
SEB LT on Homestead Road - Lane ID 2427						
1	119.0	30.9	1.4	134.1	6.0	0.0%
2	119.0	28.3	1.2	124.2	5.0	0.0%
3	119.0	28.3	1.3	133.2	6.0	0.0%
4	119.0	24.1	1.1	99.1	4.0	0.0%
5	119.0	23.6	1.1	121.8	5.0	0.0%
6	119.0	26.8	1.2	110.5	5.0	0.0%
7	119.0	28.2	1.2	207.4	8.0	0.0%
8	119.0	30.0	1.4	126.6	5.0	0.0%
9	119.0	23.0	1.1	110.9	5.0	0.0%
10	119.0	27.3	1.2	125.5	5.0	0.0%
Average:	119.0	27.1	1.2	129.3	5.4	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
SEB R on Homestead Road - Lane ID 2428						
1	119.0	45.6	1.9	252.2	9.0	0.0%
2	119.0	35.9	1.6	192.3	8.0	0.0%
3	119.0	40.2	1.7	197.5	8.0	0.0%
4	119.0	36.5	1.6	194.9	8.0	0.0%
5	119.0	32.1	1.4	171.5	7.0	0.0%
6	119.0	35.5	1.5	214.4	8.0	0.0%
7	119.0	36.1	1.6	225.2	9.0	0.0%
8	119.0	38.9	1.6	243.6	10.0	0.0%
9	119.0	35.1	1.5	169.4	7.0	0.0%
10	119.0	43.8	1.8	269.1	10.0	0.0%
Average:	119.0	38.0	1.6	213.0	8.4	0.0%
WB L on Homestead Road - Lane ID 2420						
1	119.0	0.0	0.0	0.0	0.0	0.0%
2	119.0	0.0	0.0	0.0	0.0	0.0%
3	119.0	0.2	0.0	19.0	1.0	0.0%
4	119.0	1.2	0.1	20.6	1.0	0.0%
5	119.0	0.2	0.0	17.9	1.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.6	0.0	17.5	1.0	0.0%
8	119.0	0.4	0.0	17.5	1.0	0.0%
9	119.0	0.8	0.1	16.7	1.0	0.0%
10	119.0	0.6	0.0	17.4	1.0	0.0%
Average:	119.0	0.4	0.0	12.7	0.7	0.0%
WB LT on Homestead Road - Lane ID 2421						
1	119.0	2.7	0.1	47.8	2.0	0.0%
2	119.0	1.7	0.1	29.9	1.0	0.0%
3	119.0	1.4	0.1	20.3	1.0	0.0%
4	119.0	0.4	0.0	16.1	1.0	0.0%
5	119.0	0.8	0.1	16.6	1.0	0.0%
6	119.0	1.6	0.1	20.5	1.0	0.0%
7	119.0	1.1	0.1	16.9	1.0	0.0%
8	119.0	1.4	0.1	17.1	1.0	0.0%
9	119.0	1.0	0.1	19.8	1.0	0.0%
10	119.0	2.1	0.1	57.6	1.0	0.0%
Average:	119.0	1.4	0.1	26.3	1.1	0.0%
WB R on Homestead Road - Lane ID 667						
1	119.0	0.3	0.0	38.2	1.0	0.0%
2	119.0	0.2	0.0	20.8	1.0	0.0%
3	119.0	0.0	0.0	0.0	0.0	0.0%
4	119.0	0.2	0.0	20.5	1.0	0.0%

Lane Queue by Intersection

HOMESTEAD ROAD, M.L.K. JR. BLVD, NC 86 (MLK JR. BLVD) & ENTRANCE TO CHURCH

NODE: 71019

Run	Observations	Avg Queue Length (ft)	Avg Vehicles Queued	Max Queue Length (ft)	Max Num Queued	Spillback Rate (%)
WB R on Homestead Road - Lane ID 667						
5	119.0	0.2	0.0	19.3	1.0	0.0%
6	119.0	0.0	0.0	0.0	0.0	0.0%
7	119.0	0.6	0.0	22.8	1.0	0.0%
8	119.0	0.2	0.0	17.9	1.0	0.0%
9	119.0	0.1	0.0	14.7	1.0	0.0%
10	119.0	0.4	0.0	16.4	1.0	0.0%
Average:	119.0	0.2	0.0	17.1	0.8	0.0%



Appendix H – Peak Hour Traffic Signal Warrant Analysis Results
(Homestead Road & Aquatic Drive)

Warrants Summary												
Information												
Analyst	CRS					Intersection	Homestead & Bridgpt/Grnwy Lndg					
Agency/Co	HNTB North Carolina, PC					Jurisdiction	Chapel Hill, NC					
Date Performed	9/16/22					Units	U.S. Customary					
Project ID	2217 Homestead Townhomes TIA					Time Period Analyzed	2026 With Site Scenario					
East/West Street	Homestead Road					North/South Street	Bridgpt					
File Name	Homestead & Greenway_Bridgept.xhy					Major Street	Driveway/Greenway Lndg North-South					
Project Description <i>2217 Homestead Townhomes TIA</i>												
General						Roadway Network						
Major Street Speed (mph)	35	<input type="checkbox"/>	Population < 10,000				Two Major Routes				<input type="checkbox"/>	
Nearest Signal (ft)	0	<input type="checkbox"/>	Coordinated Signal System				Weekend Count				<input type="checkbox"/>	
Crashes (per year)	0	<input type="checkbox"/>	Adequate Trials of Alternatives				5-yr Growth Factor				0	
Geometry and Traffic	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N	1	1	0	1	1	1	0	1	0	1	1	0
Lane usage	L	TR		L	T	R		LTR		L	TR	
Vehicle Volume Averages (vph)	1	134	0	1	123	8	0	0	2	10	0	2
Peds (ped/h) / Gaps (gaps/h)	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--
Delay (s/veh) / (veh-hr)	--	0.0 / 0	--	--	0.0 / 0	--	--	1.8 / 0	--	--	3.3 / 0.0	--
Warrant 1: Eight-Hour Vehicular Volume												<input type="checkbox"/>
1 A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--												<input type="checkbox"/>
1 B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--												<input type="checkbox"/>
1 (80%) Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)												<input type="checkbox"/>
Warrant 2: Four-Hour Vehicular Volume												<input type="checkbox"/>
2 A. Four-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)												<input type="checkbox"/>
Warrant 3: Peak Hour												<input type="checkbox"/>
3 A. Peak-Hour Conditions (Minor delay --and-- minor volume --and-- total volume) --or--												<input type="checkbox"/>
3 B. Peak- Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)												<input type="checkbox"/>
Warrant 4: Pedestrian Volume												<input type="checkbox"/>
4 A. Four Hour Volumes --or--												<input type="checkbox"/>
4 B. One-Hour Volumes												<input type="checkbox"/>
Warrant 5: School Crossing												<input type="checkbox"/>
5. Student Volumes --and--												<input type="checkbox"/>
5. Gaps Same Period												<input type="checkbox"/>
Warrant 6: Coordinated Signal System												<input type="checkbox"/>
6. Degree of Platooning (Predominant direction or both directions)												<input type="checkbox"/>
Warrant 7: Crash Experience												<input type="checkbox"/>
7 A. Adequate trials of alternatives, observance and enforcement failed --and--												<input type="checkbox"/>
7 B. Reported crashes susceptible to correction by signal (12-month period) --and--												<input type="checkbox"/>

7 C. (80%) Volumes for Warrants 1A, 1B --or-- 4 are satisfied	<input type="checkbox"/>
Warrant 8: Roadway Network	<input type="checkbox"/>
8 A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2 or 3) --or--	<input type="checkbox"/>
8 B. Weekend Volume (Five hours total)	<input type="checkbox"/>
Warrant 9: Grade Crossing	<input type="checkbox"/>
9 A. Grade Crossing within 140 ft --and--	<input type="checkbox"/>
9 B. Peak-Hour Vehicular Volumes	<input type="checkbox"/>

Warrants Volume

Information

Analyst: CRS
 Agency/Co: HNTB North Carolina, PC
 Date Performed: 9/16/22
 Project ID: 2217 Homestead Townhomes TIA
 East/West Street: Homestead Road
 File Name: Homestead & Greenway_Bridgept.xhy

Intersection: Homestead & Bridgpt/Grnwy Lndg
 Jurisdiction: Chapel Hill, NC
 Units: U.S. Customary
 Time Period Analyzed: 2026 With Site Scenario
 North/South Street: Bridgept Driveway/Greenway Lndg
 Major Street: North-South

Project Description 2217 Homestead Townhomes TIA

Warrant 1

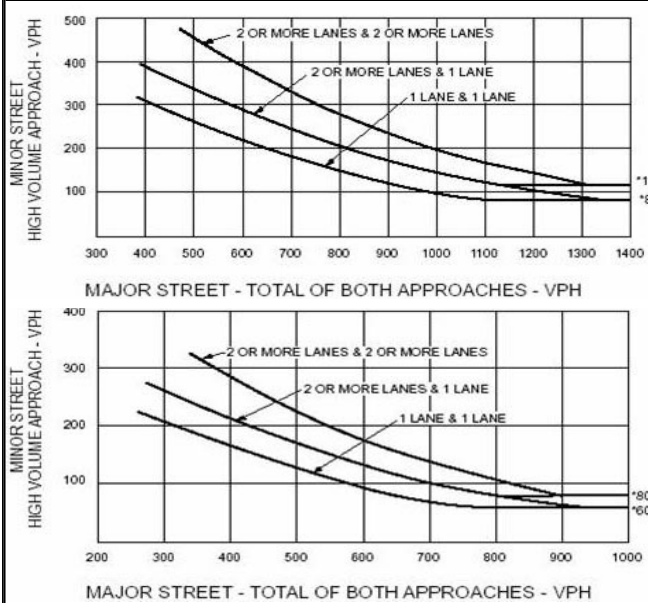
Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%	80%	70%	56%	100%	80%	70%	56%
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

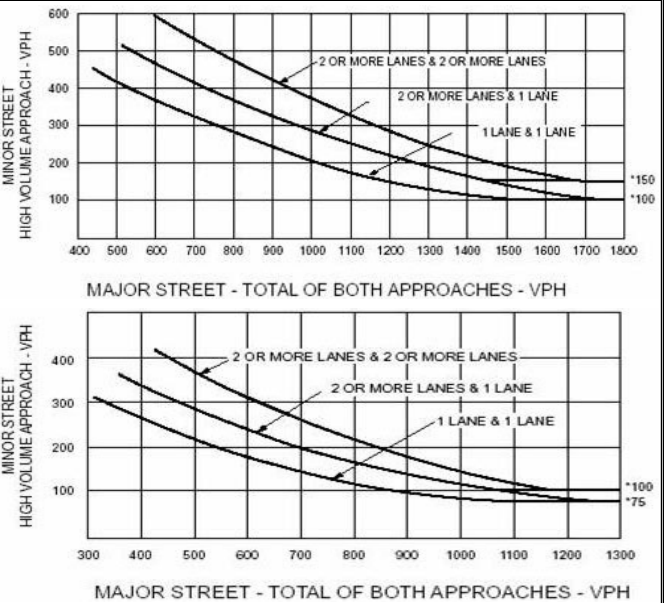
Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%	80%	70%	56%	100%	80%	70%	56%
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

Warrant 2



Warrant 3



Volume Summary

Hours	Major Street Lanes 2+			Minor Street Lanes 2+			Speed		Population		
	Major Volume	Minor Volume	Total Volume	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (100%)	
07-08	70	810	1354	No	No	No	No	Yes	No	No	
08-09	0	0	0	No	No	No	No	No	No	No	
09-10	0	0	0	No	No	No	No	No	No	No	
10-11	0	0	0	No	No	No	No	No	No	No	
11-12	0	0	0	No	No	No	No	No	No	No	
12-13	64	362	759	No	No	No	No	No	No	No	
13-14	0	0	0	No	No	No	No	No	No	No	
14-15	0	0	0	No	No	No	No	No	No	No	
15-16	0	0	0	No	No	No	No	No	No	No	
16-17	0	0	0	No	No	No	No	No	No	No	
17-18	47	764	1306	No	No	No	No	No	No	No	
18-19	0	0	0	No	No	No	No	No	No	No	
Totals	181	1936	3419	0	0	0	0	1	0	0	



Appendix I – Crash Data

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
Unit	2 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	E	Veh Mnvr/Ped Actn:				7	Obj Strk:			
9	105762512	0.005	01/15/2019 09:39	REAR END, TURN	\$ 2300	0	0	0	0	1	1	2	3	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	E	Veh Mnvr/Ped Actn:				7	Obj Strk:			
10	104939320	0.012	11/08/2016 09:17	REAR END, SLOW OR STOP	\$ 2300	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
11	105122231	0.012	05/27/2017 09:23	REAR END, SLOW OR STOP	\$ 1900	0	0	0	0	1	1	1	4	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	SE	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	SE	Veh Mnvr/Ped Actn:				1	Obj Strk:			
12	105070487	0.014	07/11/2016 16:29	REAR END, SLOW OR STOP	\$ 4350	0	0	0	1	1	1	2	3	0	3	1
Unit	1 : 11	Alchl/Drgs:	0	Speed:	20 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
13	105948326	0.014	07/28/2019 11:13	REAR END, SLOW OR STOP	\$ 6600	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 3	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
14	105301231	0.017	11/18/2017 14:46	REAR END, SLOW OR STOP	\$ 3500	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	SE	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	1	Speed:	20 MPH	Dir:	SE	Veh Mnvr/Ped Actn:				4	Obj Strk:			
15	104357865	0.047	04/18/2015 15:36	REAR END, SLOW OR STOP	\$ 4000	0	0	0	0	1	1	1	3	0	0	0
Unit	1 : 1	Alchl/Drgs:	0	Speed:	25 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:			
16	105001607	0.096	01/13/2017 08:27	REAR END, SLOW OR STOP	\$ 5500	0	0	0	0	1	1	1	3	0	0	2
Unit	1 : 4	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
17	105267055	0.127	10/25/2017 08:52	REAR END, SLOW OR STOP	\$ 9150	0	0	0	0	1	1	1	0	0	0	0
Unit	1 : 3	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:				11	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
18	105904019	0.176	05/24/2019 16:50	REAR END, SLOW OR STOP	\$ 4500	0	0	0	2	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
19	104490915	0.187	09/05/2015 10:26	REAR END, SLOW OR STOP	\$ 7700	0	0	0	0	1	1	2	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
20	104401883	0.204	06/04/2015 12:59	ANGLE	\$ 3500	0	0	0	0	1	1	2	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: E	Veh Mnvr/Ped Actn:				9	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	30 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
21	104547004	0.420	10/15/2015 12:48	PEDESTRIAN	\$ 0	1	0	0	0	1	1	1	3	0	13	1
Unit	1 : 32	Alchl/Drgs:	7	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		14			
Unit	2 : 24	Alchl/Drgs:	0	Speed:	0 MPH Dir:	Veh Mnvr/Ped Actn:					Obj Strk:		14			
22	104647893	0.528	02/04/2016 22:58	RAN OFF ROAD - LEFT	\$ 1000	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	1	Speed:	10 MPH Dir: W	Veh Mnvr/Ped Actn:				8	Obj Strk:		58			
23	105056747	0.528	03/28/2017 22:35	RAN OFF ROAD - LEFT	\$ 3500	0	0	1	0	1	5	1	1	0	0	2
Unit	1 : 21	Alchl/Drgs:	0	Speed:	30 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	1	Speed:	35 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
24	105904047	0.528	06/03/2019 15:32	BACKING UP	\$ 650	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 10	Alchl/Drgs:	0	Speed:	2 MPH Dir: W	Veh Mnvr/Ped Actn:				10	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
25	105924155	0.528	06/25/2019 14:13	REAR END, SLOW OR STOP	\$ 1250	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
26	105769981	0.638	02/07/2019 21:35	RAN OFF ROAD - RIGHT	\$ 3200	0	0	1	0	1	5	1	5	0	0	
Unit	1 : 5	Alchl/Drgs:	2	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		64			

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
27	105663949	0.733	10/30/2018 14:30	REAR END, SLOW OR STOP	\$ 800	0	0	0	1	1	1	1	1	0	13	1
Unit	1 : 3	Alchl/Drugs:	0	Speed:	15 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	30 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
28	104945771	0.753	11/15/2016 10:15	REAR END, SLOW OR STOP	\$ 6750	0	0	0	0	1	1	1	1	0	9	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 4	Alchl/Drugs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
29	104518638	0.790	09/30/2015 16:04	REAR END, SLOW OR STOP	\$ 7000	0	0	1	5	1	1	2	1	0	6	1
Unit	1 : 6	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 3	Alchl/Drugs:	0	Speed:	40 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
30	105784516	0.800	02/18/2019 16:05	REAR END, SLOW OR STOP	\$ 7900	0	0	0	0	1	1	2	1	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	40 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
31	104534865	0.952	10/19/2015 07:41	LEFT TURN, SAME ROADWAY	\$ 13000	0	0	0	2	1	1	1	1	0		3
Unit	1 : 1	Alchl/Drugs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
32	105210296	0.972	08/24/2017 14:40	OTHER COLLISION WITH VEHICLE	\$ 1650	0	0	0	0	1	1	1	1	0		
Unit	1 : 5	Alchl/Drugs:	0	Speed:	35 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
33	104868982	0.991	09/06/2016 14:32	REAR END, SLOW OR STOP	\$ 17800	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
34	104402855	0.995	05/30/2015 10:51	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	1	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	35 MPH	Dir:	W	Veh Mnvr/Ped Actn:				11	Obj Strk:			
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
35	105076528	1.000	04/15/2017 09:33	LEFT TURN, DIFFERENT ROADWAYS	\$ 3000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	25 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 32	Alchl/Drugs:	7	Speed:	10 MPH	Dir:	N	Veh Mnvr/Ped Actn:				8	Obj Strk:			

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
36	106152544	1.000	01/01/2020 00:20	LEFT TURN, DIFFERENT ROADWAYS	\$ 1000	0	0	0	0	1	5	1	1	0	3	1
Unit	1 : 32	Alchl/Drgs:	7	Speed:	10 MPH	Dir:	N	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	W	Veh Mnvr/Ped Actn:				8	Obj Strk:			

**Legend for
Report Details:**

Acc No - Accident Number
 Injuries: F - Fatal, A - Class A, B - Class B, C - Class C
 Condition: R - Road Surface, L - Ambient Light, W - Weather
 Rd Ch - Road Character
 Rd Ci - Roadway Contributing Circumstances
 Trfc Ctl - Traffic Control: Dv - Device, Op - Operating
 Alchl/Drgs - Alcohol Drugs Suspected
 Veh Mnvr/Ped Actn - Vehicle Maneuver/Pedestrian Action
 Obj Strk - Object Struck

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	36	100.00
Fatal Crashes	1	2.78
Non-Fatal Injury Crashes	10	27.78
Total Injury Crashes	11	30.56
Property Damage Only Crashes	25	69.44
Night Crashes	4	11.11
Wet Crashes	2	5.56
Alcohol/Drugs Involvement Crashes	5	13.89

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	36	100.00
Fatal Crashes	1	2.78
Class A Crashes	0	0.00
Class B Crashes	4	11.11
Class C Crashes	6	16.67
Property Damage Only Crashes	25	69.44

Vehicle Exposure Statistics

Annual ADT = 8100

Total Length = 1 (Miles)

1.609 (Kilometers)

Total Vehicle Exposure = 14.79 (MVMT)

23.8 (MVKMT)

Crash Rate	Crashes Per 100 Million Vehicle Miles	Crashes Per 100 Million Vehicle Kilometers
Total Crash Rate	243.40	151.24
Fatal Crash Rate	6.76	4.20
Non Fatal Crash Rate	67.61	42.01
Night Crash Rate	27.04	16.80
Wet Crash Rate	13.52	8.40
EPDO Rate	1256.20	780.57

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Miscellaneous Statistics

Severity Index = 5.16
EPDO Crash Index = 185.80
Estimated Property Damage Total = \$ 165300.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
ANGLE	2	5.56
BACKING UP	1	2.78
HEAD ON	1	2.78
LEFT TURN, DIFFERENT ROADWAYS	2	5.56
LEFT TURN, SAME ROADWAY	1	2.78
OTHER COLLISION WITH VEHICLE	1	2.78
PEDESTRIAN	2	5.56
RAN OFF ROAD - LEFT	2	5.56
RAN OFF ROAD - RIGHT	2	5.56
REAR END, SLOW OR STOP	18	50.00
REAR END, TURN	2	5.56
RIGHT TURN, DIFFERENT ROADWAYS	1	2.78
SIDESWIPE, SAME DIRECTION	1	2.78

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	1	5.56
Class A Injuries	0	0.00
Class B Injuries	4	22.22
Class C Injuries	13	72.22
Total Non-Fatal Injuries	17	94.44
Total Injuries	18	100.00

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	4	11.11
Feb	3	8.33
Mar	1	2.78
Apr	2	5.56
May	6	16.67
Jun	4	11.11
Jul	3	8.33
Aug	1	2.78
Sep	3	8.33
Oct	4	11.11
Nov	5	13.89
Dec	0	0.00

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	4	11.11
Tue	10	27.78
Wed	6	16.67
Thu	7	19.44
Fri	2	5.56
Sat	6	16.67
Sun	1	2.78

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	1	2.78
0100-0159	0	0.00
0200-0259	0	0.00
0300-0359	0	0.00
0400-0459	0	0.00
0500-0559	0	0.00
0600-0659	0	0.00
0700-0759	1	2.78
0800-0859	5	13.89
0900-0959	4	11.11
1000-1059	3	8.33
1100-1159	2	5.56
1200-1259	2	5.56
1300-1359	0	0.00
1400-1459	7	19.44
1500-1559	2	5.56
1600-1659	4	11.11
1700-1759	1	2.78
1800-1859	1	2.78
1900-1959	0	0.00
2000-2059	0	0.00
2100-2159	1	2.78
2200-2259	2	5.56
2300-2359	0	0.00

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	30	2	0	32
Dark	4	0	0	4
Other	0	0	0	0
Total	34	2	0	36

Object Struck Summary

Object Type	Times Struck	Percent of Total
DITCH	1	14.29
OTHER FIXED OBJECT	1	14.29
PEDESTRIAN	4	57.14
TRAFFIC ISLAND CURB OR MEDIAN	1	14.29

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
COMMERCIAL BUS	1	1.43
LIGHT TRUCK (MINI-VAN, PANEL)	4	5.71
MOPED	1	1.43
PASSENGER CAR	34	48.57
PEDESTRIAN	2	2.86
PICKUP	2	2.86
SINGLE UNIT TRUCK (2-AXLE, 6-TIRE)	2	2.86
SINGLE UNIT TRUCK (3 OR MORE AXLES)	1	1.43
SPORT UTILITY	17	24.29
UNKNOWN	3	4.29
VAN	3	4.29

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report

Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2015	7	1	2	4
2016	10	0	3	7
2017	8	0	1	7
2018	2	0	1	1
2019	8	0	3	5
2020	1	0	0	1
Total	36	1	10	25

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2015	1	8
2016	0	3
2017	0	1
2018	0	1
2019	0	4
2020	0	0
Total	1	17

Miscellaneous Totals

Year	Property Damage	EPDO Index
2015	\$ 39700	97.60
2016	\$ 44400	32.20
2017	\$ 47200	15.40
2018	\$ 5800	9.40
2019	\$ 27200	30.20
2020	\$ 1000	1.00
Total	\$ 165300	185.80

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road &			
				Fixed Object	Angle	Side Swipe	Other
2015	1	0	4	0	1	0	1
2016	0	1	5	1	1	1	1

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
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Year	Run Off Road &						
	Left Turn	Right Turn	Rear End	Fixed Object	Angle	Side Swipe	Other
2017	1	0	4	1	0	0	2
2018	0	0	1	1	0	0	0
2019	0	0	6	1	0	0	1
2020	1	0	0	0	0	0	0
Total	3	1	20	4	2	1	5

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Strip Diagram

Features	Milepost	Crash IDs
NC 86 AIRPORT MARTIN LUTHER KING	0.00	104770000 104787036 104916592 104960372 104998725 105491259 104739486 105932884 105762512
	0.01	104939320 105122231 105070487 105948326
	0.02	105301231
	0.03	
	0.04	
	0.05	104357865
	0.06	
	0.07	
	0.08	
	BROOKSTONE	0.09
0.10		105001607
0.11		
0.12		
0.13		105267055
0.14		
0.15		
0.16		
0.17		
HOMESTEAD PARK AQUATIC		0.18
	0.19	104490915
	0.20	104401883
	0.21	
	0.22	
	0.23	
	0.24	
	0.25	
	0.26	
	0.27	
	0.28	
	0.29	
	0.30	
	0.31	
	0.32	
	0.33	
	0.34	
	0.35	
	0.36	
	0.37	
	0.38	
	0.39	

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Features	Milepost	Crash IDs
	0.40	
	0.41	
	0.42	104547004
	0.43	
	0.44	
	0.45	
	0.46	
	0.47	
	0.48	
	0.49	
	0.50	
	0.51	
	0.52	
WEAVER DAIRY	0.53	104647893 105056747 105904047 105924155
	0.54	
	0.55	
	0.56	
	0.57	
	0.58	
	0.59	
	0.60	
	0.61	
	0.62	
	0.63	
	0.64	105769981
	0.65	
	0.66	
	0.67	
GREENWAY	0.68	
	0.69	
	0.70	
	0.71	
	0.72	
	0.73	105663949
	0.74	
	0.75	104945771
	0.76	
	0.77	
	0.78	
Railroad Crossing:735174D	0.79	104518638
	0.80	105784516
SR 2251 MERIN	0.81	
	0.82	
	0.83	
	0.84	

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Features	Milepost	Crash IDs
	0.85	
HEARTHSTONE	0.86	
	0.87	
	0.88	
	0.89	
	0.90	
	0.91	
	0.92	
	0.93	
	0.94	
	0.95	104534865
	0.96	
	0.97	105210296
	0.98	
	0.99	104868982
SR 1834 SEWELL SCHOOL	1.00	104402855 105076528 106152544

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Study Criteria

Study Name	Log No.	PH No.	TIP No.	K/A Cf.	B/C Cf.	ADT	ADT Route
HOMESTEADTISSTRIP				76.8	8.4	8100	40001777

Request Date	Courier Service	Phone No.	Ext.	Fax No.

<u>County</u>			<u>Municipality</u>						
Name	Code	Div.	Name	Code	Y-Line Ft.	Begin Date	End Date	Years	
ORANGE	68	7	All and Rural		0	02/01/2015	01/31/2020	5.00	

Location Text	Requestor
SR 1777 (Homestead Rd) from NC 86 (MLK Blvd) to SR 1834 (Seawell School Rd)	

Included Accidents	Old MP	New MP	Type
105924155		0.528	I
105904047		0.528	I
105904019		0.176	I
105784516		0.8	I
105769981		0.638	I
105663949		0.733	I
105267055		0.127	I
105056747		0.528	I
104647893		0.528	I
104547004		0.42	I
104518638		0.79	I
104490915		0.187	I
104402855		0.995	I
104401883		0.204	I
104357865	0	0.047	R
104916592		0	I

Excluded Accidents
104496293
105618643
106067930
106130082

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Fiche Roads

Name	Code
SR 1777	40001777
HOMESTEAD	50014324
SR 1733	40001733
SR 1104	40001104
WEAVER DAIRY	50032346
DAIRYLAND	50034636
OLD NC 54	50022472

Strip Road

Name	Code	Begin MP	End MP	Miles	Kilometers
SR 1777	40001777	0.000	1.000	1.000	1.609

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
9	105001607	0.096	01/13/2017 08:27	REAR END, SLOW OR STOP	\$ 5500	0	0	0	0	1	1	1	3	0	0	2
Unit	1 : 4	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			

10	105267055	0.096	10/25/2017 08:52	REAR END, SLOW OR STOP	\$ 9150	0	0	0	0	1	1	1				0
Unit	1 : 3	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:				11	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			

11	105904019	0.176	05/24/2019 16:50	REAR END, SLOW OR STOP	\$ 4500	0	0	0	2	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	25 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:			

12	106466975	0.176	12/17/2020 19:29	PEDALCYCLIST	\$ 0	0	0	0	0	1	5	1	1	0		
Unit	1 : 32	Alchl/Drgs:	7	Speed:	0 MPH	Dir:	SE	Veh Mnvr/Ped Actn:				4	Obj Strk: 15			
Unit	2 : 23	Alchl/Drgs:	0	Speed:	0 MPH	Dir:		Veh Mnvr/Ped Actn:					Obj Strk: 15			

13	105924155	0.522	06/25/2019 14:13	REAR END, SLOW OR STOP	\$ 1250	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	25 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			

Legend for Report Details:
 Acc No - Accident Number
 Injuries: F - Fatal, A - Class A, B - Class B, C - Class C
 Condition: R - Road Surface, L - Ambient Light, W - Weather
 Rd Ch - Road Character
 Rd Ci - Roadway Contributing Circumstances
 Trfc Ctl - Traffic Control: Dv - Device, Op - Operating
 Alchl/Drgs - Alcohol Drugs Suspected
 Veh Mnvr/Ped Actn - Vehicle Maneuver/Pedestrian Action
 Obj Strk - Object Struck

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	13	100.00
Fatal Crashes	0	0.00
Non-Fatal Injury Crashes	3	23.08
Total Injury Crashes	3	23.08
Property Damage Only Crashes	10	76.92
Night Crashes	2	15.38
Wet Crashes	1	7.69
Alcohol/Drugs Involvement Crashes	2	15.38

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	13	100.00
Fatal Crashes	0	0.00
Class A Crashes	0	0.00
Class B Crashes	1	7.69
Class C Crashes	2	15.38
Property Damage Only Crashes	10	76.92

Vehicle Exposure Statistics

Annual ADT = 7200

Total Length = 0.528 (Miles)

0.85 (Kilometers)

Total Vehicle Exposure = 6.94 (MVMT)

11.17 (MVKMT)

Crash Rate	Crashes Per 100 Million Vehicle Miles	Crashes Per 100 Million Vehicle Kilometers
Total Crash Rate	187.27	116.37
Fatal Crash Rate	0.00	0.00
Non Fatal Crash Rate	43.22	26.85
Night Crash Rate	28.81	17.90
Wet Crash Rate	14.41	8.95
EPDO Rate	507.08	315.08

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Miscellaneous Statistics

Severity Index =	2.71
EPDO Crash Index =	35.20
Estimated Property Damage Total = \$	47000.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
PEDALCYCLIST	1	7.69
RAN OFF ROAD - RIGHT	1	7.69
RAN OFF ROAD - STRAIGHT	1	7.69
REAR END, SLOW OR STOP	9	69.23
REAR END, TURN	1	7.69

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	0	0.00
Class A Injuries	0	0.00
Class B Injuries	1	25.00
Class C Injuries	3	75.00
Total Non-Fatal Injuries	4	100.00
Total Injuries	4	100.00

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	2	15.38
Feb	0	0.00
Mar	1	7.69
Apr	0	0.00
May	3	23.08
Jun	1	7.69
Jul	2	15.38
Aug	0	0.00
Sep	0	0.00
Oct	1	7.69
Nov	2	15.38
Dec	1	7.69

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	0	0.00
Tue	2	15.38
Wed	4	30.77
Thu	2	15.38
Fri	2	15.38
Sat	2	15.38
Sun	1	7.69

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	0	0.00
0100-0159	0	0.00
0200-0259	0	0.00
0300-0359	0	0.00
0400-0459	0	0.00
0500-0559	0	0.00
0600-0659	1	7.69
0700-0759	0	0.00
0800-0859	2	15.38
0900-0959	2	15.38
1000-1059	0	0.00
1100-1159	1	7.69
1200-1259	0	0.00
1300-1359	1	7.69
1400-1459	2	15.38
1500-1559	0	0.00
1600-1659	1	7.69
1700-1759	1	7.69
1800-1859	1	7.69
1900-1959	1	7.69
2000-2059	0	0.00
2100-2159	0	0.00
2200-2259	0	0.00
2300-2359	0	0.00

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	11	0	0	11
Dark	1	1	0	2
Other	0	0	0	0
Total	12	1	0	13

Object Struck Summary

Object Type	Times Struck	Percent of Total
PEDALCYCLIST	2	50.00
TRAFFIC ISLAND CURB OR MEDIAN	1	25.00
TREE	1	25.00

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
LIGHT TRUCK (MINI-VAN, PANEL)	3	12.50
PASSENGER CAR	14	58.33
PEDALCYCLE	1	4.17
SPORT UTILITY	5	20.83
UNKNOWN	1	4.17

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report

Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2016	0	0	0	0
2017	4	0	0	4
2018	1	0	0	1
2019	5	0	2	3
2020	3	0	1	2
2021	0	0	0	0
Total	13	0	3	10

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2016	0	0
2017	0	0
2018	0	0
2019	0	3
2020	0	1
2021	0	0
Total	0	4

Miscellaneous Totals

Year	Property Damage	EPDO Index
2016	\$ 0	0.00
2017	\$ 20050	4.00
2018	\$ 5000	1.00
2019	\$ 15450	19.80
2020	\$ 6500	10.40
2021	\$ 0	0.00
Total	\$ 47000	35.20

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road &			
				Fixed Object	Angle	Side Swipe	Other
2016	0	0	0	0	0	0	0
2017	0	0	4	0	0	0	0

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2018	0	0	0	1	0	0	0
2019	0	0	5	0	0	0	0
2020	0	0	1	1	0	0	1
2021	0	0	0	0	0	0	0
Total	0	0	10	2	0	0	1

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Strip Diagram

Features	Milepost	Crash IDs	
NC 86 AIRPORT MARTIN LUTHER KING	0.00	105491259 106216750 106412945 105932884 105762512	
	0.01	105122231 105948326	
	0.02	105301231	
	0.03		
	0.04		
	0.05		
	0.06		
	0.07		
	0.08		
	BROOKSTONE	0.09	
		0.10	105001607 105267055
		0.11	
		0.12	
		0.13	
		0.14	
		0.15	
		0.16	
0.17			
HOMESTEAD PARK AQUATIC		0.18	105904019 106466975
	0.19		
	0.20		
	0.21		
	0.22		
	0.23		
	0.24		
	0.25		
	0.26		
	0.27		
	0.28		
	0.29		
	0.30		
	0.31		
	0.32		
	0.33		
	0.34		
	0.35		
	0.36		
	0.37		
	0.38		
	0.39		
	0.40		
	0.41		

North Carolina Department of Transportation
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Strip Analysis Report

Features	Milepost	Crash IDs
	0.42	
	0.43	
	0.44	
	0.45	
	0.46	
	0.47	
	0.48	
	0.49	
	0.50	
	0.51	
	0.52	105924155
WEAVER DAIRY	0.53	

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Study Criteria

Study Name	Log No.	PH No.	TIP No.	K/A Cf.	B/C Cf.	ADT	ADT Route
HOMESTEADRD777				76.8	8.4	7200	40001777

Request Date	Courier Service	Phone No.	Ext.	Fax No.

County			Municipality						
Name	Code	Div.	Name	Code	Y-Line Ft.	Begin Date	End Date	Years	
ORANGE	68	7	All and Rural		0	12/01/2016	11/30/2021	5.00	

Location Text	Requestor
SR 1777 (Homestead Rd) from NC 86 (Martin Luther King Jr Blvd) to Weaver Dairy Rd Ext	

Included Accidents	Old MP	New MP	Type
105267055	999.999	0.096	I
105904019	999.999	0.176	I
106216750	3.34	0	I
106466975	999.999	0.176	I

Excluded Accidents
104998725
105618643
106130082
106067930

Fiche Roads	
Name	Code
SR 1777	40001777
SR 1104	40001104
DAIRYLAND	50034636
HOMESTEAD	50014324

Strip Road					
Name	Code	Begin MP	End MP	Miles	Kilometers
SR 1777	40001777	0.000	0.528	0.528	0.850