



TRAFFIC IMPACT STUDY FOR HOMWOOD VILLAGE

2435 JEFFERSON RD
ATHENS, GA 30606

PREPARED FOR:

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March 7, 2025



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39 Georgia Avenue SE, Suite 200
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678-232-3509

Subject: Traffic Study for Homewood Village – Athens, Georgia
Atlas #00019870.000

Dear TJ,

Atlas Technical Consultants LLC (Atlas) is pleased to present this report describing the findings of a Traffic Impact Study for the referenced commercial development. If you have any questions, please call us at (678) 713-8349. Atlas is thankful for the opportunity to provide these services and looks forward to working together in the future.

Sincerely,

A handwritten signature in blue ink, appearing to read "Robinson Nicol".

Robinson Nicol, PE, PTOE
Lead Traffic Engineer



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1. INTRODUCTION

The following report was prepared by Atlas Technical Consultants to summarize the finding of a Traffic Impact Study (TIS) for a proposed expansion of Homewood Village in Athens, Georgia at the intersection of Jefferson Rd (US Hwy 129 / SR 15) and S Homewood Dr, adjacent to the Athens Perimeter (SR 10).

1.1 Study Location

The proposed project includes a partial shopping center redevelopment which will add 2 planned 4 and 5 story multi-family housing residential buildings: totaling 242 units, 369 beds, and 380 parking spaces. Figure 1 shows the location of the proposed development site and its regional location within the Athens-Clarke County metropolitan area. Figure 2 shows a detailed site plan of the proposed development location within the study area.

Figure 1: Study Area Map – Athens, Georgia

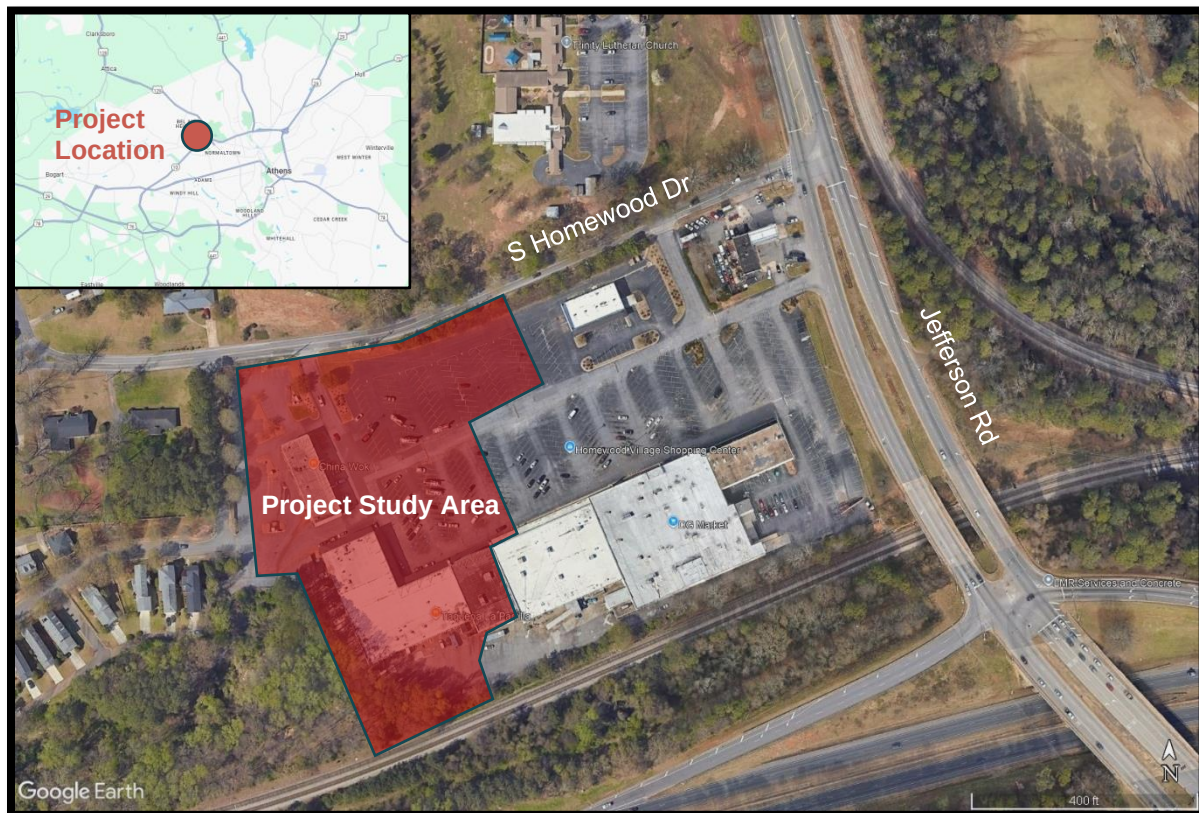
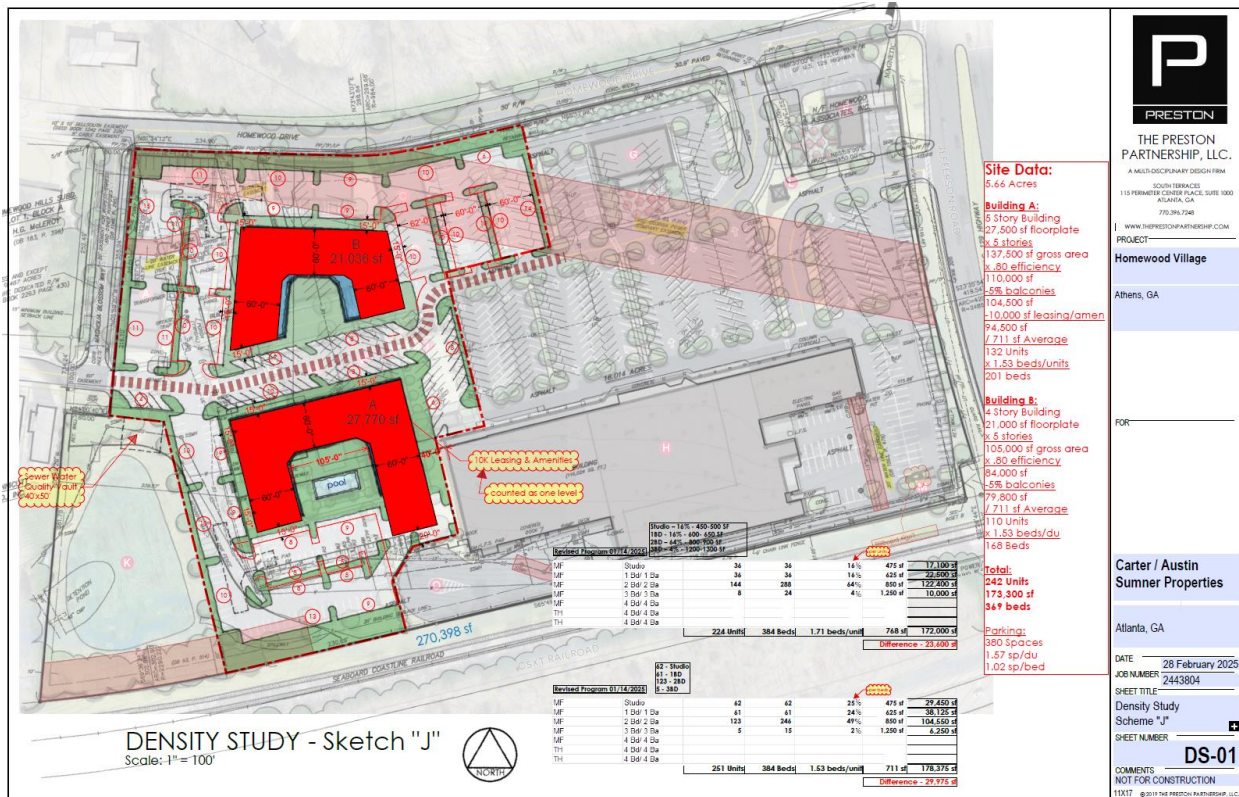


Figure 2: Proposed Site Plan



2. EXISTING CONDITIONS

US Hwy 129 / SR 15, also known as Jefferson Rd, is a 4-lane principal arterial roadway. South of the intersection with S Homewood Dr., it has a center raised median. North of the intersection, it has a striped median. Sidewalks primarily exist on the west side of the roadway, although there is a sidewalk gap along the Jefferson Rd. frontage of the Chevron, which occupies the southwest corner of Jefferson Rd and S Homewood Dr. In the study area, the roadway has a posted speed limit of 40 MPH and runs north to south. It interchanges with SR 10 / Athens Perimeter approximately 0.1 miles south of the site. There is one signalized intersection at S Homewood Dr., which leads to the primary entrance of the Homewood Village shopping center on S Homewood Dr. The project location is in a suburban area with a predominant mix of commercial land uses, with residential areas close by to the east and north. A pair of railroad tracks run east of Jefferson Rd and south of the site, potentially preventing any development or expansion in these directions. The Cottages at Homewood Village abut the property on the east side.

2.1 Roadway Improvement Projects

Upon review of proposed roadway improvement projects within the vicinity of the project location, one signal upgrade project was identified on Jefferson Rd at the interchange with SR 10 / Athens Perimeter, adjacent to the proposed project site. This GDOT-programmed project (GDOT PI #0018353) is in the preliminary engineering stage. Right-of-way acquisition authorization is scheduled for September 4, 2025. No construction start or project completion date has been publicly posted at this time. The aim of this project is to improve the overall safety of the interchange through traffic signal upgrades.

2.2 Crash History

The latest 5 years of crash data (2019 to 2023) were obtained from GDOT's Numetric crash dataset in order to identify any crash patterns and crash hot spots within the project vicinity along Jefferson Rd (US Hwy 129 / SR 15) and S Homewood Dr. A summary of the crash data is shown in Table 1 below:

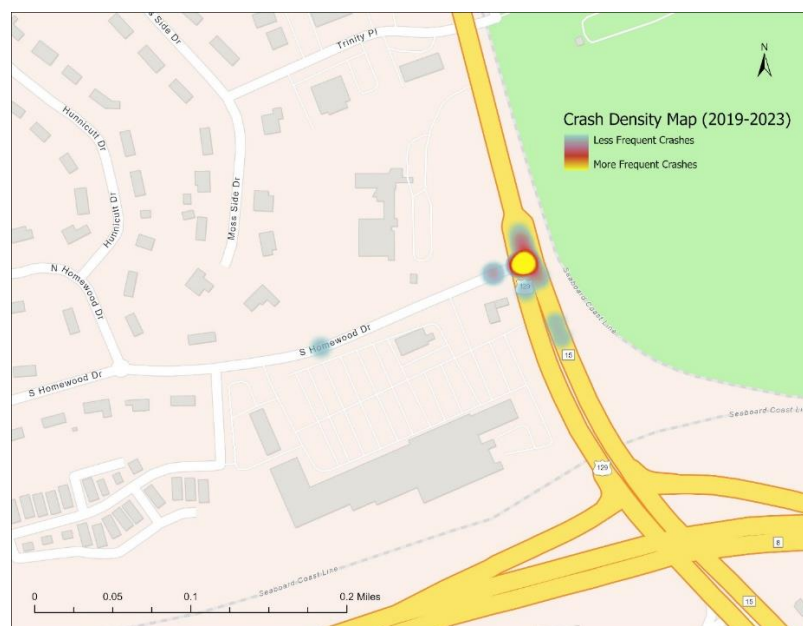
Table 1: Crash Summary (2019 – 2023)

Crash Type	Crash Severity*					Total	Total %
	K	A	B	C	O		
Angle	0	0	0	5	8	13	30.95%
Rear-End	0	0	0	5	14	19	45.24%
Sideswipe	0	0	0	2	6	8	19.05%
Not a Collision w/Motor Vehicle	0	0	0	1	1	2	4.76%
Head On	0	0	0	0	0	0	0.00%
Total	0	0	0	13	29	42	
Total %	0.00%	0.00%	0.00%	30.95%	69.05%	100.00%	

*K - Fatal Injury, A - Serious Injury, B - Minor Injury, C - Possible Injury, O - No Injury

An observation of the crash data shows that the predominant crash type is rear-end at 45.24%. The next highest crash type at 30.95% was angle crashes. A closer look at rear-end crashes revealed that most of the rear-end crashes occurred at the signalized intersection of Jefferson Rd at S Homewood Dr. Heavier congestion along Jefferson Rd may be contributing to the rear-end crashes. There were no fatal crashes that occurred within the period. Sideswipe collisions came in third at 19%. A crash heat map within the project vicinity is shown in the figure below and used to visualize the crash summary data to show where hot spots of historical crash patterns have occurred.

Figure 3: Crash Heat Map (2019 - 2023)



2.3 Existing Traffic

Three 24-hour Average Daily Traffic (ADT) counts were conducted on Wednesday, February 5, 2025. The count locations are shown below in Figure 5, along with one Turning Movement Count (TMC). A summary of daily traffic volumes is provided in Table 2. It was assumed that traffic at the entrance of the Cottages at Homewood is negligible, so no counts were conducted at that location. Detailed count data is included in the Appendix.

Figure 4: Count Locations

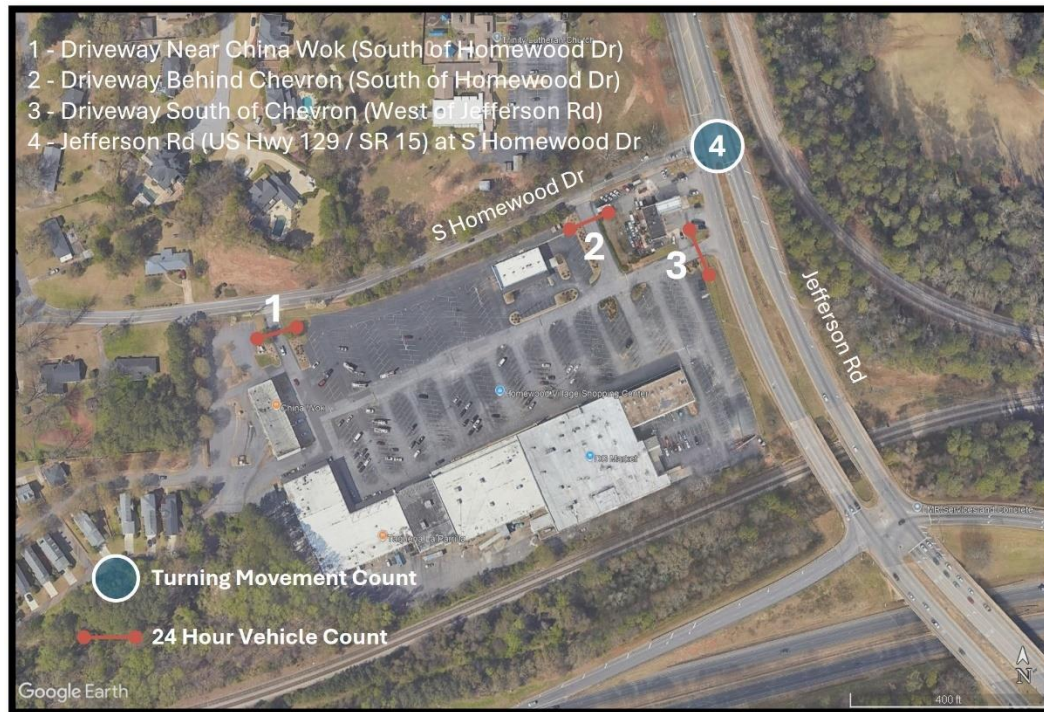
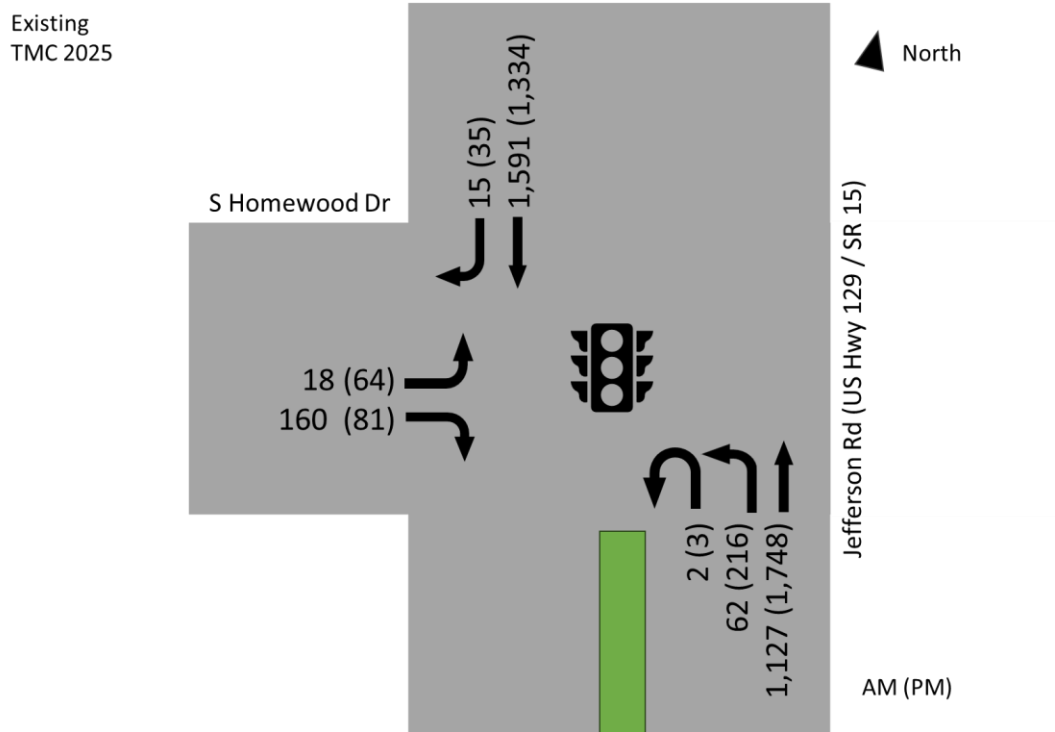


Table 2: Daily Traffic Volume

	EB:	NB:	WB:	SB:	Total:
1 - Driveway Near China Wok (South of Homewood Dr)	-	332	-	409	741
2 - Driveway Behind Chevron (South of Homewood Dr)	-	339	-	694	1,033
3 - Driveway South of Chevron (West of Jefferson Rd)	601	-	206	-	807

Additionally, a peak hour turning movement count was also conducted at the intersection of Jefferson Rd at S Homewood Dr during the AM and PM peak periods on Wednesday February 5th, 2025. A summary of the existing AM and PM peak hour counts are shown in Figure 6. Detailed printouts of the counts are provided in the Appendix.

Figure 5: Existing Peak Volumes - AM (PM)



2.4 Capacity Analysis with Existing Traffic

The intersection of Jefferson Rd at S Homewood Dr was analyzed for the AM and PM peak hours with the turning movement volumes described in section 2.3. The capacity analysis was performed using Trafficware's Synchro software, version 12, which is the industry standard for determining intersection capacity, delay values, queue lengths, optimal signal phasing and timing. The software also allows for analysis to be performed following the methodology described in the Federal Highway Administration's Highway Capacity Manual (HCM). This intersection will be analyzed under the 6th edition HCM methodology.

A capacity analysis evaluates traffic operations at an intersection and determines the level of service (LOS) and average delay that vehicles experience when traveling through the intersection. The LOS is used to assess the quality of traffic flow and overall congestion at an intersection. It is represented by letter designations ranging from A to F, with A indicating the best traffic conditions and F indicating the worst. Each LOS letter corresponds to a specific range of delay values, which measure the amount of time a vehicle spends waiting at or traveling through an intersection. The Highway Capacity Manual (HCM) establishes the LOS criteria for both signal-controlled and uncontrolled intersections, based on the average vehicle control delay as shown in Table 3:

Table 3: HCM LOS and Corresponding Average Delay Values

LOS	Signalized Intersection	STOP-controlled Intersection
A	≤10 sec	≤10 sec
B	10–20 sec	10–15 sec
C	20–35 sec	15–25 sec
D	35–55 sec	25–35 sec
E	55–80 sec	35–50 sec
F	>80 sec	>50 sec

LOS can be computed on a per-movement or per-approach basis for various intersection layouts. However, for stop-controlled intersections, where traffic on the main line does not stop, the side-street average delay is considered the overall intersection delay. The results of the AM and PM LOS analyses are shown below for the overall intersection in Table 4.

Table 4: 2023 Existing LOS and Average Delays

Intersection	AM	PM
1. Jefferson Rd at S Homewood Dr	A (9.3)	B (10.0)
2. Entrance Near China Wok (from S Homewood Dr)	A (9.3)	B (11.6)
3. Entrance Behind Chevron (from S Homewood Dr)	A (9.4)	B (11.3)
4. Entrance South of Chevron (from Jefferson Rd)	C (19.7)	C (16.8)

The results show that, under existing conditions, Jefferson Rd. at S Homewood Dr. has acceptable levels of service during both AM and PM peak hours, with the PM peak experiencing slightly more delay at 10.0 seconds compared to 9.3 seconds for the AM peak scenario. The entrance south of Chevron from Jefferson Rd. experiences the highest delay and lowest LOS, with an AM peak delay of 19.7 seconds and a PM peak delay of 16.8 seconds. This could potentially be due to increased southbound traffic volumes on Jefferson Rd headed towards SR 10 / Athens Perimeter.

2.5 Background Growth Rate

To determine the background growth rate, which is applied to the baseline traffic volumes under the future no-build conditions several data metrics were analyzed. Actual traffic count data from GDOT and population growth estimates from the Governor's Office of Planning and Budget (OPB) for Athens-Clarke County were used to formulate an overall background growth rate.

There are two GDOT count station located in the vicinity of the development. Station 059-0125 is located on Jefferson Rd approximately 1 mile north of the proposed development. Station 059-0609 is located on S Homewood Dr. approximately 1/4 mile west away from the proposed development. The Average Annual Daily Traffic (AADT) along with the count type (actual vs estimated) is shown below in Table 5 for the previous 5 years. It is important to note that only actual count data which was collected at this location was used in the study and not estimated traffic data as reflected in Table 5 below. According to the GDOT count station data the average

annual traffic growth rate from 2015 to 2022 is projected to be 1.23% for Jefferson Rd and 0.5% for S Homewood Dr.

Table 5: GDOT Count Station Average Annual Daily Traffic (AADT)

TADA Count Loc ID	Location	% Growth	Avg ADT (2015-2022)
059-0125	Jefferson Rd (between Putters Dr. & Crescent Ln.)	1.23%	24,910
059-0609	S Homewood Dr (between N Homewood Dr and N Homewood Dr)	0.48%	1,360

Additionally, population data for Athens-Clarke County was obtained from the OPB. Specifically, residential population projections from 2024 to 2026 were used to determine the forecasted population growth for the study. According to the OPB, the average population growth rate from 2024 to 2026 is projected to be 1.3%. The table below shows the population projections for Clarke County during this time period.

Table 6: Population Estimates for Clarke County (2024 - 2026)

County	Indicator	2024	2025	2026	Growth Rate
Clarke County	Population	131,961	133,673	135,403	1.3%

The population growth is consistent with the AADT for Jefferson Rd. found above. Based on this information it was determined that an adequate background traffic growth rate for Jefferson Rd. to be 1.23% annually and for S Homewood Dr to be .48% annually.

3. DEVELOPMENT TRAFFIC

The proposed development is comprised of 2 separate Mid-Rise multifamily housing units which total approximately 217,000 square feet (SF) of space. The site plan includes 4 access driveways along S Homewood Dr and Jefferson Rd.

3.1 Trip Generation

Vehicle trip generation was estimated for the proposed development. Trip generation rates published in the *Institute of Transportation Engineers (ITE) Trip Generation Manual; Eleventh Edition*, were used to determine trips during each peak hour. A summary of the trips generated by the proposed development is shown in Table 7.

Table 7: Generated Trips

Trip Generation:								
Land Use: ITE 221-Multifamily Housing (Mid-Rise)	Size (DU)	AM Peak Hour:			PM Peak Hour:			24 Hour:
		Enter	Exit	Total	Enter	Exit	Total	Two-Way
Building A:	132	11	38	49	31	20	51	599
Building B:	110	9	32	41	26	17	43	499
Total:	242	20	70	90	57	37	94	1098

3.2 Trip Distribution

The trips indicated by Table 6 must be assigned to the adjacent roadway network. This assignment is based upon the existing traffic flow conditions. The following assumptions were made in the distribution of trips generated by the developments.

AM Peak Hour

- 69.8% would go Eastbound to/from the site entrances on S Homewood Dr.
- 30.2% would go Westbound to/from the site entrances on S Homewood Dr.

PM Peak Hour

- 36.6% would go Eastbound to/from the site entrances on S Homewood Dr.
- 63.4% would go Westbound to/from the site entrances on S Homewood Dr.

An analysis of logical trip distributions was conducted based on existing traffic flow patterns and the proposed site layout, which includes a 36.4% reduction in existing retail space and the removal of a site entrance near China Wok on S Homewood Dr. Additionally, modifications to the street network are expected to discourage use of the site entrance south of Chevron on Jefferson Rd. Based on these assumptions, the trip distribution is shown in Figures 8-9.

Figure 6: 2026 No Build Scenario

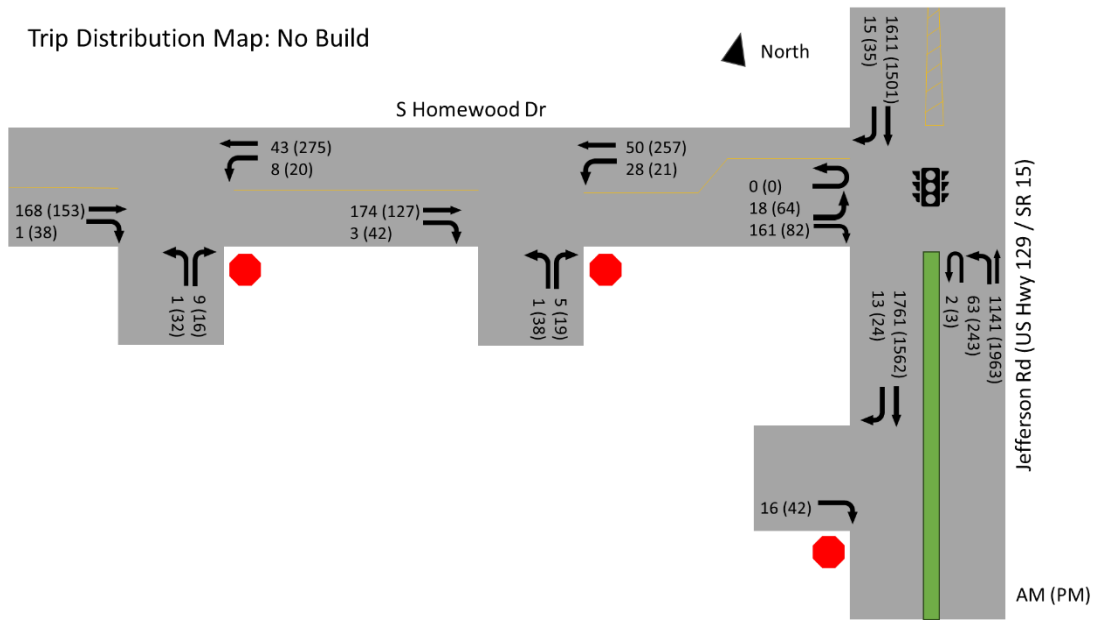
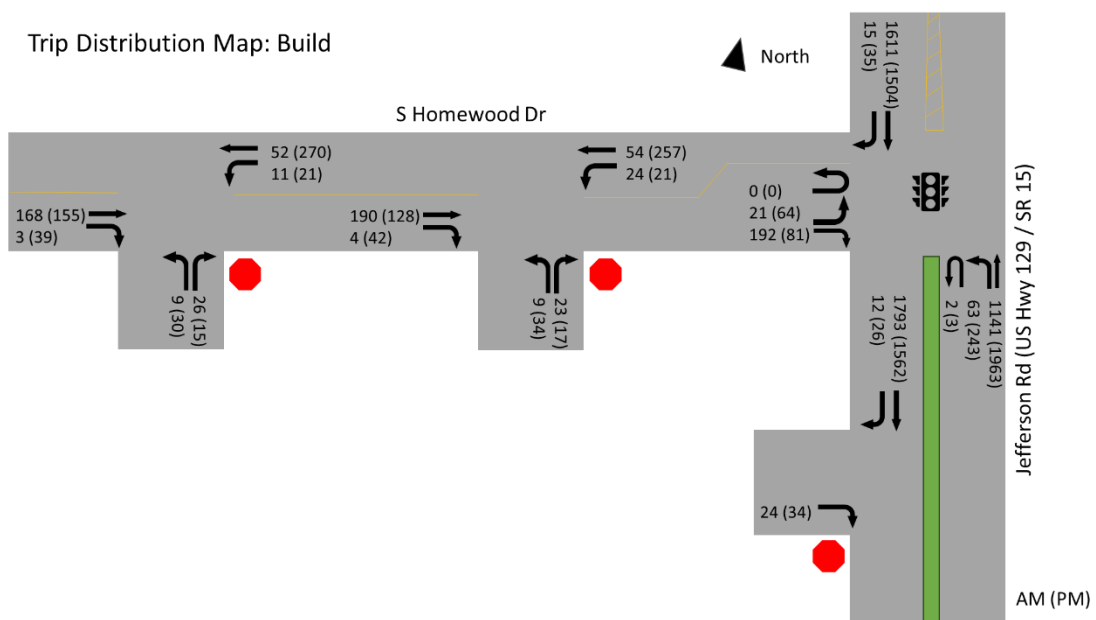


Figure 7: 2026 Build Scenario



4. FUTURE CAPACITY ANALYSIS

Capacity analysis under the future no-build (without development) and future build (with development) was performed for the project site driveways and the intersection of Jefferson Rd (US Hwy 129 / SR 15) and S Homewood Dr, under the AM and PM peak travel periods. A reference map of the locations analyzed for the future capacity analysis is provided in Figure 5 above.

Future capacity analyses were performed using the procedures of the Highway Capacity Manual (HCM) for the signalized intersection analysis in the open year (2026) under the no-build and build scenarios. Synchro software was used to analyze the level of service (LOS) and delay for the

unsignalized project driveways under both conditions. The LOS for the project driveways is shown in Table 6 below.

Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a set time duration. LOS is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. The table below presents the level of service and delay results under the future no-build and build conditions.

Table 8: Level of Service and (Delay)

Intersection:	No-Build Conditions - Without Development:		Build Condition (2026) - With Development:	
	AM Peak	PM Peak	AM Peak	PM Peak
	2026			
1) Jefferson Rd at S Homewood Dr	A (9.0)	B (12.1)	A (10.9)	B (12.1)
2) Entrance at Cottages of Homewood (from S Homewood Dr)	NA	NA	A (9.6)	B (11.8)
3) Entrance Near China Wok (from S Homewood Dr)	A (9.3)	B (11.8)	NA	NA
4) Entrance Behind Chevron (from S Homewood Dr)	A (9.5)	B (11.5)	A (9.9)	B (11.5)
5) Entrance South of Chevron (from Jefferson Rd)	C (20.0)	C (18.9)	C (21.0)	C (18.5)

5. CONCLUSION

The development will have minor impact on traffic and no improvements are recommended.

APPENDIX

Traffic Counts

Synchro Capacity Analysis Reports

Site Plan

Numetric Crash Summary



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

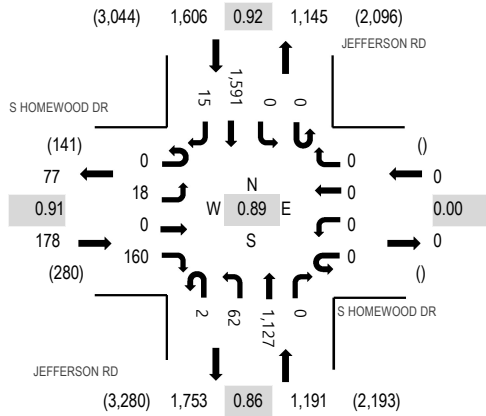
Location: 1 JEFFERSON RD & S HOMEWOOD DR AM

Date: Wednesday, February 5, 2025

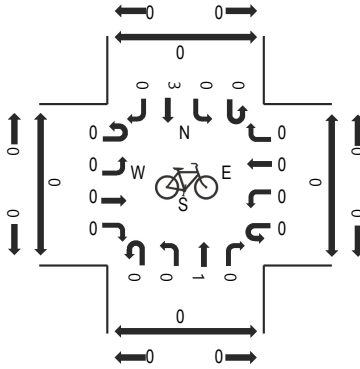
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

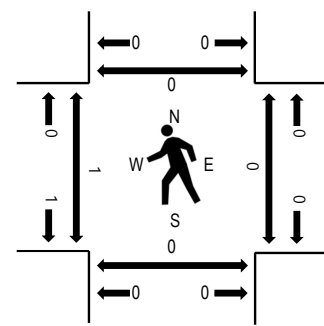
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	S HOMEWOOD DR Eastbound				S HOMEWOOD DR Westbound				JEFFERSON RD Northbound				JEFFERSON RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	0	12	0	0	0	0	0	14	205	0	0	0	280	3	515	2,739	0	0	0	0
7:15 AM	0	4	0	29	0	0	0	0	0	12	241	0	0	0	388	1	675	2,970	0	0	0	0
7:30 AM	0	4	0	45	0	0	0	0	0	13	269	0	0	0	371	7	709	2,975	1	0	0	0
7:45 AM	0	4	0	41	0	0	0	0	1	21	326	0	0	0	446	1	840	2,924	0	0	0	0
8:00 AM	0	6	0	39	0	0	0	0	1	11	263	0	0	0	421	5	746	2,778	0	0	0	0
8:15 AM	0	4	0	35	0	0	0	0	0	17	269	0	0	0	353	2	680		0	0	0	0
8:30 AM	0	3	0	26	0	0	0	0	2	14	234	0	0	0	377	2	658		0	0	0	0
8:45 AM	0	1	0	26	0	0	0	0	1	17	262	0	0	0	386	1	694		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	50	0	0	0	49	0	99
Lights	0	17	0	158	0	0	0	0	2	60	1,048	0	0	0	1,511	13	2,809
Mediums	0	1	0	2	0	0	0	0	0	2	29	0	0	0	31	2	67
Total	0	18	0	160	0	0	0	0	2	62	1,127	0	0	0	1,591	15	2,975

Heavy Vehicle Percentage and Peak Hour Factor

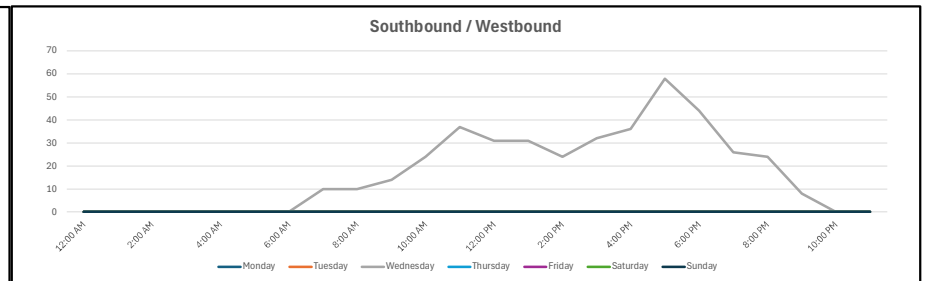
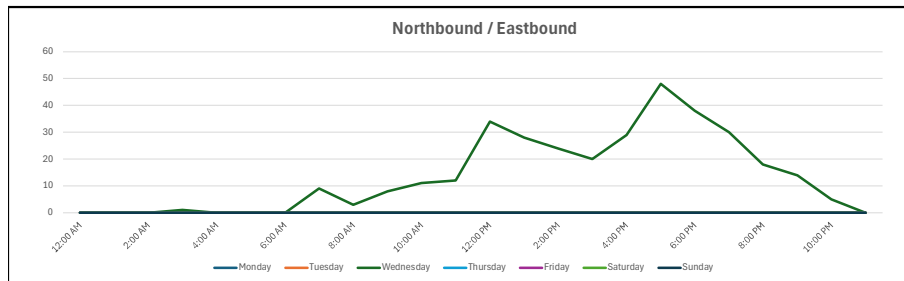
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.7%				0.0%				6.8%				5.1%			5.6%
Heavy Vehicle %	0.0%	5.6%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%	7.0%	0.0%	0.0%	0.0%	5.0%	13.3%	5.6%
Peak Hour Factor		0.91				0.00				0.86				0.92			0.89
Peak Hour Factor	0.00	0.75	0.00	0.89	0.00	0.00	0.00	0.00	0.50	0.75	0.86	0.00	0.00	0.00	0.91	0.54	0.89

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.1%				0.0%				1.7%				3.7%		2.5%	
Heavy Vehicle %	0.0%	4.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	1.8%	0.0%	0.0%	0.0%	3.7%	2.9%	
Peak Hour Factor		0.81				0.00				0.88				0.96		0.92	
Peak Hour Factor	0.00	0.78	0.00	0.84	0.00	0.00	0.00	0.00	0.42	0.83	0.89	0.00	0.00	0.00	0.94	0.71	

Vehicle Volume Report - Hourly

Site Description: DRWY NEAR CHINA WOK SOUTH OF HOMEWOOD DR
 Site Number: 1
 Start Date: 2/5/2025
 End Date: 2/5/2025
 Latitude: 0
 Longitude: 0

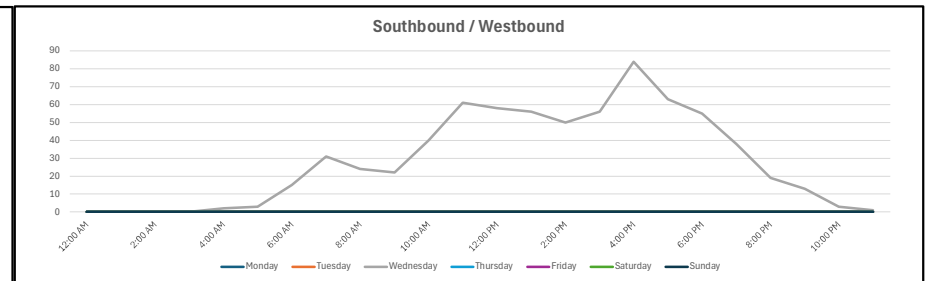
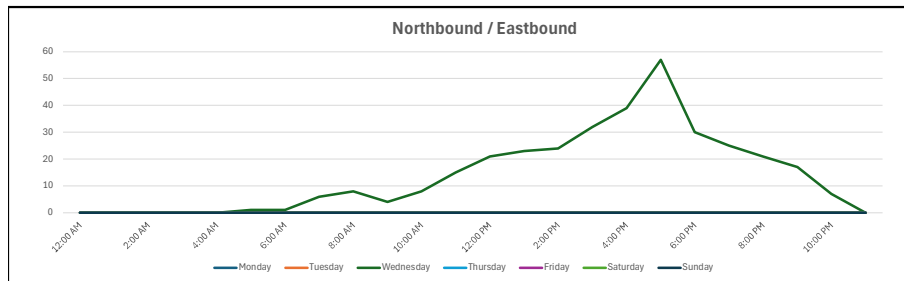
Time	Monday 12/4/23			Tuesday 11/29/23			Wednesday 11/29/23			Thursday 11/30/23			Friday 12/1/23			Saturday 12/2/23			Sunday 12/3/23			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
1:00 AM	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
2:00 AM	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
3:00 AM	-	-	-	-	-	-	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
4:00 AM	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
5:00 AM	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
6:00 AM	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
7:00 AM	-	-	-	-	-	-	9	10	19	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
8:00 AM	-	-	-	-	-	-	3	10	13	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
9:00 AM	-	-	-	-	-	-	8	14	22	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
10:00 AM	-	-	-	-	-	-	11	24	35	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
11:00 AM	-	-	-	-	-	-	12	37	49	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
12:00 PM	-	-	-	-	-	-	34	31	65	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
1:00 PM	-	-	-	-	-	-	28	31	59	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
2:00 PM	-	-	-	-	-	-	24	24	48	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
3:00 PM	-	-	-	-	-	-	20	32	52	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
4:00 PM	-	-	-	-	-	-	29	36	65	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
5:00 PM	-	-	-	-	-	-	48	58	106	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
6:00 PM	-	-	-	-	-	-	38	44	82	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
7:00 PM	-	-	-	-	-	-	30	26	56	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
8:00 PM	-	-	-	-	-	-	18	24	42	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
9:00 PM	-	-	-	-	-	-	14	8	22	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
10:00 PM	-	-	-	-	-	-	5	0	5	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
11:00 PM	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	-	-	-	12	20	32	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	-	-	-	97	126	223	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	-	-	-	264	351	615	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	-	-	-	332	409	741	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
Percent	-	-	-	-	-	-	44.8%	55.2%	100.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-	-	-	-	-	11:00 AM	12:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	-	-	-	5:00 PM	6:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vehicle Volume Report - Hourly

Site Description: DRWY BEHIND CHEVRON SOUTH OF HOMEWOOD DR
 Site Number: 2
 Start Date: 2/5/2025
 End Date: 2/5/2025
 Latitude: 0
 Longitude: 0

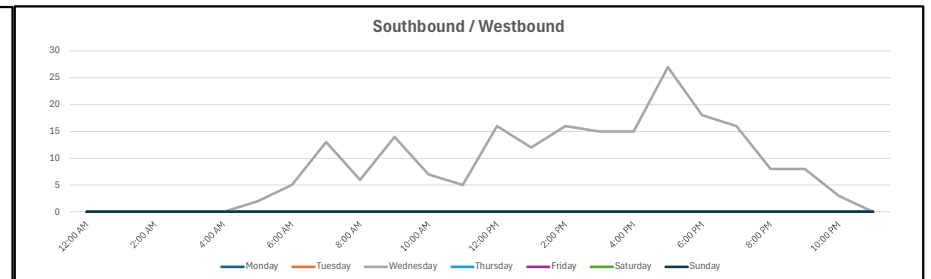
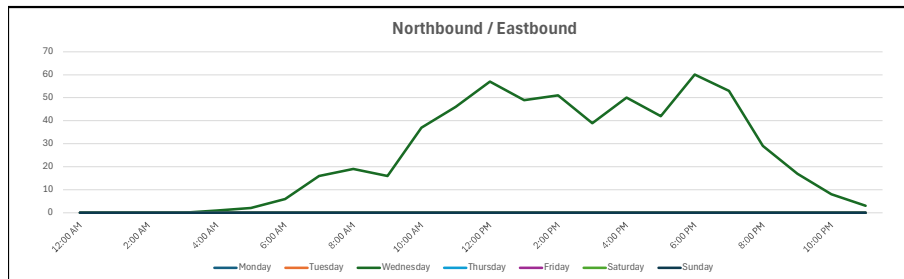
Time	Monday 12/4/23			Tuesday 11/29/23			Wednesday 11/29/23			Thursday 11/30/23			Friday 12/1/23			Saturday 12/2/23			Sunday 12/3/23			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
1:00 AM	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
2:00 AM	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
3:00 AM	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
4:00 AM	-	-	-	-	-	-	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
5:00 AM	-	-	-	-	-	-	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
6:00 AM	-	-	-	-	-	-	1	15	16	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
7:00 AM	-	-	-	-	-	-	6	31	37	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
8:00 AM	-	-	-	-	-	-	8	24	32	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
9:00 AM	-	-	-	-	-	-	4	22	26	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
10:00 AM	-	-	-	-	-	-	8	40	48	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
11:00 AM	-	-	-	-	-	-	15	61	76	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
12:00 PM	-	-	-	-	-	-	21	58	79	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
1:00 PM	-	-	-	-	-	-	23	56	79	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
2:00 PM	-	-	-	-	-	-	24	50	74	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
3:00 PM	-	-	-	-	-	-	32	56	88	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
4:00 PM	-	-	-	-	-	-	39	84	123	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
5:00 PM	-	-	-	-	-	-	57	63	120	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
6:00 PM	-	-	-	-	-	-	30	55	85	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
7:00 PM	-	-	-	-	-	-	25	38	63	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
8:00 PM	-	-	-	-	-	-	21	19	40	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
9:00 PM	-	-	-	-	-	-	17	13	30	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
10:00 PM	-	-	-	-	-	-	7	3	10	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
11:00 PM	-	-	-	-	-	-	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	-	-	-	15	70	85	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	-	-	-	128	203	331	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	-	-	-	268	615	883	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	-	-	-	339	694	1033	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
Percent	-	-	-	-	-	-	32.8%	67.2%	100.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-	-	-	-	-	11:00 AM	12:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	-	-	-	4:00 PM	5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vehicle Volume Report - Hourly

Site Description: DRWY SOUTH OF CHEVRON WEST OF JEFFERSON RD
 Site Number: 3
 Start Date: 2/5/2025
 End Date: 2/5/2025
 Latitude: 0
 Longitude: 0

Time	Monday 12/4/23			Tuesday 11/28/23			Wednesday 11/29/23			Thursday 11/30/23			Friday 12/1/23			Saturday 12/2/23			Sunday 12/3/23			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB	WB
12:00 AM	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
1:00 AM	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
2:00 AM	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
3:00 AM	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
4:00 AM	-	-	-	-	-	-	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
5:00 AM	-	-	-	-	-	-	2	2	4	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
6:00 AM	-	-	-	-	-	-	6	5	11	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
7:00 AM	-	-	-	-	-	-	16	13	29	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
8:00 AM	-	-	-	-	-	-	19	6	25	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
9:00 AM	-	-	-	-	-	-	16	14	30	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
10:00 AM	-	-	-	-	-	-	37	7	44	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
11:00 AM	-	-	-	-	-	-	46	5	51	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
12:00 PM	-	-	-	-	-	-	57	16	73	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
1:00 PM	-	-	-	-	-	-	49	12	61	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
2:00 PM	-	-	-	-	-	-	51	16	67	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
3:00 PM	-	-	-	-	-	-	39	15	54	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
4:00 PM	-	-	-	-	-	-	50	15	65	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
5:00 PM	-	-	-	-	-	-	42	27	69	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
6:00 PM	-	-	-	-	-	-	60	18	78	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
7:00 PM	-	-	-	-	-	-	53	16	69	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
8:00 PM	-	-	-	-	-	-	29	8	37	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
9:00 PM	-	-	-	-	-	-	17	8	25	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
10:00 PM	-	-	-	-	-	-	8	3	11	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
11:00 PM	-	-	-	-	-	-	3	0	3	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	-	-	-	41	24	65	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	-	-	-	131	57	188	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	-	-	-	488	169	657	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	-	-	-	601	206	807	-	-	-	-	-	-	-	-	-	-	-	-	#VALUE!	#VALUE!	-	-	-	-
Percent	-	-	-	-	-	-	74.5%	25.5%	100.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-	-	-	-	-	11:00 AM	12:00 PM		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	-	-	-	6:00 PM	7:00 PM		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Lanes, Volumes, Timings
3: Jefferson Rd & Homewood Dr

2025 - Exisitng - AM
03/07/2025

							
Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	18	160	2	62	1127	1591	15
Future Volume (vph)	18	160	2	62	1127	1591	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90	0		200			0
Storage Lanes	1	1		1			0
Taper Length (ft)	25			25			
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95	0.95
Frt		0.850				0.999	
Flt Protected	0.950			0.950			
Satd. Flow (prot)	1770	1583	0	1770	3539	3536	0
Flt Permitted	0.950			0.099			
Satd. Flow (perm)	1770	1583	0	184	3539	3536	0
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)		174				2	
Link Speed (mph)	30				30	30	
Link Distance (ft)	313				187	412	
Travel Time (s)	7.1				4.3	9.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	174	2	67	1225	1729	16
Shared Lane Traffic (%)							
Lane Group Flow (vph)	20	174	0	69	1225	1745	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	12				12	12	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15			9
Number of Detectors	1	1	1	1	2	2	
Detector Template	Left	Right	Left	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					94	94	
Detector 2 Size(ft)					6	6	
Detector 2 Type					Cl+Ex	Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)					0.0	0.0	
Turn Type	Prot	Perm	pm+pt	pm+pt	NA	NA	
Protected Phases	4		5	5	2	6	
Permitted Phases		4	2	2			

2025 - Exisitng - AM 4:47 pm 02/21/2025 Baseline

Synchro 12 Report
Page 1

Lanes, Volumes, Timings
3: Jefferson Rd & Homewood Dr

2025 - Exisitng - AM
03/07/2025

							
Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Detector Phase	4	4	5	5	2	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	9.5	10.0	10.0	10.0	19.0	
Total Split (s)	10.0	10.0	13.0	13.0	50.0	37.0	
Total Split (%)	16.7%	16.7%	21.7%	21.7%	83.3%	61.7%	
Maximum Green (s)	5.5	5.5	8.0	8.0	45.0	32.0	
Yellow Time (s)	3.5	3.5	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		5.0	5.0	5.0	
Lead/Lag			Lead	Lead		Lag	
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	Min	Min	
Walk Time (s)						5.0	
Flash Don't Walk (s)						9.0	
Pedestrian Calls (#/hr)						0	
Act Effct Green (s)	5.6	5.6		42.2	43.5	36.6	
Actuated g/C Ratio	0.10	0.10		0.77	0.79	0.67	
v/c Ratio	0.11	0.55		0.20	0.44	0.74	
Control Delay (s/veh)	26.4	12.6		3.4	3.2	13.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	26.4	12.6		3.4	3.2	13.3	
LOS	C	B		A	A	B	
Approach Delay (s/veh)	14.0				3.2	13.3	
Approach LOS	B				A	B	
90th %ile Green (s)	5.5	5.5	7.8	7.8	44.8	32.0	
90th %ile Term Code	Max	Max	Gap	Gap	Hold	Max	
70th %ile Green (s)	5.5	5.5	7.5	7.5	44.5	32.0	
70th %ile Term Code	Max	Max	Gap	Gap	Hold	Max	
50th %ile Green (s)	5.5	5.5	6.9	6.9	43.9	32.0	
50th %ile Term Code	Max	Max	Gap	Gap	Hold	Max	
30th %ile Green (s)	5.5	5.5	0.0	0.0	38.8	38.8	
30th %ile Term Code	Max	Max	Skip	Skip	Dwell	Dwell	
10th %ile Green (s)	0.0	0.0	0.0	0.0	37.3	37.3	
10th %ile Term Code	Skip	Skip	Skip	Skip	Dwell	Dwell	
Stops (vph)	19	34		15	324	1001	
Fuel Used(gal)	0	1		0	4	15	
CO Emissions (g/hr)	17	69		15	291	1050	
NOx Emissions (g/hr)	3	13		3	57	204	
VOC Emissions (g/hr)	4	16		4	68	243	
Dilemma Vehicles (#)	0	0		0	0	0	
Queue Length 50th (ft)	7	0		5	61	263	
Queue Length 95th (ft)	24	#51		11	86	#452	
Internal Link Dist (ft)	233				107	332	
Turn Bay Length (ft)	90			200			
Base Capacity (vph)	180	317		376	2908	2361	
Starvation Cap Reductn	0	0		0	0	0	



Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	
Storage Cap Reductn	0	0		0	0	0	
Reduced v/c Ratio	0.11	0.55		0.18	0.42	0.74	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 54.9

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.74

Intersection Signal Delay (s/veh): 9.3

Intersection LOS: A

Intersection Capacity Utilization 70.6%

ICU Level of Service C

Analysis Period (min) 15

90th %ile Actuated Cycle: 59.8

70th %ile Actuated Cycle: 59.5

50th %ile Actuated Cycle: 58.9

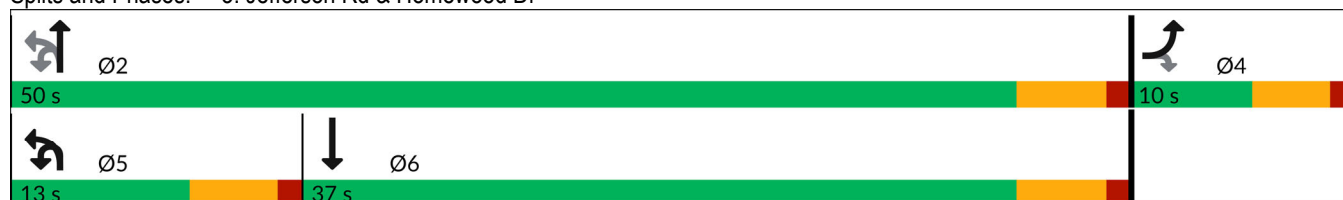
30th %ile Actuated Cycle: 53.8

10th %ile Actuated Cycle: 42.3

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Jefferson Rd & Homewood Dr



Lanes, Volumes, Timings
3: Jefferson Rd & Homewood Dr

2025 - Exisitng - PM
03/07/2025

							
Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	64	81	3	216	1748	1334	35
Future Volume (vph)	64	81	3	216	1748	1334	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90	0		200			0
Storage Lanes	1	1		1			0
Taper Length (ft)	25			25			
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95	0.95
Frt		0.850				0.996	
Flt Protected	0.950			0.950			
Satd. Flow (prot)	1770	1583	0	1770	3539	3525	0
Flt Permitted	0.950			0.106			
Satd. Flow (perm)	1770	1583	0	197	3539	3525	0
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)		88				7	
Link Speed (mph)	30				30	30	
Link Distance (ft)	313				187	412	
Travel Time (s)	7.1				4.3	9.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	70	88	3	235	1900	1450	38
Shared Lane Traffic (%)							
Lane Group Flow (vph)	70	88	0	238	1900	1488	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	12				12	12	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15			9
Number of Detectors	1	1	1	1	2	2	
Detector Template	Left	Right	Left	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					94	94	
Detector 2 Size(ft)					6	6	
Detector 2 Type					Cl+Ex	Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)					0.0	0.0	
Turn Type	Prot	Perm	pm+pt	pm+pt	NA	NA	
Protected Phases	4		5	5	2	6	
Permitted Phases		4	2	2			

Lanes, Volumes, Timings
3: Jefferson Rd & Homewood Dr

2025 - Exisitng - PM
03/07/2025

							
Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Detector Phase	4	4	5	5	2	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	9.5	10.0	10.0	10.0	19.0	
Total Split (s)	10.0	10.0	13.0	13.0	50.0	37.0	
Total Split (%)	16.7%	16.7%	21.7%	21.7%	83.3%	61.7%	
Maximum Green (s)	5.5	5.5	8.0	8.0	45.0	32.0	
Yellow Time (s)	3.5	3.5	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		5.0	5.0	5.0	
Lead/Lag			Lead	Lead		Lag	
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	Min	Min	
Walk Time (s)						5.0	
Flash Don't Walk (s)						9.0	
Pedestrian Calls (#/hr)						0	
Act Effct Green (s)	5.5	5.5		45.7	46.8	32.8	
Actuated g/C Ratio	0.09	0.09		0.78	0.80	0.56	
v/c Ratio	0.42	0.38		0.65	0.67	0.75	
Control Delay (s/veh)	34.0	12.5		18.6	5.1	13.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	34.0	12.5		18.6	5.1	13.6	
LOS	C	B		B	A	B	
Approach Delay (s/veh)	22.0				6.6	13.6	
Approach LOS	C				A	B	
90th %ile Green (s)	5.5	5.5	8.0	8.0	45.0	32.0	
90th %ile Term Code	Max	Max	Max	Max	Max	Max	
70th %ile Green (s)	5.5	5.5	8.0	8.0	45.0	32.0	
70th %ile Term Code	Max	Max	Max	Max	Max	Max	
50th %ile Green (s)	5.5	5.5	8.0	8.0	45.0	32.0	
50th %ile Term Code	Max	Max	Max	Max	Max	Max	
30th %ile Green (s)	5.5	5.5	7.9	7.9	44.9	32.0	
30th %ile Term Code	Max	Max	Gap	Gap	Hold	Max	
10th %ile Green (s)	0.0	0.0	7.5	7.5	47.6	35.1	
10th %ile Term Code	Skip	Skip	Gap	Gap	Dwell	Dwell	
Stops (vph)	61	22		93	719	984	
Fuel Used(gal)	1	1		2	8	14	
CO Emissions (g/hr)	65	37		116	583	953	
NOx Emissions (g/hr)	13	7		23	113	185	
VOC Emissions (g/hr)	15	9		27	135	221	
Dilemma Vehicles (#)	0	0		0	0	0	
Queue Length 50th (ft)	25	0		29	135	205	
Queue Length 95th (ft)	59	36		#116	194	288	
Internal Link Dist (ft)	233				107	332	
Turn Bay Length (ft)	90			200			
Base Capacity (vph)	167	229		369	2832	1978	
Starvation Cap Reductn	0	0		0	0	0	



Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	
Storage Cap Reductn	0	0		0	0	0	
Reduced v/c Ratio	0.42	0.38		0.64	0.67	0.75	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 58.5

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.75

Intersection Signal Delay (s/veh): 10.0

Intersection LOS: B

Intersection Capacity Utilization 67.2%

ICU Level of Service C

Analysis Period (min) 15

90th %ile Actuated Cycle: 60

70th %ile Actuated Cycle: 60

50th %ile Actuated Cycle: 60

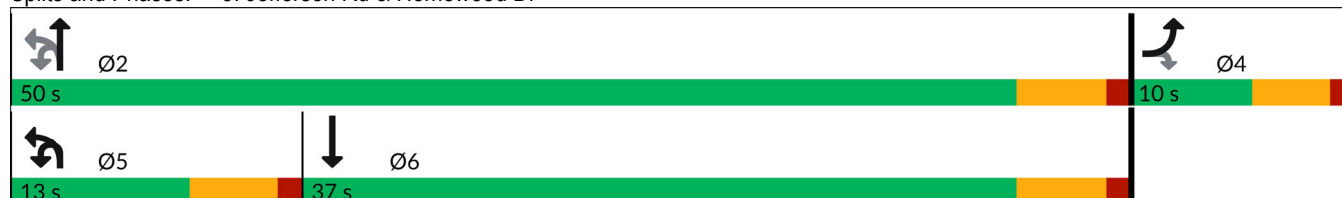
30th %ile Actuated Cycle: 59.9

10th %ile Actuated Cycle: 52.6

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Jefferson Rd & Homewood Dr



Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	173	3	28	49	1	5
Future Vol, veh/h	173	3	28	49	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	188	3	30	53	1	5
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	191	0	304	190
Stage 1	-	-	-	-	190	-
Stage 2	-	-	-	-	114	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1382	-	688	852
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	911	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1382	-	673	852
Mov Cap-2 Maneuver	-	-	-	-	673	-
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	891	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	2.79		9.45		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	816	-	-	1382	-	
HCM Lane V/C Ratio	0.008	-	-	0.022	-	
HCM Ctrl Dly (s/v)	9.4	-	-	7.7	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0	-	-	0.1	-	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	167	1	8	42	1	9
Future Vol, veh/h	167	1	8	42	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	182	1	9	46	1	10
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	183	0	245	182
Stage 1	-	-	-	-	182	-
Stage 2	-	-	-	-	63	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1392	-	743	860
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	960	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1392	-	739	860
Mov Cap-2 Maneuver	-	-	-	-	739	-
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	953	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		1.22		9.31	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	846	-	-	288	-	
HCM Lane V/C Ratio	0.013	-	-	0.006	-	
HCM Ctrl Dly (s/v)	9.3	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	16	0	1191	1740	13
Future Vol, veh/h	0	16	0	1191	1740	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	17	0	1295	1891	14

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 946	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.94	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.32	- -	- -
Pot Cap-1 Maneuver	0 263	0 -	- -
Stage 1	0 -	0 -	- -
Stage 2	0 -	0 -	- -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	- 263	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	19.68	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 263	- -	- -
HCM Lane V/C Ratio	- 0.066	- -	- -
HCM Ctrl Dly (s/v)	- 19.7	- -	- -
HCM Lane LOS	- C	- -	- -
HCM 95th %tile Q(veh)	- 0.2	- -	- -

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	126	42	21	230	38	19
Future Vol, veh/h	126	42	21	230	38	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	137	46	23	250	41	21
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	183	0	455	160
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	296	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1392	-	563	885
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	755	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1392	-	554	885
Mov Cap-2 Maneuver	-	-	-	-	554	-
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	743	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.64		11.31	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	633	-	-	1392	-	
HCM Lane V/C Ratio	0.098	-	-	0.016	-	
HCM Ctrl Dly (s/v)	11.3	-	-	7.6	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	152	38	20	248	32	16
Future Vol, veh/h	152	38	20	248	32	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	165	41	22	270	35	17
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	207	0	499	186
Stage 1	-	-	-	-	186	-
Stage 2	-	-	-	-	313	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1365	-	531	856
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	741	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1365	-	521	856
Mov Cap-2 Maneuver	-	-	-	-	521	-
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	728	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.57		11.58	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	599	-	-	134	-	
HCM Lane V/C Ratio	0.087	-	-	0.016	-	
HCM Ctrl Dly (s/v)	11.6	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	42	0	1967	1391	27
Future Vol, veh/h	0	42	0	1967	1391	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	46	0	2138	1512	29
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	756	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	351	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	351	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	16.8	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT EBLn1		SBT	SBR		
Capacity (veh/h)	-		351	-	-	
HCM Lane V/C Ratio	-		0.13	-	-	
HCM Ctrl Dly (s/v)	-		16.8	-	-	
HCM Lane LOS	-		C	-	-	
HCM 95th %tile Q(veh)	-		0.4	-	-	

Lanes, Volumes, Timings
3: Jefferson Rd & Homewood Dr

2026 - No Build - AM
03/07/2025

							
Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	18	161	2	63	1141	1611	15
Future Volume (vph)	18	161	2	63	1141	1611	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90	0		200			0
Storage Lanes	1	1		1			0
Taper Length (ft)	25			25			
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95	0.95
Frt		0.850				0.999	
Flt Protected	0.950			0.950			
Satd. Flow (prot)	1770	1583	0	1770	3539	3536	0
Flt Permitted	0.950			0.097			
Satd. Flow (perm)	1770	1583	0	181	3539	3536	0
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)		153				2	
Link Speed (mph)	30				30	30	
Link Distance (ft)	313				187	412	
Travel Time (s)	7.1				4.3	9.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	175	2	68	1240	1751	16
Shared Lane Traffic (%)							
Lane Group Flow (vph)	20	175	0	70	1240	1767	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	12				12	12	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15			9
Number of Detectors	1	1	1	1	2	2	
Detector Template	Left	Right	Left	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					94	94	
Detector 2 Size(ft)					6	6	
Detector 2 Type					Cl+Ex	Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)					0.0	0.0	
Turn Type	Prot	Perm	pm+pt	pm+pt	NA	NA	
Protected Phases	4		5	5	2	6	
Permitted Phases		4	2	2			

Lanes, Volumes, Timings
3: Jefferson Rd & Homewood Dr

2026 - No Build - AM
03/07/2025

							
Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Detector Phase	4	4	5	5	2	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	9.5	10.0	10.0	10.0	19.0	
Total Split (s)	11.6	11.6	10.0	10.0	48.4	38.4	
Total Split (%)	19.3%	19.3%	16.7%	16.7%	80.7%	64.0%	
Maximum Green (s)	7.1	7.1	5.0	5.0	43.4	33.4	
Yellow Time (s)	3.5	3.5	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		5.0	5.0	5.0	
Lead/Lag			Lead	Lead		Lag	
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	Min	Min	
Walk Time (s)						5.0	
Flash Don't Walk (s)						9.0	
Pedestrian Calls (#/hr)						0	
Act Effect Green (s)	6.3	6.3		41.7	43.1	37.5	
Actuated g/C Ratio	0.11	0.11		0.76	0.78	0.68	
v/c Ratio	0.10	0.55		0.25	0.45	0.73	
Control Delay (s/veh)	24.9	14.3		4.4	3.6	12.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	24.9	14.3		4.4	3.6	12.3	
LOS	C	B		A	A	B	
Approach Delay (s/veh)	15.4				3.7	12.3	
Approach LOS	B				A	B	
90th %ile Green (s)	7.1	7.1	5.0	5.0	43.4	33.4	
90th %ile Term Code	Max	Max	Max	Max	Hold	Max	
70th %ile Green (s)	7.1	7.1	5.0	5.0	43.4	33.4	
70th %ile Term Code	Max	Max	Max	Max	Hold	Max	
50th %ile Green (s)	6.3	6.3	5.0	5.0	43.4	33.4	
50th %ile Term Code	Gap	Gap	Max	Max	Hold	Max	
30th %ile Green (s)	5.5	5.5	0.0	0.0	40.0	40.0	
30th %ile Term Code	Gap	Gap	Skip	Skip	Dwell	Dwell	
10th %ile Green (s)	0.0	0.0	0.0	0.0	36.4	36.4	
10th %ile Term Code	Skip	Skip	Skip	Skip	Dwell	Dwell	
Stops (vph)	18	45		16	358	1005	
Fuel Used(gal)	0	1		0	4	15	
CO Emissions (g/hr)	16	78		17	314	1038	
NOx Emissions (g/hr)	3	15		3	61	202	
VOC Emissions (g/hr)	4	18		4	73	241	
Dilemma Vehicles (#)	0	0		0	0	0	
Queue Length 50th (ft)	7	7		5	68	255	
Queue Length 95th (ft)	23	57		13	103	#447	
Internal Link Dist (ft)	233				107	332	
Turn Bay Length (ft)	90			200			
Base Capacity (vph)	232	341		284	2809	2408	
Starvation Cap Reductn	0	0		0	0	0	

Lanes, Volumes, Timings
3: Jefferson Rd & Homewood Dr

2026 - No Build - AM
03/07/2025

							
Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	
Storage Cap Reductn	0	0		0	0	0	
Reduced v/c Ratio	0.09	0.51		0.25	0.44	0.73	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 55.1

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.73

Intersection Signal Delay (s/veh): 9.0

Intersection LOS: A

Intersection Capacity Utilization 71.2%

ICU Level of Service C

Analysis Period (min) 15

90th %ile Actuated Cycle: 60

70th %ile Actuated Cycle: 60

50th %ile Actuated Cycle: 59.2

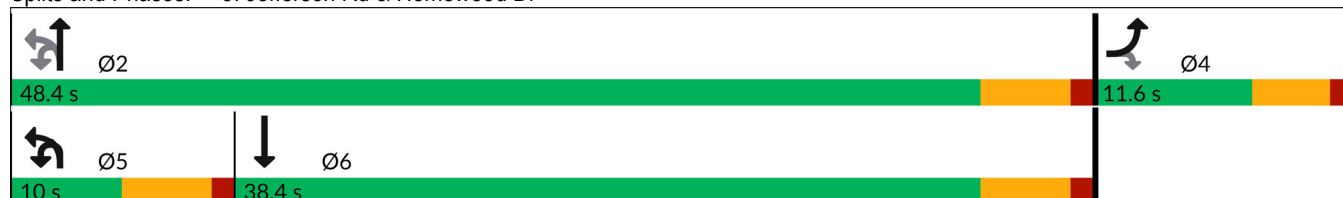
30th %ile Actuated Cycle: 55

10th %ile Actuated Cycle: 41.4

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Jefferson Rd & Homewood Dr



Lanes, Volumes, Timings
3: Jefferson Rd & Homewood Dr

2026 - No Build - PM
03/07/2025

							
Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	64	82	3	243	1963	1501	35
Future Volume (vph)	64	82	3	243	1963	1501	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90	0		200			0
Storage Lanes	1	1		1			0
Taper Length (ft)	25			25			
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95	0.95
Frt		0.850				0.997	
Flt Protected	0.950			0.950			
Satd. Flow (prot)	1770	1583	0	1770	3539	3529	0
Flt Permitted	0.950			0.103			
Satd. Flow (perm)	1770	1583	0	192	3539	3529	0
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)		89				6	
Link Speed (mph)	30				30	30	
Link Distance (ft)	313				187	412	
Travel Time (s)	7.1				4.3	9.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	70	89	3	264	2134	1632	38
Shared Lane Traffic (%)							
Lane Group Flow (vph)	70	89	0	267	2134	1670	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	12				12	12	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15			9
Number of Detectors	1	1	1	1	2	2	
Detector Template	Left	Right	Left	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					94	94	
Detector 2 Size(ft)					6	6	
Detector 2 Type					Cl+Ex	Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)					0.0	0.0	
Turn Type	Prot	Perm	pm+pt	pm+pt	NA	NA	
Protected Phases	4		5	5	2	6	
Permitted Phases		4	2	2			

Lanes, Volumes, Timings
3: Jefferson Rd & Homewood Dr

2026 - No Build - PM
03/07/2025

							
Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Detector Phase	4	4	5	5	2	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	9.5	10.0	10.0	10.0	19.0	
Total Split (s)	9.6	9.6	13.0	13.0	50.4	37.4	
Total Split (%)	16.0%	16.0%	21.7%	21.7%	84.0%	62.3%	
Maximum Green (s)	5.1	5.1	8.0	8.0	45.4	32.4	
Yellow Time (s)	3.5	3.5	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		5.0	5.0	5.0	
Lead/Lag			Lead	Lead		Lag	
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	Min	Min	
Walk Time (s)						5.0	
Flash Don't Walk (s)						9.0	
Pedestrian Calls (#/hr)						0	
Act Effect Green (s)	5.1	5.1		46.7	47.8	33.7	
Actuated g/C Ratio	0.09	0.09		0.79	0.81	0.57	
v/c Ratio	0.46	0.41		0.73	0.75	0.83	
Control Delay (s/veh)	36.8	13.4		24.6	6.2	16.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	36.8	13.4		24.6	6.2	16.5	
LOS	D	B		C	A	B	
Approach Delay (s/veh)	23.7				8.3	16.5	
Approach LOS	C				A	B	
90th %ile Green (s)	5.1	5.1	8.0	8.0	45.4	32.4	
90th %ile Term Code	Max	Max	Max	Max	Max	Max	
70th %ile Green (s)	5.1	5.1	8.0	8.0	45.4	32.4	
70th %ile Term Code	Max	Max	Max	Max	Max	Max	
50th %ile Green (s)	5.1	5.1	8.0	8.0	45.4	32.4	
50th %ile Term Code	Max	Max	Max	Max	Max	Max	
30th %ile Green (s)	5.1	5.1	8.0	8.0	45.4	32.4	
30th %ile Term Code	Max	Max	Max	Max	Max	Max	
10th %ile Green (s)	0.0	0.0	8.0	8.0	51.5	38.5	
10th %ile Term Code	Skip	Skip	Max	Max	Dwell	Dwell	
Stops (vph)	61	23		109	941	1139	
Fuel Used(gal)	1	1		2	11	16	
CO Emissions (g/hr)	68	39		153	737	1146	
NOx Emissions (g/hr)	13	8		30	143	223	
VOC Emissions (g/hr)	16	9		36	171	265	
Dilemma Vehicles (#)	0	0		0	0	0	
Queue Length 50th (ft)	25	0		42	169	250	
Queue Length 95th (ft)	#65	36		#147	252	#383	
Internal Link Dist (ft)	233				107	332	
Turn Bay Length (ft)	90			200			
Base Capacity (vph)	152	217		364	2849	2008	
Starvation Cap Reductn	0	0		0	0	0	

Lanes, Volumes, Timings
3: Jefferson Rd & Homewood Dr

2026 - No Build - PM
03/07/2025

							
Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	
Storage Cap Reductn	0	0		0	0	0	
Reduced v/c Ratio	0.46	0.41		0.73	0.75	0.83	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 59.3

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.83

Intersection Signal Delay (s/veh): 12.1

Intersection LOS: B

Intersection Capacity Utilization 73.4%

ICU Level of Service D

Analysis Period (min) 15

90th %ile Actuated Cycle: 60

70th %ile Actuated Cycle: 60

50th %ile Actuated Cycle: 60

30th %ile Actuated Cycle: 60

10th %ile Actuated Cycle: 56.5

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Jefferson Rd & Homewood Dr



Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	174	3	28	50	1	5
Future Vol, veh/h	174	3	28	50	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	189	3	30	54	1	5
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	192	0	306	191
Stage 1	-	-	-	-	191	-
Stage 2	-	-	-	-	115	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1381	-	686	851
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	910	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1381	-	671	851
Mov Cap-2 Maneuver	-	-	-	-	671	-
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	890	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	2.75		9.46		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	815	-	-	1381	-	
HCM Lane V/C Ratio	0.008	-	-	0.022	-	
HCM Ctrl Dly (s/v)	9.5	-	-	7.7	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0	-	-	0.1	-	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	168	1	8	43	1	9
Future Vol, veh/h	168	1	8	43	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	183	1	9	47	1	10

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	184	0	247	183
Stage 1	-	-	-	-	183	-
Stage 2	-	-	-	-	64	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1391	-	741	859
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1391	-	736	859
Mov Cap-2 Maneuver	-	-	-	-	736	-
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	952	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.19	9.31
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	845	-	-	282	-
HCM Lane V/C Ratio	0.013	-	-	0.006	-
HCM Ctrl Dly (s/v)	9.3	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	16	0	1206	1761	13
Future Vol, veh/h	0	16	0	1206	1761	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	17	0	1311	1914	14

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 957	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.94	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.32	- -	- -
Pot Cap-1 Maneuver	0 258	0 -	- -
Stage 1	0 -	0 -	- -
Stage 2	0 -	0 -	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	- 258	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	19.96	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 258	- -	- -
HCM Lane V/C Ratio	- 0.067	- -	- -
HCM Ctrl Dly (s/v)	- 20	- -	- -
HCM Lane LOS	- C	- -	- -
HCM 95th %tile Q(veh)	- 0.2	- -	- -

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	127	42	21	257	38	19
Future Vol, veh/h	127	42	21	257	38	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	138	46	23	279	41	21
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	184	0	486	161
Stage 1	-	-	-	-	161	-
Stage 2	-	-	-	-	325	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1391	-	540	884
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	732	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1391	-	532	884
Mov Cap-2 Maneuver	-	-	-	-	532	-
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	720	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0.58		11.53		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	613	-	-	1391	-	
HCM Lane V/C Ratio	0.101	-	-	0.016	-	
HCM Ctrl Dly (s/v)	11.5	-	-	7.6	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-	

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	153	38	20	275	32	16
Future Vol, veh/h	153	38	20	275	32	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	166	41	22	299	35	17
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	208	0	529	187
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	342	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1363	-	510	855
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	719	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1363	-	500	855
Mov Cap-2 Maneuver	-	-	-	-	500	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	705	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.52		11.81	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	581	-	-	122	-	
HCM Lane V/C Ratio	0.09	-	-	0.016	-	
HCM Ctrl Dly (s/v)	11.8	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	42	0	2209	1562	24
Future Vol, veh/h	0	42	0	2209	1562	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	46	0	2401	1698	26

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 849	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.94	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.32	- -	- -
Pot Cap-1 Maneuver	0 304	0 -	- -
Stage 1	0 -	0 -	- -
Stage 2	0 -	0 -	- -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	- 304	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	18.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 304	- -	- -
HCM Lane V/C Ratio	- 0.15	- -	- -
HCM Ctrl Dly (s/v)	- 18.9	- -	- -
HCM Lane LOS	- C	- -	- -
HCM 95th %tile Q(veh)	- 0.5	- -	- -

Lanes, Volumes, Timings
3: Jefferson Rd & Homewood Dr

2026 - Build - AM
03/07/2025

							
Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	21	192	2	63	1141	1611	15
Future Volume (vph)	21	192	2	63	1141	1611	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90	0		200			0
Storage Lanes	1	1		1			0
Taper Length (ft)	25			25			
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95	0.95
Frt		0.850				0.999	
Flt Protected	0.950			0.950			
Satd. Flow (prot)	1770	1583	0	1770	3539	3536	0
Flt Permitted	0.950			0.098			
Satd. Flow (perm)	1770	1583	0	183	3539	3536	0
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)		153				2	
Link Speed (mph)	30				30	30	
Link Distance (ft)	313				187	412	
Travel Time (s)	7.1				4.3	9.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	209	2	68	1240	1751	16
Shared Lane Traffic (%)							
Lane Group Flow (vph)	23	209	0	70	1240	1767	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	12				12	12	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15			9
Number of Detectors	1	1	1	1	2	2	
Detector Template	Left	Right	Left	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					94	94	
Detector 2 Size(ft)					6	6	
Detector 2 Type					Cl+Ex	Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)					0.0	0.0	
Turn Type	Prot	Perm	pm+pt	pm+pt	NA	NA	
Protected Phases	4		5	5	2	6	
Permitted Phases		4	2	2			

Lanes, Volumes, Timings
3: Jefferson Rd & Homewood Dr

2026 - Build - AM
03/07/2025



Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Detector Phase	4	4	5	5	2	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	9.5	10.0	10.0	10.0	19.0	
Total Split (s)	12.0	12.0	10.0	10.0	48.0	38.0	
Total Split (%)	20.0%	20.0%	16.7%	16.7%	80.0%	63.3%	
Maximum Green (s)	7.5	7.5	5.0	5.0	43.0	33.0	
Yellow Time (s)	3.5	3.5	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		5.0	5.0	5.0	
Lead/Lag			Lead	Lead		Lag	
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	Min	Min	
Walk Time (s)						5.0	
Flash Don't Walk (s)						9.0	
Pedestrian Calls (#/hr)						0	
Act Effect Green (s)	6.8	6.8		41.7	41.7	35.9	
Actuated g/C Ratio	0.12	0.12		0.72	0.72	0.62	
v/c Ratio	0.11	0.66		0.26	0.49	0.81	
Control Delay (s/veh)	24.7	19.9		4.9	4.4	14.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	24.7	19.9		4.9	4.4	14.5	
LOS	C	B		A	A	B	
Approach Delay (s/veh)	20.3				4.4	14.5	
Approach LOS	C				A	B	
90th %ile Green (s)	7.5	7.5	5.0	5.0	43.0	33.0	
90th %ile Term Code	Max	Max	Max	Max	Hold	Max	
70th %ile Green (s)	7.5	7.5	5.0	5.0	43.0	33.0	
70th %ile Term Code	Max	Max	Max	Max	Hold	Max	
50th %ile Green (s)	7.5	7.5	5.0	5.0	43.0	33.0	
50th %ile Term Code	Max	Max	Max	Max	Hold	Max	
30th %ile Green (s)	5.7	5.7	0.0	0.0	37.0	37.0	
30th %ile Term Code	Gap	Gap	Skip	Skip	Dwell	Dwell	
10th %ile Green (s)	5.7	5.7	0.0	0.0	42.5	42.5	
10th %ile Term Code	Gap	Gap	Skip	Skip	Dwell	Dwell	
Stops (vph)	21	63		16	421	1110	
Fuel Used(gal)	0	2		0	5	16	
CO Emissions (g/hr)	19	111		17	350	1129	
NOx Emissions (g/hr)	4	22		3	68	220	
VOC Emissions (g/hr)	4	26		4	81	262	
Dilemma Vehicles (#)	0	0		0	0	0	
Queue Length 50th (ft)	8	19		6	76	271	
Queue Length 95th (ft)	26	#91		13	107	#452	
Internal Link Dist (ft)	233				107	332	
Turn Bay Length (ft)	90			200			
Base Capacity (vph)	229	338		268	2632	2189	
Starvation Cap Reductn	0	0		0	0	0	

Lanes, Volumes, Timings
3: Jefferson Rd & Homewood Dr

2026 - Build - AM
03/07/2025



Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	
Storage Cap Reductn	0	0		0	0	0	
Reduced v/c Ratio	0.10	0.62		0.26	0.47	0.81	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 58

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.81

Intersection Signal Delay (s/veh): 10.9

Intersection LOS: B

Intersection Capacity Utilization 73.1%

ICU Level of Service D

Analysis Period (min) 15

90th %ile Actuated Cycle: 60

70th %ile Actuated Cycle: 60

50th %ile Actuated Cycle: 60

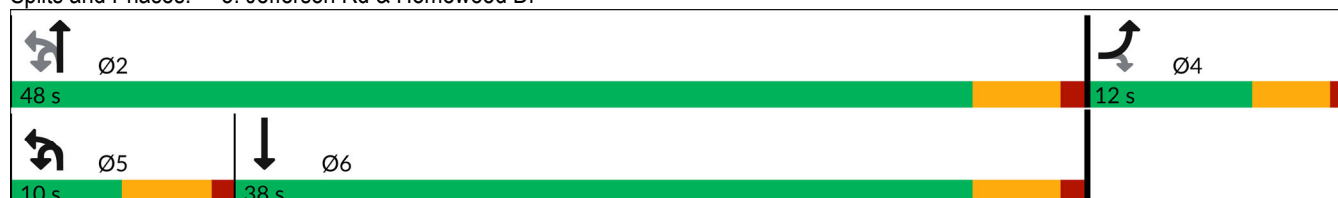
30th %ile Actuated Cycle: 52.2

10th %ile Actuated Cycle: 57.7

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Jefferson Rd & Homewood Dr



Lanes, Volumes, Timings
3: Jefferson Rd & Homewood Dr

2026 - Build - PM
03/07/2025

							
Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	64	81	3	243	1963	1504	35
Future Volume (vph)	64	81	3	243	1963	1504	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	90	0		200			0
Storage Lanes	1	1		1			0
Taper Length (ft)	25			25			
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95	0.95
Frt		0.850				0.997	
Flt Protected	0.950			0.950			
Satd. Flow (prot)	1770	1583	0	1770	3539	3529	0
Flt Permitted	0.950			0.103			
Satd. Flow (perm)	1770	1583	0	192	3539	3529	0
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)		88				6	
Link Speed (mph)	30				30	30	
Link Distance (ft)	313				187	412	
Travel Time (s)	7.1				4.3	9.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	70	88	3	264	2134	1635	38
Shared Lane Traffic (%)							
Lane Group Flow (vph)	70	88	0	267	2134	1673	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	12				12	12	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15			9
Number of Detectors	1	1	1	1	2	2	
Detector Template	Left	Right	Left	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)					94	94	
Detector 2 Size(ft)					6	6	
Detector 2 Type					Cl+Ex	Cl+Ex	
Detector 2 Channel							
Detector 2 Extend (s)					0.0	0.0	
Turn Type	Prot	Perm	pm+pt	pm+pt	NA	NA	
Protected Phases	4		5	5	2	6	
Permitted Phases		4	2	2			

Lanes, Volumes, Timings
3: Jefferson Rd & Homewood Dr

2026 - Build - PM
03/07/2025

							
Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Detector Phase	4	4	5	5	2	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	9.5	10.0	10.0	10.0	19.0	
Total Split (s)	9.6	9.6	13.0	13.0	50.4	37.4	
Total Split (%)	16.0%	16.0%	21.7%	21.7%	84.0%	62.3%	
Maximum Green (s)	5.1	5.1	8.0	8.0	45.4	32.4	
Yellow Time (s)	3.5	3.5	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5		5.0	5.0	5.0	
Lead/Lag			Lead	Lead		Lag	
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	Min	Min	
Walk Time (s)						5.0	
Flash Don't Walk (s)						9.0	
Pedestrian Calls (#/hr)						0	
Act Effect Green (s)	5.1	5.1		46.7	47.8	33.7	
Actuated g/C Ratio	0.09	0.09		0.79	0.81	0.57	
v/c Ratio	0.46	0.41		0.73	0.75	0.83	
Control Delay (s/veh)	36.8	13.4		24.6	6.2	16.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	
Total Delay (s/veh)	36.8	13.4		24.6	6.2	16.6	
LOS	D	B		C	A	B	
Approach Delay (s/veh)	23.8				8.3	16.6	
Approach LOS	C				A	B	
90th %ile Green (s)	5.1	5.1	8.0	8.0	45.4	32.4	
90th %ile Term Code	Max	Max	Max	Max	Max	Max	
70th %ile Green (s)	5.1	5.1	8.0	8.0	45.4	32.4	
70th %ile Term Code	Max	Max	Max	Max	Max	Max	
50th %ile Green (s)	5.1	5.1	8.0	8.0	45.4	32.4	
50th %ile Term Code	Max	Max	Max	Max	Max	Max	
30th %ile Green (s)	5.1	5.1	8.0	8.0	45.4	32.4	
30th %ile Term Code	Max	Max	Max	Max	Max	Max	
10th %ile Green (s)	0.0	0.0	8.0	8.0	51.6	38.6	
10th %ile Term Code	Skip	Skip	Max	Max	Dwell	Dwell	
Stops (vph)	61	22		109	941	1140	
Fuel Used(gal)	1	1		2	11	16	
CO Emissions (g/hr)	68	38		153	737	1148	
NOx Emissions (g/hr)	13	7		30	143	223	
VOC Emissions (g/hr)	16	9		36	171	266	
Dilemma Vehicles (#)	0	0		0	0	0	
Queue Length 50th (ft)	25	0		42	169	250	
Queue Length 95th (ft)	#65	36		#147	252	#386	
Internal Link Dist (ft)	233				107	332	
Turn Bay Length (ft)	90			200			
Base Capacity (vph)	152	216		364	2849	2008	
Starvation Cap Reductn	0	0		0	0	0	

Lanes, Volumes, Timings
3: Jefferson Rd & Homewood Dr

2026 - Build - PM
03/07/2025

							
Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	
Storage Cap Reductn	0	0		0	0	0	
Reduced v/c Ratio	0.46	0.41		0.73	0.75	0.83	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 59.3

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.83

Intersection Signal Delay (s/veh): 12.1

Intersection LOS: B

Intersection Capacity Utilization 73.4%

ICU Level of Service D

Analysis Period (min) 15

90th %ile Actuated Cycle: 60

70th %ile Actuated Cycle: 60

50th %ile Actuated Cycle: 60

30th %ile Actuated Cycle: 60

10th %ile Actuated Cycle: 56.6

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Jefferson Rd & Homewood Dr



Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	190	4	24	54	9	23
Future Vol, veh/h	190	4	24	54	9	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	207	4	26	59	10	25
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	211	0	320	209
Stage 1	-	-	-	-	209	-
Stage 2	-	-	-	-	111	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1360	-	674	832
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	914	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1360	-	661	832
Mov Cap-2 Maneuver	-	-	-	-	661	-
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	896	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		2.37		9.86	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	775	-	-	1360	-	
HCM Lane V/C Ratio	0.045	-	-	0.019	-	
HCM Ctrl Dly (s/v)	9.9	-	-	7.7	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	168	3	11	52	9	26
Future Vol, veh/h	168	3	11	52	9	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	183	3	12	57	10	28
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	186	0	265	184
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	80	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1389	-	724	858
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	943	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1389	-	718	858
Mov Cap-2 Maneuver	-	-	-	-	718	-
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	934	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	1.33		9.62		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	817	-	-	314	-	
HCM Lane V/C Ratio	0.047	-	-	0.009	-	
HCM Ctrl Dly (s/v)	9.6	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	24	0	1206	1793	12
Future Vol, veh/h	0	24	0	1206	1793	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	26	0	1311	1949	13

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 974	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.94	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.32	- -	- -
Pot Cap-1 Maneuver	0 251	0 -	- -
Stage 1	0 -	0 -	- -
Stage 2	0 -	0 -	- -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	- 251	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	20.99	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 251	- -	- -
HCM Lane V/C Ratio	- 0.104	- -	- -
HCM Ctrl Dly (s/v)	- 21	- -	- -
HCM Lane LOS	- C	- -	- -
HCM 95th %tile Q(veh)	- 0.3	- -	- -

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	128	42	21	257	34	17
Future Vol, veh/h	128	42	21	257	34	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	139	46	23	279	37	18

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	185
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1390
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1390
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.58	11.47
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	612	-	-	1390	-
HCM Lane V/C Ratio	0.091	-	-	0.016	-
HCM Ctrl Dly (s/v)	11.5	-	-	7.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

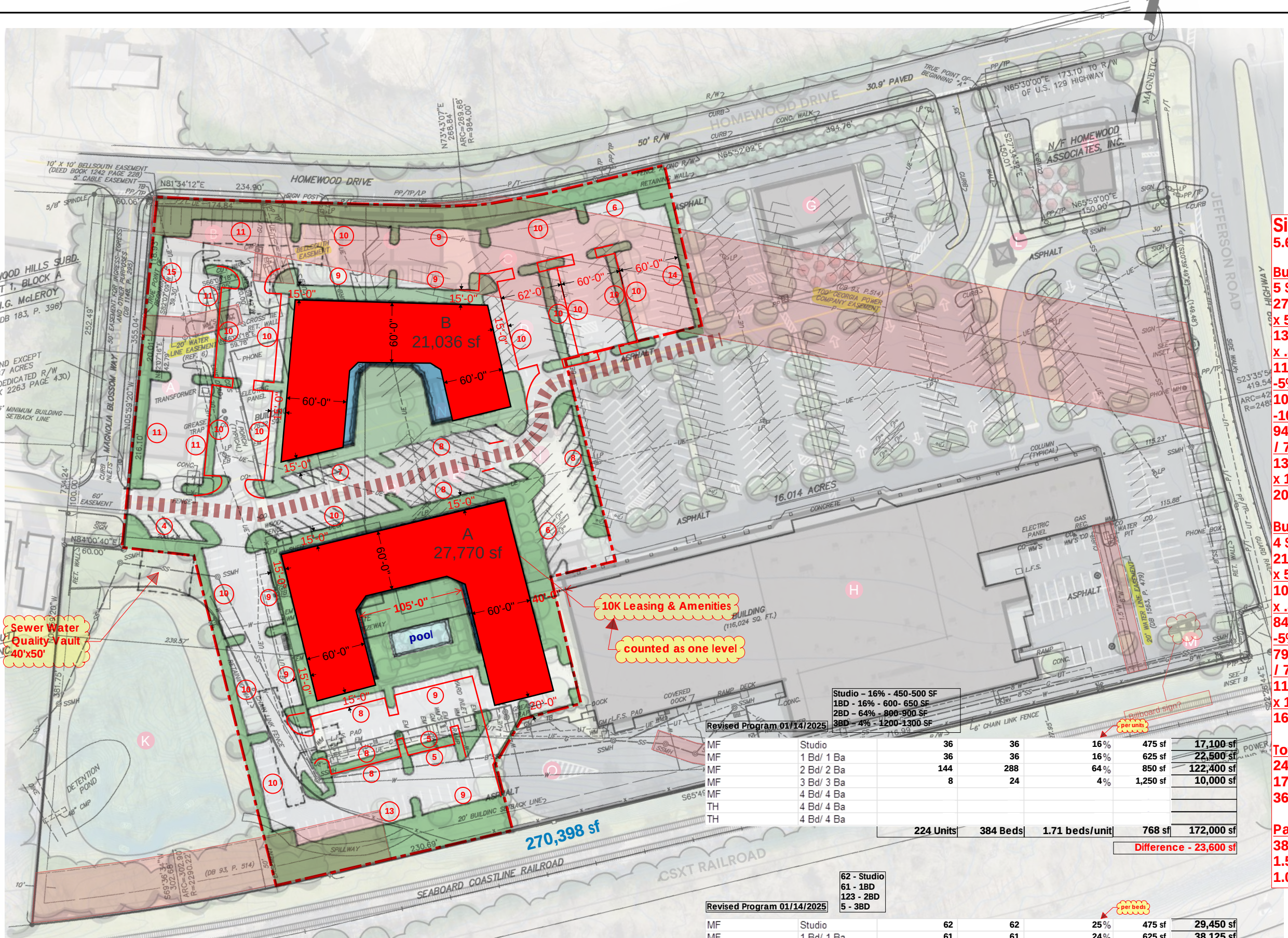
Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	155	39	21	270	30	15
Future Vol, veh/h	155	39	21	270	30	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	168	42	23	293	33	16
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	211	0	529	190
Stage 1	-	-	-	-	190	-
Stage 2	-	-	-	-	339	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1360	-	510	852
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	722	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1360	-	500	852
Mov Cap-2 Maneuver	-	-	-	-	500	-
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	707	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.56		11.78	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	580	-	-	130	-	
HCM Lane V/C Ratio	0.084	-	-	0.017	-	
HCM Ctrl Dly (s/v)	11.8	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	34	0	2209	1562	26
Future Vol, veh/h	0	34	0	2209	1562	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	37	0	2401	1698	28

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 849	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.94	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.32	- -	- -
Pot Cap-1 Maneuver	0 304	0 -	- -
Stage 1	0 -	0 -	- -
Stage 2	0 -	0 -	- -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	- 304	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	18.46	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 304	- -	- -
HCM Lane V/C Ratio	- 0.121	- -	- -
HCM Ctrl Dly (s/v)	- 18.5	- -	- -
HCM Lane LOS	- C	- -	- -
HCM 95th %tile Q(veh)	- 0.4	- -	- -



DENSITY STUDY - Sketch "J"
Scale: 1" = 100'



Revised Program 01/14/2025

MF	Studio	36	36	16%	475 sf	17,100 sf
MF	1 Bd/ 1 Ba	36	36	16%	625 sf	22,500 sf
MF	2 Bd/ 2 Ba	144	288	64%	850 sf	122,400 sf
MF	3 Bd/ 3 Ba	8	24	4%	1,250 sf	10,000 sf
MF	4 Bd/ 4 Ba					
TH	4 Bd/ 4 Ba					
TH	4 Bd/ 4 Ba					
		224 Units	384 Beds	1.71 beds/unit	768 sf	172,000 sf
						Difference - 23,600 sf

Revised Program 01/14/2025

MF	Studio	62	62	25%	475 sf	29,450 sf
MF	1 Bd/ 1 Ba	61	61	24%	625 sf	38,125 sf
MF	2 Bd/ 2 Ba	123	246	49%	850 sf	104,550 sf
MF	3 Bd/ 3 Ba	5	15	2%	1,250 sf	6,250 sf
MF	4 Bd/ 4 Ba					
TH	4 Bd/ 4 Ba					
TH	4 Bd/ 4 Ba					
		251 Units	384 Beds	1.53 beds/unit	711 sf	178,375 sf
						Difference - 29,975 sf

Site Data:
5.66 Acres

Building A:
5 Story Building
27,500 sf floorplate
x 5 stories
137,500 sf gross area
x .80 efficiency
110,000 sf
-5% balconies
104,500 sf
-10,000 sf leasing/amen
94,500 sf
/ 711 sf Average
132 Units
x 1.53 beds/units
201 beds

Building B:
4 Story Building
21,000 sf floorplate
x 5 stories
105,000 sf gross area
x .80 efficiency
84,000 sf
-5% balconies
79,800 sf
/ 711 sf Average
110 Units
x 1.53 beds/du
168 Beds

Total:
242 Units
173,300 sf
369 beds

Parking:
380 Spaces
1.57 sp/du
1.02 sp/bed



THE PRESTON PARTNERSHIP, LLC.
A MULTI-DISCIPLINARY DESIGN FIRM
SOUTH TERRACES
115 PERIMETER CENTER PLACE, SUITE 1000
ATLANTA, GA
770.396.7248
WWW.THEPRESTONPARTNERSHIP.COM

PROJECT _____

FOR _____

DATE _____

JOB NUMBER _____

SHEET TITLE _____

SHEET NUMBER _____

COMMENTS _____

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Homewood Village Study

Created on February 18, 2025

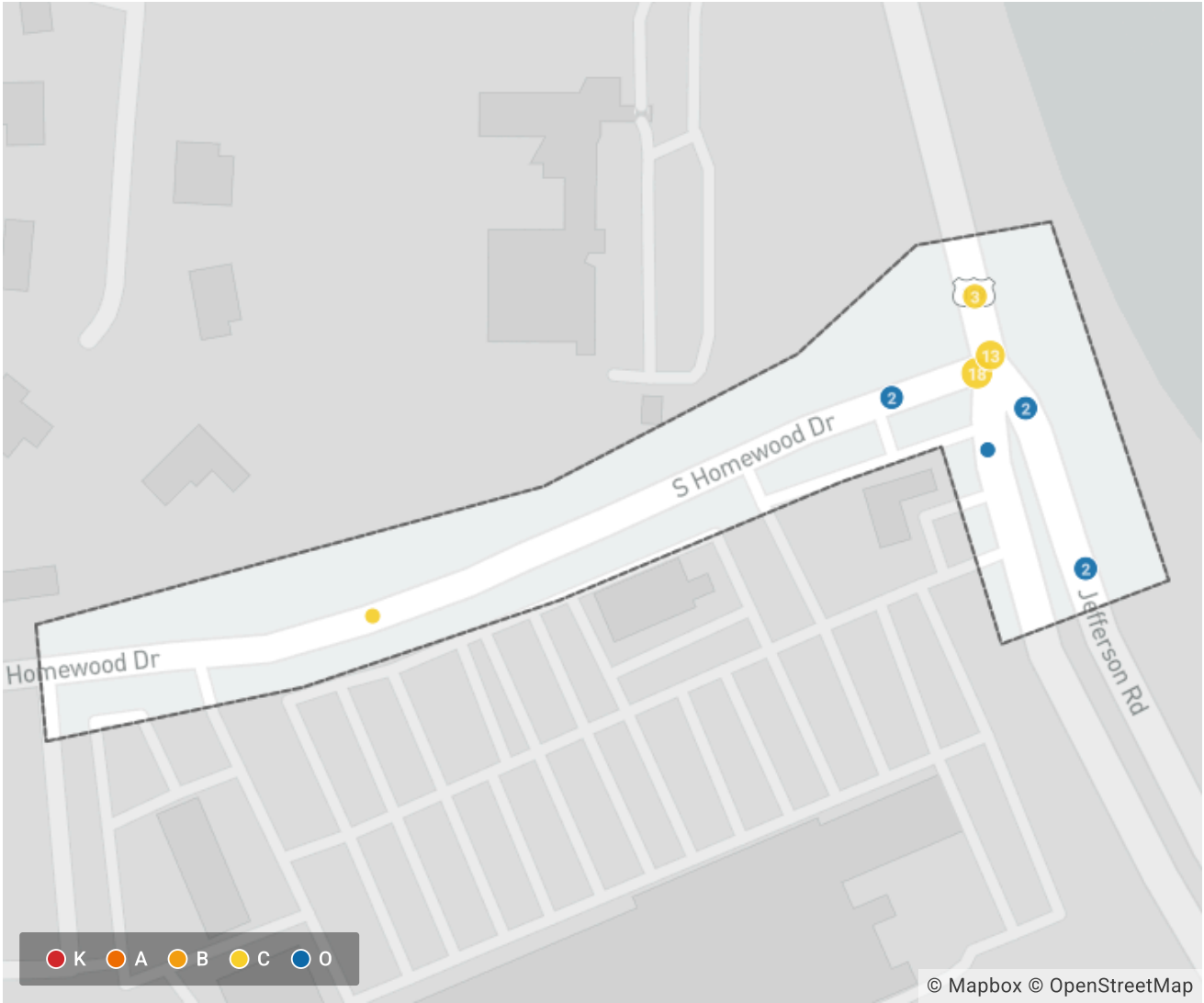
Created by Greg ODonnell

Data extents: January 1, 2019 to December 31, 2023



Applied Filters

Shape: Polygon



Total Crashes	42	Fatal Crashes	0
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GDOT Summary		Collisions Dataset	
Intersection Related	41	97.62%	
Distracted Driver (Suspected)	18	42.86%	
Impaired Driving (Confirmed)	3	7.14%	

Large Truck Related	3	7.14%
Single Motor Vehicle Involved	2	4.76%
Distracted Driver (Confirmed)	1	2.38%
Motorcycle Related	1	2.38%
+ 3 more	0	0%

KABCO Severity	Collisions Dataset	
(O) No Injury	29	69.05%
(C) Possible Injury / Complaint	13	30.95%
+ 4 more	0	0%

Date and Time (Year)	Collisions Dataset	
2023	3	7.14%
2022	9	21.43%
2021	10	23.81%
2020	7	16.67%
2019	13	30.95%
+ 6 more	0	0%

Date and Time (Hour of Day)	Collisions Dataset	
6 am - 8 am	2	4.76%
10 am - 12 pm	4	9.52%
12 pm - 2 pm	9	21.43%
2 pm - 4 pm	6	14.29%
4 pm - 6 pm	13	30.95%
6 pm - 8 pm	4	9.52%
8 pm - 10 pm	2	4.76%
10 pm - 12 am	2	4.76%
+ 4 more	0	0%

Manner of Collision (Crash Level)	Collisions Dataset	
Rear End	19	45.24%
Angle Crash	13	30.95%
Sideswipe-Same Direction	8	19.05%
Not a Collision with Motor Vehicle	2	4.76%
+ 4 more	0	0%

Location at Impact (Crash Level)	Collisions Dataset	
On Roadway - Roadway Intersection	27	64.29%

On Roadway - Non-Intersection	13	30.95%
Off Roadway	1	2.38%
On Shoulder	1	2.38%
+ 13 more	0	0%

Most Harmful Event (Unit Vehicle)	Collisions Dataset	
Motor Vehicle in Motion	37	88.10%
Deer	1	2.38%
Mail Box	1	2.38%
Over Turn	1	2.38%
Parked Motor Vehicle	1	2.38%
+ 33 more	0	0%

Operator/Pedestrian Contributing Factors (Unit Order)	Collisions Dataset	
Driver Lost Control	1	2.38%
Reaction to Object or Animal	1	2.38%
+ 40 more	0	0%

Area: County	Collisions Dataset	
Clarke	42	100.00%
+ 158 more	0	0%

Area: GDOT District (Crash Level)	Collisions Dataset	
D1	42	100.00%
+ 6 more	0	0%

SHSP Emphasis Area	Collisions Dataset	
Intersection Related	41	97.62%
Distracted Driver (Suspected)	18	42.86%
Young Adult Driver (Age 20-24)	14	33.33%
Older Driver Related (65+)	13	30.95%
Older Driver Related (55-64)	10	23.81%
Hit & Run	9	21.43%
Roadway Departure	4	9.52%
Impaired Driving (Confirmed)	3	7.14%
+ 10 more	11	26.18%

First Harmful Event	Collisions Dataset	
Motor Vehicle in Motion	40	95.24%

Other/Unknown	2	4.76%
Deer	1	2.38%
Embankment	1	2.38%
Mail Box	1	2.38%
Parked Motor Vehicle	1	2.38%
+ 34 more	0	0%

Vehicle Type (Crash Level)	Collisions Dataset	
Passenger Car	35	83.33%
Sports Utility Vehicle (SUV)	19	45.24%
Pickup Truck	8	19.05%
Van	5	11.90%
Tractor/Trailer	2	4.76%
Moped, Scooter or Minibike	1	2.38%
Single Unit Truck	1	2.38%
+ 17 more	0	0%

Roadway Contributing Factors	Collisions Dataset	
No Contributing Factors	39	92.86%
Backup Due to Prior Crash/Secondary Crash	1	2.38%
Road Surface Condition (wet, icy, snow, slush, etc.)	1	2.38%
Traffic Congestion	1	2.38%
+ 10 more	0	0%

Vehicle Contributing Factor (Crash Level)	Collisions Dataset	
No Known Defects	42	100.00%
Improper Lights	1	2.38%
Mirrors	1	2.38%
+ 10 more	0	0%

Countermeasures All	Collisions Dataset	
Countermeasure: Intersection Crashes (vehicle)	18	42.86%
Countermeasure: Lighting Improvements (Intersection)	2	4.76%
Countermeasure: Road Diet	2	4.76%
Countermeasure: Wildlife Warning	1	2.38%
+ 7 more	0	0%