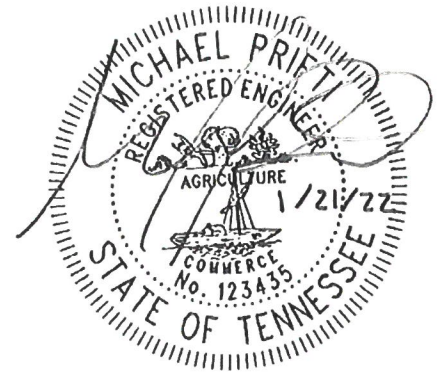




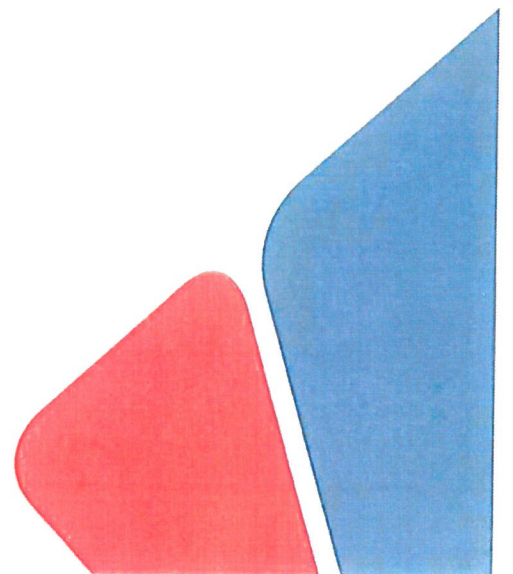
Traffic Impact Analysis



Holmes Road – South Third Street to Craigwood Drive

Memphis, TN

January 21, 2022

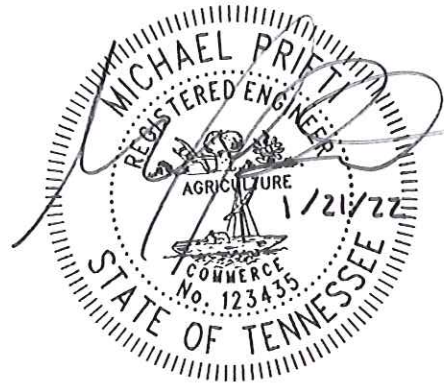


1.0 EXECUTIVE SUMMARY

The City of Memphis intends to reconstruct the section of Holmes Road from South Third Street to Craigwood Drive in Memphis, TN. The City desires to further understand the existing and future capacity requirements of this segment of Holmes Road and all of the intersections within the project boundaries. As a part of this study, capacity analyses were performed for the existing conditions, an intermediate horizon year of 2030, and for the future horizon year of 2050. A safety analysis was performed to identify safety issues related to vehicle speed, crash history, and issues observed at each intersection. The purpose of this study is to identify impacts and safety issues due to the anticipated traffic growth from the existing to future conditions and roadway geometry; develop recommendations to mitigate these impacts, improve intersection operations, improve safety for all users, and improve roadway performance; and determine the appropriate roadway typical sections and traffic control devices for Holmes Road between South Third Street and Craigwood Drive for the horizon year of 2050.

Based upon the analysis conducted for this study, the findings and recommendations are summarized below:

- The data indicates that the 85th percentile speed is currently 50 MPH, with more than 60% of the drivers exceeding the speed limit. Therefore, we recommend that the roadway design speed be 55 MPH unless the design includes elements that will reduce the speeds dramatically.
- 10 of the intersections evaluated have crash rates that are higher than the statewide average for a facility of this type.
- Roadway typical section with three-lanes, plus some auxiliary lanes in some sections, is adequate to accommodate the projected 2050 traffic volumes.
- The design of the intersections and profiles must ensure that the appropriate intersection sight distance is provided for each intersection.
- Traffic signals are recommended for installation at the following intersections:
 - Holmes Road at Weaver Road – Analysis Year 2030
 - Holmes Road at Horn Lake Road – Analysis Year 2030
 - Holmes Road at Tulane Road - Analysis Year 2030
 - Holmes Road at Neely Road/Whistling Duck Drive – Analysis Year 2050
- Safety improvements were identified that can be implemented prior to the reconstruction of Holmes Road



Traffic Impact Analysis

Holmes Road – South Third Street to Craigwood Drive

Memphis, TN

January 21, 2022

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1.0 EXECUTIVE SUMMARY

The City of Memphis intends to reconstruct the section of Holmes Road from South Third Street to Craigwood Drive in Memphis, TN. The City desires to further understand the existing and future capacity requirements of this segment of Holmes Road and all of the intersections within the project boundaries. As a part of this study, capacity analyses were performed for the existing conditions, an intermediate horizon year of 2030, and for the future horizon year of 2050. A safety analysis was performed to identify safety issues related to vehicle speed, crash history, and issues observed at each intersection. The purpose of this study is to identify impacts and safety issues due to the anticipated traffic growth from the existing to future conditions and roadway geometry; develop recommendations to mitigate these impacts, improve intersection operations, improve safety for all users, and improve roadway performance; and determine the appropriate roadway typical sections and traffic control devices for Holmes Road between South Third Street and Craigwood Drive for the horizon year of 2050.

Based upon the analysis conducted for this study, the findings and recommendations are summarized below:

- The data indicates that the 85th percentile speed is currently 50 MPH, with more than 60% of the drivers exceeding the speed limit. Therefore, we recommend that the roadway design speed be 55 MPH unless the design includes elements that will reduce the speeds dramatically.
- 10 of the intersections evaluated have crash rates that are higher than the statewide average for a facility of this type.
- Roadway typical section with three-lanes, plus some auxiliary lanes in some sections, is adequate to accommodate the projected 2050 traffic volumes.
- The design of the intersections and profiles must ensure that the appropriate intersection sight distance is provided for each intersection.
- Traffic signals are recommended for installation at the following intersections:
 - Holmes Road at Weaver Road – Analysis Year 2030
 - Holmes Road at Horn Lake Road – Analysis Year 2030
 - Holmes Road at Tulane Road - Analysis Year 2030
 - Holmes Road at Neely Road/Whistling Duck Drive – Analysis Year 2050
- Safety improvements were identified that can be implemented prior to the reconstruction of Holmes Road

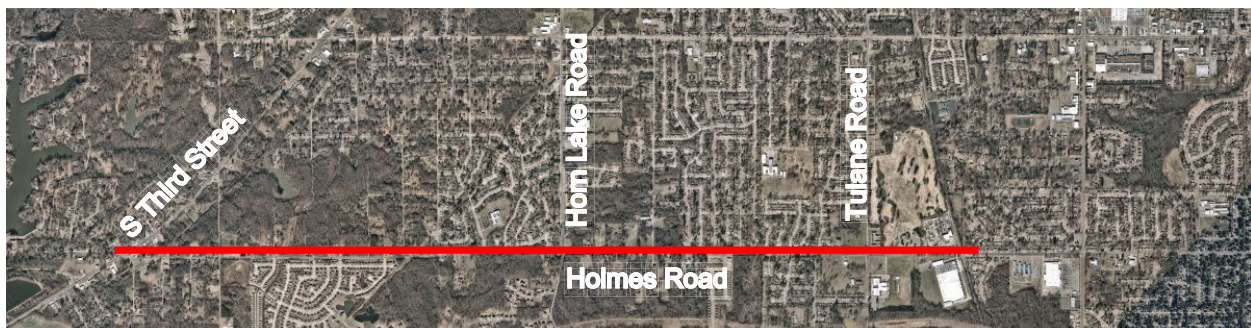
2.0 INTRODUCTION

The City of Memphis intends to reconstruct the section of Holmes Road from South Third Street to Craigwood Drive in Memphis, TN. The City desires to further understand the future capacity requirements of this segment of Holmes Road and the intersections within the project boundaries. As a part of this study, capacity analyses were performed for the existing conditions, an intermediate horizon year of 2030, and the project horizon year of 2050. A safety analysis was performed to identify safety issues related to vehicle speed, crash history, and issues observed at each intersection. The purpose of this study is to identify capacity impacts and safety issues due to the anticipated traffic growth from the existing to future conditions and existing crash history; develop recommendations to mitigate these impacts, improve intersection operations, improve safety for all users, and improve roadway performance; and determine the appropriate roadway typical sections and traffic control devices for Holmes Road between South Third Street and Craigwood Drive for the horizon year of 2050.

2.1 Project Location

The segment of Holmes Road being evaluated spans approximately four miles from South Third Street to Craigwood Drive in Memphis, TN. Holmes Road runs in an east-west direction and is classified by the TDOT functional classification system as a Minor Arterial. The project location is shown on the vicinity map in **Figure 1**.

Figure 1: Vicinity Map

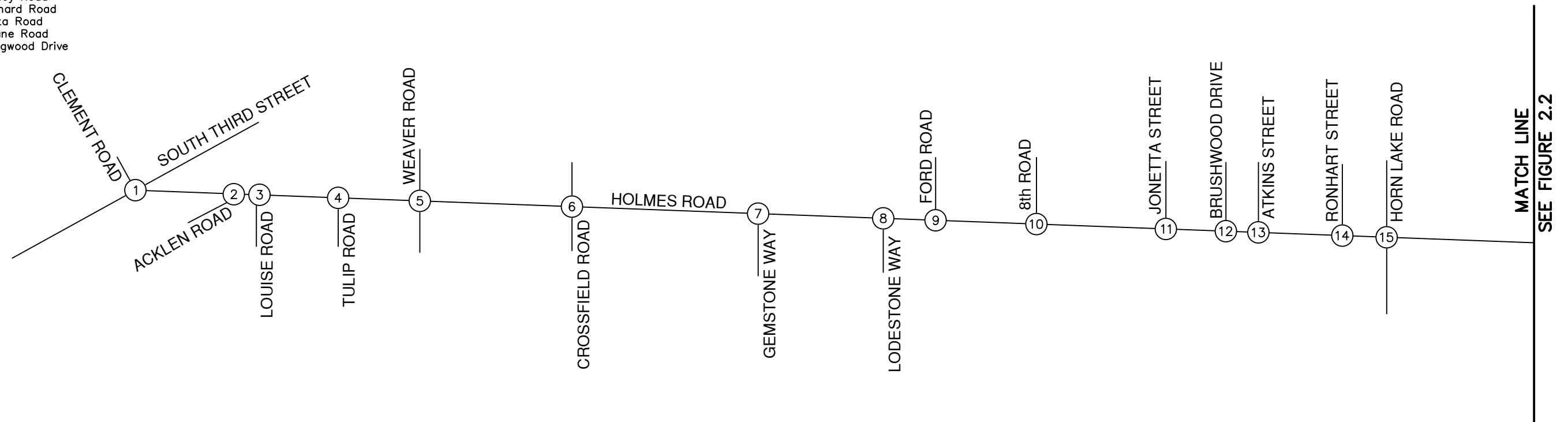


The following intersections were evaluated as part of this traffic study and are shown in **Figure 2**.

1. Holmes Road at South Third Street
2. Holmes Road at Acklen Road
3. Holmes Road at Louise Road
4. Holmes Road at Tulip Road
5. Holmes Road at Weaver Road
6. Holmes Road at Crossfield Road
7. Holmes Road at Gemstone Way
8. Holmes Road at Lodestone Way
9. Holmes Road at Ford Road
10. Holmes Road at 8th Road
11. Holmes Road at Jonetta Street
12. Holmes Road at Brushwood Drive
13. Holmes Road at Atkins Street
14. Holmes Road at Ronhart Street
15. Holmes Road at Horn Lake Road
16. Holmes Road at Hillbrook Road
17. Holmes Road at Long Branch Drive
18. Holmes Road at Neely Road
19. Holmes Road at Whistling Duck Drive
20. Holmes Road at Stacey Road
21. Holmes Road at Gill Road
22. Holmes Road at Fairley Road
23. Holmes Road at Leonard Road
24. Holmes Road at Berta Road
25. Holmes Road at Tulane Road
26. Holmes Road at Craigwood Drive

STUDY INTERSECTIONS

1. Holmes Road at South Third Street
2. Holmes Road at Acklen Road
3. Holmes Road at Louise Road
4. Holmes Road at Tulip Road
5. Holmes Road at Weaver Road
6. Holmes Road at Crossfield Road
7. Holmes Road at Gemstone Way
8. Holmes Road at Lodestone Way
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10. Holmes Road at 8th/ Road
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12. Holmes Road at Brushwood Drive
13. Holmes Road at Atkins Street
14. Holmes Road at Ronhart Street
15. Holmes Road at Horn Lake Road
16. Holmes Road at Hillbrook Road
17. Holmes Road at Long Branch Drive
18. Holmes Road at Neely Road
19. Holmes Road at Whistling Duck Drive
20. Holmes Road at Stacey Road
21. Holmes Road at Gill Road
22. Holmes Road at Fairley Road
23. Holmes Road at Leonard Road
24. Holmes Road at Berta Road
25. Holmes Road at Tulane Road
26. Holmes Road at Craigwood Drive



LEGEND:

① Study Area Key Intersection

FIGURE 2.1
HOLMES ROAD TRAFFIC IMPACT STUDY
INTERSECTIONS EVALUATED

STUDY INTERSECTIONS

1. Holmes Road at South Third Street
2. Holmes Road at Acklen Road
3. Holmes Road at Louise Road
4. Holmes Road at Tulip Road
5. Holmes Road at Weaver Road
6. Holmes Road at Crossfield Road
7. Holmes Road at Gemstone Way
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20. Holmes Road at Stacey Road
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22. Holmes Road at Fairley Road
23. Holmes Road at Leonard Road
24. Holmes Road at Berta Road
25. Holmes Road at Tulane Road
26. Holmes Road at Craigwood Drive

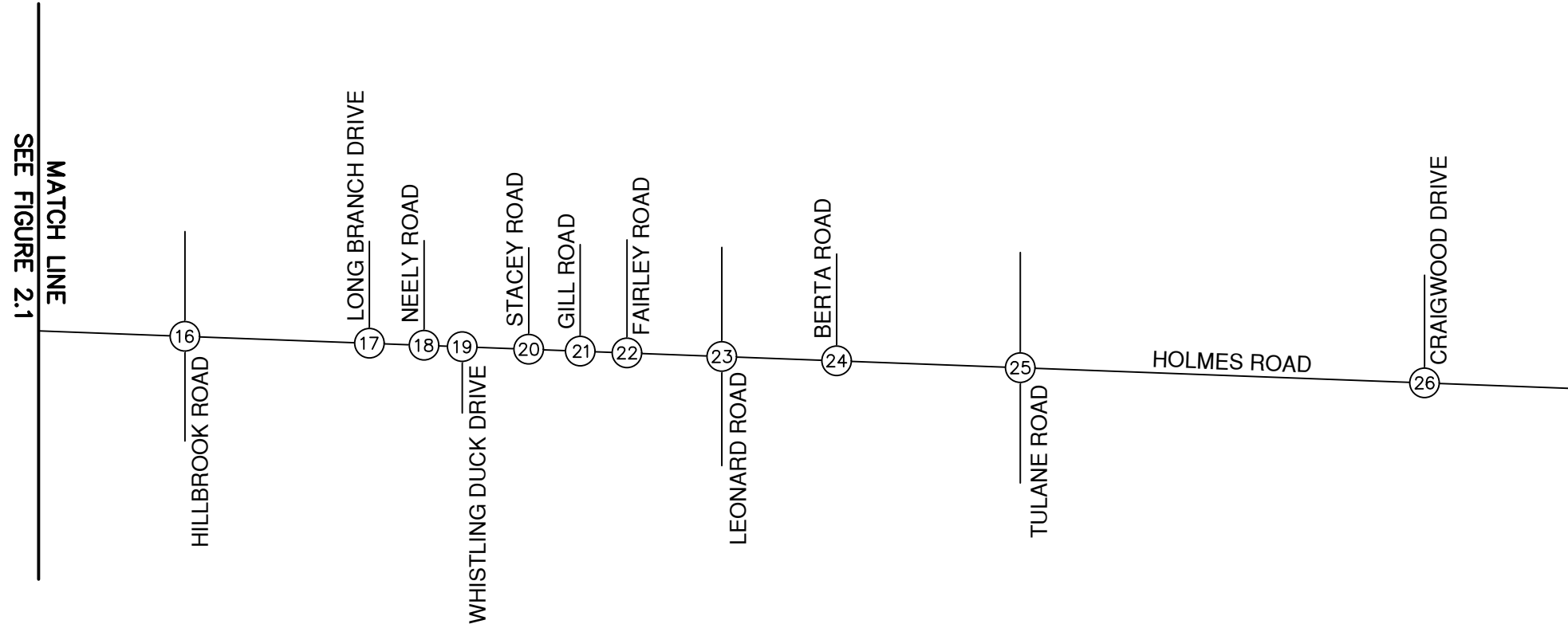


FIGURE 2.2
HOLMES ROAD TRAFFIC IMPACT STUDY
INTERSECTIONS EVALUATED

LEGEND:

① Study Area Key Intersection

2.2 Data Collection and Study Methodology

Kimley-Horn obtained crash data from 2018 – 2020 for this section of Holmes Road from the Tennessee Integrated Traffic Analysis Network (TITAN) crash database and the Tennessee Department of Transportation's electronic Traffic Information Management System (eTRIMS).

Traffic counts were conducted at the study intersections in October 2021 as a part of this project. These counts included vehicle classification data and bicycle/pedestrian volumes. Turning movement counts were conducted for 12 hours from 7:00 AM – 7:00 PM at the following intersections:

- Holmes Road at South Third Street
- Holmes Road at Weaver Road
- Holmes Road at Horn Lake Road
- Holmes Road at Neely Road
- Holmes Road at Whistling Duck Drive
- Holmes Road at Tulane Road

Turning movement counts were conducted for the AM and PM peak hours from 7:00 AM – 9:00 AM and 4:00 PM – 7:00 PM at the remaining study intersections. In addition, 24-hour bidirectional counts were conducted at two locations on Holmes Road that collected vehicle volume, speed, and classification. These two bidirectional counts were conducted on Holmes Road west of Long Branch Road and west of Manson Road. Vehicle classification data for all traffic counts was summarized into three classes: cars and motorcycles, tractor-trailer trucks, and all other trucks. The traffic counts are provided in **Appendix A**.

Knowledge of the current and proposed development activity in the surrounding area and the Memphis Travel Demand Model were used to determine the rate at which traffic in the area is expected to grow. The Memphis Travel Demand Model was used to determine the growth rate to the years of 2030 and 2050 because growth to these years is more dependent on population and employment growth in the area, than planned projects within the vicinity of the study area. The Travel Demand Model is developed using the expected population and employment for the area. To develop growth rates from this model, traffic volume data was compared between the model years of 2030 and 2050. A copy of the growth rate calculations can be found in **Appendix A**.

After reviewing the results of the Travel Demand Model growth rate calculations, a growth rate of 5% per year was used to account for traffic growth along Holmes Road between South Third Street and Horn Lake Road and a growth rate of 2% per year was used to account for traffic growth along Holmes Road between Horn Lake Road and Craigwood Drive. The area surrounding the segment of Holmes Road between South Third Street and Horn Lake Road is primarily undeveloped; therefore, this area is expected to experience a higher rate of growth in traffic volumes than the segment of Holmes Road between Horn Lake Road and Craigwood Drive, which is more developed.

3.0 CAPACITY ANALYSIS

This section describes the methodology used to perform the capacity analyses for the study intersections as well as the segment of Holmes Road from South Third Street to Craigwood Drive. The capacity analyses were conducted to determine the required number of lanes on Holmes Road and the impacts of traffic growth from the existing to future conditions. All capacity analyses were conducted in accordance with the methods and procedures outlined in the most current version of the Transportation Research Board *Highway Capacity Manual*.

A detailed vehicular capacity analysis was performed for the existing and future conditions for the following study intersections:

- Holmes Road at South Third Street
- Holmes Road at Weaver Road
- Holmes Road at Gemstone Way
- Holmes Road at Ford Road
- Holmes Road at 8th Road
- Holmes Road at Jonetta Street
- Holmes Road at Horn Lake Road
- Holmes Road at Hillbrook Road
- Holmes Road at Neely Road
- Holmes Road at Whistling Duck Drive
- Holmes Road at Leonard Road
- Holmes Road at Tulane Road

Intersection capacity is defined as the maximum number of vehicles that can pass through an intersection within a fixed time duration. Level of Service (LOS) is used to describe the operating characteristics of an intersection or roadway under various traffic conditions. LOS is a qualitative measure based on the average delay per vehicle. The Highway Capacity Manual defines six levels of services, LOS A through LOS F, with A representing the shortest average delays and F representing the longest average delays. **Table 1** shows the LOS delay thresholds published in the Highway Capacity Manual for signalized and unsignalized intersections with corresponding definitions that are used as guidelines when determining the LOS.

Table 1: LOS Control Delay Thresholds

LOS	Signalized Intersections – Control Delay Per Vehicle [sec/veh]	Unsignalized Intersections – Average Control Delay [sec/veh]	Relative Delay
A	≤ 10	≤ 10	Short Delays
	Free-flow traffic operations at average travel speeds. Vehicles completely unimpeded in ability to maneuver. Minimal delay at signalized intersections.		
B	> 10 – 20	> 10 – 15	
	Reasonably unimpeded traffic operations at average travel speeds. Vehicle maneuverability slightly restricted. Low traffic delays.		
C	> 20 – 35	> 15 – 25	
	Stable traffic operations. Lane changes becoming more restricted. Travel speeds reduced to half of average free flow travel speeds. Longer intersection delays.		
D	>35 – 55	> 25 – 35	Moderate Delays
	Small increases in traffic flow can cause increased delays. Delays likely attributable to increased traffic, reduced signal progression and adverse timing.		
E	>55 – 80	> 35 – 50	
	Significant delays. Travel speeds reduced to one third of average free flow travel speed.		
F	> 80	> 50	Long Delays
	Extremely low speeds. Intersection congestion. Long delays. Extensive traffic queues at intersections.		

Source: Highway Capacity Manual, Transportation Research Board, Washington, D.C., 2010

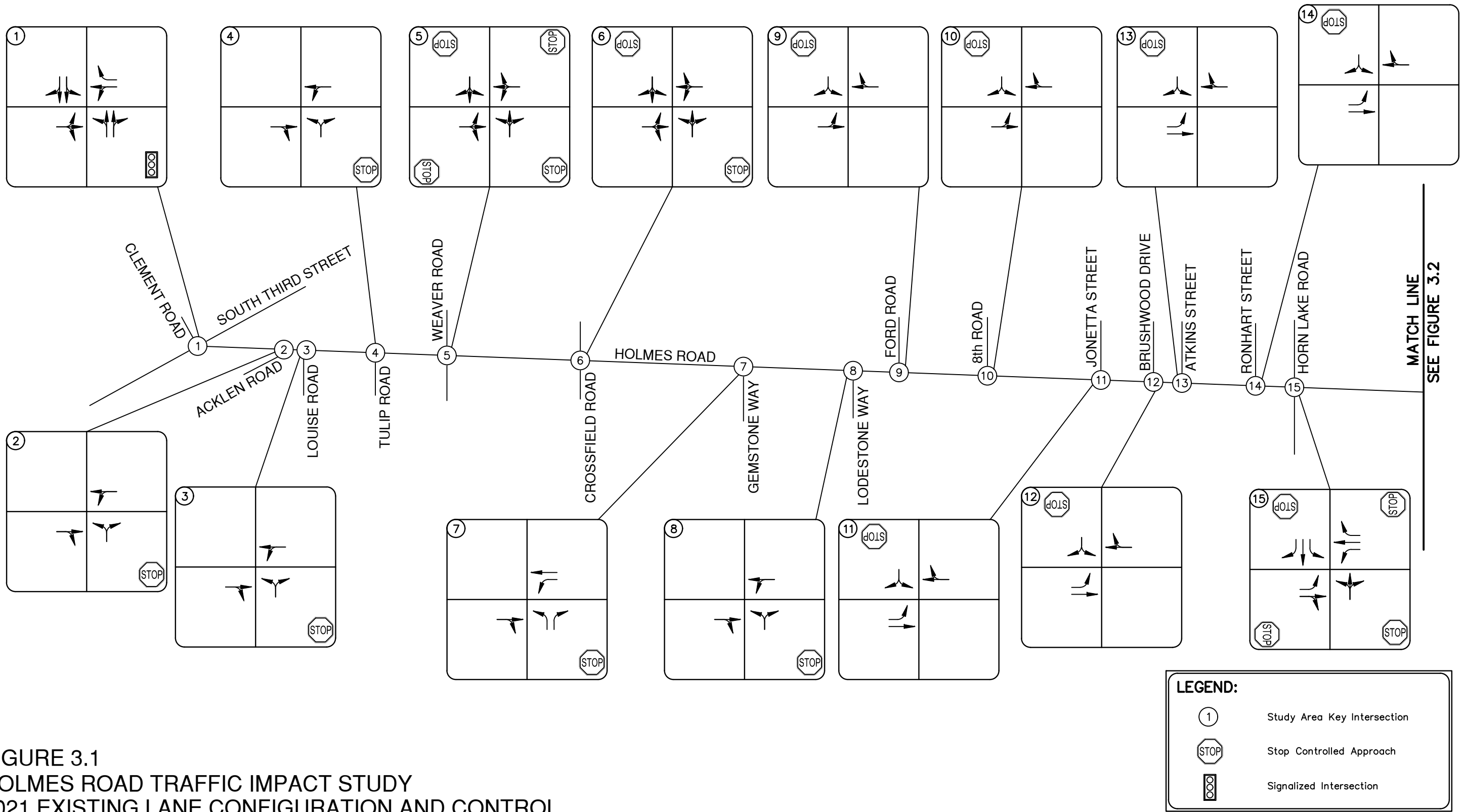
3.1 Existing Conditions

An analysis of the existing conditions for the subject intersections and existing roadway was conducted to provide a basis of comparison to the future traffic scenarios. Holmes Road is a two-lane road with a 40 MPH speed limit. Between the intersections of Holmes Road at 8th Road and Holmes Road at Horn Lake Road, Holmes Road widens to a three-lane section with one travel lane in each direction and a two-way left-turn lane.

Roadway characteristics for the significant roads intersecting Holmes Road are included to provide additional detail for the Holmes Road corridor. South Third Street is a four-lane Principal Arterial with a 45 MPH speed limit. Weaver Road is a two-lane road with a 40 MPH speed limit north of Holmes Road and a 45 MPH speed limit south of Holmes Road. Weaver Road is classified as a Principal Arterial and was determined to be the major street at the intersection of Holmes Road at Weaver Road due to the volume of vehicles on Weaver Road being significantly higher than the volume of vehicles on Holmes Road. Horn Lake Road is a four-lane Minor Arterial with a 45 MPH speed limit north of Holmes Road and a two-lane road with a 35 MPH speed limit south of Holmes Road. Tulane Road is a two-lane major collector road with a 35 MPH speed limit. The existing lane configuration and traffic control for each study intersection is shown in **Figure 3**.

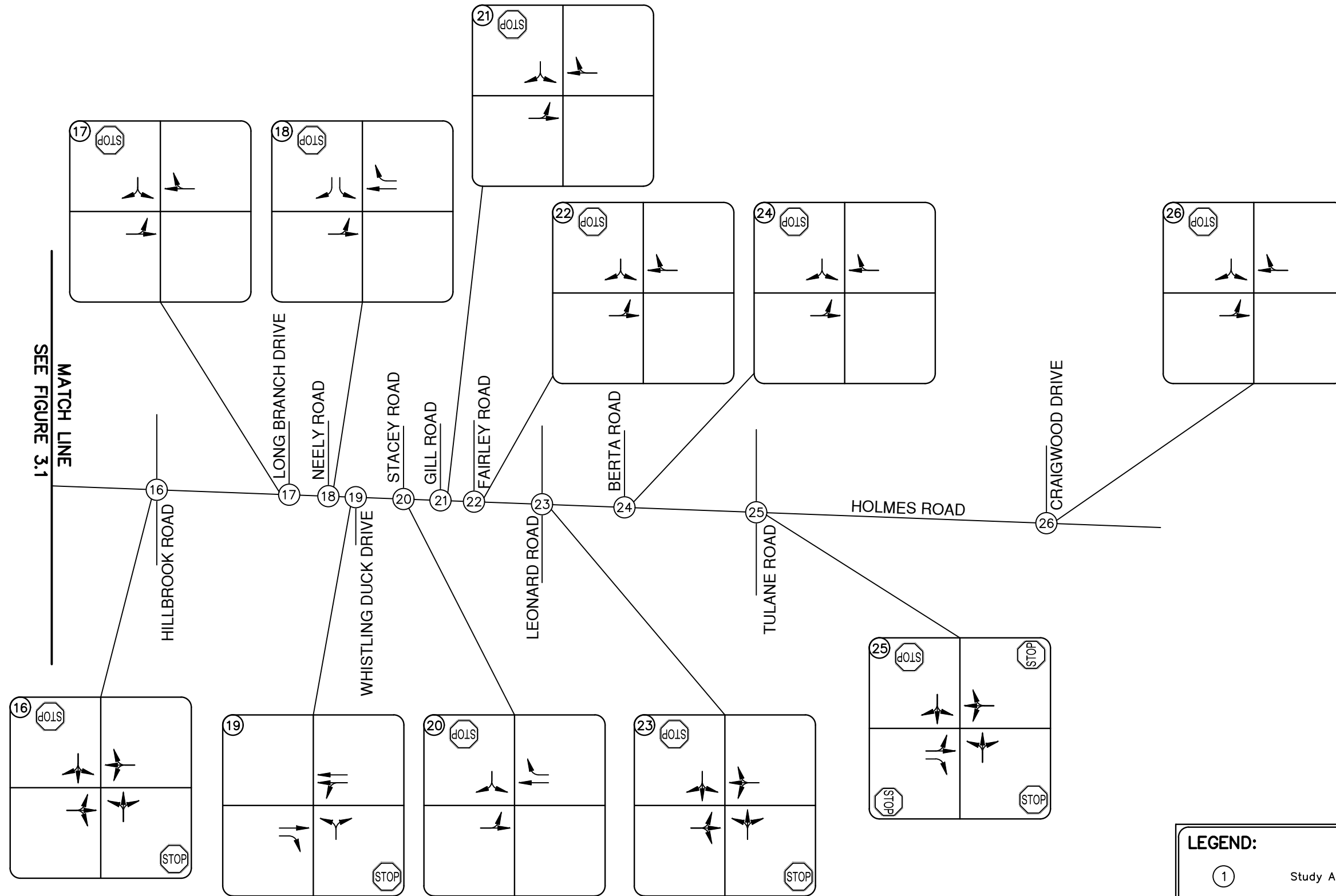
Peak hours of traffic flow were determined from the traffic counts collected in October 2021. The existing AM and PM peak hour traffic volumes for the subject intersections are summarized in **Figure 4**.

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MATCH LINE
SEE FIGURE 3.2

FIGURE 3.1
HOLMES ROAD TRAFFIC IMPACT STUDY
2021 EXISTING LANE CONFIGURATION AND CONTROL



LEGEND:




-  Study Area Key Intersection
-  Stop Controlled Approach
-  Signalized Intersection

FIGURE 3.2
HOLMES ROAD TRAFFIC IMPACT STUDY
2021 EXISTING LANE CONFIGURATION AND CONTROL

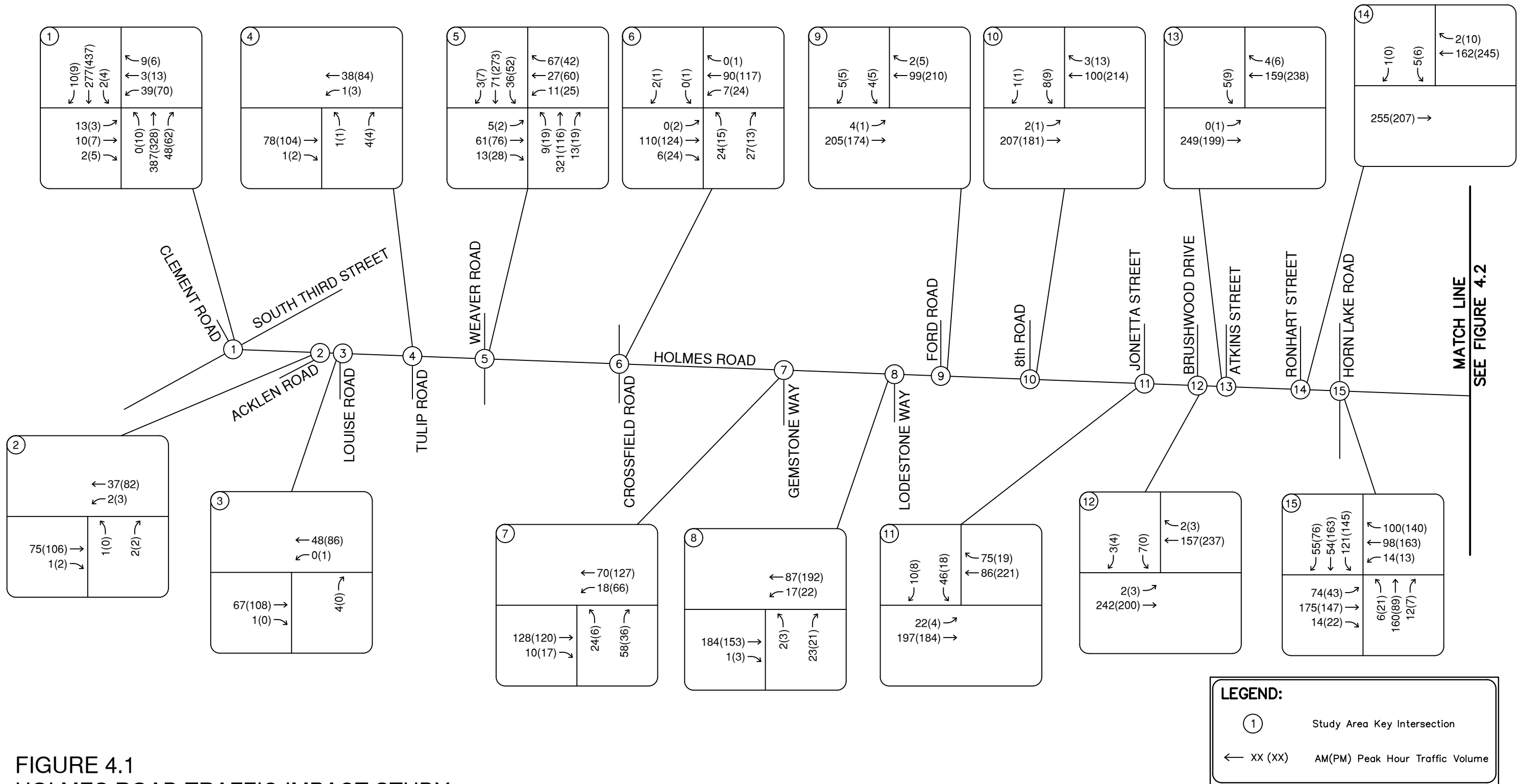
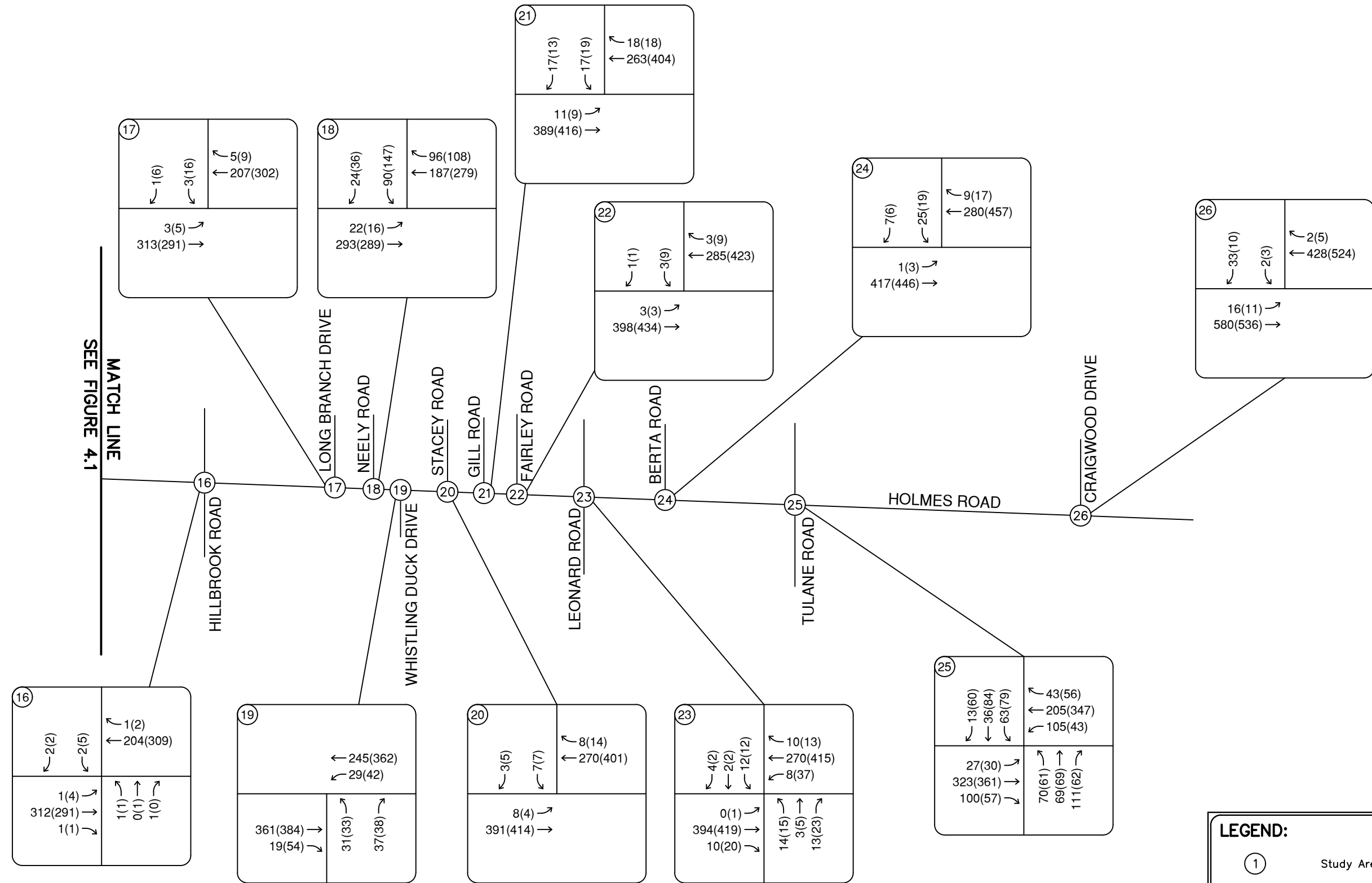


FIGURE 4.1
HOLMES ROAD TRAFFIC IMPACT STUDY
2021 EXISTING PEAK HOUR TRAFFIC VOLUMES



LEGEND:

- ① Study Area Key Intersection
- ← XX (XX) AM(PM) Peak Hour Traffic Volume

FIGURE 4.2
HOLMES ROAD TRAFFIC IMPACT STUDY
2021 EXISTING PEAK HOUR TRAFFIC VOLUMES

3.2 FUTURE CONDITIONS

This section describes the process used to determine the future traffic volumes and how this traffic is projected to use the roadway network.

3.3 Background Traffic

Background traffic volumes for 2030 and 2050 were obtained by increasing the existing 2021 traffic volumes by an amount that represents potential growth of traffic in the study area, based upon knowledge of the area and historic growth trends. As previously stated, a growth rate of 5.0% per year was used for traffic along Holmes Road and all minor street approaches between South Third Street and Horn Lake Road. A growth rate of 2.0% per year was used for traffic along Holmes Road and all minor street approaches between Horn Lake Road and Craigwood Drive.

The separate growth rates used to account for traffic growth caused a significant variance in the future traffic volumes entering and exiting the intersection of Holmes Road at Horn Lake Road in both directions along Holmes Road. To balance these volumes, the westbound volumes were increased for the following intersections and movements in the AM and PM peak hours:

- Holmes Road at Horn Lake Road – Northbound left-turn, Southbound right-turn
- Holmes Road at Neely Road – Southbound right-turn
- Holmes Road at Tulane Road – Northbound left-turn

Further, the eastbound volumes were increased for the through movement on Holmes Road at all intersections between Holmes Road at Hillbrook Road and Holmes Road at Craigwood Drive. All of these adjustments were based on knowledge of existing traffic patterns, anticipated traffic patterns in the future years, existing volumes at the intersections, and the functional classification of the minor streets.

Total peak hour traffic volumes for 2030 and 2050 are shown in **Figure 5** and **Figure 6**, respectively. A copy of the intersection volume spreadsheets detailing the total volume calculations can be found in **Appendix B**.

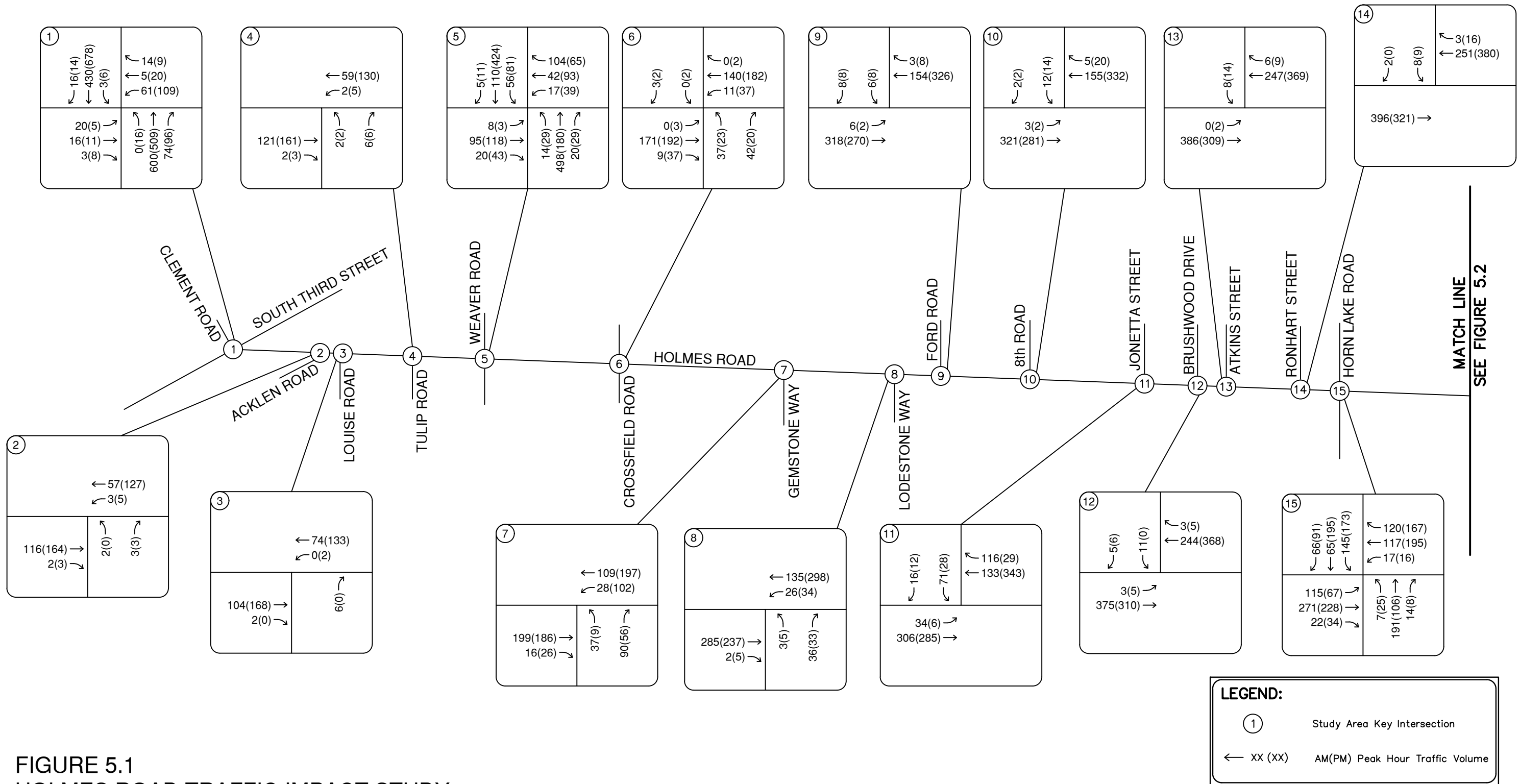
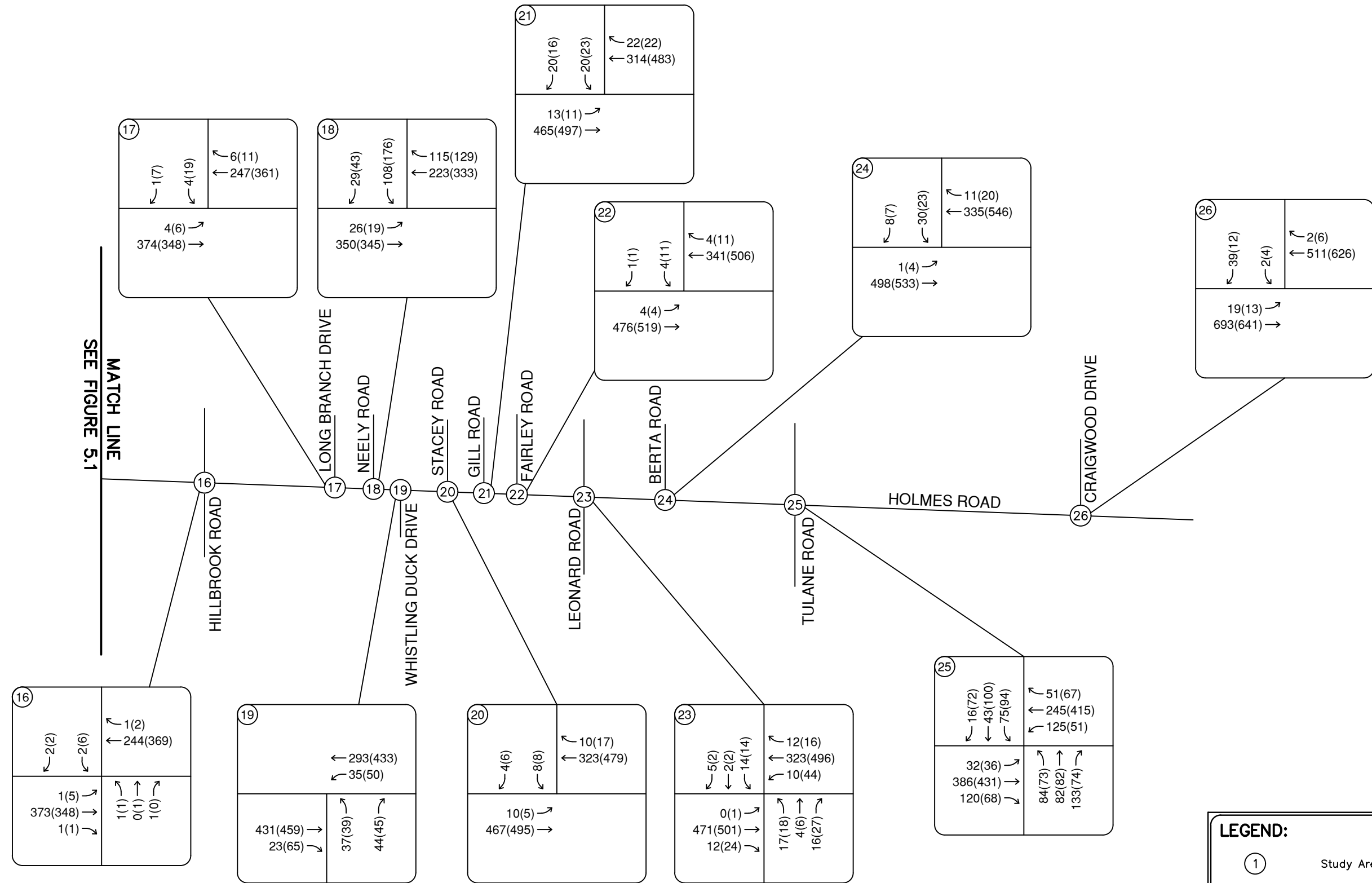


FIGURE 5.1
HOLMES ROAD TRAFFIC IMPACT STUDY
2030 PEAK HOUR TRAFFIC VOLUMES



LEGEND:

- ① Study Area Key Intersection
- ← XX (XX) AM(PM) Peak Hour Traffic Volume

FIGURE 5.2
HOLMES ROAD TRAFFIC IMPACT STUDY
2030 PEAK HOUR TRAFFIC VOLUMES

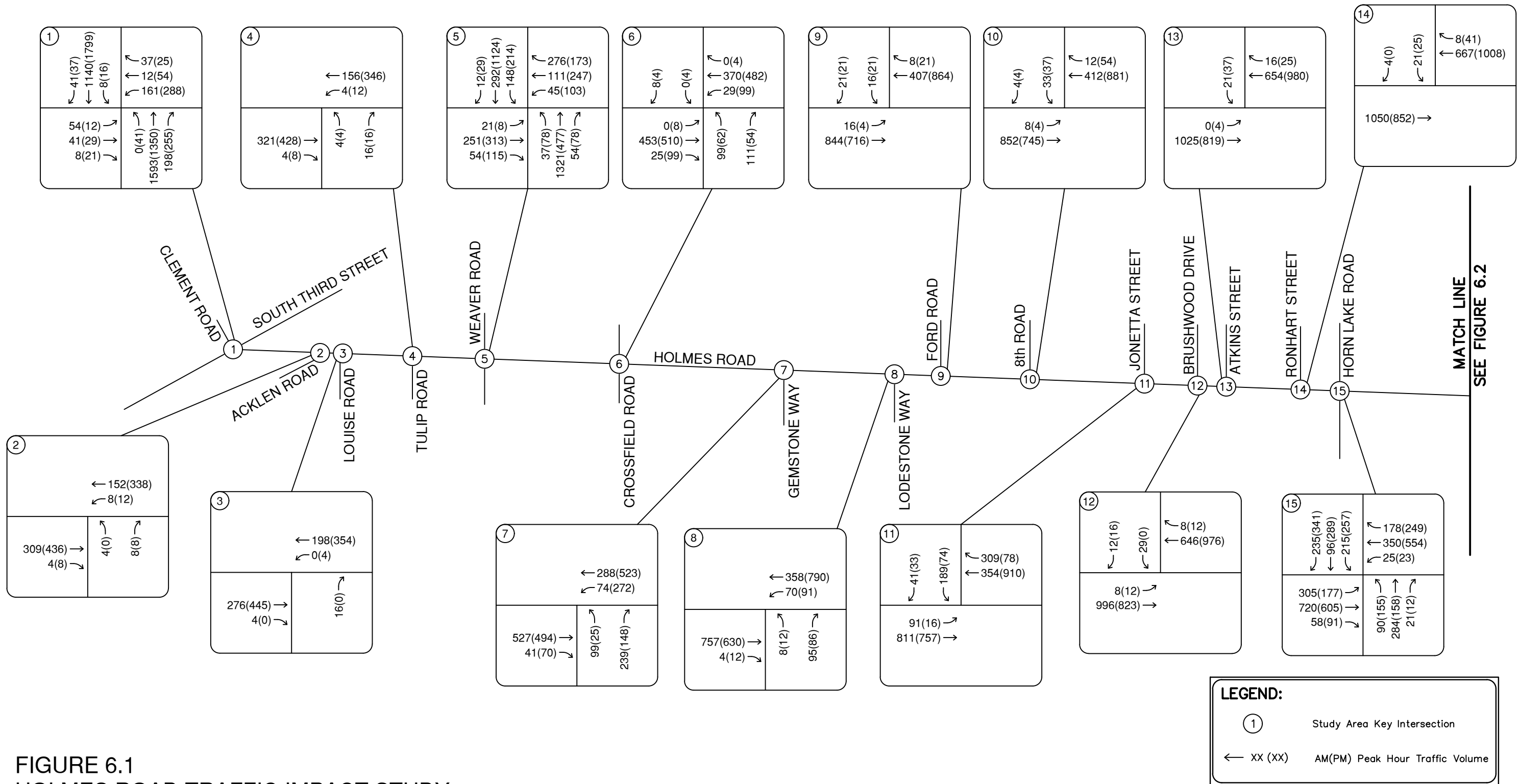
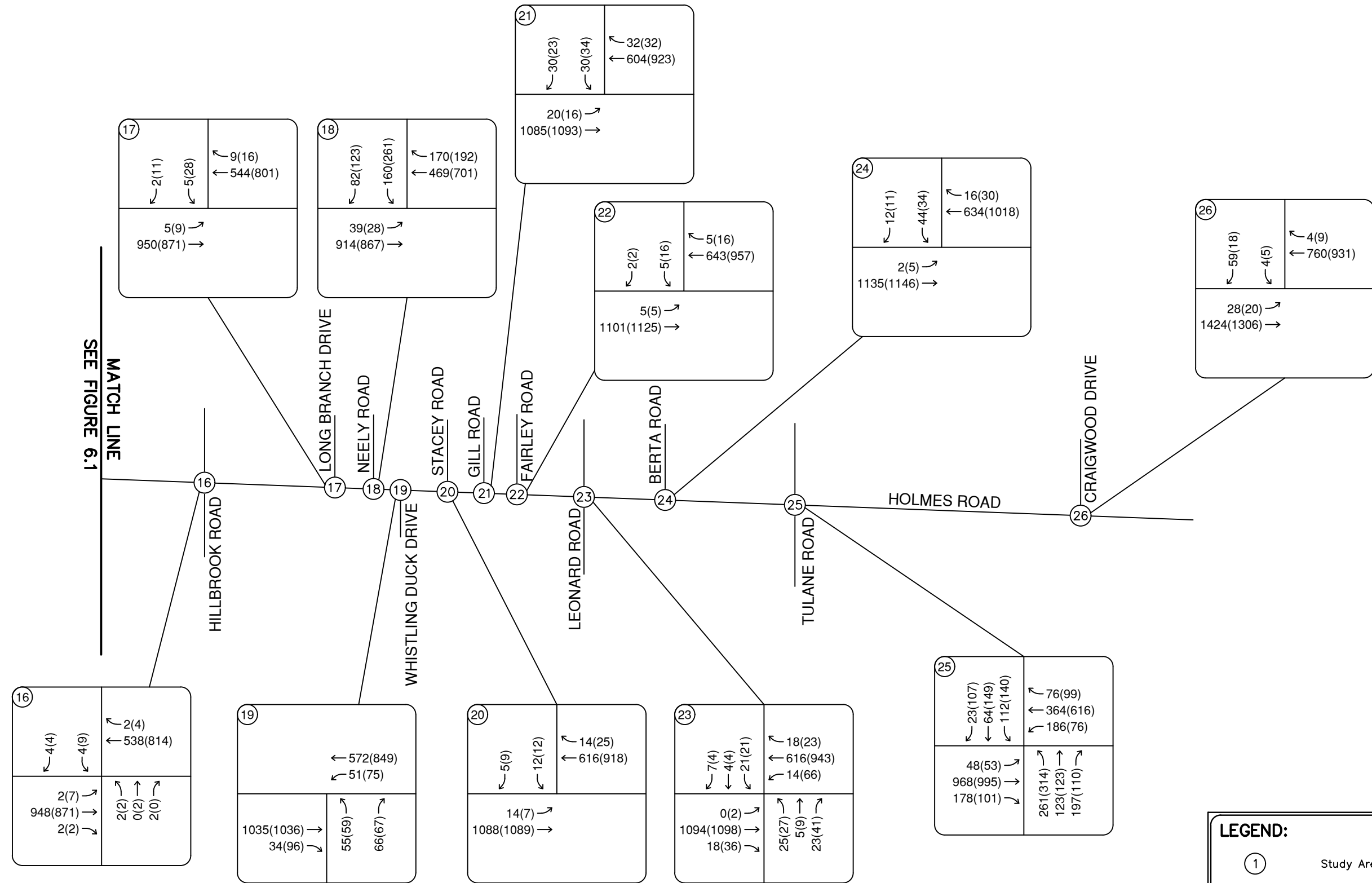


FIGURE 6.1
HOLMES ROAD TRAFFIC IMPACT STUDY
2050 PEAK HOUR TRAFFIC VOLUMES

MATCH LINE
 SEE FIGURE 6.2



LEGEND:

- ① Study Area Key Intersection
- ← XX (XX) AM(PM) Peak Hour Traffic Volume

FIGURE 6.2
HOLMES ROAD TRAFFIC IMPACT STUDY
2050 PEAK HOUR TRAFFIC VOLUMES

4.0 LEVEL OF SERVICE ANALYSIS

The traffic volumes for the existing and future conditions were analyzed using the Highway Capacity Manual methodologies to determine the average vehicle delay and LOS for the AM and PM peak hours. The following scenarios were analyzed and are described below:

- Existing (2021)
- No-Build (2030 and 2050)
- Build (2030 and 2050)

Existing (2021)

The existing AM and PM peak hour conditions were analyzed to establish the existing conditions as the baseline to be used for comparison using the traffic counts conducted as previously described.

No-Build and Build (2030)

The 2030 No-Build condition was analyzed to determine how the traffic growth from 2021 to 2030 will impact the existing road network. The No-Build condition consists of an analysis of the existing roadway and traffic control conditions with the expected growth in traffic between 2021 and 2030. The Build condition consists of an analysis of the 2030 traffic with additional improvements implemented to mitigate any issues caused by the traffic growth on the operations of the roadway or the study intersections.

No-Build and Build (2050)

The 2050 No-Build condition was analyzed to determine how the additional traffic growth from 2030 to 2050 will impact the existing road network. The No-Build condition consists of an analysis of the existing roadway and traffic control conditions and any improvements implemented as a part of the 2030 Build condition, with the expected growth in traffic between 2030 and 2050. The Build condition consists of an analysis of the 2050 traffic with additional improvements implemented to mitigate any issues caused by the traffic growth from 2030 to 2050 on the operations of the roadway or the study intersections.

Capacity analyses were performed for the following intersections for the existing and future conditions described above:

- Holmes Road at South Third Street
- Holmes Road at Weaver Road
- Holmes Road at Gemstone Way
- Holmes Road at Ford Road
- Holmes Road at 8th Road
- Holmes Road at Jonetta Street
- Holmes Road at Horn Lake Road
- Holmes Road at Hillbrook Road
- Holmes Road at Neely Road
- Holmes Road at Whistling Duck Drive
- Holmes Road at Leonard Road
- Holmes Road at Tulane Road

The results of the analyses for these conditions for each study intersection are described below and provided in the tables in **Appendix C**. Copies of the capacity analysis reports for each scenario can be found in **Appendix D, Table 2**, located at the end of **Section 4.1**, provides a summary of the expected overall intersection delay and LOS for each intersection and analysis scenario in the AM and PM peak hours.

4.1 Intersection Analyses

All movements discussed in the following sections were identified as being impacted by the background traffic growth in 2030 or 2050. Movements meeting one of the following criteria were defined as being impacted:

1. The movement is expected to operate at LOS C or better and is expected to operate at LOS D or worse with the traffic growth, or
2. The movement is expected to operate at LOS D or worse and the traffic growth is expected to cause the LOS for the movement to become worse, or
3. The movement is expected to operate at LOS F and is expected to continue to operate at LOS F with the traffic growth but with a higher delay.

For two-way stop-controlled intersections, overall intersection delays and Level of Service are reported as the highest minor street approach values. Individual intersection movements that are expected to operate at LOS C or better in 2030 or 2050 with the traffic growth were determined to be operating at an acceptable LOS and are not discussed in this section.

Note: Based on the results of the analysis for the Future 2050 No-Build and Build conditions, it was determined that Holmes Road from South Third Street to Craigwood Drive is expected to operate at an acceptable LOS in the AM and PM peak hours with a three-lane typical section consisting of one travel lane in each direction and a two-way left-turn lane median with some auxiliary lanes added as noted below. This Holmes Road typical section is assumed to be included in the Future 2050 recommendations at each intersection discussed below, along with any additional improvements identified at the individual intersections.

Holmes Road at South Third Street

Holmes Road at South Third Street is a signalized intersection. The overall intersection currently operates at LOS A in the AM and PM peak hours with some movements and approaches operating at LOS D.

2030 Analysis: With the addition of traffic growth from 2021 to 2030, all movements and approaches in the AM and PM peak hours are expected to operate at LOS D or better in 2030. In the AM and PM peak hours, the overall intersection is expected to operate at LOS B.

2030 Recommendations: The traffic signal at this intersection is recommended to be retimed by utilizing a 60-second cycle length in the AM and PM peak hours and adjusting the timing for each phase to accommodate the new cycle length and increase in vehicular volumes at the intersection from 2021 to 2030. With the traffic signal retiming, all movements and approaches

at this intersection are expected to operate at LOS C or better in the AM and PM peak hours in the 2030 Build condition.

2050 Analysis: This analysis scenario includes the implementation of the recommended improvements as a part of the 2030 Build analysis. With the traffic growth from 2030 to 2050, the following movements and approaches are expected to be impacted in the AM and PM peak hours:

Peak Hour	Movement	2030 Build Delay (LOS)	2050 No-Build Delay (LOS)
AM	NB Through	11.2 sec/veh (B)	151.9 sec/veh (F)
	NB Approach	11.2 sec/veh (B)	151.9 sec/veh (F)
	SB Through	10.9 sec/veh (B)	163.4 sec/veh (F)
	SB Approach	10.9 sec/veh (B)	163.4 sec/veh (F)
	Overall Intersection	11.7 sec/veh (B)	144.0 sec/veh (F)
PM	WB Through	20.9 sec/veh (C)	51.4 sec/veh (D)
	WB Approach	19.5 sec/veh (B)	47.9 sec/veh (D)
	NB Left	10.0 sec/veh (A)	613.5 sec/veh (F)
	NB Through	10.0 sec/veh (A)	613.5 sec/veh (F)
	NB Approach	10.0 sec/veh (A)	613.5 sec/veh (F)
	SB Through	10.5 sec/veh (B)	506.8 sec/veh (F)
	SB Approach	10.5 sec/veh (B)	506.8 sec/veh (F)
	Overall Intersection	11.2 sec/veh (B)	500.9 sec/veh (F)

2050 Recommendations: As a part of the reconstruction of Holmes Road, the realignment of the east leg of the intersection should be evaluated to align directly with the west leg/Clement Road approach. This realignment would allow for the addition of a protected/permissive westbound left-turn phase, left turn lanes for the northbound and southbound approaches, and a 60-second cycle length in the AM peak hour. The westbound approach is recommended to be modified to provide one left-turn lane and one shared through/right-turn lane. New northbound and southbound right-turn lanes are recommended to be constructed to remove right-turning vehicles from the through movements and improve the flow of traffic.

With the implementation of the recommended improvements described above, all movements and approaches at this intersection are expected to operate at LOS C or better in the AM peak hour and LOS D or better in the PM peak hour, with the overall intersection expected to operate at LOS C in the AM and PM peak hours in 2050.

Holmes Road at Weaver Road

Holmes Road at Weaver Road is an unsignalized intersection with all-way stop-control. The overall intersection currently operates at LOS B in the AM and PM peak hours. All movements and approaches at the intersection currently operate at LOS B or better.

2030 Analysis: The overall intersection is expected to operate at LOS C in the AM peak hour and LOS D in the PM peak hour with the traffic growth from 2021 to 2030. The following table

shows the movements and approaches that are expected to be impacted by the 2030 No-Build condition:

Peak Hour	Movement	Existing 2021 Delay (LOS)	2030 No-Build Delay (LOS)
AM	NB Through	11.9 sec/veh (B)	33.2 sec/veh (D)
	NB Approach	11.9 sec/veh (B)	33.2 sec/veh (D)
PM	SB Through	12.3 sec/veh (B)	41.3 sec/veh (E)
	SB Approach	12.3 sec/veh (B)	41.3 sec/veh (E)
	Overall Intersection	11.1 sec/veh (B)	27.1 sec/veh (D)

2030 Recommendations: Due to the movement and approach delays exceeding LOS E at this intersection, a traffic signal warrants analysis was performed for the intersection of Holmes Road at Weaver Road to determine if the vehicular volumes exceed the thresholds established by the MUTCD and the City of Memphis to warrant the installation of a traffic signal.

Right-turning vehicles experience fewer conflicts than left-turning or through movement vehicles and can enter the main road with less delay. Therefore, the volume of vehicles making the eastbound and westbound right-turn movements onto Weaver Road from Holmes Road were reduced according to the methodology outlined in the City of Memphis *Engineering Design Review and Policy Manual*. A copy of the hourly volume development and right-turn reduction calculations can be found in **Appendix B**.

The Manual on Uniform Traffic Control Devices (MUTCD) contains nine different traffic signal warrants to determine the need for a traffic signal. Three of the nine warrants are based on vehicular volume thresholds, and one of the nine warrants is based on crash experience. The four warrants are as follows:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak-Hour Vehicular Volume
- Warrant 7, Crash Experience

The City of Memphis only considers Warrant 1, Eight-Hour Vehicular Volume, Warrant 4, Pedestrian Volume, and Warrant 7, Crash Experience for the evaluation of the installation of a new traffic signal. Because the pedestrian volumes on Holmes Road are so low, only Warrants 1 and 7 were evaluated.

Warrant 1 contains two conditions within the warrant, Condition A and Condition B, and requires that the intersection volumes exceed the thresholds for eight hours for one of these conditions for the warrant to be satisfied. For the existing condition, the intersection does not satisfy any of the hours in Condition A or Condition B. For the 2030 Build condition, the intersection satisfies only 5 hours in Condition A and does not satisfy any of the hours in Condition B. Therefore,

Warrant 1 is not satisfied for the installation of a traffic signal based on projected traffic volumes in the year 2030.

Warrant 7 requires that:

- Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reported crash; and,
- For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection

In addition, Warrant 7 states that the traffic volumes in the 56 percent columns of Table 4C-1 may be used in place of the 80 percent columns if the posted speed limit or the 85th-percentile speed on the major street exceeds 40 mph. The 85th-percentile speed along this section of Holmes Road is 50 MPH. Therefore, the traffic volumes in the 56 percent columns of Table 4C-1 were used for the signal warrants analysis for this intersection. The vehicular volumes for the existing year 2021 and the intermediate horizon year 2030 were used for this analysis.

The City of Memphis *Engineering Design Review and Policy Manual* states that Warrant 7 may only be utilized at existing intersections, and projections of vehicular crashes will not be accepted. The number of vehicular crashes at the intersection of Holmes Road at Weaver Road is not anticipated to decrease from 2021 to the 2030 horizon year. Therefore, the number of reported crashes within a 12-month period at this intersection for the existing conditions was also used for the 2030 Build condition.

There was a total of five reported crashes that occurred at this intersection within a 12-month period, each crash involved personal injury or property damage and was of the type susceptible to correction by a traffic signal. The 2021 vehicular volumes on the major-street did not satisfy any hours for Condition A or Condition B of the warrant, but the 2021 vehicular volumes on the minor-street satisfied 12 hours for Condition A and Condition B of the warrant. Therefore, Warrant 7 is not satisfied for the installation of a traffic signal based on the crash experience and the 2021 vehicular volumes at the intersection. The 2030 vehicular volumes on the major-street satisfy 12 hours for Condition A and six hours for Condition B of the warrant, and the 2030 vehicular volumes on the minor street satisfy 12 hours for Condition A and Condition B of the warrant. Therefore, Warrant 7 is satisfied for the installation of a traffic signal based on the crash experience and the 2030 vehicular volumes at the intersection. A summary of the warrant calculations can be found in **Appendix B**.

With the installation of a new traffic signal, all movements and approaches at the intersection of Holmes Road at Weaver Road are expected to operate at LOS B or better in the AM and PM

peak hours in the 2030 Build condition, and the overall intersection is expected to operate at LOS B in the AM and PM peak hours.

2050 Analysis: This analysis scenario includes the implementation of the improvements recommended by the 2030 Build analysis. With the traffic growth from 2030 to 2050, the eastbound movements and approach are expected to operate at LOS C and all other movements and approaches are expected to operate at LOS F. In the PM peak hour, the northbound movements and approach are expected to operate at LOS C and all other movements and approaches are expected to operate at LOS F. In addition, the overall intersection is expected to operate at LOS F in the AM and PM peak hours with a delay of 296.4 sec/veh and 287.2 sec/veh, respectively.

2050 Recommendations: As part of the Holmes Road reconstruction project, it is recommended to widen Weaver Road to consist of one left-turn lane, one through lane, and one shared through/right-turn lane on the northbound and southbound approaches. The eastbound approach is recommended to consist of one left-turn lane and one shared through/right-turn lane. The westbound approach is recommended to consist of one left-turn lane, one through lane, and one right-turn lane. In addition, the traffic signal installed in the 2030 Build condition is recommended to be retimed to accommodate the new intersection geometry and increase in vehicular volumes at the intersection from 2030 to 2050.

With the traffic signal retiming and the installation of the geometric improvements previously mentioned, all movements and approaches at the intersection of Holmes Road at Weaver Road are expected to operate at LOS D or better in the AM and PM peak hours in the 2050 Build condition, and the overall intersection is expected to operate at LOS C in the AM peak hour and LOS B in the PM peak hour.

Holmes Road at Gemstone Way

Holmes Road at Gemstone Way is an unsignalized “T” intersection with stop-control for the northbound approach. Currently, the minor-street approach for this intersection operates at LOS A in the AM and PM peak hours, and all movements and approaches currently operate at LOS B or better.

2030 Analysis: With the traffic growth from 2021 to 2030, all movements and approaches at the intersection are expected to continue to operate at LOS B or better. Therefore, no additional improvements are recommended for this intersection for 2030.

2030 Recommendations: No additional improvements are recommended for this intersection for 2030.

2050 Analysis: With the traffic growth from 2030 to 2050, the minor-street approach at this intersection is expected to operate at LOS C in the AM and PM peak hours. In the PM peak hour, the northbound left-turn movement is expected to experience an increase in delay from 12.4 sec/veh (LOS B) to 30.8 sec/veh (LOS D). However, the 95th Percentile queue length for

the northbound left-turn movement is expected to remain one vehicle. Therefore, no additional improvements are recommended for this intersection for 2050.

2050 Recommendations: No additional improvements are recommended for this intersection for 2050.

Holmes Road at Ford Road

Holmes Road at Ford Road is an unsignalized “T” intersection with stop-control for the southbound approach. The minor-street approach for this intersection currently operates at LOS A in the AM peak hour and LOS B in the PM peak hour, and all movements and approaches currently operate at LOS B or better.

2030 Analysis: With the traffic growth from 2021 to 2030, all movements and approaches at the intersection are expected to continue to operate at LOS B or better. Therefore, no additional improvements are recommended for this intersection in the future year 2030.

2030 Recommendations: No additional improvements are recommended for this intersection in the future year 2030.

2050 Analysis: With the traffic growth from 2030 to 2050, all movements and approaches at the intersection are expected to operate at LOS C or better in the AM peak hour. In the PM peak hour, all southbound movements and the southbound approach are expected to experience an increase in delay from 11.9 sec/veh (LOS B) to 37.7 sec/veh (LOS E).

2050 Recommendations: A new eastbound left-turn lane is recommended to be constructed in the proposed TWLTL along Holmes Road. The new eastbound left-turn lane will remove vehicles making the eastbound left-turn movement from the eastbound through movement at the intersection and increase the number of gaps available for the southbound vehicles on Ford Road. With the addition of the new eastbound left-turn lane, all southbound movements and the overall southbound approach are expected to operate at LOS C in the AM and PM peak hours.

Holmes Road at 8th Road

Holmes Road at 8th Road is an unsignalized “T” intersection with stop-control for the southbound approach. The minor-street approach for this intersection currently operates at LOS B in the AM and PM peak hours, and all movements and approaches currently operate at LOS B or better.

2030 Analysis: With the traffic growth from 2021 to 2030, all movements and approaches at the intersection are expected to continue to operate at LOS B or better. Therefore, no additional improvements are recommended for this intersection in the future year 2030.

2030 Recommendations: No additional improvements are recommended for this intersection in the future year 2030.

2050 Analysis: With the traffic growth from 2030 to 2050, all southbound movements and the southbound approach are expected to experience an increase in delay from 12.0 sec/veh (LOS B) to 37.2 sec/veh (LOS E) in the AM peak hour and from 13.3 sec/veh (LOS B) to 64.9 sec/veh (LOS F) in the PM peak hour.

2050 Recommendations: A new eastbound left-turn lane is recommended to be constructed in the proposed TWLTL along Holmes Road. The new eastbound left-turn lane will remove vehicles making the eastbound left-turn movement from the eastbound through movement at the intersection and increase the number of gaps available for the southbound vehicles on 8th Road. With the addition of the new eastbound left-turn lane all southbound movements and approaches are expected to operate at LOS C in the AM and PM peak hours.

Holmes Road at Jonetta Street

Holmes Road at Jonetta Street is an unsignalized “T” intersection with stop-control for the southbound approach. The minor-street approach for this intersection currently operates at LOS B in the AM and PM peak hours, and all movements and approaches currently operate at LOS B or better.

2030 Analysis: With the traffic growth from 2021 to 2030, all movements and approaches at the intersection are expected to continue to operate at LOS B or better. Therefore, no additional improvements are recommended for this intersection in the future year 2030.

2030 Recommendations: No additional improvements are recommended for this intersection in the future year 2030.

2050 Analysis: With the traffic growth from 2030 to 2050, all southbound movements and the southbound approach are expected to experience an increase in delay from 13.0 sec/veh (LOS B) to 154.9 sec/veh (LOS F) in the AM peak hour and from 12.2 sec/veh (LOS B) to 35.6 sec/veh (LOS E) in the PM peak hour.

2050 Recommendations: An additional eastbound through lane is recommended to be constructed beginning east of the intersection of Holmes Road at 8th Road and continuing through the intersection of Holmes Road at Jonetta Street. The additional eastbound through lane will provide more gaps for vehicles making the southbound left-turn movement from Jonetta Street onto Holmes Road. East of the intersection of Holmes Road at Jonetta Street, the two eastbound lanes on Holmes Road could be transitioned back to one eastbound through lane. However, there is not enough distance for this transition to occur before Horn Lake Road. Therefore, the additional eastbound through lane should be constructed along Holmes Road beginning east of 8th Road and terminating at the intersection of Holmes Road at Horn Lake Road as an eastbound right-turn lane. The table below shows the delay, LOS, and 95th percentile queue length for the southbound movements and approach for the 2050 No-Build and 2050 Build conditions:

Peak Hour	Movement	2050 No-Build		2050 Build	
		Delay (LOS)	95 th Percentile Queue Length (veh)	Delay (LOS)	95 th Percentile Queue Length (veh)
AM	SB Left	154.9 sec/veh (F)	12.6	31.5 sec/veh (D)	4.1
	SB Right	154.9 sec/veh (F)	12.6	31.5 sec/veh (D)	4.1
	SB Approach	154.9 sec/veh (F)	N/A	28.2 sec/veh (D)	N/A
PM	SB Left	35.6 sec/veh (E)	2.5	20.9 sec/veh (C)	1.0
	SB Right	35.6 sec/veh (E)	2.5	20.9 sec/veh (C)	1.0
	SB Approach	35.6 sec/veh (E)	N/A	20.7 sec/veh (C)	N/A

Holmes Road at Horn Lake Road

Holmes Road at Horn Lake Road is an unsignalized intersection with all-way stop-control. The overall intersection currently operates at LOS B in the AM and PM peak hours. All movements and approaches at the intersection currently operate at LOS B or better in the AM and PM peak hours.

2030 Analysis: With the traffic growth from 2021 to 2030, all movements and approaches at the intersection are expected to operate at LOS C or better in the AM and PM peak hours, with the exception of the eastbound through movement in the AM peak hour. In the AM peak hour, the eastbound through movement is expected to experience an increase in delay from 13.7 sec/veh (LOS B) to 25.3 sec/veh (LOS D).

2030 Recommendations: Due to the movement and approach delays exceeding LOS D at this intersection, a traffic signal warrants analysis was performed for the intersection of Holmes Road at Horn Lake Road to determine if the vehicular volumes exceed the thresholds established by the MUTCD and the City of Memphis to warrant the installation of a traffic signal.

Right-turning vehicles experience fewer conflicts than left-turning or through movement vehicles and can enter the main road with less delay. Therefore, the volume of vehicles making the southbound right-turn movement and northbound right-turn movement onto Holmes Road from Horn Lake Road were reduced according to the methodology outlined in the City of Memphis *Engineering Design Review and Policy Manual*. A copy of the hourly volume development and right-turn reduction calculations can be found in **Appendix B**.

The Manual on Uniform Traffic Control Devices (MUTCD) contains nine different traffic signal warrants to determine the need for a traffic signal. Three of the nine warrants are based on vehicular volume thresholds, and one of the nine warrants is based on crash experience. The four warrants are as follows:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak-Hour Vehicular Volume
- Warrant 7, Crash Experience

The City of Memphis only considers Warrant 1, Eight-Hour Vehicular Volume, Warrant 4, Pedestrian Volume, and Warrant 7, Crash Experience for the evaluation of the installation of a new traffic signal. Because the pedestrian volumes on Holmes Road are so low, only Warrants 1 and 7 were evaluated.

Warrant 1 contains two conditions within the warrant, Condition A and Condition B, and requires that the intersection volumes exceed the thresholds for eight hours for one of the conditions for the warrant to be satisfied. For the existing condition, the intersection does not satisfy any of the hours in Condition A or Condition B. For the 2030 Build condition, the intersection satisfies only 5 hours in Condition A and does not satisfy any of the hours in Condition B. Therefore, Warrant 1 is not satisfied for the installation of a traffic signal based on projected traffic volumes in the year 2030.

Warrant 7 requires that:

- Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reported crash; and,
- For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection

In addition, Warrant 7 states that the traffic volumes in the 56 percent columns of Table 4C-1 may be used in place of the 80 percent columns if the posted speed limit or the 85th-percentile speed on the major street exceeds 40 mph. The 85th-percentile speed along this section of Holmes Road is 50 MPH. Therefore, the traffic volumes in the 56 percent columns of Table 4C-1 were used for the signal warrants analysis for this intersection. The vehicular volumes for the existing year 2021 and the intermediate horizon year 2030 were used for this analysis.

The City of Memphis *Engineering Design Review and Policy Manual* states that Warrant 7 may only be utilized at existing intersections, and projections of vehicular crashes will not be accepted. The number of vehicular crashes at the intersection of Holmes Road at Horn Lake Road is not anticipated to decrease from 2021 to the 2030 horizon year. Therefore, the number of reported crashes within a 12-month period at this intersection for the existing conditions was also used for the 2030 Build condition.

There was a total of five reported crashes that occurred at this intersection within a 12-month period, each crash involved personal injury or property damage and was of the type susceptible to correction by a traffic signal. The 2021 vehicular volumes on the major-street satisfy eight hours for Condition A and one hour of Condition B of the warrant, and the 2021 vehicular volumes on the minor-street satisfied 12 hours for Condition A and Condition B of the warrant. Therefore, Warrant 7 is satisfied for the installation of a traffic signal based on the crash experience and the 2021 vehicular volumes at the intersection. The 2030 vehicular volumes on the major-street satisfy 12 hours for Condition A and eight hours for Condition B of the warrant, and the 2030 vehicular volumes on the minor street satisfy 12 hours for Condition A and Condition B of the warrant. Therefore, Warrant 7 is satisfied for the installation of a traffic signal based on the crash experience and the 2030 vehicular volumes at the intersection. A summary of the warrant calculations can be found in **Appendix B**.

With the installation of a new traffic signal, all movements and approaches at the intersection of Holmes Road at Horn Lake Road are expected to operate at LOS B or better in the AM and PM peak hours in the 2030 Build condition, and the overall intersection is expected to operate at LOS B in the AM and PM peak hours.

2050 Analysis: This analysis scenario includes the implementation of the improvements recommended by the 2030 Build analysis. With the traffic growth from 2030 to 2050, the overall intersection is expected to operate at LOS D in the AM peak hour and LOS C in the PM peak hour. The following movements and approaches are expected to be impacted in the AM and PM peak hours:

Peak Hour	Movement	2030 Build Delay (LOS)	2050 No-Build Delay (LOS)
AM	EB Left	11.6 sec/veh (B)	41.6 sec/veh (D)
	EB Through	13.0 sec/veh (B)	71.0 sec/veh (E)
	EB Approach	12.6 sec/veh (B)	62.7 sec/veh (E)
	SB Left	14.1 sec/veh (B)	41.8 sec/veh (D)
	Overall Intersection	11.1 sec/veh (B)	37.0 sec/veh (D)
PM	EB Left	11.3 sec/veh (B)	81.4 sec/veh (F)
	EB Through	12.5 sec/veh (B)	43.9 sec/veh (D)
	EB Approach	12.2 sec/veh (B)	51.5 sec/veh (D)

2050 Recommendations: A new northbound left-turn lane is recommended to be constructed at the intersection of Holmes Road at Horn Lake Road to mirror the existing southbound left-turn lane at the intersection. The northbound left-turn lane will remove the vehicles making the left-turn from the shared northbound through/right-turn lane on Horn Lake Road and reduce congestion for this approach. In addition, the traffic signal installed in the 2030 Build condition is recommended to be retimed to accommodate the new intersection geometry and increase in vehicular volumes at the intersection from 2030 to 2050.

With the traffic signal retiming and the geometric improvements previously mentioned, all movements and approaches at the intersection of Holmes Road at Horn Lake Road are

expected to operate at LOS D or better in the AM and PM peak hours in the 2050 Build condition, and the overall intersection is expected to operate at LOS C in the AM and PM peak hours.

Holmes Road at Hillbrook Road

Holmes Road at Hillbrook Road is an unsignalized intersection with stop-control for the northbound and southbound approaches. The highest minor-street approach for this intersection currently operates at LOS B in the AM and PM peak hours, and all movements and approaches currently operate at LOS B or better.

2030 Analysis: With the traffic growth from 2021 to 2030, all movements and approaches at the intersection are expected to continue to operate at LOS C or better in the AM and PM peak hours. Therefore, no additional improvements are recommended for this intersection in the future year 2030.

2030 Recommendations: No additional improvements are recommended for this intersection in the future year 2030.

2050 Analysis: With the traffic growth from 2030 to 2050, the northbound and southbound approaches are expected to operate at LOS D in the AM peak hour and LOS F in the PM peak hour, respectively. The table below shows the impacts of traffic growth on the northbound and southbound approaches for the 2030 Build to the 2050 No-Build conditions:

Peak Hour	Movement	2030 Build Delay (LOS)	2050 No-Build Delay (LOS)
AM	NB Approach	12.7 sec/veh (B)	34.3 sec/veh (D)
	SB Approach	12.6 sec/veh (B)	32.8 sec/veh (D)
PM	NB Approach	16.1 sec/veh (C)	59.7 sec/veh (F)
	SB Approach	15.3 sec/veh (C)	58.3 sec/veh (F)

2050 Recommendations: New eastbound and westbound left-turn lanes are recommended to be constructed in the proposed TWLTL along Holmes Road. The new eastbound and westbound left-turn lanes will remove vehicles making the eastbound and westbound left-turn movement onto Hillbrook Road from the eastbound and westbound through movements at the intersection and increase the number of gaps available for the northbound and southbound vehicles on Hillbrook Road. With the addition of the eastbound and westbound left-turn lanes, all movements and approaches at the intersection are expected to operate at LOS C or better in the AM and PM peak hours.

Holmes Road at Neely Road

Holmes Road at Neely Road is an unsignalized “T” intersection with stop-control for the southbound approach. The minor-street approach for this intersection currently operates at LOS B in the AM peak hour and LOS C in the PM peak hour.

2030 Analysis: With the traffic growth from 2021 to 2030, all movements and approaches at the intersection are expected to operate at LOS C or better in the AM and PM peak hours. Therefore, no additional improvements are recommended for this intersection for 2030.

2030 Recommendations: No additional improvements are recommended for this intersection for 2030.

2050 Analysis: With the traffic from 2030 to 2050, the southbound left-turn movement and southbound approach are expected to operate at LOS F in the AM and PM peak hours. The table below shows the impacts of traffic growth on the delay, LOS, and 95th percentile queue length for the southbound left-turn movement and approach for the 2030 Build and 2050 No-Build conditions:

Peak Hour	Movement	2030 Build		2050 No-Build	
		Delay (LOS)	95 th Percentile Queue Length (veh)	Delay (LOS)	95 th Percentile Queue Length (veh)
AM	SB Left	17.7 sec/veh (C)	1.2	427.4 sec/veh (F)	13.9
	SB Approach	16.0 sec/veh (C)	N/A	287.0 sec/veh (F)	N/A
PM	SB Left	23.1 sec/veh (C)	2.5	894.7 sec/veh (F)	25.5
	SB Approach	20.6 sec/veh (C)	N/A	613.5 sec/veh (F)	N/A

2050 Recommendations: Due to the movement and approach delays exceeding LOS E at this intersection, a traffic signal warrants analysis was performed for the intersection of Holmes Road at Neely Road to determine if the vehicular volumes exceed the thresholds established by the MUTCD and the City of Memphis to warrant the installation of a traffic signal. Due to the proximity of the intersection to the intersection of Holmes Road at Whistling Duck Drive, the vehicular volumes at the intersections of Holmes Road at Neely Road and Holmes Road at Whistling Duck Drive were used for the traffic signal warrants analysis.

Right-turning vehicles experience fewer conflicts than left-turning or through movement vehicles and can enter the main road with less delay. Therefore, the volume of vehicles making the southbound right-turn movement onto Holmes Road from Neely Road and the northbound right-turn movement onto Holmes Road from Whistling Duck Drive were reduced according to the methodology outlined in the City of Memphis *Engineering Design Review and Policy Manual*. A copy of the hourly volume development and right-turn reduction calculations can be found in **Appendix B**.

The Manual on Uniform Traffic Control Devices (MUTCD) contains nine different traffic signal warrants to determine the need for a traffic signal. Three of the nine warrants are based on vehicular volume thresholds. The three warrants are as follows:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak-Hour Vehicular Volume

The City of Memphis only considers Warrant 1, Eight-Hour Vehicular Volume for the evaluation of the installation of a new traffic signal. This warrant was evaluated.

Warrant 1 contains two conditions within the warrant, Condition A and Condition B, and requires that the intersection volumes exceed the thresholds for eight hours of one condition for the warrant to be satisfied. In the 2050 condition, the two intersections satisfy eight hours in Condition A and 10 hours in Condition B. Therefore, Warrant 1 is satisfied for the installation of a group-control traffic signal at the intersections of Holmes Road at Neely Road and Holmes Road at Whistling Duck Drive based on projected traffic volumes in the year 2050.

A summary of the warrant calculations can be found in **Appendix B**.

The installation of a group-control traffic signal at the intersections of Holmes Road at Neely Road and Holmes Road at Whistling Duck Drive is warranted based on the 2050 traffic projections. Therefore, it is recommended that this intersection be evaluated periodically and that a new group-control traffic signal be installed once the traffic volumes have increased enough to meet the warrant. It is expected this condition will occur between 2030 and 2050. In addition, it is recommended that Holmes Road be widened include the construction of a new eastbound through lane beginning at the intersection of Holmes Road at Long Branch Drive and terminating at the intersection of Holmes Road at Whistling Duck Drive as an eastbound right-turn lane.

With the installation of a new group-control traffic signal and the geometric improvements previously mentioned, the overall intersection of Holmes Road at Neely Road is expected to operate at LOS B in the AM and PM peak hours in the 2050 Build condition, and all movements and approaches are expected to operate at LOS D or better in the AM and PM peak hours.

Holmes Road at Whistling Duck Drive

Holmes Road at Whistling Duck Drive is an unsignalized “T” intersection with stop-control for the northbound approach. The minor-street approach for this intersection currently operates at LOS B in the AM and PM peak hours.

2030 Analysis: With the traffic growth from 2021 to 2030, all movements and approaches at the intersection are expected to operate at LOS B or better in the AM peak hour and LOS C or better in the PM peak hour. Therefore, no additional improvements are recommended for this intersection for 2030.

2030 Recommendations: No additional improvements are recommended for this intersection for 2030.

2050 Analysis: With the traffic growth from 2030 to 2050, the northbound left and right-turn movements and northbound approach are expected to operate at LOS F in the AM and PM peak hours. The table below shows the impacts of the traffic growth on the delay, LOS, and 95th percentile queue length for the 2030 Build and 2050 No-Build conditions:

Peak Hour	Movement	2030 Build		2050 No-Build	
		Delay (LOS)	95 th Percentile Queue Length (veh)	Delay (LOS)	95 th Percentile Queue Length (veh)
AM	NB Left/Right	14.7 sec/veh (B)	0.7	115.5 sec/veh (F)	6.3
	NB Approach	14.7 sec/veh (B)	N/A	115.5 sec/veh (F)	N/A
PM	NB Left/Right	15.7 sec/veh (C)	0.8	172.3 sec/veh (F)	7.6
	NB Approach	15.7 sec/veh (C)	N/A	172.3 sec/veh (F)	N/A

2050 Recommendations: As discussed in the Holmes at Neely Road intersection section, a new group-control traffic signal is recommended to be installed at the intersections of Holmes Road at Neely Road and Holmes Road at Whistling Duck Drive. In addition, a new eastbound through lane is recommended to be constructed beginning at the intersection of Holmes Road at Long Branch Drive and terminating at the intersection of Holmes Road at Whistling Duck Drive as an eastbound right-turn lane.

With the installation of a new group-control traffic signal and new geometric improvements previously mentioned, the overall intersection of Holmes Road at Whistling Duck Drive is expected to operate at LOS B in the AM peak hour and LOS C in the PM peak hour and all movements and approaches are expected to operate at LOS D or better in the AM and PM peak hours in 2050.

Holmes Road at Leonard Road

Holmes Road at Leonard Road is an unsignalized intersection with stop-control for the northbound and southbound approaches. The highest minor-street approach at the intersection currently operates at LOS C in the AM and PM peak hours. All other movements and approaches currently operate at LOS C or better in the AM and PM peak hours.

2030 Analysis: With the traffic growth from 2021 to 2030, all movements and approaches at the intersection are expected to operate at LOS C or better in the AM and PM peak hours, with the exception of the southbound movements and approach in the PM peak hour. In the PM peak hour, all southbound movements and the southbound approach are expected to experience an increase in delay from 21.8 sec/veh (LOS C) in 2021 to 29.3 sec/veh (LOS D) for the 2030 No-Build condition. However, the southbound movements and approach are only expected to experience an increase in delay of 7.7 sec/veh and the 95th percentile queue length for the

southbound movement is expected to remain at one vehicle. Therefore, no additional improvements are recommended for this intersection for 2030.

2030 Recommendations: No additional improvements are recommended for this intersection for 2030.

2050 Analysis: With the traffic growth from 2030 to 2050, the northbound and southbound movements and approaches are expected to operate at LOS F in the AM and PM peak hours. The table below shows the impacts of the traffic growth on the delay, LOS, and 95th percentile queue length for the 2030 Build and 2050 No-Build conditions:

Peak Hour	Movement	2030 Build		2050 No-Build	
		Delay (LOS)	95 th Percentile Queue Length (veh)	Delay (LOS)	95 th Percentile Queue Length (veh)
AM	NB Left//Through/Right	17.6 sec/veh (C)	0.4	167.2 sec/veh (F)	4.0
	NB Approach	17.6 sec/veh (C)	N/A	167.2 sec/veh (F)	N/A
	SB Left//Through/Right	18.5 sec/veh (C)	0.3	158.5 sec/veh (F)	2.7
	SB Approach	18.5 sec/veh (C)	N/A	158.5 sec/veh (F)	N/A
PM	NB Left//Through/Right	22.5 sec/veh (C)	0.8	740.1 sec/veh (F)	8.7
	NB Approach	22.5 sec/veh (C)	N/A	740.1 sec/veh (F)	N/A
	SB Left//Through/Right	29.3 sec/veh (D)	0.4	910.5 sec/veh (F)	4.4
	SB Approach	29.3 sec/veh (D)	N/A	910.5 sec/veh (F)	N/A

2050 Recommendations: New eastbound and westbound left-turn lanes are recommended to be constructed in the proposed TWLTL along Holmes Road. The new eastbound and westbound left-turn lanes will remove vehicles making the eastbound and westbound left-turn movement from the eastbound and westbound through movements at the intersection and increase the number of gaps available for the northbound and southbound vehicles on Leonard Road. The table below shows the impacts of the new eastbound and westbound left-turn lanes on the delay, LOS, and 95th percentile queue length from the 2050 No-Build to the 2050 Build conditions:

Peak Hour	Movement	2050 No-Build		2050 Build	
		Delay (LOS)	95 th Percentile Queue Length (veh)	Delay (LOS)	95 th Percentile Queue Length (veh)
AM	NB Left//Through/Right	167.2 sec/veh (F)	4.0	29.9 sec/veh (D)	1.1
	NB Approach	167.2 sec/veh (F)	N/A	29.9 sec/veh (D)	N/A
	SB Left//Through/Right	158.5 sec/veh (F)	2.7	28.4 sec/veh (D)	0.7
	SB Approach	158.5 sec/veh (F)	N/A	28.4 sec/veh (D)	N/A
PM	NB Left//Through/Right	740.1 sec/veh (F)	8.7	39.2 sec/veh (E)	2.0
	NB Approach	740.1 sec/veh (F)	N/A	39.2 sec/veh (E)	N/A
	SB Left//Through/Right	910.5 sec/veh (F)	4.4	48.6 sec/veh (E)	1.0
	SB Approach	910.5 sec/veh (F)	N/A	48.6 sec/veh (E)	N/A

Holmes Road at Tulane Road

Holmes Road at Tulane Road is an unsignalized intersection with all-way stop-control. The overall intersection currently operates at LOS C in the AM peak hour and LOS D in the PM peak hour. All northbound and southbound movements and approaches currently operate at LOS C or better in the AM and PM peak hours. In the AM peak hour, the eastbound through movement, westbound through movement, and westbound approach currently operate at LOS D. In the PM peak hour, the eastbound through movement and approach currently operate at LOS D and the westbound through movement and approach currently operate at LOS E.

2030 Analysis: The overall intersection is expected to operate at LOS F in the AM and PM peak hours with the traffic growth from 2021 to 2030. In addition, the eastbound through movement, eastbound approach, westbound through movement, and westbound approach are expected to operate at LOS F in the AM and PM peak hours.

2030 Recommendations: Due to the movement and approach delays exceeding LOS E at this intersection, a traffic signal warrants analysis was performed to determine if the vehicular volumes exceed the thresholds established by the MUTCD and the City of Memphis to warrant the installation of a traffic signal.

Right-turning vehicles experience fewer conflicts than left-turning or through movement vehicles and can enter the main road with less delay. Therefore, the volume of vehicles making the southbound right-turn movement and northbound right-turn movement onto Holmes Road from Tulane Road were reduced according to the methodology outlined in the City of Memphis

Engineering Design Review and Policy Manual. A copy of the hourly volume development and right-turn reduction calculations can be found in **Appendix B**.

The Manual on Uniform Traffic Control Devices (MUTCD) contains nine different traffic signal warrants to determine the need for a traffic signal. Three of the nine warrants are based on vehicular volume thresholds, and one of the nine warrants is based on crash experience. The four warrants are as follows:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak-Hour Vehicular Volume
- Warrant 7, Crash Experience

The City of Memphis only considers Warrant 1, Eight-Hour Vehicular Volume, Warrant 4, Pedestrian Volume, and Warrant 7, Crash Experience for the evaluation of the installation of a new traffic signal. Because the pedestrian volume at this intersection is low, Warrant 4 was not evaluated.

Warrant 1 contains two conditions within the warrant, Condition A and Condition B, and requires that the intersection volumes exceed the thresholds for eight hours for either condition for the warrant to be satisfied. In the 2030 condition, the intersection satisfies seven hours in Condition A and 12 hours in Condition B. Therefore, Warrant 1 is satisfied for the installation of a traffic signal based on projected traffic volumes in the year 2030.

In addition, it is recommended that new eastbound and westbound left-turn lanes be constructed in the proposed TWLTL along Holmes Road. Tulane Road should be widened to consist of one left-turn lane and one shared through/right-turn lane on the northbound and southbound approaches. The eastbound approach shall consist of one left-turn lane, one through lane, and one channelized right-turn lane. The westbound approach shall consist of one left-turn lane, one through lane, and one right-turn lane.

With the installation of a new traffic signal and the geometric improvements previously mentioned, the overall intersection is expected to operate at LOS A in the AM peak hour and LOS B in the PM peak hour, and all movements and approaches at the intersection are expected to operate at LOS B or better in the AM and PM peak hours in the 2030 Build condition.

2050 Analysis: With the traffic growth from 2030 to 2050, the overall intersection is expected to operate at LOS E in the AM peak hour and LOS D in the PM peak hour. The table below shows the impacts of the traffic growth on the delay, LOS, and 95th percentile queue length for the 2030 Build and 2050 No-Build conditions:

Peak Hour	Movement	2030 Build		2050 No-Build	
		Delay (LOS)	95 th Percentile Queue Length (ft)	Delay (LOS)	95 th Percentile Queue Length (ft)
AM	EB Through	9.6 sec/veh (A)	154	101.8 sec/veh (F)	676
	EB Approach	7.8 sec/veh (A)	N/A	83.2 sec/veh (F)	N/A
	WB Left	10.0 sec/veh (B)	60	374.3 sec/veh (F)	185
	WB Approach	8.7 sec/veh (A)	N/A	119.9 sec/veh (F)	N/A
	NB Left	16.1 sec/veh (B)	57	41.4 sec/veh (D)	204
	SB Left	16.7 sec/veh (B)	53	35.4 sec/veh (D)	102
	Overall Intersection	9.4 sec/veh (A)	N/A	76.1 sec/veh (E)	N/A
PM	EB Through	7.6 sec/veh (A)	159	76.1 sec/veh (E)	633
	EB Approach	8.4 sec/veh (A)	N/A	66.8 sec/veh (E)	N/A
	WB Left	7.7 sec/veh (A)	25	38.4 sec/veh (D)	85
	NB Left	16.2 sec/veh (B)	48	77.6 sec/veh (E)	259
	NB Approach	12.1 sec/veh (B)	N/A	50.5 sec/veh (D)	N/A
	Overall Intersection	10.2 sec/veh (B)	N/A	44.6 sec/veh (D)	N/A

2050 Recommendations: It is recommended that Holmes Road be widened to allow for the construction of an additional eastbound through lane beginning at the intersection of Holmes Road at Berta Road and extending along Holmes Road through Craigwood Drive, tying into the existing roadway section east of Craigwood Drive. In addition, it is recommended that the new traffic signal installed as a part of the recommended improvements in the 2030 Build condition be retimed to account for the new intersection geometry and the increase in vehicular volumes at the intersection. After the implementation of these improvements, the overall intersection is expected to operate at LOS C in the AM peak hour and LOS D in the PM peak hour. The table below shows the movements and approaches that are expected to experience an increase in delay and worsen in LOS in the AM and PM peak hours after the construction of the new eastbound through lane and traffic signal retiming:

Peak Hour	Movement	2050 No-Build		2050 Build	
		Delay (LOS)	95 th Percentile Queue Length (ft)	Delay (LOS)	95 th Percentile Queue Length (ft)
AM	NB Through	23.7 sec/veh (C)	169	53.7 sec/veh (D)	307
	NB Approach	31.7 sec/veh (C)	N/A	42.7 sec/veh (D)	N/A
	SB Through	13.4 sec/veh (B)	47	36.9 sec/veh (D)	90
PM	WB Through	19.9 sec/veh (B)	387	50.3 sec/veh (D)	643
	WB Approach	21.7 sec/veh (C)	N/A	46.7 sec/veh (D)	N/A
	SB Through	15.9 sec/veh (B)	115	53.7 sec/veh (D)	253
	SB Approach	17.9 sec/veh (B)	N/A	42.8 sec/veh (D)	N/A

As shown in the above table, the 95th percentile queue length for the westbound through movement is expected to exceed 600 feet in the PM peak hour. However, the construction of an additional westbound through lane at the intersection would require extending the lane 1635 feet west of the intersection to provide adequate distance from the intersection for the additional lane to be fully utilized and proper signing and striping provided prior to the lane taper. The lane taper would require an additional 600 feet. This right-of-way required for the added westbound through lane and taper would require the acquisition of additional right-of-way from the existing apartment complex at the northeast corner of the intersection and from multiple properties west of the intersection on both sides of the road, extending to halfway between Berta Road and Fairley Road. Therefore, because of the additional right-of-way impacts, the construction of the additional westbound through lane is not recommended at this time.

A summary table of the overall intersection delay and LOS for each intersection and analysis scenario is provided in **Table 2**.

Table 2: Peak Hour Overall Delay and LOS Summary Table by Intersection

AM Peak Hour		Holmes Road at S Third Street	Holmes Road at Weaver Road	Holmes Road at Gemstone Way	Holmes Road at Ford Road	Holmes Road at 8th Road	Holmes Road at Jonetta Street	Holmes Road at Horn Lake Road	Holmes Road at Hillbrook Road	Holmes Road at Neely Road	Holmes Road at Whistling Duck Drive	Holmes Road at Leonard Road	Holmes Road at Tulane Road
Existing (2021)													
	Delay	8.5	10.6	9.6	9.7	10.5	11.0	12.2	11.7	13.6	12.9	15.6	22.6
	LOS	(A)	(B)	(A)	(A)	(B)	(B)	(B)	(B)	(B)	(B)	(C)	(C)
No-Build (2030)													
	Delay	11.2	23.4	10.5	10.7	12.0	13.0	17.7	12.7	16.0	14.7	18.5	57.1
	LOS	(B)	(C)	(B)	(B)	(B)	(B)	(C)	(B)	(C)	(B)	(C)	(F)
Build (2030)													
	Delay	11.7	10.4	10.5	10.7	12.0	13.0	11.1	12.7	16.0	14.7	18.5	9.4
	LOS	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(C)	(B)	(C)	(A)
No-Build (2050)													
	Delay	144.0	296.4	22.1	23.1	37.2	154.9	37.0	34.3	287.0	115.5	167.2	76.1
	LOS	(F)	(F)	(C)	(C)	(E)	(F)	(D)	(D)	(F)	(F)	(F)	(E)
Build (2050)													
	Delay	24.7	28.5	22.1	15.5	19.8	28.2	27.7	20.7	14.2	15.7	29.9	31.3
	LOS	(C)	(C)	(C)	(C)	(C)	(D)	(C)	(C)	(B)	(C)	(D)	(C)
PM Peak Hour		Holmes Road at S Third Street	Holmes Road at Weaver Road	Holmes Road at Gemstone Way	Holmes Road at Ford Road	Holmes Road at 8th Road	Holmes Road at Jonetta Street	Holmes Road at Horn Lake Road	Holmes Road at Hillbrook Road	Holmes Road at Neely Road	Holmes Road at Whistling Duck Drive	Holmes Road at Leonard Road	Holmes Road at Tulane Road
Existing (2021)													
	Delay	8.8	11.1	9.4	10.3	11.0	10.6	12.4	14.3	15.7	13.5	21.6	27.3
	LOS	(A)	(B)	(A)	(B)	(B)	(B)	(B)	(B)	(C)	(B)	(C)	(D)
No-Build (2030)													
	Delay	12.7	27.1	10.1	11.9	13.3	12.2	16.9	16.1	20.6	15.7	29.3	71.0
	LOS	(B)	(D)	(B)	(B)	(B)	(B)	(C)	(C)	(C)	(C)	(D)	(F)
Build (2030)													
	Delay	11.2	14.1	10.1	11.9	13.3	12.2	10.6	16.1	20.6	15.7	29.3	10.2
	LOS	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(C)	(C)	(C)	(D)	(B)
No-Build (2050)													
	Delay	500.9	287.2	17.1	37.7	64.9	35.6	28.3	59.7	613.5	172.3	910.5	44.6
	LOS	(F)	(F)	(C)	(E)	(F)	(E)	(C)	(F)	(F)	(F)	(F)	(D)
Build (2050)													
	Delay	21.8	19.1	17.1	20.6	23.7	20.7	20.5	24.6	17.4	22.0	48.6	36.0
	LOS	(C)	(B)	(C)	(C)	(C)	(C)	(C)	(C)	(C)	(C)	(E)	(D)

5.0 CAPACITY ANALYSIS – SUMMARY AND RECOMMENDATIONS

Based on the analysis described in **Section 4** and the results shown in **Table 2**, the segment of Holmes Road from South Third Street to Craigwood Drive is recommended to consist of a three-lane typical section with one travel lane in each direction and a two-way left-turn lane, with auxiliary lanes in some locations. The additional improvements required with the road reconstruction to allow the study intersections to operate at an acceptable LOS are summarized below:

1. Holmes Road at South Third Street
 - a. 2030 Build
 - i. Retime traffic signal
 - b. 2050 Build
 - i. Realign the east leg of the intersection to align with the west leg/Clement Road approach
 - ii. Modify geometry of westbound approach to consist of one left-turn lane and one shared through/right-turn lane
 - iii. Add protected/permissive westbound left-turn phase
2. Holmes Road at Weaver Road
 - a. 2030 Build
 - i. Install new traffic signal
 - b. 2050 Build
 - i. Retime traffic signal installed in 2030
 - ii. Widen Weaver Road to consist of one left-turn lane, one through lane, and one shared through/right-turn lane on the northbound and southbound approaches
 - iii. The eastbound approach shall consist of one left-turn lane and one shared through/right-turn lane
 - iv. The westbound approach shall consist of one left-turn lane, one through lane, and one right-turn lane
3. Holmes Road at Ford Road
 - a. 2050 Build
 - i. Restripe to provide eastbound left-turn lane on Holmes Road
4. Holmes Road at 8th Road
 - a. 2050 Build
 - i. Restripe to provide eastbound left-turn lane on Holmes Road
 - ii. Construct additional eastbound through lane beginning east of the intersection of Holmes Road at 8th Road and continuing through the intersection of Holmes Road at Jonetta Street.

5. Holmes Road at Jonetta Street

- a. 2050 Build
 - i. Construct an additional eastbound travel lane beginning east of the intersection of Holmes Road at 8th Road and continuing through the intersection of Holmes Road at Jonetta Street
 - ii. The additional eastbound travel lane will extend to the intersection of Holmes Road at Horn Lake Road where it will terminate as a right turn only lane.

6. Holmes Road at Horn Lake Road

- a. 2030 Build
 - i. Install new traffic signal
- b. 2050 Build
 - i. Retime traffic signal installed in 2030
 - ii. Construct new northbound left-turn lane

7. Holmes Road at Hillbrook Road

- a. 2050 Build
 - i. Restripe to provide eastbound and westbound left-turn lanes in the proposed TWLTL on Holmes Road

8. Holmes Road at Neely Road

- a. 2050 Build
 - i. Install new group-controlled traffic signal at the intersections of Holmes Road at Neely Road and Holmes Road at Whistling Duck Drive
 - ii. Construct additional eastbound travel lane beginning at the intersection of Holmes Road at Long Branch Drive and terminating at the intersection of Holmes Road at Whistling Duck Drive as an eastbound right-turn lane

9. Holmes Road at Whistling Duck Drive

- a. 2050 Build
 - i. Install new group-controlled traffic signal at the intersections of Holmes Road at Neely Road and Holmes Road at Whistling Duck Drive
 - ii. Construct additional eastbound travel lane beginning at the intersection of Holmes Road at Long Branch Drive and terminating at the intersection of Holmes Road at Whistling Duck Drive as an eastbound right-turn lane

10. Holmes Road at Leonard Road

- a. 2050 Build
 - i. Restripe to provide eastbound and westbound left-turn lanes in the proposed TWLTL on Holmes Road

11. Holmes Road at Tulane Road

- a. 2030 Build
 - i. Install new traffic signal
 - ii. Restripe to provide eastbound and westbound left-turn lanes in the proposed TWLTL on Holmes Road
 - iii. Widen Tulane Road to consist of one left-turn lane and one shared through/right-turn lane on the northbound and southbound approaches
- b. 2050 Build
 - i. Widen Holmes Road to construct additional eastbound travel lane beginning at the intersection of Holmes Road at Berta Road and extending along Holmes Road through Craigwood Drive, tying into the existing roadway section east of Craigwood Drive
 - ii. Retime traffic signal installed in 2030

For the section of Holmes Road from South Third Street to Craigwood Drive, the projected eastbound/westbound through volumes projected for 2050 are expected to be approximately 1,000 vehicles in one travel lane in the AM and PM peak hours. As previously discussed, some sections of Holmes Road are recommended to provide two eastbound or westbound through lanes, but the majority of the road will only consist of one eastbound and one westbound through lane. As a result, the projected through volumes in 2050 are very close to the capacity of a single travel lane. In addition, discussion of lane utilization along Holmes Road is included in these recommendations. However, it is recommended that lane utilization along Holmes Road be carefully considered when designing the sections of Holmes Road with the additional through lanes to make sure that adequate length of the additional lanes can be constructed for the lanes to be fully utilized.

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6.0 SAFETY ANALYSIS

This section describes the methodology used to perform the safety analysis for the segment of Holmes Road from South Third Street to Craigwood Drive and the results of that analysis. The safety analysis was performed to evaluate the existing safety conditions for drivers and pedestrians at each study intersection and along this portion of the Holmes Road corridor.

6.1 Data Collection and Study Methodology

Kimley-Horn obtained vehicle speed data in both directions along Holmes Road for 24-hours via two road tubes placed on Holmes Road in October 2021. Kimley-Horn obtained crash data for the segment of Holmes Road from South Third Street to Craigwood Drive for three full years from 2018 to 2020 from the Tennessee Integrated Traffic Analysis Network (TITAN) crash database and the Tennessee Department of Transportation's electronic Traffic Information Management System (eTRIMS). Kimley-Horn performed site visits at the study intersections in December 2021 to observe existing traffic patterns and perform a qualitative assessment of operational and safety-related characteristics.

6.2 Holmes Road Speed Data

Road tubes were placed on Holmes Road at the following locations:

- Holmes Road, west of Manson Road (Location 1)
- Holmes Road, west of Long Branch Drive (Location 2)

The road tubes collected vehicle speed data in the eastbound and westbound directions for 24 hours. A copy of the vehicle speed data can be found in **Appendix A**. The section of Holmes Road from South Third Street to Craigwood Drive has a posted speed limit of 40 MPH. The 85th Percentile speed in both directions on Holmes Road was found to be 50 MPH, representing the speed at or below which 85% of all vehicles are observed to travel under free-flow conditions.

In addition, the majority of all vehicles were found to be exceeding the posted speed. At the location west of Manson Road, the total hourly volume of eastbound vehicles exceeding the speed limit in five mile per hour increments is shown in **Figure 7** and the percentage of eastbound vehicles exceeding the speed limit is shown in **Figure 8**. The total hourly volume of westbound vehicles exceeding the speed limit in five mile per hour increments is shown in **Figure 9** and the percentage of westbound vehicles exceeding the speed limit is shown in **Figure 10**.

Figure 7: Total Volume Exceeding Speed Limit - Eastbound (Location 1)

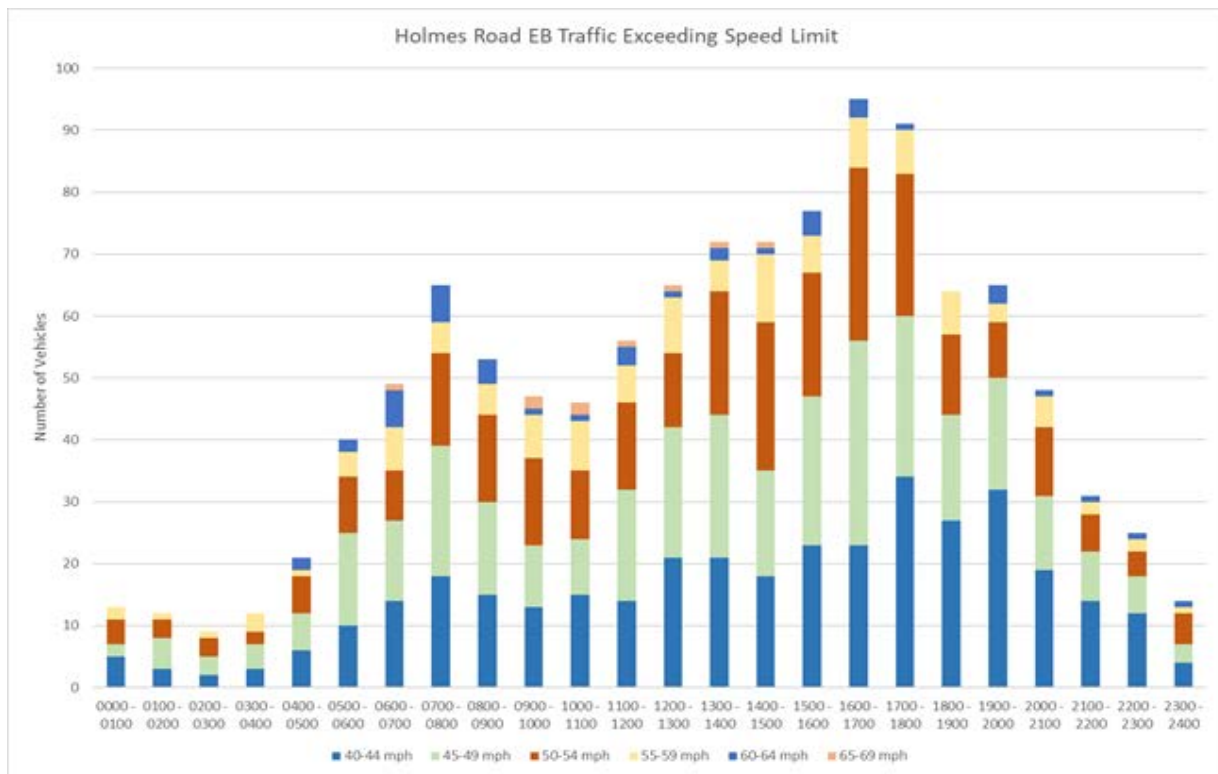


Figure 8: Percentage of Vehicles Exceeding Speed Limit - Eastbound (Location 1)

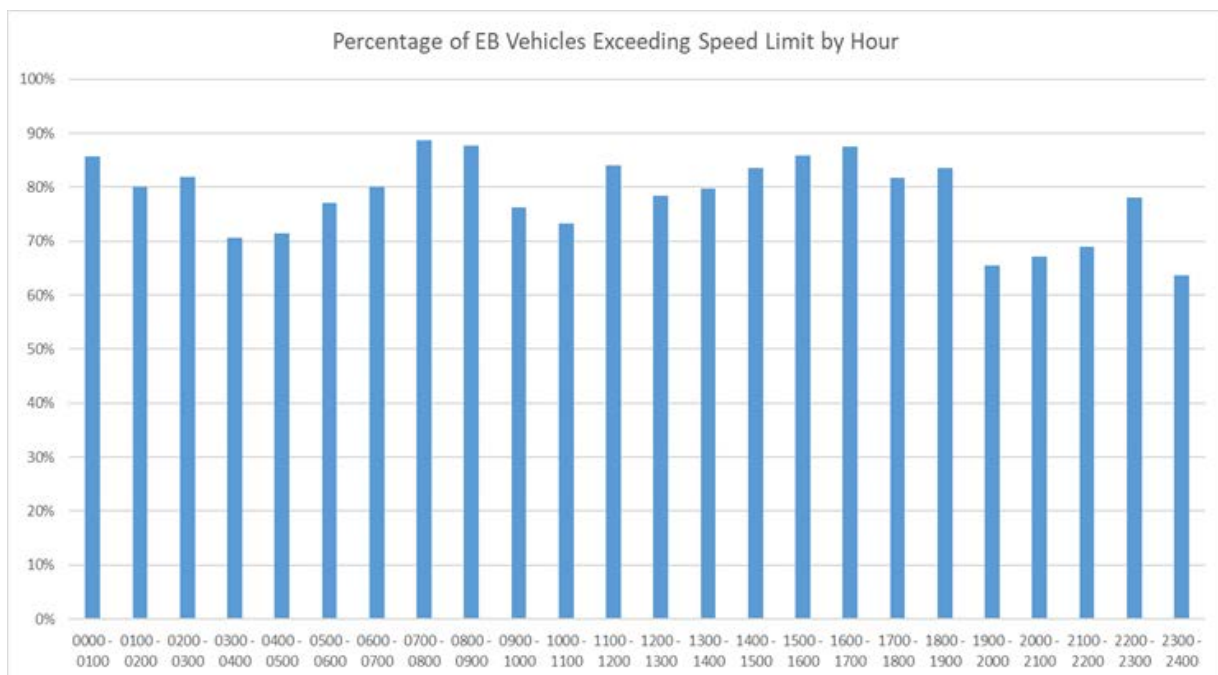


Figure 9: Total Volume Exceeding Speed Limit - Westbound (Location 1)

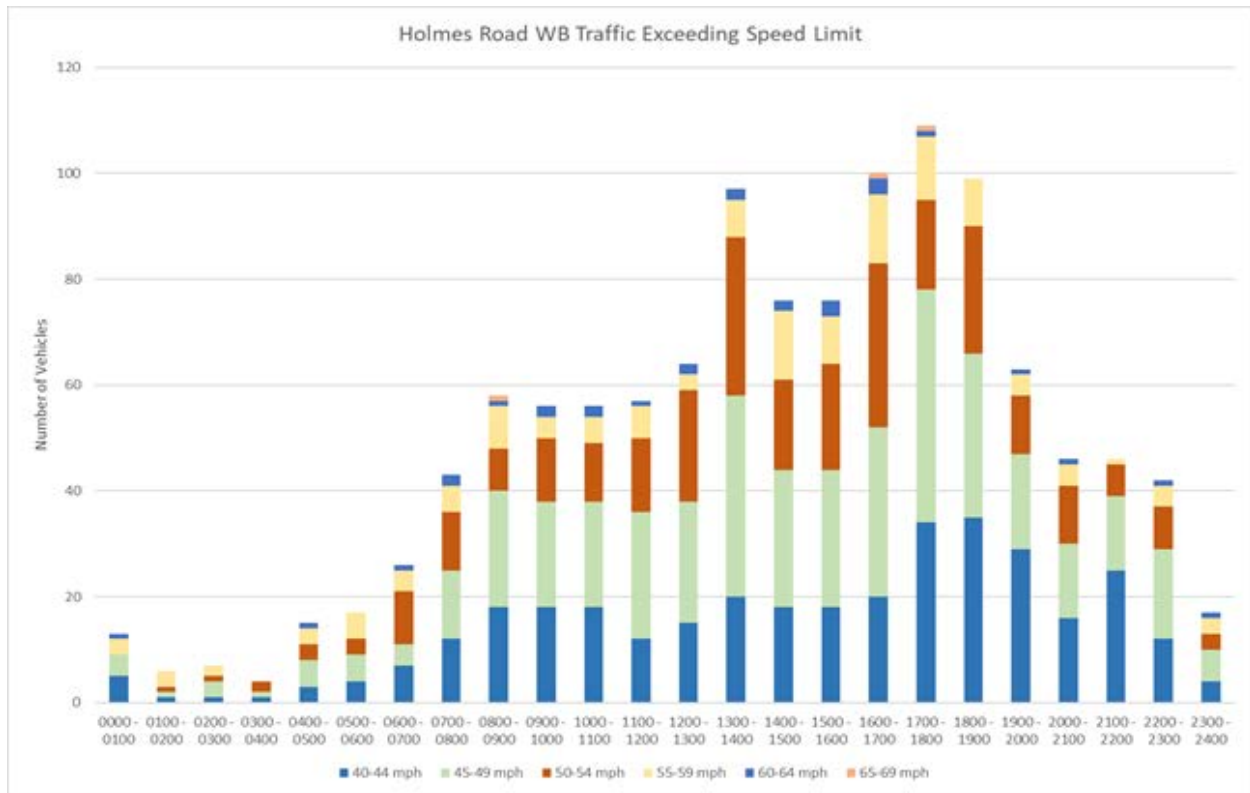
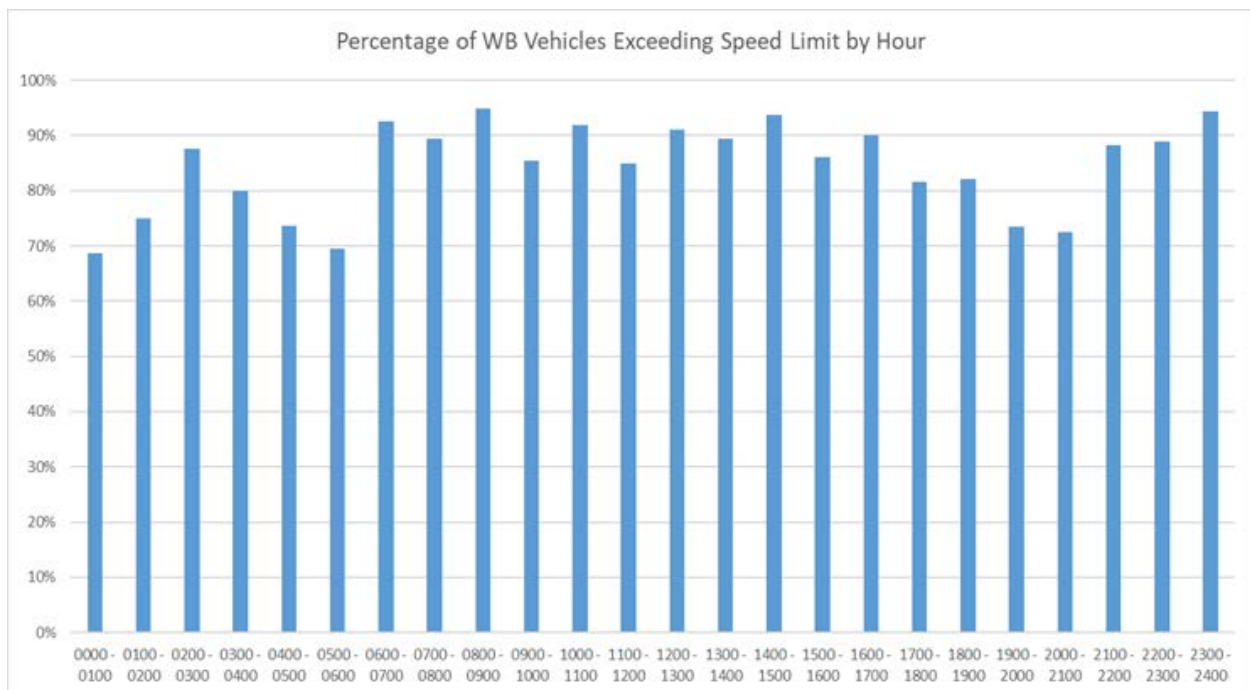


Figure 10: Percentage of Vehicles Exceeding Speed Limit - Westbound (Location 1)



At the location west of Long Branch Drive, the total hourly volume of eastbound vehicles exceeding the speed limit in five mile per hour increments is shown in **Figure 11** and the percentage of eastbound vehicles exceeding the speed limit is shown in **Figure 12**. The total hourly volume of westbound vehicles exceeding the speed limit in five mile per hour increments is shown in **Figure 13** and the percentage of westbound vehicles exceeding the speed limit is shown in **Figure 14**.

Figure 11: Total Volume Exceeding Speed Limit - Eastbound (Location 2)

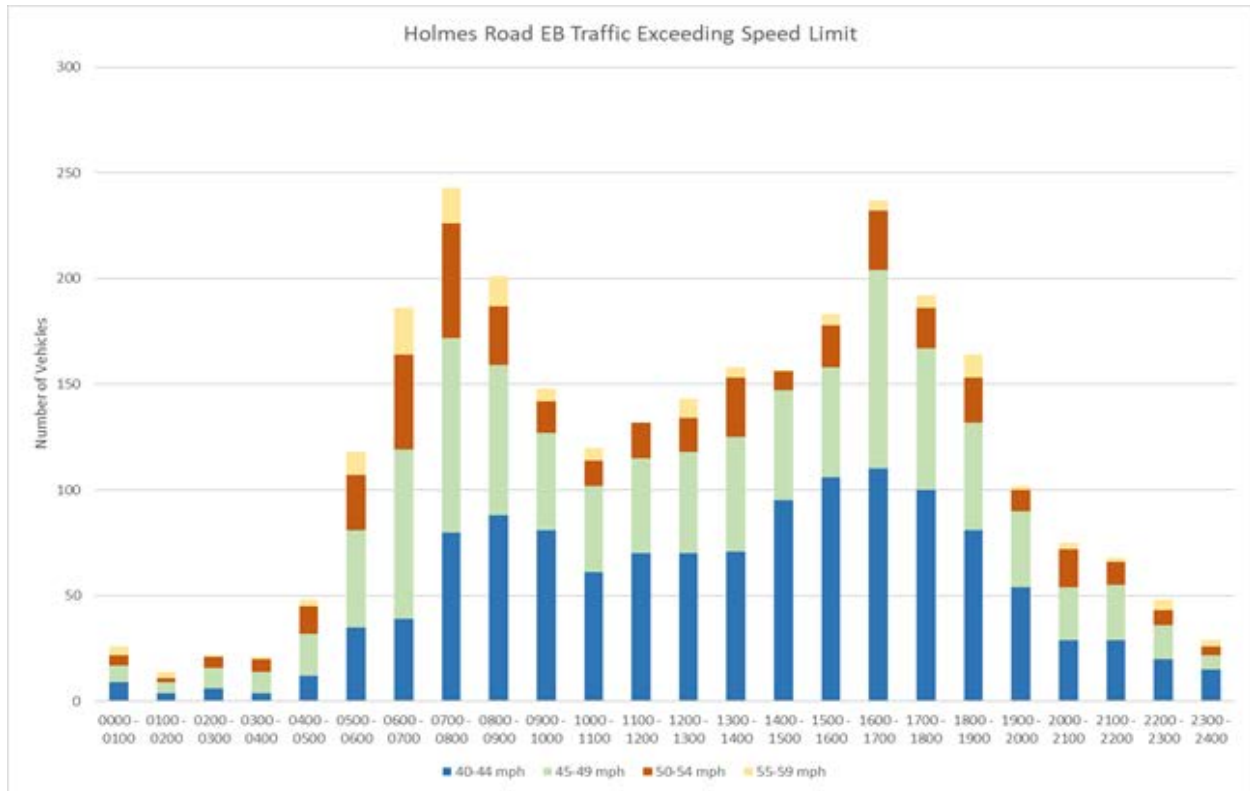


Figure 12: Percentage of Vehicles Exceeding Speed Limit - Eastbound (Location 2)

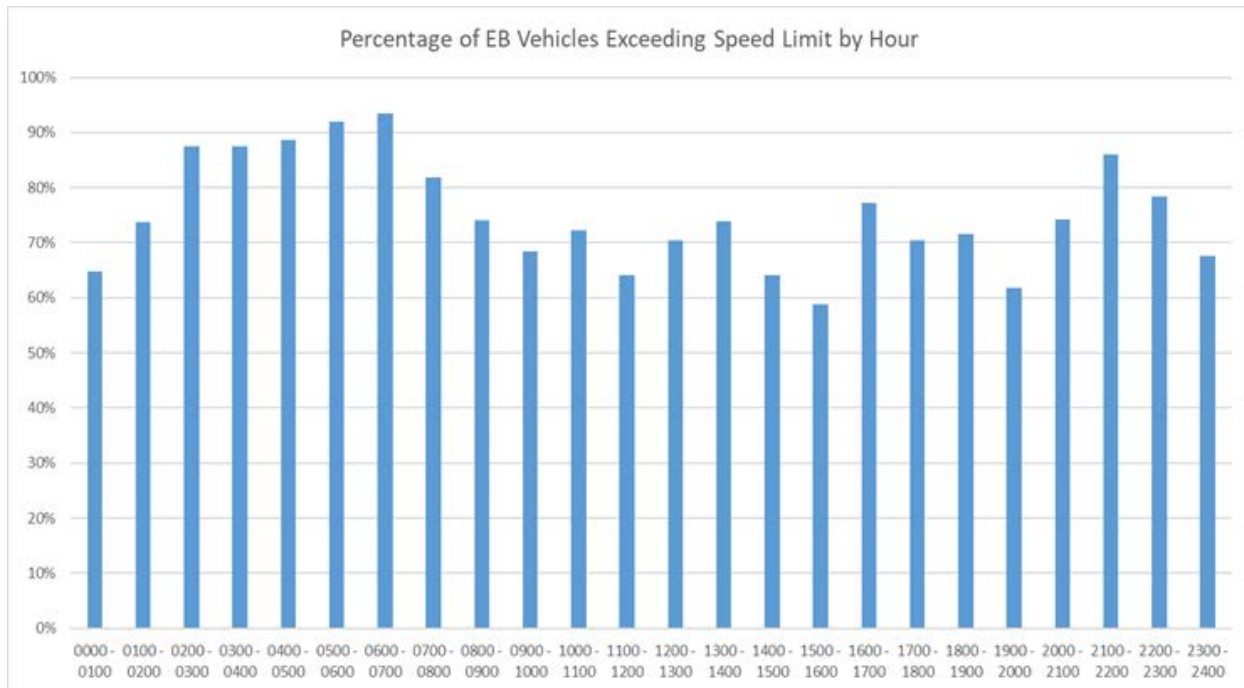


Figure 13: Total Volume Exceeding Speed Limit - Westbound (Location 2)

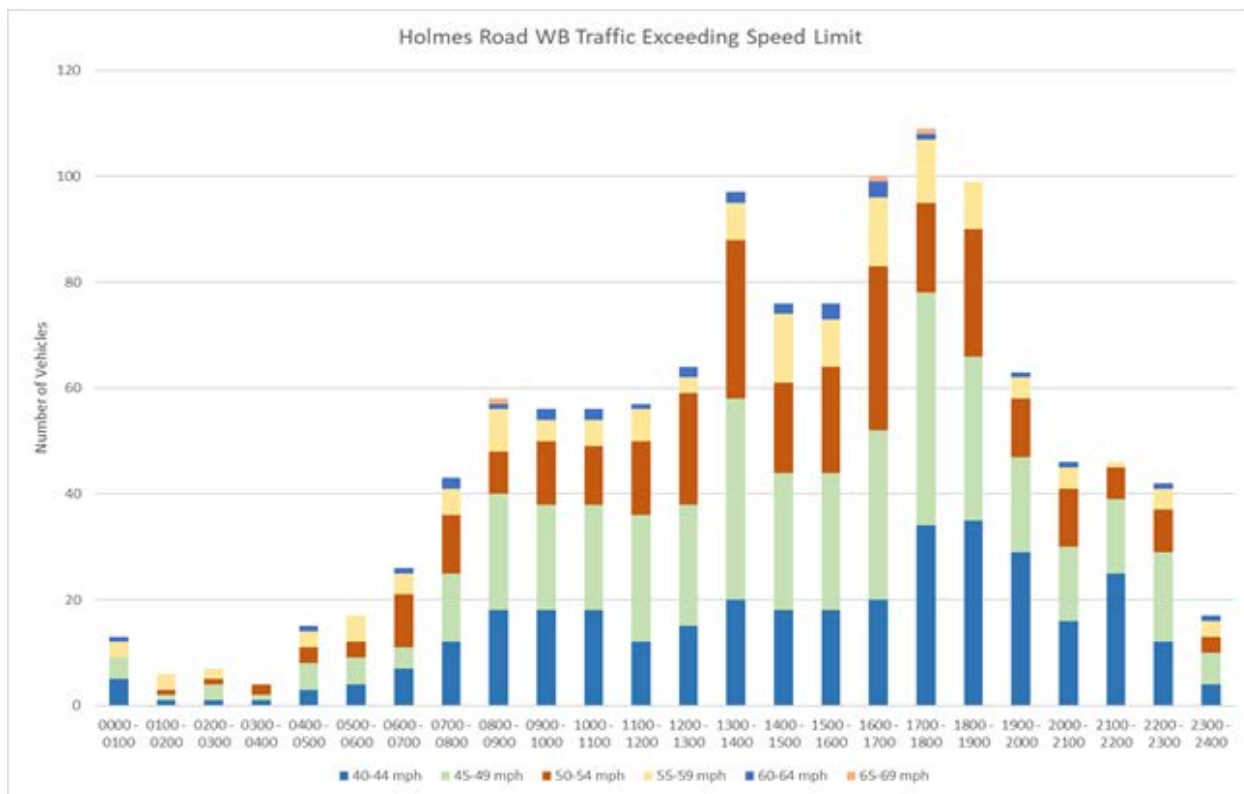
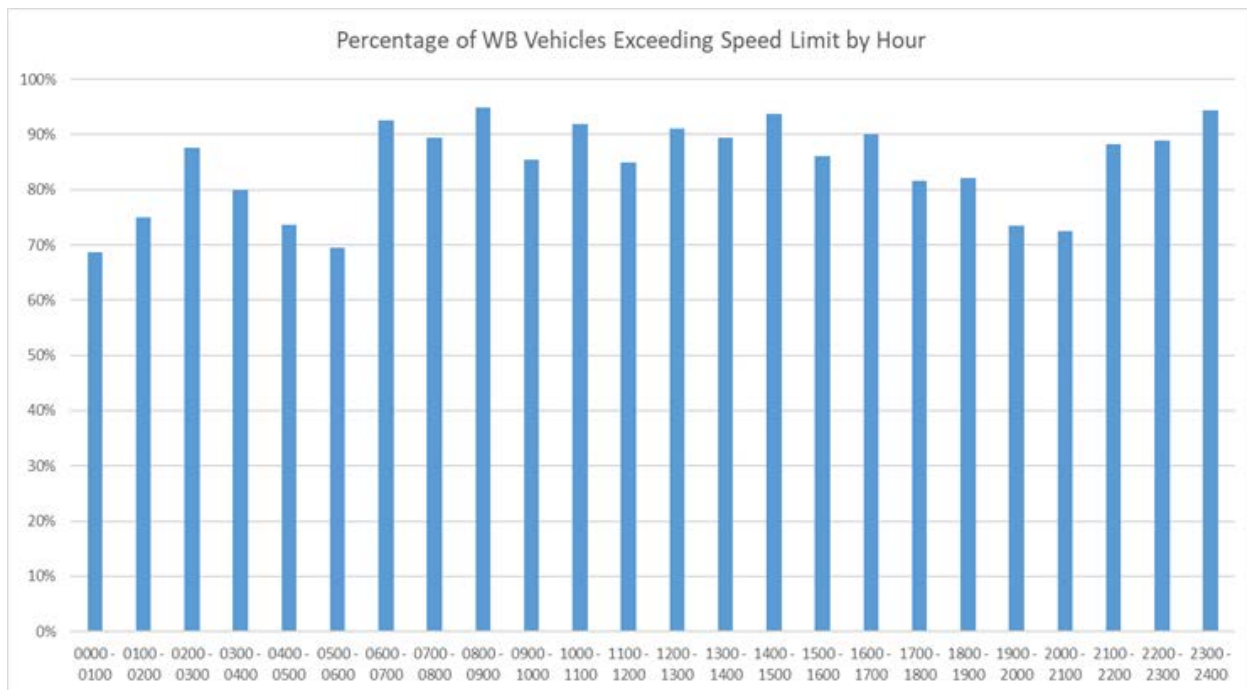


Figure 14: Percentage of Vehicles Exceeding Speed Limit - Westbound (Location 2)



It is typical for roadways where there is a speeding issue for approximately 15% of the total traffic to be exceeding the speed limit. As seen in the figures above, the lowest percentage of vehicles travelling above the posted speed limit was approximately 60%. There are also multiple hours throughout the day in which more than 90% of vehicles were travelling at speeds above the posted speed limit at both road tube locations. In addition, it is typical for the majority of vehicles exceeding the speed limit to be travelling at speeds less than five miles per hour over the speed limit. As seen in the figures above, many of the vehicles travelling at speeds above the posted speed limit are doing so at speeds more than 10 miles per hour above the posted speed limit, with many vehicles travelling at speeds 20 miles per hour or more above the posted speed limit. The table below shows the percentage of vehicles exceeding the speed limit by five mile per hour increments at each location:

Location	Total Vehicles Exceeding Speed Limit	40-44 MPH	45-49 MPH	50-54 MPH	55-59 MPH	60-64 MPH	65-69 MPH	70-74 MPH
Location 1	2,336	30%	32%	24%	11%	2%	1%	<1%
Location 2	5,986	34%	35%	21%	7%	2%	<1%	0%

The graphs showing the hourly volume of vehicles exceeding the speed limit and the percentage of vehicles exceeding the speed limit reinforce the issue that vehicle speed along Holmes Road contributes to driver and pedestrian safety issues. There is a significant percentage of vehicles exceeding the speed limit on Holmes Road and the vehicles exceeding the speed limit are travelling at much higher speeds than typical.

6.3 Crash History

Kimley-Horn imported the crash data from 2018 to 2020 along this section of Holmes Road into ArcGIS in order to link the data to the study intersections and identify crashes directly related to the study intersections. Heat maps showing the density of vehicle crashes along the section of Holmes Road from South Third Street to Craigwood Drive are shown in **Figure 15** and **Figure 16**. Heat maps showing the density of vehicle crashes at the study intersections are provided in **Appendix E**.

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Figure 15: Holmes Road Corridor Heat Map - South Third Street to Horn Lake Road

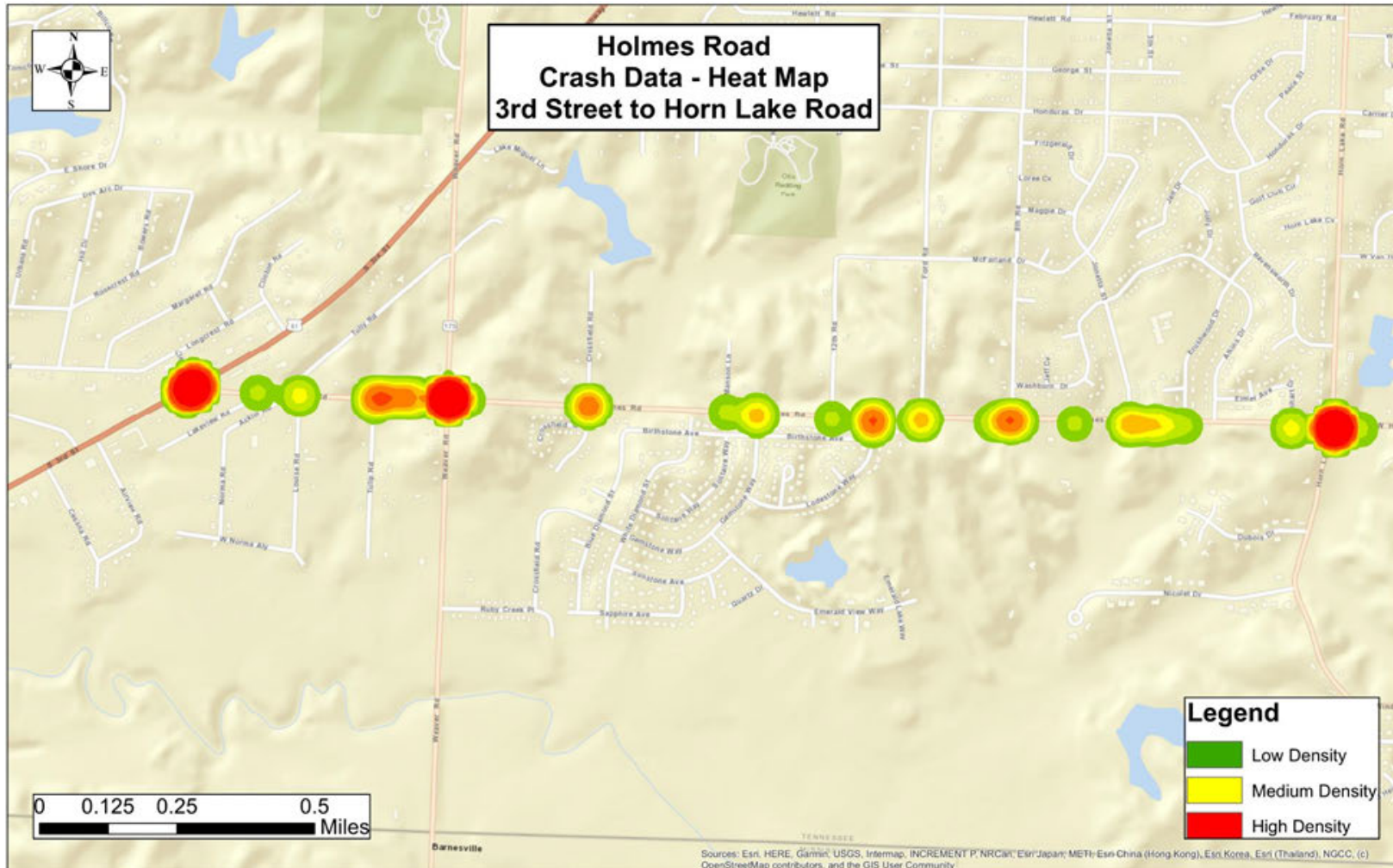
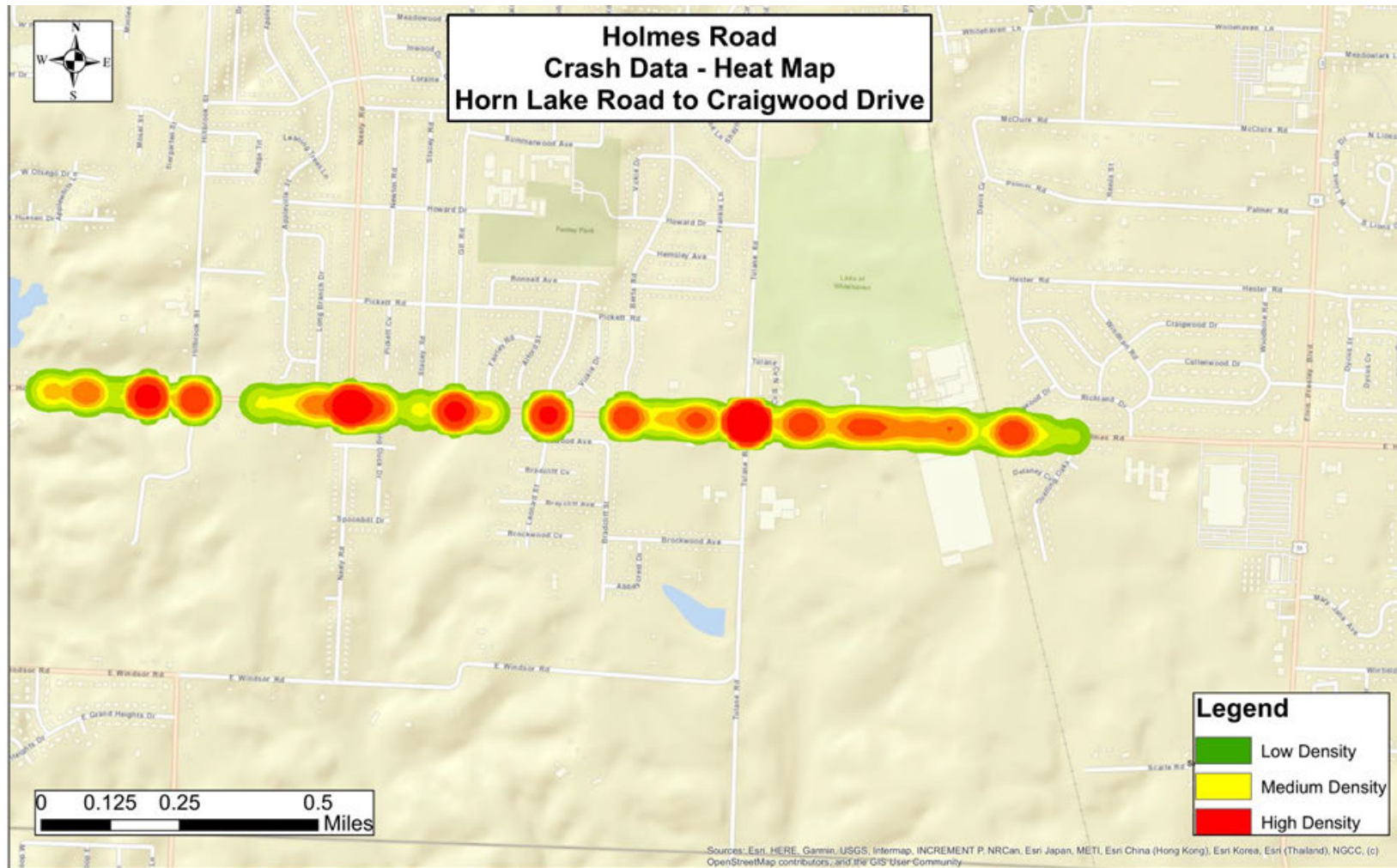


Figure 16: Holmes Road Corridor Heat Map – Horn Lake Road to Craigwood Drive



The crash history heat maps for the Holmes Road corridor were prepared to provide a visual representation of the locations that have a higher density of vehicle crashes. Along the Holmes Road corridor, the highest density of vehicle crashes from 2018 to 2020 occurred at the following locations:

- Holmes Road between Tulip Road and Weaver Road
- Holmes Road between Long Branch Road and Fairley Road
- Holmes Road between Tulane Road and Craigwood Drive

At the study intersections, the highest density of vehicle crashes from 2018 to 2020 occurred at the following locations:

- Holmes Road at South Third Street
- Holmes Road at Weaver Road
- Holmes Road at Horn Lake Road
- Holmes Road at Hillbrook Road
- Holmes Road at Neely Road
- Holmes Road at Whistling Duck Drive
- Holmes Road at Gill Road
- Holmes Road at Leonard Road
- Holmes Road at Tulane Road

Kimley-Horn used the crash data at each study intersection and the Tennessee Department of Transportation (TDOT) methodology to calculate the crash rate at each intersection. The total crash rate is calculated by dividing the total number of crashes at an intersection per year by the exposure, which is equivalent to the intersection AADT.

The AADT for each study intersection was not available at the time of this study. Therefore, the AADT at each road tube count location was utilized along with the turning movement counts at nearby study intersections to develop an AADT for each intersection. Since at least five hours of traffic counts were obtained at every intersection, the total east-west traffic for those five hours for both the turning movement counts and the road tube counts were used to calculate a “K-factor” to convert the five-hour count volumes into AADT volumes. The road tube count west of Manson Road was paired with the turning movement count at the intersection of Holmes Road at Crossfield Road. The road tube count west of Long Branch Drive was paired with the turning movement count at the intersection of Holmes Road at Long Branch Drive. A K-factor of 41% was calculated at the location west of Manson Road and a K-factor of 36% was calculated west of Long Branch Drive. For the purposes of this study, an average K-factor of 38% was used for all intersections. A copy of the K-factor calculations can be found in **Appendix B**.

This calculated AADT was used to calculate the total crash rate at each intersection. **Figure 17** shows the study intersections ranked by total crash rate from highest to lowest.

Figure 17: Intersection Crash Ranking by Total Crash Rate

Intersection #	ROAD		INT. CLASS.	SW AVG. CRASH RATES		TRAFFIC VOLUME	CRASH DATA (1/1/2018 - 12/31/2020)					TOTAL CRASH RATE, P ₁₀₀
	Major Road	Minor Road		TOTAL	SEVERE	AADT (vpd)	# FATAL	# SUSP. SERIOUS	# OTHER INJURY	# TOTAL CRASHES	EXPOSURE	
5	Holmes Road	Weaver Road	URB FS 2 LN	0.589	0.006	7579	0	1	5	28	8.299	3.374
15	Holmes Road	Horn Lake Road	URB FS 2 LN WTURN	0.752	0.000	11279	0	0	7	26	12.351	2.105
1	South Third Street	Holmes Road	URB SIG M-LN UNDIV	0.793	0.014	10811	0	0	7	23	11.838	1.943
25	Holmes Road	Tulane Road	URB FS 2 LN WTURN	0.752	0.000	14982	0	0	6	31	16.405	1.890
18	Holmes Road	Neely Road	URB FS 2 LN WTURN	0.752	0.000	9587	0	0	4	17	10.498	1.619
10	Holmes Road	8th Road	URB FS 2 LN	0.589	0.006	4400	0	0	0	5	4.818	1.038
4	Holmes Road	Tulip Road	URB FS 2 LN	0.589	0.006	2039	0	0	0	2	2.233	0.896
6	Holmes Road	Crossfield Road	URB FS 2 LN	0.589	0.006	3295	0	0	2	3	3.608	0.831
23	Holmes Road	Leonard Road	URB FS 2 LN	0.589	0.006	10582	0	0	3	8	11.587	0.690
8	Holmes Road	Lodestone Way	URB FS 2 LN	0.589	0.006	4189	0	0	0	3	4.587	0.654
24	Holmes Road	Berta Road	URB FS 2 LN	0.589	0.006	10584	0	0	1	6	11.589	0.518
3	Holmes Road	Louise Road	URB FS 2 LN	0.589	0.006	1974	0	0	0	1	2.162	0.463
19	Holmes Road	Whistling Duck Drive	URB FS 2 LN WTURN	0.752	0.000	10066	0	0	2	5	11.022	0.454
9	Holmes Road	Ford Road	URB FS 2 LN	0.589	0.006	4274	1	0	0	2	4.680	0.427
16	Holmes Road	Hillbrook Road	URB FS 2 LN	0.589	0.006	6737	0	0	0	3	7.377	0.407
21	Holmes Road	Gill Road	URB FS 2 LN	0.589	0.006	9805	0	0	1	4	10.736	0.373
11	Holmes Road	Jonetta Street	URB FS 2 LN WTURN	0.752	0.000	5168	0	0	0	2	5.659	0.353
26	Holmes Road	Craigwood Drive	URB FS 2 LN	0.589	0.006	12292	0	0	2	4	13.460	0.297
22	Holmes Road	Fairley Road	URB FS 2 LN	0.589	0.006	9724	0	0	1	3	10.648	0.282
17	Holmes Road	Long Branch Drive	URB FS 2 LN	0.589	0.006	6884	0	0	1	2	7.538	0.265
7	Holmes Road	Gemstone Way	URB FS 2 LN WTURN	0.752	0.000	3958	0	0	0	1	4.334	0.231
14	Holmes Road	Ronhart Street	URB FS 2 LN WTURN	0.752	0.000	5303	0	0	1	1	5.807	0.172
20	Holmes Road	Slacey Road	URB FS 2 LN	0.589	0.006	9447	0	0	0	1	10.344	0.097
2	Holmes Road	Acklen Road	URB FS 2 LN	0.589	0.006	1979	0	0	0	0	2.167	0.000
12	Holmes Road	Brushwood Drive	URB FS 2 LN WTURN	0.752	0.000	5053	0	0	0	0	5.533	0.000
13	Holmes Road	Alkins Drive	URB FS 2 LN WTURN	0.752	0.000	5153	0	0	0	0	5.643	0.000

The average crash rate at each study intersection was calculated according to the TDOT crash rate methodology, which considers factors such as intersection control type, existing geometry, and surrounding area. These crash rates were then compared to the TDOT Statewide average intersection crash rates. The following intersections were determined to have a total crash rate greater than the statewide average:

- Holmes Road at South Third Street
- Holmes Road at Tulip Road
- Holmes Road at Weaver Road
- Holmes Road at Crossfield Road
- Holmes Road at Lodestone Way
- Holmes Road at 8th Road
- Holmes Road at Horn Lake Road
- Holmes Road at Neely Road
- Holmes Road at Leonard Road
- Holmes Road at Tulane Road

A copy of the intersection ranking by total crash rate and comparison to the statewide average can be found in **Appendix B**.

Kimley-Horn prepared crash diagrams for the study intersections to provide a visual representation of crash history at the intersections and aid in identifying factors that may contribute to an increase in vehicle crashes at that location. Crash diagrams were prepared for the following study intersections, which have five or more total crashes from 2018 to 2020:

- Holmes Road at S Third Street (23)
- Holmes Road at Weaver Road (28)
- Holmes Road at 8th Road (5)
- Holmes Road at Horn Lake Road (26)
- Holmes Road at Neely Road/Whistling Duck Drive (22 total)
- Holmes Road at Leonard Road (8)
- Holmes Road at Berta Road (6)
- Holmes Road at Tulane Road (31)

The crash diagrams provide the following information related to each crash:

- Date and time of collision
- Location of collision at the intersection
- Manner of collision
- Type of collision (property damage only, suspected minor injury, suspected serious injury, fatal)
- Number of fatalities/injuries
- Identification of any stationary objects involved in collision

A copy of the crash diagrams can be found in **Appendix E**. The following intersections had a high number of right-angle crashes:

- Holmes Road at Weaver Road
- Holmes Road at Horn Lake Road
- Holmes Road at Tulane Road

The crash reports indicate that right-angle crashes at these intersections were commonly caused by vehicles not obeying existing stop signs, drivers not aware of other vehicles entering the intersection, and vehicles travelling at unsafe speeds. The following factors were determined to be contributing factors leading to vehicle crashes at all intersections:

- Vehicle speed along Holmes Road
- Proximity of poles, signs, etc. to the edge of pavement at an intersection
- Driver awareness/visibility
- No shoulder along Holmes Road

6.4 Intersection Observations and Summary

Kimley-Horn performed site visits at the study intersections and along the Holmes Road corridor in December 2021. These site visits were performed to observe existing traffic patterns and perform a qualitative assessment of operational and safety-related characteristics, such as:

- Existing intersection control type and condition of devices
- Existing pavement markings and condition of existing markings
- Intersection sight distance from minor street approach
- Existing pedestrian infrastructure
- Potential issues related to driver/pedestrian safety

Holmes Road at South Third Street is the only signalized study intersection. At this intersection, there are a number of traffic signal related issues that will be addressed by the proposed Holmes Road project, including the lack of a tether wire, lack of ADA access to pedestrian push buttons, and missing or badly faded pavement markings. At the remaining unsignalized intersections, there were several safety-related issues identified that were common throughout the corridor. These issues are described below:

1. No shoulder along the north or south side of Holmes Road. In addition, there are multiple locations where there is a sudden and/or steep drop-off at the edge of pavement.



2. No existing sidewalk or curb and gutter present on either side of Holmes Road.



3. A majority of the minor street approaches have missing or badly faded pavement markings such as stop bars, lane lines, or turn arrows.

- Existing signs, particularly stop signs on minor street approaches, are faded, vandalized, or not MUTCD compliant. For example, the stop sign for the southbound approach at the intersection of Holmes Road at Crossfield Road has a “No Outlet” sign attached to the rear face, obscuring the shape of the stop sign.



- There are several existing bus stop locations without safe pedestrian or ADA access.



6. The intersection sight distance from the minor street approach is significantly limited at a majority of the intersections. Vehicles on the side streets waiting to turn onto Holmes Road are not provided adequate sight distance to see vehicles on Holmes Road approaching the intersection.



A detailed summary of the safety-related observations made at each study intersection is available in **Appendix F**. If it was observed that the intersection sight distance from the minor street approach was limited at the study intersections, the existing sight distance was estimated and compared to the required intersection sight distance based on the methodology outlined in Section 9.5 of the AASHTO *A Policy on Geometric Design of Highways and Streets, 6th Edition (2011)*. The posted speed limit along Holmes Road is 40 MPH. However, the 85th percentile speed was determined to be 50 MPH based on the data collected as a part of the speed study. Therefore, the main road speed of 50 MPH was used to determine the required intersection sight distance.

6.5 Recommended Safety Improvements

Based upon the vehicle speed and crash data obtained as a part of this project, the speed and crash history analysis, and the observations made at each study intersection, Kimley-Horn identified improvements to increase driver and pedestrian safety at the study intersections and along the Holmes Road corridor. These improvements were categorized as follows:

- General Improvements – applicable along the entire section of Holmes Road from South Third Street to Craigwood Drive
- Intersection Improvements – applicable at specific intersections to address safety-related issues not consistent throughout the study corridor
- Interim Improvements – improvements that can be enacted prior to the road reconstruction project

The safety improvements detailed below are recommended to be included in the design and construction of the proposed Holmes Road reconstruction project.

General Improvements:

1. Install curb and gutter on Holmes Road along the entire corridor.
2. Install new sidewalk on the south side of Holmes Road along entire corridor, tying into the existing sidewalk on the south side of Holmes Road across from Craigwood Drive. Install new ADA compliant curb ramps, crosswalk striping, and stop bar striping on all side streets on the south side of Holmes Road.
3. Install new sidewalk on the north side of Holmes Road from Jonetta Street to Horn Lake Road, connecting to existing sidewalk at all existing locations. Install ADA compliant curb ramps, new crosswalk striping and stop bar pavement markings on all minor street approaches.
4. Install new sidewalk on the north side of Holmes Road from Neely Road to Berta Road, connecting to existing sidewalk at all existing locations. Install ADA compliant curb ramps, new crosswalk striping and stop bar pavement markings on all minor street approaches.
5. Install new ADA compliant pedestrian crossing of the railroad tracks at the location where the existing railroad tracks cross Holmes Road, approximately 225 feet west of Craigwood Drive.
6. Install new pedestrian crossings at the intersection of Holmes Road at Leonard Road (near Fairley High School) for pedestrians crossing north/south across Holmes Road. This should include new crosswalk pavement markings on all intersection approaches, advance pedestrian crossing warning signs, and installation of appropriate traffic control devices such as crosswalk signing and marking, with consideration of installing a Rectangular Rapid-Flashing Beacon (RRFB). Because of the proximity to the high school, it is recommended to use the fluorescent yellow-green background signs, as appropriate.

There was a daily total of eight pedestrians at this intersection at the time count data was collected – five crossing the intersection east/west, and three crossing the intersection north/south. It is anticipated that the volume of pedestrians at this intersection will increase in the future with additional development in the area and the construction of new pedestrian infrastructure. After the road project is complete, it is recommended to reevaluate the pedestrian crossing to determine if the pedestrian volume at the intersection increases after the sidewalks are installed and to determine the appropriate crossing protection.

7. Install new pavement markings on all minor streets, including lane lines, stop bars, and crosswalks.
8. Install new retro-reflective stop signs on all minor street approaches.
9. Multiple intersection locations with limited intersection sight distance from the minor street approach were observed while conducting site visits in December 2021. The individual intersections are listed below:
 - Holmes Road at Louise Road
 - Holmes Road at Tulip Road
 - Holmes Road at Lodestone Way
 - Holmes Road at Ford Road
 - Holmes Road at 8th Road
 - Holmes Road at Jonetta Street
 - Holmes Road at Brushwood Drive
 - Holmes Road at Atkins Drive
 - Holmes Road at Ronhart Street
 - Holmes Road at Hillbrook Road
 - Holmes Road at Longbranch Drive
 - Holmes Road at Neely Road
 - Holmes Road at Whistling Duck Drive
 - Holmes Road at Fairley Road

The design of the profile along Holmes Road shall also consider the intersection sight distance restrictions and the profile shall be adjusted to provide adequate intersection sight distance for the 85th percentile speed on Holmes Road (50 mph). In addition, the vegetation along Holmes Road may need to be trimmed to help provide adequate sight distance.

10. The installation of new single-lane roundabouts may be evaluated at the existing all-way stop-control study intersections or intersections with higher minor street volumes to serve as a traffic-calming measure to help reduce vehicle speed along Holmes Road. Based on the forecasted vehicular volumes in 2030, the following intersections were determined to operate at an acceptable LOS with the installation of a single-lane roundabout:

- Holmes Road at Weaver Road
- Holmes Road at Gemstone Way
- Holmes Road at Horn Lake Road
- Holmes Road at Neely Road

The intersections of Holmes Road at Weaver Road and Holmes Road at Horn Lake Road are expected to satisfy the warrants for the installation of a new traffic signal based on the vehicular volumes in 2030. However, the installation of a new single-lane roundabout may be considered to serve as an interim measure to improve the LOS at these intersections prior to the construction of the proposed road widening in 2050. The vehicular volumes at the study intersections in 2050 are anticipated to be too high for a single-lane roundabout to operate at an acceptable LOS at the intersections listed above.

11. It is anticipated that existing utility poles will be relocated to positions that are further away from the traveled way.
12. The proposed typical section of Holmes Road is expected to consist of three lanes – one eastbound travel lane, one westbound travel lane, and a two-way left-turn lane. At locations where there are no driveways and the spacing between the intersections is adequate, the construction of raised medians should be considered to increase driver safety and reduce vehicle speed.
13. Multiple locations along existing Holmes Road have steep and/or sudden shoulder drop-offs along the edge of pavement. It is assumed that the proposed roadway typical section and profile will address this issue.
14. At the intersection of Holmes Road at South Third Street, the existing span wire traffic signal will be replaced with a new mast arm traffic signal that will meet current ADA / PROWAG standards. Realignment of the east leg of the intersection to be directly aligned with Clement Road will allow left turn lanes to be provided on South Third Street and will improve traffic signal operations, turning movements, and driver and pedestrian safety.
15. As a part of the capacity analysis completed for this project, it was determined that the following intersections are expected to satisfy the warrants for the installation of a new traffic signal based on the vehicular volumes in the horizon years listed below in accordance with the criteria established in the *Manual on Uniform Traffic Control Devices* (MUTCD) and the City of Memphis Engineering Design Review and Policy Manual:
 - Holmes Road at Weaver Road – Analysis Year 2030
 - Holmes Road at Horn Lake Road – Analysis Year 2030
 - Holmes Road at Tulane Road - Analysis Year 2030
 - Holmes Road at Neely Road/Whistling Duck Drive – Analysis Year 2050

Intersection Improvements

1. Holmes Road at Tulip Road
 - Remove existing landscaping on SE corner of intersection to improve intersection sight distance
2. Holmes Road at Lodestone Way
 - It is anticipated that the existing trees/landscaping on south side of Holmes Road east of Lodestone Way, between edge of pavement and existing utility poles will be removed as part of the construction. This will improve intersection sight distance for vehicles making left turn movement from Lodestone Way
3. Holmes Road at 8th Road
 - To provide adequate intersection sight distance at this intersection, it may be necessary to remove some trees on north side of Holmes Road west of 8th Road that are outside of the proposed right-of-way
4. Holmes Road at Longbranch Drive
 - To provide adequate intersection sight distance at this intersection, it may be necessary to remove some of the existing trees on north side of Holmes Road that are outside of the proposed right-of-way
5. Holmes Road at Stacey Road
 - Relocate the existing bus stop to a better location

Intermediate Improvements

In addition to the General Improvements and Intersection Improvements detailed above, the following intermediate improvements may be implemented immediately as a method of improving safety prior to the construction of the proposed roadway widening:

- Remove existing trees/landscaping at locations creating intersection sight distance restrictions
- Remove “No Outlet” sign currently installed on the back of the stop sign for the southbound approach at the intersection of Holmes Road at Crossfield Road
- Replace existing faded or vandalized stop signs on side street approaches.
- Conduct targeted police enforcement of posted speed limit

A high percentage of crashes at the following intersections from 2018 to 2020 were right-angle crashes:

- Holmes Road at Weaver Road
- Holmes Road at Horn Lake Road
- Holmes Road at Tulane Road

New traffic signals are recommended to be installed at these locations in 2030 or 2050. The following improvements may be implemented to increase safety and driver awareness in the interim:

- Refresh/install stop bar pavement markings
- Install oversize stop signs with LED lighting around border
- Install transverse rumble strips on all approaches
- Install supplementary advance pavement markings, such as “STOP AHEAD”
- Install flashing beacons at the intersections
- Install advance warning signs/flashing beacons

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Appendix A

Existing Traffic Counts

Traffic Growth Rate Calculations



[Click here for Map](#)

Peak Hour Turning Movement Count

Memphis, TN

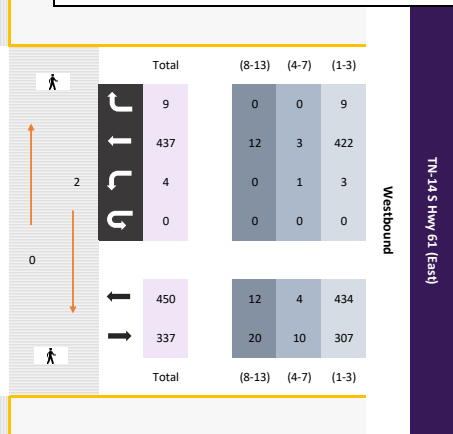
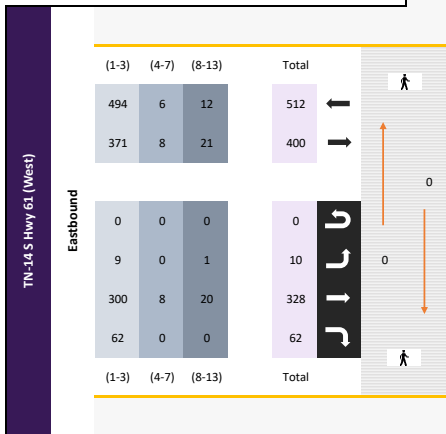


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Tuesday, October 5, 2021	
Period	0700 - 1900
Peak Hour	1645 - 1745

Session Parameters

(Drop Down Menu)



All vehicles

Time	Northbound W Holmes Rd					Southbound Clement Rd					Eastbound TN-14 S Hwy 61 (West)					Westbound TN-14 S Hwy 61 (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	1.1	1.2	1.3	1.4		1.5	1.6	1.7	1.8		1.9	1.10	1.11	1.12		1.13	1.14	1.15	1.16		
1645 - 1700	17	1	0	0	18	2	1	2	0	5	2	84	22	0	108	1	126	2	0	129	260
1700 - 1715	22	5	2	0	29	0	4	1	0	5	5	65	13	0	83	0	101	1	0	102	219
1715 - 1730	15	3	1	0	19	1	2	2	0	5	2	75	17	0	94	3	109	3	0	115	233
1730 - 1745	16	4	3	0	23	0	0	0	0	0	1	104	10	0	115	0	101	3	0	104	242
Total	70	13	6	0	89	3	7	5	0	15	10	328	62	0	400	4	437	9	0	450	954
Approach %	78.65	14.61	6.74	0.00	-	20.00	46.67	33.33	0.00	-	2.50	82.00	15.50	0.00	-	0.89	97.11	2.00	0.00	-	
PHF	0.80	0.65	0.50	0.00	0.77	0.38	0.44	0.63	0.00	0.75	0.50	0.79	0.70	0.00	0.87	0.33	0.87	0.75	0.00	0.87	0.92

Bikes

Time	Northbound W Holmes Rd					Southbound Clement Rd					Eastbound TN-14 S Hwy 61 (West)					Westbound TN-14 S Hwy 61 (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	1.1	1.2	1.3	1.4		1.5	1.6	1.7	1.8		1.9	1.10	1.11	1.12		1.13	1.14	1.15	1.16		
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound W Holmes Rd					Southbound Clement Rd					Eastbound TN-14 S Hwy 61 (West)					Westbound TN-14 S Hwy 61 (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	1.1	1.2	1.3	1.4		1.5	1.6	1.7	1.8		1.9	1.10	1.11	1.12		1.13	1.14	1.15	1.16		
1645 - 1700	16	1	0	0	17	2	1	2	0	5	2	76	22	0	100	1	121	2	0	124	246
1700 - 1715	22	5	1	0	28	0	4	1	0	5	4	60	13	0	77	0	97	1	0	98	208
1715 - 1730	14	3	1	0	18	1	2	2	0	5	2	68	17	0	87	2	107	3	0	112	222
1730 - 1745	15	4	2	0	21	0	0	0	0	0	1	96	10	0	107	0	97	3	0	100	228
Total	67	13	4	0	84	3	7	5	0	15	9	300	62	0	371	3	422	9	0	434	904
Approach %	79.76	15.48	4.76	0.00	-	20.00	46.67	33.33	0.00	-	2.43	80.86	16.71	0.00	-	0.69	97.24	2.07	0.00	-	
PHF	0.76	0.65	0.50	0.00	0.75	0.38	0.44	0.63	0.00	0.75	0.56	0.78	0.70	0.00	0.87	0.38	0.87	0.75	0.00	0.88	0.92

Single Unit Trucks (4-7)

Time	Northbound W Holmes Rd					Southbound Clement Rd					Eastbound TN-14 S Hwy 61 (West)					Westbound TN-14 S Hwy 61 (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	1.1	1.2	1.3	1.4		1.5	1.6	1.7	1.8		1.9	1.10	1.11	1.12		1.13	1.14	1.15	1.16		
1645 - 1700	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
1700 - 1715	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1715 - 1730	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	5
1730 - 1745	1	0	1	0	2	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	7
Total	3	0	2	0	5	0	0	0	0	0	0	8	0	0	8	1	3	0	0	4	17
Approach %	60.00	0.00	40.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	25.00	75.00	0.00	0.00	-	
PHF	0.75	0.00	0.50	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.50	0.25	0.75	0.00	0.00	0.50	0.61

Combination Trucks (8-13)

Time	Northbound W Holmes Rd					Southbound Clement Rd					Eastbound TN-14 S Hwy 61 (West)					Westbound TN-14 S Hwy 61 (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	1.1	1.2	1.3	1.4		1.5	1.6	1.7	1.8		1.9	1.10	1.11	1.12		1.13	1.14	1.15	1.16		
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	4	0	0	4	11
1700 - 1715	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	4	0	0	4	9
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	6
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	7
Total	0	0	0	0	0	0	0	0	0	0	1	20	0	0	21	0	12	0	0	12	33
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	4.76	95.24	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.71	0.00	0.00	0.75	0.00	0.75	0.00	0.00	0.75	0.75

Pedestrians

Time	Northbound W Holmes Rd				Southbound Clement Rd				Eastbound TN-14 S Hwy 61 (West)				Westbound TN-14 S Hwy 61 (East)				Int Total				
	EB 1a	WB 1b	App Total		EB 1c	WB 1d	App Total		NB 1e	SB 1f	App Total		NB 1g	SB 1h	App Total						
1645 - 1700	0	0	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0			
1700 - 1715	0	0	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0			
1715 - 1730	0	0	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0			
1730 - 1745	0	0	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || Bikes



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Memphis, TN

Site 1 of 26

W Holmes Rd
 Clement Rd
 TN-14 S Hwy 61 (West)
 TN-14 S Hwy 61 (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
 74°F

Lat/Long

35.006145°, -90.104553°

0700 - 1900 (Weekday 12h Session) (10-05-2021)

Bikes

TIME	Northbound W Holmes Rd					Southbound Clement Rd					Eastbound TN-14 S Hwy 61 (West)					Westbound TN-14 S Hwy 61 (East)					Int Total
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
	0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Memphis, TN

Site 1 of 26

W Holmes Rd
 Clement Rd
 TN-14 S Hwy 61 (West)
 TN-14 S Hwy 61 (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
 74°F

Lat/Long

35.006145°, -90.104553°

0700 - 1900 (Weekday 12h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME	Northbound W Holmes Rd					Southbound Clement Rd					Eastbound TN-14 S Hwy 61 (West)					Westbound TN-14 S Hwy 61 (East)					Int Total
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
	0700 - 0715	1	0	1	0	2	0	0	0	0	0	0	1	1	0	2	0	2	0	0	
0715 - 0730	1	0	0	0	1	1	0	0	0	1	0	4	0	0	4	0	6	0	0	6	12
0730 - 0745	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	6
0745 - 0800	1	0	1	0	2	0	0	0	0	0	0	0	3	0	3	0	6	0	0	6	11
Hourly Total	5	0	2	0	7	1	0	0	0	1	0	8	4	0	12	0	15	0	0	15	35
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	2	0	0	2	8
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
0830 - 0845	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
0845 - 0900	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0	6	0	0	6	11
Hourly Total	1	0	1	0	2	0	0	0	0	0	0	11	0	0	11	0	13	0	0	13	26
0900 - 0915	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	9
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	5	0	0	5	8
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
0945 - 1000	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	6
Hourly Total	1	0	1	0	2	0	0	0	0	0	0	11	1	0	12	0	13	0	0	13	27
1000 - 1015	2	0	0	0	2	0	0	0	0	0	0	4	0	0	4	0	5	0	0	5	11
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	7	1	0	8	0	4	0	0	4	12
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
1045 - 1100	0	0	1	0	1	0	0	0	0	0	0	5	0	0	5	0	5	0	0	5	11
Hourly Total	2	0	1	0	3	0	0	0	0	0	0	16	1	0	17	0	17	0	0	17	37
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	3	0	0	3	7
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	5	0	0	5	7
1145 - 1200	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Hourly Total	1	0	1	0	2	0	0	0	0	0	0	5	1	0	6	1	11	0	0	12	20
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	2	0	0	2	5
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	6	0	0	6	8
1245 - 1300	0	0	1	0	1	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	5
Hourly Total	0	0	1	0	1	0	0	0	0	0	1	10	2	0	13	0	10	0	0	10	24
1300 - 1315	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	4
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	1	0	3	5
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	3	0	0	3	10
1345 - 1400	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	4
Hourly Total	1	0	2	0	3	0	0	0	0	0	0	12	0	0	12	0	7	1	0	8	23
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	2	0	0	2	8
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	8
1430 - 1445	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	9
1445 - 1500	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
Hourly Total	2	0	1	0	3	0	0	0	0	0	0	14	0	0	14	0	12	0	0	12	29
1500 - 1515	1	0	0	0	1	0	0	0	0	0	0	1	2	0	3	0	1	0	0	1	5
1515 - 1530	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	6
1530 - 1545	1	0	0	0	1	0	0	0	0	0	0	4	2	0	6	0	1	0	0	1	8
1545 - 1600	0	0	0	0	0	0	0	1	0	1	0	1	3	0	4	0	1	2	0	3	8
Hourly Total	4	0	0	0	4	0	0	1	0	1	0	7	7	0	14	0	6	2	0	8	27
1600 - 1615	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	6
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1645 - 1700	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
Hourly Total	1	0	1	0	2	0	0	0	0	0	0	5	0	0	5	0	5	0	0	5	12
1700 - 1715	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
1715 - 1730	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	5
1730 - 1745	1	0	1	0	2	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	7
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Hourly Total	2	0	2	0	4	0	0	0	0	0	0	8	0	0	8	1	3	0	0	4	16
1800 - 1815	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	5
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
1830 - 1845	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	5
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	3
Hourly Total	1	0	1	0	2	0	0	0	0	0	0	5	0	0	5	0	7	1	0	8	15
Grand Total	21	0	14	0	35	1	0	1	0	2	1	112	16	0	129	2	119	4	0	125	291
Approach %	60.00	0.00	40.00	0.00	-	50.00	0.00	50.00	0.00	-	0.78	86.82	12.40	0.00	-	1.60	95.20	3.20	0.00	-	
Intersection %	7.22	0.00	4.81	0.00	12.03	0.34	0.00	0.34	0.00	0.69	0.34	38.49	5.50	0.00	44.33	0.69	40.89	1.37	0.00	42.96	

Classified Turn Movement Count || Combination Trucks (8-13)



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Memphis, TN

Site 1 of 26

W Holmes Rd
 Clement Rd
 TN-14 S Hwy 61 (West)
 TN-14 S Hwy 61 (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
 74°F

Lat/Long

35.006145°, -90.104553°

0700 - 1900 (Weekday 12h Session) (10-05-2021)

Combination Trucks (8-13)

TIME	Northbound W Holmes Rd					Southbound Clement Rd					Eastbound TN-14 S Hwy 61 (West)					Westbound TN-14 S Hwy 61 (East)					Int Total
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
	0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	2	0	0	
0715 - 0730	1	0	0	0	1	0	0	0	0	0	0	6	0	0	6	0	5	0	0	5	12
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	9	12
0745 - 0800	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	0	10	0	0	10	15
Hourly Total	1	0	0	0	1	1	0	0	0	1	0	20	0	0	20	0	26	0	0	26	48
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	3	0	0	3	13
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	6	0	0	6	19
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	7	0	0	7	15
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	10	0	0	10	20
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	41	0	0	41	0	26	0	0	26	67
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	9	0	0	9	10
0915 - 0930	1	0	0	0	1	0	0	0	0	0	0	10	0	0	10	0	8	0	0	8	19
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	7	0	0	7	15
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	1	11	0	0	12	21
Hourly Total	1	0	0	0	1	0	0	0	0	0	0	28	0	0	28	1	35	0	0	36	65
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	8	0	0	8	17
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	5	0	0	5	12
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	6	0	0	6	15
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	6	0	0	6	13
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	32	0	0	32	0	25	0	0	25	57
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	0	10	0	0	10	29
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	7	0	0	7	22
1130 - 1145	1	0	0	0	1	0	0	0	0	0	0	10	0	0	10	0	12	0	0	12	23
1145 - 1200	0	0	1	0	1	0	0	0	0	0	0	13	0	0	13	0	8	0	0	8	22
Hourly Total	1	0	1	0	2	0	0	0	0	0	0	57	0	0	57	0	37	0	0	37	96
1200 - 1215	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5	0	12	0	0	12	18
1215 - 1230	0	0	1	0	1	0	0	0	0	0	0	9	2	0	11	0	12	0	0	12	24
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	7	0	0	7	16
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	3	0	0	3	20
Hourly Total	1	0	1	0	2	0	0	0	0	0	0	40	2	0	42	0	34	0	0	34	78
1300 - 1315	0	0	1	0	1	0	0	0	0	0	0	9	0	0	9	0	4	0	0	4	14
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	5	0	0	5	14
1330 - 1345	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5	0	15	0	0	15	21
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	8	0	0	8	16
Hourly Total	1	0	1	0	2	0	0	0	0	0	0	31	0	0	31	0	32	0	0	32	65
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	4	0	0	4	15
1415 - 1430	0	0	1	0	1	0	0	0	0	0	0	6	0	0	6	0	6	0	0	6	13
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	8	1	0	9	0	9	0	0	9	18
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	3	0	0	3	14
Hourly Total	0	0	1	0	1	0	0	0	0	0	0	36	1	0	37	0	22	0	0	22	60
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	6	0	0	6	15
1515 - 1530	1	0	0	0	1	0	0	0	0	0	0	10	1	0	11	0	9	0	0	9	21
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	3	0	0	3	10
1545 - 1600	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	8
Hourly Total	1	1	0	0	2	0	0	0	0	0	0	29	1	0	30	0	22	0	0	22	54
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	8
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	8
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	7
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	4	0	0	4	11
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	0	15	0	0	15	34
1700 - 1715	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	4	0	0	4	9
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	6
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	7
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	1	0	0	1	8
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	20	0	0	21	0	9	0	0	9	30
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	3	0	0	3	10
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	9	0	0	9	20
Grand Total	6	1	4	0	11	1	0	0	0	1	1	364	4	0	369	1	292	0	0	293	674
Approach %	54.55	9.09	36.36	0.00	-	100.00	0.00	0.00	0.00	-	0.27	98.64	1.08	0.00	-	0.34	99.66	0.00	0.00	-	
Intersection %	0.89	0.15	0.59	0.00	1.63	0.15	0.00	0.00	0.00	0.15	0.15	54.01	0.59	0.00	54.75	0.15	43.32	0.00	0.00	43.47	

Pedestrian Count || All vehicles

Memphis, TN

Site 1 of 26

W Holmes Rd
Clement Rd
TN-14 S Hwy 61 (West)
TN-14 S Hwy 61 (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006145°, -90.104553°

0700 - 1900 (Weekday 12h Session) (10-05-2021)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	W Holmes Rd		App Total	Clement Rd		App Total	TN-14 S Hwy 61 (West)		App Total	TN-14 S Hwy 61 (East)		App Total		
	EB 1a	WB 1b		EB 1c	WB 1d		NB 1e	SB 1f		NB 1g	SB 1h			
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	1	0	1	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	0	1	1
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	1	0	0	0	0	0	0	1
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	2	2	4	0	0	0	0	0	0	0	4
Hourly Total	0	0	0	2	3	5	0	0	0	0	0	0	0	5
1000 - 1015	0	0	0	2	0	2	0	0	0	0	0	0	0	2
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	2	0	0	0	0	0	0	0	2
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200 - 1215	0	2	2	2	0	2	0	0	0	0	0	0	0	4
1215 - 1230	0	0	0	1	1	2	0	0	0	0	0	0	0	2
1230 - 1245	0	0	0	1	0	1	0	0	0	0	0	0	0	1
1245 - 1300	0	0	0	1	1	2	0	0	0	0	0	0	0	2
Hourly Total	0	2	2	5	2	7	0	0	0	0	0	0	0	9
1300 - 1315	0	0	0	1	0	1	0	0	0	0	0	0	0	1
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	1	0	0	0	0	0	0	0	1
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	1	1	0	0	0	0	0	0	0	1
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	1	1	0	0	0	0	0	0	0	1
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	1	1	1
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	1	1	1
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	1	1	1	1	2	0	0	0	0	0	2	2	5
1745 - 1800	0	0	0	1	1	2	0	0	0	0	0	0	0	2
Hourly Total	0	1	1	2	2	4	0	0	0	0	0	2	2	7
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	1	0	1	0	0	0	0	0	1	1	2
1845 - 1900	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	1	0	1	0	0	0	0	1	1	2	3
Grand Total	0	3	3	13	8	21	0	0	0	0	2	4	6	30
Approach %	0.00	100.00	-	61.90	38.10	-	0.00	0.00	0.00	-	33.33	66.67	-	
Intersection %	0.00	10.00	10.00	43.33	26.67	70.00	0.00	0.00	0.00	0.00	6.67	13.33	20.00	



[Click here for Map](#)

Peak Hour Turning Movement Count

Memphis, TN

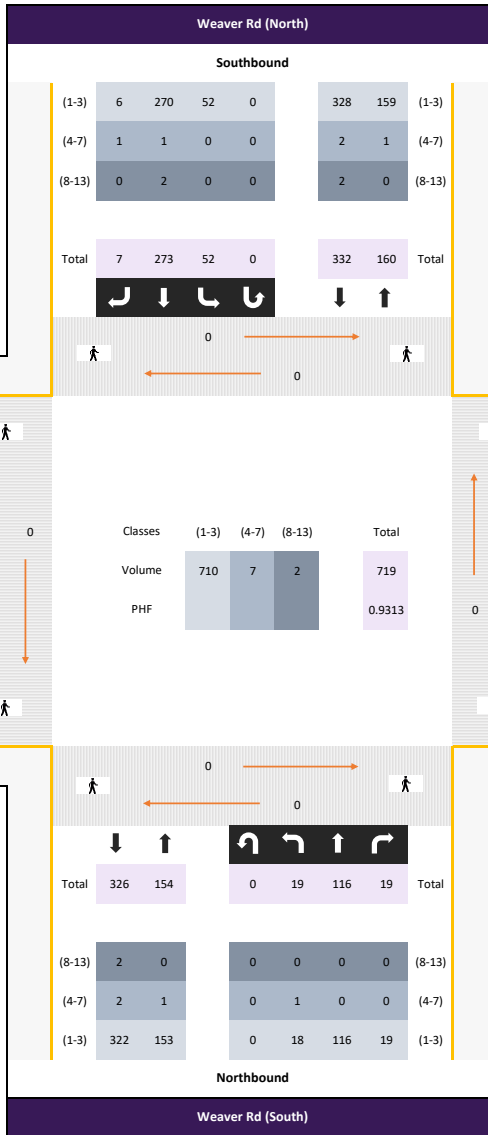


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Tuesday, October 5, 2021	
Period	0700 - 1900
Peak Hour	1630 - 1730

Session Parameters

(Drop Down Menu)



All vehicles

Time	Northbound Weaver Rd (South)					Southbound Weaver Rd (North)					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	2.1	2.2	2.3	2.4		2.5	2.6	2.7	2.8		2.9	2.10	2.11	2.12		2.13	2.14	2.15	2.16		
1630 - 1645	2	28	10	0	40	5	54	1	0	60	0	28	5	0	33	6	15	8	0	29	162
1645 - 1700	4	28	5	0	37	19	76	0	0	95	0	20	6	0	26	4	13	18	0	35	193
1700 - 1715	7	27	2	0	36	17	71	3	0	91	1	14	8	0	23	12	22	7	0	41	191
1715 - 1730	6	33	2	0	41	11	72	3	0	86	1	14	9	0	24	3	10	9	0	22	173
Total	19	116	19	0	154	52	273	7	0	332	2	76	28	0	106	25	60	42	0	127	719
Approach %	12.34	75.32	12.34	0.00	-	15.66	82.23	2.11	0.00	-	1.89	71.70	26.42	0.00	-	19.69	47.24	33.07	0.00	-	
PHF	0.68	0.88	0.48	0.00	0.94	0.68	0.90	0.58	0.00	0.87	0.50	0.68	0.78	0.00	0.80	0.52	0.68	0.58	0.00	0.77	0.93

Bikes

Time	Northbound Weaver Rd (South)					Southbound Weaver Rd (North)					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	2.1	2.2	2.3	2.4		2.5	2.6	2.7	2.8		2.9	2.10	2.11	2.12		2.13	2.14	2.15	2.16		
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound Weaver Rd (South)					Southbound Weaver Rd (North)					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	2.1	2.2	2.3	2.4		2.5	2.6	2.7	2.8		2.9	2.10	2.11	2.12		2.13	2.14	2.15	2.16		
1630 - 1645	2	28	10	0	40	5	54	1	0	60	0	28	5	0	33	6	15	8	0	29	162
1645 - 1700	3	28	5	0	36	19	75	0	0	94	0	20	6	0	26	4	13	18	0	35	191
1700 - 1715	7	27	2	0	36	17	69	3	0	89	0	14	8	0	22	12	21	7	0	40	187
1715 - 1730	6	33	2	0	41	11	72	2	0	85	1	14	8	0	23	3	9	9	0	21	170
Total	18	116	19	0	153	52	270	6	0	328	1	76	27	0	104	25	58	42	0	125	710
Approach %	11.76	75.82	12.42	0.00	-	15.85	82.32	1.83	0.00	-	0.96	73.08	25.96	0.00	-	20.00	46.40	33.60	0.00	-	
PHF	0.64	0.88	0.48	0.00	0.93	0.68	0.90	0.50	0.00	0.87	0.25	0.68	0.84	0.00	0.79	0.52	0.69	0.58	0.00	0.78	0.93

Single Unit Trucks (4-7)

Time	Northbound Weaver Rd (South)					Southbound Weaver Rd (North)					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	2.1	2.2	2.3	2.4		2.5	2.6	2.7	2.8		2.9	2.10	2.11	2.12		2.13	2.14	2.15	2.16		
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1700 - 1715	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
1715 - 1730	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	3
Total	1	0	0	0	1	0	1	1	0	2	1	0	1	0	2	0	2	0	0	2	7
Approach %	100.00	0.00	0.00	0.00	-	0.00	50.00	50.00	0.00	-	50.00	0.00	50.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.25	0.00	0.00	0.00	0.25	0.00	0.25	0.25	0.00	0.50	0.25	0.00	0.25	0.00	0.50	0.00	0.50	0.00	0.00	0.50	0.58

Combination Trucks (8-13)

Time	Northbound Weaver Rd (South)					Southbound Weaver Rd (North)					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	2.1	2.2	2.3	2.4		2.5	2.6	2.7	2.8		2.9	2.10	2.11	2.12		2.13	2.14	2.15	2.16		
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1700 - 1715	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50

Pedestrians

Time	Northbound Weaver Rd (South)				Southbound Weaver Rd (North)				Eastbound W Holmes Rd (West)				Westbound W Holmes Rd (East)				Int Total
	EB	WB		App Total	EB	WB		App Total	NB	SB		App Total	NB	SB		App Total	
	2a	2b			2c	2d			2e	2f			2g	2h			
1630 - 1645	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0
1645 - 1700	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0
1700 - 1715	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0
1715 - 1730	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles



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Memphis, TN

Site 2 of 26

Weaver Rd (South)
Weaver Rd (North)
W Holmes Rd (West)
W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006098°, -90.096451°

0700 - 1900 (Weekday 12h Session) (10-05-2021)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Weaver Rd (South)					Weaver Rd (North)					W Holmes Rd (West)					W Holmes Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	2	67	3	0	72	3	13	0	0	16	3	9	5	0	17	2	6	8	0	16	121
0715 - 0730	3	95	2	0	100	7	15	2	0	24	0	20	3	0	23	3	9	19	0	31	178
0730 - 0745	2	84	3	0	89	12	22	1	0	35	1	15	2	0	18	5	7	20	0	32	174
0745 - 0800	2	75	5	0	82	14	21	0	0	35	1	17	3	0	21	1	5	20	0	26	164
Hourly Total	9	321	13	0	343	36	71	3	0	110	5	61	13	0	79	11	27	67	0	105	637
0800 - 0815	2	38	6	0	46	7	19	1	0	27	2	7	2	0	11	3	13	12	0	28	112
0815 - 0830	4	39	1	0	44	6	16	2	0	24	0	11	4	0	15	0	6	11	0	17	100
0830 - 0845	4	27	4	0	35	9	20	1	0	30	1	12	1	0	14	3	11	6	0	20	99
0845 - 0900	3	30	4	0	37	5	9	3	0	17	2	8	0	0	10	0	4	9	0	13	77
Hourly Total	13	134	15	0	162	27	64	7	0	98	5	38	7	0	50	6	34	38	0	78	388
0900 - 0915	4	20	5	0	29	6	11	0	0	17	2	12	4	0	18	2	8	5	0	15	79
0915 - 0930	2	23	1	0	26	5	24	0	0	29	0	8	0	0	8	1	10	9	0	20	83
0930 - 0945	0	19	4	0	23	5	12	2	0	19	1	4	0	0	5	1	6	7	0	14	61
0945 - 1000	3	27	1	0	31	11	16	4	0	31	0	10	2	0	12	4	10	3	0	17	91
Hourly Total	9	89	11	0	109	27	63	6	0	96	3	34	6	0	43	8	34	24	0	66	314
1000 - 1015	3	13	2	0	18	3	15	1	0	19	1	9	4	0	14	1	8	8	0	17	68
1015 - 1030	2	19	3	0	24	4	17	1	0	22	0	6	1	0	7	3	8	7	0	18	71
1030 - 1045	2	23	3	0	28	7	23	0	0	30	2	5	3	0	10	4	11	5	0	20	88
1045 - 1100	5	22	1	0	28	7	19	2	0	28	3	7	3	0	13	1	11	4	0	16	85
Hourly Total	12	77	9	0	98	21	74	4	0	99	6	27	11	0	44	9	38	24	0	71	312
1100 - 1115	0	28	3	0	31	5	14	0	0	19	0	7	3	0	10	1	6	10	0	17	77
1115 - 1130	4	17	3	0	24	0	16	2	0	18	0	10	5	0	15	1	10	6	0	17	74
1130 - 1145	3	26	1	0	30	5	24	0	0	29	1	9	9	0	19	2	11	3	0	16	94
1145 - 1200	2	14	5	0	21	4	16	1	0	21	1	15	2	0	18	2	16	5	0	23	83
Hourly Total	9	85	12	0	106	14	70	3	0	87	2	41	19	0	62	6	43	24	0	73	328
1200 - 1215	4	26	6	0	36	5	17	0	0	22	0	13	2	0	15	4	13	5	0	22	95
1215 - 1230	4	24	4	0	32	4	30	1	0	35	1	8	7	0	16	4	9	6	0	19	102
1230 - 1245	7	19	5	0	31	7	21	2	0	30	1	9	0	0	10	3	10	5	0	18	89
1245 - 1300	2	27	8	0	37	5	26	1	0	32	3	13	8	0	24	5	8	5	0	18	111
Hourly Total	17	96	23	0	136	21	94	4	0	119	5	43	17	0	65	16	40	21	0	77	397
1300 - 1315	6	25	2	0	33	9	16	0	0	25	0	11	4	0	15	1	12	6	0	19	92
1315 - 1330	4	16	6	0	26	10	17	1	0	28	0	9	7	0	16	7	11	9	0	27	97
1330 - 1345	4	28	2	0	34	9	17	0	0	26	0	15	5	0	20	5	16	8	0	29	109
1345 - 1400	6	19	9	0	34	6	24	0	0	30	3	14	4	0	21	4	14	8	0	26	111
Hourly Total	20	88	19	0	127	34	74	1	0	109	3	49	20	0	72	17	53	31	0	101	409
1400 - 1415	2	15	7	0	24	3	21	1	0	25	0	12	5	0	17	5	15	6	0	26	92
1415 - 1430	6	33	1	0	40	8	26	1	0	35	1	22	3	0	26	6	14	6	0	26	127
1430 - 1445	8	27	8	0	43	5	41	3	0	49	4	20	4	0	28	0	15	14	0	29	149
1445 - 1500	9	24	3	0	36	5	41	1	0	47	1	14	5	0	20	7	11	8	0	26	129
Hourly Total	25	99	19	0	143	21	129	6	0	156	6	68	17	0	91	18	55	34	0	107	497
1500 - 1515	7	24	3	0	34	14	36	1	0	51	1	18	4	0	23	8	22	14	0	44	152
1515 - 1530	8	30	4	0	42	20	59	2	0	81	3	9	2	0	14	9	21	24	0	54	191
1530 - 1545	3	36	4	0	43	11	45	3	0	59	1	16	6	0	23	6	18	12	0	36	161
1545 - 1600	8	20	3	0	31	8	48	0	0	56	1	13	2	0	16	8	22	6	0	36	139
Hourly Total	26	110	14	0	150	53	188	6	0	247	6	56	14	0	76	31	83	56	0	170	643
1600 - 1615	3	18	4	0	25	9	54	1	0	64	1	13	5	0	19	8	18	8	0	34	142
1615 - 1630	7	16	5	0	28	11	69	1	0	81	0	13	3	0	16	8	12	4	0	24	149
1630 - 1645	2	28	10	0	40	5	54	1	0	60	0	28	5	0	33	6	15	8	0	29	162
1645 - 1700	4	28	5	0	37	19	76	0	0	95	0	20	6	0	26	4	13	18	0	35	193
Hourly Total	16	90	24	0	130	44	253	3	0	300	1	74	19	0	94	26	58	38	0	122	646
1700 - 1715	7	27	2	0	36	17	71	3	0	91	1	14	8	0	23	12	22	7	0	41	191
1715 - 1730	6	33	2	0	41	11	72	3	0	86	1	14	9	0	24	3	10	9	0	22	173
1730 - 1745	5	27	4	0	36	14	50	2	0	66	0	13	2	0	15	10	15	6	0	31	148
1745 - 1800	2	27	7	0	36	9	52	2	0	63	0	15	9	0	24	7	12	5	0	24	147
Hourly Total	20	114	15	0	149	51	245	10	0	306	2	56	28	0	86	32	59	27	0	118	659
1800 - 1815	10	33	3	0	46	11	35	3	0	49	3	17	10	0	30	5	21	4	0	30	155
1815 - 1830	9	31	5	0	45	11	43	1	0	55	3	14	2	0	19	5	20	12	0	37	156
1830 - 1845	7	27	4	0	38	10	32	0	0	42	0	14	5	0	19	5	18	5	0	28	127
1845 - 1900	3	21	3	0	27	13	31	1	0	45	0	15	5	0	20	0	13	7	0	20	112
Hourly Total	29	112	15	0	156	45	141	5	0	191	6	60	22	0	88	15	72	28	0	115	550
Grand Total	205	1415	189	0	1809	394	1466	58	0	1918	50	607	193	0	850	195	596	412	0	1203	5780
Approach %	11.33	78.22	10.45	0.00	-	20.54	76.43	3.02	0.00	-	5.88	71.41	22.71	0.00	-	16.21	49.54	34.25	0.00	-	
Intersection %	3.55	24.48	3.27	0.00	31.30	6.82	25.36	1.00	0.00	33.18	0.87	10.50	3.34	0.00	14.71	3.37	10.31	7.13	0.00	20.81	
PHF	0.68	0.88	0.48	0.00	0.94	0.68	0.90	0.58	0.00	0.87	0.50	0.68	0.78	0.00	0.80	0.52	0.68	0.58	0.00	0.77	0.93

Classified Turn Movement Count || Passenger Vehicles (1-3)



Memphis, TN

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Site 2 of 26

Weaver Rd (South)
 Weaver Rd (North)
 W Holmes Rd (West)
 W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
 74°F

Lat/Long

35.006098°, -90.096451°

0700 - 1900 (Weekday 12h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Weaver Rd (South)					Weaver Rd (North)					W Holmes Rd (West)					W Holmes Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	2	64	3	0	69	3	13	0	0	16	3	8	5	0	16	2	4	8	0	14	115
0715 - 0730	3	95	2	0	100	6	15	2	0	23	0	19	3	0	22	3	7	18	0	28	173
0730 - 0745	2	80	3	0	85	12	21	0	0	33	1	15	2	0	18	5	5	20	0	30	166
0745 - 0800	2	71	5	0	78	13	21	0	0	34	0	15	3	0	18	1	4	20	0	25	155
Hourly Total	9	310	13	0	332	34	70	2	0	106	4	57	13	0	74	11	20	66	0	97	609
0800 - 0815	1	36	6	0	43	7	18	1	0	26	2	7	2	0	11	3	13	12	0	28	108
0815 - 0830	4	35	1	0	40	5	13	2	0	20	0	11	4	0	15	0	6	11	0	17	92
0830 - 0845	4	25	4	0	33	9	14	1	0	24	1	12	1	0	14	2	11	6	0	19	90
0845 - 0900	2	28	4	0	34	5	7	3	0	15	2	8	0	0	10	0	4	9	0	13	72
Hourly Total	11	124	15	0	150	26	52	7	0	85	5	38	7	0	50	5	34	38	0	77	362
0900 - 0915	4	20	5	0	29	6	11	0	0	17	2	12	4	0	18	2	8	5	0	15	79
0915 - 0930	2	19	1	0	22	5	22	0	0	27	0	8	0	0	8	1	10	9	0	20	77
0930 - 0945	0	18	4	0	22	5	12	2	0	19	1	4	0	0	5	1	6	7	0	14	60
0945 - 1000	3	25	1	0	29	10	15	2	0	27	0	10	2	0	12	4	10	3	0	17	85
Hourly Total	9	82	11	0	102	26	60	4	0	90	3	34	6	0	43	8	34	24	0	66	301
1000 - 1015	2	12	2	0	16	3	13	1	0	17	1	9	4	0	14	1	7	8	0	16	63
1015 - 1030	2	18	3	0	23	4	17	0	0	21	0	5	1	0	6	3	8	7	0	18	68
1030 - 1045	2	20	3	0	25	5	16	0	0	21	2	5	3	0	10	4	11	5	0	20	76
1045 - 1100	5	21	1	0	27	7	19	2	0	28	3	7	3	0	13	1	11	4	0	16	84
Hourly Total	11	71	9	0	91	19	65	3	0	87	6	26	11	0	43	9	37	24	0	70	291
1100 - 1115	0	27	3	0	30	3	13	0	0	16	0	7	2	0	9	1	6	9	0	16	71
1115 - 1130	4	14	2	0	20	0	16	1	0	17	0	10	5	0	15	1	10	5	0	16	68
1130 - 1145	2	23	1	0	26	5	24	0	0	29	1	9	9	0	19	2	11	3	0	16	90
1145 - 1200	1	12	5	0	18	4	16	1	0	21	1	15	2	0	18	2	15	5	0	22	79
Hourly Total	7	76	11	0	94	12	69	2	0	83	2	41	18	0	61	6	42	22	0	70	308
1200 - 1215	4	25	6	0	35	5	17	0	0	22	0	12	2	0	14	3	12	5	0	20	91
1215 - 1230	4	24	4	0	32	4	27	0	0	31	1	8	7	0	16	4	9	6	0	19	98
1230 - 1245	7	19	5	0	31	7	16	2	0	25	1	7	0	0	8	3	10	5	0	18	82
1245 - 1300	2	25	8	0	35	5	24	0	0	29	3	13	8	0	24	5	8	5	0	18	106
Hourly Total	17	93	23	0	133	21	84	2	0	107	5	40	17	0	62	15	39	21	0	75	377
1300 - 1315	6	22	2	0	30	9	15	0	0	24	0	11	4	0	15	1	11	6	0	18	87
1315 - 1330	4	15	6	0	25	10	17	0	0	27	0	9	7	0	16	7	11	9	0	27	95
1330 - 1345	4	22	2	0	28	8	16	0	0	24	0	15	5	0	20	5	16	8	0	29	101
1345 - 1400	6	19	8	0	33	6	24	0	0	30	2	14	4	0	20	4	14	8	0	26	109
Hourly Total	20	78	18	0	116	33	72	0	0	105	2	49	20	0	71	17	52	31	0	100	392
1400 - 1415	2	15	7	0	24	3	21	1	0	25	0	12	5	0	17	4	15	6	0	25	91
1415 - 1430	6	31	1	0	38	7	25	0	0	32	1	22	3	0	26	5	14	6	0	25	121
1430 - 1445	8	25	8	0	41	5	38	3	0	46	4	19	4	0	27	0	14	14	0	28	142
1445 - 1500	7	23	3	0	33	5	38	1	0	44	1	14	5	0	20	6	11	8	0	25	122
Hourly Total	23	94	19	0	136	20	122	5	0	147	6	67	17	0	90	15	54	34	0	103	476
1500 - 1515	6	23	3	0	32	14	32	1	0	47	1	17	4	0	22	8	22	14	0	44	145
1515 - 1530	8	30	3	0	41	20	57	1	0	78	2	9	2	0	13	9	21	24	0	54	186
1530 - 1545	3	35	4	0	42	11	44	3	0	58	1	14	6	0	21	6	18	12	0	36	157
1545 - 1600	8	18	3	0	29	8	48	0	0	56	1	11	2	0	14	7	22	6	0	35	134
Hourly Total	25	106	13	0	144	53	181	5	0	239	5	51	14	0	70	30	83	56	0	169	622
1600 - 1615	3	18	4	0	25	8	54	1	0	63	1	13	5	0	19	7	18	8	0	33	140
1615 - 1630	7	16	5	0	28	11	67	0	0	78	0	13	3	0	16	8	12	4	0	24	146
1630 - 1645	2	28	10	0	40	5	54	1	0	60	0	28	5	0	33	6	15	8	0	29	162
1645 - 1700	3	28	5	0	36	19	75	0	0	94	0	20	6	0	26	4	13	18	0	35	191
Hourly Total	15	90	24	0	129	43	250	2	0	295	1	74	19	0	94	25	58	38	0	121	639
1700 - 1715	7	27	2	0	36	17	69	3	0	89	0	14	8	0	22	12	21	7	0	40	187
1715 - 1730	6	33	2	0	41	11	72	2	0	85	1	14	8	0	23	3	9	9	0	21	170
1730 - 1745	5	26	4	0	35	14	48	2	0	64	0	13	2	0	15	10	14	6	0	30	144
1745 - 1800	2	27	7	0	36	9	52	2	0	63	0	15	9	0	24	7	12	5	0	24	147
Hourly Total	20	113	15	0	148	51	241	9	0	301	1	56	27	0	84	32	56	27	0	115	648
1800 - 1815	10	33	3	0	46	11	35	3	0	49	3	17	10	0	30	5	21	4	0	30	155
1815 - 1830	9	31	5	0	45	11	43	1	0	55	3	14	2	0	19	5	19	12	0	36	155
1830 - 1845	7	26	4	0	37	10	32	0	0	42	0	14	5	0	19	5	17	5	0	27	125
1845 - 1900	3	21	3	0	27	13	31	1	0	45	0	15	5	0	20	0	13	7	0	20	112
Hourly Total	29	111	15	0	155	45	141	5	0	191	6	60	22	0	88	15	70	28	0	113	547
Grand Total	196	1348	186	0	1730	383	1407	46	0	1836	46	593	191	0	830	188	579	409	0	1176	5572
Approach %	11.33	77.92	10.75	0.00	-	20.86	76.63	2.51	0.00	-	5.54	71.45	23.01	0.00	-	15.99	49.23	34.78	0.00	-	-
Intersection %	3.52	24.19	3.34	0.00	31.05	6.87	25.25	0.83	0.00	32.95	0.83	10.64	3.43	0.00	14.90	3.37	10.39	7.34	0.00	21.11	-

Classified Turn Movement Count || Single Unit Trucks (4-7)



Memphis, TN

Site 2 of 26

Weaver Rd (South)
Weaver Rd (North)
W Holmes Rd (West)
W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006098°, -90.096451°

0700 - 1900 (Weekday 12h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Weaver Rd (South)					Weaver Rd (North)					W Holmes Rd (West)					W Holmes Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	6
0715 - 0730	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	1	0	2	4
0730 - 0745	0	3	0	0	3	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	7
0745 - 0800	0	1	0	0	1	1	0	0	0	1	1	2	0	0	3	0	1	0	0	1	6
Hourly Total	0	7	0	0	7	2	1	1	0	4	1	4	0	0	5	0	6	1	0	7	23
0800 - 0815	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
0815 - 0830	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
0830 - 0845	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
0845 - 0900	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	2	7	0	0	9	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	12
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0930 - 0945	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0945 - 1000	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	2	0	0	2	1	2	1	0	4	0	0	0	0	0	0	0	0	0	0	6
1000 - 1015	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
1015 - 1030	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
1030 - 1045	0	1	0	0	1	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	4
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	2	0	0	3	2	1	1	0	4	0	1	0	0	1	0	1	0	0	1	9
1100 - 1115	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	0	0	1	0	1	4
1115 - 1130	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	4
1130 - 1145	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1145 - 1200	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	2	2	1	0	5	1	1	1	0	3	0	0	1	0	1	0	0	2	0	2	11
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
1215 - 1230	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	3
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1245 - 1300	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	2	0	0	2	0	2	2	0	4	0	2	0	0	2	1	0	0	0	1	9
1300 - 1315	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	5
1315 - 1330	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1330 - 1345	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1345 - 1400	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Hourly Total	0	3	1	0	4	1	1	1	0	3	1	0	0	0	1	0	1	0	0	1	9
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
1415 - 1430	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
1430 - 1445	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
1445 - 1500	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	5
Hourly Total	2	4	0	0	6	1	1	1	0	3	0	0	0	0	0	2	1	0	0	3	12
1500 - 1515	1	0	0	0	1	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	6
1515 - 1530	0	0	1	0	1	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	4
1530 - 1545	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
1545 - 1600	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	4
Hourly Total	1	1	1	0	3	0	6	1	0	7	1	5	0	0	6	1	0	0	0	1	17
1600 - 1615	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
1615 - 1630	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	3
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	0	0	1	1	2	1	0	4	0	0	0	0	0	1	0	0	0	1	6
1700 - 1715	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
1715 - 1730	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	3
1730 - 1745	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	1	0	3	1	0	4	1	0	1	0	2	0	3	0	0	3	10
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1830 - 1845	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
Grand Total	9	32	3	0	44	10	21	11	0	42	4	12	2	0	18	6	14	3	0	23	127
Approach %	20.45	72.73	6.82	0.00	-	23.81	50.00	26.19	0.00	-	22.22	66.67	11.11	0.00	-	26.09	60.87	13.04	0.00	-	-
Intersection %	7.09	25.20	2.36	0.00	34.65	7.87	16.54	8.66	0.00	33.07	3.15	9.45	1.57	0.00	14.17	4.72	11.02	2.36	0.00	18.11	-

Classified Turn Movement Count || Combination Trucks (8-13)

Memphis, TN

Site 2 of 26

Weaver Rd (South)
Weaver Rd (North)
W Holmes Rd (West)
W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006098°, -90.096451°

0700 - 1900 (Weekday 12h Session) (10-05-2021)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Weaver Rd (South)					Weaver Rd (North)					W Holmes Rd (West)					W Holmes Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0730 - 0745	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0745 - 0800	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5
0800 - 0815	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0815 - 0830	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
0830 - 0845	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0845 - 0900	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	3	0	0	3	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	10
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	5	0	0	5	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	7
1000 - 1015	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1015 - 1030	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1030 - 1045	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	7
1045 - 1100	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	4	0	0	4	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	11
1100 - 1115	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1115 - 1130	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1130 - 1145	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1145 - 1200	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
Hourly Total	0	7	0	0	7	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	9
1200 - 1215	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
1215 - 1230	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1230 - 1245	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	6
1245 - 1300	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	1	0	0	1	0	8	0	0	8	0	1	0	0	1	0	1	0	0	1	11
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1330 - 1345	0	6	0	0	6	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	7
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	7	0	0	7	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	8
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	3
1430 - 1445	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	4
1445 - 1500	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	1	0	0	1	0	6	0	0	6	0	1	0	0	1	1	0	0	0	1	9
1500 - 1515	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1515 - 1530	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1530 - 1545	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1545 - 1600	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1700 - 1715	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	35	0	0	35	1	33	1	0	35	0	2	0	0	2	1	3	0	0	4	76
Approach %	0.00	100.00	0.00	0.00	-	2.86	94.29	2.86	0.00	-	0.00	100.00	0.00	0.00	-	25.00	75.00	0.00	0.00	-	-
Intersection %	0.00	46.05	0.00	0.00	46.05	1.32	43.42	1.32	0.00	46.05	0.00	2.63	0.00	0.00	2.63	1.32	3.95	0.00	0.00	5.26	-

Pedestrian Count || All vehicles



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Memphis, TN

Site 2 of 26

Weaver Rd (South)
Weaver Rd (North)
W Holmes Rd (West)
W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006098°, -90.096451°

0700 - 1900 (Weekday 12h Session) (10-05-2021)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Weaver Rd (South)		App Total	Weaver Rd (North)		App Total	W Holmes Rd (West)		App Total	W Holmes Rd (East)		App Total		
	EB 2a	WB 2b		EB 2c	WB 2d		NB 2e	SB 2f		NB 2g	SB 2h			
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	1	0	1	0	0	0	0	0	0	0	0	0	1	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	1	0	1	0	0	0	0	0	0	0	0	0	1	
0900 - 0915	0	0	0	1	0	0	1	1	0	1	0	1	3	
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	1	0	0	1	1	0	1	0	1	3	
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	1	0	1	1	0	1	1	0	1	0	1	1	4	
Approach %	100.00	0.00	-	100.00	0.00	-	100.00	0.00	-	0.00	100.00	-	-	
Intersection %	25.00	0.00	25.00	25.00	0.00	25.00	25.00	0.00	25.00	0.00	25.00	25.00	-	



[Click here for Map](#)

Peak Hour Turning Movement Count

Memphis, TN



www.marrtraffic.com

Tuesday, October 5, 2021	
Period	0700 - 1900
Peak Hour	1630 - 1730

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Classified Turn Movement Count || All vehicles



Memphis, TN

www.marrtraffic.com

Site 3 of 26

Horn Lake Rd (South)
Horn Lake Rd (North)
W Holmes Rd (West)
W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006434°, -90.068072°

0700 - 1900 (Weekday 12h Session) (10-05-2021)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Horn Lake Rd (South)					Horn Lake Rd (North)					W Holmes Rd (West)					W Holmes Rd (East)					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
0700 - 0715	0	29	5	0	34	29	9	11	1	50	12	33	0	0	45	0	27	23	0	50	179
0715 - 0730	0	52	2	0	54	32	10	24	0	66	16	46	3	0	65	4	25	31	0	60	245
0730 - 0745	1	41	1	0	43	30	22	15	0	67	17	42	5	0	64	4	24	20	0	48	222
0745 - 0800	3	34	2	0	39	23	11	12	1	47	32	48	3	0	83	0	21	23	0	44	213
Hourly Total	4	156	10	0	170	114	52	62	2	230	77	169	11	0	257	8	97	97	0	202	859
0800 - 0815	2	33	7	0	42	35	11	4	0	50	9	39	3	0	51	6	28	26	0	60	203
0815 - 0830	5	25	3	0	33	30	18	12	0	60	12	32	3	0	47	3	26	27	0	56	196
0830 - 0845	3	14	1	0	18	19	9	7	0	35	17	21	1	0	39	0	15	13	0	28	120
0845 - 0900	5	14	4	0	23	25	14	13	0	52	9	39	7	0	55	0	12	17	0	29	159
Hourly Total	15	86	15	0	116	109	52	36	0	197	47	131	14	0	192	9	81	83	0	173	678
0900 - 0915	4	13	4	0	21	24	9	4	0	37	9	22	4	0	35	5	15	21	0	41	134
0915 - 0930	0	14	2	0	16	18	14	3	0	35	10	26	0	0	36	3	20	19	0	42	129
0930 - 0945	4	15	0	0	19	21	14	7	0	42	12	22	6	0	40	2	16	16	0	34	135
0945 - 1000	4	20	3	0	27	24	9	9	0	42	11	21	4	0	36	0	26	13	0	39	144
Hourly Total	12	62	9	0	83	87	46	23	0	156	42	91	14	0	147	10	77	69	0	156	542
1000 - 1015	1	14	3	0	18	22	13	6	0	41	11	18	4	0	33	2	19	15	0	36	128
1015 - 1030	4	23	1	0	28	26	19	5	0	50	4	21	2	0	27	4	15	20	0	39	144
1030 - 1045	3	21	3	0	27	8	26	3	0	37	4	16	2	0	22	2	13	12	0	27	113
1045 - 1100	4	10	1	0	15	18	10	10	0	38	5	20	4	0	29	2	22	12	0	36	118
Hourly Total	12	68	8	0	88	74	68	24	0	166	24	75	12	0	111	10	69	59	0	138	503
1100 - 1115	4	15	1	0	20	20	13	5	0	38	4	27	1	0	32	3	19	23	0	45	135
1115 - 1130	2	18	4	0	24	12	15	8	0	35	8	21	4	0	33	4	10	22	0	36	128
1130 - 1145	3	14	6	0	23	25	19	11	0	55	4	23	3	0	30	3	20	17	0	40	148
1145 - 1200	4	16	2	0	22	17	14	6	0	37	4	30	3	0	37	3	27	17	0	47	143
Hourly Total	13	63	13	0	89	74	61	30	0	165	20	101	11	0	132	13	76	79	0	168	554
1200 - 1215	3	14	1	0	18	21	17	18	0	56	11	25	7	0	43	5	22	19	0	46	163
1215 - 1230	4	18	1	0	23	16	13	9	0	38	11	23	3	0	37	5	21	25	0	51	149
1230 - 1245	7	15	2	0	24	25	28	8	0	61	10	24	6	0	40	1	20	15	0	36	161
1245 - 1300	3	17	1	0	21	24	15	7	0	46	8	29	2	1	40	0	18	17	0	35	142
Hourly Total	17	64	5	0	86	86	73	42	0	201	40	101	18	1	160	11	81	76	0	168	615
1300 - 1315	2	16	0	0	18	27	15	10	0	52	6	23	6	0	35	6	27	16	1	50	155
1315 - 1330	3	13	0	0	16	27	19	7	0	53	7	30	2	0	39	1	31	23	0	55	163
1330 - 1345	5	21	1	0	27	19	14	13	0	46	3	36	3	0	42	4	23	31	0	58	173
1345 - 1400	6	24	1	0	31	20	21	11	0	52	11	35	2	0	48	3	26	23	0	52	183
Hourly Total	16	74	2	0	92	93	69	41	0	203	27	124	13	0	164	14	107	93	1	215	674
1400 - 1415	6	22	2	0	30	30	19	12	0	61	9	24	3	0	36	3	31	38	0	72	199
1415 - 1430	5	22	4	0	31	22	17	15	0	54	12	29	5	0	46	3	38	35	0	76	207
1430 - 1445	6	26	0	0	32	34	22	13	0	69	14	37	1	0	52	2	34	28	0	64	217
1445 - 1500	4	31	2	0	37	29	22	25	0	76	9	35	3	0	47	6	33	43	0	82	242
Hourly Total	21	101	8	0	130	115	80	65	0	260	44	125	12	0	181	14	136	144	0	294	865
1500 - 1515	6	21	2	0	29	45	24	26	0	95	14	38	3	0	55	4	55	25	0	84	263
1515 - 1530	7	11	1	0	19	37	30	22	0	89	19	39	4	0	62	4	39	46	0	89	259
1530 - 1545	9	13	3	0	25	37	39	21	0	97	10	27	4	0	41	3	39	39	0	81	244
1545 - 1600	3	15	2	0	20	32	37	20	0	89	7	35	6	0	48	5	35	21	0	61	218
Hourly Total	25	60	8	0	93	151	130	89	0	370	50	139	17	0	206	16	168	131	0	315	984
1600 - 1615	2	18	3	0	23	39	47	21	0	107	13	31	6	0	50	7	38	24	0	69	249
1615 - 1630	5	31	4	0	40	29	27	18	0	74	9	29	4	0	42	5	30	21	0	56	212
1630 - 1645	7	22	3	0	32	38	44	11	0	93	12	44	8	0	64	2	34	39	0	75	264
1645 - 1700	3	27	2	0	32	41	45	24	0	110	11	36	6	0	53	7	41	31	0	79	274
Hourly Total	17	98	12	0	127	147	163	74	0	384	45	140	24	0	209	21	143	115	0	279	999
1700 - 1715	6	19	2	0	27	32	35	24	0	91	13	34	4	0	51	3	44	29	0	76	245
1715 - 1730	5	21	0	0	26	34	39	17	0	90	7	33	4	0	44	1	44	41	0	86	246
1730 - 1745	3	25	2	0	30	29	34	16	0	79	9	23	3	0	35	3	34	17	0	54	198
1745 - 1800	4	27	5	0	36	31	33	16	0	80	14	30	5	0	49	8	36	32	0	76	241
Hourly Total	18	92	9	0	119	126	141	73	0	340	43	120	16	0	179	15	158	119	0	292	930
1800 - 1815	8	18	2	0	28	27	28	20	0	75	10	32	4	0	46	6	35	37	0	78	227
1815 - 1830	9	15	1	0	25	28	37	15	0	80	10	29	6	0	45	1	47	23	0	71	221
1830 - 1845	6	17	2	0	25	26	20	18	0	64	5	21	5	0	31	1	34	26	0	61	181
1845 - 1900	7	27	0	0	34	27	21	13	0	61	12	26	5	0	43	8	19	26	0	53	191
Hourly Total	30	77	5	0	112	108	106	66	0	280	37	108	20	0	165	16	135	112	0	263	820
Grand Total	200	1001	104	0	1305	1284	1041	625	2	2952	496	1424	182	1	2103	157	1328	1177	1	2663	9023
Approach %	15.33	76.70	7.97	0.00	-	43.50	35.26	21.17	0.07	-	23.59	67.71	8.65	0.05	-	5.90	49.87	44.20	0.04	-	-
Intersection %	2.22	11.09	1.15	0.00	14.46	14.23	11.54	6.93	0.02	32.72	5.50	15.78	2.02	0.01	23.31	1.74	14.72	13.04	0.01	29.51	-
PHF	0.75	0.82	0.58	0.00	0.91	0.88	0.91	0.79	0.00	0.87	0.83	0.84	0.69	0.00	0.83	0.46	0.93	0.85	0.00	0.92	0.94

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Memphis, TN

Site 3 of 26

Horn Lake Rd (South)
Horn Lake Rd (North)
W Holmes Rd (West)
W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006434°, -90.068072°

0700 - 1900 (Weekday 12h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Horn Lake Rd (South)					Horn Lake Rd (North)					W Holmes Rd (West)					W Holmes Rd (East)					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
0700 - 0715	0	29	5	0	34	29	9	11	1	50	12	33	0	0	45	0	25	23	0	48	177
0715 - 0730	0	52	2	0	54	32	10	24	0	66	16	45	3	0	64	4	23	31	0	58	242
0730 - 0745	1	41	1	0	43	30	21	15	0	66	17	40	5	0	62	4	20	20	0	44	215
0745 - 0800	3	34	2	0	39	23	11	11	1	46	31	47	3	0	81	0	20	23	0	43	209
Hourly Total	4	156	10	0	170	114	51	61	2	228	76	165	11	0	252	8	88	97	0	193	843
0800 - 0815	2	33	5	0	40	34	11	4	0	49	9	38	3	0	50	4	28	24	0	56	195
0815 - 0830	5	25	3	0	33	29	18	12	0	59	12	32	3	0	47	3	26	26	0	55	194
0830 - 0845	3	13	1	0	17	19	9	7	0	35	17	20	1	0	38	0	15	12	0	27	117
0845 - 0900	5	13	4	0	22	23	14	12	0	49	9	39	7	0	55	0	12	17	0	29	155
Hourly Total	15	84	13	0	112	105	52	35	0	192	47	129	14	0	190	7	81	79	0	167	661
0900 - 0915	3	13	4	0	20	24	9	4	0	37	9	22	4	0	35	3	15	20	0	38	130
0915 - 0930	0	14	0	0	14	16	13	3	0	32	10	26	0	0	36	3	19	17	0	39	121
0930 - 0945	4	15	0	0	19	21	14	7	0	42	12	22	5	0	39	2	16	16	0	34	134
0945 - 1000	4	20	2	0	26	23	9	9	0	41	10	21	4	0	35	0	26	12	0	38	140
Hourly Total	11	62	6	0	79	84	45	23	0	152	41	91	13	0	145	8	76	65	0	149	525
1000 - 1015	1	13	3	0	17	22	13	5	0	40	11	18	4	0	33	2	19	14	0	35	125
1015 - 1030	4	22	1	0	27	26	17	5	0	48	4	20	2	0	26	4	15	19	0	38	139
1030 - 1045	3	21	3	0	27	8	26	3	0	37	4	16	2	0	22	2	13	12	0	27	113
1045 - 1100	4	10	1	0	15	18	10	9	0	37	5	18	4	0	27	2	22	11	0	35	114
Hourly Total	12	66	8	0	86	74	66	22	0	162	24	72	12	0	108	10	69	56	0	135	491
1100 - 1115	4	15	1	0	20	20	13	5	0	38	3	26	1	0	30	3	19	22	0	44	132
1115 - 1130	2	18	4	0	24	11	15	8	0	34	8	20	4	0	32	4	10	22	0	36	126
1130 - 1145	3	14	6	0	23	24	19	11	0	54	4	23	3	0	30	3	20	16	0	39	146
1145 - 1200	4	16	2	0	22	17	13	5	0	35	4	30	3	0	37	3	26	17	0	46	140
Hourly Total	13	63	13	0	89	72	60	29	0	161	19	99	11	0	129	13	75	77	0	165	544
1200 - 1215	3	14	1	0	18	20	14	18	0	52	10	25	7	0	42	4	21	19	0	44	156
1215 - 1230	4	18	1	0	23	16	13	9	0	38	11	23	3	0	37	5	21	24	0	50	148
1230 - 1245	7	14	2	0	23	25	27	6	0	58	10	23	4	0	37	1	20	15	0	36	154
1245 - 1300	3	14	1	0	18	21	15	7	0	43	8	27	2	1	38	0	18	17	0	35	134
Hourly Total	17	60	5	0	82	82	69	40	0	191	39	98	16	1	154	10	80	75	0	165	592
1300 - 1315	2	15	0	0	17	26	15	9	0	50	6	23	6	0	35	6	26	15	1	48	150
1315 - 1330	3	13	0	0	16	27	19	7	0	53	7	30	2	0	39	1	30	21	0	52	160
1330 - 1345	5	21	1	0	27	19	14	13	0	46	3	36	3	0	42	4	23	28	0	55	170
1345 - 1400	6	23	1	0	30	20	20	11	0	51	11	34	2	0	47	3	26	23	0	52	180
Hourly Total	16	72	2	0	90	92	68	40	0	200	27	123	13	0	163	14	105	87	1	207	660
1400 - 1415	6	22	2	0	30	30	19	10	0	59	9	24	3	0	36	3	31	38	0	72	197
1415 - 1430	5	21	4	0	30	22	17	15	0	54	12	28	5	0	45	3	37	35	0	75	204
1430 - 1445	6	26	0	0	32	34	22	13	0	69	14	36	1	0	51	2	33	26	0	61	213
1445 - 1500	4	30	2	0	36	29	22	25	0	76	9	34	3	0	46	6	33	43	0	82	240
Hourly Total	21	99	8	0	128	115	80	63	0	258	44	122	12	0	178	14	134	142	0	290	854
1500 - 1515	6	21	2	0	29	45	24	25	0	94	14	37	3	0	54	4	54	25	0	83	260
1515 - 1530	7	11	1	0	19	36	30	22	0	88	19	38	4	0	61	4	39	45	0	88	256
1530 - 1545	8	13	3	0	24	37	38	21	0	96	10	27	4	0	41	2	37	38	0	77	238
1545 - 1600	3	15	2	0	20	31	37	20	0	88	7	31	6	0	44	5	34	20	0	59	211
Hourly Total	24	60	8	0	92	149	129	88	0	366	50	133	17	0	200	15	164	128	0	307	965
1600 - 1615	2	18	3	0	23	35	46	20	0	101	13	31	6	0	50	7	37	23	0	67	241
1615 - 1630	5	31	4	0	40	28	27	18	0	73	9	29	4	0	42	5	30	21	0	56	211
1630 - 1645	7	22	3	0	32	37	44	11	0	92	12	44	8	0	64	2	33	39	0	74	262
1645 - 1700	3	27	2	0	32	40	45	23	0	108	11	36	6	0	53	7	41	31	0	79	272
Hourly Total	17	98	12	0	127	140	162	72	0	374	45	140	24	0	209	21	141	114	0	276	986
1700 - 1715	6	19	2	0	27	32	35	24	0	91	13	34	4	0	51	3	43	29	0	75	244
1715 - 1730	5	21	0	0	26	33	39	17	0	89	7	33	4	0	44	1	44	41	0	86	245
1730 - 1745	3	25	2	0	30	29	34	16	0	79	9	23	3	0	35	3	34	17	0	54	198
1745 - 1800	4	27	5	0	36	31	33	16	0	80	14	30	5	0	49	8	35	32	0	75	240
Hourly Total	18	92	9	0	119	125	141	73	0	339	43	120	16	0	179	15	156	119	0	290	927
1800 - 1815	8	18	2	0	28	26	28	19	0	73	10	32	3	0	45	6	35	37	0	78	224
1815 - 1830	9	15	1	0	25	27	37	15	0	79	10	28	6	0	44	1	45	23	0	69	217
1830 - 1845	6	17	2	0	25	25	20	18	0	63	5	21	5	0	31	1	33	26	0	60	179
1845 - 1900	7	27	0	0	34	27	21	13	0	61	12	26	5	0	43	8	18	26	0	52	190
Hourly Total	30	77	5	0	112	105	106	65	0	276	37	107	19	0	163	16	131	112	0	259	810
Grand Total	198	989	99	0	1286	1257	1029	611	2	2899	492	1399	178	1	2070	151	1300	1151	1	2603	8858
Approach %	15.40	76.91	7.70	0.00	-	43.36	35.49	21.08	0.07	-	23.77	67.58	8.60	0.05	-	5.80	49.94	44.22	0.04	-	-
Intersection %	2.24	11.17	1.12	0.00	14.52	14.19	11.62	6.90	0.02	32.73	5.55	15.79	2.01	0.01	23.37	1.70	14.68	12.99	0.01	29.39	-

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Memphis, TN

Site 3 of 26

Horn Lake Rd (South)
Horn Lake Rd (North)
W Holmes Rd (West)
W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006434°, -90.068072°

0700 - 1900 (Weekday 12h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total	
	Horn Lake Rd (South)					Horn Lake Rd (North)					W Holmes Rd (West)					W Holmes Rd (East)						
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total		
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	2	3
0730 - 0745	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	3	0	0	0	3	6
0745 - 0800	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	0	1	0	0	1	4	4
Hourly Total	0	0	0	0	0	0	1	1	0	2	1	4	0	0	5	0	8	0	0	8	15	15
0800 - 0815	0	0	2	0	2	1	0	0	0	1	0	1	0	0	1	2	0	2	0	4	8	8
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
0830 - 0845	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3	3
0845 - 0900	0	1	0	0	1	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	4	4
Hourly Total	0	2	2	0	4	3	0	1	0	4	0	2	0	0	2	2	0	4	0	6	16	16
0900 - 0915	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	4	4
0915 - 0930	0	0	2	0	2	2	1	0	0	3	0	0	0	0	0	0	1	2	0	3	8	8
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1
0945 - 1000	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	2
Hourly Total	1	0	3	0	4	2	1	0	0	3	0	0	1	0	1	2	1	4	0	7	15	15
1000 - 1015	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	3	3
1015 - 1030	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	4	4
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	1	0	1	4	4
Hourly Total	0	2	0	0	2	0	2	2	0	4	0	3	0	0	3	0	0	2	0	2	11	11
1100 - 1115	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	3	3
1115 - 1130	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2	2
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2	2
Hourly Total	0	0	0	0	0	1	0	1	0	2	1	2	0	0	3	0	1	1	0	2	7	7
1200 - 1215	0	0	0	0	0	1	3	0	0	4	1	0	0	0	1	1	1	0	0	2	7	7
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
1230 - 1245	0	1	0	0	1	0	1	2	0	3	0	0	2	0	2	0	0	0	0	0	6	6
1245 - 1300	0	3	0	0	3	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	7	7
Hourly Total	0	4	0	0	4	4	4	2	0	10	1	1	2	0	4	1	1	1	0	3	21	21
1300 - 1315	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1	1	0	2	4	4
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	2
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
1345 - 1400	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3	3
Hourly Total	0	2	0	0	2	0	1	1	0	2	0	1	0	0	1	0	2	3	0	5	10	10
1400 - 1415	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	2
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	2
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	3	3
1445 - 1500	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hourly Total	0	1	0	0	1	0	0	2	0	2	0	2	0	0	2	0	2	1	0	3	8	8
1500 - 1515	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	3	3
1515 - 1530	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	3	3
1530 - 1545	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	2	1	0	4	6	6
1545 - 1600	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	0	1	1	0	2	7	7
Hourly Total	1	0	0	0	1	2	1	1	0	4	0	6	0	0	6	1	4	3	0	8	19	19
1600 - 1615	0	0	0	0	0	4	1	1	0	6	0	0	0	0	0	0	1	1	0	2	8	8
1615 - 1630	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
1630 - 1645	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2	2
1645 - 1700	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2	2
Hourly Total	0	0	0	0	0	7	1	2	0	10	0	0	0	0	0	0	2	1	0	3	13	13
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
1715 - 1730	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
Hourly Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3	3
1800 - 1815	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2	2
1815 - 1830	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	2	0	0	2	4	4
1830 - 1845	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2	2
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
Hourly Total	0	0	0	0	0	2	0	1	0	3	0	1	1	0	2	0	4	0	0	4	9	9
Grand Total	2	11	5	0	18	22	11	14	0	47	3	22	4	0	29	6	27	20	0	53	147	147
Approach %	11.11	61.11	27.78	0.00	-	46.81	23.40	29.79	0.00	-	10.34	75.86	13.79	0.00	-	11.32	50.94	37.74	0.00	-	-	-
Intersection %	1.36	7.48	3.40	0.00	12.24	14.97	7.48	9.52	0.00	31.97	2.04	14.97	2.72	0.00	19.73	4.08	18.37	13.61	0.00	-	36.05	36.05

Classified Turn Movement Count || Combination Trucks (8-13)



Memphis, TN

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Site 3 of 26

Horn Lake Rd (South)
 Horn Lake Rd (North)
 W Holmes Rd (West)
 W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
 74°F

Lat/Long

35.006434°, -90.068072°

0700 - 1900 (Weekday 12h Session) (10-05-2021)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Horn Lake Rd (South)					Horn Lake Rd (North)					W Holmes Rd (West)					W Holmes Rd (East)					
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
1145 - 1200	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
1245 - 1300	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
1300 - 1315	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	4
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1445 - 1500	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Hourly Total	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	3
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	5	1	0	0	6	1	3	0	0	4	0	1	6	0	7	18
Approach %	0.00	100.00	0.00	0.00	-	83.33	16.67	0.00	0.00	-	25.00	75.00	0.00	0.00	-	0.00	14.29	85.71	0.00	-	-
Intersection %	0.00	5.56	0.00	0.00	5.56	27.78	5.56	0.00	0.00	33.33	5.56	16.67	0.00	0.00	22.22	0.00	5.56	33.33	0.00	0.00	38.89



[Click here for Map](#)

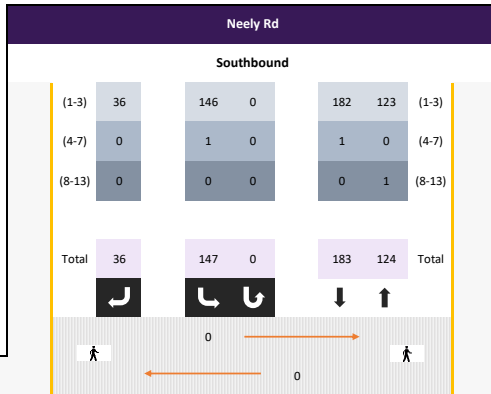
Peak Hour Turning Movement Count

Memphis, TN



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Tuesday, October 5, 2021	
Period	0700 - 1900
Peak Hour	1630 - 1730

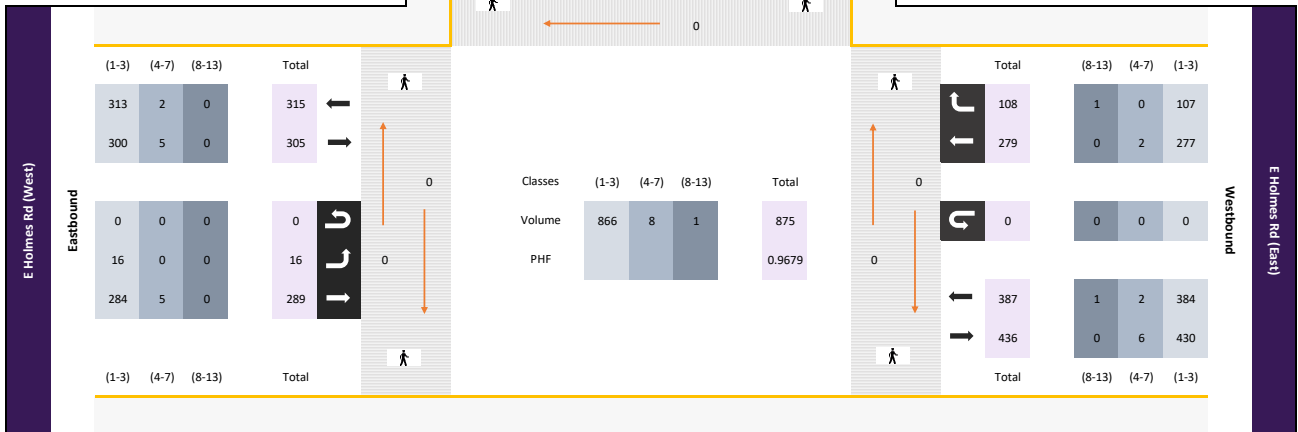


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time						Southbound					Eastbound					Westbound					Int Total
						Neely Rd				App Total	E Holmes Rd (West)				App Total	E Holmes Rd (East)				App Total	
					App Total	Left 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Thru 4.7	Right 4.8	U-Turn 4.9	App Total				
1630 - 1645	-	-	-	-	0	38	-	5	0	43	4	79	-	0	83	-	70	26	0	96	222
1645 - 1700	-	-	-	-	0	32	-	11	0	43	2	83	-	0	85	-	67	31	0	98	226
1700 - 1715	-	-	-	-	0	36	-	11	0	47	7	61	-	0	68	-	68	26	0	94	209
1715 - 1730	-	-	-	-	0	41	-	9	0	50	3	66	-	0	69	-	74	25	0	99	218
Total	0	0	0	0	0	147	0	36	0	183	16	289	0	0	305	0	279	108	0	387	875
Approach %	0.00	0.00	0.00	0.00	-	80.33	0.00	19.67	0.00	-	5.25	94.75	0.00	0.00	-	0.00	72.09	27.91	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.90	0.00	0.82	0.00	0.92	0.57	0.87	0.00	0.00	0.90	0.00	0.94	0.87	0.00	0.98	0.97

Bikes

Time						Southbound					Eastbound					Westbound					Int Total
						Neely Rd				App Total	E Holmes Rd (West)				App Total	E Holmes Rd (East)				App Total	
					App Total	Left 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Thru 4.7	Right 4.8	U-Turn 4.9	App Total				
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time						Southbound					Eastbound					Westbound					Int Total
						Neely Rd				App Total	E Holmes Rd (West)				App Total	E Holmes Rd (East)				App Total	
					App Total	Left 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Thru 4.7	Right 4.8	U-Turn 4.9	App Total				
1630 - 1645	-	-	-	-	0	38	-	5	0	43	4	76	-	0	80	-	69	26	0	95	218
1645 - 1700	-	-	-	-	0	32	-	11	0	43	2	82	-	0	84	-	67	31	0	98	225
1700 - 1715	-	-	-	-	0	36	-	11	0	47	7	61	-	0	68	-	67	26	0	93	208
1715 - 1730	-	-	-	-	0	40	-	9	0	49	3	65	-	0	68	-	74	24	0	98	215
Total	0	0	0	0	0	146	0	36	0	182	16	284	0	0	300	0	277	107	0	384	866
Approach %	0.00	0.00	0.00	0.00	-	80.22	0.00	19.78	0.00	-	5.33	94.67	0.00	0.00	-	0.00	72.14	27.86	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.91	0.00	0.82	0.00	0.93	0.57	0.87	0.00	0.00	0.89	0.00	0.94	0.86	0.00	0.98	0.96

Single Unit Trucks (4-7)

Time						Southbound					Eastbound					Westbound					Int Total
						Neely Rd				App Total	E Holmes Rd (West)				App Total	E Holmes Rd (East)				App Total	
					App Total	Left 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Thru 4.7	Right 4.8	U-Turn 4.9	App Total				
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	3	-	0	3	-	1	0	0	1	4
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	0	0	0	0	1
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
1715 - 1730	-	-	-	-	0	1	-	0	0	1	0	1	-	0	1	-	0	0	0	0	2
Total	0	0	0	0	0	1	0	0	0	1	0	5	0	0	5	0	2	0	0	2	8
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.42	0.00	0.00	0.42	0.00	0.50	0.00	0.00	0.50	0.50

Combination Trucks (8-13)

Time						Southbound					Eastbound					Westbound					Int Total
						Neely Rd				App Total	E Holmes Rd (West)				App Total	E Holmes Rd (East)				App Total	
					App Total	Left 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Thru 4.7	Right 4.8	U-Turn 4.9	App Total				
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.25

Pedestrians

Time						Southbound					Eastbound					Westbound					Int Total
						Neely Rd				App Total	E Holmes Rd (West)				App Total	E Holmes Rd (East)				App Total	
					App Total	FB 4c	WB 4d		App Total	NB 4e	SB 4f		App Total	NB 4g	SB 4h		App Total				
1630 - 1645	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
1645 - 1700	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
1700 - 1715	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
1715 - 1730	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles



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Memphis, TN

Site 4 of 26

Date
Tuesday, October 5, 2021

Weather
Mostly Cloudy
74°F

Neely Rd
E Holmes Rd (West)
E Holmes Rd (East)

Lat/Long
35.006369°, -90.055699°

0700 - 1900 (Weekday 12h Session) (10-05-2021)

All vehicles

TIME	Southbound				Eastbound				Westbound				Int Total
	Neely Rd				E Holmes Rd (West)				E Holmes Rd (East)				
	Left 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Thru 4.7	Right 4.8	U-Turn 4.9	App Total	
0700 - 0715	14	1	0	15	2	72	0	74	45	18	0	63	152
0715 - 0730	14	5	0	19	3	77	0	80	57	27	0	84	183
0730 - 0745	21	5	0	26	1	72	0	73	62	21	0	83	162
0745 - 0800	25	8	0	33	7	71	0	78	36	24	0	60	171
Hourly Total	74	19	0	93	13	292	0	305	180	90	0	270	668
0800 - 0815	30	6	0	36	11	73	0	84	52	24	0	76	196
0815 - 0830	27	5	0	32	5	63	0	68	48	28	0	76	176
0830 - 0845	29	1	0	30	0	38	0	38	29	23	0	52	120
0845 - 0900	22	1	0	23	6	63	0	69	37	21	0	58	150
Hourly Total	108	13	0	121	22	237	0	259	166	96	0	262	642
0900 - 0915	20	5	0	25	1	57	0	58	37	7	0	44	127
0915 - 0930	18	1	0	19	5	46	0	51	39	15	0	54	124
0930 - 0945	27	2	0	29	1	39	0	40	31	20	0	51	120
0945 - 1000	22	3	0	25	3	48	0	51	35	20	0	55	131
Hourly Total	87	11	0	98	10	190	0	200	142	62	0	204	502
1000 - 1015	16	3	0	19	4	45	0	49	30	11	0	41	109
1015 - 1030	16	3	0	19	4	41	0	45	37	20	0	57	121
1030 - 1045	14	2	0	16	0	31	0	31	35	12	0	47	94
1045 - 1100	16	3	0	19	2	37	0	39	29	17	0	46	104
Hourly Total	62	11	0	73	10	154	0	164	131	60	0	191	428
1100 - 1115	18	3	0	21	1	44	0	45	45	22	0	67	133
1115 - 1130	17	4	0	21	5	41	0	46	30	21	0	51	118
1130 - 1145	25	4	0	29	4	51	0	55	43	16	0	59	143
1145 - 1200	20	7	0	27	3	47	0	50	45	10	0	55	132
Hourly Total	80	18	0	98	13	183	0	196	163	69	0	232	526
1200 - 1215	19	5	0	24	2	45	1	48	42	17	0	59	131
1215 - 1230	22	4	0	26	2	36	0	38	52	23	0	75	139
1230 - 1245	22	2	0	24	3	53	0	56	32	20	0	52	132
1245 - 1300	20	0	0	20	3	49	0	52	43	29	0	72	144
Hourly Total	83	11	0	94	10	183	1	194	169	89	0	258	546
1300 - 1315	24	7	0	31	2	43	0	45	42	20	0	62	138
1315 - 1330	24	3	0	27	2	61	0	63	54	12	0	66	156
1330 - 1345	19	11	0	30	3	50	0	53	52	21	0	73	156
1345 - 1400	22	5	0	27	6	51	0	57	49	22	0	71	155
Hourly Total	89	26	0	115	13	205	0	218	197	75	0	272	605
1400 - 1415	22	3	0	25	1	55	0	56	70	25	0	95	176
1415 - 1430	30	7	0	37	4	53	0	57	70	22	0	92	186
1430 - 1445	24	8	0	32	4	63	0	67	68	32	0	100	199
1445 - 1500	28	7	0	35	5	64	0	69	66	29	0	95	199
Hourly Total	104	25	0	129	14	235	0	249	274	108	0	382	760
1500 - 1515	20	7	0	27	2	80	0	82	83	30	0	113	222
1515 - 1530	34	7	0	41	8	73	0	81	76	20	0	96	218
1530 - 1545	29	11	0	40	3	67	0	70	67	30	0	97	207
1545 - 1600	41	7	0	48	3	61	0	64	60	24	0	84	196
Hourly Total	124	32	0	156	16	281	0	297	286	104	0	390	843
1600 - 1615	35	11	0	46	1	68	0	69	63	34	0	97	212
1615 - 1630	28	3	0	31	2	61	0	63	59	29	0	88	182
1630 - 1645	38	5	0	43	4	79	0	83	70	26	0	96	222
1645 - 1700	32	11	0	43	2	83	0	85	67	31	0	98	226
Hourly Total	133	30	0	163	9	291	0	300	259	120	0	379	842
1700 - 1715	36	11	0	47	7	61	0	68	68	26	0	94	209
1715 - 1730	41	9	0	50	3	66	0	69	74	25	0	99	218
1730 - 1745	26	5	0	31	5	47	0	52	56	39	0	95	178
1745 - 1800	22	11	0	33	1	63	0	64	71	23	0	94	191
Hourly Total	125	36	0	161	16	237	0	253	269	113	0	382	796
1800 - 1815	20	10	0	30	4	52	0	56	67	28	0	95	181
1815 - 1830	38	12	0	50	2	54	0	56	64	33	0	97	203
1830 - 1845	20	5	0	25	4	45	0	49	58	15	0	73	147
1845 - 1900	27	3	0	30	4	53	0	57	54	23	0	77	164
Hourly Total	105	30	0	135	14	204	0	218	243	99	0	342	695
Grand Total	1174	262	0	1436	160	2692	1	2853	2479	1085	0	3564	7853
Approach %	81.75	18.25	0.00	-	5.61	94.36	0.04	-	69.56	30.44	0.00	-	-
Intersection %	14.95	3.34	0.00	18.29	2.04	34.28	0.01	36.33	31.57	13.82	0.00	45.38	-
PHF	0.90	0.82	0.00	0.92	0.57	0.87	0.00	0.90	0.94	0.87	0.00	0.98	0.97

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Memphis, TN

Site 4 of 26

Date
Tuesday, October 5, 2021

Weather
Mostly Cloudy
74°F

Neely Rd
E Holmes Rd (West)
E Holmes Rd (East)

Lat/Long
35.006369°, -90.055699°

0700 - 1900 (Weekday 12h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME	Southbound				Eastbound				Westbound				Int Total
	Neely Rd				E Holmes Rd (West)				E Holmes Rd (East)				
	Left 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Thru 4.7	Right 4.8	U-Turn 4.9	App Total	
0700 - 0715	14	1	0	15	2	71	0	73	43	18	0	61	149
0715 - 0730	14	5	0	19	3	76	0	79	55	27	0	82	180
0730 - 0745	21	4	0	25	1	72	0	73	40	20	0	60	158
0745 - 0800	25	8	0	33	7	69	0	76	36	23	0	59	168
Hourly Total	74	18	0	92	13	288	0	301	174	88	0	262	655
0800 - 0815	29	4	0	33	10	70	0	80	52	24	0	76	189
0815 - 0830	26	3	0	29	5	62	0	67	46	28	0	74	170
0830 - 0845	29	1	0	30	0	36	0	36	29	23	0	52	118
0845 - 0900	22	1	0	23	6	62	0	68	37	21	0	58	149
Hourly Total	106	9	0	115	21	230	0	251	164	96	0	260	626
0900 - 0915	19	5	0	24	1	57	0	58	33	7	0	40	122
0915 - 0930	18	1	0	19	5	43	0	48	38	15	0	53	120
0930 - 0945	27	2	0	29	1	39	0	40	31	19	0	50	119
0945 - 1000	21	3	0	24	2	47	0	49	33	20	0	53	126
Hourly Total	85	11	0	96	9	186	0	195	135	61	0	196	487
1000 - 1015	16	3	0	19	3	45	0	48	28	11	0	39	106
1015 - 1030	15	3	0	18	4	40	0	44	36	20	0	56	118
1030 - 1045	14	2	0	16	0	31	0	31	33	12	0	45	92
1045 - 1100	16	3	0	19	2	34	0	36	29	17	0	46	101
Hourly Total	61	11	0	72	9	150	0	159	126	60	0	186	417
1100 - 1115	18	3	0	21	1	43	0	44	44	22	0	66	131
1115 - 1130	17	4	0	21	5	37	0	42	29	21	0	50	113
1130 - 1145	22	4	0	26	4	50	0	54	43	16	0	59	139
1145 - 1200	20	6	0	26	3	47	0	50	41	10	0	51	127
Hourly Total	77	17	0	94	13	177	0	190	157	69	0	226	510
1200 - 1215	18	5	0	23	2	44	1	47	42	17	0	59	129
1215 - 1230	22	4	0	26	2	36	0	38	51	23	0	74	138
1230 - 1245	22	2	0	24	3	52	0	55	32	20	0	52	131
1245 - 1300	20	0	0	20	3	46	0	49	43	28	0	71	140
Hourly Total	82	11	0	93	10	178	1	189	168	88	0	256	538
1300 - 1315	24	7	0	31	2	42	0	44	41	20	0	61	136
1315 - 1330	23	3	0	26	2	61	0	63	52	12	0	64	153
1330 - 1345	19	8	0	27	3	50	0	53	52	21	0	73	153
1345 - 1400	22	5	0	27	6	50	0	56	49	22	0	71	154
Hourly Total	88	23	0	111	13	203	0	216	194	75	0	269	596
1400 - 1415	22	3	0	25	1	55	0	56	70	25	0	95	176
1415 - 1430	30	7	0	37	4	52	0	56	69	22	0	91	184
1430 - 1445	24	8	0	32	4	61	0	65	65	29	0	94	191
1445 - 1500	28	7	0	35	5	63	0	68	66	29	0	95	198
Hourly Total	104	25	0	129	14	231	0	245	270	105	0	375	749
1500 - 1515	20	7	0	27	2	77	0	79	82	30	0	112	218
1515 - 1530	31	7	0	38	8	71	0	79	75	20	0	95	212
1530 - 1545	28	10	0	38	3	67	0	70	64	30	0	94	202
1545 - 1600	41	7	0	48	2	56	0	58	59	24	0	83	189
Hourly Total	120	31	0	151	15	271	0	286	280	104	0	384	821
1600 - 1615	35	11	0	46	1	66	0	67	61	34	0	95	208
1615 - 1630	27	3	0	30	2	60	0	62	59	29	0	88	180
1630 - 1645	38	5	0	43	4	76	0	80	69	26	0	95	218
1645 - 1700	32	11	0	43	2	82	0	84	67	31	0	98	225
Hourly Total	132	30	0	162	9	284	0	293	256	120	0	376	831
1700 - 1715	36	11	0	47	7	61	0	68	67	26	0	93	208
1715 - 1730	40	9	0	49	3	65	0	68	74	24	0	98	215
1730 - 1745	26	4	0	30	5	47	0	52	56	39	0	95	177
1745 - 1800	22	11	0	33	1	63	0	64	71	23	0	94	191
Hourly Total	124	35	0	159	16	236	0	252	268	112	0	380	791
1800 - 1815	20	10	0	30	4	52	0	56	67	28	0	95	181
1815 - 1830	36	12	0	48	2	51	0	53	64	33	0	97	198
1830 - 1845	20	5	0	25	4	45	0	49	58	15	0	73	147
1845 - 1900	27	3	0	30	4	53	0	57	54	23	0	77	164
Hourly Total	103	30	0	133	14	201	0	215	243	99	0	342	690
Grand Total	1156	251	0	1407	156	2635	1	2792	2435	1077	0	3512	7711
Approach %	82.16	17.84	0.00	-	5.59	94.38	0.04	-	69.33	30.67	0.00	-	-
Intersection %	14.99	3.26	0.00	18.25	2.02	34.17	0.01	36.21	31.58	13.97	0.00	45.55	-

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Memphis, TN

Site 4 of 26

Date
Tuesday, October 5, 2021

Weather
Mostly Cloudy
74°F

Neely Rd
E Holmes Rd (West)
E Holmes Rd (East)

Lat/Long
35.006369°, -90.055699°

0700 - 1900 (Weekday 12h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME	Southbound				Eastbound				Westbound				Int Total
	Neely Rd				E Holmes Rd (West)				E Holmes Rd (East)				
	Left 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Thru 4.7	Right 4.8	U-Turn 4.9	App Total	
0700 - 0715	0	0	0	0	0	1	0	1	2	0	0	2	3
0715 - 0730	0	0	0	0	0	1	0	1	2	0	0	2	3
0730 - 0745	0	1	0	1	0	0	0	0	1	1	0	2	3
0745 - 0800	0	0	0	0	0	2	0	2	0	1	0	1	3
Hourly Total	0	1	0	1	0	4	0	4	5	2	0	7	12
0800 - 0815	1	2	0	3	1	3	0	4	0	0	0	0	7
0815 - 0830	1	2	0	3	0	1	0	1	2	0	0	2	6
0830 - 0845	0	0	0	0	0	1	0	1	0	0	0	0	1
0845 - 0900	0	0	0	0	0	1	0	1	0	0	0	0	1
Hourly Total	2	4	0	6	1	6	0	7	2	0	0	2	15
0900 - 0915	1	0	0	1	0	0	0	0	4	0	0	4	5
0915 - 0930	0	0	0	0	0	3	0	3	1	0	0	1	4
0930 - 0945	0	0	0	0	0	0	0	0	0	1	0	1	1
0945 - 1000	1	0	0	1	1	0	0	1	1	0	0	1	3
Hourly Total	2	0	0	2	1	3	0	4	6	1	0	7	13
1000 - 1015	0	0	0	0	1	0	0	1	1	0	0	1	2
1015 - 1030	1	0	0	1	0	1	0	1	0	0	0	0	2
1030 - 1045	0	0	0	0	0	0	0	0	2	0	0	2	2
1045 - 1100	0	0	0	0	0	3	0	3	0	0	0	0	3
Hourly Total	1	0	0	1	1	4	0	5	3	0	0	3	9
1100 - 1115	0	0	0	0	0	1	0	1	1	0	0	1	2
1115 - 1130	0	0	0	0	0	3	0	3	1	0	0	1	4
1130 - 1145	2	0	0	2	0	1	0	1	0	0	0	0	3
1145 - 1200	0	1	0	1	0	0	0	0	2	0	0	2	3
Hourly Total	2	1	0	3	0	5	0	5	4	0	0	4	12
1200 - 1215	1	0	0	1	0	1	0	1	0	0	0	0	2
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	3	0	3	0	1	0	1	4
Hourly Total	1	0	0	1	0	4	0	4	0	1	0	1	6
1300 - 1315	0	0	0	0	0	1	0	1	1	0	0	1	2
1315 - 1330	1	0	0	1	0	0	0	0	1	0	0	1	2
1330 - 1345	0	1	0	1	0	0	0	0	0	0	0	0	1
1345 - 1400	0	0	0	0	0	1	0	1	0	0	0	0	1
Hourly Total	1	1	0	2	0	2	0	2	2	0	0	2	6
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	1	0	1	0	0	0	0	1
1430 - 1445	0	0	0	0	0	2	0	2	3	3	0	6	8
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	3	0	3	3	3	0	6	9
1500 - 1515	0	0	0	0	0	2	0	2	1	0	0	1	3
1515 - 1530	3	0	0	3	0	2	0	2	1	0	0	1	6
1530 - 1545	1	1	0	2	0	0	0	0	3	0	0	3	5
1545 - 1600	0	0	0	0	1	5	0	6	1	0	0	1	7
Hourly Total	4	1	0	5	1	9	0	10	6	0	0	6	21
1600 - 1615	0	0	0	0	0	2	0	2	2	0	0	2	4
1615 - 1630	1	0	0	1	0	1	0	1	0	0	0	0	2
1630 - 1645	0	0	0	0	0	3	0	3	1	0	0	1	4
1645 - 1700	0	0	0	0	0	1	0	1	0	0	0	0	1
Hourly Total	1	0	0	1	0	7	0	7	3	0	0	3	11
1700 - 1715	0	0	0	0	0	0	0	0	1	0	0	1	1
1715 - 1730	1	0	0	1	0	1	0	1	0	0	0	0	2
1730 - 1745	0	1	0	1	0	0	0	0	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	0	2	0	1	0	1	1	0	0	1	4
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	2	0	0	2	0	2	0	2	0	0	0	0	4
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	2	0	2	0	2	0	0	0	0	4
Grand Total	17	9	0	26	4	50	0	54	35	7	0	42	122
Approach %	65.38	34.62	0.00	-	7.41	92.59	0.00	-	83.33	16.67	0.00	-	-
Intersection %	13.93	7.38	0.00	21.31	3.28	40.98	0.00	44.26	28.69	5.74	0.00	34.43	-

Classified Turn Movement Count || Combination Trucks (8-13)



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Memphis, TN

Site 4 of 26

Neely Rd
E Holmes Rd (West)
E Holmes Rd (East)

Date
Tuesday, October 5, 2021

Lat/Long
35.006369°, -90.055699°

Weather
Mostly Cloudy
74°F

0700 - 1900 (Weekday 12h Session) (10-05-2021)
Combination Trucks (8-13)

TIME	Southbound				Eastbound				Westbound				Int Total
	Neely Rd				E Holmes Rd (West)				E Holmes Rd (East)				
	Left 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Thru 4.7	Right 4.8	U-Turn 4.9	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	1	0	0	1	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	0	0	0	0	0	0
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	2	0	2	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	0	2	0	0	0	0	0	0	0	0	0
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	2	0	3	0	7	0	7	9	1	0	10	20
Approach %	33.33	66.67	0.00	-	0.00	100.00	0.00	-	90.00	10.00	0.00	-	
Intersection %	5.00	10.00	0.00	15.00	0.00	35.00	0.00	35.00	45.00	5.00	0.00	50.00	



[Click here for Map](#)

Peak Hour Turning Movement Count

Memphis, TN



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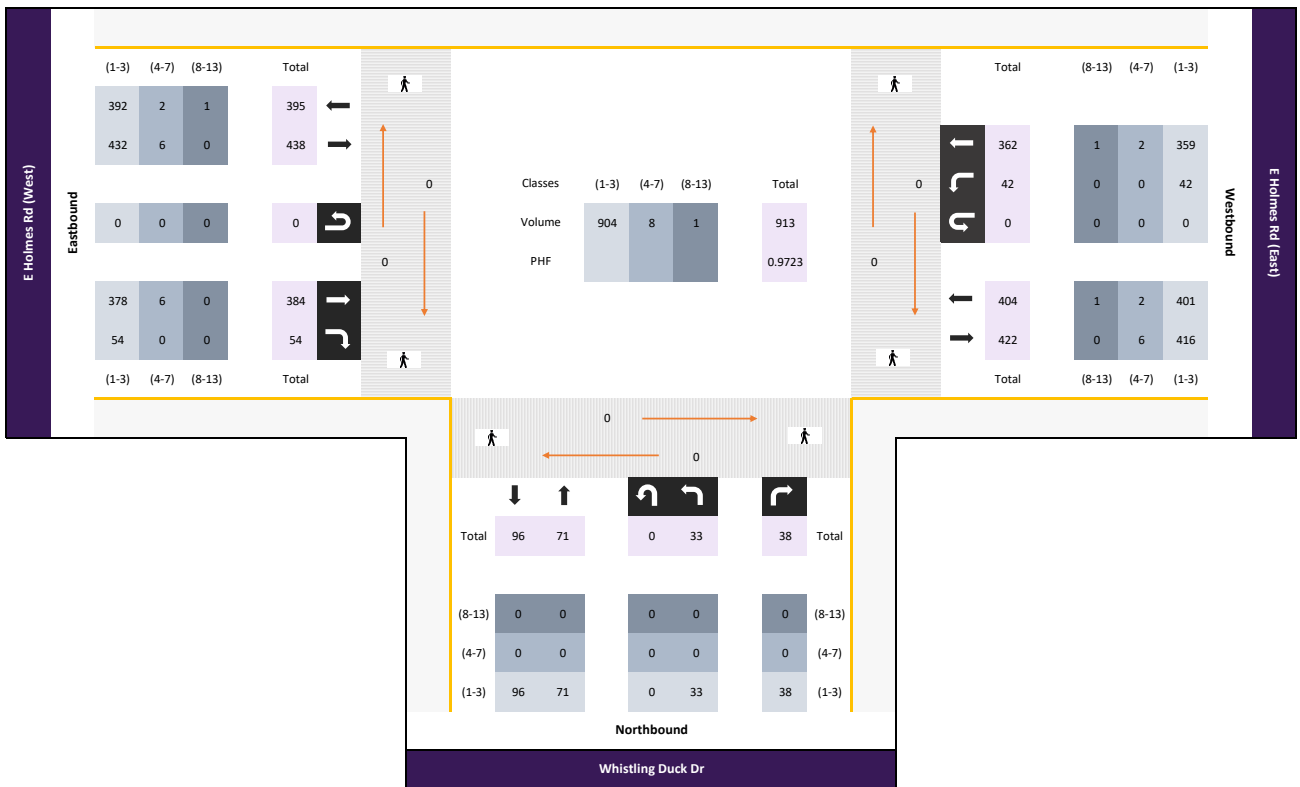
Tuesday, October 5, 2021	
Period	0700 - 1900
Peak Hour	1630 - 1730

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Classified Turn Movement Count || All vehicles



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Memphis, TN

Site 5 of 26

Whistling Duck Dr

E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006328°, -90.054875°

0700 - 1900 (Weekday 12h Session) (10-05-2021)

All vehicles

TIME	Northbound Whistling Duck Dr			
	Left 5.1	Right 5.2	U-Turn 5.3	App Total
0700 - 0715	8	9	0	17
0715 - 0730	13	7	0	20
0730 - 0745	10	8	1	19
0745 - 0800	7	7	0	14
Hourly Total	38	31	1	70
0800 - 0815	7	8	0	15
0815 - 0830	6	14	0	20
0830 - 0845	4	11	0	15
0845 - 0900	9	11	0	20
Hourly Total	26	44	0	70
0900 - 0915	3	7	0	10
0915 - 0930	2	11	0	13
0930 - 0945	7	5	0	12
0945 - 1000	8	2	0	10
Hourly Total	20	25	0	45
1000 - 1015	3	4	0	7
1015 - 1030	6	5	0	11
1030 - 1045	5	10	0	15
1045 - 1100	2	7	0	9
Hourly Total	16	26	0	42
1100 - 1115	5	7	0	12
1115 - 1130	5	5	0	10
1130 - 1145	5	9	0	14
1145 - 1200	1	11	0	12
Hourly Total	16	32	0	48
1200 - 1215	5	5	0	10
1215 - 1230	4	6	0	10
1230 - 1245	5	15	0	20
1245 - 1300	9	7	1	17
Hourly Total	23	33	1	57
1300 - 1315	6	9	0	15
1315 - 1330	3	9	0	12
1330 - 1345	3	9	0	12
1345 - 1400	3	12	0	15
Hourly Total	15	39	0	54
1400 - 1415	6	8	0	14
1415 - 1430	5	14	0	19
1430 - 1445	7	11	0	18
1445 - 1500	13	7	0	20
Hourly Total	31	40	0	71
1500 - 1515	8	14	0	22
1515 - 1530	4	17	0	21
1530 - 1545	7	7	0	14
1545 - 1600	4	12	0	16
Hourly Total	23	50	0	73
1600 - 1615	9	11	0	20
1615 - 1630	9	13	0	22
1630 - 1645	8	14	0	22
1645 - 1700	6	8	0	14
Hourly Total	32	46	0	78
1700 - 1715	8	12	0	20
1715 - 1730	11	4	0	15
1730 - 1745	9	10	0	19
1745 - 1800	9	12	0	21
Hourly Total	37	38	0	75
1800 - 1815	4	10	0	14
1815 - 1830	5	10	0	15
1830 - 1845	8	11	0	19
1845 - 1900	8	8	0	16
Hourly Total	25	39	0	64
Grand Total	302	443	2	747
Approach %	40.43	59.30	0.27	-
Intersection %	3.65	5.35	0.02	9.03
PHF	0.75	0.68	0.00	0.81

Eastbound E Holmes Rd (West)				Westbound E Holmes Rd (East)				Int Total
Thru 5.4	Right 5.5	U-Turn 5.6	App Total	Left 5.7	Thru 5.8	U-Turn 5.9	App Total	
81	7	0	88	10	55	0	65	170
83	7	0	90	7	70	0	77	187
88	3	0	91	6	52	0	58	168
88	5	0	93	4	56	0	60	167
340	22	0	362	27	233	0	260	692
100	5	0	105	8	67	0	75	195
85	6	0	91	11	70	0	81	192
52	12	0	64	10	47	0	57	136
77	7	0	84	5	47	0	52	156
314	30	0	344	34	231	0	265	679
66	9	0	75	9	41	0	50	135
58	6	0	64	10	52	0	62	139
64	3	0	67	5	44	0	49	128
64	5	0	69	4	47	0	51	130
252	23	0	275	28	184	0	212	532
62	1	0	63	9	39	0	48	118
49	9	0	58	3	52	0	55	124
42	2	0	44	4	42	0	46	105
49	3	0	52	3	44	0	47	108
202	15	0	217	19	177	0	196	455
57	6	0	63	7	62	0	69	144
57	1	0	58	2	46	0	48	116
71	4	0	75	4	54	0	58	147
66	4	0	70	7	54	1	62	144
251	15	0	266	20	216	1	237	551
55	9	0	64	8	54	0	62	136
57	1	0	58	7	72	0	79	147
69	6	0	75	8	47	0	55	150
65	5	0	70	7	62	0	69	156
246	21	0	267	30	235	0	265	589
60	8	0	68	6	56	0	62	145
75	9	0	84	4	64	0	68	164
64	6	0	70	11	71	0	82	164
70	3	1	74	6	67	0	73	162
269	26	1	296	27	258	0	285	635
69	8	0	77	9	88	0	97	188
72	10	1	83	6	87	0	93	195
78	11	0	89	15	94	0	109	216
85	7	0	92	11	82	0	93	205
304	36	1	341	41	351	0	392	804
93	7	0	100	6	105	0	111	233
95	11	0	106	9	93	1	103	230
83	14	0	97	15	90	0	105	216
81	17	0	98	10	80	0	90	204
352	49	0	401	40	368	1	409	883
93	11	0	104	9	86	0	95	219
82	8	0	90	16	78	0	94	206
100	17	0	117	5	89	0	94	233
106	10	0	116	13	92	0	105	235
381	46	0	427	43	345	0	388	893
85	13	0	98	9	86	0	95	213
93	14	0	107	16	95	0	111	233
64	9	0	73	11	86	0	97	189
76	9	0	85	12	83	0	95	201
318	45	0	363	48	350	0	398	836
65	7	0	72	14	91	0	105	191
73	16	0	89	10	92	0	102	206
56	9	0	65	6	65	0	71	155
71	7	0	78	11	68	0	79	173
265	39	0	304	41	316	0	357	725
3494	367	2	3863	398	3264	2	3664	8274
90.45	9.50	0.05	-	10.86	89.08	0.05	-	-
42.23	4.44	0.02	46.69	4.81	39.45	0.02	44.28	-
0.91	0.79	0.00	0.94	0.67	0.95	0.00	0.91	0.97

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Memphis, TN

Site 5 of 26

Whistling Duck Dr

E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Lat/Long

35.006328°, -90.054875°

Weather

Mostly Cloudy
74°F

0700 - 1900 (Weekday 12h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME	Northbound			
	Left 5.1	Right 5.2	U-Turn 5.3	App Total
0700 - 0715	8	9	0	17
0715 - 0730	13	7	0	20
0730 - 0745	9	7	1	17
0745 - 0800	6	7	0	13
Hourly Total	36	30	1	67
0800 - 0815	7	7	0	14
0815 - 0830	6	13	0	19
0830 - 0845	4	10	0	14
0845 - 0900	8	10	0	18
Hourly Total	25	40	0	65
0900 - 0915	3	7	0	10
0915 - 0930	2	9	0	11
0930 - 0945	7	5	0	12
0945 - 1000	7	2	0	9
Hourly Total	19	23	0	42
1000 - 1015	2	4	0	6
1015 - 1030	5	5	0	10
1030 - 1045	5	10	0	15
1045 - 1100	2	7	0	9
Hourly Total	14	26	0	40
1100 - 1115	5	7	0	12
1115 - 1130	5	5	0	10
1130 - 1145	5	9	0	14
1145 - 1200	1	11	0	12
Hourly Total	16	32	0	48
1200 - 1215	5	5	0	10
1215 - 1230	4	6	0	10
1230 - 1245	5	15	0	20
1245 - 1300	8	7	1	16
Hourly Total	22	33	1	56
1300 - 1315	6	9	0	15
1315 - 1330	3	9	0	12
1330 - 1345	3	9	0	12
1345 - 1400	3	12	0	15
Hourly Total	15	39	0	54
1400 - 1415	6	8	0	14
1415 - 1430	5	14	0	19
1430 - 1445	6	11	0	17
1445 - 1500	13	7	0	20
Hourly Total	30	40	0	70
1500 - 1515	8	14	0	22
1515 - 1530	4	17	0	21
1530 - 1545	7	7	0	14
1545 - 1600	4	11	0	15
Hourly Total	23	49	0	72
1600 - 1615	9	11	0	20
1615 - 1630	9	12	0	21
1630 - 1645	8	14	0	22
1645 - 1700	6	8	0	14
Hourly Total	32	45	0	77
1700 - 1715	8	12	0	20
1715 - 1730	11	4	0	15
1730 - 1745	9	10	0	19
1745 - 1800	9	12	0	21
Hourly Total	37	38	0	75
1800 - 1815	4	10	0	14
1815 - 1830	5	10	0	15
1830 - 1845	8	11	0	19
1845 - 1900	8	8	0	16
Hourly Total	25	39	0	64
Grand Total	294	434	2	730
Approach %	40.27	59.45	0.27	-
Intersection %	3.62	5.34	0.02	8.98

	Eastbound				Westbound				Int Total
	E Holmes Rd (West)				E Holmes Rd (East)				
	Thru 5.4	Right 5.5	U-Turn 5.6	App Total	Left 5.7	Thru 5.8	U-Turn 5.9	App Total	
	80	7	0	87	10	53	0	63	167
	83	6	0	89	7	68	0	75	184
	86	3	0	89	4	50	0	54	160
	88	5	0	93	4	56	0	60	166
	337	21	0	358	25	227	0	252	677
	97	4	0	101	7	67	0	74	189
	83	6	0	89	9	69	0	78	186
	51	12	0	63	10	47	0	57	134
	75	7	0	82	4	47	0	51	151
	306	29	0	335	30	230	0	260	660
	65	9	0	74	9	37	0	46	130
	56	4	0	60	10	51	0	61	132
	64	3	0	67	5	43	0	48	127
	64	4	0	68	3	46	0	49	126
	249	20	0	269	27	177	0	204	515
	60	1	0	61	9	37	0	46	113
	47	9	0	56	3	51	0	54	120
	42	2	0	44	4	42	0	46	105
	48	3	0	51	3	44	0	47	107
	197	15	0	212	19	174	0	193	445
	56	5	0	61	7	61	0	68	141
	54	1	0	55	2	45	0	47	112
	67	4	0	71	4	54	0	58	143
	66	4	0	70	7	50	1	58	140
	243	14	0	257	20	210	1	231	536
	54	9	0	63	8	54	0	62	135
	56	1	0	57	7	71	0	78	145
	67	6	0	73	8	47	0	55	148
	63	5	0	68	7	62	0	69	153
	240	21	0	261	30	234	0	264	581
	59	8	0	67	6	55	0	61	143
	74	9	0	83	4	62	0	66	161
	64	6	0	70	11	71	0	82	164
	69	3	1	73	6	67	0	73	161
	266	26	1	293	27	255	0	282	629
	69	8	0	77	9	88	0	97	188
	71	10	1	82	6	85	0	91	192
	76	11	0	87	15	90	0	105	209
	84	7	0	91	11	82	0	93	204
	300	36	1	337	41	345	0	386	793
	91	7	0	98	6	104	0	110	230
	91	10	0	101	9	91	1	101	223
	82	13	0	95	15	88	0	103	212
	76	17	0	93	9	79	0	88	196
	340	47	0	387	39	362	1	402	861
	91	11	0	102	9	84	0	93	215
	80	8	0	88	15	78	0	93	202
	97	17	0	114	5	88	0	93	229
	105	10	0	115	13	92	0	105	234
	373	46	0	419	42	342	0	384	880
	85	13	0	98	9	85	0	94	212
	91	14	0	105	15	94	0	109	229
	64	9	0	73	11	86	0	97	189
	76	9	0	85	12	83	0	95	201
	316	45	0	361	47	348	0	395	831
	65	7	0	72	14	91	0	105	191
	72	16	0	88	10	92	0	102	205
	53	9	0	62	6	65	0	71	152
	70	7	0	77	11	68	0	79	172
	260	39	0	299	41	316	0	357	720
	3427	359	2	3788	388	3220	2	3610	8128
	90.47	9.48	0.05	-	10.75	89.20	0.06	-	-
	42.16	4.42	0.02	46.60	4.77	39.62	0.02	44.41	-

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Memphis, TN

Site 5 of 26
Whistling Duck Dr

Date
Tuesday, October 5, 2021

Weather
Mostly Cloudy
74°F

E Holmes Rd (West)
E Holmes Rd (East)

Lat/Long
35.006328°, -90.054875°

0700 - 1900 (Weekday 12h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME	Northbound Whistling Duck Dr			
	Left 5.1	Right 5.2	U-Turn 5.3	App Total
0700 - 0715	0	0	0	0
0715 - 0730	0	0	0	0
0730 - 0745	1	1	0	2
0745 - 0800	1	0	0	1
Hourly Total	2	1	0	3
0800 - 0815	0	1	0	1
0815 - 0830	0	1	0	1
0830 - 0845	0	1	0	1
0845 - 0900	1	1	0	2
Hourly Total	1	4	0	5
0900 - 0915	0	0	0	0
0915 - 0930	0	2	0	2
0930 - 0945	0	0	0	0
0945 - 1000	1	0	0	1
Hourly Total	1	2	0	3
1000 - 1015	1	0	0	1
1015 - 1030	1	0	0	1
1030 - 1045	0	0	0	0
1045 - 1100	0	0	0	0
Hourly Total	2	0	0	2
1100 - 1115	0	0	0	0
1115 - 1130	0	0	0	0
1130 - 1145	0	0	0	0
1145 - 1200	0	0	0	0
Hourly Total	0	0	0	0
1200 - 1215	0	0	0	0
1215 - 1230	0	0	0	0
1230 - 1245	0	0	0	0
1245 - 1300	1	0	0	1
Hourly Total	1	0	0	1
1300 - 1315	0	0	0	0
1315 - 1330	0	0	0	0
1330 - 1345	0	0	0	0
1345 - 1400	0	0	0	0
Hourly Total	0	0	0	0
1400 - 1415	0	0	0	0
1415 - 1430	0	0	0	0
1430 - 1445	1	0	0	1
1445 - 1500	0	0	0	0
Hourly Total	1	0	0	1
1500 - 1515	0	0	0	0
1515 - 1530	0	0	0	0
1530 - 1545	0	0	0	0
1545 - 1600	0	1	0	1
Hourly Total	0	1	0	1
1600 - 1615	0	0	0	0
1615 - 1630	0	1	0	1
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	0	1	0	1
1700 - 1715	0	0	0	0
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
Hourly Total	0	0	0	0
1800 - 1815	0	0	0	0
1815 - 1830	0	0	0	0
1830 - 1845	0	0	0	0
1845 - 1900	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	8	9	0	17
Approach %	47.06	52.94	0.00	-
Intersection %	6.30	7.09	0.00	13.39

	Eastbound E Holmes Rd (West)				Westbound E Holmes Rd (East)				Int Total
	Thru 5.4	Right 5.5	U-Turn 5.6	App Total	Left 5.7	Thru 5.8	U-Turn 5.9	App Total	
	1	0	0	1	0	2	0	2	3
	0	1	0	1	0	2	0	2	3
	2	0	0	2	2	1	0	3	7
	0	0	0	0	0	0	0	0	1
	3	1	0	4	2	5	0	7	14
	3	1	0	4	1	0	0	1	6
	1	0	0	1	2	1	0	3	5
	1	0	0	1	0	0	0	0	2
	2	0	0	2	1	0	0	1	5
	7	1	0	8	4	1	0	5	18
	1	0	0	1	0	4	0	4	5
	1	2	0	3	0	1	0	1	6
	0	0	0	0	0	1	0	1	1
	0	1	0	1	1	0	0	1	3
	2	3	0	5	1	6	0	7	15
	2	0	0	2	0	1	0	1	4
	2	0	0	2	0	0	0	0	3
	0	0	0	0	0	0	0	0	0
	1	0	0	1	0	0	0	0	1
	5	0	0	5	0	1	0	1	8
	1	1	0	2	0	1	0	1	3
	2	0	0	2	0	1	0	1	3
	3	0	0	3	0	0	0	0	3
	0	0	0	0	0	2	0	2	2
	6	1	0	7	0	4	0	4	11
	1	0	0	1	0	0	0	0	1
	1	0	0	1	0	0	0	0	1
	1	0	0	1	0	0	0	0	1
	2	0	0	2	0	0	0	0	3
	5	0	0	5	0	0	0	0	6
	1	0	0	1	0	1	0	1	2
	1	0	0	1	0	1	0	1	2
	0	0	0	0	0	0	0	0	0
	1	0	0	1	0	0	0	0	1
	3	0	0	3	0	2	0	2	5
	0	0	0	0	0	0	0	0	0
	1	0	0	1	0	1	0	1	2
	2	0	0	2	0	4	0	4	7
	0	0	0	0	0	0	0	0	0
	3	0	0	3	0	5	0	5	9
	2	0	0	2	0	1	0	1	3
	3	1	0	4	0	2	0	2	6
	1	1	0	2	0	2	0	2	4
	5	0	0	5	1	1	0	2	8
	11	2	0	13	1	6	0	7	21
	2	0	0	2	0	2	0	2	4
	2	0	0	2	1	0	0	1	4
	3	0	0	3	0	1	0	1	4
	1	0	0	1	0	0	0	0	1
	8	0	0	8	1	3	0	4	13
	0	0	0	0	0	1	0	1	1
	2	0	0	2	0	0	0	0	2
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
	2	0	0	2	0	1	0	1	3
	0	0	0	0	0	0	0	0	0
	1	0	0	1	0	0	0	0	1
	2	0	0	2	0	0	0	0	2
	1	0	0	1	0	0	0	0	1
	4	0	0	4	0	0	0	0	4
	59	8	0	67	9	34	0	43	127
	88.06	11.94	0.00	-	20.93	79.07	0.00	-	-
	46.46	6.30	0.00	52.76	7.09	26.77	0.00	33.86	-



[Click here for Map](#)

Peak Hour Turning Movement Count

Memphis, TN



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Tuesday, October 5, 2021	
Period	0700 - 1900
Peak Hour	1445 - 1545

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound Tulane Rd (South)					Southbound Tulane Rd (North)					Eastbound E Holmes Rd (West)					Westbound E Holmes Rd (East)					Int Total
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
	1445 - 1500	4	9	11	0	24	23	20	10	0	53	12	82	14	0	108	16	92	19	0	
1500 - 1515	18	37	37	0	92	21	22	15	0	58	16	83	11	0	110	8	81	11	0	100	360
1515 - 1530	13	23	20	0	56	23	22	9	0	54	9	103	23	0	135	14	79	17	0	110	355
1530 - 1545	15	21	10	0	46	25	12	20	0	57	10	89	14	0	113	11	99	9	0	119	335
Total	50	90	78	0	218	92	76	54	0	222	47	357	62	0	466	49	351	56	0	456	1362
Approach %	22.94	41.28	35.78	0.00	-	41.44	34.23	24.32	0.00	-	10.09	76.61	13.30	0.00	-	10.75	76.97	12.28	0.00	-	-
PHF	0.69	0.61	0.53	0.00	0.59	0.92	0.86	0.68	0.00	0.96	0.73	0.87	0.67	0.00	0.86	0.77	0.89	0.74	0.00	0.90	0.95

Bikes

Time	Northbound Tulane Rd (South)					Southbound Tulane Rd (North)					Eastbound E Holmes Rd (West)					Westbound E Holmes Rd (East)					Int Total	
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total		
	1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound Tulane Rd (South)					Southbound Tulane Rd (North)					Eastbound E Holmes Rd (West)					Westbound E Holmes Rd (East)					Int Total
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
	1445 - 1500	4	9	11	0	24	23	20	10	0	53	12	81	14	0	107	16	92	19	0	
1500 - 1515	18	37	35	0	90	21	22	15	0	58	16	82	11	0	109	7	80	11	0	98	355
1515 - 1530	13	23	20	0	56	22	21	9	0	52	9	98	23	0	130	14	78	17	0	109	347
1530 - 1545	15	21	10	0	46	25	12	19	0	56	10	88	14	0	112	11	96	9	0	116	330
Total	50	90	76	0	216	91	75	53	0	219	47	349	62	0	458	48	346	56	0	450	1343
Approach %	23.15	41.67	35.19	0.00	-	41.55	34.25	24.20	0.00	-	10.26	76.20	13.54	0.00	-	10.67	76.89	12.44	0.00	-	-
PHF	0.69	0.61	0.54	0.00	0.60	0.91	0.85	0.70	0.00	0.94	0.73	0.89	0.67	0.00	0.88	0.75	0.90	0.74	0.00	0.89	0.95

Single Unit Trucks (4-7)

Time	Northbound Tulane Rd (South)					Southbound Tulane Rd (North)					Eastbound E Holmes Rd (West)					Westbound E Holmes Rd (East)					Int Total	
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total		
	1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
1500 - 1515	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	5	
1515 - 1530	0	0	0	0	0	1	1	0	0	2	0	5	0	0	5	0	1	0	0	1	8	
1530 - 1545	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	3	0	0	3	5	
Total	0	0	2	0	2	1	1	1	0	3	0	7	0	0	7	1	5	0	0	6	18	
Approach %	0.00	0.00	100.00	0.00	-	33.33	33.33	33.33	0.00	-	0.00	100.00	0.00	0.00	-	16.67	83.33	0.00	0.00	-	-	
PHF	0.00	0.00	0.25	0.00	0.25	0.25	0.25	0.25	0.00	0.38	0.00	0.35	0.00	0.00	0.35	0.25	0.42	0.00	0.00	0.50	0.56	

Combination Trucks (8-13)

Time	Northbound Tulane Rd (South)					Southbound Tulane Rd (North)					Eastbound E Holmes Rd (West)					Westbound E Holmes Rd (East)					Int Total	
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total		
	1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0		0
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.25

Pedestrians

Time	Northbound Tulane Rd (South)				Southbound Tulane Rd (North)				Eastbound E Holmes Rd (West)				Westbound E Holmes Rd (East)				Int Total
	FB 6a	WB 6b		App Total	FB 6c	WB 6d		App Total	NB 6e	SB 6f		App Total	NB 6g	SB 6h		App Total	
	1445 - 1500	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
1500 - 1515	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	
1515 - 1530	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	
1530 - 1545	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All vehicles



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Memphis, TN

Site 6 of 26

Tulane Rd (South)
Tulane Rd (North)
E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006302°, -90.043082°

0700 - 1900 (Weekday 12h Session) (10-05-2021)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Tulane Rd (South)					Tulane Rd (North)					E Holmes Rd (West)					E Holmes Rd (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
0700 - 0715	4	12	14	0	30	15	8	8	0	31	11	88	6	0	105	8	58	9	0	75	241
0715 - 0730	3	18	12	0	33	17	9	12	0	38	9	85	3	0	97	15	73	9	0	97	265
0730 - 0745	9	11	17	0	37	18	15	6	0	39	13	84	16	0	113	11	49	10	0	70	259
0745 - 0800	17	27	30	0	74	16	8	4	0	28	7	74	33	0	114	31	44	13	0	88	304
Hourly Total	33	68	73	0	174	66	40	30	0	136	40	331	58	0	429	65	224	41	0	330	1069
0800 - 0815	25	15	38	0	78	13	10	2	0	25	2	87	38	0	127	36	56	11	0	103	333
0815 - 0830	19	16	26	0	61	16	3	1	0	20	5	78	13	0	96	27	56	9	0	92	269
0830 - 0845	11	5	18	0	34	10	2	3	0	15	8	66	4	0	78	8	53	6	0	67	194
0845 - 0900	1	5	9	0	15	18	3	5	0	26	5	89	4	0	98	4	60	13	0	77	216
Hourly Total	56	41	91	0	188	57	18	11	0	86	20	320	59	0	399	75	225	39	0	339	1012
0900 - 0915	4	7	7	0	18	18	8	8	0	34	11	78	3	0	92	7	50	7	0	64	208
0915 - 0930	4	5	8	0	17	10	12	7	0	29	4	75	3	0	82	2	51	15	0	68	196
0930 - 0945	5	3	7	0	15	15	4	5	0	24	4	81	6	0	91	4	51	11	0	66	196
0945 - 1000	2	7	3	0	12	15	5	9	0	29	5	64	3	0	72	2	41	14	0	57	170
Hourly Total	15	22	25	0	62	58	29	29	0	116	24	298	15	0	337	15	193	47	0	255	770
1000 - 1015	6	9	8	0	23	13	6	12	0	31	3	63	4	0	70	4	44	9	0	57	181
1015 - 1030	5	3	6	0	14	16	6	5	0	27	1	67	9	0	77	5	57	14	0	76	194
1030 - 1045	6	4	7	0	17	8	7	6	0	21	8	44	5	0	57	9	51	4	0	64	159
1045 - 1100	4	11	5	0	20	13	11	1	0	25	10	55	4	0	69	3	53	11	0	67	181
Hourly Total	21	27	26	0	74	50	30	24	0	104	22	229	22	0	273	21	205	38	0	264	715
1100 - 1115	6	8	8	0	22	13	15	5	0	33	2	59	6	0	67	7	63	9	0	79	201
1115 - 1130	4	8	4	0	16	17	7	9	0	33	7	53	7	0	67	8	49	6	0	63	179
1130 - 1145	6	8	9	0	23	12	5	11	0	28	8	72	7	0	87	5	51	10	0	66	204
1145 - 1200	2	6	7	0	15	10	3	9	0	22	10	67	8	1	86	4	60	15	0	79	202
Hourly Total	18	30	28	0	76	52	30	34	0	116	27	251	28	1	307	24	223	40	0	287	786
1200 - 1215	4	5	7	0	16	8	12	9	0	29	6	66	7	0	79	5	60	12	0	77	201
1215 - 1230	4	9	2	0	15	12	10	4	0	26	4	58	6	0	68	5	75	13	0	93	202
1230 - 1245	6	7	10	0	23	20	8	8	0	36	13	73	6	0	92	10	48	9	0	67	218
1245 - 1300	7	10	7	0	24	17	12	9	0	38	5	65	5	0	75	6	69	14	0	89	226
Hourly Total	21	31	26	0	78	57	42	30	0	129	28	262	24	0	314	26	252	48	0	326	847
1300 - 1315	10	8	3	0	21	4	8	11	0	23	4	68	5	0	77	5	53	10	0	68	189
1315 - 1330	9	6	10	0	25	12	4	7	0	23	3	82	7	0	92	3	59	18	0	80	220
1330 - 1345	6	7	17	0	30	19	8	9	0	36	16	79	4	0	99	3	69	10	0	82	247
1345 - 1400	6	6	7	0	19	8	19	9	0	36	7	76	10	0	93	9	84	10	0	103	251
Hourly Total	31	27	37	0	95	43	39	36	0	118	30	305	26	0	361	20	265	48	0	333	907
1400 - 1415	12	13	8	0	33	18	13	3	0	34	8	73	4	0	85	8	89	12	0	109	261
1415 - 1430	5	12	10	0	27	20	20	7	0	47	5	72	13	0	90	8	82	13	0	103	267
1430 - 1445	11	10	10	0	31	22	23	13	0	58	8	80	11	0	99	13	90	14	0	117	305
1445 - 1500	4	9	11	0	24	23	20	10	0	53	12	82	14	0	108	16	92	19	0	127	312
Hourly Total	32	44	39	0	115	83	76	33	0	192	33	307	42	0	382	45	353	58	0	456	1145
1500 - 1515	18	37	37	0	92	21	22	15	0	58	16	83	11	0	110	8	81	11	0	100	360
1515 - 1530	13	23	20	0	56	23	22	9	0	54	9	103	23	0	135	14	79	17	0	110	355
1530 - 1545	15	21	10	0	46	25	12	20	0	57	10	89	14	0	113	11	99	9	0	119	335
1545 - 1600	7	21	15	0	43	26	19	12	0	57	8	90	14	0	112	10	80	9	0	99	311
Hourly Total	53	102	82	0	237	95	75	56	0	226	43	365	62	0	470	43	339	46	0	428	1361
1600 - 1615	10	14	10	0	34	18	12	13	0	43	6	99	6	0	111	11	89	13	0	113	301
1615 - 1630	13	21	13	0	47	17	24	15	0	56	7	94	10	0	111	11	85	13	0	109	323
1630 - 1645	15	18	15	0	48	22	22	10	0	54	5	91	16	0	112	12	86	22	0	120	334
1645 - 1700	13	10	20	0	43	18	20	17	0	55	10	89	15	0	114	9	87	14	0	110	322
Hourly Total	51	63	58	0	172	75	78	55	0	208	28	373	47	0	448	43	347	62	0	452	1280
1700 - 1715	20	20	14	0	54	22	18	18	0	58	8	87	16	0	111	11	89	7	0	107	330
1715 - 1730	10	15	16	0	41	14	16	12	0	42	7	91	15	0	113	9	94	21	0	124	320
1730 - 1745	16	15	9	0	40	22	22	9	0	53	11	79	2	0	92	10	91	11	0	112	297
1745 - 1800	9	7	9	0	25	13	16	13	0	42	12	87	11	0	110	8	103	17	0	128	305
Hourly Total	55	57	48	0	160	71	72	52	0	195	38	344	44	0	426	38	377	56	0	471	1252
1800 - 1815	14	11	4	0	29	14	21	18	0	53	7	75	6	0	88	8	100	18	0	126	296
1815 - 1830	6	9	12	0	27	20	13	11	0	44	8	82	10	0	100	8	100	6	0	114	285
1830 - 1845	5	13	4	0	22	14	10	9	0	33	4	83	3	0	90	8	71	13	0	92	237
1845 - 1900	10	8	6	0	24	20	17	12	0	49	10	68	7	0	85	16	73	15	0	104	262
Hourly Total	35	41	26	0	102	68	61	50	0	179	29	308	26	0	363	40	344	52	0	436	1080
Grand Total	421	553	559	0	1533	775	590	440	0	1805	362	3693	453	1	4509	455	3347	575	0	4377	12224
Approach %	27.46	36.07	36.46	0.00	-	42.94	32.69	24.38	0.00	-	8.03	81.90	10.05	0.02	-	10.40	76.47	13.14	0.00	-	-
Intersection %	3.44	4.52	4.57	0.00	12.54	6.34	4.83	3.60	0.00	14.77	2.96	30.21	3.71	0.01	36.89	3.72	27.38	4.70	0.00	35.81	-
PHF	0.69	0.61	0.53	0.00	0.59	0.92	0.86	0.68	0.00	0.96	0.73	0.87	0.67	0.00	0.86	0.77	0.89	0.74	0.00	0.90	0.95

Classified Turn Movement Count || Passenger Vehicles (1-3)

Memphis, TN

Site 6 of 26

Tulane Rd (South)
Tulane Rd (North)
E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006302°, -90.043082°

0700 - 1900 (Weekday 12h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME	Northbound Tulane Rd (South)					Southbound Tulane Rd (North)					Eastbound E Holmes Rd (West)					Westbound E Holmes Rd (East)					Int Total
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
0700 - 0715	4	12	14	0	30	15	8	8	0	31	11	87	6	0	104	8	56	9	0	73	238
0715 - 0730	3	18	12	0	33	17	9	11	0	37	9	82	3	0	94	15	69	8	0	92	256
0730 - 0745	9	11	17	0	37	18	14	6	0	38	13	84	16	0	113	11	49	10	0	70	258
0745 - 0800	17	26	30	0	73	16	8	4	0	28	7	74	33	0	114	29	44	12	0	85	300
Hourly Total	33	67	73	0	173	66	39	29	0	134	40	327	58	0	425	63	218	39	0	320	1052
0800 - 0815	24	15	38	0	77	12	9	2	0	23	2	85	38	0	125	36	56	10	0	102	327
0815 - 0830	18	16	26	0	60	15	3	1	0	19	5	78	13	0	96	26	56	9	0	91	266
0830 - 0845	10	5	18	0	33	10	2	3	0	15	8	63	4	0	75	7	53	6	0	66	189
0845 - 0900	1	5	9	0	15	17	3	5	0	25	5	85	4	0	94	4	60	13	0	77	211
Hourly Total	53	41	91	0	185	54	17	11	0	82	20	311	59	0	390	73	225	38	0	336	993
0900 - 0915	4	7	7	0	18	18	8	8	0	34	11	77	3	0	91	7	45	7	0	59	202
0915 - 0930	4	5	8	0	17	10	11	6	0	27	4	74	3	0	81	2	50	15	0	67	192
0930 - 0945	5	3	7	0	15	15	4	5	0	24	4	77	6	0	87	3	50	11	0	64	190
0945 - 1000	2	7	3	0	12	14	5	9	0	28	5	63	3	0	71	1	40	14	0	55	166
Hourly Total	15	22	25	0	62	57	28	28	0	113	24	291	15	0	330	13	185	47	0	245	750
1000 - 1015	6	9	8	0	23	13	5	12	0	30	3	63	4	0	70	4	43	9	0	56	179
1015 - 1030	5	3	6	0	14	15	6	5	0	26	1	66	8	0	75	5	56	14	0	75	190
1030 - 1045	6	4	7	0	17	8	6	5	0	19	8	44	5	0	57	9	47	4	0	60	153
1045 - 1100	4	10	5	0	19	13	10	1	0	24	10	53	4	0	67	3	51	11	0	65	175
Hourly Total	21	26	26	0	73	49	27	23	0	99	22	226	21	0	269	21	197	38	0	256	697
1100 - 1115	6	8	7	0	21	13	15	5	0	33	2	59	6	0	67	6	62	9	0	77	198
1115 - 1130	4	8	3	0	15	17	7	7	0	31	7	50	7	0	64	8	48	6	0	62	172
1130 - 1145	6	8	9	0	23	12	5	11	0	28	8	71	6	0	85	5	51	9	0	65	201
1145 - 1200	2	6	7	0	15	10	3	8	0	21	10	66	8	1	85	4	57	15	0	76	197
Hourly Total	18	30	26	0	74	52	30	31	0	113	27	246	27	1	301	23	218	39	0	280	768
1200 - 1215	4	5	7	0	16	8	12	8	0	28	6	65	7	0	78	5	59	12	0	76	198
1215 - 1230	4	9	2	0	15	11	10	4	0	25	4	57	6	0	67	5	74	13	0	92	199
1230 - 1245	6	7	10	0	23	20	8	8	0	36	13	72	6	0	91	10	47	9	0	66	216
1245 - 1300	7	9	7	0	23	17	12	8	0	37	5	63	5	0	73	5	68	14	0	87	220
Hourly Total	21	30	26	0	77	56	42	28	0	126	28	257	24	0	309	25	248	48	0	321	833
1300 - 1315	10	8	3	0	21	4	8	11	0	23	4	66	5	0	75	5	53	10	0	68	187
1315 - 1330	9	6	10	0	25	12	4	7	0	23	3	82	7	0	92	3	58	17	0	78	218
1330 - 1345	6	7	17	0	30	19	8	9	0	36	16	79	4	0	99	3	68	10	0	81	246
1345 - 1400	6	6	7	0	19	8	19	9	0	36	7	74	10	0	91	9	83	9	0	101	247
Hourly Total	31	27	37	0	95	43	39	36	0	118	30	301	26	0	357	20	262	46	0	328	898
1400 - 1415	12	13	8	0	33	18	13	3	0	34	8	73	4	0	85	8	89	12	0	109	261
1415 - 1430	5	12	10	0	27	20	20	7	0	47	5	71	13	0	89	8	80	13	0	101	264
1430 - 1445	9	10	10	0	29	22	22	13	0	57	8	79	11	0	98	13	88	13	0	114	298
1445 - 1500	4	9	11	0	24	23	20	10	0	53	12	81	14	0	107	16	92	19	0	127	311
Hourly Total	30	44	39	0	113	83	75	33	0	191	33	304	42	0	379	45	349	57	0	451	1134
1500 - 1515	18	37	35	0	90	21	22	15	0	58	16	82	11	0	109	7	80	11	0	98	355
1515 - 1530	13	23	20	0	56	22	21	9	0	52	9	98	23	0	130	14	78	17	0	109	347
1530 - 1545	15	21	10	0	46	25	12	19	0	56	10	88	14	0	112	11	96	9	0	116	330
1545 - 1600	7	21	14	0	42	26	19	12	0	57	8	86	14	0	108	10	80	9	0	99	306
Hourly Total	53	102	79	0	234	94	74	55	0	223	43	354	62	0	459	42	334	46	0	422	1338
1600 - 1615	10	14	10	0	34	17	12	13	0	42	6	98	6	0	110	11	88	11	0	110	296
1615 - 1630	13	21	13	0	47	17	24	15	0	56	7	93	10	0	110	11	83	13	0	107	320
1630 - 1645	15	18	15	0	48	22	22	10	0	54	5	88	16	0	109	12	86	22	0	120	331
1645 - 1700	13	10	20	0	43	18	20	17	0	55	10	87	13	0	110	9	86	14	0	109	317
Hourly Total	51	63	58	0	172	74	78	55	0	207	28	366	45	0	439	43	343	60	0	446	1264
1700 - 1715	20	20	13	0	53	22	18	17	0	57	8	87	16	0	111	11	89	7	0	107	328
1715 - 1730	10	15	16	0	41	14	15	12	0	41	7	90	14	0	111	9	93	21	0	123	316
1730 - 1745	16	15	9	0	40	22	22	9	0	53	11	79	2	0	92	10	91	11	0	112	297
1745 - 1800	9	7	9	0	25	13	16	13	0	42	12	87	11	0	110	8	103	17	0	128	305
Hourly Total	55	57	47	0	159	71	71	51	0	193	38	343	43	0	424	38	376	56	0	470	1246
1800 - 1815	14	11	4	0	29	14	21	18	0	53	7	74	5	0	86	7	100	18	0	125	293
1815 - 1830	6	9	12	0	27	20	12	11	0	43	8	81	10	0	99	8	100	6	0	114	283
1830 - 1845	5	13	4	0	22	14	10	9	0	33	4	83	3	0	90	8	71	13	0	92	237
1845 - 1900	10	8	5	0	23	20	17	12	0	49	10	67	7	0	84	16	73	15	0	104	260
Hourly Total	35	41	25	0	101	68	60	50	0	178	29	305	25	0	359	39	344	52	0	435	1073
Grand Total	416	550	552	0	1518	767	580	430	0	1777	362	3631	447	1	4441	445	3299	566	0	4310	12046
Approach %	27.40	36.23	36.36	0.00	-	43.16	32.64	24.20	0.00	-	8.15	81.76	10.07	0.02	-	10.32	76.54	13.13	0.00	-	-
Intersection %	3.45	4.57	4.58	0.00	12.60	6.37	4.81	3.57	0.00	14.75	3.01	30.14	3.71	0.01	36.87	3.69	27.39	4.70	0.00	35.78	-

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Memphis, TN

Site 6 of 26

Tulane Rd (South)
 Tulane Rd (North)
 E Holmes Rd (West)
 E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
 74°F

Lat/Long

35.006302°, -90.043082°

0700 - 1900 (Weekday 12h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Tulane Rd (South)					Tulane Rd (North)					E Holmes Rd (West)					E Holmes Rd (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
0715 - 0730	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	3	1	0	4	8
0730 - 0745	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0745 - 0800	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	4
Hourly Total	0	1	0	0	1	0	1	1	0	2	0	4	0	0	4	2	5	2	0	9	16
0800 - 0815	1	0	0	0	1	1	1	0	0	2	0	2	0	0	2	0	1	0	1	1	6
0815 - 0830	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	3
0830 - 0845	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
0845 - 0900	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	5
Hourly Total	3	0	0	0	3	3	1	0	0	4	0	8	0	0	8	1	0	1	0	2	17
0900 - 0915	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5	0	0	0	5	6
0915 - 0930	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3
0930 - 0945	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	1	0	0	1	4
0945 - 1000	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
Hourly Total	0	0	0	0	0	1	1	0	0	2	0	5	0	0	5	1	7	0	0	8	15
1000 - 1015	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
1015 - 1030	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	3
1030 - 1045	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	4	0	0	0	4	6
1045 - 1100	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	2	0	0	0	2	6
Hourly Total	0	1	0	0	1	1	3	1	0	5	0	3	1	0	4	0	7	0	0	7	17
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
1115 - 1130	0	0	1	0	1	0	0	2	0	2	0	1	0	0	1	0	1	0	0	1	5
1130 - 1145	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	3
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
Hourly Total	0	0	1	0	1	0	0	2	0	2	0	2	1	0	3	1	4	1	0	6	12
1200 - 1215	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	3
1215 - 1230	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
1245 - 1300	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	5
Hourly Total	0	1	0	0	1	1	0	2	0	3	0	3	0	0	3	0	3	0	0	3	10
1300 - 1315	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
1345 - 1400	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	3
Hourly Total	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	2	1	0	3	7
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
1430 - 1445	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	2	1	0	3	5
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	3	1	0	4	7
1500 - 1515	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	5
1515 - 1530	0	0	0	0	0	1	1	0	0	2	0	5	0	0	5	0	1	0	0	1	8
1530 - 1545	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	3	0	0	3	5
1545 - 1600	0	0	1	0	1	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	5
Hourly Total	0	0	3	0	3	1	1	1	0	3	0	11	0	0	11	1	5	0	0	6	23
1600 - 1615	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	2	0	3	5
1615 - 1630	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	3
1630 - 1645	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
1645 - 1700	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	0	1	0	0	1	5
Hourly Total	0	0	0	0	0	1	0	0	0	1	0	7	2	0	9	0	4	2	0	6	16
1700 - 1715	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	1	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	4
1800 - 1815	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
1815 - 1830	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Hourly Total	0	0	1	0	1	0	1	0	0	1	0	3	0	0	3	1	0	0	0	1	6
Grand Total	4	3	6	0	13	8	8	8	0	24	0	53	5	0	58	7	40	8	0	55	150
Approach %	30.77	23.08	46.15	0.00	-	33.33	33.33	33.33	0.00	-	0.00	91.38	8.62	0.00	-	12.73	72.73	14.55	0.00	-	-
Intersection %	2.67	2.00	4.00	0.00	8.67	5.33	5.33	5.33	0.00	16.00	0.00	35.33	3.33	0.00	38.67	4.67	26.67	5.33	0.00	36.67	-

Classified Turn Movement Count || Combination Trucks (8-13)

Memphis, TN

Site 6 of 26

Tulane Rd (South)
Tulane Rd (North)
E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006302°, -90.043082°

0700 - 1900 (Weekday 12h Session) (10-05-2021)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Tulane Rd (South)					Tulane Rd (North)					E Holmes Rd (West)					E Holmes Rd (East)					
	Left 6.1	Thru 6.2	Right 6.3	U-Turn 6.4	App Total	Left 6.5	Thru 6.6	Right 6.7	U-Turn 6.8	App Total	Left 6.9	Thru 6.10	Right 6.11	U-Turn 6.12	App Total	Left 6.13	Thru 6.14	Right 6.15	U-Turn 6.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	1	2
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
0930 - 0945	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	1	2
0945 - 1000	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	2
Hourly Total	0	0	0	0	0	0	0	1	0	1	2	0	0	2	1	1	0	0	0	2	5
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
1100 - 1115	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1115 - 1130	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	0	0	1	3
Hourly Total	0	0	1	0	1	0	0	1	0	1	3	0	0	3	0	1	0	0	0	1	6
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	2
1230 - 1245	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	1	0	0	0	2	4
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
1430 - 1445	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1445 - 1500	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Hourly Total	1	0	0	0	1	0	1	0	0	1	1	0	0	1	0	1	0	0	0	1	4
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Grand Total	1	0	1	0	2	0	1	2	0	3	0	9	1	0	10	3	8	1	0	12	27
Approach %	50.00	0.00	50.00	0.00	-	0.00	33.33	66.67	0.00	-	0.00	90.00	10.00	0.00	-	25.00	66.67	8.33	0.00	-	-
Intersection %	3.70	0.00	3.70	0.00	7.41	0.00	3.70	7.41	0.00	11.11	0.00	33.33	3.70	0.00	37.04	11.11	29.63	3.70	0.00	44.44	-

Pedestrian Count || All vehicles



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Memphis, TN

Site 6 of 26

Tulane Rd (South)
Tulane Rd (North)
E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006302°, -90.043082°

0700 - 1900 (Weekday 12h Session) (10-05-2021)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Tulane Rd (South)		App Total	Tulane Rd (North)		App Total	E Holmes Rd (West)		App Total	E Holmes Rd (East)		App Total		
	EB 6a	WB 6b		EB 6c	WB 6d		NB 6e	SB 6f		NB 6g	SB 6h			
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	1	0	1	0	0	0	0	0	0	0	0	0	1	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	1	0	1	0	0	0	0	0	0	0	0	0	1	
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	
0915 - 0930	1	0	1	0	0	0	0	0	0	0	0	0	1	
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	1	0	1	0	0	0	0	0	0	0	0	0	1	
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	
1215 - 1230	0	1	1	0	0	0	0	0	0	0	0	0	1	
1230 - 1245	0	0	0	0	1	0	1	1	0	0	0	0	1	
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	1	1	0	1	0	1	1	0	0	0	0	2	
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	
1315 - 1330	0	0	0	0	0	0	0	0	0	0	0	0	0	
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	
1345 - 1400	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	
1445 - 1500	0	0	0	0	0	0	0	0	0	0	1	1	1	
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	1	1	
1500 - 1515	0	0	0	0	0	0	0	2	2	0	0	0	2	
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	2	2	0	0	0	2	
1600 - 1615	0	1	1	0	0	0	0	0	0	0	0	0	1	
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	2	0	2	0	0	0	0	0	0	0	0	0	2	
Hourly Total	2	1	3	0	0	0	0	0	0	0	0	0	3	
1700 - 1715	0	1	1	0	0	0	0	0	0	0	0	0	1	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	1	1	0	0	0	0	0	0	0	0	0	1	
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	
1830 - 1845	1	0	1	0	0	0	0	0	0	0	0	0	1	
1845 - 1900	1	0	1	0	0	0	0	0	0	0	0	0	1	
Hourly Total	2	0	2	0	0	0	0	0	0	0	0	0	2	
Grand Total	6	3	9	0	1	1	2	0	2	0	1	1	13	
Approach %	66.67	33.33	-	0.00	100.00	-	100.00	0.00	-	0.00	100.00	-	-	
Intersection %	46.15	23.08	69.23	0.00	7.69	7.69	15.38	0.00	15.38	0.00	7.69	7.69	-	



[Click here for Map](#)

Peak Hour Turning Movement Count

Memphis, TN

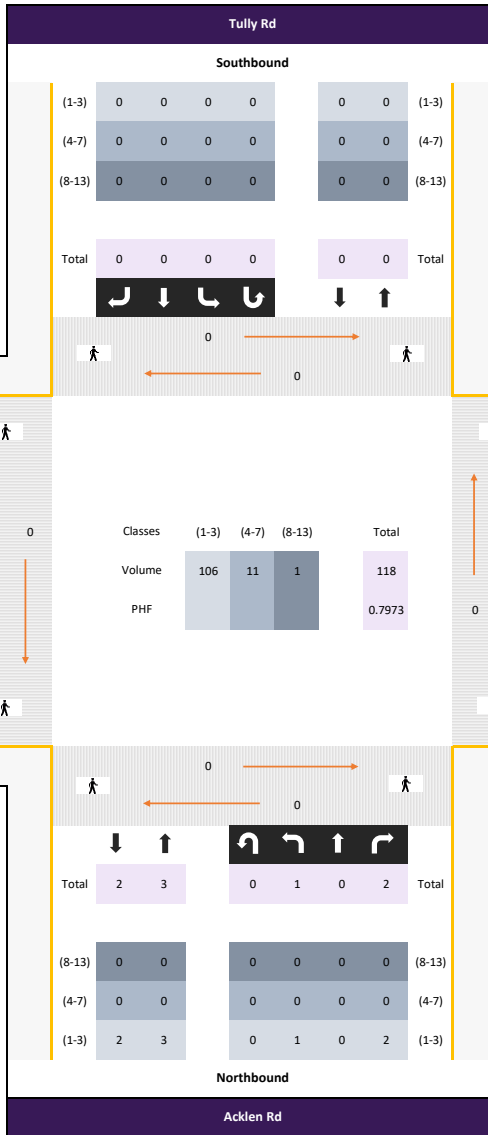


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Tuesday, October 5, 2021	
Period	0700 - 0900
Peak Hour	0700 - 0800

Session Parameters

(Drop Down Menu)



Eastbound

(1-3)	(4-7)	(8-13)	Total
30	7	1	38
72	4	0	76
0	0	0	0
0	0	0	0
71	4	0	75
1	0	0	1
(1-3)	(4-7)	(8-13)	Total

Classes

(1-3)	(4-7)	(8-13)	Total
106	11	1	118
PHF			
			0.7973

Westbound

Total	(8-13)	(4-7)	(1-3)
0	0	0	0
37	1	7	29
1	0	0	1
1	0	0	1
39	1	7	31
78	0	4	74
Total	(8-13)	(4-7)	(1-3)

Northbound

Total	(8-13)	(4-7)	(1-3)
2	0	0	2
3	0	0	3
0	0	0	0
1	0	0	1
0	0	0	0
2	0	0	2
3	0	0	3
(8-13)	(4-7)	(1-3)	Total

All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Acklen Rd					Tully Rd					W Holmes Rd (West)					W Holmes Rd (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
0700 - 0715	1	0	1	0	2	0	0	0	0	0	0	16	0	0	16	0	7	0	1	8	26
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	23	0	0	23	1	13	0	0	14	37
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	17	1	0	18	0	10	0	0	10	28
0745 - 0800	0	0	1	0	1	0	0	0	0	0	0	19	0	0	19	0	7	0	0	7	27
Total	1	0	2	0	3	0	0	0	0	0	0	75	1	0	76	1	37	0	1	39	118
Approach %	33.33	0.00	66.67	0.00	-	0.00	0.00	0.00	0.00	-	0.00	98.68	1.32	0.00	-	2.56	94.87	0.00	2.56	-	
PHF	0.25	0.00	0.50	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.82	0.25	0.00	0.83	0.25	0.71	0.00	0.25	0.70	0.80

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Acklen Rd					Tully Rd					W Holmes Rd (West)					W Holmes Rd (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Acklen Rd					Tully Rd					W Holmes Rd (West)					W Holmes Rd (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
0700 - 0715	1	0	1	0	2	0	0	0	0	0	0	15	0	0	15	0	6	0	1	7	24
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	22	0	0	22	1	10	0	0	11	33
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	17	1	0	18	0	7	0	0	7	25
0745 - 0800	0	0	1	0	1	0	0	0	0	0	0	17	0	0	17	0	6	0	0	6	24
Total	1	0	2	0	3	0	0	0	0	0	0	71	1	0	72	1	29	0	1	31	106
Approach %	33.33	0.00	66.67	0.00	-	0.00	0.00	0.00	0.00	-	0.00	98.61	1.39	0.00	-	3.23	93.55	0.00	3.23	-	
PHF	0.25	0.00	0.50	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.81	0.25	0.00	0.82	0.25	0.73	0.00	0.25	0.70	0.80

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Acklen Rd					Tully Rd					W Holmes Rd (West)					W Holmes Rd (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	7	0	0	7	11
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.50	0.00	0.58	0.00	0.00	0.58	0.92

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Acklen Rd					Tully Rd					W Holmes Rd (West)					W Holmes Rd (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.25

Pedestrians

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Acklen Rd					Tully Rd					W Holmes Rd (West)					W Holmes Rd (East)					
	EB 7a	WB 7b			App Total	EB 7c	WB 7d			App Total	NB 7e	SB 7f			App Total	NB 7g	SB 7h			App Total	
0700 - 0715	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0715 - 0730	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0730 - 0745	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0745 - 0800	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



[Click here for Map](#)

Peak Hour Turning Movement Count

Memphis, TN

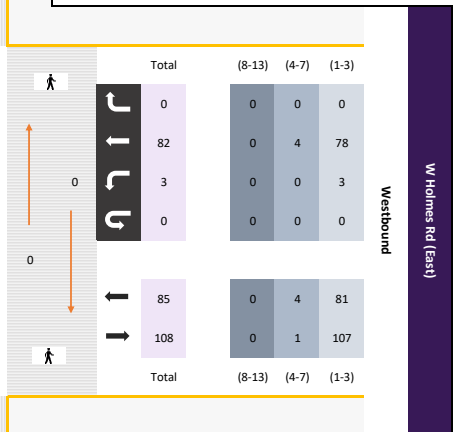
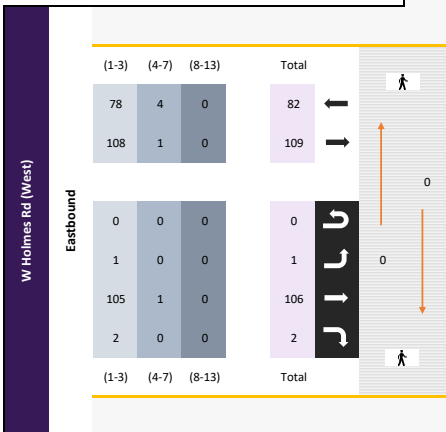
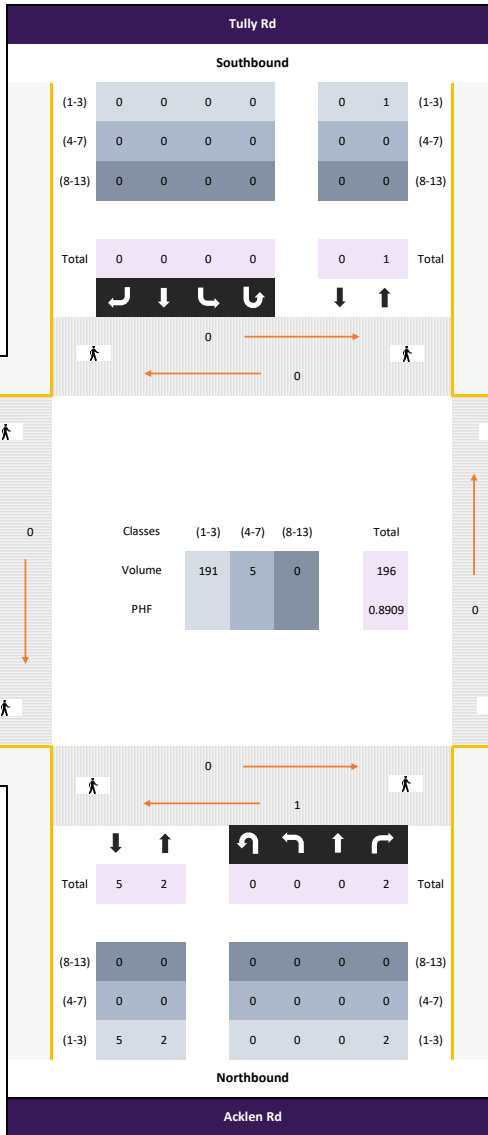


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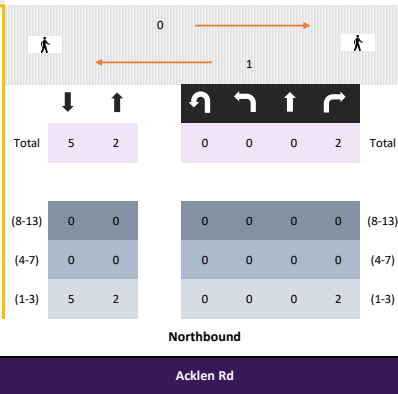
Tuesday, October 5, 2021	
Period	1600 - 1900
Peak Hour	1630 - 1730

Session Parameters

(Drop Down Menu)



Classes	(1-3)	(4-7)	(8-13)	Total
Volume	191	5	0	196
PHF				0.8909



Classified Turn Movement Count | All vehicles



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Memphis, TN

Site 7 of 26

Acklen Rd
Tully Rd
W Holmes Rd (West)
W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006041°, -90.101667°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Acklen Rd					Tully Rd					W Holmes Rd (West)					W Holmes Rd (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
0700 - 0715	1	0	1	0	2	0	0	0	0	0	0	16	0	0	16	0	7	0	1	8	26
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	23	0	0	23	1	13	0	0	14	37
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	17	1	0	18	0	10	0	0	10	28
0745 - 0800	0	0	1	0	1	0	0	0	0	0	0	19	0	0	19	0	7	0	0	7	27
Hourly Total	1	0	2	0	3	0	0	0	0	0	0	75	1	0	76	1	37	0	1	39	118
0800 - 0815	0	0	1	0	1	0	0	0	0	0	0	7	0	0	7	0	16	0	0	16	24
0815 - 0830	1	0	0	0	1	0	0	1	0	1	0	16	0	0	16	1	10	1	0	12	30
0830 - 0845	1	0	0	0	1	0	0	0	0	0	0	13	0	0	13	0	14	0	0	14	28
0845 - 0900	0	0	2	0	2	0	0	1	0	1	0	7	0	0	7	0	8	0	0	8	18
Hourly Total	2	0	3	0	5	0	0	2	0	2	0	43	0	0	43	1	48	1	0	50	100
Grand Total	3	0	5	0	8	0	0	2	0	2	0	118	1	0	119	2	85	1	1	89	218
Approach %	37.50	0.00	62.50	0.00	-	0.00	0.00	100.00	0.00	-	0.00	99.16	0.84	0.00	-	2.25	95.51	1.12	1.12	-	-
Intersection %	1.38	0.00	2.29	0.00	3.67	0.00	0.00	0.92	0.00	0.92	0.00	54.13	0.46	0.00	54.59	0.92	38.99	0.46	0.46	40.83	
PHF	0.25	0.00	0.50	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.82	0.25	0.00	0.83	0.25	0.71	0.00	0.25	0.70	0.80

1600 - 1900 (Weekday 3h Session) (10-05-2021)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Acklen Rd					Tully Rd					W Holmes Rd (West)					W Holmes Rd (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
1600 - 1615	0	0	1	0	1	0	0	0	0	0	1	19	1	0	21	1	22	0	0	23	45
1615 - 1630	0	0	1	0	1	0	0	0	0	0	0	17	1	0	18	1	18	0	0	19	38
1630 - 1645	0	0	1	0	1	0	0	0	0	0	0	33	2	0	35	1	18	0	0	19	55
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	24	0	0	24	0	16	0	0	16	40
Hourly Total	0	0	3	0	3	0	0	0	0	0	1	93	4	0	98	3	74	0	0	77	178
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	25	0	0	25	1	28	0	0	29	54
1715 - 1730	0	0	1	0	1	0	0	0	0	0	1	24	0	0	25	1	20	0	0	21	47
1730 - 1745	0	0	1	0	1	0	0	0	0	0	0	15	0	0	15	0	20	0	0	20	36
1745 - 1800	1	0	1	0	2	0	0	0	0	0	0	25	0	0	25	1	13	0	0	14	41
Hourly Total	1	0	3	0	4	0	0	0	0	0	1	89	0	0	90	3	81	0	0	84	178
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	24	0	0	24	0	26	0	0	26	50
1815 - 1830	0	0	1	0	1	0	0	0	0	0	0	18	0	0	18	0	29	0	0	29	48
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	28	0	0	28	46
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	0	15	0	0	15	34
Hourly Total	0	0	1	0	1	0	0	0	0	0	0	79	0	0	79	0	98	0	0	98	178
Grand Total	1	0	7	0	8	0	0	0	0	0	2	261	4	0	267	6	253	0	0	259	534
Approach %	12.50	0.00	87.50	0.00	-	0.00	0.00	0.00	0.00	-	0.75	97.75	1.50	0.00	-	2.32	97.68	0.00	0.00	-	-
Intersection %	0.19	0.00	1.31	0.00	1.50	0.00	0.00	0.00	0.00	0.00	0.37	48.88	0.75	0.00	50.00	1.12	47.38	0.00	0.00	48.50	
PHF	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.25	0.80	0.25	0.00	0.78	0.75	0.73	0.00	0.00	0.73	0.89

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Memphis, TN

Site 7 of 26

Acklen Rd
Tully Rd
W Holmes Rd (West)
W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006041°, -90.101667°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Acklen Rd					Tully Rd					W Holmes Rd (West)					W Holmes Rd (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
0700 - 0715	1	0	1	0	2	0	0	0	0	0	0	15	0	0	15	0	6	0	1	7	24
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	22	0	0	22	1	10	0	0	11	33
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	17	1	0	18	0	7	0	0	7	25
0745 - 0800	0	0	1	0	1	0	0	0	0	0	0	17	0	0	17	0	6	0	0	6	24
Hourly Total	1	0	2	0	3	0	0	0	0	0	0	71	1	0	72	1	29	0	1	31	106
0800 - 0815	0	0	1	0	1	0	0	0	0	0	0	7	0	0	7	0	16	0	0	16	24
0815 - 0830	1	0	0	0	1	0	0	1	0	1	0	16	0	0	16	1	10	1	0	12	30
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	13	0	0	13	26
0845 - 0900	0	0	2	0	2	0	0	1	0	1	0	7	0	0	7	0	8	0	0	8	18
Hourly Total	1	0	3	0	4	0	0	2	0	2	0	43	0	0	43	1	47	1	0	49	98
Grand Total	2	0	5	0	7	0	0	2	0	2	0	114	1	0	115	2	76	1	1	80	204
Approach %	28.57	0.00	71.43	0.00	-	0.00	0.00	100.00	0.00	-	0.00	99.13	0.87	0.00	-	2.50	95.00	1.25	1.25	-	
Intersection %	0.98	0.00	2.45	0.00	3.43	0.00	0.00	0.98	0.00	0.98	0.00	55.88	0.49	0.00	56.37	0.98	37.25	0.49	0.49	39.22	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Acklen Rd					Tully Rd					W Holmes Rd (West)					W Holmes Rd (East)					
	Left 7.1	Thru 7.2	Right 7.3	U-Turn 7.4	App Total	Left 7.5	Thru 7.6	Right 7.7	U-Turn 7.8	App Total	Left 7.9	Thru 7.10	Right 7.11	U-Turn 7.12	App Total	Left 7.13	Thru 7.14	Right 7.15	U-Turn 7.16	App Total	
1600 - 1615	0	0	1	0	1	0	0	0	0	0	1	19	1	0	21	1	22	0	0	23	45
1615 - 1630	0	0	1	0	1	0	0	0	0	0	0	17	1	0	18	1	17	0	0	18	37
1630 - 1645	0	0	1	0	1	0	0	0	0	0	0	33	2	0	35	1	18	0	0	19	55
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	24	0	0	24	0	15	0	0	15	39
Hourly Total	0	0	3	0	3	0	0	0	0	0	1	93	4	0	98	3	72	0	0	75	176
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	25	0	0	25	1	27	0	0	28	53
1715 - 1730	0	0	1	0	1	0	0	0	0	0	1	23	0	0	24	1	18	0	0	19	44
1730 - 1745	0	0	1	0	1	0	0	0	0	0	0	15	0	0	15	0	19	0	0	19	35
1745 - 1800	1	0	1	0	2	0	0	0	0	0	0	25	0	0	25	1	13	0	0	14	41
Hourly Total	1	0	3	0	4	0	0	0	0	0	1	88	0	0	89	3	77	0	0	80	173
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	24	0	0	24	0	25	0	0	25	49
1815 - 1830	0	0	1	0	1	0	0	0	0	0	0	18	0	0	18	0	28	0	0	28	47
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	28	0	0	28	46
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	0	15	0	0	15	34
Hourly Total	0	0	1	0	1	0	0	0	0	0	0	79	0	0	79	0	96	0	0	96	176
Grand Total	1	0	7	0	8	0	0	0	0	0	2	260	4	0	266	6	245	0	0	251	525
Approach %	12.50	0.00	87.50	0.00	-	0.00	0.00	0.00	0.00	-	0.75	97.74	1.50	0.00	-	2.39	97.61	0.00	0.00	-	
Intersection %	0.19	0.00	1.33	0.00	1.52	0.00	0.00	0.00	0.00	0.00	0.38	49.52	0.76	0.00	50.67	1.14	46.67	0.00	0.00	47.81	

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Memphis, TN

Site 7 of 26

Acklen Rd
Tully Rd
W Holmes Rd (West)
W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006041°, -90.101667°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Acklen Rd					Tully Rd					W Holmes Rd (West)					W Holmes Rd (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	7	0	0	7	11
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Grand Total	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0	8	0	0	8	13
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	7.69	0.00	0.00	0.00	7.69	0.00	0.00	0.00	0.00	0.00	0.00	30.77	0.00	0.00	30.77	0.00	61.54	0.00	0.00	61.54	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Acklen Rd					Tully Rd					W Holmes Rd (West)					W Holmes Rd (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	5
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	8	0	0	8	9
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.11	0.00	0.00	11.11	0.00	88.89	0.00	0.00	88.89	



[Click here for Map](#)

Peak Hour Turning Movement Count

Memphis, TN



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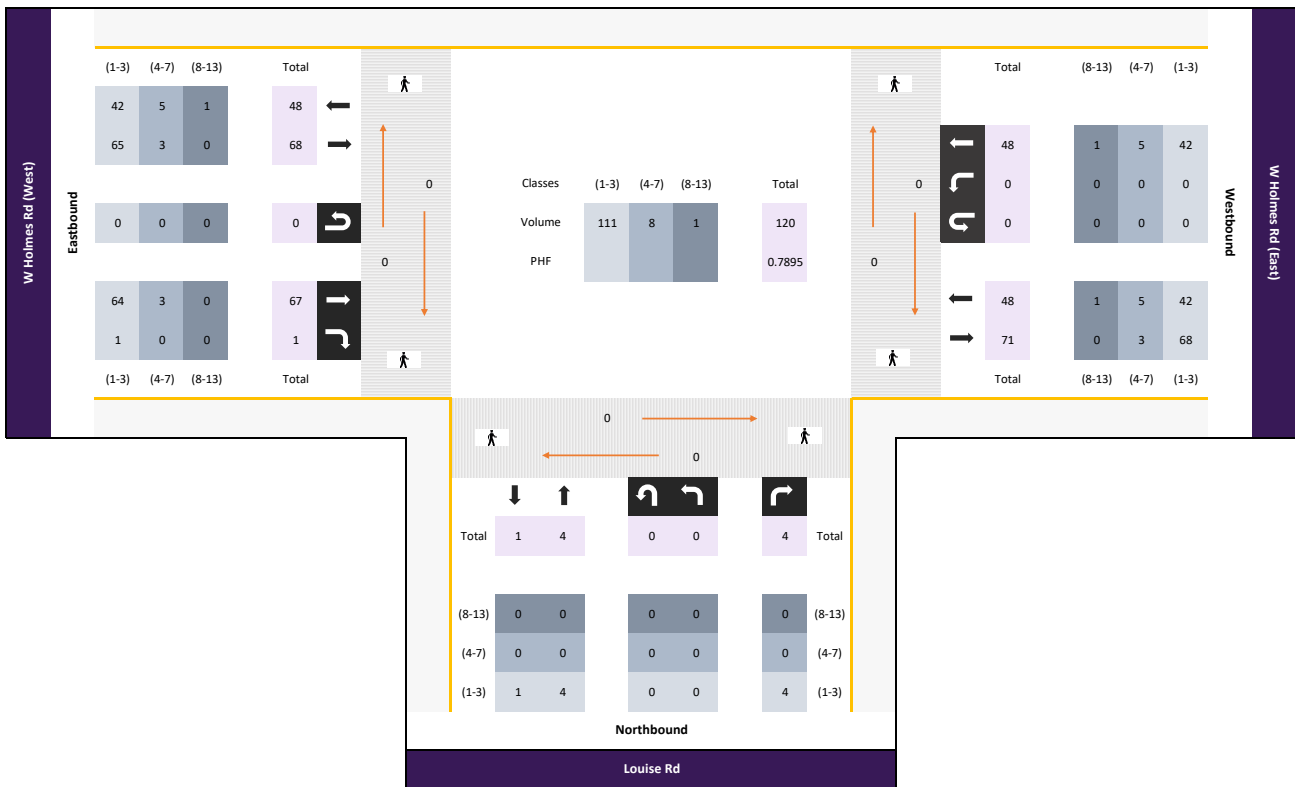
Tuesday, October 5, 2021	
Period	0700 - 0900
Peak Hour	0715 - 0815

Session Parameters

(Drop Down Menu)

Peak Hour

Volume





[Click here for Map](#)

Peak Hour Turning Movement Count

Memphis, TN



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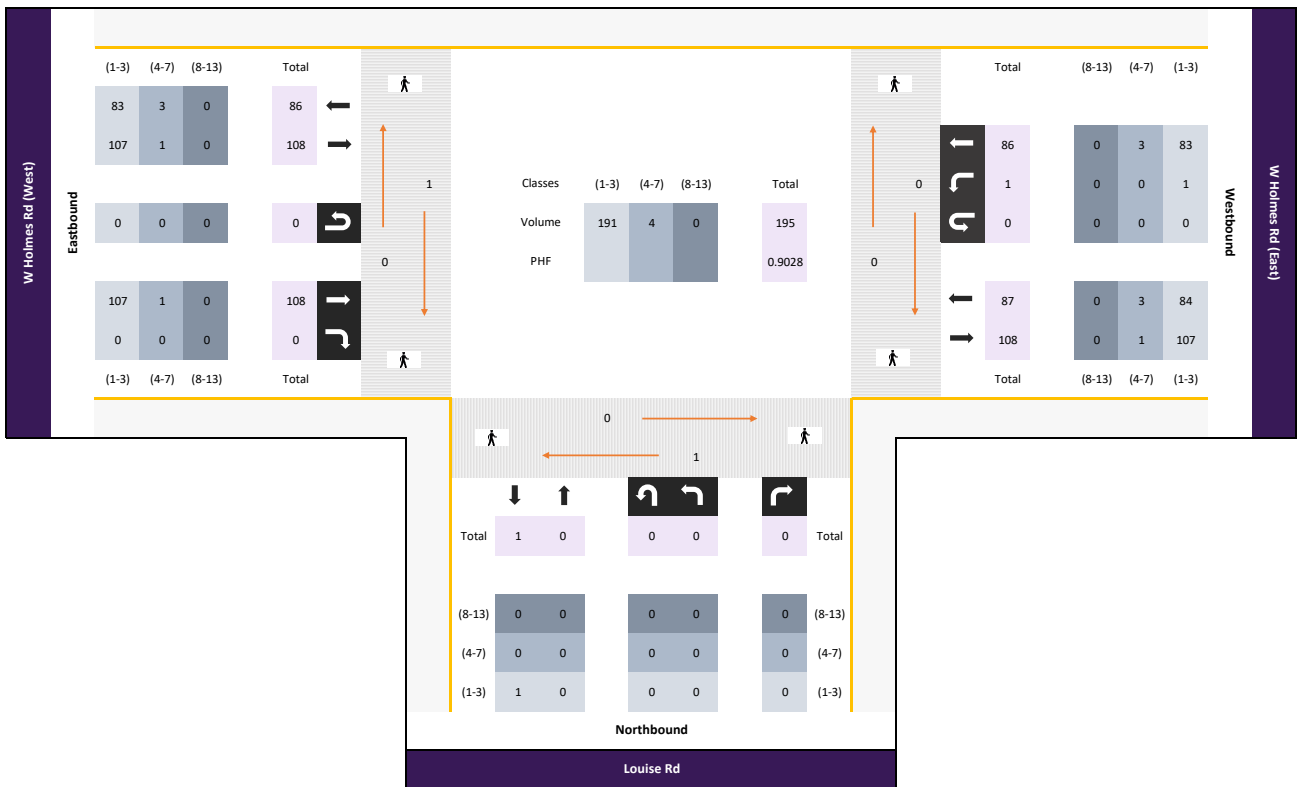
Tuesday, October 5, 2021	
Period	1600 - 1900
Peak Hour	1630 - 1730

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Classified Turn Movement Count || All vehicles



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Memphis, TN

Site 8 of 26

Louise Rd

W Holmes Rd (West)

W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Lat/Long

35.006038°, -90.101208°

Weather

Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

All vehicles

TIME	Northbound Louise Rd			
	Left 8.1	Right 8.2	U-Turn 8.3	App Total
0700 - 0715	0	0	0	0
0715 - 0730	0	0	0	0
0730 - 0745	0	0	0	0
0745 - 0800	0	1	0	1
Hourly Total	0	1	0	1
0800 - 0815	0	3	0	3
0815 - 0830	0	0	0	0
0830 - 0845	0	1	0	1
0845 - 0900	0	1	0	1
Hourly Total	0	5	0	5
Grand Total	0	6	0	6
Approach %	0.00	100.00	0.00	-
Intersection %	0.00	2.74	0.00	2.74
PHF	0.00	0.33	0.00	0.33

TIME	Eastbound W Holmes Rd (West)				Westbound W Holmes Rd (East)				Int Total
	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Thru 8.8	U-Turn 8.9	App Total	
0700 - 0715	17	0	0	17	0	8	0	8	25
0715 - 0730	24	0	0	24	0	14	0	14	38
0730 - 0745	17	0	0	17	0	10	0	10	27
0745 - 0800	20	0	0	20	0	7	0	7	28
Hourly Total	78	0	0	78	0	39	0	39	118
0800 - 0815	6	1	0	7	0	17	0	17	27
0815 - 0830	16	1	0	17	0	11	0	11	28
0830 - 0845	12	1	0	13	0	14	0	14	28
0845 - 0900	8	1	0	9	0	8	0	8	18
Hourly Total	42	4	0	46	0	50	0	50	101
Grand Total	120	4	0	124	0	89	0	89	219
Approach %	96.77	3.23	0.00	-	0.00	100.00	0.00	-	-
Intersection %	54.79	1.83	0.00	56.62	0.00	40.64	0.00	40.64	-
PHF	0.70	0.25	0.00	0.71	0.00	0.71	0.00	0.71	0.79

1600 - 1900 (Weekday 3h Session) (10-05-2021)

All vehicles

TIME	Northbound Louise Rd			
	Left 8.1	Right 8.2	U-Turn 8.3	App Total
1600 - 1615	0	0	0	0
1615 - 1630	0	0	0	0
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	0	0	0	0
1700 - 1715	0	0	0	0
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
Hourly Total	0	0	0	0
1800 - 1815	0	0	0	0
1815 - 1830	1	0	0	1
1830 - 1845	0	0	0	0
1845 - 1900	0	1	0	1
Hourly Total	1	1	0	2
Grand Total	1	1	0	2
Approach %	50.00	50.00	0.00	-
Intersection %	0.19	0.19	0.00	0.38
PHF	0.00	0.00	0.00	0.00

TIME	Eastbound W Holmes Rd (West)				Westbound W Holmes Rd (East)				Int Total
	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Thru 8.8	U-Turn 8.9	App Total	
1600 - 1615	20	0	0	20	0	22	0	22	42
1615 - 1630	18	0	0	18	0	19	0	19	37
1630 - 1645	34	0	0	34	1	19	0	20	54
1645 - 1700	24	0	0	24	0	17	0	17	41
Hourly Total	96	0	0	96	1	77	0	78	174
1700 - 1715	25	0	0	25	0	29	0	29	54
1715 - 1730	25	0	0	25	0	21	0	21	46
1730 - 1745	16	0	0	16	0	20	0	20	36
1745 - 1800	26	0	0	26	1	14	0	15	41
Hourly Total	92	0	0	92	1	84	0	85	177
1800 - 1815	23	1	0	24	0	26	0	26	50
1815 - 1830	16	3	0	19	0	28	0	28	48
1830 - 1845	17	0	0	17	1	28	0	29	46
1845 - 1900	20	0	0	20	0	15	0	15	36
Hourly Total	76	4	0	80	1	97	0	98	180
Grand Total	264	4	0	268	3	258	0	261	531
Approach %	98.51	1.49	0.00	-	1.15	98.85	0.00	-	-
Intersection %	49.72	0.75	0.00	50.47	0.56	48.59	0.00	49.15	-
PHF	0.79	0.00	0.00	0.79	0.25	0.74	0.00	0.75	0.90

Classified Turn Movement Count || Passenger Vehicles (1-3)



Marr Traffic
DATA COLLECTION

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Memphis, TN

Site 8 of 26

Louise Rd

W Holmes Rd (West)
W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006038°, -90.101208°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME	Northbound Louise Rd			
	Left 8.1	Right 8.2	U-Turn 8.3	App Total
0700 - 0715	0	0	0	0
0715 - 0730	0	0	0	0
0730 - 0745	0	0	0	0
0745 - 0800	0	1	0	1
Hourly Total	0	1	0	1
0800 - 0815	0	3	0	3
0815 - 0830	0	0	0	0
0830 - 0845	0	1	0	1
0845 - 0900	0	1	0	1
Hourly Total	0	5	0	5
Grand Total	0	6	0	6
Approach %	0.00	100.00	0.00	-
Intersection %	0.00	2.91	0.00	2.91

	Eastbound W Holmes Rd (West)				Westbound W Holmes Rd (East)				Int Total
	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Thru 8.8	U-Turn 8.9	App Total	
16	0	0	0	16	0	6	0	6	22
23	0	0	0	23	0	12	0	12	35
17	0	0	0	17	0	7	0	7	24
18	0	0	0	18	0	6	0	6	25
74	0	0	0	74	0	31	0	31	106
6	1	0	0	7	0	17	0	17	27
16	1	0	0	17	0	10	0	10	27
12	1	0	0	13	0	14	0	14	28
8	1	0	0	9	0	8	0	8	18
42	4	0	0	46	0	49	0	49	100
116	4	0	0	120	0	80	0	80	206
96.67	3.33	0.00	-	0.00	100.00	0.00	-	0.00	-
56.31	1.94	0.00	58.25	0.00	38.83	0.00	38.83	0.00	38.83

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME	Northbound Louise Rd			
	Left 8.1	Right 8.2	U-Turn 8.3	App Total
1600 - 1615	0	0	0	0
1615 - 1630	0	0	0	0
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	0	0	0	0
1700 - 1715	0	0	0	0
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
Hourly Total	0	0	0	0
1800 - 1815	0	0	0	0
1815 - 1830	1	0	0	1
1830 - 1845	0	0	0	0
1845 - 1900	0	1	0	1
Hourly Total	1	1	0	2
Grand Total	1	1	0	2
Approach %	50.00	50.00	0.00	-
Intersection %	0.19	0.19	0.00	0.38

	Eastbound W Holmes Rd (West)				Westbound W Holmes Rd (East)				Int Total
	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Thru 8.8	U-Turn 8.9	App Total	
20	0	0	0	20	0	22	0	22	42
18	0	0	0	18	0	18	0	18	36
34	0	0	0	34	1	19	0	20	54
24	0	0	0	24	0	16	0	16	40
96	0	0	0	96	1	75	0	76	172
25	0	0	0	25	0	29	0	29	54
24	0	0	0	24	0	19	0	19	43
16	0	0	0	16	0	19	0	19	35
26	0	0	0	26	1	13	0	14	40
91	0	0	0	91	1	80	0	81	172
23	1	0	0	24	0	25	0	25	49
16	3	0	0	19	0	27	0	27	47
17	0	0	0	17	1	28	0	29	46
20	0	0	0	20	0	15	0	15	36
76	4	0	0	80	1	95	0	96	178
263	4	0	0	267	3	250	0	253	522
98.50	1.50	0.00	-	1.19	98.81	0.00	-	0.00	-
50.38	0.77	0.00	51.15	0.57	47.89	0.00	48.47	0.00	48.47

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Memphis, TN

Site 8 of 26

Louise Rd

W Holmes Rd (West)

W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Lat/Long

35.006038°, -90.101208°

Weather

Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME	Northbound Louise Rd			
	Left 8.1	Right 8.2	U-Turn 8.3	App Total
0700 - 0715	0	0	0	0
0715 - 0730	0	0	0	0
0730 - 0745	0	0	0	0
0745 - 0800	0	0	0	0
Hourly Total	0	0	0	0
0800 - 0815	0	0	0	0
0815 - 0830	0	0	0	0
0830 - 0845	0	0	0	0
0845 - 0900	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	0	0	0
Approach %	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00

	Eastbound W Holmes Rd (West)				Westbound W Holmes Rd (East)				
	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Thru 8.8	U-Turn 8.9	App Total	Int Total
	1	0	0	1	0	2	0	2	3
	1	0	0	1	0	1	0	1	2
	0	0	0	0	0	3	0	3	3
	2	0	0	2	0	1	0	1	3
	4	0	0	4	0	7	0	7	11
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	1	0	1	1
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	1	0	1	1
	4	0	0	4	0	8	0	8	12
	100.00	0.00	0.00	-	0.00	100.00	0.00	-	-
	33.33	0.00	0.00	33.33	0.00	66.67	0.00	66.67	-

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME	Northbound Louise Rd			
	Left 8.1	Right 8.2	U-Turn 8.3	App Total
1600 - 1615	0	0	0	0
1615 - 1630	0	0	0	0
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	0	0	0	0
1700 - 1715	0	0	0	0
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
Hourly Total	0	0	0	0
1800 - 1815	0	0	0	0
1815 - 1830	0	0	0	0
1830 - 1845	0	0	0	0
1845 - 1900	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	0	0	0
Approach %	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00

	Eastbound W Holmes Rd (West)				Westbound W Holmes Rd (East)				
	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Thru 8.8	U-Turn 8.9	App Total	Int Total
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	1	0	1	1
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	1	0	1	1
	0	0	0	0	0	2	0	2	2
	0	0	0	0	0	0	0	0	0
	1	0	0	1	0	2	0	2	3
	0	0	0	0	0	1	0	1	1
	0	0	0	0	0	1	0	1	1
	1	0	0	1	0	4	0	4	5
	0	0	0	0	0	1	0	1	1
	0	0	0	0	0	1	0	1	1
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	2	0	2	2
	1	0	0	1	0	8	0	8	9
	100.00	0.00	0.00	-	0.00	100.00	0.00	-	-
	11.11	0.00	0.00	11.11	0.00	88.89	0.00	88.89	-

Pedestrian Count || All vehicles



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Memphis, TN

Site 8 of 26

Louise Rd

W Holmes Rd (West)

W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Lat/Long

35.006038°, -90.101208°

Weather

Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Pedestrians

TIME	Northbound Louise Rd		App Total
	EB 8a	WB 8b	
0700 - 0715	0	0	0
0715 - 0730	0	0	0
0730 - 0745	0	0	0
0745 - 0800	0	0	0
Hourly Total	0	0	0
0800 - 0815	0	0	0
0815 - 0830	0	0	0
0830 - 0845	0	0	0
0845 - 0900	0	0	0
Hourly Total	0	0	0
Grand Total	0	0	0
Approach %	0.00	0.00	-
Intersection %	0.00	0.00	0.00

TIME	Eastbound W Holmes Rd (West)			Westbound W Holmes Rd (East)			App Total	Int Total
	NB 8e	SB 8f	App Total	NB 8g	SB 8h	App Total		
0700 - 0715	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Pedestrians

TIME	Northbound Louise Rd		App Total
	EB 8a	WB 8b	
1600 - 1615	0	0	0
1615 - 1630	0	0	0
1630 - 1645	0	0	0
1645 - 1700	0	0	0
Hourly Total	0	0	0
1700 - 1715	0	0	0
1715 - 1730	0	1	1
1730 - 1745	0	0	0
1745 - 1800	0	0	0
Hourly Total	0	1	1
1800 - 1815	0	0	0
1815 - 1830	0	0	0
1830 - 1845	0	0	0
1845 - 1900	0	0	0
Hourly Total	0	0	0
Grand Total	0	1	1
Approach %	0.00	100.00	-
Intersection %	0.00	50.00	50.00

TIME	Eastbound W Holmes Rd (West)			Westbound W Holmes Rd (East)			App Total	Int Total
	NB 8e	SB 8f	App Total	NB 8g	SB 8h	App Total		
1600 - 1615	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	0	1	1	0	0	0	0	2
1730 - 1745	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0
Hourly Total	0	1	1	0	0	0	0	2
1800 - 1815	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Grand Total	0	1	1	0	0	0	0	2
Approach %	0.00	100.00	-	0.00	0.00	-	-	-
Intersection %	0.00	50.00	50.00	0.00	0.00	0.00	0.00	0.00



[Click here for Map](#)

Peak Hour Turning Movement Count

Memphis, TN

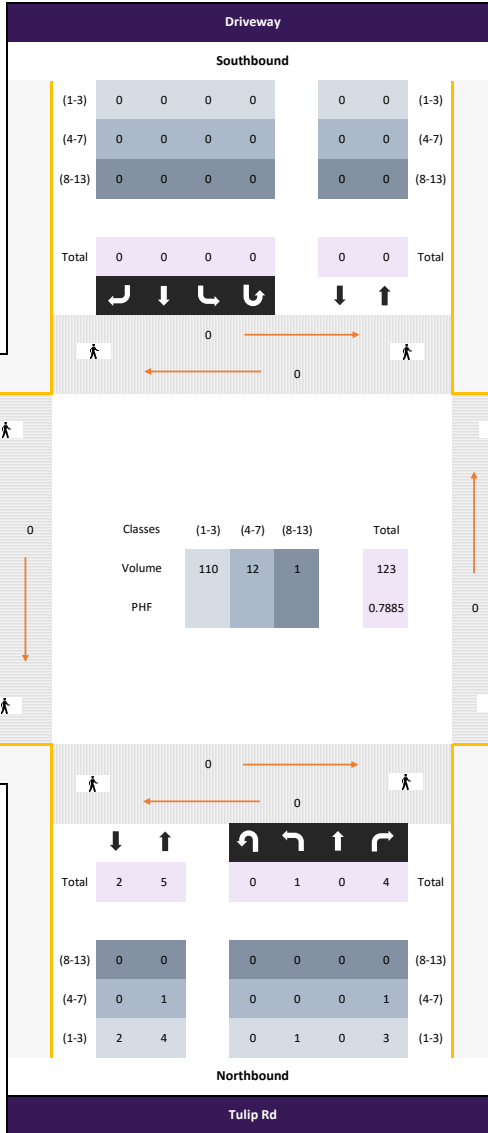


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Tuesday, October 5, 2021	
Period	0700 - 0900
Peak Hour	0700 - 0800

Session Parameters

(Drop Down Menu)



W Holmes Rd (West)

W Holmes Rd (East)

All vehicles

Time	Northbound Tulip Rd					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
	0700 - 0715	0	0	2	0	2	0	0	0	0	0	0	17	0	0	17	0	8	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	24	0	0	24	1	14	0	0	15	39
0730 - 0745	1	0	1	0	2	0	0	0	0	0	0	16	1	0	17	0	10	0	0	10	29
0745 - 0800	0	0	1	0	1	0	0	0	0	0	0	21	0	0	21	0	6	0	0	6	28
Total	1	0	4	0	5	0	0	0	0	0	0	78	1	0	79	1	38	0	0	39	123
Approach %	20.00	0.00	80.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	98.73	1.27	0.00	-	2.56	97.44	0.00	0.00	-	
PHF	0.25	0.00	0.50	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.81	0.25	0.00	0.82	0.25	0.68	0.00	0.00	0.65	0.79

Bikes

Time	Northbound Tulip Rd					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
	0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound Tulip Rd					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
	0700 - 0715	0	0	2	0	2	0	0	0	0	0	0	16	0	0	16	0	7	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	24	0	0	24	1	12	0	0	13	37
0730 - 0745	1	0	1	0	2	0	0	0	0	0	0	16	1	0	17	0	6	0	0	6	25
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	5	0	0	5	23
Total	1	0	3	0	4	0	0	0	0	0	0	74	1	0	75	1	30	0	0	31	110
Approach %	25.00	0.00	75.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	98.67	1.33	0.00	-	3.23	96.77	0.00	0.00	-	
PHF	0.25	0.00	0.38	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.77	0.25	0.00	0.78	0.25	0.63	0.00	0.00	0.60	0.74

Single Unit Trucks (4-7)

Time	Northbound Tulip Rd					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
	0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
0745 - 0800	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	5
Total	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	7	0	0	7	12
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.33	0.00	0.58	0.00	0.00	0.58	0.60

Combination Trucks (8-13)

Time	Northbound Tulip Rd					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
	0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.25

Pedestrians

Time	Northbound Tulip Rd				App Total	Southbound Driveway				App Total	Eastbound W Holmes Rd (West)				App Total	Westbound W Holmes Rd (East)				App Total	Int Total
	EB 9a	WB 9b				EB 9c	WB 9d				NB 9e	SB 9f				NB 9g	SB 9h				
	0700 - 0715	0	0	-		-	0	0	0		-	-	0	0		0	-	-	0		
0715 - 0730	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	
0730 - 0745	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	
0745 - 0800	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	



[Click here for Map](#)

Peak Hour Turning Movement Count

Memphis, TN

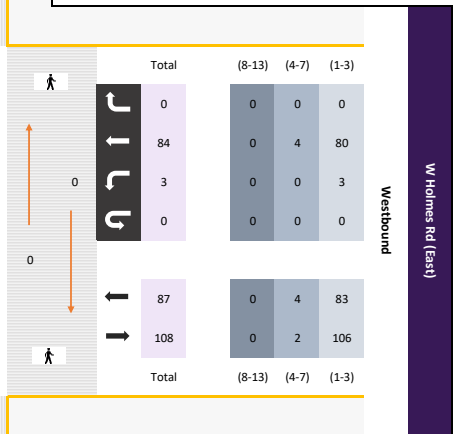
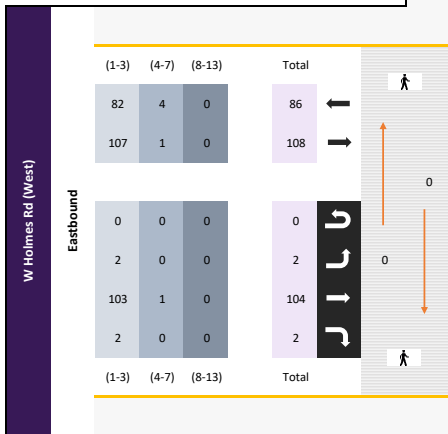


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Tuesday, October 5, 2021	
Period	1600 - 1900
Peak Hour	1630 - 1730

Session Parameters

(Drop Down Menu)



Classes

(1-3)	(4-7)	(8-13)	Total
195	6	0	201
PHF			0.8664

All vehicles

Time	Northbound Tulip Rd					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	9.1	9.2	9.3	9.4		9.5	9.6	9.7	9.8		9.9	9.10	9.11	9.12		9.13	9.14	9.15	9.16		
1630 - 1645	1	0	2	0	3	0	0	0	0	0	0	33	2	0	35	0	18	0	0	18	56
1645 - 1700	0	0	1	0	1	0	0	0	0	0	0	24	0	0	24	0	17	0	0	17	42
1700 - 1715	0	0	1	0	1	0	0	1	0	1	1	24	0	0	25	3	28	0	0	31	58
1715 - 1730	0	0	0	0	0	0	0	0	0	0	1	23	0	0	24	0	21	0	0	21	45
Total	1	0	4	0	5	0	0	1	0	1	2	104	2	0	108	3	84	0	0	87	201
Approach %	20.00	0.00	80.00	0.00	-	0.00	0.00	100.00	0.00	-	1.85	96.30	1.85	0.00	-	3.45	96.55	0.00	0.00	-	
PHF	0.25	0.00	0.50	0.00	0.42	0.00	0.00	0.25	0.00	0.25	0.50	0.79	0.25	0.00	0.77	0.25	0.75	0.00	0.00	0.70	0.87

Bikes

Time	Northbound Tulip Rd					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	9.1	9.2	9.3	9.4		9.5	9.6	9.7	9.8		9.9	9.10	9.11	9.12		9.13	9.14	9.15	9.16		
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound Tulip Rd					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	9.1	9.2	9.3	9.4		9.5	9.6	9.7	9.8		9.9	9.10	9.11	9.12		9.13	9.14	9.15	9.16		
1630 - 1645	1	0	2	0	3	0	0	0	0	0	0	33	2	0	35	0	18	0	0	18	56
1645 - 1700	0	0	1	0	1	0	0	0	0	0	0	24	0	0	24	0	16	0	0	16	41
1700 - 1715	0	0	0	0	0	0	0	1	0	1	1	24	0	0	25	3	27	0	0	30	56
1715 - 1730	0	0	0	0	0	0	0	0	0	0	1	22	0	0	23	0	19	0	0	19	42
Total	1	0	3	0	4	0	0	1	0	1	2	103	2	0	107	3	80	0	0	83	195
Approach %	25.00	0.00	75.00	0.00	-	0.00	0.00	100.00	0.00	-	1.87	96.26	1.87	0.00	-	3.61	96.39	0.00	0.00	-	
PHF	0.25	0.00	0.38	0.00	0.33	0.00	0.00	0.25	0.00	0.25	0.50	0.78	0.25	0.00	0.76	0.25	0.74	0.00	0.00	0.69	0.87

Single Unit Trucks (4-7)

Time	Northbound Tulip Rd					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	9.1	9.2	9.3	9.4		9.5	9.6	9.7	9.8		9.9	9.10	9.11	9.12		9.13	9.14	9.15	9.16		
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1700 - 1715	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
Total	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	6
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.50	0.50

Combination Trucks (8-13)

Time	Northbound Tulip Rd					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	9.1	9.2	9.3	9.4		9.5	9.6	9.7	9.8		9.9	9.10	9.11	9.12		9.13	9.14	9.15	9.16		
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Pedestrians

Time	Northbound Tulip Rd					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	FB 9a	WB 9b			App Total	FB 9c	WB 9d			App Total	NB 9e	SB 9f			App Total	NB 9g	SB 9h			App Total	
1630 - 1645	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1645 - 1700	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1700 - 1715	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1715 - 1730	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles



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Memphis, TN

Site 9 of 26

Tulip Rd
Driveway
W Holmes Rd (West)
W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006069°, -90.098846°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

All vehicles

TIME	Northbound Tulip Rd					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	9.1	9.2	9.3	9.4		9.5	9.6	9.7	9.8		9.9	9.10	9.11	9.12		9.13	9.14	9.15	9.16		
0700 - 0715	0	0	2	0	2	0	0	0	0	0	0	17	0	0	17	0	8	0	0	8	27
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	24	0	0	24	1	14	0	0	15	39
0730 - 0745	1	0	1	0	2	0	0	0	0	0	0	16	1	0	17	0	10	0	0	10	29
0745 - 0800	0	0	1	0	1	0	0	0	0	0	0	21	0	0	21	0	6	0	0	6	28
Hourly Total	1	0	4	0	5	0	0	0	0	0	0	78	1	0	79	1	38	0	0	39	123
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	17	0	0	17	27
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	12	0	0	12	27
0830 - 0845	0	0	0	0	0	1	0	0	0	1	0	14	1	0	15	0	14	0	1	15	31
0845 - 0900	0	0	1	0	1	1	0	0	0	1	1	8	0	0	9	2	8	0	0	10	21
Hourly Total	0	0	1	0	1	2	0	0	0	2	1	47	1	0	49	2	51	0	1	54	106
Grand Total	1	0	5	0	6	2	0	0	0	2	1	125	2	0	128	3	89	0	1	93	229
Approach %	16.67	0.00	83.33	0.00	-	100.00	0.00	0.00	0.00	-	0.78	97.66	1.56	0.00	-	3.23	95.70	0.00	1.08	-	-
Intersection %	0.44	0.00	2.18	0.00	2.62	0.87	0.00	0.00	0.00	0.87	0.44	54.59	0.87	0.00	55.90	1.31	38.86	0.00	0.44	40.61	-
PHF	0.25	0.00	0.50	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.00	0.81	0.25	0.00	0.82	0.25	0.68	0.00	0.00	0.65	0.79

1600 - 1900 (Weekday 3h Session) (10-05-2021)

All vehicles

TIME	Northbound Tulip Rd					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	9.1	9.2	9.3	9.4		9.5	9.6	9.7	9.8		9.9	9.10	9.11	9.12		9.13	9.14	9.15	9.16		
1600 - 1615	0	0	1	0	1	0	0	1	0	1	0	19	1	0	20	0	22	0	0	22	44
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	16	1	0	17	0	20	0	0	20	37
1630 - 1645	1	0	2	0	3	0	0	0	0	0	0	33	2	0	35	0	18	0	0	18	56
1645 - 1700	0	0	1	0	1	0	0	0	0	0	0	24	0	0	24	0	17	0	0	17	42
Hourly Total	1	0	4	0	5	0	0	1	0	1	0	92	4	0	96	0	77	0	0	77	179
1700 - 1715	0	0	1	0	1	0	0	1	0	1	1	24	0	0	25	3	28	0	0	31	58
1715 - 1730	0	0	0	0	0	0	0	0	0	0	1	23	0	0	24	0	21	0	0	21	45
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	20	0	0	20	37
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	23	0	0	23	0	15	0	0	15	38
Hourly Total	0	0	1	0	1	0	0	1	0	1	2	87	0	0	89	3	84	0	0	87	178
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	26	0	0	26	4	26	0	2	32	58
1815 - 1830	0	0	3	0	3	0	0	0	0	0	0	16	0	0	16	0	30	0	0	30	49
1830 - 1845	0	0	1	0	1	0	0	0	0	0	0	17	0	0	17	0	27	0	0	27	45
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	21	0	0	21	1	15	0	0	16	37
Hourly Total	0	0	4	0	4	0	0	0	0	0	0	80	0	0	80	5	98	0	2	105	189
Grand Total	1	0	9	0	10	0	0	2	0	2	2	259	4	0	265	8	259	0	2	269	546
Approach %	10.00	0.00	90.00	0.00	-	0.00	0.00	100.00	0.00	-	0.75	97.74	1.51	0.00	-	2.97	96.28	0.00	0.74	-	-
Intersection %	0.18	0.00	1.65	0.00	1.83	0.00	0.00	0.37	0.00	0.37	0.37	47.44	0.73	0.00	48.53	1.47	47.44	0.00	0.37	49.27	-
PHF	0.25	0.00	0.50	0.00	0.42	0.00	0.00	0.25	0.00	0.25	0.50	0.79	0.25	0.00	0.77	0.25	0.75	0.00	0.00	0.70	0.87

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Memphis, TN

Site 9 of 26

Tulip Rd
Driveway
W Holmes Rd (West)
W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006069°, -90.098846°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME	Northbound Tulip Rd					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	9.1	9.2	9.3	9.4		9.5	9.6	9.7	9.8		9.9	9.10	9.11	9.12		9.13	9.14	9.15	9.16		
0700 - 0715	0	0	2	0	2	0	0	0	0	0	0	16	0	0	16	0	7	0	0	7	25
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	24	0	0	24	1	12	0	0	13	37
0730 - 0745	1	0	1	0	2	0	0	0	0	0	0	16	1	0	17	0	6	0	0	6	25
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	5	0	0	5	23
Hourly Total	1	0	3	0	4	0	0	0	0	0	0	74	1	0	75	1	30	0	0	31	110
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	17	0	0	17	27
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	12	0	0	12	27
0830 - 0845	0	0	0	0	0	1	0	0	0	1	0	14	1	0	15	0	14	0	1	15	31
0845 - 0900	0	0	1	0	1	1	0	0	0	1	1	8	0	0	9	1	7	0	0	8	19
Hourly Total	0	0	1	0	1	2	0	0	0	2	1	47	1	0	49	1	50	0	1	52	104
Grand Total	1	0	4	0	5	2	0	0	0	2	1	121	2	0	124	2	80	0	1	83	214
Approach %	20.00	0.00	80.00	0.00	-	100.00	0.00	0.00	0.00	-	0.81	97.58	1.61	0.00	-	2.41	96.39	0.00	1.20	-	
Intersection %	0.47	0.00	1.87	0.00	2.34	0.93	0.00	0.00	0.00	0.93	0.47	56.54	0.93	0.00	57.94	0.93	37.38	0.00	0.47	38.79	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME	Northbound Tulip Rd					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	9.1	9.2	9.3	9.4		9.5	9.6	9.7	9.8		9.9	9.10	9.11	9.12		9.13	9.14	9.15	9.16		
1600 - 1615	0	0	1	0	1	0	0	1	0	1	0	19	1	0	20	0	22	0	0	22	44
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	16	1	0	17	0	19	0	0	19	36
1630 - 1645	1	0	2	0	3	0	0	0	0	0	0	33	2	0	35	0	18	0	0	18	56
1645 - 1700	0	0	1	0	1	0	0	0	0	0	0	24	0	0	24	0	16	0	0	16	41
Hourly Total	1	0	4	0	5	0	0	1	0	1	0	92	4	0	96	0	75	0	0	75	177
1700 - 1715	0	0	0	0	0	0	0	1	0	1	1	24	0	0	25	3	27	0	0	30	56
1715 - 1730	0	0	0	0	0	0	0	0	0	0	1	22	0	0	23	0	19	0	0	19	42
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	19	0	0	19	36
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	23	0	0	23	0	15	0	0	15	38
Hourly Total	0	0	0	0	0	0	0	1	0	1	2	86	0	0	88	3	80	0	0	83	172
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	26	0	0	26	4	26	0	2	32	58
1815 - 1830	0	0	3	0	3	0	0	0	0	0	0	16	0	0	16	0	29	0	0	29	48
1830 - 1845	0	0	1	0	1	0	0	0	0	0	0	17	0	0	17	0	26	0	0	26	44
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	21	0	0	21	1	15	0	0	16	37
Hourly Total	0	0	4	0	4	0	0	0	0	0	0	80	0	0	80	5	96	0	2	103	187
Grand Total	1	0	8	0	9	0	0	2	0	2	2	258	4	0	264	8	251	0	2	261	536
Approach %	11.11	0.00	88.89	0.00	-	0.00	0.00	100.00	0.00	-	0.76	97.73	1.52	0.00	-	3.07	96.17	0.00	0.77	-	
Intersection %	0.19	0.00	1.49	0.00	1.68	0.00	0.00	0.37	0.00	0.37	0.37	48.13	0.75	0.00	49.25	1.49	46.83	0.00	0.37	48.69	

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Memphis, TN

Site 9 of 26

Tulip Rd
 Driveway
 W Holmes Rd (West)
 W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
 74°F

Lat/Long

35.006069°, -90.098846°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME	Northbound Tulip Rd					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
	0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
0745 - 0800	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	5
Hourly Total	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	7	0	0	7	12
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
Grand Total	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	1	8	0	0	9	14
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	11.11	88.89	0.00	0.00	-	
Intersection %	0.00	0.00	7.14	0.00	7.14	0.00	0.00	0.00	0.00	0.00	0.00	28.57	0.00	0.00	28.57	7.14	57.14	0.00	0.00	64.29	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME	Northbound Tulip Rd					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left 9.1	Thru 9.2	Right 9.3	U-Turn 9.4	App Total	Left 9.5	Thru 9.6	Right 9.7	U-Turn 9.8	App Total	Left 9.9	Thru 9.10	Right 9.11	U-Turn 9.12	App Total	Left 9.13	Thru 9.14	Right 9.15	U-Turn 9.16	App Total	
	1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
1700 - 1715	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	6
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Grand Total	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	8	0	0	8	10
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	10.00	0.00	10.00	0.00	0.00	0.00	0.00	0.00	0.00	10.00	0.00	0.00	10.00	0.00	80.00	0.00	0.00	80.00	

Pedestrian Count || All vehicles



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Memphis, TN

Site 9 of 26

Tulip Rd
 Driveway
 W Holmes Rd (West)
 W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
 74°F

Lat/Long

35.006069°, -90.098846°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Tulip Rd		App Total	Driveway		App Total	W Holmes Rd (West)		App Total	W Holmes Rd (East)		App Total		
	EB 9a	WB 9b		EB 9c	WB 9d		NB 9e	SB 9f		NB 9g	SB 9h			
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	1	0	1	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	100.00	-

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Tulip Rd		App Total	Driveway		App Total	W Holmes Rd (West)		App Total	W Holmes Rd (East)		App Total		
	EB 9a	WB 9b		EB 9c	WB 9d		NB 9e	SB 9f		NB 9g	SB 9h			
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1800 - 1815	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	1	1	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Grand Total	0	0	0	0	0	0	0	0	0	0	1	2	3	3
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	33.33	66.67	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	33.33	66.67	100.00	100.00	-



[Click here for Map](#)

Peak Hour Turning Movement Count

Memphis, TN

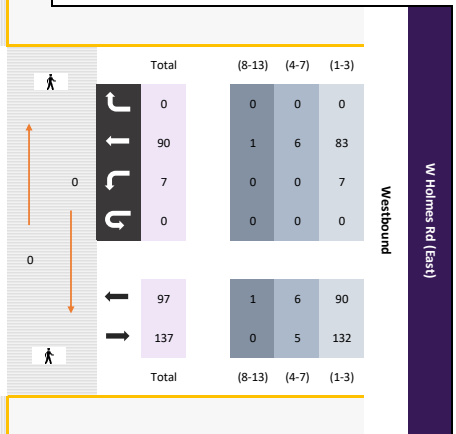
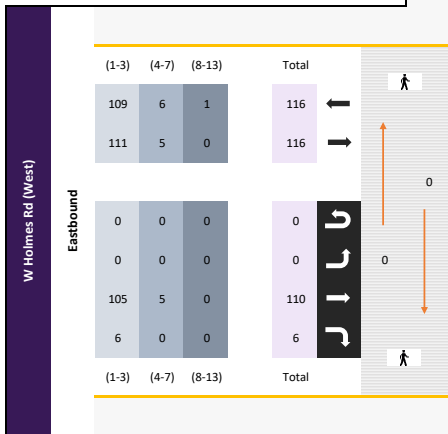


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Tuesday, October 5, 2021	
Period	0700 - 0900
Peak Hour	0715 - 0815

Session Parameters

(Drop Down Menu)



Classes	(1-3)	(4-7)	(8-13)	Total
Volume	254	11	1	266
PHF				0.9366

All vehicles

Time	Northbound Crossfield Rd (South)					Southbound Crossfield Rd (North)					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	10.1	10.2	10.3	10.4		10.5	10.6	10.7	10.8		10.9	10.10	10.11	10.12		10.13	10.14	10.15	10.16		
0715 - 0730	10	0	5	0	15	0	0	1	0	1	0	27	1	0	28	4	20	0	0	24	68
0730 - 0745	7	0	7	0	14	0	0	0	0	0	0	30	0	0	30	1	26	0	0	27	71
0745 - 0800	5	0	8	0	13	0	0	0	0	0	0	34	2	0	36	2	20	0	0	22	71
0800 - 0815	2	0	7	0	9	0	0	1	0	1	0	19	3	0	22	0	24	0	0	24	56
Total	24	0	27	0	51	0	0	2	0	2	0	110	6	0	116	7	90	0	0	97	266
Approach %	47.06	0.00	52.94	0.00	-	0.00	0.00	100.00	0.00	-	0.00	94.83	5.17	0.00	-	7.22	92.78	0.00	0.00	-	
PHF	0.60	0.00	0.84	0.00	0.85	0.00	0.00	0.50	0.00	0.50	0.00	0.81	0.50	0.00	0.81	0.44	0.87	0.00	0.00	0.90	0.94

Bikes

Time	Northbound Crossfield Rd (South)					Southbound Crossfield Rd (North)					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	10.1	10.2	10.3	10.4		10.5	10.6	10.7	10.8		10.9	10.10	10.11	10.12		10.13	10.14	10.15	10.16		
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound Crossfield Rd (South)					Southbound Crossfield Rd (North)					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	10.1	10.2	10.3	10.4		10.5	10.6	10.7	10.8		10.9	10.10	10.11	10.12		10.13	10.14	10.15	10.16		
0715 - 0730	10	0	5	0	15	0	0	1	0	1	0	26	1	0	27	4	17	0	0	21	64
0730 - 0745	7	0	7	0	14	0	0	0	0	0	0	28	0	0	28	1	23	0	0	24	66
0745 - 0800	5	0	8	0	13	0	0	0	0	0	0	32	2	0	34	2	19	0	0	21	68
0800 - 0815	2	0	7	0	9	0	0	1	0	1	0	19	3	0	22	0	24	0	0	24	56
Total	24	0	27	0	51	0	0	2	0	2	0	105	6	0	111	7	83	0	0	90	254
Approach %	47.06	0.00	52.94	0.00	-	0.00	0.00	100.00	0.00	-	0.00	94.59	5.41	0.00	-	7.78	92.22	0.00	0.00	-	
PHF	0.60	0.00	0.84	0.00	0.85	0.00	0.00	0.50	0.00	0.50	0.00	0.82	0.50	0.00	0.82	0.44	0.86	0.00	0.00	0.94	0.93

Single Unit Trucks (4-7)

Time	Northbound Crossfield Rd (South)					Southbound Crossfield Rd (North)					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	10.1	10.2	10.3	10.4		10.5	10.6	10.7	10.8		10.9	10.10	10.11	10.12		10.13	10.14	10.15	10.16		
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	6	0	0	6	11
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.63	0.00	0.50	0.00	0.00	0.50	0.55

Combination Trucks (8-13)

Time	Northbound Crossfield Rd (South)					Southbound Crossfield Rd (North)					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	10.1	10.2	10.3	10.4		10.5	10.6	10.7	10.8		10.9	10.10	10.11	10.12		10.13	10.14	10.15	10.16		
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.25

Pedestrians

Time	Northbound Crossfield Rd (South)				Southbound Crossfield Rd (North)				Eastbound W Holmes Rd (West)				Westbound W Holmes Rd (East)				Int Total
	EB 10a	WB 10b		App Total	EB 10c	WB 10d		App Total	NB 10e	SB 10f		App Total	NB 10g	SB 10h		App Total	
0715 - 0730	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0
0730 - 0745	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0
0745 - 0800	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0
0800 - 0815	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



[Click here for Map](#)

Peak Hour Turning Movement Count

Memphis, TN

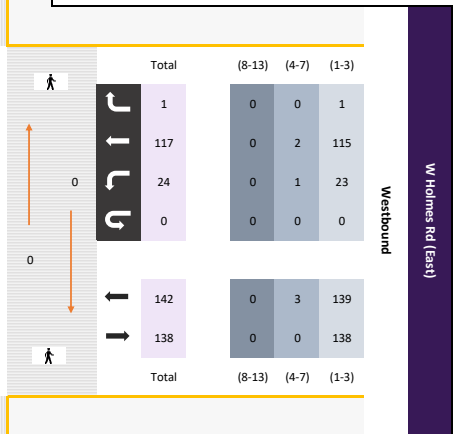
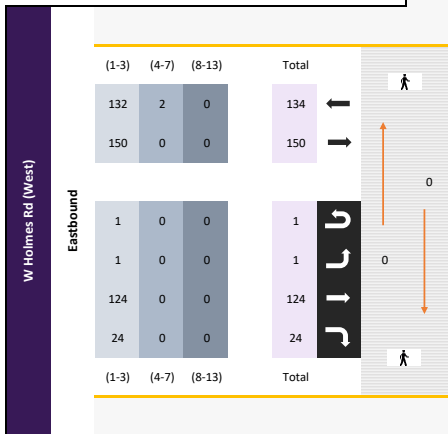
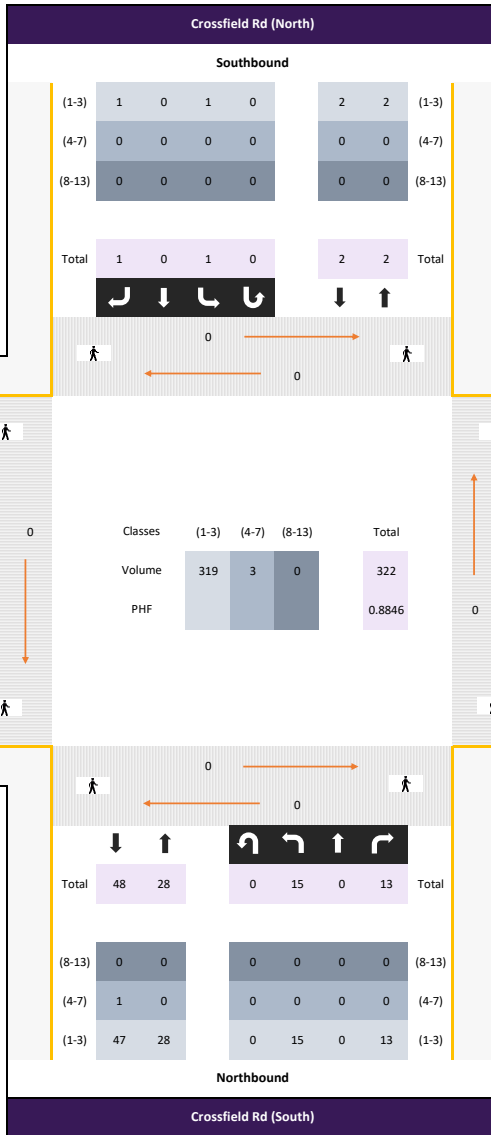


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Tuesday, October 5, 2021	
Period	1600 - 1900
Peak Hour	1615 - 1715

Session Parameters

(Drop Down Menu)



Classes	(1-3)	(4-7)	(8-13)	Total
Volume	319	3	0	322
PHF				0.8846

All vehicles

Time	Northbound Crossfield Rd (South)					Southbound Crossfield Rd (North)					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
	1615 - 1630	0	0	1	0	1	1	0	0	0	1	0	26	4	0	30	7	24	0	0	
1630 - 1645	4	0	6	0	10	0	0	1	0	1	0	39	2	1	42	5	24	1	0	30	83
1645 - 1700	8	0	2	0	10	0	0	0	0	0	1	36	8	0	45	5	31	0	0	36	91
1700 - 1715	3	0	4	0	7	0	0	0	0	0	0	23	10	0	33	7	38	0	0	45	85
Total	15	0	13	0	28	1	0	1	0	2	1	124	24	1	150	24	117	1	0	142	322
Approach %	53.57	0.00	46.43	0.00	-	50.00	0.00	50.00	0.00	-	0.67	82.67	16.00	0.67	-	16.90	82.39	0.70	0.00	-	
PHF	0.47	0.00	0.54	0.00	0.70	0.25	0.00	0.25	0.00	0.50	0.25	0.79	0.60	0.25	0.83	0.86	0.77	0.25	0.00	0.79	0.88

Bikes

Time	Northbound Crossfield Rd (South)					Southbound Crossfield Rd (North)					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
	1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound Crossfield Rd (South)					Southbound Crossfield Rd (North)					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
	1615 - 1630	0	0	1	0	1	1	0	0	0	1	0	26	4	0	30	7	23	0	0	
1630 - 1645	4	0	6	0	10	0	0	1	0	1	0	39	2	1	42	5	24	1	0	30	83
1645 - 1700	8	0	2	0	10	0	0	0	0	0	1	36	8	0	45	5	31	0	0	36	91
1700 - 1715	3	0	4	0	7	0	0	0	0	0	0	23	10	0	33	6	37	0	0	43	83
Total	15	0	13	0	28	1	0	1	0	2	1	124	24	1	150	23	115	1	0	139	319
Approach %	53.57	0.00	46.43	0.00	-	50.00	0.00	50.00	0.00	-	0.67	82.67	16.00	0.67	-	16.55	82.73	0.72	0.00	-	
PHF	0.47	0.00	0.54	0.00	0.70	0.25	0.00	0.25	0.00	0.50	0.25	0.79	0.60	0.25	0.83	0.82	0.78	0.25	0.00	0.81	0.88

Single Unit Trucks (4-7)

Time	Northbound Crossfield Rd (South)					Southbound Crossfield Rd (North)					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
	1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	33.33	66.67	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.50	0.00	0.00	0.38	0.38

Combination Trucks (8-13)

Time	Northbound Crossfield Rd (South)					Southbound Crossfield Rd (North)					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
	1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Pedestrians

Time	Northbound Crossfield Rd (South)				Southbound Crossfield Rd (North)				Eastbound W Holmes Rd (West)				Westbound W Holmes Rd (East)				Int Total				
	EB 10a	WB 10b		App Total	EB 10c	WB 10d		App Total	NB 10e	SB 10f		App Total	NB 10g	SB 10h		App Total					
	1615 - 1630	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0		0	0	-	-
1630 - 1645	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1645 - 1700	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1700 - 1715	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count | All vehicles



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Memphis, TN

Site 10 of 26

Crossfield Rd (South)
 Crossfield Rd (North)
 W Holmes Rd (West)
 W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
 74°F

Lat/Long

35.006103°, -90.091991°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Crossfield Rd (South)					Crossfield Rd (North)					W Holmes Rd (West)					W Holmes Rd (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
0700 - 0715	2	0	2	0	4	0	0	1	0	1	0	18	0	0	18	1	13	0	0	14	37
0715 - 0730	10	0	5	0	15	0	0	1	0	1	0	27	1	0	28	4	20	0	0	24	68
0730 - 0745	7	0	7	0	14	0	0	0	0	0	0	30	0	0	30	1	26	0	0	27	71
0745 - 0800	5	0	8	0	13	0	0	0	0	0	0	34	2	0	36	2	20	0	0	22	71
Hourly Total	24	0	22	0	46	0	0	2	0	2	0	109	3	0	112	8	79	0	0	87	247
0800 - 0815	2	0	7	0	9	0	0	1	0	1	0	19	3	0	22	0	24	0	0	24	56
0815 - 0830	3	0	4	0	7	1	0	0	0	1	0	16	1	0	17	4	14	1	0	19	44
0830 - 0845	5	0	2	0	7	0	0	0	0	0	0	22	4	0	26	1	15	1	0	17	50
0845 - 0900	1	0	1	0	2	1	0	0	0	1	0	14	2	0	16	0	12	0	0	12	31
Hourly Total	11	0	14	0	25	2	0	1	0	3	0	71	10	0	81	5	65	2	0	72	181
Grand Total	35	0	36	0	71	2	0	3	0	5	0	180	13	0	193	13	144	2	0	159	428
Approach %	49.30	0.00	50.70	0.00	-	40.00	0.00	60.00	0.00	-	0.00	93.26	6.74	0.00	-	8.18	90.57	1.26	0.00	-	
Intersection %	8.18	0.00	8.41	0.00	16.59	0.47	0.00	0.70	0.00	1.17	0.00	42.06	3.04	0.00	45.09	3.04	33.64	0.47	0.00	37.15	
PHF	0.60	0.00	0.84	0.00	0.85	0.00	0.00	0.50	0.00	0.50	0.00	0.81	0.50	0.00	0.81	0.44	0.87	0.00	0.00	0.90	0.94

1600 - 1900 (Weekday 3h Session) (10-05-2021)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Crossfield Rd (South)					Crossfield Rd (North)					W Holmes Rd (West)					W Holmes Rd (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
1600 - 1615	5	0	5	0	10	0	0	0	0	0	0	24	2	0	26	2	25	0	0	27	63
1615 - 1630	0	0	1	0	1	1	0	0	0	1	0	26	4	0	30	7	24	0	0	31	63
1630 - 1645	4	0	6	0	10	0	0	1	0	1	0	39	2	1	42	5	24	1	0	30	83
1645 - 1700	8	0	2	0	10	0	0	0	0	0	1	36	8	0	45	5	31	0	0	36	91
Hourly Total	17	0	14	0	31	1	0	1	0	2	1	125	16	1	143	19	104	1	0	124	300
1700 - 1715	3	0	4	0	7	0	0	0	0	0	0	23	10	0	33	7	38	0	0	45	85
1715 - 1730	5	0	2	0	7	0	0	0	0	0	1	23	5	0	29	3	16	0	0	19	55
1730 - 1745	1	0	3	0	4	0	0	0	0	0	0	26	5	1	32	6	28	0	0	34	70
1745 - 1800	0	0	0	0	0	1	0	0	0	1	0	26	5	0	31	2	23	1	0	26	58
Hourly Total	9	0	9	0	18	1	0	0	0	1	1	98	25	1	125	18	105	1	0	124	268
1800 - 1815	3	0	0	0	3	1	0	0	0	1	0	27	4	0	31	3	28	1	0	32	67
1815 - 1830	6	0	0	0	6	0	0	0	0	0	0	21	9	0	30	4	30	1	0	35	71
1830 - 1845	2	0	2	0	4	0	0	0	0	0	1	21	5	0	27	2	28	0	0	30	61
1845 - 1900	1	0	2	0	3	1	0	0	0	1	0	28	3	0	31	5	17	0	0	22	57
Hourly Total	12	0	4	0	16	2	0	0	0	2	1	97	21	0	119	14	103	2	0	119	256
Grand Total	38	0	27	0	65	4	0	1	0	5	3	320	62	2	387	51	312	4	0	367	824
Approach %	58.46	0.00	41.54	0.00	-	80.00	0.00	20.00	0.00	-	0.78	82.69	16.02	0.52	-	13.90	85.01	1.09	0.00	-	
Intersection %	4.61	0.00	3.28	0.00	7.89	0.49	0.00	0.12	0.00	0.61	0.36	38.83	7.52	0.24	46.97	6.19	37.86	0.49	0.00	44.54	
PHF	0.47	0.00	0.54	0.00	0.70	0.25	0.00	0.25	0.00	0.50	0.25	0.79	0.60	0.25	0.83	0.86	0.77	0.25	0.00	0.79	0.88

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Memphis, TN

Site 10 of 26

Crossfield Rd (South)
 Crossfield Rd (North)
 W Holmes Rd (West)
 W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
 74°F

Lat/Long

35.006103°, -90.091991°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Crossfield Rd (South)					Crossfield Rd (North)					W Holmes Rd (West)					W Holmes Rd (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
0700 - 0715	2	0	2	0	4	0	0	1	0	1	0	17	0	0	17	1	12	0	0	13	35
0715 - 0730	10	0	5	0	15	0	0	1	0	1	0	26	1	0	27	4	17	0	0	21	64
0730 - 0745	7	0	7	0	14	0	0	0	0	0	0	28	0	0	28	1	23	0	0	24	66
0745 - 0800	5	0	8	0	13	0	0	0	0	0	0	32	2	0	34	2	19	0	0	21	68
Hourly Total	24	0	22	0	46	0	0	2	0	2	0	103	3	0	106	8	71	0	0	79	233
0800 - 0815	2	0	7	0	9	0	0	1	0	1	0	19	3	0	22	0	24	0	0	24	56
0815 - 0830	3	0	4	0	7	1	0	0	0	1	0	15	1	0	16	4	14	1	0	19	43
0830 - 0845	5	0	2	0	7	0	0	0	0	0	0	22	4	0	26	1	14	1	0	16	49
0845 - 0900	1	0	1	0	2	1	0	0	0	1	0	14	2	0	16	0	12	0	0	12	31
Hourly Total	11	0	14	0	25	2	0	1	0	3	0	70	10	0	80	5	64	2	0	71	179
Grand Total	35	0	36	0	71	2	0	3	0	5	0	173	13	0	186	13	135	2	0	150	412
Approach %	49.30	0.00	50.70	0.00	-	40.00	0.00	60.00	0.00	-	0.00	93.01	6.99	0.00	-	8.67	90.00	1.33	0.00	-	-
Intersection %	8.50	0.00	8.74	0.00	17.23	0.49	0.00	0.73	0.00	1.21	0.00	41.99	3.16	0.00	45.15	3.16	32.77	0.49	0.00	36.41	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Crossfield Rd (South)					Crossfield Rd (North)					W Holmes Rd (West)					W Holmes Rd (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
1600 - 1615	5	0	5	0	10	0	0	0	0	0	0	24	1	0	25	2	25	0	0	27	62
1615 - 1630	0	0	1	0	1	1	0	0	0	1	0	26	4	0	30	7	23	0	0	30	62
1630 - 1645	4	0	6	0	10	0	0	1	0	1	0	39	2	1	42	5	24	1	0	30	83
1645 - 1700	8	0	2	0	10	0	0	0	0	0	1	36	8	0	45	5	31	0	0	36	91
Hourly Total	17	0	14	0	31	1	0	1	0	2	1	125	15	1	142	19	103	1	0	123	298
1700 - 1715	3	0	4	0	7	0	0	0	0	0	0	23	10	0	33	6	37	0	0	43	83
1715 - 1730	4	0	2	0	6	0	0	0	0	0	1	23	5	0	29	3	16	0	0	19	54
1730 - 1745	1	0	3	0	4	0	0	0	0	0	0	26	5	1	32	6	27	0	0	33	69
1745 - 1800	0	0	0	0	0	1	0	0	0	1	0	26	5	0	31	2	23	1	0	26	58
Hourly Total	8	0	9	0	17	1	0	0	0	1	1	98	25	1	125	17	103	1	0	121	264
1800 - 1815	3	0	0	0	3	1	0	0	0	1	0	27	4	0	31	3	27	1	0	31	66
1815 - 1830	6	0	0	0	6	0	0	0	0	0	0	21	9	0	30	4	29	1	0	34	70
1830 - 1845	2	0	2	0	4	0	0	0	0	0	1	21	5	0	27	2	28	0	0	30	61
1845 - 1900	1	0	2	0	3	1	0	0	0	1	0	28	3	0	31	5	17	0	0	22	57
Hourly Total	12	0	4	0	16	2	0	0	0	2	1	97	21	0	119	14	101	2	0	117	254
Grand Total	37	0	27	0	64	4	0	1	0	5	3	320	61	2	386	50	307	4	0	361	816
Approach %	57.81	0.00	42.19	0.00	-	80.00	0.00	20.00	0.00	-	0.78	82.90	15.80	0.52	-	13.85	85.04	1.11	0.00	-	-
Intersection %	4.53	0.00	3.31	0.00	7.84	0.49	0.00	0.12	0.00	0.61	0.37	39.22	7.48	0.25	47.30	6.13	37.62	0.49	0.00	44.24	

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Memphis, TN

Site 10 of 26

Crossfield Rd (South)
 Crossfield Rd (North)
 W Holmes Rd (West)
 W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
 74°F

Lat/Long

35.006103°, -90.091991°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Crossfield Rd (South)					Crossfield Rd (North)					W Holmes Rd (West)					W Holmes Rd (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	7	0	0	7	13
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	8	0	0	8	15
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	46.67	0.00	0.00	46.67	0.00	53.33	0.00	0.00	53.33	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Crossfield Rd (South)					Crossfield Rd (North)					W Holmes Rd (West)					W Holmes Rd (East)					
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
1715 - 1730	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	4
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Grand Total	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1	5	0	0	6	8
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	16.67	83.33	0.00	0.00	-	
Intersection %	12.50	0.00	0.00	0.00	12.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.50	0.00	12.50	12.50	62.50	0.00	0.00	75.00	

Classified Turn Movement Count | Combination Trucks (8-13)



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Memphis, TN

Site 10 of 26

Crossfield Rd (South)
 Crossfield Rd (North)
 W Holmes Rd (West)
 W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
 74°F

Lat/Long

35.006103°, -90.091991°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total				
	Crossfield Rd (South)					Crossfield Rd (North)					W Holmes Rd (West)					W Holmes Rd (East)									
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total					
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	-	0.00	0.00	0.00
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	100.00	100.00	0.00	0.00	0.00

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total				
	Crossfield Rd (South)					Crossfield Rd (North)					W Holmes Rd (West)					W Holmes Rd (East)									
	Left 10.1	Thru 10.2	Right 10.3	U-Turn 10.4	App Total	Left 10.5	Thru 10.6	Right 10.7	U-Turn 10.8	App Total	Left 10.9	Thru 10.10	Right 10.11	U-Turn 10.12	App Total	Left 10.13	Thru 10.14	Right 10.15	U-Turn 10.16	App Total					
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	-	0.00	0.00	0.00
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



[Click here for Map](#)

Peak Hour Turning Movement Count

Memphis, TN

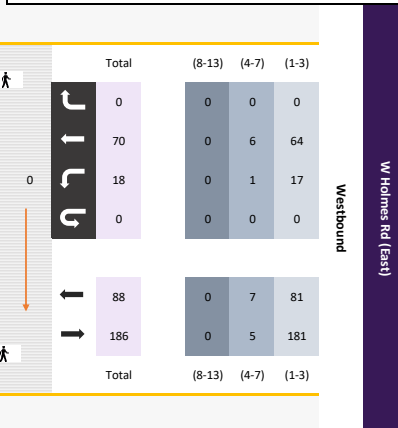
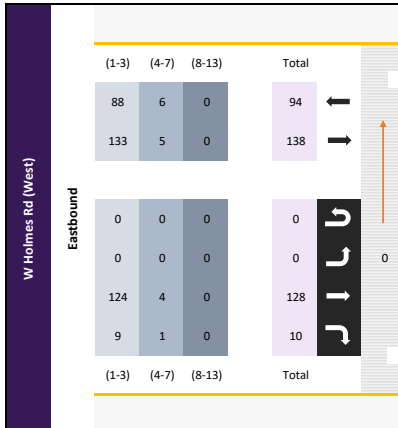
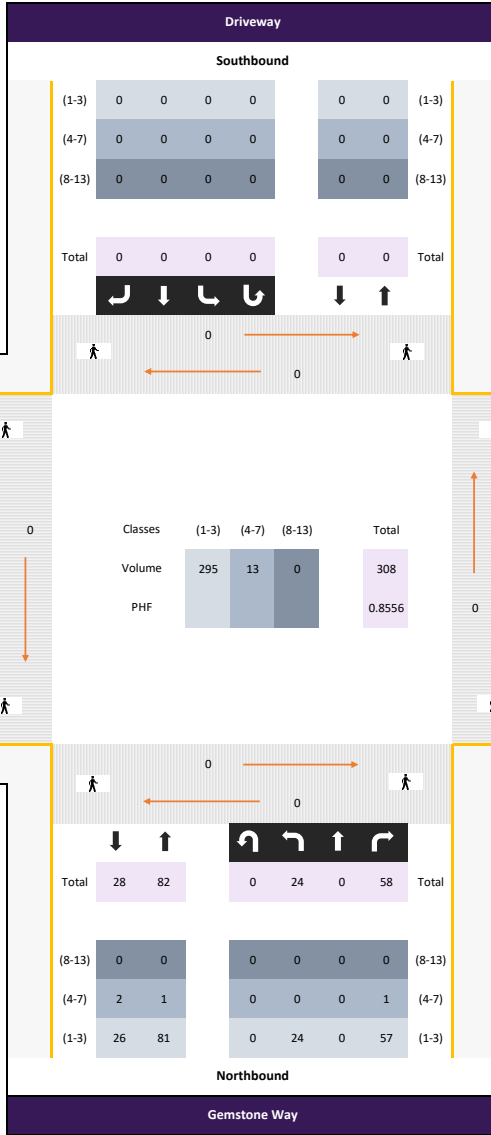


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Tuesday, October 5, 2021	
Period	0700 - 0900
Peak Hour	0715 - 0815

Session Parameters

(Drop Down Menu)



Classes

(1-3)	(4-7)	(8-13)	Total
295	13	0	308
PHF			0.8556



[Click here for Map](#)

Peak Hour Turning Movement Count

Memphis, TN



www.marrtraffic.com

Tuesday, October 5, 2021	
Period	1600 - 1900
Peak Hour	1630 - 1730

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



W Holmes Rd (West)

Eastbound

Westbound

W Holmes Rd (East)

Gemstone Way

All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Gemstone Way					Driveway					W Holmes Rd (West)					W Holmes Rd (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1630 - 1645	1	0	7	0	8	0	0	0	0	0	0	45	0	0	45	11	29	0	0	40	93
1645 - 1700	4	0	7	0	11	0	0	0	0	0	0	32	6	0	38	15	32	0	0	47	96
1700 - 1715	1	0	12	0	13	0	0	0	0	0	0	23	4	0	27	15	44	0	1	60	100
1715 - 1730	0	0	10	0	10	0	0	0	0	0	0	20	7	0	27	24	22	0	0	46	83
Total	6	0	36	0	42	0	0	0	0	0	0	120	17	0	137	65	127	0	1	193	372
Approach %	14.29	0.00	85.71	0.00	-	0.00	0.00	0.00	0.00	-	0.00	87.59	12.41	0.00	-	33.68	65.80	0.00	0.52	-	
PHF	0.38	0.00	0.75	0.00	0.81	0.00	0.00	0.00	0.00	0.00	0.00	0.67	0.61	0.00	0.76	0.68	0.72	0.00	0.25	0.80	0.93

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Gemstone Way					Driveway					W Holmes Rd (West)					W Holmes Rd (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Gemstone Way					Driveway					W Holmes Rd (West)					W Holmes Rd (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1630 - 1645	1	0	7	0	8	0	0	0	0	0	0	45	0	0	45	11	28	0	0	39	92
1645 - 1700	4	0	7	0	11	0	0	0	0	0	0	32	6	0	38	15	32	0	0	47	96
1700 - 1715	1	0	12	0	13	0	0	0	0	0	0	23	4	0	27	15	43	0	1	59	99
1715 - 1730	0	0	10	0	10	0	0	0	0	0	0	20	7	0	27	24	21	0	0	45	82
Total	6	0	36	0	42	0	0	0	0	0	0	120	17	0	137	65	124	0	1	190	369
Approach %	14.29	0.00	85.71	0.00	-	0.00	0.00	0.00	0.00	-	0.00	87.59	12.41	0.00	-	34.21	65.26	0.00	0.53	-	
PHF	0.38	0.00	0.75	0.00	0.81	0.00	0.00	0.00	0.00	0.00	0.00	0.67	0.61	0.00	0.76	0.68	0.72	0.00	0.25	0.81	0.93

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Gemstone Way					Driveway					W Holmes Rd (West)					W Holmes Rd (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.75	0.75

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Gemstone Way					Driveway					W Holmes Rd (West)					W Holmes Rd (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Pedestrians

Time	Northbound				Southbound				Eastbound				Westbound				Int Total
	Gemstone Way				Driveway				W Holmes Rd (West)				W Holmes Rd (East)				
	EB	WB		App Total	EB	WB		App Total	NB	SB		App Total	NB	SB		App Total	
1630 - 1645	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0
1645 - 1700	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0
1700 - 1715	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0
1715 - 1730	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count | All vehicles



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Memphis, TN

Site 11 of 26

Gemstone Way
Driveway
W Holmes Rd (West)
W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006044°, -90.086529°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

All vehicles

TIME	Northbound Gemstone Way					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	11.1	11.2	11.3	11.4		11.5	11.6	11.7	11.8		11.9	11.10	11.11	11.12		11.13	11.14	11.15	11.16		
0700 - 0715	2	0	16	0	18	0	0	0	0	0	0	22	0	0	22	6	13	0	0	19	59
0715 - 0730	4	0	17	0	21	0	0	0	0	0	0	31	2	0	33	5	20	0	0	25	79
0730 - 0745	6	0	11	0	17	0	0	0	0	0	0	30	4	0	34	2	20	0	0	22	73
0745 - 0800	9	0	20	0	29	0	0	0	0	0	0	41	4	0	45	3	13	0	0	16	90
Hourly Total	21	0	64	0	85	0	0	0	0	0	0	124	10	0	134	16	66	0	0	82	301
0800 - 0815	5	0	10	0	15	0	0	0	0	0	0	26	0	0	26	8	17	0	0	25	66
0815 - 0830	3	0	12	0	15	0	0	0	0	0	0	17	2	0	19	7	15	0	0	22	56
0830 - 0845	3	0	8	0	11	0	0	0	0	0	0	18	5	0	23	4	15	0	0	19	53
0845 - 0900	1	0	12	0	13	0	0	0	0	0	0	18	1	0	19	5	11	0	0	16	48
Hourly Total	12	0	42	0	54	0	0	0	0	0	0	79	8	0	87	24	58	0	0	82	223
Grand Total	33	0	106	0	139	0	0	0	0	0	0	203	18	0	221	40	124	0	0	164	524
Approach %	23.74	0.00	76.26	0.00	-	0.00	0.00	0.00	0.00	-	0.00	91.86	8.14	0.00	-	24.39	75.61	0.00	0.00	-	-
Intersection %	6.30	0.00	20.23	0.00	26.53	0.00	0.00	0.00	0.00	0.00	0.00	38.74	3.44	0.00	42.18	7.63	23.66	0.00	0.00	31.30	-
PHF	0.67	0.00	0.73	0.00	0.71	0.00	0.00	0.00	0.00	0.00	0.00	0.78	0.63	0.00	0.77	0.56	0.88	0.00	0.00	0.88	0.86

1600 - 1900 (Weekday 3h Session) (10-05-2021)

All vehicles

TIME	Northbound Gemstone Way					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	11.1	11.2	11.3	11.4		11.5	11.6	11.7	11.8		11.9	11.10	11.11	11.12		11.13	11.14	11.15	11.16		
1600 - 1615	1	0	7	0	8	1	0	0	0	1	0	27	3	0	30	14	24	0	0	38	77
1615 - 1630	0	0	4	0	4	0	0	0	0	0	0	23	4	0	27	15	31	0	0	46	77
1630 - 1645	1	0	7	0	8	0	0	0	0	0	0	45	0	0	45	11	29	0	0	40	93
1645 - 1700	4	0	7	0	11	0	0	0	0	0	0	32	6	0	38	15	32	0	0	47	96
Hourly Total	6	0	25	0	31	1	0	0	0	1	0	127	13	0	140	55	116	0	0	171	343
1700 - 1715	1	0	12	0	13	0	0	0	0	0	0	23	4	0	27	15	44	0	1	60	100
1715 - 1730	0	0	10	0	10	0	0	0	0	0	0	20	7	0	27	24	22	0	0	46	83
1730 - 1745	1	0	5	0	6	0	0	0	0	0	0	25	4	0	29	8	31	0	0	39	74
1745 - 1800	4	0	8	0	12	0	0	0	0	0	0	21	4	0	25	11	22	1	0	34	71
Hourly Total	6	0	35	0	41	0	0	0	0	0	0	89	19	0	108	58	119	1	1	179	328
1800 - 1815	3	0	9	0	12	0	0	0	0	0	0	26	4	0	30	15	29	0	0	44	86
1815 - 1830	1	0	10	0	11	0	0	0	0	0	0	18	2	0	20	19	34	0	0	53	84
1830 - 1845	2	0	10	0	12	0	0	0	0	0	0	20	4	0	24	10	29	0	0	39	75
1845 - 1900	2	0	1	0	3	0	0	0	0	0	0	26	5	0	31	12	18	0	0	30	64
Hourly Total	8	0	30	0	38	0	0	0	0	0	0	90	15	0	105	56	110	0	0	166	309
Grand Total	20	0	90	0	110	1	0	0	0	1	0	306	47	0	353	169	345	1	1	516	980
Approach %	18.18	0.00	81.82	0.00	-	100.00	0.00	0.00	0.00	-	0.00	86.69	13.31	0.00	-	32.75	66.86	0.19	0.19	-	-
Intersection %	2.04	0.00	9.18	0.00	11.22	0.10	0.00	0.00	0.00	0.10	0.00	31.22	4.80	0.00	36.02	17.24	35.20	0.10	0.10	52.65	-
PHF	0.38	0.00	0.75	0.00	0.81	0.00	0.00	0.00	0.00	0.00	0.00	0.67	0.61	0.00	0.76	0.68	0.72	0.00	0.25	0.80	0.93

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Memphis, TN

Site 11 of 26

Gemstone Way
 Driveway
 W Holmes Rd (West)
 W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
 74°F

Lat/Long

35.006044°, -90.086529°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME	Northbound Gemstone Way					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	11.1	11.2	11.3	11.4		11.5	11.6	11.7	11.8		11.9	11.10	11.11	11.12		11.13	11.14	11.15	11.16		
0700 - 0715	2	0	16	0	18	0	0	0	0	0	0	21	0	0	21	6	11	0	0	17	56
0715 - 0730	4	0	17	0	21	0	0	0	0	0	0	30	1	0	31	5	18	0	0	23	75
0730 - 0745	6	0	11	0	17	0	0	0	0	0	0	29	4	0	33	2	18	0	0	20	70
0745 - 0800	9	0	20	0	29	0	0	0	0	0	0	39	4	0	43	2	11	0	0	13	85
Hourly Total	21	0	64	0	85	0	0	0	0	0	0	119	9	0	128	15	58	0	0	73	286
0800 - 0815	5	0	9	0	14	0	0	0	0	0	0	26	0	0	26	8	17	0	0	25	65
0815 - 0830	3	0	12	0	15	0	0	0	0	0	0	17	2	0	19	7	15	0	0	22	56
0830 - 0845	3	0	8	0	11	0	0	0	0	0	0	17	5	0	22	4	14	0	0	18	51
0845 - 0900	1	0	12	0	13	0	0	0	0	0	0	18	1	0	19	5	11	0	0	16	48
Hourly Total	12	0	41	0	53	0	0	0	0	0	0	78	8	0	86	24	57	0	0	81	220
Grand Total	33	0	105	0	138	0	0	0	0	0	0	197	17	0	214	39	115	0	0	154	506
Approach %	23.91	0.00	76.09	0.00	-	0.00	0.00	0.00	0.00	-	0.00	92.06	7.94	0.00	-	25.32	74.68	0.00	0.00	-	-
Intersection %	6.52	0.00	20.75	0.00	27.27	0.00	0.00	0.00	0.00	0.00	0.00	38.93	3.36	0.00	42.29	7.71	22.73	0.00	0.00	30.43	-

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME	Northbound Gemstone Way					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	11.1	11.2	11.3	11.4		11.5	11.6	11.7	11.8		11.9	11.10	11.11	11.12		11.13	11.14	11.15	11.16		
1600 - 1615	1	0	7	0	8	1	0	0	0	1	0	27	3	0	30	14	24	0	0	38	77
1615 - 1630	0	0	4	0	4	0	0	0	0	0	0	23	4	0	27	15	31	0	0	46	77
1630 - 1645	1	0	7	0	8	0	0	0	0	0	0	45	0	0	45	11	28	0	0	39	92
1645 - 1700	4	0	7	0	11	0	0	0	0	0	0	32	6	0	38	15	32	0	0	47	96
Hourly Total	6	0	25	0	31	1	0	0	0	1	0	127	13	0	140	55	115	0	0	170	342
1700 - 1715	1	0	12	0	13	0	0	0	0	0	0	23	4	0	27	15	43	0	1	59	99
1715 - 1730	0	0	10	0	10	0	0	0	0	0	0	20	7	0	27	24	21	0	0	45	82
1730 - 1745	1	0	5	0	6	0	0	0	0	0	0	25	4	0	29	8	30	0	0	38	73
1745 - 1800	4	0	8	0	12	0	0	0	0	0	0	21	4	0	25	11	22	1	0	34	71
Hourly Total	6	0	35	0	41	0	0	0	0	0	0	89	19	0	108	58	116	1	1	176	325
1800 - 1815	3	0	9	0	12	0	0	0	0	0	0	26	4	0	30	14	29	0	0	43	85
1815 - 1830	1	0	9	0	10	0	0	0	0	0	0	18	2	0	20	19	33	0	0	52	82
1830 - 1845	2	0	10	0	12	0	0	0	0	0	0	20	4	0	24	10	28	0	0	38	74
1845 - 1900	2	0	1	0	3	0	0	0	0	0	0	26	5	0	31	12	18	0	0	30	64
Hourly Total	8	0	29	0	37	0	0	0	0	0	0	90	15	0	105	55	108	0	0	163	305
Grand Total	20	0	89	0	109	1	0	0	0	1	0	306	47	0	353	168	339	1	1	509	972
Approach %	18.35	0.00	81.65	0.00	-	100.00	0.00	0.00	0.00	-	0.00	86.69	13.31	0.00	-	33.01	66.60	0.20	0.20	-	-
Intersection %	2.06	0.00	9.16	0.00	11.21	0.10	0.00	0.00	0.00	0.10	0.00	31.48	4.84	0.00	36.32	17.28	34.88	0.10	0.10	52.37	-

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Memphis, TN

Site 11 of 26

Gemstone Way
 Driveway
 W Holmes Rd (West)
 W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
 74°F

Lat/Long

35.006044°, -90.086529°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME	Northbound Gemstone Way					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	11.1	11.2	11.3	11.4		11.5	11.6	11.7	11.8		11.9	11.10	11.11	11.12		11.13	11.14	11.15	11.16		
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	0	0	2	4
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	2	0	0	3	5
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	1	7	0	0	8	14
0800 - 0815	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
Grand Total	0	0	1	0	1	0	0	0	0	0	0	6	1	0	7	1	8	0	0	9	17
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	85.71	14.29	0.00	-	11.11	88.89	0.00	0.00	-	-
Intersection %	0.00	0.00	5.88	0.00	5.88	0.00	0.00	0.00	0.00	0.00	0.00	35.29	5.88	0.00	41.18	5.88	47.06	0.00	0.00	52.94	-

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME	Northbound Gemstone Way					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	11.1	11.2	11.3	11.4		11.5	11.6	11.7	11.8		11.9	11.10	11.11	11.12		11.13	11.14	11.15	11.16		
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
1815 - 1830	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	4
Grand Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	6	0	0	7	8
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	14.29	85.71	0.00	0.00	-	-
Intersection %	0.00	0.00	12.50	0.00	12.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.50	75.00	0.00	0.00	87.50	-



[Click here for Map](#)

Peak Hour Turning Movement Count

Memphis, TN

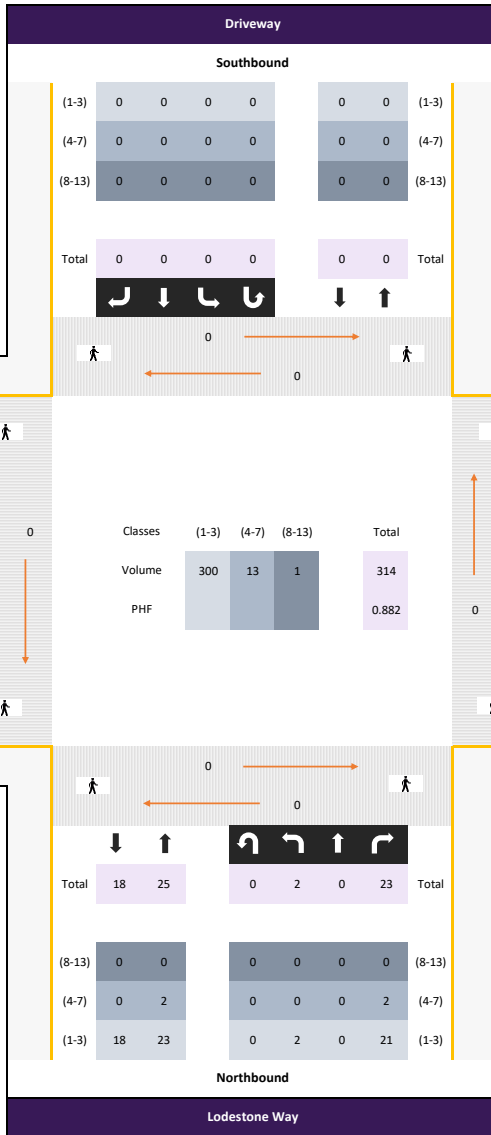


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Tuesday, October 5, 2021	
Period	0700 - 0900
Peak Hour	0715 - 0815

Session Parameters

(Drop Down Menu)



(1-3)	(4-7)	(8-13)	Total
82	6	1	89
180	5	0	185
0	0	0	0
0	0	0	0
179	5	0	184
1	0	0	1
(1-3)	(4-7)	(8-13)	Total

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	300	13	1	314
PHF				0.882

Total	(8-13)	(4-7)	(1-3)
0	0	0	0
87	1	6	80
17	0	0	17
0	0	0	0
104	1	6	97
207	0	7	200
Total	(8-13)	(4-7)	(1-3)

Total	(8-13)	(4-7)	(1-3)
18	0	0	18
25	0	2	23
0	0	0	0
0	0	0	0
0	0	0	0
18	0	2	20
23	0	2	25
Total	(8-13)	(4-7)	(1-3)

W Holmes Rd (West)

W Holmes Rd (East)

Lodestone Way

All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Lodestone Way					Driveway					W Holmes Rd (West)					W Holmes Rd (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
0715 - 0730	0	0	5	0	5	0	0	0	0	0	0	48	1	0	49	4	25	0	0	29	83
0730 - 0745	1	0	7	0	8	0	0	0	0	0	0	40	0	0	40	3	21	0	0	24	72
0745 - 0800	0	0	6	0	6	0	0	0	0	0	0	61	0	0	61	5	17	0	0	22	89
0800 - 0815	1	0	5	0	6	0	0	0	0	0	0	35	0	0	35	5	24	0	0	29	70
Total	2	0	23	0	25	0	0	0	0	0	0	184	1	0	185	17	87	0	0	104	314
Approach %	8.00	0.00	92.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	99.46	0.54	0.00	-	16.35	83.65	0.00	0.00	-	-
PHF	0.50	0.00	0.82	0.00	0.78	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.25	0.00	0.76	0.85	0.87	0.00	0.00	0.90	0.88

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Lodestone Way					Driveway					W Holmes Rd (West)					W Holmes Rd (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Lodestone Way					Driveway					W Holmes Rd (West)					W Holmes Rd (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
0715 - 0730	0	0	4	0	4	0	0	0	0	0	0	47	1	0	48	4	23	0	0	27	79
0730 - 0745	1	0	7	0	8	0	0	0	0	0	0	39	0	0	39	3	18	0	0	21	68
0745 - 0800	0	0	5	0	5	0	0	0	0	0	0	59	0	0	59	5	15	0	0	20	84
0800 - 0815	1	0	5	0	6	0	0	0	0	0	0	34	0	0	34	5	24	0	0	29	69
Total	2	0	21	0	23	0	0	0	0	0	0	179	1	0	180	17	87	0	0	97	300
Approach %	8.70	0.00	91.30	0.00	-	0.00	0.00	0.00	0.00	-	0.00	99.44	0.56	0.00	-	17.53	82.47	0.00	0.00	-	-
PHF	0.50	0.00	0.75	0.00	0.72	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.25	0.00	0.76	0.85	0.83	0.00	0.00	0.84	0.89

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Lodestone Way					Driveway					W Holmes Rd (West)					W Holmes Rd (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
0715 - 0730	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
0745 - 0800	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	5
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	2	0	2	0	0	0	0	0	0	5	0	0	5	0	6	0	0	6	13
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.63	0.00	0.50	0.00	0.00	0.50	0.65

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	Lodestone Way					Driveway					W Holmes Rd (West)					W Holmes Rd (East)					
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.25

Pedestrians

Time	Northbound				Southbound				Eastbound				Westbound				Int Total
	Lodestone Way				Driveway				W Holmes Rd (West)				W Holmes Rd (East)				
	EB 12a	WB 12b		App Total	EB 12c	WB 12d		App Total	NB 12e	SB 12f		App Total	NB 12g	SB 12h		App Total	
0715 - 0730	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	
0730 - 0745	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	
0745 - 0800	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	
0800 - 0815	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	



[Click here for Map](#)

Peak Hour Turning Movement Count

Memphis, TN

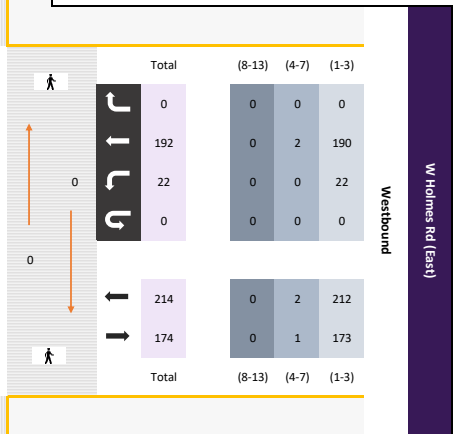
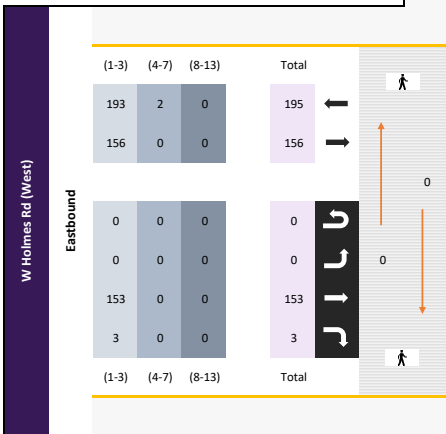
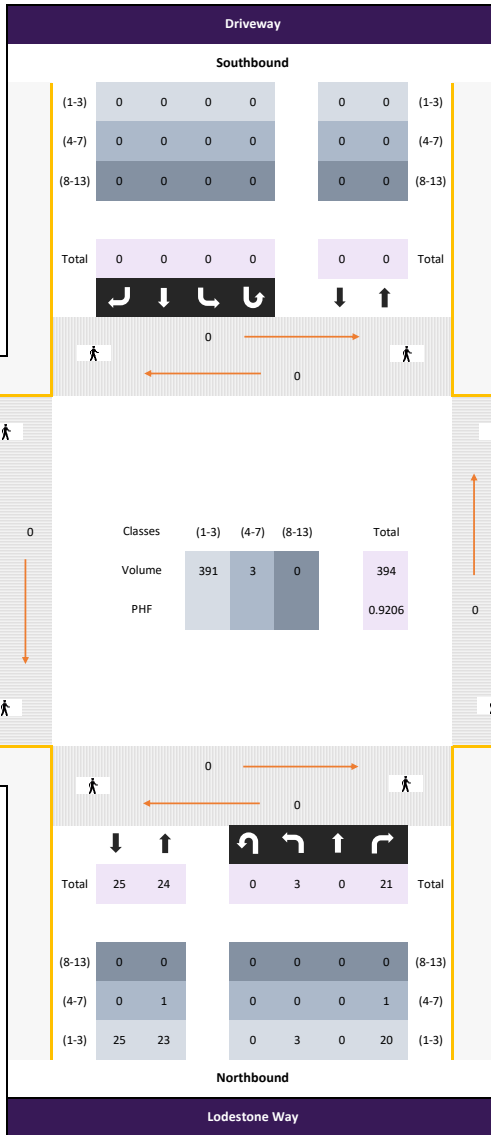


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Tuesday, October 5, 2021	
Period	1600 - 1900
Peak Hour	1630 - 1730

Session Parameters

(Drop Down Menu)



Classified Turn Movement Count || All vehicles



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Memphis, TN

Site 12 of 26

Lodestone Way
 Driveway
 W Holmes Rd (West)
 W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
 74°F

Lat/Long

35.006122°, -90.082848°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Lodestone Way					Driveway					W Holmes Rd (West)					W Holmes Rd (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0700 - 0715	0	0	8	0	8	0	0	0	0	0	0	37	1	0	38	2	18	0	0	20	66
0715 - 0730	0	0	5	0	5	0	0	0	0	0	0	48	1	0	49	4	25	0	0	29	83
0730 - 0745	1	0	7	0	8	0	0	0	0	0	0	40	0	0	40	3	21	0	0	24	72
0745 - 0800	0	0	6	0	6	0	0	0	0	0	0	61	0	0	61	5	17	0	0	22	89
Hourly Total	1	0	26	0	27	0	0	0	0	0	0	186	2	0	188	14	81	0	0	95	310
0800 - 0815	1	0	5	0	6	0	0	0	0	0	0	35	0	0	35	5	24	0	0	29	70
0815 - 0830	1	0	8	0	9	0	0	0	0	0	0	30	0	0	30	5	21	0	0	26	65
0830 - 0845	0	0	6	0	6	0	0	0	0	0	0	23	0	0	23	2	20	0	0	22	51
0845 - 0900	0	0	5	0	5	0	0	0	0	0	0	30	1	0	31	4	17	0	0	21	57
Hourly Total	2	0	24	0	26	0	0	0	0	0	0	118	1	0	119	16	82	0	0	98	243
Grand Total	3	0	50	0	53	0	0	0	0	0	0	304	3	0	307	30	163	0	0	193	553
Approach %	5.66	0.00	94.34	0.00	-	0.00	0.00	0.00	0.00	-	0.00	99.02	0.98	0.00	-	15.54	84.46	0.00	0.00	-	
Intersection %	0.54	0.00	9.04	0.00	9.58	0.00	0.00	0.00	0.00	0.00	0.00	54.97	0.54	0.00	55.52	5.42	29.48	0.00	0.00	34.90	
PHF	0.50	0.00	0.82	0.00	0.78	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.25	0.00	0.76	0.85	0.87	0.00	0.00	0.90	0.88

1600 - 1900 (Weekday 3h Session) (10-05-2021)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Lodestone Way					Driveway					W Holmes Rd (West)					W Holmes Rd (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1600 - 1615	0	0	4	0	4	0	0	0	0	0	0	36	0	0	36	8	42	0	0	50	90
1615 - 1630	0	0	5	0	5	0	0	0	0	0	0	26	1	0	27	3	43	0	0	46	78
1630 - 1645	3	0	5	0	8	0	0	0	0	0	0	50	1	0	51	6	36	0	0	42	101
1645 - 1700	0	0	4	0	4	0	0	0	0	0	0	40	0	0	40	6	48	0	0	54	98
Hourly Total	3	0	18	0	21	0	0	0	0	0	0	152	2	0	154	23	169	0	0	192	367
1700 - 1715	0	0	6	0	6	0	0	0	0	0	0	34	1	0	35	4	62	0	0	66	107
1715 - 1730	0	0	6	0	6	0	0	0	0	0	0	29	1	0	30	6	46	0	0	52	88
1730 - 1745	0	0	4	0	4	0	0	0	0	0	0	31	0	0	31	7	38	0	0	45	80
1745 - 1800	0	0	5	0	5	0	0	0	0	0	0	29	0	0	29	5	35	0	0	40	74
Hourly Total	0	0	21	0	21	0	0	0	0	0	0	123	2	0	125	22	181	0	0	203	349
1800 - 1815	1	0	2	0	3	0	0	0	0	0	0	35	0	0	35	9	42	0	0	51	89
1815 - 1830	0	0	3	0	3	0	0	0	0	0	0	27	0	0	27	4	53	0	0	57	87
1830 - 1845	0	0	5	0	5	0	0	0	0	0	0	29	1	0	30	5	39	0	0	44	79
1845 - 1900	0	0	7	0	7	0	0	0	0	0	0	27	0	0	27	4	30	0	0	34	68
Hourly Total	1	0	17	0	18	0	0	0	0	0	0	118	1	0	119	22	164	0	0	186	323
Grand Total	4	0	56	0	60	0	0	0	0	0	0	393	5	0	398	67	514	0	0	581	1039
Approach %	6.67	0.00	93.33	0.00	-	0.00	0.00	0.00	0.00	-	0.00	98.74	1.26	0.00	-	11.53	88.47	0.00	0.00	-	
Intersection %	0.38	0.00	5.39	0.00	5.77	0.00	0.00	0.00	0.00	0.00	0.00	37.82	0.48	0.00	38.31	6.45	49.47	0.00	0.00	55.92	
PHF	0.25	0.00	0.88	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.77	0.75	0.00	0.76	0.92	0.77	0.00	0.00	0.81	0.92

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Memphis, TN

Site 12 of 26

Lodestone Way
 Driveway
 W Holmes Rd (West)
 W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
 74°F

Lat/Long

35.006122°, -90.082848°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME	Northbound Lodestone Way					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	12.1	12.2	12.3	12.4		12.5	12.6	12.7	12.8		12.9	12.10	12.11	12.12		12.13	12.14	12.15	12.16		
0700 - 0715	0	0	8	0	8	0	0	0	0	0	0	36	1	0	37	2	16	0	0	18	63
0715 - 0730	0	0	4	0	4	0	0	0	0	0	0	47	1	0	48	4	23	0	0	27	79
0730 - 0745	1	0	7	0	8	0	0	0	0	0	0	39	0	0	39	3	18	0	0	21	68
0745 - 0800	0	0	5	0	5	0	0	0	0	0	0	59	0	0	59	5	15	0	0	20	84
Hourly Total	1	0	24	0	25	0	0	0	0	0	0	181	2	0	183	14	72	0	0	86	294
0800 - 0815	1	0	5	0	6	0	0	0	0	0	0	34	0	0	34	5	24	0	0	29	69
0815 - 0830	1	0	8	0	9	0	0	0	0	0	0	30	0	0	30	5	21	0	0	26	65
0830 - 0845	0	0	6	0	6	0	0	0	0	0	0	22	0	0	22	2	19	0	0	21	49
0845 - 0900	0	0	5	0	5	0	0	0	0	0	0	30	1	0	31	4	17	0	0	21	57
Hourly Total	2	0	24	0	26	0	0	0	0	0	0	116	1	0	117	16	81	0	0	97	240
Grand Total	3	0	48	0	51	0	0	0	0	0	0	297	3	0	300	30	153	0	0	183	534
Approach %	5.88	0.00	94.12	0.00	-	0.00	0.00	0.00	0.00	-	0.00	99.00	1.00	0.00	-	16.39	83.61	0.00	0.00	-	-
Intersection %	0.56	0.00	8.99	0.00	9.55	0.00	0.00	0.00	0.00	0.00	0.00	55.62	0.56	0.00	56.18	5.62	28.65	0.00	0.00	34.27	-

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME	Northbound Lodestone Way					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	12.1	12.2	12.3	12.4		12.5	12.6	12.7	12.8		12.9	12.10	12.11	12.12		12.13	12.14	12.15	12.16		
1600 - 1615	0	0	4	0	4	0	0	0	0	0	0	36	0	0	36	8	41	0	0	49	89
1615 - 1630	0	0	5	0	5	0	0	0	0	0	0	26	1	0	27	3	43	0	0	46	78
1630 - 1645	3	0	5	0	8	0	0	0	0	0	0	50	1	0	51	6	36	0	0	42	101
1645 - 1700	0	0	3	0	3	0	0	0	0	0	0	40	0	0	40	6	48	0	0	54	97
Hourly Total	3	0	17	0	20	0	0	0	0	0	0	152	2	0	154	23	168	0	0	191	365
1700 - 1715	0	0	6	0	6	0	0	0	0	0	0	34	1	0	35	4	61	0	0	65	106
1715 - 1730	0	0	6	0	6	0	0	0	0	0	0	29	1	0	30	6	45	0	0	51	87
1730 - 1745	0	0	4	0	4	0	0	0	0	0	0	31	0	0	31	7	37	0	0	44	79
1745 - 1800	0	0	5	0	5	0	0	0	0	0	0	29	0	0	29	5	35	0	0	40	74
Hourly Total	0	0	21	0	21	0	0	0	0	0	0	123	2	0	125	22	178	0	0	200	346
1800 - 1815	1	0	2	0	3	0	0	0	0	0	0	35	0	0	35	9	41	0	0	50	88
1815 - 1830	0	0	3	0	3	0	0	0	0	0	0	26	0	0	26	4	52	0	0	56	85
1830 - 1845	0	0	5	0	5	0	0	0	0	0	0	29	1	0	30	5	38	0	0	43	78
1845 - 1900	0	0	7	0	7	0	0	0	0	0	0	27	0	0	27	4	30	0	0	34	68
Hourly Total	1	0	17	0	18	0	0	0	0	0	0	117	1	0	118	22	161	0	0	183	319
Grand Total	4	0	55	0	59	0	0	0	0	0	0	392	5	0	397	67	507	0	0	574	1030
Approach %	6.78	0.00	93.22	0.00	-	0.00	0.00	0.00	0.00	-	0.00	98.74	1.26	0.00	-	11.67	88.33	0.00	0.00	-	-
Intersection %	0.39	0.00	5.34	0.00	5.73	0.00	0.00	0.00	0.00	0.00	0.00	38.06	0.49	0.00	38.54	6.50	49.22	0.00	0.00	55.73	-

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Memphis, TN

Site 12 of 26

Lodestone Way
 Driveway
 W Holmes Rd (West)
 W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
 74°F

Lat/Long

35.006122°, -90.082848°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME	Northbound Lodestone Way					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
	0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	
0715 - 0730	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
0745 - 0800	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	5
Hourly Total	0	0	2	0	2	0	0	0	0	0	0	5	0	0	5	0	8	0	0	8	15
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
Grand Total	0	0	2	0	2	0	0	0	0	0	0	7	0	0	7	0	9	0	0	9	18
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	11.11	0.00	11.11	0.00	0.00	0.00	0.00	0.00	0.00	38.89	0.00	0.00	38.89	0.00	50.00	0.00	0.00	50.00	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME	Northbound Lodestone Way					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total	
	1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
Grand Total	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	7	0	0	7	9
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	11.11	0.00	11.11	0.00	0.00	0.00	0.00	0.00	0.00	11.11	0.00	0.00	11.11	0.00	77.78	0.00	0.00	77.78	

Classified Turn Movement Count || Combination Trucks (8-13)



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Memphis, TN

Site 12 of 26

Lodestone Way
 Driveway
 W Holmes Rd (West)
 W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
 74°F

Lat/Long

35.006122°, -90.082848°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Combination Trucks (8-13)

TIME	Northbound Lodestone Way					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total	
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total		
	0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	100.00	100.00

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Combination Trucks (8-13)

TIME	Northbound Lodestone Way					Southbound Driveway					Eastbound W Holmes Rd (West)					Westbound W Holmes Rd (East)					Int Total	
	Left 12.1	Thru 12.2	Right 12.3	U-Turn 12.4	App Total	Left 12.5	Thru 12.6	Right 12.7	U-Turn 12.8	App Total	Left 12.9	Thru 12.10	Right 12.11	U-Turn 12.12	App Total	Left 12.13	Thru 12.14	Right 12.15	U-Turn 12.16	App Total		
	1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



[Click here for Map](#)

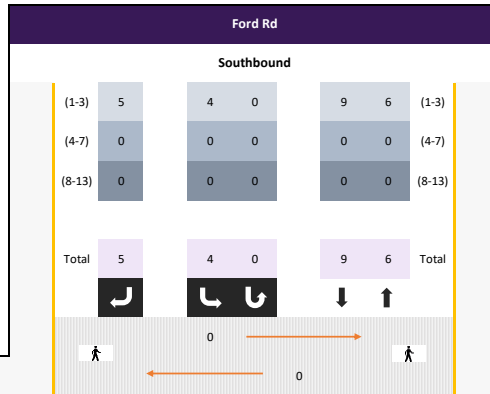
Peak Hour Turning Movement Count

Memphis, TN



www.marrtraffic.com

Tuesday, October 5, 2021	
Period	0700 - 0900
Peak Hour	0715 - 0815

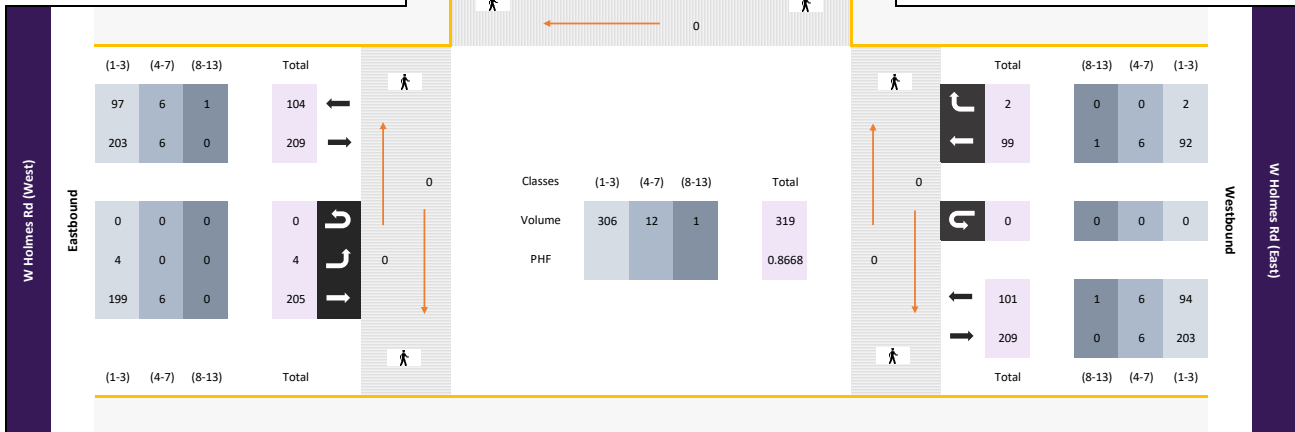


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Southbound					Eastbound					Westbound					Int Total					
	Ford Rd					W Holmes Rd (West)					W Holmes Rd (East)										
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total						
0715 - 0730	-	-	-	-	0	0	-	1	0	1	1	52	-	0	53	-	28	1	0	29	83
0730 - 0745	-	-	-	-	0	3	-	1	0	4	1	47	-	0	48	-	23	0	0	23	75
0745 - 0800	-	-	-	-	0	1	-	1	0	2	2	66	-	0	68	-	21	1	0	22	92
0800 - 0815	-	-	-	-	0	0	-	2	0	2	0	40	-	0	40	-	27	0	0	27	69
Total	0	0	0	0	0	4	0	5	0	9	4	205	0	0	209	0	99	2	0	101	319
Approach %	0.00	0.00	0.00	0.00	-	44.44	0.00	55.56	0.00	-	1.91	98.09	0.00	0.00	-	0.00	98.02	1.98	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.63	0.00	0.56	0.50	0.78	0.00	0.00	0.77	0.00	0.88	0.50	0.00	0.87	0.87

Bikes

Time	Southbound					Eastbound					Westbound					Int Total					
	Ford Rd					W Holmes Rd (West)					W Holmes Rd (East)										
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total						
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0800 - 0815	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Southbound					Eastbound					Westbound					Int Total					
	Ford Rd					W Holmes Rd (West)					W Holmes Rd (East)										
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total						
0715 - 0730	-	-	-	-	0	0	-	1	0	1	1	51	-	0	52	-	24	1	0	25	78
0730 - 0745	-	-	-	-	0	3	-	1	0	4	1	45	-	0	46	-	21	0	0	21	71
0745 - 0800	-	-	-	-	0	1	-	1	0	2	2	64	-	0	66	-	20	1	0	21	89
0800 - 0815	-	-	-	-	0	0	-	2	0	2	0	39	-	0	39	-	27	0	0	27	68
Total	0	0	0	0	0	4	0	5	0	9	4	199	0	0	203	0	92	2	0	94	306
Approach %	0.00	0.00	0.00	0.00	-	44.44	0.00	55.56	0.00	-	1.97	98.03	0.00	0.00	-	0.00	97.87	2.13	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.63	0.00	0.56	0.50	0.78	0.00	0.00	0.77	0.00	0.85	0.50	0.00	0.87	0.86

Single Unit Trucks (4-7)

Time	Southbound					Eastbound					Westbound					Int Total					
	Ford Rd					W Holmes Rd (West)					W Holmes Rd (East)										
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total						
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	3	0	0	3	4
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	2	-	0	2	-	2	0	0	2	4
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	2	-	0	2	-	1	0	0	1	3
0800 - 0815	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	6	0	0	6	12
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.75	0.00	0.50	0.00	0.00	0.50	0.75

Combination Trucks (8-13)

Time	Southbound					Eastbound					Westbound					Int Total					
	Ford Rd					W Holmes Rd (West)					W Holmes Rd (East)										
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total						
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0800 - 0815	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.25

Pedestrians

Time	Southbound					Eastbound					Westbound					Int Total					
	Ford Rd					W Holmes Rd (West)					W Holmes Rd (East)										
	FB 13.1	WB 13.2	Right 13.3	U-Turn 13.4	App Total	NB 13.5	SB 13.6	Right 13.7	U-Turn 13.8	App Total	NB 13.9	SB 13.10	Right 13.11	U-Turn 13.12	App Total						
0715 - 0730	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0730 - 0745	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0745 - 0800	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0800 - 0815	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



[Click here for Map](#)

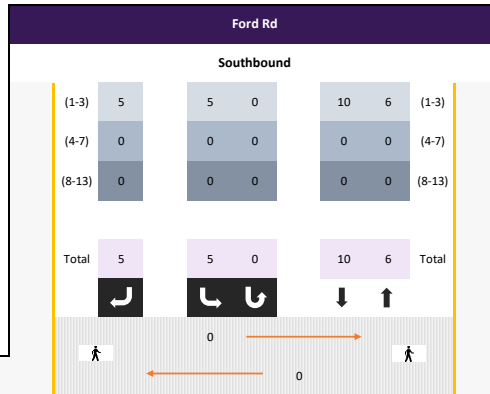
Peak Hour Turning Movement Count

Memphis, TN



www.marrtraffic.com

Tuesday, October 5, 2021	
Period	1600 - 1900
Peak Hour	1630 - 1730

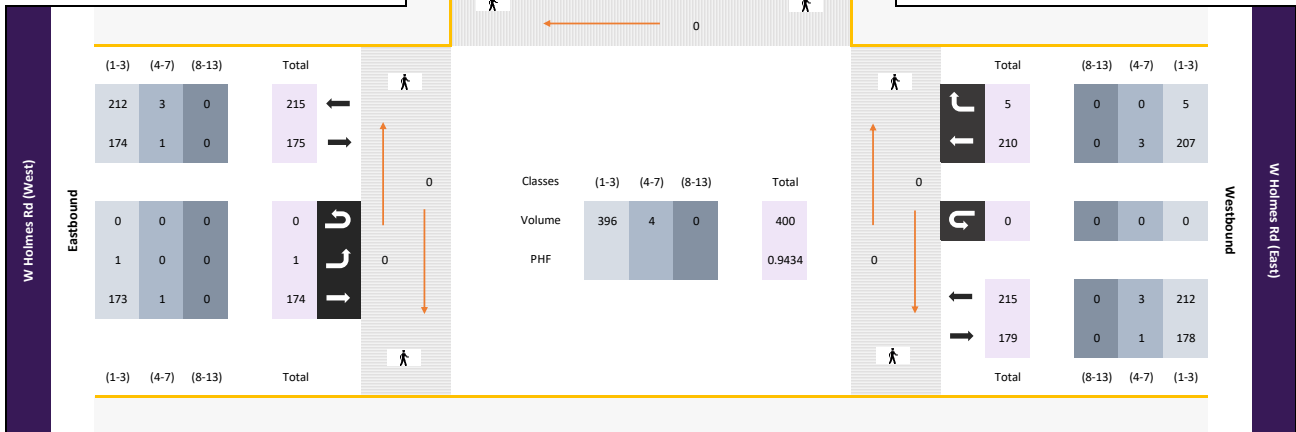


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Southbound					Eastbound					Westbound					Int Total					
	Ford Rd					W Holmes Rd (West)					W Holmes Rd (East)										
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total						
1630 - 1645	-	-	-	-	0	1	-	2	0	3	1	55	-	0	56	-	40	1	0	41	100
1645 - 1700	-	-	-	-	0	1	-	0	0	1	0	43	-	0	43	-	56	3	0	59	103
1700 - 1715	-	-	-	-	0	0	-	2	0	2	0	41	-	0	41	-	62	1	0	63	106
1715 - 1730	-	-	-	-	0	3	-	1	0	4	0	35	-	0	35	-	52	0	0	52	91
Total	0	0	0	0	0	5	0	5	0	10	1	174	0	0	175	0	210	5	0	215	400
Approach %	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	0.57	99.43	0.00	0.00	-	0.00	97.67	2.33	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.63	0.00	0.63	0.25	0.79	0.00	0.00	0.78	0.00	0.85	0.42	0.00	0.85	0.94

Bikes

Time	Southbound					Eastbound					Westbound					Int Total					
	Ford Rd					W Holmes Rd (West)					W Holmes Rd (East)										
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total						
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Southbound					Eastbound					Westbound					Int Total					
	Ford Rd					W Holmes Rd (West)					W Holmes Rd (East)										
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total						
1630 - 1645	-	-	-	-	0	1	-	2	0	3	1	55	-	0	56	-	39	1	0	40	99
1645 - 1700	-	-	-	-	0	1	-	0	0	1	0	42	-	0	42	-	56	3	0	59	102
1700 - 1715	-	-	-	-	0	0	-	2	0	2	0	41	-	0	41	-	61	1	0	62	105
1715 - 1730	-	-	-	-	0	3	-	1	0	4	0	35	-	0	35	-	51	0	0	51	90
Total	0	0	0	0	0	5	0	5	0	10	1	173	0	0	174	0	207	5	0	212	396
Approach %	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	0.57	99.43	0.00	0.00	-	0.00	97.64	2.36	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.63	0.00	0.63	0.25	0.79	0.00	0.00	0.78	0.00	0.85	0.42	0.00	0.85	0.94

Single Unit Trucks (4-7)

Time	Southbound					Eastbound					Westbound					Int Total					
	Ford Rd					W Holmes Rd (West)					W Holmes Rd (East)										
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total						
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	0	0	0	0	1
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.75	0.00	0.00	0.75	1.00

Combination Trucks (8-13)

Time	Southbound					Eastbound					Westbound					Int Total					
	Ford Rd					W Holmes Rd (West)					W Holmes Rd (East)										
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total						
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Pedestrians

Time	Southbound					Eastbound					Westbound					Int Total					
	Ford Rd					W Holmes Rd (West)					W Holmes Rd (East)										
	FB 13c	WB 13d			App Total	NB 13e	SB 13f			App Total	NB 13g	SB 13h			App Total						
1630 - 1645	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1645 - 1700	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1700 - 1715	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1715 - 1730	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles



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Memphis, TN

Site 13 of 26

Ford Rd
W Holmes Rd (West)
W Holmes Rd (East)

Date
Tuesday, October 5, 2021

Lat/Long
35.006182°, -90.081288°

Weather
Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

All vehicles

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %
PHF

Southbound					Eastbound				Westbound					
Ford Rd					W Holmes Rd (West)				W Holmes Rd (East)					
Left	Right	U-Turn	App	Total	Left	Thru	U-Turn	App	Total	Thru	Right	U-Turn	App	Total
13.1	13.2	13.3			13.4	13.5	13.6			13.7	13.8	13.9		
0	0	0	0	1	44	0	45	20	0	0	20	65		
0	1	0	1	1	52	0	53	28	1	0	29	83		
3	1	0	4	1	47	0	48	23	0	0	23	75		
1	1	0	2	2	66	0	68	21	1	0	22	92		
4	3	0	7	5	209	0	214	92	2	0	94	315		
0	2	0	2	0	40	0	40	27	0	0	27	69		
0	0	0	0	0	38	0	38	25	1	0	26	64		
1	0	0	1	1	28	0	29	22	0	0	22	52		
4	2	0	6	0	35	0	35	19	0	0	19	60		
5	4	0	9	1	141	0	142	93	1	0	94	245		
9	7	0	16	6	350	0	356	185	3	0	188	560		
56.25	43.75	0.00	-	1.69	98.31	0.00	-	98.40	1.60	0.00	-			
1.61	1.25	0.00	2.86	1.07	62.50	0.00	63.57	33.04	0.54	0.00	33.57			
0.33	0.63	0.00	0.56	0.50	0.78	0.00	0.77	0.88	0.50	0.00	0.87	0.87		

1600 - 1900 (Weekday 3h Session) (10-05-2021)

All vehicles

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %
PHF

Southbound					Eastbound				Westbound					
Ford Rd					W Holmes Rd (West)				W Holmes Rd (East)					
Left	Right	U-Turn	App	Total	Left	Thru	U-Turn	App	Total	Thru	Right	U-Turn	App	Total
13.1	13.2	13.3			13.4	13.5	13.6			13.7	13.8	13.9		
4	1	0	5	3	37	0	40	47	2	0	49	94		
0	3	0	3	0	31	0	31	42	2	0	44	78		
1	2	0	3	1	55	0	56	40	1	0	41	100		
1	0	0	1	0	43	0	43	56	3	0	59	103		
6	6	0	12	4	166	0	170	185	8	0	193	375		
0	2	0	2	0	41	0	41	62	1	0	63	106		
3	1	0	4	0	35	0	35	52	0	0	52	91		
0	3	0	3	1	33	0	34	43	3	0	46	83		
1	0	0	1	0	36	0	36	41	0	0	41	78		
4	6	0	10	1	145	0	146	198	4	0	202	358		
0	0	0	0	1	37	0	38	51	3	0	54	92		
2	0	0	2	0	30	0	30	57	0	0	57	89		
0	1	0	1	1	30	0	31	43	0	0	43	75		
3	0	0	3	1	36	0	37	33	2	0	35	75		
5	1	0	6	3	133	0	136	184	5	0	189	331		
15	13	0	28	8	444	0	452	567	17	0	584	1064		
53.57	46.43	0.00	-	1.77	98.23	0.00	-	97.09	2.91	0.00	-			
1.41	1.22	0.00	2.63	0.75	41.73	0.00	42.48	53.29	1.60	0.00	54.89			
0.42	0.63	0.00	0.63	0.25	0.79	0.00	0.78	0.85	0.42	0.00	0.85	0.94		

Classified Turn Movement Count | Bikes

Memphis, TN

Site 13 of 26

Ford Rd
W Holmes Rd (West)
W Holmes Rd (East)

Date
Tuesday, October 5, 2021

Lat/Long
35.006182°, -90.081288°

Weather
Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Bikes

	Southbound				Eastbound				Westbound				
	Ford Rd				W Holmes Rd (West)				W Holmes Rd (East)				
TIME	Left 13.1	Right 13.2	U-Turn 13.3	App Total	Left 13.4	Thru 13.5	U-Turn 13.6	App Total	Thru 13.7	Right 13.8	U-Turn 13.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Bikes

	Southbound				Eastbound				Westbound				
	Ford Rd				W Holmes Rd (West)				W Holmes Rd (East)				
TIME	Left 13.1	Right 13.2	U-Turn 13.3	App Total	Left 13.4	Thru 13.5	U-Turn 13.6	App Total	Thru 13.7	Right 13.8	U-Turn 13.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Memphis, TN

Site 13 of 26

Ford Rd
W Holmes Rd (West)
W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Lat/Long

35.006182°, -90.081288°

Weather

Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int	Total
Ford Rd				W Holmes Rd (West)				W Holmes Rd (East)					
Left	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total		
13.1	13.2	13.3		13.4	13.5	13.6		13.7	13.8	13.9			
0	0	0	0	1	42	0	43	18	0	0	18	61	
0	1	0	1	1	51	0	52	24	1	0	25	78	
3	1	0	4	1	45	0	46	21	0	0	21	71	
1	1	0	2	2	64	0	66	20	1	0	21	89	
4	3	0	7	5	202	0	207	83	2	0	85	299	
0	2	0	2	0	39	0	39	27	0	0	27	68	
0	0	0	0	0	38	0	38	25	1	0	26	64	
1	0	0	1	1	28	0	29	21	0	0	21	51	
4	2	0	6	0	34	0	34	19	0	0	19	59	
5	4	0	9	1	139	0	140	92	1	0	93	242	
9	7	0	16	6	341	0	347	175	3	0	178	541	
56.25	43.75	0.00	-	1.73	98.27	0.00	-	98.31	1.69	0.00	-	-	
1.66	1.29	0.00	2.96	1.11	63.03	0.00	64.14	32.35	0.55	0.00	32.90		

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int	Total
Ford Rd				W Holmes Rd (West)				W Holmes Rd (East)					
Left	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total		
13.1	13.2	13.3		13.4	13.5	13.6		13.7	13.8	13.9			
4	1	0	5	3	37	0	40	47	2	0	49	94	
0	3	0	3	0	31	0	31	42	2	0	44	78	
1	2	0	3	1	55	0	56	39	1	0	40	99	
1	0	0	1	0	42	0	42	56	3	0	59	102	
6	6	0	12	4	165	0	169	184	8	0	192	373	
0	2	0	2	0	41	0	41	61	1	0	62	105	
3	1	0	4	0	35	0	35	51	0	0	51	90	
0	3	0	3	1	33	0	34	42	3	0	45	82	
1	0	0	1	0	36	0	36	41	0	0	41	78	
4	6	0	10	1	145	0	146	195	4	0	199	355	
0	0	0	0	1	37	0	38	50	3	0	53	91	
2	0	0	2	0	29	0	29	56	0	0	56	87	
0	1	0	1	1	30	0	31	42	0	0	42	74	
3	0	0	3	1	36	0	37	33	2	0	35	75	
5	1	0	6	3	132	0	135	181	5	0	186	327	
15	13	0	28	8	442	0	450	560	17	0	577	1055	
53.57	46.43	0.00	-	1.78	98.22	0.00	-	97.05	2.95	0.00	-	-	
1.42	1.23	0.00	2.65	0.76	41.90	0.00	42.65	53.08	1.61	0.00	54.69		

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Memphis, TN

Site 13 of 26

Ford Rd
W Holmes Rd (West)
W Holmes Rd (East)

Date

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Weather

Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Ford Rd				W Holmes Rd (West)				W Holmes Rd (East)				
Left 13.1	Right 13.2	U-Turn 13.3	App Total	Left 13.4	Thru 13.5	U-Turn 13.6	App Total	Thru 13.7	Right 13.8	U-Turn 13.9	App Total	
0	0	0	0	0	2	0	2	2	0	0	2	4
0	0	0	0	0	1	0	1	3	0	0	3	4
0	0	0	0	0	2	0	2	2	0	0	2	4
0	0	0	0	0	2	0	2	1	0	0	1	3
0	0	0	0	0	7	0	7	8	0	0	8	15
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	2	0	2	1	0	0	1	3
0	0	0	0	0	9	0	9	9	0	0	9	18
0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	50.00	0.00	50.00	50.00	0.00	0.00	50.00	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Ford Rd				W Holmes Rd (West)				W Holmes Rd (East)				
Left 13.1	Right 13.2	U-Turn 13.3	App Total	Left 13.4	Thru 13.5	U-Turn 13.6	App Total	Thru 13.7	Right 13.8	U-Turn 13.9	App Total	
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	3	0	0	3	3
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	1	0	1	1	0	0	1	2
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	3	0	0	3	4
0	0	0	0	0	2	0	2	7	0	0	7	9
0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	22.22	0.00	22.22	77.78	0.00	0.00	77.78	



[Click here for Map](#)

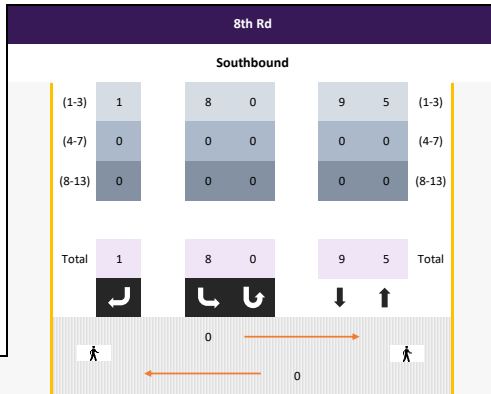
Peak Hour Turning Movement Count

Memphis, TN



www.marrtraffic.com

Tuesday, October 5, 2021	
Period	0700 - 0900
Peak Hour	0715 - 0815

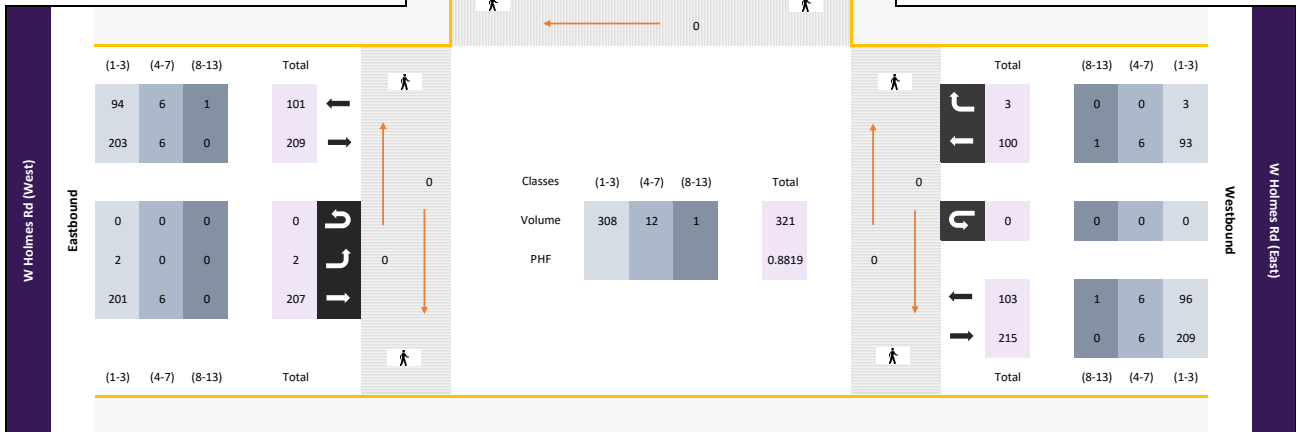


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time						Southbound					Eastbound					Westbound					Int Total
	App Total					8th Rd				App Total	W Holmes Rd (West)				App Total	W Holmes Rd (East)				App Total	
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	52	-	0	52	-	30	0	0	30	82
0730 - 0745	-	-	-	-	0	3	-	0	0	3	1	50	-	0	51	-	22	0	0	22	76
0745 - 0800	-	-	-	-	0	1	-	1	0	2	1	65	-	0	66	-	21	2	0	23	91
0800 - 0815	-	-	-	-	0	4	-	0	0	4	0	40	-	0	40	-	27	1	0	28	72
Total	0	0	0	0	0	8	0	1	0	9	2	207	0	0	209	0	100	3	0	103	321
Approach %	0.00	0.00	0.00	0.00	-	88.89	0.00	11.11	0.00	-	0.96	99.04	0.00	0.00	-	0.00	97.09	2.91	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.25	0.00	0.56	0.50	0.80	0.00	0.00	0.79	0.00	0.83	0.38	0.00	0.86	0.88

Bikes

Time						Southbound					Eastbound					Westbound					Int Total
	App Total					8th Rd				App Total	W Holmes Rd (West)				App Total	W Holmes Rd (East)				App Total	
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0800 - 0815	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time						Southbound					Eastbound					Westbound					Int Total
	App Total					8th Rd				App Total	W Holmes Rd (West)				App Total	W Holmes Rd (East)				App Total	
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	51	-	0	51	-	27	0	0	27	78
0730 - 0745	-	-	-	-	0	3	-	0	0	3	1	48	-	0	49	-	19	0	0	19	71
0745 - 0800	-	-	-	-	0	1	-	1	0	2	1	63	-	0	64	-	20	2	0	22	88
0800 - 0815	-	-	-	-	0	4	-	0	0	4	0	39	-	0	39	-	27	1	0	28	71
Total	0	0	0	0	0	8	0	1	0	9	2	201	0	0	203	0	93	3	0	96	308
Approach %	0.00	0.00	0.00	0.00	-	88.89	0.00	11.11	0.00	-	0.99	99.01	0.00	0.00	-	0.00	96.88	3.13	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.25	0.00	0.56	0.50	0.80	0.00	0.00	0.79	0.00	0.86	0.38	0.00	0.86	0.88

Single Unit Trucks (4-7)

Time						Southbound					Eastbound					Westbound					Int Total
	App Total					8th Rd				App Total	W Holmes Rd (West)				App Total	W Holmes Rd (East)				App Total	
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	2	0	0	2	3
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	2	-	0	2	-	3	0	0	3	5
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	2	-	0	2	-	1	0	0	1	3
0800 - 0815	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	6	0	0	6	12
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.75	0.00	0.50	0.00	0.00	0.50	0.60

Combination Trucks (8-13)

Time						Southbound					Eastbound					Westbound					Int Total
	App Total					8th Rd				App Total	W Holmes Rd (West)				App Total	W Holmes Rd (East)				App Total	
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0800 - 0815	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.25

Pedestrians

Time						Southbound					Eastbound					Westbound					Int Total
	App Total					8th Rd				App Total	W Holmes Rd (West)				App Total	W Holmes Rd (East)				App Total	
	FB 14c	WB 14d			App Total	NB 14e	SB 14f			App Total	NB 14g	SB 14h			App Total	NB 14i	SB 14j			App Total	
0715 - 0730	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0730 - 0745	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0745 - 0800	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0800 - 0815	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



[Click here for Map](#)

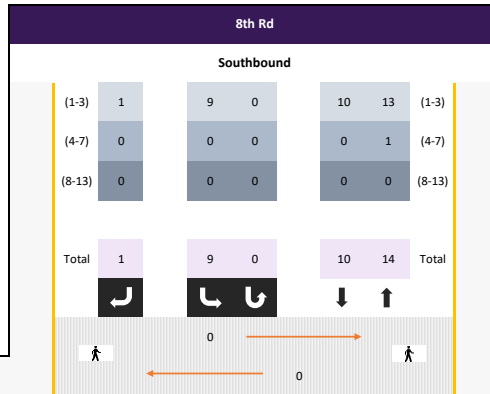
Peak Hour Turning Movement Count

Memphis, TN



www.marrtraffic.com

Tuesday, October 5, 2021	
Period	1600 - 1900
Peak Hour	1630 - 1730

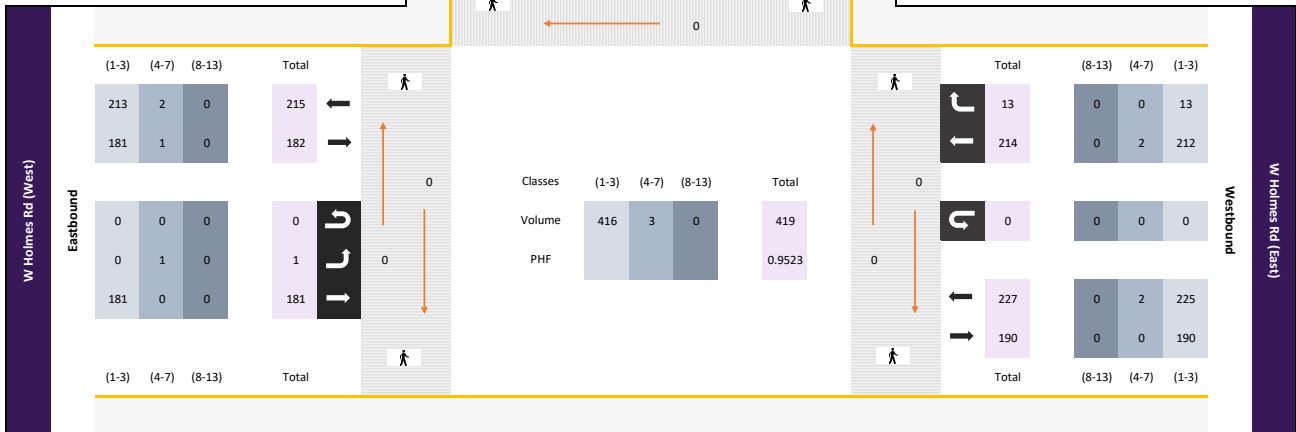


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Southbound					Eastbound					Westbound					Int Total					
	8th Rd					W Holmes Rd (West)					W Holmes Rd (East)										
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total						
1630 - 1645	-	-	-	-	0	4	-	1	0	5	0	55	-	0	55	-	40	2	0	42	102
1645 - 1700	-	-	-	-	0	1	-	0	0	1	1	47	-	0	48	-	59	2	0	61	110
1700 - 1715	-	-	-	-	0	2	-	0	0	2	0	42	-	0	42	-	62	3	0	65	109
1715 - 1730	-	-	-	-	0	2	-	0	0	2	0	37	-	0	37	-	53	6	0	59	98
Total	0	0	0	0	0	9	0	1	0	10	1	181	0	0	182	0	214	13	0	227	419
Approach %	0.00	0.00	0.00	0.00	-	90.00	0.00	10.00	0.00	-	0.55	99.45	0.00	0.00	-	0.00	94.27	5.73	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.56	0.00	0.25	0.00	0.50	0.25	0.82	0.00	0.00	0.83	0.00	0.86	0.54	0.00	0.87	0.95

Bikes

Time	Southbound					Eastbound					Westbound					Int Total					
	8th Rd					W Holmes Rd (West)					W Holmes Rd (East)										
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total						
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Southbound					Eastbound					Westbound					Int Total					
	8th Rd					W Holmes Rd (West)					W Holmes Rd (East)										
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total						
1630 - 1645	-	-	-	-	0	4	-	1	0	5	0	55	-	0	55	-	40	2	0	42	102
1645 - 1700	-	-	-	-	0	1	-	0	0	1	0	47	-	0	47	-	59	2	0	61	109
1700 - 1715	-	-	-	-	0	2	-	0	0	2	0	42	-	0	42	-	61	3	0	64	108
1715 - 1730	-	-	-	-	0	2	-	0	0	2	0	37	-	0	37	-	52	6	0	58	97
Total	0	0	0	0	0	9	0	1	0	10	0	181	0	0	181	0	212	13	0	225	416
Approach %	0.00	0.00	0.00	0.00	-	90.00	0.00	10.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	94.22	5.78	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.56	0.00	0.25	0.00	0.50	0.00	0.82	0.00	0.00	0.82	0.00	0.87	0.54	0.00	0.88	0.95

Single Unit Trucks (4-7)

Time	Southbound					Eastbound					Westbound					Int Total					
	8th Rd					W Holmes Rd (West)					W Holmes Rd (East)										
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total						
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1645 - 1700	-	-	-	-	0	0	-	0	0	0	1	0	-	0	1	-	0	0	0	0	1
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	3
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.50	0.75

Combination Trucks (8-13)

Time	Southbound					Eastbound					Westbound					Int Total					
	8th Rd					W Holmes Rd (West)					W Holmes Rd (East)										
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total						
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Pedestrians

Time	Southbound					Eastbound					Westbound					Int Total					
	8th Rd					W Holmes Rd (West)					W Holmes Rd (East)										
	FB 14c	WB 14d			App Total	NB 14e	SB 14f			App Total	NB 14g	SB 14h			App Total						
1630 - 1645	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1645 - 1700	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1700 - 1715	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1715 - 1730	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles



www.marrtraffic.com

Memphis, TN

Site 14 of 26

8th Rd
W Holmes Rd (West)
W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Lat/Long

35.006248°, -90.078412°

Weather

Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

All vehicles

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %
PHF

Southbound				Eastbound				Westbound				Int Total
8th Rd				W Holmes Rd (West)				W Holmes Rd (East)				
Left	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total	
14.1	14.2	14.3		14.4	14.5	14.6		14.7	14.8	14.9		
1	0	0	1	0	44	0	44	19	0	0	19	64
0	0	0	0	0	52	0	52	30	0	0	30	82
3	0	0	3	1	50	0	51	22	0	0	22	76
1	1	0	2	1	65	0	66	21	2	0	23	91
5	1	0	6	2	211	0	213	92	2	0	94	313
4	0	0	4	0	40	0	40	27	1	0	28	72
0	0	0	0	0	36	0	36	28	1	0	29	65
1	0	0	1	0	31	0	31	21	3	0	24	56
2	0	0	2	0	39	0	39	19	1	0	20	61
7	0	0	7	0	146	0	146	95	6	0	101	254
12	1	0	13	2	357	0	359	187	8	0	195	567
92.31	7.69	0.00	-	0.56	99.44	0.00	-	95.90	4.10	0.00	-	
2.12	0.18	0.00	2.29	0.35	62.96	0.00	63.32	32.98	1.41	0.00	34.39	
0.50	0.25	0.00	0.56	0.50	0.80	0.00	0.79	0.83	0.38	0.00	0.86	0.88

1600 - 1900 (Weekday 3h Session) (10-05-2021)

All vehicles

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %
PHF

Southbound				Eastbound				Westbound				Int Total
8th Rd				W Holmes Rd (West)				W Holmes Rd (East)				
Left	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total	
14.1	14.2	14.3		14.4	14.5	14.6		14.7	14.8	14.9		
2	0	0	2	0	39	0	39	49	2	0	51	92
2	1	0	3	0	32	0	32	44	2	0	46	81
4	1	0	5	0	55	0	55	40	2	0	42	102
1	0	0	1	1	47	0	48	59	2	0	61	110
9	2	0	11	1	173	0	174	192	8	0	200	385
2	0	0	2	0	42	0	42	62	3	0	65	109
2	0	0	2	0	37	0	37	53	6	0	59	98
0	0	0	0	4	30	0	34	45	1	0	46	80
4	1	0	5	1	37	0	38	43	5	0	48	91
8	1	0	9	5	146	0	151	203	15	0	218	378
2	1	0	3	0	37	0	37	53	1	0	54	94
4	0	0	4	0	31	0	31	55	5	0	60	95
2	0	0	2	1	27	1	29	42	3	0	45	76
3	0	0	3	0	40	1	41	33	0	0	33	77
11	1	0	12	1	135	2	138	183	9	0	192	342
28	4	0	32	7	454	2	463	578	32	0	610	1105
87.50	12.50	0.00	-	1.51	98.06	0.43	-	94.75	5.25	0.00	-	
2.53	0.36	0.00	2.90	0.63	41.09	0.18	41.90	52.31	2.90	0.00	55.20	
0.56	0.25	0.00	0.50	0.25	0.82	0.00	0.83	0.86	0.54	0.00	0.87	0.95

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Memphis, TN

Site 14 of 26

8th Rd
W Holmes Rd (West)
W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Lat/Long

35.006248°, -90.078412°

Weather

Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
8th Rd				W Holmes Rd (West)				W Holmes Rd (East)				
Left	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total	
14.1	14.2	14.3		14.4	14.5	14.6		14.7	14.8	14.9		
1	0	0	1	0	42	0	42	17	0	0	17	60
0	0	0	0	0	51	0	51	27	0	0	27	78
3	0	0	3	1	48	0	49	19	0	0	19	71
1	1	0	2	1	63	0	64	20	2	0	22	88
5	1	0	6	2	204	0	206	83	2	0	85	297
4	0	0	4	0	39	0	39	27	1	0	28	71
0	0	0	0	0	36	0	36	28	1	0	29	65
1	0	0	1	0	30	0	30	20	3	0	23	54
2	0	0	2	0	39	0	39	19	1	0	20	61
7	0	0	7	0	144	0	144	94	6	0	100	251
12	1	0	13	2	348	0	350	177	8	0	185	548
92.31	7.69	0.00	-	0.57	99.43	0.00	-	95.68	4.32	0.00	-	
2.19	0.18	0.00	2.37	0.36	63.50	0.00	63.87	32.30	1.46	0.00	33.76	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
8th Rd				W Holmes Rd (West)				W Holmes Rd (East)				
Left	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total	
14.1	14.2	14.3		14.4	14.5	14.6		14.7	14.8	14.9		
2	0	0	2	0	39	0	39	49	2	0	51	92
2	1	0	3	0	32	0	32	43	2	0	45	80
4	1	0	5	0	55	0	55	40	2	0	42	102
1	0	0	1	0	47	0	47	59	2	0	61	109
9	2	0	11	0	173	0	173	191	8	0	199	383
2	0	0	2	0	42	0	42	61	3	0	64	108
2	0	0	2	0	37	0	37	52	6	0	58	97
0	0	0	0	4	30	0	34	44	1	0	45	79
4	1	0	5	1	37	0	38	43	5	0	48	91
8	1	0	9	5	146	0	151	200	15	0	215	375
2	1	0	3	0	37	0	37	52	1	0	53	93
4	0	0	4	0	30	0	30	54	5	0	59	93
2	0	0	2	1	27	1	29	41	3	0	44	75
3	0	0	3	0	40	1	41	33	0	0	33	77
11	1	0	12	1	134	2	137	180	9	0	189	338
28	4	0	32	6	453	2	461	571	32	0	603	1096
87.50	12.50	0.00	-	1.30	98.26	0.43	-	94.69	5.31	0.00	-	
2.55	0.36	0.00	2.92	0.55	41.33	0.18	42.06	52.10	2.92	0.00	55.02	

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Memphis, TN

Site 14 of 26

8th Rd
W Holmes Rd (West)
W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Lat/Long

35.006248°, -90.078412°

Weather

Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
8th Rd				W Holmes Rd (West)				W Holmes Rd (East)				
Left 14.1	Right 14.2	U-Turn 14.3	App Total	Left 14.4	Thru 14.5	U-Turn 14.6	App Total	Thru 14.7	Right 14.8	U-Turn 14.9	App Total	
0	0	0	0	0	2	0	2	2	0	0	2	4
0	0	0	0	0	1	0	1	2	0	0	2	3
0	0	0	0	0	2	0	2	3	0	0	3	5
0	0	0	0	0	2	0	2	1	0	0	1	3
0	0	0	0	0	7	0	7	8	0	0	8	15
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	1	0	0	1	2
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	2	0	2	1	0	0	1	3
0	0	0	0	0	9	0	9	9	0	0	9	18
0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	50.00	0.00	50.00	50.00	0.00	0.00	50.00	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
8th Rd				W Holmes Rd (West)				W Holmes Rd (East)				
Left 14.1	Right 14.2	U-Turn 14.3	App Total	Left 14.4	Thru 14.5	U-Turn 14.6	App Total	Thru 14.7	Right 14.8	U-Turn 14.9	App Total	
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	1	0	0	0	0	1
0	0	0	0	1	0	0	1	1	0	0	1	2
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	3	0	0	3	3
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	1	0	1	1	0	0	1	2
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	0
0	0	0	0	0	1	0	1	3	0	0	3	4
0	0	0	0	1	1	0	2	7	0	0	7	9
0.00	0.00	0.00	-	50.00	50.00	0.00	-	100.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	11.11	11.11	0.00	22.22	77.78	0.00	0.00	77.78	



[Click here for Map](#)

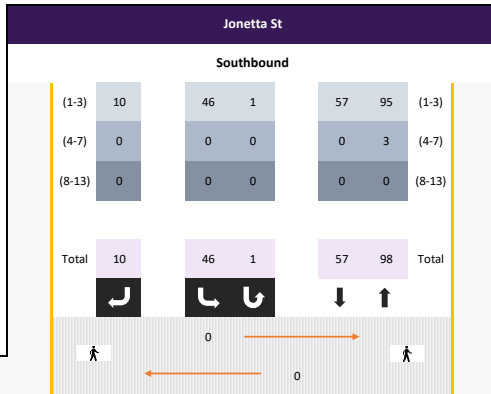
Peak Hour Turning Movement Count

Memphis, TN



www.marrtraffic.com

Tuesday, October 5, 2021	
Period	0700 - 0900
Peak Hour	0700 - 0800

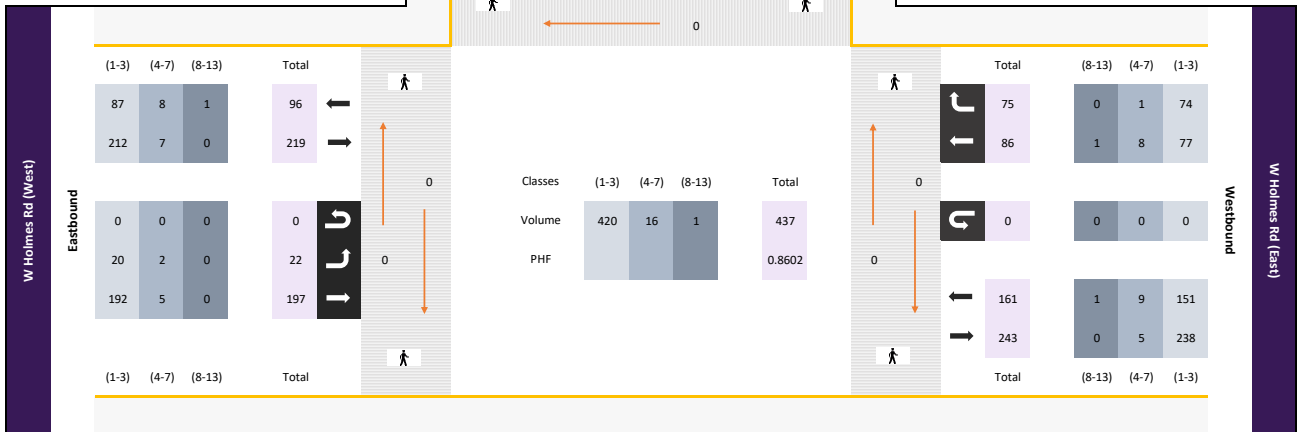


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time						Southbound					Eastbound					Westbound					Int Total
						Jonetta St					W Holmes Rd (West)					W Holmes Rd (East)					
					App Total	Left 15.1	Right 15.2	U-Turn 15.3	App Total	Left 15.4	Thru 15.5	U-Turn 15.6	App Total	Thru 15.7	Right 15.8	U-Turn 15.9	App Total				
0700 - 0715	-	-	-	-	0	4	-	0	4	4	43	-	47	-	22	15	0	37	88		
0715 - 0730	-	-	-	-	0	16	-	1	17	3	48	-	51	-	26	21	0	47	115		
0730 - 0745	-	-	-	-	0	9	-	4	14	4	47	-	51	-	19	23	0	42	107		
0745 - 0800	-	-	-	-	0	17	-	5	22	11	59	-	70	-	19	16	0	35	127		
Total	0	0	0	0	0	46	0	10	57	22	197	0	219	0	86	75	0	161	437		
Approach %	0.00	0.00	0.00	0.00	-	80.70	0.00	17.54	1.75	-	10.05	89.95	0.00	0.00	-	0.00	53.42	46.58	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.68	0.00	0.50	0.25	0.65	0.50	0.83	0.00	0.00	0.78	0.00	0.83	0.82	0.00	0.86	0.86

Bikes

Time						Southbound					Eastbound					Westbound					Int Total
						Jonetta St					W Holmes Rd (West)					W Holmes Rd (East)					
					App Total	Left 15.1	Right 15.2	U-Turn 15.3	App Total	Left 15.4	Thru 15.5	U-Turn 15.6	App Total	Thru 15.7	Right 15.8	U-Turn 15.9	App Total				
0700 - 0715	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0	0		
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0	0		
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0	0		
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time						Southbound					Eastbound					Westbound					Int Total
						Jonetta St					W Holmes Rd (West)					W Holmes Rd (East)					
					App Total	Left 15.1	Right 15.2	U-Turn 15.3	App Total	Left 15.4	Thru 15.5	U-Turn 15.6	App Total	Thru 15.7	Right 15.8	U-Turn 15.9	App Total				
0700 - 0715	-	-	-	-	0	4	-	0	4	4	42	-	46	-	20	15	0	35	85		
0715 - 0730	-	-	-	-	0	16	-	1	17	3	47	-	50	-	24	21	0	45	112		
0730 - 0745	-	-	-	-	0	9	-	4	14	4	45	-	49	-	15	23	0	38	101		
0745 - 0800	-	-	-	-	0	17	-	5	22	9	58	-	67	-	18	15	0	33	122		
Total	0	0	0	0	0	46	0	10	57	20	192	0	212	0	77	74	0	151	420		
Approach %	0.00	0.00	0.00	0.00	-	80.70	0.00	17.54	1.75	-	9.43	90.57	0.00	0.00	-	0.00	50.99	49.01	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.68	0.00	0.50	0.25	0.65	0.56	0.83	0.00	0.00	0.79	0.00	0.80	0.80	0.00	0.84	0.86

Single Unit Trucks (4-7)

Time						Southbound					Eastbound					Westbound					Int Total
						Jonetta St					W Holmes Rd (West)					W Holmes Rd (East)					
					App Total	Left 15.1	Right 15.2	U-Turn 15.3	App Total	Left 15.4	Thru 15.5	U-Turn 15.6	App Total	Thru 15.7	Right 15.8	U-Turn 15.9	App Total				
0700 - 0715	-	-	-	-	0	0	-	0	0	0	1	-	1	-	2	0	0	2	3		
0715 - 0730	-	-	-	-	0	0	-	0	0	0	1	-	1	-	2	0	0	2	3		
0730 - 0745	-	-	-	-	0	0	-	0	0	0	2	-	2	-	3	0	0	3	5		
0745 - 0800	-	-	-	-	0	0	-	0	0	2	1	-	3	-	1	1	0	2	5		
Total	0	0	0	0	0	0	0	0	0	2	5	0	7	0	8	1	0	9	16		
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	28.57	71.43	0.00	0.00	-	0.00	88.89	11.11	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.63	0.00	0.00	0.58	0.00	0.67	0.25	0.00	0.75	0.80

Combination Trucks (8-13)

Time						Southbound					Eastbound					Westbound					Int Total
						Jonetta St					W Holmes Rd (West)					W Holmes Rd (East)					
					App Total	Left 15.1	Right 15.2	U-Turn 15.3	App Total	Left 15.4	Thru 15.5	U-Turn 15.6	App Total	Thru 15.7	Right 15.8	U-Turn 15.9	App Total				
0700 - 0715	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0	0		
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0	0		
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	-	0	-	1	0	0	1	1		
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1		
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.25

Pedestrians

Time						Southbound					Eastbound					Westbound					Int Total
						Jonetta St					W Holmes Rd (West)					W Holmes Rd (East)					
					App Total	FB 15c	WB 15d		App Total	NB 15e	SB 15f		App Total	NB 15g	SB 15h		App Total				
0700 - 0715	-	-	-	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0			
0715 - 0730	-	-	-	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0			
0730 - 0745	-	-	-	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0			
0745 - 0800	-	-	-	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



[Click here for Map](#)

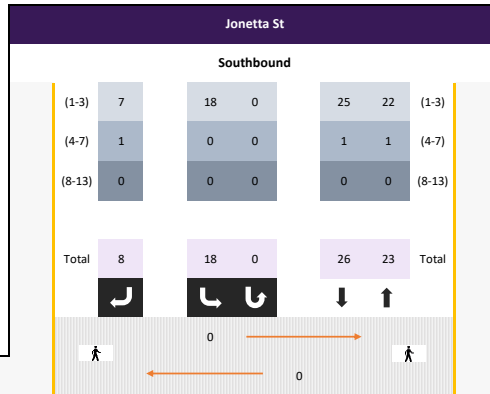
Peak Hour Turning Movement Count

Memphis, TN



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Tuesday, October 5, 2021	
Period	1600 - 1900
Peak Hour	1630 - 1730

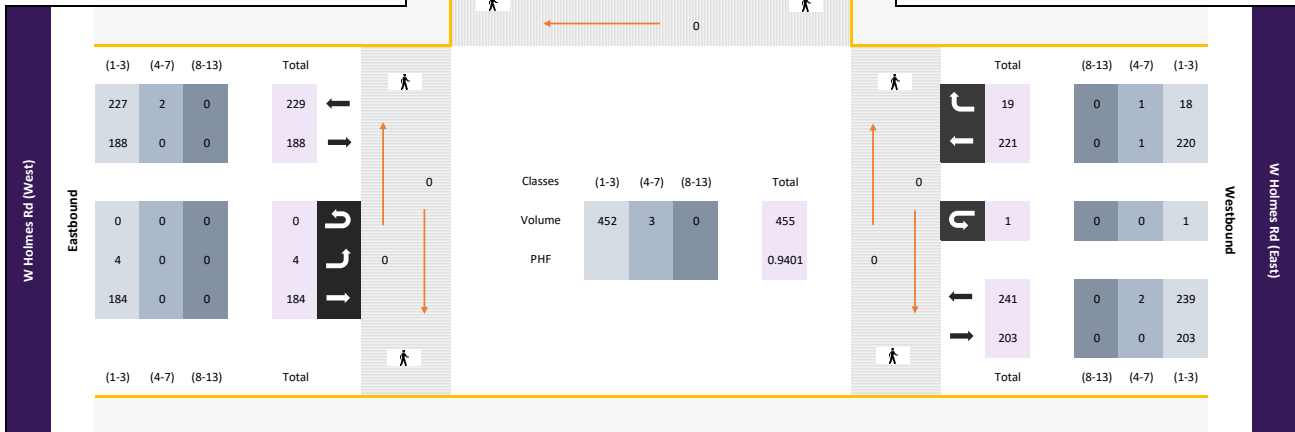


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Classified Turn Movement Count | All vehicles



www.marrtraffic.com

Memphis, TN

Site 15 of 26

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Jonetta St
W Holmes Rd (West)
W Holmes Rd (East)

Lat/Long

35.006372°, -90.074679°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

All vehicles

TIME	Southbound				Eastbound				Westbound				
	Jonetta St				W Holmes Rd (West)				W Holmes Rd (East)				
	Left	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total	Int Total
0700 - 0715	4	0	0	4	4	43	0	47	22	15	0	37	88
0715 - 0730	16	1	0	17	3	48	0	51	26	21	0	47	115
0730 - 0745	9	4	1	14	4	47	0	51	19	23	0	42	107
0745 - 0800	17	5	0	22	11	59	0	70	19	16	0	35	127
Hourly Total	46	10	1	57	22	197	0	219	86	75	0	161	437
0800 - 0815	12	3	0	15	3	36	0	39	25	5	0	30	84
0815 - 0830	5	0	0	5	1	39	0	40	29	12	1	42	87
0830 - 0845	4	2	0	6	1	30	0	31	22	1	0	23	60
0845 - 0900	2	0	0	2	2	42	0	44	21	4	0	25	71
Hourly Total	23	5	0	28	7	147	0	154	97	22	1	120	302
Grand Total	69	15	1	85	29	344	0	373	183	97	1	281	739
Approach %	81.18	17.65	1.18	-	7.77	92.23	0.00	-	65.12	34.52	0.36	-	-
Intersection %	9.34	2.03	0.14	11.50	3.92	46.55	0.00	50.47	24.76	13.13	0.14	38.02	-
PHF	0.68	0.50	0.25	0.65	0.50	0.83	0.00	0.78	0.83	0.82	0.00	0.86	0.86

1600 - 1900 (Weekday 3h Session) (10-05-2021)

All vehicles

TIME	Southbound				Eastbound				Westbound				
	Jonetta St				W Holmes Rd (West)				W Holmes Rd (East)				
	Left	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total	Int Total
1600 - 1615	8	1	0	9	1	43	0	44	50	6	0	56	109
1615 - 1630	8	1	0	9	4	30	0	34	46	5	0	51	94
1630 - 1645	6	2	0	8	2	58	0	60	40	5	0	45	113
1645 - 1700	3	2	0	5	0	45	0	45	59	5	0	64	114
Hourly Total	25	6	0	31	7	176	0	183	195	21	0	216	430
1700 - 1715	6	3	0	9	2	41	0	43	66	3	0	69	121
1715 - 1730	3	1	0	4	0	40	0	40	56	6	1	63	107
1730 - 1745	3	4	0	7	2	28	0	30	43	7	1	51	88
1745 - 1800	4	1	0	5	0	39	0	39	47	4	0	51	95
Hourly Total	16	9	0	25	4	148	0	152	212	20	2	234	411
1800 - 1815	5	2	0	7	1	39	0	40	53	5	0	58	105
1815 - 1830	5	1	0	6	2	35	0	37	60	8	0	68	111
1830 - 1845	1	1	1	3	0	29	0	29	45	5	0	50	82
1845 - 1900	1	2	0	3	4	40	0	44	32	6	1	39	86
Hourly Total	12	6	1	19	7	143	0	150	190	24	1	215	384
Grand Total	53	21	1	75	18	467	0	485	597	65	3	665	1225
Approach %	70.67	28.00	1.33	-	3.71	96.29	0.00	-	89.77	9.77	0.45	-	-
Intersection %	4.33	1.71	0.08	6.12	1.47	38.12	0.00	39.59	48.73	5.31	0.24	54.29	-
PHF	0.75	0.67	0.00	0.72	0.50	0.79	0.00	0.78	0.84	0.79	0.25	0.87	0.94

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Memphis, TN

Site 15 of 26

Jonetta St
W Holmes Rd (West)
W Holmes Rd (East)

Date
Tuesday, October 5, 2021

Lat/Long
35.006372°, -90.074679°

Weather
Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound					Eastbound				Westbound				
Jonetta St					W Holmes Rd (West)				W Holmes Rd (East)				
Left	Right	U-Turn	App Total	Int Total	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total	Int Total
15.1	15.2	15.3			15.4	15.5	15.6		15.7	15.8	15.9		
4	0	0	4	4	42	0	46	20	15	0	35	85	
16	1	0	17	3	47	0	50	24	21	0	45	112	
9	4	1	14	4	45	0	49	15	23	0	38	101	
17	5	0	22	9	58	0	67	18	15	0	33	122	
Hourly Total	46	10	1	57	20	192	0	212	77	74	0	151	420
12	3	0	15	3	35	0	38	25	5	0	30	83	
5	0	0	5	1	39	0	40	29	12	1	42	87	
4	2	0	6	1	29	0	30	21	1	0	22	58	
2	0	0	2	2	42	0	44	21	3	0	24	70	
Hourly Total	23	5	0	28	7	145	0	152	96	21	1	118	298
Grand Total	69	15	1	85	27	337	0	364	173	95	1	269	718
Approach %	81.18	17.65	1.18	-	7.42	92.58	0.00	-	64.31	35.32	0.37	-	-
Intersection %	9.61	2.09	0.14	11.84	3.76	46.94	0.00	50.70	24.09	13.23	0.14	37.47	-

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound					Eastbound				Westbound				
Jonetta St					W Holmes Rd (West)				W Holmes Rd (East)				
Left	Right	U-Turn	App Total	Int Total	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total	Int Total
15.1	15.2	15.3			15.4	15.5	15.6		15.7	15.8	15.9		
8	1	0	9	1	43	0	44	50	5	0	55	108	
8	1	0	9	4	30	0	34	45	5	0	50	93	
6	2	0	8	2	58	0	60	40	5	0	45	113	
3	2	0	5	0	45	0	45	59	4	0	63	113	
Hourly Total	25	6	0	31	7	176	0	183	194	19	0	213	427
6	3	0	9	2	41	0	43	65	3	0	68	120	
3	0	0	3	0	40	0	40	56	6	1	63	106	
3	4	0	7	2	28	0	30	42	7	1	50	87	
4	1	0	5	0	39	0	39	47	4	0	51	95	
Hourly Total	16	8	0	24	4	148	0	152	210	20	2	232	408
5	2	0	7	1	39	0	40	52	4	0	56	103	
5	1	0	6	2	34	0	36	59	8	0	67	109	
1	1	1	3	0	29	0	29	44	5	0	49	81	
1	2	0	3	4	40	0	44	32	5	1	38	85	
Hourly Total	12	6	1	19	7	142	0	149	187	22	1	210	378
Grand Total	53	20	1	74	18	466	0	484	591	61	3	655	1213
Approach %	71.62	27.03	1.35	-	3.72	96.28	0.00	-	90.23	9.31	0.46	-	-
Intersection %	4.37	1.65	0.08	6.10	1.48	38.42	0.00	39.90	48.72	5.03	0.25	54.00	-

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Memphis, TN

Site 15 of 26

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Jonetta St
W Holmes Rd (West)
W Holmes Rd (East)

Lat/Long

35.006372°, -90.074679°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound					Eastbound				Westbound					
Jonetta St					W Holmes Rd (West)				W Holmes Rd (East)					
Left	Right	U-Turn	App	Total	Left	Thru	U-Turn	App	Total	Thru	Right	U-Turn	App	Total
15.1	15.2	15.3			15.4	15.5	15.6			15.7	15.8	15.9		Int
0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
0	0	0	0	0	0	2	0	2	0	3	3	0	3	5
0	0	0	0	0	2	1	0	3	0	1	1	0	2	5
0	0	0	0	0	2	5	0	7	0	8	1	0	9	16
0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
0	0	0	0	0	0	2	0	2	0	1	1	0	2	4
0	0	0	0	0	2	7	0	9	0	9	2	0	11	20
0.00	0.00	0.00	-	22.22	77.78	0.00	-	81.82	18.18	0.00	-	-	-	
0.00	0.00	0.00	0.00	10.00	35.00	0.00	45.00	45.00	10.00	0.00	55.00	-	-	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound					Eastbound				Westbound					
Jonetta St					W Holmes Rd (West)				W Holmes Rd (East)					
Left	Right	U-Turn	App	Total	Left	Thru	U-Turn	App	Total	Thru	Right	U-Turn	App	Total
15.1	15.2	15.3			15.4	15.5	15.6			15.7	15.8	15.9		Int
0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
0	0	0	0	0	0	1	0	1	0	3	2	0	5	6
0	1	0	1	0	1	0	1	6	4	0	0	0	10	12
0.00	100.00	0.00	-	0.00	100.00	0.00	-	60.00	40.00	0.00	-	-	-	
0.00	8.33	0.00	8.33	0.00	8.33	0.00	8.33	50.00	33.33	0.00	83.33	-	-	



[Click here for Map](#)

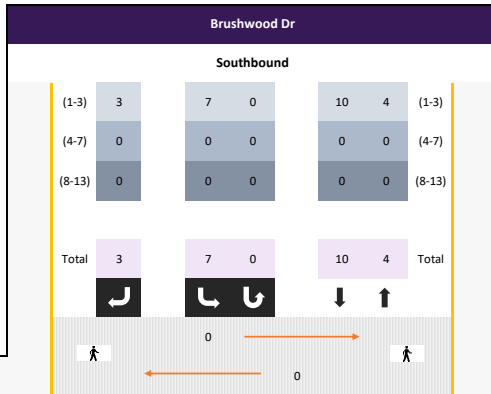
Peak Hour Turning Movement Count

Memphis, TN



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Tuesday, October 5, 2021	
Period	0700 - 0900
Peak Hour	0700 - 0800

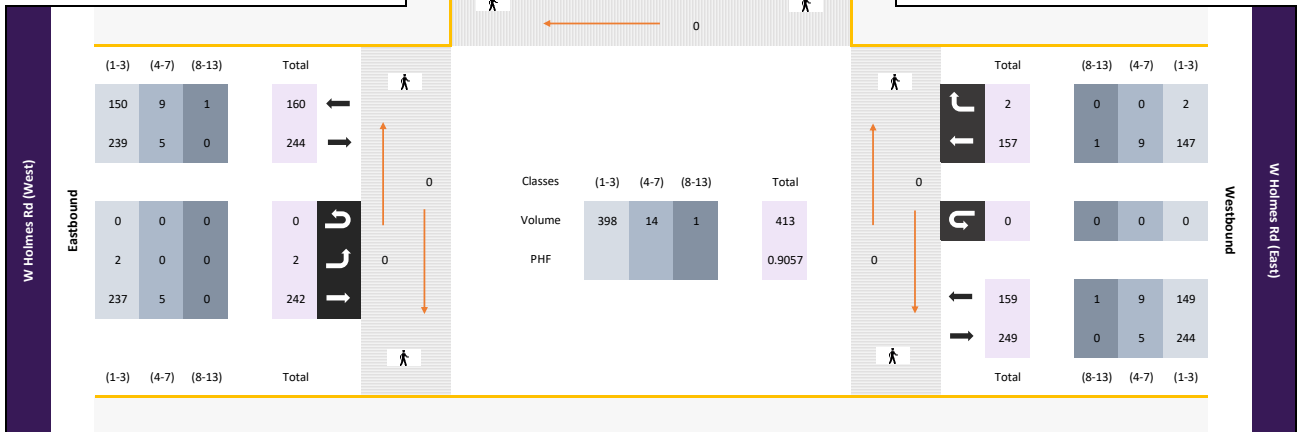


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time						Southbound					Eastbound					Westbound					Int Total
						Brushwood Dr					W Holmes Rd (West)					W Holmes Rd (East)					
					App Total	Left 16.1	Right 16.2	U-Turn 16.3	App Total	Left 16.4	Thru 16.5	U-Turn 16.6	App Total	Thru 16.7	Right 16.8	U-Turn 16.9	App Total				
0700 - 0715	-	-	-	-	0	0	0	0	0	0	46	0	46	-	37	0	37				
0715 - 0730	-	-	-	-	0	2	1	0	3	0	63	0	63	-	47	1	48				
0730 - 0745	-	-	-	-	0	4	1	0	5	1	57	0	58	-	39	1	40				
0745 - 0800	-	-	-	-	0	1	1	0	2	1	76	0	77	-	34	0	34				
Total	0	0	0	0	0	7	3	0	10	2	242	0	244	0	157	2	159				
Approach %	0.00	0.00	0.00	0.00	-	70.00	0.00	30.00	0.00	-	0.82	99.18	0.00	0.00	-	0.00	98.74	1.26	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.44	0.00	0.75	0.00	0.50	0.50	0.80	0.00	0.00	0.79	0.00	0.84	0.50	0.00	0.83	

Bikes

Time						Southbound					Eastbound					Westbound					Int Total
						Brushwood Dr					W Holmes Rd (West)					W Holmes Rd (East)					
					App Total	Left 16.1	Right 16.2	U-Turn 16.3	App Total	Left 16.4	Thru 16.5	U-Turn 16.6	App Total	Thru 16.7	Right 16.8	U-Turn 16.9	App Total				
0700 - 0715	-	-	-	-	0	0	0	0	0	0	0	0	0	-	0	0	0				
0715 - 0730	-	-	-	-	0	0	0	0	0	0	0	0	0	-	0	0	0				
0730 - 0745	-	-	-	-	0	0	0	0	0	0	0	0	0	-	0	0	0				
0745 - 0800	-	-	-	-	0	0	0	0	0	0	0	0	0	-	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Passenger Vehicles (1-3)

Time						Southbound					Eastbound					Westbound					Int Total
						Brushwood Dr					W Holmes Rd (West)					W Holmes Rd (East)					
					App Total	Left 16.1	Right 16.2	U-Turn 16.3	App Total	Left 16.4	Thru 16.5	U-Turn 16.6	App Total	Thru 16.7	Right 16.8	U-Turn 16.9	App Total				
0700 - 0715	-	-	-	-	0	0	0	0	0	0	45	0	45	-	35	0	35				
0715 - 0730	-	-	-	-	0	2	1	0	3	0	62	0	62	-	43	1	44				
0730 - 0745	-	-	-	-	0	4	1	0	5	1	55	0	56	-	37	1	38				
0745 - 0800	-	-	-	-	0	1	1	0	2	1	75	0	76	-	32	0	32				
Total	0	0	0	0	0	7	3	0	10	2	237	0	239	0	147	2	149				
Approach %	0.00	0.00	0.00	0.00	-	70.00	0.00	30.00	0.00	-	0.84	99.16	0.00	0.00	-	0.00	98.66	1.34	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.44	0.00	0.75	0.00	0.50	0.50	0.79	0.00	0.00	0.79	0.00	0.85	0.50	0.00	0.85	

Single Unit Trucks (4-7)

Time						Southbound					Eastbound					Westbound					Int Total
						Brushwood Dr					W Holmes Rd (West)					W Holmes Rd (East)					
					App Total	Left 16.1	Right 16.2	U-Turn 16.3	App Total	Left 16.4	Thru 16.5	U-Turn 16.6	App Total	Thru 16.7	Right 16.8	U-Turn 16.9	App Total				
0700 - 0715	-	-	-	-	0	0	0	0	0	0	1	0	1	-	2	0	2				
0715 - 0730	-	-	-	-	0	0	0	0	0	0	1	0	1	-	3	0	3				
0730 - 0745	-	-	-	-	0	0	0	0	0	0	2	0	2	-	2	0	2				
0745 - 0800	-	-	-	-	0	0	0	0	0	0	1	0	1	-	2	0	2				
Total	0	0	0	0	0	0	0	0	0	0	5	0	5	0	9	0	9				
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.63	0.00	0.75	0.00	0.00	0.75	

Combination Trucks (8-13)

Time						Southbound					Eastbound					Westbound					Int Total
						Brushwood Dr					W Holmes Rd (West)					W Holmes Rd (East)					
					App Total	Left 16.1	Right 16.2	U-Turn 16.3	App Total	Left 16.4	Thru 16.5	U-Turn 16.6	App Total	Thru 16.7	Right 16.8	U-Turn 16.9	App Total				
0700 - 0715	-	-	-	-	0	0	0	0	0	0	0	0	0	-	0	0	0				
0715 - 0730	-	-	-	-	0	0	0	0	0	0	0	0	0	-	1	0	1				
0730 - 0745	-	-	-	-	0	0	0	0	0	0	0	0	0	-	0	0	0				
0745 - 0800	-	-	-	-	0	0	0	0	0	0	0	0	0	-	0	0	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1				
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	

Pedestrians

Time						Southbound					Eastbound					Westbound					Int Total
						Brushwood Dr					W Holmes Rd (West)					W Holmes Rd (East)					
					App Total	FB 16c	WB 16d		App Total	NB 16e	SB 16f		App Total	NB 16g	SB 16h		App Total				
0700 - 0715	-	-	-	-	0	0	0	-	0	0	0	-	0	0	0	-	0				
0715 - 0730	-	-	-	-	0	0	0	-	0	0	0	-	0	0	0	-	0				
0730 - 0745	-	-	-	-	0	0	0	-	0	0	0	-	0	0	0	-	0				
0745 - 0800	-	-	-	-	0	0	0	-	0	0	0	-	0	0	0	-	0				
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	



[Click here for Map](#)

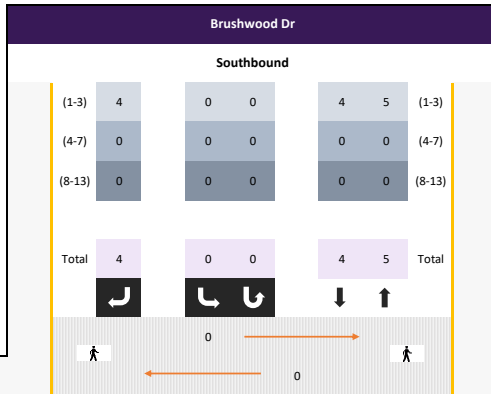
Peak Hour Turning Movement Count

Memphis, TN



www.marrtraffic.com

Tuesday, October 5, 2021	
Period	1600 - 1900
Peak Hour	1630 - 1730

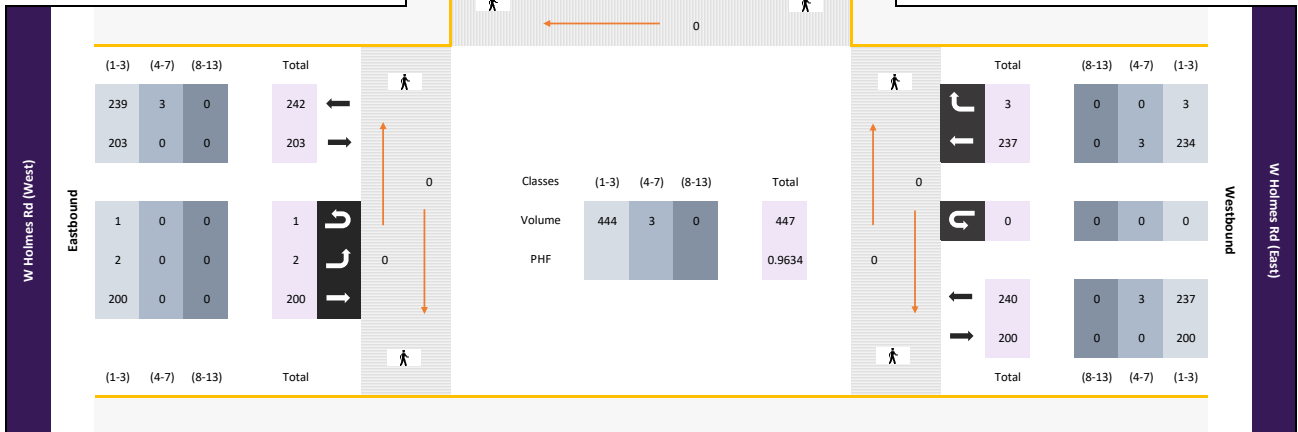


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Southbound					Eastbound					Westbound					Int Total					
	Brushwood Dr					W Holmes Rd (West)					W Holmes Rd (East)										
					App Total	Left 16.1	Right 16.2	U-Turn 16.3	App Total	Left 16.4	Thru 16.5	U-Turn 16.6	App Total		Thru 16.7		Right 16.8	U-Turn 16.9	App Total		
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	63	-	1	64	-	44	1	0	45	109
1645 - 1700	-	-	-	-	0	0	-	0	0	0	1	48	-	0	49	-	66	1	0	67	116
1700 - 1715	-	-	-	-	0	0	-	1	0	1	0	47	-	0	47	-	67	1	0	68	116
1715 - 1730	-	-	-	-	0	0	-	3	0	3	1	42	-	0	43	-	60	0	0	60	106
Total	0	0	0	0	0	0	0	4	0	4	2	200	0	1	203	0	237	3	0	240	447
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.99	98.52	0.00	0.49	-	0.00	98.75	1.25	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.33	0.50	0.79	0.00	0.25	0.79	0.00	0.88	0.75	0.00	0.88	0.96

Bikes

Time	Southbound					Eastbound					Westbound					Int Total					
	Brushwood Dr					W Holmes Rd (West)					W Holmes Rd (East)										
					App Total	Left 16.1	Right 16.2	U-Turn 16.3	App Total	Left 16.4	Thru 16.5	U-Turn 16.6	App Total		Thru 16.7		Right 16.8	U-Turn 16.9	App Total		
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Southbound					Eastbound					Westbound					Int Total					
	Brushwood Dr					W Holmes Rd (West)					W Holmes Rd (East)										
					App Total	Left 16.1	Right 16.2	U-Turn 16.3	App Total	Left 16.4	Thru 16.5	U-Turn 16.6	App Total		Thru 16.7		Right 16.8	U-Turn 16.9	App Total		
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	63	-	1	64	-	44	1	0	45	109
1645 - 1700	-	-	-	-	0	0	-	0	0	0	1	48	-	0	49	-	65	1	0	66	115
1700 - 1715	-	-	-	-	0	0	-	1	0	1	0	47	-	0	47	-	66	1	0	67	115
1715 - 1730	-	-	-	-	0	0	-	3	0	3	1	42	-	0	43	-	59	0	0	59	105
Total	0	0	0	0	0	0	0	4	0	4	2	200	0	1	203	0	234	3	0	237	444
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.99	98.52	0.00	0.49	-	0.00	98.73	1.27	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.33	0.50	0.79	0.00	0.25	0.79	0.00	0.89	0.75	0.00	0.88	0.97

Single Unit Trucks (4-7)

Time	Southbound					Eastbound					Westbound					Int Total					
	Brushwood Dr					W Holmes Rd (West)					W Holmes Rd (East)										
					App Total	Left 16.1	Right 16.2	U-Turn 16.3	App Total	Left 16.4	Thru 16.5	U-Turn 16.6	App Total		Thru 16.7		Right 16.8	U-Turn 16.9	App Total		
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.75	0.75

Combination Trucks (8-13)

Time	Southbound					Eastbound					Westbound					Int Total					
	Brushwood Dr					W Holmes Rd (West)					W Holmes Rd (East)										
					App Total	Left 16.1	Right 16.2	U-Turn 16.3	App Total	Left 16.4	Thru 16.5	U-Turn 16.6	App Total		Thru 16.7		Right 16.8	U-Turn 16.9	App Total		
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Pedestrians

Time	Southbound					Eastbound					Westbound					Int Total					
	Brushwood Dr					W Holmes Rd (West)					W Holmes Rd (East)										
					App Total	FB 16c	WB 16d		App Total	NB 16e	SB 16f		App Total	NB 16g	SB 16h			App Total			
1630 - 1645	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
1645 - 1700	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
1700 - 1715	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
1715 - 1730	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles



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Memphis, TN

Site 16 of 26

Brushwood Dr
W Holmes Rd (West)
W Holmes Rd (East)

Date
Tuesday, October 5, 2021

Lat/Long
35.006397°, -90.072890°

Weather
Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

All vehicles

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %
PHF

Southbound					Eastbound				Westbound					
Brushwood Dr					W Holmes Rd (West)				W Holmes Rd (East)					
Left	Right	U-Turn	App	Total	Left	Thru	U-Turn	App	Total	Thru	Right	U-Turn	App	Total
16.1	16.2	16.3			16.4	16.5	16.6			16.7	16.8	16.9		Int
0	0	0	0	0	0	46	0	46	0	37	0	0	37	83
2	1	0	3	0	0	63	0	63	0	47	1	0	48	114
4	1	0	5	1	1	57	0	58	0	39	1	0	40	103
1	1	0	2	1	1	76	0	77	0	34	0	0	34	113
7	3	0	10	2	2	242	0	244	0	157	2	0	159	413
0	1	0	1	0	0	47	0	47	0	30	1	0	31	79
1	1	0	2	0	0	46	0	46	0	40	1	0	41	89
1	1	0	2	0	0	33	0	33	0	22	1	0	23	58
0	0	0	0	0	0	46	0	46	0	25	1	0	26	72
2	3	0	5	0	0	172	0	172	0	117	4	0	121	298
9	6	0	15	2	414	0	416	0	416	274	6	0	280	711
60.00	40.00	0.00	-	0.48	99.52	0.00	-	0.00	-	97.86	2.14	0.00	-	-
1.27	0.84	0.00	2.11	0.28	58.23	0.00	58.51	0.00	58.51	38.54	0.84	0.00	39.38	-
0.44	0.75	0.00	0.50	0.50	0.80	0.00	0.79	0.00	0.79	0.84	0.50	0.00	0.83	0.91

1600 - 1900 (Weekday 3h Session) (10-05-2021)

All vehicles

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %
PHF

Southbound					Eastbound				Westbound					
Brushwood Dr					W Holmes Rd (West)				W Holmes Rd (East)					
Left	Right	U-Turn	App	Total	Left	Thru	U-Turn	App	Total	Thru	Right	U-Turn	App	Total
16.1	16.2	16.3			16.4	16.5	16.6			16.7	16.8	16.9		Int
2	1	0	3	0	0	50	0	50	0	55	3	0	58	111
2	2	0	4	0	0	37	0	37	0	48	0	0	48	89
0	0	0	0	0	0	63	1	64	0	44	1	0	45	109
0	0	0	0	1	1	48	0	49	0	66	1	0	67	116
4	3	0	7	1	198	1	200	1	200	213	5	0	218	425
0	1	0	1	0	0	47	0	47	0	67	1	0	68	116
0	3	0	3	1	1	42	0	43	0	60	0	0	60	106
1	1	0	2	1	1	32	0	33	0	49	1	0	50	85
2	0	0	2	0	0	43	0	43	0	51	1	0	52	97
3	5	0	8	2	164	2	166	0	166	227	3	0	230	404
1	0	0	1	0	0	45	0	45	0	60	1	0	61	107
0	1	0	1	1	1	39	0	40	0	67	1	0	68	109
1	0	0	1	0	0	30	0	30	0	51	1	0	52	83
1	0	0	1	3	3	39	0	42	0	38	0	0	38	81
3	1	0	4	4	153	4	157	0	157	216	3	0	219	380
10	9	0	19	7	515	1	523	1	523	656	11	0	667	1209
52.63	47.37	0.00	-	1.34	98.47	0.19	-	0.19	-	98.35	1.65	0.00	-	-
0.83	0.74	0.00	1.57	0.58	42.60	0.08	43.26	0.08	43.26	54.26	0.91	0.00	55.17	-
0.00	0.33	0.00	0.33	0.50	0.79	0.25	0.79	0.25	0.79	0.88	0.75	0.00	0.88	0.96

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Memphis, TN

Site 16 of 26

Brushwood Dr
W Holmes Rd (West)
W Holmes Rd (East)

Date
Tuesday, October 5, 2021

Lat/Long
35.006397°, -90.072890°

Weather
Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Brushwood Dr				W Holmes Rd (West)				W Holmes Rd (East)				
Left	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total	
16.1	16.2	16.3		16.4	16.5	16.6		16.7	16.8	16.9		
0	0	0	0	0	45	0	45	35	0	0	35	80
2	1	0	3	0	62	0	62	43	1	0	44	109
4	1	0	5	1	55	0	56	37	1	0	38	99
1	1	0	2	1	75	0	76	32	0	0	32	110
7	3	0	10	2	237	0	239	147	2	0	149	398
0	1	0	1	0	46	0	46	30	1	0	31	78
1	1	0	2	0	46	0	46	40	1	0	41	89
1	0	0	1	0	32	0	32	22	1	0	23	56
0	0	0	0	0	46	0	46	24	1	0	25	71
2	2	0	4	0	170	0	170	116	4	0	120	294
9	5	0	14	2	407	0	409	263	6	0	269	692
64.29	35.71	0.00	-	0.49	99.51	0.00	-	97.77	2.23	0.00	-	
1.30	0.72	0.00	2.02	0.29	58.82	0.00	59.10	38.01	0.87	0.00	38.87	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Brushwood Dr				W Holmes Rd (West)				W Holmes Rd (East)				
Left	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total	
16.1	16.2	16.3		16.4	16.5	16.6		16.7	16.8	16.9		
2	1	0	3	0	50	0	50	54	2	0	56	109
2	2	0	4	0	37	0	37	47	0	0	47	88
0	0	0	0	0	63	1	64	44	1	0	45	109
0	0	0	0	1	48	0	49	65	1	0	66	115
4	3	0	7	1	198	1	200	210	4	0	214	421
0	1	0	1	0	47	0	47	66	1	0	67	115
0	3	0	3	1	42	0	43	59	0	0	59	105
1	1	0	2	1	32	0	33	49	1	0	50	85
2	0	0	2	0	43	0	43	51	1	0	52	97
3	5	0	8	2	164	0	166	225	3	0	228	402
1	0	0	1	0	45	0	45	58	1	0	59	105
0	1	0	1	1	38	0	39	66	1	0	67	107
1	0	0	1	0	30	0	30	51	1	0	52	83
1	0	0	1	3	39	0	42	36	0	0	36	79
3	1	0	4	4	152	0	156	211	3	0	214	374
10	9	0	19	7	514	1	522	646	10	0	656	1197
52.63	47.37	0.00	-	1.34	98.47	0.19	-	98.48	1.52	0.00	-	
0.84	0.75	0.00	1.59	0.58	42.94	0.08	43.61	53.97	0.84	0.00	54.80	

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Memphis, TN

Site 16 of 26

Brushwood Dr
W Holmes Rd (West)
W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Lat/Long

35.006397°, -90.072890°

Weather

Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound					Eastbound				Westbound					
Brushwood Dr					W Holmes Rd (West)				W Holmes Rd (East)					
Left	Right	U-Turn	App	Total	Left	Thru	U-Turn	App	Total	Thru	Right	U-Turn	App	Total
16.1	16.2	16.3			16.4	16.5	16.6			16.7	16.8	16.9		Int
0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
0	0	0	0	0	0	1	0	1	0	3	0	0	3	4
0	0	0	0	0	0	2	0	2	0	2	0	0	2	4
0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
0	0	0	0	0	0	5	0	5	0	9	0	0	9	14
0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	1	0	0	1	0	1	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0	1	0	1	0	0	2	0	2	0	1	0	0	1	4
0	1	0	1	0	7	0	7	0	7	10	0	0	10	18
0.00	100.00	0.00	-	0.00	100.00	0.00	-	0.00	-	100.00	0.00	0.00	-	-
0.00	5.56	0.00	5.56	0.00	38.89	0.00	38.89	0.00	38.89	55.56	0.00	0.00	55.56	-

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound					Eastbound				Westbound					
Brushwood Dr					W Holmes Rd (West)				W Holmes Rd (East)					
Left	Right	U-Turn	App	Total	Left	Thru	U-Turn	App	Total	Thru	Right	U-Turn	App	Total
16.1	16.2	16.3			16.4	16.5	16.6			16.7	16.8	16.9		Int
0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	3	1	0	4	4
0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
0	0	0	0	0	0	1	0	1	0	5	0	0	5	6
0	0	0	0	0	1	0	1	0	1	10	1	0	11	12
0.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	-	90.91	9.09	0.00	-	-
0.00	0.00	0.00	0.00	0.00	8.33	0.00	8.33	0.00	8.33	83.33	8.33	0.00	91.67	-



[Click here for Map](#)

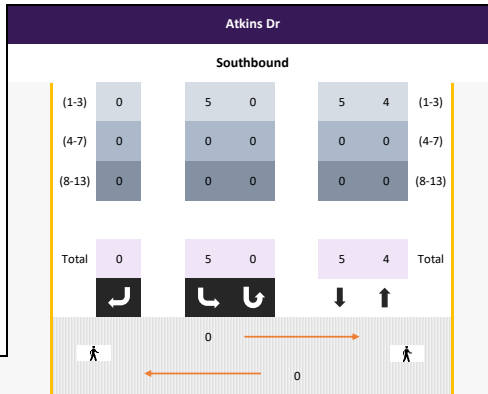
Peak Hour Turning Movement Count

Memphis, TN



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Tuesday, October 5, 2021	
Period	0700 - 0900
Peak Hour	0700 - 0800

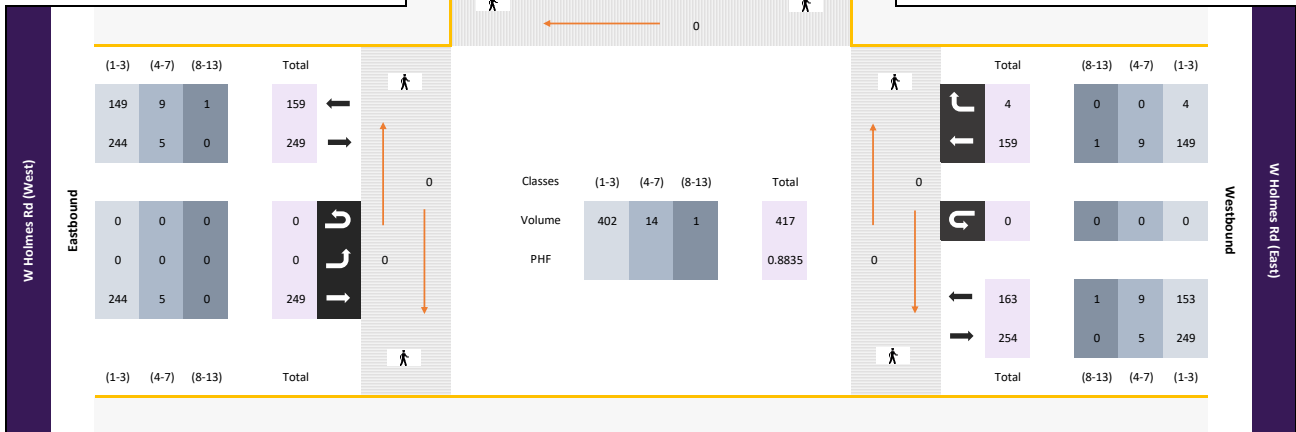


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time						Southbound					Eastbound					Westbound					Int Total
						Atkins Dr				App Total	W Holmes Rd (West)				App Total	W Holmes Rd (East)				App Total	
					App Total	Left 17.1	Right 17.2	U-Turn 17.3	App Total	Left 17.4	Thru 17.5	U-Turn 17.6	App Total	Thru 17.7	Right 17.8	U-Turn 17.9	App Total				
0700 - 0715	-	-	-	-	0	0	-	0	0	0	0	46	-	0	46	-	38	0	0	38	84
0715 - 0730	-	-	-	-	0	1	-	0	0	1	0	64	-	0	64	-	47	1	0	48	113
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	62	-	0	62	-	40	0	0	40	102
0745 - 0800	-	-	-	-	0	4	-	0	0	4	0	77	-	0	77	-	34	3	0	37	118
Total	0	0	0	0	0	5	0	0	0	5	0	249	0	0	249	0	159	4	0	163	417
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	97.55	2.45	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.00	0.31	0.00	0.81	0.00	0.00	0.81	0.00	0.85	0.33	0.00	0.85	0.88

Bikes

Time						Southbound					Eastbound					Westbound					Int Total
						Atkins Dr				App Total	W Holmes Rd (West)				App Total	W Holmes Rd (East)				App Total	
					App Total	Left 17.1	Right 17.2	U-Turn 17.3	App Total	Left 17.4	Thru 17.5	U-Turn 17.6	App Total	Thru 17.7	Right 17.8	U-Turn 17.9	App Total				
0700 - 0715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time						Southbound					Eastbound					Westbound					Int Total
						Atkins Dr				App Total	W Holmes Rd (West)				App Total	W Holmes Rd (East)				App Total	
					App Total	Left 17.1	Right 17.2	U-Turn 17.3	App Total	Left 17.4	Thru 17.5	U-Turn 17.6	App Total	Thru 17.7	Right 17.8	U-Turn 17.9	App Total				
0700 - 0715	-	-	-	-	0	0	-	0	0	0	0	45	-	0	45	-	36	0	0	36	81
0715 - 0730	-	-	-	-	0	1	-	0	0	1	0	63	-	0	63	-	43	1	0	44	108
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	61	-	0	61	-	38	0	0	38	99
0745 - 0800	-	-	-	-	0	4	-	0	0	4	0	75	-	0	75	-	32	3	0	35	114
Total	0	0	0	0	0	5	0	0	0	5	0	244	0	0	244	0	149	4	0	153	402
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	97.39	2.61	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.00	0.31	0.00	0.81	0.00	0.00	0.81	0.00	0.87	0.33	0.00	0.87	0.88

Single Unit Trucks (4-7)

Time						Southbound					Eastbound					Westbound					Int Total
						Atkins Dr				App Total	W Holmes Rd (West)				App Total	W Holmes Rd (East)				App Total	
					App Total	Left 17.1	Right 17.2	U-Turn 17.3	App Total	Left 17.4	Thru 17.5	U-Turn 17.6	App Total	Thru 17.7	Right 17.8	U-Turn 17.9	App Total				
0700 - 0715	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	2	0	0	2	3
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	3	0	0	3	4
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	2	0	0	2	3
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	2	-	0	2	-	2	0	0	2	4
Total	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	9	0	0	9	14
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.63	0.00	0.75	0.00	0.00	0.75	0.88

Combination Trucks (8-13)

Time						Southbound					Eastbound					Westbound					Int Total
						Atkins Dr				App Total	W Holmes Rd (West)				App Total	W Holmes Rd (East)				App Total	
					App Total	Left 17.1	Right 17.2	U-Turn 17.3	App Total	Left 17.4	Thru 17.5	U-Turn 17.6	App Total	Thru 17.7	Right 17.8	U-Turn 17.9	App Total				
0700 - 0715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.25

Pedestrians

Time						Southbound					Eastbound					Westbound					Int Total
						Atkins Dr				App Total	W Holmes Rd (West)				App Total	W Holmes Rd (East)				App Total	
					App Total	EB 17c	WB 17d		App Total	NB 17e	SB 17f		App Total	NB 17g	SB 17h		App Total				
0700 - 0715	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
0715 - 0730	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
0730 - 0745	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
0745 - 0800	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



[Click here for Map](#)

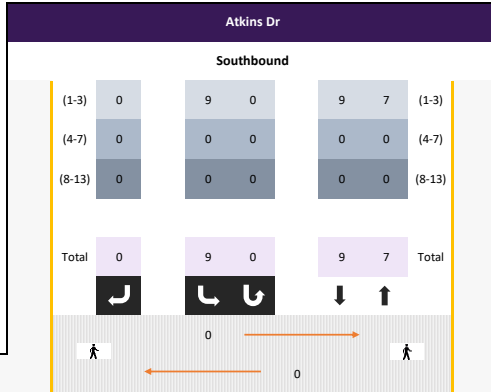
Peak Hour Turning Movement Count

Memphis, TN



www.marrtraffic.com

Tuesday, October 5, 2021	
Period	1600 - 1900
Peak Hour	1630 - 1730

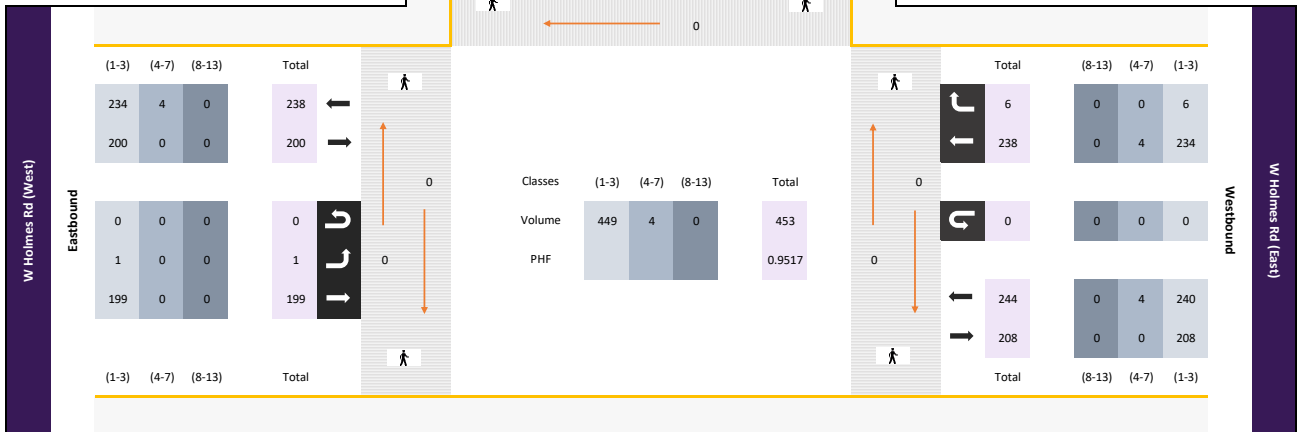


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time						Southbound					Eastbound					Westbound					Int Total
	App Total					Atkins Dr				App Total	W Holmes Rd (West)				App Total	W Holmes Rd (East)				App Total	
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1630 - 1645	-	-	-	-	0	2	-	0	0	2	0	63	-	0	63	-	43	1	0	44	109
1645 - 1700	-	-	-	-	0	2	-	0	0	2	0	47	-	0	47	-	67	2	0	69	118
1700 - 1715	-	-	-	-	0	1	-	0	0	1	1	47	-	0	48	-	68	2	0	70	119
1715 - 1730	-	-	-	-	0	4	-	0	0	4	0	42	-	0	42	-	60	1	0	61	107
Total	0	0	0	0	0	9	0	0	0	9	1	199	0	0	200	0	238	6	0	244	453
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.50	99.50	0.00	0.00	-	0.00	97.54	2.46	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.56	0.00	0.00	0.00	0.56	0.25	0.79	0.00	0.00	0.79	0.00	0.88	0.75	0.00	0.87	0.95

Bikes

Time						Southbound					Eastbound					Westbound					Int Total
	App Total					Atkins Dr				App Total	W Holmes Rd (West)				App Total	W Holmes Rd (East)				App Total	
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time						Southbound					Eastbound					Westbound					Int Total
	App Total					Atkins Dr				App Total	W Holmes Rd (West)				App Total	W Holmes Rd (East)				App Total	
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1630 - 1645	-	-	-	-	0	2	-	0	0	2	0	63	-	0	63	-	42	1	0	43	108
1645 - 1700	-	-	-	-	0	2	-	0	0	2	0	47	-	0	47	-	66	2	0	68	117
1700 - 1715	-	-	-	-	0	1	-	0	0	1	1	47	-	0	48	-	67	2	0	69	118
1715 - 1730	-	-	-	-	0	4	-	0	0	4	0	42	-	0	42	-	59	1	0	60	106
Total	0	0	0	0	0	9	0	0	0	9	1	199	0	0	200	0	234	6	0	240	449
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.50	99.50	0.00	0.00	-	0.00	97.50	2.50	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.56	0.00	0.00	0.00	0.56	0.25	0.79	0.00	0.00	0.79	0.00	0.87	0.75	0.00	0.87	0.95

Single Unit Trucks (4-7)

Time						Southbound					Eastbound					Westbound					Int Total
	App Total					Atkins Dr				App Total	W Holmes Rd (West)				App Total	W Holmes Rd (East)				App Total	
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00

Combination Trucks (8-13)

Time						Southbound					Eastbound					Westbound					Int Total
	App Total					Atkins Dr				App Total	W Holmes Rd (West)				App Total	W Holmes Rd (East)				App Total	
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Pedestrians

Time						Southbound					Eastbound					Westbound					Int Total
	App Total					Atkins Dr				App Total	W Holmes Rd (West)				App Total	W Holmes Rd (East)				App Total	
	EB	WB	SB	UB	App Total	EB	WB	SB	UB	App Total	EB	WB	SB	UB	App Total	EB	WB	SB	UB	App Total	
1630 - 1645	-	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	-	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	-	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	-	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles



www.marrtraffic.com

Memphis, TN

Site 17 of 26

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Atkins Dr
W Holmes Rd (West)
W Holmes Rd (East)

Lat/Long

35.006141°, -90.071919°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

All vehicles

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %
PHF

Southbound					Eastbound				Westbound					
Atkins Dr					W Holmes Rd (West)				W Holmes Rd (East)					
Left	Right	U-Turn	App	Total	Left	Thru	U-Turn	App	Total	Thru	Right	U-Turn	App	Total
17.1	17.2	17.3			17.4	17.5	17.6			17.7	17.8	17.9		Int
0	0	0	0	0	0	46	0	46	0	38	0	0	38	84
1	0	0	1	0	0	64	0	64	0	47	1	0	48	113
0	0	0	0	0	0	62	0	62	0	40	0	0	40	102
4	0	0	4	0	0	77	0	77	0	34	3	0	37	118
5	0	0	5	0	0	249	0	249	0	159	4	0	163	417
2	0	0	2	0	0	46	0	46	0	31	2	0	33	81
0	0	0	0	0	0	48	0	48	0	42	0	1	43	91
1	0	0	1	0	0	34	0	34	0	22	1	0	23	58
7	0	1	8	0	0	46	0	46	0	26	3	0	29	83
10	0	1	11	0	0	174	0	174	0	121	6	1	128	313
15	0	1	16	0	0	423	0	423	0	280	10	1	291	730
93.75	0.00	6.25	-	0.00	100.00	0.00	-	0.00	-	96.22	3.44	0.34	-	-
2.05	0.00	0.14	2.19	0.00	57.95	0.00	57.95	0.00	57.95	38.36	1.37	0.14	39.86	-
0.31	0.00	0.00	0.31	0.00	0.81	0.00	0.81	0.00	0.81	0.85	0.33	0.00	0.85	0.88

1600 - 1900 (Weekday 3h Session) (10-05-2021)

All vehicles

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %
PHF

Southbound					Eastbound				Westbound					
Atkins Dr					W Holmes Rd (West)				W Holmes Rd (East)					
Left	Right	U-Turn	App	Total	Left	Thru	U-Turn	App	Total	Thru	Right	U-Turn	App	Total
17.1	17.2	17.3			17.4	17.5	17.6			17.7	17.8	17.9		Int
1	0	0	1	0	0	52	0	52	0	58	2	0	60	113
0	1	0	1	0	0	39	0	39	0	49	2	0	51	91
2	0	0	2	0	0	63	0	63	0	43	1	0	44	109
2	0	0	2	0	0	47	0	47	0	67	2	0	69	118
5	1	0	6	0	0	201	0	201	0	217	7	0	224	431
1	0	0	1	1	0	47	0	48	0	68	2	0	70	119
4	0	0	4	0	0	42	0	42	0	60	1	0	61	107
2	1	0	3	0	0	32	1	33	1	49	0	0	49	85
2	0	0	2	1	0	44	0	45	0	50	2	0	52	99
9	1	0	10	2	0	165	1	168	1	227	5	0	232	410
1	0	0	1	0	0	46	0	46	0	61	1	0	62	109
2	0	0	2	0	0	39	0	39	0	69	2	0	71	112
1	1	0	2	1	0	30	0	31	0	52	1	0	53	86
2	1	0	3	0	0	40	0	40	0	36	1	0	37	80
6	2	0	8	1	0	155	0	156	0	218	5	0	223	387
20	4	0	24	3	0	521	1	525	1	662	17	0	679	1228
83.33	16.67	0.00	-	0.57	99.24	0.19	-	0.19	-	97.50	2.50	0.00	-	-
1.63	0.33	0.00	1.95	0.24	42.43	0.08	42.75	0.08	42.75	53.91	1.38	0.00	55.29	-
0.56	0.00	0.00	0.56	0.25	0.79	0.00	0.79	0.00	0.79	0.88	0.75	0.00	0.87	0.95

Classified Turn Movement Count || Bikes



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Memphis, TN

Site 17 of 26

Atkins Dr
W Holmes Rd (West)
W Holmes Rd (East)

Date

Tuesday, October 5, 2021

Lat/Long

35.006141°, -90.071919°

Weather

Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Bikes

Southbound				Eastbound				Westbound				
Atkins Dr				W Holmes Rd (West)				W Holmes Rd (East)				
Left 17.1	Right 17.2	U-Turn 17.3	App Total	Left 17.4	Thru 17.5	U-Turn 17.6	App Total	Thru 17.7	Right 17.8	U-Turn 17.9	App Total	Int Total
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Bikes

Southbound				Eastbound				Westbound				
Atkins Dr				W Holmes Rd (West)				W Holmes Rd (East)				
Left 17.1	Right 17.2	U-Turn 17.3	App Total	Left 17.4	Thru 17.5	U-Turn 17.6	App Total	Thru 17.7	Right 17.8	U-Turn 17.9	App Total	Int Total
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Memphis, TN

Site 17 of 26

Date
Tuesday, October 5, 2021

Weather
Mostly Cloudy
74°F

Atkins Dr
W Holmes Rd (West)
W Holmes Rd (East)

Lat/Long
35.006141°, -90.071919°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Atkins Dr				W Holmes Rd (West)				W Holmes Rd (East)				
Left	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total	
17.1	17.2	17.3		17.4	17.5	17.6		17.7	17.8	17.9		
0	0	0	0	0	45	0	45	36	0	0	36	81
1	0	0	1	0	63	0	63	43	1	0	44	108
0	0	0	0	0	61	0	61	38	0	0	38	99
4	0	0	4	0	75	0	75	32	3	0	35	114
Hourly Total	5	0	5	0	244	0	244	149	4	0	153	402
2	0	0	2	0	45	0	45	31	2	0	33	80
0	0	0	0	0	48	0	48	42	0	1	43	91
1	0	0	1	0	34	0	34	21	1	0	22	57
7	0	1	8	0	45	0	45	26	3	0	29	82
Hourly Total	10	0	11	0	172	0	172	120	6	1	127	310
Grand Total	15	0	16	0	416	0	416	269	10	1	280	712
Approach %	93.75	0.00	6.25	-	0.00	100.00	0.00	-	96.07	3.57	0.36	-
Intersection %	2.11	0.00	0.14	2.25	0.00	58.43	0.00	58.43	37.78	1.40	0.14	39.33

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Atkins Dr				W Holmes Rd (West)				W Holmes Rd (East)				
Left	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total	
17.1	17.2	17.3		17.4	17.5	17.6		17.7	17.8	17.9		
1	0	0	1	0	52	0	52	56	2	0	58	111
0	1	0	1	0	39	0	39	49	2	0	51	91
2	0	0	2	0	63	0	63	42	1	0	43	108
2	0	0	2	0	47	0	47	66	2	0	68	117
Hourly Total	5	1	6	0	201	0	201	213	7	0	220	427
1	0	0	1	1	47	0	48	67	2	0	69	118
4	0	0	4	0	42	0	42	59	1	0	60	106
2	1	0	3	0	32	1	33	49	0	0	49	85
2	0	0	2	1	44	0	45	50	2	0	52	99
Hourly Total	9	1	10	2	165	1	168	225	5	0	230	408
1	0	0	1	0	46	0	46	59	1	0	60	107
2	0	0	2	0	38	0	38	68	2	0	70	110
1	1	0	2	1	30	0	31	51	1	0	52	85
2	1	0	3	0	40	0	40	35	1	0	36	79
Hourly Total	6	2	8	1	154	0	155	213	5	0	218	381
Grand Total	20	4	24	3	520	1	524	651	17	0	668	1216
Approach %	83.33	16.67	0.00	-	0.57	99.24	0.19	-	97.46	2.54	0.00	-
Intersection %	1.64	0.33	0.00	1.97	0.25	42.76	0.08	43.09	53.54	1.40	0.00	54.93

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Memphis, TN

Site 17 of 26

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Atkins Dr
W Holmes Rd (West)
W Holmes Rd (East)

Lat/Long

35.006141°, -90.071919°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Atkins Dr				W Holmes Rd (West)				W Holmes Rd (East)				
Left	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total	
17.1	17.2	17.3		17.4	17.5	17.6		17.7	17.8	17.9		
0	0	0	0	0	1	0	1	2	0	0	2	3
0	0	0	0	0	1	0	1	3	0	0	3	4
0	0	0	0	0	1	0	1	2	0	0	2	3
0	0	0	0	0	2	0	2	2	0	0	2	4
0	0	0	0	0	5	0	5	9	0	0	9	14
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	2	0	2	1	0	0	1	3
0	0	0	0	0	7	0	7	10	0	0	10	17
0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	41.18	0.00	41.18	58.82	0.00	0.00	58.82	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Atkins Dr				W Holmes Rd (West)				W Holmes Rd (East)				
Left	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total	
17.1	17.2	17.3		17.4	17.5	17.6		17.7	17.8	17.9		
0	0	0	0	0	0	0	0	2	0	0	2	2
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	4	0	0	4	4
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	2	0	0	2	2
0	0	0	0	0	0	0	0	2	0	0	2	2
0	0	0	0	0	1	0	1	1	0	0	1	2
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	1	0	1	5	0	0	5	6
0	0	0	0	0	1	0	1	11	0	0	11	12
0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	8.33	0.00	8.33	91.67	0.00	0.00	91.67	

Pedestrian Count || All vehicles



Memphis, TN

Site 17 of 26

Atkins Dr
W Holmes Rd (West)
W Holmes Rd (East)

Date
Tuesday, October 5, 2021

Lat/Long
35.006141°, -90.071919°

Weather
Mostly Cloudy
74°F

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0700 - 0900 (Weekday 2h Session) (10-05-2021)

Pedestrians

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound			Westbound					
Atkins Dr				W Holmes Rd (West)						W Holmes Rd (East)		
EB	WB		App	NB	SB		App	NB	SB		App	Int
17c	17d		Total	17e	17f		Total	17g	17h		Total	Total
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Pedestrians

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound			Westbound					
Atkins Dr				W Holmes Rd (West)						W Holmes Rd (East)		
EB	WB		App	NB	SB		App	NB	SB		App	Int
17c	17d		Total	17e	17f		Total	17g	17h		Total	Total
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0	0		0	0	0		0	0	0		0	0
0.00	0.00		-	0.00	0.00		-	0.00	0.00		-	
0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00		0.00	



[Click here for Map](#)

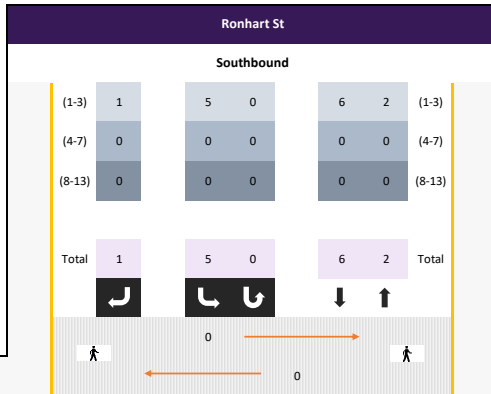
Peak Hour Turning Movement Count

Memphis, TN



www.marrtraffic.com

Tuesday, October 5, 2021	
Period	0700 - 0900
Peak Hour	0700 - 0800

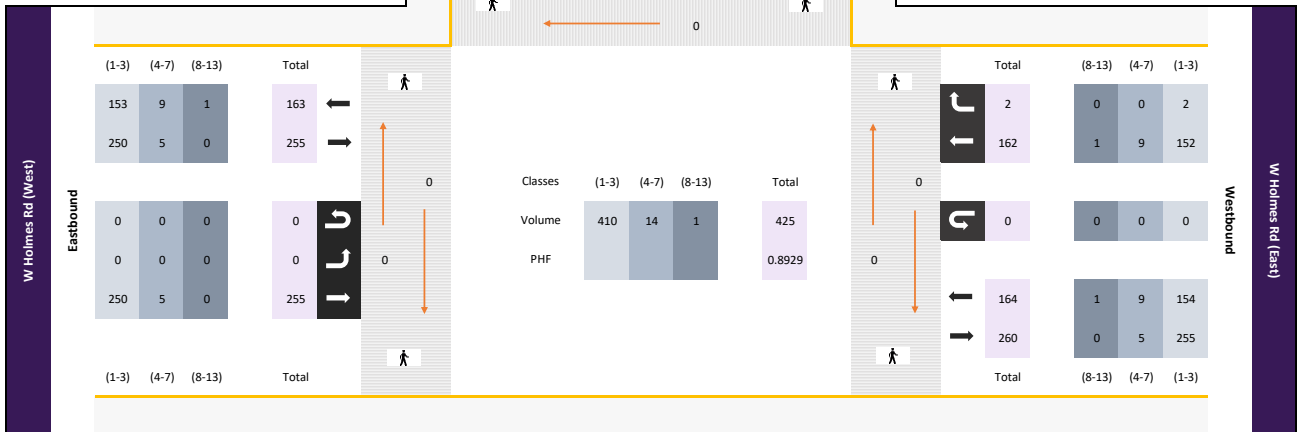


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Southbound					Eastbound					Westbound					Int Total					
	Ronhart St					W Holmes Rd (West)					W Holmes Rd (East)										
	Left	Right	U-Turn	App Total	App	Left	Thru	U-Turn	App Total	App	Left	Thru	Right	U-Turn	App Total		App				
0700 - 0715	-	-	-	-	0	1	-	0	0	1	0	46	-	0	46	-	38	0	0	38	85
0715 - 0730	-	-	-	-	0	3	-	1	0	4	0	64	-	0	64	-	47	1	0	48	116
0730 - 0745	-	-	-	-	0	1	-	0	0	1	0	63	-	0	63	-	41	0	0	41	105
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	82	-	0	82	-	36	1	0	37	119
Total	0	0	0	0	0	5	0	1	0	6	0	255	0	0	255	0	162	2	0	164	425
Approach %	0.00	0.00	0.00	0.00	-	83.33	0.00	16.67	0.00	-	0.00	100.00	0.00	0.00	-	0.00	98.78	1.22	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.25	0.00	0.38	0.00	0.78	0.00	0.00	0.78	0.00	0.86	0.50	0.00	0.85	0.89

Bikes

Time	Southbound					Eastbound					Westbound					Int Total					
	Ronhart St					W Holmes Rd (West)					W Holmes Rd (East)										
	Left	Right	U-Turn	App Total	App	Left	Thru	U-Turn	App Total	App	Left	Thru	Right	U-Turn	App Total		App				
0700 - 0715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Southbound					Eastbound					Westbound					Int Total					
	Ronhart St					W Holmes Rd (West)					W Holmes Rd (East)										
	Left	Right	U-Turn	App Total	App	Left	Thru	U-Turn	App Total	App	Left	Thru	Right	U-Turn	App Total		App				
0700 - 0715	-	-	-	-	0	1	-	0	0	1	0	45	-	0	45	-	36	0	0	36	82
0715 - 0730	-	-	-	-	0	3	-	1	0	4	0	63	-	0	63	-	43	1	0	44	111
0730 - 0745	-	-	-	-	0	1	-	0	0	1	0	62	-	0	62	-	39	0	0	39	102
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	80	-	0	80	-	34	1	0	35	115
Total	0	0	0	0	0	5	0	1	0	6	0	250	0	0	250	0	152	2	0	154	410
Approach %	0.00	0.00	0.00	0.00	-	83.33	0.00	16.67	0.00	-	0.00	100.00	0.00	0.00	-	0.00	98.70	1.30	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.25	0.00	0.38	0.00	0.78	0.00	0.00	0.78	0.00	0.88	0.50	0.00	0.88	0.89

Single Unit Trucks (4-7)

Time	Southbound					Eastbound					Westbound					Int Total					
	Ronhart St					W Holmes Rd (West)					W Holmes Rd (East)										
	Left	Right	U-Turn	App Total	App	Left	Thru	U-Turn	App Total	App	Left	Thru	Right	U-Turn	App Total		App				
0700 - 0715	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	2	0	0	2	3
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	3	0	0	3	4
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	2	0	0	2	3
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	2	-	0	2	-	2	0	0	2	4
Total	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	9	0	0	9	14
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.63	0.00	0.75	0.00	0.00	0.75	0.88

Combination Trucks (8-13)

Time	Southbound					Eastbound					Westbound					Int Total					
	Ronhart St					W Holmes Rd (West)					W Holmes Rd (East)										
	Left	Right	U-Turn	App Total	App	Left	Thru	U-Turn	App Total	App	Left	Thru	Right	U-Turn	App Total		App				
0700 - 0715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.25

Pedestrians

Time	Southbound					Eastbound					Westbound					Int Total					
	Ronhart St					W Holmes Rd (West)					W Holmes Rd (East)										
	EB 18c	WB 18d		App Total	App	NB 18e	SB 18f		App Total	App	NB 18g	SB 18h		App Total	App						
0700 - 0715	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
0715 - 0730	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
0730 - 0745	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
0745 - 0800	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



[Click here for Map](#)

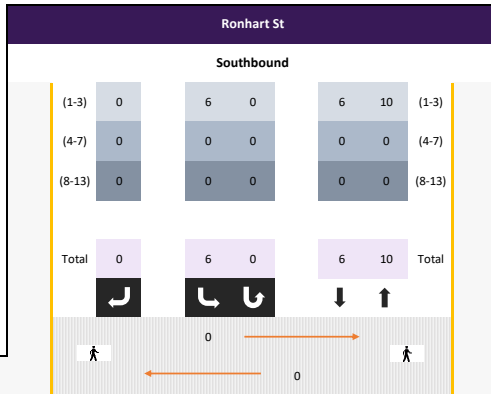
Peak Hour Turning Movement Count

Memphis, TN



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Tuesday, October 5, 2021	
Period	1600 - 1900
Peak Hour	1630 - 1730

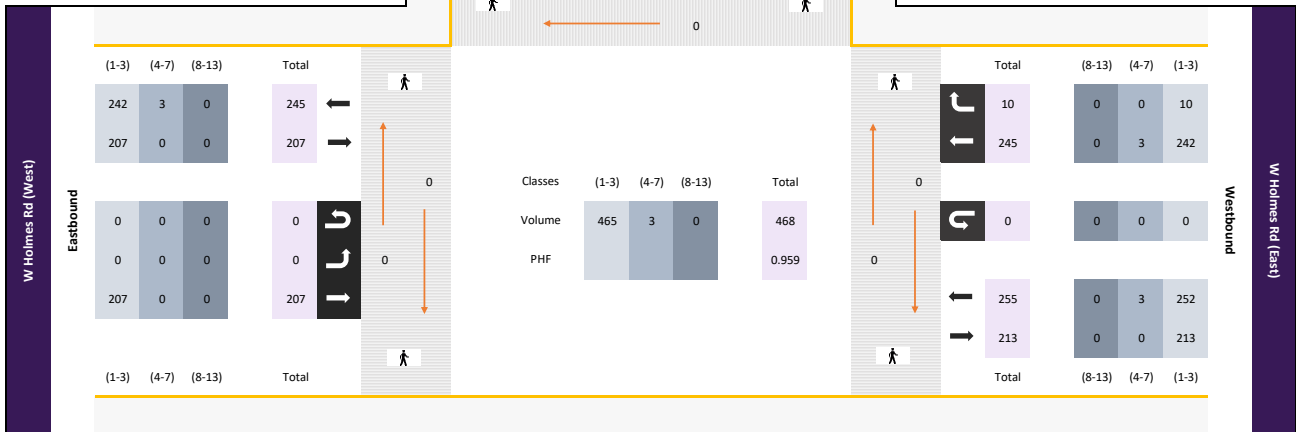


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Classified Turn Movement Count | All vehicles



www.marrtraffic.com

Memphis, TN

Site 18 of 26

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Ronhart St
W Holmes Rd (West)
W Holmes Rd (East)

Lat/Long

35.006442°, -90.069441°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

All vehicles

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %
PHF

Southbound					Eastbound				Westbound					
Ronhart St					W Holmes Rd (West)				W Holmes Rd (East)					
Left	Right	U-Turn	App	Total	Left	Thru	U-Turn	App	Total	Thru	Right	U-Turn	App	Total
18.1	18.2	18.3			18.4	18.5	18.6			18.7	18.8	18.9		Int
1	0	0	1	0	46	0	46	38	0	0	38	85		
3	1	0	4	0	64	0	64	47	1	0	48	116		
1	0	0	1	0	63	0	63	41	0	0	41	105		
0	0	0	0	0	82	0	82	36	1	0	37	119		
5	1	0	6	0	255	0	255	162	2	0	164	425		
1	0	0	1	0	48	0	48	33	1	0	34	83		
0	0	0	0	0	49	0	49	42	1	0	43	92		
4	0	0	4	0	34	0	34	24	1	0	25	63		
2	0	0	2	0	53	0	53	29	1	0	30	85		
7	0	0	7	0	184	0	184	128	4	0	132	323		
12	1	0	13	0	439	0	439	290	6	0	296	748		
92.31	7.69	0.00	-	0.00	100.00	0.00	-	97.97	2.03	0.00	-	-		
1.60	0.13	0.00	1.74	0.00	58.69	0.00	58.69	38.77	0.80	0.00	39.57	-		
0.42	0.25	0.00	0.38	0.00	0.78	0.00	0.78	0.86	0.50	0.00	0.85	0.89		

1600 - 1900 (Weekday 3h Session) (10-05-2021)

All vehicles

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %
PHF

Southbound					Eastbound				Westbound					
Ronhart St					W Holmes Rd (West)				W Holmes Rd (East)					
Left	Right	U-Turn	App	Total	Left	Thru	U-Turn	App	Total	Thru	Right	U-Turn	App	Total
18.1	18.2	18.3			18.4	18.5	18.6			18.7	18.8	18.9		Int
0	0	0	0	0	52	0	52	61	2	0	63	115		
0	0	0	0	1	38	0	39	51	4	1	56	95		
3	0	0	3	0	64	0	64	44	3	0	47	114		
1	0	0	1	0	50	0	50	69	1	0	70	121		
4	0	0	4	1	204	0	205	225	10	1	236	445		
1	0	0	1	0	48	0	48	70	3	0	73	122		
1	0	0	1	0	45	0	45	62	3	0	65	111		
2	0	0	2	0	35	0	35	49	3	0	52	89		
0	0	0	0	0	47	0	47	53	3	1	57	104		
4	0	0	4	0	175	0	175	234	12	1	247	426		
1	0	0	1	0	43	0	43	61	2	0	63	107		
1	1	0	2	0	43	0	43	67	5	0	72	117		
0	0	0	0	0	34	0	34	55	3	0	58	92		
0	0	0	0	0	41	0	41	36	2	0	38	79		
2	1	0	3	0	161	0	161	219	12	0	231	395		
10	1	0	11	1	540	0	541	678	34	2	714	1266		
90.91	9.09	0.00	-	0.18	99.82	0.00	-	94.96	4.76	0.28	-	-		
0.79	0.08	0.00	0.87	0.08	42.65	0.00	42.73	53.55	2.69	0.16	56.40	-		
0.50	0.00	0.00	0.50	0.00	0.81	0.00	0.81	0.88	0.83	0.00	0.87	0.96		

Classified Turn Movement Count || Bikes



Memphis, TN

Site 18 of 26

Date

Weather

Tuesday, October 5, 2021

Mostly Cloudy
74°F

Ronhart St
W Holmes Rd (West)
W Holmes Rd (East)

Lat/Long

35.006442°, -90.069441°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Bikes

Southbound					Eastbound				Westbound						
Ronhart St					W Holmes Rd (West)				W Holmes Rd (East)						
Left 18.1	Right 18.2	U-Turn 18.3	App Total		Left 18.4	Thru 18.5		U-Turn 18.6	App Total		Thru 18.7	Right 18.8	U-Turn 18.9	App Total	Int Total
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0.00	0.00	0.00	-		0.00	0.00		0.00	-		0.00	0.00	0.00	-	
0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Bikes

Southbound					Eastbound				Westbound						
Ronhart St					W Holmes Rd (West)				W Holmes Rd (East)						
Left 18.1	Right 18.2	U-Turn 18.3	App Total		Left 18.4	Thru 18.5		U-Turn 18.6	App Total		Thru 18.7	Right 18.8	U-Turn 18.9	App Total	Int Total
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0	0	0	0		0	0		0	0		0	0	0	0	0
0.00	0.00	0.00	-		0.00	0.00		0.00	-		0.00	0.00	0.00	-	
0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Memphis, TN

Site 18 of 26

Ronhart St
W Holmes Rd (West)
W Holmes Rd (East)

Date
Tuesday, October 5, 2021

Lat/Long
35.006442°, -90.069441°

Weather
Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound					Eastbound				Westbound					
Ronhart St					W Holmes Rd (West)				W Holmes Rd (East)					
Left	Right	U-Turn	App	Total	Left	Thru	U-Turn	App	Total	Thru	Right	U-Turn	App	Total
18.1	18.2	18.3			18.4	18.5	18.6			18.7	18.8	18.9		Int
1	0	0	1	0	45	0	45	36	0	0	36	82		
3	1	0	4	0	63	0	63	43	1	0	44	111		
1	0	0	1	0	62	0	62	39	0	0	39	102		
0	0	0	0	0	80	0	80	34	1	0	35	115		
5	1	0	6	0	250	0	250	152	2	0	154	410		
1	0	0	1	0	47	0	47	33	1	0	34	82		
0	0	0	0	0	49	0	49	42	1	0	43	92		
4	0	0	4	0	34	0	34	24	1	0	25	63		
2	0	0	2	0	52	0	52	28	1	0	29	83		
7	0	0	7	0	182	0	182	127	4	0	131	320		
12	1	0	13	0	432	0	432	279	6	0	285	730		
92.31	7.69	0.00	-	0.00	100.00	0.00	-	97.89	2.11	0.00	-	-		
1.64	0.14	0.00	1.78	0.00	59.18	0.00	59.18	38.22	0.82	0.00	39.04	-		

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound					Eastbound				Westbound					
Ronhart St					W Holmes Rd (West)				W Holmes Rd (East)					
Left	Right	U-Turn	App	Total	Left	Thru	U-Turn	App	Total	Thru	Right	U-Turn	App	Total
18.1	18.2	18.3			18.4	18.5	18.6			18.7	18.8	18.9		Int
0	0	0	0	0	52	0	52	59	2	0	61	113		
0	0	0	0	1	38	0	39	50	4	1	55	94		
3	0	0	3	0	64	0	64	44	3	0	47	114		
1	0	0	1	0	50	0	50	68	1	0	69	120		
4	0	0	4	1	204	0	205	221	10	1	232	441		
1	0	0	1	0	48	0	48	69	3	0	72	121		
1	0	0	1	0	45	0	45	61	3	0	64	110		
2	0	0	2	0	35	0	35	49	3	0	52	89		
0	0	0	0	0	47	0	47	53	3	1	57	104		
4	0	0	4	0	175	0	175	232	12	1	245	424		
0	0	0	0	0	43	0	43	59	2	0	61	104		
1	1	0	2	0	42	0	42	66	5	0	71	115		
0	0	0	0	0	34	0	34	54	3	0	57	91		
0	0	0	0	0	41	0	41	35	2	0	37	78		
1	1	0	2	0	160	0	160	214	12	0	226	388		
9	1	0	10	1	539	0	540	667	34	2	703	1253		
90.00	10.00	0.00	-	0.19	99.81	0.00	-	94.88	4.84	0.28	-	-		
0.72	0.08	0.00	0.80	0.08	43.02	0.00	43.10	53.23	2.71	0.16	56.11	-		

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Memphis, TN

Site 18 of 26

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Ronhart St
W Holmes Rd (West)
W Holmes Rd (East)

Lat/Long

35.006442°, -90.069441°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Ronhart St				W Holmes Rd (West)				W Holmes Rd (East)				
Left 18.1	Right 18.2	U-Turn 18.3	App Total	Left 18.4	Thru 18.5	U-Turn 18.6	App Total	Thru 18.7	Right 18.8	U-Turn 18.9	App Total	
0	0	0	0	0	1	0	1	2	0	0	2	3
0	0	0	0	0	1	0	1	3	0	0	3	4
0	0	0	0	0	1	0	1	2	0	0	2	3
0	0	0	0	0	2	0	2	2	0	0	2	4
0	0	0	0	0	5	0	5	9	0	0	9	14
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	1	0	0	1	2
0	0	0	0	0	2	0	2	1	0	0	1	3
0	0	0	0	0	7	0	7	10	0	0	10	17
0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	41.18	0.00	41.18	58.82	0.00	0.00	58.82	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Ronhart St				W Holmes Rd (West)				W Holmes Rd (East)				
Left 18.1	Right 18.2	U-Turn 18.3	App Total	Left 18.4	Thru 18.5	U-Turn 18.6	App Total	Thru 18.7	Right 18.8	U-Turn 18.9	App Total	
0	0	0	0	0	0	0	0	2	0	0	2	2
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	4	0	0	4	4
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	2	0	0	2	2
1	0	0	1	0	0	0	0	2	0	0	2	3
0	0	0	0	0	1	0	1	1	0	0	1	2
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	1	0	0	1	1
1	0	0	1	0	1	0	1	5	0	0	5	7
1	0	0	1	0	1	0	1	11	0	0	11	13
100.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
7.69	0.00	0.00	7.69	0.00	7.69	0.00	7.69	84.62	0.00	0.00	84.62	



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Peak Hour Turning Movement Count

Memphis, TN

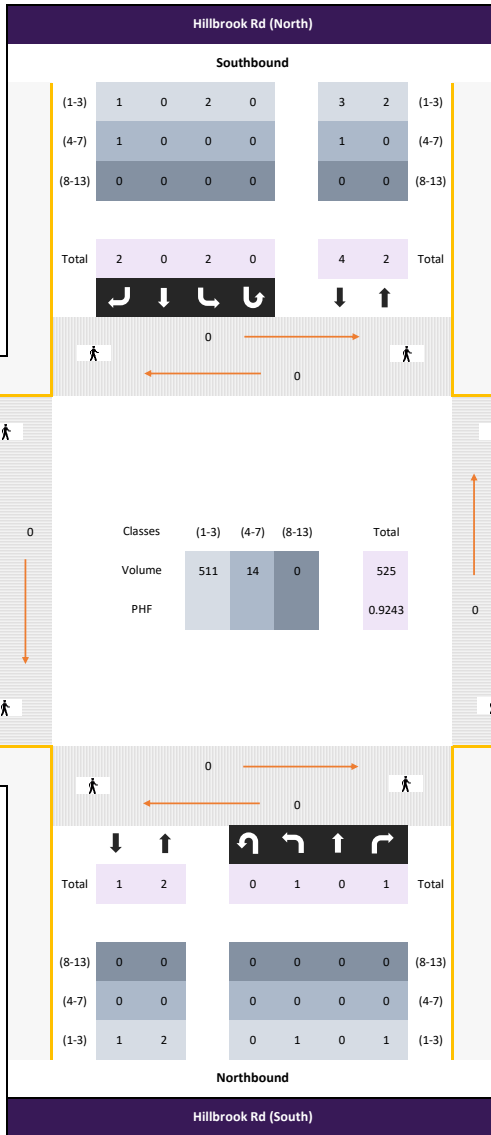


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Tuesday, October 5, 2021	
Period	0700 - 0900
Peak Hour	0715 - 0815

Session Parameters

(Drop Down Menu)



All vehicles

Time	Northbound Hillbrook Rd (South)					Southbound Hillbrook Rd (North)					Eastbound E Holmes Rd (West)					Westbound E Holmes Rd (East)					Int Total
	Left 19.1	Thru 19.2	Right 19.3	U-Turn 19.4	App Total	Left 19.5	Thru 19.6	Right 19.7	U-Turn 19.8	App Total	Left 19.9	Thru 19.10	Right 19.11	U-Turn 19.12	App Total	Left 19.13	Thru 19.14	Right 19.15	U-Turn 19.16	App Total	
	0715 - 0730	0	0	1	0	1	1	0	0	0	1	0	76	0	0	76	0	57	1	0	
0730 - 0745	0	0	0	0	0	0	0	1	0	1	1	77	0	0	78	0	47	0	0	47	126
0745 - 0800	0	0	0	0	0	0	0	1	0	1	0	75	0	0	75	0	45	0	0	45	121
0800 - 0815	1	0	0	0	1	1	0	0	0	1	0	84	1	0	85	0	55	0	0	55	142
Total	1	0	1	0	2	2	0	2	0	4	1	312	1	0	314	0	204	1	0	205	525
Approach %	50.00	0.00	50.00	0.00	-	50.00	0.00	50.00	0.00	-	0.32	99.36	0.32	0.00	-	0.00	99.51	0.49	0.00	-	-
PHF	0.25	0.00	0.25	0.00	0.50	0.50	0.00	0.50	0.00	1.00	0.25	0.93	0.25	0.00	0.92	0.00	0.89	0.25	0.00	0.88	0.92

Bikes

Time	Northbound Hillbrook Rd (South)					Southbound Hillbrook Rd (North)					Eastbound E Holmes Rd (West)					Westbound E Holmes Rd (East)					Int Total
	Left 19.1	Thru 19.2	Right 19.3	U-Turn 19.4	App Total	Left 19.5	Thru 19.6	Right 19.7	U-Turn 19.8	App Total	Left 19.9	Thru 19.10	Right 19.11	U-Turn 19.12	App Total	Left 19.13	Thru 19.14	Right 19.15	U-Turn 19.16	App Total	
	0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound Hillbrook Rd (South)					Southbound Hillbrook Rd (North)					Eastbound E Holmes Rd (West)					Westbound E Holmes Rd (East)					Int Total
	Left 19.1	Thru 19.2	Right 19.3	U-Turn 19.4	App Total	Left 19.5	Thru 19.6	Right 19.7	U-Turn 19.8	App Total	Left 19.9	Thru 19.10	Right 19.11	U-Turn 19.12	App Total	Left 19.13	Thru 19.14	Right 19.15	U-Turn 19.16	App Total	
	0715 - 0730	0	0	1	0	1	1	0	0	0	1	0	75	0	0	75	0	55	1	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	1	75	0	0	76	0	47	0	0	47	123
0745 - 0800	0	0	0	0	0	0	0	1	0	1	0	75	0	0	75	0	43	0	0	43	119
0800 - 0815	1	0	0	0	1	1	0	0	0	1	0	80	1	0	81	0	53	0	0	53	136
Total	1	0	1	0	2	2	0	1	0	3	1	305	1	0	307	0	198	1	0	199	511
Approach %	50.00	0.00	50.00	0.00	-	66.67	0.00	33.33	0.00	-	0.33	99.35	0.33	0.00	-	0.00	99.50	0.50	0.00	-	-
PHF	0.25	0.00	0.25	0.00	0.50	0.50	0.00	0.25	0.00	0.75	0.25	0.95	0.25	0.00	0.95	0.00	0.90	0.25	0.00	0.89	0.94

Single Unit Trucks (4-7)

Time	Northbound Hillbrook Rd (South)					Southbound Hillbrook Rd (North)					Eastbound E Holmes Rd (West)					Westbound E Holmes Rd (East)					Int Total
	Left 19.1	Thru 19.2	Right 19.3	U-Turn 19.4	App Total	Left 19.5	Thru 19.6	Right 19.7	U-Turn 19.8	App Total	Left 19.9	Thru 19.10	Right 19.11	U-Turn 19.12	App Total	Left 19.13	Thru 19.14	Right 19.15	U-Turn 19.16	App Total	
	0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	
0730 - 0745	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6
Total	0	0	0	0	0	0	0	1	0	1	0	7	0	0	7	0	6	0	0	6	14
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.44	0.00	0.00	0.44	0.00	0.75	0.00	0.00	0.75	0.58

Combination Trucks (8-13)

Time	Northbound Hillbrook Rd (South)					Southbound Hillbrook Rd (North)					Eastbound E Holmes Rd (West)					Westbound E Holmes Rd (East)					Int Total
	Left 19.1	Thru 19.2	Right 19.3	U-Turn 19.4	App Total	Left 19.5	Thru 19.6	Right 19.7	U-Turn 19.8	App Total	Left 19.9	Thru 19.10	Right 19.11	U-Turn 19.12	App Total	Left 19.13	Thru 19.14	Right 19.15	U-Turn 19.16	App Total	
	0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Pedestrians

Time	Northbound Hillbrook Rd (South)				Southbound Hillbrook Rd (North)				Eastbound E Holmes Rd (West)				Westbound E Holmes Rd (East)				Int Total
	EB 19a	WB 19b		App Total	EB 19c	WB 19d		App Total	NB 19e	SB 19f		App Total	NB 19g	SB 19h		App Total	
	0715 - 0730	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
0730 - 0745	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	
0745 - 0800	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	
0800 - 0815	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	



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Peak Hour Turning Movement Count

Memphis, TN



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Tuesday, October 5, 2021	
Period	1600 - 1900
Peak Hour	1630 - 1730

Session Parameters

(Drop Down Menu)



All vehicles

Time	Northbound Hillbrook Rd (South)					Southbound Hillbrook Rd (North)					Eastbound E Holmes Rd (West)					Westbound E Holmes Rd (East)					Int Total
	Left 19.1	Thru 19.2	Right 19.3	U-Turn 19.4	App Total	Left 19.5	Thru 19.6	Right 19.7	U-Turn 19.8	App Total	Left 19.9	Thru 19.10	Right 19.11	U-Turn 19.12	App Total	Left 19.13	Thru 19.14	Right 19.15	U-Turn 19.16	App Total	
	1630 - 1645	0	0	0	0	0	3	0	0	0	3	2	80	0	0	82	0	71	1	0	
1645 - 1700	0	0	0	0	0	1	0	1	0	2	0	83	0	0	83	0	77	0	0	77	162
1700 - 1715	1	1	0	0	2	0	0	0	0	0	0	61	0	0	61	0	75	1	0	76	139
1715 - 1730	0	0	0	0	0	1	0	1	0	2	2	67	1	0	70	0	86	0	0	86	158
Total	1	1	0	0	2	5	0	2	0	7	4	291	1	0	296	0	309	2	0	311	616
Approach %	50.00	50.00	0.00	0.00	-	71.43	0.00	28.57	0.00	-	1.35	98.31	0.34	0.00	-	0.00	99.36	0.64	0.00	-	
PHF	0.25	0.25	0.00	0.00	0.25	0.42	0.00	0.50	0.00	0.58	0.50	0.88	0.25	0.00	0.89	0.00	0.90	0.50	0.00	0.90	0.95

Bikes

Time	Northbound Hillbrook Rd (South)					Southbound Hillbrook Rd (North)					Eastbound E Holmes Rd (West)					Westbound E Holmes Rd (East)					Int Total
	Left 19.1	Thru 19.2	Right 19.3	U-Turn 19.4	App Total	Left 19.5	Thru 19.6	Right 19.7	U-Turn 19.8	App Total	Left 19.9	Thru 19.10	Right 19.11	U-Turn 19.12	App Total	Left 19.13	Thru 19.14	Right 19.15	U-Turn 19.16	App Total	
	1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound Hillbrook Rd (South)					Southbound Hillbrook Rd (North)					Eastbound E Holmes Rd (West)					Westbound E Holmes Rd (East)					Int Total
	Left 19.1	Thru 19.2	Right 19.3	U-Turn 19.4	App Total	Left 19.5	Thru 19.6	Right 19.7	U-Turn 19.8	App Total	Left 19.9	Thru 19.10	Right 19.11	U-Turn 19.12	App Total	Left 19.13	Thru 19.14	Right 19.15	U-Turn 19.16	App Total	
	1630 - 1645	0	0	0	0	0	3	0	0	0	3	2	77	0	0	79	0	71	1	0	
1645 - 1700	0	0	0	0	0	1	0	1	0	2	0	82	0	0	82	0	77	0	0	77	161
1700 - 1715	1	1	0	0	2	0	0	0	0	0	0	61	0	0	61	0	74	1	0	75	138
1715 - 1730	0	0	0	0	0	1	0	0	0	1	2	66	1	0	69	0	86	0	0	86	156
Total	1	1	0	0	2	5	0	1	0	6	4	286	1	0	291	0	308	2	0	310	609
Approach %	50.00	50.00	0.00	0.00	-	83.33	0.00	16.67	0.00	-	1.37	98.28	0.34	0.00	-	0.00	99.35	0.65	0.00	-	
PHF	0.25	0.25	0.00	0.00	0.25	0.42	0.00	0.25	0.00	0.50	0.50	0.87	0.25	0.00	0.89	0.00	0.90	0.50	0.00	0.90	0.95

Single Unit Trucks (4-7)

Time	Northbound Hillbrook Rd (South)					Southbound Hillbrook Rd (North)					Eastbound E Holmes Rd (West)					Westbound E Holmes Rd (East)					Int Total
	Left 19.1	Thru 19.2	Right 19.3	U-Turn 19.4	App Total	Left 19.5	Thru 19.6	Right 19.7	U-Turn 19.8	App Total	Left 19.9	Thru 19.10	Right 19.11	U-Turn 19.12	App Total	Left 19.13	Thru 19.14	Right 19.15	U-Turn 19.16	App Total	
	1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1715 - 1730	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	0	1	0	0	1	7
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.42	0.00	0.00	0.42	0.00	0.25	0.00	0.00	0.25	0.58

Combination Trucks (8-13)

Time	Northbound Hillbrook Rd (South)					Southbound Hillbrook Rd (North)					Eastbound E Holmes Rd (West)					Westbound E Holmes Rd (East)					Int Total
	Left 19.1	Thru 19.2	Right 19.3	U-Turn 19.4	App Total	Left 19.5	Thru 19.6	Right 19.7	U-Turn 19.8	App Total	Left 19.9	Thru 19.10	Right 19.11	U-Turn 19.12	App Total	Left 19.13	Thru 19.14	Right 19.15	U-Turn 19.16	App Total	
	1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Pedestrians

Time	Northbound Hillbrook Rd (South)				Southbound Hillbrook Rd (North)				Eastbound E Holmes Rd (West)				Westbound E Holmes Rd (East)				Int Total
	EB 19a	WB 19b		App Total	EB 19c	WB 19d		App Total	NB 19e	SB 19f		App Total	NB 19g	SB 19h		App Total	
	1630 - 1645	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
1645 - 1700	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	
1700 - 1715	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	
1715 - 1730	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count | All vehicles



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Memphis, TN

Site 19 of 26

Hillbrook Rd (South)
Hillbrook Rd (North)
E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006400°, -90.060729°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Hillbrook Rd (South)					Hillbrook Rd (North)					E Holmes Rd (West)					E Holmes Rd (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0700 - 0715	0	0	1	0	1	0	0	2	0	2	0	68	0	0	68	0	45	2	0	47	118
0715 - 0730	0	0	1	0	1	1	0	0	0	1	0	76	0	0	76	0	57	1	0	58	136
0730 - 0745	0	0	0	0	0	0	0	1	0	1	1	77	0	0	78	0	47	0	0	47	126
0745 - 0800	0	0	0	0	0	0	0	1	0	1	0	75	0	0	75	0	45	0	0	45	121
Hourly Total	0	0	2	0	2	1	0	4	0	5	1	296	0	0	297	0	194	3	0	197	501
0800 - 0815	1	0	0	0	1	1	0	0	0	1	0	84	1	0	85	0	55	0	0	55	142
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	64	0	0	64	0	54	0	0	54	118
0830 - 0845	0	0	0	0	0	0	0	1	0	1	0	41	0	0	41	0	29	0	0	29	71
0845 - 0900	0	0	0	0	0	2	0	1	0	3	1	63	0	0	64	0	30	2	0	32	99
Hourly Total	1	0	0	0	1	3	0	2	0	5	1	252	1	0	254	0	168	2	0	170	430
Grand Total	1	0	2	0	3	4	0	6	0	10	2	548	1	0	551	0	362	5	0	367	931
Approach %	33.33	0.00	66.67	0.00	-	40.00	0.00	60.00	0.00	-	0.36	99.46	0.18	0.00	-	0.00	98.64	1.36	0.00	-	
Intersection %	0.11	0.00	0.21	0.00	0.32	0.43	0.00	0.64	0.00	1.07	0.21	58.86	0.11	0.00	59.18	0.00	38.88	0.54	0.00	39.42	
PHF	0.25	0.00	0.25	0.00	0.50	0.50	0.00	0.50	0.00	1.00	0.25	0.93	0.25	0.00	0.92	0.00	0.89	0.25	0.00	0.88	0.92

1600 - 1900 (Weekday 3h Session) (10-05-2021)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Hillbrook Rd (South)					Hillbrook Rd (North)					E Holmes Rd (West)					E Holmes Rd (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1600 - 1615	0	0	0	0	0	0	0	1	0	1	1	69	0	0	70	1	71	0	0	72	143
1615 - 1630	0	0	0	0	0	2	0	0	0	2	0	59	0	0	59	0	56	4	0	60	121
1630 - 1645	0	0	0	0	0	3	0	0	0	3	2	80	0	0	82	0	71	1	0	72	157
1645 - 1700	0	0	0	0	0	1	0	1	0	2	0	83	0	0	83	0	77	0	0	77	162
Hourly Total	0	0	0	0	0	6	0	2	0	8	3	291	0	0	294	1	275	5	0	281	583
1700 - 1715	1	1	0	0	2	0	0	0	0	0	0	61	0	0	61	0	75	1	0	76	139
1715 - 1730	0	0	0	0	0	1	0	1	0	2	2	67	1	0	70	0	86	0	0	86	158
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	54	0	0	54	1	55	4	0	60	114
1745 - 1800	0	0	0	0	0	2	0	1	0	3	3	60	1	0	64	0	80	1	0	81	148
Hourly Total	1	1	0	0	2	3	0	2	0	5	5	242	2	0	249	1	296	6	0	303	559
1800 - 1815	0	0	0	0	0	1	0	2	0	3	1	57	0	0	58	0	74	0	0	74	135
1815 - 1830	1	0	0	0	1	0	0	0	0	0	1	55	0	0	56	0	70	2	0	72	129
1830 - 1845	0	0	1	0	1	1	0	1	0	2	1	48	0	0	49	0	57	3	0	60	112
1845 - 1900	0	0	1	0	1	1	0	0	0	1	0	54	0	0	54	1	54	0	0	55	111
Hourly Total	1	0	2	0	3	3	0	3	0	6	3	214	0	0	217	1	255	5	0	261	487
Grand Total	2	1	2	0	5	12	0	7	0	19	11	747	2	0	760	3	826	16	0	845	1629
Approach %	40.00	20.00	40.00	0.00	-	63.16	0.00	36.84	0.00	-	1.45	98.29	0.26	0.00	-	0.36	97.75	1.89	0.00	-	
Intersection %	0.12	0.06	0.12	0.00	0.31	0.74	0.00	0.43	0.00	1.17	0.68	45.86	0.12	0.00	46.65	0.18	50.71	0.98	0.00	51.87	
PHF	0.25	0.25	0.00	0.00	0.25	0.42	0.00	0.50	0.00	0.58	0.50	0.88	0.25	0.00	0.89	0.00	0.90	0.50	0.00	0.90	0.95

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Memphis, TN

Site 19 of 26

Hillbrook Rd (South)
Hillbrook Rd (North)
E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006400°, -90.060729°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Hillbrook Rd (South)					Hillbrook Rd (North)					E Holmes Rd (West)					E Holmes Rd (East)					
	Left 19.1	Thru 19.2	Right 19.3	U-Turn 19.4	App Total	Left 19.5	Thru 19.6	Right 19.7	U-Turn 19.8	App Total	Left 19.9	Thru 19.10	Right 19.11	U-Turn 19.12	App Total	Left 19.13	Thru 19.14	Right 19.15	U-Turn 19.16	App Total	
0700 - 0715	0	0	1	0	1	0	0	1	0	1	0	67	0	0	67	0	42	2	0	44	113
0715 - 0730	0	0	1	0	1	1	0	0	0	1	0	75	0	0	75	0	55	1	0	56	133
0730 - 0745	0	0	0	0	0	0	0	0	0	0	1	75	0	0	76	0	47	0	0	47	123
0745 - 0800	0	0	0	0	0	0	0	1	0	1	0	75	0	0	75	0	43	0	0	43	119
Hourly Total	0	0	2	0	2	1	0	2	0	3	1	292	0	0	293	0	187	3	0	190	488
0800 - 0815	1	0	0	0	1	1	0	0	0	1	0	80	1	0	81	0	53	0	0	53	136
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	63	0	0	63	0	52	0	0	52	115
0830 - 0845	0	0	0	0	0	0	0	1	0	1	0	40	0	0	40	0	28	0	0	28	69
0845 - 0900	0	0	0	0	0	2	0	1	0	3	1	61	0	0	62	0	29	2	0	31	96
Hourly Total	1	0	0	0	1	3	0	2	0	5	1	244	1	0	246	0	162	2	0	164	416
Grand Total	1	0	2	0	3	4	0	4	0	8	2	536	1	0	539	0	349	5	0	354	904
Approach %	33.33	0.00	66.67	0.00	-	50.00	0.00	50.00	0.00	-	0.37	99.44	0.19	0.00	-	0.00	98.59	1.41	0.00	-	-
Intersection %	0.11	0.00	0.22	0.00	0.33	0.44	0.00	0.44	0.00	0.88	0.22	59.29	0.11	0.00	59.62	0.00	38.61	0.55	0.00	39.16	-

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Hillbrook Rd (South)					Hillbrook Rd (North)					E Holmes Rd (West)					E Holmes Rd (East)					
	Left 19.1	Thru 19.2	Right 19.3	U-Turn 19.4	App Total	Left 19.5	Thru 19.6	Right 19.7	U-Turn 19.8	App Total	Left 19.9	Thru 19.10	Right 19.11	U-Turn 19.12	App Total	Left 19.13	Thru 19.14	Right 19.15	U-Turn 19.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	1	0	1	1	67	0	0	68	1	69	0	0	70	139
1615 - 1630	0	0	0	0	0	2	0	0	0	2	0	58	0	0	58	0	55	4	0	59	119
1630 - 1645	0	0	0	0	0	3	0	0	0	3	2	77	0	0	79	0	71	1	0	72	154
1645 - 1700	0	0	0	0	0	1	0	1	0	2	0	82	0	0	82	0	77	0	0	77	161
Hourly Total	0	0	0	0	0	6	0	2	0	8	3	284	0	0	287	1	272	5	0	278	573
1700 - 1715	1	1	0	0	2	0	0	0	0	0	0	61	0	0	61	0	74	1	0	75	138
1715 - 1730	0	0	0	0	0	1	0	0	0	1	2	66	1	0	69	0	86	0	0	86	156
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	54	0	0	54	0	55	4	0	59	113
1745 - 1800	0	0	0	0	0	2	0	1	0	3	3	60	1	0	64	0	80	1	0	81	148
Hourly Total	1	1	0	0	2	3	0	1	0	4	5	241	2	0	248	0	295	6	0	301	555
1800 - 1815	0	0	0	0	0	1	0	0	0	1	1	56	0	0	57	0	74	0	0	74	132
1815 - 1830	0	0	0	0	0	0	0	0	0	0	1	53	0	0	54	0	70	2	0	72	126
1830 - 1845	0	0	1	0	1	1	0	0	0	1	0	48	0	0	48	0	57	3	0	60	110
1845 - 1900	0	0	1	0	1	1	0	0	0	1	0	54	0	0	54	1	54	0	0	55	111
Hourly Total	0	0	2	0	2	3	0	0	0	3	2	211	0	0	213	1	255	5	0	261	479
Grand Total	1	1	2	0	4	12	0	3	0	15	10	736	2	0	748	2	822	16	0	840	1607
Approach %	25.00	25.00	50.00	0.00	-	80.00	0.00	20.00	0.00	-	1.34	98.40	0.27	0.00	-	0.24	97.86	1.90	0.00	-	-
Intersection %	0.06	0.06	0.12	0.00	0.25	0.75	0.00	0.19	0.00	0.93	0.62	45.80	0.12	0.00	46.55	0.12	51.15	1.00	0.00	52.27	-

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Memphis, TN

Site 19 of 26

Hillbrook Rd (South)
Hillbrook Rd (North)
E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006400°, -90.060729°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Hillbrook Rd (South)					Hillbrook Rd (North)					E Holmes Rd (West)					E Holmes Rd (East)					
	Left 19.1	Thru 19.2	Right 19.3	U-Turn 19.4	App Total	Left 19.5	Thru 19.6	Right 19.7	U-Turn 19.8	App Total	Left 19.9	Thru 19.10	Right 19.11	U-Turn 19.12	App Total	Left 19.13	Thru 19.14	Right 19.15	U-Turn 19.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	2	0	0	2	4
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
0730 - 0745	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Hourly Total	0	0	0	0	0	0	0	2	0	2	0	4	0	0	4	0	6	0	0	6	12
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	6
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	6	0	0	6	13
Grand Total	0	0	0	0	0	0	0	2	0	2	0	11	0	0	11	0	12	0	0	12	25
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.00	0.00	8.00	0.00	44.00	0.00	0.00	44.00	0.00	48.00	0.00	0.00	48.00	-

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Hillbrook Rd (South)					Hillbrook Rd (North)					E Holmes Rd (West)					E Holmes Rd (East)					
	Left 19.1	Thru 19.2	Right 19.3	U-Turn 19.4	App Total	Left 19.5	Thru 19.6	Right 19.7	U-Turn 19.8	App Total	Left 19.9	Thru 19.10	Right 19.11	U-Turn 19.12	App Total	Left 19.13	Thru 19.14	Right 19.15	U-Turn 19.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	3	0	0	3	10
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1715 - 1730	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	1	1	0	0	2	4
1800 - 1815	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
1815 - 1830	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
1830 - 1845	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	1	0	0	3	0	3	1	2	0	0	3	0	0	0	0	0	7
Grand Total	1	0	0	0	1	0	0	4	0	4	1	10	0	0	11	1	4	0	0	5	21
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	9.09	90.91	0.00	0.00	-	20.00	80.00	0.00	0.00	-	-
Intersection %	4.76	0.00	0.00	0.00	4.76	0.00	0.00	19.05	0.00	19.05	4.76	47.62	0.00	0.00	52.38	4.76	19.05	0.00	0.00	23.81	-

Classified Turn Movement Count || Combination Trucks (8-13)



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Memphis, TN

Site 19 of 26

Hillbrook Rd (South)
Hillbrook Rd (North)
E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006400°, -90.060729°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Hillbrook Rd (South)					Hillbrook Rd (North)					E Holmes Rd (West)					E Holmes Rd (East)					
	Left 19.1	Thru 19.2	Right 19.3	U-Turn 19.4	App Total	Left 19.5	Thru 19.6	Right 19.7	U-Turn 19.8	App Total	Left 19.9	Thru 19.10	Right 19.11	U-Turn 19.12	App Total	Left 19.13	Thru 19.14	Right 19.15	U-Turn 19.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	0.00	0.00	50.00	0.00	50.00	0.00	0.00	50.00	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Hillbrook Rd (South)					Hillbrook Rd (North)					E Holmes Rd (West)					E Holmes Rd (East)					
	Left 19.1	Thru 19.2	Right 19.3	U-Turn 19.4	App Total	Left 19.5	Thru 19.6	Right 19.7	U-Turn 19.8	App Total	Left 19.9	Thru 19.10	Right 19.11	U-Turn 19.12	App Total	Left 19.13	Thru 19.14	Right 19.15	U-Turn 19.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	



[Click here for Map](#)

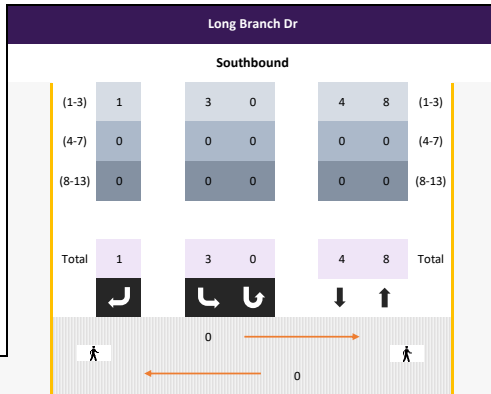
Peak Hour Turning Movement Count

Memphis, TN



www.marrtraffic.com

Tuesday, October 5, 2021	
Period	0700 - 0900
Peak Hour	0715 - 0815

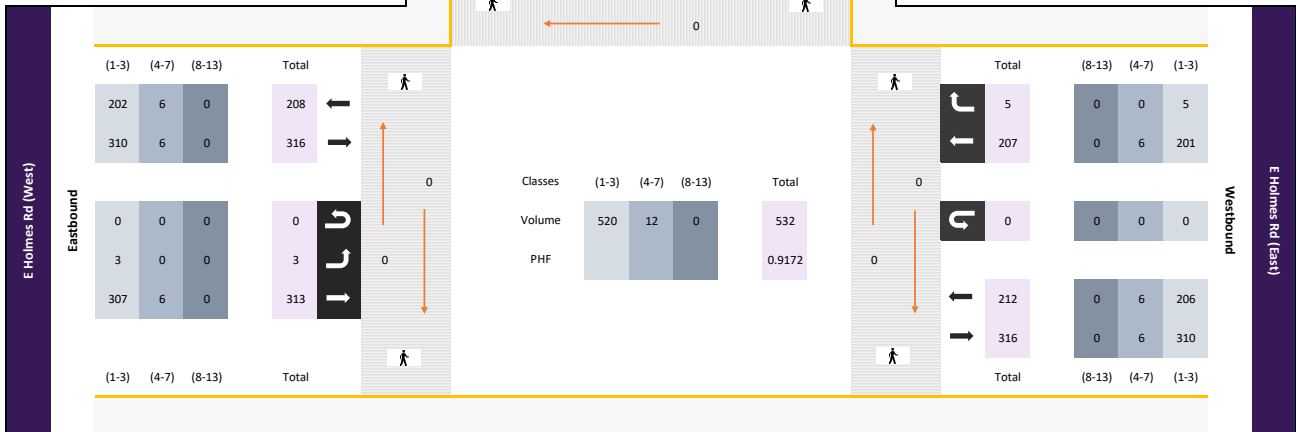


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Southbound					Eastbound					Westbound					Int Total					
	Long Branch Dr					E Holmes Rd (West)					E Holmes Rd (East)										
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total						
0715 - 0730	-	-	-	-	0	1	-	0	0	1	1	79	-	0	80	-	61	0	0	61	142
0730 - 0745	-	-	-	-	0	0	-	0	0	0	1	73	-	0	74	-	46	2	0	48	122
0745 - 0800	-	-	-	-	0	2	-	1	0	3	1	75	-	0	76	-	43	1	0	44	123
0800 - 0815	-	-	-	-	0	0	-	0	0	0	0	86	-	0	86	-	57	2	0	59	145
Total	0	0	0	0	0	3	0	1	0	4	3	313	0	0	316	0	207	5	0	212	532
Approach %	0.00	0.00	0.00	0.00	-	75.00	0.00	25.00	0.00	-	0.95	99.05	0.00	0.00	-	0.00	97.64	2.36	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.25	0.00	0.33	0.75	0.91	0.00	0.00	0.92	0.00	0.85	0.63	0.00	0.87	0.92

Bikes

Time	Southbound					Eastbound					Westbound					Int Total					
	Long Branch Dr					E Holmes Rd (West)					E Holmes Rd (East)										
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total						
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0800 - 0815	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Southbound					Eastbound					Westbound					Int Total					
	Long Branch Dr					E Holmes Rd (West)					E Holmes Rd (East)										
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total						
0715 - 0730	-	-	-	-	0	1	-	0	0	1	1	78	-	0	79	-	59	0	0	59	139
0730 - 0745	-	-	-	-	0	0	-	0	0	0	1	72	-	0	73	-	44	2	0	46	119
0745 - 0800	-	-	-	-	0	2	-	1	0	3	1	74	-	0	75	-	43	1	0	44	122
0800 - 0815	-	-	-	-	0	0	-	0	0	0	0	83	-	0	83	-	55	2	0	57	140
Total	0	0	0	0	0	3	0	1	0	4	3	307	0	0	310	0	201	5	0	206	520
Approach %	0.00	0.00	0.00	0.00	-	75.00	0.00	25.00	0.00	-	0.97	99.03	0.00	0.00	-	0.00	97.57	2.43	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.25	0.00	0.33	0.75	0.92	0.00	0.00	0.93	0.00	0.85	0.63	0.00	0.87	0.93

Single Unit Trucks (4-7)

Time	Southbound					Eastbound					Westbound					Int Total					
	Long Branch Dr					E Holmes Rd (West)					E Holmes Rd (East)										
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total						
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	2	0	0	2	3
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	2	0	0	2	3
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	0	0	0	0	1
0800 - 0815	-	-	-	-	0	0	-	0	0	0	0	3	-	0	3	-	2	0	0	2	5
Total	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	6	0	0	6	12
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.50	0.00	0.75	0.00	0.00	0.75	0.60

Combination Trucks (8-13)

Time	Southbound					Eastbound					Westbound					Int Total					
	Long Branch Dr					E Holmes Rd (West)					E Holmes Rd (East)										
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total						
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0800 - 0815	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Pedestrians

Time	Southbound					Eastbound					Westbound					Int Total					
	Long Branch Dr					E Holmes Rd (West)					E Holmes Rd (East)										
	FB	WB	Right	U-Turn	App Total	NB	SB	Right	U-Turn	App Total	NB	SB	Right	U-Turn	App Total						
0715 - 0730	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0730 - 0745	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0745 - 0800	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0800 - 0815	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



[Click here for Map](#)

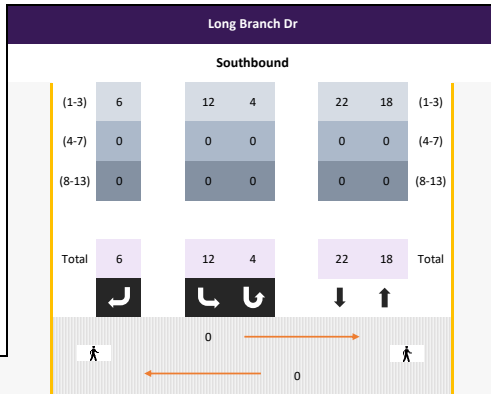
Peak Hour Turning Movement Count

Memphis, TN



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Tuesday, October 5, 2021	
Period	1600 - 1900
Peak Hour	1630 - 1730

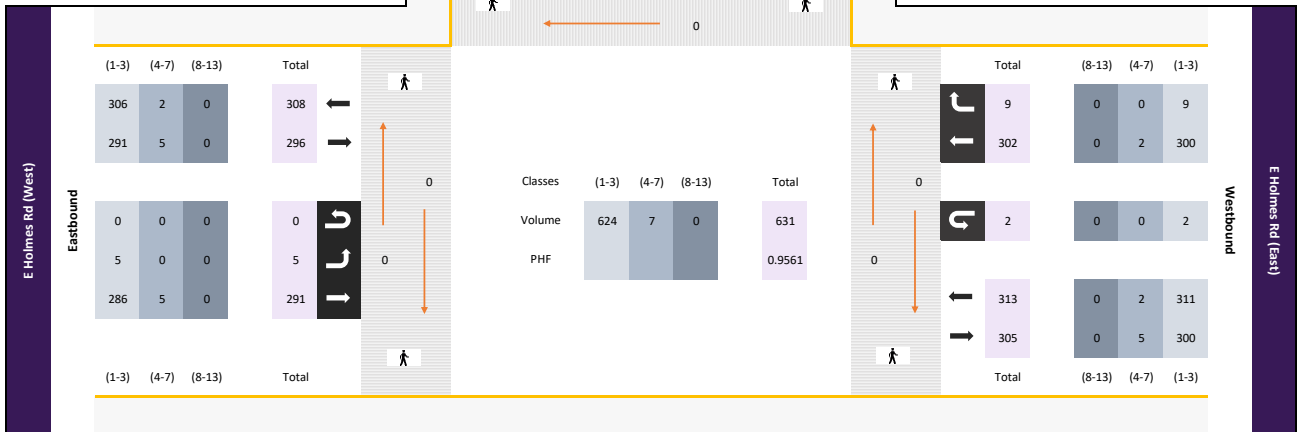


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time						Southbound					Eastbound					Westbound					Int Total
	App Total					Long Branch Dr				App Total	E Holmes Rd (West)				App Total	E Holmes Rd (East)				App Total	
						Left 20.1	Right 20.2	U-Turn 20.3	App Total	Left 20.4	Thru 20.5	U-Turn 20.6	App Total	Thru 20.7	Right 20.8	U-Turn 20.9	App Total				
1630 - 1645	-	-	-	-	0	3	-	1	1	5	2	80	-	0	82	-	72	3	0	75	162
1645 - 1700	-	-	-	-	0	0	-	2	1	3	1	83	-	0	84	-	74	3	1	78	165
1700 - 1715	-	-	-	-	0	5	-	1	1	7	0	63	-	0	63	-	75	1	0	76	146
1715 - 1730	-	-	-	-	0	4	-	2	1	7	2	65	-	0	67	-	81	2	1	84	158
Total	0	0	0	0	0	12	0	6	4	22	5	291	0	0	296	0	302	9	2	313	631
Approach %	0.00	0.00	0.00	0.00	-	54.55	0.00	27.27	18.18	-	1.69	98.31	0.00	0.00	-	0.00	96.49	2.89	0.64	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.60	0.00	0.75	1.00	0.79	0.63	0.88	0.00	0.00	0.88	0.00	0.93	0.75	0.50	0.93	0.96

Bikes

Time						Southbound					Eastbound					Westbound					Int Total
	App Total					Long Branch Dr				App Total	E Holmes Rd (West)				App Total	E Holmes Rd (East)				App Total	
						Left 20.1	Right 20.2	U-Turn 20.3	App Total	Left 20.4	Thru 20.5	U-Turn 20.6	App Total	Thru 20.7	Right 20.8	U-Turn 20.9	App Total				
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time						Southbound					Eastbound					Westbound					Int Total
	App Total					Long Branch Dr				App Total	E Holmes Rd (West)				App Total	E Holmes Rd (East)				App Total	
						Left 20.1	Right 20.2	U-Turn 20.3	App Total	Left 20.4	Thru 20.5	U-Turn 20.6	App Total	Thru 20.7	Right 20.8	U-Turn 20.9	App Total				
1630 - 1645	-	-	-	-	0	3	-	1	1	5	2	77	-	0	79	-	71	3	0	74	158
1645 - 1700	-	-	-	-	0	0	-	2	1	3	1	82	-	0	83	-	74	3	1	78	164
1700 - 1715	-	-	-	-	0	5	-	1	1	7	0	63	-	0	63	-	74	1	0	75	145
1715 - 1730	-	-	-	-	0	4	-	2	1	7	2	64	-	0	66	-	81	2	1	84	157
Total	0	0	0	0	0	12	0	6	4	22	5	286	0	0	291	0	300	9	2	311	624
Approach %	0.00	0.00	0.00	0.00	-	54.55	0.00	27.27	18.18	-	1.72	98.28	0.00	0.00	-	0.00	96.46	2.89	0.64	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.60	0.00	0.75	1.00	0.79	0.63	0.87	0.00	0.00	0.88	0.00	0.93	0.75	0.50	0.93	0.95

Single Unit Trucks (4-7)

Time						Southbound					Eastbound					Westbound					Int Total
	App Total					Long Branch Dr				App Total	E Holmes Rd (West)				App Total	E Holmes Rd (East)				App Total	
						Left 20.1	Right 20.2	U-Turn 20.3	App Total	Left 20.4	Thru 20.5	U-Turn 20.6	App Total	Thru 20.7	Right 20.8	U-Turn 20.9	App Total				
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	3	-	0	3	-	1	0	0	1	4
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	0	0	0	0	1
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	7
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.42	0.00	0.50	0.00	0.00	0.50	0.44

Combination Trucks (8-13)

Time						Southbound					Eastbound					Westbound					Int Total
	App Total					Long Branch Dr				App Total	E Holmes Rd (West)				App Total	E Holmes Rd (East)				App Total	
						Left 20.1	Right 20.2	U-Turn 20.3	App Total	Left 20.4	Thru 20.5	U-Turn 20.6	App Total	Thru 20.7	Right 20.8	U-Turn 20.9	App Total				
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Pedestrians

Time						Southbound					Eastbound					Westbound					Int Total
	App Total					Long Branch Dr				App Total	E Holmes Rd (West)				App Total	E Holmes Rd (East)				App Total	
						FB 20c	WB 20d		App Total	NB 20e	SB 20f		App Total	NB 20g	SB 20h		App Total				
1630 - 1645	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
1645 - 1700	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
1700 - 1715	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
1715 - 1730	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles



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Memphis, TN

Site 20 of 26

Long Branch Dr
E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Lat/Long

35.006387°, -90.056780°

Weather

Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

All vehicles

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %
PHF

Southbound					Eastbound				Westbound					
Long Branch Dr					E Holmes Rd (West)				E Holmes Rd (East)					
Left	Right	U-Turn	App	Total	Left	Thru	U-Turn	App	Total	Thru	Right	U-Turn	App	Total
20.1	20.2	20.3			20.4	20.5	20.6			20.7	20.8	20.9		Int
6	1	0	7	0	68	0	68	46	1	0	47	122		
1	0	0	1	1	79	0	80	61	0	0	61	142		
0	0	0	0	1	73	0	74	46	2	0	48	122		
2	1	0	3	1	75	0	76	43	1	0	44	123		
9	2	0	11	3	295	0	298	196	4	0	200	509		
0	0	0	0	0	86	0	86	57	2	0	59	145		
2	0	0	2	0	64	0	64	51	1	0	52	118		
0	0	0	0	1	37	0	38	29	1	0	30	68		
4	0	0	4	0	66	0	66	34	4	0	38	108		
6	0	0	6	1	253	0	254	171	8	0	179	439		
15	2	0	17	4	548	0	552	367	12	0	379	948		
88.24	11.76	0.00	-	0.72	99.28	0.00	-	96.83	3.17	0.00	-	-		
1.58	0.21	0.00	1.79	0.42	57.81	0.00	58.23	38.71	1.27	0.00	39.98	-		
0.38	0.25	0.00	0.33	0.75	0.91	0.00	0.92	0.85	0.63	0.00	0.87	0.92		

1600 - 1900 (Weekday 3h Session) (10-05-2021)

All vehicles

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %
PHF

Southbound					Eastbound				Westbound					
Long Branch Dr					E Holmes Rd (West)				E Holmes Rd (East)					
Left	Right	U-Turn	App	Total	Left	Thru	U-Turn	App	Total	Thru	Right	U-Turn	App	Total
20.1	20.2	20.3			20.4	20.5	20.6			20.7	20.8	20.9		Int
2	1	0	3	0	68	0	68	71	3	0	74	145		
2	0	0	2	0	61	0	61	60	2	0	62	125		
3	1	1	5	2	80	0	82	72	3	0	75	162		
0	2	1	3	1	83	0	84	74	3	1	78	165		
7	4	2	13	3	292	0	295	277	11	1	289	597		
5	1	1	7	0	63	0	63	75	1	0	76	146		
4	2	1	7	2	65	0	67	81	2	1	84	158		
3	0	0	3	1	49	0	50	61	1	0	62	115		
3	1	0	4	3	62	0	65	79	3	0	82	151		
15	4	2	21	6	239	0	245	296	7	1	304	570		
1	1	1	3	1	55	0	56	71	7	0	78	137		
3	0	0	3	0	53	0	53	73	4	0	77	133		
2	2	0	4	2	48	0	50	58	5	0	63	117		
0	1	0	1	1	57	0	58	53	2	0	55	114		
6	4	1	11	4	213	0	217	255	18	0	273	501		
28	12	5	45	13	744	0	757	828	36	2	866	1668		
62.22	26.67	11.11	-	1.72	98.28	0.00	-	95.61	4.16	0.23	-	-		
1.68	0.72	0.30	2.70	0.78	44.60	0.00	45.38	49.64	2.16	0.12	51.92	-		
0.60	0.75	1.00	0.79	0.63	0.88	0.00	0.88	0.93	0.75	0.50	0.93	0.96		

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Memphis, TN

Site 20 of 26

Long Branch Dr
E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Lat/Long

35.006387°, -90.056780°

Weather

Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Long Branch Dr				E Holmes Rd (West)				E Holmes Rd (East)				
Left 20.1	Right 20.2	U-Turn 20.3	App Total	Left 20.4	Thru 20.5	U-Turn 20.6	App Total	Thru 20.7	Right 20.8	U-Turn 20.9	App Total	
6	1	0	7	0	67	0	67	43	1	0	44	118
1	0	0	1	1	78	0	79	59	0	0	59	139
0	0	0	0	1	72	0	73	44	2	0	46	119
2	1	0	3	1	74	0	75	43	1	0	44	122
9	2	0	11	3	291	0	294	189	4	0	193	498
0	0	0	0	0	83	0	83	55	2	0	57	140
2	0	0	2	0	62	0	62	49	1	0	50	114
0	0	0	0	1	36	0	37	28	1	0	29	66
4	0	0	4	0	64	0	64	33	4	0	37	105
6	0	0	6	1	245	0	246	165	8	0	173	425
15	2	0	17	4	536	0	540	354	12	0	366	923
88.24	11.76	0.00	-	0.74	99.26	0.00	-	96.72	3.28	0.00	-	
1.63	0.22	0.00	1.84	0.43	58.07	0.00	58.50	38.35	1.30	0.00	39.65	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Long Branch Dr				E Holmes Rd (West)				E Holmes Rd (East)				
Left 20.1	Right 20.2	U-Turn 20.3	App Total	Left 20.4	Thru 20.5	U-Turn 20.6	App Total	Thru 20.7	Right 20.8	U-Turn 20.9	App Total	
2	1	0	3	0	66	0	66	69	3	0	72	141
2	0	0	2	0	60	0	60	60	2	0	62	124
3	1	1	5	2	77	0	79	71	3	0	74	158
0	2	1	3	1	82	0	83	74	3	1	78	164
7	4	2	13	3	285	0	288	274	11	1	286	587
5	1	1	7	0	63	0	63	74	1	0	75	145
4	2	1	7	2	64	0	66	81	2	1	84	157
3	0	0	3	1	49	0	50	60	1	0	61	114
3	1	0	4	3	62	0	65	79	3	0	82	151
15	4	2	21	6	238	0	244	294	7	1	302	567
1	1	1	3	1	54	0	55	71	7	0	78	136
3	0	0	3	0	52	0	52	73	4	0	77	132
2	2	0	4	2	47	0	49	58	5	0	63	116
0	1	0	1	1	57	0	58	53	2	0	55	114
6	4	1	11	4	210	0	214	255	18	0	273	498
28	12	5	45	13	733	0	746	823	36	2	861	1652
62.22	26.67	11.11	-	1.74	98.26	0.00	-	95.59	4.18	0.23	-	
1.69	0.73	0.30	2.72	0.79	44.37	0.00	45.16	49.82	2.18	0.12	52.12	

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Memphis, TN

Site 20 of 26

Long Branch Dr
E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006387°, -90.056780°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound Long Branch Dr				Eastbound E Holmes Rd (West)				Westbound E Holmes Rd (East)				Int
Left 20.1	Right 20.2	U-Turn 20.3	App Total	Left 20.4	Thru 20.5	U-Turn 20.6	App Total	Thru 20.7	Right 20.8	U-Turn 20.9	App Total	Total
0	0	0	0	0	1	0	1	2	0	0	2	3
0	0	0	0	0	1	0	1	2	0	0	2	3
0	0	0	0	0	1	0	1	2	0	0	2	3
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	4	0	4	6	0	0	6	10
0	0	0	0	0	3	0	3	2	0	0	2	5
0	0	0	0	0	1	0	1	2	0	0	2	3
0	0	0	0	0	1	0	1	1	0	0	1	2
0	0	0	0	0	2	0	2	1	0	0	1	3
0	0	0	0	0	7	0	7	6	0	0	6	13
0	0	0	0	0	11	0	11	12	0	0	12	23
0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	-
0.00	0.00	0.00	0.00	0.00	47.83	0.00	47.83	52.17	0.00	0.00	52.17	-

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound Long Branch Dr				Eastbound E Holmes Rd (West)				Westbound E Holmes Rd (East)				Int
Left 20.1	Right 20.2	U-Turn 20.3	App Total	Left 20.4	Thru 20.5	U-Turn 20.6	App Total	Thru 20.7	Right 20.8	U-Turn 20.9	App Total	Total
0	0	0	0	0	2	0	2	2	0	0	2	4
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	3	0	3	1	0	0	1	4
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	7	0	7	3	0	0	3	10
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	2	0	0	2	3
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	2	0	2	0	0	0	0	2
0	0	0	0	0	10	0	10	5	0	0	5	15
0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	-
0.00	0.00	0.00	0.00	0.00	66.67	0.00	66.67	33.33	0.00	0.00	33.33	-

Classified Turn Movement Count || Combination Trucks (8-13)



Memphis, TN

Site 20 of 26

Long Branch Dr
E Holmes Rd (West)
E Holmes Rd (East)

Date
Tuesday, October 5, 2021

Lat/Long
35.006387°, -90.056780°

Weather
Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Combination Trucks (8-13)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Long Branch Dr				E Holmes Rd (West)				E Holmes Rd (East)				
Left 20.1	Right 20.2	U-Turn 20.3	App Total	Left 20.4	Thru 20.5	U-Turn 20.6	App Total	Thru 20.7	Right 20.8	U-Turn 20.9	App Total	
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	1	0	1	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	1	0	0	1	2
0	0	0	0	0	1	0	1	1	0	0	1	
0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	50.00	0.00	50.00	50.00	0.00	0.00	50.00	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Combination Trucks (8-13)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Long Branch Dr				E Holmes Rd (West)				E Holmes Rd (East)				
Left 20.1	Right 20.2	U-Turn 20.3	App Total	Left 20.4	Thru 20.5	U-Turn 20.6	App Total	Thru 20.7	Right 20.8	U-Turn 20.9	App Total	
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	1	0	1	0	0	0	0	1
0.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00	



[Click here for Map](#)

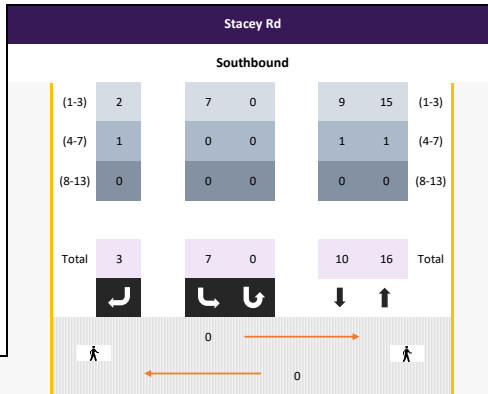
Peak Hour Turning Movement Count

Memphis, TN



www.marrtraffic.com

Tuesday, October 5, 2021	
Period	0700 - 0900
Peak Hour	0730 - 0830

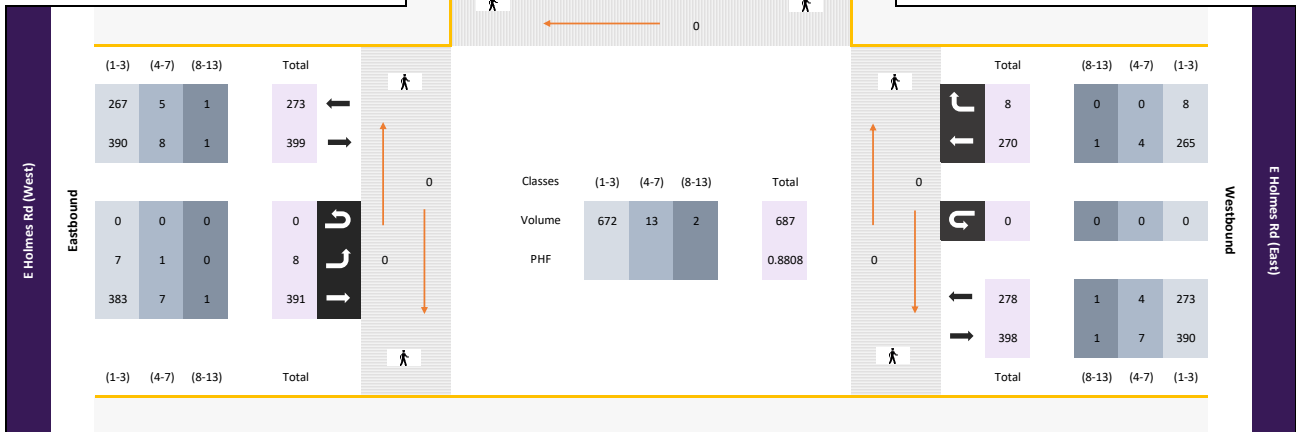


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time						Southbound				Eastbound				Westbound				Int Total		
						Stacey Rd				E Holmes Rd (West)				E Holmes Rd (East)						
					App Total	Left 21.1	Right 21.2	U-Turn 21.3	App Total	Left 21.4	Thru 21.5	U-Turn 21.6	App Total	Thru 21.7	Right 21.8	U-Turn 21.9	App Total			
0730 - 0745	-	-	-	-	0	1	-	0	1	1	95	-	96	-	58	2	60	157		
0745 - 0800	-	-	-	-	0	2	-	0	2	2	93	-	95	-	57	1	58	155		
0800 - 0815	-	-	-	-	0	3	-	1	4	3	106	-	109	-	79	3	82	195		
0815 - 0830	-	-	-	-	0	1	-	2	3	2	97	-	99	-	76	2	78	180		
Total	0	0	0	0	0	7	0	3	10	8	391	0	399	0	270	8	278	687		
Approach %	0.00	0.00	0.00	0.00	-	70.00	0.00	30.00	0.00	-	2.01	97.99	0.00	0.00	-	0.00	97.12	2.88	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.58	0.00	0.38	0.63	0.67	0.92	0.00	0.92	0.00	0.85	0.67	0.00	0.85	0.88	

Bikes

Time						Southbound				Eastbound				Westbound				Int Total		
						Stacey Rd				E Holmes Rd (West)				E Holmes Rd (East)						
					App Total	Left 21.1	Right 21.2	U-Turn 21.3	App Total	Left 21.4	Thru 21.5	U-Turn 21.6	App Total	Thru 21.7	Right 21.8	U-Turn 21.9	App Total			
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0		
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0		
0800 - 0815	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0		
0815 - 0830	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		

Passenger Vehicles (1-3)

Time						Southbound				Eastbound				Westbound				Int Total		
						Stacey Rd				E Holmes Rd (West)				E Holmes Rd (East)						
					App Total	Left 21.1	Right 21.2	U-Turn 21.3	App Total	Left 21.4	Thru 21.5	U-Turn 21.6	App Total	Thru 21.7	Right 21.8	U-Turn 21.9	App Total			
0730 - 0745	-	-	-	-	0	1	-	0	1	0	94	-	94	-	55	2	57	152		
0745 - 0800	-	-	-	-	0	2	-	0	2	2	93	-	95	-	56	1	57	154		
0800 - 0815	-	-	-	-	0	3	-	1	4	3	102	-	105	-	78	3	81	190		
0815 - 0830	-	-	-	-	0	1	-	1	2	2	94	-	96	-	76	2	78	176		
Total	0	0	0	0	0	7	0	2	9	7	383	0	390	0	265	8	273	672		
Approach %	0.00	0.00	0.00	0.00	-	77.78	0.00	22.22	0.00	-	1.79	98.21	0.00	0.00	-	0.00	97.07	2.93	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.58	0.00	0.50	0.56	0.58	0.94	0.00	0.93	0.00	0.85	0.67	0.00	0.84	0.88	

Single Unit Trucks (4-7)

Time						Southbound				Eastbound				Westbound				Int Total		
						Stacey Rd				E Holmes Rd (West)				E Holmes Rd (East)						
					App Total	Left 21.1	Right 21.2	U-Turn 21.3	App Total	Left 21.4	Thru 21.5	U-Turn 21.6	App Total	Thru 21.7	Right 21.8	U-Turn 21.9	App Total			
0730 - 0745	-	-	-	-	0	0	-	0	0	1	1	-	2	-	3	0	3	5		
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0		
0800 - 0815	-	-	-	-	0	0	-	0	0	0	4	-	4	-	1	0	1	5		
0815 - 0830	-	-	-	-	0	0	-	1	1	0	2	-	2	-	0	0	0	3		
Total	0	0	0	0	0	0	0	1	1	1	7	0	8	0	4	0	4	13		
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	12.50	87.50	0.00	0.00	-	0.00	100.00	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.25	0.44	0.00	0.50	0.00	0.33	0.00	0.33	0.65		

Combination Trucks (8-13)

Time						Southbound				Eastbound				Westbound				Int Total		
						Stacey Rd				E Holmes Rd (West)				E Holmes Rd (East)						
					App Total	Left 21.1	Right 21.2	U-Turn 21.3	App Total	Left 21.4	Thru 21.5	U-Turn 21.6	App Total	Thru 21.7	Right 21.8	U-Turn 21.9	App Total			
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0		
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	-	0	-	1	0	1	1		
0800 - 0815	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0		
0815 - 0830	-	-	-	-	0	0	-	0	0	0	1	-	1	-	0	0	0	1		
Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2		
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.25	0.00	0.25	0.50		

Pedestrians

Time						Southbound				Eastbound				Westbound				Int Total		
						Stacey Rd				E Holmes Rd (West)				E Holmes Rd (East)						
					App Total	FB 21c	WB 21d		App Total	NB 21e	SB 21f		App Total	NB 21g	SB 21h		App Total			
0730 - 0745	-	-	-	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0		
0745 - 0800	-	-	-	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0		
0800 - 0815	-	-	-	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0		
0815 - 0830	-	-	-	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		



[Click here for Map](#)

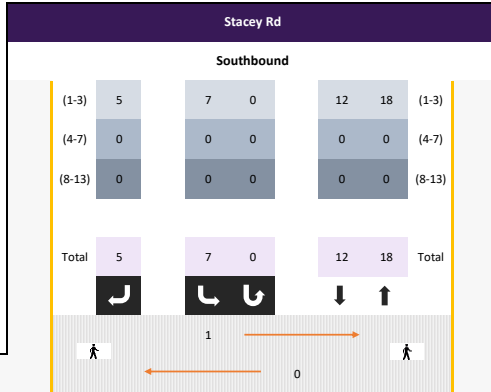
Peak Hour Turning Movement Count

Memphis, TN



www.marrtraffic.com

Tuesday, October 5, 2021	
Period	1600 - 1900
Peak Hour	1630 - 1730

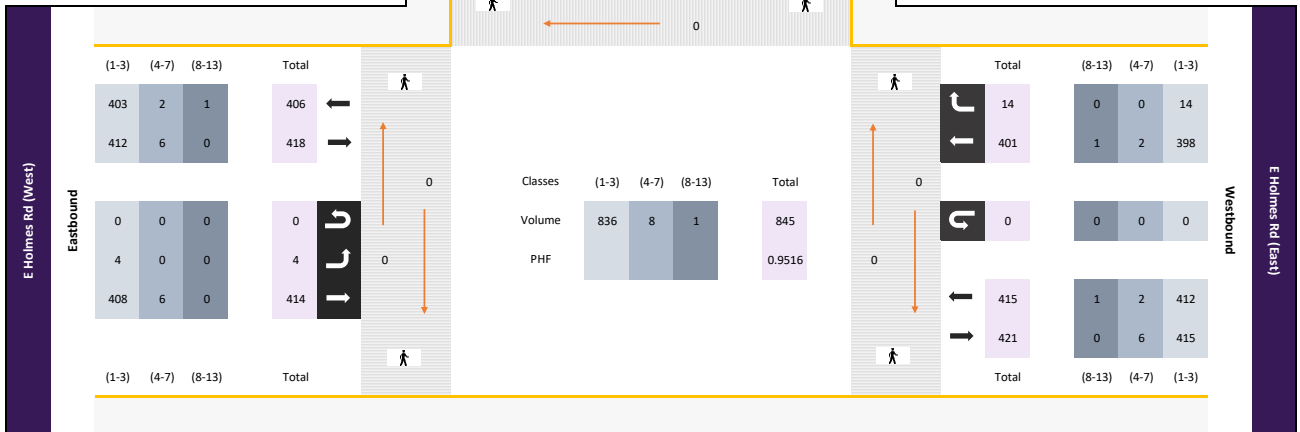


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Classified Turn Movement Count || All vehicles



www.marrtraffic.com

Memphis, TN

Site 21 of 26

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Stacey Rd
E Holmes Rd (West)
E Holmes Rd (East)

Lat/Long

35.006370°, -90.053501°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

All vehicles

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %
PHF

Southbound					Eastbound				Westbound					
Stacey Rd					E Holmes Rd (West)				E Holmes Rd (East)					
Left	Right	U-Turn	App	Total	Left	Thru	U-Turn	App	Total	Thru	Right	U-Turn	App	Total
21.1	21.2	21.3			21.4	21.5	21.6			21.7	21.8	21.9		Int
3	0	0	3	3	1	88	0	89	63	1	0	64	156	
4	0	0	4	4	0	90	0	90	77	1	0	78	172	
1	0	0	1	1	1	95	0	96	58	2	0	60	157	
2	0	0	2	2	2	93	0	95	57	1	0	58	155	
10	0	0	10	10	4	366	0	370	255	5	0	260	640	
3	1	0	4	4	3	106	0	109	79	3	0	82	195	
1	2	0	3	3	2	97	0	99	76	2	0	78	180	
1	0	0	1	1	1	63	0	64	57	0	0	57	122	
2	2	0	4	4	1	88	0	89	53	3	0	56	149	
7	5	0	12	12	7	354	0	361	265	8	0	273	646	
17	5	0	22	22	11	720	0	731	520	13	0	533	1286	
77.27	22.73	0.00	-	-	1.50	98.50	0.00	-	97.56	2.44	0.00	-	-	-
1.32	0.39	0.00	1.71	1.71	0.86	55.99	0.00	56.84	40.44	1.01	0.00	41.45	-	-
0.58	0.38	0.00	0.63	0.63	0.67	0.92	0.00	0.92	0.85	0.67	0.00	0.85	0.85	0.88

1600 - 1900 (Weekday 3h Session) (10-05-2021)

All vehicles

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %
PHF

Southbound					Eastbound				Westbound					
Stacey Rd					E Holmes Rd (West)				E Holmes Rd (East)					
Left	Right	U-Turn	App	Total	Left	Thru	U-Turn	App	Total	Thru	Right	U-Turn	App	Total
21.1	21.2	21.3			21.4	21.5	21.6			21.7	21.8	21.9		Int
4	0	0	4	4	0	101	0	101	101	4	0	105	210	
6	3	0	9	9	1	94	0	95	90	2	0	92	196	
0	4	0	4	4	0	113	0	113	94	3	0	97	214	
3	1	0	4	4	2	110	0	112	102	4	0	106	222	
13	8	0	21	21	3	418	0	421	387	13	0	400	842	
1	0	0	1	1	1	95	0	96	96	4	0	100	197	
3	0	0	3	3	1	96	0	97	109	3	0	112	212	
2	1	0	3	3	1	73	0	74	92	7	0	99	176	
2	1	0	3	3	0	88	0	88	97	3	0	100	191	
8	2	0	10	10	3	352	0	355	394	17	0	411	776	
2	0	0	2	2	0	76	0	76	104	2	0	106	184	
0	1	0	1	1	0	86	0	86	100	7	0	107	194	
0	0	0	0	0	1	68	0	69	72	4	0	76	145	
2	0	0	2	2	2	80	0	82	78	1	0	79	163	
4	1	0	5	5	3	310	0	313	354	14	0	368	686	
25	11	0	36	36	9	1080	0	1089	1135	44	0	1179	2304	
69.44	30.56	0.00	-	-	0.83	99.17	0.00	-	96.27	3.73	0.00	-	-	-
1.09	0.48	0.00	1.56	1.56	0.39	46.88	0.00	47.27	49.26	1.91	0.00	51.17	-	-
0.58	0.31	0.00	0.75	0.75	0.50	0.92	0.00	0.92	0.92	0.88	0.00	0.93	0.93	0.95

Classified Turn Movement Count || Passenger Vehicles (1-3)



www.marrtraffic.com

Memphis, TN

Site 21 of 26

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Stacey Rd
E Holmes Rd (West)
E Holmes Rd (East)

Lat/Long

35.006370°, -90.053501°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Stacey Rd				E Holmes Rd (West)				E Holmes Rd (East)				
Left 21.1	Right 21.2	U-Turn 21.3	App Total	Left 21.4	Thru 21.5	U-Turn 21.6	App Total	Thru 21.7	Right 21.8	U-Turn 21.9	App Total	Int Total
3	0	0	3	1	87	0	88	61	1	0	62	153
4	0	0	4	0	89	0	89	75	1	0	76	169
1	0	0	1	0	94	0	94	55	2	0	57	152
2	0	0	2	2	93	0	95	56	1	0	57	154
10	0	0	10	3	363	0	366	247	5	0	252	628
3	1	0	4	3	102	0	105	78	3	0	81	190
1	1	0	2	2	94	0	96	76	2	0	78	176
1	0	0	1	1	61	0	62	57	0	0	57	120
2	2	0	4	1	85	0	86	50	3	0	53	143
7	4	0	11	7	342	0	349	261	8	0	269	629
17	4	0	21	10	705	0	715	508	13	0	521	1257
80.95	19.05	0.00	-	1.40	98.60	0.00	-	97.50	2.50	0.00	-	-
1.35	0.32	0.00	1.67	0.80	56.09	0.00	56.88	40.41	1.03	0.00	41.45	-

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Stacey Rd				E Holmes Rd (West)				E Holmes Rd (East)				
Left 21.1	Right 21.2	U-Turn 21.3	App Total	Left 21.4	Thru 21.5	U-Turn 21.6	App Total	Thru 21.7	Right 21.8	U-Turn 21.9	App Total	Int Total
4	0	0	4	0	99	0	99	99	4	0	103	206
6	3	0	9	1	91	0	92	89	2	0	91	192
0	4	0	4	0	112	0	112	93	3	0	96	212
3	1	0	4	2	107	0	109	102	4	0	106	219
13	8	0	21	3	409	0	412	383	13	0	396	829
1	0	0	1	1	95	0	96	95	4	0	99	196
3	0	0	3	1	94	0	95	108	3	0	111	209
2	1	0	3	1	73	0	74	92	7	0	99	176
2	1	0	3	0	88	0	88	97	3	0	100	191
8	2	0	10	3	350	0	353	392	17	0	409	772
2	0	0	2	0	75	0	75	104	2	0	106	183
0	1	0	1	0	84	0	84	100	7	0	107	192
0	0	0	0	1	67	0	68	72	4	0	76	144
2	0	0	2	2	79	0	81	78	1	0	79	162
4	1	0	5	3	305	0	308	354	14	0	368	681
25	11	0	36	9	1064	0	1073	1129	44	0	1173	2282
69.44	30.56	0.00	-	0.84	99.16	0.00	-	96.25	3.75	0.00	-	-
1.10	0.48	0.00	1.58	0.39	46.63	0.00	47.02	49.47	1.93	0.00	51.40	-

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Memphis, TN

Site 21 of 26

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Stacey Rd
E Holmes Rd (West)
E Holmes Rd (East)

Lat/Long

35.006370°, -90.053501°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound					Eastbound				Westbound					
Stacey Rd					E Holmes Rd (West)				E Holmes Rd (East)					
Left 21.1	Right 21.2	U-Turn 21.3	App Total		Left 21.4	Thru 21.5	U-Turn 21.6	App Total		Thru 21.7	Right 21.8	U-Turn 21.9	App Total	Int Total
0	0	0	0		0	1	0	1		2	0	0	2	3
0	0	0	0		0	1	0	1		2	0	0	2	3
0	0	0	0		1	1	0	2		3	0	0	3	5
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		1	3	0	4		7	0	0	7	11
0	0	0	0		0	4	0	4		1	0	0	1	5
0	1	0	1		0	2	0	2		0	0	0	0	3
0	0	0	0		0	2	0	2		0	0	0	0	2
0	0	0	0		0	3	0	3		3	0	0	3	6
0	1	0	1		0	11	0	11		4	0	0	4	16
0	1	0	1		1	14	0	15		11	0	0	11	27
0.00	100.00	0.00	-		6.67	93.33	0.00	-		100.00	0.00	0.00	-	
0.00	3.70	0.00	3.70		3.70	51.85	0.00	55.56		40.74	0.00	0.00	40.74	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound					Eastbound				Westbound					
Stacey Rd					E Holmes Rd (West)				E Holmes Rd (East)					
Left 21.1	Right 21.2	U-Turn 21.3	App Total		Left 21.4	Thru 21.5	U-Turn 21.6	App Total		Thru 21.7	Right 21.8	U-Turn 21.9	App Total	Int Total
0	0	0	0		0	2	0	2		2	0	0	2	4
0	0	0	0		0	3	0	3		1	0	0	1	4
0	0	0	0		0	1	0	1		1	0	0	1	2
0	0	0	0		0	3	0	3		0	0	0	0	3
0	0	0	0		0	9	0	9		4	0	0	4	13
0	0	0	0		0	0	0	0		1	0	0	1	1
0	0	0	0		0	2	0	2		0	0	0	0	2
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	2	0	2		1	0	0	1	3
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	2	0	2		0	0	0	0	2
0	0	0	0		0	1	0	1		0	0	0	0	1
0	0	0	0		0	1	0	1		0	0	0	0	1
0	0	0	0		0	4	0	4		0	0	0	0	4
0	0	0	0		0	15	0	15		5	0	0	5	20
0.00	0.00	0.00	-		0.00	100.00	0.00	-		100.00	0.00	0.00	-	
0.00	0.00	0.00	0.00		0.00	75.00	0.00	75.00		25.00	0.00	0.00	25.00	

Classified Turn Movement Count | | Combination Trucks (8-13)



www.marrtraffic.com

Memphis, TN

Site 21 of 26

Stacey Rd
E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Lat/Long

35.006370°, -90.053501°

Weather

Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Combination Trucks (8-13)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Stacey Rd				E Holmes Rd (West)				E Holmes Rd (East)				
Left 21.1	Right 21.2	U-Turn 21.3	App Total	Left 21.4	Thru 21.5	U-Turn 21.6	App Total	Thru 21.7	Right 21.8	U-Turn 21.9	App Total	
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	1	0	1	1	0	0	1	2
0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	50.00	0.00	50.00	50.00	0.00	0.00	50.00	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Combination Trucks (8-13)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Stacey Rd				E Holmes Rd (West)				E Holmes Rd (East)				
Left 21.1	Right 21.2	U-Turn 21.3	App Total	Left 21.4	Thru 21.5	U-Turn 21.6	App Total	Thru 21.7	Right 21.8	U-Turn 21.9	App Total	
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	1	0	1	1	0	0	1	2
0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	50.00	0.00	50.00	50.00	0.00	0.00	50.00	



[Click here for Map](#)

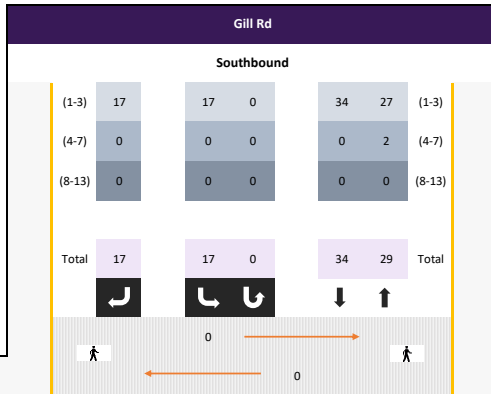
Peak Hour Turning Movement Count

Memphis, TN



www.marrtraffic.com

Tuesday, October 5, 2021	
Period	0700 - 0900
Peak Hour	0730 - 0830

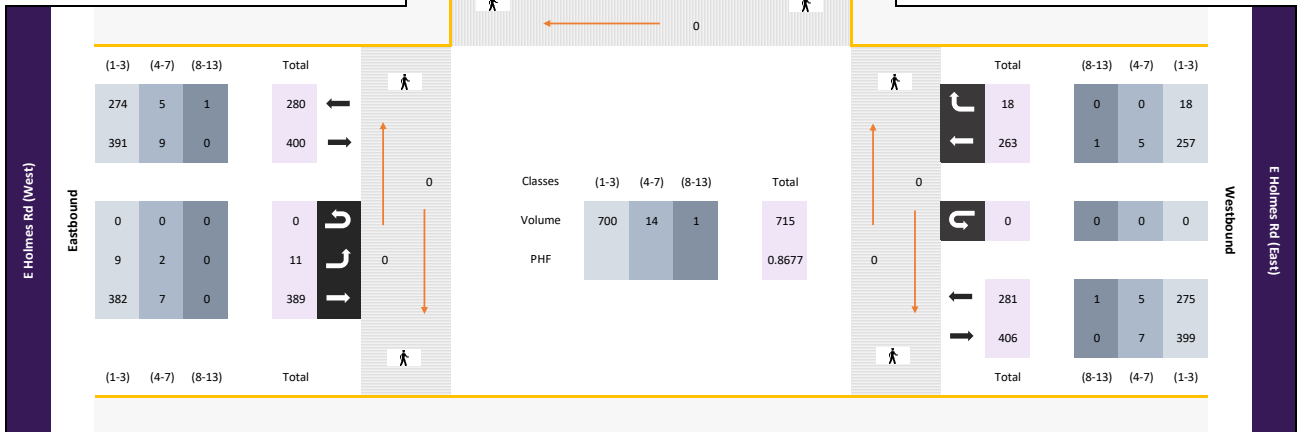


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time						Southbound					Eastbound					Westbound					Int Total
						Gill Rd					E Holmes Rd (West)					E Holmes Rd (East)					
					App Total	Left 22.1	Right 22.2	U-Turn 22.3	App Total	Left 22.4	Thru 22.5	U-Turn 22.6	App Total	Thru 22.7	Right 22.8	U-Turn 22.9	App Total				
0730 - 0745	-	-	-	-	0	1	-	1	0	2	1	95	-	0	96	-	60	4	0	64	162
0745 - 0800	-	-	-	-	0	5	-	3	0	8	2	94	-	0	96	-	58	3	0	61	165
0800 - 0815	-	-	-	-	0	9	-	7	0	16	6	104	-	0	110	-	75	5	0	80	206
0815 - 0830	-	-	-	-	0	2	-	6	0	8	2	96	-	0	98	-	70	6	0	76	182
Total	0	0	0	0	0	17	0	17	0	34	11	389	0	0	400	0	263	18	0	281	715
Approach %	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	2.75	97.25	0.00	0.00	-	0.00	93.59	6.41	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.47	0.00	0.61	0.00	0.53	0.46	0.94	0.00	0.00	0.91	0.00	0.88	0.75	0.00	0.88	0.87

Bikes

Time						Southbound					Eastbound					Westbound					Int Total
						Gill Rd					E Holmes Rd (West)					E Holmes Rd (East)					
					App Total	Left 22.1	Right 22.2	U-Turn 22.3	App Total	Left 22.4	Thru 22.5	U-Turn 22.6	App Total	Thru 22.7	Right 22.8	U-Turn 22.9	App Total				
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0800 - 0815	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0815 - 0830	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time						Southbound					Eastbound					Westbound					Int Total
						Gill Rd					E Holmes Rd (West)					E Holmes Rd (East)					
					App Total	Left 22.1	Right 22.2	U-Turn 22.3	App Total	Left 22.4	Thru 22.5	U-Turn 22.6	App Total	Thru 22.7	Right 22.8	U-Turn 22.9	App Total				
0730 - 0745	-	-	-	-	0	1	-	1	0	2	1	94	-	0	95	-	56	4	0	60	157
0745 - 0800	-	-	-	-	0	5	-	3	0	8	2	93	-	0	95	-	57	3	0	60	163
0800 - 0815	-	-	-	-	0	9	-	7	0	16	5	101	-	0	106	-	75	5	0	80	202
0815 - 0830	-	-	-	-	0	2	-	6	0	8	1	94	-	0	95	-	69	6	0	75	178
Total	0	0	0	0	0	17	0	17	0	34	9	382	0	0	391	0	257	18	0	275	700
Approach %	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	2.30	97.70	0.00	0.00	-	0.00	93.45	6.55	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.47	0.00	0.61	0.00	0.53	0.45	0.95	0.00	0.00	0.92	0.00	0.86	0.75	0.00	0.86	0.87

Single Unit Trucks (4-7)

Time						Southbound					Eastbound					Westbound					Int Total
						Gill Rd					E Holmes Rd (West)					E Holmes Rd (East)					
					App Total	Left 22.1	Right 22.2	U-Turn 22.3	App Total	Left 22.4	Thru 22.5	U-Turn 22.6	App Total	Thru 22.7	Right 22.8	U-Turn 22.9	App Total				
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	3	0	0	3	4
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	1	0	0	1	2
0800 - 0815	-	-	-	-	0	0	-	0	0	0	1	3	-	0	4	-	0	0	0	0	4
0815 - 0830	-	-	-	-	0	0	-	0	0	0	1	2	-	0	3	-	1	0	0	1	4
Total	0	0	0	0	0	0	0	0	0	0	2	7	0	0	9	0	5	0	0	5	14
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	22.22	77.78	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.58	0.00	0.00	0.56	0.00	0.42	0.00	0.00	0.42	0.88

Combination Trucks (8-13)

Time						Southbound					Eastbound					Westbound					Int Total
						Gill Rd					E Holmes Rd (West)					E Holmes Rd (East)					
					App Total	Left 22.1	Right 22.2	U-Turn 22.3	App Total	Left 22.4	Thru 22.5	U-Turn 22.6	App Total	Thru 22.7	Right 22.8	U-Turn 22.9	App Total				
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0800 - 0815	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0815 - 0830	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.25

Pedestrians

Time						Southbound					Eastbound					Westbound					Int Total
						Gill Rd					E Holmes Rd (West)					E Holmes Rd (East)					
					App Total	EB 22c	WB 22d		App Total	NB 22e	SB 22f		App Total	NB 22g	SB 22h		App Total				
0730 - 0745	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
0745 - 0800	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
0800 - 0815	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
0815 - 0830	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



[Click here for Map](#)

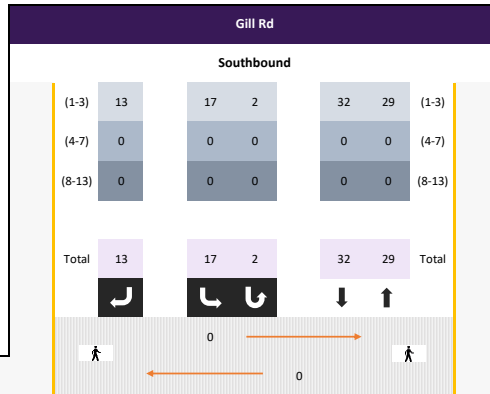
Peak Hour Turning Movement Count

Memphis, TN



www.marrtraffic.com

Tuesday, October 5, 2021	
Period	1600 - 1900
Peak Hour	1630 - 1730

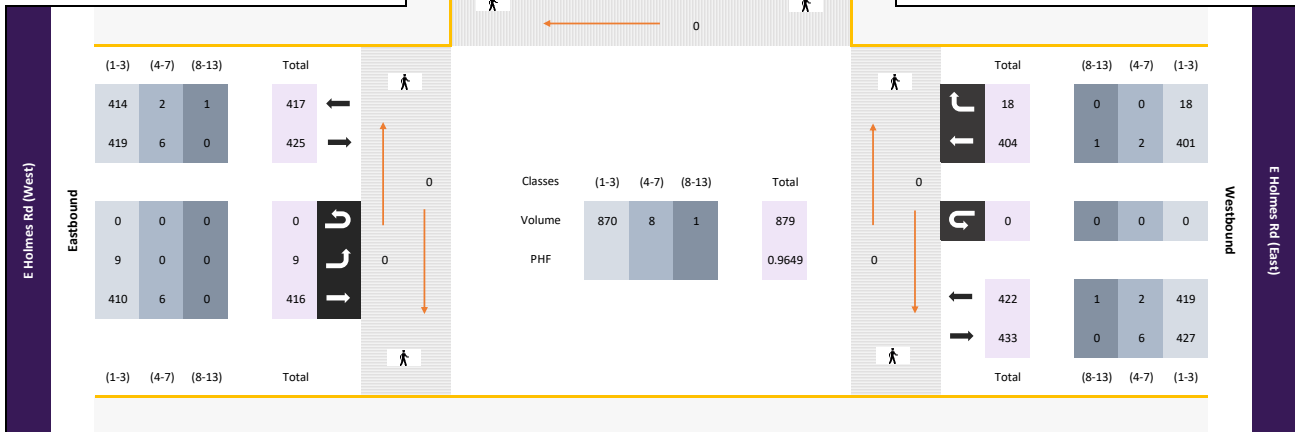


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Southbound					Eastbound					Westbound					Int Total					
	Gill Rd					E Holmes Rd (West)					E Holmes Rd (East)										
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total						
1630 - 1645	-	-	-	-	0	5	-	6	0	11	3	109	-	0	112	-	92	5	0	97	220
1645 - 1700	-	-	-	-	0	2	-	2	0	4	4	111	-	0	115	-	103	6	0	109	228
1700 - 1715	-	-	-	-	0	6	-	4	1	11	1	93	-	0	94	-	96	4	0	100	205
1715 - 1730	-	-	-	-	0	4	-	1	1	6	1	103	-	0	104	-	114	3	0	117	227
Total	0	0	0	0	0	17	0	13	2	32	9	416	0	0	425	0	405	18	0	423	880
Approach %	0.00	0.00	0.00	0.00	-	53.13	0.00	40.63	6.25	-	2.12	97.88	0.00	0.00	-	0.00	95.74	4.26	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.71	0.00	0.54	0.50	0.73	0.56	0.94	0.00	0.00	0.92	0.00	0.89	0.75	0.00	0.90	0.96

Bikes

Time	Southbound					Eastbound					Westbound					Int Total					
	Gill Rd					E Holmes Rd (West)					E Holmes Rd (East)										
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total						
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.25

Passenger Vehicles (1-3)

Time	Southbound					Eastbound					Westbound					Int Total					
	Gill Rd					E Holmes Rd (West)					E Holmes Rd (East)										
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total						
1630 - 1645	-	-	-	-	0	5	-	6	0	11	3	108	-	0	111	-	91	5	0	96	218
1645 - 1700	-	-	-	-	0	2	-	2	0	4	4	108	-	0	112	-	103	6	0	109	225
1700 - 1715	-	-	-	-	0	6	-	4	1	11	1	93	-	0	94	-	95	4	0	99	204
1715 - 1730	-	-	-	-	0	4	-	1	1	6	1	101	-	0	102	-	112	3	0	115	223
Total	0	0	0	0	0	17	0	13	2	32	9	410	0	0	419	0	401	18	0	419	870
Approach %	0.00	0.00	0.00	0.00	-	53.13	0.00	40.63	6.25	-	2.15	97.85	0.00	0.00	-	0.00	95.70	4.30	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.71	0.00	0.54	0.50	0.73	0.56	0.95	0.00	0.00	0.94	0.00	0.90	0.75	0.00	0.91	0.97

Single Unit Trucks (4-7)

Time	Southbound					Eastbound					Westbound					Int Total					
	Gill Rd					E Holmes Rd (West)					E Holmes Rd (East)										
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total						
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	1	0	0	1	2
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	3	-	0	3	-	0	0	0	0	3
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	2	-	0	2	-	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	2	0	0	2	8
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.50	0.67

Combination Trucks (8-13)

Time	Southbound					Eastbound					Westbound					Int Total					
	Gill Rd					E Holmes Rd (West)					E Holmes Rd (East)										
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total						
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.25

Pedestrians

Time	Southbound					Eastbound					Westbound					Int Total					
	Gill Rd					E Holmes Rd (West)					E Holmes Rd (East)										
	EB 22c	WB 22d			App Total	NB 22e	SB 22f			App Total	NB 22g	SB 22h			App Total						
1630 - 1645	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1645 - 1700	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1700 - 1715	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1715 - 1730	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles



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Memphis, TN

Site 22 of 26

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Gill Rd
E Holmes Rd (West)
E Holmes Rd (East)

Lat/Long

35.006361°, -90.052396°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

All vehicles

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %
PHF

Southbound				Eastbound				Westbound				Int Total
Gill Rd				E Holmes Rd (West)				E Holmes Rd (East)				
Left 22.1	Right 22.2	U-Turn 22.3	App Total	Left 22.4	Thru 22.5	U-Turn 22.6	App Total	Thru 22.7	Right 22.8	U-Turn 22.9	App Total	
1	1	0	2	2	90	0	92	64	2	0	66	160
3	2	0	5	2	90	0	92	78	5	0	83	180
1	1	0	2	1	95	0	96	60	4	0	64	162
5	3	0	8	2	94	0	96	58	3	0	61	165
10	7	0	17	7	369	0	376	260	14	0	274	667
9	7	0	16	6	104	0	110	75	5	0	80	206
2	6	0	8	2	96	0	98	70	6	0	76	182
4	2	0	6	3	62	0	65	55	2	0	57	128
2	0	0	2	1	91	0	92	57	1	0	58	152
17	15	0	32	12	353	0	365	257	14	0	271	668
27	22	0	49	19	722	0	741	517	28	0	545	1335
55.10	44.90	0.00	-	2.56	97.44	0.00	-	94.86	5.14	0.00	-	
2.02	1.65	0.00	3.67	1.42	54.08	0.00	55.51	38.73	2.10	0.00	40.82	
0.47	0.61	0.00	0.53	0.46	0.94	0.00	0.91	0.88	0.75	0.00	0.88	0.87

1600 - 1900 (Weekday 3h Session) (10-05-2021)

All vehicles

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %
PHF

Southbound				Eastbound				Westbound				Int Total
Gill Rd				E Holmes Rd (West)				E Holmes Rd (East)				
Left 22.1	Right 22.2	U-Turn 22.3	App Total	Left 22.4	Thru 22.5	U-Turn 22.6	App Total	Thru 22.7	Right 22.8	U-Turn 22.9	App Total	
1	3	0	4	2	104	0	106	103	2	0	105	215
5	3	0	8	3	96	0	99	89	7	0	96	203
5	6	0	11	3	109	0	112	92	5	0	97	220
2	2	0	4	4	111	0	115	103	6	0	109	228
13	14	0	27	12	420	0	432	387	20	0	407	866
6	4	1	11	1	93	0	94	96	4	0	100	205
4	1	1	6	1	103	0	104	114	3	0	117	227
3	0	2	5	2	72	0	74	98	3	0	101	180
3	2	0	5	2	86	0	88	98	3	0	101	194
16	7	4	27	6	354	0	360	406	13	0	419	806
2	2	1	5	1	78	0	79	104	9	0	113	197
3	2	1	6	1	83	0	84	106	4	0	110	200
3	2	0	5	2	68	0	70	72	5	0	77	152
3	0	0	3	1	82	0	83	82	2	0	84	170
11	6	2	19	5	311	0	316	364	20	0	384	719
40	27	6	73	23	1085	0	1108	1157	53	0	1210	2391
54.79	36.99	8.22	-	2.08	97.92	0.00	-	95.62	4.38	0.00	-	
1.67	1.13	0.25	3.05	0.96	45.38	0.00	46.34	48.39	2.22	0.00	50.61	
0.71	0.54	0.50	0.73	0.56	0.94	0.00	0.92	0.89	0.75	0.00	0.90	0.96

Classified Turn Movement Count || Bikes



Memphis, TN

Site 22 of 26

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Gill Rd
E Holmes Rd (West)
E Holmes Rd (East)

Lat/Long

35.006361°, -90.052396°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Bikes

Table with 3 main sections: Southbound (Gill Rd), Eastbound (E Holmes Rd West), and Westbound (E Holmes Rd East). Includes a TIME column on the left and Grand Total/Approach %/Intersection % summary rows at the bottom.

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Bikes

Table with 3 main sections: Southbound (Gill Rd), Eastbound (E Holmes Rd West), and Westbound (E Holmes Rd East). Includes a TIME column on the left and Grand Total/Approach %/Intersection % summary rows at the bottom.

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Memphis, TN

Site 22 of 26

Gill Rd
E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Lat/Long

35.006361°, -90.052396°

Weather

Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Gill Rd				E Holmes Rd (West)				E Holmes Rd (East)				
Left 22.1	Right 22.2	U-Turn 22.3	App Total	Left 22.4	Thru 22.5	U-Turn 22.6	App Total	Thru 22.7	Right 22.8	U-Turn 22.9	App Total	
1	1	0	2	2	89	0	91	62	2	0	64	157
3	2	0	5	2	90	0	92	77	5	0	82	179
1	1	0	2	1	94	0	95	56	4	0	60	157
5	3	0	8	2	93	0	95	57	3	0	60	163
10	7	0	17	7	366	0	373	252	14	0	266	656
9	7	0	16	5	101	0	106	75	5	0	80	202
2	6	0	8	1	94	0	95	69	6	0	75	178
4	2	0	6	2	60	0	62	55	2	0	57	125
2	0	0	2	1	89	0	90	54	1	0	55	147
17	15	0	32	9	344	0	353	253	14	0	267	652
27	22	0	49	16	710	0	726	505	28	0	533	1308
55.10	44.90	0.00	-	2.20	97.80	0.00	-	94.75	5.25	0.00	-	
2.06	1.68	0.00	3.75	1.22	54.28	0.00	55.50	38.61	2.14	0.00	40.75	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Gill Rd				E Holmes Rd (West)				E Holmes Rd (East)				
Left 22.1	Right 22.2	U-Turn 22.3	App Total	Left 22.4	Thru 22.5	U-Turn 22.6	App Total	Thru 22.7	Right 22.8	U-Turn 22.9	App Total	
1	2	0	3	2	102	0	104	102	2	0	104	211
5	3	0	8	3	93	0	96	88	7	0	95	199
5	6	0	11	3	108	0	111	91	5	0	96	218
2	2	0	4	4	108	0	112	103	6	0	109	225
13	13	0	26	12	411	0	423	384	20	0	404	853
6	4	1	11	1	93	0	94	95	4	0	99	204
4	1	1	6	1	101	0	102	112	3	0	115	223
3	0	2	5	2	72	0	74	98	3	0	101	180
3	2	0	5	2	86	0	88	98	3	0	101	194
16	7	4	27	6	352	0	358	403	13	0	416	801
2	2	0	4	1	76	0	77	104	9	0	113	194
3	2	1	6	1	81	0	82	106	4	0	110	198
3	2	0	5	2	68	0	70	72	5	0	77	152
3	0	0	3	1	81	0	82	82	2	0	84	169
11	6	1	18	5	306	0	311	364	20	0	384	713
40	26	5	71	23	1069	0	1092	1151	53	0	1204	2367
56.34	36.62	7.04	-	2.11	97.89	0.00	-	95.60	4.40	0.00	-	
1.69	1.10	0.21	3.00	0.97	45.16	0.00	46.13	48.63	2.24	0.00	50.87	

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Memphis, TN

Site 22 of 26

Gill Rd
E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Lat/Long

35.006361°, -90.052396°

Weather

Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Gill Rd				E Holmes Rd (West)				E Holmes Rd (East)				
Left 22.1	Right 22.2	U-Turn 22.3	App Total	Left 22.4	Thru 22.5	U-Turn 22.6	App Total	Thru 22.7	Right 22.8	U-Turn 22.9	App Total	
0	0	0	0	0	1	0	1	2	0	0	2	3
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	1	0	1	3	0	0	3	4
0	0	0	0	0	1	0	1	1	0	0	1	2
0	0	0	0	0	3	0	3	7	0	0	7	10
0	0	0	0	1	3	0	4	0	0	0	0	4
0	0	0	0	1	2	0	3	1	0	0	1	4
0	0	0	0	1	1	0	2	0	0	0	0	2
0	0	0	0	0	2	0	2	3	0	0	3	5
0	0	0	0	3	8	0	11	4	0	0	4	15
0	0	0	0	3	11	0	14	11	0	0	11	25
0.00	0.00	0.00	-	21.43	78.57	0.00	-	100.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	12.00	44.00	0.00	56.00	44.00	0.00	0.00	44.00	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Gill Rd				E Holmes Rd (West)				E Holmes Rd (East)				
Left 22.1	Right 22.2	U-Turn 22.3	App Total	Left 22.4	Thru 22.5	U-Turn 22.6	App Total	Thru 22.7	Right 22.8	U-Turn 22.9	App Total	
0	1	0	1	0	2	0	2	1	0	0	1	4
0	0	0	0	0	3	0	3	1	0	0	1	4
0	0	0	0	0	1	0	1	1	0	0	1	2
0	0	0	0	0	3	0	3	0	0	0	0	3
0	1	0	1	0	9	0	9	3	0	0	3	13
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	2	0	2	0	0	0	0	2
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	2	0	2	1	0	0	1	3
0	0	1	1	0	1	0	1	0	0	0	0	2
0	0	0	0	0	2	0	2	0	0	0	0	2
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	1	1	0	4	0	4	0	0	0	0	5
0	1	1	2	0	15	0	15	4	0	0	4	21
0.00	50.00	50.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
0.00	4.76	4.76	9.52	0.00	71.43	0.00	71.43	19.05	0.00	0.00	19.05	

Classified Turn Movement Count | Combination Trucks (8-13)



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Memphis, TN

Site 22 of 26

Gill Rd
E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Lat/Long

35.006361°, -90.052396°

Weather

Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Combination Trucks (8-13)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				
Gill Rd				E Holmes Rd (West)				E Holmes Rd (East)				
Left 22.1	Right 22.2	U-Turn 22.3	App Total	Left 22.4	Thru 22.5	U-Turn 22.6	App Total	Thru 22.7	Right 22.8	U-Turn 22.9	App Total	Int Total
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	1	0	1	1	0	0	1	2
0	0	0	0	0	1	0	1	1	0	0	1	2
0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	50.00	0.00	50.00	50.00	0.00	0.00	50.00	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Combination Trucks (8-13)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				
Gill Rd				E Holmes Rd (West)				E Holmes Rd (East)				
Left 22.1	Right 22.2	U-Turn 22.3	App Total	Left 22.4	Thru 22.5	U-Turn 22.6	App Total	Thru 22.7	Right 22.8	U-Turn 22.9	App Total	Int Total
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	1	0	1	1	0	0	1	2
0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	50.00	0.00	50.00	50.00	0.00	0.00	50.00	



[Click here for Map](#)

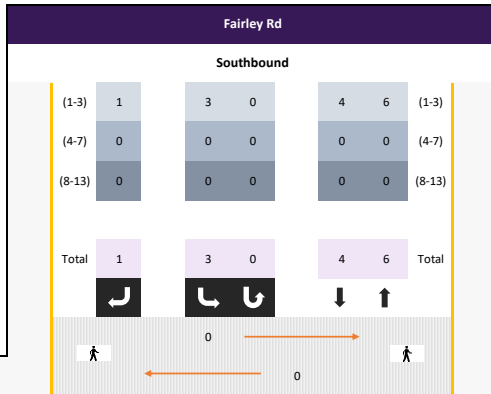
Peak Hour Turning Movement Count

Memphis, TN



www.marrtraffic.com

Tuesday, October 5, 2021	
Period	0700 - 0900
Peak Hour	0715 - 0815

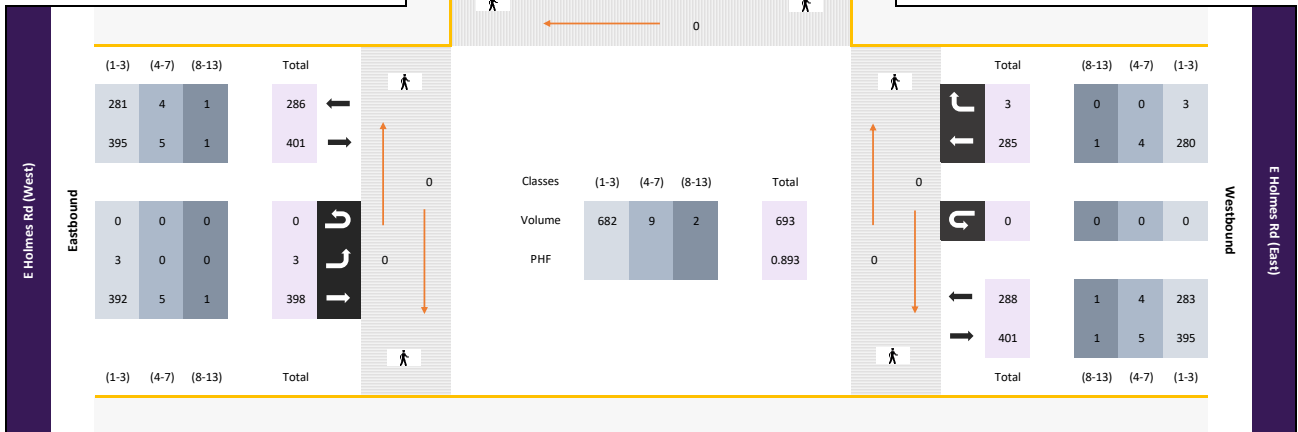


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Southbound					Eastbound					Westbound					Int Total					
	Fairley Rd					E Holmes Rd (West)					E Holmes Rd (East)										
					App Total	Left 23.1	Right 23.2	U-Turn 23.3	App Total	Left 23.4	Thru 23.5	U-Turn 23.6	App Total		Thru 23.7		Right 23.8	U-Turn 23.9	App Total		
0715 - 0730	-	-	-	-	0	2	-	0	2	1	92	-	93	-	84	1	0	85	180		
0730 - 0745	-	-	-	-	0	0	-	0	0	0	96	-	96	-	61	1	0	62	158		
0745 - 0800	-	-	-	-	0	1	-	0	1	1	99	-	100	-	60	0	0	60	161		
0800 - 0815	-	-	-	-	0	0	-	1	1	1	111	-	112	-	80	1	0	81	194		
Total	0	0	0	0	0	3	0	1	4	3	398	0	401	0	285	3	0	288	693		
Approach %	0.00	0.00	0.00	0.00	-	75.00	0.00	25.00	0.00	-	0.75	99.25	0.00	0.00	-	0.00	98.96	1.04	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.25	0.50	0.75	0.90	0.00	0.90	0.00	0.85	0.75	0.00	0.85	0.89		

Bikes

Time	Southbound					Eastbound					Westbound					Int Total					
	Fairley Rd					E Holmes Rd (West)					E Holmes Rd (East)										
					App Total	Left 23.1	Right 23.2	U-Turn 23.3	App Total	Left 23.4	Thru 23.5	U-Turn 23.6	App Total		Thru 23.7		Right 23.8	U-Turn 23.9	App Total		
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0	0		
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0	0		
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0	0		
0800 - 0815	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		

Passenger Vehicles (1-3)

Time	Southbound					Eastbound					Westbound					Int Total					
	Fairley Rd					E Holmes Rd (West)					E Holmes Rd (East)										
					App Total	Left 23.1	Right 23.2	U-Turn 23.3	App Total	Left 23.4	Thru 23.5	U-Turn 23.6	App Total		Thru 23.7		Right 23.8	U-Turn 23.9	App Total		
0715 - 0730	-	-	-	-	0	2	-	0	2	1	90	-	91	-	82	1	0	83	176		
0730 - 0745	-	-	-	-	0	0	-	0	0	0	96	-	96	-	58	1	0	59	155		
0745 - 0800	-	-	-	-	0	1	-	0	1	1	99	-	100	-	60	0	0	60	161		
0800 - 0815	-	-	-	-	0	0	-	1	1	1	107	-	108	-	80	1	0	81	190		
Total	0	0	0	0	0	3	0	1	4	3	392	0	395	0	280	3	0	283	682		
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	25.00	0.00	-	0.76	99.24	0.00	0.00	-	0.00	98.94	1.06	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.25	0.50	0.75	0.92	0.00	0.91	0.00	0.85	0.75	0.00	0.85	0.90		

Single Unit Trucks (4-7)

Time	Southbound					Eastbound					Westbound					Int Total					
	Fairley Rd					E Holmes Rd (West)					E Holmes Rd (East)										
					App Total	Left 23.1	Right 23.2	U-Turn 23.3	App Total	Left 23.4	Thru 23.5	U-Turn 23.6	App Total		Thru 23.7		Right 23.8	U-Turn 23.9	App Total		
0715 - 0730	-	-	-	-	0	0	-	0	0	0	2	-	2	-	1	0	0	1	3		
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	-	0	-	3	0	0	3	3		
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0	0		
0800 - 0815	-	-	-	-	0	0	-	0	0	0	3	-	3	-	0	0	0	0	3		
Total	0	0	0	0	0	0	0	0	0	0	5	0	5	0	4	0	0	4	9		
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00	0.42	0.00	0.33	0.00	0.00	0.33	0.75		

Combination Trucks (8-13)

Time	Southbound					Eastbound					Westbound					Int Total					
	Fairley Rd					E Holmes Rd (West)					E Holmes Rd (East)										
					App Total	Left 23.1	Right 23.2	U-Turn 23.3	App Total	Left 23.4	Thru 23.5	U-Turn 23.6	App Total		Thru 23.7		Right 23.8	U-Turn 23.9	App Total		
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	-	0	-	1	0	0	1	1		
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0	0		
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0	0		
0800 - 0815	-	-	-	-	0	0	-	0	0	0	1	-	1	-	0	0	0	0	1		
Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2		
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.25	0.00	0.00	0.25	0.50		

Pedestrians

Time	Southbound					Eastbound					Westbound					Int Total					
	Fairley Rd					E Holmes Rd (West)					E Holmes Rd (East)										
					App Total	FB 23c	WB 23d		App Total	NB 23e	SB 23f		App Total	NB 23g	SB 23h			App Total			
0715 - 0730	-	-	-	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0			
0730 - 0745	-	-	-	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0			
0745 - 0800	-	-	-	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0			
0800 - 0815	-	-	-	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			



[Click here for Map](#)

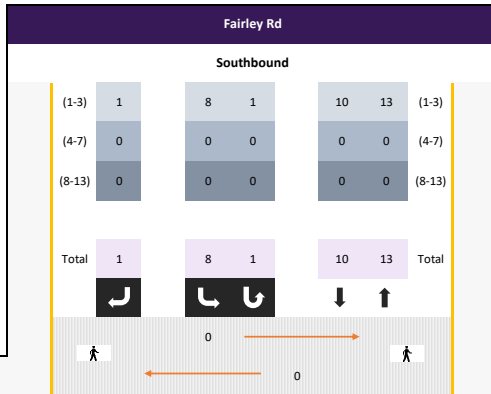
Peak Hour Turning Movement Count

Memphis, TN



www.marrtraffic.com

Tuesday, October 5, 2021	
Period	1600 - 1900
Peak Hour	1630 - 1730

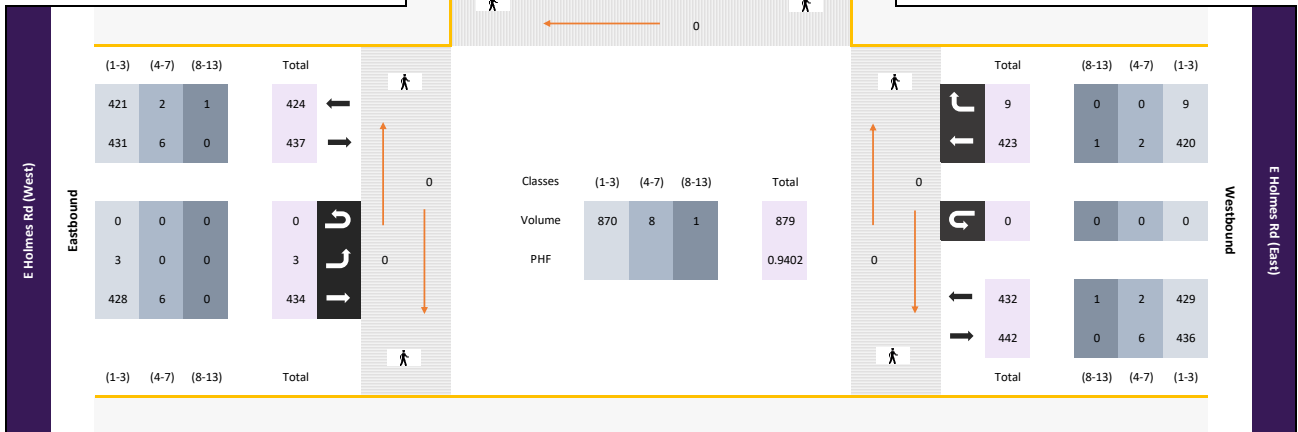


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Southbound					Eastbound					Westbound					Int Total					
	Fairley Rd					E Holmes Rd (West)					E Holmes Rd (East)										
					App Total	Left 23.1	Right 23.2	U-Turn 23.3	App Total	Left 23.4	Thru 23.5	U-Turn 23.6	App Total	Thru 23.7	Right 23.8		U-Turn 23.9	App Total			
1630 - 1645	-	-	-	-	0	0	-	0	0	0	2	113	-	0	115	-	98	1	0	99	214
1645 - 1700	-	-	-	-	0	2	-	1	0	3	1	113	-	0	114	-	107	2	0	109	226
1700 - 1715	-	-	-	-	0	3	-	0	0	3	0	99	-	0	99	-	102	2	0	104	206
1715 - 1730	-	-	-	-	0	3	-	0	1	4	0	109	-	0	109	-	117	4	0	121	234
Total	0	0	0	0	0	8	0	1	1	10	3	434	0	0	437	0	424	9	0	433	880
Approach %	0.00	0.00	0.00	0.00	-	80.00	0.00	10.00	10.00	-	0.69	99.31	0.00	0.00	-	0.00	97.92	2.08	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.67	0.00	0.25	0.25	0.63	0.38	0.96	0.00	0.00	0.95	0.00	0.91	0.56	0.00	0.89	0.94

Bikes

Time	Southbound					Eastbound					Westbound					Int Total					
	Fairley Rd					E Holmes Rd (West)					E Holmes Rd (East)										
					App Total	Left 23.1	Right 23.2	U-Turn 23.3	App Total	Left 23.4	Thru 23.5	U-Turn 23.6	App Total	Thru 23.7	Right 23.8		U-Turn 23.9	App Total			
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.25

Passenger Vehicles (1-3)

Time	Southbound					Eastbound					Westbound					Int Total					
	Fairley Rd					E Holmes Rd (West)					E Holmes Rd (East)										
					App Total	Left 23.1	Right 23.2	U-Turn 23.3	App Total	Left 23.4	Thru 23.5	U-Turn 23.6	App Total	Thru 23.7	Right 23.8		U-Turn 23.9	App Total			
1630 - 1645	-	-	-	-	0	0	-	0	0	0	2	111	-	0	113	-	97	1	0	98	211
1645 - 1700	-	-	-	-	0	2	-	1	0	3	1	111	-	0	112	-	107	2	0	109	224
1700 - 1715	-	-	-	-	0	3	-	0	0	3	0	99	-	0	99	-	101	2	0	103	205
1715 - 1730	-	-	-	-	0	3	-	0	1	4	0	107	-	0	107	-	115	4	0	119	230
Total	0	0	0	0	0	8	0	1	1	10	3	428	0	0	431	0	420	9	0	429	870
Approach %	0.00	0.00	0.00	0.00	-	80.00	0.00	10.00	10.00	-	0.70	99.30	0.00	0.00	-	0.00	97.90	2.10	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.67	0.00	0.25	0.25	0.63	0.38	0.96	0.00	0.00	0.95	0.00	0.91	0.56	0.00	0.90	0.95

Single Unit Trucks (4-7)

Time	Southbound					Eastbound					Westbound					Int Total					
	Fairley Rd					E Holmes Rd (West)					E Holmes Rd (East)										
					App Total	Left 23.1	Right 23.2	U-Turn 23.3	App Total	Left 23.4	Thru 23.5	U-Turn 23.6	App Total	Thru 23.7	Right 23.8		U-Turn 23.9	App Total			
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	2	-	0	2	-	1	0	0	1	3
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	2	-	0	2	-	0	0	0	0	2
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	2	-	0	2	-	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	2	0	0	2	8
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.75	0.00	0.50	0.00	0.00	0.50	0.67

Combination Trucks (8-13)

Time	Southbound					Eastbound					Westbound					Int Total					
	Fairley Rd					E Holmes Rd (West)					E Holmes Rd (East)										
					App Total	Left 23.1	Right 23.2	U-Turn 23.3	App Total	Left 23.4	Thru 23.5	U-Turn 23.6	App Total	Thru 23.7	Right 23.8		U-Turn 23.9	App Total			
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.25

Pedestrians

Time	Southbound					Eastbound					Westbound					Int Total					
	Fairley Rd					E Holmes Rd (West)					E Holmes Rd (East)										
					App Total	FB 23c	WB 23d		App Total	NB 23e	SB 23f		App Total	NB 23g	SB 23h			App Total			
1630 - 1645	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
1645 - 1700	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
1700 - 1715	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
1715 - 1730	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles



www.marrtraffic.com

Memphis, TN

Site 23 of 26

Fairley Rd
E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Lat/Long

35.006394°, -90.051363°

Weather

Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

All vehicles

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %
PHF

Southbound					Eastbound				Westbound					
Fairley Rd					E Holmes Rd (West)				E Holmes Rd (East)					
Left	Right	U-Turn	App	Total	Left	Thru	U-Turn	App	Total	Thru	Right	U-Turn	App	Total
23.1	23.2	23.3			23.4	23.5	23.6			23.7	23.8	23.9		Int
2	0	0	2	2	0	92	0	92	65	0	0	65	159	
2	0	0	2	2	1	92	0	93	84	1	0	85	180	
0	0	0	0	0	0	96	0	96	61	1	0	62	158	
1	0	0	1	1	1	99	0	100	60	0	0	60	161	
5	0	0	5	5	2	379	0	381	270	2	0	272	658	
0	1	0	1	1	1	111	0	112	80	1	0	81	194	
1	1	0	2	2	0	98	0	98	76	0	0	76	176	
2	0	0	2	2	0	67	0	67	56	0	0	56	125	
1	0	0	1	1	0	95	0	95	58	1	0	59	155	
4	2	0	6	6	1	371	0	372	270	2	0	272	650	
9	2	0	11	13	3	750	0	753	540	4	0	544	1308	
81.82	18.18	0.00	-	0.40	99.60	0.00	-	99.26	0.74	0.00	-	-	-	-
0.69	0.15	0.00	0.84	0.23	57.34	0.00	57.57	41.28	0.31	0.00	41.59	-	-	-
0.38	0.25	0.00	0.50	0.75	0.90	0.00	0.90	0.85	0.75	0.00	0.85	0.85	0.89	0.89

1600 - 1900 (Weekday 3h Session) (10-05-2021)

All vehicles

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %
PHF

Southbound					Eastbound				Westbound					
Fairley Rd					E Holmes Rd (West)				E Holmes Rd (East)					
Left	Right	U-Turn	App	Total	Left	Thru	U-Turn	App	Total	Thru	Right	U-Turn	App	Total
23.1	23.2	23.3			23.4	23.5	23.6			23.7	23.8	23.9		Int
1	0	0	1	1	0	104	0	104	105	1	0	106	211	
0	1	0	1	2	0	100	0	100	94	3	0	97	198	
0	0	0	0	0	2	113	0	113	98	1	0	99	214	
2	1	0	3	4	1	113	0	114	107	2	0	109	226	
3	2	0	5	7	3	430	0	433	404	7	0	411	849	
3	0	0	3	3	0	99	0	99	102	2	0	104	206	
3	0	1	4	5	0	109	0	109	117	4	0	121	234	
1	1	0	2	3	0	75	0	75	100	2	0	102	179	
1	0	0	1	1	1	90	0	91	103	3	0	106	198	
8	1	1	10	12	1	373	0	374	422	11	0	433	817	
3	0	0	3	3	0	79	0	79	109	3	0	112	194	
2	1	0	3	4	0	87	0	87	111	3	0	114	204	
1	1	0	2	3	0	71	0	71	76	3	0	79	152	
1	2	0	3	5	1	84	0	85	82	1	0	83	171	
7	4	0	11	15	1	321	0	322	378	10	0	388	721	
18	7	1	26	32	5	1124	0	1129	1204	28	0	1232	2387	
69.23	26.92	3.85	-	0.44	99.56	0.00	-	97.73	2.27	0.00	-	-	-	-
0.75	0.29	0.04	1.09	0.21	47.09	0.00	47.30	50.44	1.17	0.00	51.61	-	-	-
0.67	0.25	0.25	0.63	0.38	0.96	0.00	0.95	0.91	0.56	0.00	0.89	0.89	0.94	0.94

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Memphis, TN

Site 23 of 26

Fairley Rd
E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Lat/Long

35.006394°, -90.051363°

Weather

Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Fairley Rd				E Holmes Rd (West)				E Holmes Rd (East)				
Left 23.1	Right 23.2	U-Turn 23.3	App Total	Left 23.4	Thru 23.5	U-Turn 23.6	App Total	Thru 23.7	Right 23.8	U-Turn 23.9	App Total	
2	0	0	2	0	91	0	91	62	0	0	62	155
2	0	0	2	1	90	0	91	82	1	0	83	176
0	0	0	0	0	96	0	96	58	1	0	59	155
1	0	0	1	1	99	0	100	60	0	0	60	161
5	0	0	5	2	376	0	378	262	2	0	264	647
0	1	0	1	1	107	0	108	80	1	0	81	190
1	0	0	1	0	96	0	96	74	0	0	74	171
2	0	0	2	0	66	0	66	55	0	0	55	123
1	0	0	1	0	93	0	93	58	1	0	59	153
4	1	0	5	1	362	0	363	267	2	0	269	637
9	1	0	10	3	738	0	741	529	4	0	533	1284
90.00	10.00	0.00	-	0.40	99.60	0.00	-	99.25	0.75	0.00	-	
0.70	0.08	0.00	0.78	0.23	57.48	0.00	57.71	41.20	0.31	0.00	41.51	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Fairley Rd				E Holmes Rd (West)				E Holmes Rd (East)				
Left 23.1	Right 23.2	U-Turn 23.3	App Total	Left 23.4	Thru 23.5	U-Turn 23.6	App Total	Thru 23.7	Right 23.8	U-Turn 23.9	App Total	
1	0	0	1	0	102	0	102	104	1	0	105	208
0	1	0	1	0	97	0	97	93	3	0	96	194
0	0	0	0	2	111	0	113	97	1	0	98	211
2	1	0	3	1	111	0	112	107	2	0	109	224
3	2	0	5	3	421	0	424	401	7	0	408	837
3	0	0	3	0	99	0	99	101	2	0	103	205
3	0	1	4	0	107	0	107	115	4	0	119	230
1	1	0	2	0	75	0	75	100	2	0	102	179
1	0	0	1	1	90	0	91	103	3	0	106	198
8	1	1	10	1	371	0	372	419	11	0	430	812
3	0	0	3	0	78	0	78	109	3	0	112	193
2	1	0	3	0	85	0	85	111	3	0	114	202
1	1	0	2	0	70	0	70	76	3	0	79	151
1	2	0	3	1	83	0	84	82	1	0	83	170
7	4	0	11	1	316	0	317	378	10	0	388	716
18	7	1	26	5	1108	0	1113	1198	28	0	1226	2365
69.23	26.92	3.85	-	0.45	99.55	0.00	-	97.72	2.28	0.00	-	
0.76	0.30	0.04	1.10	0.21	46.85	0.00	47.06	50.66	1.18	0.00	51.84	

Classified Turn Movement Count || Single Unit Trucks (4-7)



www.marrtraffic.com

Memphis, TN

Site 23 of 26

Fairley Rd
E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Lat/Long

35.006394°, -90.051363°

Weather

Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Fairley Rd				E Holmes Rd (West)				E Holmes Rd (East)				
Left 23.1	Right 23.2	U-Turn 23.3	App Total	Left 23.4	Thru 23.5	U-Turn 23.6	App Total	Thru 23.7	Right 23.8	U-Turn 23.9	App Total	Int Total
0	0	0	0	0	1	0	1	3	0	0	3	4
0	0	0	0	0	2	0	2	1	0	0	1	3
0	0	0	0	0	0	0	0	3	0	0	3	3
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	3	0	3	0	0	0	0	3
0	1	0	1	0	2	0	2	2	0	0	2	5
0	0	0	0	0	1	0	1	1	0	0	1	2
0	0	0	0	0	2	0	2	0	0	0	0	2
0	1	0	1	0	8	0	8	3	0	0	3	12
0	1	0	1	0	8	0	8	3	0	0	3	12
0	1	0	1	0	11	0	11	10	0	0	10	22
0.00	100.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	-
0.00	4.55	0.00	4.55	0.00	50.00	0.00	50.00	45.45	0.00	0.00	45.45	-

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Fairley Rd				E Holmes Rd (West)				E Holmes Rd (East)				
Left 23.1	Right 23.2	U-Turn 23.3	App Total	Left 23.4	Thru 23.5	U-Turn 23.6	App Total	Thru 23.7	Right 23.8	U-Turn 23.9	App Total	Int Total
0	0	0	0	0	2	0	2	1	0	0	1	3
0	0	0	0	0	3	0	3	1	0	0	1	4
0	0	0	0	0	2	0	2	1	0	0	1	3
0	0	0	0	0	2	0	2	0	0	0	0	2
0	0	0	0	0	9	0	9	3	0	0	3	12
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	2	0	2	0	0	0	0	2
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	2	0	2	1	0	0	1	3
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	2	0	2	0	0	0	0	2
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	4	0	4	0	0	0	0	4
0	0	0	0	0	15	0	15	4	0	0	4	19
0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	-
0.00	0.00	0.00	0.00	0.00	78.95	0.00	78.95	21.05	0.00	0.00	21.05	-

Classified Turn Movement Count | | Combination Trucks (8-13)



Marr Traffic
DATA COLLECTION

www.marrtraffic.com

Memphis, TN

Site 23 of 26

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Fairley Rd
E Holmes Rd (West)
E Holmes Rd (East)

Lat/Long

35.006394°, -90.051363°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Combination Trucks (8-13)

Southbound					Eastbound				Westbound					
Fairley Rd					E Holmes Rd (West)				E Holmes Rd (East)					
Left 23.1	Right 23.2	U-Turn 23.3	App Total		Left 23.4	Thru 23.5	U-Turn 23.6	App Total		Thru 23.7	Right 23.8	U-Turn 23.9	App Total	Int Total
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0		1	0	0	1	1
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0		1	0	0	1	1
0	0	0	0		0	1	0	1		0	0	0	0	1
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	1	0	1		0	0	0	0	1
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	1	0	1		0	0	0	0	1
Grand Total	0	0	0	0	0	1	0	1		1	0	0	1	2
Approach %	0.00	0.00	0.00	-	0.00	100.00	0.00	-		100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	50.00	0.00	50.00		50.00	0.00	0.00	50.00	

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Combination Trucks (8-13)

Southbound					Eastbound				Westbound					
Fairley Rd					E Holmes Rd (West)				E Holmes Rd (East)					
Left 23.1	Right 23.2	U-Turn 23.3	App Total		Left 23.4	Thru 23.5	U-Turn 23.6	App Total		Thru 23.7	Right 23.8	U-Turn 23.9	App Total	Int Total
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0		1	0	0	1	1
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	1	0	1		0	0	0	0	1
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	0	0	0		0	0	0	0	0
0	0	0	0		0	1	0	1		0	0	0	0	1
Grand Total	0	0	0	0	0	1	0	1		1	0	0	1	2
Approach %	0.00	0.00	0.00	-	0.00	100.00	0.00	-		100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	50.00	0.00	50.00		50.00	0.00	0.00	50.00	

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %



[Click here for Map](#)

Peak Hour Turning Movement Count

Memphis, TN



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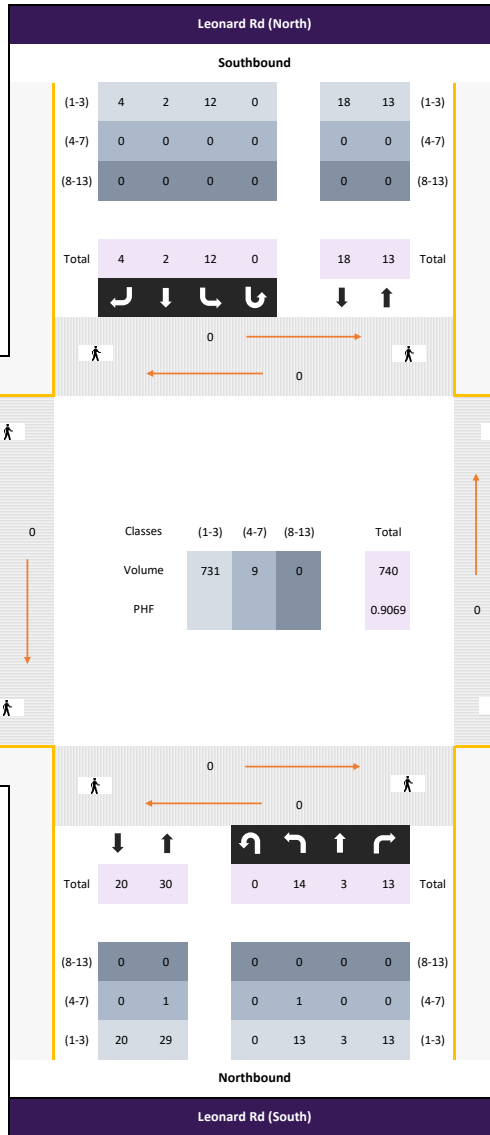
Tuesday, October 5, 2021	
Period	0700 - 0900
Peak Hour	0715 - 0815

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



E Holmes Rd (West)

E Holmes Rd (East)

All vehicles

Time	Northbound Leonard Rd (South)					Southbound Leonard Rd (North)					Eastbound E Holmes Rd (West)					Westbound E Holmes Rd (East)					Int Total
	Left 24.1	Thru 24.2	Right 24.3	U-Turn 24.4	App Total	Left 24.5	Thru 24.6	Right 24.7	U-Turn 24.8	App Total	Left 24.9	Thru 24.10	Right 24.11	U-Turn 24.12	App Total	Left 24.13	Thru 24.14	Right 24.15	U-Turn 24.16	App Total	
	0715 - 0730	2	0	4	0	6	2	1	3	0	6	0	93	2	0	95	3	81	1	0	
0730 - 0745	7	1	6	0	14	4	0	0	0	4	0	96	1	0	97	2	56	1	0	59	174
0745 - 0800	4	1	0	0	5	4	1	0	0	5	0	96	2	0	98	1	57	4	0	62	170
0800 - 0815	1	1	3	0	5	2	0	1	0	3	0	109	5	0	114	2	76	4	0	82	204
Total	14	3	13	0	30	12	2	4	0	18	0	394	10	0	404	8	270	10	0	288	740
Approach %	46.67	10.00	43.33	0.00	-	66.67	11.11	22.22	0.00	-	0.00	97.52	2.48	0.00	-	2.78	93.75	3.47	0.00	-	
PHF	0.50	0.75	0.54	0.00	0.54	0.75	0.50	0.33	0.00	0.75	0.00	0.90	0.50	0.00	0.89	0.67	0.83	0.63	0.00	0.85	0.91

Bikes

Time	Northbound Leonard Rd (South)					Southbound Leonard Rd (North)					Eastbound E Holmes Rd (West)					Westbound E Holmes Rd (East)					Int Total
	Left 24.1	Thru 24.2	Right 24.3	U-Turn 24.4	App Total	Left 24.5	Thru 24.6	Right 24.7	U-Turn 24.8	App Total	Left 24.9	Thru 24.10	Right 24.11	U-Turn 24.12	App Total	Left 24.13	Thru 24.14	Right 24.15	U-Turn 24.16	App Total	
	0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound Leonard Rd (South)					Southbound Leonard Rd (North)					Eastbound E Holmes Rd (West)					Westbound E Holmes Rd (East)					Int Total
	Left 24.1	Thru 24.2	Right 24.3	U-Turn 24.4	App Total	Left 24.5	Thru 24.6	Right 24.7	U-Turn 24.8	App Total	Left 24.9	Thru 24.10	Right 24.11	U-Turn 24.12	App Total	Left 24.13	Thru 24.14	Right 24.15	U-Turn 24.16	App Total	
	0715 - 0730	2	0	4	0	6	2	1	3	0	6	0	92	2	0	94	3	79	1	0	
0730 - 0745	6	1	6	0	13	4	0	0	0	4	0	95	1	0	96	2	54	1	0	57	170
0745 - 0800	4	1	0	0	5	4	1	0	0	5	0	96	2	0	98	1	57	4	0	62	170
0800 - 0815	1	1	3	0	5	2	0	1	0	3	0	107	5	0	112	2	76	4	0	82	202
Total	13	3	13	0	29	12	2	4	0	18	0	390	10	0	400	8	266	10	0	284	731
Approach %	44.83	10.34	44.83	0.00	-	66.67	11.11	22.22	0.00	-	0.00	97.50	2.50	0.00	-	2.82	93.66	3.52	0.00	-	
PHF	0.54	0.75	0.54	0.00	0.56	0.75	0.50	0.33	0.00	0.75	0.00	0.91	0.50	0.00	0.89	0.67	0.84	0.63	0.00	0.86	0.90

Single Unit Trucks (4-7)

Time	Northbound Leonard Rd (South)					Southbound Leonard Rd (North)					Eastbound E Holmes Rd (West)					Westbound E Holmes Rd (East)					Int Total
	Left 24.1	Thru 24.2	Right 24.3	U-Turn 24.4	App Total	Left 24.5	Thru 24.6	Right 24.7	U-Turn 24.8	App Total	Left 24.9	Thru 24.10	Right 24.11	U-Turn 24.12	App Total	Left 24.13	Thru 24.14	Right 24.15	U-Turn 24.16	App Total	
	0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	
0730 - 0745	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	4
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	9
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.50	0.56

Combination Trucks (8-13)

Time	Northbound Leonard Rd (South)					Southbound Leonard Rd (North)					Eastbound E Holmes Rd (West)					Westbound E Holmes Rd (East)					Int Total
	Left 24.1	Thru 24.2	Right 24.3	U-Turn 24.4	App Total	Left 24.5	Thru 24.6	Right 24.7	U-Turn 24.8	App Total	Left 24.9	Thru 24.10	Right 24.11	U-Turn 24.12	App Total	Left 24.13	Thru 24.14	Right 24.15	U-Turn 24.16	App Total	
	0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Pedestrians

Time	Northbound Leonard Rd (South)				App Total	Southbound Leonard Rd (North)				App Total	Eastbound E Holmes Rd (West)				App Total	Westbound E Holmes Rd (East)				App Total	Int Total
	EB 24a	WB 24b				EB 24c	WB 24d				NB 24e	SB 24f				NB 24g	SB 24h				
	0715 - 0730	0	0	-		-	0	0	0		-	-	0	0		0	-	-	0		
0730 - 0745	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0745 - 0800	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0800 - 0815	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



[Click here for Map](#)

Peak Hour Turning Movement Count

Memphis, TN

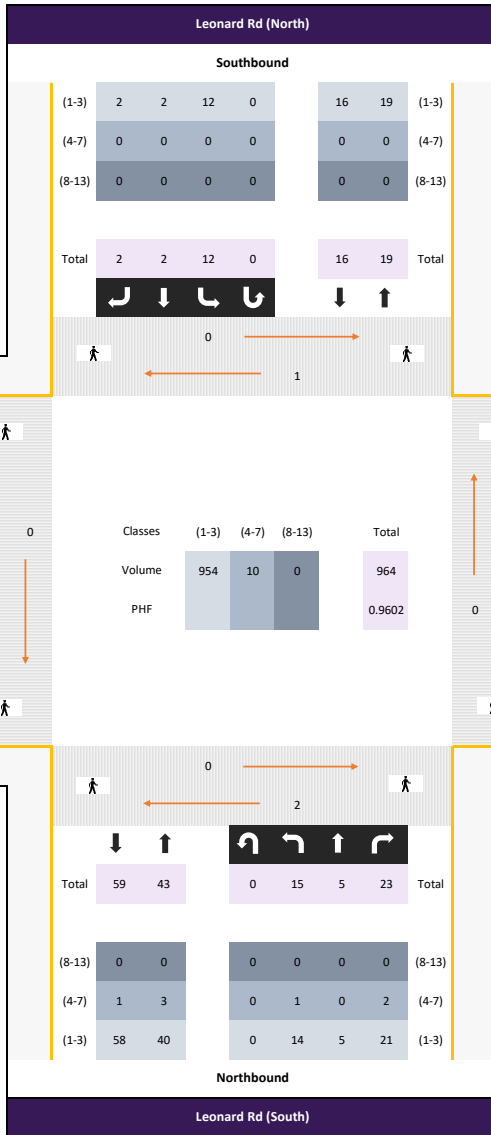


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Tuesday, October 5, 2021	
Period	1600 - 1900
Peak Hour	1630 - 1730

Session Parameters

(Drop Down Menu)



Eastbound			
(1-3)	(4-7)	(8-13)	Total
430	2	0	432
435	5	0	440
0	0	0	0
1	0	0	1
414	5	0	419
20	0	0	20
(1-3)	(4-7)	(8-13)	Total

Classes				
(1-3)	(4-7)	(8-13)	Total	
954	10	0	964	
PHF			0.9602	

Westbound			
(8-13)	(4-7)	(1-3)	Total
0	0	13	13
0	1	414	415
0	1	36	37
0	0	0	0
0	2	463	465
0	7	447	454
(8-13)	(4-7)	(1-3)	Total

Northbound				
(8-13)	(4-7)	(1-3)	Total	
0	0	0	0	
1	3	0	4	
0	1	0	1	
0	14	5	19	
58	40	21	119	
(8-13)	(4-7)	(1-3)	Total	

All vehicles

Time	Northbound Leonard Rd (South)					Southbound Leonard Rd (North)					Eastbound E Holmes Rd (West)					Westbound E Holmes Rd (East)					Int Total
	Left 24.1	Thru 24.2	Right 24.3	U-Turn 24.4	App Total	Left 24.5	Thru 24.6	Right 24.7	U-Turn 24.8	App Total	Left 24.9	Thru 24.10	Right 24.11	U-Turn 24.12	App Total	Left 24.13	Thru 24.14	Right 24.15	U-Turn 24.16	App Total	
	1630 - 1645	4	1	6	0	11	5	1	0	0	6	0	108	3	0	111	10	95	1	0	
1645 - 1700	3	1	7	0	11	3	1	0	0	4	1	111	4	0	116	11	106	3	0	120	251
1700 - 1715	5	3	5	0	13	1	0	1	0	2	0	98	5	0	103	12	99	6	0	117	235
1715 - 1730	3	0	5	0	8	3	0	1	0	4	0	102	8	0	110	4	115	3	0	122	244
Total	15	5	23	0	43	12	2	2	0	16	1	419	20	0	440	37	415	13	0	465	964
Approach %	34.88	11.63	53.49	0.00	-	75.00	12.50	12.50	0.00	-	0.23	95.23	4.55	0.00	-	7.96	89.25	2.80	0.00	-	-
PHF	0.75	0.42	0.82	0.00	0.83	0.60	0.50	0.50	0.00	0.67	0.25	0.94	0.63	0.00	0.95	0.77	0.90	0.54	0.00	0.95	0.96

Bikes

Time	Northbound Leonard Rd (South)					Southbound Leonard Rd (North)					Eastbound E Holmes Rd (West)					Westbound E Holmes Rd (East)					Int Total
	Left 24.1	Thru 24.2	Right 24.3	U-Turn 24.4	App Total	Left 24.5	Thru 24.6	Right 24.7	U-Turn 24.8	App Total	Left 24.9	Thru 24.10	Right 24.11	U-Turn 24.12	App Total	Left 24.13	Thru 24.14	Right 24.15	U-Turn 24.16	App Total	
	1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound Leonard Rd (South)					Southbound Leonard Rd (North)					Eastbound E Holmes Rd (West)					Westbound E Holmes Rd (East)					Int Total
	Left 24.1	Thru 24.2	Right 24.3	U-Turn 24.4	App Total	Left 24.5	Thru 24.6	Right 24.7	U-Turn 24.8	App Total	Left 24.9	Thru 24.10	Right 24.11	U-Turn 24.12	App Total	Left 24.13	Thru 24.14	Right 24.15	U-Turn 24.16	App Total	
	1630 - 1645	3	1	4	0	8	5	1	0	0	6	0	106	3	0	109	9	95	1	0	
1645 - 1700	3	1	7	0	11	3	1	0	0	4	1	109	4	0	114	11	106	3	0	120	249
1700 - 1715	5	3	5	0	13	1	0	1	0	2	0	98	5	0	103	12	98	6	0	116	234
1715 - 1730	3	0	5	0	8	3	0	1	0	4	0	101	8	0	109	4	115	3	0	122	243
Total	14	5	21	0	40	12	2	2	0	16	1	414	20	0	435	36	414	13	0	463	954
Approach %	35.00	12.50	52.50	0.00	-	75.00	12.50	12.50	0.00	-	0.23	95.17	4.60	0.00	-	7.78	89.42	2.81	0.00	-	-
PHF	0.70	0.42	0.75	0.00	0.77	0.60	0.50	0.50	0.00	0.67	0.25	0.95	0.63	0.00	0.95	0.75	0.90	0.54	0.00	0.95	0.96

Single Unit Trucks (4-7)

Time	Northbound Leonard Rd (South)					Southbound Leonard Rd (North)					Eastbound E Holmes Rd (West)					Westbound E Holmes Rd (East)					Int Total
	Left 24.1	Thru 24.2	Right 24.3	U-Turn 24.4	App Total	Left 24.5	Thru 24.6	Right 24.7	U-Turn 24.8	App Total	Left 24.9	Thru 24.10	Right 24.11	U-Turn 24.12	App Total	Left 24.13	Thru 24.14	Right 24.15	U-Turn 24.16	App Total	
	1630 - 1645	1	0	2	0	3	0	0	0	0	0	0	2	0	0	2	1	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	1	0	2	0	3	0	0	0	0	0	0	5	0	0	5	1	1	0	0	2	10
Approach %	33.33	0.00	66.67	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	50.00	50.00	0.00	0.00	-	-
PHF	0.25	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.63	0.25	0.25	0.00	0.00	0.50	0.42

Combination Trucks (8-13)

Time	Northbound Leonard Rd (South)					Southbound Leonard Rd (North)					Eastbound E Holmes Rd (West)					Westbound E Holmes Rd (East)					Int Total
	Left 24.1	Thru 24.2	Right 24.3	U-Turn 24.4	App Total	Left 24.5	Thru 24.6	Right 24.7	U-Turn 24.8	App Total	Left 24.9	Thru 24.10	Right 24.11	U-Turn 24.12	App Total	Left 24.13	Thru 24.14	Right 24.15	U-Turn 24.16	App Total	
	1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Pedestrians

Time	Northbound Leonard Rd (South)				App Total	Southbound Leonard Rd (North)				App Total	Eastbound E Holmes Rd (West)				App Total	Westbound E Holmes Rd (East)				App Total	Int Total
	EB 24a	WB 24b	-	-		EB 24c	WB 24d	-	-		NB 24e	SB 24f	-	-		NB 24g	SB 24h	-	-		
	1630 - 1645	0	0	-		-	0	0	0		-	-	0	0		0	-	-	0		
1645 - 1700	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1700 - 1715	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1715 - 1730	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count | | All vehicles



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Memphis, TN

Site 24 of 26

Leonard Rd (South)
Leonard Rd (North)
E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006365°, -90.049407°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Leonard Rd (South)					Leonard Rd (North)					E Holmes Rd (West)					E Holmes Rd (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0700 - 0715	2	0	10	0	12	0	0	1	0	1	1	94	0	0	95	1	62	2	0	65	173
0715 - 0730	2	0	4	0	6	2	1	3	0	6	0	93	2	0	95	3	81	1	0	85	192
0730 - 0745	7	1	6	0	14	4	0	0	0	4	0	96	1	0	97	2	56	1	0	59	174
0745 - 0800	4	1	0	0	5	4	1	0	0	5	0	96	2	0	98	1	57	4	0	62	170
Hourly Total	15	2	20	0	37	10	2	4	0	16	1	379	5	0	385	7	256	8	0	271	709
0800 - 0815	1	1	3	0	5	2	0	1	0	3	0	109	5	0	114	2	76	4	0	82	204
0815 - 0830	4	1	3	0	8	0	1	1	0	2	2	91	6	0	99	4	71	1	0	76	185
0830 - 0845	3	1	4	0	8	1	0	0	0	1	0	66	3	0	69	6	53	2	0	61	139
0845 - 0900	1	0	2	0	3	0	0	1	0	1	0	90	3	0	93	3	58	2	0	63	160
Hourly Total	9	3	12	0	24	3	1	3	0	7	2	356	17	0	375	15	258	9	0	282	688
Grand Total	24	5	32	0	61	13	3	7	0	23	3	735	22	0	760	22	514	17	0	553	1397
Approach %	39.34	8.20	52.46	0.00	-	56.52	13.04	30.43	0.00	-	0.39	96.71	2.89	0.00	-	3.98	92.95	3.07	0.00	-	-
Intersection %	1.72	0.36	2.29	0.00	4.37	0.93	0.21	0.50	0.00	1.65	0.21	52.61	1.57	0.00	54.40	1.57	36.79	1.22	0.00	39.58	-
PHF	0.50	0.75	0.54	0.00	0.54	0.75	0.50	0.33	0.00	0.75	0.00	0.90	0.50	0.00	0.89	0.67	0.83	0.63	0.00	0.85	0.91

1600 - 1900 (Weekday 3h Session) (10-05-2021)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Leonard Rd (South)					Leonard Rd (North)					E Holmes Rd (West)					E Holmes Rd (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1600 - 1615	5	1	5	0	11	1	0	0	0	1	1	100	4	0	105	5	102	2	0	109	226
1615 - 1630	3	1	7	0	11	2	3	0	0	5	1	95	6	0	102	5	94	2	0	101	219
1630 - 1645	4	1	6	0	11	5	1	0	0	6	0	108	3	0	111	10	95	1	0	106	234
1645 - 1700	3	1	7	0	11	3	1	0	0	4	1	111	4	0	116	11	106	3	0	120	251
Hourly Total	15	4	25	0	44	11	5	0	0	16	3	414	17	0	434	31	397	8	0	436	930
1700 - 1715	5	3	5	0	13	1	0	1	0	2	0	98	5	0	103	12	99	6	0	117	235
1715 - 1730	3	0	5	0	8	3	0	1	0	4	0	102	8	0	110	4	115	3	0	122	244
1730 - 1745	1	0	12	0	13	2	0	2	0	4	0	75	1	0	76	4	96	3	0	103	196
1745 - 1800	2	1	6	0	9	0	0	0	0	0	0	91	0	0	91	7	104	7	0	118	218
Hourly Total	11	4	28	0	43	6	0	4	0	10	0	366	14	0	380	27	414	19	0	460	893
1800 - 1815	2	0	5	0	7	3	1	1	0	5	0	78	5	0	83	9	111	3	0	123	218
1815 - 1830	5	0	11	0	16	1	0	0	0	1	1	83	3	0	87	8	109	4	0	121	225
1830 - 1845	3	1	12	0	16	1	0	0	0	1	3	68	2	0	73	5	77	2	0	84	174
1845 - 1900	2	0	3	0	5	4	0	0	0	4	1	80	2	0	83	9	81	2	0	92	184
Hourly Total	12	1	31	0	44	9	1	1	0	11	5	309	12	0	326	31	378	11	0	420	801
Grand Total	38	9	84	0	131	26	6	5	0	37	8	1089	43	0	1140	89	1189	38	0	1316	2624
Approach %	29.01	6.87	64.12	0.00	-	70.27	16.22	13.51	0.00	-	0.70	95.53	3.77	0.00	-	6.76	90.35	2.89	0.00	-	-
Intersection %	1.45	0.34	3.20	0.00	4.99	0.99	0.23	0.19	0.00	1.41	0.30	41.50	1.64	0.00	43.45	3.39	45.31	1.45	0.00	50.15	-
PHF	0.75	0.42	0.82	0.00	0.83	0.60	0.50	0.50	0.00	0.67	0.25	0.94	0.63	0.00	0.95	0.77	0.90	0.54	0.00	0.95	0.96

Classified Turn Movement Count || Bikes



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Memphis, TN

Site 24 of 26

Leonard Rd (South)
Leonard Rd (North)
E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006365°, -90.049407°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total		
	Leonard Rd (South)					Leonard Rd (North)					E Holmes Rd (West)					E Holmes Rd (East)							
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total			
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	100.00	100.00	100.00

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total		
	Leonard Rd (South)					Leonard Rd (North)					E Holmes Rd (West)					E Holmes Rd (East)							
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total			
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	-	-
Intersection %	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	100.00

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Memphis, TN

Site 24 of 26

Leonard Rd (South)
Leonard Rd (North)
E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006365°, -90.049407°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Leonard Rd (South)					Leonard Rd (North)					E Holmes Rd (West)					E Holmes Rd (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0700 - 0715	2	0	10	0	12	0	0	1	0	1	1	93	0	0	94	1	59	2	0	62	169
0715 - 0730	2	0	4	0	6	2	1	3	0	6	0	92	2	0	94	3	79	1	0	83	189
0730 - 0745	6	1	6	0	13	4	0	0	0	4	0	95	1	0	96	2	54	1	0	57	170
0745 - 0800	4	1	0	0	5	4	1	0	0	5	0	96	2	0	98	1	57	4	0	62	170
Hourly Total	14	2	20	0	36	10	2	4	0	16	1	376	5	0	382	7	249	8	0	264	698
0800 - 0815	1	1	3	0	5	2	0	1	0	3	0	107	5	0	112	2	76	4	0	82	202
0815 - 0830	3	0	3	0	6	0	1	1	0	2	2	90	5	0	97	3	71	1	0	75	180
0830 - 0845	3	1	4	0	8	1	0	0	0	1	0	65	3	0	68	4	53	1	0	58	135
0845 - 0900	0	0	2	0	2	0	0	0	0	0	0	87	2	0	89	3	58	2	0	63	154
Hourly Total	7	2	12	0	21	3	1	2	0	6	2	349	15	0	366	12	258	8	0	278	671
Grand Total	21	4	32	0	57	13	3	6	0	22	3	725	20	0	748	19	507	16	0	542	1369
Approach %	36.84	7.02	56.14	0.00	-	59.09	13.64	27.27	0.00	-	0.40	96.93	2.67	0.00	-	3.51	93.54	2.95	0.00	-	-
Intersection %	1.53	0.29	2.34	0.00	4.16	0.95	0.22	0.44	0.00	1.61	0.22	52.96	1.46	0.00	54.64	1.39	37.03	1.17	0.00	39.59	-

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Leonard Rd (South)					Leonard Rd (North)					E Holmes Rd (West)					E Holmes Rd (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1600 - 1615	5	1	5	0	11	1	0	0	0	1	1	99	3	0	103	5	101	2	0	108	223
1615 - 1630	3	1	7	0	11	2	3	0	0	5	1	94	4	0	99	5	93	2	0	100	215
1630 - 1645	3	1	4	0	8	5	1	0	0	6	0	106	3	0	109	9	95	1	0	105	228
1645 - 1700	3	1	7	0	11	3	1	0	0	4	1	109	4	0	114	11	106	3	0	120	249
Hourly Total	14	4	23	0	41	11	5	0	0	16	3	408	14	0	425	30	395	8	0	433	915
1700 - 1715	5	3	5	0	13	1	0	1	0	2	0	98	5	0	103	12	98	6	0	116	234
1715 - 1730	3	0	5	0	8	3	0	1	0	4	0	101	8	0	109	4	115	3	0	122	243
1730 - 1745	1	0	12	0	13	2	0	2	0	4	0	74	1	0	75	4	95	3	0	102	194
1745 - 1800	2	1	5	0	8	0	0	0	0	0	0	91	0	0	91	7	104	7	0	118	217
Hourly Total	11	4	27	0	42	6	0	4	0	10	0	364	14	0	378	27	412	19	0	458	888
1800 - 1815	2	0	5	0	7	3	1	1	0	5	0	77	5	0	82	9	111	3	0	123	217
1815 - 1830	5	0	11	0	16	1	0	0	0	1	1	81	3	0	85	8	109	4	0	121	223
1830 - 1845	3	1	12	0	16	1	0	0	0	1	3	67	2	0	72	5	77	2	0	84	173
1845 - 1900	2	0	3	0	5	4	0	0	0	4	1	80	1	0	82	9	81	2	0	92	183
Hourly Total	12	1	31	0	44	9	1	1	0	11	5	305	11	0	321	31	378	11	0	420	796
Grand Total	37	9	81	0	127	26	6	5	0	37	8	1077	39	0	1124	88	1185	38	0	1311	2599
Approach %	29.13	7.09	63.78	0.00	-	70.27	16.22	13.51	0.00	-	0.71	95.82	3.47	0.00	-	6.71	90.39	2.90	0.00	-	-
Intersection %	1.42	0.35	3.12	0.00	4.89	1.00	0.23	0.19	0.00	1.42	0.31	41.44	1.50	0.00	43.25	3.39	45.59	1.46	0.00	50.44	-

Classified Turn Movement Count || Single Unit Trucks (4-7)



www.marrtraffic.com

Memphis, TN

Site 24 of 26

Leonard Rd (South)
Leonard Rd (North)
E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006365°, -90.049407°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Leonard Rd (South)					Leonard Rd (North)					E Holmes Rd (West)					E Holmes Rd (East)					
	Left 24.1	Thru 24.2	Right 24.3	U-Turn 24.4	App Total	Left 24.5	Thru 24.6	Right 24.7	U-Turn 24.8	App Total	Left 24.9	Thru 24.10	Right 24.11	U-Turn 24.12	App Total	Left 24.13	Thru 24.14	Right 24.15	U-Turn 24.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
0730 - 0745	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	4
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	0	6	0	0	6	10
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
0815 - 0830	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	4
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	3
0845 - 0900	1	0	0	0	1	0	0	1	0	1	0	3	1	0	4	0	0	0	0	0	6
Hourly Total	2	1	0	0	3	0	0	1	0	1	0	6	2	0	8	2	0	1	0	3	15
Grand Total	3	1	0	0	4	0	0	1	0	1	0	9	2	0	11	2	6	1	0	9	25
Approach %	75.00	25.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	81.82	18.18	0.00	-	22.22	66.67	11.11	0.00	-	
Intersection %	12.00	4.00	0.00	0.00	16.00	0.00	0.00	4.00	0.00	4.00	0.00	36.00	8.00	0.00	44.00	8.00	24.00	4.00	0.00	36.00	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Leonard Rd (South)					Leonard Rd (North)					E Holmes Rd (West)					E Holmes Rd (East)					
	Left 24.1	Thru 24.2	Right 24.3	U-Turn 24.4	App Total	Left 24.5	Thru 24.6	Right 24.7	U-Turn 24.8	App Total	Left 24.9	Thru 24.10	Right 24.11	U-Turn 24.12	App Total	Left 24.13	Thru 24.14	Right 24.15	U-Turn 24.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	3
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	1	0	0	1	4
1630 - 1645	1	0	2	0	3	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	6
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Hourly Total	1	0	2	0	3	0	0	0	0	0	0	6	3	0	9	1	2	0	0	3	15
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	4
Grand Total	1	0	2	0	3	0	0	0	0	0	0	11	4	0	15	1	3	0	0	4	22
Approach %	33.33	0.00	66.67	0.00	-	0.00	0.00	0.00	0.00	-	0.00	73.33	26.67	0.00	-	25.00	75.00	0.00	0.00	-	
Intersection %	4.55	0.00	9.09	0.00	13.64	0.00	0.00	0.00	0.00	0.00	0.00	50.00	18.18	0.00	68.18	4.55	13.64	0.00	0.00	18.18	

Classified Turn Movement Count | | Combination Trucks (8-13)



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Memphis, TN

Site 24 of 26

Leonard Rd (South)
Leonard Rd (North)
E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006365°, -90.049407°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Leonard Rd (South)					Leonard Rd (North)					E Holmes Rd (West)					E Holmes Rd (East)					
	Left 24.1	Thru 24.2	Right 24.3	U-Turn 24.4	App Total	Left 24.5	Thru 24.6	Right 24.7	U-Turn 24.8	App Total	Left 24.9	Thru 24.10	Right 24.11	U-Turn 24.12	App Total	Left 24.13	Thru 24.14	Right 24.15	U-Turn 24.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	0.00	0.00	50.00	0.00	50.00	0.00	0.00	50.00	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Leonard Rd (South)					Leonard Rd (North)					E Holmes Rd (West)					E Holmes Rd (East)					
	Left 24.1	Thru 24.2	Right 24.3	U-Turn 24.4	App Total	Left 24.5	Thru 24.6	Right 24.7	U-Turn 24.8	App Total	Left 24.9	Thru 24.10	Right 24.11	U-Turn 24.12	App Total	Left 24.13	Thru 24.14	Right 24.15	U-Turn 24.16	App Total	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	0.00	0.00	50.00	0.00	50.00	0.00	0.00	50.00	

Pedestrian Count || All vehicles



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Memphis, TN

Site 24 of 26

Leonard Rd (South)
Leonard Rd (North)
E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006365°, -90.049407°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Leonard Rd (South)		App Total	Leonard Rd (North)		App Total	E Holmes Rd (West)		App Total	E Holmes Rd (East)		App Total		
	EB 24a	WB 24b		EB 24c	WB 24d		NB 24e	SB 24f		NB 24g	SB 24h			
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	1	0	1	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	1	0	1	0	0	0	1
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	1	0	1	0	0	0	1
Approach %	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	0.00	0.00	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	Leonard Rd (South)		App Total	Leonard Rd (North)		App Total	E Holmes Rd (West)		App Total	E Holmes Rd (East)		App Total		
	EB 24a	WB 24b		EB 24c	WB 24d		NB 24e	SB 24f		NB 24g	SB 24h			
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	2	2	0	1	1	0	0	0	0	0	0	0	3
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	1	1	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	2	0	1	1	0	0	0	0	0	1	1	4
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	0	0	0	0	2	2	0	1	1	0	0	0	0	3
Hourly Total	0	0	0	0	2	2	0	1	2	0	0	1	0	3
Grand Total	0	2	2	2	1	3	0	1	1	0	1	1	7	7
Approach %	0.00	100.00	-	66.67	33.33	-	0.00	100.00	-	0.00	100.00	-	-	-
Intersection %	0.00	28.57	28.57	28.57	14.29	42.86	0.00	14.29	14.29	0.00	14.29	14.29	14.29	14.29



[Click here for Map](#)

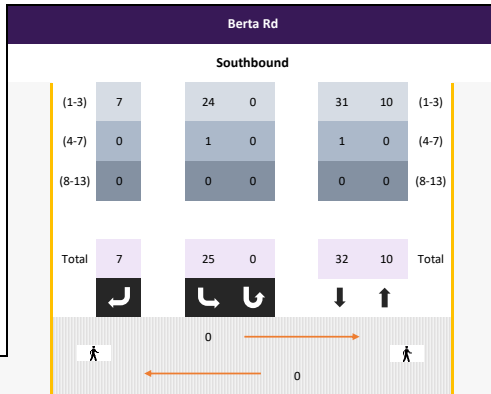
Peak Hour Turning Movement Count

Memphis, TN



www.marrtraffic.com

Tuesday, October 5, 2021	
Period	0700 - 0900
Peak Hour	0715 - 0815

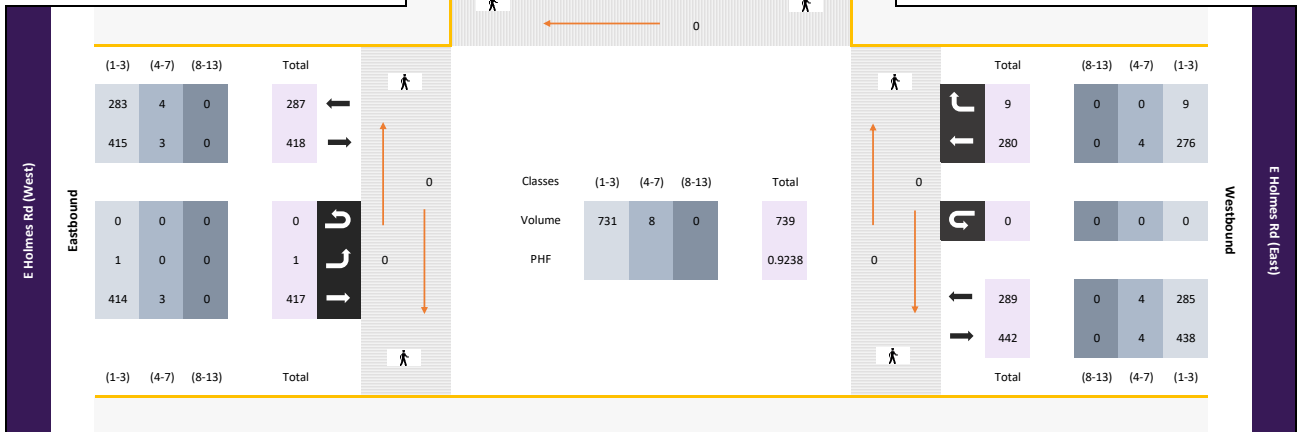


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Southbound					Eastbound					Westbound					Int Total					
	Berta Rd					E Holmes Rd (West)					E Holmes Rd (East)										
	Left	Right	U-Turn	App Total	App	Left	Thru	U-Turn	App Total	App	Left	Thru	Right	U-Turn	App Total		App				
0715 - 0730	-	-	-	-	0	2	-	0	0	2	1	96	-	0	97	-	85	3	0	88	187
0730 - 0745	-	-	-	-	0	5	-	2	0	7	0	106	-	0	106	-	57	2	0	59	172
0745 - 0800	-	-	-	-	0	11	-	4	0	15	0	101	-	0	101	-	61	3	0	64	180
0800 - 0815	-	-	-	-	0	7	-	1	0	8	0	114	-	0	114	-	77	1	0	78	200
Total	0	0	0	0	0	25	0	7	0	32	1	417	0	0	418	0	280	9	0	289	739
Approach %	0.00	0.00	0.00	0.00	-	78.13	0.00	21.88	0.00	-	0.24	99.76	0.00	0.00	-	0.00	96.89	3.11	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.57	0.00	0.44	0.00	0.53	0.25	0.91	0.00	0.00	0.92	0.00	0.82	0.75	0.00	0.82	0.92

Bikes

Time	Southbound					Eastbound					Westbound					Int Total					
	Berta Rd					E Holmes Rd (West)					E Holmes Rd (East)										
	Left	Right	U-Turn	App Total	App	Left	Thru	U-Turn	App Total	App	Left	Thru	Right	U-Turn	App Total		App				
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0800 - 0815	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Southbound					Eastbound					Westbound					Int Total					
	Berta Rd					E Holmes Rd (West)					E Holmes Rd (East)										
	Left	Right	U-Turn	App Total	App	Left	Thru	U-Turn	App Total	App	Left	Thru	Right	U-Turn	App Total		App				
0715 - 0730	-	-	-	-	0	2	-	0	0	2	1	95	-	0	96	-	82	3	0	85	183
0730 - 0745	-	-	-	-	0	5	-	2	0	7	0	105	-	0	105	-	56	2	0	58	170
0745 - 0800	-	-	-	-	0	10	-	4	0	14	0	101	-	0	101	-	61	3	0	64	179
0800 - 0815	-	-	-	-	0	7	-	1	0	8	0	113	-	0	113	-	77	1	0	78	199
Total	0	0	0	0	0	24	0	7	0	31	1	414	0	0	415	0	276	9	0	285	731
Approach %	0.00	0.00	0.00	0.00	-	77.42	0.00	22.58	0.00	-	0.24	99.76	0.00	0.00	-	0.00	96.84	3.16	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.60	0.00	0.44	0.00	0.55	0.25	0.92	0.00	0.00	0.92	0.00	0.84	0.75	0.00	0.84	0.92

Single Unit Trucks (4-7)

Time	Southbound					Eastbound					Westbound					Int Total					
	Berta Rd					E Holmes Rd (West)					E Holmes Rd (East)										
	Left	Right	U-Turn	App Total	App	Left	Thru	U-Turn	App Total	App	Left	Thru	Right	U-Turn	App Total		App				
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	3	0	0	3	4
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	1	0	0	1	2
0745 - 0800	-	-	-	-	0	1	-	0	0	1	0	0	-	0	0	-	0	0	0	0	1
0800 - 0815	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	4	0	0	4	8
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.75	0.00	0.00	0.75	0.00	0.33	0.00	0.00	0.33	0.50

Combination Trucks (8-13)

Time	Southbound					Eastbound					Westbound					Int Total					
	Berta Rd					E Holmes Rd (West)					E Holmes Rd (East)										
	Left	Right	U-Turn	App Total	App	Left	Thru	U-Turn	App Total	App	Left	Thru	Right	U-Turn	App Total		App				
0715 - 0730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0800 - 0815	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Pedestrians

Time	Southbound					Eastbound					Westbound					Int Total					
	Berta Rd					E Holmes Rd (West)					E Holmes Rd (East)										
	FB	WB	U-Turn	App Total	App	NB	SB	U-Turn	App Total	App	NB	SB	U-Turn	App Total	App						
0715 - 0730	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
0730 - 0745	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
0745 - 0800	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
0800 - 0815	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



[Click here for Map](#)

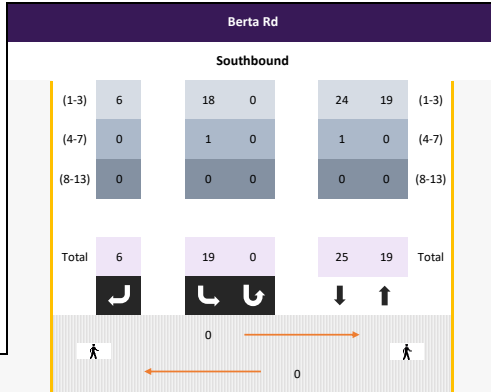
Peak Hour Turning Movement Count

Memphis, TN



www.marrtraffic.com

Tuesday, October 5, 2021	
Period	1600 - 1900
Peak Hour	1630 - 1730

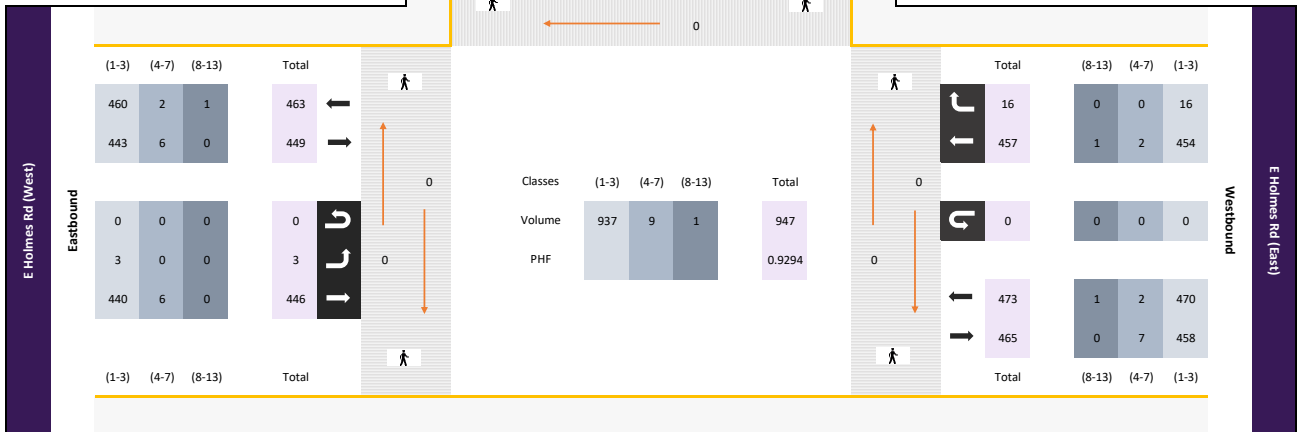


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time						Southbound				Eastbound				Westbound				Int Total			
						Berta Rd				E Holmes Rd (West)				E Holmes Rd (East)							
					App Total	Left 25.1	Right 25.2	U-Turn 25.3	App Total	Left 25.4	Thru 25.5	U-Turn 25.6	App Total	Thru 25.7	Right 25.8	U-Turn 25.9	App Total				
1630 - 1645	-	-	-	-	0	5	-	0	5	1	116	-	117	-	106	3	109	231			
1645 - 1700	-	-	-	-	0	5	-	2	7	1	121	-	122	-	119	7	126	255			
1700 - 1715	-	-	-	-	0	3	-	2	5	0	102	-	102	-	113	5	118	225			
1715 - 1730	-	-	-	-	0	6	-	2	8	1	107	-	108	-	119	2	121	237			
Total	0	0	0	0	0	19	0	6	25	3	446	0	449	0	457	17	474	948			
Approach %	0.00	0.00	0.00	0.00	-	76.00	0.00	24.00	0.00	-	0.67	99.33	0.00	0.00	-	0.00	96.41	3.59	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.79	0.00	0.75	0.00	0.78	0.75	0.92	0.00	0.00	0.92	0.00	0.96	0.61	0.00	0.94	0.93

Bikes

Time						Southbound				Eastbound				Westbound				Int Total			
						Berta Rd				E Holmes Rd (West)				E Holmes Rd (East)							
					App Total	Left 25.1	Right 25.2	U-Turn 25.3	App Total	Left 25.4	Thru 25.5	U-Turn 25.6	App Total	Thru 25.7	Right 25.8	U-Turn 25.9	App Total				
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0			
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	1	0	1			
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0			
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1			
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.25

Passenger Vehicles (1-3)

Time						Southbound				Eastbound				Westbound				Int Total			
						Berta Rd				E Holmes Rd (West)				E Holmes Rd (East)							
					App Total	Left 25.1	Right 25.2	U-Turn 25.3	App Total	Left 25.4	Thru 25.5	U-Turn 25.6	App Total	Thru 25.7	Right 25.8	U-Turn 25.9	App Total				
1630 - 1645	-	-	-	-	0	4	-	0	4	1	114	-	115	-	105	3	108	227			
1645 - 1700	-	-	-	-	0	5	-	2	7	1	119	-	120	-	119	6	125	252			
1700 - 1715	-	-	-	-	0	3	-	2	5	0	102	-	102	-	112	5	117	224			
1715 - 1730	-	-	-	-	0	6	-	2	8	1	105	-	106	-	118	2	120	234			
Total	0	0	0	0	0	18	0	6	24	3	440	0	443	0	454	16	470	937			
Approach %	0.00	0.00	0.00	0.00	-	75.00	0.00	25.00	0.00	-	0.68	99.32	0.00	0.00	-	0.00	96.60	3.40	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.75	0.00	0.75	0.75	0.92	0.00	0.00	0.92	0.00	0.95	0.67	0.00	0.94	0.93

Single Unit Trucks (4-7)

Time						Southbound				Eastbound				Westbound				Int Total		
						Berta Rd				E Holmes Rd (West)				E Holmes Rd (East)						
					App Total	Left 25.1	Right 25.2	U-Turn 25.3	App Total	Left 25.4	Thru 25.5	U-Turn 25.6	App Total	Thru 25.7	Right 25.8	U-Turn 25.9	App Total			
1630 - 1645	-	-	-	-	0	1	-	0	1	0	2	-	2	-	1	0	1	4		
1645 - 1700	-	-	-	-	0	0	-	0	0	0	2	-	2	-	0	0	0	2		
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	-	0	-	1	0	1	1		
1715 - 1730	-	-	-	-	0	0	-	0	0	0	2	-	2	-	0	0	0	2		
Total	0	0	0	0	0	1	0	0	1	0	6	0	6	0	2	0	2	9		
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.75	0.00	0.75	0.00	0.50	0.00	0.50	0.50	0.50	

Combination Trucks (8-13)

Time						Southbound				Eastbound				Westbound				Int Total			
						Berta Rd				E Holmes Rd (West)				E Holmes Rd (East)							
					App Total	Left 25.1	Right 25.2	U-Turn 25.3	App Total	Left 25.4	Thru 25.5	U-Turn 25.6	App Total	Thru 25.7	Right 25.8	U-Turn 25.9	App Total				
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0			
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0			
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0			
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	-	0	-	1	0	1	1			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1			
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.25

Pedestrians

Time						Southbound				Eastbound				Westbound				Int Total			
						Berta Rd				E Holmes Rd (West)				E Holmes Rd (East)							
					App Total	FB 25c	WB 25d		App Total	NB 25e	SB 25f		App Total	NB 25g	SB 25h		App Total				
1630 - 1645	-	-	-	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0			
1645 - 1700	-	-	-	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0			
1700 - 1715	-	-	-	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0			
1715 - 1730	-	-	-	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles



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Memphis, TN

Site 25 of 26

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Berta Rd
E Holmes Rd (West)
E Holmes Rd (East)

Lat/Long

35.006372°, -90.046915°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

All vehicles

TIME	Southbound				Eastbound				Westbound				Int Total
	Berta Rd				E Holmes Rd (West)				E Holmes Rd (East)				
	Left 25.1	Right 25.2	U-Turn 25.3	App Total	Left 25.4	Thru 25.5	U-Turn 25.6	App Total	Thru 25.7	Right 25.8	U-Turn 25.9	App Total	
0700 - 0715	2	1	0	3	1	103	0	104	64	2	0	66	173
0715 - 0730	2	0	0	2	1	96	0	97	85	3	0	88	187
0730 - 0745	5	2	0	7	0	106	0	106	57	2	0	59	172
0745 - 0800	11	4	0	15	0	101	0	101	61	3	0	64	180
Hourly Total	20	7	0	27	2	406	0	408	267	10	0	277	712
0800 - 0815	7	1	0	8	0	114	0	114	77	1	0	78	200
0815 - 0830	2	1	0	3	2	92	0	94	75	0	0	75	172
0830 - 0845	6	1	0	7	0	72	0	72	61	5	0	66	145
0845 - 0900	5	1	0	6	0	94	0	94	62	2	0	64	164
Hourly Total	20	4	0	24	2	372	0	374	275	8	0	283	681
Grand Total	40	11	0	51	4	778	0	782	542	18	0	560	1393
Approach %	78.43	21.57	0.00	-	0.51	99.49	0.00	-	96.79	3.21	0.00	-	-
Intersection %	2.87	0.79	0.00	3.66	0.29	55.85	0.00	56.14	38.91	1.29	0.00	40.20	-
PHF	0.57	0.44	0.00	0.53	0.25	0.91	0.00	0.92	0.82	0.75	0.00	0.82	0.92

1600 - 1900 (Weekday 3h Session) (10-05-2021)

All vehicles

TIME	Southbound				Eastbound				Westbound				Int Total
	Berta Rd				E Holmes Rd (West)				E Holmes Rd (East)				
	Left 25.1	Right 25.2	U-Turn 25.3	App Total	Left 25.4	Thru 25.5	U-Turn 25.6	App Total	Thru 25.7	Right 25.8	U-Turn 25.9	App Total	
1600 - 1615	9	1	0	10	1	104	0	105	109	3	0	112	227
1615 - 1630	6	1	0	7	2	104	0	106	99	11	0	110	223
1630 - 1645	5	0	0	5	1	116	0	117	106	3	0	109	231
1645 - 1700	5	2	0	7	1	121	0	122	119	7	0	126	255
Hourly Total	25	4	0	29	5	445	0	450	433	24	0	457	936
1700 - 1715	3	2	0	5	0	102	0	102	113	5	0	118	225
1715 - 1730	6	2	0	8	1	107	0	108	119	2	0	121	237
1730 - 1745	5	0	0	5	1	89	0	90	104	10	0	114	209
1745 - 1800	3	2	0	5	0	98	0	98	116	5	1	122	225
Hourly Total	17	6	0	23	2	396	0	398	452	22	1	475	896
1800 - 1815	3	1	0	4	0	84	0	84	125	3	0	128	216
1815 - 1830	4	1	0	5	2	94	0	96	120	0	0	120	221
1830 - 1845	1	2	0	3	4	80	0	84	81	3	0	84	171
1845 - 1900	5	1	0	6	1	86	0	87	91	5	0	96	189
Hourly Total	13	5	0	18	7	344	0	351	417	11	0	428	797
Grand Total	55	15	0	70	14	1185	0	1199	1302	57	1	1360	2629
Approach %	78.57	21.43	0.00	-	1.17	98.83	0.00	-	95.74	4.19	0.07	-	-
Intersection %	2.09	0.57	0.00	2.66	0.53	45.07	0.00	45.61	49.52	2.17	0.04	51.73	-
PHF	0.79	0.75	0.00	0.78	0.75	0.92	0.00	0.92	0.96	0.61	0.00	0.94	0.93

Classified Turn Movement Count || Bikes



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Memphis, TN

Site 25 of 26

Berta Rd
E Holmes Rd (West)
E Holmes Rd (East)

Date
Tuesday, October 5, 2021

Lat/Long
35.006372°, -90.046915°

Weather
Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021) Bikes

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				
Berta Rd				E Holmes Rd (West)				E Holmes Rd (East)				
Left 25.1	Right 25.2	U-Turn 25.3	App Total	Left 25.4	Thru 25.5	U-Turn 25.6	App Total	Thru 25.7	Right 25.8	U-Turn 25.9	App Total	Int Total
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	1	0	0	1	2
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	1	0	0	1	2
0	0	0	0	0	1	0	1	1	0	0	1	2
0	0	0	0	0	1	0	1	1	0	0	1	2
0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	50.00	0.00	50.00	50.00	0.00	0.00	50.00	

1600 - 1900 (Weekday 3h Session) (10-05-2021) Bikes

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				
Berta Rd				E Holmes Rd (West)				E Holmes Rd (East)				
Left 25.1	Right 25.2	U-Turn 25.3	App Total	Left 25.4	Thru 25.5	U-Turn 25.6	App Total	Thru 25.7	Right 25.8	U-Turn 25.9	App Total	Int Total
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	1	0	1	1
0	0	0	0	0	0	0	0	0	1	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	1	0	1	1	1	0	2	3
0.00	0.00	0.00	-	0.00	100.00	0.00	-	50.00	50.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	33.33	0.00	33.33	33.33	33.33	0.00	66.67	

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Memphis, TN

Site 25 of 26

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Berta Rd
E Holmes Rd (West)
E Holmes Rd (East)

Lat/Long

35.006372°, -90.046915°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Berta Rd				E Holmes Rd (West)				E Holmes Rd (East)				
Left 25.1	Right 25.2	U-Turn 25.3	App Total	Left 25.4	Thru 25.5	U-Turn 25.6	App Total	Thru 25.7	Right 25.8	U-Turn 25.9	App Total	
2	1	0	3	1	102	0	103	61	2	0	63	169
2	0	0	2	1	95	0	96	82	3	0	85	183
5	2	0	7	0	105	0	105	56	2	0	58	170
10	4	0	14	0	101	0	101	61	3	0	64	179
19	7	0	26	2	403	0	405	260	10	0	270	701
7	1	0	8	0	113	0	113	77	1	0	78	199
2	1	0	3	2	91	0	93	75	0	0	75	171
5	1	0	6	0	69	0	69	58	5	0	63	138
4	1	0	5	0	91	0	91	61	2	0	63	159
18	4	0	22	2	364	0	366	271	8	0	279	667
37	11	0	48	4	767	0	771	531	18	0	549	1368
77.08	22.92	0.00	-	0.52	99.48	0.00	-	96.72	3.28	0.00	-	
2.70	0.80	0.00	3.51	0.29	56.07	0.00	56.36	38.82	1.32	0.00	40.13	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Berta Rd				E Holmes Rd (West)				E Holmes Rd (East)				
Left 25.1	Right 25.2	U-Turn 25.3	App Total	Left 25.4	Thru 25.5	U-Turn 25.6	App Total	Thru 25.7	Right 25.8	U-Turn 25.9	App Total	
9	1	0	10	1	103	0	104	108	3	0	111	225
6	1	0	7	2	101	0	103	98	10	0	108	218
4	0	0	4	1	114	0	115	105	3	0	108	227
5	2	0	7	1	119	0	120	119	6	0	125	252
24	4	0	28	5	437	0	442	430	22	0	452	922
3	2	0	5	0	102	0	102	112	5	0	117	224
6	2	0	8	1	105	0	106	118	2	0	120	234
5	0	0	5	1	89	0	90	104	10	0	114	209
3	2	0	5	0	97	0	97	116	5	1	122	224
17	6	0	23	2	393	0	395	450	22	1	473	891
3	1	0	4	0	83	0	83	124	3	0	127	214
4	1	0	5	2	92	0	94	120	0	0	120	219
1	2	0	3	4	79	0	83	81	3	0	84	170
5	1	0	6	1	86	0	87	91	5	0	96	189
13	5	0	18	7	340	0	347	416	11	0	427	792
54	15	0	69	14	1170	0	1184	1296	55	1	1352	2605
78.26	21.74	0.00	-	1.18	98.82	0.00	-	95.86	4.07	0.07	-	
2.07	0.58	0.00	2.65	0.54	44.91	0.00	45.45	49.75	2.11	0.04	51.90	

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Memphis, TN

Site 25 of 26

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Berta Rd
E Holmes Rd (West)
E Holmes Rd (East)

Lat/Long

35.006372°, -90.046915°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Berta Rd				E Holmes Rd (West)				E Holmes Rd (East)				
Left 25.1	Right 25.2	U-Turn 25.3	App Total	Left 25.4	Thru 25.5	U-Turn 25.6	App Total	Thru 25.7	Right 25.8	U-Turn 25.9	App Total	Int Total
0	0	0	0	0	1	0	1	2	0	0	2	3
0	0	0	0	0	1	0	1	3	0	0	3	4
0	0	0	0	0	1	0	1	1	0	0	1	2
1	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	1	0	3	0	3	6	0	0	6	10
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	1	0	1	0	0	0	0	1
1	0	0	1	0	1	0	1	2	0	0	2	4
0845 - 0900	1	0	1	0	3	0	3	1	0	0	1	5
Hourly Total	2	0	2	0	6	0	6	3	0	0	3	11
Grand Total	3	0	3	0	9	0	9	9	0	0	9	21
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-
Intersection %	14.29	0.00	0.00	14.29	0.00	42.86	0.00	42.86	42.86	0.00	0.00	42.86

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Berta Rd				E Holmes Rd (West)				E Holmes Rd (East)				
Left 25.1	Right 25.2	U-Turn 25.3	App Total	Left 25.4	Thru 25.5	U-Turn 25.6	App Total	Thru 25.7	Right 25.8	U-Turn 25.9	App Total	Int Total
0	0	0	0	0	1	0	1	1	0	0	1	2
0	0	0	0	0	3	0	3	1	1	0	2	5
1	0	0	1	0	2	0	2	0	0	0	1	4
0	0	0	0	0	2	0	2	1	0	0	0	2
Hourly Total	1	0	1	0	8	0	8	3	1	0	4	13
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	2	0	2	0	0	0	0	2
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	2	0	2	1	0	0	1	3
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	2	0	2	0	0	0	0	2
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	3	0	3	0	0	0	0	3
Grand Total	1	0	1	0	13	0	13	4	1	0	5	19
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	80.00	20.00	0.00	-
Intersection %	5.26	0.00	0.00	5.26	0.00	68.42	0.00	68.42	21.05	5.26	0.00	26.32

Classified Turn Movement Count | Combination Trucks (8-13)



Marr Traffic
DATA COLLECTION

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Memphis, TN

Site 25 of 26

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Berta Rd
E Holmes Rd (West)
E Holmes Rd (East)

Lat/Long

35.006372°, -90.046915°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Combination Trucks (8-13)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				
Berta Rd				E Holmes Rd (West)				E Holmes Rd (East)				
Left 25.1	Right 25.2	U-Turn 25.3	App Total	Left 25.4	Thru 25.5	U-Turn 25.6	App Total	Thru 25.7	Right 25.8	U-Turn 25.9	App Total	Int Total
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	1	0	0	1	2
0	0	0	0	0	1	0	1	1	0	0	1	
0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	50.00	0.00	50.00	50.00	0.00	0.00	50.00	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Combination Trucks (8-13)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				
Berta Rd				E Holmes Rd (West)				E Holmes Rd (East)				
Left 25.1	Right 25.2	U-Turn 25.3	App Total	Left 25.4	Thru 25.5	U-Turn 25.6	App Total	Thru 25.7	Right 25.8	U-Turn 25.9	App Total	Int Total
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	1	0	0	1	2
0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	50.00	0.00	50.00	50.00	0.00	0.00	50.00	



[Click here for Map](#)

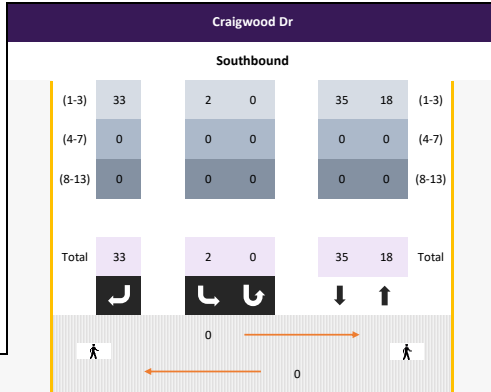
Peak Hour Turning Movement Count

Memphis, TN



www.marrtraffic.com

Tuesday, October 5, 2021	
Period	0700 - 0900
Peak Hour	0730 - 0830

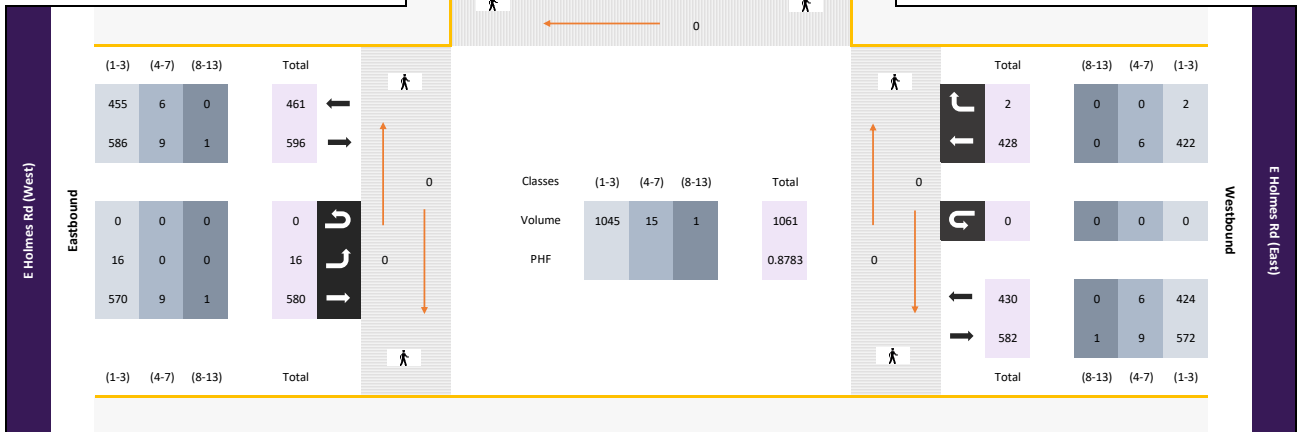


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Southbound					Eastbound					Westbound					Int Total					
	Craigwood Dr					E Holmes Rd (West)					E Holmes Rd (East)										
	Left	Right	U-Turn	App Total	Int	Left	Thru	U-Turn	App Total	Int	Left	Thru	Right	U-Turn	App Total		Int				
0730 - 0745	-	-	-	-	0	1	-	1	0	2	1	126	-	0	127	-	94	0	0	94	223
0745 - 0800	-	-	-	-	0	0	-	7	0	7	4	158	-	0	162	-	133	0	0	133	302
0800 - 0815	-	-	-	-	0	0	-	12	0	12	5	142	-	0	147	-	122	2	0	124	283
0815 - 0830	-	-	-	-	0	1	-	13	0	14	6	154	-	0	160	-	79	0	0	79	253
Total	0	0	0	0	0	2	0	33	0	35	16	580	0	0	596	0	428	2	0	430	1061
Approach %	0.00	0.00	0.00	0.00	-	5.71	0.00	94.29	0.00	-	2.68	97.32	0.00	0.00	-	0.00	99.53	0.47	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.63	0.00	0.63	0.67	0.92	0.00	0.00	0.92	0.00	0.80	0.25	0.00	0.81	0.88

Bikes

Time	Southbound					Eastbound					Westbound					Int Total					
	Craigwood Dr					E Holmes Rd (West)					E Holmes Rd (East)										
	Left	Right	U-Turn	App Total	Int	Left	Thru	U-Turn	App Total	Int	Left	Thru	Right	U-Turn	App Total		Int				
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0800 - 0815	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0815 - 0830	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Southbound					Eastbound					Westbound					Int Total					
	Craigwood Dr					E Holmes Rd (West)					E Holmes Rd (East)										
	Left	Right	U-Turn	App Total	Int	Left	Thru	U-Turn	App Total	Int	Left	Thru	Right	U-Turn	App Total		Int				
0730 - 0745	-	-	-	-	0	1	-	1	0	2	1	124	-	0	125	-	92	0	0	92	219
0745 - 0800	-	-	-	-	0	0	-	7	0	7	4	157	-	0	161	-	130	0	0	130	298
0800 - 0815	-	-	-	-	0	0	-	12	0	12	5	136	-	0	141	-	121	2	0	123	276
0815 - 0830	-	-	-	-	0	1	-	13	0	14	6	153	-	0	159	-	79	0	0	79	252
Total	0	0	0	0	0	2	0	33	0	35	16	570	0	0	586	0	422	2	0	424	1045
Approach %	0.00	0.00	0.00	0.00	-	5.71	0.00	94.29	0.00	-	2.73	97.27	0.00	0.00	-	0.00	99.53	0.47	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.63	0.00	0.63	0.67	0.91	0.00	0.00	0.91	0.00	0.81	0.25	0.00	0.82	0.88

Single Unit Trucks (4-7)

Time	Southbound					Eastbound					Westbound					Int Total					
	Craigwood Dr					E Holmes Rd (West)					E Holmes Rd (East)										
	Left	Right	U-Turn	App Total	Int	Left	Thru	U-Turn	App Total	Int	Left	Thru	Right	U-Turn	App Total		Int				
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	2	-	0	2	-	2	0	0	2	4
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	3	0	0	3	4
0800 - 0815	-	-	-	-	0	0	-	0	0	0	0	5	-	0	5	-	1	0	0	1	6
0815 - 0830	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	6	0	0	6	15
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.45	0.00	0.50	0.00	0.00	0.50	0.63

Combination Trucks (8-13)

Time	Southbound					Eastbound					Westbound					Int Total					
	Craigwood Dr					E Holmes Rd (West)					E Holmes Rd (East)										
	Left	Right	U-Turn	App Total	Int	Left	Thru	U-Turn	App Total	Int	Left	Thru	Right	U-Turn	App Total		Int				
0730 - 0745	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0745 - 0800	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
0800 - 0815	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	0	0	0	0	1
0815 - 0830	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25

Pedestrians

Time	Southbound					Eastbound					Westbound					Int Total					
	Craigwood Dr					E Holmes Rd (West)					E Holmes Rd (East)										
	FB	WB	U-Turn	App Total	Int	NB	SB	U-Turn	App Total	Int	NB	SB	U-Turn	App Total	Int						
0730 - 0745	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
0745 - 0800	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
0800 - 0815	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
0815 - 0830	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



[Click here for Map](#)

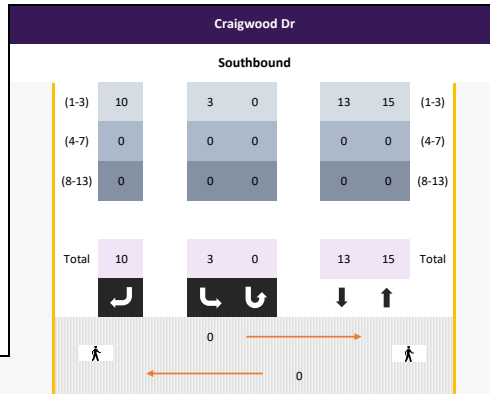
Peak Hour Turning Movement Count

Memphis, TN



www.marrtraffic.com

Tuesday, October 5, 2021	
Period	1600 - 1900
Peak Hour	1630 - 1730

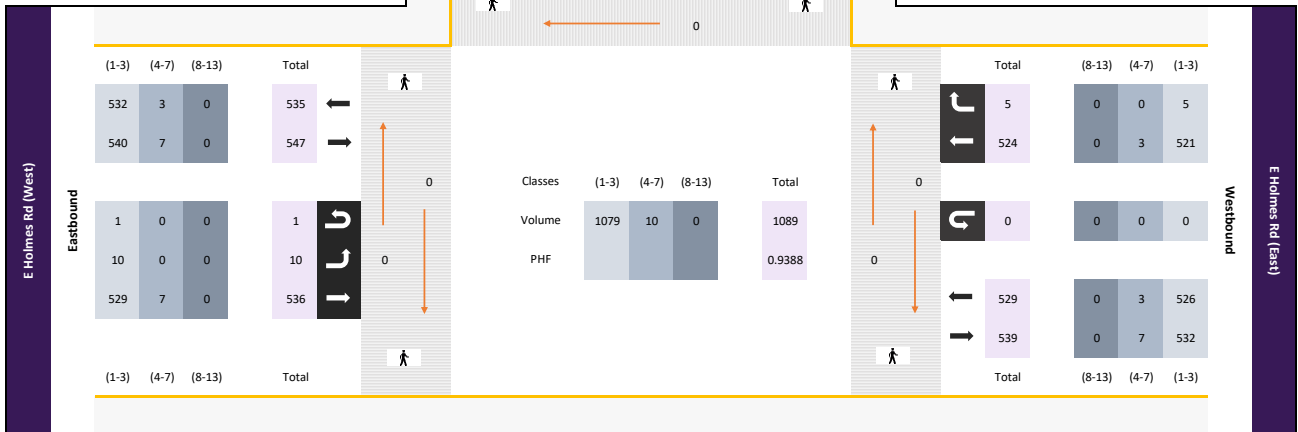


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Southbound					Eastbound					Westbound					Int Total					
	Craigwood Dr					E Holmes Rd (West)					E Holmes Rd (East)										
					App Total	Left 26.1	Right 26.2	U-Turn 26.3	App Total	Left 26.4	Thru 26.5	U-Turn 26.6	App Total		Thru 26.7		Right 26.8	U-Turn 26.9	App Total		
1630 - 1645	-	-	-	-	0	0	-	5	0	5	1	127	-	0	128	-	155	2	0	157	290
1645 - 1700	-	-	-	-	0	0	-	1	0	1	2	156	-	1	159	-	111	1	0	112	272
1700 - 1715	-	-	-	-	0	1	-	1	0	2	4	136	-	0	140	-	121	1	0	122	264
1715 - 1730	-	-	-	-	0	2	-	3	0	5	3	117	-	0	120	-	137	1	0	138	263
Total	0	0	0	0	0	3	0	10	0	13	10	536	0	1	547	0	524	5	0	529	1089
Approach %	0.00	0.00	0.00	0.00	-	23.08	0.00	76.92	0.00	-	1.83	97.99	0.00	0.18	-	0.00	99.05	0.95	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.50	0.00	0.65	0.63	0.86	0.00	0.25	0.86	0.00	0.85	0.63	0.00	0.84	0.94

Bikes

Time	Southbound					Eastbound					Westbound					Int Total					
	Craigwood Dr					E Holmes Rd (West)					E Holmes Rd (East)										
					App Total	Left 26.1	Right 26.2	U-Turn 26.3	App Total	Left 26.4	Thru 26.5	U-Turn 26.6	App Total		Thru 26.7		Right 26.8	U-Turn 26.9	App Total		
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Southbound					Eastbound					Westbound					Int Total					
	Craigwood Dr					E Holmes Rd (West)					E Holmes Rd (East)										
					App Total	Left 26.1	Right 26.2	U-Turn 26.3	App Total	Left 26.4	Thru 26.5	U-Turn 26.6	App Total		Thru 26.7		Right 26.8	U-Turn 26.9	App Total		
1630 - 1645	-	-	-	-	0	0	-	5	0	5	1	124	-	0	125	-	153	2	0	155	285
1645 - 1700	-	-	-	-	0	0	-	1	0	1	2	154	-	1	157	-	111	1	0	112	270
1700 - 1715	-	-	-	-	0	1	-	1	0	2	4	135	-	0	139	-	121	1	0	122	263
1715 - 1730	-	-	-	-	0	2	-	3	0	5	3	116	-	0	119	-	136	1	0	137	261
Total	0	0	0	0	0	3	0	10	0	13	10	529	0	1	540	0	521	5	0	526	1079
Approach %	0.00	0.00	0.00	0.00	-	23.08	0.00	76.92	0.00	-	1.85	97.96	0.00	0.19	-	0.00	99.05	0.95	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.50	0.00	0.65	0.63	0.86	0.00	0.25	0.86	0.00	0.85	0.63	0.00	0.85	0.95

Single Unit Trucks (4-7)

Time	Southbound					Eastbound					Westbound					Int Total					
	Craigwood Dr					E Holmes Rd (West)					E Holmes Rd (East)										
					App Total	Left 26.1	Right 26.2	U-Turn 26.3	App Total	Left 26.4	Thru 26.5	U-Turn 26.6	App Total		Thru 26.7		Right 26.8	U-Turn 26.9	App Total		
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	3	-	0	3	-	2	0	0	2	5
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	2	-	0	2	-	0	0	0	0	2
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	0	0	0	0	1
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	1	0	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	3	0	0	3	10
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.00	0.00	0.58	0.00	0.38	0.00	0.00	0.38	0.50

Combination Trucks (8-13)

Time	Southbound					Eastbound					Westbound					Int Total					
	Craigwood Dr					E Holmes Rd (West)					E Holmes Rd (East)										
					App Total	Left 26.1	Right 26.2	U-Turn 26.3	App Total	Left 26.4	Thru 26.5	U-Turn 26.6	App Total		Thru 26.7		Right 26.8	U-Turn 26.9	App Total		
1630 - 1645	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1645 - 1700	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1700 - 1715	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1715 - 1730	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Pedestrians

Time	Southbound					Eastbound					Westbound					Int Total					
	Craigwood Dr					E Holmes Rd (West)					E Holmes Rd (East)										
					App Total	FB 26c	WB 26d		App Total	NB 26e	SB 26f		App Total	NB 26g	SB 26h			App Total			
1630 - 1645	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
1645 - 1700	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
1700 - 1715	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
1715 - 1730	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count | All vehicles



www.marrtraffic.com

Memphis, TN

Site 26 of 26

Craigwood Dr
E Holmes Rd (West)
E Holmes Rd (East)

Date
Tuesday, October 5, 2021

Lat/Long
35.006330°, -90.034547°

Weather
Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

All vehicles

TIME	Southbound				Eastbound				Westbound				Int Total
	Craigwood Dr				E Holmes Rd (West)				E Holmes Rd (East)				
	Left	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total	
0700 - 0715	0	0	0	0	0	124	0	124	85	1	0	86	210
0715 - 0730	0	2	0	2	4	113	0	117	107	0	0	107	226
0730 - 0745	1	1	0	2	1	126	0	127	94	0	0	94	223
0745 - 0800	0	7	0	7	4	158	0	162	133	0	0	133	302
Hourly Total	1	10	0	11	9	521	0	530	419	1	0	420	961
0800 - 0815	0	12	0	12	5	142	0	147	122	2	0	124	283
0815 - 0830	1	13	0	14	6	154	0	160	79	0	0	79	253
0830 - 0845	1	0	1	2	0	89	0	89	67	0	0	67	158
0845 - 0900	0	1	0	1	2	66	0	68	50	1	0	51	120
Hourly Total	2	26	1	29	13	451	0	464	318	3	0	321	814
Grand Total	3	36	1	40	22	972	0	994	737	4	0	741	1775
Approach %	7.50	90.00	2.50	-	2.21	97.79	0.00	-	99.46	0.54	0.00	-	-
Intersection %	0.17	2.03	0.06	2.25	1.24	54.76	0.00	56.00	41.52	0.23	0.00	41.75	-
PHF	0.50	0.63	0.00	0.63	0.67	0.92	0.00	0.92	0.80	0.25	0.00	0.81	0.88

1600 - 1900 (Weekday 3h Session) (10-05-2021)

All vehicles

TIME	Southbound				Eastbound				Westbound				Int Total
	Craigwood Dr				E Holmes Rd (West)				E Holmes Rd (East)				
	Left	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total	
1600 - 1615	1	2	0	3	1	129	0	130	107	2	0	109	242
1615 - 1630	0	1	0	1	2	123	0	125	118	2	0	120	246
1630 - 1645	0	5	0	5	1	127	0	128	155	2	0	157	290
1645 - 1700	0	1	0	1	2	156	1	159	111	1	0	112	272
Hourly Total	1	9	0	10	6	535	1	542	491	7	0	498	1050
1700 - 1715	1	1	0	2	4	136	0	140	121	1	0	122	264
1715 - 1730	2	3	0	5	3	117	0	120	137	1	0	138	263
1730 - 1745	2	1	0	3	3	120	0	123	116	1	0	117	243
1745 - 1800	2	3	0	5	5	104	0	109	120	1	0	121	235
Hourly Total	7	8	0	15	15	477	0	492	494	4	0	498	1005
1800 - 1815	0	1	0	1	2	98	0	100	117	5	0	122	223
1815 - 1830	0	2	0	2	4	112	0	116	103	1	0	104	222
1830 - 1845	0	1	0	1	3	103	0	106	87	0	0	87	194
1845 - 1900	1	4	0	5	1	96	0	97	99	1	0	100	202
Hourly Total	1	8	0	9	10	409	0	419	406	7	0	413	841
Grand Total	9	25	0	34	31	1421	1	1453	1391	18	0	1409	2896
Approach %	26.47	73.53	0.00	-	2.13	97.80	0.07	-	98.72	1.28	0.00	-	-
Intersection %	0.31	0.86	0.00	1.17	1.07	49.07	0.03	50.17	48.03	0.62	0.00	48.65	-
PHF	0.38	0.50	0.00	0.65	0.63	0.86	0.25	0.86	0.85	0.63	0.00	0.84	0.94

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Memphis, TN

Site 26 of 26

Craigwood Dr
E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Lat/Long

35.006330°, -90.034547°

Weather

Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Craigwood Dr				E Holmes Rd (West)				E Holmes Rd (East)				
Left	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total	
26.1	26.2	26.3		26.4	26.5	26.6		26.7	26.8	26.9		
0	0	0	0	0	123	0	123	82	1	0	83	206
0	2	0	2	4	112	0	116	103	0	0	103	221
1	1	0	2	1	124	0	125	92	0	0	92	219
0	7	0	7	4	157	0	161	130	0	0	130	298
1	10	0	11	9	516	0	525	407	1	0	408	944
0	12	0	12	5	136	0	141	121	2	0	123	276
1	13	0	14	6	153	0	159	79	0	0	79	252
1	0	1	2	0	86	0	86	66	0	0	66	154
0	1	0	1	2	64	0	66	49	1	0	50	117
2	26	1	29	13	439	0	452	315	3	0	318	799
3	36	1	40	22	955	0	977	722	4	0	726	1743
7.50	90.00	2.50	-	2.25	97.75	0.00	-	99.45	0.55	0.00	-	-
0.17	2.07	0.06	2.29	1.26	54.79	0.00	56.05	41.42	0.23	0.00	41.65	-

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Passenger Vehicles (1-3)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Craigwood Dr				E Holmes Rd (West)				E Holmes Rd (East)				
Left	Right	U-Turn	App Total	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total	
26.1	26.2	26.3		26.4	26.5	26.6		26.7	26.8	26.9		
1	2	0	3	1	127	0	128	103	2	0	105	236
0	1	0	1	2	121	0	123	117	2	0	119	243
0	5	0	5	1	124	0	125	153	2	0	155	285
0	1	0	1	2	154	1	157	111	1	0	112	270
1	9	0	10	6	526	1	533	484	7	0	491	1034
1	1	0	2	4	135	0	139	121	1	0	122	263
2	3	0	5	3	116	0	119	136	1	0	137	261
2	1	0	3	3	119	0	122	115	1	0	116	241
2	3	0	5	5	104	0	109	120	1	0	121	235
7	8	0	15	15	474	0	489	492	4	0	496	1000
0	1	0	1	2	98	0	100	117	5	0	122	223
0	2	0	2	4	110	0	114	103	1	0	104	220
0	1	0	1	3	102	0	105	87	0	0	87	193
1	4	0	5	1	95	0	96	98	1	0	99	200
1	8	0	9	10	405	0	415	405	7	0	412	836
9	25	0	34	31	1405	1	1437	1381	18	0	1399	2870
26.47	73.53	0.00	-	2.16	97.77	0.07	-	98.71	1.29	0.00	-	-
0.31	0.87	0.00	1.18	1.08	48.95	0.03	50.07	48.12	0.63	0.00	48.75	-

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Memphis, TN

Site 26 of 26

Craigwood Dr
E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Lat/Long

35.006330°, -90.034547°

Weather

Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Craigwood Dr				E Holmes Rd (West)				E Holmes Rd (East)				
Left 26.1	Right 26.2	U-Turn 26.3	App Total	Left 26.4	Thru 26.5	U-Turn 26.6	App Total	Thru 26.7	Right 26.8	U-Turn 26.9	App Total	
0	0	0	0	0	1	0	1	2	0	0	2	3
0	0	0	0	0	1	0	1	4	0	0	4	5
0	0	0	0	0	2	0	2	2	0	0	2	4
0	0	0	0	0	1	0	1	3	0	0	3	4
0	0	0	0	0	5	0	5	11	0	0	11	16
0	0	0	0	0	5	0	5	1	0	0	1	6
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	3	0	3	0	0	0	0	3
0	0	0	0	0	2	0	2	1	0	0	1	3
0	0	0	0	0	11	0	11	2	0	0	2	13
0	0	0	0	0	16	0	16	13	0	0	13	29
0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	55.17	0.00	55.17	44.83	0.00	0.00	44.83	

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Single Unit Trucks (4-7)

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound				Int Total
Craigwood Dr				E Holmes Rd (West)				E Holmes Rd (East)				
Left 26.1	Right 26.2	U-Turn 26.3	App Total	Left 26.4	Thru 26.5	U-Turn 26.6	App Total	Thru 26.7	Right 26.8	U-Turn 26.9	App Total	
0	0	0	0	0	2	0	2	4	0	0	4	6
0	0	0	0	0	2	0	2	1	0	0	1	3
0	0	0	0	0	3	0	3	2	0	0	2	5
0	0	0	0	0	2	0	2	0	0	0	0	2
0	0	0	0	0	9	0	9	7	0	0	7	16
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	1	0	1	1	0	0	1	2
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	3	0	3	1	0	0	1	4
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	2	0	2	0	0	0	0	2
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	1	0	1	1	0	0	1	2
0	0	0	0	0	4	0	4	1	0	0	1	5
0	0	0	0	0	16	0	16	9	0	0	9	25
0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	64.00	0.00	64.00	36.00	0.00	0.00	36.00	

Classified Turn Movement Count | | Combination Trucks (8-13)



www.marrtraffic.com

Memphis, TN

Site 26 of 26

Craigwood Dr
E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Weather

Mostly Cloudy
74°F

Lat/Long

35.006330°, -90.034547°

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Combination Trucks (8-13)

Southbound				Eastbound				Westbound				
Craigwood Dr				E Holmes Rd (West)				E Holmes Rd (East)				
Left 26.1	Right 26.2	U-Turn 26.3	App Total	Left 26.4	Thru 26.5	U-Turn 26.6	App Total	Thru 26.7	Right 26.8	U-Turn 26.9	App Total	Int Total
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	1	0	0	1	2
Grand Total	0	0	0	0	1	0	1	2	0	0	2	3
Approach %	0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	33.33	0.00	33.33	66.67	0.00	0.00	66.67	

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Combination Trucks (8-13)

Southbound				Eastbound				Westbound				
Craigwood Dr				E Holmes Rd (West)				E Holmes Rd (East)				
Left 26.1	Right 26.2	U-Turn 26.3	App Total	Left 26.4	Thru 26.5	U-Turn 26.6	App Total	Thru 26.7	Right 26.8	U-Turn 26.9	App Total	Int Total
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	1	0	0	1	1
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	100.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Pedestrian Count || All vehicles



Memphis, TN

Site 26 of 26

Craigwood Dr
E Holmes Rd (West)
E Holmes Rd (East)

Date

Tuesday, October 5, 2021

Lat/Long

35.006330°, -90.034547°

Weather

Mostly Cloudy
74°F

0700 - 0900 (Weekday 2h Session) (10-05-2021)

Pedestrians

Southbound			Eastbound			Westbound			App Total	Int Total
Craigwood Dr		App Total	E Holmes Rd (West)		App Total	E Holmes Rd (East)				
EB 26c	WB 26d		NB 26e	SB 26f		NB 26g	SB 26h			
0700 - 0715	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	
0800 - 0815	0	0	0	0	0	0	0	0	0	
0815 - 0830	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

TIME
0700 - 0715
0715 - 0730
0730 - 0745
0745 - 0800
Hourly Total
0800 - 0815
0815 - 0830
0830 - 0845
0845 - 0900
Hourly Total
Grand Total
Approach %
Intersection %

1600 - 1900 (Weekday 3h Session) (10-05-2021)

Pedestrians

Southbound			Eastbound			Westbound			App Total	Int Total
Craigwood Dr		App Total	E Holmes Rd (West)		App Total	E Holmes Rd (East)				
EB 26c	WB 26d		NB 26e	SB 26f		NB 26g	SB 26h			
1600 - 1615	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	0	0	0	
1630 - 1645	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	
1700 - 1715	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	
1800 - 1815	0	0	0	0	0	0	0	0	0	
1815 - 1830	0	0	0	0	0	0	0	0	0	
1830 - 1845	0	0	0	0	0	0	0	0	0	
1845 - 1900	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

TIME
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
1700 - 1715
1715 - 1730
1730 - 1745
1745 - 1800
Hourly Total
1800 - 1815
1815 - 1830
1830 - 1845
1845 - 1900
Hourly Total
Grand Total
Approach %
Intersection %

Memphis, TN
Bi-Directional Speed & Class Count

Site 27
W Holmes Rd,
west of Manson Rd

Lat/Long
35.006113,-90.089163

Date
Tuesday, October 12, 2021

Weather
Fair
71°F

0000 - 2400 (Weekday 24h Session)

Time	Volume Summary 15min		15min Total
	EB	WB	
0000 - 0015	7	4	11
0015 - 0030	4	4	8
0030 - 0045	1	4	5
0045 - 0100	2	4	6
0100 - 0115	6	1	7
0115 - 0130	1	3	4
0130 - 0145	4	4	8
0145 - 0200	4	0	4
0200 - 0215	1	2	3
0215 - 0230	3	3	6
0230 - 0245	4	1	5
0245 - 0300	3	2	5
0300 - 0315	2	2	4
0315 - 0330	4	1	5
0330 - 0345	8	2	10
0345 - 0400	3	0	3
0400 - 0415	2	5	7
0415 - 0430	7	1	8
0430 - 0445	7	8	15
0445 - 0500	12	5	17
0500 - 0515	8	4	12
0515 - 0530	17	5	22
0530 - 0545	15	4	19
0545 - 0600	8	10	18
0600 - 0615	13	5	18
0615 - 0630	15	5	20
0630 - 0645	17	10	27
0645 - 0700	15	7	22
0700 - 0715	11	11	22
0715 - 0730	21	13	34
0730 - 0745	19	13	32
0745 - 0800	20	10	30
0800 - 0815	18	14	32
0815 - 0830	14	20	34
0830 - 0845	10	17	27
0845 - 0900	15	8	23
0900 - 0915	16	13	29
0915 - 0930	12	14	26
0930 - 0945	15	23	38
0945 - 1000	16	12	28
1000 - 1015	16	15	31
1015 - 1030	17	14	31
1030 - 1045	16	17	33
1045 - 1100	7	15	22
1100 - 1115	13	16	29
1115 - 1130	11	15	26
1130 - 1145	16	21	37
1145 - 1200	23	14	37
1200 - 1215	17	18	35
1215 - 1230	20	16	36
1230 - 1245	21	21	42
1245 - 1300	21	12	33
1300 - 1315	25	28	53
1315 - 1330	17	19	36
1330 - 1345	20	26	46
1345 - 1400	22	31	53
1400 - 1415	14	17	31
1415 - 1430	27	18	45
1430 - 1445	16	21	37
1445 - 1500	22	24	46
1500 - 1515	18	24	42
1515 - 1530	20	26	46
1530 - 1545	18	17	35
1545 - 1600	29	19	48
1600 - 1615	17	22	39
1615 - 1630	28	31	59
1630 - 1645	28	27	55
1645 - 1700	31	31	62
1700 - 1715	20	36	56
1715 - 1730	26	32	58
1730 - 1745	27	37	64
1745 - 1800	31	25	56
1800 - 1815	15	29	44
1815 - 1830	20	22	42
1830 - 1845	22	32	54
1845 - 1900	16	29	45
1900 - 1915	33	23	56
1915 - 1930	26	21	47
1930 - 1945	17	23	40
1945 - 2000	14	12	26
2000 - 2015	16	21	37
2015 - 2030	20	9	29
2030 - 2045	13	15	28
2045 - 2100	15	13	28
2100 - 2115	11	13	24
2115 - 2130	12	16	28
2130 - 2145	10	12	22
2145 - 2200	9	10	19
2200 - 2215	9	14	23
2215 - 2230	5	11	16
2230 - 2245	10	9	19
2245 - 2300	8	11	19
2300 - 2315	2	5	7
2315 - 2330	5	6	11
2330 - 2345	5	3	8
2345 - 0000	10	4	14
Session Total	1357	1342	2699
Session Average	14.14	13.98	28.11
Session Percentage	50.28	49.72	

Memphis, TN
Bi-Directional Speed & Class Count

Site 27
W Holmes Rd,
west of Manson Rd



Lat/Long
35.006113,-90.089163

Date
Tuesday, October 12, 2021

Weather
Fair
71°F

0000 - 2400 (Weekday 24h Session)

Time	Eastbound, (Movement 27.1)													60min Total
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
0000 - 0100	0	12	2	0	0	0	0	0	0	0	0	0	0	14
0100 - 0200	0	9	5	0	1	0	0	0	0	0	0	0	0	15
0200 - 0300	0	8	3	0	0	0	0	0	0	0	0	0	0	11
0300 - 0400	0	15	1	0	1	0	0	0	0	0	0	0	0	17
0400 - 0500	0	23	5	0	0	0	0	0	0	0	0	0	0	28
0500 - 0600	0	39	8	0	1	0	0	0	0	0	0	0	0	48
0600 - 0700	0	49	11	0	0	0	0	0	0	0	0	0	0	60
0700 - 0800	0	53	17	0	1	0	0	0	0	0	0	0	0	71
0800 - 0900	0	39	17	0	1	0	0	0	0	0	0	0	0	57
0900 - 1000	0	40	17	1	1	0	0	0	0	0	0	0	0	59
1000 - 1100	0	36	17	1	2	0	0	0	0	0	0	0	0	56
1100 - 1200	0	44	19	0	0	0	0	0	0	0	0	0	0	63
1200 - 1300	0	53	24	0	0	0	0	2	0	0	0	0	0	79
1300 - 1400	0	56	24	0	4	0	0	0	0	0	0	0	0	84
1400 - 1500	0	57	16	0	5	0	0	1	0	0	0	0	0	79
1500 - 1600	0	59	20	0	4	0	0	2	0	0	0	0	0	85
1600 - 1700	0	76	23	1	4	0	0	0	0	0	0	0	0	104
1700 - 1800	0	77	25	0	2	0	0	0	0	0	0	0	0	104
1800 - 1900	0	53	18	0	2	0	0	0	0	0	0	0	0	73
1900 - 2000	0	69	17	1	3	0	0	0	0	0	0	0	0	90
2000 - 2100	0	47	15	0	2	0	0	0	0	0	0	0	0	64
2100 - 2200	0	36	5	0	1	0	0	0	0	0	0	0	0	42
2200 - 2300	0	20	10	0	1	0	0	1	0	0	0	0	0	32
2300 - 2400	0	16	3	0	3	0	0	0	0	0	0	0	0	22
Session Total	0	986	322	4	39	0	0	6	0	0	0	0	0	1357
Session Average	0.00	41.08	13.42	0.17	1.63	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	56.54
Session Percentage	0.00	72.66	23.73	0.29	2.87	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0700 - 0800	0700 - 0800	0900 - 1000	0500 - 0600	-	-	-	-	-	-	-	-	0700 - 0800
AM Peak Hour Volume	0	53	17	1	1	0	0	0	0	0	0	0	0	71
Noon Peak Hour	-	1400 - 1500	1200 - 1300	1000 - 1100	1400 - 1500	-	-	1200 - 1300	-	-	-	-	-	1300 - 1400
Noon Peak Hour Volume	0	57	24	1	5	0	0	2	0	0	0	0	0	84
PM Peak Hour	-	1700 - 1800	1700 - 1800	1600 - 1700	1500 - 1600	-	-	1500 - 1600	-	-	-	-	-	1600 - 1700
PM Peak Hour Volume	0	77	25	1	4	0	0	2	0	0	0	0	0	104

Memphis, TN
Bi-Directional Speed & Class Count

Site 27
W Holmes Rd,
west of Manson Rd



Lat/Long
35.006113,-90.089163

Date
Tuesday, October 12, 2021

Weather
Fair
71°F

0000 - 2400 (Weekday 24h Session)

Time	Westbound, (Movement 27.2)													60min Total
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
0000 - 0100	0	13	2	0	1	0	0	0	0	0	0	0	0	16
0100 - 0200	0	8	0	0	0	0	0	0	0	0	0	0	0	8
0200 - 0300	0	5	2	0	1	0	0	0	0	0	0	0	0	8
0300 - 0400	0	4	1	0	0	0	0	0	0	0	0	0	0	5
0400 - 0500	0	16	2	1	0	0	0	0	0	0	0	0	0	19
0500 - 0600	0	21	1	0	0	0	0	1	0	0	0	0	0	23
0600 - 0700	0	22	4	0	1	0	0	0	0	0	0	0	0	27
0700 - 0800	0	36	9	0	2	0	0	0	0	0	0	0	0	47
0800 - 0900	0	43	14	0	1	0	0	1	0	0	0	0	0	59
0900 - 1000	0	44	14	2	0	0	0	2	0	0	0	0	0	62
1000 - 1100	0	49	10	1	1	0	0	0	0	0	0	0	0	61
1100 - 1200	1	51	9	0	5	0	0	0	0	0	0	0	0	66
1200 - 1300	0	53	11	0	2	0	0	1	0	0	0	0	0	67
1300 - 1400	0	91	11	0	2	0	0	0	0	0	0	0	0	104
1400 - 1500	1	56	22	1	0	0	0	0	0	0	0	0	0	80
1500 - 1600	0	70	14	0	1	0	0	1	0	0	0	0	0	86
1600 - 1700	0	94	17	0	0	0	0	0	0	0	0	0	0	111
1700 - 1800	0	112	14	0	3	0	0	1	0	0	0	0	0	130
1800 - 1900	0	97	13	1	1	0	0	0	0	0	0	0	0	112
1900 - 2000	0	69	10	0	0	0	0	0	0	0	0	0	0	79
2000 - 2100	1	48	9	0	0	0	0	0	0	0	0	0	0	58
2100 - 2200	0	44	3	0	3	0	0	0	1	0	0	0	0	51
2200 - 2300	0	39	6	0	0	0	0	0	0	0	0	0	0	45
2300 - 2400	0	16	2	0	0	0	0	0	0	0	0	0	0	18
Session Total	3	1101	200	6	24	0	0	7	1	0	0	0	0	1342
Session Average	0.13	45.88	8.33	0.25	1.00	0.00	0.00	0.29	0.04	0.00	0.00	0.00	0.00	55.92
Session Percentage	0.22	82.04	14.90	0.45	1.79	0.00	0.00	0.52	0.07	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0900 - 1000	0800 - 0900	0900 - 1000	0700 - 0800	-	-	0900 - 1000	-	-	-	-	-	0900 - 1000
AM Peak Hour Volume	0	44	14	2	2	0	0	2	0	0	0	0	0	62
Noon Peak Hour	1100 - 1200	1300 - 1400	1400 - 1500	1000 - 1100	1100 - 1200	-	-	1200 - 1300	-	-	-	-	-	1300 - 1400
Noon Peak Hour Volume	1	91	22	1	5	0	0	1	0	0	0	0	0	104
PM Peak Hour	-	1700 - 1800	1600 - 1700	1800 - 1900	1700 - 1800	-	-	1500 - 1600	-	-	-	-	-	1700 - 1800
PM Peak Hour Volume	0	112	17	1	3	0	0	1	0	0	0	0	0	130

Memphis, TN
Bi-Directional Speed & Class Count



Marr Traffic Inc
www.marrtraffic.com

Site 27
W Holmes Rd,
west of Manson Rd

Lat/Long
35.006113,-90.089163

Date
Tuesday, October 12, 2021

Weather
Fair
71°F

0000 - 2400 (Weekday 24h Session)

Time	Bi-Directional 60min													60min Total
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
0000 - 0100	0	25	4	0	1	0	0	0	0	0	0	0	0	30
0100 - 0200	0	17	5	0	1	0	0	0	0	0	0	0	0	23
0200 - 0300	0	13	5	0	1	0	0	0	0	0	0	0	0	19
0300 - 0400	0	19	2	0	1	0	0	0	0	0	0	0	0	22
0400 - 0500	0	39	7	1	0	0	0	0	0	0	0	0	0	47
0500 - 0600	0	60	9	0	1	0	0	1	0	0	0	0	0	71
0600 - 0700	0	71	15	0	1	0	0	0	0	0	0	0	0	87
0700 - 0800	0	89	26	0	3	0	0	0	0	0	0	0	0	118
0800 - 0900	0	82	31	0	2	0	0	1	0	0	0	0	0	116
0900 - 1000	0	84	31	3	1	0	0	2	0	0	0	0	0	121
1000 - 1100	0	85	27	2	3	0	0	0	0	0	0	0	0	117
1100 - 1200	1	95	28	0	5	0	0	0	0	0	0	0	0	129
1200 - 1300	0	106	35	0	2	0	0	3	0	0	0	0	0	146
1300 - 1400	0	147	35	0	6	0	0	0	0	0	0	0	0	188
1400 - 1500	1	113	38	1	5	0	0	1	0	0	0	0	0	159
1500 - 1600	0	129	34	0	5	0	0	3	0	0	0	0	0	171
1600 - 1700	0	170	40	1	4	0	0	0	0	0	0	0	0	215
1700 - 1800	0	189	39	0	5	0	0	1	0	0	0	0	0	234
1800 - 1900	0	150	31	1	3	0	0	0	0	0	0	0	0	185
1900 - 2000	0	138	27	1	3	0	0	0	0	0	0	0	0	169
2000 - 2100	1	95	24	0	2	0	0	0	0	0	0	0	0	122
2100 - 2200	0	80	8	0	4	0	0	0	1	0	0	0	0	93
2200 - 2300	0	59	16	0	1	0	0	1	0	0	0	0	0	77
2300 - 2400	0	32	5	0	3	0	0	0	0	0	0	0	0	40

Session Total	3	2087	522	10	63	0	0	13	1	0	0	0	0	2699
Session Average	0.13	86.96	21.75	0.42	2.63	0.00	0.00	0.54	0.04	0.00	0.00	0.00	0.00	112.46
Session Percentage	0.11	77.32	19.34	0.37	2.33	0.00	0.00	0.48	0.04	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0800 - 0900	0900 - 1000	0700 - 0800	-	-	0900 - 1000	-	-	-	-	-	0900 - 1000
AM Peak Hour Volume	0	89	31	3	3	0	0	2	0	0	0	0	0	121

Noon Peak Hour	1100 - 1200	1300 - 1400	1400 - 1500	1000 - 1100	1300 - 1400	-	-	1200 - 1300	-	-	-	-	-	1300 - 1400
Noon Peak Hour Volume	1	147	38	2	6	0	0	3	0	0	0	0	0	188

PM Peak Hour	-	1700 - 1800	1600 - 1700	1600 - 1700	1500 - 1600	-	-	1500 - 1600	-	-	-	-	-	1700 - 1800
PM Peak Hour Volume	0	189	40	1	5	0	0	3	0	0	0	0	0	234

Memphis, TN

Bi-Directional Speed & Class Count

Site 27

W Holmes Rd,
west of Manson Rd



Marr Traffic Inc
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Lat/Long

35.006113,-90.089163

Date

Tuesday, October 12, 2021

Weather

Fair
71°F

0000 - 2400 (Weekday 24h Session)

Time	Volume Summary 60min		60min
	EB	WB	Total
0000 - 0100	14	16	30
0100 - 0200	15	8	23
0200 - 0300	11	8	19
0300 - 0400	17	5	22
0400 - 0500	28	19	47
0500 - 0600	48	23	71
0600 - 0700	60	27	87
0700 - 0800	71	47	118
0800 - 0900	57	59	116
0900 - 1000	59	62	121
1000 - 1100	56	61	117
1100 - 1200	63	66	129
1200 - 1300	79	67	146
1300 - 1400	84	104	188
1400 - 1500	79	80	159
1500 - 1600	85	86	171
1600 - 1700	104	111	215
1700 - 1800	104	130	234
1800 - 1900	73	112	185
1900 - 2000	90	79	169
2000 - 2100	64	58	122
2100 - 2200	42	51	93
2200 - 2300	32	45	77
2300 - 2400	22	18	40

Session Total	1357	1342	2699
Session Average	56.54	55.92	112.46
Session Percentage	50.28	49.72	

Site 27
W Holmes Rd,
west of Manson Rd

Lat/Long
35.006113, -90.089163

Date
Tuesday, October 12, 2021

Weather
Fair
71°F

0000 - 2400 (Weekday 24h Session)

Time	Eastbound, (Movement 27.1)															60min Total
	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-99 mph	
0000 - 0100	0	0	0	0	0	1	5	2	4	2	0	0	0	0	0	14
0100 - 0200	0	0	0	0	2	1	3	5	3	1	0	0	0	0	0	15
0200 - 0300	0	0	0	0	1	1	2	3	3	1	0	0	0	0	0	11
0300 - 0400	0	0	0	0	0	5	3	4	2	3	0	0	0	0	0	17
0400 - 0500	0	0	0	1	3	3	6	6	6	1	2	0	0	0	0	28
0500 - 0600	0	0	0	0	1	7	10	15	9	4	2	0	0	0	0	48
0600 - 0700	0	1	0	0	1	9	14	13	8	7	6	1	0	0	0	60
0700 - 0800	0	0	0	0	0	6	18	21	15	5	6	0	0	0	0	71
0800 - 0900	0	0	0	0	1	3	15	15	14	5	4	0	0	0	0	57
0900 - 1000	0	0	0	1	5	6	13	10	14	7	1	2	0	0	0	59
1000 - 1100	0	0	0	0	3	7	15	9	11	8	1	2	0	0	0	56
1100 - 1200	0	0	0	0	1	6	14	18	14	6	3	1	0	0	0	63
1200 - 1300	0	0	0	0	3	10	21	21	12	9	1	1	1	0	0	79
1300 - 1400	0	0	0	0	2	10	21	23	20	5	2	1	0	0	0	84
1400 - 1500	1	0	0	0	2	4	18	17	24	11	1	1	0	0	0	79
1500 - 1600	0	0	0	0	1	7	23	24	20	6	4	0	0	0	0	85
1600 - 1700	0	0	0	1	3	5	23	33	28	8	3	0	0	0	0	104
1700 - 1800	0	0	0	0	0	13	34	26	23	7	1	0	0	0	0	104
1800 - 1900	0	0	0	0	2	7	27	17	13	7	0	0	0	0	0	73
1900 - 2000	0	0	0	3	1	21	32	18	9	3	3	0	0	0	0	90
2000 - 2100	0	0	0	2	2	12	19	12	11	5	1	0	0	0	0	64
2100 - 2200	0	0	1	0	4	6	14	8	6	2	1	0	0	0	0	42
2200 - 2300	0	0	0	0	2	5	12	6	4	2	1	0	0	0	0	32
2300 - 2400	0	0	0	0	2	6	4	3	5	1	1	0	0	0	0	22
Session Total	1	1	1	8	42	161	366	329	278	116	44	9	1	0	0	1357

15th Percentile	50th Percentile	Average	85th Percentile	95th Percentile
38	45	45	51	56

Summary

TIME	Eastbound, (Movement 27.1)															Total
	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-99 mph	
Tuesday, October 12, 2021	1	1	1	8	42	161	366	329	278	116	44	9	1	0	0	1357
Session Total	1	1	1	8	42	161	366	329	278	116	44	9	1	0	0	1357

AADT

	Total Days	Coverage	ADT	AADT	SD
Total Days	1	0.27	1357.00	1357.00	-
Weekdays	1	0.27	1357.00	1357.00	-
Weekend Days	-	-	-	-	-

Speed Statistics by Hour

TIME	Total	% Split	Min	Max	Mean	Median	Percentile				>PSL (40mph)	>PSL% (40mph)
							15%	50%	85%	95%		
0000 - 0100	14	1.03	39	59	46	47	41	47	51	52	12	86
0100 - 0200	15	1.11	32	55	45	47	37	47	48	49	12	80
0200 - 0300	11	0.81	34	57	47	47	40	44	50	51	9	82
0300 - 0400	17	1.25	35	58	48	42	37	40	49	52	12	71
0400 - 0500	28	2.06	29	61	47	46	34	45	52	56	20	71
0500 - 0600	48	3.54	33	63	51	45	39	42	52	56	37	77
0600 - 0700	60	4.42	17	69	49	45	39	45	55	59	48	80
0700 - 0800	71	5.23	35	63	49	47	40	46	53	56	63	89
0800 - 0900	57	4.20	31	64	48	48	41	46	55	59	50	88
0900 - 1000	59	4.35	28	65	45	46	37	46	54	56	45	76
1000 - 1100	56	4.13	30	68	43	44	39	42	53	59	41	73
1100 - 1200	63	4.64	30	66	44	47	41	46	51	57	53	84
1200 - 1300	79	5.82	30	71	44	46	38	45	52	56	62	78
1300 - 1400	84	6.19	33	65	44	46	39	46	52	56	67	80
1400 - 1500	79	5.82	12	69	46	50	41	50	54	55	66	84
1500 - 1600	85	6.26	33	63	45	45	40	44	51	55	73	86
1600 - 1700	104	7.66	25	61	45	47	41	47	52	55	91	88
1700 - 1800	104	7.66	35	60	45	45	40	44	52	55	85	82
1800 - 1900	73	5.38	32	59	45	46	39	46	53	56	61	84
1900 - 2000	90	6.63	26	64	45	43	36	41	49	55	59	66
2000 - 2100	64	4.72	26	61	46	43	36	42	50	55	43	67
2100 - 2200	42	3.10	23	60	48	43	34	42	51	52	29	69
2200 - 2300	32	2.36	33	61	47	44	40	44	49	52	25	78
2300 - 2400	22	1.62	30	62	47	44	38	44	51	51	14	64
Session Total	1357		12	71	46	46	39	46	54	58	1077	79

Site 27
W Holmes Rd,
west of Manson Rd

Lat/Long
35.006113,-90.089163

Date
Tuesday, October 12, 2021

Weather
Fair
71°F

0000 - 2400 (Weekday 24h Session)

Time	Westbound, (Movement 27.2)															60min Total
	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-99 mph	
0000 - 0100	0	0	0	0	0	3	5	4	0	3	1	0	0	0	0	16
0100 - 0200	0	0	0	0	0	2	1	1	1	3	0	0	0	0	0	8
0200 - 0300	0	0	0	0	1	0	1	3	1	2	0	0	0	0	0	8
0300 - 0400	0	0	0	0	0	1	1	1	2	0	0	0	0	0	0	5
0400 - 0500	0	0	0	0	0	4	3	5	3	3	1	0	0	0	0	19
0500 - 0600	0	0	0	1	2	3	4	5	3	5	0	0	0	0	0	23
0600 - 0700	0	0	0	0	0	1	7	4	10	4	1	0	0	0	0	27
0700 - 0800	0	0	0	0	0	4	12	13	11	5	2	0	0	0	0	47
0800 - 0900	0	0	0	0	0	1	18	22	8	8	1	1	0	0	0	59
0900 - 1000	0	0	0	0	0	6	18	20	12	4	2	0	0	0	0	62
1000 - 1100	0	0	0	0	1	4	18	20	11	5	2	0	0	0	0	61
1100 - 1200	1	0	0	0	1	7	12	24	14	6	1	0	0	0	0	66
1200 - 1300	0	0	0	0	0	3	15	23	21	3	2	0	0	0	0	67
1300 - 1400	0	0	0	0	0	7	20	38	30	7	2	0	0	0	0	104
1400 - 1500	0	1	0	0	1	2	18	26	17	13	2	0	0	0	0	80
1500 - 1600	0	0	0	0	0	10	18	26	20	9	3	0	0	0	0	86
1600 - 1700	0	0	0	0	0	11	20	32	31	13	3	1	0	0	0	111
1700 - 1800	0	0	0	0	2	19	34	44	17	12	1	1	0	0	0	130
1800 - 1900	0	0	0	1	0	12	35	31	24	9	0	0	0	0	0	112
1900 - 2000	0	0	0	0	0	16	29	18	11	4	1	0	0	0	0	79
2000 - 2100	0	0	0	1	0	11	16	14	11	4	1	0	0	0	0	58
2100 - 2200	0	0	0	0	0	5	25	14	6	1	0	0	0	0	0	51
2200 - 2300	0	0	0	0	0	3	12	17	8	4	1	0	0	0	0	45
2300 - 2400	0	0	0	0	0	1	4	6	3	3	1	0	0	0	0	18
Session Total	1	1	0	3	8	136	346	411	275	130	28	3	0	0	0	1342

15th Percentile	50th Percentile	Average	85th Percentile	95th Percentile
41	46	46	52	56

Summary

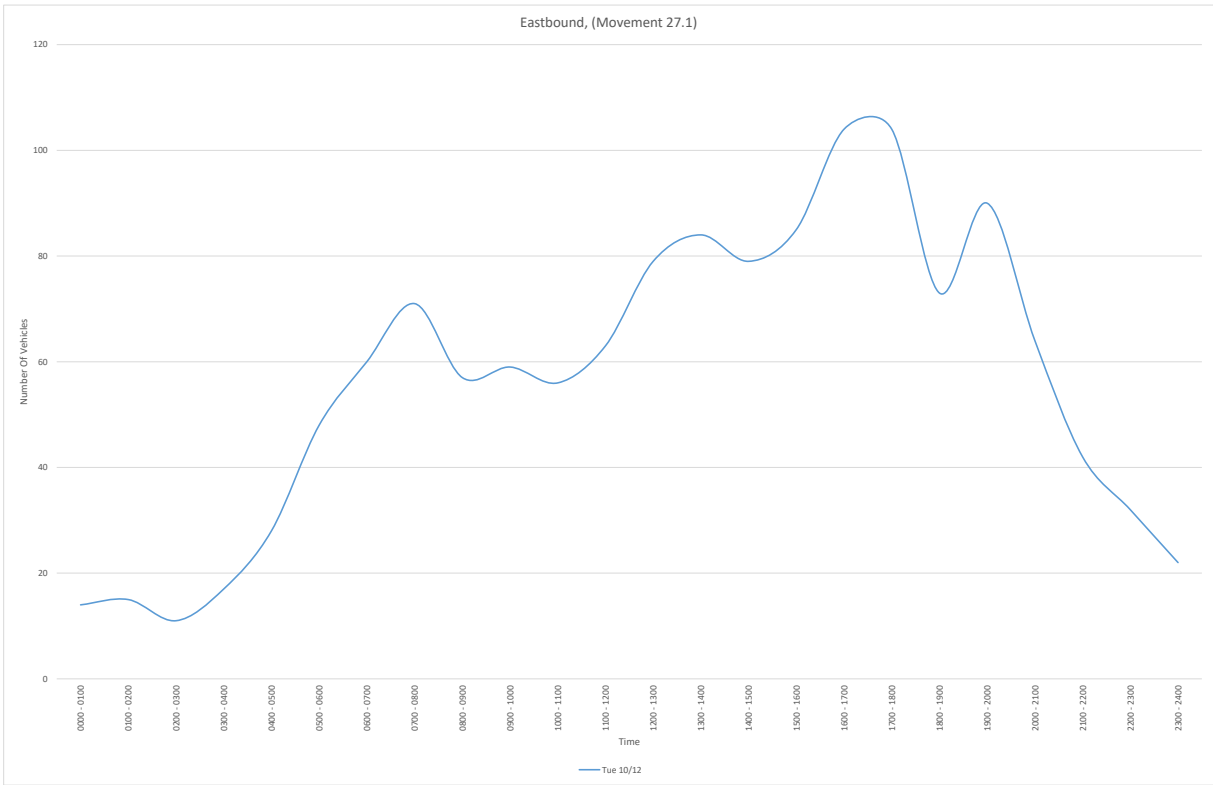
TIME	Westbound, (Movement 27.2)															Total
	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-99 mph	
Tuesday, October 12, 2021	1	1	0	3	8	136	346	411	275	130	28	3	0	0	0	1342
Session Total	1	1	0	3	8	136	346	411	275	130	28	3	0	0	0	1342

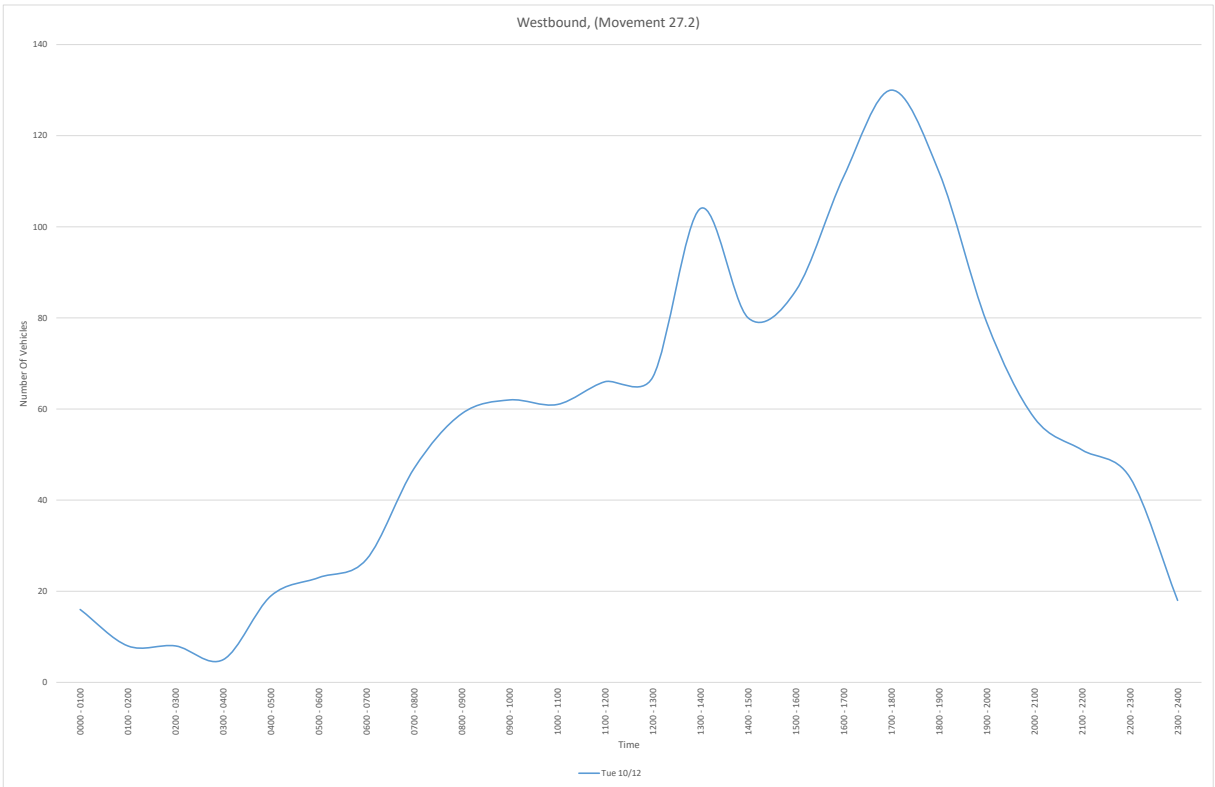
AADT

	Total Days	Coverage	ADT	AADT	SD
Total Days	1	0.27	1342.00	1342.00	-
Weekdays	1	0.27	1342.00	1342.00	-
Weekend Days	-	-	-	-	-

Speed Statistics by Hour

TIME	Total	% Split	Min	Max	Mean	Median	Percentile				>PSL (40mph)	>PSL% (40mph)
							15%	50%	85%	95%		
0000 - 0100	16	1.19	36	62	46	45	38	45	49	53	11	69
0100 - 0200	8	0.60	0	59	47	48	36	43	52	52	6	75
0200 - 0300	8	0.60	33	58	48	46	43	46	47	47	7	88
0300 - 0400	5	0.37	0	53	48	44	39	41	42	43	4	80
0400 - 0500	19	1.42	35	62	37	45	40	44	52	53	14	74
0500 - 0600	23	1.71	29	59	36	45	38	45	50	55	16	70
0600 - 0700	27	2.01	37	63	34	50	41	50	54	55	25	93
0700 - 0800	47	3.50	37	63	31	48	42	47	52	53	42	89
0800 - 0900	59	4.40	37	68	46	47	42	45	51	56	56	95
0900 - 1000	62	4.62	35	63	44	46	42	45	51	54	53	85
1000 - 1100	61	4.55	32	63	45	46	42	46	52	55	56	92
1100 - 1200	66	4.92	14	62	49	48	43	47	52	54	56	85
1200 - 1300	67	4.99	35	62	35	48	44	47	51	54	61	91
1300 - 1400	104	7.75	35	63	38	48	42	48	51	55	93	89
1400 - 1500	80	5.96	17	61	37	48	43	46	52	58	75	94
1500 - 1600	86	6.41	36	62	36	47	40	46	54	55	74	86
1600 - 1700	111	8.27	35	66	47	48	43	48	53	57	100	90
1700 - 1800	130	9.69	32	69	49	44	39	45	51	55	106	82
1800 - 1900	112	8.35	29	59	45	45	40	45	51	52	92	82
1900 - 2000	79	5.89	35	62	45	44	38	44	51	54	58	73
2000 - 2100	58	4.32	29	61	45	45	37	45	51	53	42	72
2100 - 2200	51	3.80	35	58	47	44	41	44	49	51	45	88
2200 - 2300	45	3.35	38	62	48	47	41	46	51	52	40	89
2300 - 2400	18	1.34	35	64	48	47	43	47	52	55	17	94
Session Total	1342		14	69	47	46	41	46	53	58	1149	86





Memphis, TN
Bi-Directional Speed & Class Count

Site 28
E Holmes Rd,
west of Long Branch Dr

Lat/Long
35.006400,-90.058061

Date
Tuesday, October 5, 2021

Weather
Partly Cloudy
73°F

0000 - 2400 (Weekday 24h Session)

Time	Volume Summary 15min		15min Total
	EB	WB	
0000 - 0015	7	12	19
0015 - 0030	9	9	18
0030 - 0045	10	10	20
0045 - 0100	8	11	19
0100 - 0115	6	11	17
0115 - 0130	4	6	10
0130 - 0145	3	7	10
0145 - 0200	6	5	11
0200 - 0215	3	4	7
0215 - 0230	8	4	12
0230 - 0245	8	2	10
0245 - 0300	5	6	11
0300 - 0315	5	4	9
0315 - 0330	7	5	12
0330 - 0345	8	3	11
0345 - 0400	4	5	9
0400 - 0415	8	4	12
0415 - 0430	13	4	17
0430 - 0445	17	11	28
0445 - 0500	15	8	23
0500 - 0515	21	14	35
0515 - 0530	32	9	41
0530 - 0545	41	12	53
0545 - 0600	31	9	40
0600 - 0615	37	12	49
0615 - 0630	46	18	64
0630 - 0645	54	30	84
0645 - 0700	62	22	84
0700 - 0715	66	45	111
0715 - 0730	76	56	132
0730 - 0745	73	44	117
0745 - 0800	71	43	114
0800 - 0815	84	56	140
0815 - 0830	62	51	113
0830 - 0845	40	29	69
0845 - 0900	61	27	88
0900 - 0915	51	36	87
0915 - 0930	50	42	92
0930 - 0945	43	30	73
0945 - 1000	49	35	84
1000 - 1015	44	36	80
1015 - 1030	45	38	83
1030 - 1045	28	28	56
1045 - 1100	38	33	71
1100 - 1115	43	45	88
1115 - 1130	43	35	78
1130 - 1145	52	43	95
1145 - 1200	43	45	88
1200 - 1215	45	43	88
1215 - 1230	37	53	90
1230 - 1245	52	31	83
1245 - 1300	52	39	91
1300 - 1315	45	49	94
1315 - 1330	56	49	105
1330 - 1345	48	56	104
1345 - 1400	58	57	115
1400 - 1415	42	61	103
1415 - 1430	52	68	120
1430 - 1445	66	73	139
1445 - 1500	63	67	130
1500 - 1515	81	86	167
1515 - 1530	74	79	153
1530 - 1545	66	77	143
1545 - 1600	61	60	121
1600 - 1615	67	73	140
1615 - 1630	58	57	115
1630 - 1645	80	68	148
1645 - 1700	81	72	153
1700 - 1715	59	76	135
1715 - 1730	66	88	154
1730 - 1745	50	57	107
1745 - 1800	61	78	139
1800 - 1815	55	69	124
1815 - 1830	53	72	125
1830 - 1845	50	58	108
1845 - 1900	56	54	110
1900 - 1915	43	48	91
1915 - 1930	38	54	92
1930 - 1945	35	48	83
1945 - 2000	33	51	84
2000 - 2015	28	41	69
2015 - 2030	17	34	51
2030 - 2045	23	28	51
2045 - 2100	33	30	63
2100 - 2115	18	19	37
2115 - 2130	21	40	61
2130 - 2145	19	20	39
2145 - 2200	21	28	49
2200 - 2215	21	21	42
2215 - 2230	17	20	37
2230 - 2245	14	23	37
2245 - 2300	8	21	29
2300 - 2315	11	18	29
2315 - 2330	8	17	25
2330 - 2345	7	13	20
2345 - 0000	11	18	29
Session Total	3600	3416	7016
Session Average	37.50	35.58	73.08
Session Percentage	51.31	48.69	

Memphis, TN
Bi-Directional Speed & Class Count

Site 28
E Holmes Rd,
west of Long Branch Dr



Lat/Long
35.006400,-90.058061

Date
Tuesday, October 5, 2021

Weather
Partly Cloudy
73°F

0000 - 2400 (Weekday 24h Session)

Time	Eastbound, (Movement 28.1)													60min Total
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
0000 - 0100	0	29	5	0	0	0	0	0	0	0	0	0	0	34
0100 - 0200	0	14	4	0	1	0	0	0	0	0	0	0	0	19
0200 - 0300	0	19	5	0	0	0	0	0	0	0	0	0	0	24
0300 - 0400	0	22	2	0	0	0	0	0	0	0	0	0	0	24
0400 - 0500	0	48	5	0	0	0	0	0	0	0	0	0	0	53
0500 - 0600	0	109	13	1	2	0	0	0	0	0	0	0	0	125
0600 - 0700	0	174	19	1	5	0	0	0	0	0	0	0	0	199
0700 - 0800	0	247	35	2	2	0	0	0	0	0	0	0	0	286
0800 - 0900	0	203	31	7	3	0	0	3	0	0	0	0	0	247
0900 - 1000	0	155	30	3	3	0	0	2	0	0	0	0	0	193
1000 - 1100	0	123	29	0	3	0	0	0	0	0	0	0	0	155
1100 - 1200	0	136	38	1	2	0	0	4	0	0	0	0	0	181
1200 - 1300	0	152	29	0	5	0	0	0	0	0	0	0	0	186
1300 - 1400	1	176	28	0	2	0	0	0	0	0	0	0	0	207
1400 - 1500	0	179	34	2	4	0	0	4	0	0	0	0	0	223
1500 - 1600	1	223	45	3	4	0	0	6	0	0	0	0	0	282
1600 - 1700	0	249	30	0	6	0	0	1	0	0	0	0	0	286
1700 - 1800	0	198	33	2	1	0	0	2	0	0	0	0	0	236
1800 - 1900	0	188	21	0	2	0	0	2	1	0	0	0	0	214
1900 - 2000	0	128	17	0	3	0	0	1	0	0	0	0	0	149
2000 - 2100	0	84	15	0	1	0	0	1	0	0	0	0	0	101
2100 - 2200	0	69	9	0	1	0	0	0	0	0	0	0	0	79
2200 - 2300	0	56	2	0	1	0	0	0	1	0	0	0	0	60
2300 - 2400	0	36	1	0	0	0	0	0	0	0	0	0	0	37

Session Total	2	3017	480	22	51	0	0	26	2	0	0	0	0	3600
Session Average	0.08	125.71	20.00	0.92	2.13	0.00	0.00	1.08	0.08	0.00	0.00	0.00	0.00	150.00
Session Percentage	0.06	83.81	13.33	0.61	1.42	0.00	0.00	0.72	0.06	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0700 - 0800	0800 - 0900	0600 - 0700	-	-	0800 - 0900	-	-	-	-	-	0700 - 0800
AM Peak Hour Volume	0	247	35	7	5	0	0	3	0	0	0	0	0	286

Noon Peak Hour	1300 - 1400	1400 - 1500	1100 - 1200	1400 - 1500	1200 - 1300	-	-	1100 - 1200	-	-	-	-	-	1400 - 1500
Noon Peak Hour Volume	1	179	38	2	5	0	0	4	0	0	0	0	0	223

PM Peak Hour	1500 - 1600	1600 - 1700	1500 - 1600	1500 - 1600	1600 - 1700	-	-	1500 - 1600	1800 - 1900	-	-	-	-	1600 - 1700
PM Peak Hour Volume	1	249	45	3	6	0	0	6	1	0	0	0	0	286

Memphis, TN
Bi-Directional Speed & Class Count

Site 28
E Holmes Rd,
west of Long Branch Dr



Lat/Long
35.006400,-90.058061

Date
Tuesday, October 5, 2021

Weather
Partly Cloudy
73°F

0000 - 2400 (Weekday 24h Session)

Time	Westbound, (Movement 28.2)													60min Total
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
0000 - 0100	0	35	7	0	0	0	0	0	0	0	0	0	0	42
0100 - 0200	0	26	3	0	0	0	0	0	0	0	0	0	0	29
0200 - 0300	0	11	4	0	1	0	0	0	0	0	0	0	0	16
0300 - 0400	0	10	6	0	1	0	0	0	0	0	0	0	0	17
0400 - 0500	0	24	2	0	1	0	0	0	0	0	0	0	0	27
0500 - 0600	0	37	6	0	0	0	0	1	0	0	0	0	0	44
0600 - 0700	0	68	11	2	1	0	0	0	0	0	0	0	0	82
0700 - 0800	1	154	25	4	1	0	0	3	0	0	0	0	0	188
0800 - 0900	0	107	43	2	9	0	0	2	0	0	0	0	0	163
0900 - 1000	0	99	34	3	6	0	0	1	0	0	0	0	0	143
1000 - 1100	0	89	39	0	4	0	0	2	1	0	0	0	0	135
1100 - 1200	1	116	37	3	7	0	0	4	0	0	0	0	0	168
1200 - 1300	0	128	34	0	2	0	0	2	0	0	0	0	0	166
1300 - 1400	0	131	66	1	6	0	0	7	0	0	0	0	0	211
1400 - 1500	0	216	46	0	6	0	0	1	0	0	0	0	0	269
1500 - 1600	0	234	58	3	5	0	0	2	0	0	0	0	0	302
1600 - 1700	0	211	53	1	4	0	0	1	0	0	0	0	0	270
1700 - 1800	3	236	55	1	2	0	0	2	0	0	0	0	0	299
1800 - 1900	2	211	38	0	2	0	0	0	0	0	0	0	0	253
1900 - 2000	0	160	38	1	1	0	0	1	0	0	0	0	0	201
2000 - 2100	0	112	19	0	2	0	0	0	0	0	0	0	0	133
2100 - 2200	0	95	11	0	0	0	0	1	0	0	0	0	0	107
2200 - 2300	0	71	12	0	2	0	0	0	0	0	0	0	0	85
2300 - 2400	0	57	9	0	0	0	0	0	0	0	0	0	0	66
Session Total	7	2638	656	21	63	0	0	30	1	0	0	0	0	3416
Session Average	0.29	109.92	27.33	0.88	2.63	0.00	0.00	1.25	0.04	0.00	0.00	0.00	0.00	142.33
Session Percentage	0.20	77.22	19.20	0.61	1.84	0.00	0.00	0.88	0.03	0.00	0.00	0.00	0.00	
AM Peak Hour	0700 - 0800	0700 - 0800	0800 - 0900	0700 - 0800	0800 - 0900	-	-	0700 - 0800	-	-	-	-	-	0700 - 0800
AM Peak Hour Volume	1	154	43	4	9	0	0	3	0	0	0	0	0	188
Noon Peak Hour	1100 - 1200	1400 - 1500	1300 - 1400	1100 - 1200	1100 - 1200	-	-	1300 - 1400	1000 - 1100	-	-	-	-	1400 - 1500
Noon Peak Hour Volume	1	216	66	3	7	0	0	7	1	0	0	0	0	269
PM Peak Hour	1700 - 1800	1700 - 1800	1500 - 1600	1500 - 1600	1500 - 1600	-	-	1500 - 1600	-	-	-	-	-	1500 - 1600
PM Peak Hour Volume	3	236	58	3	5	0	0	2	0	0	0	0	0	302

Memphis, TN
Bi-Directional Speed & Class Count

Site 28
E Holmes Rd,
west of Long Branch Dr



Lat/Long
35.006400,-90.058061

Date
Tuesday, October 5, 2021

Weather
Partly Cloudy
73°F

0000 - 2400 (Weekday 24h Session)

Time	Bi-Directional 60min													60min Total
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
0000 - 0100	0	64	12	0	0	0	0	0	0	0	0	0	0	76
0100 - 0200	0	40	7	0	1	0	0	0	0	0	0	0	0	48
0200 - 0300	0	30	9	0	1	0	0	0	0	0	0	0	0	40
0300 - 0400	0	32	8	0	1	0	0	0	0	0	0	0	0	41
0400 - 0500	0	72	7	0	1	0	0	0	0	0	0	0	0	80
0500 - 0600	0	146	19	1	2	0	0	1	0	0	0	0	0	169
0600 - 0700	0	242	30	3	6	0	0	0	0	0	0	0	0	281
0700 - 0800	1	401	60	6	3	0	0	3	0	0	0	0	0	474
0800 - 0900	0	310	74	9	12	0	0	5	0	0	0	0	0	410
0900 - 1000	0	254	64	6	9	0	0	3	0	0	0	0	0	336
1000 - 1100	0	212	68	0	7	0	0	2	1	0	0	0	0	290
1100 - 1200	1	252	75	4	9	0	0	8	0	0	0	0	0	349
1200 - 1300	0	280	63	0	7	0	0	2	0	0	0	0	0	352
1300 - 1400	1	307	94	1	8	0	0	7	0	0	0	0	0	418
1400 - 1500	0	395	80	2	10	0	0	5	0	0	0	0	0	492
1500 - 1600	1	457	103	6	9	0	0	8	0	0	0	0	0	584
1600 - 1700	0	460	83	1	10	0	0	2	0	0	0	0	0	556
1700 - 1800	3	434	88	3	3	0	0	4	0	0	0	0	0	535
1800 - 1900	2	399	59	0	4	0	0	2	1	0	0	0	0	467
1900 - 2000	0	288	55	1	4	0	0	2	0	0	0	0	0	350
2000 - 2100	0	196	34	0	3	0	0	1	0	0	0	0	0	234
2100 - 2200	0	164	20	0	1	0	0	1	0	0	0	0	0	186
2200 - 2300	0	127	14	0	3	0	0	0	1	0	0	0	0	145
2300 - 2400	0	93	10	0	0	0	0	0	0	0	0	0	0	103

Session Total	9	5655	1136	43	114	0	0	56	3	0	0	0	0	7016
Session Average	0.38	235.63	47.33	1.79	4.75	0.00	0.00	2.33	0.13	0.00	0.00	0.00	0.00	292.33
Session Percentage	0.13	80.60	16.19	0.61	1.62	0.00	0.00	0.80	0.04	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0700 - 0800	0800 - 0900	0800 - 0900	0800 - 0900	-	-	0800 - 0900	-	-	-	-	-	0700 - 0800
AM Peak Hour Volume	1	401	74	9	12	0	0	5	0	0	0	0	0	474

Noon Peak Hour	1100 - 1200	1400 - 1500	1300 - 1400	1100 - 1200	1400 - 1500	-	-	1100 - 1200	1000 - 1100	-	-	-	-	1400 - 1500
Noon Peak Hour Volume	1	395	94	4	10	0	0	8	1	0	0	0	0	492

PM Peak Hour	1700 - 1800	1600 - 1700	1500 - 1600	1500 - 1600	1600 - 1700	-	-	1500 - 1600	1800 - 1900	-	-	-	-	1500 - 1600
PM Peak Hour Volume	3	460	103	6	10	0	0	8	1	0	0	0	0	584

Memphis, TN

Bi-Directional Speed & Class Count

Site 28

E Holmes Rd,
west of Long Branch Dr



Marr Traffic Inc
www.marrtraffic.com

Lat/Long

35.006400,-90.058061

Date

Tuesday, October 5, 2021

Weather

Partly Cloudy
73°F

0000 - 2400 (Weekday 24h Session)

Time	Volume Summary 60min		60min
	EB	WB	Total
0000 - 0100	34	42	76
0100 - 0200	19	29	48
0200 - 0300	24	16	40
0300 - 0400	24	17	41
0400 - 0500	53	27	80
0500 - 0600	125	44	169
0600 - 0700	199	82	281
0700 - 0800	286	188	474
0800 - 0900	247	163	410
0900 - 1000	193	143	336
1000 - 1100	155	135	290
1100 - 1200	181	168	349
1200 - 1300	186	166	352
1300 - 1400	207	211	418
1400 - 1500	223	269	492
1500 - 1600	282	302	584
1600 - 1700	286	270	556
1700 - 1800	236	299	535
1800 - 1900	214	253	467
1900 - 2000	149	201	350
2000 - 2100	101	133	234
2100 - 2200	79	107	186
2200 - 2300	60	85	145
2300 - 2400	37	66	103

Session Total	3600	3416	7016
Session Average	150.00	142.33	292.33
Session Percentage	51.31	48.69	

Memphis, TN
Bi-Directional Speed & Class Count

Site 28
E Holmes Rd,
west of Long Branch Dr



Lat/Long
35.006400,-90.058061

Date
Tuesday, October 5, 2021

Weather
Partly Cloudy
73°F

0000 - 2400 (Weekday 24h Session)

Time	Eastbound, (Movement 28.1)															60min Total
	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-99 mph	
0000 - 0100	0	0	0	0	2	5	9	8	5	4	1	0	0	0	0	34
0100 - 0200	0	0	0	0	1	2	4	5	2	3	2	0	0	0	0	19
0200 - 0300	0	0	0	1	0	1	6	10	5	1	0	0	0	0	0	24
0300 - 0400	0	0	0	0	2	1	4	10	6	1	0	0	0	0	0	24
0400 - 0500	0	0	0	0	0	4	12	20	13	3	1	0	0	0	0	53
0500 - 0600	0	0	0	0	0	3	35	46	26	11	4	0	0	0	0	125
0600 - 0700	0	0	0	0	1	10	39	80	45	22	2	0	0	0	0	199
0700 - 0800	0	0	0	0	11	30	80	92	54	17	2	0	0	0	0	286
0800 - 0900	1	0	0	1	13	31	88	71	28	14	0	0	0	0	0	247
0900 - 1000	0	0	1	5	1	38	81	46	15	6	0	0	0	0	0	193
1000 - 1100	0	0	0	0	5	30	61	41	12	6	0	0	0	0	0	155
1100 - 1200	0	0	0	2	6	41	70	45	17	0	0	0	0	0	0	181
1200 - 1300	1	0	0	0	3	39	70	48	16	9	0	0	0	0	0	186
1300 - 1400	1	0	1	1	5	38	71	54	28	5	3	0	0	0	0	207
1400 - 1500	0	0	0	2	14	50	95	52	9	1	0	0	0	0	0	223
1500 - 1600	1	0	0	1	13	83	106	52	20	5	1	0	0	0	0	282
1600 - 1700	0	0	0	0	6	41	110	94	28	5	2	0	0	0	0	286
1700 - 1800	0	1	0	0	4	38	100	67	19	6	1	0	0	0	0	236
1800 - 1900	0	0	0	0	11	37	81	51	21	11	2	0	0	0	0	214
1900 - 2000	0	0	0	4	8	34	54	36	10	2	1	0	0	0	0	149
2000 - 2100	0	0	0	0	1	24	29	25	18	3	1	0	0	0	0	101
2100 - 2200	0	0	0	1	3	5	29	26	11	2	2	0	0	0	0	79
2200 - 2300	0	0	0	0	2	8	20	16	7	5	2	0	0	0	0	60
2300 - 2400	0	0	0	0	1	7	15	7	4	3	0	0	0	0	0	37
Session Total	4	1	2	18	113	600	1269	1002	419	145	27	0	0	0	0	3600

15th Percentile	50th Percentile	Average	85th Percentile	95th Percentile
37	43	43	49	53

Summary

TIME	Eastbound, (Movement 28.1)															Total
	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-99 mph	
Tuesday, October 5, 2021	4	1	2	18	113	600	1269	1002	419	145	27	0	0	0	0	3600
Session Total	4	1	2	18	113	600	1269	1002	419	145	27	0	0	0	0	3600

AADT

	Total Days	Coverage	ADT	AADT	SD
Total Days	1	0.27	3600.00	3600.00	-
Weekdays	1	0.27	3600.00	3600.00	-
Weekend Days	-	-	-	-	-

Speed Statistics by Hour

TIME	Total	% Split	Min	Max	Mean	Median	Percentile				>PSL (40mph)	>PSL% (40mph)
							15%	50%	85%	95%		
0000 - 0100	34	0.94	32	61	46	45	39	44	52	55	22	65
0100 - 0200	19	0.53	31	62	46	47	40	47	53	55	14	74
0200 - 0300	24	0.67	27	56	47	46	41	45	47	48	21	88
0300 - 0400	24	0.67	30	56	48	46	43	46	50	51	21	88
0400 - 0500	53	1.47	35	63	48	47	41	47	51	52	47	89
0500 - 0600	125	3.47	38	62	46	48	43	48	51	53	115	92
0600 - 0700	199	5.53	34	64	45	47	43	46	52	57	186	93
0700 - 0800	286	7.94	30	62	45	45	39	44	51	54	234	82
0800 - 0900	247	6.86	11	58	45	44	37	43	49	53	183	74
0900 - 1000	193	5.36	20	57	45	43	38	42	49	51	132	68
1000 - 1100	155	4.31	31	58	45	43	38	43	48	51	112	72
1100 - 1200	181	5.03	26	54	45	43	37	43	47	50	116	64
1200 - 1300	186	5.17	12	59	46	43	38	43	49	52	131	70
1300 - 1400	207	5.75	7	61	47	44	37	42	49	51	153	74
1400 - 1500	223	6.19	28	58	48	42	37	41	45	49	143	64
1500 - 1600	282	7.83	10	62	48	42	37	42	45	50	166	59
1600 - 1700	286	7.94	30	61	47	44	38	43	49	51	221	77
1700 - 1800	236	6.56	15	64	47	43	38	43	48	51	166	70
1800 - 1900	214	5.94	31	61	46	43	38	42	48	55	153	71
1900 - 2000	149	4.14	26	62	46	42	36	41	46	51	92	62
2000 - 2100	101	2.81	32	62	48	45	38	42	51	51	75	74
2100 - 2200	79	2.19	25	60	47	45	40	45	49	51	68	86
2200 - 2300	60	1.67	30	63	48	45	38	43	51	56	47	78
2300 - 2400	37	1.03	33	57	48	43	39	43	49	54	25	68
Session Total	3600		7	64	44	43	38	43	50	54	2643	73

Memphis, TN
Bi-Directional Speed & Class Count

Site 28
E Holmes Rd,
west of Long Branch Dr



Lat/Long
35.006400,-90.058061

Date
Tuesday, October 5, 2021

Weather
Partly Cloudy
73°F

0000 - 2400 (Weekday 24h Session)

Time	Westbound, (Movement 28.2)															60min Total
	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-99 mph	
0000 - 0100	0	0	0	0	1	1	7	11	11	9	2	0	0	0	0	42
0100 - 0200	0	1	0	0	0	1	6	6	6	4	5	0	0	0	0	29
0200 - 0300	0	0	0	0	0	0	2	7	2	3	2	0	0	0	0	16
0300 - 0400	0	0	0	0	1	2	2	5	5	2	0	0	0	0	0	17
0400 - 0500	0	0	0	0	0	3	2	4	10	5	1	2	0	0	0	27
0500 - 0600	0	0	0	0	0	0	9	11	10	10	3	1	0	0	0	44
0600 - 0700	0	0	0	0	0	1	11	20	31	12	6	1	0	0	0	82
0700 - 0800	0	1	0	0	1	5	21	56	59	32	11	2	0	0	0	188
0800 - 0900	0	0	0	1	0	10	28	54	51	15	4	0	0	0	0	163
0900 - 1000	0	0	0	0	2	12	29	46	39	14	1	0	0	0	0	143
1000 - 1100	0	0	0	0	3	13	29	41	32	10	4	3	0	0	0	135
1100 - 1200	1	0	0	0	1	11	48	46	45	15	1	0	0	0	0	168
1200 - 1300	0	0	0	0	0	5	30	56	52	17	6	0	0	0	0	166
1300 - 1400	0	0	0	0	3	16	54	72	46	15	4	1	0	0	0	211
1400 - 1500	0	1	0	1	6	15	75	82	61	24	3	1	0	0	0	269
1500 - 1600	4	0	0	1	4	16	65	108	82	15	6	1	0	0	0	302
1600 - 1700	0	1	0	0	3	28	74	92	60	11	1	0	0	0	0	270
1700 - 1800	3	1	0	0	4	21	84	93	74	14	4	1	0	0	0	299
1800 - 1900	0	0	0	0	3	31	75	89	40	13	2	0	0	0	0	253
1900 - 2000	0	0	0	1	1	18	56	76	42	6	1	0	0	0	0	201
2000 - 2100	0	0	0	1	2	8	32	39	39	7	2	3	0	0	0	133
2100 - 2200	0	0	0	0	0	8	26	40	24	6	2	1	0	0	0	107
2200 - 2300	0	0	0	0	1	7	21	21	18	13	4	0	0	0	0	85
2300 - 2400	0	0	0	0	2	4	10	21	17	11	1	0	0	0	0	66
Session Total	8	5	0	5	38	236	796	1096	856	283	76	17	0	0	0	3416

15th Percentile	50th Percentile	Average	85th Percentile	95th Percentile
40	46	46	53	58

Summary

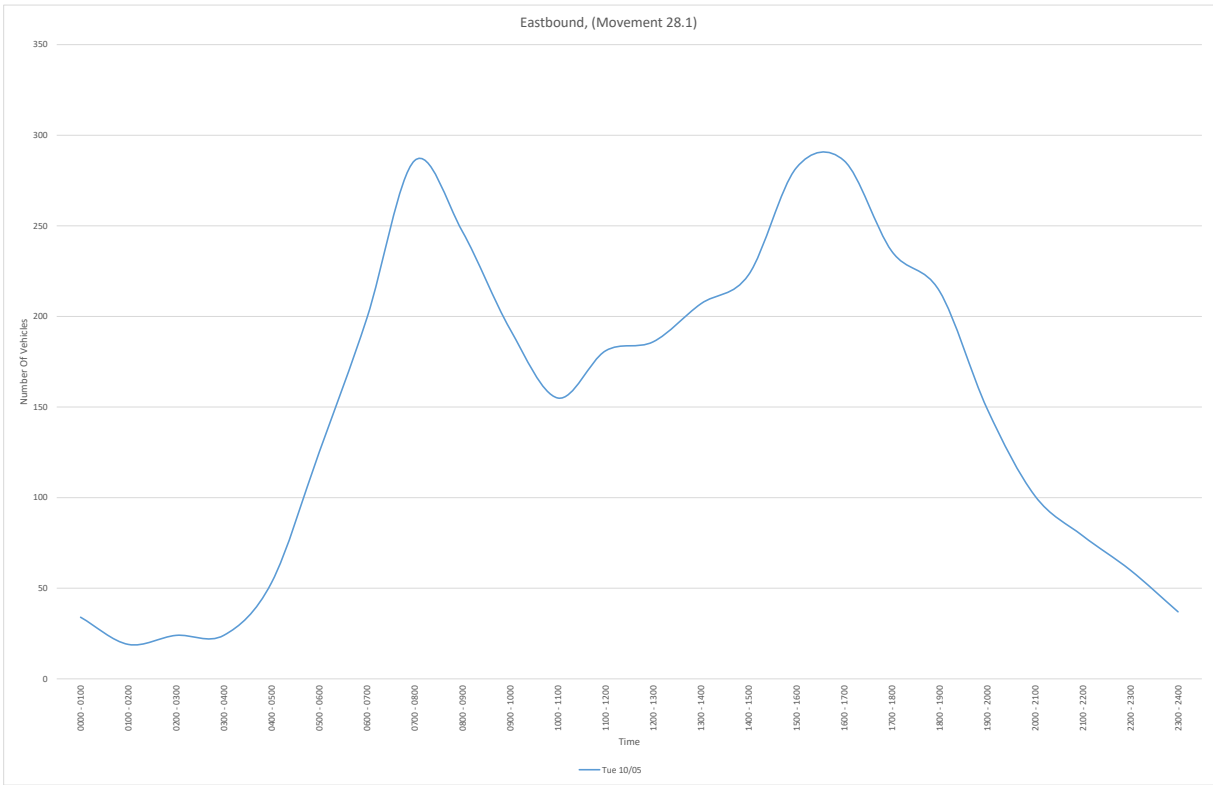
TIME	Westbound, (Movement 28.2)															Total
	5-14 mph	15-19 mph	20-24 mph	25-29 mph	30-34 mph	35-39 mph	40-44 mph	45-49 mph	50-54 mph	55-59 mph	60-64 mph	65-69 mph	70-74 mph	75-79 mph	80-99 mph	
Tuesday, October 5, 2021	8	5	0	5	38	236	796	1096	856	283	76	17	0	0	0	3416
Session Total	8	5	0	5	38	236	796	1096	856	283	76	17	0	0	0	3416

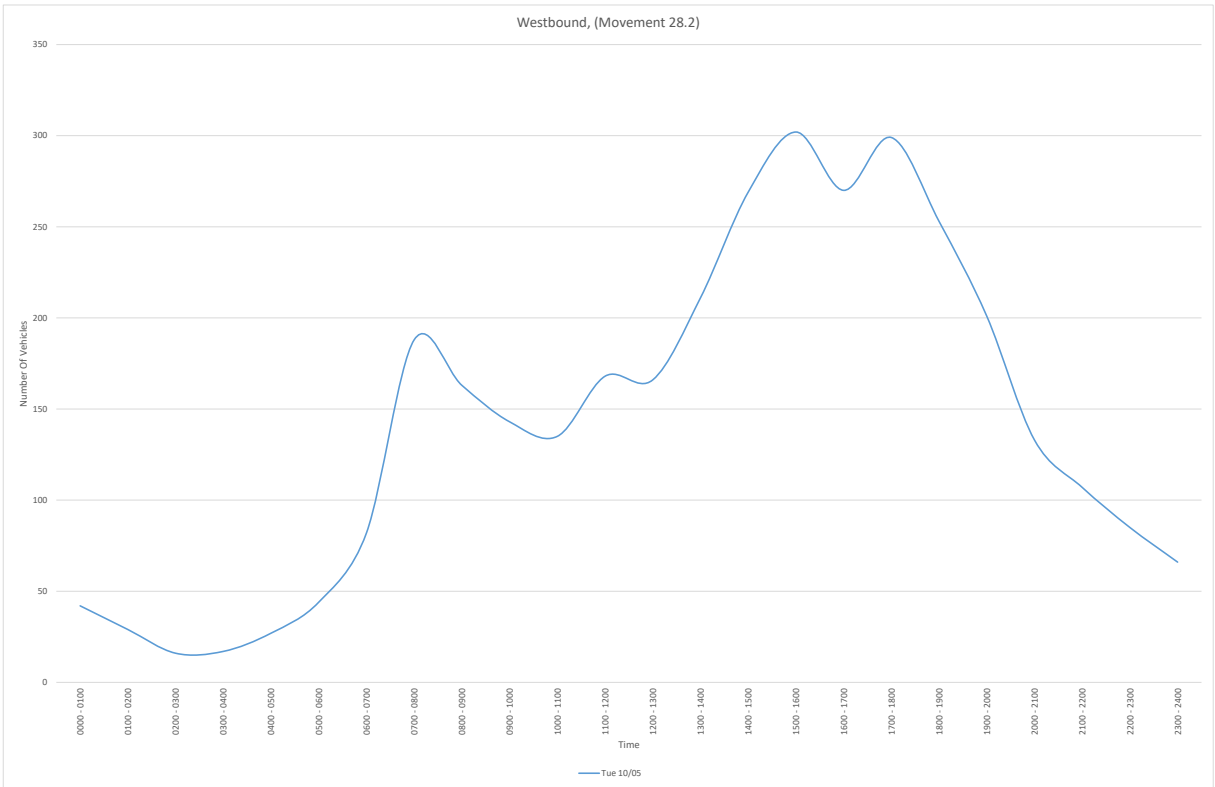
AADT

	Total Days	Coverage	ADT	AADT	SD
Total Days	1	0.27	3416.00	3416.00	-
Weekdays	1	0.27	3416.00	3416.00	-
Weekend Days	-	-	-	-	-

Speed Statistics by Hour

TIME	Total	% Split	Min	Max	Mean	Median	Percentile				>PSL (40mph)	>PSL % (40mph)
							15%	50%	85%	95%		
0000 - 0100	42	1.23	33	62	49	50	43	48	54	57	39	93
0100 - 0200	29	0.85	19	63	49	49	40	47	53	55	27	93
0200 - 0300	16	0.47	40	63	49	48	43	46	51	56	15	94
0300 - 0400	17	0.50	34	59	51	49	41	47	50	52	14	82
0400 - 0500	27	0.79	35	68	50	52	44	51	57	60	24	89
0500 - 0600	44	1.29	40	65	50	50	43	49	55	58	42	95
0600 - 0700	82	2.40	37	69	52	51	44	51	56	61	80	98
0700 - 0800	188	5.50	16	66	49	51	44	50	53	60	180	96
0800 - 0900	163	4.77	28	64	50	47	42	47	52	57	152	93
0900 - 1000	143	4.19	31	61	49	47	40	47	52	56	123	86
1000 - 1100	135	3.95	31	68	46	46	41	46	54	59	117	87
1100 - 1200	168	4.92	10	62	47	47	43	47	52	53	148	88
1200 - 1300	166	4.86	37	63	48	48	42	48	53	57	156	94
1300 - 1400	211	6.18	30	68	49	47	41	46	53	57	182	86
1400 - 1500	269	7.87	16	67	51	47	40	46	51	55	231	86
1500 - 1600	302	8.84	10	65	51	47	41	46	52	55	270	89
1600 - 1700	270	7.90	16	61	51	46	40	45	51	53	230	85
1700 - 1800	299	8.75	14	69	50	46	40	46	51	54	253	85
1800 - 1900	253	7.41	33	63	51	45	39	45	51	53	202	80
1900 - 2000	201	5.88	25	64	51	46	41	45	49	52	176	88
2000 - 2100	133	3.89	26	68	51	49	41	48	52	55	121	91
2100 - 2200	107	3.13	35	68	51	47	41	46	51	54	94	88
2200 - 2300	85	2.49	34	63	51	48	41	46	54	58	76	89
2300 - 2400	66	1.93	30	63	51	48	43	48	53	56	57	86
Session Total	3416		10	69	47	47	41	47	53	58	3009	88





ADT Summary	2030	2050	2030-2050
Holmes Road - Weaver to Horn Lake	4,961	14,534	6%
Holmes Road - Horn Lake to Tulane	7,641	11,768	2%

Location	2030	2050	2030-2050
	Daily Total	Daily Total	
Holmes - Third to Acklen	1,719	4,399	5%
Holmes - Acklen to Louise	1,725	4,431	5%
Holmes - Louise to Tulip	2,050	5,283	5%
Holmes - Tulip to Weaver	2,050	5,283	5%
Holmes - Weaver to Crossfield	2,403	6,531	5%
Holmes - Crossfield to Gemstone	2,403	6,531	5%
Holmes - Gemstone to Lodestone	2,224	6,453	5%
Holmes - Lodestone to Ford	2,195	6,406	6%
Holmes - Ford to 8th	2,195	6,406	6%
Holmes - 8th to Jonetta	2,195	6,406	6%
Holmes - Jonetta to Brushwood	2,192	6,412	6%
Holmes - Brushwood to Atkins	2,192	6,412	6%
Holmes - Atkins to Ronhart	2,088	6,289	6%
Holmes - Ronhart to Horn Lake	2,088	6,289	6%
Holmes - Horn Lake to Hillbrook	2,802	4,401	2%
Holmes - Hillbrook to Long Branch	2,870	4,376	2%
Holmes - Long Branch to Neely	2,870	4,376	2%
Holmes - Neely to Whistling Duck	3,722	6,073	2%
Holmes - Whisting Duck to Stacey	3,886	5,445	2%
Holmes - Stacey to Gill	3,886	5,445	2%
Holmes - Gill to Fairley	3,886	5,445	2%
Holmes - Fairley to Leonard	3,886	5,445	2%
Holmes - Leonard to Berta	3,704	5,186	2%
Holmes - Berta to Tulane	3,704	5,186	2%
Holmes - Tulane to Craigwood	5,195	6,670	1%

Appendix B

Intersection Volume Spreadsheets

Traffic Signal Warrants Analysis Calculations

K-Factor Calculations – Intersection AADT

Intersection Ranking by Total Crash Rate

VOLUME DEVELOPMENT SHEET

Holmes Road at South Third Street
AM PEAK HOUR
7:15 AM to 8:15 AM

Description	South Third Street <u>Northbound</u>			South Third Street <u>Southbound</u>			Clement Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	0	387	48	2	277	10	13	10	2	39	3	9
PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicle %	0	9	6	0	19	0	15	0	0	13	0	11
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
2030 Build Traffic	0	600	74	3	430	16	20	16	3	61	5	14
2050 Build Traffic	0	1,593	198	8	1,140	41	54	41	8	161	12	37

PM PEAK HOUR
4:45 PM to 5:45 PM

Description	South Third Street <u>Northbound</u>			South Third Street <u>Southbound</u>			Clement Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	10	328	62	4	437	9	3	7	5	70	13	6
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicle %	10	9	0	25	3	0	0	0	0	4	0	33
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
2030 Build Traffic	16	509	96	6	678	14	5	11	8	109	20	9
2050 Build Traffic	41	1,350	255	16	1,799	37	12	29	21	288	54	25

VOLUME DEVELOPMENT SHEET

Holmes Road at Acklen Road
AM PEAK HOUR
7:00 AM to 8:00 AM

Description	Acklen Road <u>Northbound</u>			<u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	1		2				75	1		2	37	
PHF	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicle %	0		0				5	0		0	22	
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
2030 Build Traffic	2	0	3	0	0	0	0	116	2	3	57	0
2050 Build Traffic	4	0	8	0	0	0	0	309	4	8	152	0

PM PEAK HOUR
4:30 PM to 5:30 PM

Description	Acklen Road <u>Northbound</u>			<u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	0		2				106	2		3	82	
PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicle %	0		0				1	0		0	5	
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
2030 Build Traffic	0	0	3	0	0	0	0	164	3	5	127	0
2050 Build Traffic	0	0	8	0	0	0	0	436	8	12	338	0

VOLUME DEVELOPMENT SHEET

Holmes Road at Louise Road
AM PEAK HOUR
7:15 AM to 8:15 AM

Description	Louise Road <u>Northbound</u>			<u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	0		4				67	1		0	48	
PHF	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicle %	0		0				4	0		0	13	
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
2030 Build Traffic	0	0	6	0	0	0	0	104	2	0	74	0
2050 Build Traffic	0	0	16	0	0	0	0	276	4	0	198	0

PM PEAK HOUR
4:30 PM to 5:30 PM

Description	Louise Road <u>Northbound</u>			<u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	0		0				108	0		1	86	
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicle %	0		0				1	0		0	3	
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
2030 Build Traffic	0	0	0	0	0	0	0	168	0	2	133	0
2050 Build Traffic	0	0	0	0	0	0	0	445	0	4	354	0

VOLUME DEVELOPMENT SHEET

Holmes Road at Tulip Road
AM PEAK HOUR
7:00 AM to 8:00 AM

Description	Tulip Road <u>Northbound</u>			<u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	1		4				78	1		1	38	
PHF	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicle %	0		25				5	0		0	21	
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
2030 Build Traffic	2	0	6	0	0	0	0	121	2	2	59	0
2050 Build Traffic	4	0	16	0	0	0	0	321	4	4	156	0

PM PEAK HOUR
4:30 PM to 5:30 PM

Description	Tulip Road <u>Northbound</u>			<u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	1		4				104	2		3	84	
PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicle %	0		25				1	0		0	5	
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
2030 Build Traffic	2	0	6	0	0	0	0	161	3	5	130	0
2050 Build Traffic	4	0	16	0	0	0	0	428	8	12	346	0

VOLUME DEVELOPMENT SHEET

**Holmes Road at Weaver Road
AM PEAK HOUR
7:00 AM to 8:00 AM**

Description	Weaver Road <u>Northbound</u>			Weaver Road <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	9	321	13	36	71	3	5	61	13	11	27	67
PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicle %	0	3	0	6	1	33	20	7	0	0	26	1
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
2030 Build Traffic	14	498	20	56	110	5	8	95	20	17	42	104
2050 Build Traffic	37	1,321	54	148	292	12	21	251	54	45	111	276

**PM PEAK HOUR
4:30 PM to 5:30 PM**

Description	Weaver Road <u>Northbound</u>			Weaver Road <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	19	116	19	52	273	7	2	76	28	25	60	42
PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicle %	5	0	0	0	1	14	50	0	4	0	3	0
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
2030 Build Traffic	29	180	29	81	424	11	3	118	43	39	93	65
2050 Build Traffic	78	477	78	214	1,124	29	8	313	115	103	247	173

VOLUME DEVELOPMENT SHEET

Holmes Road at Crossfield Road
AM PEAK HOUR
7:15 AM to 8:15 AM

Description	Crossfield Road <u>Northbound</u>			Crossfield Road <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	24	0	27	0	0	2	0	110	6	7	90	0
PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicle %	0	0	0	0	0	0	0	5	0	0	8	0
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
2030 Build Traffic	37	0	42	0	0	3	0	171	9	11	140	0
2050 Build Traffic	99	0	111	0	0	8	0	453	25	29	370	0

PM PEAK HOUR
4:15 PM to 5:15 PM

Description	Crossfield Road <u>Northbound</u>			Crossfield Road <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	15	0	13	1	0	1	2	124	24	24	117	1
PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicle %	0	0	0	0	0	0	0	0	0	4	2	0
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
2030 Build Traffic	23	0	20	2	0	2	3	192	37	37	182	2
2050 Build Traffic	62	0	54	4	0	4	8	510	99	99	482	4

VOLUME DEVELOPMENT SHEET

**Holmes Road at Gemstone Way
AM PEAK HOUR
7:15 AM to 8:15 AM**

Description	Gemstone Way <u>Northbound</u>			<u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	24		58				128	10		18	70	
PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicle %	0		2				3	10		6	9	
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
2030 Build Traffic	37	0	90	0	0	0	0	199	16	28	109	0
2050 Build Traffic	99	0	239	0	0	0	0	527	41	74	288	0

**PM PEAK HOUR
4:30 PM to 5:30 PM**

Description	Gemstone Way <u>Northbound</u>			<u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	6		36				120	17		66	127	
PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicle %	0		0				0	0		0	2	
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
2030 Build Traffic	9	0	56	0	0	0	0	186	26	102	197	0
2050 Build Traffic	25	0	148	0	0	0	0	494	70	272	523	0

VOLUME DEVELOPMENT SHEET

**Holmes Road at Lodestone Way
AM PEAK HOUR
7:15 AM to 8:15 AM**

Description	Lodestone Way <u>Northbound</u>			<u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	2		23				184	1		17	87	
PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicle %	0		9				3	0		0	8	
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
2030 Build Traffic	3	0	36	0	0	0	0	285	2	26	135	0
2050 Build Traffic	8	0	95	0	0	0	0	757	4	70	358	0

**PM PEAK HOUR
4:30 PM to 5:30 PM**

Description	Lodestone Way <u>Northbound</u>			<u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	3		21				153	3		22	192	
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicle %	0		5				0	0		0	1	
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
2030 Build Traffic	5	0	33	0	0	0	0	237	5	34	298	0
2050 Build Traffic	12	0	86	0	0	0	0	630	12	91	790	0

VOLUME DEVELOPMENT SHEET

Holmes Road at Ford Road
AM PEAK HOUR
7:15 AM to 8:15 AM

Description	<u>Northbound</u>			Ford Road <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts				4		5	4	205			99	2
PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicle %				0		0	0	3		7		0
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
2030 Build Traffic	0	0	0	6	0	8	6	318	0	0	154	3
2050 Build Traffic	0	0	0	16	0	21	16	844	0	0	407	8

PM PEAK HOUR
4:30 PM to 5:30 PM

Description	<u>Northbound</u>			Ford Road <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts				5		5	1	174			210	5
PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicle %				0		0	0	1		1		0
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
2030 Build Traffic	0	0	0	8	0	8	2	270	0	0	326	8
2050 Build Traffic	0	0	0	21	0	21	4	716	0	0	864	21

VOLUME DEVELOPMENT SHEET

Holmes Road at 8th Road
AM PEAK HOUR
7:15 AM to 8:15 AM

Description	<u>Northbound</u>			8th Road <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts				8		1	2	207		100		3
PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicle %				0		0	0	3		7		0
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
2030 Build Traffic	0	0	0	12	0	2	3	321	0	0	155	5
2050 Build Traffic	0	0	0	33	0	4	8	852	0	0	412	12

PM PEAK HOUR
4:30 PM to 5:30 PM

Description	<u>Northbound</u>			8th Road <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts				9		1	1	181		214		13
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicle %				0		0	100	0		1		0
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
2030 Build Traffic	0	0	0	14	0	2	2	281	0	0	332	20
2050 Build Traffic	0	0	0	37	0	4	4	745	0	0	881	54

VOLUME DEVELOPMENT SHEET

Holmes Road at Jonetta Street
AM PEAK HOUR
7:00 AM to 8:00 AM

Description	<u>Northbound</u>			<u>Jonetta Street Southbound</u>			<u>Holmes Road Eastbound</u>			<u>Holmes Road Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts				46		10	22	197			86	75
PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicle %				0		0	9	3		10	1	
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
2030 Build Traffic	0	0	0	71	0	16	34	306	0	0	133	116
2050 Build Traffic	0	0	0	189	0	41	91	811	0	0	354	309

PM PEAK HOUR
4:30 PM to 5:30 PM

Description	<u>Northbound</u>			<u>Jonetta Street Southbound</u>			<u>Holmes Road Eastbound</u>			<u>Holmes Road Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts				18		8	4	184			221	19
PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicle %				0		13	0	0		0	5	
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
2030 Build Traffic	0	0	0	28	0	12	6	285	0	0	343	29
2050 Build Traffic	0	0	0	74	0	33	16	757	0	0	910	78

VOLUME DEVELOPMENT SHEET

**Holmes Road at Brushwood Drive
AM PEAK HOUR
7:00 AM to 8:00 AM**

Description	<u>Northbound</u>			Brushwood Drive <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts				7		3	2	242			157	2
PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicle %				0		0	0	2			6	0
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
2030 Build Traffic	0	0	0	11	0	5	3	375	0	0	244	3
2050 Build Traffic	0	0	0	29	0	12	8	996	0	0	646	8

**PM PEAK HOUR
4:30 PM to 5:30 PM**

Description	<u>Northbound</u>			Brushwood Drive <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts				0		4	3	200			237	3
PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicle %				0		0	0	0			1	0
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
2030 Build Traffic	0	0	0	0	0	6	5	310	0	0	368	5
2050 Build Traffic	0	0	0	0	0	16	12	823	0	0	976	12

VOLUME DEVELOPMENT SHEET

**Holmes Road at Atkins Drive
AM PEAK HOUR
7:00 AM to 8:00 AM**

Description	<u>Northbound</u>			Atkins Drive <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts				5		0	0	249			159	4
PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicle %				0		0	0	2			6	0
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
2030 Build Traffic	0	0	0	8	0	0	0	386	0	0	247	6
2050 Build Traffic	0	0	0	21	0	0	0	1,025	0	0	654	16

**PM PEAK HOUR
4:30 PM to 5:30 PM**

Description	<u>Northbound</u>			Atkins Drive <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts				9		0	1	199			238	6
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicle %				0		0	0	0			2	0
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
2030 Build Traffic	0	0	0	14	0	0	2	309	0	0	369	9
2050 Build Traffic	0	0	0	37	0	0	4	819	0	0	980	25

VOLUME DEVELOPMENT SHEET

Holmes Road at Ronhart Street
AM PEAK HOUR
7:00 AM to 8:00 AM

Description	<u>Northbound</u>			<u>Ronhart Street Southbound</u>			<u>Holmes Road Eastbound</u>			<u>Holmes Road Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts				5		1	0	255			162	2
PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicle %				0		0	0	2			6	0
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
2030 Build Traffic	0	0	0	8	0	2	0	396	0	0	251	3
2050 Build Traffic	0	0	0	21	0	4	0	1,050	0	0	667	8

PM PEAK HOUR
4:30 PM to 5:30 PM

Description	<u>Northbound</u>			<u>Ronhart Street Southbound</u>			<u>Holmes Road Eastbound</u>			<u>Holmes Road Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts				6		0	0	207			245	10
PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicle %				0		0	0	0			1	0
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
2030 Build Traffic	0	0	0	9	0	0	0	321	0	0	380	16
2050 Build Traffic	0	0	0	25	0	0	0	852	0	0	1,008	41

VOLUME DEVELOPMENT SHEET

Holmes Road at Horn Lake Road
AM PEAK HOUR
7:15 AM to 8:15 AM

Description	Horn Lake Road <u>Northbound</u>			Horn Lake Road <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	6	160	12	121	54	55	74	175	14	14	98	100
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicle %	0	0	17	1	2	2	1	3	0	14	7	2
Annual Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	5.00%	5.00%	5.00%	2.00%	2.00%	2.00%
2030 Build Traffic	7	191	14	145	65	66	115	271	22	17	117	120
Additional 2050 Background Trips	79			137						176		
2050 Build Traffic	90	284	21	215	96	235	305	720	58	25	350	178

PM PEAK HOUR
4:30 PM to 5:30 PM

Description	Horn Lake Road <u>Northbound</u>			Horn Lake Road <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	21	89	7	145	163	76	43	147	22	13	163	140
PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicle %	0	0	0	2	0	1	0	0	0	0	1	0
Annual Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	5.00%	5.00%	5.00%	2.00%	2.00%	2.00%
2030 Build Traffic	25	106	8	173	195	91	67	228	34	16	195	167
Additional 2050 Background Trips	118			206						265		
2050 Build Traffic	155	158	12	257	289	341	177	605	91	23	554	249

VOLUME DEVELOPMENT SHEET

Holmes Road at Hillbrook Road
AM PEAK HOUR
7:15 AM to 8:15 AM

Description	Hillbrook Road <u>Northbound</u>			Hillbrook Road <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	1	0	1	2	0	2	1	312	1	0	204	1
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicle %	0	0	0	0	0	50	0	2	0	0	3	0
Annual Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2030 Build Traffic	1	0	1	2	0	2	1	373	1	0	244	1
Additional 2050 Background Trips								394			176	
2050 Build Traffic	2	0	2	4	0	4	2	948	2	0	538	2

PM PEAK HOUR
4:30 PM to 5:30 PM

Description	Hillbrook Road <u>Northbound</u>			Hillbrook Road <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	1	1	0	5	0	2	4	291	1	0	309	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicle %	0	0	0	0	0	50	0	2	0	0	0	0
Annual Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2030 Build Traffic	1	1	0	6	0	2	5	348	1	0	369	2
Additional 2050 Background Trips								354			265	
2050 Build Traffic	2	2	0	9	0	4	7	871	2	0	814	4

VOLUME DEVELOPMENT SHEET

Holmes Road at Long Branch Drive
AM PEAK HOUR
7:15 AM to 8:15 AM

Description	<u>Northbound</u>			Long Branch Drive <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts				3		1	3	313			207	5
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicle %				0		0	0	2		3		0
Annual Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2030 Build Traffic	0	0	0	4	0	1	4	374	0	0	247	6
Additional 2050 Background Trips								394			176	
2050 Build Traffic	0	0	0	5	0	2	5	950	0	0	544	9

PM PEAK HOUR
4:30 PM to 5:30 PM

Description	<u>Northbound</u>			Long Branch Drive <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts				16		6	5	291			302	9
PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicle %				0		0	0	2		1		0
Annual Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2030 Build Traffic	0	0	0	19	0	7	6	348	0	0	361	11
Additional 2050 Background Trips								354			265	
2050 Build Traffic	0	0	0	28	0	11	9	871	0	0	801	16

VOLUME DEVELOPMENT SHEET

Holmes Road at Neely Road
AM PEAK HOUR
7:15 AM to 8:15 AM

Description	<u>Northbound</u>			Neely Road <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts				90		24	22	293			187	96
PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicle %				1		13	5	2		2		2
Annual Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2030 Build Traffic	0	0	0	108	0	29	26	350	0	0	223	115
Additional 2050 Background Trips						39		394			137	
2050 Build Traffic	0	0	0	160	0	82	39	914	0	0	469	170

PM PEAK HOUR
4:30 PM to 5:30 PM

Description	<u>Northbound</u>			Neely Road <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts				147		36	16	289			279	108
PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicle %				1		0	0	2		1		1
Annual Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2030 Build Traffic	0	0	0	176	0	43	19	345	0	0	333	129
Additional 2050 Background Trips						59		354			206	
2050 Build Traffic	0	0	0	261	0	123	28	867	0	0	701	192

VOLUME DEVELOPMENT SHEET

Holmes Road at Whistling Duck Drive
AM PEAK HOUR
7:30 AM to 8:30 AM

Description	Whistling Duck Drive <u>Northbound</u>			<u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	31		37					361	19		29	245
PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicle %	7		8					2	5		17	1
Annual Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2030 Build Traffic	37	0	44	0	0	0	0	431	23	35	293	0
Additional 2050 Background Trips								394			137	
2050 Build Traffic	55	0	66	0	0	0	0	1,035	34	51	572	0

PM PEAK HOUR
4:30 PM to 5:30 PM

Description	Whistling Duck Drive <u>Northbound</u>			<u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	33		38					384	54		42	362
PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicle %	0		0					2	0		2	1
Annual Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2030 Build Traffic	39	0	45	0	0	0	0	459	65	50	433	0
Additional 2050 Background Trips								354			206	
2050 Build Traffic	59	0	67	0	0	0	0	1,036	96	75	849	0

VOLUME DEVELOPMENT SHEET

**Holmes Road at Stacey Road
AM PEAK HOUR
7:30 AM to 8:30 AM**

Description	<u>Northbound</u>			Stacey Road <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts				7		3	8	391			270	8
PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicle %				0		33	13	2		2		0
Annual Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2030 Build Traffic	0	0	0	8	0	4	10	467	0	0	323	10
Additional 2050 Background Trips								394			137	
2050 Build Traffic	0	0	0	12	0	5	14	1,088	0	0	616	14

**PM PEAK HOUR
4:30 PM to 5:30 PM**

Description	<u>Northbound</u>			Stacey Road <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts				7		5	4	414			401	14
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicle %				0		0	0	1		1		0
Annual Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2030 Build Traffic	0	0	0	8	0	6	5	495	0	0	479	17
Additional 2050 Background Trips								354			206	
2050 Build Traffic	0	0	0	12	0	9	7	1,089	0	0	918	25

VOLUME DEVELOPMENT SHEET

Holmes Road at Gill Road
AM PEAK HOUR
7:30 AM to 8:30 AM

Description	<u>Northbound</u>			Gill Road <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts				17		17	11	389			263	18
PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicle %				0		0	18	2		2		0
Annual Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2030 Build Traffic	0	0	0	20	0	20	13	465	0	0	314	22
Additional 2050 Background Trips								394			137	
2050 Build Traffic	0	0	0	30	0	30	20	1,085	0	0	604	32

PM PEAK HOUR
4:30 PM to 5:30 PM

Description	<u>Northbound</u>			Gill Road <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts				19		13	9	416			404	18
PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicle %				0		0	0	1		1		0
Annual Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2030 Build Traffic	0	0	0	23	0	16	11	497	0	0	483	22
Additional 2050 Background Trips								354			206	
2050 Build Traffic	0	0	0	34	0	23	16	1,093	0	0	923	32

VOLUME DEVELOPMENT SHEET

Holmes Road at Fairley Road
AM PEAK HOUR
7:15 AM to 8:15 AM

Description	<u>Northbound</u>			Fairley Road <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts				3		1	3	398			285	3
PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicle %				0		0	0	2		2		0
Annual Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2030 Build Traffic	0	0	0	4	0	1	4	476	0	0	341	4
Additional 2050 Background Trips								394			137	
2050 Build Traffic	0	0	0	5	0	2	5	1,101	0	0	643	5

PM PEAK HOUR
4:30 PM to 5:30 PM

Description	<u>Northbound</u>			Fairley Road <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts				9		1	3	434			423	9
PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicle %				0		0	0	1		1		0
Annual Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2030 Build Traffic	0	0	0	11	0	1	4	519	0	0	506	11
Additional 2050 Background Trips								354			206	
2050 Build Traffic	0	0	0	16	0	2	5	1,125	0	0	957	16

VOLUME DEVELOPMENT SHEET

Holmes Road at Leonard Road
AM PEAK HOUR
7:15 AM to 8:15 AM

Description	Leonard Road <u>Northbound</u>			Leonard Road <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	14	3	13	12	2	4	0	394	10	8	270	10
PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicle %	7	0	0	0	0	0	0	1	0	0	1	0
Annual Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2030 Build Traffic	17	4	16	14	2	5	0	471	12	10	323	12
Additional 2050 Background Trips								394			137	
2050 Build Traffic	25	5	23	21	4	7	0	1,094	18	14	616	18

PM PEAK HOUR
4:30 PM to 5:30 PM

Description	Leonard Road <u>Northbound</u>			Leonard Road <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	15	5	23	12	2	2	1	419	20	37	415	13
PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicle %	7	0	9	0	0	0	0	1	0	3	0	0
Annual Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2030 Build Traffic	18	6	27	14	2	2	1	501	24	44	496	16
Additional 2050 Background Trips								354			206	
2050 Build Traffic	27	9	41	21	4	4	2	1,098	36	66	943	23

VOLUME DEVELOPMENT SHEET

Holmes Road at Berta Road
AM PEAK HOUR
7:15 AM to 8:15 AM

Description	<u>Northbound</u>			Berta Road <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts				25		7	1	417			280	9
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicle %				4		0	0	1		1		0
Annual Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2030 Build Traffic	0	0	0	30	0	8	1	498	0	0	335	11
Additional 2050 Background Trips								394			137	
2050 Build Traffic	0	0	0	44	0	12	2	1,135	0	0	634	16

PM PEAK HOUR
4:30 PM to 5:30 PM

Description	<u>Northbound</u>			Berta Road <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts				19		6	3	446			457	17
PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicle %				5		0	0	1		1		6
Annual Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2030 Build Traffic	0	0	0	23	0	7	4	533	0	0	546	20
Additional 2050 Background Trips								354			206	
2050 Build Traffic	0	0	0	34	0	11	5	1,146	0	0	1,018	30

VOLUME DEVELOPMENT SHEET

Holmes Road at Tulane Road
AM PEAK HOUR
7:30 AM to 8:30 AM

Description	Tulane Road <u>Northbound</u>			Tulane Road <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	70	69	111	63	36	13	27	323	100	105	205	43
PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicle %	3	1	0	3	6	0	0	1	0	3	0	5
Annual Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2030 Build Traffic	84	82	133	75	43	16	32	386	120	125	245	51
Additional 2050 Background Trips	137						394					
2050 Build Traffic	261	123	197	112	64	23	48	968	178	186	364	76

PM PEAK HOUR
4:15 PM to 5:15 PM

Description	Tulane Road <u>Northbound</u>			Tulane Road <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	61	69	62	79	84	60	30	361	57	43	347	56
PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicle %	0	0	2	0	0	2	0	2	4	0	1	0
Annual Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2030 Build Traffic	73	82	74	94	100	72	36	431	68	51	415	67
Additional 2050 Background Trips	206						354					
2050 Build Traffic	314	123	110	140	149	107	53	995	101	76	616	99

VOLUME DEVELOPMENT SHEET

Holmes Road at Craigwood Drive
AM PEAK HOUR
7:30 AM to 8:30 AM

Description	Craigwood Drive <u>Northbound</u>			Craigwood Drive <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts				2		33	16	580			428	2
PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicle %				0		0	0	2		1		0
Annual Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2030 Build Traffic	0	0	0	2	0	39	19	693	0	0	511	2
Additional 2050 Background Trips								394				
2050 Build Traffic	0	0	0	4	0	59	28	1,424	0	0	760	4

PM PEAK HOUR
4:30 PM to 5:30 PM

Description	Craigwood Drive <u>Northbound</u>			Craigwood Drive <u>Southbound</u>			Holmes Road <u>Eastbound</u>			Holmes Road <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts				3		10	11	536			524	5
PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicle %				0		0	0	1		1		0
Annual Growth Rate	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
2030 Build Traffic	0	0	0	4	0	12	13	641	0	0	626	6
Additional 2050 Background Trips								354				
2050 Build Traffic	0	0	0	5	0	18	20	1,306	0	0	931	9

Traffic Signal Warrants Analysis Calculations

Existing (2021)

TRAFFIC SIGNAL WARRANT ANALYSIS

(With Right-Turn Reductions)

City/County:	Memphis	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	N	Analyzed by:	Kimley-Horn	
State:	Tennessee	Isolated community with a population of less than 10,000? (Y or N)	N		Analyzed by:	Kimley-Horn
Date:	1/20/2022	Apply 56% warrant to Warrant 1, Combination Warrant? (Y or N)	N			
Major Street:	Holmes Road	Approach Lanes - Major? (1 or 2)	2			
Minor Street:	Horn Lake Road	Approach Lanes - Minor? (1 or 2)	2			

24-Hour Volume Summary	Major Street Total of Both Approaches	Minor Street Higher Volume Approach	Warrant 1, Condition A		Warrant 1, Condition B		Warrant 1, Combination Warrant				Warrant 2	Warrant 3, Condition A			Warrant 3, Condition B	
			100%		100%		80%		80%		100%	100%			100%	
			Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Figure 4C-1	Minor Delay	Minor Volume	Total Intrsectn	Figure 4C-3	
12:00 AM TO 01:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
01:00 AM TO 02:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
02:00 AM TO 03:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
03:00 AM TO 04:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
04:00 AM TO 05:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
05:00 AM TO 06:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
06:00 AM TO 07:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
07:00 AM TO 08:00 AM	459	184	77%	92%	51%	142%	96%	115%	64%	230%	11%				5%	
08:00 AM TO 09:00 AM	365	170	61%	85%	41%	131%	76%	106%	51%	213%	5%				5%	
09:00 AM TO 10:00 AM	303	139	51%	70%	34%	107%	63%	87%	42%	174%	4%				4%	
10:00 AM TO 11:00 AM	249	148	42%	74%	28%	114%	52%	93%	35%	185%	4%				4%	
11:00 AM TO 12:00 PM	300	143	50%	72%	33%	110%	63%	89%	42%	179%	4%				4%	
12:00 PM TO 01:00 PM	328	170	55%	85%	36%	131%	68%	106%	46%	213%	5%				5%	
01:00 PM TO 02:00 PM	379	173	63%	87%	42%	133%	79%	108%	53%	216%	5%				5%	
02:00 PM TO 03:00 PM	475	212	79%	106%	53%	163%	99%	133%	66%	265%	17%				6%	
03:00 PM TO 04:00 PM	521	304	87%	152%	58%	234%	109%	190%	72%	380%	68%				10%	
04:00 PM TO 05:00 PM	488	329	81%	165%	54%	253%	102%	206%	68%	411%	39%				9%	
05:00 PM TO 06:00 PM	471	286	79%	143%	52%	220%	98%	179%	65%	358%	21%				8%	
06:00 PM TO 07:00 PM	428	231	71%	116%	48%	178%	89%	144%	59%	289%	8%				6%	
07:00 PM TO 08:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
08:00 PM TO 09:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
09:00 PM TO 10:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
10:00 PM TO 11:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
11:00 PM TO 12:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
Source:	MUTCD, 2009 Edition		Threshold		Threshold		Threshold		Threshold		MUTCD Figure	Warranting Volumes			MUTCD Figure	
Created By:	Kimley-Horn and Associates, Inc.		600	200	900	130	480	160	720	80	4C-1 and 4C-2				4C-3 and 4C-4	
			Summary		Summary		Summary		Summary		Summary	Summary			Summary	
			TOTAL	0	TOTAL	0	TOTAL	2	TOTAL	0	TOTAL	0	TOTAL	0	TOTAL	0
			Met?	NO	Met?	NO	Met?	NO	Met?	NO	Met?	NO	Met?	NO	Met?	NO

COMMENTS/NOTES:	COMMENTS/NOTES:

TRAFFIC SIGNAL WARRANT ANALYSIS

(With Right-Turn Reductions)

City/County:	Memphis	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	N	Analyzed by:	Kimley-Horn
State:	Tennessee	Isolated community with a population of less than 10,000? (Y or N)	N	Analyzed by:	Kimley-Horn
Date:	1/20/2022	Apply 56% warrant to Warrant 1, Combination Warrant? (Y or N)	N		
Major Street:	Holmes Road	Approach Lanes - Major? (1 or 2)	1		
Minor Street:	Tulane Road	Approach Lanes - Minor? (1 or 2)	1		

24-Hour Volume Summary	Major Street Total of Both Approaches	Minor Street Higher Volume Approach	Warrant 1, Condition A		Warrant 1, Condition B		Warrant 1, Combination Warrant				Warrant 2	Warrant 3, Condition A			Warrant 3, Condition B	
			100%		100%		80%		80%		100%	100%			100%	
			Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Figure 4C-1	Minor Delay	Minor Volume	Total Intrsectn	Figure 4C-3	
12:00 AM TO 01:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
01:00 AM TO 02:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
02:00 AM TO 03:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
03:00 AM TO 04:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
04:00 AM TO 05:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
05:00 AM TO 06:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
06:00 AM TO 07:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
07:00 AM TO 08:00 AM	759	145	152%	97%	101%	148%	190%	121%	127%	242%	90%				48%	
08:00 AM TO 09:00 AM	738	152	148%	101%	98%	155%	185%	127%	123%	253%	90%				49%	
09:00 AM TO 10:00 AM	592	111	118%	74%	79%	113%	148%	93%	99%	185%	50%				30%	
10:00 AM TO 11:00 AM	537	100	107%	67%	72%	102%	134%	83%	90%	167%	41%				25%	
11:00 AM TO 12:00 PM	594	110	119%	73%	79%	112%	149%	92%	99%	183%	50%				30%	
12:00 PM TO 01:00 PM	640	123	128%	82%	85%	126%	160%	103%	107%	205%	60%				36%	
01:00 PM TO 02:00 PM	694	111	139%	74%	93%	113%	174%	93%	116%	185%	61%				34%	
02:00 PM TO 03:00 PM	838	188	168%	125%	112%	192%	210%	157%	140%	313%	135%				70%	
03:00 PM TO 04:00 PM	898	221	180%	147%	120%	226%	225%	184%	150%	368%	183%				90%	
04:00 PM TO 05:00 PM	900	200	180%	133%	120%	204%	225%	167%	150%	333%	167%				82%	
05:00 PM TO 06:00 PM	897	188	179%	125%	120%	192%	224%	157%	150%	313%	155%				76%	
06:00 PM TO 07:00 PM	799	169	160%	113%	107%	172%	200%	141%	133%	282%	113%				59%	
07:00 PM TO 08:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
08:00 PM TO 09:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
09:00 PM TO 10:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
10:00 PM TO 11:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
11:00 PM TO 12:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
Source:	MUTCD, 2009 Edition		Threshold		Threshold		Threshold		Threshold		MUTCD Figure	Warranting Volumes			MUTCD Figure	
Created By:	Kimley-Horn and Associates, Inc.		500	150	750	98	400	120	600	60	4C-1 and 4C-2				4C-3 and 4C-4	
			Summary		Summary		Summary		Summary		Summary	Summary			Summary	
			TOTAL	6	TOTAL	6	TOTAL	8	TOTAL	9	TOTAL	5	TOTAL	0	TOTAL	0
			Met?	NO	Met?	NO	Met?	NO	Met?	YES	Met?	YES	Met?	NO	Met?	NO

COMMENTS/NOTES:	COMMENTS/NOTES:

TRAFFIC SIGNAL WARRANT ANALYSIS

(With Right-Turn Reductions)

City/County:	Memphis	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	N	Analyzed by:	Kimley-Horn
State:	Tennessee	Isolated community with a population of less than 10,000? (Y or N)	N	Analyzed by:	Kimley-Horn
Date:	1/20/2022	Apply 56% warrant to Warrant 1, Combination Warrant? (Y or N)	N		
Major Street:	Weaver Road	Approach Lanes - Major? (1 or 2)	1		
Minor Street:	Holmes Road	Approach Lanes - Minor? (1 or 2)	1		

24-Hour Volume Summary	Major Street Total of Both Approaches	Minor Street Higher Volume Approach	Warrant 1, Condition A		Warrant 1, Condition B		Warrant 1, Combination Warrant				Warrant 2	Warrant 3, Condition A			Warrant 3, Condition B	
			100%		100%		80%		80%		100%	100%			100%	
			Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Figure 4C-1	Minor Delay	Minor Volume	Total Intrsectn	Figure 4C-3	
12:00 AM TO 01:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
01:00 AM TO 02:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
02:00 AM TO 03:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
03:00 AM TO 04:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
04:00 AM TO 05:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
05:00 AM TO 06:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
06:00 AM TO 07:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
07:00 AM TO 08:00 AM	453	371	91%	247%	60%	379%	113%	309%	76%	618%	131%				88%	
08:00 AM TO 09:00 AM	260	170	52%	113%	35%	173%	65%	142%	43%	283%	55%				40%	
09:00 AM TO 10:00 AM	205	113	41%	75%	27%	115%	51%	94%	34%	188%	36%				27%	
10:00 AM TO 11:00 AM	197	115	39%	77%	26%	117%	49%	96%	33%	192%	37%				27%	
11:00 AM TO 12:00 PM	193	114	39%	76%	26%	116%	48%	95%	32%	190%	37%				27%	
12:00 PM TO 01:00 PM	255	130	51%	87%	34%	133%	64%	108%	43%	217%	42%				31%	
01:00 PM TO 02:00 PM	236	133	47%	89%	31%	136%	59%	111%	39%	222%	43%				32%	
02:00 PM TO 03:00 PM	299	178	60%	119%	40%	182%	75%	148%	50%	297%	57%				42%	
03:00 PM TO 04:00 PM	397	286	79%	191%	53%	292%	99%	238%	66%	477%	92%				68%	
04:00 PM TO 05:00 PM	430	328	86%	219%	57%	335%	108%	273%	72%	547%	111%				78%	
05:00 PM TO 06:00 PM	455	318	91%	212%	61%	324%	114%	265%	76%	530%	112%				76%	
06:00 PM TO 07:00 PM	347	209	69%	139%	46%	213%	87%	174%	58%	348%	67%				50%	
07:00 PM TO 08:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
08:00 PM TO 09:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
09:00 PM TO 10:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
10:00 PM TO 11:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
11:00 PM TO 12:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
Source:	MUTCD, 2009 Edition		Threshold		Threshold		Threshold		Threshold		MUTCD Figure	Warranting Volumes			MUTCD Figure	
Created By:	Kimley-Horn and Associates, Inc.		500	150	750	98	400	120	600	60	4C-1 and 4C-2				4C-3 and 4C-4	
			Summary		Summary		Summary		Summary		Summary	Summary			Summary	
			TOTAL	0	TOTAL	0	TOTAL	3	TOTAL	0	TOTAL	3	TOTAL	0	TOTAL	0
			Met?	NO	Met?	NO	Met?	NO	Met?	NO	Met?	NO	Met?	NO	Met?	NO

COMMENTS/NOTES:	COMMENTS/NOTES:

Build (2030)

TRAFFIC SIGNAL WARRANT ANALYSIS

(With Right-Turn Reductions)

City/County:	Memphis	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	N	Analyzed by:	Kimley-Horn
State:	Tennessee	Isolated community with a population of less than 10,000? (Y or N)	N	Analyzed by:	Kimley-Horn
Date:	1/20/2022	Apply 56% warrant to Warrant 1, Combination Warrant? (Y or N)	N		
Major Street:	Holmes Road	Approach Lanes - Major? (1 or 2)	2		
Minor Street:	Horn Lake Road	Approach Lanes - Minor? (1 or 2)	2		

24-Hour Volume Summary	Major Street Total of Both Approaches	Minor Street Higher Volume Approach	Warrant 1, Condition A		Warrant 1, Condition B		Warrant 1, Combination Warrant				Warrant 2	Warrant 3, Condition A			Warrant 3, Condition B	
			100%		100%		80%		80%		100%	100%			100%	
			Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Figure 4C-1	Minor Delay	Minor Volume	Total Intrsectn	Figure 4C-3	
12:00 AM TO 01:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
01:00 AM TO 02:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
02:00 AM TO 03:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
03:00 AM TO 04:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
04:00 AM TO 05:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
05:00 AM TO 06:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
06:00 AM TO 07:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
07:00 AM TO 08:00 AM	640	220	107%	110%	71%	169%	133%	137%	89%	275%	59%				39%	
08:00 AM TO 09:00 AM	505	203	84%	102%	56%	156%	105%	127%	70%	254%	45%				6%	
09:00 AM TO 10:00 AM	414	166	69%	83%	46%	128%	86%	104%	58%	207%	5%				5%	
10:00 AM TO 11:00 AM	337	178	56%	89%	37%	137%	70%	111%	47%	222%	5%				5%	
11:00 AM TO 12:00 PM	406	170	68%	85%	45%	131%	84%	106%	56%	213%	5%				5%	
12:00 PM TO 01:00 PM	449	203	75%	102%	50%	156%	94%	127%	62%	254%	10%				6%	
01:00 PM TO 02:00 PM	511	207	85%	103%	57%	159%	107%	129%	71%	258%	46%				6%	
02:00 PM TO 03:00 PM	632	253	105%	127%	70%	195%	132%	158%	88%	316%	68%				44%	
03:00 PM TO 04:00 PM	696	363	116%	181%	77%	279%	145%	227%	97%	454%	106%				67%	
04:00 PM TO 05:00 PM	658	393	110%	197%	73%	303%	137%	246%	91%	492%	109%				70%	
05:00 PM TO 06:00 PM	627	341	104%	171%	70%	262%	131%	213%	87%	426%	90%				59%	
06:00 PM TO 07:00 PM	570	276	95%	138%	63%	212%	119%	172%	79%	345%	67%				19%	
07:00 PM TO 08:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
08:00 PM TO 09:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
09:00 PM TO 10:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
10:00 PM TO 11:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
11:00 PM TO 12:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
Source:	MUTCD, 2009 Edition		Threshold		Threshold		Threshold		Threshold		MUTCD Figure	Warranting Volumes			MUTCD Figure	
Created By:	Kimley-Horn and Associates, Inc.		600	200	900	130	480	160	720	80	4C-1 and 4C-2				4C-3 and 4C-4	
			Summary		Summary		Summary		Summary		Summary	Summary			Summary	
			TOTAL	5	TOTAL	0	TOTAL	8	TOTAL	0	TOTAL	2	TOTAL		TOTAL	0
			Met?	NO	Met?	NO	Met?	NO	Met?	NO	Met?	NO	Met?		Met?	NO

COMMENTS/NOTES:	COMMENTS/NOTES:

TRAFFIC SIGNAL WARRANT ANALYSIS

(With Right-Turn Reductions)

City/County:	Memphis	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	N	Analyzed by:	Kimley-Horn	
State:	Tennessee	Isolated community with a population of less than 10,000? (Y or N)	N		Analyzed by:	Kimley-Horn
Date:	1/20/2022	Apply 56% warrant to Warrant 1, Combination Warrant? (Y or N)	N			
Major Street:	Holmes Road	Approach Lanes - Major? (1 or 2)	1			
Minor Street:	Tulane Road	Approach Lanes - Minor? (1 or 2)	1			

24-Hour Volume Summary	Major Street Total of Both Approaches	Minor Street Higher Volume Approach	Warrant 1, Condition A		Warrant 1, Condition B		Warrant 1, Combination Warrant				Warrant 2	Warrant 3, Condition A			Warrant 3, Condition B	
			100%		100%		80%		80%		100%	100%			100%	
			Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Figure 4C-1	Minor Delay	Minor Volume	Total Intrstcn	Figure 4C-3	
12:00 AM TO 01:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
01:00 AM TO 02:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
02:00 AM TO 03:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
03:00 AM TO 04:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
04:00 AM TO 05:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
05:00 AM TO 06:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
06:00 AM TO 07:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
07:00 AM TO 08:00 AM	907	174	181%	116%	121%	177%	227%	145%	151%	290%	146%				72%	
08:00 AM TO 09:00 AM	882	182	176%	121%	118%	186%	220%	152%	147%	303%	146%				72%	
09:00 AM TO 10:00 AM	827	132	165%	88%	110%	135%	207%	110%	138%	220%	93%				48%	
10:00 AM TO 11:00 AM	761	119	152%	79%	102%	121%	190%	99%	127%	198%	73%				40%	
11:00 AM TO 12:00 PM	829	131	166%	87%	111%	134%	207%	109%	138%	218%	93%				48%	
12:00 PM TO 01:00 PM	765	147	153%	98%	102%	150%	191%	123%	127%	246%	91%				49%	
01:00 PM TO 02:00 PM	829	133	166%	89%	111%	136%	207%	111%	138%	222%	94%				49%	
02:00 PM TO 03:00 PM	1001	224	200%	149%	134%	229%	250%	187%	167%	373%	224%				112%	
03:00 PM TO 04:00 PM	1073	269	215%	179%	143%	275%	268%	224%	179%	449%	317%				148%	
04:00 PM TO 05:00 PM	1076	239	215%	159%	143%	244%	269%	199%	179%	398%	281%				132%	
05:00 PM TO 06:00 PM	1072	227	214%	151%	143%	232%	268%	189%	179%	378%	264%				125%	
06:00 PM TO 07:00 PM	955	205	191%	137%	127%	209%	239%	171%	159%	342%	188%				93%	
07:00 PM TO 08:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
08:00 PM TO 09:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
09:00 PM TO 10:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
10:00 PM TO 11:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
11:00 PM TO 12:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
Source:	MUTCD, 2009 Edition		Threshold		Threshold		Threshold		Threshold		MUTCD Figure	Warranting Volumes			MUTCD Figure	
Created By:	Kimley-Horn and Associates, Inc.		500	150	750	98	400	120	600	60	4C-1 and 4C-2				4C-3 and 4C-4	
			Summary		Summary		Summary		Summary		Summary	Summary			Summary	
			TOTAL	7	TOTAL	12	TOTAL	11	TOTAL	12	TOTAL	7	TOTAL		TOTAL	4
			Met?	NO	Met?	YES	Met?	YES	Met?	YES	Met?	YES	Met?		Met?	YES

COMMENTS/NOTES:	COMMENTS/NOTES:

TRAFFIC SIGNAL WARRANT ANALYSIS

(With Right-Turn Reductions)

City/County:	Memphis	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	N	Analyzed by:	Kimley-Horn
State:	Tennessee	Isolated community with a population of less than 10,000? (Y or N)	N	Analyzed by:	Kimley-Horn
Date:	1/20/2022	Apply 56% warrant to Warrant 1, Combination Warrant? (Y or N)	N		
Major Street:	Weaver Road	Approach Lanes - Major? (1 or 2)	1		
Minor Street:	Holmes Road	Approach Lanes - Minor? (1 or 2)	1		

24-Hour Volume Summary	Major Street Total of Both Approaches	Minor Street Higher Volume Approach	Warrant 1, Condition A		Warrant 1, Condition B		Warrant 1, Combination Warrant				Warrant 2	Warrant 3, Condition A			Warrant 3, Condition B	
			100%		100%		80%		80%		100%	100%			100%	
			Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Figure 4C-1	Minor Delay	Minor Volume	Total Intrsectn	Figure 4C-3	
12:00 AM TO 01:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
01:00 AM TO 02:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
02:00 AM TO 03:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
03:00 AM TO 04:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
04:00 AM TO 05:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
05:00 AM TO 06:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
06:00 AM TO 07:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
07:00 AM TO 08:00 AM	703	585	141%	390%	94%	597%	176%	487%	117%	975%	327%				181%	
08:00 AM TO 09:00 AM	403	264	81%	176%	54%	269%	101%	220%	67%	440%	86%				63%	
09:00 AM TO 10:00 AM	318	175	64%	117%	42%	179%	80%	146%	53%	292%	56%				42%	
10:00 AM TO 11:00 AM	306	177	61%	118%	41%	181%	76%	148%	51%	296%	57%				42%	
11:00 AM TO 12:00 PM	299	176	60%	117%	40%	179%	75%	147%	50%	293%	57%				42%	
12:00 PM TO 01:00 PM	396	202	79%	135%	53%	206%	99%	169%	66%	337%	65%				48%	
01:00 PM TO 02:00 PM	366	207	73%	138%	49%	211%	92%	172%	61%	344%	67%				49%	
02:00 PM TO 03:00 PM	464	276	93%	184%	62%	281%	116%	230%	77%	459%	99%				66%	
03:00 PM TO 04:00 PM	616	444	123%	296%	82%	453%	154%	370%	103%	740%	207%				125%	
04:00 PM TO 05:00 PM	667	509	133%	339%	89%	519%	167%	424%	111%	848%	264%				151%	
05:00 PM TO 06:00 PM	706	493	141%	329%	94%	503%	176%	411%	118%	822%	277%				153%	
06:00 PM TO 07:00 PM	538	324	108%	216%	72%	330%	135%	270%	90%	539%	132%				81%	
07:00 PM TO 08:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
08:00 PM TO 09:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
09:00 PM TO 10:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
10:00 PM TO 11:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
11:00 PM TO 12:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
Source:	MUTCD, 2009 Edition		Threshold		Threshold		Threshold		Threshold		MUTCD Figure	Warranting Volumes			MUTCD Figure	
Created By:	Kimley-Horn and Associates, Inc.		500	150	750	98	400	120	600	60	4C-1 and 4C-2				4C-3 and 4C-4	
			Summary		Summary		Summary		Summary		Summary	Summary			Summary	
			TOTAL	5	TOTAL	0	TOTAL	7	TOTAL	4	TOTAL	5	TOTAL		TOTAL	4
			Met?	NO	Met?	NO	Met?	NO	Met?	NO	Met?	YES	Met?		Met?	YES

COMMENTS/NOTES:	COMMENTS/NOTES:

Build (2050)

TRAFFIC SIGNAL WARRANT ANALYSIS

(With Right-Turn Reductions)

City/County:	Memphis	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	N	Analyzed by:	Kimley-Horn
State:	Tennessee	Isolated community with a population of less than 10,000? (Y or N)	N	Analyzed by:	Kimley-Horn
Date:	1/20/2022	Apply 56% warrant to Warrant 1, Combination Warrant? (Y or N)	N		
Major Street:	Holmes Road	Approach Lanes - Major? (1 or 2)	2		
Minor Street:	Horn Lake Road	Approach Lanes - Minor? (1 or 2)	2		

24-Hour Volume Summary	Major Street Total of Both Approaches	Minor Street Higher Volume Approach	Warrant 1, Condition A		Warrant 1, Condition B		Warrant 1, Combination Warrant				Warrant 2	Warrant 3, Condition A			Warrant 3, Condition B	
			100%		100%		80%		80%		100%	100%			100%	
			Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Figure 4C-1	Minor Delay	Minor Volume	Total Intrsectn	Figure 4C-3	
12:00 AM TO 01:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
01:00 AM TO 02:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
02:00 AM TO 03:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
03:00 AM TO 04:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
04:00 AM TO 05:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
05:00 AM TO 06:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
06:00 AM TO 07:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
07:00 AM TO 08:00 AM	1417	326	236%	163%	157%	251%	295%	204%	197%	408%	284%				153%	
08:00 AM TO 09:00 AM	1098	302	183%	151%	122%	232%	229%	189%	152%	377%	182%				89%	
09:00 AM TO 10:00 AM	882	247	147%	124%	98%	190%	184%	154%	123%	309%	100%				57%	
10:00 AM TO 11:00 AM	702	263	117%	132%	78%	202%	146%	164%	97%	329%	78%				49%	
11:00 AM TO 12:00 PM	842	254	140%	127%	94%	195%	175%	159%	117%	317%	98%				56%	
12:00 PM TO 01:00 PM	957	301	159%	151%	106%	232%	199%	188%	133%	377%	139%				76%	
01:00 PM TO 02:00 PM	1057	307	176%	153%	117%	236%	220%	192%	147%	383%	170%				87%	
02:00 PM TO 03:00 PM	1267	375	211%	188%	141%	289%	264%	235%	176%	469%	300%				143%	
03:00 PM TO 04:00 PM	1407	539	235%	270%	156%	415%	293%	337%	195%	674%	469%				248%	
04:00 PM TO 05:00 PM	1356	584	226%	292%	151%	449%	282%	365%	188%	729%	507%				250%	
05:00 PM TO 06:00 PM	1255	507	209%	254%	139%	390%	262%	317%	174%	634%	396%				191%	
06:00 PM TO 07:00 PM	1146	410	191%	205%	127%	315%	239%	256%	159%	513%	263%				130%	
07:00 PM TO 08:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
08:00 PM TO 09:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
09:00 PM TO 10:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
10:00 PM TO 11:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
11:00 PM TO 12:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
Source:	MUTCD, 2009 Edition		Threshold		Threshold		Threshold		Threshold		MUTCD Figure	Warranting Volumes			MUTCD Figure	
Created By:	Kimley-Horn and Associates, Inc.		600	200	900	130	480	160	720	80	4C-1 and 4C-2				4C-3 and 4C-4	
			Summary		Summary		Summary		Summary		Summary	Summary			Summary	
			TOTAL	12	TOTAL	9	TOTAL	12	TOTAL	11	TOTAL	10	TOTAL			TOTAL
			Met?	YES	Met?	YES	Met?	YES	Met?	YES	Met?	YES	Met?			Met?

COMMENTS/NOTES:	COMMENTS/NOTES:

TRAFFIC SIGNAL WARRANT ANALYSIS

(With Right-Turn Reductions)

City/County:	Memphis	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	N	Analyzed by:	Kimley-Horn
State:	Tennessee	Isolated community with a population of less than 10,000? (Y or N)	N	Analyzed by:	Kimley-Horn
Date:	1/20/2022	Apply 56% warrant to Warrant 1, Combination Warrant? (Y or N)	N		
Major Street:	Holmes Road	Approach Lanes - Major? (1 or 2)	1		
Minor Street:	Neely Road/Whistling Duck Drive	Approach Lanes - Minor? (1 or 2)	1		

24-Hour Volume Summary	Major Street Total of Both Approaches	Minor Street Higher Volume Approach	Warrant 1, Condition A		Warrant 1, Condition B		Warrant 1, Combination Warrant				Warrant 2	Warrant 3, Condition A			Warrant 3, Condition B	
			100%		100%		80%		80%		100%	100%			100%	
			Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Figure 4C-1	Minor Delay	Minor Volume	Total Intrsectn	Figure 4C-3	
12:00 AM TO 01:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
01:00 AM TO 02:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
02:00 AM TO 03:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
03:00 AM TO 04:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
04:00 AM TO 05:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
05:00 AM TO 06:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
06:00 AM TO 07:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
07:00 AM TO 08:00 AM	1021	127	204%	84%	136%	129%	255%	106%	170%	211%	132%				65%	
08:00 AM TO 09:00 AM	925	189	185%	126%	123%	193%	231%	157%	154%	315%	164%				81%	
09:00 AM TO 10:00 AM	717	151	143%	101%	96%	154%	179%	126%	120%	252%	86%				47%	
10:00 AM TO 11:00 AM	630	107	126%	71%	84%	109%	158%	89%	105%	178%	51%				31%	
11:00 AM TO 12:00 PM	760	138	152%	92%	101%	141%	190%	115%	127%	230%	85%				46%	
12:00 PM TO 01:00 PM	803	145	161%	97%	107%	148%	201%	121%	134%	241%	97%				51%	
01:00 PM TO 02:00 PM	870	152	174%	101%	116%	155%	218%	127%	145%	253%	118%				59%	
02:00 PM TO 03:00 PM	1121	183	224%	122%	149%	187%	280%	153%	187%	305%	229%				108%	
03:00 PM TO 04:00 PM	1220	217	244%	145%	163%	222%	305%	181%	203%	362%	272%				149%	
04:00 PM TO 05:00 PM	1206	234	241%	156%	161%	239%	301%	195%	201%	390%	292%				157%	
05:00 PM TO 06:00 PM	1128	219	226%	146%	150%	224%	282%	183%	188%	365%	274%				130%	
06:00 PM TO 07:00 PM	994	184	199%	123%	133%	188%	249%	153%	166%	307%	182%				91%	
07:00 PM TO 08:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
08:00 PM TO 09:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
09:00 PM TO 10:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
10:00 PM TO 11:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
11:00 PM TO 12:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
Source:	MUTCD, 2009 Edition		Threshold		Threshold		Threshold		Threshold		MUTCD Figure	Warranting Volumes			MUTCD Figure	
Created By:	Kimley-Horn and Associates, Inc.		500	150	750	98	400	120	600	60	4C-1 and 4C-2				4C-3 and 4C-4	
			Summary		Summary		Summary		Summary		Summary	Summary			Summary	
			TOTAL	8	TOTAL	10	TOTAL	11	TOTAL	12	TOTAL	8	TOTAL		TOTAL	4
			Met?	YES	Met?	YES	Met?	YES	Met?	YES	Met?	YES	Met?		Met?	YES

COMMENTS/NOTES:	COMMENTS/NOTES:

TRAFFIC SIGNAL WARRANT ANALYSIS

(With Right-Turn Reductions)

City/County:	Memphis	85th-percentile speed on the major street exceeds 40 mph? (Y or N)	N	Analyzed by:	Kimley-Horn
State:	Tennessee	Isolated community with a population of less than 10,000? (Y or N)	N	Analyzed by:	Kimley-Horn
Date:	1/20/2022	Apply 56% warrant to Warrant 1, Combination Warrant? (Y or N)	N		
Major Street:	Weaver Road	Approach Lanes - Major? (1 or 2)	1		
Minor Street:	Holmes Road	Approach Lanes - Minor? (1 or 2)	1		

24-Hour Volume Summary	Major Street Total of Both Approaches	Minor Street Higher Volume Approach	Warrant 1, Condition A		Warrant 1, Condition B		Warrant 1, Combination Warrant				Warrant 2	Warrant 3, Condition A			Warrant 3, Condition B	
			100%		100%		80%		80%		100%	100%			100%	
			Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Figure 4C-1	Minor Delay	Minor Volume	Total Intrsectn	Figure 4C-3	
12:00 AM TO 01:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
01:00 AM TO 02:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
02:00 AM TO 03:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
03:00 AM TO 04:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
04:00 AM TO 05:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
05:00 AM TO 06:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
06:00 AM TO 07:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
07:00 AM TO 08:00 AM	1865	1662	373%	1108%	249%	1696%	466%	1385%	311%	2771%	2078%				1662%	
08:00 AM TO 09:00 AM	1070	723	214%	482%	143%	738%	268%	603%	178%	1205%	841%				397%	
09:00 AM TO 10:00 AM	844	468	169%	312%	113%	478%	211%	390%	141%	781%	342%				175%	
10:00 AM TO 11:00 AM	811	471	162%	314%	108%	481%	203%	393%	135%	785%	320%				168%	
11:00 AM TO 12:00 PM	794	467	159%	311%	106%	476%	199%	389%	132%	778%	307%				163%	
12:00 PM TO 01:00 PM	1050	539	210%	359%	140%	550%	262%	449%	175%	899%	599%				287%	
01:00 PM TO 02:00 PM	971	554	194%	369%	130%	565%	243%	461%	162%	923%	522%				260%	
02:00 PM TO 03:00 PM	1231	736	246%	491%	164%	751%	308%	614%	205%	1227%	921%				511%	
03:00 PM TO 04:00 PM	1634	1200	327%	800%	218%	1224%	409%	1000%	272%	2000%	1500%				1200%	
04:00 PM TO 05:00 PM	1770	1355	354%	904%	236%	1383%	442%	1130%	295%	2259%	1694%				1355%	
05:00 PM TO 06:00 PM	1873	1319	375%	880%	250%	1346%	468%	1099%	312%	2199%	1649%				1319%	
06:00 PM TO 07:00 PM	1428	870	286%	580%	190%	887%	357%	725%	238%	1449%	1087%				763%	
07:00 PM TO 08:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
08:00 PM TO 09:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
09:00 PM TO 10:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
10:00 PM TO 11:00 PM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
11:00 PM TO 12:00 AM			0%	0%	0%	0%	0%	0%	0%	0%	0%				0%	
Source:	MUTCD, 2009 Edition		Threshold		Threshold		Threshold		Threshold		MUTCD Figure	Warranting Volumes			MUTCD Figure	
Created By:	Kimley-Horn and Associates, Inc.		500	150	750	98	400	120	600	60	4C-1 and 4C-2				4C-3 and 4C-4	
			Summary		Summary		Summary		Summary		Summary	Summary			Summary	
			TOTAL	12	TOTAL	12	TOTAL	12	TOTAL	12	TOTAL	12	TOTAL	12	TOTAL	12
			Met?	YES	Met?	YES	Met?	YES	Met?	YES	Met?	YES	Met?	YES	Met?	YES

COMMENTS/NOTES:	COMMENTS/NOTES:

Crash History (2021)

Begin Time	End Time	Minor Street Horn Lake Road		Major Street Holmes Road		Major Street Volume	Condition A - Minimum Vehicular Volume		Condition B - Interruption of Continuous Traffic	
		NB	SB	EB	WB		80% of Vehicles per Hour on Major Street	80% of Vehicles per Hour on Higher-Volume Minor	80% of Vehicles per Hour on Major Street	80% of Vehicles per Hour on Higher-Volume Minor
7:00 AM	8:00 AM	170	230	257	202	459	YES	YES	NO	YES
8:00 AM	9:00 AM	116	197	192	173	365	YES	YES	NO	YES
9:00 AM	10:00 AM	83	156	147	156	303	NO	YES	NO	YES
10:00 AM	11:00 AM	88	166	111	138	249	NO	YES	NO	YES
11:00 AM	12:00 PM	89	165	132	168	300	NO	YES	NO	YES
12:00 PM	1:00 PM	86	201	160	168	328	NO	YES	NO	YES
1:00 PM	2:00 PM	92	203	164	215	379	YES	YES	NO	YES
2:00 PM	3:00 PM	130	260	181	294	475	YES	YES	NO	YES
3:00 PM	4:00 PM	93	370	206	315	521	YES	YES	YES	YES
4:00 PM	5:00 PM	127	384	209	279	488	YES	YES	NO	YES
5:00 PM	6:00 PM	119	340	179	292	471	YES	YES	NO	YES
6:00 PM	7:00 PM	112	280	165	263	428	YES	YES	NO	YES
							8	12	1	12

Warrant 7 C Met? YES

Section 4C.08 Warrant 7, Crash Experience

- Support:
- 01 The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.
- Standard:
- 02 The need for a traffic control signal shall be considered if an engineering study finds that all of the following criteria are met:
 - A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and
 - B. Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and
 - C. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Option:

- 03 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

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% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
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% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
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

^a Basic minimum hourly volume
^b Used for combination of Conditions A and B after adequate trial of other remedial measures
^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000
^d May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Begin Time	End Time	Minor Street Tulane Road		Major Street Holmes Road		Major Street Volume	Condition A - Minimum Vehicular Volume		Condition B - Interruption of Continuous Traffic	
		NB	SB	EB	WB		80% of Vehicles per Hour on Major Street	80% of Vehicles per Hour on Higher-Volume Minor Street	80% of Vehicles per Hour on Major Street	80% of Vehicles per Hour on Minor Street
7:00 AM	8:00 AM	174	136	429	330	759	YES	YES	YES	YES
8:00 AM	9:00 AM	188	86	399	339	738	YES	YES	YES	YES
9:00 AM	10:00 AM	62	116	337	355	692	YES	YES	YES	YES
10:00 AM	11:00 AM	74	104	273	364	637	YES	YES	YES	YES
11:00 AM	12:00 PM	76	116	307	387	694	YES	YES	YES	YES
12:00 PM	1:00 PM	78	129	314	326	640	YES	YES	YES	YES
1:00 PM	2:00 PM	95	118	361	333	694	YES	YES	YES	YES
2:00 PM	3:00 PM	115	192	382	456	838	YES	YES	YES	YES
3:00 PM	4:00 PM	237	226	470	428	898	YES	YES	YES	YES
4:00 PM	5:00 PM	172	208	448	452	900	YES	YES	YES	YES
5:00 PM	6:00 PM	160	195	426	471	897	YES	YES	YES	YES
6:00 PM	7:00 PM	102	179	363	436	799	YES	YES	YES	YES
							12	12	12	12

Warrant 7 C Met? YES

Section 4C.08 Warrant 7, Crash Experience

Support:

- 01 The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

Standard:

- 02 **The need for a traffic control signal shall be considered if an engineering study finds that all of the following criteria are met:**
 - A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and
 - B. Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and
 - C. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Option:

- 03 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

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% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
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% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
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

^a Basic minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

^d May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Begin Time	End Time	Major Street Weaver Road		Minor Street Holmes Road		Major Street Volume	Condition A - Min. Vehicular Volume		Condition B - Interruption of Continuous Traffic	
		NB	SB	EB	WB		80% of Vehicles per Hour on Major Street	80% of Vehicles per Hour on Higher-Volume Minor Street	80% of Vehicles per Hour on Major Street	80% of Vehicles per Hour on Minor Street
7:00 AM	8:00 AM	343	110	79	105	453	YES	YES	YES	YES
8:00 AM	9:00 AM	162	98	50	78	260	NO	NO	NO	YES
9:00 AM	10:00 AM	109	96	43	66	205	NO	NO	NO	YES
10:00 AM	11:00 AM	98	99	44	71	197	NO	NO	NO	YES
11:00 AM	12:00 PM	106	87	62	73	193	NO	NO	NO	YES
12:00 PM	1:00 PM	136	119	65	77	255	NO	NO	NO	YES
1:00 PM	2:00 PM	127	109	72	101	236	NO	YES	NO	YES
2:00 PM	3:00 PM	143	156	91	107	299	YES	YES	NO	YES
3:00 PM	4:00 PM	150	247	76	170	397	YES	YES	NO	YES
4:00 PM	5:00 PM	130	300	94	122	430	YES	YES	YES	YES
5:00 PM	6:00 PM	149	306	86	118	455	YES	YES	YES	YES
6:00 PM	7:00 PM	156	191	88	115	347	YES	YES	NO	YES
							6	7	3	12

Warrant 7C Met? NO

Section 4C.08 Warrant 7, Crash Experience

Support:

- 01 The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

Standard:

- 02 The need for a traffic control signal shall be considered if an engineering study finds that all of the following criteria are met:
 - A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and
 - B. Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and
 - C. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Option:

- 03 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

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% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
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% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
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

^a Basic minimum hourly volume
^b Used for combination of Conditions A and B after adequate trial of other remedial measures
^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000
^d May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Crash History (2030)

Begin Time	End Time	Minor Street Horn Lake Road		Major Street Holmes Road		Major Street Volume	Condition A - Minimum Vehicular Volume		Condition B - Interruption of Continuous Traffic	
		NB	SB	EB	WB		80% of Vehicles per Hour on Major Street	80% of Vehicles per Hour on Higher-Volume Minor	80% of Vehicles per Hour on Major Street	80% of Vehicles per Hour on Higher-Volume Minor
7:00 AM	8:00 AM	203	275	399	241	640	YES	YES	YES	YES
8:00 AM	9:00 AM	139	235	298	207	505	YES	YES	YES	YES
9:00 AM	10:00 AM	99	186	228	186	414	YES	YES	NO	YES
10:00 AM	11:00 AM	105	198	172	165	337	YES	YES	NO	YES
11:00 AM	12:00 PM	106	197	205	201	406	YES	YES	NO	YES
12:00 PM	1:00 PM	103	240	248	201	449	YES	YES	NO	YES
1:00 PM	2:00 PM	110	243	254	257	511	YES	YES	YES	YES
2:00 PM	3:00 PM	155	311	281	351	632	YES	YES	YES	YES
3:00 PM	4:00 PM	111	442	320	376	696	YES	YES	YES	YES
4:00 PM	5:00 PM	152	459	324	333	658	YES	YES	YES	YES
5:00 PM	6:00 PM	142	406	278	349	627	YES	YES	YES	YES
6:00 PM	7:00 PM	134	335	256	314	570	YES	YES	YES	YES
							12	12	8	12

Warrant 7 C Met? YES

Section 4C.08 Warrant 7, Crash Experience

Support:

01 The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

Standard:

- 02 The need for a traffic control signal shall be considered if an engineering study finds that all of the following criteria are met:
- A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and
 - B. Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and
 - C. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Option:

- 03 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

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% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
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% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
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

^a Basic minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

^d May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Begin Time	End Time	Major Street Weaver Road		Minor Street Holmes Road		Major Street Volume	Condition A - Min. Vehicular Volume		Condition B - Interruption of Continuous Traffic	
		NB	SB	EB	WB		80% of Vehicles per Hour on Major Street	80% of Vehicles per Hour on Higher-Volume Minor Street	80% of Vehicles per Hour on Major Street	80% of Vehicles per Hour on Minor Street
7:00 AM	8:00 AM	532	171	123	163	703	YES	YES	YES	YES
8:00 AM	9:00 AM	251	152	78	121	403	YES	YES	NO	YES
9:00 AM	10:00 AM	169	149	67	102	318	YES	YES	NO	YES
10:00 AM	11:00 AM	152	154	68	110	306	YES	YES	NO	YES
11:00 AM	12:00 PM	164	135	96	113	299	YES	YES	NO	YES
12:00 PM	1:00 PM	211	185	101	119	396	YES	YES	NO	YES
1:00 PM	2:00 PM	197	169	112	157	366	YES	YES	NO	YES
2:00 PM	3:00 PM	222	242	141	166	464	YES	YES	YES	YES
3:00 PM	4:00 PM	233	383	118	264	616	YES	YES	YES	YES
4:00 PM	5:00 PM	202	465	146	189	667	YES	YES	YES	YES
5:00 PM	6:00 PM	231	475	133	183	706	YES	YES	YES	YES
6:00 PM	7:00 PM	242	296	137	178	538	YES	YES	YES	YES
							12	12	6	12

Warrant 7C Met? YES

Section 4C.08 Warrant 7, Crash Experience

Support:

- 01 The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

Standard:

- 02 The need for a traffic control signal shall be considered if an engineering study finds that all of the following criteria are met:
 - A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and
 - B. Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and
 - C. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Option:

- 03 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

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% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
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% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
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

^a Basic minimum hourly volume
^b Used for combination of Conditions A and B after adequate trial of other remedial measures
^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000
^d May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Appendix C

LOS and Delay Analysis Tables

Holmes Road at S Third Street

		AM Peak Hour																Overall Intersection	
		Eastbound				Westbound				Northbound				Southbound					
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach		
Existing (2021)		Delay	0.0	35.6	0.0	35.6	0.0	38.9	0.2	31.8	0.0	5.8	0.0	5.8	0.0	5.9	0.0	5.9	8.5
	LOS	(A)	(D)	(A)	(D)	(A)	(D)	(A)	(C)	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(A)
	v/c Ratio	0.00	0.13	0.00	-	0.00	0.22	0.04	-	0.00	0.18	0.00	-	0.00	0.14	0.00	-	-	-
	95th Queue Length (ft)	0.00	39	0	-	0	58	0	-	0	88	0	-	0	61	0	-	-	-
No-Build (2030)		Delay	0.0	38.5	0.0	38.5	0.0	43.3	0.4	35.7	0.0	8.7	0.0	8.7	0.0	8.3	0.0	8.3	11.2
	LOS	(A)	(D)	(A)	(D)	(A)	(D)	(A)	(D)	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(B)
	v/c Ratio	0.00	0.20	0.00	-	0.00	0.36	0.06	-	0.00	0.32	0.00	-	0.00	0.24	0.00	-	-	-
	95th Queue Length (ft)	0	53	0	-	0	82	0	-	0	153	0	-	0	101	0	-	-	-
Build (2030)		Delay	0.0	18.7	0.0	18.7	0.0	20.4	0.1	16.8	0.0	11.2	0.0	11.2	0.0	10.9	0.0	10.9	11.7
	LOS	(A)	(B)	(A)	(B)	(A)	(C)	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(B)	(B)
	v/c Ratio	0.0	0.1	0.0	-	0.0	0.2	0.0	-	0.0	0.4	0.0	-	0.0	0.3	0.0	-	-	-
	95th Queue Length (ft)	0	34	0	-	0	52	0	-	0	158	0	-	0	106	0	-	-	-
No-Build (2050)		Delay	0.0	24.6	0.0	24.6	0.0	29.6	0.4	24.5	0.0	151.9	0.0	151.9	0.0	163.4	0.0	163.4	144.0
	LOS	(A)	(C)	(A)	(C)	(A)	(C)	(A)	(C)	(A)	(F)	(A)	(F)	(A)	(F)	(A)	(F)	(A)	(F)
	v/c Ratio	0.00	0.35	0.00	-	0.00	0.57	0.09	-	0.00	1.27	0.00	-	0.00	1.29	0.00	-	-	-
	95th Queue Length (ft)	0.00	75	0	-	0	117	0	-	0	#706	0	-	0	#505	0	-	-	-
Build (2050)		Delay	0.0	27.8	0.0	27.8	19.3	13.5	0.0	18.0	0.0	32.5	5.7	29.6	11.8	19.0	0.1	18.3	24.7
	LOS	(A)	(C)	(A)	(C)	(B)	(B)	(A)	(B)	(A)	(C)	(A)	(C)	(B)	(B)	(A)	(B)	(B)	(C)
	v/c Ratio	0.00	0.44	0.00	-	0.46	0.12	0.00	-	0.00	0.94	0.24	-	0.06	0.73	0.05	-	-	-
	95th Queue Length (ft)	0	77	0	-	81	31	0	-	0	#524	52	-	10	#341	0	-	-	-
		PM Peak Hour																Overall Intersection	
		Eastbound				Westbound				Northbound				Southbound					
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach		
Existing (2021)		Delay	0.0	29.3	0.0	29.3	0.0	38.8	0.2	36.0	0.0	5.5	0.0	5.5	0.0	5.8	0.0	5.8	8.8
	LOS	(A)	(C)	(A)	(C)	(A)	(D)	(A)	(D)	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(A)
	v/c Ratio	0.00	0.07	0.00	-	0.00	0.39	0.03	-	0.00	0.19	0.00	-	0.00	0.20	0.00	-	-	-
	95th Queue Length (ft)	0.00	26	0	-	0	99	0	-	0	88	0	-	0	103	0	-	-	-
No-Build (2030)		Delay	0.0	30.7	0.0	30.7	0.0	44.2	0.2	41.3	0.0	9.2	0.0	9.2	0.0	9.5	0.0	9.5	12.7
	LOS	(A)	(C)	(A)	(C)	(A)	(D)	(A)	(D)	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(B)
	v/c Ratio	0.0	0.1	0.0	-	0.0	0.6	0.0	-	0.0	0.4	0.0	-	0.0	0.4	0.0	-	-	-
	95th Queue Length (ft)	0.0	36.0	0.0	-	0.0	142.0	0.0	-	0.0	163.0	0.0	-	0.0	188.0	0.0	-	-	-
Build (2030)		Delay	0.0	14.8	0.0	14.8	0.0	20.9	0.1	19.5	0.0	10.0	0.0	10.0	0.0	10.5	0.0	10.5	11.2
	LOS	(A)	(B)	(A)	(B)	(A)	(C)	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(B)	(B)
	v/c Ratio	0.0	0.1	0.0	-	0.0	0.4	0.0	-	0.0	0.4	0.0	-	0.0	0.4	0.0	-	-	-
	95th Queue Length (ft)	0.0	23.0	0.0	-	0.0	94.0	0.0	-	0.0	148.0	0.0	-	0.0	172.0	0.0	-	-	-
No-Build (2050)		Delay	0.0	25.1	0.0	25.1	0.0	51.4	0.3	47.9	0.0	613.5	0.0	613.5	0.0	506.8	0.0	506.8	500.9
	LOS	(A)	(C)	(A)	(C)	(A)	(D)	(A)	(D)	(A)	(F)	(A)	(F)	(A)	(F)	(A)	(F)	(A)	(F)
	v/c Ratio	0.00	0.25	0.00	-	0.00	0.88	0.07	-	0.00	2.31	0.00	-	0.00	2.07	0.00	-	-	-
	95th Queue Length (ft)	0.00	56	0	-	0	#323	0	-	0	#921	0	-	0	#1000	0	-	-	-
Build (2050)		Delay	0.0	26.7	0.0	26.7	54.9	18.4	0.0	47.0	36.0	14.8	3.6	13.6	12.8	24.6	0.1	24.1	21.8
	LOS	(A)	(C)	(A)	(C)	(D)	(B)	(A)	(D)	(D)	(B)	(A)	(B)	(B)	(C)	(A)	(C)	(C)	(C)
	v/c Ratio	0.00	0.29	0.00	-	0.89	0.21	0.00	-	0.51	0.73	0.26	-	0.16	0.92	0.04	-	-	-
	95th Queue Length (ft)	0.00	58	0	-	#264	57	0	-	#68	357	51	-	16	#662	1	-	-	-

Legend for Queue Lengths:

- ~ Volume exceeds capacity, queue is theoretically infinite, queue shown is maximum after two cycles
- # 95th percentile volume exceeds capacity, queue may be longer, queue shown is maximum after two cycles
- m Volume for 95th percentile queue is metered by upstream signal

Holmes Road at Weaver Road

		AM Peak Hour																Overall Intersection	
		Eastbound				Westbound				Northbound				Southbound					
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach		
Existing (2021)		Delay	-	9.5	-	9.5	-	8.9	-	8.9	-	11.9	-	11.9	-	9.2	-	9.2	10.6
	LOS	-	(A)	-	(A)	-	(A)	-	(A)	-	(B)	-	(B)	-	(A)	-	(A)	(B)	
	v/c Ratio	-	0.14	-	-	-	0.16	-	-	-	0.49	-	-	-	0.18	-	-	-	
	95th Queue Length (veh)	-	0.5	-	-	-	0.6	-	-	-	2.7	-	-	-	0.6	-	-	-	
No-Build (2030)		Delay	-	12.1	-	12.1	-	11.7	-	11.7	-	33.2	-	33.2	-	12.0	-	12.0	23.4
	LOS	-	(B)	-	(B)	-	(B)	-	(B)	-	(D)	-	(D)	-	(B)	-	(B)	(C)	
	v/c Ratio	-	0.26	-	-	-	0.31	-	-	-	0.87	-	-	-	0.32	-	-	-	
	95th Queue Length (veh)	-	1	-	-	-	1.3	-	-	-	10.4	-	-	-	1.4	-	-	-	
Build (2030)		Delay	0.0	15.3	0.0	15.3	0.0	9.0	0.0	9.0	0.0	10.6	0.0	10.6	0.0	7.6	0.0	7.6	10.4
	LOS	(A)	(B)	(A)	(B)	(A)	(A)	(A)	(A)	(A)	(B)	(A)	(B)	(A)	(A)	(A)	(A)	(B)	
	v/c Ratio	0.0	0.3	0.0	-	0.0	0.3	0.0	-	0.0	0.6	0.0	-	0.0	0.2	0.0	-	-	
	95th Queue Length (ft)	0	72	0	-	0	59	0	-	0	204	0	-	0	61	0	-	-	
No-Build (2050)		Delay	0.0	28.6	0.0	28.6	0.0	87.6	0.0	87.6	0.0	366.7	0.0	366.7	0.0	470.3	0.0	470.3	296.4
	LOS	(A)	(C)	(A)	(C)	(A)	(F)	(A)	(F)	(A)	(F)	(A)	(F)	(A)	(F)	(A)	(F)	(F)	
	v/c Ratio	0.00	0.73	0.00	-	0.00	1.07	0.00	-	0.00	1.76	0.00	-	0.00	1.97	0.00	-	-	
	95th Queue Length (ft)	0.00	#224	0	-	0	#356	0	-	0	#1127	0	-	0	#370	0	-	-	
Build (2050)		Delay	26.2	45.4	0.0	44.2	36.1	30.1	16.8	22.2	13.7	31.8	0.0	31.3	28.6	7.3	0.0	14.3	28.5
	LOS	(C)	(D)	(A)	(D)	(D)	(C)	(B)	(C)	(B)	(C)	(A)	(C)	(C)	(A)	(A)	(B)	(C)	
	v/c Ratio	0.09	0.81	0.00	-	0.38	0.35	0.59	-	0.08	0.92	0.00	-	0.68	0.16	0.00	-	-	
	95th Queue Length (ft)	30.00	#268	0	-	57	104	135	-	31	#581	0	-	#125	58	0	-	-	

		PM Peak Hour																Overall Intersection	
		Eastbound				Westbound				Northbound				Southbound					
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach		
Existing (2021)		Delay	-	10.7	-	10.7	-	9.6	-	9.6	-	9.8	-	9.8	-	12.3	-	12.3	11.1
	LOS	-	(B)	-	(B)	-	(A)	-	(A)	-	(A)	-	(A)	-	(B)	-	(B)	(B)	
	v/c Ratio	-	0.20	-	-	-	0.20	-	-	-	0.24	-	-	-	0.48	-	-	-	
	95th Queue Length (veh)	-	0.7	-	-	-	0.7	-	-	-	0.9	-	-	-	2.6	-	-	-	
No-Build (2030)		Delay	-	15.3	-	15.3	-	14.2	-	14.2	-	15.0	-	15.0	-	41.3	-	41.3	27.1
	LOS	-	(C)	-	(C)	-	(B)	-	(B)	-	(C)	-	(C)	-	(E)	-	(E)	(D)	
	v/c Ratio	-	0.4	-	-	-	0.4	-	-	-	0.5	-	-	-	0.9	-	-	-	
	95th Queue Length (veh)	-	1.7	-	-	-	1.9	-	-	-	2.4	-	-	-	11.2	-	-	-	
Build (2030)		Delay	0.0	16.4	0.0	16.4	0.0	18.0	0.0	18.0	0.0	7.7	0.0	7.7	0.0	14.8	0.0	14.8	14.1
	LOS	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(A)	(A)	(A)	(A)	(B)	(A)	(B)	(B)	
	v/c Ratio	0.0	0.4	0.0	-	0.0	0.5	0.0	-	0.0	0.3	0.0	-	0.0	0.7	0.0	-	-	
	95th Queue Length (ft)	0.0	94.0	0.0	-	0.0	112.0	0.0	-	0.0	72.0	0.0	-	0.0	195.0	0.0	-	-	
No-Build (2050)		Delay	0.0	97.3	0.0	97.3	0.0	541.4	0.0	541.4	0.0	27.8	0.0	27.8	0.0	370.8	0.0	370.8	287.2
	LOS	(A)	(F)	(A)	(F)	(A)	(F)	(A)	(F)	(A)	(C)	(A)	(C)	(A)	(F)	(A)	(F)	(F)	
	v/c Ratio	0.00	1.10	0.00	-	0.00	2.13	0.00	-	0.00	0.88	0.00	-	0.00	1.77	0.00	-	-	
	95th Queue Length (ft)	0.00	#353	0	-	0	#505	0	-	0	#411	0	-	0	#1074	0	-	-	
Build (2050)		Delay	13.6	27.0	0.0	26.8	33.7	18.0	4.1	16.5	44.4	19.6	0.0	22.6	14.7	16.3	0.0	16.1	19.1
	LOS	(B)	(C)	(A)	(C)	(C)	(B)	(A)	(B)	(D)	(B)	(A)	(C)	(B)	(B)	(A)	(B)	(B)	
	v/c Ratio	0.04	0.79	0.00	-	0.62	0.46	0.29	-	0.64	0.60	0.00	-	0.56	0.76	0.00	-	-	
	95th Queue Length (ft)	10.00	#235	0	-	#94	127	35	-	#88	137	0	-	84	262	0	-	-	

Legend for Queue Lengths:

- ~ Volume exceeds capacity, queue is theoretically infinite, queue shown is maximum after two cycles
- # 95th percentile volume exceeds capacity, queue may be longer, queue shown is maximum after two cycles
- m Volume for 95th percentile queue is metered by upstream signal

Holmes Road at Gemstone Way

		AM Peak Hour																Overall Intersection	
		Eastbound				Westbound				Northbound				Southbound					
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach		
Existing (2021)		Delay	-	-	-	0.0	7.6	-	-	1.6	10.2	-	9.4	9.6	-	-	-	-	-
	LOS	-	-	-	(A)	(A)	-	-	(A)	(B)	-	(A)	(A)	-	-	-	-	-	
	v/c Ratio	-	-	-	-	0.02	-	-	-	0.04	-	0.08	-	-	-	-	-	-	
	95th Queue Length (veh)	-	-	-	-	0	-	-	-	0.1	-	0.2	-	-	-	-	-	-	
No-Build (2030)		Delay	-	-	-	0.0	7.9	-	-	1.6	11.1	-	10.2	10.5	-	-	-	-	-
	LOS	-	-	-	(A)	(A)	-	-	(A)	(B)	-	(B)	(B)	-	-	-	-	-	
	v/c Ratio	-	-	-	-	0.03	-	-	-	0.07	-	0.13	-	-	-	-	-	-	
	95th Queue Length (veh)	-	-	-	-	0.1	-	-	-	0.2	-	0.5	-	-	-	-	-	-	
Build (2030)		Delay	-	-	-	0.0	7.9	-	-	1.6	11.1	-	10.2	10.5	-	-	-	-	-
	LOS	-	-	-	(A)	(A)	-	-	(A)	(B)	-	(B)	(B)	-	-	-	-	-	
	v/c Ratio	-	-	-	-	0.0	-	-	-	0.1	-	0.1	-	-	-	-	-	-	
	95th Queue Length (veh)	-	-	-	-	0.1	-	-	-	0.2	-	0.5	-	-	-	-	-	-	
No-Build (2050)		Delay	-	-	-	0.0	9.4	-	-	1.9	21.0	-	22.5	22.1	-	-	-	-	-
	LOS	-	-	-	(A)	(A)	-	-	(A)	(C)	-	(C)	(C)	-	-	-	-	-	
	v/c Ratio	-	-	-	-	0.10	-	-	-	0.34	-	0.58	-	-	-	-	-	-	
	95th Queue Length (veh)	-	-	-	-	0.3	-	-	-	1.5	-	3.7	-	-	-	-	-	-	
Build (2050)		Delay	-	-	-	0.0	9.4	-	-	1.9	21.0	-	22.5	22.1	-	-	-	-	-
	LOS	-	-	-	(A)	(A)	-	-	(A)	(C)	-	(C)	(C)	-	-	-	-	-	
	v/c Ratio	-	-	-	-	0.10	-	-	-	0.34	-	0.58	-	-	-	-	-	-	
	95th Queue Length (veh)	-	-	-	-	0.3	-	-	-	1.5	-	3.7	-	-	-	-	-	-	
		PM Peak Hour																Overall Intersection	
		Eastbound				Westbound				Northbound				Southbound					
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach		
Existing (2021)		Delay	-	-	-	0.0	7.6	-	-	2.6	10.9	-	9.1	9.4	-	-	-	-	-
	LOS	-	-	-	(A)	(A)	-	-	(A)	(B)	-	(A)	(A)	-	-	-	-	-	
	v/c Ratio	-	-	-	-	0.05	-	-	-	0.01	-	0.04	-	-	-	-	-	-	
	95th Queue Length (veh)	-	-	-	-	0.2	-	-	-	0	-	0.1	-	-	-	-	-	-	
No-Build (2030)		Delay	-	-	-	0.0	7.9	-	-	2.7	12.4	-	9.7	10.1	-	-	-	-	-
	LOS	-	-	-	(A)	(A)	-	-	(A)	(B)	-	(A)	(B)	-	-	-	-	-	
	v/c Ratio	-	-	-	-	0.1	-	-	-	0.0	-	0.1	-	-	-	-	-	-	
	95th Queue Length (veh)	-	-	-	-	0.3	-	-	-	0.1	-	0.2	-	-	-	-	-	-	
Build (2030)		Delay	-	-	-	0.0	7.9	-	-	2.7	12.4	-	9.7	10.1	-	-	-	-	-
	LOS	-	-	-	(A)	(A)	-	-	(A)	(B)	-	(A)	(B)	-	-	-	-	-	
	v/c Ratio	-	-	-	-	0.1	-	-	-	0.0	-	0.1	-	-	-	-	-	-	
	95th Queue Length (veh)	-	-	-	-	0.3	-	-	-	0.1	-	0.2	-	-	-	-	-	-	
No-Build (2050)		Delay	-	-	-	0.0	10.2	-	-	3.5	30.8	-	14.8	17.1	-	-	-	-	-
	LOS	-	-	-	(A)	(B)	-	-	(A)	(D)	-	(B)	(C)	-	-	-	-	-	
	v/c Ratio	-	-	-	-	0.30	-	-	-	0.16	-	0.30	-	-	-	-	-	-	
	95th Queue Length (veh)	-	-	-	-	1.3	-	-	-	0.6	-	1.3	-	-	-	-	-	-	
Build (2050)		Delay	-	-	-	0.0	10.2	-	-	3.5	30.8	-	14.8	17.1	-	-	-	-	-
	LOS	-	-	-	(A)	(B)	-	-	(A)	(D)	-	(B)	(C)	-	-	-	-	-	
	v/c Ratio	-	-	-	-	0.30	-	-	-	0.16	-	0.30	-	-	-	-	-	-	
	95th Queue Length (veh)	-	-	-	-	1.3	-	-	-	0.6	-	1.3	-	-	-	-	-	-	

Legend for Queue Lengths:

- ~ Volume exceeds capacity, queue is theoretically infinite, queue shown is maximum after two cycles
- # 95th percentile volume exceeds capacity, queue may be longer, queue shown is maximum after two cycles
- m Volume for 95th percentile queue is metered by upstream signal

Holmes Road at Ford Road

		AM Peak Hour																Overall Intersection	
		Eastbound				Westbound				Northbound				Southbound					
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach		
Existing (2021)		Delay	7.4	0.0	-	0.1	-	-	-	0.0	-	-	-	-	9.7	-	9.7	9.7	-
	LOS	(A)	(A)	-	(A)	-	-	-	(A)	-	-	-	-	(A)	-	(A)	(A)	-	
	v/c Ratio	0.00	-	-	-	-	-	-	-	-	-	-	-	0.01	-	0.01	-	-	
	95th Queue Length (veh)	0.00	-	-	-	-	-	-	-	-	-	-	-	0	-	0	-	-	
No-Build (2030)		Delay	7.6	0.0	-	0.1	-	-	-	0.0	-	-	-	-	10.7	-	10.7	10.7	-
	LOS	(A)	(A)	-	(A)	-	-	-	(A)	-	-	-	-	(B)	-	(B)	(B)	-	
	v/c Ratio	0.01	-	-	-	-	-	-	-	-	-	-	-	0.03	-	0.03	-	-	
	95th Queue Length (veh)	0	-	-	-	-	-	-	-	-	-	-	-	0.1	-	0.1	-	-	
Build (2030)		Delay	7.6	0.0	-	0.1	-	-	-	0.0	-	-	-	-	10.7	-	10.7	10.7	-
	LOS	(A)	(A)	-	(A)	-	-	-	(A)	-	-	-	-	(B)	-	(B)	(B)	-	
	v/c Ratio	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	-	-	
	95th Queue Length (veh)	0	-	-	-	-	-	-	-	-	-	-	-	0.1	-	0.1	-	-	
No-Build (2050)		Delay	8.3	0.0	-	0.2	-	-	-	0.0	-	-	-	-	23.1	-	23.1	23.1	-
	LOS	(A)	(A)	-	(A)	-	-	-	(A)	-	-	-	-	(C)	-	(C)	(C)	-	
	v/c Ratio	0.02	-	-	-	-	-	-	-	-	-	-	-	0.18	-	0.18	-	-	
	95th Queue Length (veh)	0.10	-	-	-	-	-	-	-	-	-	-	-	0.6	-	0.6	-	-	
Build (2050)		Delay	8.3	-	-	0.2	-	-	-	0.0	-	-	-	-	15.5	-	15.5	15.5	-
	LOS	(A)	-	-	(A)	-	-	-	(A)	-	-	-	-	(C)	-	(C)	(C)	-	
	v/c Ratio	0.02	-	-	-	-	-	-	-	-	-	-	-	0.11	-	0.11	-	-	
	95th Queue Length (veh)	0.10	-	-	-	-	-	-	-	-	-	-	-	0.4	-	0.4	-	-	

		PM Peak Hour																Overall Intersection	
		Eastbound				Westbound				Northbound				Southbound					
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach		
Existing (2021)		Delay	7.7	0.0	-	0.0	-	-	-	0.0	-	-	-	-	10.3	-	10.3	10.3	-
	LOS	(A)	(A)	-	(A)	-	-	-	(A)	-	-	-	-	(B)	-	(B)	(B)	-	
	v/c Ratio	0.00	-	-	-	-	-	-	-	-	-	-	-	0.02	-	0.02	-	-	
	95th Queue Length (veh)	0.00	-	-	-	-	-	-	-	-	-	-	-	0	-	0	-	-	
No-Build (2030)		Delay	8.0	0.0	-	0.1	-	-	-	0.0	-	-	-	-	11.9	-	11.9	11.9	-
	LOS	(A)	(A)	-	(A)	-	-	-	(A)	-	-	-	-	(B)	-	(B)	(B)	-	
	v/c Ratio	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	-	-	
	95th Queue Length (veh)	0.0	-	-	-	-	-	-	-	-	-	-	-	0.1	-	0.1	-	-	
Build (2030)		Delay	8.0	0.0	-	0.1	-	-	-	0.0	-	-	-	-	11.9	-	11.9	11.9	-
	LOS	(A)	(A)	-	(A)	-	-	-	(A)	-	-	-	-	(B)	-	(B)	(B)	-	
	v/c Ratio	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	-	-	
	95th Queue Length (veh)	0.0	-	-	-	-	-	-	-	-	-	-	-	0.1	-	0.1	-	-	
No-Build (2050)		Delay	9.9	0.0	-	0.1	-	-	-	0.0	-	-	-	-	37.7	-	37.7	37.7	-
	LOS	(A)	(A)	-	(A)	-	-	-	(A)	-	-	-	-	(E)	-	(E)	(E)	-	
	v/c Ratio	0.01	-	-	-	-	-	-	-	-	-	-	-	0.29	-	0.29	-	-	
	95th Queue Length (veh)	0.00	-	-	-	-	-	-	-	-	-	-	-	1.1	-	1.1	-	-	
Build (2050)		Delay	9.9	-	-	0.1	-	-	-	0.0	-	-	-	-	20.6	-	20.6	20.6	-
	LOS	(A)	-	-	(A)	-	-	-	(A)	-	-	-	-	(C)	-	(C)	(C)	-	
	v/c Ratio	0.01	-	-	-	-	-	-	-	-	-	-	-	0.16	-	0.16	-	-	
	95th Queue Length (veh)	0.00	-	-	-	-	-	-	-	-	-	-	-	0.6	-	0.6	-	-	

Legend for Queue Lengths:

- ~ Volume exceeds capacity, queue is theoretically infinite, queue shown is maximum after two cycles
- # 95th percentile volume exceeds capacity, queue may be longer, queue shown is maximum after two cycles
- m Volume for 95th percentile queue is metered by upstream signal

Holmes Road at 8th Road

		AM Peak Hour																Overall Intersection	
		Eastbound				Westbound				Northbound				Southbound					
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach		
Existing (2021)		Delay	7.4	0.0	-	0.1	-	-	-	0.0	-	-	-	-	10.5	-	10.5	10.5	-
	LOS	(A)	(A)	-	(A)	-	-	-	(A)	-	-	-	-	(B)	-	(B)	(B)	-	
	v/c Ratio	0.00	-	-	-	-	-	-	-	-	-	-	-	0.02	-	0.02	-	-	
	95th Queue Length (veh)	0.00	-	-	-	-	-	-	-	-	-	-	-	0	-	0	-	-	
No-Build (2030)		Delay	7.6	0.0	-	0.1	-	-	-	0.0	-	-	-	-	12.0	-	12.0	12.0	-
	LOS	(A)	(A)	-	(A)	-	-	-	(A)	-	-	-	-	(B)	-	(B)	(B)	-	
	v/c Ratio	0.00	-	-	-	-	-	-	-	-	-	-	-	0.03	-	0.03	-	-	
	95th Queue Length (veh)	0	-	-	-	-	-	-	-	-	-	-	-	0.1	-	0.1	-	-	
Build (2030)		Delay	7.6	0.0	-	0.1	-	-	-	0.0	-	-	-	-	12.0	-	12.0	12.0	-
	LOS	(A)	(A)	-	(A)	-	-	-	(A)	-	-	-	-	(B)	-	(B)	(B)	-	
	v/c Ratio	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	-	-	
	95th Queue Length (veh)	0	-	-	-	-	-	-	-	-	-	-	-	0.1	-	0.1	-	-	
No-Build (2050)		Delay	8.3	0.0	-	0.1	-	-	-	0.0	-	-	-	-	37.2	-	37.2	37.2	-
	LOS	(A)	(A)	-	(A)	-	-	-	(A)	-	-	-	-	(E)	-	(E)	(E)	-	
	v/c Ratio	0.01	-	-	-	-	-	-	-	-	-	-	-	0.28	-	0.28	-	-	
	95th Queue Length (veh)	0.00	-	-	-	-	-	-	-	-	-	-	-	1.1	-	1.1	-	-	
Build (2050)		Delay	8.3	-	-	0.1	-	-	-	0.0	-	-	-	-	19.8	-	19.8	19.8	-
	LOS	(A)	-	-	(A)	-	-	-	(A)	-	-	-	-	(C)	-	(C)	(C)	-	
	v/c Ratio	0.01	-	-	-	-	-	-	-	-	-	-	-	0.15	-	0.15	-	-	
	95th Queue Length (veh)	0.00	-	-	-	-	-	-	-	-	-	-	-	0.5	-	0.5	-	-	
		PM Peak Hour																Overall Intersection	
		Eastbound				Westbound				Northbound				Southbound					
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach		
Existing (2021)		Delay	8.9	0.0	-	0.0	-	-	-	0.0	-	-	-	-	11.0	-	11.0	11.0	-
	LOS	(A)	(A)	-	(A)	-	-	-	(A)	-	-	-	-	(B)	-	(B)	(B)	-	
	v/c Ratio	0.00	-	-	-	-	-	-	-	-	-	-	-	0.02	-	0.02	-	-	
	95th Queue Length (veh)	0.00	-	-	-	-	-	-	-	-	-	-	-	0.1	-	0.1	-	-	
No-Build (2030)		Delay	9.5	0.0	-	0.1	-	-	-	0.0	-	-	-	-	13.3	-	13.3	13.3	-
	LOS	(A)	(A)	-	(A)	-	-	-	(A)	-	-	-	-	(B)	-	(B)	(B)	-	
	v/c Ratio	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	-	-	
	95th Queue Length (veh)	0.0	-	-	-	-	-	-	-	-	-	-	-	0.1	-	0.1	-	-	
Build (2030)		Delay	9.5	0.0	-	0.1	-	-	-	0.0	-	-	-	-	13.3	-	13.3	13.3	-
	LOS	(A)	(A)	-	(A)	-	-	-	(A)	-	-	-	-	(B)	-	(B)	(B)	-	
	v/c Ratio	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	0.0	-	-	
	95th Queue Length (veh)	0.0	-	-	-	-	-	-	-	-	-	-	-	0.1	-	0.1	-	-	
No-Build (2050)		Delay	13.5	0.0	-	0.1	-	-	-	0.0	-	-	-	-	64.9	-	64.9	64.9	-
	LOS	(B)	(A)	-	(A)	-	-	-	(A)	-	-	-	-	(F)	-	(F)	(F)	-	
	v/c Ratio	0.01	-	-	-	-	-	-	-	-	-	-	-	0.43	-	0.43	-	-	
	95th Queue Length (veh)	0.00	-	-	-	-	-	-	-	-	-	-	-	1.8	-	1.8	-	-	
Build (2050)		Delay	13.5	-	-	0.1	-	-	-	0.0	-	-	-	-	23.7	-	23.7	23.7	-
	LOS	(B)	-	-	(A)	-	-	-	(A)	-	-	-	-	(C)	-	(C)	(C)	-	
	v/c Ratio	0.01	-	-	-	-	-	-	-	-	-	-	-	0.18	-	0.18	-	-	
	95th Queue Length (veh)	0.00	-	-	-	-	-	-	-	-	-	-	-	0.7	-	0.7	-	-	

Legend for Queue Lengths:

- ~ Volume exceeds capacity, queue is theoretically infinite, queue shown is maximum after two cycles
- # 95th percentile volume exceeds capacity, queue may be longer, queue shown is maximum after two cycles
- m Volume for 95th percentile queue is metered by upstream signal

Holmes Road at Jonetta Street

		AM Peak Hour																Overall Intersection	
		Eastbound				Westbound				Northbound				Southbound					
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach		
Existing (2021)		Delay	7.7	-	-	0.8	-	-	-	0.0	-	-	-	-	11.0	-	11.0	11.0	-
	LOS	(A)	-	-	(A)	-	-	-	(A)	-	-	-	-	(B)	-	(B)	(B)	-	
	v/c Ratio	0.02	-	-	-	-	-	-	-	-	-	-	-	0.10	-	0.10	-	-	
	95th Queue Length (veh)	0.10	-	-	-	-	-	-	-	-	-	-	-	0.3	-	0.3	-	-	
No-Build (2030)		Delay	8.0	-	-	0.8	-	-	-	0.0	-	-	-	-	13.0	-	13.0	13.0	-
	LOS	(A)	-	-	(A)	-	-	-	(A)	-	-	-	-	(B)	-	(B)	(B)	-	
	v/c Ratio	0.03	-	-	-	-	-	-	-	-	-	-	-	0.18	-	0.18	-	-	
	95th Queue Length (veh)	0.1	-	-	-	-	-	-	-	-	-	-	-	0.7	-	0.7	-	-	
Build (2030)		Delay	8.0	-	-	0.8	-	-	-	0.0	-	-	-	-	13.0	-	13.0	13.0	-
	LOS	(A)	-	-	(A)	-	-	-	(A)	-	-	-	-	(B)	-	(B)	(B)	-	
	v/c Ratio	0.0	-	-	-	-	-	-	-	-	-	-	-	0.2	-	0.2	-	-	
	95th Queue Length (veh)	0.1	-	-	-	-	-	-	-	-	-	-	-	0.7	-	0.7	-	-	
No-Build (2050)		Delay	10.1	-	-	1.0	-	-	-	0.0	-	-	-	-	154.9	-	154.9	154.9	-
	LOS	(B)	-	-	(A)	-	-	-	(A)	-	-	-	-	(F)	-	(F)	(F)	-	
	v/c Ratio	0.13	-	-	-	-	-	-	-	-	-	-	-	1.16	-	1.16	-	-	
	95th Queue Length (veh)	0.40	-	-	-	-	-	-	-	-	-	-	-	12.6	-	12.6	-	-	
Build (2050)		Delay	10.2	-	-	1.0	-	-	-	0.0	-	-	-	-	31.5	-	31.5	28.2	-
	LOS	(B)	-	-	(A)	-	-	-	(A)	-	-	-	-	(D)	-	(D)	(D)	-	
	v/c Ratio	0.13	-	-	-	-	-	-	-	-	-	-	-	0.63	-	0.63	-	-	
	95th Queue Length (veh)	0.50	-	-	-	-	-	-	-	-	-	-	-	4.1	-	4.1	-	-	

		PM Peak Hour																Overall Intersection	
		Eastbound				Westbound				Northbound				Southbound					
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach		
Existing (2021)		Delay	7.7	-	-	0.2	-	-	-	0.0	-	-	-	-	10.6	-	10.6	10.6	-
	LOS	(A)	-	-	(A)	-	-	-	(A)	-	-	-	-	(B)	-	(B)	(B)	-	
	v/c Ratio	0.00	-	-	-	-	-	-	-	-	-	-	-	0.04	-	0.04	-	-	
	95th Queue Length (ft)	0.00	-	-	-	-	-	-	-	-	-	-	-	0.1	-	0.1	-	-	
No-Build (2030)		Delay	8.1	-	-	0.2	-	-	-	0.0	-	-	-	-	12.2	-	12.2	12.2	-
	LOS	(A)	-	-	(A)	-	-	-	(A)	-	-	-	-	(B)	-	(B)	(B)	-	
	v/c Ratio	0.0	-	-	-	-	-	-	-	-	-	-	-	0.1	-	0.1	-	-	
	95th Queue Length (veh)	0.0	-	-	-	-	-	-	-	-	-	-	-	0.3	-	0.3	-	-	
Build (2030)		Delay	8.1	-	-	0.2	-	-	-	0.0	-	-	-	-	12.2	-	12.2	12.2	-
	LOS	(A)	-	-	(A)	-	-	-	(A)	-	-	-	-	(B)	-	(B)	(B)	-	
	v/c Ratio	0.0	-	-	-	-	-	-	-	-	-	-	-	0.1	-	0.1	-	-	
	95th Queue Length (veh)	0.0	-	-	-	-	-	-	-	-	-	-	-	0.3	-	0.3	-	-	
No-Build (2050)		Delay	10.5	-	-	0.2	-	-	-	0.0	-	-	-	-	35.6	-	35.6	35.6	-
	LOS	(B)	-	-	(A)	-	-	-	(A)	-	-	-	-	(E)	-	(E)	(E)	-	
	v/c Ratio	0.03	-	-	-	-	-	-	-	-	-	-	-	0.50	-	0.50	-	-	
	95th Queue Length (veh)	0.10	-	-	-	-	-	-	-	-	-	-	-	2.5	-	2.5	-	-	
Build (2050)		Delay	10.5	-	-	0.2	-	-	-	0.0	-	-	-	-	20.9	-	20.9	20.7	-
	LOS	(B)	-	-	(A)	-	-	-	(A)	-	-	-	-	(C)	-	(C)	(C)	-	
	v/c Ratio	0.03	-	-	-	-	-	-	-	-	-	-	-	0.26	-	0.26	-	-	
	95th Queue Length (veh)	0.10	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-	-	

Legend for Queue Lengths:

- ~ Volume exceeds capacity, queue is theoretically infinite, queue shown is maximum after two cycles
- # 95th percentile volume exceeds capacity, queue may be longer, queue shown is maximum after two cycles
- m Volume for 95th percentile queue is metered by upstream signal

Holmes Road at Horn Lake Road

		AM Peak Hour																Overall Intersection	
		Eastbound				Westbound				Northbound				Southbound					
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach		
Existing (2021)		Delay	11.4	13.7	13.7	13.1	10.7	11.7	10.5	11.1	-	13.8	-	13.8	12.2	10.1	9.2	11.0	12.2
	LOS	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	-	(B)	-	(B)	(B)	(B)	(A)	(B)	(B)
	v/c Ratio	0.17	0.39	0.39	-	0.03	0.21	0.19	-	-	0.38	-	-	0.26	0.11	0.10	-	-	-
	95th Queue Length (veh)	0.60	1.8	1.8	-	0.1	0.8	0.7	-	-	1.7	-	-	1	0.4	0.3	-	-	-
No-Build (2030)		Delay	14.1	25.3	25.3	22.1	12.1	14.5	13.0	13.6	-	19.6	-	19.6	15.4	11.7	10.8	13.4	17.7
	LOS	(B)	(D)	(D)	(C)	(B)	(B)	(B)	(B)	(B)	-	(C)	-	(C)	(C)	(B)	(B)	(B)	(C)
	v/c Ratio	0.29	0.69	0.69	-	0.05	0.30	0.28	-	-	0.53	-	-	0.36	0.15	0.14	-	-	-
	95th Queue Length (veh)	1.2	5.1	5.1	-	0.1	1.2	1.1	-	-	3	-	-	1.6	0.5	0.5	-	-	-
Build (2030)		Delay	11.6	13.0	0.0	12.6	9.6	10.3	3.3	7.0	0.0	13.2	0.0	13.2	14.1	11.2	4.3	11.1	11.1
	LOS	(B)	(B)	(A)	(B)	(A)	(B)	(A)	(A)	(A)	(B)	(A)	(B)	(B)	(B)	(A)	(B)	(B)	(B)
	v/c Ratio	0.3	0.5	0.0	-	0.1	0.2	0.2	-	0.0	0.4	0.0	-	0.4	0.1	0.1	-	-	-
	95th Queue Length (ft)	60	131	0	-	14	56	25	-	0	105	0	-	80	38	21	-	-	-
No-Build (2050)		Delay	41.6	71.0	0.0	62.7	18.1	15.1	3.0	11.3	0.0	25.6	0.0	25.6	41.8	13.1	3.5	20.2	37.0
	LOS	(D)	(E)	(A)	(E)	(B)	(A)	(B)	(A)	(A)	(A)	(C)	(A)	(C)	(B)	(B)	(A)	(C)	(D)
	v/c Ratio	0.86	1.06	0.00	-	0.24	0.50	0.24	-	0.00	0.76	0.00	-	0.82	0.17	0.35	-	-	-
	95th Queue Length (ft)	#258	#577	0	-	26	172	31	-	0	219	0	-	#179	52	38	-	-	-
Build (2050)		Delay	35.0	32.8	1.9	31.7	23.3	15.8	1.8	11.6	33.4	50.9	0.0	46.9	42.4	20.3	4.1	22.0	27.7
	LOS	(D)	(C)	(A)	(C)	(C)	(B)	(A)	(B)	(C)	(D)	(B)	(A)	(D)	(D)	(C)	(A)	(C)	(C)
	v/c Ratio	0.81	0.89	0.08	-	0.30	0.45	0.18	-	0.35	0.83	0.00	-	0.80	0.16	0.33	-	-	-
	95th Queue Length (ft)	#308	#614	13	-	33	202	26	-	95	#322	0	-	#210	78	49	-	-	-
		PM Peak Hour																Overall Intersection	
		Eastbound				Westbound				Northbound				Southbound					
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach		
Existing (2021)		Delay	11.3	13.7	13.7	13.2	10.4	13.3	11.2	12.3	-	12.9	-	12.9	12.8	12.2	9.4	11.9	12.4
	LOS	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	-	(B)	-	(B)	(B)	(B)	(A)	(B)	(B)
	v/c Ratio	0.10	0.36	0.36	-	0.03	0.34	0.26	-	-	0.26	-	-	0.30	0.31	0.13	-	-	-
	95th Queue Length (ft)	0.30	1.6	1.6	-	0.1	1.5	1	-	-	1	-	-	1.2	1.3	0.4	-	-	-
No-Build (2030)		Delay	13.1	22.9	22.9	20.9	11.7	17.7	14.2	15.9	-	16.3	-	16.3	16.1	15.6	11.0	14.9	16.9
	LOS	(B)	(C)	(C)	(C)	(B)	(C)	(B)	(C)	(C)	-	(C)	-	(C)	(C)	(C)	(B)	(B)	(C)
	v/c Ratio	0.2	0.6	0.6	-	0.0	0.5	0.4	-	-	0.4	-	-	0.4	0.4	0.2	-	-	-
	95th Queue Length (veh)	0.6	4.1	4.1	-	0.1	2.4	1.6	-	-	1.6	-	-	1.9	2.1	0.7	-	-	-
Build (2030)		Delay	11.3	12.5	0.0	12.2	10.2	11.9	3.5	8.1	0.0	11.0	0.0	11.0	14.7	11.9	3.7	11.3	10.6
	LOS	(B)	(B)	(A)	(B)	(B)	(B)	(A)	(A)	(A)	(B)	(A)	(B)	(B)	(B)	(A)	(B)	(B)	(B)
	v/c Ratio	0.2	0.4	0.0	-	0.0	0.3	0.3	-	0.0	0.3	0.0	-	0.4	0.3	0.2	-	-	-
	95th Queue Length (ft)	38.0	116.0	0.0	-	14.0	89.0	31.0	-	0.0	64.0	0.0	-	88.0	88.0	23.0	-	-	-
No-Build (2050)		Delay	81.4	43.9	0.0	51.5	16.6	24.2	3.9	17.9	0.0	25.7	0.0	25.7	25.3	14.9	10.1	16.1	28.3
	LOS	(F)	(D)	(A)	(D)	(B)	(C)	(A)	(B)	(A)	(C)	(A)	(C)	(C)	(B)	(B)	(B)	(B)	(C)
	v/c Ratio	0.96	0.95	0.00	-	0.18	0.76	0.33	-	0.00	0.74	0.00	-	0.70	0.43	0.50	-	-	-
	95th Queue Length (ft)	#183	#484	0	-	22	#348	44	-	0	#183	0	-	150	128	110	-	-	-
Build (2050)		Delay	53.8	23.5	2.0	27.4	13.3	20.7	1.5	14.7	38.1	22.2	0.0	29.8	21.9	16.6	10.1	15.6	20.5
	LOS	(D)	(C)	(A)	(C)	(B)	(C)	(A)	(B)	(D)	(C)	(A)	(C)	(C)	(B)	(B)	(B)	(B)	(C)
	v/c Ratio	0.85	0.78	0.13	-	0.13	0.72	0.24	-	0.70	0.44	0.00	-	0.66	0.45	0.51	-	-	-
	95th Queue Length (ft)	#172	#369	15	-	19	#301	24	-	#124	101	0	-	#117	137	108	-	-	-

Legend for Queue Lengths:

- ~ Volume exceeds capacity, queue is theoretically infinite, queue shown is maximum after two cycles
- # 95th percentile volume exceeds capacity, queue may be longer, queue shown is maximum after two cycles
- m Volume for 95th percentile queue is metered by upstream signal

Holmes Road at Hillbrook Road

		AM Peak Hour																Overall Intersection	
		Eastbound				Westbound				Northbound				Southbound					
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach		
Existing (2021)		Delay	7.7	0.0	-	0.0	0.0	-	-	0.0	11.7	11.7	11.7	11.7	11.7	11.7	11.7	11.7	-
	LOS	(A)	(A)	-	(A)	(A)	-	-	(A)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	-
	v/c Ratio	0.00	-	-	-	-	-	-	-	0.00	0.00	0.00	-	0.01	0.01	0.01	-	-	-
	95th Queue Length (veh)	0.00	-	-	-	0	-	-	-	0	0	0	-	0	0	0	-	-	-
No-Build (2030)		Delay	7.8	0.0	-	0.0	0.0	-	-	0.0	12.7	12.7	12.7	12.7	12.6	12.6	12.6	12.6	-
	LOS	(A)	(A)	-	(A)	(A)	-	-	(A)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	-
	v/c Ratio	0.00	-	-	-	-	-	-	-	0.01	0.01	0.01	-	0.01	0.01	0.01	-	-	-
	95th Queue Length (veh)	0	-	-	-	0	-	-	-	0	0	0	-	0	0	0	-	-	-
Build (2030)		Delay	7.8	0.0	-	0.0	0.0	-	-	0.0	12.7	12.7	12.7	12.7	12.6	12.6	12.6	12.6	-
	LOS	(A)	(A)	-	(A)	(A)	-	-	(A)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	-
	v/c Ratio	0.0	-	-	-	-	-	-	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	-
	95th Queue Length (veh)	0	-	-	-	0	-	-	-	0	0	0	-	0	0	0	-	-	-
No-Build (2050)		Delay	8.6	0.0	-	0.0	0.0	-	-	0.0	34.3	34.3	34.3	34.3	32.8	32.8	32.8	32.8	-
	LOS	(A)	(A)	-	(A)	(A)	-	-	(A)	(D)	(D)	(D)	(D)	(D)	(D)	(D)	(D)	(D)	-
	v/c Ratio	0.00	-	-	-	-	-	-	-	0.03	0.03	0.03	-	0.06	0.06	0.06	-	-	-
	95th Queue Length (veh)	0.00	-	-	-	0	-	-	-	0.1	0.1	0.1	-	0.2	0.2	0.2	-	-	-
Build (2050)		Delay	8.6	-	-	0.0	0.0	-	-	0.0	20.7	20.7	20.7	20.7	18.8	18.8	18.8	18.8	-
	LOS	(A)	-	-	(A)	(A)	-	-	(A)	(C)	(C)	(C)	(C)	(C)	(C)	(C)	(C)	(C)	-
	v/c Ratio	0.00	-	-	-	-	-	-	-	0.02	0.02	0.02	-	0.03	0.03	0.03	-	-	-
	95th Queue Length (veh)	0.00	-	-	-	0	-	-	-	0.1	0.1	0.1	-	0.1	0.1	0.1	-	-	-
		PM Peak Hour																Overall Intersection	
		Eastbound				Westbound				Northbound				Southbound					
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach		
Existing (2021)		Delay	7.9	0.0	-	0.1	0.0	-	-	0.0	14.3	14.3	14.3	14.3	13.4	13.4	13.4	13.4	-
	LOS	(A)	(A)	-	(A)	(A)	-	-	(A)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	-
	v/c Ratio	0.00	-	-	-	-	-	-	-	0.01	0.01	0.01	-	0.02	0.02	0.02	-	-	-
	95th Queue Length (ft)	0.00	-	-	-	0	-	-	-	0	0	0	-	0.1	0.1	0.1	-	-	-
No-Build (2030)		Delay	8.1	0.0	-	0.1	0.0	-	-	0.0	16.1	16.1	16.1	16.1	15.3	15.3	15.3	15.3	-
	LOS	(A)	(A)	-	(A)	(A)	-	-	(A)	(C)	(C)	(C)	(C)	(C)	(C)	(C)	(C)	(C)	-
	v/c Ratio	0.0	-	-	-	-	-	-	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	-
	95th Queue Length (veh)	0.0	-	-	-	0.0	-	-	-	0.0	0.0	0.0	-	0.1	0.1	0.1	-	-	-
Build (2030)		Delay	8.1	0.0	-	0.1	0.0	-	-	0.0	16.1	16.1	16.1	16.1	15.3	15.3	15.3	15.3	-
	LOS	(A)	(A)	-	(A)	(A)	-	-	(A)	(C)	(C)	(C)	(C)	(C)	(C)	(C)	(C)	(C)	-
	v/c Ratio	0.0	-	-	-	-	-	-	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	-	-
	95th Queue Length (veh)	0.0	-	-	-	0.0	-	-	-	0.0	0.0	0.0	-	0.1	0.1	0.1	-	-	-
No-Build (2050)		Delay	9.6	0.0	-	0.1	0.0	-	-	0.0	59.7	59.7	59.7	59.7	58.3	58.3	58.3	58.3	-
	LOS	(A)	(A)	-	(A)	(A)	-	-	(A)	(F)	(F)	(F)	(F)	(F)	(F)	(F)	(F)	(F)	-
	v/c Ratio	0.01	-	-	-	-	-	-	-	0.06	0.06	0.06	-	0.17	0.17	0.17	-	-	-
	95th Queue Length (veh)	0.00	-	-	-	0	-	-	-	0.2	0.2	0.2	-	0.6	0.6	0.6	-	-	-
Build (2050)		Delay	9.6	-	-	0.1	0.0	-	-	0.0	24.6	24.6	24.6	24.6	23.9	23.9	23.9	23.9	-
	LOS	(A)	-	-	(A)	(A)	-	-	(A)	(C)	(C)	(C)	(C)	(C)	(C)	(C)	(C)	(C)	-
	v/c Ratio	0.01	-	-	-	-	-	-	-	0.02	0.02	0.02	-	0.07	0.07	0.07	-	-	-
	95th Queue Length (veh)	0.00	-	-	-	0	-	-	-	0.1	0.1	0.1	-	0.2	0.2	0.2	-	-	-

Legend for Queue Lengths:

- ~ Volume exceeds capacity, queue is theoretically infinite, queue shown is maximum after two cycles
- # 95th percentile volume exceeds capacity, queue may be longer, queue shown is maximum after two cycles
- m Volume for 95th percentile queue is metered by upstream signal

Holmes Road at Neely Road

		AM Peak Hour																Overall Intersection	
		Eastbound				Westbound				Northbound				Southbound					
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach		
Existing (2021)		Delay	8.0	0.0	-	0.6	-	-	-	0.0	-	-	-	-	14.7	-	9.6	13.6	-
	LOS	(A)	(A)	-	(A)	-	-	-	(A)	-	-	-	-	(B)	-	(A)	(B)	-	
	v/c Ratio	0.02	-	-	-	-	-	-	-	-	-	-	-	0.21	-	0.03	-	-	
	95th Queue Length (veh)	0.10	-	-	-	-	-	-	-	-	-	-	-	0.8	-	0.1	-	-	
No-Build (2030)		Delay	8.2	0.0	-	0.6	-	-	-	0.0	-	-	-	-	17.7	-	9.9	16.0	-
	LOS	(A)	(A)	-	(A)	-	-	-	(A)	-	-	-	-	(C)	-	(A)	(C)	-	
	v/c Ratio	0.02	-	-	-	-	-	-	-	-	-	-	-	0.30	-	0.04	-	-	
	95th Queue Length (veh)	0.1	-	-	-	-	-	-	-	-	-	-	-	1.2	-	0.1	-	-	
Build (2030)		Delay	8.2	0.0	-	0.6	-	-	-	0.0	-	-	-	-	17.7	-	9.9	16.0	-
	LOS	(A)	(A)	-	(A)	-	-	-	(A)	-	-	-	-	(C)	-	(A)	(C)	-	
	v/c Ratio	0.0	-	-	-	-	-	-	-	-	-	-	-	0.3	-	0.0	-	-	
	95th Queue Length (veh)	0.1	-	-	-	-	-	-	-	-	-	-	-	1.2	-	0.1	-	-	
No-Build (2050)		Delay	9.3	0.0	-	0.4	-	-	-	0.0	-	-	-	-	427.4	-	13.0	287.0	-
	LOS	(A)	(A)	-	(A)	-	-	-	(A)	-	-	-	-	(F)	-	(B)	(F)	-	
	v/c Ratio	0.05	-	-	-	-	-	-	-	-	-	-	-	1.71	-	0.17	-	-	
	95th Queue Length (veh)	0.20	-	-	-	-	-	-	-	-	-	-	-	13.9	-	0.6	-	-	
Build (2050)		Delay	43.3	14.4	0.0	15.6	0.0	3.1	0.0	3.1	0.0	0.0	0.0	0.0	51.4	0.0	10.6	37.6	14.2
	LOS	(D)	(B)	(A)	(B)	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(D)	(A)	(B)	(D)	(B)	
	v/c Ratio	0.54	0.52	0.00	-	0.00	0.54	0.00	-	0.00	0.00	0.00	-	0.68	0.00	0.29	-	-	
	95th Queue Length (ft)	#71	233	0	-	0	23	0	-	0	0	0	-	#184	0	42	-	-	
		PM Peak Hour																Overall Intersection	
		Eastbound				Westbound				Northbound				Southbound					
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach		
Existing (2021)		Delay	8.1	0.0	-	0.4	-	-	-	0.0	-	-	-	-	17.1	-	10.0	15.7	-
	LOS	(A)	(A)	-	(A)	-	-	-	(A)	-	-	-	-	(C)	-	(B)	(C)	-	
	v/c Ratio	0.01	-	-	-	-	-	-	-	-	-	-	-	0.34	-	0.05	-	-	
	95th Queue Length (ft)	0.00	-	-	-	-	-	-	-	-	-	-	-	1.5	-	0.2	-	-	
No-Build (2030)		Delay	8.3	0.0	-	0.4	-	-	-	0.0	-	-	-	-	23.1	-	10.5	20.6	-
	LOS	(A)	(A)	-	(A)	-	-	-	(A)	-	-	-	-	(C)	-	(B)	(C)	-	
	v/c Ratio	0.0	-	-	-	-	-	-	-	-	-	-	-	0.5	-	0.1	-	-	
	95th Queue Length (veh)	0.1	-	-	-	-	-	-	-	-	-	-	-	2.5	-	0.2	-	-	
Build (2030)		Delay	8.3	0.0	-	0.4	-	-	-	0.0	-	-	-	-	23.1	-	10.5	20.6	-
	LOS	(A)	(A)	-	(A)	-	-	-	(A)	-	-	-	-	(C)	-	(B)	(C)	-	
	v/c Ratio	0.0	-	-	-	-	-	-	-	-	-	-	-	0.5	-	0.1	-	-	
	95th Queue Length (veh)	0.1	-	-	-	-	-	-	-	-	-	-	-	2.5	-	0.2	-	-	
No-Build (2050)		Delay	10.0	0.0	-	0.3	-	-	-	0.0	-	-	-	-	894.7	-	16.8	613.5	-
	LOS	(B)	(A)	-	(A)	-	-	-	(A)	-	-	-	-	(F)	-	(C)	(F)	-	
	v/c Ratio	0.04	-	-	-	-	-	-	-	-	-	-	-	2.77	-	0.30	-	-	
	95th Queue Length (veh)	0.10	-	-	-	-	-	-	-	-	-	-	-	25.5	-	1.2	-	-	
Build (2050)		Delay	46.9	18.6	0.0	19.5	0.0	6.1	0.0	6.1	0.0	0.0	0.0	53.5	0.0	7.7	38.8	17.4	
	LOS	(D)	(B)	(A)	(B)	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(D)	(A)	(A)	(D)	(B)	
	v/c Ratio	0.47	0.47	0.00	-	0.00	0.73	0.00	-	0.00	0.00	0.00	-	0.70	0.00	0.26	-	-	
	95th Queue Length (ft)	#62	272	0	-	0	m17	0	-	0	0	0	-	283	0	49	-	-	

Legend for Queue Lengths:

- ~ Volume exceeds capacity, queue is theoretically infinite, queue shown is maximum after two cycles
- # 95th percentile volume exceeds capacity, queue may be longer, queue shown is maximum after two cycles
- m Volume for 95th percentile queue is metered by upstream signal

Holmes Road at Whistling Duck Drive

		AM Peak Hour																Overall Intersection	
		Eastbound				Westbound				Northbound				Southbound					
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach		
Existing (2021)		Delay	-	-	-	0.0	8.5	-	-	0.9	12.9	-	12.9	12.9	-	-	-	-	-
	LOS	-	-	-	(A)	(A)	-	-	(A)	(B)	-	(B)	(B)	-	-	-	-	-	
	v/c Ratio	-	-	-	-	0.03	-	-	-	0.14	-	0.14	-	-	-	-	-	-	
	95th Queue Length (veh)	-	-	-	-	0.1	-	-	-	0.5	-	0.5	-	-	-	-	-	-	
No-Build (2030)		Delay	-	-	-	0.0	8.8	-	-	0.9	14.7	-	14.7	14.7	-	-	-	-	-
	LOS	-	-	-	(A)	(A)	-	-	(A)	(B)	-	(B)	(B)	-	-	-	-	-	
	v/c Ratio	-	-	-	-	0.04	-	-	-	0.19	-	0.19	-	-	-	-	-	-	
	95th Queue Length (veh)	-	-	-	-	0.1	-	-	-	0.7	-	0.7	-	-	-	-	-	-	
Build (2030)		Delay	-	-	-	0.0	8.8	0.2	-	1.1	14.7	-	14.7	14.7	-	-	-	-	-
	LOS	-	-	-	(A)	(A)	(A)	-	(A)	(B)	-	(B)	(B)	-	-	-	-	-	
	v/c Ratio	-	-	-	-	0.0	-	-	-	0.2	-	0.2	-	-	-	-	-	-	
	95th Queue Length (veh)	-	-	-	-	0.1	-	-	-	0.7	-	0.7	-	-	-	-	-	-	
No-Build (2050)		Delay	-	-	-	0.0	12.4	0.8	-	1.8	115.5	-	115.5	115.5	-	-	-	-	-
	LOS	-	-	-	(A)	(B)	(A)	-	(A)	(F)	-	(F)	(F)	-	-	-	-	-	
	v/c Ratio	-	-	-	-	0.10	-	-	-	0.92	-	0.92	-	-	-	-	-	-	
	95th Queue Length (veh)	-	-	-	-	0.3	-	-	-	6.3	-	6.3	-	-	-	-	-	-	
Build (2050)		Delay	0.0	11.9	0.1	11.5	44.1	17.0	0.0	19.2	33.9	0.0	0.0	33.9	0.0	0.0	0.0	0.0	15.7
	LOS	(A)	(B)	(A)	(B)	(D)	(B)	(A)	(B)	(C)	(A)	(A)	(C)	(A)	(A)	(A)	(A)	(A)	(B)
	v/c Ratio	0.00	0.79	0.03	-	0.59	0.60	0.00	-	0.58	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
	95th Queue Length (ft)	0.00	388	m1	-	#86	328	0	-	99	0	0	-	0	0	0	-	-	
		PM Peak Hour																Overall Intersection	
		Eastbound				Westbound				Northbound				Southbound					
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach		
Existing (2021)		Delay	-	-	-	0.0	8.4	-	-	0.9	13.5	-	13.5	13.5	-	-	-	-	-
	LOS	-	-	-	(A)	(A)	-	-	(A)	(B)	-	(B)	(B)	-	-	-	-	-	
	v/c Ratio	-	-	-	-	0.04	-	-	-	0.15	-	0.15	-	-	-	-	-	-	
	95th Queue Length (ft)	-	-	-	-	0.1	-	-	-	0.5	-	0.5	-	-	-	-	-	-	
No-Build (2030)		Delay	-	-	-	0.0	8.7	-	-	0.9	15.7	-	15.7	15.7	-	-	-	-	-
	LOS	-	-	-	(A)	(A)	-	-	(A)	(C)	-	(C)	(C)	-	-	-	-	-	
	v/c Ratio	-	-	-	-	0.1	-	-	-	0.2	-	0.2	-	-	-	-	-	-	
	95th Queue Length (veh)	-	-	-	-	0.2	-	-	-	0.8	-	0.8	-	-	-	-	-	-	
Build (2030)		Delay	-	-	-	0.0	8.7	0.2	-	1.1	15.7	-	15.7	15.7	-	-	-	-	-
	LOS	-	-	-	(A)	(A)	(A)	-	(A)	(C)	-	(C)	(C)	-	-	-	-	-	
	v/c Ratio	-	-	-	-	0.1	-	-	-	0.2	-	0.2	-	-	-	-	-	-	
	95th Queue Length (veh)	-	-	-	-	0.2	-	-	-	0.8	-	0.8	-	-	-	-	-	-	
No-Build (2050)		Delay	-	-	-	0.0	11.9	1.3	-	2.2	172.3	-	172.3	172.3	-	-	-	-	-
	LOS	-	-	-	(A)	(B)	(A)	-	(A)	(F)	-	(F)	(F)	-	-	-	-	-	
	v/c Ratio	-	-	-	-	0.13	-	-	-	1.07	-	1.07	-	-	-	-	-	-	
	95th Queue Length (veh)	-	-	-	-	0.4	-	-	-	7.6	-	7.6	-	-	-	-	-	-	
Build (2050)		Delay	0.0	8.3	0.6	7.7	32.1	35.8	0.0	35.5	52.3	0.0	0.0	52.3	0.0	0.0	0.0	0.0	22.0
	LOS	(A)	(A)	(A)	(A)	(C)	(D)	(B)	(A)	(D)	(D)	(A)	(A)	(D)	(A)	(A)	(A)	(A)	(C)
	v/c Ratio	0.00	0.72	0.08	-	0.50	0.87	0.00	-	0.63	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
	95th Queue Length (ft)	0.00	333	m1	-	95	#849	0	-	#168	0	0	-	0	0	0	-	-	

Legend for Queue Lengths:

- ~ Volume exceeds capacity, queue is theoretically infinite, queue shown is maximum after two cycles
- # 95th percentile volume exceeds capacity, queue may be longer, queue shown is maximum after two cycles
- m Volume for 95th percentile queue is metered by upstream signal

Holmes Road at Leonard Road

		AM Peak Hour																Overall Intersection	
		Eastbound				Westbound				Northbound				Southbound					
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach		
Existing (2021)		Delay	0.0	-	-	0.0	8.2	0.0	-	0.2	14.8	14.8	14.8	14.8	15.6	15.6	15.6	15.6	-
	LOS	(A)	-	-	(A)	(A)	(A)	-	(A)	(B)	(B)	(B)	(B)	(C)	(C)	(C)	(C)	(C)	-
	v/c Ratio	-	-	-	-	0.01	-	-	-	0.08	0.08	0.08	-	0.06	0.06	0.06	-	-	-
	95th Queue Length (veh)	0.00	-	-	-	0	-	-	-	0.3	0.3	0.3	-	0.2	0.2	0.2	-	-	-
No-Build (2030)		Delay	0.0	-	-	0.0	8.5	0.0	-	0.2	17.6	17.6	17.6	17.6	18.5	18.5	18.5	18.5	-
	LOS	(A)	-	-	(A)	(A)	(A)	-	(A)	(C)	(C)	(C)	(C)	(C)	(C)	(C)	(C)	(C)	-
	v/c Ratio	-	-	-	-	0.01	-	-	-	0.13	0.13	0.13	-	0.08	0.08	0.08	-	-	-
	95th Queue Length (veh)	0	-	-	-	0	-	-	-	0.4	0.4	0.4	-	0.3	0.3	0.3	-	-	-
Build (2030)		Delay	0.0	-	-	0.0	8.5	0.0	-	0.2	17.6	17.6	17.6	17.6	18.5	18.5	18.5	18.5	-
	LOS	(A)	-	-	(A)	(A)	(A)	-	(A)	(C)	(C)	(C)	(C)	(C)	(C)	(C)	(C)	(C)	-
	v/c Ratio	-	-	-	-	0.0	-	-	-	0.1	0.1	0.1	-	0.1	0.1	0.1	-	-	-
	95th Queue Length (veh)	0	-	-	-	0	-	-	-	0.4	0.4	0.4	-	0.3	0.3	0.3	-	-	-
No-Build (2050)		Delay	0.0	-	-	0.0	11.4	0.0	-	0.2	167.2	167.2	167.2	167.2	158.5	158.5	158.5	158.5	-
	LOS	(A)	-	-	(A)	(B)	(A)	-	(A)	(F)	(F)	(F)	(F)	(F)	(F)	(F)	(F)	(F)	-
	v/c Ratio	-	-	-	-	0.03	-	-	-	0.84	0.84	0.84	-	0.66	0.66	0.66	-	-	-
	95th Queue Length (veh)	0.00	-	-	-	0.1	-	-	-	4	4	4	-	2.7	2.7	2.7	-	-	-
Build (2050)		Delay	0.0	-	-	0.0	11.4	-	-	0.2	29.9	29.9	29.9	29.9	28.4	28.4	28.4	28.4	-
	LOS	(A)	-	-	(A)	(B)	-	-	(A)	(D)	(D)	(D)	(D)	(D)	(D)	(D)	(D)	(D)	-
	v/c Ratio	-	-	-	-	0.03	-	-	-	0.29	0.29	0.29	-	0.19	0.19	0.19	-	-	-
	95th Queue Length (veh)	0.00	-	-	-	0.1	-	-	-	1.1	1.1	1.1	-	0.7	0.7	0.7	-	-	-
		PM Peak Hour																Overall Intersection	
		Eastbound				Westbound				Northbound				Southbound					
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach		
Existing (2021)		Delay	8.2	0.0	-	0.0	8.4	0.0	-	0.7	17.4	17.4	17.4	17.4	21.6	21.6	21.6	21.6	-
	LOS	(A)	(A)	-	(A)	(A)	(A)	-	(A)	(C)	(C)	(C)	(C)	(C)	(C)	(C)	(C)	(C)	-
	v/c Ratio	0.00	-	-	-	0.04	-	-	-	0.13	0.13	0.13	-	0.07	0.07	0.07	-	-	-
	95th Queue Length (ft)	0.00	-	-	-	0.1	-	-	-	0.5	0.5	0.5	-	0.2	0.2	0.2	-	-	-
No-Build (2030)		Delay	8.5	0.0	-	0.0	8.7	0.0	-	0.7	22.5	22.5	22.5	22.5	29.3	29.3	29.3	29.3	-
	LOS	(A)	(A)	-	(A)	(A)	(A)	-	(A)	(C)	(C)	(C)	(C)	(D)	(D)	(D)	(D)	(D)	-
	v/c Ratio	0.0	-	-	-	0.0	-	-	-	0.2	0.2	0.2	-	0.1	0.1	0.1	-	-	-
	95th Queue Length (veh)	0.0	-	-	-	0.1	-	-	-	0.8	0.8	0.8	-	0.4	0.4	0.4	-	-	-
Build (2030)		Delay	8.5	0.0	-	0.0	8.7	0.0	-	0.7	22.5	22.5	22.5	22.5	29.3	29.3	29.3	29.3	-
	LOS	(A)	(A)	-	(A)	(A)	(A)	-	(A)	(C)	(C)	(C)	(C)	(D)	(D)	(D)	(D)	(D)	-
	v/c Ratio	0.0	-	-	-	0.0	-	-	-	0.2	0.2	0.2	-	0.1	0.1	0.1	-	-	-
	95th Queue Length (veh)	0.0	-	-	-	0.1	-	-	-	0.8	0.8	0.8	-	0.4	0.4	0.4	-	-	-
No-Build (2050)		Delay	10.2	0.0	-	0.0	11.9	0.0	-	0.8	740.1	740.1	740.1	740.1	910.5	910.5	910.5	910.5	-
	LOS	(B)	(A)	-	(A)	(B)	(A)	-	(A)	(F)	(F)	(F)	(F)	(F)	(F)	(F)	(F)	(F)	-
	v/c Ratio	0.00	-	-	-	0.12	-	-	-	2.11	2.11	2.11	-	1.89	1.89	1.89	-	-	-
	95th Queue Length (veh)	0.00	-	-	-	0.4	-	-	-	8.7	8.7	8.7	-	4.4	4.4	4.4	-	-	-
Build (2050)		Delay	10.2	-	-	0.0	11.9	-	-	0.8	39.2	39.2	39.2	39.2	48.6	48.6	48.6	48.6	-
	LOS	(B)	-	-	(A)	(B)	-	-	(A)	(E)	(E)	(E)	(E)	(E)	(E)	(E)	(E)	(E)	-
	v/c Ratio	0.00	-	-	-	0.12	-	-	-	0.44	0.44	0.44	-	0.27	0.27	0.27	-	-	-
	95th Queue Length (veh)	0.00	-	-	-	0.4	-	-	-	2	2	2	-	1	1	1	-	-	-

Legend for Queue Lengths:

- ~ Volume exceeds capacity, queue is theoretically infinite, queue shown is maximum after two cycles
- # 95th percentile volume exceeds capacity, queue may be longer, queue shown is maximum after two cycles
- m Volume for 95th percentile queue is metered by upstream signal

Holmes Road at Tulane Road

		AM Peak Hour																Overall Intersection	
		Eastbound				Westbound				Northbound				Southbound					
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach		
Existing (2021)		Delay	-	28.7	10.4	24.6	-	26.2	-	26.2	-	18.0	-	18.0	-	13.7	-	13.7	22.6
	LOS	-	(D)	(B)	(C)	-	(D)	-	(D)	-	(C)	-	(C)	-	(B)	-	(B)	(C)	
	v/c Ratio	-	0.76	0.20	-	-	0.74	-	-	-	0.55	-	-	-	0.28	-	-	-	
	95th Queue Length (veh)	-	6.8	0.7	-	-	6.3	-	-	-	3.3	-	-	-	1.1	-	-	-	
No-Build (2030)		Delay	-	83.4	12.7	67.6	-	74.0	-	74.0	-	31.9	-	31.9	-	18.2	-	18.2	57.1
	LOS	-	(F)	(B)	(F)	-	(F)	-	(F)	-	(D)	-	(D)	-	(C)	-	(C)	(F)	
	v/c Ratio	-	1.05	0.28	-	-	1.03	-	-	-	0.76	-	-	-	0.40	-	-	-	
	95th Queue Length (veh)	-	14.6	1.1	-	-	13.8	-	-	-	6.3	-	-	-	1.8	-	-	-	
Build (2030)		Delay	7.5	9.6	2.3	7.8	9.9	8.1	0.0	8.7	16.1	9.3	0.0	11.2	16.7	11.7	0.0	14.5	9.4
	LOS	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(B)	(A)	(A)	(B)	(B)	(B)	(A)	(B)	(A)	
	v/c Ratio	0.1	0.4	0.1	-	0.3	0.3	0.0	-	0.2	0.4	0.0	-	0.3	0.1	0.0	-	-	
	95th Queue Length (ft)	18	154	20	-	60	108	0	-	57	73	0	-	53	35	0	-	-	
No-Build (2050)		Delay	9.4	101.8	2.2	83.2	374.3	12.1	0.0	119.9	41.4	23.7	0.0	31.7	35.4	13.4	0.0	25.8	76.1
	LOS	(A)	(F)	(A)	(F)	(B)	(A)	(B)	(A)	(F)	(D)	(C)	(A)	(C)	(D)	(B)	(A)	(C)	(E)
	v/c Ratio	0.14	1.16	0.22	-	1.71	0.53	0.00	-	0.83	0.70	0.00	-	0.64	0.19	0.00	-	-	
	95th Queue Length (ft)	26.00	#676	24	-	#185	175	0	-	#204	169	0	-	#102	47	0	-	-	
Build (2050)		Delay	10.1	35.2	3.2	29.4	27.8	21.9	0.0	23.7	29.3	53.7	0.0	42.7	30.7	36.9	0.0	33.4	31.3
	LOS	(B)	(D)	(A)	(C)	(C)	(C)	(A)	(C)	(C)	(D)	(A)	(D)	(C)	(D)	(A)	(C)	(C)	
	v/c Ratio	0.13	0.87	0.28	-	0.70	0.60	0.00	-	0.62	0.90	0.00	-	0.53	0.43	0.00	-	-	
	95th Queue Length (ft)	28.00	374	30	-	126	309	0	-	202	#307	0	-	90	90	0	-	-	
		PM Peak Hour																Overall Intersection	
		Eastbound				Westbound				Northbound				Southbound					
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach		
Existing (2021)		Delay	-	31.8	9.9	29.0	-	35.7	-	35.7	-	15.7	-	15.7	-	16.9	-	16.9	27.3
	LOS	-	(D)	(A)	(D)	-	(E)	-	(E)	-	(C)	-	(C)	-	(C)	-	(C)	(D)	
	v/c Ratio	-	0.78	0.10	-	-	0.83	-	-	-	0.41	-	-	-	0.47	-	-	-	
	95th Queue Length (ft)	-	7.3	0.3	-	-	8.8	-	-	-	2	-	-	-	2.5	-	-	-	
No-Build (2030)		Delay	-	83.7	11.4	74.5	-	111.1	-	111.1	-	22.5	-	22.5	-	25.6	-	25.6	71.0
	LOS	-	(F)	(B)	(F)	-	(F)	-	(F)	-	(C)	-	(C)	-	(D)	-	(D)	(F)	
	v/c Ratio	-	1.1	0.1	-	-	1.2	-	-	-	0.6	-	-	-	0.7	-	-	-	
	95th Queue Length (veh)	-	14.3	0.5	-	-	18.5	-	-	-	3.2	-	-	-	4.1	-	-	-	
Build (2030)		Delay	7.6	9.3	2.6	8.4	7.7	9.6	0.0	9.4	16.2	10.2	0.0	12.1	16.9	11.9	0.0	13.6	10.2
	LOS	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(A)	(B)	(B)	(A)	(B)	(B)	(B)	(A)	(B)	(B)
	v/c Ratio	0.1	0.4	0.1	-	0.1	0.5	0.0	-	0.2	0.3	0.0	-	0.3	0.3	0.0	-	-	
	95th Queue Length (ft)	19.0	159.0	16.0	-	25.0	177.0	0.0	-	48.0	61.0	0.0	-	59.0	73.0	0.0	-	-	
No-Build (2050)		Delay	13.7	76.1	2.5	66.8	38.4	19.9	0.0	21.7	77.6	14.0	0.0	50.5	21.5	15.9	0.0	17.9	44.6
	LOS	(B)	(E)	(A)	(E)	(D)	(B)	(A)	(C)	(E)	(B)	(A)	(D)	(C)	(B)	(A)	(B)	(D)	
	v/c Ratio	0.28	1.09	0.12	-	0.62	0.78	0.00	-	1.00	0.41	0.00	-	0.42	0.46	0.00	-	-	
	95th Queue Length (ft)	34.00	#633	19	-	#85	#387	0	-	#259	99	0	-	87	115	0	-	-	
Build (2050)		Delay	12.3	25.9	0.5	23.0	12.5	50.3	0.0	46.7	49.6	33.6	0.0	42.7	22.9	53.7	0.0	42.8	36.0
	LOS	(B)	(C)	(A)	(C)	(B)	(D)	(A)	(D)	(D)	(C)	(A)	(D)	(C)	(D)	(A)	(D)	(D)	
	v/c Ratio	0.23	0.71	0.14	-	0.28	0.96	0.00	-	0.88	0.61	0.00	-	0.38	0.83	0.00	-	-	
	95th Queue Length (ft)	30.00	337	2	-	41	#643	0	-	#265	180	0	-	98	#253	0	-	-	

Legend for Queue Lengths:

- ~ Volume exceeds capacity, queue is theoretically infinite, queue shown is maximum after two cycles
- # 95th percentile volume exceeds capacity, queue may be longer, queue shown is maximum after two cycles
- m Volume for 95th percentile queue is metered by upstream signal

Appendix D

Synchro Reports

Existing (2021)

Lanes, Volumes, Timings
 1: South Third Street & Clement Road/Holmes Road

Existing
 Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗		↕			↕	
Traffic Volume (vph)	13	10	2	39	3	9	0	387	48	2	277	10
Future Volume (vph)	13	10	2	39	3	9	0	387	48	2	277	10
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		350	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1702	0	0	1618	1455	0	3266	0	0	3039	0
Flt Permitted		0.975			0.955						0.953	
Satd. Flow (perm)	0	1702	0	0	1618	1455	0	3266	0	0	2896	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				99		17			5	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		350			913			502			587	
Travel Time (s)		8.0			15.6			7.6			8.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	15%	0%	0%	13%	0%	11%	0%	9%	6%	0%	19%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	44	10	0	463	0	0	308	0
Turn Type	Split	NA		Split	NA	Perm		NA		Perm	NA	
Protected Phases	3	3		2	2			1			1	
Permitted Phases						2	1			1		
Detector Phase	3	3		2	2	2	1	1		1	1	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	17.0	17.0		17.0	17.0	
Total Split (s)	22.0	22.0		27.0	27.0	27.0	61.0	61.0		61.0	61.0	
Total Split (%)	20.0%	20.0%		24.5%	24.5%	24.5%	55.5%	55.5%		55.5%	55.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		6.0			6.0	6.0		7.0			7.0	
Lead/Lag				Lag	Lag	Lag	Lead	Lead		Lead	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		10.1			10.1	10.1		63.8			63.8	
Actuated g/C Ratio		0.12			0.12	0.12		0.77			0.77	
v/c Ratio		0.13			0.22	0.04		0.18			0.14	
Control Delay		35.6			38.9	0.2		5.8			5.9	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		35.6			38.9	0.2		5.8			5.9	
LOS		D			D	A		A			A	
Approach Delay		35.6			31.8			5.8			5.9	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)		11			19	0		32			21	
Queue Length 95th (ft)		39			58	0		88			61	
Internal Link Dist (ft)		270			833			422			507	
Turn Bay Length (ft)						350						
Base Capacity (vph)		334			415	447		2527			2238	

Lanes, Volumes, Timings
 1: South Third Street & Clement Road/Holmes Road

Existing
 Timing Plan: AM

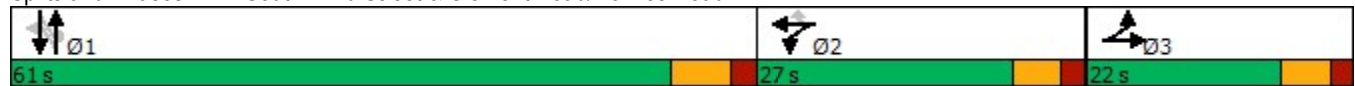


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.08			0.11	0.02		0.18			0.14	

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	82.6
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.22
Intersection Signal Delay:	8.5
Intersection LOS:	A
Intersection Capacity Utilization	44.7%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 1: South Third Street & Clement Road/Holmes Road



Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	↔
Traffic Vol, veh/h	128	10	18	70	24	58
Future Vol, veh/h	128	10	18	70	24	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	225	-	35	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	10	6	9	0	2
Mvmt Flow	149	12	21	81	28	67

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	161	0	278
Stage 1	-	-	-	-	155
Stage 2	-	-	-	-	123
Critical Hdwy	-	-	4.16	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.254	-	3.5
Pot Cap-1 Maneuver	-	-	1394	-	716
Stage 1	-	-	-	-	878
Stage 2	-	-	-	-	907
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1394	-	705
Mov Cap-2 Maneuver	-	-	-	-	726
Stage 1	-	-	-	-	878
Stage 2	-	-	-	-	893

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	726	891	-	-	1394	-
HCM Lane V/C Ratio	0.038	0.076	-	-	0.015	-
HCM Control Delay (s)	10.2	9.4	-	-	7.6	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	4	205	99	2	4	5
Future Vol, veh/h	4	205	99	2	4	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	3	7	0	0	0
Mvmt Flow	5	236	114	2	5	6

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	116	0	-	0	361 115
Stage 1	-	-	-	-	115 -
Stage 2	-	-	-	-	246 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1485	-	-	-	642 943
Stage 1	-	-	-	-	915 -
Stage 2	-	-	-	-	800 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1485	-	-	-	639 943
Mov Cap-2 Maneuver	-	-	-	-	639 -
Stage 1	-	-	-	-	911 -
Stage 2	-	-	-	-	800 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1485	-	-	-	778
HCM Lane V/C Ratio	0.003	-	-	-	0.013
HCM Control Delay (s)	7.4	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	2	207	100	3	8	1
Future Vol, veh/h	2	207	100	3	8	1
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	88	88	88	88	88	88
Heavy Vehicles, %	0	3	7	0	0	0
Mvmt Flow	2	235	114	3	9	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	117	0	0	355	116
Stage 1	-	-	-	116	-
Stage 2	-	-	-	239	-
Critical Hdwy	4.1	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	3.5	3.3
Pot Cap-1 Maneuver	1484	-	-	647	942
Stage 1	-	-	-	914	-
Stage 2	-	-	-	805	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1484	-	-	646	942
Mov Cap-2 Maneuver	-	-	-	646	-
Stage 1	-	-	-	912	-
Stage 2	-	-	-	805	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1484	-	-	-	669
HCM Lane V/C Ratio	0.002	-	-	-	0.015
HCM Control Delay (s)	7.4	0	-	-	10.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	197	86	75	46	10
Future Vol, veh/h	22	197	86	75	46	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	9	3	10	1	0	0
Mvmt Flow	26	229	100	87	53	12

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	187	0	-	0	425 144
Stage 1	-	-	-	-	144 -
Stage 2	-	-	-	-	281 -
Critical Hdwy	4.19	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.281	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1346	-	-	-	590 909
Stage 1	-	-	-	-	888 -
Stage 2	-	-	-	-	771 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1346	-	-	-	579 909
Mov Cap-2 Maneuver	-	-	-	-	634 -
Stage 1	-	-	-	-	871 -
Stage 2	-	-	-	-	771 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1346	-	-	-	670
HCM Lane V/C Ratio	0.019	-	-	-	0.097
HCM Control Delay (s)	7.7	-	-	-	11
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	312	1	0	204	1	1	0	1	2	0	2
Future Vol, veh/h	1	312	1	0	204	1	1	0	1	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	50
Mvmt Flow	1	339	1	0	222	1	1	0	1	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	223	0	0	340	0	0	566	565	340	565	565	223
Stage 1	-	-	-	-	-	-	342	342	-	223	223	-
Stage 2	-	-	-	-	-	-	224	223	-	342	342	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.75
Pot Cap-1 Maneuver	1358	-	-	1230	-	-	438	437	707	439	437	710
Stage 1	-	-	-	-	-	-	677	642	-	784	723	-
Stage 2	-	-	-	-	-	-	783	723	-	677	642	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1358	-	-	1230	-	-	436	437	707	438	437	710
Mov Cap-2 Maneuver	-	-	-	-	-	-	436	437	-	438	437	-
Stage 1	-	-	-	-	-	-	676	641	-	783	723	-
Stage 2	-	-	-	-	-	-	781	723	-	675	641	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			11.7			11.7		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	539	1358	-	-	1230	-	-	542
HCM Lane V/C Ratio	0.004	0.001	-	-	-	-	-	0.008
HCM Control Delay (s)	11.7	7.7	0	-	0	-	-	11.7
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↖	↗
Traffic Vol, veh/h	22	293	187	96	90	24
Future Vol, veh/h	22	293	187	96	90	24
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	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	2	2	2	1	13
Mvmt Flow	24	322	205	105	99	26

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	310	0	0	575	205
Stage 1	-	-	-	205	-
Stage 2	-	-	-	370	-
Critical Hdwy	4.15	-	-	6.41	6.33
Critical Hdwy Stg 1	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	5.41	-
Follow-up Hdwy	2.245	-	-	3.509	3.417
Pot Cap-1 Maneuver	1234	-	-	481	808
Stage 1	-	-	-	832	-
Stage 2	-	-	-	701	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1234	-	-	469	808
Mov Cap-2 Maneuver	-	-	-	469	-
Stage 1	-	-	-	812	-
Stage 2	-	-	-	701	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1234	-	-	-	469	808
HCM Lane V/C Ratio	0.02	-	-	-	0.211	0.033
HCM Control Delay (s)	8	0	-	-	14.7	9.6
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8	0.1

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	
Traffic Vol, veh/h	361	19	29	245	31	37
Future Vol, veh/h	361	19	29	245	31	37
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	5	17	1	7	8
Mvmt Flow	388	20	31	263	33	40
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	408	0	582	388
Stage 1	-	-	-	-	388	-
Stage 2	-	-	-	-	194	-
Critical Hdwy	-	-	4.355	-	6.705	6.32
Critical Hdwy Stg 1	-	-	-	-	5.505	-
Critical Hdwy Stg 2	-	-	-	-	5.905	-
Follow-up Hdwy	-	-	2.3615	-	3.5665	3.376
Pot Cap-1 Maneuver	-	-	1061	-	449	644
Stage 1	-	-	-	-	672	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1061	-	434	644
Mov Cap-2 Maneuver	-	-	-	-	434	-
Stage 1	-	-	-	-	672	-
Stage 2	-	-	-	-	780	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.9	12.9			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	528	-	-	1061	-	
HCM Lane V/C Ratio	0.138	-	-	0.029	-	
HCM Control Delay (s)	12.9	-	-	8.5	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-	

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	394	10	8	270	10	14	3	13	12	2	4
Future Vol, veh/h	0	394	10	8	270	10	14	3	13	12	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	0	1	0	7	0	0	0	0	0
Mvmt Flow	0	433	11	9	297	11	15	3	14	13	2	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	308	0	0	444	0	0	763	765	439	768	765	303
Stage 1	-	-	-	-	-	-	439	439	-	321	321	-
Stage 2	-	-	-	-	-	-	324	326	-	447	444	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.17	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.563	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1264	-	-	1127	-	-	315	336	622	321	336	741
Stage 1	-	-	-	-	-	-	587	582	-	695	655	-
Stage 2	-	-	-	-	-	-	678	652	-	595	579	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1264	-	-	1127	-	-	309	333	622	309	333	741
Mov Cap-2 Maneuver	-	-	-	-	-	-	309	333	-	309	333	-
Stage 1	-	-	-	-	-	-	587	582	-	695	648	-
Stage 2	-	-	-	-	-	-	665	645	-	578	579	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			14.8			15.6		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	399	1264	-	-	1127	-	-	358
HCM Lane V/C Ratio	0.083	-	-	-	0.008	-	-	0.055
HCM Control Delay (s)	14.8	0	-	-	8.2	0	-	15.6
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.2

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	61	13	11	27	67	9	321	13	36	71	3
Future Vol, veh/h	5	61	13	11	27	67	9	321	13	36	71	3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	20	7	0	0	26	1	0	3	0	6	1	33
Mvmt Flow	6	69	15	12	30	75	10	361	15	40	80	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.5	8.9	11.9	9.2
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	6%	10%	33%
Vol Thru, %	94%	77%	26%	65%
Vol Right, %	4%	16%	64%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	343	79	105	110
LT Vol	9	5	11	36
Through Vol	321	61	27	71
RT Vol	13	13	67	3
Lane Flow Rate	385	89	118	124
Geometry Grp	1	1	1	1
Degree of Util (X)	0.488	0.136	0.159	0.173
Departure Headway (Hd)	4.562	5.507	4.859	5.026
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	786	646	731	708
Service Time	2.616	3.586	2.934	3.095
HCM Lane V/C Ratio	0.49	0.138	0.161	0.175
HCM Control Delay	11.9	9.5	8.9	9.2
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2.7	0.5	0.6	0.6

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷	↶		↷		↶	↷	↶
Traffic Vol, veh/h	74	175	14	14	98	100	6	160	12	121	54	55
Future Vol, veh/h	74	175	14	14	98	100	6	160	12	121	54	55
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	1	3	0	14	7	2	0	0	17	1	2	2
Mvmt Flow	82	194	16	16	109	111	7	178	13	134	60	61
Number of Lanes	1	1	0	1	1	1	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	3	2
HCM Control Delay	13.1	11.1	13.8	11
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	3%	100%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	90%	0%	93%	0%	100%	0%	0%	100%	0%
Vol Right, %	7%	0%	7%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	178	74	189	14	98	100	121	54	55
LT Vol	6	74	0	14	0	0	121	0	0
Through Vol	160	0	175	0	98	0	0	54	0
RT Vol	12	0	14	0	0	100	0	0	55
Lane Flow Rate	198	82	210	16	109	111	134	60	61
Geometry Grp	8	8	8	8	8	8	7	7	7
Degree of Util (X)	0.377	0.165	0.39	0.033	0.212	0.191	0.261	0.108	0.098
Departure Headway (Hd)	6.866	7.218	6.693	7.629	7	6.203	6.99	6.501	5.793
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	520	494	533	467	510	573	511	548	614
Service Time	4.655	5.005	4.478	5.422	4.792	3.994	4.771	4.281	3.572
HCM Lane V/C Ratio	0.381	0.166	0.394	0.034	0.214	0.194	0.262	0.109	0.099
HCM Control Delay	13.8	11.4	13.7	10.7	11.7	10.5	12.2	10.1	9.2
HCM Lane LOS	B	B	B	B	B	B	B	B	A
HCM 95th-tile Q	1.7	0.6	1.8	0.1	0.8	0.7	1	0.4	0.3

Intersection	
Intersection Delay, s/veh	22.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↔			↔			↔	
Traffic Vol, veh/h	27	323	100	105	205	43	70	69	111	63	36	13
Future Vol, veh/h	27	323	100	105	205	43	70	69	111	63	36	13
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	1	0	3	0	5	3	1	0	3	6	0
Mvmt Flow	31	371	115	121	236	49	80	79	128	72	41	15
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	24.6	26.2	18	13.7
HCM LOS	C	D	C	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	28%	8%	0%	30%	56%
Vol Thru, %	28%	92%	0%	58%	32%
Vol Right, %	44%	0%	100%	12%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	250	350	100	353	112
LT Vol	70	27	0	105	63
Through Vol	69	323	0	205	36
RT Vol	111	0	100	43	13
Lane Flow Rate	287	402	115	406	129
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.547	0.765	0.195	0.74	0.274
Departure Headway (Hd)	6.851	6.847	6.109	6.565	7.662
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	523	527	584	548	466
Service Time	4.927	4.618	3.879	4.638	5.761
HCM Lane V/C Ratio	0.549	0.763	0.197	0.741	0.277
HCM Control Delay	18	28.7	10.4	26.2	13.7
HCM Lane LOS	C	D	B	D	B
HCM 95th-tile Q	3.3	6.8	0.7	6.3	1.1

Lanes, Volumes, Timings
 1: South Third Street & Clement Road/Holmes Road

Existing
 Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Volume (vph)	3	7	5	70	13	6	10	328	62	4	437	9
Future Volume (vph)	3	7	5	70	13	6	10	328	62	4	437	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		350	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1804	0	0	1763	1214	0	3273	0	0	3490	0
Flt Permitted		0.991			0.959			0.941			0.952	
Satd. Flow (perm)	0	1804	0	0	1763	1214	0	3083	0	0	3323	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				99		27				3
Link Speed (mph)		30			40			45				45
Link Distance (ft)		350			913			502				587
Travel Time (s)		8.0			15.6			7.6				8.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	4%	0%	33%	10%	9%	0%	25%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	90	7	0	435	0	0	489	0
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	3	3		2	2			1				1
Permitted Phases						2	1			1		
Detector Phase	3	3		2	2	2	1	1		1		1
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0		10.0
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	17.0	17.0		17.0		17.0
Total Split (s)	22.0	22.0		27.0	27.0	27.0	61.0	61.0		61.0		61.0
Total Split (%)	20.0%	20.0%		24.5%	24.5%	24.5%	55.5%	55.5%		55.5%		55.5%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0		5.0		5.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0		2.0
Lost Time Adjust (s)		0.0			0.0	0.0		0.0				0.0
Total Lost Time (s)		6.0			6.0	6.0		7.0				7.0
Lead/Lag				Lag	Lag	Lag	Lead	Lead		Lead		Lead
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes		Yes		Yes
Recall Mode	None	None		None	None	None	Max	Max		Max		Max
Act Effct Green (s)		10.1			10.7	10.7		59.1				59.1
Actuated g/C Ratio		0.13			0.13	0.13		0.73				0.73
v/c Ratio		0.07			0.39	0.03		0.19				0.20
Control Delay		29.3			38.8	0.2		5.5				5.8
Queue Delay		0.0			0.0	0.0		0.0				0.0
Total Delay		29.3			38.8	0.2		5.5				5.8
LOS		C			D	A		A				A
Approach Delay		29.3			36.0			5.5				5.8
Approach LOS		C			D			A				A
Queue Length 50th (ft)		5			40	0		29				35
Queue Length 95th (ft)		26			99	0		88				103
Internal Link Dist (ft)		270			833			422				507
Turn Bay Length (ft)						350						
Base Capacity (vph)		364			462	391		2264				2434

Lanes, Volumes, Timings
 1: South Third Street & Clement Road/Holmes Road

Existing
 Timing Plan: PM

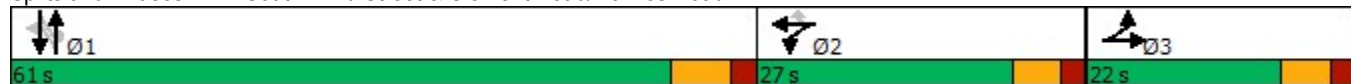


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.04			0.19	0.02		0.19			0.20	

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	80.7
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.39
Intersection Signal Delay:	8.8
Intersection LOS:	A
Intersection Capacity Utilization	43.8%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 1: South Third Street & Clement Road/Holmes Road



Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	120	17	66	127	6	36
Future Vol, veh/h	120	17	66	127	6	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	225	-	35	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	0	0
Mvmt Flow	129	18	71	137	6	39

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	147	0	417
Stage 1	-	-	-	-	138
Stage 2	-	-	-	-	279
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1447	-	596
Stage 1	-	-	-	-	894
Stage 2	-	-	-	-	773
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1447	-	567
Mov Cap-2 Maneuver	-	-	-	-	619
Stage 1	-	-	-	-	894
Stage 2	-	-	-	-	735

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	619	916	-	-	1447	-
HCM Lane V/C Ratio	0.01	0.042	-	-	0.049	-
HCM Control Delay (s)	10.9	9.1	-	-	7.6	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0	0.1	-	-	0.2	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	1	174	210	5	5	5
Future Vol, veh/h	1	174	210	5	5	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	1	185	223	5	5	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	228	0	-	0	413
Stage 1	-	-	-	-	226
Stage 2	-	-	-	-	187
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1352	-	-	-	599
Stage 1	-	-	-	-	816
Stage 2	-	-	-	-	850
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1352	-	-	-	598
Mov Cap-2 Maneuver	-	-	-	-	598
Stage 1	-	-	-	-	815
Stage 2	-	-	-	-	850

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1352	-	-	-	691
HCM Lane V/C Ratio	0.001	-	-	-	0.015
HCM Control Delay (s)	7.7	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	1	181	214	13	9	1
Future Vol, veh/h	1	181	214	13	9	1
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	95	95	95	95	95	95
Heavy Vehicles, %	100	0	1	0	0	0
Mvmt Flow	1	191	225	14	9	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	239	0	0	425	232
Stage 1	-	-	-	232	-
Stage 2	-	-	-	193	-
Critical Hdwy	5.1	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	3.1	-	-	3.5	3.3
Pot Cap-1 Maneuver	916	-	-	590	812
Stage 1	-	-	-	811	-
Stage 2	-	-	-	845	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	916	-	-	589	812
Mov Cap-2 Maneuver	-	-	-	589	-
Stage 1	-	-	-	810	-
Stage 2	-	-	-	845	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	916	-	-	-	606
HCM Lane V/C Ratio	0.001	-	-	-	0.017
HCM Control Delay (s)	8.9	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↘		↙	
Traffic Vol, veh/h	4	184	221	19	18	8
Future Vol, veh/h	4	184	221	19	18	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	5	0	13
Mvmt Flow	4	196	235	20	19	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	255	0	-	0	449 245
Stage 1	-	-	-	-	245 -
Stage 2	-	-	-	-	204 -
Critical Hdwy	4.1	-	-	-	6.4 6.33
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.417
Pot Cap-1 Maneuver	1322	-	-	-	571 768
Stage 1	-	-	-	-	800 -
Stage 2	-	-	-	-	835 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1322	-	-	-	569 768
Mov Cap-2 Maneuver	-	-	-	-	632 -
Stage 1	-	-	-	-	798 -
Stage 2	-	-	-	-	835 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1322	-	-	-	668
HCM Lane V/C Ratio	0.003	-	-	-	0.041
HCM Control Delay (s)	7.7	-	-	-	10.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	291	1	0	309	2	1	1	0	5	0	2
Future Vol, veh/h	4	291	1	0	309	2	1	1	0	5	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	0	0	0	0	0	0	0	50
Mvmt Flow	4	306	1	0	325	2	1	1	0	5	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	327	0	0	307	0	0	642	642	307	641	641	326
Stage 1	-	-	-	-	-	-	315	315	-	326	326	-
Stage 2	-	-	-	-	-	-	327	327	-	315	315	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.75
Pot Cap-1 Maneuver	1244	-	-	1265	-	-	390	395	738	390	395	617
Stage 1	-	-	-	-	-	-	700	659	-	691	652	-
Stage 2	-	-	-	-	-	-	690	651	-	700	659	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1244	-	-	1265	-	-	388	393	738	388	393	617
Mov Cap-2 Maneuver	-	-	-	-	-	-	388	393	-	388	393	-
Stage 1	-	-	-	-	-	-	697	656	-	688	652	-
Stage 2	-	-	-	-	-	-	688	651	-	696	656	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			14.3			13.4		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	390	1244	-	-	1265	-	-	434
HCM Lane V/C Ratio	0.005	0.003	-	-	-	-	-	0.017
HCM Control Delay (s)	14.3	7.9	0	-	0	-	-	13.4
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔	↔	↔	↔
Traffic Vol, veh/h	16	289	279	108	147	36
Future Vol, veh/h	16	289	279	108	147	36
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	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	1	1	0
Mvmt Flow	16	298	288	111	152	37

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	399	0	0	618	288
Stage 1	-	-	-	288	-
Stage 2	-	-	-	330	-
Critical Hdwy	4.1	-	-	6.41	6.2
Critical Hdwy Stg 1	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	3.509	3.3
Pot Cap-1 Maneuver	1171	-	-	454	756
Stage 1	-	-	-	763	-
Stage 2	-	-	-	731	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1171	-	-	447	756
Mov Cap-2 Maneuver	-	-	-	447	-
Stage 1	-	-	-	751	-
Stage 2	-	-	-	731	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	15.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1171	-	-	-	447	756
HCM Lane V/C Ratio	0.014	-	-	-	0.339	0.049
HCM Control Delay (s)	8.1	0	-	-	17.1	10
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	1.5	0.2

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑↑	↘	
Traffic Vol, veh/h	384	54	42	362	33	38
Future Vol, veh/h	384	54	42	362	33	38
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	0	2	1	0	0
Mvmt Flow	396	56	43	373	34	39

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	452	0	669
Stage 1	-	-	-	-	396
Stage 2	-	-	-	-	273
Critical Hdwy	-	-	4.13	-	6.6
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.219	-	3.5
Pot Cap-1 Maneuver	-	-	1107	-	410
Stage 1	-	-	-	-	684
Stage 2	-	-	-	-	754
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1107	-	390
Mov Cap-2 Maneuver	-	-	-	-	390
Stage 1	-	-	-	-	684
Stage 2	-	-	-	-	717

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	499	-	-	1107	-
HCM Lane V/C Ratio	0.147	-	-	0.039	-
HCM Control Delay (s)	13.5	-	-	8.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	419	20	37	415	13	15	5	23	12	2	2
Future Vol, veh/h	1	419	20	37	415	13	15	5	23	12	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	1	0	3	0	0	7	0	9	0	0	0
Mvmt Flow	1	436	21	39	432	14	16	5	24	13	2	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	446	0	0	457	0	0	968	973	447	980	976	439
Stage 1	-	-	-	-	-	-	449	449	-	517	517	-
Stage 2	-	-	-	-	-	-	519	524	-	463	459	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.17	6.5	6.29	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.563	4	3.381	3.5	4	3.3
Pot Cap-1 Maneuver	1125	-	-	1099	-	-	228	254	597	231	253	622
Stage 1	-	-	-	-	-	-	580	576	-	545	537	-
Stage 2	-	-	-	-	-	-	531	533	-	583	570	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1125	-	-	1099	-	-	218	242	597	210	241	622
Mov Cap-2 Maneuver	-	-	-	-	-	-	218	242	-	210	241	-
Stage 1	-	-	-	-	-	-	579	575	-	544	512	-
Stage 2	-	-	-	-	-	-	502	508	-	554	569	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.7			17.4			21.6		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	336	1125	-	-	1099	-	-	233
HCM Lane V/C Ratio	0.133	0.001	-	-	0.035	-	-	0.072
HCM Control Delay (s)	17.4	8.2	0	-	8.4	0	-	21.6
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0.2

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	76	28	25	60	42	19	116	19	52	273	7
Future Vol, veh/h	2	76	28	25	60	42	19	116	19	52	273	7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	50	0	4	0	3	0	5	0	0	0	1	14
Mvmt Flow	2	82	30	27	65	45	20	125	20	56	294	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.7	9.6	9.8	12.3
HCM LOS	B	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	2%	20%	16%
Vol Thru, %	75%	72%	47%	82%
Vol Right, %	12%	26%	33%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	154	106	127	332
LT Vol	19	2	25	52
Through Vol	116	76	60	273
RT Vol	19	28	42	7
Lane Flow Rate	166	114	137	357
Geometry Grp	1	1	1	1
Degree of Util (X)	0.238	0.195	0.201	0.477
Departure Headway (Hd)	5.183	6.165	5.292	4.916
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	697	585	680	739
Service Time	3.183	4.18	3.306	2.916
HCM Lane V/C Ratio	0.238	0.195	0.201	0.483
HCM Control Delay	9.8	10.7	9.6	12.3
HCM Lane LOS	A	B	A	B
HCM 95th-tile Q	0.9	0.7	0.7	2.6

Intersection	
Intersection Delay, s/veh	12.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷	↶		↷		↶	↷	↶
Traffic Vol, veh/h	43	147	22	13	163	140	21	89	7	145	163	76
Future Vol, veh/h	43	147	22	13	163	140	21	89	7	145	163	76
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	2	0	1
Mvmt Flow	46	156	23	14	173	149	22	95	7	154	173	81
Number of Lanes	1	1	0	1	1	1	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	3	2
HCM Control Delay	13.2	12.3	12.9	11.9
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	18%	100%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	76%	0%	87%	0%	100%	0%	0%	100%	0%
Vol Right, %	6%	0%	13%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	117	43	169	13	163	140	145	163	76
LT Vol	21	43	0	13	0	0	145	0	0
Through Vol	89	0	147	0	163	0	0	163	0
RT Vol	7	0	22	0	0	140	0	0	76
Lane Flow Rate	124	46	180	14	173	149	154	173	81
Geometry Grp	8	8	8	8	8	8	7	7	7
Degree of Util (X)	0.259	0.098	0.356	0.029	0.339	0.261	0.299	0.31	0.129
Departure Headway (Hd)	7.505	7.724	7.122	7.525	7.034	6.305	7.083	6.542	5.851
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	479	465	507	479	515	573	511	553	617
Service Time	5.237	5.446	4.844	5.225	4.734	4.005	4.783	4.242	3.551
HCM Lane V/C Ratio	0.259	0.099	0.355	0.029	0.336	0.26	0.301	0.313	0.131
HCM Control Delay	12.9	11.3	13.7	10.4	13.3	11.2	12.8	12.2	9.4
HCM Lane LOS	B	B	B	B	B	B	B	B	A
HCM 95th-tile Q	1	0.3	1.6	0.1	1.5	1	1.2	1.3	0.4

Intersection	
Intersection Delay, s/veh	27.3
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↔			↔			↔	
Traffic Vol, veh/h	30	361	57	43	347	56	61	69	62	79	84	60
Future Vol, veh/h	30	361	57	43	347	56	61	69	62	79	84	60
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	0	2	4	0	1	0	0	0	2	0	0	2
Mvmt Flow	31	368	58	44	354	57	62	70	63	81	86	61
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	29	35.7	15.7	16.9
HCM LOS	D	E	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	32%	8%	0%	10%	35%
Vol Thru, %	36%	92%	0%	78%	38%
Vol Right, %	32%	0%	100%	13%	27%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	192	391	57	446	223
LT Vol	61	30	0	43	79
Through Vol	69	361	0	347	84
RT Vol	62	0	57	56	60
Lane Flow Rate	196	399	58	455	228
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.408	0.791	0.104	0.842	0.468
Departure Headway (Hd)	7.497	7.137	6.415	6.659	7.406
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	478	511	560	546	485
Service Time	5.569	4.857	4.134	4.677	5.477
HCM Lane V/C Ratio	0.41	0.781	0.104	0.833	0.47
HCM Control Delay	15.7	31.8	9.9	35.7	16.9
HCM Lane LOS	C	D	A	E	C
HCM 95th-tile Q	2	7.3	0.3	8.8	2.5

No-Build (2030)

Lanes, Volumes, Timings
 1: South Third Street & Clement Road/Holmes Road

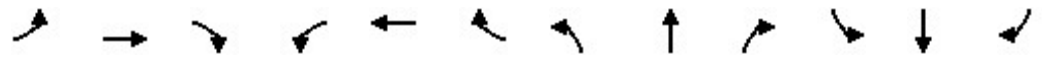
2030 No-Build
 Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Volume (vph)	20	16	3	61	5	14	0	600	74	3	430	16
Future Volume (vph)	20	16	3	61	5	14	0	600	74	3	430	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		350	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1703	0	0	1621	1455	0	3266	0	0	3039	0
Flt Permitted		0.975			0.956						0.952	
Satd. Flow (perm)	0	1703	0	0	1621	1455	0	3266	0	0	2893	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				99		17			5	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		350			913			502			587	
Travel Time (s)		8.0			15.6			7.6			8.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	15%	0%	0%	13%	0%	11%	0%	9%	6%	0%	19%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	41	0	0	70	15	0	717	0	0	477	0
Turn Type	Split	NA		Split	NA	Perm		NA		Perm	NA	
Protected Phases	3	3		2	2			1			1	
Permitted Phases						2	1			1		
Detector Phase	3	3		2	2	2	1	1		1	1	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	17.0	17.0		17.0	17.0	
Total Split (s)	22.0	22.0		27.0	27.0	27.0	61.0	61.0		61.0	61.0	
Total Split (%)	20.0%	20.0%		24.5%	24.5%	24.5%	55.5%	55.5%		55.5%	55.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		6.0			6.0	6.0		7.0			7.0	
Lead/Lag				Lag	Lag	Lag	Lead	Lead		Lead	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		10.1			10.5	10.5		59.6			59.6	
Actuated g/C Ratio		0.12			0.12	0.12		0.69			0.69	
v/c Ratio		0.20			0.36	0.06		0.32			0.24	
Control Delay		38.5			43.3	0.4		8.7			8.3	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		38.5			43.3	0.4		8.7			8.3	
LOS		D			D	A		A			A	
Approach Delay		38.5			35.7			8.7			8.3	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)		21			39	0		107			67	
Queue Length 95th (ft)		53			82	0		153			101	
Internal Link Dist (ft)		270			833			422			507	
Turn Bay Length (ft)						350						
Base Capacity (vph)		319			396	430		2246			1986	

Lanes, Volumes, Timings
 1: South Third Street & Clement Road/Holmes Road

2030 No-Build
 Timing Plan: AM

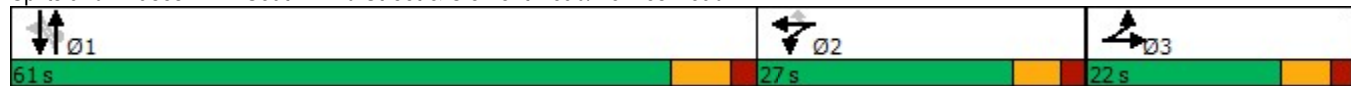


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.13			0.18	0.03		0.32			0.24	

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	86.8
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.36
Intersection Signal Delay:	11.2
Intersection LOS:	B
Intersection Capacity Utilization	51.4%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 1: South Third Street & Clement Road/Holmes Road



Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	↔
Traffic Vol, veh/h	199	16	28	109	37	90
Future Vol, veh/h	199	16	28	109	37	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	225	-	35	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	10	6	9	0	2
Mvmt Flow	231	19	33	127	43	105

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	250	0	434
Stage 1	-	-	-	-	241
Stage 2	-	-	-	-	193
Critical Hdwy	-	-	4.16	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.254	-	3.5
Pot Cap-1 Maneuver	-	-	1293	-	583
Stage 1	-	-	-	-	804
Stage 2	-	-	-	-	845
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1293	-	568
Mov Cap-2 Maneuver	-	-	-	-	630
Stage 1	-	-	-	-	804
Stage 2	-	-	-	-	823

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	630	798	-	-	1293	-
HCM Lane V/C Ratio	0.068	0.131	-	-	0.025	-
HCM Control Delay (s)	11.1	10.2	-	-	7.9	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.5	-	-	0.1	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	6	318	154	3	6	8
Future Vol, veh/h	6	318	154	3	6	8
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	87	87	87	87	87	87
Heavy Vehicles, %	0	3	7	0	0	0
Mvmt Flow	7	366	177	3	7	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	180	0	-	0	559 179
Stage 1	-	-	-	-	179 -
Stage 2	-	-	-	-	380 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1408	-	-	-	494 869
Stage 1	-	-	-	-	857 -
Stage 2	-	-	-	-	696 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1408	-	-	-	491 869
Mov Cap-2 Maneuver	-	-	-	-	491 -
Stage 1	-	-	-	-	852 -
Stage 2	-	-	-	-	696 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1408	-	-	-	653
HCM Lane V/C Ratio	0.005	-	-	-	0.025
HCM Control Delay (s)	7.6	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↖	↗
Traffic Vol, veh/h	3	321	155	5	12	2
Future Vol, veh/h	3	321	155	5	12	2
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	88	88	88	88	88	88
Heavy Vehicles, %	0	3	7	0	0	0
Mvmt Flow	3	365	176	6	14	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	182	0	-	0	550 179
Stage 1	-	-	-	-	179 -
Stage 2	-	-	-	-	371 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1405	-	-	-	500 869
Stage 1	-	-	-	-	857 -
Stage 2	-	-	-	-	702 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1405	-	-	-	499 869
Mov Cap-2 Maneuver	-	-	-	-	499 -
Stage 1	-	-	-	-	854 -
Stage 2	-	-	-	-	702 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1405	-	-	-	531
HCM Lane V/C Ratio	0.002	-	-	-	0.03
HCM Control Delay (s)	7.6	0	-	-	12
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	306	133	116	71	16
Future Vol, veh/h	34	306	133	116	71	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	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	9	3	10	1	0	0
Mvmt Flow	40	356	155	135	83	19

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	290	0	-	0	659 223
Stage 1	-	-	-	-	223 -
Stage 2	-	-	-	-	436 -
Critical Hdwy	4.19	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.281	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1233	-	-	-	432 822
Stage 1	-	-	-	-	819 -
Stage 2	-	-	-	-	656 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1233	-	-	-	418 822
Mov Cap-2 Maneuver	-	-	-	-	514 -
Stage 1	-	-	-	-	793 -
Stage 2	-	-	-	-	656 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1233	-	-	-	552
HCM Lane V/C Ratio	0.032	-	-	-	0.183
HCM Control Delay (s)	8	-	-	-	13
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	373	1	0	244	1	1	0	1	2	0	2
Future Vol, veh/h	1	373	1	0	244	1	1	0	1	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	50
Mvmt Flow	1	405	1	0	265	1	1	0	1	2	0	2

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	266	0	0	406	0	0	675	674	406	674	674	266
Stage 1	-	-	-	-	-	-	408	408	-	266	266	-
Stage 2	-	-	-	-	-	-	267	266	-	408	408	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.75
Pot Cap-1 Maneuver	1310	-	-	1164	-	-	371	379	649	371	379	670
Stage 1	-	-	-	-	-	-	624	600	-	744	692	-
Stage 2	-	-	-	-	-	-	743	692	-	624	600	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1310	-	-	1164	-	-	370	379	649	370	379	670
Mov Cap-2 Maneuver	-	-	-	-	-	-	370	379	-	370	379	-
Stage 1	-	-	-	-	-	-	623	599	-	743	692	-
Stage 2	-	-	-	-	-	-	741	692	-	622	599	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		0		12.7		12.6	
HCM LOS					B		B	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	471	1310	-	-	1164	-	-	477
HCM Lane V/C Ratio	0.005	0.001	-	-	-	-	-	0.009
HCM Control Delay (s)	12.7	7.8	0	-	0	-	-	12.6
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕	↗	↗	↗
Traffic Vol, veh/h	26	350	223	115	108	29
Future Vol, veh/h	26	350	223	115	108	29
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	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	2	2	2	1	13
Mvmt Flow	29	385	245	126	119	32

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	371	0	0	688	245
Stage 1	-	-	-	245	-
Stage 2	-	-	-	443	-
Critical Hdwy	4.15	-	-	6.41	6.33
Critical Hdwy Stg 1	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	5.41	-
Follow-up Hdwy	2.245	-	-	3.509	3.417
Pot Cap-1 Maneuver	1171	-	-	414	768
Stage 1	-	-	-	798	-
Stage 2	-	-	-	649	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1171	-	-	401	768
Mov Cap-2 Maneuver	-	-	-	401	-
Stage 1	-	-	-	773	-
Stage 2	-	-	-	649	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	16
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1171	-	-	-	401	768
HCM Lane V/C Ratio	0.024	-	-	-	0.296	0.041
HCM Control Delay (s)	8.2	0	-	-	17.7	9.9
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2	0.1

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑↑	↘	
Traffic Vol, veh/h	431	23	35	293	37	44
Future Vol, veh/h	431	23	35	293	37	44
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	5	17	1	7	8
Mvmt Flow	463	25	38	315	40	47

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	488	0	697
Stage 1	-	-	-	-	463
Stage 2	-	-	-	-	234
Critical Hdwy	-	-	4.355	-	6.705
Critical Hdwy Stg 1	-	-	-	-	5.505
Critical Hdwy Stg 2	-	-	-	-	5.905
Follow-up Hdwy	-	-	2.3615	-	3.5665
Pot Cap-1 Maneuver	-	-	987	-	382
Stage 1	-	-	-	-	620
Stage 2	-	-	-	-	770
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	987	-	364
Mov Cap-2 Maneuver	-	-	-	-	364
Stage 1	-	-	-	-	620
Stage 2	-	-	-	-	734

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	14.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	457	-	-	987	-
HCM Lane V/C Ratio	0.191	-	-	0.038	-
HCM Control Delay (s)	14.7	-	-	8.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	471	12	10	323	12	17	4	16	14	2	5
Future Vol, veh/h	0	471	12	10	323	12	17	4	16	14	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	0	1	0	7	0	0	0	0	0
Mvmt Flow	0	518	13	11	355	13	19	4	18	15	2	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	368	0	0	531	0	0	912	915	525	920	915	362
Stage 1	-	-	-	-	-	-	525	525	-	384	384	-
Stage 2	-	-	-	-	-	-	387	390	-	536	531	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.17	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.563	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1202	-	-	1047	-	-	249	275	556	254	275	687
Stage 1	-	-	-	-	-	-	527	533	-	643	615	-
Stage 2	-	-	-	-	-	-	627	611	-	532	529	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1202	-	-	1047	-	-	243	271	556	241	271	687
Mov Cap-2 Maneuver	-	-	-	-	-	-	243	271	-	241	271	-
Stage 1	-	-	-	-	-	-	527	533	-	643	607	-
Stage 2	-	-	-	-	-	-	612	603	-	511	529	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			17.6			18.5		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	326	1202	-	-	1047	-	-	289
HCM Lane V/C Ratio	0.125	-	-	-	0.01	-	-	0.08
HCM Control Delay (s)	17.6	0	-	-	8.5	0	-	18.5
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.3

Intersection	
Intersection Delay, s/veh	23.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	95	20	17	42	104	14	498	20	56	110	5
Future Vol, veh/h	8	95	20	17	42	104	14	498	20	56	110	5
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	20	7	0	0	26	1	0	3	0	6	1	33
Mvmt Flow	9	107	22	19	47	117	16	560	22	63	124	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.1	11.7	33.2	12
HCM LOS	B	B	D	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	7%	10%	33%
Vol Thru, %	94%	77%	26%	64%
Vol Right, %	4%	16%	64%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	532	123	163	171
LT Vol	14	8	17	56
Through Vol	498	95	42	110
RT Vol	20	20	104	5
Lane Flow Rate	598	138	183	192
Geometry Grp	1	1	1	1
Degree of Util (X)	0.87	0.257	0.305	0.321
Departure Headway (Hd)	5.239	6.697	5.994	6.016
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	687	532	593	592
Service Time	3.3	4.797	4.087	4.104
HCM Lane V/C Ratio	0.87	0.259	0.309	0.324
HCM Control Delay	33.2	12.1	11.7	12
HCM Lane LOS	D	B	B	B
HCM 95th-tile Q	10.4	1	1.3	1.4

Intersection	
Intersection Delay, s/veh	17.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷	↶		↷		↶	↷	↶
Traffic Vol, veh/h	115	271	22	17	117	120	7	191	14	145	65	66
Future Vol, veh/h	115	271	22	17	117	120	7	191	14	145	65	66
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	1	3	0	14	7	2	0	0	17	1	2	2
Mvmt Flow	128	301	24	19	130	133	8	212	16	161	72	73
Number of Lanes	1	1	0	1	1	1	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	3	2
HCM Control Delay	22.1	13.6	19.6	13.4
HCM LOS	C	B	C	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	3%	100%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	90%	0%	92%	0%	100%	0%	0%	100%	0%
Vol Right, %	7%	0%	8%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	212	115	293	17	117	120	145	65	66
LT Vol	7	115	0	17	0	0	145	0	0
Through Vol	191	0	271	0	117	0	0	65	0
RT Vol	14	0	22	0	0	120	0	0	66
Lane Flow Rate	236	128	326	19	130	133	161	72	73
Geometry Grp	8	8	8	8	8	8	7	7	7
Degree of Util (X)	0.528	0.287	0.684	0.046	0.297	0.274	0.362	0.152	0.14
Departure Headway (Hd)	8.063	8.097	7.565	8.851	8.214	7.407	8.082	7.588	6.872
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	445	442	475	403	436	483	443	471	519
Service Time	5.842	5.871	5.34	6.637	6	5.192	5.857	5.362	4.645
HCM Lane V/C Ratio	0.53	0.29	0.686	0.047	0.298	0.275	0.363	0.153	0.141
HCM Control Delay	19.6	14.1	25.3	12.1	14.5	13	15.4	11.7	10.8
HCM Lane LOS	C	B	D	B	B	B	C	B	B
HCM 95th-tile Q	3	1.2	5.1	0.1	1.2	1.1	1.6	0.5	0.5

Intersection	
Intersection Delay, s/veh	57.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕			↕			↕	
Traffic Vol, veh/h	32	386	120	125	245	51	84	82	133	75	43	16
Future Vol, veh/h	32	386	120	125	245	51	84	82	133	75	43	16
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	1	0	3	0	5	3	1	0	3	6	0
Mvmt Flow	37	444	138	144	282	59	97	94	153	86	49	18
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	67.6	74	31.9	18.2
HCM LOS	F	F	D	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	28%	8%	0%	30%	56%
Vol Thru, %	27%	92%	0%	58%	32%
Vol Right, %	44%	0%	100%	12%	12%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	299	418	120	421	134
LT Vol	84	32	0	125	75
Through Vol	82	386	0	245	43
RT Vol	133	0	120	51	16
Lane Flow Rate	344	480	138	484	154
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.753	1.046	0.272	1.016	0.388
Departure Headway (Hd)	8.09	8.035	7.29	7.759	9.354
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	450	456	497	469	387
Service Time	6.09	5.735	4.99	5.759	7.354
HCM Lane V/C Ratio	0.764	1.053	0.278	1.032	0.398
HCM Control Delay	31.9	83.4	12.7	74	18.2
HCM Lane LOS	D	F	B	F	C
HCM 95th-tile Q	6.3	14.6	1.1	13.8	1.8

Lanes, Volumes, Timings
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Volume (vph)	5	11	8	109	20	9	16	509	96	6	678	14
Future Volume (vph)	5	11	8	109	20	9	16	509	96	6	678	14
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		350	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1793	0	0	1765	1214	0	3273	0	0	3489	0
Flt Permitted		0.990			0.960			0.927			0.949	
Satd. Flow (perm)	0	1793	0	0	1765	1214	0	3038	0	0	3312	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				99		27			3	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		350			913			502			587	
Travel Time (s)		8.0			15.6			7.6			8.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	4%	0%	33%	10%	9%	0%	25%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	140	10	0	674	0	0	759	0
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	3	3		2	2			1			1	
Permitted Phases						2	1			1		
Detector Phase	3	3		2	2	2	1	1		1	1	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	17.0	17.0		17.0	17.0	
Total Split (s)	22.0	22.0		27.0	27.0	27.0	61.0	61.0		61.0	61.0	
Total Split (%)	20.0%	20.0%		24.5%	24.5%	24.5%	55.5%	55.5%		55.5%	55.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		6.0			6.0	6.0		7.0			7.0	
Lead/Lag				Lag	Lag	Lag	Lead	Lead		Lead	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		10.1			12.4	12.4		54.8			54.8	
Actuated g/C Ratio		0.12			0.14	0.14		0.64			0.64	
v/c Ratio		0.12			0.55	0.04		0.35			0.36	
Control Delay		30.7			44.2	0.2		9.2			9.5	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		30.7			44.2	0.2		9.2			9.5	
LOS		C			D	A		A			A	
Approach Delay		30.7			41.3			9.2			9.5	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)		8			64	0		56			67	
Queue Length 95th (ft)		36			142	0		163			188	
Internal Link Dist (ft)		270			833			422			507	
Turn Bay Length (ft)						350						
Base Capacity (vph)		345			437	375		1944			2110	

Lanes, Volumes, Timings
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2030 No-Build
 Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.08			0.32	0.03		0.35			0.36	

Intersection Summary

Area Type:	Other
Cycle Length:	110
Actuated Cycle Length:	86
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.55
Intersection Signal Delay:	12.7
Intersection LOS:	B
Intersection Capacity Utilization	53.5%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 1: South Third Street & Clement Road/Holmes Road



Intersection						
Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	186	26	102	197	9	56
Future Vol, veh/h	186	26	102	197	9	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	225	-	35	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	0	0
Mvmt Flow	200	28	110	212	10	60
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	228	0	646	214
Stage 1	-	-	-	-	214	-
Stage 2	-	-	-	-	432	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1352	-	439	831
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	659	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1352	-	403	831
Mov Cap-2 Maneuver	-	-	-	-	493	-
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	606	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	2.7	10.1			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	493	831	-	-	1352	-
HCM Lane V/C Ratio	0.02	0.072	-	-	0.081	-
HCM Control Delay (s)	12.4	9.7	-	-	7.9	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0.3	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	2	270	326	8	8	8
Future Vol, veh/h	2	270	326	8	8	8
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	94	94	94	94	94	94
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	2	287	347	9	9	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	356	0	-	0	643
Stage 1	-	-	-	-	352
Stage 2	-	-	-	-	291
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1214	-	-	-	441
Stage 1	-	-	-	-	716
Stage 2	-	-	-	-	763
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1214	-	-	-	440
Mov Cap-2 Maneuver	-	-	-	-	440
Stage 1	-	-	-	-	715
Stage 2	-	-	-	-	763

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1214	-	-	-	539
HCM Lane V/C Ratio	0.002	-	-	-	0.032
HCM Control Delay (s)	8	0	-	-	11.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	2	281	332	20	14	2
Future Vol, veh/h	2	281	332	20	14	2
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	95	95	95	95	95	95
Heavy Vehicles, %	100	0	1	0	0	0
Mvmt Flow	2	296	349	21	15	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	370	0	-	0	660 360
Stage 1	-	-	-	-	360 -
Stage 2	-	-	-	-	300 -
Critical Hdwy	5.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	3.1	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	803	-	-	-	431 689
Stage 1	-	-	-	-	710 -
Stage 2	-	-	-	-	756 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	803	-	-	-	430 689
Mov Cap-2 Maneuver	-	-	-	-	430 -
Stage 1	-	-	-	-	708 -
Stage 2	-	-	-	-	756 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	803	-	-	-	451
HCM Lane V/C Ratio	0.003	-	-	-	0.037
HCM Control Delay (s)	9.5	0	-	-	13.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↘		↙	
Traffic Vol, veh/h	6	285	343	29	28	12
Future Vol, veh/h	6	285	343	29	28	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	5	0	13
Mvmt Flow	6	303	365	31	30	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	396	0	0	696	381
Stage 1	-	-	-	381	-
Stage 2	-	-	-	315	-
Critical Hdwy	4.1	-	-	6.4	6.33
Critical Hdwy Stg 1	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	3.5	3.417
Pot Cap-1 Maneuver	1174	-	-	411	643
Stage 1	-	-	-	695	-
Stage 2	-	-	-	744	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1174	-	-	409	643
Mov Cap-2 Maneuver	-	-	-	513	-
Stage 1	-	-	-	692	-
Stage 2	-	-	-	744	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1174	-	-	-	546
HCM Lane V/C Ratio	0.005	-	-	-	0.078
HCM Control Delay (s)	8.1	-	-	-	12.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	348	1	0	369	2	1	1	0	6	0	2
Future Vol, veh/h	5	348	1	0	369	2	1	1	0	6	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	0	0	0	0	0	0	0	50
Mvmt Flow	5	366	1	0	388	2	1	1	0	6	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	390	0	0	367	0	0	767	767	367	766	766	389
Stage 1	-	-	-	-	-	-	377	377	-	389	389	-
Stage 2	-	-	-	-	-	-	390	390	-	377	377	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.75
Pot Cap-1 Maneuver	1180	-	-	1203	-	-	322	335	683	322	335	566
Stage 1	-	-	-	-	-	-	649	619	-	639	612	-
Stage 2	-	-	-	-	-	-	638	611	-	649	619	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1180	-	-	1203	-	-	319	333	683	320	333	566
Mov Cap-2 Maneuver	-	-	-	-	-	-	319	333	-	320	333	-
Stage 1	-	-	-	-	-	-	646	616	-	636	612	-
Stage 2	-	-	-	-	-	-	636	611	-	645	616	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			16.1			15.3		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	326	1180	-	-	1203	-	-	359
HCM Lane V/C Ratio	0.006	0.004	-	-	-	-	-	0.023
HCM Control Delay (s)	16.1	8.1	0	-	0	-	-	15.3
HCM Lane LOS	C	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↖	↗
Traffic Vol, veh/h	19	345	333	129	176	43
Future Vol, veh/h	19	345	333	129	176	43
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	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	1	1	0
Mvmt Flow	20	356	343	133	181	44

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	476	0	-	0	739 343
Stage 1	-	-	-	-	343 -
Stage 2	-	-	-	-	396 -
Critical Hdwy	4.1	-	-	-	6.41 6.2
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	2.2	-	-	-	3.509 3.3
Pot Cap-1 Maneuver	1097	-	-	-	386 704
Stage 1	-	-	-	-	721 -
Stage 2	-	-	-	-	682 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1097	-	-	-	377 704
Mov Cap-2 Maneuver	-	-	-	-	377 -
Stage 1	-	-	-	-	704 -
Stage 2	-	-	-	-	682 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	20.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1097	-	-	-	377	704
HCM Lane V/C Ratio	0.018	-	-	-	0.481	0.063
HCM Control Delay (s)	8.3	0	-	-	23.1	10.5
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	2.5	0.2

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑↑	↘	
Traffic Vol, veh/h	459	65	50	433	39	45
Future Vol, veh/h	459	65	50	433	39	45
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	0	2	1	0	0
Mvmt Flow	473	67	52	446	40	46

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	540	0	800
Stage 1	-	-	-	-	473
Stage 2	-	-	-	-	327
Critical Hdwy	-	-	4.13	-	6.6
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.219	-	3.5
Pot Cap-1 Maneuver	-	-	1027	-	341
Stage 1	-	-	-	-	631
Stage 2	-	-	-	-	709
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1027	-	318
Mov Cap-2 Maneuver	-	-	-	-	318
Stage 1	-	-	-	-	631
Stage 2	-	-	-	-	661

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	15.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	424	-	-	1027	-
HCM Lane V/C Ratio	0.204	-	-	0.05	-
HCM Control Delay (s)	15.7	-	-	8.7	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	501	24	44	496	16	18	6	27	14	2	2
Future Vol, veh/h	1	501	24	44	496	16	18	6	27	14	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	1	0	3	0	0	7	0	9	0	0	0
Mvmt Flow	1	522	25	46	517	17	19	6	28	15	2	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	534	0	0	547	0	0	1157	1163	535	1172	1167	526
Stage 1	-	-	-	-	-	-	537	537	-	618	618	-
Stage 2	-	-	-	-	-	-	620	626	-	554	549	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.17	6.5	6.29	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.563	4	3.381	3.5	4	3.3
Pot Cap-1 Maneuver	1044	-	-	1017	-	-	169	196	532	171	195	556
Stage 1	-	-	-	-	-	-	519	526	-	480	484	-
Stage 2	-	-	-	-	-	-	467	480	-	520	520	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1044	-	-	1017	-	-	159	183	532	150	182	556
Mov Cap-2 Maneuver	-	-	-	-	-	-	159	183	-	150	182	-
Stage 1	-	-	-	-	-	-	518	525	-	480	453	-
Stage 2	-	-	-	-	-	-	433	449	-	486	519	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.7			22.5			29.3		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	259	1044	-	-	1017	-	-	167
HCM Lane V/C Ratio	0.205	0.001	-	-	0.045	-	-	0.112
HCM Control Delay (s)	22.5	8.5	0	-	8.7	0	-	29.3
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	0.4

Intersection	
Intersection Delay, s/veh	27.1
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	118	43	39	93	65	29	180	29	81	424	11
Future Vol, veh/h	3	118	43	39	93	65	29	180	29	81	424	11
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	50	0	4	0	3	0	5	0	0	0	1	14
Mvmt Flow	3	127	46	42	100	70	31	194	31	87	456	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	15.3	14.2	15	41.3
HCM LOS	C	B	B	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	2%	20%	16%
Vol Thru, %	76%	72%	47%	82%
Vol Right, %	12%	26%	33%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	238	164	197	516
LT Vol	29	3	39	81
Through Vol	180	118	93	424
RT Vol	29	43	65	11
Lane Flow Rate	256	176	212	555
Geometry Grp	1	1	1	1
Degree of Util (X)	0.46	0.375	0.397	0.906
Departure Headway (Hd)	6.469	7.657	6.742	5.881
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	555	469	532	616
Service Time	4.536	5.732	4.812	3.933
HCM Lane V/C Ratio	0.461	0.375	0.398	0.901
HCM Control Delay	15	15.3	14.2	41.3
HCM Lane LOS	B	C	B	E
HCM 95th-tile Q	2.4	1.7	1.9	11.2

Intersection	
Intersection Delay, s/veh	16.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷	↶		↷		↶	↷	↶
Traffic Vol, veh/h	67	228	34	16	195	167	25	106	8	173	195	91
Future Vol, veh/h	67	228	34	16	195	167	25	106	8	173	195	91
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	2	0	1
Mvmt Flow	71	243	36	17	207	178	27	113	9	184	207	97
Number of Lanes	1	1	0	1	1	1	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	3	2
HCM Control Delay	20.9	15.9	16.3	14.9
HCM LOS	C	C	C	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	SBLn3
Vol Left, %	18%	100%	0%	100%	0%	0%	100%	0%	0%
Vol Thru, %	76%	0%	87%	0%	100%	0%	0%	100%	0%
Vol Right, %	6%	0%	13%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	139	67	262	16	195	167	173	195	91
LT Vol	25	67	0	16	0	0	173	0	0
Through Vol	106	0	228	0	195	0	0	195	0
RT Vol	8	0	34	0	0	167	0	0	91
Lane Flow Rate	148	71	279	17	207	178	184	207	97
Geometry Grp	8	8	8	8	8	8	7	7	7
Degree of Util (X)	0.358	0.17	0.617	0.04	0.464	0.361	0.406	0.427	0.18
Departure Headway (Hd)	8.714	8.582	7.975	8.541	8.046	7.31	7.949	7.404	6.707
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	411	416	452	418	446	490	451	485	532
Service Time	6.51	6.365	5.758	6.324	5.828	5.091	5.72	5.175	4.477
HCM Lane V/C Ratio	0.36	0.171	0.617	0.041	0.464	0.363	0.408	0.427	0.182
HCM Control Delay	16.3	13.1	22.9	11.7	17.7	14.2	16.1	15.6	11
HCM Lane LOS	C	B	C	B	C	B	C	C	B
HCM 95th-tile Q	1.6	0.6	4.1	0.1	2.4	1.6	1.9	2.1	0.7

Intersection	
Intersection Delay, s/veh	71
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↔			↔			↔	
Traffic Vol, veh/h	36	431	68	51	415	67	73	82	74	94	100	72
Future Vol, veh/h	36	431	68	51	415	67	73	82	74	94	100	72
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	0	2	4	0	1	0	0	0	2	0	0	2
Mvmt Flow	37	440	69	52	423	68	74	84	76	96	102	73
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	74.5	111.1	22.5	25.6
HCM LOS	F	F	C	D

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	32%	8%	0%	10%	35%
Vol Thru, %	36%	92%	0%	78%	38%
Vol Right, %	32%	0%	100%	13%	27%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	229	467	68	533	266
LT Vol	73	36	0	51	94
Through Vol	82	431	0	415	100
RT Vol	74	0	68	67	72
Lane Flow Rate	234	477	69	544	271
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.549	1.043	0.138	1.135	0.626
Departure Headway (Hd)	9.038	8.274	7.545	7.766	8.853
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	402	443	478	473	410
Service Time	7.038	5.974	5.245	5.766	6.853
HCM Lane V/C Ratio	0.582	1.077	0.144	1.15	0.661
HCM Control Delay	22.5	83.7	11.4	111.1	25.6
HCM Lane LOS	C	F	B	F	D
HCM 95th-tile Q	3.2	14.3	0.5	18.5	4.1

Build (2030)

Lanes, Volumes, Timings
 1: South Third Street & Clement Road/Holmes Road

2030 Build
 Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Volume (vph)	20	16	3	61	5	14	0	600	74	3	430	16
Future Volume (vph)	20	16	3	61	5	14	0	600	74	3	430	16
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		350	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1703	0	0	1621	1455	0	3266	0	0	3039	0
Flt Permitted		0.975			0.956						0.951	
Satd. Flow (perm)	0	1703	0	0	1621	1455	0	3266	0	0	2890	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				182		23			6	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		350			913			502			587	
Travel Time (s)		8.0			15.6			7.6			8.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	15%	0%	0%	13%	0%	11%	0%	9%	6%	0%	19%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	41	0	0	70	15	0	717	0	0	477	0
Turn Type	Split	NA		Split	NA	Perm		NA		Perm	NA	
Protected Phases	3	3		2	2			1			1	
Permitted Phases						2	1			1		
Detector Phase	3	3		2	2	2	1	1		1	1	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	17.0	17.0		17.0	17.0	
Total Split (s)	16.0	16.0		18.0	18.0	18.0	26.0	26.0		26.0	26.0	
Total Split (%)	26.7%	26.7%		30.0%	30.0%	30.0%	43.3%	43.3%		43.3%	43.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		6.0			6.0	6.0		7.0			7.0	
Lead/Lag				Lag	Lag	Lag	Lead	Lead		Lead	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		10.3			10.3	10.3		29.8			29.8	
Actuated g/C Ratio		0.21			0.21	0.21		0.62			0.62	
v/c Ratio		0.11			0.20	0.03		0.35			0.27	
Control Delay		18.7			20.4	0.1		11.2			10.9	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		18.7			20.4	0.1		11.2			10.9	
LOS		B			C	A		B			B	
Approach Delay		18.7			16.8			11.2			10.9	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		7			13	0		54			35	
Queue Length 95th (ft)		34			52	0		158			106	
Internal Link Dist (ft)		270			833			422			507	
Turn Bay Length (ft)						350						
Base Capacity (vph)		367			416	509		2038			1798	

Lanes, Volumes, Timings
 1: South Third Street & Clement Road/Holmes Road

2030 Build
 Timing Plan: AM

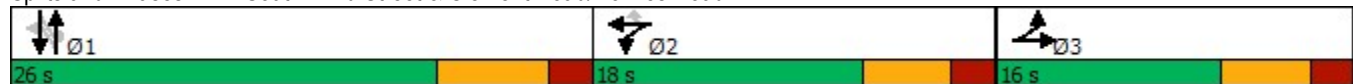


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.11			0.17	0.03		0.35			0.27	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	48
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.35
Intersection Signal Delay:	11.7
Intersection LOS:	B
Intersection Capacity Utilization	51.4%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 1: South Third Street & Clement Road/Holmes Road



Lanes, Volumes, Timings
5: Weaver Road & Holmes Road

2030 Build
Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	8	95	20	17	42	104	14	498	20	56	110	5
Future Volume (vph)	8	95	20	17	42	104	14	498	20	56	110	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1736	0	0	1610	0	0	1837	0	0	1797	0
Flt Permitted		0.965			0.942			0.990			0.736	
Satd. Flow (perm)	0	1680	0	0	1524	0	0	1820	0	0	1344	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			117			5			4	
Link Speed (mph)		40			40			40			45	
Link Distance (ft)		703			1341			916			996	
Travel Time (s)		12.0			22.9			15.6			15.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	20%	7%	0%	0%	26%	1%	0%	3%	0%	6%	1%	33%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	138	0	0	183	0	0	598	0	0	193	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4			4		
Detector Phase	2	2		2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	16.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Total Split (s)	24.0	24.0		24.0	24.0		36.0	36.0		36.0	36.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effect Green (s)		12.3			12.3			23.3			23.3	
Actuated g/C Ratio		0.31			0.31			0.59			0.59	
v/c Ratio		0.26			0.33			0.56			0.24	
Control Delay		15.3			9.0			10.6			7.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.3			9.0			10.6			7.6	
LOS		B			A			B			A	
Approach Delay		15.3			9.0			10.6			7.6	
Approach LOS		B			A			B			A	
Queue Length 50th (ft)		23			12			98			25	
Queue Length 95th (ft)		72			59			204			61	
Internal Link Dist (ft)		623			1261			836			916	
Turn Bay Length (ft)												
Base Capacity (vph)		890			856			1352			999	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	

Lanes, Volumes, Timings
 5: Weaver Road & Holmes Road

2030 Build
 Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.16			0.21			0.44				0.19

Intersection Summary	
Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	39.6
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.56
Intersection Signal Delay:	10.4
Intersection LOS:	B
Intersection Capacity Utilization	61.5%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 5: Weaver Road & Holmes Road



Lanes, Volumes, Timings
15: Horn Lake Road & Holmes Road

2030 Build
Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	271	22	17	117	120	7	191	14	145	65	66
Future Volume (vph)	115	271	22	17	117	120	7	191	14	145	65	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	14
Storage Length (ft)	100		0	100		115	0		0	100		65
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	25			45			25			25		
Satd. Flow (prot)	1787	1828	0	1583	1776	1583	0	1858	0	1787	1863	1689
Flt Permitted	0.674			0.564				0.990		0.729		
Satd. Flow (perm)	1268	1828	0	940	1776	1583	0	1843	0	1371	1863	1689
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				133		7				73
Link Speed (mph)		40			40			35				45
Link Distance (ft)		407			254			863				1681
Travel Time (s)		6.9			4.3			16.8				25.5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	3%	0%	14%	7%	2%	0%	0%	17%	1%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	325	0	19	130	133	0	236	0	161	72	73
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		2			2			4				4
Permitted Phases	2			2		2	4			4		4
Detector Phase	2	2		2	2	2	4	4		4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	16.0	16.0		16.0	16.0	16.0
Total Split (s)	31.0	31.0		31.0	31.0	31.0	29.0	29.0		29.0	29.0	29.0
Total Split (%)	51.7%	51.7%		51.7%	51.7%	51.7%	48.3%	48.3%		48.3%	48.3%	48.3%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0		6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	None		None	None	None
Act Effect Green (s)	14.6	14.6		14.6	14.6	14.6		13.3		13.3	13.3	13.3
Actuated g/C Ratio	0.36	0.36		0.36	0.36	0.36		0.33		0.33	0.33	0.33
v/c Ratio	0.28	0.49		0.06	0.20	0.20		0.39		0.36	0.12	0.12
Control Delay	11.6	13.0		9.6	10.3	3.3		13.2		14.1	11.2	4.3
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	11.6	13.0		9.6	10.3	3.3		13.2		14.1	11.2	4.3
LOS	B	B		A	B	A		B		B	B	A
Approach Delay		12.6			7.0			13.2				11.1
Approach LOS		B			A			B				B
Queue Length 50th (ft)	17	46		2	17	0		35		24	10	0
Queue Length 95th (ft)	60	131		14	56	25		105		80	38	21
Internal Link Dist (ft)		327			174			783			1601	
Turn Bay Length (ft)	100			100		115				100		65

Lanes, Volumes, Timings
 15: Horn Lake Road & Holmes Road

2030 Build
 Timing Plan: AM

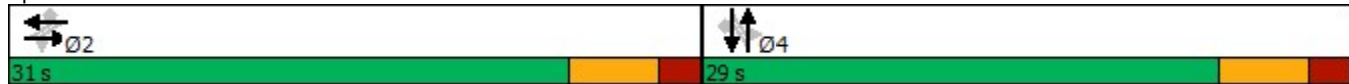


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	824	1190		611	1154	1075		1104		819	1114	1039
Starvation Cap Reductn	0	0		0	0	0		0		0	0	0
Spillback Cap Reductn	0	0		0	0	0		0		0	0	0
Storage Cap Reductn	0	0		0	0	0		0		0	0	0
Reduced v/c Ratio	0.16	0.27		0.03	0.11	0.12		0.21		0.20	0.06	0.07

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	40.5
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.49
Intersection Signal Delay:	11.1
Intersection LOS:	B
Intersection Capacity Utilization	50.2%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 15: Horn Lake Road & Holmes Road



Lanes, Volumes, Timings
25: Tulane Road & Holmes Road

2030 Build
Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	386	120	125	245	51	84	82	133	75	43	16
Future Volume (vph)	32	386	120	125	245	51	84	82	133	75	43	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		600	100		0	100		0	100		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	1881	1615	1752	1835	0	1752	1717	0	1752	1747	0
Flt Permitted	0.556			0.492			0.713			0.606		
Satd. Flow (perm)	1056	1881	1615	908	1835	0	1315	1717	0	1118	1747	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			138		25			140				18
Link Speed (mph)		40			40			35				30
Link Distance (ft)		1184			2544			1283				1561
Travel Time (s)		20.2			43.4			25.0				35.5
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	3%	0%	5%	3%	1%	0%	3%	6%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	444	138	144	341	0	97	247	0	86	67	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4				4
Permitted Phases	2		2	2			4			4		
Detector Phase	2	2	2	2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0		13.0	13.0		13.0	13.0	
Total Split (s)	36.0	36.0	36.0	36.0	36.0		24.0	24.0		24.0	24.0	
Total Split (%)	60.0%	60.0%	60.0%	60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	None		None	None	
Act Effct Green (s)	21.8	21.8	21.8	21.8	21.8		11.6	11.6		11.6	11.6	
Actuated g/C Ratio	0.57	0.57	0.57	0.57	0.57		0.30	0.30		0.30	0.30	
v/c Ratio	0.06	0.42	0.14	0.28	0.33		0.24	0.40		0.26	0.12	
Control Delay	7.5	9.6	2.3	9.9	8.1		16.1	9.3		16.7	11.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.5	9.6	2.3	9.9	8.1		16.1	9.3		16.7	11.7	
LOS	A	A	A	A	A		B	A		B	B	
Approach Delay		7.8			8.7			11.2			14.5	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)	4	62	0	18	41		17	18		15	8	
Queue Length 95th (ft)	18	154	20	60	108		57	73		53	35	
Internal Link Dist (ft)		1104			2464			1203			1481	
Turn Bay Length (ft)	100		600	100			100			100		
Base Capacity (vph)	814	1449	1276	700	1420		713	995		606	955	

Lanes, Volumes, Timings
 25: Tulane Road & Holmes Road

2030 Build
 Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.05	0.31	0.11	0.21	0.24		0.14	0.25		0.14	0.07	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	38.5
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.42
Intersection Signal Delay:	9.4
Intersection LOS:	A
Intersection Capacity Utilization:	65.5%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 25: Tulane Road & Holmes Road



Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	199	16	28	109	37	90
Future Vol, veh/h	199	16	28	109	37	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	225	-	35	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	10	6	9	0	2
Mvmt Flow	231	19	33	127	43	105

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	250	0	434
Stage 1	-	-	-	-	241
Stage 2	-	-	-	-	193
Critical Hdwy	-	-	4.16	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.254	-	3.5
Pot Cap-1 Maneuver	-	-	1293	-	583
Stage 1	-	-	-	-	804
Stage 2	-	-	-	-	845
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1293	-	568
Mov Cap-2 Maneuver	-	-	-	-	630
Stage 1	-	-	-	-	804
Stage 2	-	-	-	-	823

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	630	798	-	-	1293	-
HCM Lane V/C Ratio	0.068	0.131	-	-	0.025	-
HCM Control Delay (s)	11.1	10.2	-	-	7.9	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.5	-	-	0.1	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	6	318	154	3	6	8
Future Vol, veh/h	6	318	154	3	6	8
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	87	87	87	87	87	87
Heavy Vehicles, %	0	3	7	0	0	0
Mvmt Flow	7	366	177	3	7	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	180	0	-	0	559 179
Stage 1	-	-	-	-	179 -
Stage 2	-	-	-	-	380 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1408	-	-	-	494 869
Stage 1	-	-	-	-	857 -
Stage 2	-	-	-	-	696 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1408	-	-	-	491 869
Mov Cap-2 Maneuver	-	-	-	-	491 -
Stage 1	-	-	-	-	852 -
Stage 2	-	-	-	-	696 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1408	-	-	-	653
HCM Lane V/C Ratio	0.005	-	-	-	0.025
HCM Control Delay (s)	7.6	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	3	321	155	5	12	2
Future Vol, veh/h	3	321	155	5	12	2
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	88	88	88	88	88	88
Heavy Vehicles, %	0	3	7	0	0	0
Mvmt Flow	3	365	176	6	14	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	182	0	-	0	550 179
Stage 1	-	-	-	-	179 -
Stage 2	-	-	-	-	371 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1405	-	-	-	500 869
Stage 1	-	-	-	-	857 -
Stage 2	-	-	-	-	702 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1405	-	-	-	499 869
Mov Cap-2 Maneuver	-	-	-	-	499 -
Stage 1	-	-	-	-	854 -
Stage 2	-	-	-	-	702 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1405	-	-	-	531
HCM Lane V/C Ratio	0.002	-	-	-	0.03
HCM Control Delay (s)	7.6	0	-	-	12
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	306	133	116	71	16
Future Vol, veh/h	34	306	133	116	71	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	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	9	3	10	1	0	0
Mvmt Flow	40	356	155	135	83	19

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	290	0	-	0	659 223
Stage 1	-	-	-	-	223 -
Stage 2	-	-	-	-	436 -
Critical Hdwy	4.19	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.281	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1233	-	-	-	432 822
Stage 1	-	-	-	-	819 -
Stage 2	-	-	-	-	656 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1233	-	-	-	418 822
Mov Cap-2 Maneuver	-	-	-	-	514 -
Stage 1	-	-	-	-	793 -
Stage 2	-	-	-	-	656 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1233	-	-	-	552
HCM Lane V/C Ratio	0.032	-	-	-	0.183
HCM Control Delay (s)	8	-	-	-	13
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	373	1	0	244	1	1	0	1	2	0	2
Future Vol, veh/h	1	373	1	0	244	1	1	0	1	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	50
Mvmt Flow	1	405	1	0	265	1	1	0	1	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	266	0	0	406	0	0	675	674	406	674	674	266
Stage 1	-	-	-	-	-	-	408	408	-	266	266	-
Stage 2	-	-	-	-	-	-	267	266	-	408	408	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.75
Pot Cap-1 Maneuver	1310	-	-	1164	-	-	371	379	649	371	379	670
Stage 1	-	-	-	-	-	-	624	600	-	744	692	-
Stage 2	-	-	-	-	-	-	743	692	-	624	600	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1310	-	-	1164	-	-	370	379	649	370	379	670
Mov Cap-2 Maneuver	-	-	-	-	-	-	370	379	-	370	379	-
Stage 1	-	-	-	-	-	-	623	599	-	743	692	-
Stage 2	-	-	-	-	-	-	741	692	-	622	599	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			12.7			12.6		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	471	1310	-	-	1164	-	-	477
HCM Lane V/C Ratio	0.005	0.001	-	-	-	-	-	0.009
HCM Control Delay (s)	12.7	7.8	0	-	0	-	-	12.6
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕	↕	↕	↕
Traffic Vol, veh/h	26	350	223	115	108	29
Future Vol, veh/h	26	350	223	115	108	29
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	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	2	2	2	1	13
Mvmt Flow	29	385	245	126	119	32

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	371	0	0	688	245
Stage 1	-	-	-	245	-
Stage 2	-	-	-	443	-
Critical Hdwy	4.15	-	-	6.41	6.33
Critical Hdwy Stg 1	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	5.41	-
Follow-up Hdwy	2.245	-	-	3.509	3.417
Pot Cap-1 Maneuver	1171	-	-	414	768
Stage 1	-	-	-	798	-
Stage 2	-	-	-	649	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1171	-	-	401	768
Mov Cap-2 Maneuver	-	-	-	401	-
Stage 1	-	-	-	773	-
Stage 2	-	-	-	649	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	16
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1171	-	-	-	401	768
HCM Lane V/C Ratio	0.024	-	-	-	0.296	0.041
HCM Control Delay (s)	8.2	0	-	-	17.7	9.9
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2	0.1

Intersection						
Int Delay, s/veh	1.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Traffic Vol, veh/h	431	23	35	293	37	44
Future Vol, veh/h	431	23	35	293	37	44
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	5	17	1	7	8
Mvmt Flow	463	25	38	315	40	47

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	488	0	697
Stage 1	-	-	-	-	463
Stage 2	-	-	-	-	234
Critical Hdwy	-	-	4.355	-	6.705
Critical Hdwy Stg 1	-	-	-	-	5.505
Critical Hdwy Stg 2	-	-	-	-	5.905
Follow-up Hdwy	-	-	2.3615	-	3.5665
Pot Cap-1 Maneuver	-	-	987	-	382
Stage 1	-	-	-	-	620
Stage 2	-	-	-	-	770
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	987	-	364
Mov Cap-2 Maneuver	-	-	-	-	364
Stage 1	-	-	-	-	620
Stage 2	-	-	-	-	734

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	14.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	457	-	-	987	-
HCM Lane V/C Ratio	0.191	-	-	0.038	-
HCM Control Delay (s)	14.7	-	-	8.8	0.2
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	471	12	10	323	12	17	4	16	14	2	5
Future Vol, veh/h	0	471	12	10	323	12	17	4	16	14	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	0	1	0	7	0	0	0	0	0
Mvmt Flow	0	518	13	11	355	13	19	4	18	15	2	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	368	0	0	531	0	0	912	915	525	920	915	362
Stage 1	-	-	-	-	-	-	525	525	-	384	384	-
Stage 2	-	-	-	-	-	-	387	390	-	536	531	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.17	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.563	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1202	-	-	1047	-	-	249	275	556	254	275	687
Stage 1	-	-	-	-	-	-	527	533	-	643	615	-
Stage 2	-	-	-	-	-	-	627	611	-	532	529	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1202	-	-	1047	-	-	243	271	556	241	271	687
Mov Cap-2 Maneuver	-	-	-	-	-	-	243	271	-	241	271	-
Stage 1	-	-	-	-	-	-	527	533	-	643	607	-
Stage 2	-	-	-	-	-	-	612	603	-	511	529	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			17.6			18.5		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	326	1202	-	-	1047	-	-	289
HCM Lane V/C Ratio	0.125	-	-	-	0.01	-	-	0.08
HCM Control Delay (s)	17.6	0	-	-	8.5	0	-	18.5
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.3

Lanes, Volumes, Timings
1: South Third Street & Clement Road/Holmes Road

2030 Build
Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Volume (vph)	5	11	8	109	20	9	16	509	96	6	678	14
Future Volume (vph)	5	11	8	109	20	9	16	509	96	6	678	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		350	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1793	0	0	1765	1214	0	3273	0	0	3489	0
Flt Permitted		0.990			0.960			0.925			0.947	
Satd. Flow (perm)	0	1793	0	0	1765	1214	0	3031	0	0	3305	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				182		38			4	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		350			913			502			587	
Travel Time (s)		8.0			15.6			7.6			8.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	4%	0%	33%	10%	9%	0%	25%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	140	10	0	674	0	0	759	0
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	3	3		2	2			1			1	
Permitted Phases						2	1			1		
Detector Phase	3	3		2	2	2	1	1		1	1	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	17.0	17.0		17.0	17.0	
Total Split (s)	16.0	16.0		16.0	16.0	16.0	28.0	28.0		28.0	28.0	
Total Split (%)	26.7%	26.7%		26.7%	26.7%	26.7%	46.7%	46.7%		46.7%	46.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		6.0			6.0	6.0		7.0			7.0	
Lead/Lag				Lag	Lag	Lag	Lead	Lead		Lead	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		10.2			10.2	10.2		26.1			26.1	
Actuated g/C Ratio		0.22			0.22	0.22		0.56			0.56	
v/c Ratio		0.07			0.37	0.02		0.40			0.41	
Control Delay		14.8			20.9	0.1		10.0			10.5	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		14.8			20.9	0.1		10.0			10.5	
LOS		B			C	A		A			B	
Approach Delay		14.8			19.5			10.0			10.5	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		3			30	0		50			61	
Queue Length 95th (ft)		23			94	0		148			172	
Internal Link Dist (ft)		270			833			422			507	
Turn Bay Length (ft)						350						
Base Capacity (vph)		394			381	405		1703			1840	

Lanes, Volumes, Timings
 1: South Third Street & Clement Road/Holmes Road

2030 Build
 Timing Plan: PM

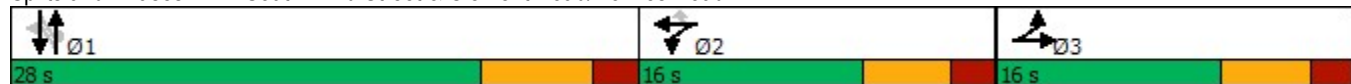


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.07			0.37	0.02		0.40			0.41	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	47
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.41
Intersection Signal Delay:	11.2
Intersection LOS:	B
Intersection Capacity Utilization	53.5%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 1: South Third Street & Clement Road/Holmes Road



Lanes, Volumes, Timings
5: Weaver Road & Holmes Road

2030 Build
Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	3	118	43	39	93	65	29	180	29	81	424	11
Future Volume (vph)	3	118	43	39	93	65	29	180	29	81	424	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1798	0	0	1771	0	0	1847	0	0	1858	0
Flt Permitted		0.992			0.890			0.902			0.902	
Satd. Flow (perm)	0	1785	0	0	1592	0	0	1676	0	0	1690	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			39			19			3	
Link Speed (mph)		40			40			40			45	
Link Distance (ft)		703			1341			916			996	
Travel Time (s)		12.0			22.9			15.6			15.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	50%	0%	4%	0%	3%	0%	5%	0%	0%	0%	1%	14%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	176	0	0	212	0	0	256	0	0	555	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4			4		
Detector Phase	2	2		2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	16.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Total Split (s)	20.0	20.0		20.0	20.0		40.0	40.0		40.0	40.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%		66.7%	66.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		11.5			11.5			20.6			20.6	
Actuated g/C Ratio		0.26			0.26			0.46			0.46	
v/c Ratio		0.37			0.48			0.33			0.71	
Control Delay		16.4			18.0			7.7			14.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.4			18.0			7.7			14.8	
LOS		B			B			A			B	
Approach Delay		16.4			18.0			7.7			14.8	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		29			35			31			91	
Queue Length 95th (ft)		94			112			72			195	
Internal Link Dist (ft)		623			1261			836			916	
Turn Bay Length (ft)												
Base Capacity (vph)		605			548			1331			1339	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	

Lanes, Volumes, Timings
 5: Weaver Road & Holmes Road

2030 Build
 Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.29			0.39			0.19			0.41	

Intersection Summary

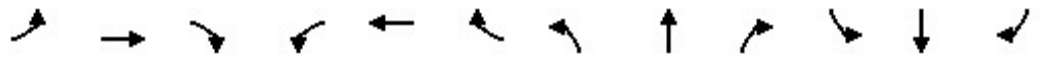
Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	44.6
Natural Cycle:	45
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	14.1
Intersection LOS:	B
Intersection Capacity Utilization	74.8%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 5: Weaver Road & Holmes Road



Lanes, Volumes, Timings
15: Horn Lake Road & Holmes Road

2030 Build
Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	228	34	16	195	167	25	106	8	173	195	91
Future Volume (vph)	67	228	34	16	195	167	25	106	8	173	195	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	14
Storage Length (ft)	100		0	100		115	0		0	100		65
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	25			45			25			25		
Satd. Flow (prot)	1805	1864	0	1805	1881	1615	0	1868	0	1770	1900	1706
Flt Permitted	0.628			0.588				0.912		0.662		
Satd. Flow (perm)	1193	1864	0	1117	1881	1615	0	1719	0	1233	1900	1706
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				178		7				97
Link Speed (mph)		40			40			35				45
Link Distance (ft)		407			254			863				1681
Travel Time (s)		6.9			4.3			16.8				25.5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	2%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	279	0	17	207	178	0	149	0	184	207	97
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		2			2			4				4
Permitted Phases	2			2		2	4			4		4
Detector Phase	2	2		2	2	2	4	4		4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	16.0	16.0		16.0	16.0	16.0
Total Split (s)	29.0	29.0		29.0	29.0	29.0	31.0	31.0		31.0	31.0	31.0
Total Split (%)	48.3%	48.3%		48.3%	48.3%	48.3%	51.7%	51.7%		51.7%	51.7%	51.7%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0		6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	None		None	None	None
Act Effect Green (s)	13.8	13.8		13.8	13.8	13.8		13.7		13.7	13.7	13.7
Actuated g/C Ratio	0.34	0.34		0.34	0.34	0.34		0.34		0.34	0.34	0.34
v/c Ratio	0.17	0.43		0.04	0.32	0.27		0.25		0.44	0.32	0.15
Control Delay	11.3	12.5		10.2	11.9	3.5		11.0		14.7	11.9	3.7
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	11.3	12.5		10.2	11.9	3.5		11.0		14.7	11.9	3.7
LOS	B	B		B	B	A		B		B	B	A
Approach Delay		12.2			8.1			11.0				11.3
Approach LOS		B			A			B				B
Queue Length 50th (ft)	9	38		2	28	0		19		27	29	0
Queue Length 95th (ft)	38	116		14	89	31		64		88	88	23
Internal Link Dist (ft)		327			174			783			1601	
Turn Bay Length (ft)	100			100		115				100		65

Lanes, Volumes, Timings
 15: Horn Lake Road & Holmes Road

2030 Build
 Timing Plan: PM

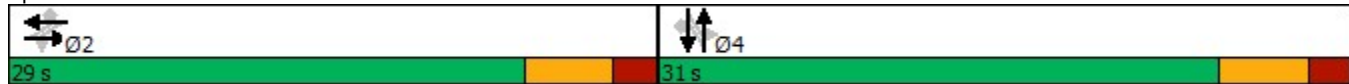


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	721	1132		675	1136	1046		1131		810	1248	1154
Starvation Cap Reductn	0	0		0	0	0		0		0	0	0
Spillback Cap Reductn	0	0		0	0	0		0		0	0	0
Storage Cap Reductn	0	0		0	0	0		0		0	0	0
Reduced v/c Ratio	0.10	0.25		0.03	0.18	0.17		0.13		0.23	0.17	0.08

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	40.1
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.44
Intersection Signal Delay:	10.6
Intersection LOS:	B
Intersection Capacity Utilization	61.0%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 15: Horn Lake Road & Holmes Road



Lanes, Volumes, Timings
25: Tulane Road & Holmes Road

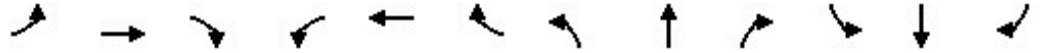
2030 Build
Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	431	68	51	415	67	73	82	74	94	100	72
Future Volume (vph)	36	431	68	51	415	67	73	82	74	94	100	72
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		600	100		0	100		0	100		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	1863	1553	1805	1844	0	1805	1748	0	1805	1766	0
Flt Permitted	0.447			0.496			0.647			0.656		
Satd. Flow (perm)	849	1863	1553	942	1844	0	1229	1748	0	1246	1766	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			69		19			76			61	
Link Speed (mph)		40			40			35			30	
Link Distance (ft)		1184			2544			1283			1561	
Travel Time (s)		20.2			43.4			25.0			35.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	4%	0%	1%	0%	0%	0%	2%	0%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	440	69	52	491	0	74	160	0	96	175	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2		2	2			4			4		
Detector Phase	2	2	2	2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0		13.0	13.0		13.0	13.0	
Total Split (s)	36.0	36.0	36.0	36.0	36.0		24.0	24.0		24.0	24.0	
Total Split (%)	60.0%	60.0%	60.0%	60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	None		None	None	
Act Effct Green (s)	22.5	22.5	22.5	22.5	22.5		11.5	11.5		11.5	11.5	
Actuated g/C Ratio	0.58	0.58	0.58	0.58	0.58		0.29	0.29		0.29	0.29	
v/c Ratio	0.08	0.41	0.07	0.10	0.46		0.20	0.28		0.26	0.31	
Control Delay	7.6	9.3	2.6	7.7	9.6		16.2	10.2		16.9	11.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.6	9.3	2.6	7.7	9.6		16.2	10.2		16.9	11.9	
LOS	A	A	A	A	A		B	B		B	B	
Approach Delay		8.4			9.4			12.1			13.6	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)	4	62	0	6	68		13	15		17	20	
Queue Length 95th (ft)	19	159	16	25	177		48	61		59	73	
Internal Link Dist (ft)		1104			2464			1203			1481	
Turn Bay Length (ft)	100		600	100			100			100		
Base Capacity (vph)	645	1416	1197	716	1407		659	972		668	975	

Lanes, Volumes, Timings
 25: Tulane Road & Holmes Road

2030 Build
 Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.31	0.06	0.07	0.35		0.11	0.16		0.14	0.18	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	39.1
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.46
Intersection Signal Delay:	10.2
Intersection LOS:	B
Intersection Capacity Utilization:	67.2%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 25: Tulane Road & Holmes Road



Intersection						
Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	↔
Traffic Vol, veh/h	186	26	102	197	9	56
Future Vol, veh/h	186	26	102	197	9	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	225	-	35	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	0	0
Mvmt Flow	200	28	110	212	10	60

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	228	0	646
Stage 1	-	-	-	-	214
Stage 2	-	-	-	-	432
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1352	-	439
Stage 1	-	-	-	-	826
Stage 2	-	-	-	-	659
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1352	-	403
Mov Cap-2 Maneuver	-	-	-	-	493
Stage 1	-	-	-	-	826
Stage 2	-	-	-	-	606

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	493	831	-	-	1352	-
HCM Lane V/C Ratio	0.02	0.072	-	-	0.081	-
HCM Control Delay (s)	12.4	9.7	-	-	7.9	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0.3	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	2	270	326	8	8	8
Future Vol, veh/h	2	270	326	8	8	8
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	94	94	94	94	94	94
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	2	287	347	9	9	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	356	0	-	0	643
Stage 1	-	-	-	-	352
Stage 2	-	-	-	-	291
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1214	-	-	-	441
Stage 1	-	-	-	-	716
Stage 2	-	-	-	-	763
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1214	-	-	-	440
Mov Cap-2 Maneuver	-	-	-	-	440
Stage 1	-	-	-	-	715
Stage 2	-	-	-	-	763

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1214	-	-	-	539
HCM Lane V/C Ratio	0.002	-	-	-	0.032
HCM Control Delay (s)	8	0	-	-	11.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	2	281	332	20	14	2
Future Vol, veh/h	2	281	332	20	14	2
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	95	95	95	95	95	95
Heavy Vehicles, %	100	0	1	0	0	0
Mvmt Flow	2	296	349	21	15	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	370	0	-	0	660 360
Stage 1	-	-	-	-	360 -
Stage 2	-	-	-	-	300 -
Critical Hdwy	5.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	3.1	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	803	-	-	-	431 689
Stage 1	-	-	-	-	710 -
Stage 2	-	-	-	-	756 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	803	-	-	-	430 689
Mov Cap-2 Maneuver	-	-	-	-	430 -
Stage 1	-	-	-	-	708 -
Stage 2	-	-	-	-	756 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	803	-	-	-	451
HCM Lane V/C Ratio	0.003	-	-	-	0.037
HCM Control Delay (s)	9.5	0	-	-	13.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	285	343	29	28	12
Future Vol, veh/h	6	285	343	29	28	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	5	0	13
Mvmt Flow	6	303	365	31	30	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	396	0	-	0	696 381
Stage 1	-	-	-	-	381 -
Stage 2	-	-	-	-	315 -
Critical Hdwy	4.1	-	-	-	6.4 6.33
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.417
Pot Cap-1 Maneuver	1174	-	-	-	411 643
Stage 1	-	-	-	-	695 -
Stage 2	-	-	-	-	744 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1174	-	-	-	409 643
Mov Cap-2 Maneuver	-	-	-	-	513 -
Stage 1	-	-	-	-	692 -
Stage 2	-	-	-	-	744 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1174	-	-	-	546
HCM Lane V/C Ratio	0.005	-	-	-	0.078
HCM Control Delay (s)	8.1	-	-	-	12.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	348	1	0	369	2	1	1	0	6	0	2
Future Vol, veh/h	5	348	1	0	369	2	1	1	0	6	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	0	0	0	0	0	0	0	50
Mvmt Flow	5	366	1	0	388	2	1	1	0	6	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	390	0	0	367	0	0	767	767	367	766	766	389
Stage 1	-	-	-	-	-	-	377	377	-	389	389	-
Stage 2	-	-	-	-	-	-	390	390	-	377	377	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.75
Pot Cap-1 Maneuver	1180	-	-	1203	-	-	322	335	683	322	335	566
Stage 1	-	-	-	-	-	-	649	619	-	639	612	-
Stage 2	-	-	-	-	-	-	638	611	-	649	619	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1180	-	-	1203	-	-	319	333	683	320	333	566
Mov Cap-2 Maneuver	-	-	-	-	-	-	319	333	-	320	333	-
Stage 1	-	-	-	-	-	-	646	616	-	636	612	-
Stage 2	-	-	-	-	-	-	636	611	-	645	616	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			16.1			15.3		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	326	1180	-	-	1203	-	-	359
HCM Lane V/C Ratio	0.006	0.004	-	-	-	-	-	0.023
HCM Control Delay (s)	16.1	8.1	0	-	0	-	-	15.3
HCM Lane LOS	C	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↖	↗
Traffic Vol, veh/h	19	345	333	129	176	43
Future Vol, veh/h	19	345	333	129	176	43
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	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	1	1	0
Mvmt Flow	20	356	343	133	181	44

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	476	0	-	0	739 343
Stage 1	-	-	-	-	343 -
Stage 2	-	-	-	-	396 -
Critical Hdwy	4.1	-	-	-	6.41 6.2
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	2.2	-	-	-	3.509 3.3
Pot Cap-1 Maneuver	1097	-	-	-	386 704
Stage 1	-	-	-	-	721 -
Stage 2	-	-	-	-	682 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1097	-	-	-	377 704
Mov Cap-2 Maneuver	-	-	-	-	377 -
Stage 1	-	-	-	-	704 -
Stage 2	-	-	-	-	682 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	20.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1097	-	-	-	377	704
HCM Lane V/C Ratio	0.018	-	-	-	0.481	0.063
HCM Control Delay (s)	8.3	0	-	-	23.1	10.5
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	2.5	0.2

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖↑	↘	
Traffic Vol, veh/h	459	65	50	433	39	45
Future Vol, veh/h	459	65	50	433	39	45
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	0	2	1	0	0
Mvmt Flow	473	67	52	446	40	46

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	540	0	800	473
Stage 1	-	-	-	-	473	-
Stage 2	-	-	-	-	327	-
Critical Hdwy	-	-	4.13	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.219	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1027	-	341	595
Stage 1	-	-	-	-	631	-
Stage 2	-	-	-	-	709	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1027	-	318	595
Mov Cap-2 Maneuver	-	-	-	-	318	-
Stage 1	-	-	-	-	631	-
Stage 2	-	-	-	-	661	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	15.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	424	-	-	1027	-
HCM Lane V/C Ratio	0.204	-	-	0.05	-
HCM Control Delay (s)	15.7	-	-	8.7	0.2
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	501	24	44	496	16	18	6	27	14	2	2
Future Vol, veh/h	1	501	24	44	496	16	18	6	27	14	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	1	0	3	0	0	7	0	9	0	0	0
Mvmt Flow	1	522	25	46	517	17	19	6	28	15	2	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	534	0	0	547	0	0	1157	1163	535	1172	1167	526
Stage 1	-	-	-	-	-	-	537	537	-	618	618	-
Stage 2	-	-	-	-	-	-	620	626	-	554	549	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.17	6.5	6.29	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.563	4	3.381	3.5	4	3.3
Pot Cap-1 Maneuver	1044	-	-	1017	-	-	169	196	532	171	195	556
Stage 1	-	-	-	-	-	-	519	526	-	480	484	-
Stage 2	-	-	-	-	-	-	467	480	-	520	520	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1044	-	-	1017	-	-	159	183	532	150	182	556
Mov Cap-2 Maneuver	-	-	-	-	-	-	159	183	-	150	182	-
Stage 1	-	-	-	-	-	-	518	525	-	480	453	-
Stage 2	-	-	-	-	-	-	433	449	-	486	519	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.7			22.5			29.3		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	259	1044	-	-	1017	-	-	167
HCM Lane V/C Ratio	0.205	0.001	-	-	0.045	-	-	0.112
HCM Control Delay (s)	22.5	8.5	0	-	8.7	0	-	29.3
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	0.4

No-Build (2050)

Lanes, Volumes, Timings
 1: South Third Street & Clement Road/Holmes Road

2050 No-Build
 Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Volume (vph)	54	41	8	161	12	37	0	1593	198	8	1140	41
Future Volume (vph)	54	41	8	161	12	37	0	1593	198	8	1140	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		350	100		0	100		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1700	0	0	1621	1455	0	3266	0	0	3039	0
Flt Permitted		0.975			0.956						0.707	
Satd. Flow (perm)	0	1700	0	0	1621	1455	0	3266	0	0	2148	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				182		23			6	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		350			913			502			587	
Travel Time (s)		8.0			15.6			7.6			8.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	15%	0%	0%	13%	0%	11%	0%	9%	6%	0%	19%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	110	0	0	184	39	0	1906	0	0	1266	0
Turn Type	Split	NA		Split	NA	Perm		NA		Perm	NA	
Protected Phases	3	3		2	2			1			1	
Permitted Phases						2	1			1		
Detector Phase	3	3		2	2	2	1	1		1	1	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	17.0	17.0		17.0	17.0	
Total Split (s)	16.0	16.0		18.0	18.0	18.0	26.0	26.0		26.0	26.0	
Total Split (%)	26.7%	26.7%		30.0%	30.0%	30.0%	43.3%	43.3%		43.3%	43.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		6.0			6.0	6.0		7.0			7.0	
Lead/Lag				Lag	Lag	Lag	Lead	Lead		Lead	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		10.2			11.1	11.1		25.4			25.4	
Actuated g/C Ratio		0.18			0.20	0.20		0.46			0.46	
v/c Ratio		0.35			0.57	0.09		1.27			1.29	
Control Delay		24.6			29.6	0.4		151.9			163.4	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		24.6			29.6	0.4		151.9			163.4	
LOS		C			C	A		F			F	
Approach Delay		24.6			24.5			151.9			163.4	
Approach LOS		C			C			F			F	
Queue Length 50th (ft)		33			61	0		~559			~375	
Queue Length 95th (ft)		75			117	0		#706			#505	
Internal Link Dist (ft)		270			833			422			507	
Turn Bay Length (ft)						350						
Base Capacity (vph)		317			357	462		1504			984	

Lanes, Volumes, Timings
 1: South Third Street & Clement Road/Holmes Road

2050 No-Build
 Timing Plan: AM

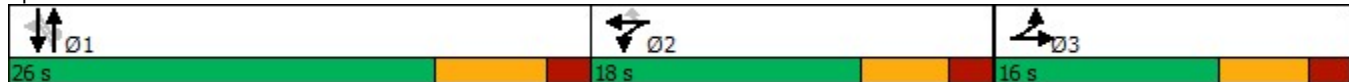


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.35			0.52	0.08		1.27			1.29	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 55.6
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.29
 Intersection Signal Delay: 144.0 Intersection LOS: F
 Intersection Capacity Utilization 82.8% ICU Level of Service E
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: South Third Street & Clement Road/Holmes Road



Lanes, Volumes, Timings
5: Weaver Road & Holmes Road

2050 No-Build
Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	21	251	54	45	111	276	37	1321	54	148	292	12
Future Volume (vph)	21	251	54	45	111	276	37	1321	54	148	292	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1737	0	0	1610	0	0	1837	0	0	1802	0
Flt Permitted		0.941			0.906			0.977			0.279	
Satd. Flow (perm)	0	1639	0	0	1466	0	0	1797	0	0	511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			19			5			3	
Link Speed (mph)		40			40			40			45	
Link Distance (ft)		703			1341			916			996	
Travel Time (s)		12.0			22.9			15.6			15.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	20%	7%	0%	0%	26%	1%	0%	3%	0%	6%	1%	33%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	367	0	0	486	0	0	1587	0	0	507	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4			4		
Detector Phase	2	2		2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	16.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Total Split (s)	24.0	24.0		24.0	24.0		36.0	36.0		36.0	36.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effect Green (s)		18.0			18.0			30.0			30.0	
Actuated g/C Ratio		0.30			0.30			0.50			0.50	
v/c Ratio		0.73			1.07			1.76			1.97	
Control Delay		28.6			87.6			366.7			470.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		28.6			87.6			366.7			470.3	
LOS		C			F			F			F	
Approach Delay		28.6			87.6			366.7			470.3	
Approach LOS		C			F			F			F	
Queue Length 50th (ft)		112			~197			~903			~301	
Queue Length 95th (ft)		#224			#356			#1127			#370	
Internal Link Dist (ft)		623			1261			836			916	
Turn Bay Length (ft)												
Base Capacity (vph)		503			453			901			257	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	

Lanes, Volumes, Timings
 5: Weaver Road & Holmes Road

2050 No-Build
 Timing Plan: AM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.73			1.07			1.76			1.97	

Intersection Summary	
Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Natural Cycle:	150
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.97
Intersection Signal Delay:	296.4
Intersection LOS:	F
Intersection Capacity Utilization	146.4%
ICU Level of Service	H
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 5: Weaver Road & Holmes Road



Lanes, Volumes, Timings
15: Horn Lake Road & Holmes Road

2050 No-Build
Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	305	720	58	25	350	178	90	284	21	215	96	235
Future Volume (vph)	305	720	58	25	350	178	90	284	21	215	96	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	14
Storage Length (ft)	100		0	100		115	0		0	100		65
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	25			45			25			25		
Satd. Flow (prot)	1787	1828	0	1583	1776	1583	0	1849	0	1787	1863	1689
Flt Permitted	0.474			0.159				0.892		0.449		
Satd. Flow (perm)	892	1828	0	265	1776	1583	0	1668	0	845	1863	1689
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				198		5				261
Link Speed (mph)		40			40			35				45
Link Distance (ft)		407			254			863				1681
Travel Time (s)		6.9			4.3			16.8				25.5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	3%	0%	14%	7%	2%	0%	0%	17%	1%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	339	864	0	28	389	198	0	439	0	239	107	261
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		2			2			4				4
Permitted Phases	2			2		2	4			4		4
Detector Phase	2	2		2	2	2	4	4		4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	16.0	16.0		16.0	16.0	16.0
Total Split (s)	31.0	31.0		31.0	31.0	31.0	29.0	29.0		29.0	29.0	29.0
Total Split (%)	51.7%	51.7%		51.7%	51.7%	51.7%	48.3%	48.3%		48.3%	48.3%	48.3%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0		6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	None		None	None	None
Act Effct Green (s)	25.2	25.2		25.2	25.2	25.2		19.7		19.7	19.7	19.7
Actuated g/C Ratio	0.44	0.44		0.44	0.44	0.44		0.35		0.35	0.35	0.35
v/c Ratio	0.86	1.06		0.24	0.50	0.24		0.76		0.82	0.17	0.35
Control Delay	41.6	71.0		18.1	15.1	3.0		25.6		41.8	13.1	3.5
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	41.6	71.0		18.1	15.1	3.0		25.6		41.8	13.1	3.5
LOS	D	E		B	B	A		C		D	B	A
Approach Delay		62.7			11.3			25.6			20.2	
Approach LOS		E			B			C			C	
Queue Length 50th (ft)	110	~375		6	100	0		127		72	24	0
Queue Length 95th (ft)	#258	#577		26	172	31		219		#179	52	38
Internal Link Dist (ft)		327			174			783			1601	
Turn Bay Length (ft)	100			100		115				100		65

Lanes, Volumes, Timings
 15: Horn Lake Road & Holmes Road

2050 No-Build
 Timing Plan: AM

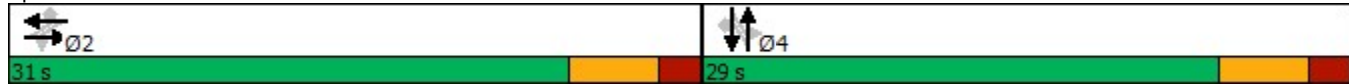


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	394	813		117	785	810		681		343	758	842
Starvation Cap Reductn	0	0		0	0	0		0		0	0	0
Spillback Cap Reductn	0	0		0	0	0		0		0	0	0
Storage Cap Reductn	0	0		0	0	0		0		0	0	0
Reduced v/c Ratio	0.86	1.06		0.24	0.50	0.24		0.64		0.70	0.14	0.31

Intersection Summary

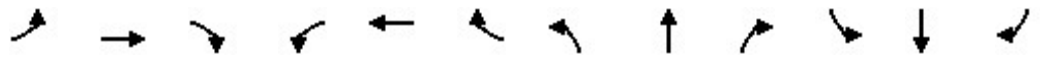
Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 56.9
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 37.0
 Intersection LOS: D
 Intersection Capacity Utilization 102.9%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 15: Horn Lake Road & Holmes Road



Lanes, Volumes, Timings
25: Tulane Road & Holmes Road

2050 No-Build
Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	968	178	186	364	76	261	123	197	112	64	23
Future Volume (vph)	48	968	178	186	364	76	261	123	197	112	64	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		600	100		0	100		0	100		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	1881	1615	1752	1835	0	1752	1719	0	1752	1748	0
Flt Permitted	0.396			0.133			0.692			0.387		
Satd. Flow (perm)	752	1881	1615	245	1835	0	1277	1719	0	714	1748	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			205		25			55			26	
Link Speed (mph)		40			40			35			30	
Link Distance (ft)		1184			2544			1283			1561	
Travel Time (s)		20.2			43.4			25.0			35.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	3%	0%	5%	3%	1%	0%	3%	6%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	1113	205	214	505	0	300	367	0	129	100	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2		2	2			4			4		
Detector Phase	2	2	2	2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0		13.0	13.0		13.0	13.0	
Total Split (s)	36.0	36.0	36.0	36.0	36.0		24.0	24.0		24.0	24.0	
Total Split (%)	60.0%	60.0%	60.0%	60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	None		None	None	
Act Effct Green (s)	30.0	30.0	30.0	30.0	30.0		16.6	16.6		16.6	16.6	
Actuated g/C Ratio	0.51	0.51	0.51	0.51	0.51		0.28	0.28		0.28	0.28	
v/c Ratio	0.14	1.16	0.22	1.71	0.53		0.83	0.70		0.64	0.19	
Control Delay	9.4	101.8	2.2	374.3	12.1		41.4	23.7		35.4	13.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.4	101.8	2.2	374.3	12.1		41.4	23.7		35.4	13.4	
LOS	A	F	A	F	B		D	C		D	B	
Approach Delay		83.2			119.9			31.7			25.8	
Approach LOS		F			F			C			C	
Queue Length 50th (ft)	10	~500	0	~119	109		98	96		39	19	
Queue Length 95th (ft)	26	#676	24	#185	175		#204	169		#102	47	
Internal Link Dist (ft)		1104			2464			1203			1481	
Turn Bay Length (ft)	100		600	100			100			100		
Base Capacity (vph)	385	962	926	125	951		392	566		219	554	

Lanes, Volumes, Timings
 25: Tulane Road & Holmes Road

2050 No-Build
 Timing Plan: AM

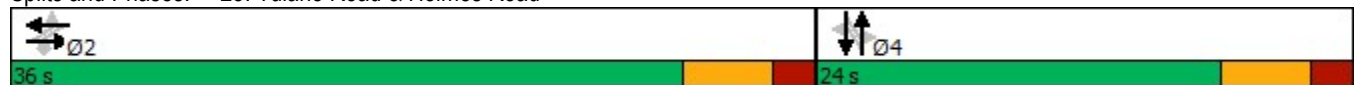


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.14	1.16	0.22	1.71	0.53		0.77	0.65		0.59	0.18	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 58.7
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.71
 Intersection Signal Delay: 76.1
 Intersection LOS: E
 Intersection Capacity Utilization 106.0%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 25: Tulane Road & Holmes Road



Intersection						
Int Delay, s/veh	6.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶		↷	↶	↷	↷
Traffic Vol, veh/h	527	41	74	288	99	239
Future Vol, veh/h	527	41	74	288	99	239
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	225	-	35	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	10	6	9	0	2
Mvmt Flow	613	48	86	335	115	278

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	661	0	1144 637
Stage 1	-	-	-	-	637 -
Stage 2	-	-	-	-	507 -
Critical Hdwy	-	-	4.16	-	6.4 6.22
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.254	-	3.5 3.318
Pot Cap-1 Maneuver	-	-	909	-	223 477
Stage 1	-	-	-	-	531 -
Stage 2	-	-	-	-	609 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	909	-	202 477
Mov Cap-2 Maneuver	-	-	-	-	339 -
Stage 1	-	-	-	-	531 -
Stage 2	-	-	-	-	551 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	22.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	339	477	-	-	909	-
HCM Lane V/C Ratio	0.34	0.583	-	-	0.095	-
HCM Control Delay (s)	21	22.5	-	-	9.4	-
HCM Lane LOS	C	C	-	-	A	-
HCM 95th %tile Q(veh)	1.5	3.7	-	-	0.3	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	16	844	407	8	16	21
Future Vol, veh/h	16	844	407	8	16	21
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	87	87	87	87	87	87
Heavy Vehicles, %	0	3	7	0	0	0
Mvmt Flow	18	970	468	9	18	24

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	477	0	-	0	1479 473
Stage 1	-	-	-	-	473 -
Stage 2	-	-	-	-	1006 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1096	-	-	-	140 595
Stage 1	-	-	-	-	631 -
Stage 2	-	-	-	-	357 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1096	-	-	-	135 595
Mov Cap-2 Maneuver	-	-	-	-	135 -
Stage 1	-	-	-	-	608 -
Stage 2	-	-	-	-	357 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	23.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1096	-	-	-	241
HCM Lane V/C Ratio	0.017	-	-	-	0.176
HCM Control Delay (s)	8.3	0	-	-	23.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	8	852	412	12	33	4
Future Vol, veh/h	8	852	412	12	33	4
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	88	88	88	88	88	88
Heavy Vehicles, %	0	3	7	0	0	0
Mvmt Flow	9	968	468	14	38	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	482	0	-	0	1461 475
Stage 1	-	-	-	-	475 -
Stage 2	-	-	-	-	986 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1091	-	-	-	143 594
Stage 1	-	-	-	-	630 -
Stage 2	-	-	-	-	364 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1091	-	-	-	140 594
Mov Cap-2 Maneuver	-	-	-	-	140 -
Stage 1	-	-	-	-	619 -
Stage 2	-	-	-	-	364 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	37.2
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1091	-	-	-	153
HCM Lane V/C Ratio	0.008	-	-	-	0.275
HCM Control Delay (s)	8.3	0	-	-	37.2
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	1.1

Intersection						
Int Delay, s/veh	20.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	91	811	354	309	189	41
Future Vol, veh/h	91	811	354	309	189	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	9	3	10	1	0	0
Mvmt Flow	106	943	412	359	220	48

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	771	0	-	0	1747 592
Stage 1	-	-	-	-	592 -
Stage 2	-	-	-	-	1155 -
Critical Hdwy	4.19	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.281	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	813	-	-	-	~96 510
Stage 1	-	-	-	-	557 -
Stage 2	-	-	-	-	303 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	813	-	-	-	~84 510
Mov Cap-2 Maneuver	-	-	-	-	~206 -
Stage 1	-	-	-	-	485 -
Stage 2	-	-	-	-	303 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	154.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	813	-	-	-	230
HCM Lane V/C Ratio	0.13	-	-	-	1.163
HCM Control Delay (s)	10.1	-	-	-	154.9
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	12.6

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	948	2	0	538	2	2	0	2	4	0	4
Future Vol, veh/h	2	948	2	0	538	2	2	0	2	4	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	50
Mvmt Flow	2	1030	2	0	585	2	2	0	2	4	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	587	0	0	1032	0	0	1623	1622	1031	1622	1622	586
Stage 1	-	-	-	-	-	-	1035	1035	-	586	586	-
Stage 2	-	-	-	-	-	-	588	587	-	1036	1036	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.75
Pot Cap-1 Maneuver	998	-	-	681	-	-	83	104	286	83	104	431
Stage 1	-	-	-	-	-	-	282	312	-	500	500	-
Stage 2	-	-	-	-	-	-	499	500	-	282	311	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	998	-	-	681	-	-	82	103	286	82	103	431
Mov Cap-2 Maneuver	-	-	-	-	-	-	82	103	-	82	103	-
Stage 1	-	-	-	-	-	-	281	310	-	498	500	-
Stage 2	-	-	-	-	-	-	494	500	-	278	309	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			34.3			32.8		
HCM LOS							D			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	127	998	-	-	681	-	-	138
HCM Lane V/C Ratio	0.034	0.002	-	-	-	-	-	0.063
HCM Control Delay (s)	34.3	8.6	0	-	0	-	-	32.8
HCM Lane LOS	D	A	A	-	A	-	-	D
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection						
Int Delay, s/veh	38.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕	↕	↕	↕
Traffic Vol, veh/h	39	914	469	170	160	82
Future Vol, veh/h	39	914	469	170	160	82
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	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	2	2	2	1	13
Mvmt Flow	43	1004	515	187	176	90

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	702	0	-	0	1605 515
Stage 1	-	-	-	-	515 -
Stage 2	-	-	-	-	1090 -
Critical Hdwy	4.15	-	-	-	6.41 6.33
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	2.245	-	-	-	3.509 3.417
Pot Cap-1 Maneuver	882	-	-	-	~ 116 539
Stage 1	-	-	-	-	602 -
Stage 2	-	-	-	-	324 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	882	-	-	-	~ 103 539
Mov Cap-2 Maneuver	-	-	-	-	~ 103 -
Stage 1	-	-	-	-	536 -
Stage 2	-	-	-	-	324 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	287
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	882	-	-	-	103	539
HCM Lane V/C Ratio	0.049	-	-	-	1.707	0.167
HCM Control Delay (s)	9.3	0	-	-	\$ 427.4	13
HCM Lane LOS	A	A	-	-	F	B
HCM 95th %tile Q(veh)	0.2	-	-	-	13.9	0.6

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	8.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Traffic Vol, veh/h	1035	34	51	572	55	66
Future Vol, veh/h	1035	34	51	572	55	66
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	5	17	1	7	8
Mvmt Flow	1113	37	55	615	59	71

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1150	0	1531
Stage 1	-	-	-	-	1113
Stage 2	-	-	-	-	418
Critical Hdwy	-	-	4.355	-	6.705
Critical Hdwy Stg 1	-	-	-	-	5.505
Critical Hdwy Stg 2	-	-	-	-	5.905
Follow-up Hdwy	-	-	2.3615	-	3.5665
Pot Cap-1 Maneuver	-	-	540	-	113
Stage 1	-	-	-	-	304
Stage 2	-	-	-	-	621
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	540	-	95
Mov Cap-2 Maneuver	-	-	-	-	95
Stage 1	-	-	-	-	304
Stage 2	-	-	-	-	525

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	115.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	142	-	-	540	-
HCM Lane V/C Ratio	0.916	-	-	0.102	-
HCM Control Delay (s)	115.5	-	-	12.4	0.8
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	6.3	-	-	0.3	-

Intersection												
Int Delay, s/veh	7.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1094	18	14	616	18	25	5	23	21	4	7
Future Vol, veh/h	0	1094	18	14	616	18	25	5	23	21	4	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	0	1	0	7	0	0	0	0	0
Mvmt Flow	0	1202	20	15	677	20	27	5	25	23	4	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	697	0	0	1222	0	0	1935	1939	1212	1944	1939	687
Stage 1	-	-	-	-	-	-	1212	1212	-	717	717	-
Stage 2	-	-	-	-	-	-	723	727	-	1227	1222	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.17	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.563	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	909	-	-	578	-	-	48	66	224	50	66	450
Stage 1	-	-	-	-	-	-	217	257	-	424	437	-
Stage 2	-	-	-	-	-	-	410	432	-	220	254	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	909	-	-	578	-	-	43	63	224	40	63	450
Mov Cap-2 Maneuver	-	-	-	-	-	-	43	63	-	40	63	-
Stage 1	-	-	-	-	-	-	217	257	-	424	419	-
Stage 2	-	-	-	-	-	-	382	414	-	191	254	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			167.2			158.5		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	69	909	-	-	578	-	-	53
HCM Lane V/C Ratio	0.844	-	-	-	0.027	-	-	0.663
HCM Control Delay (s)	167.2	0	-	-	11.4	0	-	158.5
HCM Lane LOS	F	A	-	-	B	A	-	F
HCM 95th %tile Q(veh)	4	0	-	-	0.1	-	-	2.7

Lanes, Volumes, Timings
 1: South Third Street & Clement Road/Holmes Road

2050 No-Build
 Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Volume (vph)	12	29	21	288	54	25	41	1350	255	16	1799	37
Future Volume (vph)	12	29	21	288	54	25	41	1350	255	16	1799	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		350	100		0	100		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1796	0	0	1765	1214	0	3274	0	0	3490	0
Flt Permitted		0.991			0.960			0.556			0.669	
Satd. Flow (perm)	0	1796	0	0	1765	1214	0	1822	0	0	2335	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				136		30			3	
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		350			913			502			587	
Travel Time (s)		8.0			15.6			7.6			8.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	4%	0%	33%	10%	9%	0%	25%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	68	0	0	372	27	0	1789	0	0	2012	0
Turn Type	Split	NA		Split	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	3	3		2	2			1			1	
Permitted Phases						2	1			1		
Detector Phase	3	3		2	2	2	1	1		1	1	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	17.0	17.0		17.0	17.0	
Total Split (s)	18.0	18.0		25.0	25.0	25.0	37.0	37.0		37.0	37.0	
Total Split (%)	22.5%	22.5%		31.3%	31.3%	31.3%	46.3%	46.3%		46.3%	46.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		6.0			6.0	6.0		7.0			7.0	
Lead/Lag				Lag	Lag	Lag	Lead	Lead		Lead	Lead	
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		10.2			17.7	17.7		30.5			30.5	
Actuated g/C Ratio		0.14			0.24	0.24		0.41			0.41	
v/c Ratio		0.25			0.88	0.07		2.31			2.07	
Control Delay		25.1			51.4	0.3		613.5			506.8	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		25.1			51.4	0.3		613.5			506.8	
LOS		C			D	A		F			F	
Approach Delay		25.1			47.9			613.5			506.8	
Approach LOS		C			D			F			F	
Queue Length 50th (ft)		20			174	0		~783			~861	
Queue Length 95th (ft)		56			#323	0		#921			#1000	
Internal Link Dist (ft)		270			833			422			507	
Turn Bay Length (ft)						350						
Base Capacity (vph)		317			463	419		773			970	

Lanes, Volumes, Timings
 1: South Third Street & Clement Road/Holmes Road

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.21			0.80	0.06		2.31			2.07	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 73.6
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.31
 Intersection Signal Delay: 500.9
 Intersection LOS: F
 Intersection Capacity Utilization 111.8%
 ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: South Third Street & Clement Road/Holmes Road



Lanes, Volumes, Timings
5: Weaver Road & Holmes Road

2050 No-Build
Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	8	313	115	103	247	173	78	477	78	214	1124	29
Future Volume (vph)	8	313	115	103	247	173	78	477	78	214	1124	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1794	0	0	1771	0	0	1845	0	0	1858	0
Flt Permitted		0.973			0.563			0.725			0.781	
Satd. Flow (perm)	0	1747	0	0	1007	0	0	1346	0	0	1463	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			39			19			3	
Link Speed (mph)		40			40			40			45	
Link Distance (ft)		703			1341			916			996	
Travel Time (s)		12.0			22.9			15.6			15.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	50%	0%	4%	0%	3%	0%	5%	0%	0%	0%	1%	14%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	470	0	0	563	0	0	681	0	0	1470	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4			4		
Detector Phase	2	2		2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	16.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Total Split (s)	20.0	20.0		20.0	20.0		40.0	40.0		40.0	40.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%		66.7%	66.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		14.0			14.0			34.0			34.0	
Actuated g/C Ratio		0.23			0.23			0.57			0.57	
v/c Ratio		1.10			2.13			0.88			1.77	
Control Delay		97.3			541.4			27.8			370.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		97.3			541.4			27.8			370.8	
LOS		F			F			C			F	
Approach Delay		97.3			541.4			27.8			370.8	
Approach LOS		F			F			C			F	
Queue Length 50th (ft)		~191			~331			185			~838	
Queue Length 95th (ft)		#353			#505			#411			#1074	
Internal Link Dist (ft)		623			1261			836			916	
Turn Bay Length (ft)												
Base Capacity (vph)		429			264			770			830	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	

Lanes, Volumes, Timings
 5: Weaver Road & Holmes Road

2050 No-Build
 Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		1.10			2.13			0.88			1.77	






















Intersection Summary	
Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Natural Cycle:	150
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	2.13
Intersection Signal Delay:	287.2
Intersection LOS:	F
Intersection Capacity Utilization	173.0%
ICU Level of Service	H
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 5: Weaver Road & Holmes Road



Lanes, Volumes, Timings
15: Horn Lake Road & Holmes Road

2050 No-Build
Timing Plan: PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	605	91	23	554	249	155	158	12	257	289	341
Future Volume (vph)	177	605	91	23	554	249	155	158	12	257	289	341
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	14
Storage Length (ft)	100		0	100		115	0		0	100		65
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	25			45			25			25		
Satd. Flow (prot)	1805	1862	0	1805	1881	1615	0	1847	0	1770	1900	1706
Flt Permitted	0.251			0.172				0.660		0.564		
Satd. Flow (perm)	477	1862	0	327	1881	1615	0	1248	0	1051	1900	1706
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				245		4				144
Link Speed (mph)		40			40			35				45
Link Distance (ft)		407			254			863				1681
Travel Time (s)		6.9			4.3			16.8				25.5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	2%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	188	741	0	24	589	265	0	346	0	273	307	363
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		2			2			4				4
Permitted Phases	2			2		2	4			4		4
Detector Phase	2	2		2	2	2	4	4		4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	16.0	16.0		16.0	16.0	16.0	16.0	16.0		16.0	16.0	16.0
Total Split (s)	29.0	29.0		29.0	29.0	29.0	31.0	31.0		31.0	31.0	31.0
Total Split (%)	48.3%	48.3%		48.3%	48.3%	48.3%	51.7%	51.7%		51.7%	51.7%	51.7%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0		6.0		6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None	None	None	None		None	None	None
Act Effct Green (s)	23.2	23.2		23.2	23.2	23.2		21.0		21.0	21.0	21.0
Actuated g/C Ratio	0.41	0.41		0.41	0.41	0.41		0.37		0.37	0.37	0.37
v/c Ratio	0.96	0.95		0.18	0.76	0.33		0.74		0.70	0.43	0.50
Control Delay	81.4	43.9		16.6	24.2	3.9		25.7		25.3	14.9	10.1
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	81.4	43.9		16.6	24.2	3.9		25.7		25.3	14.9	10.1
LOS	F	D		B	C	A		C		C	B	B
Approach Delay		51.5			17.9			25.7			16.1	
Approach LOS		D			B			C			B	
Queue Length 50th (ft)	~70	~271		6	185	4		95		74	74	51
Queue Length 95th (ft)	#183	#484		22	#348	44		#183		150	128	110
Internal Link Dist (ft)		327			174			783			1601	
Turn Bay Length (ft)	100			100		115				100		65

Lanes, Volumes, Timings
 15: Horn Lake Road & Holmes Road

2050 No-Build
 Timing Plan: PM

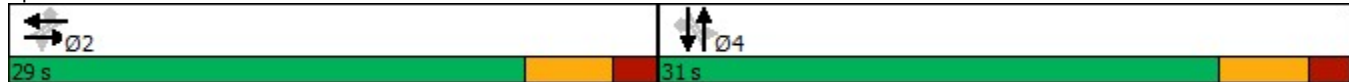


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	196	776		134	775	810		561		470	851	843
Starvation Cap Reductn	0	0		0	0	0		0		0	0	0
Spillback Cap Reductn	0	0		0	0	0		0		0	0	0
Storage Cap Reductn	0	0		0	0	0		0		0	0	0
Reduced v/c Ratio	0.96	0.95		0.18	0.76	0.33		0.62		0.58	0.36	0.43

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	56.3
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.96
Intersection Signal Delay:	28.3
Intersection LOS:	C
Intersection Capacity Utilization	98.5%
ICU Level of Service	F
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 15: Horn Lake Road & Holmes Road



Lanes, Volumes, Timings
25: Tulane Road & Holmes Road

2050 No-Build
Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	995	101	76	616	99	314	123	110	140	149	107
Future Volume (vph)	53	995	101	76	616	99	314	123	110	140	149	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		600	100		0	100		0	100		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	1863	1553	1805	1844	0	1805	1749	0	1805	1766	0
Flt Permitted	0.201			0.133			0.561			0.597		
Satd. Flow (perm)	382	1863	1553	253	1844	0	1066	1749	0	1134	1766	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			103		19			73				61
Link Speed (mph)		40			40			35				30
Link Distance (ft)		1184			2544			1283				1561
Travel Time (s)		20.2			43.4			25.0				35.5
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	4%	0%	1%	0%	0%	0%	2%	0%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	1015	103	78	730	0	320	238	0	143	261	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4				4
Permitted Phases	2		2	2			4			4		
Detector Phase	2	2	2	2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0		13.0	13.0		13.0	13.0	
Total Split (s)	36.0	36.0	36.0	36.0	36.0		24.0	24.0		24.0	24.0	
Total Split (%)	60.0%	60.0%	60.0%	60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	None		None	None	
Act Effct Green (s)	30.0	30.0	30.0	30.0	30.0		18.0	18.0		18.0	18.0	
Actuated g/C Ratio	0.50	0.50	0.50	0.50	0.50		0.30	0.30		0.30	0.30	
v/c Ratio	0.28	1.09	0.12	0.62	0.78		1.00	0.41		0.42	0.46	
Control Delay	13.7	76.1	2.5	38.4	19.9		77.6	14.0		21.5	15.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.7	76.1	2.5	38.4	19.9		77.6	14.0		21.5	15.9	
LOS	B	E	A	D	B		E	B		C	B	
Approach Delay		66.8			21.7			50.5			17.9	
Approach LOS		E			C			D			B	
Queue Length 50th (ft)	11	~428	0	19	195		~115	46		41	56	
Queue Length 95th (ft)	34	#633	19	#85	#387		#259	99		87	115	
Internal Link Dist (ft)		1104			2464			1203			1481	
Turn Bay Length (ft)	100		600	100			100			100		
Base Capacity (vph)	191	931	828	126	931		319	575		340	572	

Lanes, Volumes, Timings
 25: Tulane Road & Holmes Road

2050 No-Build
 Timing Plan: PM

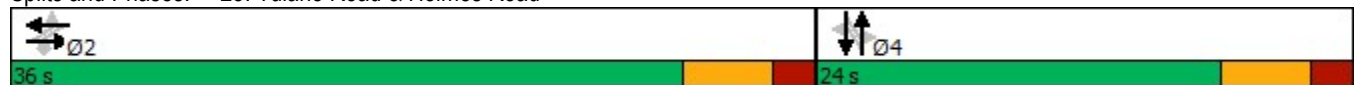


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.28	1.09	0.12	0.62	0.78		1.00	0.41		0.42	0.46	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.09
 Intersection Signal Delay: 44.6 Intersection LOS: D
 Intersection Capacity Utilization 109.9% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 25: Tulane Road & Holmes Road



Intersection						
Int Delay, s/veh	3.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	494	70	272	523	25	148
Future Vol, veh/h	494	70	272	523	25	148
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	225	-	35	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	0	0
Mvmt Flow	531	75	292	562	27	159

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	606	0	1715 569
Stage 1	-	-	-	-	569 -
Stage 2	-	-	-	-	1146 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	982	-	100 525
Stage 1	-	-	-	-	570 -
Stage 2	-	-	-	-	306 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	982	-	70 525
Mov Cap-2 Maneuver	-	-	-	-	166 -
Stage 1	-	-	-	-	570 -
Stage 2	-	-	-	-	215 -

Approach	EB	WB	NB
HCM Control Delay, s	0	3.5	17.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	166	525	-	-	982	-
HCM Lane V/C Ratio	0.162	0.303	-	-	0.298	-
HCM Control Delay (s)	30.8	14.8	-	-	10.2	-
HCM Lane LOS	D	B	-	-	B	-
HCM 95th %tile Q(veh)	0.6	1.3	-	-	1.3	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	4	716	864	21	21	21
Future Vol, veh/h	4	716	864	21	21	21
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	94	94	94	94	94	94
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	4	762	919	22	22	22

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	941	0	-	0	1700
Stage 1	-	-	-	-	930
Stage 2	-	-	-	-	770
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	737	-	-	-	102
Stage 1	-	-	-	-	387
Stage 2	-	-	-	-	460
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	737	-	-	-	101
Mov Cap-2 Maneuver	-	-	-	-	101
Stage 1	-	-	-	-	384
Stage 2	-	-	-	-	460

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	37.7
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	737	-	-	-	154
HCM Lane V/C Ratio	0.006	-	-	-	0.29
HCM Control Delay (s)	9.9	0	-	-	37.7
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	1.1

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	4	745	881	54	37	4
Future Vol, veh/h	4	745	881	54	37	4
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	95	95	95	95	95	95
Heavy Vehicles, %	100	0	1	0	0	0
Mvmt Flow	4	784	927	57	39	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	984	0	-	0	1748
Stage 1	-	-	-	-	956
Stage 2	-	-	-	-	792
Critical Hdwy	5.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	3.1	-	-	-	3.5
Pot Cap-1 Maneuver	427	-	-	-	96
Stage 1	-	-	-	-	376
Stage 2	-	-	-	-	450
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	427	-	-	-	94
Mov Cap-2 Maneuver	-	-	-	-	94
Stage 1	-	-	-	-	370
Stage 2	-	-	-	-	450

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	64.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	427	-	-	-	101
HCM Lane V/C Ratio	0.01	-	-	-	0.427
HCM Control Delay (s)	13.5	0	-	-	64.9
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	1.8

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	757	910	78	74	33
Future Vol, veh/h	16	757	910	78	74	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	5	0	13
Mvmt Flow	17	805	968	83	79	35

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1051	0	-	0	1849 1010
Stage 1	-	-	-	-	1010 -
Stage 2	-	-	-	-	839 -
Critical Hdwy	4.1	-	-	-	6.4 6.33
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.417
Pot Cap-1 Maneuver	670	-	-	-	83 277
Stage 1	-	-	-	-	355 -
Stage 2	-	-	-	-	427 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	670	-	-	-	81 277
Mov Cap-2 Maneuver	-	-	-	-	211 -
Stage 1	-	-	-	-	346 -
Stage 2	-	-	-	-	427 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	35.6
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	670	-	-	-	228
HCM Lane V/C Ratio	0.025	-	-	-	0.499
HCM Control Delay (s)	10.5	-	-	-	35.6
HCM Lane LOS	B	-	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	2.5

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	871	2	0	814	4	2	2	0	9	0	4
Future Vol, veh/h	7	871	2	0	814	4	2	2	0	9	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	0	0	0	0	0	0	0	50
Mvmt Flow	7	917	2	0	857	4	2	2	0	9	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	861	0	0	919	0	0	1793	1793	918	1792	1792	859
Stage 1	-	-	-	-	-	-	932	932	-	859	859	-
Stage 2	-	-	-	-	-	-	861	861	-	933	933	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.75
Pot Cap-1 Maneuver	789	-	-	751	-	-	63	82	332	63	82	294
Stage 1	-	-	-	-	-	-	322	348	-	354	376	-
Stage 2	-	-	-	-	-	-	353	375	-	322	348	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	789	-	-	751	-	-	61	81	332	61	81	294
Mov Cap-2 Maneuver	-	-	-	-	-	-	61	81	-	61	81	-
Stage 1	-	-	-	-	-	-	316	342	-	348	376	-
Stage 2	-	-	-	-	-	-	348	375	-	314	342	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			59.7			58.3		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	70	789	-	-	751	-	-	81
HCM Lane V/C Ratio	0.06	0.009	-	-	-	-	-	0.169
HCM Control Delay (s)	59.7	9.6	0	-	0	-	-	58.3
HCM Lane LOS	F	A	A	-	A	-	-	F
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.6

Intersection						
Int Delay, s/veh	108.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↖	↗
Traffic Vol, veh/h	28	867	701	192	261	123
Future Vol, veh/h	28	867	701	192	261	123
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	100	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	1	1	0
Mvmt Flow	29	894	723	198	269	127

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	921	0	-	0	1675 723
Stage 1	-	-	-	-	723 -
Stage 2	-	-	-	-	952 -
Critical Hdwy	4.1	-	-	-	6.41 6.2
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	2.2	-	-	-	3.509 3.3
Pot Cap-1 Maneuver	750	-	-	-	~ 105 430
Stage 1	-	-	-	-	482 -
Stage 2	-	-	-	-	377 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	750	-	-	-	~ 97 430
Mov Cap-2 Maneuver	-	-	-	-	~ 97 -
Stage 1	-	-	-	-	445 -
Stage 2	-	-	-	-	377 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	\$ 613.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	750	-	-	-	97	430
HCM Lane V/C Ratio	0.038	-	-	-	2.774	0.295
HCM Control Delay (s)	10	0	-	-	\$ 894.7	16.8
HCM Lane LOS	A	A	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	25.5	1.2

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	10.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑↑	↑	↑
Traffic Vol, veh/h	1036	96	75	849	59	67
Future Vol, veh/h	1036	96	75	849	59	67
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	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	0	2	1	0	0
Mvmt Flow	1068	99	77	875	61	69

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1167	0	1660
Stage 1	-	-	-	-	1068
Stage 2	-	-	-	-	592
Critical Hdwy	-	-	4.13	-	6.6
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.219	-	3.5
Pot Cap-1 Maneuver	-	-	596	-	99
Stage 1	-	-	-	-	333
Stage 2	-	-	-	-	521
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	596	-	74
Mov Cap-2 Maneuver	-	-	-	-	74
Stage 1	-	-	-	-	333
Stage 2	-	-	-	-	390

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	172.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	121	-	-	596	-
HCM Lane V/C Ratio	1.074	-	-	0.13	-
HCM Control Delay (s)	172.3	-	-	11.9	1.3
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	7.6	-	-	0.4	-

Intersection												
Int Delay, s/veh	37											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1098	36	66	943	23	27	9	41	21	4	4
Future Vol, veh/h	2	1098	36	66	943	23	27	9	41	21	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	1	0	3	0	0	7	0	9	0	0	0
Mvmt Flow	2	1144	38	69	982	24	28	9	43	22	4	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1006	0	0	1182	0	0	2303	2311	1163	2325	2318	994
Stage 1	-	-	-	-	-	-	1167	1167	-	1132	1132	-
Stage 2	-	-	-	-	-	-	1136	1144	-	1193	1186	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.17	6.5	6.29	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.563	4	3.381	3.5	4	3.3
Pot Cap-1 Maneuver	697	-	-	587	-	-	~ 26	39	229	26	38	300
Stage 1	-	-	-	-	-	-	231	270	-	249	281	-
Stage 2	-	-	-	-	-	-	240	277	-	230	265	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	697	-	-	587	-	-	~ 18	28	229	~ 13	28	300
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 18	28	-	~ 13	28	-
Stage 1	-	-	-	-	-	-	229	268	-	247	206	-
Stage 2	-	-	-	-	-	-	170	203	-	179	263	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.8	\$ 740.1	\$ 910.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	38	697	-	-	587	-	-	16
HCM Lane V/C Ratio	2.111	0.003	-	-	0.117	-	-	1.888
HCM Control Delay (s)	\$ 740.1	10.2	0	-	11.9	0	-	\$ 910.5
HCM Lane LOS	F	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	8.7	0	-	-	0.4	-	-	4.4

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Build (2050)

Lanes, Volumes, Timings
 1: South Third Street & Clement Road/Holmes Road

2050 Build
 Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗		↖	↗	↖	↗	↗	↖
Traffic Volume (vph)	54	41	8	161	12	37	0	1593	198	8	1140	41
Future Volume (vph)	54	41	8	161	12	37	0	1593	198	8	1140	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	150		0	100		100	100		100
Storage Lanes	0		0	1		0	1		1	1		1
Taper Length (ft)	25			100			25			25		
Satd. Flow (prot)	0	1700	0	1597	1557	0	1900	3312	1524	1805	3034	1615
Flt Permitted		0.810		0.663						0.134		
Satd. Flow (perm)	0	1412	0	1115	1557	0	1900	3312	1524	255	3034	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			5				127			127
Link Speed (mph)		30			40			45				45
Link Distance (ft)		350			913			502				587
Travel Time (s)		8.0			15.6			7.6				8.9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	15%	0%	0%	13%	0%	11%	0%	9%	6%	0%	19%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	110	0	171	52	0	0	1695	211	9	1213	44
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			4				8
Permitted Phases	2			6			4		4	8		8
Detector Phase	2	2		1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	16.0	16.0		11.0	16.0		17.0	17.0	17.0	17.0	17.0	17.0
Total Split (s)	16.0	16.0		11.0	27.0		33.0	33.0	33.0	33.0	33.0	33.0
Total Split (%)	26.7%	26.7%		18.3%	45.0%		55.0%	55.0%	55.0%	55.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0		3.0	4.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0		1.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		4.0	6.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	Max
Act Effct Green (s)		10.1		16.3	16.4			31.5	31.5	31.5	31.5	31.5
Actuated g/C Ratio		0.18		0.28	0.28			0.55	0.55	0.55	0.55	0.55
v/c Ratio		0.44		0.46	0.12			0.94	0.24	0.06	0.73	0.05
Control Delay		27.8		19.3	13.5			32.5	5.7	11.8	19.0	0.1
Queue Delay		0.0		0.0	0.0			0.0	0.0	0.0	0.0	0.0
Total Delay		27.8		19.3	13.5			32.5	5.7	11.8	19.0	0.1
LOS		C		B	B			C	A	B	B	A
Approach Delay		27.8			18.0			29.6			18.3	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)		34		41	11			~400	17	2	206	0
Queue Length 95th (ft)		77		81	31			#524	52	10	#341	0
Internal Link Dist (ft)		270			833			422			507	
Turn Bay Length (ft)				150					100	100		100
Base Capacity (vph)		252		373	575			1810	890	139	1658	940

Lanes, Volumes, Timings
 1: South Third Street & Clement Road/Holmes Road

2050 Build
 Timing Plan: AM

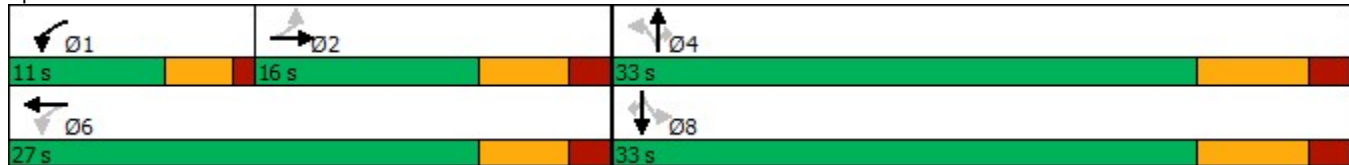


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0		0	0			0	0	0	0	0
Spillback Cap Reductn		0		0	0			0	0	0	0	0
Storage Cap Reductn		0		0	0			0	0	0	0	0
Reduced v/c Ratio		0.44		0.46	0.09			0.94	0.24	0.06	0.73	0.05

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 57.6
 Natural Cycle: 75
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 24.7
 Intersection LOS: C
 Intersection Capacity Utilization 70.0%
 ICU Level of Service C
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: South Third Street & Clement Road/Holmes Road



Lanes, Volumes, Timings
5: Weaver Road & Holmes Road

2050 Build
Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	251	54	45	111	276	37	1321	54	148	292	12
Future Volume (vph)	21	251	54	45	111	276	37	1321	54	148	292	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		150	100		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			100		
Satd. Flow (prot)	1504	1748	0	1805	1508	1599	1805	3488	0	1703	3510	0
Flt Permitted	0.677			0.302			0.547			0.089		
Satd. Flow (perm)	1072	1748	0	574	1508	1599	1039	3488	0	160	3510	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				186		6			8	
Link Speed (mph)		40			40			40			45	
Link Distance (ft)		703			1341			916			996	
Travel Time (s)		12.0			22.9			15.6			15.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	20%	7%	0%	0%	26%	1%	0%	3%	0%	6%	1%	33%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	343	0	51	125	310	42	1545	0	166	341	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		4.0	10.0	
Minimum Split (s)	22.0	22.0		22.0	22.0	22.0	22.0	22.0		10.0	22.0	
Total Split (s)	30.0	30.0		30.0	30.0	30.0	48.0	48.0		12.0	60.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%	33.3%	53.3%	53.3%		13.3%	66.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		4.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)	20.2	20.2		20.2	20.2	20.2	40.8	40.8		54.6	52.6	
Actuated g/C Ratio	0.24	0.24		0.24	0.24	0.24	0.48	0.48		0.64	0.62	
v/c Ratio	0.09	0.81		0.38	0.35	0.59	0.08	0.92		0.68	0.16	
Control Delay	26.2	45.4		36.1	30.1	16.8	13.7	31.8		28.6	7.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	26.2	45.4		36.1	30.1	16.8	13.7	31.8		28.6	7.3	
LOS	C	D		D	C	B	B	C		C	A	
Approach Delay		44.2			22.2			31.3			14.3	
Approach LOS		D			C			C			B	
Queue Length 50th (ft)	10	171		23	57	56	12	402		35	37	
Queue Length 95th (ft)	30	#268		57	104	135	31	#581		#125	58	
Internal Link Dist (ft)		623			1261			836			916	
Turn Bay Length (ft)	100			100		150	100			150		
Base Capacity (vph)	305	506		163	429	588	517	1741		249	2252	

Lanes, Volumes, Timings
5: Weaver Road & Holmes Road

2050 Build
Timing Plan: AM

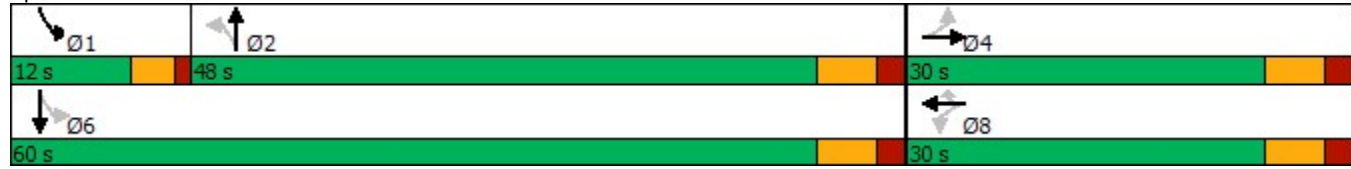


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.08	0.68		0.31	0.29	0.53	0.08	0.89		0.67	0.15	

Intersection Summary

























Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	84.9
Natural Cycle:	75
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.92
Intersection Signal Delay:	28.5
Intersection LOS:	C
Intersection Capacity Utilization:	89.6%
ICU Level of Service:	E
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 5: Weaver Road & Holmes Road



Lanes, Volumes, Timings
15: Horn Lake Road & Holmes Road

2050 Build
Timing Plan: AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	305	720	58	25	350	178	90	284	21	215	96	235
Future Volume (vph)	305	720	58	25	350	178	90	284	21	215	96	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	14
Storage Length (ft)	100		0	100		115	100		0	0		65
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			0			25			25		
Satd. Flow (prot)	1787	1845	1615	1583	1776	1583	1805	1860	0	1787	1863	1689
Flt Permitted	0.458			0.114			0.688			0.230		
Satd. Flow (perm)	862	1845	1615	190	1776	1583	1307	1860	0	433	1863	1689
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85			168		4				261
Link Speed (mph)		40			40			35				45
Link Distance (ft)		407			2209			863				1681
Travel Time (s)		6.9			37.7			16.8				25.5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	3%	0%	14%	7%	2%	0%	0%	17%	1%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	339	800	64	28	389	198	100	339	0	239	107	261
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	Perm	NA		pm+pt	NA	Perm
Protected Phases		2			6	7		8		7	4	
Permitted Phases	2		2	6		6	8			4		4
Detector Phase	2	2	2	6	6	7	8	8		7	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	4.0	7.0	7.0		4.0	7.0	7.0
Minimum Split (s)	16.0	16.0	16.0	16.0	16.0	8.0	13.0	13.0		8.0	13.0	13.0
Total Split (s)	52.0	52.0	52.0	52.0	52.0	12.0	26.0	26.0		12.0	38.0	38.0
Total Split (%)	57.8%	57.8%	57.8%	57.8%	57.8%	13.3%	28.9%	28.9%		13.3%	42.2%	42.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0		3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0		1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	4.0	6.0	6.0		4.0	6.0	6.0
Lead/Lag						Lead	Lag	Lag		Lead		
Lead-Lag Optimize?						Yes	Yes	Yes		Yes		
Recall Mode	None	None	None	None	None	None	None	None		None	None	None
Act Effct Green (s)	40.6	40.6	40.6	40.6	40.6	54.9	18.1	18.1		32.3	30.3	30.3
Actuated g/C Ratio	0.49	0.49	0.49	0.49	0.49	0.66	0.22	0.22		0.39	0.36	0.36
v/c Ratio	0.81	0.89	0.08	0.30	0.45	0.18	0.35	0.83		0.80	0.16	0.33
Control Delay	35.0	32.8	1.9	23.3	15.8	1.8	33.4	50.9		42.4	20.3	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	35.0	32.8	1.9	23.3	15.8	1.8	33.4	50.9		42.4	20.3	4.1
LOS	C	C	A	C	B	A	C	D		D	C	A
Approach Delay		31.7			11.6			46.9				22.0
Approach LOS		C			B			D				C
Queue Length 50th (ft)	148	373	0	9	131	5	48	182		96	41	0
Queue Length 95th (ft)	#308	#614	13	33	202	26	95	#322		#210	78	49
Internal Link Dist (ft)		327			2129			783			1601	
Turn Bay Length (ft)	100			100		115	100					65

Lanes, Volumes, Timings
 15: Horn Lake Road & Holmes Road

2050 Build
 Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	485	1039	947	107	1000	1102	320	458		300	730	820
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.70	0.77	0.07	0.26	0.39	0.18	0.31	0.74		0.80	0.15	0.32

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 83.1
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 27.7
 Intersection LOS: C
 Intersection Capacity Utilization 92.7%
 ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 15: Horn Lake Road & Holmes Road

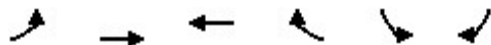


Lanes, Volumes, Timings
18: Holmes Road & Neely Road

2050 Build
Timing Plan: AM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4	Ø6
Lane Configurations								
Traffic Volume (vph)	39	914	469	170	160	82		
Future Volume (vph)	39	914	469	170	160	82		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	12	12	12	12	16		
Storage Length (ft)	100			100	0	0		
Storage Lanes	1			0	1	1		
Taper Length (ft)	25				25			
Satd. Flow (prot)	1719	3539	1796	0	1787	1620		
Flt Permitted	0.082				0.950			
Satd. Flow (perm)	148	3539	1796	0	1787	1620		
Right Turn on Red				Yes		Yes		
Satd. Flow (RTOR)			52			90		
Link Speed (mph)		40	40		30			
Link Distance (ft)		320	254		961			
Travel Time (s)		5.5	4.3		21.8			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91		
Heavy Vehicles (%)	5%	2%	2%	2%	1%	13%		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	43	1004	702	0	176	90		
Turn Type	Perm	NA	NA		Prot	Perm		
Protected Phases		2	4 6		3		4	6
Permitted Phases	2					3		
Detector Phase	2	2	4 6		3	3		
Switch Phase								
Minimum Initial (s)	10.0	10.0			10.0	10.0	10.0	10.0
Minimum Split (s)	16.0	16.0			16.0	16.0	16.0	16.0
Total Split (s)	55.0	55.0			19.0	19.0	16.0	55.0
Total Split (%)	61.1%	61.1%			21.1%	21.1%	18%	61%
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		
Total Lost Time (s)	6.0	6.0			6.0	6.0		
Lead/Lag					Lead	Lead	Lag	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	C-Max	C-Max			None	None	None	C-Max
Act Effct Green (s)	49.0	49.0	65.0		13.0	13.0		
Actuated g/C Ratio	0.54	0.54	0.72		0.14	0.14		
v/c Ratio	0.54	0.52	0.54		0.68	0.29		
Control Delay	43.3	14.3	2.9		51.4	10.6		
Queue Delay	0.0	0.2	0.2		0.0	0.0		
Total Delay	43.3	14.4	3.1		51.4	10.6		
LOS	D	B	A		D	B		
Approach Delay		15.6	3.1		37.6			
Approach LOS		B	A		D			
Queue Length 50th (ft)	15	179	19		96	0		
Queue Length 95th (ft)	#71	233	23		#184	42		
Internal Link Dist (ft)		240	174		881			
Turn Bay Length (ft)	100							

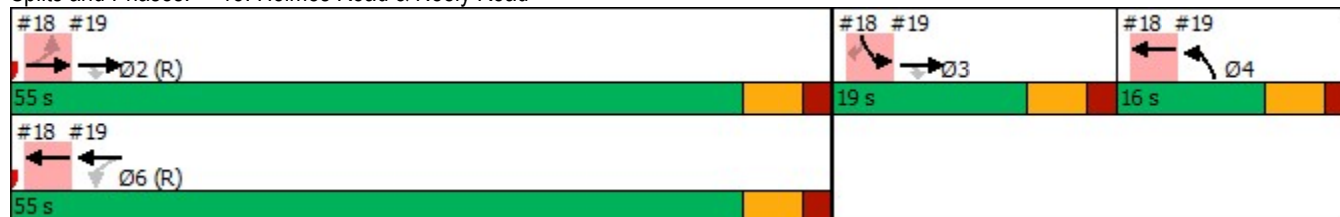


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4	Ø6
Base Capacity (vph)	80	1926	1311		258	311		
Starvation Cap Reductn	0	0	144		0	0		
Spillback Cap Reductn	0	259	0		0	0		
Storage Cap Reductn	0	0	0		0	0		
Reduced v/c Ratio	0.54	0.60	0.60		0.68	0.29		

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of 1st Green
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.79
Intersection Signal Delay:	14.2
Intersection LOS:	B
Intersection Capacity Utilization	53.9%
ICU Level of Service	A
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 18: Holmes Road & Neely Road



Lanes, Volumes, Timings
 19: Whistling Duck Drive & Holmes Road

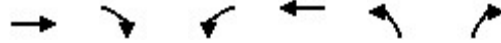
2050 Build
 Timing Plan: AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2	Ø3
Lane Configurations	↑	↑	↑	↑	↑	↑		
Traffic Volume (vph)	1035	34	51	572	55	66		
Future Volume (vph)	1035	34	51	572	55	66		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		0	100		0	0		
Storage Lanes		1	1		1	0		
Taper Length (ft)			25		25			
Satd. Flow (prot)	1863	1538	1543	1881	1600	0		
Flt Permitted			0.107		0.978			
Satd. Flow (perm)	1863	1538	174	1881	1600	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)		37			54			
Link Speed (mph)	40			40	30			
Link Distance (ft)	254			408	417			
Travel Time (s)	4.3			7.0	9.5			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Heavy Vehicles (%)	2%	5%	17%	1%	7%	8%		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	1113	37	55	615	130	0		
Turn Type	NA	Perm	Perm	NA	Prot			
Protected Phases	2 3			6	4		2	3
Permitted Phases		2 3	6					
Detector Phase	2 3	2 3	6	6	4			
Switch Phase								
Minimum Initial (s)			10.0	10.0	10.0		10.0	10.0
Minimum Split (s)			16.0	16.0	16.0		16.0	16.0
Total Split (s)			55.0	55.0	16.0		55.0	19.0
Total Split (%)			61.1%	61.1%	17.8%		61%	21%
Yellow Time (s)			4.0	4.0	4.0		4.0	4.0
All-Red Time (s)			2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0			
Total Lost Time (s)			6.0	6.0	6.0			
Lead/Lag					Lag			Lead
Lead-Lag Optimize?					Yes			Yes
Recall Mode			C-Max	C-Max	None		C-Max	None
Act Effct Green (s)	68.0	68.0	49.0	49.0	10.0			
Actuated g/C Ratio	0.76	0.76	0.54	0.54	0.11			
v/c Ratio	0.79	0.03	0.59	0.60	0.58			
Control Delay	10.2	0.1	44.1	17.0	33.9			
Queue Delay	1.8	0.0	0.0	0.0	0.0			
Total Delay	11.9	0.1	44.1	17.0	33.9			
LOS	B	A	D	B	C			
Approach Delay	11.5			19.2	33.9			
Approach LOS	B			B	C			
Queue Length 50th (ft)	260	0	20	222	41			
Queue Length 95th (ft)	388	m1	#86	328	99			
Internal Link Dist (ft)	174			328	337			
Turn Bay Length (ft)			100					
Base Capacity (vph)	1407	1171	94	1024	225			

Lanes, Volumes, Timings
 19: Whistling Duck Drive & Holmes Road

2050 Build
 Timing Plan: AM

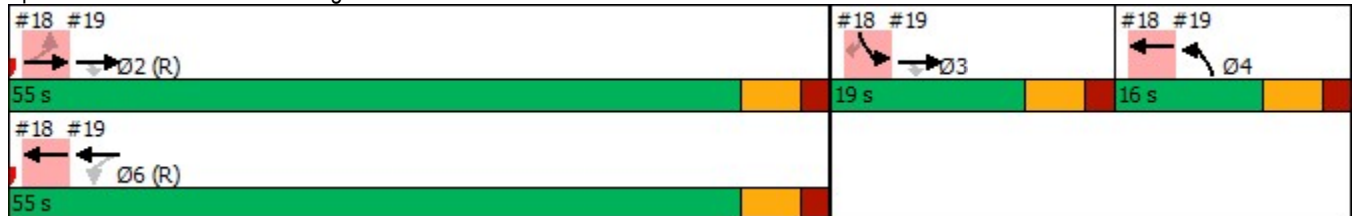


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2	Ø3
Starvation Cap Reductn	153	0	0	0	0			
Spillback Cap Reductn	0	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0			
Reduced v/c Ratio	0.89	0.03	0.59	0.60	0.58			

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of 1st Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 15.7
 Intersection LOS: B
 Intersection Capacity Utilization 72.8%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 19: Whistling Duck Drive & Holmes Road



Lanes, Volumes, Timings
25: Tulane Road & Holmes Road

2050 Build
Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	968	178	186	364	76	261	123	197	112	64	23
Future Volume (vph)	48	968	178	186	364	76	261	123	197	112	64	23
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		600	150		0	150		0	150		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1805	3574	1615	1752	1835	0	1752	1719	0	1752	1748	0
Flt Permitted	0.381			0.110			0.471			0.471		
Satd. Flow (perm)	724	3574	1615	203	1835	0	869	1719	0	869	1748	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			230		14			80			16	
Link Speed (mph)		40			40			35			30	
Link Distance (ft)		1184			2544			1283			1561	
Travel Time (s)		20.2			43.4			25.0			35.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	3%	0%	5%	3%	1%	0%	3%	6%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	1113	205	214	505	0	300	367	0	129	100	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0		4.0	10.0		4.0	10.0	
Minimum Split (s)	11.0	16.0	16.0	17.0	16.0		11.0	16.0		11.0	16.0	
Total Split (s)	11.0	38.0	38.0	17.0	44.0		18.0	24.0		11.0	17.0	
Total Split (%)	12.2%	42.2%	42.2%	18.9%	48.9%		20.0%	26.7%		12.2%	18.9%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	None		None	None	
Act Effct Green (s)	39.7	30.6	30.6	47.5	39.1		30.3	17.2		17.1	10.8	
Actuated g/C Ratio	0.46	0.36	0.36	0.55	0.46		0.35	0.20		0.20	0.13	
v/c Ratio	0.13	0.87	0.28	0.70	0.60		0.62	0.90		0.53	0.43	
Control Delay	10.1	35.2	3.2	27.8	21.9		29.3	53.7		30.7	36.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.1	35.2	3.2	27.8	21.9		29.3	53.7		30.7	36.9	
LOS	B	D	A	C	C		C	D		C	D	
Approach Delay		29.4			23.7			42.7			33.4	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)	13	297	0	59	215		129	159		50	44	
Queue Length 95th (ft)	28	374	30	126	309		202	#307		90	90	
Internal Link Dist (ft)		1104			2464			1203			1481	
Turn Bay Length (ft)	150		600	150			150			150		
Base Capacity (vph)	423	1340	749	348	856		482	425		245	239	

Lanes, Volumes, Timings
 25: Tulane Road & Holmes Road

2050 Build
 Timing Plan: AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.13	0.83	0.27	0.61	0.59		0.62	0.86		0.53	0.42	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 85.8
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 31.3 Intersection LOS: C
 Intersection Capacity Utilization 78.5% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 25: Tulane Road & Holmes Road



Intersection						
Int Delay, s/veh	6.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	527	41	74	288	99	239
Future Vol, veh/h	527	41	74	288	99	239
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	10	6	9	0	2
Mvmt Flow	613	48	86	335	115	278

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	661	0	1144 637
Stage 1	-	-	-	-	637 -
Stage 2	-	-	-	-	507 -
Critical Hdwy	-	-	4.16	-	6.4 6.22
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.254	-	3.5 3.318
Pot Cap-1 Maneuver	-	-	909	-	223 477
Stage 1	-	-	-	-	531 -
Stage 2	-	-	-	-	609 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	909	-	202 477
Mov Cap-2 Maneuver	-	-	-	-	339 -
Stage 1	-	-	-	-	531 -
Stage 2	-	-	-	-	551 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	22.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	339	477	-	-	909	-
HCM Lane V/C Ratio	0.34	0.583	-	-	0.095	-
HCM Control Delay (s)	21	22.5	-	-	9.4	-
HCM Lane LOS	C	C	-	-	A	-
HCM 95th %tile Q(veh)	1.5	3.7	-	-	0.3	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	844	407	8	16	21
Future Vol, veh/h	16	844	407	8	16	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	3	7	0	0	0
Mvmt Flow	18	970	468	9	18	24

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	477	0	-	0	1479 473
Stage 1	-	-	-	-	473 -
Stage 2	-	-	-	-	1006 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1096	-	-	-	140 595
Stage 1	-	-	-	-	631 -
Stage 2	-	-	-	-	357 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1096	-	-	-	138 595
Mov Cap-2 Maneuver	-	-	-	-	264 -
Stage 1	-	-	-	-	621 -
Stage 2	-	-	-	-	357 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1096	-	-	-	386
HCM Lane V/C Ratio	0.017	-	-	-	0.11
HCM Control Delay (s)	8.3	-	-	-	15.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	852	412	12	33	4
Future Vol, veh/h	8	852	412	12	33	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	3	7	0	0	0
Mvmt Flow	9	968	468	14	38	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	482	0	-	0	1461 475
Stage 1	-	-	-	-	475 -
Stage 2	-	-	-	-	986 -
Critical Hdwy	4.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1091	-	-	-	143 594
Stage 1	-	-	-	-	630 -
Stage 2	-	-	-	-	364 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1091	-	-	-	142 594
Mov Cap-2 Maneuver	-	-	-	-	268 -
Stage 1	-	-	-	-	625 -
Stage 2	-	-	-	-	364 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	19.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1091	-	-	-	285
HCM Lane V/C Ratio	0.008	-	-	-	0.148
HCM Control Delay (s)	8.3	-	-	-	19.8
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑		↘	↗
Traffic Vol, veh/h	91	811	354	309	189	41
Future Vol, veh/h	91	811	354	309	189	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	9	3	10	1	0	0
Mvmt Flow	106	943	412	359	220	48

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	771	0	-	0	1276 592
Stage 1	-	-	-	-	592 -
Stage 2	-	-	-	-	684 -
Critical Hdwy	4.235	-	-	-	6.6 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2855	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	804	-	-	-	~ 173 510
Stage 1	-	-	-	-	557 -
Stage 2	-	-	-	-	468 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	804	-	-	-	~ 150 510
Mov Cap-2 Maneuver	-	-	-	-	348 -
Stage 1	-	-	-	-	483 -
Stage 2	-	-	-	-	468 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	28.2
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	804	-	-	-	348	510
HCM Lane V/C Ratio	0.132	-	-	-	0.632	0.093
HCM Control Delay (s)	10.2	-	-	-	31.5	12.8
HCM Lane LOS	B	-	-	-	D	B
HCM 95th %tile Q(veh)	0.5	-	-	-	4.1	0.3

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	2	948	2	0	538	2	2	0	2	4	0	4
Future Vol, veh/h	2	948	2	0	538	2	2	0	2	4	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	50
Mvmt Flow	2	1030	2	0	585	2	2	0	2	4	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	587	0	0	1032	0	0	1623	1622	1031	1622	1622	586
Stage 1	-	-	-	-	-	-	1035	1035	-	586	586	-
Stage 2	-	-	-	-	-	-	588	587	-	1036	1036	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.75
Pot Cap-1 Maneuver	998	-	-	681	-	-	83	104	286	83	104	431
Stage 1	-	-	-	-	-	-	282	312	-	500	500	-
Stage 2	-	-	-	-	-	-	499	500	-	282	311	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	998	-	-	681	-	-	82	104	286	82	104	431
Mov Cap-2 Maneuver	-	-	-	-	-	-	197	219	-	197	219	-
Stage 1	-	-	-	-	-	-	281	311	-	499	500	-
Stage 2	-	-	-	-	-	-	494	500	-	279	310	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			20.7			18.8		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	233	998	-	-	681	-	-	270
HCM Lane V/C Ratio	0.019	0.002	-	-	-	-	-	0.032
HCM Control Delay (s)	20.7	8.6	-	-	0	-	-	18.8
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	0	1094	18	14	616	18	25	5	23	21	4	7
Future Vol, veh/h	0	1094	18	14	616	18	25	5	23	21	4	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	0	1	0	7	0	0	0	0	0
Mvmt Flow	0	1202	20	15	677	20	27	5	25	23	4	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	697	0	0	1222	0	0	1935	1939	1212	1944	1939	687
Stage 1	-	-	-	-	-	-	1212	1212	-	717	717	-
Stage 2	-	-	-	-	-	-	723	727	-	1227	1222	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.17	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.563	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	909	-	-	578	-	-	48	66	224	50	66	450
Stage 1	-	-	-	-	-	-	217	257	-	424	437	-
Stage 2	-	-	-	-	-	-	410	432	-	220	254	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	909	-	-	578	-	-	46	64	224	43	64	450
Mov Cap-2 Maneuver	-	-	-	-	-	-	183	215	-	157	204	-
Stage 1	-	-	-	-	-	-	217	257	-	424	426	-
Stage 2	-	-	-	-	-	-	388	421	-	191	254	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			29.9			28.4		
HCM LOS							D			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	202	909	-	-	578	-	-	189
HCM Lane V/C Ratio	0.288	-	-	-	0.027	-	-	0.186
HCM Control Delay (s)	29.9	0	-	-	11.4	-	-	28.4
HCM Lane LOS	D	A	-	-	B	-	-	D
HCM 95th %tile Q(veh)	1.1	0	-	-	0.1	-	-	0.7

Lanes, Volumes, Timings
 1: South Third Street & Clement Road/Holmes Road

2050 Build
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗		↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	12	29	21	288	54	25	41	1350	255	16	1799	37
Future Volume (vph)	12	29	21	288	54	25	41	1350	255	16	1799	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	150		0	100		100	100		100
Storage Lanes	0		0	1		0	1		1	1		1
Taper Length (ft)	25			100			25			25		
Satd. Flow (prot)	0	1796	0	1736	1641	0	1641	3312	1615	1444	3505	1615
Flt Permitted		0.912		0.658			0.086			0.114		
Satd. Flow (perm)	0	1653	0	1202	1641	0	149	3312	1615	173	3505	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			27				190			95
Link Speed (mph)		30			40			45				45
Link Distance (ft)		350			914			502				587
Travel Time (s)		8.0			15.6			7.6				8.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	4%	0%	33%	10%	9%	0%	25%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	68	0	313	86	0	45	1467	277	17	1955	40
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			4				8
Permitted Phases	2			6			4		4	8		8
Detector Phase	2	2		1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0		7.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	16.0	16.0		11.0	16.0		17.0	17.0	17.0	17.0	17.0	17.0
Total Split (s)	16.0	16.0		11.0	27.0		53.0	53.0	53.0	53.0	53.0	53.0
Total Split (%)	20.0%	20.0%		13.8%	33.8%		66.3%	66.3%	66.3%	66.3%	66.3%	66.3%
Yellow Time (s)	4.0	4.0		3.0	4.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0		1.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		4.0	6.0		7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	Max
Act Effct Green (s)		10.1		19.3	18.5		46.4	46.4	46.4	46.4	46.4	46.4
Actuated g/C Ratio		0.13		0.25	0.24		0.60	0.60	0.60	0.60	0.60	0.60
v/c Ratio		0.29		0.89	0.21		0.51	0.73	0.26	0.16	0.92	0.04
Control Delay		26.7		54.9	18.4		36.0	14.8	3.6	12.8	24.6	0.1
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		26.7		54.9	18.4		36.0	14.8	3.6	12.8	24.6	0.1
LOS		C		D	B		D	B	A	B	C	A
Approach Delay		26.7			47.0			13.6				24.1
Approach LOS		C			D			B				C
Queue Length 50th (ft)		21		135	23		13	270	18	4	452	0
Queue Length 95th (ft)		58		#264	57		#68	357	51	16	#662	1
Internal Link Dist (ft)		270			834			422			507	
Turn Bay Length (ft)				150			100		100	100		100
Base Capacity (vph)		236		351	471		89	1999	1050	104	2116	1013

Lanes, Volumes, Timings
 1: South Third Street & Clement Road/Holmes Road

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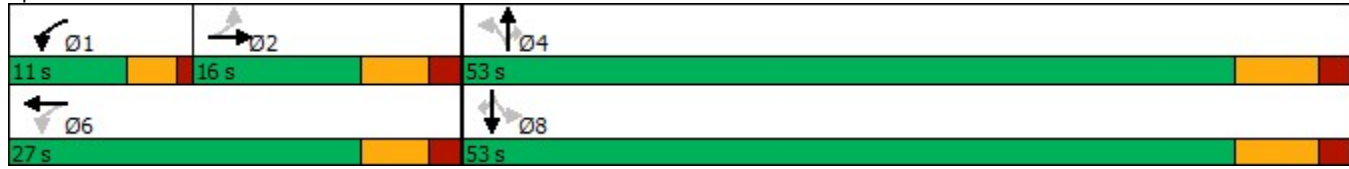


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0		0	0		0	0	0	0	0	0
Storage Cap Reductn		0		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.29		0.89	0.18		0.51	0.73	0.26	0.16	0.92	0.04

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 76.8
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 21.8
 Intersection LOS: C
 Intersection Capacity Utilization 83.2%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: South Third Street & Clement Road/Holmes Road



Lanes, Volumes, Timings
5: Weaver Road & Holmes Road

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	313	115	103	247	173	78	477	78	214	1124	29
Future Volume (vph)	8	313	115	103	247	173	78	477	78	214	1124	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		150	100		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			100		
Satd. Flow (prot)	1203	1805	0	1805	1845	1615	1719	3534	0	1805	3549	0
Flt Permitted	0.580			0.301			0.267			0.285		
Satd. Flow (perm)	735	1805	0	572	1845	1615	483	3534	0	542	3549	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29				186		31				5
Link Speed (mph)		40			40			40				45
Link Distance (ft)		703			1341			916				996
Travel Time (s)		12.0			22.9			15.6				15.1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	50%	0%	4%	0%	3%	0%	5%	0%	0%	0%	1%	14%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	461	0	111	266	186	84	597	0	230	1240	0
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		4.0	10.0	
Minimum Split (s)	22.0	22.0		22.0	22.0	22.0	22.0	22.0		10.0	22.0	
Total Split (s)	27.0	27.0		27.0	27.0	27.0	23.0	23.0		10.0	33.0	
Total Split (%)	45.0%	45.0%		45.0%	45.0%	45.0%	38.3%	38.3%		16.7%	55.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		4.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)	17.1	17.1		17.1	17.1	17.1	15.0	15.0		27.2	25.1	
Actuated g/C Ratio	0.31	0.31		0.31	0.31	0.31	0.28	0.28		0.50	0.46	
v/c Ratio	0.04	0.79		0.62	0.46	0.29	0.64	0.60		0.56	0.76	
Control Delay	13.6	27.0		33.7	18.0	4.1	44.4	19.6		14.7	16.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	13.6	27.0		33.7	18.0	4.1	44.4	19.6		14.7	16.3	
LOS	B	C		C	B	A	D	B		B	B	
Approach Delay		26.8			16.5			22.6			16.1	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)	2	132		32	71	0	25	86		42	174	
Queue Length 95th (ft)	10	#235		#94	127	35	#88	137		84	262	
Internal Link Dist (ft)		623			1261			836			916	
Turn Bay Length (ft)	100			100		150	100			150		
Base Capacity (vph)	288	725		224	723	746	153	1143		411	1792	

Lanes, Volumes, Timings
5: Weaver Road & Holmes Road

2050 Build
Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.03	0.64		0.50	0.37	0.25	0.55	0.52		0.56	0.69	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 54.5
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 19.1
 Intersection LOS: B
 Intersection Capacity Utilization 92.1%
 ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Weaver Road & Holmes Road



Lanes, Volumes, Timings
15: Horn Lake Road & Holmes Road

2050 Build
Timing Plan: PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	605	91	23	554	249	155	158	12	257	289	341
Future Volume (vph)	177	605	91	23	554	249	155	158	12	257	289	341
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	14
Storage Length (ft)	100		0	100		115	100		0	0		65
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	25			0			25			25		
Satd. Flow (prot)	1805	1900	1615	1805	1881	1615	1805	1879	0	1770	1900	1706
Flt Permitted	0.269			0.217			0.573			0.487		
Satd. Flow (perm)	511	1900	1615	412	1881	1615	1089	1879	0	907	1900	1706
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127			265		6				170
Link Speed (mph)		40			40			35				45
Link Distance (ft)		407			2209			863				1681
Travel Time (s)		6.9			37.7			16.8				25.5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	2%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	188	644	97	24	589	265	165	181	0	273	307	363
Turn Type	Perm	NA	Perm	Perm	NA	pm+ov	Perm	NA		pm+pt	NA	Perm
Protected Phases		2			6	7		8		7	4	
Permitted Phases	2		2	6		6	8			4		4
Detector Phase	2	2	2	6	6	7	8	8		7	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	4.0	7.0	7.0		4.0	7.0	7.0
Minimum Split (s)	16.0	16.0	16.0	16.0	16.0	8.0	13.0	13.0		8.0	13.0	13.0
Total Split (s)	31.0	31.0	31.0	31.0	31.0	8.0	21.0	21.0		8.0	29.0	29.0
Total Split (%)	51.7%	51.7%	51.7%	51.7%	51.7%	13.3%	35.0%	35.0%		13.3%	48.3%	48.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0		3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0		1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	4.0	6.0	6.0		4.0	6.0	6.0
Lead/Lag						Lead	Lag	Lag		Lead		
Lead-Lag Optimize?						Yes	Yes	Yes		Yes		
Recall Mode	None	None	None	None	None	None	None	None		None	None	None
Act Effct Green (s)	25.0	25.0	25.0	25.0	25.0	35.0	12.5	12.5		22.5	20.5	20.5
Actuated g/C Ratio	0.43	0.43	0.43	0.43	0.43	0.61	0.22	0.22		0.39	0.36	0.36
v/c Ratio	0.85	0.78	0.13	0.13	0.72	0.24	0.70	0.44		0.66	0.45	0.51
Control Delay	53.8	23.5	2.0	13.3	20.7	1.5	38.1	22.2		21.9	16.6	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	53.8	23.5	2.0	13.3	20.7	1.5	38.1	22.2		21.9	16.6	10.1
LOS	D	C	A	B	C	A	D	C		C	B	B
Approach Delay		27.4			14.7			29.8			15.6	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)	59	192	0	5	169	0	53	52		65	79	47
Queue Length 95th (ft)	#172	#369	15	19	#301	24	#124	101		#117	137	108
Internal Link Dist (ft)		327			2129			783			1601	
Turn Bay Length (ft)	100			100		115	100					65

Lanes, Volumes, Timings
 15: Horn Lake Road & Holmes Road

2050 Build
 Timing Plan: PM

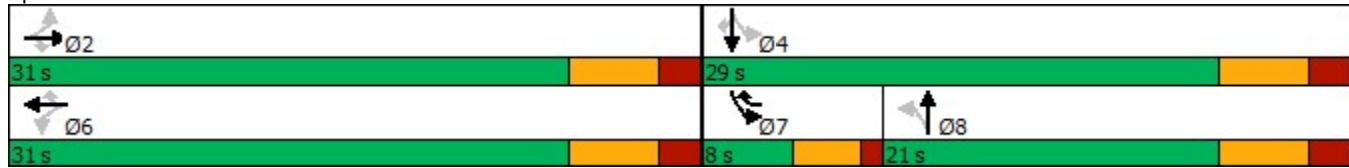


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	222	827	775	179	819	1087	284	495		414	761	785
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.85	0.78	0.13	0.13	0.72	0.24	0.58	0.37		0.66	0.40	0.46

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	57.5
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	20.5
Intersection LOS:	C
Intersection Capacity Utilization	84.0%
ICU Level of Service	E
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 15: Horn Lake Road & Holmes Road



Lanes, Volumes, Timings
18: Holmes Road & Neely Road

2050 Build
Timing Plan: PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4	Ø6
Lane Configurations								
Traffic Volume (vph)	28	867	701	192	261	123		
Future Volume (vph)	28	867	701	192	261	123		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	12	12	12	12	16		
Storage Length (ft)	100			0	0	0		
Storage Lanes	1			0	1	1		
Taper Length (ft)	25				25			
Satd. Flow (prot)	1805	3539	1827	0	1787	1830		
Flt Permitted	0.062				0.950			
Satd. Flow (perm)	118	3539	1827	0	1787	1830		
Right Turn on Red				Yes		Yes		
Satd. Flow (RTOR)			25			127		
Link Speed (mph)		40	40		30			
Link Distance (ft)		320	254		961			
Travel Time (s)		5.5	4.3		21.8			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Heavy Vehicles (%)	0%	2%	1%	1%	1%	0%		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	29	894	921	0	269	127		
Turn Type	Perm	NA	NA		Prot	Perm		
Protected Phases		2	4 6		3		4	6
Permitted Phases	2					3		
Detector Phase	2	2	4 6		3	3		
Switch Phase								
Minimum Initial (s)	10.0	10.0			10.0	10.0	10.0	10.0
Minimum Split (s)	16.0	16.0			16.0	16.0	16.0	16.0
Total Split (s)	70.0	70.0			34.0	34.0	16.0	70.0
Total Split (%)	58.3%	58.3%			28.3%	28.3%	13%	58%
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		
Total Lost Time (s)	6.0	6.0			6.0	6.0		
Lead/Lag					Lead	Lead	Lag	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	C-Max	C-Max			None	None	None	C-Max
Act Effct Green (s)	64.0	64.0	82.1		25.9	25.9		
Actuated g/C Ratio	0.53	0.53	0.68		0.22	0.22		
v/c Ratio	0.47	0.47	0.73		0.70	0.26		
Control Delay	46.9	18.5	5.3		53.5	7.7		
Queue Delay	0.0	0.1	0.8		0.0	0.0		
Total Delay	46.9	18.6	6.1		53.5	7.7		
LOS	D	B	A		D	A		
Approach Delay		19.5	6.1		38.8			
Approach LOS		B	A		D			
Queue Length 50th (ft)	13	218	13		189	0		
Queue Length 95th (ft)	#62	272	m17		283	49		
Internal Link Dist (ft)		240	174		881			
Turn Bay Length (ft)	100							

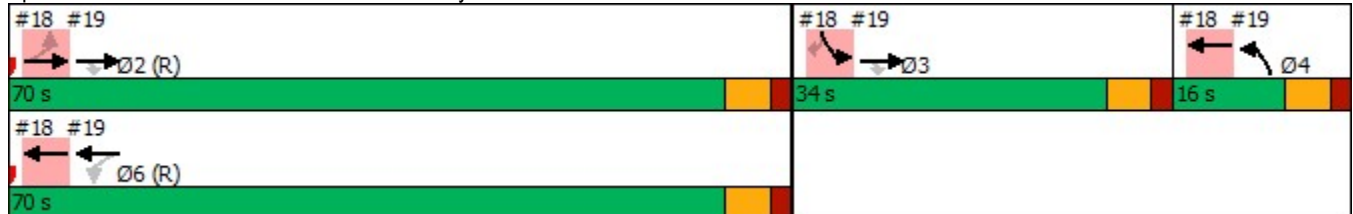


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø4	Ø6
Base Capacity (vph)	62	1887	1257		416	524		
Starvation Cap Reductn	0	0	116		0	0		
Spillback Cap Reductn	0	203	0		0	0		
Storage Cap Reductn	0	0	0		0	0		
Reduced v/c Ratio	0.47	0.53	0.81		0.65	0.24		

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of 1st Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.87
Intersection Signal Delay:	17.4
Intersection LOS:	B
Intersection Capacity Utilization	73.0%
ICU Level of Service	D
Analysis Period (min)	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Holmes Road & Neely Road



Lanes, Volumes, Timings
 19: Whistling Duck Drive & Holmes Road

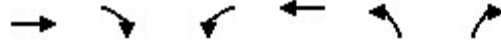
2050 Build
 Timing Plan: PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2	Ø3
Lane Configurations	↑	↑	↑	↑	↑	↑		
Traffic Volume (vph)	1036	96	75	849	59	67		
Future Volume (vph)	1036	96	75	849	59	67		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)		0	100		0	0		
Storage Lanes		1	1		1	0		
Taper Length (ft)			25		25			
Satd. Flow (prot)	1863	1615	1770	1881	1723	0		
Flt Permitted			0.154		0.977			
Satd. Flow (perm)	1863	1615	287	1881	1723	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)		99			37			
Link Speed (mph)	40			40	30			
Link Distance (ft)	254			408	417			
Travel Time (s)	4.3			7.0	9.5			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Heavy Vehicles (%)	2%	0%	2%	1%	0%	0%		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	1068	99	77	875	130	0		
Turn Type	NA	Perm	Perm	NA	Prot			
Protected Phases	2 3			6	4		2	3
Permitted Phases		2 3	6					
Detector Phase	2 3	2 3	6	6	4			
Switch Phase								
Minimum Initial (s)			10.0	10.0	10.0		10.0	10.0
Minimum Split (s)			16.0	16.0	16.0		16.0	16.0
Total Split (s)			70.0	70.0	16.0		70.0	34.0
Total Split (%)			58.3%	58.3%	13.3%		58%	28%
Yellow Time (s)			4.0	4.0	4.0		4.0	4.0
All-Red Time (s)			2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0			
Total Lost Time (s)			6.0	6.0	6.0			
Lead/Lag					Lag			Lead
Lead-Lag Optimize?					Yes			Yes
Recall Mode			C-Max	C-Max	None		C-Max	None
Act Effct Green (s)	95.9	95.9	64.0	64.0	12.1			
Actuated g/C Ratio	0.80	0.80	0.53	0.53	0.10			
v/c Ratio	0.72	0.08	0.50	0.87	0.63			
Control Delay	7.8	0.1	32.1	35.8	52.3			
Queue Delay	0.6	0.5	0.0	0.0	0.0			
Total Delay	8.3	0.6	32.1	35.8	52.3			
LOS	A	A	C	D	D			
Approach Delay	7.7			35.5	52.3			
Approach LOS	A			D	D			
Queue Length 50th (ft)	264	0	37	568	71			
Queue Length 95th (ft)	333	m1	95	#849	#168			
Internal Link Dist (ft)	174			328	337			
Turn Bay Length (ft)			100					
Base Capacity (vph)	1521	1337	153	1003	206			

Lanes, Volumes, Timings
 19: Whistling Duck Drive & Holmes Road

2050 Build
 Timing Plan: PM

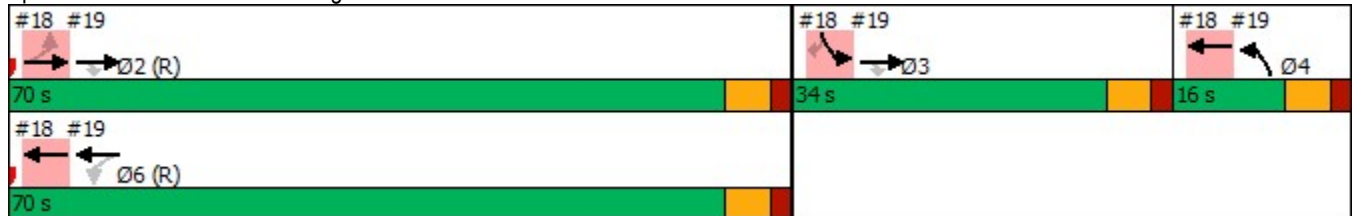


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2	Ø3
Starvation Cap Reductn	153	974	0	0	0			
Spillback Cap Reductn	0	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0			
Reduced v/c Ratio	0.78	0.27	0.50	0.87	0.63			

Intersection Summary

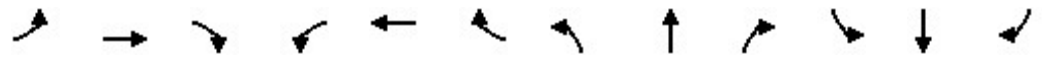
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of 1st Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 22.0
 Intersection LOS: C
 Intersection Capacity Utilization 80.7%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 19: Whistling Duck Drive & Holmes Road



Lanes, Volumes, Timings
25: Tulane Road & Holmes Road

2050 Build
Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	995	101	76	616	99	314	123	110	140	149	107
Future Volume (vph)	53	995	101	76	616	99	314	123	110	140	149	107
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		600	150		0	150		0	150		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Satd. Flow (prot)	1805	3539	1553	1805	1844	0	1805	1749	0	1805	1766	0
Flt Permitted	0.115			0.150			0.261			0.569		
Satd. Flow (perm)	218	3539	1553	285	1844	0	496	1749	0	1081	1766	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182		11			44				34
Link Speed (mph)		40			40			35				30
Link Distance (ft)		1184			2544			1283				1561
Travel Time (s)		20.2			43.4			25.0				35.5
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	4%	0%	1%	0%	0%	0%	2%	0%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	1015	103	78	730	0	320	238	0	143	261	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0		4.0	10.0		4.0	10.0	
Minimum Split (s)	11.0	16.0	16.0	17.0	16.0		11.0	16.0		11.0	16.0	
Total Split (s)	11.0	36.0	36.0	17.0	42.0		16.0	24.0		13.0	21.0	
Total Split (%)	12.2%	40.0%	40.0%	18.9%	46.7%		17.8%	26.7%		14.4%	23.3%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0		4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	None		None	None	
Act Effct Green (s)	42.1	34.7	34.7	43.4	35.4		31.5	17.6		24.6	14.0	
Actuated g/C Ratio	0.49	0.40	0.40	0.50	0.41		0.37	0.20		0.29	0.16	
v/c Ratio	0.23	0.71	0.14	0.28	0.96		0.88	0.61		0.38	0.83	
Control Delay	12.3	25.9	0.5	12.5	50.3		49.6	33.6		22.9	53.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.3	25.9	0.5	12.5	50.3		49.6	33.6		22.9	53.7	
LOS	B	C	A	B	D		D	C		C	D	
Approach Delay		23.0			46.7			42.7			42.8	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	14	251	0	20	396		138	101		55	126	
Queue Length 95th (ft)	30	337	2	41	#643		#265	180		98	#253	
Internal Link Dist (ft)		1104			2464			1203			1481	
Turn Bay Length (ft)	150		600	150			150			150		
Base Capacity (vph)	236	1426	734	383	784		365	404		391	338	

Lanes, Volumes, Timings
 25: Tulane Road & Holmes Road

2050 Build
 Timing Plan: PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.23	0.71	0.14	0.20	0.93		0.88	0.59		0.37	0.77	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 86.1
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 36.0 Intersection LOS: D
 Intersection Capacity Utilization 92.7% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 25: Tulane Road & Holmes Road



Intersection						
Int Delay, s/veh	3.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	494	70	272	523	25	148
Future Vol, veh/h	494	70	272	523	25	148
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	0	0
Mvmt Flow	531	75	292	562	27	159

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	606	0	1715 569
Stage 1	-	-	-	-	569 -
Stage 2	-	-	-	-	1146 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	982	-	100 525
Stage 1	-	-	-	-	570 -
Stage 2	-	-	-	-	306 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	982	-	70 525
Mov Cap-2 Maneuver	-	-	-	-	166 -
Stage 1	-	-	-	-	570 -
Stage 2	-	-	-	-	215 -

Approach	EB	WB	NB
HCM Control Delay, s	0	3.5	17.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	166	525	-	-	982	-
HCM Lane V/C Ratio	0.162	0.303	-	-	0.298	-
HCM Control Delay (s)	30.8	14.8	-	-	10.2	-
HCM Lane LOS	D	B	-	-	B	-
HCM 95th %tile Q(veh)	0.6	1.3	-	-	1.3	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	716	864	21	21	21
Future Vol, veh/h	4	716	864	21	21	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	4	762	919	22	22	22

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	941	0	-	0	1700
Stage 1	-	-	-	-	930
Stage 2	-	-	-	-	770
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	737	-	-	-	102
Stage 1	-	-	-	-	387
Stage 2	-	-	-	-	460
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	737	-	-	-	101
Mov Cap-2 Maneuver	-	-	-	-	237
Stage 1	-	-	-	-	385
Stage 2	-	-	-	-	460

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	20.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	737	-	-	-	275
HCM Lane V/C Ratio	0.006	-	-	-	0.162
HCM Control Delay (s)	9.9	-	-	-	20.6
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	745	881	54	37	4
Future Vol, veh/h	4	745	881	54	37	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	100	0	1	0	0	0
Mvmt Flow	4	784	927	57	39	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	984	0	-	0	1748 956
Stage 1	-	-	-	-	956 -
Stage 2	-	-	-	-	792 -
Critical Hdwy	5.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	3.1	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	427	-	-	-	96 316
Stage 1	-	-	-	-	376 -
Stage 2	-	-	-	-	450 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	427	-	-	-	95 316
Mov Cap-2 Maneuver	-	-	-	-	229 -
Stage 1	-	-	-	-	373 -
Stage 2	-	-	-	-	450 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	23.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	427	-	-	-	235
HCM Lane V/C Ratio	0.01	-	-	-	0.184
HCM Control Delay (s)	13.5	-	-	-	23.7
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↗		↘	↗
Traffic Vol, veh/h	16	757	910	78	74	33
Future Vol, veh/h	16	757	910	78	74	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	5	0	13
Mvmt Flow	17	805	968	83	79	35

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1051	0	0 1447 1010
Stage 1	-	-	- 1010 -
Stage 2	-	-	- 437 -
Critical Hdwy	4.1	-	- 6.6 6.395
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.8 -
Follow-up Hdwy	2.2	-	- 3.5 3.4235
Pot Cap-1 Maneuver	670	-	- 135 272
Stage 1	-	-	- 355 -
Stage 2	-	-	- 624 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	670	-	- 132 272
Mov Cap-2 Maneuver	-	-	- 305 -
Stage 1	-	-	- 346 -
Stage 2	-	-	- 624 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	20.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	670	-	-	-	305	272
HCM Lane V/C Ratio	0.025	-	-	-	0.258	0.129
HCM Control Delay (s)	10.5	-	-	-	20.9	20.2
HCM Lane LOS	B	-	-	-	C	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1	0.4

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	7	871	2	0	814	4	2	2	0	9	0	4
Future Vol, veh/h	7	871	2	0	814	4	2	2	0	9	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	10	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	0	0	0	0	0	0	0	50
Mvmt Flow	7	917	2	0	857	4	2	2	0	9	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	861	0	0	919	0	0	1793	1793	918	1792	1792	859
Stage 1	-	-	-	-	-	-	932	932	-	859	859	-
Stage 2	-	-	-	-	-	-	861	861	-	933	933	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.75
Pot Cap-1 Maneuver	789	-	-	751	-	-	63	82	332	63	82	294
Stage 1	-	-	-	-	-	-	322	348	-	354	376	-
Stage 2	-	-	-	-	-	-	353	375	-	322	348	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	789	-	-	751	-	-	62	81	332	62	81	294
Mov Cap-2 Maneuver	-	-	-	-	-	-	179	199	-	180	201	-
Stage 1	-	-	-	-	-	-	319	345	-	351	376	-
Stage 2	-	-	-	-	-	-	348	375	-	317	345	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			24.6			23.9		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	188	789	-	-	751	-	-	204
HCM Lane V/C Ratio	0.022	0.009	-	-	-	-	-	0.067
HCM Control Delay (s)	24.6	9.6	-	-	0	-	-	23.9
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	2	1098	36	66	943	23	27	9	41	21	4	4
Future Vol, veh/h	2	1098	36	66	943	23	27	9	41	21	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	1	0	3	0	0	7	0	9	0	0	0
Mvmt Flow	2	1144	38	69	982	24	28	9	43	22	4	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1006	0	0	1182	0	0	2303	2311	1163	2325	2318	994
Stage 1	-	-	-	-	-	-	1167	1167	-	1132	1132	-
Stage 2	-	-	-	-	-	-	1136	1144	-	1193	1186	-
Critical Hdwy	4.1	-	-	4.13	-	-	7.17	6.5	6.29	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.227	-	-	3.563	4	3.381	3.5	4	3.3
Pot Cap-1 Maneuver	697	-	-	587	-	-	~ 26	39	229	26	38	300
Stage 1	-	-	-	-	-	-	231	270	-	249	281	-
Stage 2	-	-	-	-	-	-	240	277	-	230	265	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	697	-	-	587	-	-	~ 23	34	229	~ 18	33	300
Mov Cap-2 Maneuver	-	-	-	-	-	-	143	172	-	96	147	-
Stage 1	-	-	-	-	-	-	230	269	-	248	248	-
Stage 2	-	-	-	-	-	-	205	244	-	180	264	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.8			39.2			48.6		
HCM LOS							E			E		

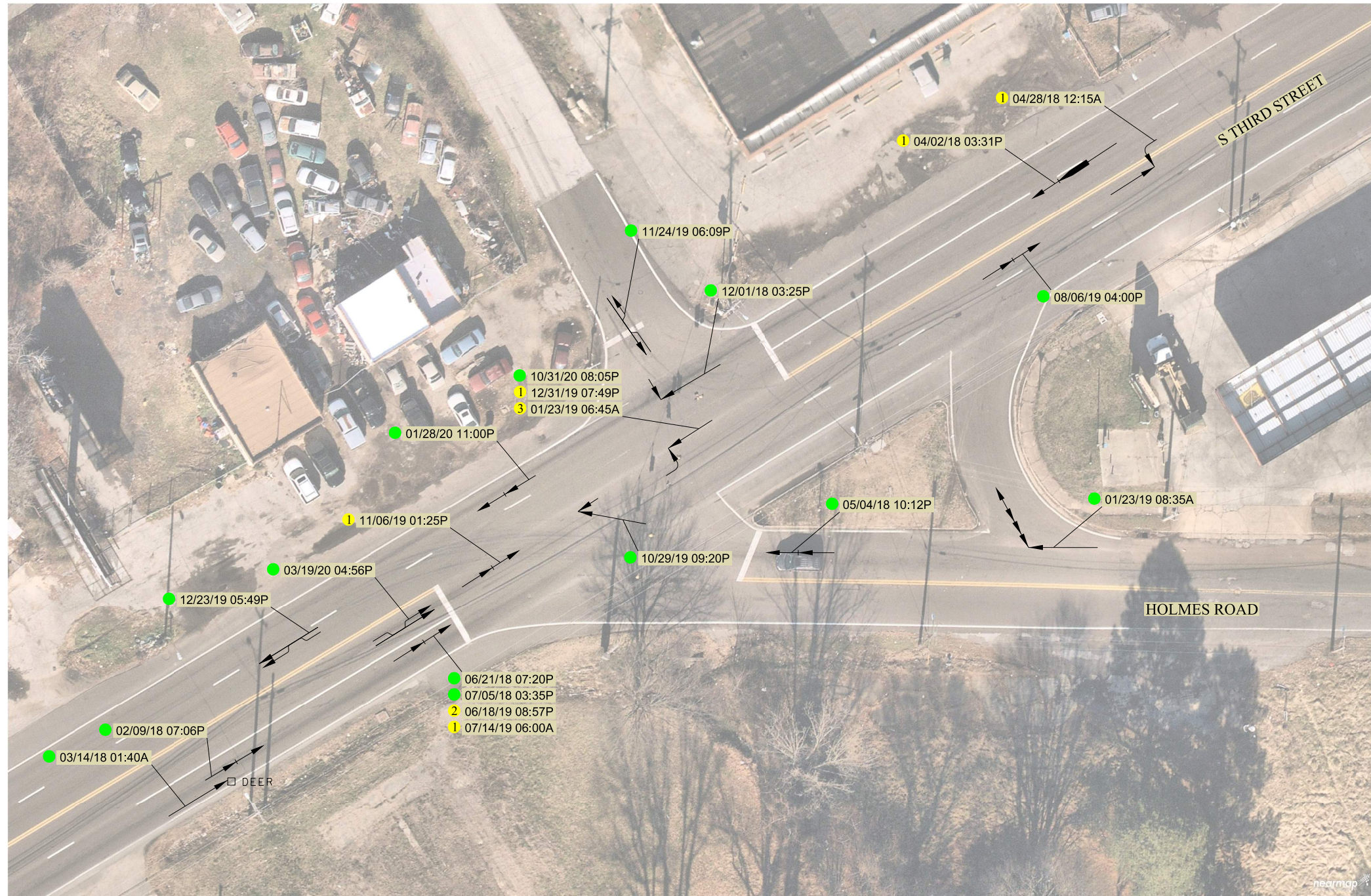
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	183	697	-	-	587	-	-	112
HCM Lane V/C Ratio	0.438	0.003	-	-	0.117	-	-	0.27
HCM Control Delay (s)	39.2	10.2	-	-	11.9	-	-	48.6
HCM Lane LOS		E	B	-	-	B	-	E
HCM 95th %tile Q(veh)		2	0	-	-	0.4	-	1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Appendix E

Intersection Crash Diagrams

Crash History Heat Maps



CRASH LEGEND

- ← Vehicle Path (Direction of Travel)
- ↔ Backing Vehicle
- ↔ Rear End
- ↔ Head On
- ↔ Side Swipe (Same Direction)
- ↔ Side Swipe (Opposite Direction)
- ↔ Right Angle
- ↔ Left Turn
- ↔ Overturn
- ↔ Out of Control
- ↔ Pedestrian/Bicycle
- ↔ Pedestrian/Motorcycle (Specify Road User)
- ↔ Heavy Truck / Bus

TYPE OF CRASH

- FATAL CRASH
- SUSPECTED SERIOUS INJURY CRASH
- SUSPECTED MINOR INJURY CRASH
- PROPERTY DAMAGE ONLY

Time: A=AM P=PM

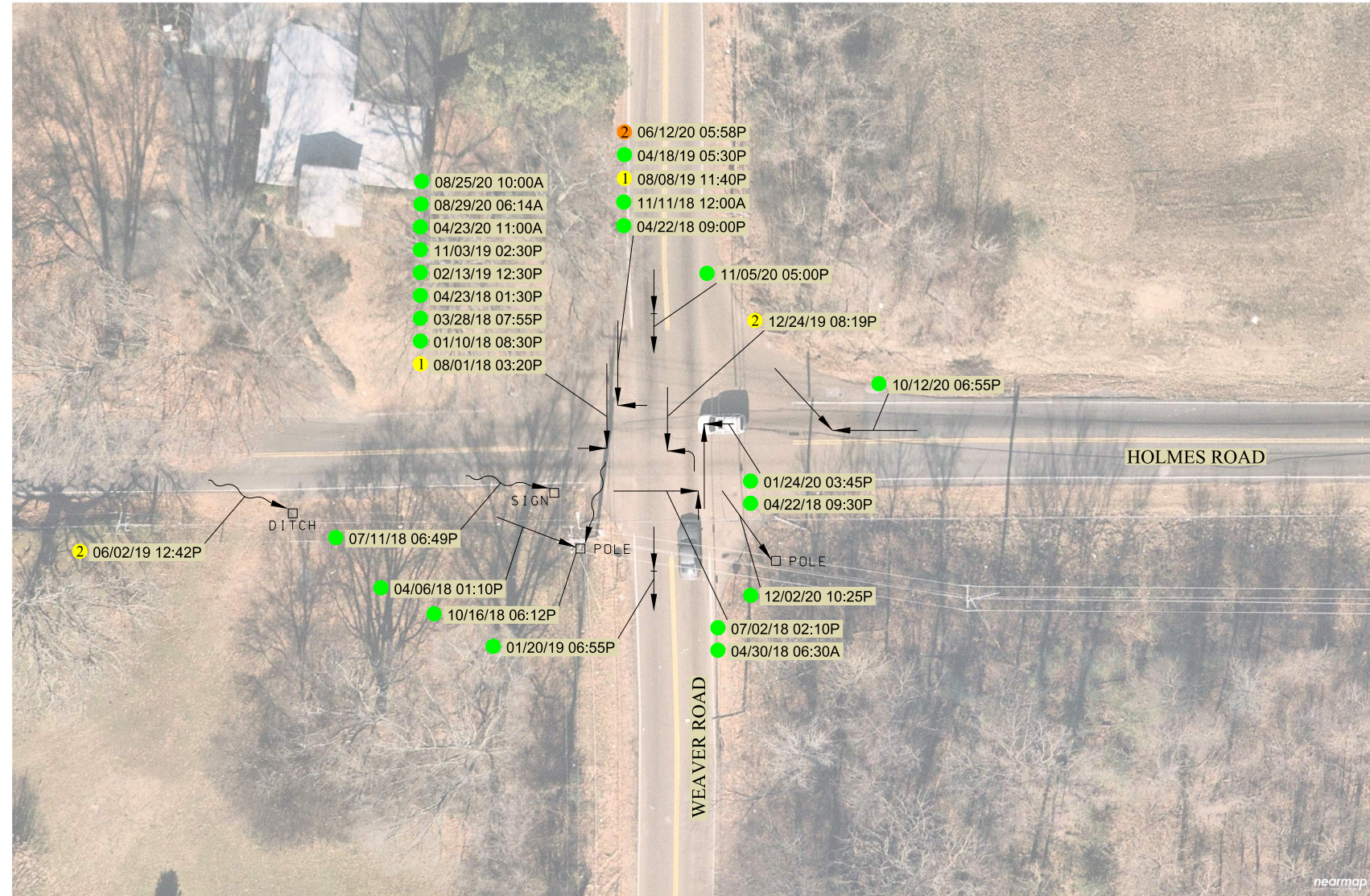
- ☐ Parked Vehicle
- ☐ Object (Specify)

NUMBER OF FATALITIES OR INJURIES



HOLMES ROAD – MEMPHIS, TN
 S THIRD STREET TO CRAIGWOOD DRIVE
 INTERSECTION CRASH DIAGRAMS
 2018 – 2020





CRASH LEGEND

- ← Vehicle Path (Direction of Travel)
- ←←← Backing Vehicle
- ← Rear End
- Head On
- ← Side Swipe (Same Direction)
- Side Swipe (Opposite Direction)
- ↔ Right Angle
- ↙ Left Turn
- ↻ Overturn
- ~ Out of Control
- Pedestrian/Bicycle (Specify Road User)
- Pedestrian/Motorcycle (Specify Road User)
- Heavy Truck / Bus

TYPE OF CRASH

- FATAL CRASH
- SUSPECTED SERIOUS INJURY CRASH
- SUSPECTED MINOR INJURY CRASH
- PROPERTY DAMAGE ONLY

NUMBER OF FATALITIES OR INJURIES

Time: A=AM P=PM

- ☐ Parked Vehicle
- ☐ Object (Specify)



HOLMES ROAD – MEMPHIS, TN
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FIGURE 2
 HOLMES ROAD
 AT
 WEAVER ROAD



CRASH LEGEND

- ← Vehicle Path (Direction of Travel)
- ←←← Backing Vehicle
- ←→ Rear End
- Head On
- ←→ Side Swipe (Same Direction)
- ←→ Side Swipe (Opposite Direction)
- ↔ Right Angle
- ↙ Left Turn
- ↻ Overturn
- ~ Out of Control
- Pedestrian/Bicycle
- Pedestrian/Motorcycle (Specify Road User)
- ▬ Heavy Truck / Bus

TYPE OF CRASH

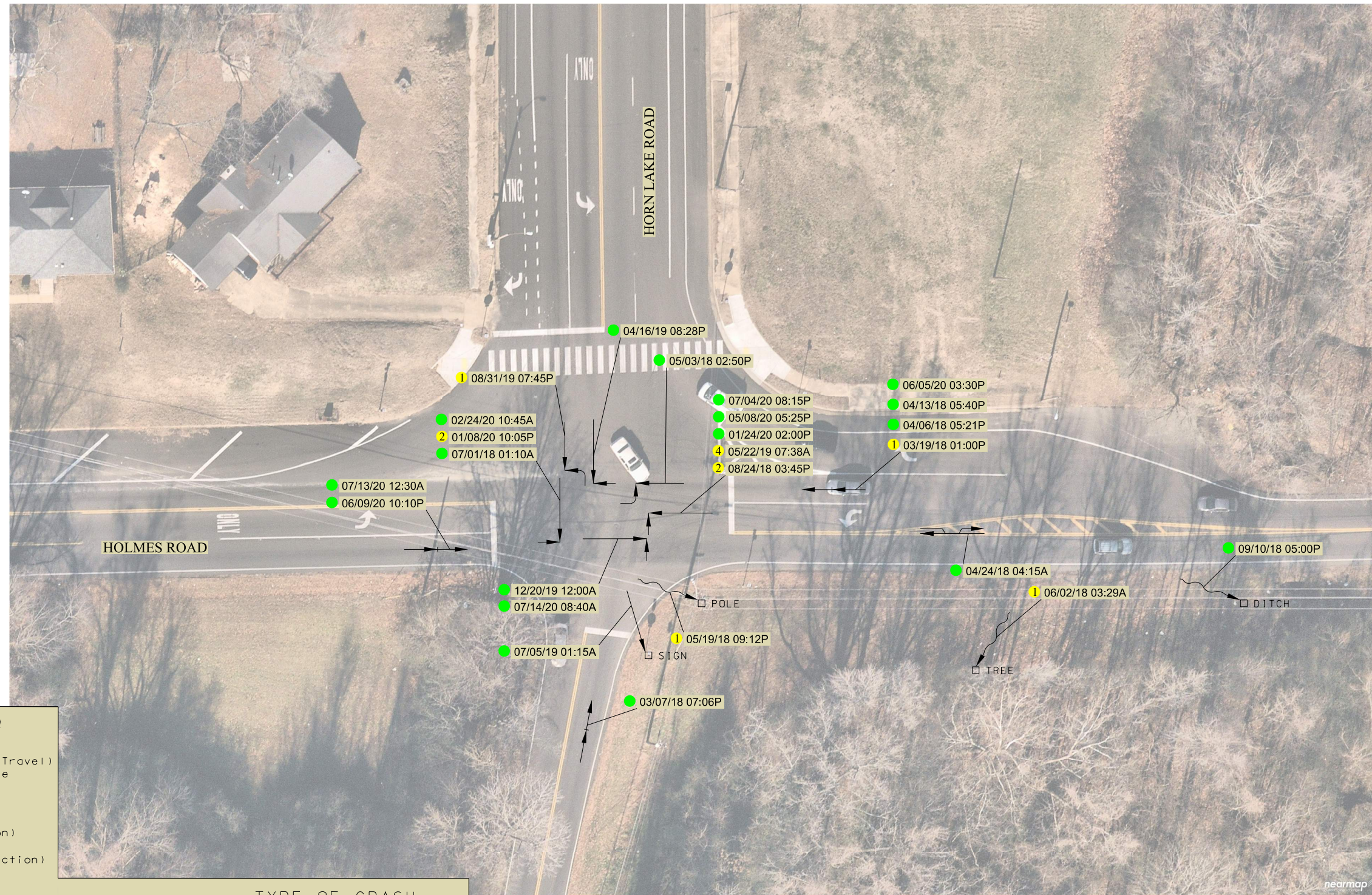
- FATAL CRASH
- SUSPECTED SERIOUS INJURY CRASH
- SUSPECTED MINOR INJURY CRASH
- PROPERTY DAMAGE ONLY

Time: A=AM P=PM
 ▣ Parked Vehicle
 □ Object (Specify)



HOLMES ROAD – MEMPHIS, TN
 S THIRD STREET TO CRAIGWOOD DRIVE
 INTERSECTION CRASH DIAGRAMS
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CRASH LEGEND

- ← Vehicle Path (Direction of Travel)
- ←← Backing Vehicle
- ←→ Rear End
- Head On
- ←→ Side Swipe (Same Direction)
- ←→ Side Swipe (Opposite Direction)
- ↔ Right Angle
- ↙ Left Turn
- ↻ Overturn
- ~ Out of Control
- Pedestrian/Bicycle
- Pedestrian/Motorcycle (Specify Road User)
- Heavy Truck / Bus

TYPE OF CRASH

- FATAL CRASH
- SUSPECTED SERIOUS INJURY CRASH
- SUSPECTED MINOR INJURY CRASH
- PROPERTY DAMAGE ONLY

Time: A=AM P=PM
 □ Parked Vehicle
 □ Object (Specify)

NUMBER OF FATALITIES OR INJURIES

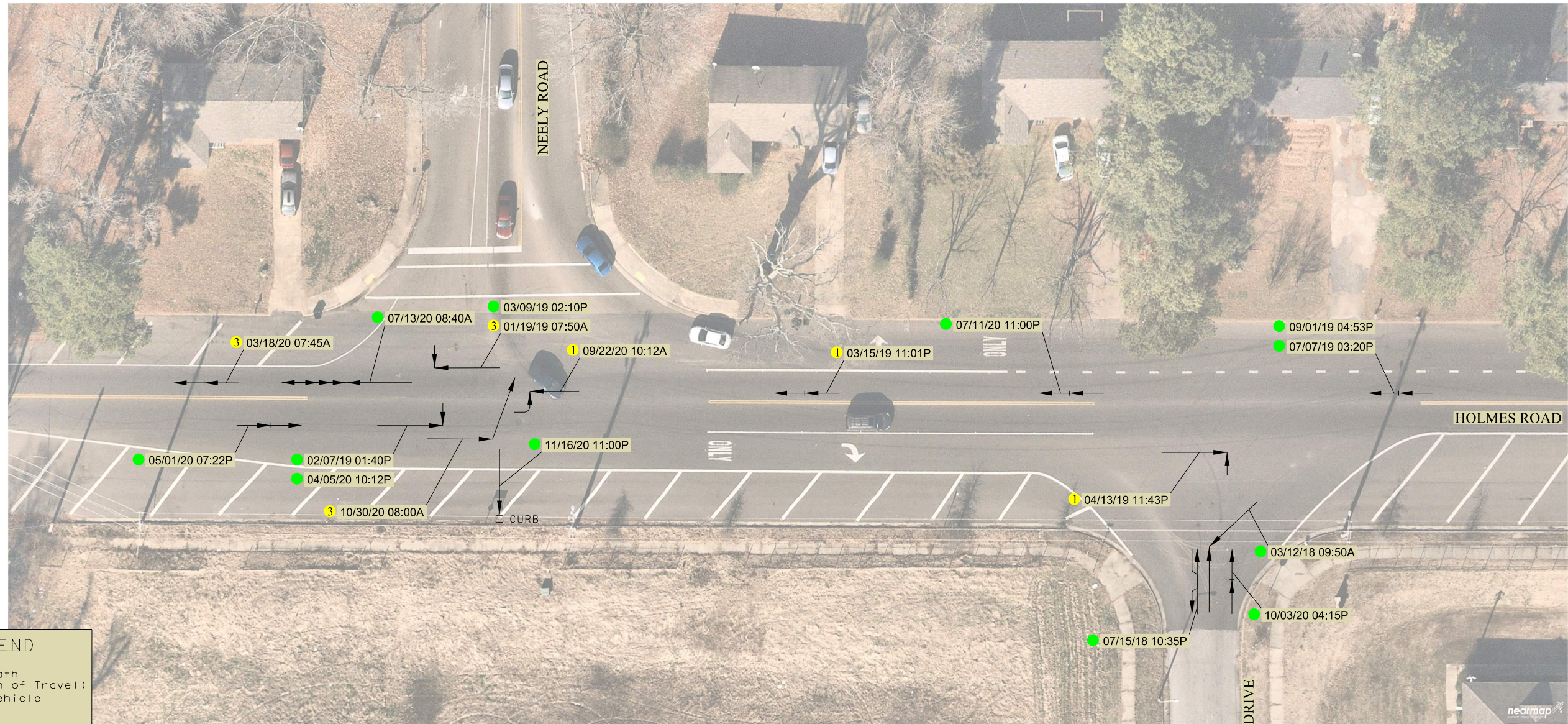


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 INTERSECTION CRASH DIAGRAMS
 2018 – 2020



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FIGURE 4
 HOLMES ROAD
 AT
 HORN LAKE ROAD



CRASH LEGEND

- ← Vehicle Path (Direction of Travel)
- ←←← Backing Vehicle
- ←→ Rear End
- Head On
- ←→ Side Swipe (Same Direction)
- ←→ Side Swipe (Opposite Direction)
- ↔ Right Angle
- ↪ Left Turn
- ↻ Overturn
- ~ Out of Control
- Pedestrian/Bicycle
- Pedestrian/Motorcycle (Specify Road User)
- Heavy Truck / Bus

TYPE OF CRASH

- FATAL CRASH
- SUSPECTED SERIOUS INJURY CRASH
- SUSPECTED MINOR INJURY CRASH
- PROPERTY DAMAGE ONLY

NUMBER OF FATALITIES OR INJURIES

- 1
- 3

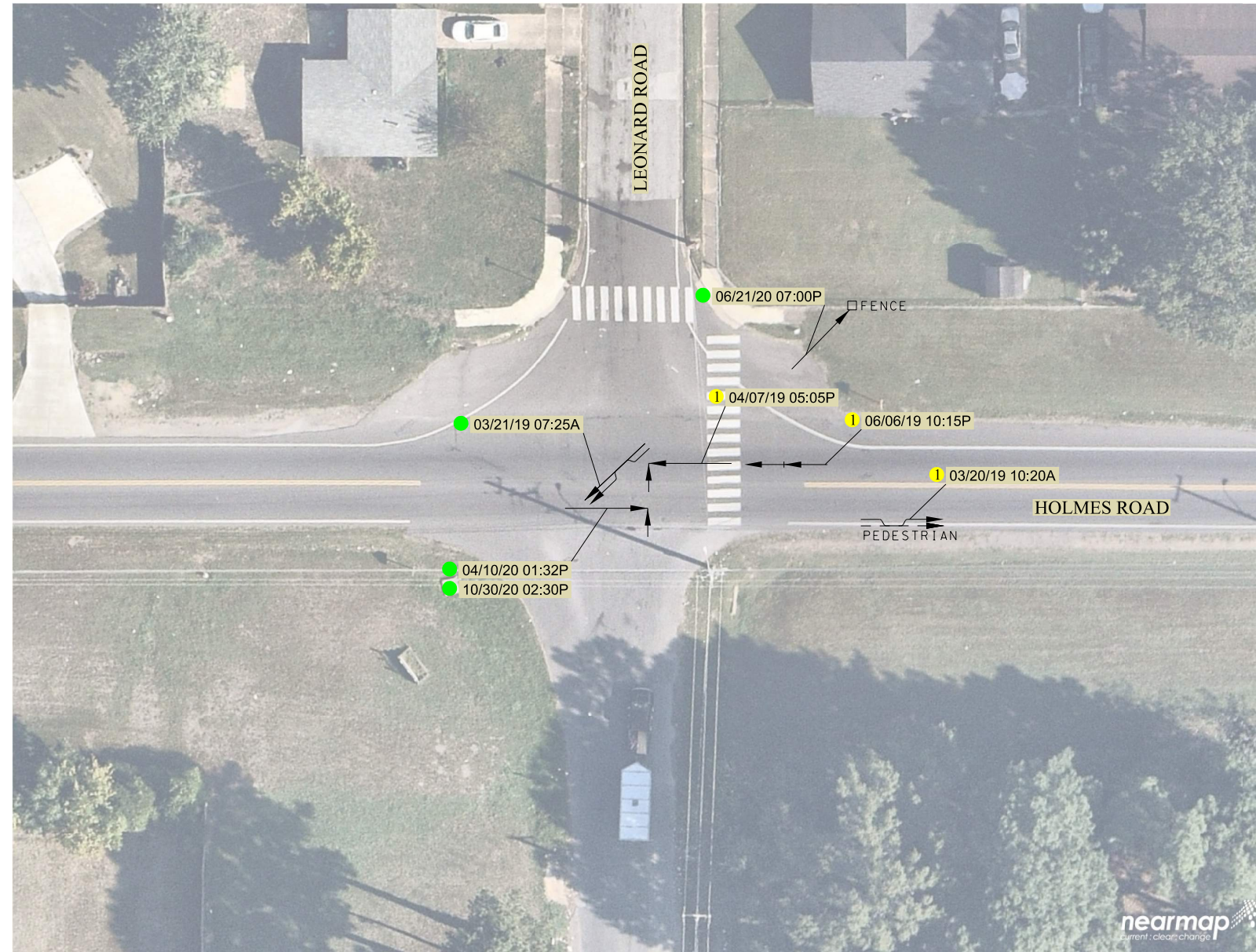
Time: A=AM P=PM

- ▣ Parked Vehicle
- Object (Specify)



HOLMES ROAD – MEMPHIS, TN
 S THIRD STREET TO CRAIGWOOD DRIVE
 INTERSECTION CRASH DIAGRAMS
 2018 – 2020





CRASH LEGEND

- ← Vehicle Path (Direction of Travel)
- ↔ Backing Vehicle
- ←+ Rear End
- + Head On
- ↔ Side Swipe (Same Direction)
- ↔ Side Swipe (Opposite Direction)
- ↘ Right Angle
- ↙ Left Turn
- ↻ Overturn
- ~ Out of Control
- Pedestrian/Bicycle
- Pedestrian/Motorcycle (Specify Road User)
- Heavy Truck / Bus

TYPE OF CRASH

- FATAL CRASH
- ⊛ SUSPECTED SERIOUS INJURY CRASH
- ⊙ SUSPECTED MINOR INJURY CRASH
- PROPERTY DAMAGE ONLY

Time: A=AM P=PM
 ☐ Parked Vehicle
 ☐ Object (Specify)



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 INTERSECTION CRASH DIAGRAMS
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FIGURE 6
 HOLMES ROAD
 AT
 LEONARD ROAD



CRASH LEGEND

- ← Vehicle Path (Direction of Travel)
- ←←← Backing Vehicle
- ←← Rear End
- ←→ Head On
- ←→ Side Swipe (Same Direction)
- ←→ Side Swipe (Opposite Direction)
- ↔ Right Angle
- ↪ Left Turn
- ↻ Overturn
- ~ Out of Control
- Pedestrian/Bicycle
- Pedestrian/Motorcycle (Specify Road User)
- ▬ Heavy Truck / Bus

TYPE OF CRASH

- FATAL CRASH
- ⊕ SUSPECTED SERIOUS INJURY CRASH
- # SUSPECTED MINOR INJURY CRASH
- PROPERTY DAMAGE ONLY

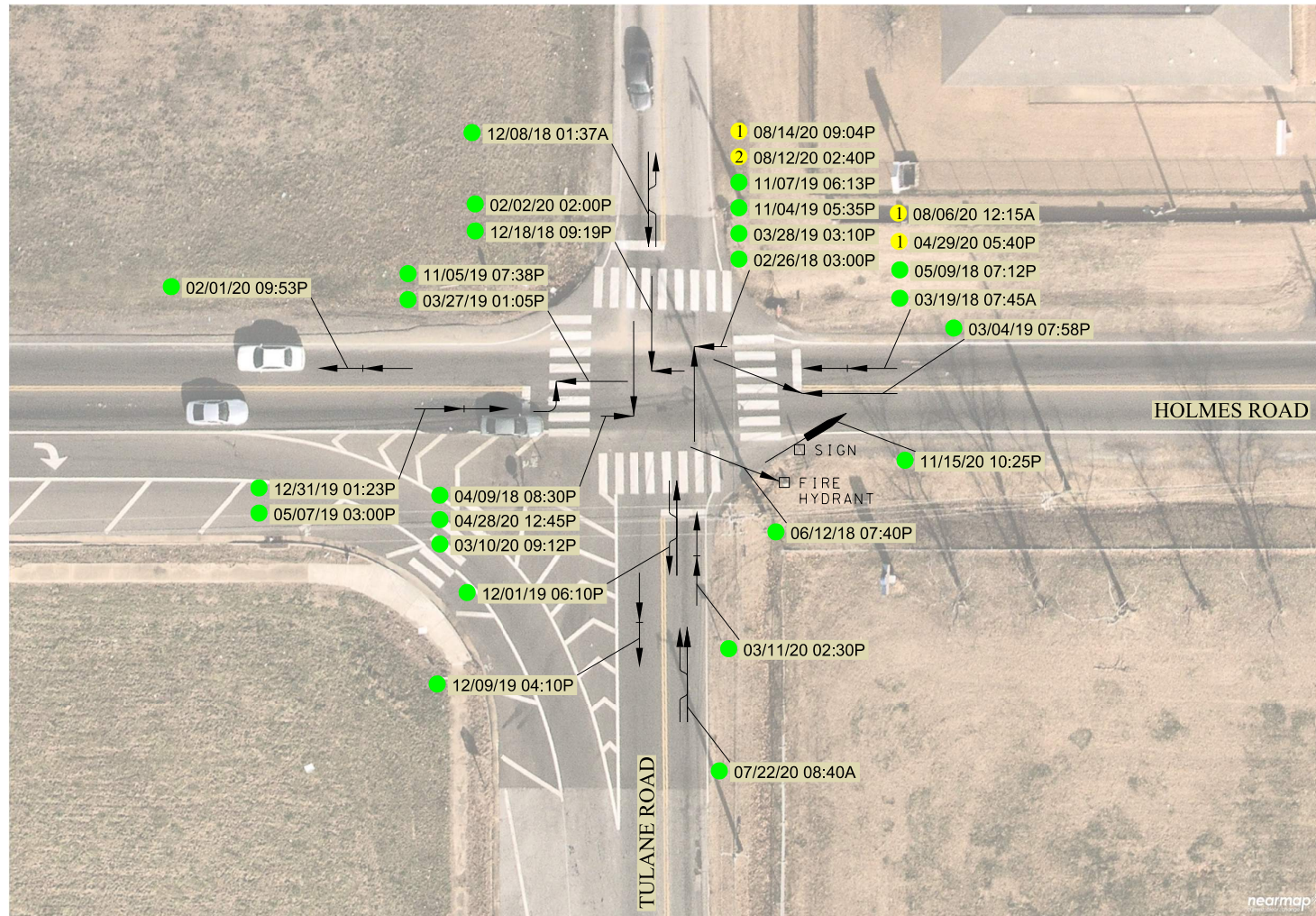
Time: A=AM P=PM

- ▣ Parked Vehicle
- Object (Specify)



HOLMES ROAD – MEMPHIS, TN
 S THIRD STREET TO CRAIGWOOD DRIVE
 INTERSECTION CRASH DIAGRAMS
 2018 – 2020





CRASH LEGEND

- ← Vehicle Path (Direction of Travel)
- ←←← Backing Vehicle
- ←← Rear End
- Head On
- ←→ Side Swipe (Same Direction)
- ←→ Side Swipe (Opposite Direction)
- ↔ Right Angle
- ↙ Left Turn
- ↻ Overturn
- ~ Out of Control
- Pedestrian/Bicycle
- Pedestrian/Motorcycle (Specify Road User)
- ≡ Heavy Truck / Bus

TYPE OF CRASH

- FATAL CRASH
- ⊕ SUSPECTED SERIOUS INJURY CRASH
- ⊙ SUSPECTED MINOR INJURY CRASH
- PROPERTY DAMAGE ONLY

NUMBER OF FATALITIES OR INJURIES

Time: A=AM P=PM

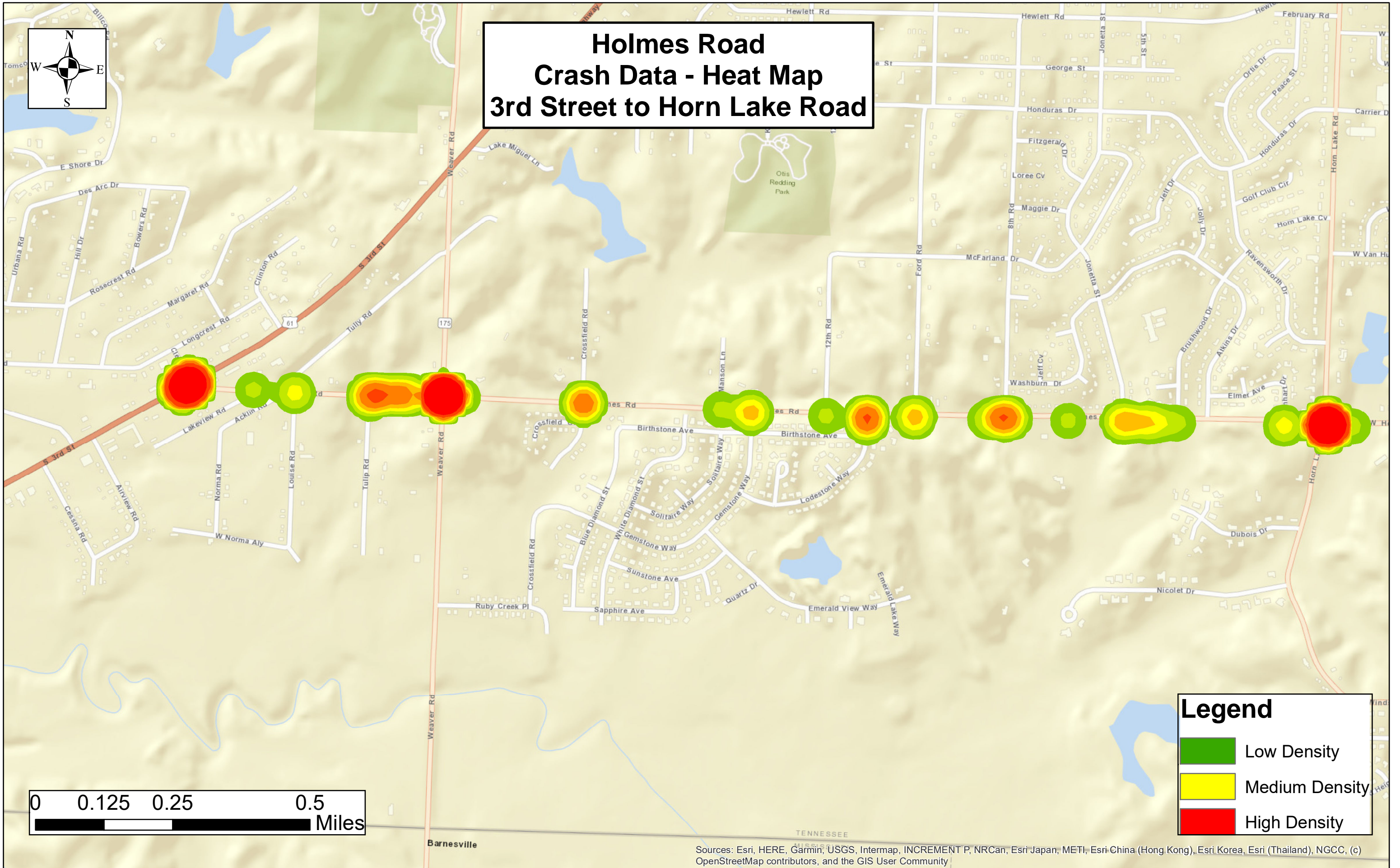
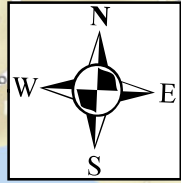
- ▣ Parked Vehicle
- Object (Specify)



HOLMES ROAD – MEMPHIS, TN
 S THIRD STREET TO CRAIGWOOD DRIVE
 INTERSECTION CRASH DIAGRAMS
 2018 – 2020



Holmes Road Crash Data - Heat Map 3rd Street to Horn Lake Road

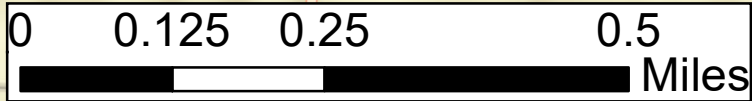
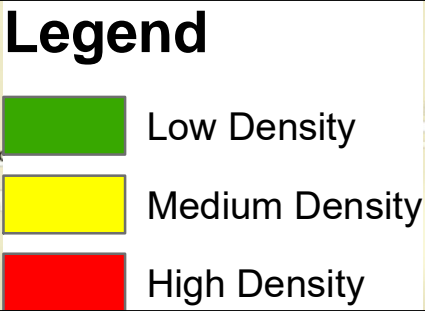
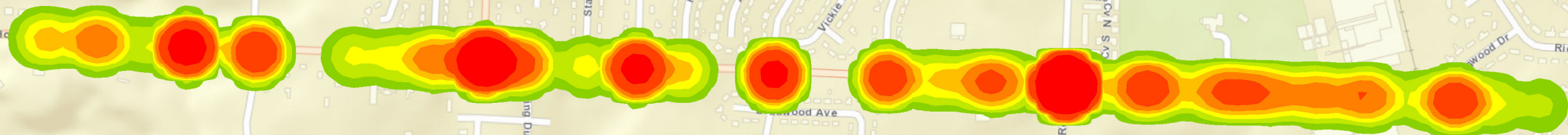
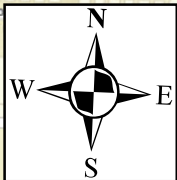


Legend

- Low Density
- Medium Density
- High Density

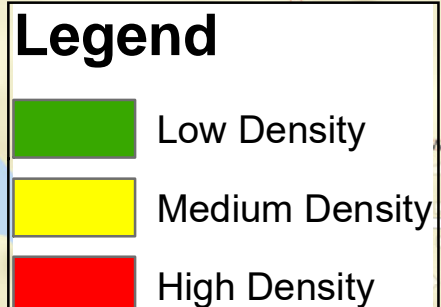
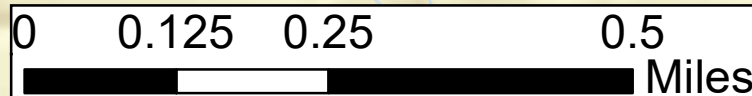
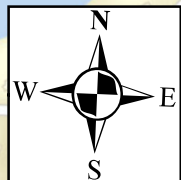
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri-China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Holmes Road Crash Data - Heat Map Horn Lake Road to Craigwood Drive

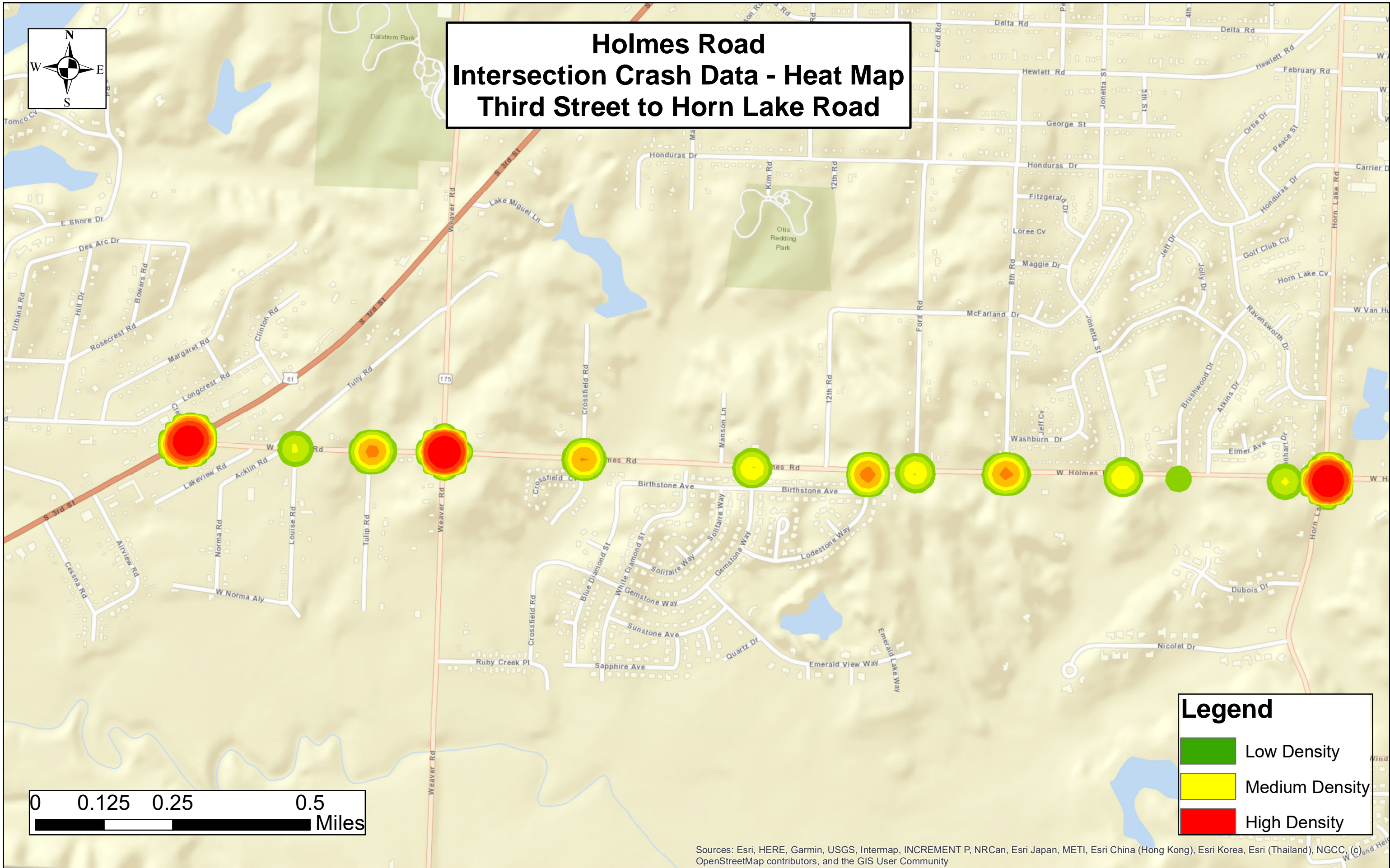


Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

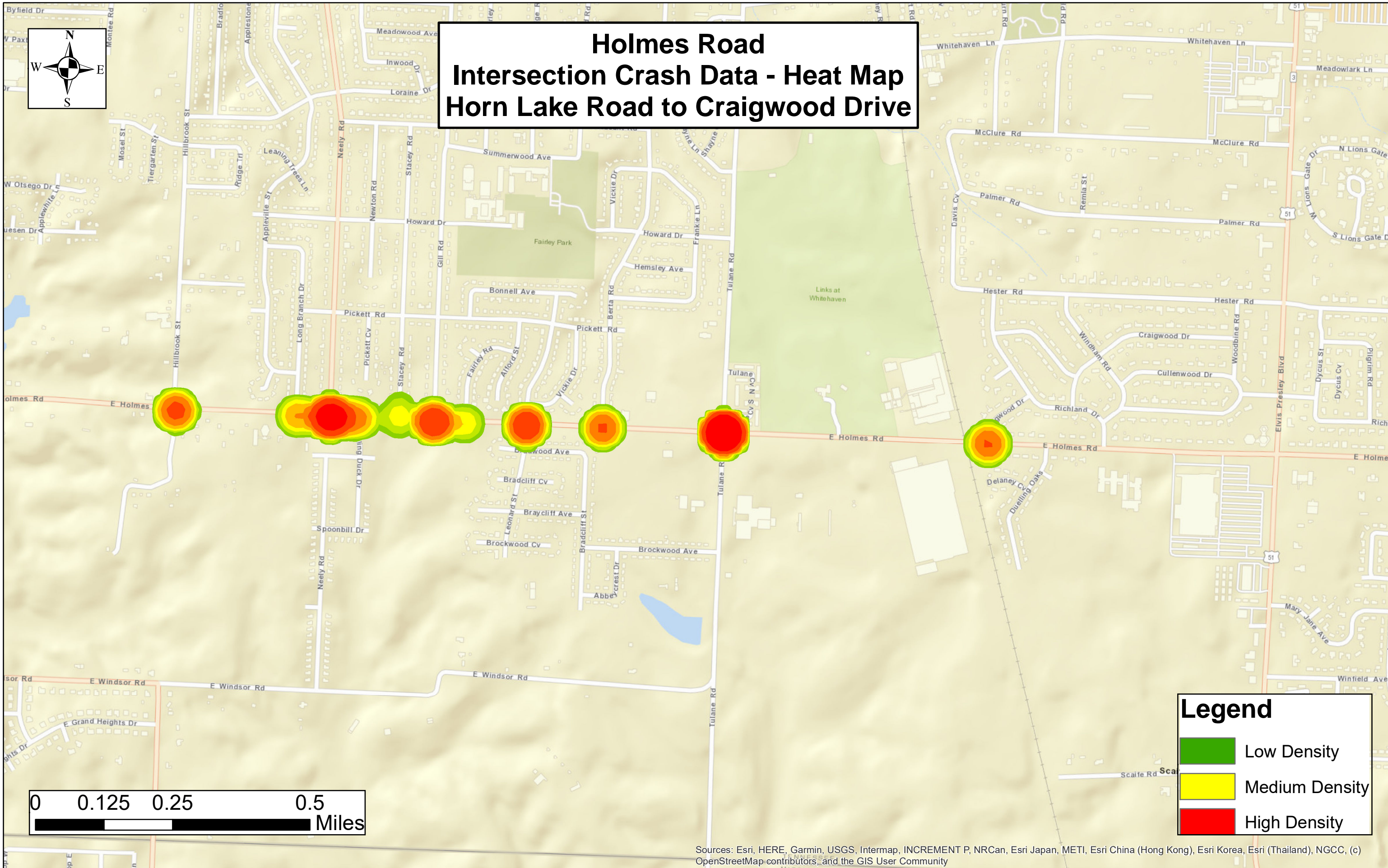
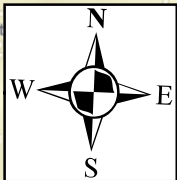
Holmes Road Intersection Crash Data - Heat Map Third Street to Horn Lake Road



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



Holmes Road Intersection Crash Data - Heat Map Horn Lake Road to Craigwood Drive



Legend

- Low Density
- Medium Density
- High Density

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Appendix F

Intersection Observations

Holmes Road TIA – Safety Analysis

Site Visit Observations by Intersection

General Notes:

1. Intersection sight distance calculations are based on the methodology outlined in Section 9.5 of the AASHTO *A Policy on Geometric Design of Highways and Streets, 6th Edition (2011)*. The posted speed limit along Holmes Road is 40 mph. However, the 85th percentile speed is closer to 50 MPH based on the speed study. 50 MPH was used for the design speed when determining the required intersection sight distance for traffic approaching the minor road.
2. The observations below include all the safety related items observed during the site visit conducted on 12/1/2021. It is recognized that many of these items will be addressed as part of the normal design of the road improvements.
3. All pictures included below were taken during site visits conducted on 12/1/2021. Additional pictures are available.
4. Since there is no curb and gutter along the majority of Holmes Road or on most of the side streets, there is no sidewalk or curb ramps at most intersections. Sidewalk and curb ramp issues are mentioned only at the intersections at which curb and gutter exists.
5. There are no shoulders on Holmes Road from Lakeview Road to Berta Road and steep drop offs exist on one or both sides of the road. It is expected that this will be addressed with the road improvement project by the installation of curb and gutter.

1. Holmes Road at S Third Street

- Pedestrian displays present on SB and WB approaches, but crosswalk markings have faded
- Pedestrian displays not updated – no countdown displays
- No tether wire on signal displays
- SB signal displays appear closer than 45 feet from stop bar – not MUTCD compliant
- No far left auxiliary signal displays
- Pedestrian push buttons not ADA compliant
- No EB/WB pedestrian displays on south leg of intersection
- No curb ramps are provided on NE corner, where there is curb and sidewalk.

2. Holmes Road at Acklen Road

- No pavement markings on Acklen Road
- No apparent sight distance issues from minor street approach



3. Holmes Road at Louise Road

- No pavement markings on Louise Road
- Required Intersection Sight Distance, Traffic Approaching Minor Road from left – 555 feet
- Existing Intersection Sight Distance, Traffic Approaching Minor Road from left – approx. 240 feet



- Required Intersection Sight Distance, Traffic Approaching Minor Road from right – 480 feet
- Existing Intersection Sight Distance, Traffic Approaching Minor Road from right – approx. 230 feet



4. Holmes Road at Tulip Road

- No pavement markings on Tulip Road
- Sight distance restrictions for vehicles on minor street approach
 - i. Hill obstructs view to west
 - ii. Landscaping obstructs view to east



- Required Intersection Sight Distance, Traffic Approaching Minor Road from left – 555 feet
- Existing Intersection Sight Distance, Traffic Approaching Minor Road from left – approx. 135 feet



- Existing utility pole near edge of traveled way on east side of Tulip Road
- No driveways for some houses on south side of Holmes Road between Tulip and Weaver

5. Holmes Road at Weaver Road

- No stop bar striping on any approaches
- Advanced warning sign (stop ahead) present for all approaches
- Existing stop signs on both sides of road on all approaches – signs on right hand side of road have solar-powered LEDs
- All solar-powered LED stop signs functioning properly
- No sight distance restrictions

6. Holmes Road at Crossfield Road

- No existing sight distance restrictions
- No existing pavement markings on minor street approaches
- Stop sign on SB approach does not meet retro-reflectivity standards
- “No Outlet” sign installed on the back of the existing stop sign – SB approach, obscuring stop sign shape.



7. Holmes Road at Gemstone Way

- Existing curb ramps on minor street approach – not ADA compliant
- Existing pavement markings need to be refreshed

8. Holmes Road at Lodestone Way

- No stop sign on minor street approach
- No pavement markings on minor street approach
- Required Intersection Sight Distance, Traffic Approaching Minor Road from left – 555 feet
- Existing Intersection Sight Distance, Traffic Approaching Minor Road from left – approx. 220 feet



- Required Intersection Sight Distance, Traffic Approaching Minor Road from right – 480 feet
- Existing Intersection Sight Distance, Traffic Approaching Minor Road from right – approx. 175 feet



9. Holmes Road at Ford Road

- No existing pavement markings on minor street approach
- Required Intersection Sight Distance, Traffic Approaching Minor Road from right – 480 feet
- Existing Intersection Sight Distance, Traffic Approaching Minor Road from right – approx. 160 feet



10. Holmes Road at 8th Road

- No existing pavement markings on minor street approach
- Wide shoulder/approach lane on east leg along Holmes Road
- Required Intersection Sight Distance, Traffic Approaching Minor Road from right – 480 feet
- Existing Intersection Sight Distance, Traffic Approaching Minor Road from right – approx. 150 feet



11. Holmes Road at Jonetta Street

- Existing sidewalk/curb ramps on minor street approach – not ADA compliant
- No existing pavement markings on minor street approach
- Required Intersection Sight Distance, Traffic Approaching Minor Road from right – 480 feet
- Existing Intersection Sight Distance, Traffic Approaching Minor Road from right – approx. 325 feet



- Required Intersection Sight Distance, Traffic Approaching Minor Road from left – 555 feet
- Existing Intersection Sight Distance, Traffic Approaching Minor Road from left – approx. 370 feet



12. Holmes Road at Brushwood Drive

- Required Intersection Sight Distance, Traffic Approaching Minor Road from right – 480 feet
- Existing Intersection Sight Distance, Traffic Approaching Minor Road from right – approx. 80 feet



- Required Intersection Sight Distance, Traffic Approaching Minor Road from left – 555 feet
- Existing Intersection Sight Distance, Traffic Approaching Minor Road from left – approx. 260 feet



- Existing sidewalk on minor street approach, no curb ramps
- No existing pavement markings on minor street approach
- No stop sign on minor street approach
- Wide entrance to Brushwood Drive, set back approx. 60 feet from Holmes Road
- TWLTL on Holmes Road

13. Holmes Road at Atkins Drive

- Existing sidewalk on minor street approach, no curb ramps
- No stop sign on minor street approach
- No existing pavement markings on minor street approach
- Existing guardrail on north side of Holmes Road
- TWLTL on Holmes Road
- Required Intersection Sight Distance, Traffic Approaching Minor Road from right – 480 feet
- Existing Intersection Sight Distance, Traffic Approaching Minor Road from right – approx. 345 feet



- Required Intersection Sight Distance, Traffic Approaching Minor Road from left – 555 feet
- Existing Intersection Sight Distance, Traffic Approaching Minor Road from left – approx. 385 feet



- Wide entrance to Atkins Drive, set back approx. 60 feet from Holmes Road



14. Holmes Road at Ronhart Street

- Existing sidewalk on minor street approach, no curb ramps
- No stop sign on minor street approach
- No existing pavement markings on minor street approach
- Wide entrance to Ronhart Street, set back approx. 60 feet from Holmes Road
- TWLTL on Holmes Road
- Required Intersection Sight Distance, Traffic Approaching Minor Road from right – 480 feet
- Existing Intersection Sight Distance, Traffic Approaching Minor Road from right – approx. 120 feet



15. Holmes Road at Horn Lake Road

- Existing sidewalk/curb ramps present on north leg
- Stop signs on all approaches – equipped with solar powered flashing red beacons
- Existing bike lanes on north leg of intersection – correct signage installed
- Advanced stop sign present on Horn Lake Road
- No guardrail around culvert
- Sudden drop-off at shoulder on south leg of intersection

16. Holmes Road at Hillbrook Road

- Required Intersection Sight Distance, Traffic Approaching Minor Road from right – 480 feet
- Existing Intersection Sight Distance (south leg), Traffic Approaching Minor Road from right – approx. 270 feet



- Existing Intersection Sight Distance (north leg), Traffic Approaching Minor Road from right – approx. 150 feet



- Required Intersection Sight Distance, Traffic Approaching Minor Road from left – 555 feet
- Existing Intersection Sight Distance (south leg), Traffic Approaching Minor Road from left – approx. 150 feet



- Existing Intersection Sight Distance (north leg), Traffic Approaching Minor Road from left – approx. 270 feet



- No existing pavement markings on minor street approaches
- Advanced intersection warning signs present on Holmes Road EB/WB

17. Holmes Road at Longbranch Drive

- Existing sidewalk/curb ramps on minor street approach – not ADA compliant
- No existing pavement markings on minor street approach
- Required Intersection Sight Distance, Traffic Approaching Minor Road from right – 480 feet
- Existing Intersection Sight Distance, Traffic Approaching Minor Road from right – approx. 300 feet



18. Holmes Road at Neely Road

- Existing sidewalk/curb ramps on minor street approach
- Wide shoulders on Holmes Road
- Required Intersection Sight Distance, Traffic Approaching Minor Road from right – 480 feet
- Existing Intersection Sight Distance, Traffic Approaching Minor Road from right – approx. 200 feet



19. Holmes Road at Whistling Duck Drive

- No existing pavement markings on minor street approach
- Wide shoulder on south side of Holmes Road
- Existing sidewalk/curb ramps on minor street approach – not ADA compliant
- Required Intersection Sight Distance, Traffic Approaching Minor Road from right – 480 feet
- Existing Intersection Sight Distance, Traffic Approaching Minor Road from right – approx. 260 feet



20. Holmes Road at Stacey Road

- No existing pavement markings on minor street approach
- Wide entrance to Stacey Road, set back approx. 60 feet from Holmes Road
- Unsafe bus stop location – no place for pedestrians to wait for bus, no ADA access



21. Holmes Road at Gill Road

- No existing pavement markings on minor street approach
- WB approach widens to two lanes after intersection
- Wide entrance to Gill Road, set back approx. 60 feet from Holmes Road

22. Holmes Road at Fairley Road

- Existing sidewalk/curb ramps on minor street approach – not ADA compliant
- No existing pavement markings on side street approach
- Existing stop sign on Fairley (SB) is old, should be replaced (1996) ?because?
- Wide entrance to Fairley Road, set back approx. 60 feet from Holmes Road
- Hill on NW corner creates intersection sight distance restriction
- Required Intersection Sight Distance, Traffic Approaching Minor Road from right – 480 feet
- Existing Intersection Sight Distance, Traffic Approaching Minor Road from right – approx. 150 feet



23. Holmes Road at Leonard Road

- No existing pavement markings on minor street approach
- Existing sidewalk/curb ramps on north leg of intersection – not ADA compliant
- Existing school zone crossing signs N/S
- Wide entrance to Leonard Road (north leg), set back approx. 60 feet from Holmes Road

24. Holmes Road at Berta Road

- No existing pavement markings on minor street approach
- Wide entrance to Berta Road, set back approx. 60 feet from Holmes Road

25. Holmes Road at Tulane Road

- Located near John P. Freeman Optional School
- All way stop control
- Existing sidewalk/curb ramps on SE corner – not ADA compliant
- Pavement markings/crosswalks on all approaches

26. Holmes Road at Craigwood Drive

- Existing sidewalk/curb ramp on NE corner – not ADA compliant
- No pavement markings on minor street approach