Municipal-Regional Planning Commission

Meeting Agenda

Atoka Town Hall
334 Atoka-Munford Avenue

Thursday, January 20, 2022
6:30 p.m.

I. Call to Order & Establishment of a Quorum

II. Approval of the Minutes

Regular Commission Meeting – November 18, 2021

III. Reports

Code Enforcement Monthly Activity Report

IV. Old Business

V. New Business

1. Consideration of Tipton Farms - Planned Unit Development

VI. Miscellaneous Items from the Planning Commission

VII. Citizen Concerns.

VIII. Adjourn

Municipal-Regional Planning Commission

Public Hearing -Minutes

Atoka Town Hall
334 Atoka-Munford Avenue

Thursday November 18, 2021
6:30pm

Meeting - Minutes

The **Atoka Municipal/Regional Planning Commission** met with the following members present:

Keith Moore	Michael Smith	Jonathan Fortenberry
John Harber	Stephen Shopher	Vicki Shipley
Danny Feldmayer		

Absent:
Also attending:

Amanda Faurbo, Assistant to the Town Administrator	Rex Wallace, Codes Director
Marc Woerner, Town Administrator	
*Attached Sign In sheet	

I. Chair Shopher called the meeting to order at 6:30pm and established a quorum.

II. **Approval of the October 21, 2021, Minutes-** Commissioner Feldmayer made a motion to approve the October 21, 2021, minutes as presented. Commissioner Harber seconded. All Approved. Motion carried.

III. **Reports- Code Enforcement Monthly Activity Report** – Director Wallace presented the report. Commissioner Shipley requested a status on Aire Serv. Director Wallace advised her that a certified letter was mailed and signed for a week prior to the meeting requesting his attendance to the Planning Commission meeting. Commissioner Moore inquired about the letters to builders.

IV. **Old Business-**

A. Oak Creek II Acceptance Discussion- Administrator Woerner presented the details to the Commission. Commissioner Feldmayer made a motion to amend the agenda to allow the Commission to make a recommendation to the Board of Mayor and Alderman for acceptance of Oak Creek II leaving the temporary cul de sac as is. Commissioner Harber seconded. All Approved. Motion Carried.

B. Oak Creek II Consideration of Acceptance- Commissioner Feldmayer made a motion to send a recommendation to the Board of Mayor and Alderman to accept Oak Creek II (2) Subdivision as is with the temporary cul de sac still in place. Commissioner Smith

seconded. Commissioner Fortenberry, Commissioner Harber, Commissioner Shopher voted I. Commissioner Moore voted nay. Motion Carried.

v. **New Business** None

V. **Miscellaneous Items from the Planning Commission-**

A. Commissioner Moore advised the Town Attorney, Kasey Culbreath of the details on the site plan for Aire Serv and the fencing requirement. Director Wallace advised that the storage container does not have a permit. Attorney Culbreath asked if there was a Certificate of Occupancy. Director Wallace advised that the Certificate of Occupancy is still in his office but the Certificate of Occupancy. After more questions it was confirmed that the CO was in fact issued. Attorney Culbreath advised that she need some time to look into the situation. Chair Shopher advised that he would like this on the agenda for the next scheduled meeting.

B. Commissioner Harber requested status on permitting or site plan review on accessory structure near the corner lot of Atoka Munford and Main Street. Chris Loudenbeck owns a business and has placed the structures on the empty lot. Director Wallace advised that Mr. Loudenbeck stated to him that he had a business license for that area, and he did not need a permit to conduct business from that lot. Town Administrator advised that all accessory structures need permits.

VI. **Citizen Concerns-** None

VII. **Adjourn**

Commissioner Feldmayer made a motion to adjourn. Commissioner Shipley seconded. All approved.

Meeting adjourned at 8:00pm.

_____ _____

Stephen Shopher, Chair Amanda Faurbo, Clerk

WILBANKS
ARCHITECTURE & ASSOCIATES, LLC
5567 Commander Drive, Suite 105, Arlington, TN 38002
PH: 901.867.5220 FX: 901.867.5331

December 20, 2021

Marc Woerner
Town Administrator
Town of Atoka
334 Atoka-Munford Ave.
Atoka, TN 38004

RE:

Dear Mr. Woerner:

With this letter of intent, we are submitting a Planned Unit Development (PUD) application for Tipton Farms, a proposed Planned Development located on the west side of Meade Lake Road, approximately 670 feet north of the intersection of Meade Lake Road and Walker Parkway.

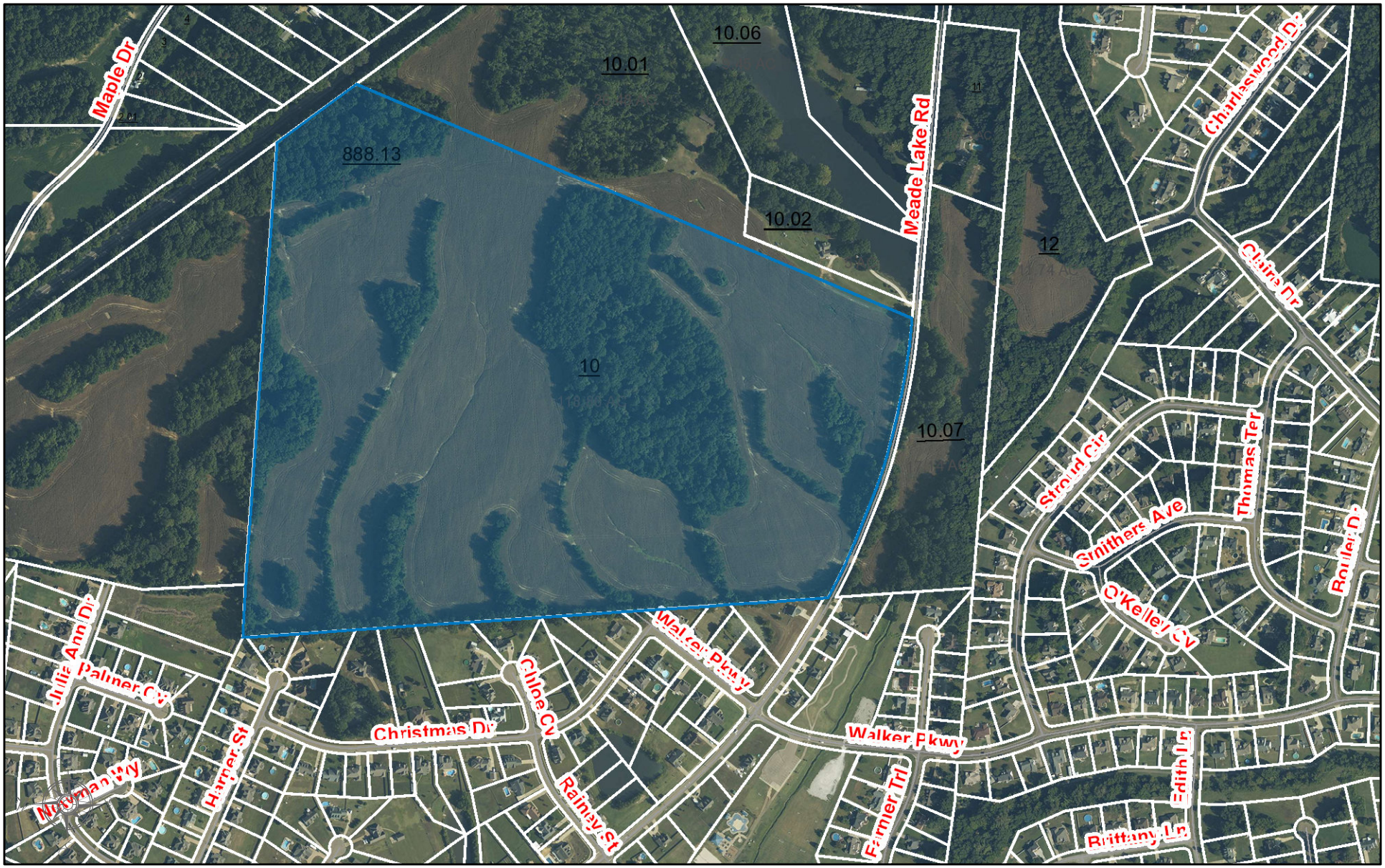
This property is now owned by Investor Nation. The proposed development is a 344-lot single family development on 122.27 acres of existing farm land. The proposed development will consist of R-1, R-2 and R-4 zoned lots. This development will also facilitate the extension of Walker Parkway.

We are submitting five (5) sets of the complete PD Master Plan application package.

Respectfully:

Kyle Ham, E.I.
Project Engineer

My Map



TIPTON COUNTY, TENNESSEE

DISCLAIMER: THIS MAP IS FOR PROPERTY TAX ASSESSMENT PURPOSES ONLY. IT WAS CONSTRUCTED FROM PROPERTY INFORMATION RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS AND IS NOT CONCLUSIVE AS TO LOCATION OF PROPERTY OR LEGAL OWNERSHIP.

MAP DATE: October 11, 2021

0 750 1,500
Feet

WILBANKS
ARCHITECTURE & ASSOCIATES, LLC
5567 Commander Drive, Suite 105, Arlington, TN 38002
PH: 901.867.5220 FX: 901.867.5331

PROPERTY DESCRIPTION – WAYNE MORGAN, SHEILA SAGE, JANICE POSTON, AND PHYLLIS BYNUM PROPERTY

LOCATED IN THE TOWN OF ATOKA TENNESSEE AT THE NORTHWEST CORNER OF MEADE LAKE ROAD AND WALKER PARKWAY PARTICULARLY DESCRIBED AS FOLLOWS

BEGINNING AT A SET ½" REBAR WITH ID CAP AT THE SOUTHEAST CORNER OF THE SUBJECT PROPERTY ON THE NORTH LINE OF MEADE LAKE ROAD'S EXISTING 60 FOOT RIGHT OF WAY;

THENCE SOUTH 88 DEGREE 23 MINUTES 43 SECONDS WEST A DISTANCE OF 2609.98 FEET TO A FOUND ½" REBAR, SAID POINT BEING THE NORTHWEST CORNER OF LOT 120 OF THE TEMPLETON FARMS SUBDIVISION AS RECORDED IN PLAT BOOK H-424;

THENCE 6 DEGREES 28 MINUTES 25 SECONDS EAST A DISTANCE OF 2191.69 FEET TO A FOUND ½" REBAR AT THE NORTHWEST CORNER OF THE SUBJECT PROPERTY, SAID POINT ALSO BEING THE NORTH CORNER OF THE CHARLES WALKER RESIDUARY TRUST PROPERTY AS RECORDED IN RECORD BOOK 1668 585;

THENCE ALONG THE SOUTH LINE OF THE CANADIAN NATIONAL RAILROAD 150 FOOT RIGHT OF WAY NORTH 56 DEGREES 38 MINUTES 04 SECONDS EAST A DISTANCE OF 430.52 FEET TO A ½" REBAR, SAID POINT BEING THE SOUTHWEST CORNER OF THE BILLY GENE MILLER PROPERTY AS RECORDED IN RECORD BOOK 1666 1042;

THENCE SOUTH 66 DEGREES 10 MINUTES 7 SECONDS EAST A DISTANCE OF 2661.40 FEET ALONG THE SOUTH LINE OF THE BILLY GENE MILLER PROPERTY AS RECORDED IN RECORD BOOK 1666 1042 TO A FOUND TPOST;

THENCE ALONG THE CURVED NORTH LINE OF THE MEADE LAKE ROAD'S EXISTING 60 FOOT RIGHT OF WAY WITH A RADIUS OF 3117.13 FEET, LENGTH OF 353.14 FEET TO A POINT;

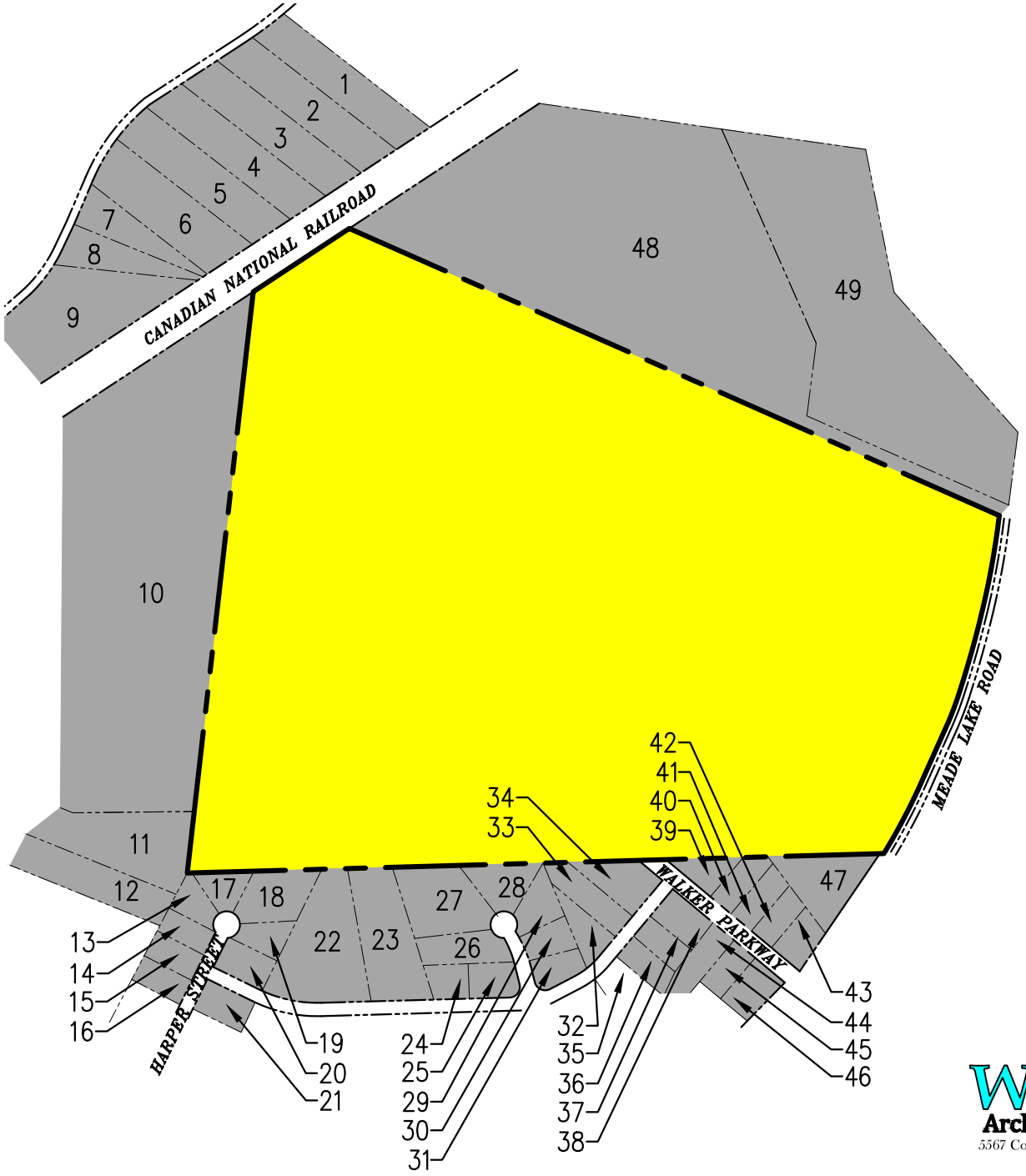
THENCE ALONG THE CURVED NORTH LINE OF THE MEADE LAKE ROAD'S EXISTING 60 FOOT RIGHT OF WAY WITH A RADIUS OF 4054.85 FEET, LENGTH OF 337.41 FEET TO A POINT;

THENCE ALONG THE CURVED NORTH LINE OF THE MEADE LAKE ROAD'S EXISTING 60 FOOT RIGHT OF WAY WITH A RADIUS OF 1177.47 FEET, LENGTH OF 138.79 FEET TO A POINT;

THENCE ALONG THE NORTH LINE OF THE MEADE LAKE ROAD'S EXISTING 60 FOOT RIGHT OF WAY SOUTH 24 DEGREES 6 MINUTES 29 SECONDS WEST A DISTANCE OF 199.87 FEET TO A POINT;

THENCE ALONG THE CURVED NORTH LINE OF THE MEADE LAKE ROAD'S EXISTING 60 FOOT RIGHT OF WAY WITH A RADIUS OF 2424.06 FEET, LENGTH OF 318.61 FEET TO THE POINT OF BEGINNING CONTAINING 5,326,132 SQUARE FEET OR 122.271 ACRES;

VICINITY MAP



WILBANKS
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Z\PROJECTS\1468\-00\MEADIA OUT\21-1011 REZONING APPLICATION

MAILING LABELS

1. WEBB EDDIE LEE
   17048 NORTH HAMPTON
   GLENDAEL, AZ 85308

2. CLARK ELIZABETH ETAL
   836 MAPLE DRIVE
   ATOKA, TN 38004

3. THOMAS BERTIE MAE
   4987 PORTERSVILLE ROAD
   ATOKA, TN 38004

4. WEBB JAMES
   8051 KENSINGTON BLVD
   DAVISON, MI 48423

5. WEBB ROSIE LEE TRUST
   6505 ANDORA DRIVE
   CHARLOTEE, NC 28227

6. MARSHALL ALBERTA
   P.O. BOX 1252
   FLINT, MI 48501

7. DAVIS MICHELLE
   1042 MAPLE DRIVE
   ATOKA, TN 38004

8. HENSLEY JAN
   4050 HWY 51 S
   BRIGHTON, TN 38011

9. CHARLES WALKER TRUST
   WALKER VENITA B
   P.O. BOX 373
   ATOKA, TN 38004

10. CHARLES WALKER TRUST
    WALKER VENITA B
    P.O. BOX 373
    ATOKA, TN 38004

11. GREGANTI CHRISTOPHER
    480 JULIA ANN DRIVE
    ATOKA, TN 38004

12. MARTIN KARL JR.
    458 JULIA ANN DRIVE
    ATOKA, TN 38004

13. DUKE THOMA IV
    445 HARPER STREET
    ATOKA, TN 38004

14. GONZALEZ JEANNIE
    427 HARPER STREET
    ATOKA, TN 38004

15. LOWE COLLEEN M
    405 HARPER STREET
    ATOKA, TN 38004

16. GAY SUSAN M
    303 HARPER STREET
    ATOKA, TN 38004

17. LUSSIER JOEL
    455 HARPER STREET
    ATOKA, TN 38004

18. SUDBURY BRIAN L
    452 HARPER STREET
    ATOKA, TN 38004

19. BURROWS MICHAEL J
    442 HARPER STREET
    ATOKA, TN 38004

20. BYRD JOHN D
    424 HARPER STREET
    ATOKA, TN 38004

21. HAM MICHAEL
    388 HARPER STREET
    ATOKA, TN 38004

22. BROWN CHRISTINE A
    376 CHRISTMAS DRIVE
    ATOKA, TN 38004

23. HERNANDEZ LAURO
    252 CHRISTAMS DRIVE
    ATOKA, TN 38004

24. EDWARDS DONALD
    176 CHRISTMAS DRIVE
    ATOKA, TN 38004

25. ELLWOOD CHRISTOPHER P
    148 CHRISTMAS DRIVE
    ATOKA, TN 38004

26. TURNER WILLIE JR
    39 CHLOE COVE
    ATOKA, TN 38004

27. PIERCE ZACHARY
    57 CHLOE COVE
    ATOKA, TN 38004

28. FOSTER CAZZIE
    68 CHLOE COVE
    ATOKA, TN 38004

29. KEY KASEY L
    58 CHLOE COVE
    ATOKA, TN 38004

30. GONZALES RUDOLPH III
    40 CHLOE COVE
    ATOKA, TN 38004

31. SPRAGUE EMILY JEAN
100 CHRISTMAS DRIVE
ATOKA, TN 38004

32. DOHERTY MARY M
66 CHRISTMAS DRIVE
ATOKA, TN 38004

33. TOPHAM DAVID A
297 SWITCHGRASS COVE
MUNFORD, TN 38058

34. BROWN CORBYN
22 CHRISTMAS DRIVE
ATOKA, TN 38004

35. OLSEN CHAD M
CORDERO
79 CHRISTMAS DRIVE
ATOKA, TN 38004

36. BORN DANIEL R
55 CHRISTMAS DRIVE
ATOKA, TN 38004

37. AKA ROMERO B
37 CHRISTMAS DRIVE
ATOKA, TN 38004

38. HODGE JOSEPH D
19 CHRISTMAS DRIVE
ATOKA, TN 38004

39. STOLT ROBERT J
1380 WALKER PARKWAY
ATOKA, TN 38004

40. MOORE JOHNATHAN
1352 WALKER PARKWAY
ATOKA, TN 38004

41. BYRD JOEY D
1332 WALKER PARKWAY
ATOKA, TN 38004

42. ETTEHAD ROGER J
1318 WALKER PARKWAY
ATOKA, TN 38004

43. WALTON RONALD LEE SR.
1294 WALKER PARKWAY
ATOKA, TN 38004

44. FANCHER TIMOTHY W
1335 WALKER PARKWAY
ATOKA, TN 38004

45. DURHAM JOSHUA
DOUGLAS
1317 WALKER PARKWAY
ATOKA, TN 38004

46. RUTLEDGE DENNY M
1299 WALKER PARKWAY
ATOKA, TN 38004

47. ZVOLANEK ELIZABETH
NICOLE
1341 MEADE LAKE ROAD
ATOKA, TN 38004

48. MILLER BILLY GENE
999 MEADE LAKE ROAD
ATOKA, TN 38004

49. MCLILLIE STACY LEANN
999 MEADE LAKE ROAD
ATOKA, TN 38004

MASTER SITE PLAN

LEGEND	
	PROPERTY LINE
	PROPOSED LOT LINE
	EXISTING TREE LINE
	R-1 LOTS
	R-2 LOTS
	R-4 LOTS
	COMMON OPEN SPACE
	EXISTING TREES TO REMAIN
	ROADWAY PAVING
	STORMWATER DETENTION
	WETLAND
	WETLAND BUFFER

OVERALL DEVELOPMENT	
AREA	122.27 ACRES
NUMBER OF LOTS	343 LOTS
COMMON OPEN SPACE	23.28 ACRES
% COMMON OPEN SPACE	19.03%
DENSITY	2.80 LOTS/ACRE
PHASE 1	
AREA	32.15 ACRES
NUMBER OF LOTS	32 LOTS (R-1)
	54 LOTS (R-2)
COMMON OPEN SPACE	1.78 ACRES
DENSITY	2.67 LOTS/ACRE
MINIMUM LOT SIZE	10,000 SQ. FT. (R-1)
	8,000 SQ. FT. (R-2)
FRONT YARD SETBACK	50 FEET (R-1)
	25 FEET (R-2)
SIDE YARD SETBACK	15 FEET (R-1)
	10 FEET (R-2)
REAR YARD SETBACK	20 FEET
MINIMUM LOT WIDTH	100 FEET (R-1)
	75 FEET (R-2)
PHASE 2	
AREA	52.63 ACRES
NUMBER OF LOTS	152 LOTS
COMMON OPEN SPACE	8.00 ACRES
DENSITY	2.88 LOTS/ACRE
MINIMUM LOT SIZE	8,000 SQ. FT.
FRONT YARD SETBACK	25 FEET
SIDE YARD SETBACK	10 FEET
REAR YARD SETBACK	20 FEET
MINIMUM LOT WIDTH	75 FEET
PHASE 3	
AREA	37.49 ACRES
NUMBER OF LOTS	105 LOTS
COMMON OPEN SPACE	13.50 ACRES
DENSITY	2.80 LOTS/ACRE
MINIMUM LOT SIZE	6,000 SQ. FT.
FRONT YARD SETBACK	25 FEET
SIDE YARD SETBACK	5 FEET
REAR YARD SETBACK	20 FEET
MINIMUM LOT WIDTH	75 FEET

WILBANKS
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Z:\PROJECTS\14781\--01\CONSTRUCTION DRAWINGS

VICINITY MAP
N.T.S.

SEE SHEET 6 FOR CURVE TABLE

SEE SHEET 7 FOR LOT TABLE

SITE LEGEND

- EXISTING PROPERTY LINE
- EXISTING R.O.W. LINE
- PROPOSED R.O.W. LINE
- PROPOSED LOT LINE
- PROPOSED 6-30 CURB & GUTTER
- EXISTING TREE LINE
- STORMWATER DETENTION

TIPTON FARMS
PHASE 1
32.15 ACRES
1,400,454 SQ. FT.
(84 LOTS)

DATE: 12/20/21

OWNER/DEVELOPER:
INVESTOR NATION, INC.
4928 WILLIAM ARNOLD ROAD
MEMPHIS, TN 38117

TAX MAP: 128
PARCEL ID: 010.00
WILL BOOK EE 217

LEPA JOB: 1478-01

THIS PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD ZONE PER FEMA MAP 47167C0320G WITH AN EFFECTIVE DATE OF 05/04/2009.

CONSULT ATOKA MUNICIPAL ZONING ORDINANCE AND SUBDIVISION REGULATIONS FOR FURTHER RESTRICTIONS WHICH MAY APPLY.

MASTER PRELIMINARY PLAT
TIPTON FARMS
LOT 084128 01000
ATOKA, TENNESSEE

AREA: 122.27 ACRES
TOTAL LOTS: 344
DATE: DECEMBER 20, 2021

ZONED: PUD
SCALE: 1"=100'
SHEET 1 OF 9

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BILLY GENE MILLER
PARCEL 128 010.01
RECORD BOOK 1666 1042

STACY MCLILLIE
RECORD BOOK 1667 273

S66°10'07"E 1320.42'

FARM CHASE DRIVE (50' R.O.W.)

HARVEST RIDGE DRIVE (50' R.O.W.)

TIPTON FARMS DRIVE (50' R.O.W.)

EXISTING TREES TO REMAIN

EXISTING TREES TO REMAIN

30' WETLAND BUFFER

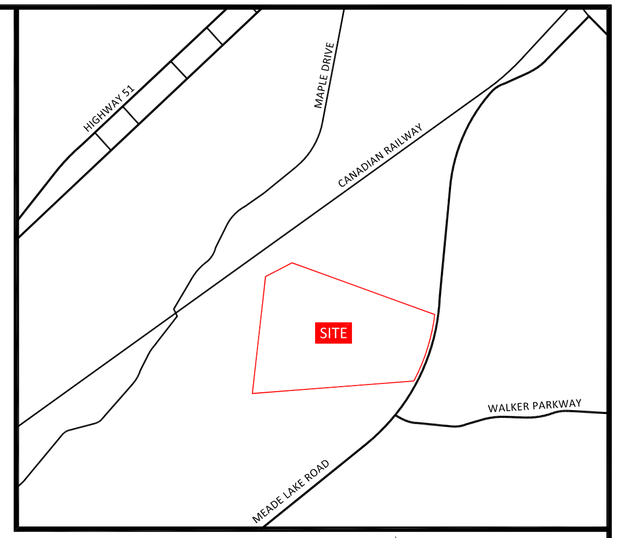
EXISTING WETLAND AREA

PROPOSED WET DETENTION POND

20' SEWER EASEMENT

PHASE 1
(SEE SHEET 1 FOR DETAIL)

MATCHLINE - SEE SHEET 3 FOR CONTINUATION



VICINITY MAP
N.T.S.

N
W
E
S

100' 0 100' 200'
SCALE: 1"=100'

TIPTON FARMS
PHASE 2
52.63 ACRES
2,292,562 SQ. FT.
(155 LOTS)

SITE LEGEND

- EXISTING PROPERTY LINE
- EXISTING R.O.W. LINE
- PROPOSED R.O.W. LINE
- PROPOSED LOT LINE
- PROPOSED 6-30 CURB & GUTTER
- EXISTING TREE LINE
- STORMWATER DETENTION

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SEE SHEET 6 FOR CURVE TABLE

SEE SHEET 7 FOR LOT TABLE

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TIPTON FARMS
LOT 084128 01000
ATOKA, TENNESSEE

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DATE: DECEMBER 20, 2021

ZONED: PUD
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SHEET 2 OF 9

DATE: 12/20/21

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INVESTOR NATION, INC.
4928 WILLIAM ARNOLD ROAD
MEMPHIS, TN 38117

TAX MAP: 128
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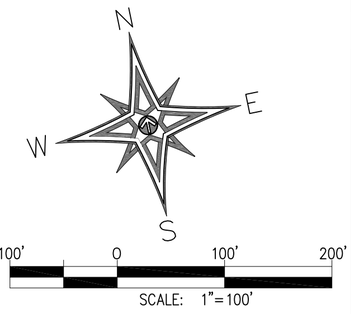
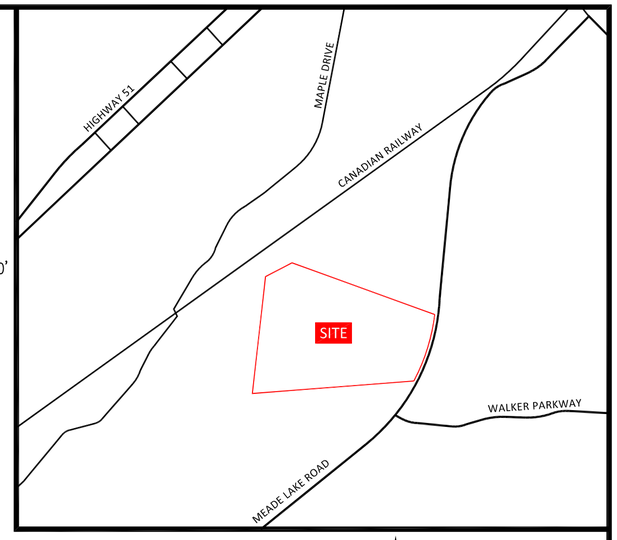
MATCHLINE - SEE SHEET 2 FOR CONTINUATION





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N.T.S.

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- PROPOSED R.O.W. LINE
- PROPOSED LOT LINE
- PROPOSED 6-30 CURB & GUTTER
- EXISTING TREE LINE
- STORMWATER DETENTION

MASTER PRELIMINARY PLAT
TIPTON FARMS
LOT 084128 01000
ATOKA, TENNESSEE

DATE: 12/20/21

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AREA: 122.27 ACRES
TOTAL LOTS: 344
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SHEET 3 OF 9

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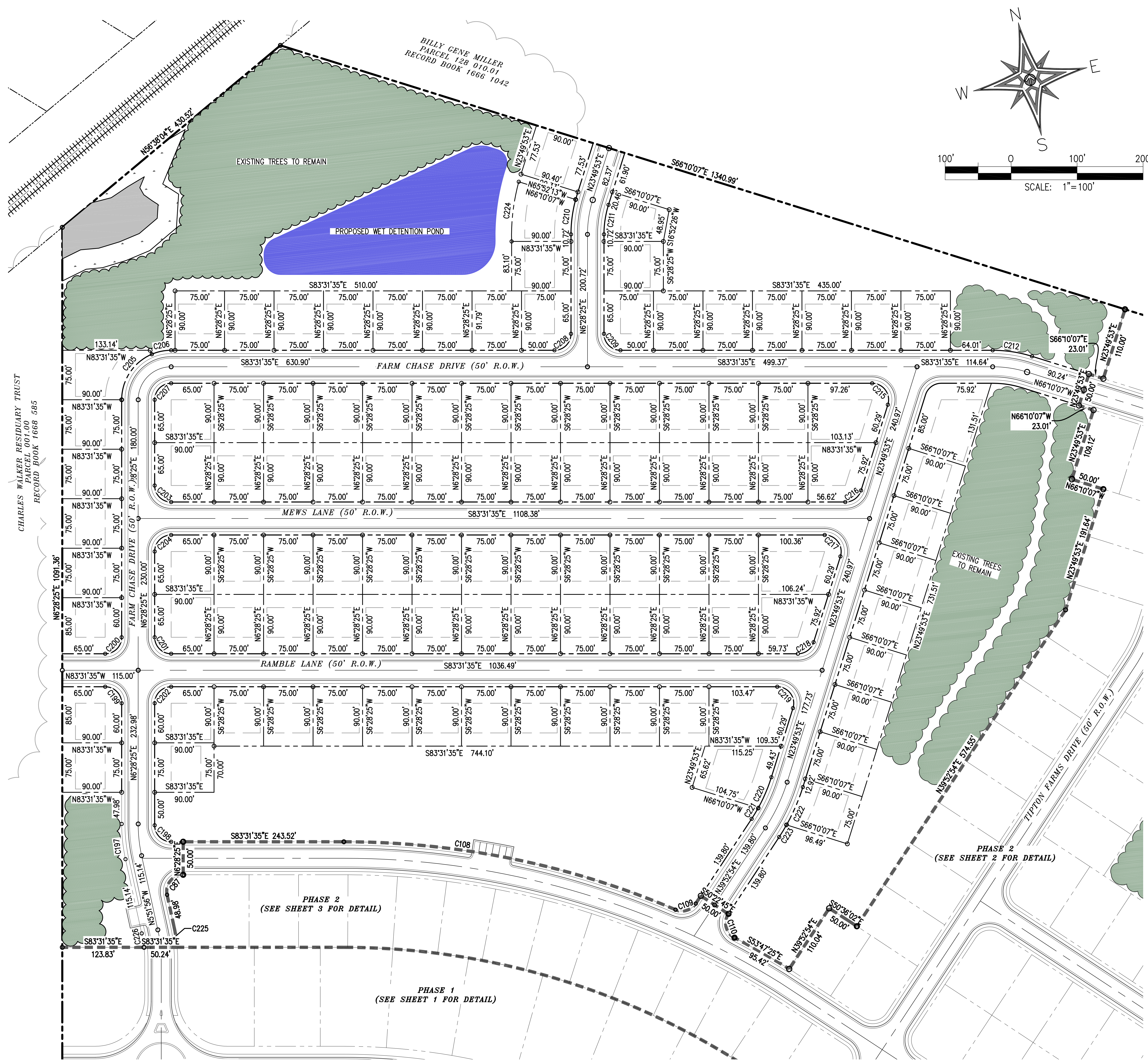

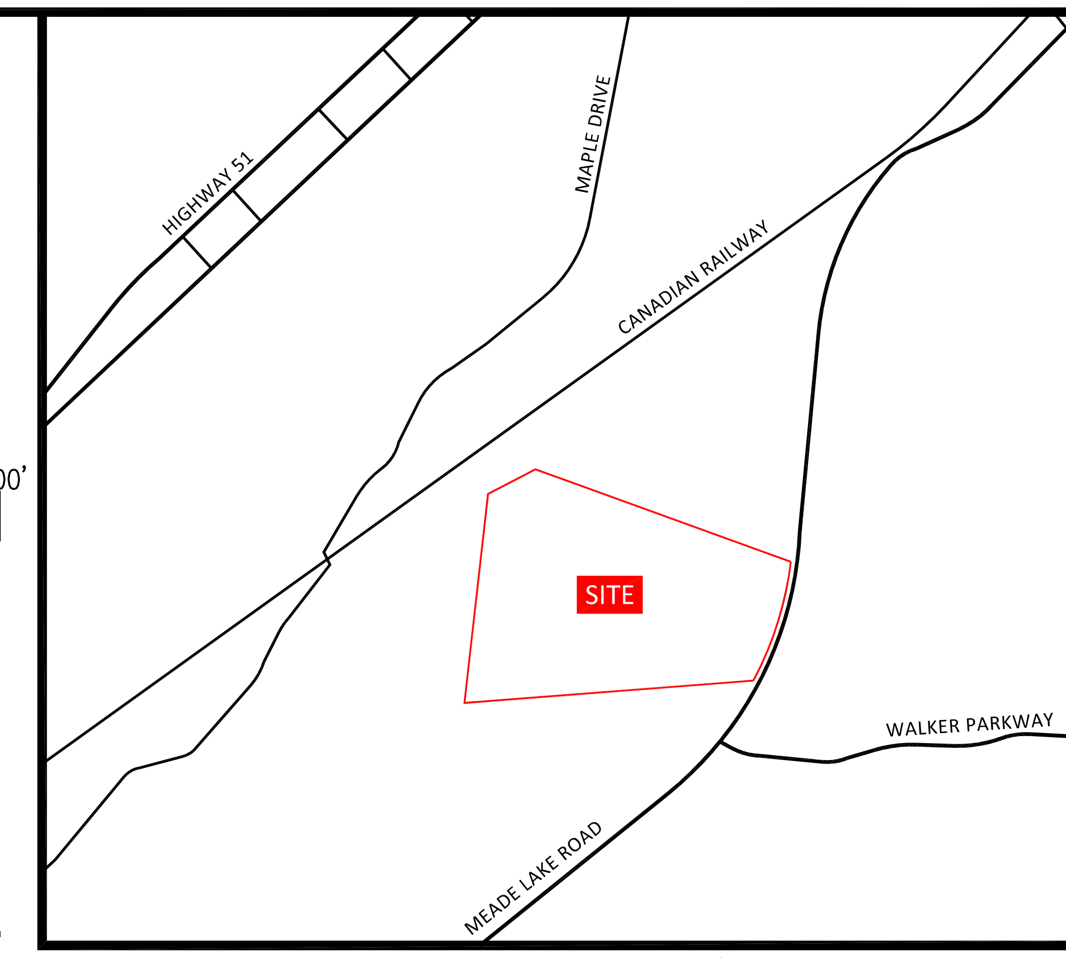

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N.T.S.

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SITE LEGEND

- EXISTING PROPERTY LINE
- EXISTING R.O.W. LINE
- PROPOSED R.O.W. LINE
- PROPOSED LOT LINE
- PROPOSED 6-30 CURB & GUTTER
- EXISTING TREE LINE
- STORMWATER DETENTION

SEE SHEET 6 FOR CURVE TABLE

SEE SHEET 7 FOR LOT TABLE

TIPTON FARMS
PHASE 3
37.49 ACRES
1,633,064 SQ. FT.
(105 LOTS)

DATE: 12/20/21

OWNER/DEVELOPER:
INVESTOR NATION, INC.
4928 WILLIAM ARNOLD ROAD
MEMPHIS, TN 38117

TAX MAP: 128
PARCEL ID: 010.00
WILL BOOK EE 217

LEPA JOB: 1478-01

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Z:\1478\-01\CONSTRUCTION DRAWINGS\MASTER PRELIMINARY PLAT.dwg

OWNER'S CERTIFICATE

I, INVESTOR NATION, INC., THE UNDERSIGNED OWNER OF THE PROPERTY SHOWN HEREON, HEREBY ADOPT THIS AS MY PLAN OF SUBDIVISION AND DEDICATE THE STREETS, EASEMENTS, RIGHTS-OF-WAY, RIGHTS OF ACCESS AS SHOWN AND ALL UTILITIES TO THE TOWN OF ATOKA FOREVER, AND HEREBY CERTIFY THAT I AM THE OWNER IN FEE SIMPLE, DULY AUTHORIZED SO TO ACT, AND THAT SAID PROPERTY IS UNENCUMBERED BY ANY TAXES THAT HAVE BECOME DUE AND PAYABLE.

_____
SIGNATURE OF OWNER

CERTIFICATE OF ACCURACY OF SURVEY

I ROBERT LANCE LANIER HEREBY TO THE BEST OF MY (OUR) KNOWLEDGE AND BELIEF THAT THIS IS A TRUE AND ACCURATE SURVEY OF THE PROPERTY SHOWN HEREON; THAT THIS IS A CLASS 1 LAND SURVEY AS DEFINED IN TITLE 62, CHAPTER 18, TENNESSEE CODE ANNOTATED, AND THAT THE RATIO OF PRECISION IS GREATER THAN OR EQUAL TO 1:10,000. I (WE) FURTHER CERTIFY THAT THE SURVEY OF THE LANDS EMBRACED WITHIN SAID PLAT HAVE BEEN CORRECTLY MONUMENTED IN ACCORDANCE WITH THE SUBDIVISION REGULATIONS OF THE TOWN OF ARLINGTON, TENNESSEE.

_____
DATE REGISTERED SURVEYOR

CERTIFICATE FOR ADEQUACY OF STORM DRAINAGE

I KEVIN D. LEDFORD , DO HEREBY CERTIFY THAT I AM A REGISTERED PROFESSIONAL CIVIL ENGINEER, AND THAT I HAVE DESIGNED ALL STORM WATER DRAINAGE FOR THIS SUBDIVISION IN ACCORDANCE WITH THE ATOKA MUNICIPAL SUBDIVISION REGULATIONS TO ASSURE THAT IN MY PROFESSIONAL OPINION NEITHER SAID SUBDIVISION OR THE ADJOINING PROPERTIES WILL BE DAMAGED.

IN WITNESS WHEREOF, I, THE SAID KEVIN D. LEDFORD, PROFESSIONAL CIVIL ENGINEER, HEREUNTO SET OUT BY HAND AND AFFIX MY SEAL THIS_____ DAY OF_____, 2021.

_____
KEVIN D. LEDFORD
PROFESSIONAL CIVIL ENGINEER
STATE OF TENNESSEE
CERTIFICATE NO. 101945

CERTIFICATE OF ACCURACY OF ENGINEERING AND DESIGN

I KEVIN D. LEDFORD, PROFESSIONAL ENGINEER, HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE THAT THE PLANS, ENGINEERING AND DESIGNS GOVERNING THE CONSTRUCTION THIS SUBDIVISION ARE TRUE AND CORRECT, AND CONFORM TO THE REQUIREMENTS SET FOURTH IN THE ATOKA REGIONAL ZONING ORDINANCE.

_____ _____
DATE SIGNATURE

CERTIFICATE OF APPROVAL OF UTILITIES

I HEREBY CERTIFY: (1) THAT UTILITIES HAVE BEEN INSTALLED IN AN ACCEPTABLE MANNER AND ACCORDING TO SPECIFICATIONS, OR (2) THAT A SECURITY BOND IN THE AMOUNT OF $_____ HAS BEEN POSTED WITH THE PLANNING COMMISSION TO ASSURE COMPLETION OF ALL REQUIRED IMPROVEMENTS FOR THIS SUBDIVISION, IN CASE OF DEFAULT.

_____ _____
DATE TOWN OR COUNTY ROAD ENGINEER OR
OTHER APPROVING AGENT

CERTIFICATE OF APPROVAL OF STREETS

I HEREBY CERTIFY; (1) THAT THE STREETS HAVE BEEN INSTALLED IN AN ACCEPTABLE MANNER AND ACCORDING TO SPECIFICATIONS, OR (2) THAT A SECURITY BOND IN THE AMOUNT OF $ HAS BEEN POSTED WITH THE PLANNING COMMISSION TO ASSURE COMPLETION OF ALL REQUIRED IMPROVEMENTS FOR THIS SUBDIVISION, IN CASE OF DEFAULT.

_____ _____
DATE TOWN ENGINEER OR COUNTY ROAD ENGINEER
OR OTHER APPROVING AGENT

CERTIFICATE OF APPROVAL FOR SUBDIVISION AND STREET NAMES

I,_____ , DO HEREBY CERTIFY THAT I HAVE REVIEWED THE PROPOSED SUBDIVISION AND CERTIFY THAT THE NAME OF THE SUBDIVISION AND/OR NAME(S) OF THE STREET(S) WITHIN THIS PROPOSED SUBDIVISION DO NOT CONFLICT WITH OTHER SUBDIVISIONS AND STREET NAMES FOR EMERGENCY SERVICE PURPOSES.

_____ _____
DATE DIRECTOR OF 911 ADDRESSING

SURETY INSTRUMENT IN LIEU OF COMPLETED IMPROVEMENTS

A BOND SURETY INSTRUMENT IN THE AMOUNT OF $_____ REQUIRED PRIOR TO PLANNING COMMISSION FINAL APPROVAL, FOR ROAD CONSTRUCTION CERTIFICATE RECEIVED ON _____ FOR THE FINAL PLAT.

_____ _____
DATE SIGNATURE

STATE OF TENNESSEE, COUNTY OF TIPTON

BEFORE ME, THE UNDERSIGNED A NOTARY PUBLIC IN AND FOR THE STATE AND COUNTY AFORESAID, DULY COMMISSIONED AND QUALIFIED PERSONALLY APPEARED _____, WITH WHOM I AM PERSONALLY ACQUAINTED AND WHO, UPON OATH ACKNOWLEDGED HIMSELF TO BE THE OWNER OF MAPLE WOODS VILLAGE, PHASE 1 AND HE AS SUCH OWNER EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSE THEREIN CONTAINED BY SIGNING HIS NAME AS OWNER.

IN WITNESS WHEREOF, I HEREUNTO SET OUT BY HAND AND AFFIX MY SEAL THIS_____ DAY OF _____ , 2022.

_____
(NOTARY PUBLIC)

MY COMMISSION EXPIRES: _____

CERTIFICATE OF APPROVAL OF WATER, SEWER AND DRAINAGE SYSTEM

I,_____ , DO HEREBY CERTIFY THAT I HAVE REVIEWED THE WATER, SEWER, AND DRAINAGE SYSTEMS PLANS FOR THIS SUBDIVISION AND CERTIFY THAT THEY MEET THE REQUIREMENTS OF THE MUNICIPAL SUBDIVISION REGULATIONS AND TECHNICAL SPECIFICATIONS OF THE TOWN OF ATOKA AND ARE HEREBY APPROVED.

_____ _____
DATE PUBLIC WORKS SUPERVISOR

PLANNING COMMISSION CERTIFICATE OF APPROVAL OF THE FINAL PLAT

I, _____, DO HEREBY CERTIFY THAT THE ATOKA MUNICIPAL/REGIONAL PLANNING COMMISSION HAS APPROVED THIS FINAL PLAT OF SUBDIVISION FOR RECORDING.

_____ _____
DATE SECRETARY, ATOKA MUNICIPAL/REGIONAL PLANNING COMMISSION

GENERAL NOTES AND CONDITIONS

1. THERE IS A 15' UTILITY EASEMENT ALONG THE FRONT OF ALL LOTS IN THIS SUBDIVISION UNLESS NOTED OTHERWISE.
2. A MINIMUM OF 24-HOURS PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE TOWN OF ATOKA CODE ENFORCEMENT OFFICE AT 901-837-5308.
3. ALL NEWLY CUT OR FILLED AREAS LACKING ADEQUATE VEGETATION, SHALL BE SEEDED, MULCHED, FERTILIZED AND/OR SODDED AS REQUIRED TO EFFECTIVELY CONTROL SOIL EROSION.
4. THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE APPROXIMATE AND NOT NECESSARILY ALL OF THE SAME. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE UTILITY COMPANIES WHICH MAINTAIN A UTILITY LINE WITHIN THE BOUNDARIES OF THE PROJECT. THE CONTRACTOR SHALL ALSO ASSUME FULL RESPONSIBILITY FOR DAMAGE TO ANY UTILITIES ENCOUNTERED WITHIN CONSTRUCTION PERIMETERS, WHETHER SHOWN ON THE CONSTRUCTION PLANS OR NOT, DURING WORK ON THE PROJECT. FOR SITE LOCATION OF EXISTING UTILITIES INVOLVING ATOKA WATER, POPLAR GROVE UTILITY, RITTER, AND/OR SOUTHWEST ELECTRIC, CALL 1-800-351-1111. FOR SEWER LOCATIONS CALL 901-837-5300.
5. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES.
6. ALL FILL SOILS SHALL BE COMPACTED TO A MINIMUM OF 95% OF STANDARD PROCTOR DENSITY (ASTM D-698) WITHIN 3% OF OPTIMUM MOISTURE CONTENT IN LIFTS NOT TO EXCEED SIX (6) INCHES OF COMPACTED THICKNESS.
7. ALL CONSTRUCTION MATERIAL AND PROCEDURES SHALL MEET OR EXCEED THE REQUIREMENTS OF THE TOWN OF ATOKA STANDARD CONSTRUCTION SPECIFICATIONS.
8. PROPERTY LINES SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. GRADING, CLEARING AND THE ERECTION OR REMOVAL OF FENCES ALONG PROPERTY LINES SHALL BE FULLY CORRDINATED WITH ADJACENT PROPERTY OWNERS.
9. ALL STORMWATER DETENTION AREAS (DETENTION PONDS) WITHIN THE COMMON AREAS ARE PRIVATE AND ARE TO BE MAINTAINED BY THE HOME OWNER'S ASSOCIATION. ANY REQUIRED STRUCTURAL REPAIRS TO THE STORMWATER DETENTION AND MAINTENANCE OF THE CLUSTER BOXES SHALL BE THE RESPONSIBILITY OF THE HOA. ANY ALTERATIONS TO THE DETENTION PONDS MUST HAVE PRIOR APPROVAL BY THE TOWN OF ATOKA.
10. FINISH FLOOR ELEVATION SHOULD BE A MINIMUM OF 18" ABOVE THE TOP OF CURB ELEVATION.
11. STREET LIGHTING AND TRANSFORMER LOCATION SHALL BE COORDINATED BY THE DEVELOPER WITH SOUTHWEST TENNESSEE ELECTRIC CORPORATION.
12. CURB CUT LOCATIONS SHALL BE DETERMINED BY BUILDING AT THE TIME OF CONSTRUCTION. BUILDER SHALL SUBMIT A PLOT PLAN TO TOWN OF ATOKA FOR PERMITTING.
13. THE BUILDER SHALL ADHERE TO TREE PLANTING REQUIREMENTS AS SET FORTH IN THE ATOKA MUNICIPAL SUBDIVISION REGULATIONS UNDER ARTICLE IV SECTION L.3.

MASTER PRELIMINARY PLAT
TIPTON FARMS
LOT 084128 01000
ATOKA, TENNESSEE

AREA: 122.27 ACRES
TOTAL LOTS: 344
DATE: DECEMBER 20, 2021

ZONED: PUD
SCALE: N/A
SHEET 5 OF 9

DATE: 12/20/21

OWNER/DEVELOPER:
INVESTOR NATION, INC.
4928 WILLIAM ARNOLD ROAD
MEMPHIS, TN 38117

TAX MAP: 128
PARCEL ID: 010.00
WILL BOOK EE 217

LEPA JOB: 1478-01

WILBANKS
Architecture & Associates, LLC
5567 Commander Drive, Suite 105, Arlington, TN 38002
phone: 901.867.5220 fax: 901.867.5331

Z:\1478\-01\CONSTRUCTION DRAWINGS\MASTER PRELIMINARY PLAT.dwg

CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	CHORD
C1	117.81'	75.00'	90.00'	S51°28'25"W
C2	21.66'	200.00'	6.21'	S3°22'15"W
C3	21.65'	250.00'	4.96'	N3°59'35"E
C4	117.81'	75.00'	90.00'	N38°31'35"W
C5	117.81'	75.00'	90.00'	S38°31'35"E
C6	117.81'	75.00'	90.00'	N51°28'25"E
C7	37.22'	250.00'	8.53'	S10°44'20"W
C8	37.22'	250.00'	8.53'	N10°44'20"E
C9	42.99'	25.00'	98.53'	N34°15'40"W
C10	39.27'	25.00'	90.00'	N51°28'25"E
C11	128.38'	75.00'	98.08'	S42°33'56"E
C12	42.79'	25.00'	98.08'	N42°33'56"W
C13	22.59'	250.00'	5.18'	N85°48'23"E
C14	72.82'	250.00'	16.69'	N74°52'25"E
C15	132.66'	200.00'	38.00'	S69°23'35"W
C16	79.66'	250.00'	18.26'	N57°24'02"E
C17	36.61'	250.00'	8.39'	N44°04'37"E
C18	39.27'	25.00'	90.00'	N84°52'54"E
C19	33.04'	200.00'	9.47'	S44°36'53"W
C20	39.27'	25.00'	90.00'	S5°07'06"E
C21	92.02'	605.00'	8.71'	S56°43'18"E
C22	92.02'	605.00'	8.71'	S65°26'11"E
C23	92.02'	605.00'	8.71'	S74°09'04"E
C24	52.99'	605.00'	5.02'	S81°01'03"E
C25	47.07'	655.00'	4.12'	N81°28'04"W
C26	75.16'	655.00'	6.58'	N76°07'18"W
C27	75.16'	655.00'	6.58'	N69°32'48"W
C28	75.16'	655.00'	6.58'	N62°58'18"W
C29	75.16'	655.00'	6.58'	N56°23'48"W
C30	34.19'	655.00'	2.99'	N51°36'50"W
C31	42.62'	25.00'	97.67'	S81°02'41"W
C32	16.70'	250.00'	3.83'	S34°07'20"W
C33	16.78'	250.00'	3.85'	S37°57'32"W
C34	117.81'	75.00'	90.00'	N84°52'54"E
C35	13.42'	200.00'	3.85'	N37°57'32"E
C36	13.36'	200.00'	3.83'	N34°07'20"E
C37	35.92'	25.00'	82.33'	N8°57'19"W
C38	12.33'	50.00'	14.13'	N43°03'10"W
C39	106.40'	50.00'	121.93'	N24°58'34"E
C40	99.90'	50.00'	114.47'	S36°49'31"E
C41	30.77'	25.00'	70.53'	S14°51'14"E
C42	29.18'	765.00'	2.19'	S51°12'40"E
C43	103.24'	765.00'	7.73'	S56°10'12"E
C44	102.30'	765.00'	7.66'	S63°52'02"E
C45	102.30'	765.00'	7.66'	S71°31'46"E

CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	CHORD
C46	102.30'	765.00'	7.66'	S79°11'30"E
C47	48.25'	765.00'	3.61'	N81°12'58"W
C48	87.79'	765.00'	6.58'	N76°07'18"W
C49	87.79'	765.00'	6.58'	N69°32'48"W
C50	87.79'	765.00'	6.58'	N62°58'18"W
C51	87.79'	765.00'	6.58'	N56°23'48"W
C52	39.93'	765.00'	2.99'	N51°36'50"W
C53	117.81'	75.00'	90.00'	S5°07'06"E
C54	126.61'	900.00'	8.06'	S56°00'22"E
C55	120.36'	900.00'	7.66'	S63°52'02"E
C56	120.36'	900.00'	7.66'	S71°31'46"E
C57	120.36'	900.00'	7.66'	S79°11'30"E
C59	64.36'	968.00'	3.81'	N81°37'18"W
C60	100.18'	968.00'	5.93'	N76°45'08"W
C61	100.18'	968.00'	5.93'	N70°49'22"W
C62	100.18'	968.00'	5.93'	N64°53'36"W
C63	100.18'	968.00'	5.93'	N58°57'49"W
C64	99.35'	968.00'	5.88'	N53°03'31"W
C65	117.81'	75.00'	90.00'	S84°52'54"W
C66	117.81'	75.00'	90.00'	N5°07'06"W
C67	114.75'	1118.00'	5.88'	N53°03'31"W
C68	115.70'	1118.00'	5.93'	N58°57'49"W
C69	115.70'	1118.00'	5.93'	N64°53'36"W
C70	115.70'	1097.06'	6.04'	N70°49'22"W
C71	115.70'	1118.00'	5.93'	N76°45'08"W
C72	74.33'	1114.00'	3.82'	N81°37'06"W
C73	288.63'	495.00'	33.41'	S66°49'21"E
C74	43.35'	495.00'	5.02'	N81°01'03"W
C75	75.29'	495.00'	8.71'	N74°09'04"W
C76	75.29'	495.00'	8.71'	N65°26'11"W
C77	75.29'	495.00'	8.71'	N56°43'18"W
C78	19.40'	495.00'	2.25'	N51°14'29"W
C79	29.78'	200.00'	8.53'	S10°44'20"W
C80	651.88'	1118.00'	33.41'	S66°49'21"E
C81	544.60'	934.00'	33.41'	S66°49'21"E
C82	367.34'	630.00'	33.41'	N66°49'21"W
C83	33.50'	225.00'	8.53'	S10°44'20"W
C84	85.59'	50.00'	98.08'	S42°33'56"E
C85	190.51'	225.00'	48.51'	N64°08'18"E
C86	30.13'	225.00'	7.67'	N36°02'41"E
C87	44.65'	25.00'	102.34'	N45°18'15"E
C89	75.05'	1228.00'	3.50'	N81°28'49"W
C90	75.05'	1228.00'	3.50'	N77°58'44"W
C91	75.05'	1228.00'	3.50'	N74°28'38"W
C92	75.05'	1228.00'	3.50'	N70°58'33"W

CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	CHORD
C93	75.05'	1228.00'	3.50'	N67°28'27"W
C94	75.05'	1228.00'	3.50'	N63°58'22"W
C95	75.05'	1228.00'	3.50'	N60°28'17"W
C96	75.05'	1228.00'	3.50'	N56°58'11"W
C97	75.14'	1228.00'	3.51'	N53°27'58"W
C98	68.32'	1118.29'	3.50'	S81°28'48"E
C99	68.32'	1118.00'	3.50'	S77°58'44"E
C100	68.32'	1113.20'	3.52'	S74°28'53"E
C101	68.33'	1060.10'	3.69'	S70°58'33"E
C102	68.32'	1142.01'	3.43'	S67°27'26"E
C103	68.32'	1118.00'	3.50'	S63°58'22"E
C104	68.32'	1118.00'	3.50'	S60°28'17"E
C105	68.32'	1118.00'	3.50'	S56°58'11"E
C106	65.35'	1118.00'	3.35'	S53°32'40"E
C107	34.18'	1118.00'	1.75'	S50°59'39"E
C108	516.47'	1278.00'	23.15'	N71°56'56"W
C109	34.80'	25.00'	79.75'	S79°45'18"W
C110	41.81'	25.00'	95.81'	N8°01'27"W
C111	39.27'	25.00'	90.00'	N5°07'06"W
C112	39.27'	25.00'	90.00'	S84°52'54"W
C113	39.27'	25.00'	90.00'	S84°52'54"W
C116	39.27'	25.00'	90.00'	N5°07'06"W
C117	77.83'	250.00'	17.84'	N59°02'14"W
C118	85.03'	250.00'	19.49'	N77°41'58"W
C119	86.50'	250.00'	19.82'	S82°38'42"W
C120	129.47'	200.00'	37.09'	N68°39'48"W
C121	70.02'	200.67'	19.99'	S82°45'44"W
C122	117.81'	75.00'	90.00'	N27°43'56"E
C123	39.27'	25.00'	90.00'	S27°43'58"W
C124	39.27'	25.00'	90.00'	S62°16'02"E
C125	39.27'	25.00'	90.00'	N27°43'58"E
C126	39.27'	25.00'	90.00'	S62°16'02"E
C127	39.27'	25.00'	90.00'	S27°43'58"W
C128	149.62'	150.00'	57.15'	N78°41'34"W
C129	64.83'	200.00'	18.57'	N82°01'06"E
C130	87.83'	200.00'	25.16'	S76°06'54"E
C131	46.83'	200.00'	13.42'	S56°49'34"E
C132	39.27'	25.00'	90.00'	N84°52'54"E
C133	39.27'	25.00'	90.00'	N5°07'06"W
C134	56.39'	250.00'	12.92'	N31°33'15"E
C135	38.72'	25.00'	88.74'	N69°27'43"E
C136	49.46'	200.00'	14.17'	S59°05'02"E
C137	121.24'	200.00'	34.73'	S34°38'00"E
C138	43.66'	250.00'	10.01'	S22°16'12"E
C139	80.14'	250.00'	18.37'	S36°27'20"E

CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	CHORD
C140	65.58'	250.00'	15.03'	S53°09'14"E
C141	23.99'	250.00'	5.50'	S63°25'08"E
C142	39.27'	25.00'	90.00'	S21°10'07"E
C143	56.03'	200.00'	16.05'	S31°51'24"W
C144	39.27'	25.00'	90.00'	S21°10'07"E
C145	39.27'	25.00'	90.00'	S68°49'53"W
C146	39.27'	25.00'	90.00'	N21°10'07"W
C147	39.27'	25.00'	90.00'	S68°49'53"W
C148	39.27'	25.00'	90.00'	N21°10'07"W
C149	39.27'	25.00'	90.00'	S68°49'53"W
C150	27.64'	250.00'	6.33'	N20°39'51"E
C151	72.46'	250.00'	16.61'	N9°11'38"E
C152	60.56'	250.00'	13.88'	N6°02'53"W
C153	18.68'	250.00'	4.28'	N15°07'38"W
C154	72.35'	200.00'	20.73'	S6°54'14"E
C155	71.11'	200.00'	20.37'	S13°38'44"W
C156	46.06'	25.00'	105.57'	S61°02'50"W
C157	33.31'	25.00'	76.35'	N27°59'43"W
C160	75.01'	2324.06'	1.85'	S30°35'08"W
C161	75.01'	2324.06'	1.85'	S28°44'11"W
C162	75.01'	2324.06'	1.85'	S26°53'13"W
C163	75.01'	2324.06'	1.85'	S25°02'16"W
C164	70.98'	2199.06'	1.85'	N28°44'11"E
C165	70.98'	2199.06'	1.85'	N26°53'13"E
C166	70.98'	2199.06'	1.85'	N25°02'16"E
C168	18.04'	2199.06'	0.47'	N23°52'41"E
C169	75.53'	4054.85'	1.07'	S17°04'22"W
C170	75.71'	4054.85'	1.07'	S16°00'16"W
C171	75.91'	4054.85'	1.07'	S14°55'59"W
C172	76.15'	4054.85'	1.08'	S13°51'32"W
C173	74.16'	3117.13'	1.36'	S12°34'23"W
C174	696.33'	1252.93'	31.84'	S67°36'19"E
C175	224.42'	225.00'	57.15'	S78°41'34"E
C176	78.54'	50.00'	90.00'	N27°43'56"E
C177	174.55'	175.00'	57.15'	N78°41'34"W
C178	192.04'	225.00'	48.90'	S41°43'04"E
C179	161.39'	225.00'	41.10'	N3°16'56"E
C180	93.22'	3117.13'	1.71'	N11°02'05"E
C181	81.58'	3117.13'	1.50'	N7°30'48"E
C182	18.55'	2324.06'	0.46'	S23°53'04"W
C183	50.75'	225.00'	12.92'	N31°33'15"E
C184	76.08'	360.00'	12.11'	N8°14'31"W
C185	80.78'	360.00'	12.86'	N4°14'27"E
C186	82.70'	360.00'	13.16'	N17°15'02"E
C187	18.67'	360.00'	2.97'	N15°46'54"W

CURVE TABLE				
CURVE #	LENGTH	RADIUS	DELTA	CHORD
C188	95.43'	360.00'	15.19'	N6°42'09"W
C189	86.52'	360.00'	13.77'	N7°46'34"E
C190	57.62'	360.00'	9.17'	N19°14'46"E
C192	138.79'	1177.47'	6.75'	S21°25'56"W
C193	318.61'	2324.06'	7.85'	N27°34'59"E
C194	337.41'	4054.85'	4.77'	N15°40'19"E
C195	353.12'	3117.13'	6.49'	N10°00'33"E
C197	53.84'	250.00'	12.34'	S0°18'15"W
C198	39.27'	25.00'	90.00'	N38°31'35"W
C199	39.27'	25.00'	90.00'	S38°31'35"E
C200	39.27'	25.00'	90.00'	S51°28'25"W
C201	39.27'	25.00'	90.00'	N38°31'35"W
C202	39.27'	25.00'	90.00'	N51°28'25"E
C203	39.27'	25.00'	90.00'	N38°31'35"W
C204	39.27'	25.00'	90.00'	N51°28'25"E
C205	87.69'	75.00'	66.99'	S39°58'01"W
C206	30.12'	75.00'	23.01'	S84°58'01"W
C207	39.27'	25.00'	90.00'	N51°28'25"E
C208	39.27'	25.00'	90.00'	S51°28'25"W
C209	39.27'	25.00'	90.00'	N38°31'35"W
C210	53.42'	200.00'	15.30'	S14°07'33"W
C211	45.44'	150.00'	17.36'	N15°09'09"E
C212	60.59'	200.00'	17.36'	N74°50'51"W
C215	46.84'	25.00'	107.36'	S29°50'51"E
C216	31.70'	25.00'	72.64'	S60°09'09"W
C217	46.84'	25.00'	107.36'	S29°50'51"E
C218	31.70'	25.00'	72.64'	S60°09'09"W
C219	46.84'	25.00'	107.36'	S29°50'51"E
C220	50.92'	250.00'	11.67'	S29°40'00"W
C221	19.11'	250.00'	4.38'	S37°41'30"W
C222	62.53'	300.00'	11.94'	N29°48'09"E
C223	21.51'	300.00'	4.11'	N37°49'40"E
C224	91.44'	310.69'	16.86'	N13°19'47"E
C225	32.19'	250.00'	7.38'	S2°10'35"E
C226	21.41'	200.00'	6.13'	S2°47'56"E

MASTER PRELIMINARY PLAT
TIPTON FARMS
LOT 084128 01000
ATOKA, TENNESSEE

AREA: 122.27 ACRES
TOTAL LOTS: 344
DATE: DECEMBER 20, 2021

ZONED: PUD
SCALE: N/A
SHEET 6 OF 9

DATE: 12/20/21

OWNER/DEVELOPER:
INVESTOR NATION, INC.
4928 WILLIAM ARNOLD ROAD
MEMPHIS, TN 38117

TAX MAP: 128
PARCEL ID: 010.00
WILL BOOK EE 217

LEPA JOB: 1478-01

WILBANKS
Architecture & Associates, LLC
5567 Commander Drive, Suite 105, Arlington, TN 38002
phone: 901.867.5220 fax: 901.867.5331

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Parcel Table	
Parcel #	Area (S.F.)
1	22,006
2	15,000
3	15,000
4	15,000
5	15,000
6	15,000
7	15,000
8	17,543
9	17,543
10	16,181
11	16,191
12	16,191
13	16,193
14	16,191
15	15,767
16	15,000
17	16,190
18	17,534
19	15,678
20	9,099
21	8,378
22	8,250
23	8,250
24	8,250
25	8,250
26	8,250
27	8,250
28	8,250
29	8,250
30	8,250
31	8,250
32	8,258
33	14,496
34	19,848
35	12,504
36	8,250
37	9,248
38	10,066
39	8,250
40	8,250
41	8,256
42	14,648
43	17,686
44	22,108
45	13,500

Parcel Table	
Parcel #	Area (S.F.)
46	13,500
47	13,500
48	15,666
49	19,722
50	15,514
51	15,030
52	15,030
53	15,030
54	13,598
55	20,162
56	8,547
57	8,250
58	8,250
59	8,697
60	8,962
61	8,962
62	8,962
63	8,962
64	8,568
65	9,986
66	9,175
67	8,492
68	9,202
69	9,202
70	9,202
71	8,786
72	8,250
73	8,250
74	9,216
75	8,250
76	9,569
77	8,738
78	8,250
79	8,250
80	8,250
81	8,250
82	8,250
83	8,250
84	9,782

Parcel Table	
Parcel #	Area (S.F.)
85	7,077
86	8,250
87	8,250
88	8,250
89	8,250
90	8,250
91	8,250
92	8,250
93	8,250
94	8,250
95	8,250
96	8,250
97	8,250
98	8,250
99	9,216
100	9,216
101	8,250
102	8,250
103	9,216
104	8,250
105	8,250
106	11,699
107	8,250
108	8,250
109	8,250
110	8,250
111	8,250
112	8,250
113	8,250
114	9,222
115	8,270
116	9,210
117	8,230
118	7,727
119	7,885
120	7,885
121	7,885
122	7,885
123	7,884
124	7,885
125	7,885
126	7,885
127	8,219
128	8,250
129	12,881

Parcel Table	
Parcel #	Area (S.F.)
130	9,216
131	8,250
132	8,250
133	8,250
134	8,250
135	8,250
136	8,250
137	8,250
138	8,554
139	10,417
140	9,216
141	8,250
142	8,250
143	8,250
144	8,250
145	8,250
146	8,250
147	8,250
148	11,845
149	11,786
150	8,250
151	8,250
152	8,250
153	8,250
154	8,250
155	9,216
156	9,216
157	8,250
158	8,250
159	8,250
160	8,250
161	8,469
162	17,883
163	8,334
164	8,250
165	8,250
166	8,250
167	8,250
168	8,250
169	9,216
170	9,216
171	8,250
172	8,250
173	8,250
174	8,250

Parcel Table	
Parcel #	Area (S.F.)
175	10,475
176	9,011
177	8,250
178	8,250
179	8,250
180	8,250
181	8,250
182	8,250
183	11,966
184	14,743
185	8,250
186	8,250
187	8,250
188	8,250
189	8,250
190	9,225
191	10,866
192	8,250
193	8,250
194	8,250
195	8,250
196	9,216
197	8,795
198	8,743
199	8,579
200	8,251
201	8,250
202	8,250
203	8,250
204	9,216
205	9,216
206	8,250
207	8,250
208	8,250
209	8,253
210	8,631
211	10,166
212	15,422
213	17,203
214	13,162
215	9,809
216	10,125
217	10,441
218	10,782
219	11,745

Parcel Table	
Parcel #	Area (S.F.)
220	12,549
221	11,158
222	9,160
223	9,206
224	8,250
225	8,250
226	8,250
227	8,250
228	8,250
229	8,250
230	10,708
231	28,238
232	22,716
233	17,079
234	11,334
235	7,229
236	9,374
237	9,124
238	9,124
239	9,124

Parcel Table	
Parcel #	Area (S.F.)
240	10,507
241	6,750
242	6,750
243	6,750
244	6,750
245	6,750
246	6,750
247	6,750
248	6,884
249	9,022
250	10,843
251	6,750
252	6,750
253	6,750
254	6,750
255	6,750
256	6,750
257	6,750
258	6,750
259	6,750
260	6,750
261	7,516
262	6,750
263	6,750
264	7,516
265	7,516
266	6,750
267	6,750
268	6,750
269	6,750
270	7,892
271	6,750
272	6,750
273	6,750
274	6,750
275	6,750
276	6,750
277	6,750
278	6,616
279	6,750
280	7,007
281	6,994
282	5,753
283	6,750
284	6,616

Parcel Table	
Parcel #	Area (S.F.)
285	6,750
286	6,750
287	6,750
288	6,750
289	6,750
290	6,750
291	10,283
292	6,750
293	6,750
294	6,750
295	6,750
296	6,750
297	6,750
298	6,750
299	6,750
300	6,750
301	6,750
302	6,750
303	6,750
304	7,966
305	7,966
306	6,750
307	6,750
308	6,750
309	6,750
310	6,750
311	6,750
312	6,750
313	6,750
314	6,750
315	6,750
316	6,750
317	6,750
318	7,953
319	10,563
320	6,750
321	6,750
322	6,750
323	6,750
324	6,750
325	6,750
326	6,750
327	6,750
328	6,750
329	6,750

Parcel Table	
Parcel #	Area (S.F.)
330	6,750
331	7,966
332	7,966
333	6,750
334	6,750
335	6,750
336	6,750
337	6,750
338	6,750
339	6,750
340	6,750
341	6,750
342	6,750
343	6,750
344	8,232

MASTER PRELIMINARY PLAT
TIPTON FARMS
LOT 084128 01000
ATOKA, TENNESSEE

DATE: 12/20/21

OWNER/DEVELOPER:
INVESTOR NATION, INC.
4928 WILLIAM ARNOLD ROAD
MEMPHIS, TN 38117

TAX MAP: 128
PARCEL ID: 010.00
WILL BOOK EE 217

LEPA JOB: 1478-01

AREA: 122.27 ACRES
TOTAL LOTS: 344
DATE: DECEMBER 20, 2021

ZONED: PUD
SCALE: N/A
SHEET 7 OF 9

WILBANKS
Architecture & Associates, LLC
5567 Commander Drive, Suite 105, Arlington, TN 38002
phone: 901.867.5220 fax: 901.867.5331

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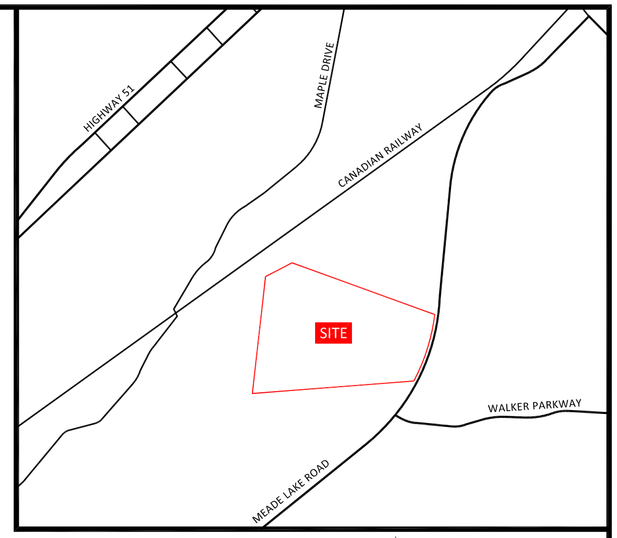
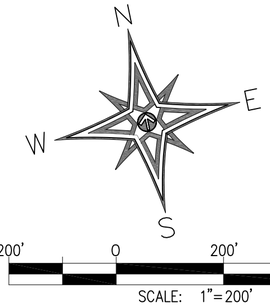


VICINITY MAP
N.T.S.



SCALE: 1"=200'

SITE LEGEND
EXISTING PROPERTY LINE
EXISTING R.O.W. LINE
PROPOSED R.O.W. LINE
PROPOSED LOT LINE
PROPOSED 6-30 CURB & GUTTER
EXISTING TREE LINE
STORMWATER DETENTION

THIS PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD ZONE PER FEMA MAP 47167C0320G WITH AN EFFECTIVE DATE OF 05/04/2009.

CONSULT ATOKA MUNICIPAL ZONING ORDINANCE AND SUBDIVISION REGULATIONS FOR FURTHER RESTRICTIONS WHICH MAY APPLY.

MASTER PRELIMINARY PLAT
TIPTON FARMS
LOT 084128 01000
ATOKA, TENNESSEE

DATE: 12/20/21

OWNER/DEVELOPER:
INVESTOR NATION, INC.
4928 WILLIAM ARNOLD ROAD
MEMPHIS, TN 38117

TAX MAP: 128
PARCEL ID: 010.00
WILL BOOK EE 217

LEPA JOB: 1478-01

AREA: 122.27 ACRES
TOTAL LOTS: 344
DATE: DECEMBER 20, 2021

ZONED: PUD
SCALE: 1"=200'
SHEET 8 OF 9

WILBANKS
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phone: 901.867.5220 fax: 901.867.5331

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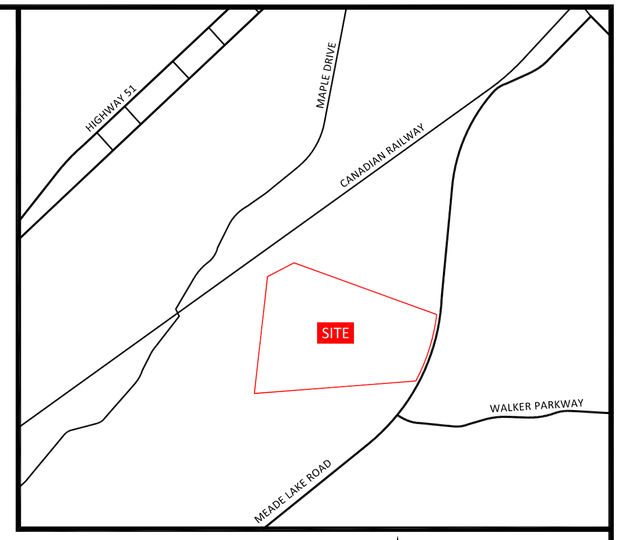
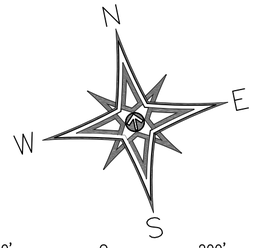


VICINITY MAP
N.T.S.



200' 0 200' 400'

SCALE: 1"=200'

SITE LEGEND
EXISTING PROPERTY LINE
EXISTING R.O.W. LINE
PROPOSED R.O.W. LINE
PROPOSED LOT LINE
PROPOSED 6-30 CURB & GUTTER
EXISTING TREE LINE
STORMWATER DETENTION

DATE: 12/20/21

OWNER/DEVELOPER:
INVESTOR NATION, INC.
4928 WILLIAM ARNOLD ROAD
MEMPHIS, TN 38117

TAX MAP: 128
PARCEL ID: 010.00
WILL BOOK EE 217

LEPA JOB: 1478-01

THIS PROPERTY IS NOT LOCATED IN A SPECIAL FLOOD HAZARD ZONE PER FEMA MAP 47167C0320G WITH AN EFFECTIVE DATE OF 05/04/2009.

CONSULT ATOKA MUNICIPAL ZONING ORDINANCE AND SUBDIVISION REGULATIONS FOR FURTHER RESTRICTIONS WHICH MAY APPLY.

MASTER PRELIMINARY PLAT
TIPTON FARMS
LOT 084128 01000
ATOKA, TENNESSEE

AREA: 122.27 ACRES
TOTAL LOTS: 344
DATE: DECEMBER 20, 2021

ZONED: PUD
SCALE: 1"=200'
SHEET 9 OF 9

WILBANKS
Architecture & Associates, LLC
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LINETYPE LEGEND
SUBJECT PROPERTY LINE
ADJACENT PROPERTY LINE
OVERHEAD ELECTRIC
N
W
E
S
120 0 120 240
SCALE: 1"=120'
CANADIAN NATIONAL RAILROAD (150' RIGHT OF WAY)
150.0
FOUND ½" REBAR
FOUND ½" REBAR AND TPOST WITNESS
430.52'
N56° 38' 04"E
BILLY GENE MILLER
PARCEL 128 010.01
RECORD BOOK 1666 1042
2661.40'
S68° 10' 07"E
STACY MCLILLIE
RECORD BOOK 1667 273
FOUND TPOST
GENERAL SURVEY NOTES:
1. SURVEY PREPARED FOR WILBANKS ARCHITECTURE AND ASSOCIATES LLC.
2. BEARINGS ARE RELATIVE TO THE TENNESSEE STATE PLANE COORDINATE SYSTEM VIA TRIMBLE VRS NOW REFERENCE STATION AND TRIMBLE R12 GNSS RECEIVERS.
HORIZONTAL DATUM: NAD83 (2011)
VERTICAL DATUM: NAVD88
GEOID: 18
3. ALL DEED BOOK REFERENCES SHOWN HEREON ARE RECORDED IN THE REGISTER'S OFFICE OF TIPTON COUNTY, TENNESSEE.
4. THERE MAY BE UNDERGROUND OR NON-VISIBLE UTILITIES, DRAIN AND/OR SEWER LINES ACROSS THIS PROPERTY THAT ARE NOT SHOWN. THE PROPER UTILITY AUTHORITIES SHOULD BE CONTACTED FOR MORE SPECIFIC LOCATIONS AND INFORMATION ON UNDERGROUND UTILITIES.
CHARLES WALKER RESIDUARY TRUST
PARCEL 001.00
RECORD BOOK 1668 585
2191.69'
N6° 28' 25"E
PROPERTY : 40
5326132 SQ FT
122.271 ACRES
CERTIFICATION
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE MNIMUM STANDARDS SET FORTH BY THE TENNESSEE BOARD OF LAND SURVEYORS FOR CATEGORY 1 SURVEYS WITH A PRECISION OF 1:10,000 AND THE PROPERTY HAS BEEN MONUMENTED IN ACCORDANCE WITH THE SUBDIVISION REGULATIONS OF TIPTON COUNTY TENNESSEE.
DATE OR PLAT OR MAP: 10/5/2021
ROBERT LANCE LANIER
MID-SOUTH ENGINEERING SUPPORT LLC
TN RLS 3065
ROBERT LANCE LANIER
REGISTERED LAND SURVEYOR
AGRICULTURE
COMMERCE
TENNESSEE NO. 3065
10/5/2021
CENTERLINE OF MEADE LAKE ROAD (60' RIGHT OF WAY)
S24° 06' 29"W
199.87'
Δ=7.85
L=318.61'
R=2324.06'
FOUND ½" REBAR
LOT 186
PLAT H-512
FOUND ½" REBAR
FOUND ½" REBAR
FOUND TPOST
S88° 23' 43"W
2609.98'
SET ½" REBAR WITH ID CAP
LOT 120
PLAT H-424
LOT 121
PLAT H-424
LOT 122
PLAT H-424
LOT 47
PLAT H-357
LOT 48
PLAT H-357
LOT 28
PLAT H-230
LOT 27
PLAT H-230
LOT 26
PLAT H-230
LOT 22
PLAT H-230
LOT 21
PLAT H-230
WALKER PARKWAY (68' RIGHT OF WAY)
LOT 6
PLAT H-230
LOT 5
PLAT H-230
LOT 1
PLAT H-230
BOUNDARY RETRACEMENT SURVEY
WAYNE MORGAN ,SHEILA SAGE ,
JANICE POSTON , AND PHYLLIS BYNUM PROPERTY
MAP 128 PARCEL 010.00 WILL BOOK EE 217
122.271 ACRES
7TH CIVIL DISTRICT, ATOKA ,TIPTON COUNTY, TENNESSEE
Mid-South
Engineering Support, LLC
CONSTRUCTION LAYOUT AND LAND SURVEYING SERVICES
4090 AIRLINE ROAD EADS, TENNESSEE 38028
731-659-1087 E-MAIL lance @ midsouthes.com
SHEET
1 OF 1

To: Amanda Faurbo; CC: Ben Ledsinger
From: Bob Barber and Bert Kuyrkendall BK
RE: Tipton Farms Review and Comments
Date: 1.14.22

Amanda,

We outlined the ordinance by section excerpting relevant portions and making comments in red.

13.1 – 13.9 Intent, objectives, process, etc. – **No comment**

13.10 – Professional Design

1. Licensed professional certification required for utility placement and storm water facility development – **No comment**
2. Site and Design Review – **No comment**
3. Architecture
    a. *".....pattern book submitted to the Planning Commission and the Board of Mayor and Aldermen. The book shall illustrate key components of building design such as the shape of windows and doors, roof pitches, eave details, column details, dormer details, and types of porches that are appropriate for that style."* **Several elevations have been mitted but a pattern book meeting the standards of ordinance has not been submitted. The standard is not met.**
    b. *"Identical or similar single-family buildings or elevations may not be repeated more frequently than every sixth house along the same side of any street. Buildings shall be considered similar if they have similar door and window configuration, direction of roof pitch, building mass and building form."* – **A single elevation with three variations has been submitted. This standards is not met.**
    c. *"Buildings shall relate well to the streetscape through the provision of front porches, doors, windows and architectural details that face the street and assist in minimizing the dominance of garages. No front porches are included on the building elevations"* - **The standard is not met.**
    d. *"For at least 50% of all units, garages shall be side entry, rear entry or front entry with the garage recessed a minimum of five (5) feet behind the front building line."* **All garages appear front loaded. The standard is not met.**
4. Development Period: Staging – **No comment**

13.11 Start of Development – **No comment**

13.12 Common Open Space – **10 percent threshold is met. Access to Phase II open space should be increased.**

13.13 Dedication of Public Facilities - No comment

13.4 Bond Requirement for Improvements - No comment

13.15 Relation to Utilities, Public Facilities - No comment

13.16 Site Planning Storm water - Calculations are not included in the master plan

13.17 Accessory Off-street Parking and Loading - No comment

13.19 Permitted Uses – No comment

13.20 Residential Densities – Density limits are met

13.21 Density Bonuses – Not applicable

13.22 Accessibility of Site for Automobiles - No comment

13.23 Off-street Parking - No comment

13.24 Pedestrian Circulation – Connect paved pathway from Walker Parkway to wet pond pathway via sewer easement at lots 2 and 139.

13.25 Privacy - No comment

13.26 – 13.27 – Procedure - No comment

13.28 Preliminary Development Plan - No comment

13.29 Preliminary Development Plan and Approval Process - No comment

13.30 Final Development Plan and Approval Process- No comment

13.31 Zoning Administration – Permits- No comment

13.32 Reapplication if Denied- No comment

13.33 Procedure for Amendment- No comment

Additional Comments:

1. **Paved trail width minimum is 8 feet per AASHTO standards.**

Traffic Impact Analysis

Meade Lake Road – Residential Subdivision

Atoka, TN

December 27, 2021

Kimley»Horn

TABLE OF CONTENTS

1.0 EXECUTIVE SUMMARY

Wilbanks Architecture & Associates, LLC is assisting with the development of a piece of property west of Meade Lake Road in Atoka, TN. The property is currently undeveloped and is bound by an existing residential subdivision to the south, undeveloped property to the west, existing residential property to the north, and Meade Lake Road to the east. This development is proposed to consist of 345 single-family houses and is expected to be fully constructed and homes occupied by the end of 2026. The subject development is proposed to connect to the existing Templeton Farms subdivision west of Meade Lake Road at the existing intersection of Walker Parkway at Christmas Drive. For the purposes of this study, it was assumed that the proposed development will be constructed in a single phase. The purpose of this study is to determine the potential traffic impacts of this proposed development on the adjacent roadways and intersections and identify potential solutions to mitigate those impacts. The Existing (2021), No-Build (2026) and Build (2026) traffic conditions were evaluated as part of this traffic study.

Based on the results of the analyses, it was determined that the proposed development will have minor impacts on the surrounding road network and study intersections. The development is primarily expected to create an increase in delays at the intersection of Meade Lake Road at Walker Parkway. It is recommended to install new stop signs on the northbound and southbound approaches on Meade Lake Road at the intersection so that the intersection may operate under all-way stop control. After the installation of the new stop signs, all movements and approaches at the intersection are expected to operate at LOS C or better in the AM peak hour and LOS B or better in the PM peak hour.

2.0 INTRODUCTION

Wilbanks Architecture & Associates, LLC is assisting with the development of a piece of property west of Meade Lake Road in Atoka, TN. The property is currently undeveloped and is bound by an existing residential subdivision to the south, undeveloped property and the existing Canadian National Railroad to the west, an existing residential property to the north, and Meade Lake Road to the east. This development is proposed to consist of 345 single-family houses and is expected to be fully constructed and homes occupied by the end of 2026. The subject development is proposed to connect to the existing Templeton Farms subdivision west of Meade Lake Road at the existing intersection of Walker Parkway at Christmas Drive. For the purposes of this study, it was assumed that the proposed development will be constructed in a single phase. The purpose of this study is to determine the potential traffic impacts of this proposed development on the adjacent roadways and intersections and identify potential solutions to mitigate those impacts. The Existing (2021), No-Build (2026) and Build (2026) traffic conditions were evaluated as part of this traffic study.

2.1 Project Location

The proposed development is located north of the existing Templeton Farms subdivision located along the west side of Meade Lake Road in Atoka, TN. The project location is shown on the vicinity map in **Figure 1**. A preliminary site plan is shown in **Figure 2**.

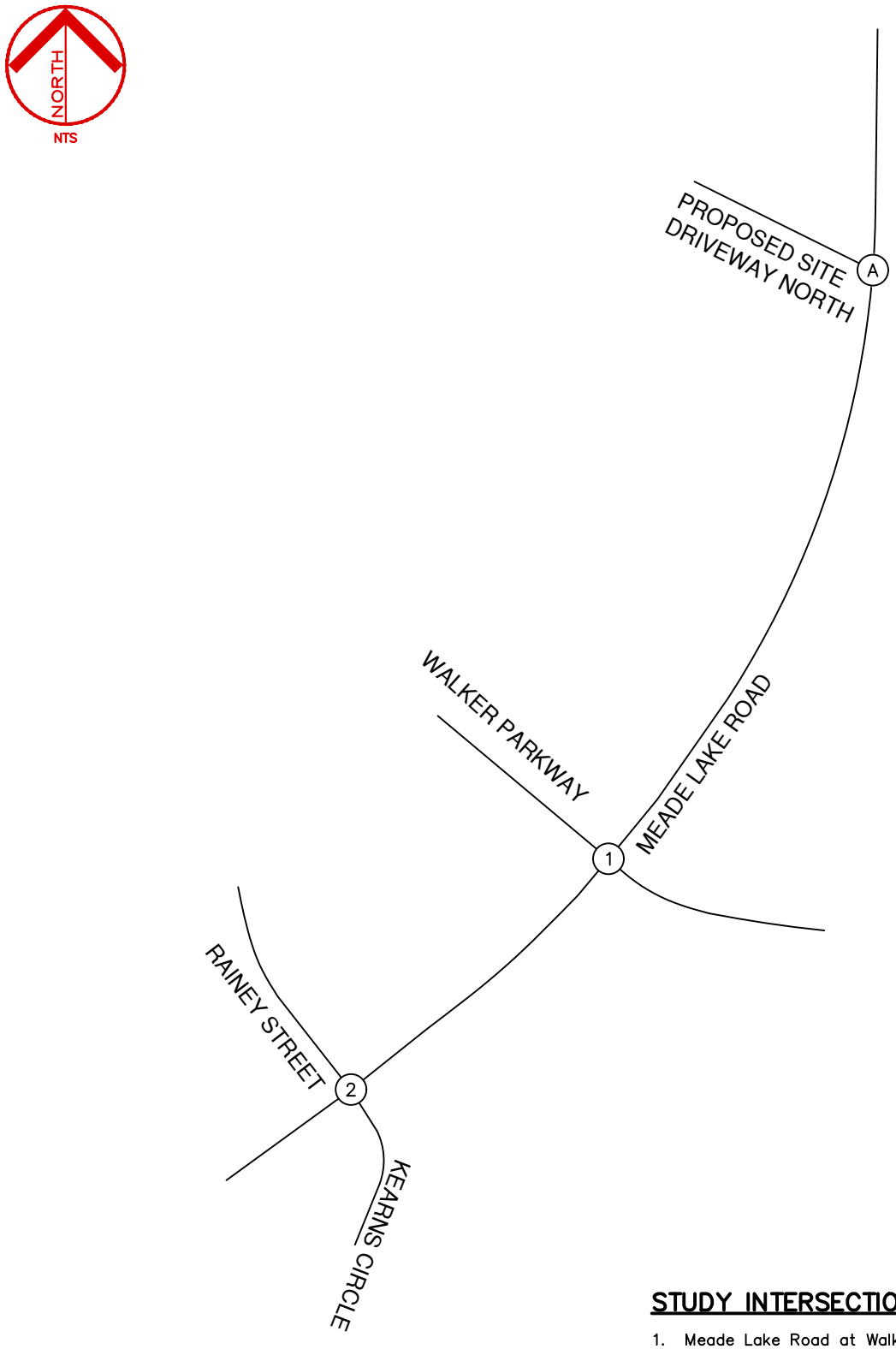
The development will extend Walker Drive which will provide access to Meade Lake Road. The development will also construct a new road on the north side of the development providing additional access to Meade Lake Road.

The following intersections were evaluated as part of this traffic study and are shown in **Figure 3**.

1. Meade Lake Drive at Walker Parkway
2. Meade Lake Drive at Rainey Street / Kearns Circle
3. Meade Lake Road at Site Driveway North
4. Walker Parkway at Internal Roundabout (East)
5. Walker Parkway at Internal Roundabout (West)

Figure 1: Vicinity Map

Figure 2: Preliminary Site Plan



STUDY INTERSECTIONS

1. Meade Lake Road at Walker Parkway
2. Meade Lake Road at Rainey Street/Kearns Circle

A. Meade Lake Road at Proposed Site Driveway North

LEGEND:

1	Study Area Key Intersection
A	Project Access Driveway

FIGURE 3
MEADE LAKE ROAD RESIDENTIAL SUBDIVISION STUDY AREA

Kimley»Horn

2.2 Data Collection and Study Methodology

Traffic counts were conducted at the study intersections on December 2, 2021 during the AM and PM peak hours as a part of this project. These traffic counts were scheduled to be collected at a time when all local schools were in session between holidays to provide an accurate representation of traffic patterns and vehicle volumes. The traffic counts are provided in **Appendix A**.

Historic traffic counts conducted over the last 10 years were obtained from the Tennessee Department of Transportation (TDOT). A trend line analysis of these counts indicates that traffic in this area has grown at a rate of 0.93% per year over the last 10 years and declined at a rate of -1.76% over the past five years. Based on this information, a conservative background growth rate of 1.00% per year was used to account for traffic growth along Walker Parkway and Rainey Street/Kearns Circle from 2021 to the project build-out year of 2026. A higher growth rate of 5% was used for traffic along Meade Lake Road to account for the significant portion of undeveloped land in the surrounding area along Meade Lake Road. A copy of these calculations can be found in **Appendix A.**

The methodology used for this study is consistent with the Institute of Transportation Engineers (ITE) recommendations for conducting a traffic impact analysis. The number of trips expected to be generated by the development were determined using the ITE *Trip Generation Manual, 11th Edition*. The distribution of trips generated from the proposed development was estimated based on existing traffic patterns, the proposed development, and existing land use of the surrounding area. Based on the expected trip distribution, the project trips were assigned to the adjacent roadway and intersections. Capacity analyses of the study intersections were conducted for the existing conditions and for the proposed development. To determine the traffic volumes for the proposed development, the site traffic was added to the background traffic for the appropriate analysis years, as described above. 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*.

2.3 Intersection Capacity Analysis

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

3.0 EXISTING CONDITIONS

An analysis of the existing conditions for the subject intersections and existing roadway characteristics was conducted to provide a basis of comparison to the future traffic scenarios. Meade Lake Road is a two-lane road with a 40 MPH speed limit and two-way-left turn lane beginning approximately 300 feet south of Rainey Street and extending approximately 300' north of Walker Parkway. The two-way-left turn lane provides north/south left turn lanes at the intersection with Walker Parkway. Walker Parkway and Rainey Street are two-lane roads with a 30 MPH speed limit that provide full access to Meade Lake Road from the existing Templeton Farms subdivision. The existing lane configuration and traffic control for each study intersection is shown in **Figure 4**.

Peak hours of traffic flow were determined from the traffic counts collected in December 2021. The existing AM and PM peak hour traffic volumes for the subject intersections are summarized in **Figure 5**.

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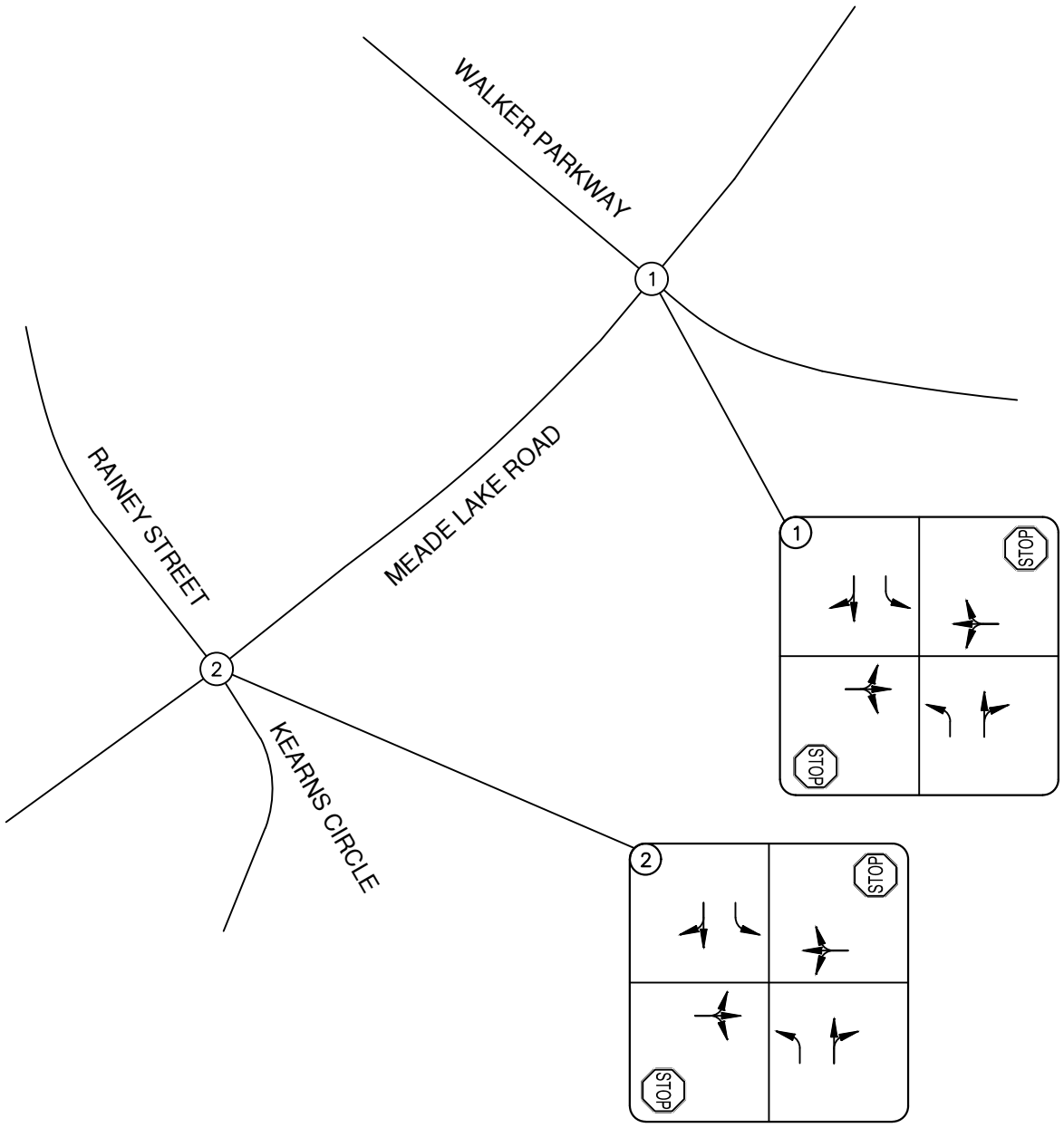

STUDY INTERSECTIONS

1. Meade Lake Road at Walker Parkway
2. Meade Lake Road at Rainey Street/Kearns Circle

LEGEND:

1	Study Area Key Intersection
STOP	Stop Controlled Approach

FIGURE 4
MEADE LAKE ROAD
RESIDENTIAL SUBDIVISION
2021 EXISTING LANE
CONFIGURATION AND CONTROL

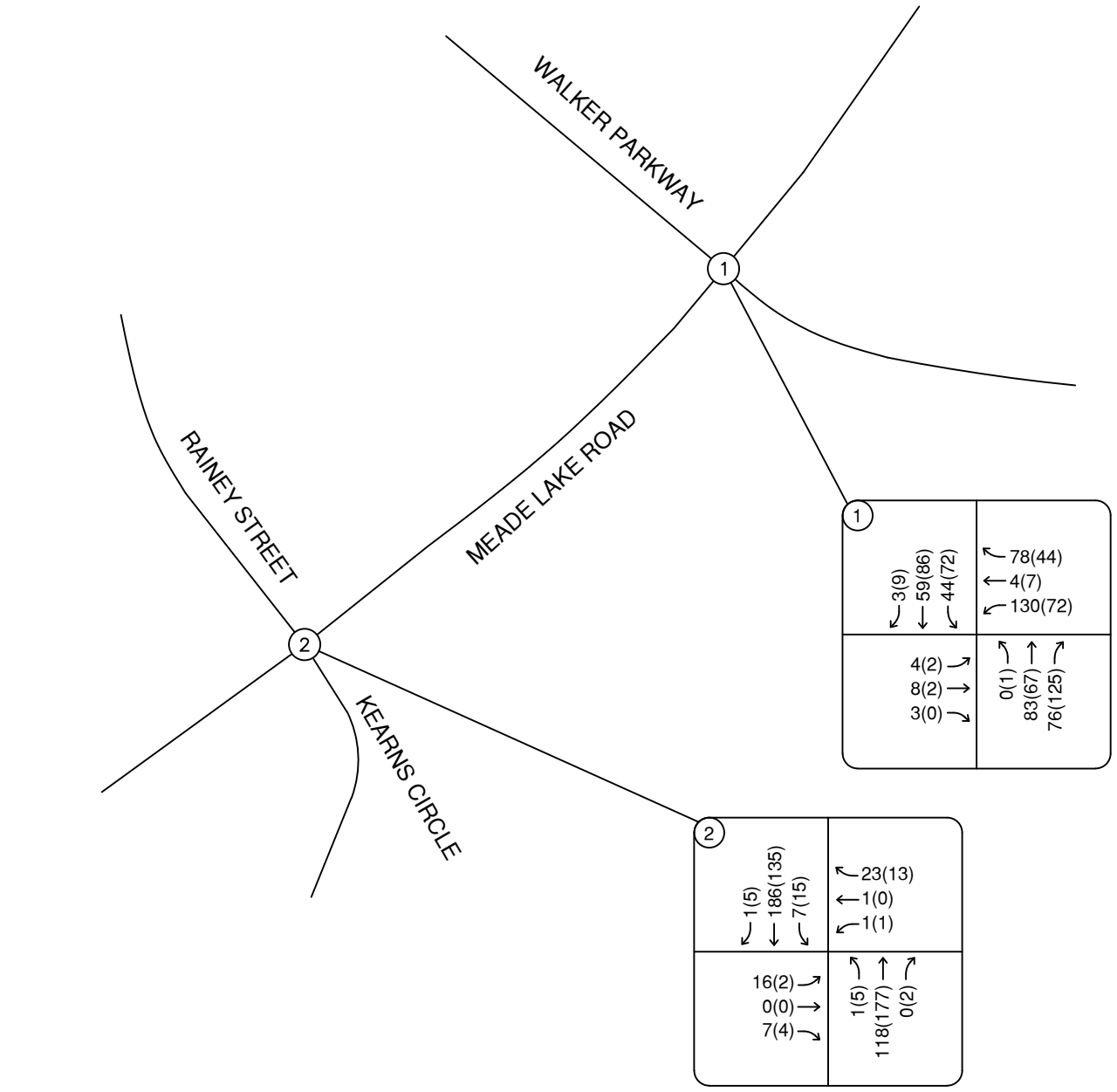

FIGURE 5
MEADE LAKE ROAD
RESIDENTIAL SUBDIVISION
2021 EXISTING PEAK HOUR
TRAFFIC VOLUMES

LEGEND:

(1) Study Area Key Intersection

←XX(XX) AM(PM) Peak Hour Traffic Volumes

4.0 FUTURE CONDITIONS

This section describes the process used to determine the future background traffic volumes, the projected number of new trips the proposed site will generate, and how this new site traffic is projected to use the roadway network.

4.1 Background Traffic

This proposed residential development is expected to be constructed and homes occupied by the end of 2026. Background traffic volumes for this future year 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 1.0% per year was used for traffic along Walker Parkway and Rainey Street/Kearns Circle in this study. A growth rate of 5.0% per year was used for traffic along Meade Lake Road. These projected background traffic volumes are provided in **Figure 6**.

4.2 Project Traffic

Project traffic is the number of vehicle trips expected to be generated by the proposed development. These traffic volumes were estimated and then assigned to the road network for the "Build" condition.

Trip Generation

The Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* was used to determine the number of trips expected to be generated by the proposed development. Trips for the AM and PM peak hours were determined using the average rates as provided in the ITE Manual for the AM and PM peak hour of Adjacent Street Traffic. The average rates for vehicle trip generation per dwelling unit are 9.44, 0.74, and 0.99 for Daily, AM, and PM peak hour trips, respectively. For this land use, the intensity matches the data points provided in the ITE Trip Generation Manual for the average rate better than the fitted curve equation. A summary of the land use and intensity planned for this development is shown in **Table 2**.

Table 2: Trip Generation Summary Table

Trip Generation Table										
ITE Code	Land Use Type	Intensity		Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				Total	Total	In	Out	Total	In	Out
210	Single-Family Detached Housing	345	D.U.	3,253	241	62	179	324	204	120
Total Non-Pass-By Project Trips				**3,253**	**241**	**62**	**179**	**324**	**204**	**120**

This development is proposed to consist of multiple single-family detached residential units with no other land uses. Therefore, pass-by trip reductions and internal capture reductions are not applicable.

Trip Distribution and Assignment

The distribution of trips going to and from the proposed development was estimated based on existing traffic counts, development of the surrounding area, and the location of businesses, schools, and places of work in the area. As shown in **Figure 7**, it was estimated that 30% of the traffic generated by this development would be oriented to the north on Meade Lake Road and 40% of the traffic would be oriented south on Meade Lake Road during the AM and PM peak hours. It is estimated that the remaining 30% of traffic would be oriented east on Walker Parkway during the AM and PM peak hours.

Based on the distribution of trips, traffic generated by the site was assigned to the roadway network and added to the background traffic to obtain the total 2026 "Build" traffic. The site traffic distribution percentages and assigned peak hour volumes for the proposed site are shown in **Figure 7**. Total peak hour traffic volumes (background plus site traffic) for the full build-out are shown in **Figure 8**. A copy of the intersection volume spreadsheets detailing the total volume calculations can be found in **Appendix B.**

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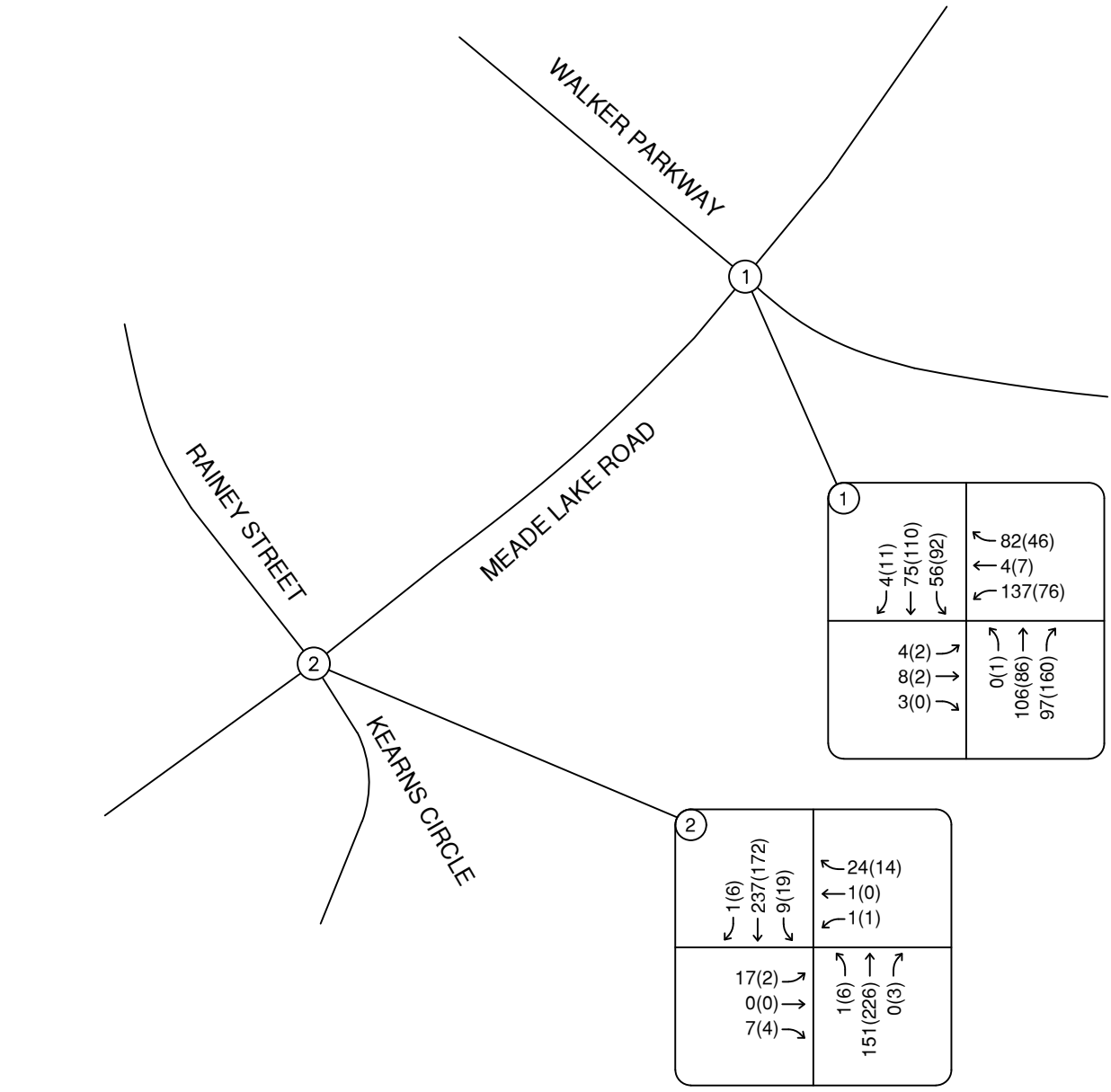

FIGURE 6
MEADE LAKE ROAD
RESIDENTIAL SUBDIVISION
2026 NO-BUILD PEAK HOUR
TRAFFIC VOLUMES

LEGEND:

(1) Study Area Key Intersection

←XX(XX) AM(PM) Peak Hour Traffic Volumes

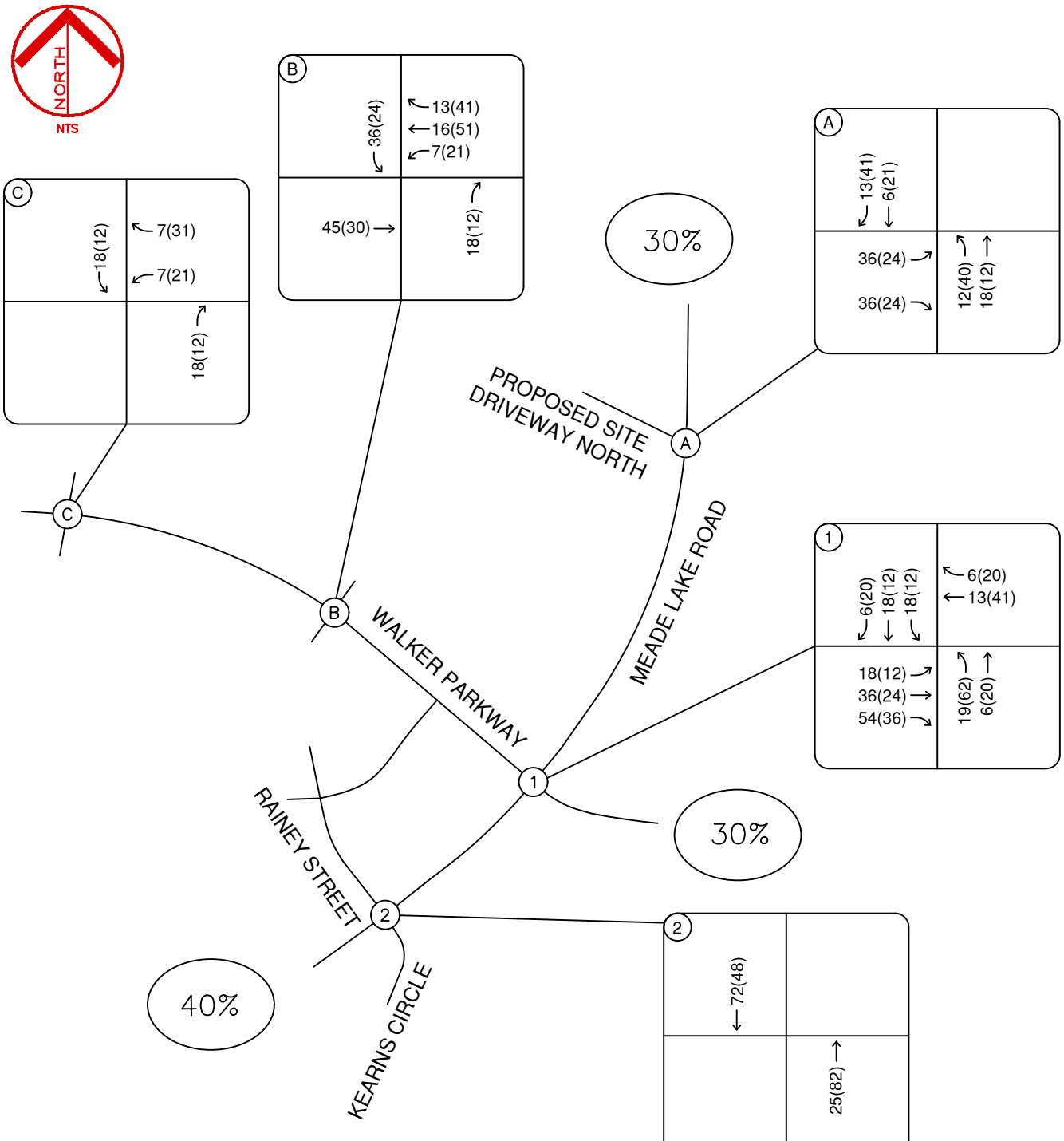

FIGURE 7
MEADE LAKE ROAD
RESIDENTIAL SUBDIVISION
SITE TRAFFIC DISTRIBUTION
AND ASSIGNMENT

LEGEND:

(1)	Study Area Key Intersection
(A)	Project Access Driveway
←XX(XX)	AM(PM) Peak Hour Traffic Volumes

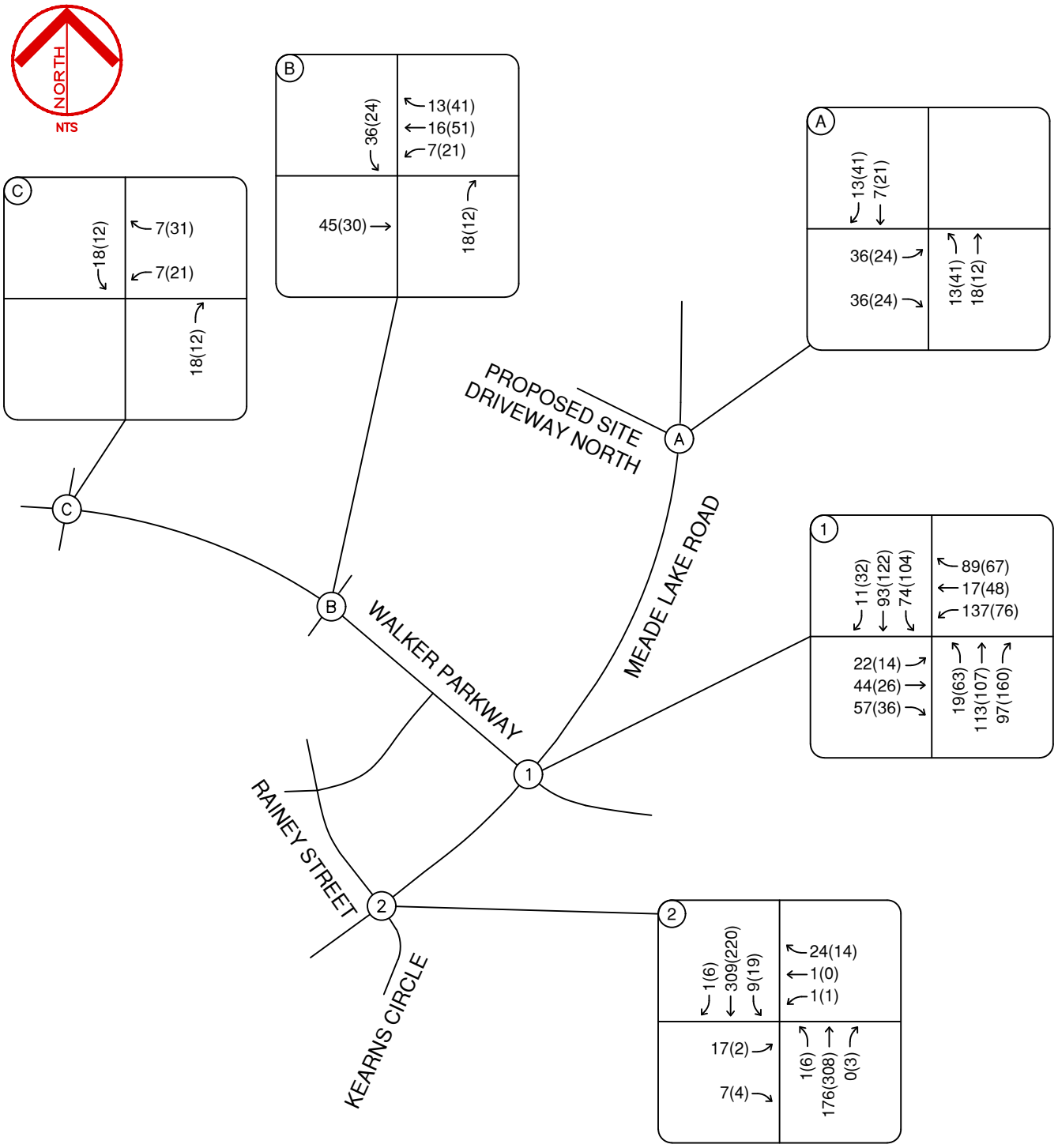

FIGURE 8
MEADE LAKE DRIVE
RESIDENTIAL SUBDIVISION
2026 BUILD PEAK HOUR
TRAFFIC VOLUMES

LEGEND:

(1)	Study Area Key Intersection
(A)	Project Access Driveway
←XX(XX)	AM(PM) Peak Hour Traffic Volumes

5.0 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 (2026)
- Build (2026)

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 (2026)

The developer expects the site to be fully built out and occupied by the end of 2026. The 2026 No-Build and Build conditions were analyzed to determine how the full build-out conditions will impact the surrounding road network. The No-Build condition consists of an analysis of the existing roadway and traffic control conditions with the expected background growth in traffic between 2021 and the end of 2026, with no development on this site. The Build condition consists of an analysis of the 2026 background traffic plus the project traffic expected to be generated by the development. The impact of the development can be determined by comparing the results of these two conditions.

The results of the analyses for these three 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 3** provides a summary of the expected overall intersection delay and LOS for each intersection and analysis scenario in the AM and PM peak hours.

5.1 Intersection Analyses

All movements discussed in the following sections were identified as being impacted by the addition of traffic generated by the proposed development in the Build condition. Movements meeting one of the following criteria were defined as being impacted by development traffic:

1. The movement is expected to operate at LOS C or better in the No-Build condition and is expected to operate at LOS D or worse in the Build condition, or
2. The movement is expected to operate at LOS D or worse in the No-Build condition and the addition of the development traffic in the Build condition is expected to cause the LOS for the movement to become worse, or
3. The movement is expected to operate at LOS F in the No-Build condition and is expected to continue to operate at LOS F with the addition of the development traffic in the Build condition but with a higher delay in the Build condition than in the No-Build condition.

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 the Build condition were determined to be operating at an acceptable LOS and are not discussed in this section.

Meade Lake Road at Walker Parkway

Meade Lake Road at Walker Parkway is an unsignalized intersection. This intersection provides full access to Meade Lake Road from the Templeton Farms subdivision and consists of one westbound entrance lane and one eastbound exit lane. As a part of this project, Walker Parkway is proposed to extend into the proposed development and provide full access for site traffic to Meade Lake Road. All movements and approaches are expected to operate at LOS C or better in the AM and PM peak hours for the No-Build and Build conditions, with the exception of the westbound left-turn movement. In the AM peak hour, the westbound left-turn movement is expected to increase from 16.9 sec/veh (LOS C) in the No-Build condition to 56.1 sec/veh (LOS F) with the addition of project traffic. In the PM peak hour, the westbound left-turn movement is expected to increase from 15.3 sec/veh (LOS C) in the No-Build condition to 50.8 sec/veh (LOS F) with the addition of project traffic.

Due to the minor street delays operating at LOS F at this intersection, the installation of all-way stop control at the intersection was evaluated. The Manual on Uniform Traffic Control Devices (MUTCD) contains multiple criteria to consider for the installation of all-way stop control at intersections where the traffic volumes are relatively balanced for all approaches. The MUTCD criteria to consider for the installation of all-way stop control based on vehicular volumes that are applicable to this project are as follows:

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour

Traffic count data was not available at this intersection for eight hours. Therefore, the AM and PM peak hour volumes were used for the purposes of this study. The average delay of minor street traffic is 56.1 sec/veh in the AM peak hour and 50.8 sec/veh in the PM peak hour with the addition of project traffic. The table below shows the major and minor street volumes in the No-Build and Build conditions in comparison to the criteria established in the MUTCD and as previously summarized.

		Major Street Volume (veh/hour)	Minimum Volume Threshold (veh/hour)	Minor Street Volume (veh/hour)	Minimum Volume Threshold (veh/hour)
AM Peak Hour	**No-Build**	338	300	239	200
	Build	407		367	
PM Peak Hour	**No-Build**	459	300	133	200
	Build	587		267	

Recommendation: Install new stop signs on the northbound and southbound approaches on Meade Lake Road at the intersection of Meade Lake Road at Walker Parkway. The vehicular volumes in the AM and PM peak hours for the Build condition exceed the minimum volume thresholds for the major and minor street approaches in the MUTCD for the installation of all-way stop control. All movements and approaches at the intersection are expected to operate at LOS C or better in the AM peak hour and LOS B or better in the PM peak hour after the implementation of this recommendation.

Meade Lake Road at Rainey Street and Kearns Circle

Meade Lake Road at Rainey Street and Kearns Circle is an unsignalized intersection. This intersection provides full access to Meade Lake Road from the Templeton Farms subdivision and consists of one westbound entrance lane and one eastbound exit lane along Rainey Street. All movements and approaches are expected to operate at LOS C or better in the AM and PM peak hours for the No-Build and Build conditions. Therefore, no additional improvements are recommended for this intersection.

Meade Lake Road at Proposed Site Driveway North

Meade Lake Road at the Proposed Site Driveway North does not currently exist. This intersection will be unsignalized and provide full access to Meade Lake Road from the proposed site, consisting of one westbound entrance lane and one eastbound exit lane. All movements and approaches are expected to operate at LOS B in the AM and PM peak hours for the Build condition. No other improvements are recommended for this intersection.

Walker Parkway at Internal Roundabout (East)

Walker Parkway at Internal Roundabout (East) does not currently exist and is proposed to be constructed internal to the development. The distribution of trips traveling through the proposed internal roundabout was estimated based on the site traffic entering and exiting the site from Walker Parkway and the proximity of single-family lots to the roundabout. All movements and approaches are expected to operate at LOS A in the AM and PM peak hours for the Build condition.

Walker Parkway at Internal Roundabout (West)

Walker Parkway at Internal Roundabout (West) does not currently exist and is proposed to be constructed internal to the development. The distribution of trips traveling through the proposed internal roundabout was estimated based on the site traffic entering and exiting the site from Walker Parkway and the proximity of single-family lots to the roundabout. All movements and

approaches are expected to operate at LOS A in the AM and PM peak hours for the Build condition.

A summary table of the overall intersection delay and LOS for each intersection and analysis scenario is provided in **Table 3**.

Table 3: Peak Hour Overall Delay and LOS Summary Table by Intersection

AM Peak Hour		Meade Lake Road at Walker Parkway	Meade Lake Road at Rainey Street/Kearns Circle	Meade Lake Road at Site Driveway North	Walker Parkway at Internal Roundabout (East)	Walker Parkway at Internal Roundabout (West)
Existing (2021)						
	Delay	14.1	12.0	-	-	-
	LOS	(B)	(B)	-	-	-
No-Build (2026)						
	Delay	16.9	13.5	-	-	-
	LOS	(C)	(B)	-	-	-
Build (2026)						
	Delay	56.1	15.4	10.9	3.9	3.4
	LOS	(F)	(C)	(B)	(A)	(A)
Build with Recommendations (2026)						
	Delay	14.4	15.4	10.9	3.9	3.4
	LOS	(B)	(C)	(B)	(A)	(A)

PM Peak Hour		Meade Lake Road at Walker Parkway	Meade Lake Road at Rainey Street/Kearns Circle	Meade Lake Road at Site Driveway North	Walker Parkway at Internal Roundabout (East)	Walker Parkway at Internal Roundabout (West)
Existing (2021)						
	Delay	13.2	10.4	-	-	-
	LOS	(B)	(B)	-	-	-
No-Build (2026)						
	Delay	15.3	11.2	-	-	-
	LOS	(C)	(B)	-	-	-
Build (2026)						
	Delay	50.8	12.4	11.7	4.7	3.6
	LOS	(F)	(B)	(B)	(A)	(A)
Build with Recommendations (2026)						
	Delay	12.7	12.4	11.7	4.7	3.6
	LOS	(B)	(B)	(B)	(A)	(A)

* Highest minor street approach delay is displayed for unsignalized intersections.

6.0 RECOMMENDATIONS

Based on the analysis described in **Section 5** and the results shown in **Table 3**, the intersection of Meade Lake Road at Walker Parkway is expected to be impacted by the traffic generated by the development. It is recommended to install new stop signs on the northbound and southbound approaches on Meade Lake Road at the intersection so that the intersection may operate under all-way stop control. After the installation of the new stop signs, all movements and approaches at the intersection are expected to operate at LOS C or better in the AM peak hour and LOS B or better in the PM peak hour.

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Appendix A

Existing Traffic Counts

TDOT Average Annual Daily Traffic

Traffic Growth Rate Calculations

Appendix B

Intersection Volume Spreadsheets

Appendix C

LOS and Delay Analysis Tables

Appendix D

Synchro Reports

Appendix A

Existing Traffic Counts

TDOT Historic Average Annual Daily Traffic

Traffic Growth Rate Calculations

Peak Hour Turning Movement Count

Atoka, TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, December 2, 2021	
Period	0700 - 0900
Peak Hour	0700 - 0800

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Rainey St					Kearns Cir					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0700 - 0715	1	43	0	0	44	0	38	0	0	38	9	0	3	0	12	1	0	9	0	10	104
0715 - 0730	0	39	0	0	39	1	42	0	0	43	5	0	1	0	6	0	1	12	0	13	101
0730 - 0745	0	23	0	0	23	3	54	1	0	58	1	0	2	0	3	0	0	2	0	2	86
0745 - 0800	0	13	0	0	13	3	52	0	0	55	1	0	1	0	2	0	0	0	0	0	70
Total	1	118	0	0	119	7	186	1	0	194	16	0	7	0	23	1	1	23	0	25	361
Approach %	0.84	99.16	0.00	0.00	-	3.61	95.88	0.52	0.00	-	69.57	0.00	30.43	0.00	-	4.00	4.00	92.00	0.00	-	
PHF	0.25	0.69	0.00	0.00	**0.68**	0.58	0.86	0.25	0.00	**0.84**	0.44	0.00	0.58	0.00	**0.48**	0.25	0.25	0.48	0.00	**0.48**	**0.87**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Rainey St					Kearns Cir					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	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)

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Rainey St					Kearns Cir					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0700 - 0715	1	41	0	0	42	0	38	0	0	38	9	0	3	0	12	1	0	9	0	10	102
0715 - 0730	0	39	0	0	39	1	42	0	0	43	5	0	1	0	6	0	0	12	0	12	100
0730 - 0745	0	23	0	0	23	3	54	1	0	58	1	0	2	0	3	0	0	2	0	2	86
0745 - 0800	0	13	0	0	13	3	51	0	0	54	1	0	1	0	2	0	0	0	0	0	69
Total	1	116	0	0	117	7	185	1	0	193	16	0	7	0	23	1	0	23	0	24	357
Approach %	0.85	99.15	0.00	0.00	-	3.63	95.85	0.52	0.00	-	69.57	0.00	30.43	0.00	-	4.17	0.00	95.83	0.00	-	
PHF	0.25	0.71	0.00	0.00	**0.70**	0.58	0.86	0.25	0.00	**0.83**	0.44	0.00	0.58	0.00	**0.48**	0.25	0.00	0.48	0.00	**0.50**	**0.88**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Rainey St					Kearns Cir					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0700 - 0715	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	**0.25**	**0.50**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Rainey St					Kearns Cir					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	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**

Pedestrians

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Rainey St					Kearns Cir					
	EB	WB			App	EB	WB			App	NB	SB			App	NB	SB			App	Int
Time	2a	2b			Total	2c	2d			Total	2e	2f			Total	2g	2h			Total	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**

Peak Hour Turning Movement Count

Atoka, TN

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Thursday, December 2, 2021	
Period	1600 - 1800
Peak Hour	1630 - 1730

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Rainey St					Kearns Cir					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1630 - 1645	1	42	0	0	43	1	39	1	0	41	0	0	1	0	1	0	0	2	0	2	87
1645 - 1700	2	36	0	0	38	2	24	1	0	27	1	0	1	0	2	0	0	7	0	7	74
1700 - 1715	0	46	1	0	47	6	46	2	0	54	0	0	1	0	1	0	0	2	0	2	104
1715 - 1730	2	53	1	0	56	6	26	1	0	33	1	0	1	0	2	1	0	2	0	3	94
Total	5	177	2	0	184	15	135	5	0	155	2	0	4	0	6	1	0	13	0	14	359
Approach %	2.72	96.20	1.09	0.00	-	9.68	87.10	3.23	0.00	-	33.33	0.00	66.67	0.00	-	7.14	0.00	92.86	0.00	-	
PHF	0.63	0.83	0.50	0.00	**0.82**	0.63	0.73	0.63	0.00	**0.72**	0.50	0.00	1.00	0.00	**0.75**	0.25	0.00	0.46	0.00	**0.50**	**0.86**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Rainey St					Kearns Cir					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	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)

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Rainey St					Kearns Cir					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1630 - 1645	1	42	0	0	43	1	39	1	0	41	0	0	1	0	1	0	0	2	0	2	87
1645 - 1700	2	36	0	0	38	2	23	1	0	26	1	0	1	0	2	0	0	7	0	7	73
1700 - 1715	0	46	1	0	47	6	45	2	0	53	0	0	1	0	1	0	0	2	0	2	103
1715 - 1730	2	52	0	0	54	6	26	1	0	33	1	0	1	0	2	1	0	2	0	3	92
Total	5	176	1	0	182	15	133	5	0	153	2	0	4	0	6	1	0	13	0	14	355
Approach %	2.75	96.70	0.55	0.00	-	9.80	86.93	3.27	0.00	-	33.33	0.00	66.67	0.00	-	7.14	0.00	92.86	0.00	-	
PHF	0.63	0.85	0.25	0.00	**0.84**	0.63	0.74	0.63	0.00	**0.72**	0.50	0.00	1.00	0.00	**0.75**	0.25	0.00	0.46	0.00	**0.50**	**0.86**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Rainey St					Kearns Cir					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	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	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	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	1	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Approach %	0.00	50.00	50.00	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	0.25	0.25	0.00	**0.25**	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**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Rainey St					Kearns Cir					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	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

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Rainey St					Kearns Cir					
	EB	WB			App	EB	WB			App	NB	SB			App	NB	SB			App	Int
Time	2a	2b			Total	2c	2d			Total	2e	2f			Total	2g	2h			Total	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

Marr Traffic DATA COLLECTION

Atoka, TN

www.marrtraffic.com

Site 2 of 2
Meade Lake Rd (South)
Meade Lake Rd (North)
Rainey St
Kearns Cir

Date
Thursday, December 2, 2021

Lat/Long
35.419069°, -89.791139°

Weather
Cloudy
57°F

0700 - 0900 (Weekday 2h Session) (12-02-2021)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Rainey St					Kearns Cir					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0700 - 0715	1	43	0	0	44	0	38	0	0	38	9	0	3	0	12	1	0	9	0	10	104
0715 - 0730	0	39	0	0	39	1	42	0	0	43	5	0	1	0	6	0	1	12	0	13	101
0730 - 0745	0	23	0	0	23	3	54	1	0	58	1	0	2	0	3	0	0	2	0	2	86
0745 - 0800	0	13	0	0	13	3	52	0	0	55	1	0	1	0	2	0	0	0	0	0	70
Hourly Total	1	118	0	0	**119**	7	186	1	0	**194**	16	0	7	0	**23**	1	1	23	0	**25**	**361**
0800 - 0815	0	9	0	0	9	1	17	0	0	18	1	0	0	0	1	0	0	0	0	0	28
0815 - 0830	0	12	0	0	12	2	12	0	0	14	0	0	2	0	2	1	0	0	0	1	29
0830 - 0845	1	9	0	0	10	3	11	0	0	14	1	0	0	0	1	0	1	3	0	4	29
0845 - 0900	0	10	0	0	10	0	21	0	0	21	3	0	2	0	5	0	0	1	0	1	37
Hourly Total	1	40	0	0	**41**	6	61	0	0	**67**	5	0	4	0	**9**	1	1	4	0	**6**	**123**
Grand Total	2	158	0	0	**160**	13	247	1	0	**261**	21	0	11	0	**32**	2	2	27	0	**31**	**484**
Approach %	1.25	98.75	0.00	0.00	-	4.98	94.64	0.38	0.00	-	65.63	0.00	34.38	0.00	-	6.45	6.45	87.10	0.00	-	
Intersection %	0.41	32.64	0.00	0.00	33.06	2.69	51.03	0.21	0.00	53.93	4.34	0.00	2.27	0.00	6.61	0.41	0.41	5.58	0.00	6.40	
PHF	0.25	0.69	0.00	0.00	**0.68**	0.58	0.86	0.25	0.00	**0.84**	0.44	0.00	0.58	0.00	**0.48**	0.25	0.25	0.48	0.00	**0.48**	**0.87**

1600 - 1800 (Weekday 2h Session) (12-02-2021)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Rainey St					Kearns Cir					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1600 - 1615	2	36	0	0	38	3	23	1	0	27	0	1	0	0	1	0	0	1	0	1	67
1615 - 1630	0	35	0	0	35	3	27	0	0	30	2	0	0	0	2	0	0	1	0	1	68
1630 - 1645	1	42	0	0	43	1	39	1	0	41	0	0	1	0	1	0	0	2	0	2	87
1645 - 1700	2	36	0	0	38	2	24	1	0	27	1	0	1	0	2	0	0	7	0	7	74
Hourly Total	5	149	0	0	**154**	9	113	3	0	**125**	3	1	2	0	**6**	0	0	11	0	**11**	**296**
1700 - 1715	0	46	1	0	47	6	46	2	0	54	0	0	1	0	1	0	0	2	0	2	104
1715 - 1730	2	53	1	0	56	6	26	1	0	33	1	0	1	0	2	1	0	2	0	3	94
1730 - 1745	0	29	0	0	29	4	29	1	0	34	1	0	0	0	1	1	0	2	0	3	67
1745 - 1800	1	35	0	0	36	4	31	2	0	37	1	0	2	0	3	0	0	1	0	1	77
Hourly Total	3	163	2	0	**168**	20	132	6	0	**158**	3	0	4	0	**7**	2	0	7	0	**9**	**342**
Grand Total	8	312	2	0	**322**	29	245	9	0	**283**	6	1	6	0	**13**	2	0	18	0	**20**	**638**
Approach %	2.48	96.89	0.62	0.00	-	10.25	86.57	3.18	0.00	-	46.15	7.69	46.15	0.00	-	10.00	0.00	90.00	0.00	-	
Intersection %	1.25	48.90	0.31	0.00	50.47	4.55	38.40	1.41	0.00	44.36	0.94	0.16	0.94	0.00	2.04	0.31	0.00	2.82	0.00	3.13	
PHF	0.63	0.83	0.50	0.00	**0.82**	0.63	0.73	0.63	0.00	**0.72**	0.50	0.00	1.00	0.00	**0.75**	0.25	0.00	0.46	0.00	**0.50**	**0.86**

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Atoka, TN

www.marrtraffic.com

Site 2 of 2
Meade Lake Rd (South)
Meade Lake Rd (North)
Rainey St
Kearns Cir

Date
Thursday, December 2, 2021

Lat/Long
35.419069°, -89.791139°

Weather
Cloudy
57°F

0700 - 0900 (Weekday 2h Session) (12-02-2021)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Rainey St					Kearns Cir					
TIME	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	Int 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
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**
Grand 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	-	
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	

1600 - 1800 (Weekday 2h Session) (12-02-2021)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Rainey St					Kearns Cir					
TIME	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	Int 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**
Grand 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	-	
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	

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

Marr Traffic DATA COLLECTION

Atoka, TN

www.marrtraffic.com

Site 2 of 2
Meade Lake Rd (South)
Meade Lake Rd (North)
Rainey St
Kearns Cir

Date
Thursday, December 2, 2021

Lat/Long
35.419069°, -89.791139°

Weather
Cloudy
57°F

0700 - 0900 (Weekday 2h Session) (12-02-2021)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Rainey St					Kearns Cir					
TIME	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	Int Total
0700 - 0715	1	41	0	0	42	0	38	0	0	38	9	0	3	0	12	1	0	9	0	10	102
0715 - 0730	0	39	0	0	39	1	42	0	0	43	5	0	1	0	6	0	0	12	0	12	100
0730 - 0745	0	23	0	0	23	3	54	1	0	58	1	0	2	0	3	0	0	2	0	2	86
0745 - 0800	0	13	0	0	13	3	51	0	0	54	1	0	1	0	2	0	0	0	0	0	69
Hourly Total	1	116	0	0	**117**	7	185	1	0	**193**	16	0	7	0	**23**	1	0	23	0	**24**	**357**
0800 - 0815	0	9	0	0	9	1	16	0	0	17	1	0	0	0	1	0	0	0	0	0	27
0815 - 0830	0	12	0	0	12	2	12	0	0	14	0	0	2	0	2	1	0	0	0	1	29
0830 - 0845	1	9	0	0	10	3	11	0	0	14	1	0	0	0	1	0	1	3	0	4	29
0845 - 0900	0	10	0	0	10	0	21	0	0	21	3	0	2	0	5	0	0	1	0	1	37
Hourly Total	1	40	0	0	**41**	6	60	0	0	**66**	5	0	4	0	**9**	1	1	4	0	**6**	**122**
Grand Total	2	156	0	0	**158**	13	245	1	0	**259**	21	0	11	0	**32**	2	1	27	0	**30**	**479**
Approach %	1.27	98.73	0.00	0.00	-	5.02	94.59	0.39	0.00	-	65.63	0.00	34.38	0.00	-	6.67	3.33	90.00	0.00	-	
Intersection %	0.42	32.57	0.00	0.00	32.99	2.71	51.15	0.21	0.00	54.07	4.38	0.00	2.30	0.00	6.68	0.42	0.21	5.64	0.00	6.26	

1600 - 1800 (Weekday 2h Session) (12-02-2021)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Rainey St					Kearns Cir					
TIME	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	Int Total
1600 - 1615	2	36	0	0	38	3	23	1	0	27	0	1	0	0	1	0	0	1	0	1	67
1615 - 1630	0	34	0	0	34	2	27	0	0	29	2	0	0	0	2	0	0	1	0	1	66
1630 - 1645	1	42	0	0	43	1	39	1	0	41	0	0	1	0	1	0	0	2	0	2	87
1645 - 1700	2	36	0	0	38	2	23	1	0	26	1	0	1	0	2	0	0	7	0	7	73
Hourly Total	5	148	0	0	**153**	8	112	3	0	**123**	3	1	2	0	**6**	0	0	11	0	**11**	**293**
1700 - 1715	0	46	1	0	47	6	45	2	0	53	0	0	1	0	1	0	0	2	0	2	103
1715 - 1730	2	52	0	0	54	6	26	1	0	33	1	0	1	0	2	1	0	2	0	3	92
1730 - 1745	0	28	0	0	28	3	29	1	0	33	1	0	0	0	1	0	0	2	0	2	64
1745 - 1800	1	34	0	0	35	4	31	2	0	37	1	0	2	0	3	0	0	1	0	1	76
Hourly Total	3	160	1	0	**164**	19	131	6	0	**156**	3	0	4	0	**7**	1	0	7	0	**8**	**335**
Grand Total	8	308	1	0	**317**	27	243	9	0	**279**	6	1	6	0	**13**	1	0	18	0	**19**	**628**
Approach %	2.52	97.16	0.32	0.00	-	9.68	87.10	3.23	0.00	-	46.15	7.69	46.15	0.00	-	5.26	0.00	94.74	0.00	-	
Intersection %	1.27	49.04	0.16	0.00	50.48	4.30	38.69	1.43	0.00	44.43	0.96	0.16	0.96	0.00	2.07	0.16	0.00	2.87	0.00	3.03	

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

Marr Traffic DATA COLLECTION

Atoka, TN

www.marrtraffic.com

Site 2 of 2
Meade Lake Rd (South)
Meade Lake Rd (North)
Rainey St
Kearns Cir

Date
Thursday, December 2, 2021

Lat/Long
35.419069°, -89.791139°

Weather
Cloudy
57°F

0700 - 0900 (Weekday 2h Session) (12-02-2021)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Rainey St					Kearns Cir					
TIME	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	Int Total
0700 - 0715	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	2	0	0	**2**	0	1	0	0	**1**	0	0	0	0	**0**	0	1	0	0	**1**	**4**
0800 - 0815	0	0	0	0	0	0	1	0	0	1	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	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	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Grand Total	0	2	0	0	**2**	0	2	0	0	**2**	0	0	0	0	**0**	0	1	0	0	**1**	**5**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	40.00	0.00	0.00	40.00	0.00	40.00	0.00	0.00	40.00	0.00	0.00	0.00	0.00	0.00	0.00	20.00	0.00	0.00	20.00	

1600 - 1800 (Weekday 2h Session) (12-02-2021)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Rainey St					Kearns Cir					
TIME	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	Int 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	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
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	1	0	0	**1**	1	1	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**3**
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	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1730 - 1745	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	3
1745 - 1800	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	1	0	**4**	1	1	0	0	**2**	0	0	0	0	**0**	1	0	0	0	**1**	**7**
Grand Total	0	4	1	0	**5**	2	2	0	0	**4**	0	0	0	0	**0**	1	0	0	0	**1**	**10**
Approach %	0.00	80.00	20.00	0.00	-	50.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	
Intersection %	0.00	40.00	10.00	0.00	50.00	20.00	20.00	0.00	0.00	40.00	0.00	0.00	0.00	0.00	0.00	10.00	0.00	0.00	0.00	10.00	

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

Marr Traffic DATA COLLECTION

Atoka, TN

www.marrtraffic.com

Site 2 of 2
Meade Lake Rd (South)
Meade Lake Rd (North)
Rainey St
Kearns Cir

Date
Thursday, December 2, 2021

Weather
Cloudy
57°F

Lat/Long
35.419069°, -89.791139°

0700 - 0900 (Weekday 2h Session) (12-02-2021)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Rainey St					Kearns Cir					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	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
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**
Grand 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	-	
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	

1600 - 1800 (Weekday 2h Session) (12-02-2021)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Rainey St					Kearns Cir					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	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**
Grand 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	-	
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	

Pedestrian Count || All vehicles

Marr Traffic DATA COLLECTION

Atoka, TN

www.marrtraffic.com

Site 2 of 2
Meade Lake Rd (South)
Meade Lake Rd (North)
Rainey St
Kearns Cir

Date
Thursday, December 2, 2021

Weather
Cloudy
57°F

Lat/Long
35.419069°, -89.791139°

0700 - 0900 (Weekday 2h Session) (12-02-2021)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Meade Lake Rd (South)			Meade Lake Rd (North)			Rainey St			Kearns Cir			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	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	1	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
Grand Total	0	1	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
Approach %	0.00	100.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	100.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (12-02-2021)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Meade Lake Rd (South)			Meade Lake Rd (North)			Rainey St			Kearns Cir			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	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**
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	-	
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	

Start Date: 12/2/2021	Meade Lake Rd (South) Northbound			Meade Lake Rd (North) Southbound			Rainey St Eastbound			Kearns Cir Westbound			
Time	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	1	43	0	0	38	0	9	0	3	1	0	9	104
07:15 AM - 07:30 AM	0	39	0	1	42	0	5	0	1	0	1	12	101
07:30 AM - 07:45 AM	0	23	0	3	54	1	1	0	2	0	0	2	86
07:45 AM - 08:00 AM	0	13	0	3	52	0	1	0	1	0	0	0	70
08:00 AM - 08:15 AM	0	9	0	1	17	0	1	0	0	0	0	0	28
08:15 AM - 08:30 AM	0	12	0	2	12	0	0	0	2	1	0	0	29
08:30 AM - 08:45 AM	1	9	0	3	11	0	1	0	0	0	1	3	29
08:45 AM - 09:00 AM	0	10	0	0	21	0	3	0	2	0	0	1	38
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	2	36	0	3	23	1	0	1	0	0	0	1	67
04:15 PM - 04:30 PM	0	35	0	3	27	0	2	0	0	0	0	1	68
04:30 PM - 04:45 PM	1	42	0	1	39	1	0	0	1	0	0	2	87
04:45 PM - 05:00 PM	2	36	0	2	24	1	1	0	1	0	0	7	74
05:00 PM - 05:15 PM	0	46	1	6	46	2	0	0	1	0	0	2	104
05:15 PM - 05:30 PM	2	53	1	6	26	1	1	0	1	1	0	2	94
05:30 PM - 05:45 PM	0	29	0	4	29	1	1	0	0	1	0	2	67
05:45 PM - 06:00 PM	1	35	0	4	31	2	1	0	2	0	0	1	77
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Atoka, TN

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Marr Traffic DATA COLLECTION

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All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Walker Pkwy (West)					Walker Pkwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0700 - 0715	0	39	22	0	61	12	13	0	0	25	0	4	0	0	4	24	1	35	0	60	150
0715 - 0730	0	29	29	0	58	9	13	0	0	22	3	3	2	0	8	29	2	24	0	55	143
0730 - 0745	0	7	19	0	26	15	14	1	0	30	0	1	1	0	2	42	1	10	0	53	111
0745 - 0800	0	8	6	0	14	8	19	2	0	29	1	0	0	0	1	35	0	9	0	44	88
Total	0	83	76	0	159	44	59	3	0	106	4	8	3	0	15	130	4	78	0	212	492
Approach %	0.00	52.20	47.80	0.00	-	41.51	55.66	2.83	0.00	-	26.67	53.33	20.00	0.00	-	61.32	1.89	36.79	0.00	-	
PHF	0.00	0.53	0.66	0.00	**0.65**	0.73	0.78	0.38	0.00	**0.88**	0.33	0.50	0.38	0.00	**0.47**	0.77	0.50	0.56	0.00	**0.88**	**0.82**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Walker Pkwy (West)					Walker Pkwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	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)

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Walker Pkwy (West)					Walker Pkwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0700 - 0715	0	38	21	0	59	11	13	0	0	24	0	4	0	0	4	24	0	33	0	57	144
0715 - 0730	0	29	29	0	58	9	13	0	0	22	3	2	2	0	7	29	2	24	0	55	142
0730 - 0745	0	7	19	0	26	15	14	1	0	30	0	1	1	0	2	42	1	10	0	53	111
0745 - 0800	0	8	6	0	14	8	19	2	0	29	1	0	0	0	1	34	0	9	0	43	87
Total	0	82	75	0	157	43	59	3	0	105	4	7	3	0	14	129	3	76	0	208	484
Approach %	0.00	52.23	47.77	0.00	-	40.95	56.19	2.86	0.00	-	28.57	50.00	21.43	0.00	-	62.02	1.44	36.54	0.00	-	
PHF	0.00	0.54	0.65	0.00	**0.67**	0.72	0.78	0.38	0.00	**0.88**	0.33	0.44	0.38	0.00	**0.50**	0.77	0.38	0.58	0.00	**0.91**	**0.84**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Walker Pkwy (West)					Walker Pkwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0700 - 0715	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	1	2	0	3	6
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	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	1	0	0	0	1	1
Total	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	1	1	2	0	4	8
Approach %	0.00	50.00	50.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	25.00	25.00	50.00	0.00	-	
PHF	0.00	0.25	0.25	0.00	**0.25**	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	**0.25**	0.25	0.25	0.25	0.00	**0.33**	**0.33**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Walker Pkwy (West)					Walker Pkwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	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**

Pedestrians

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Walker Pkwy (West)					Walker Pkwy (East)					
	EB	WB			App	EB	WB			App	NB	SB			App	NB	SB			App	Int
Time	1a	1b			Total	1c	1d			Total	1e	1f			Total	1g	1h			Total	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**

Peak Hour Turning Movement Count

Atoka, TN

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Thursday, December 2, 2021	
Period	1600 - 1800
Peak Hour	1630 - 1730

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Walker Pkwy (West)					Walker Pkwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1630 - 1645	0	11	34	0	45	18	22	4	0	44	0	1	0	0	1	20	0	10	0	30	120
1645 - 1700	0	15	27	0	42	16	13	2	0	31	0	0	0	0	0	14	2	11	0	27	100
1700 - 1715	0	19	28	0	47	14	28	3	0	45	1	1	0	0	2	26	3	9	0	38	132
1715 - 1730	1	22	36	0	59	24	23	0	0	47	1	0	0	0	1	12	2	14	0	28	135
Total	1	67	125	0	193	72	86	9	0	167	2	2	0	0	4	72	7	44	0	123	487
Approach %	0.52	34.72	64.77	0.00	-	43.11	51.50	5.39	0.00	-	50.00	50.00	0.00	0.00	-	58.54	5.69	35.77	0.00	-	
PHF	0.25	0.76	0.87	0.00	**0.82**	0.75	0.77	0.56	0.00	**0.89**	0.50	0.50	0.00	0.00	**0.50**	0.69	0.58	0.79	0.00	**0.81**	**0.90**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Walker Pkwy (West)					Walker Pkwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	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)

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Walker Pkwy (West)					Walker Pkwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1630 - 1645	0	11	34	0	45	18	22	4	0	44	0	1	0	0	1	20	0	10	0	30	120
1645 - 1700	0	15	27	0	42	16	13	2	0	31	0	0	0	0	0	13	2	11	0	26	99
1700 - 1715	0	19	28	0	47	14	28	3	0	45	1	1	0	0	2	25	2	9	0	36	130
1715 - 1730	1	22	35	0	58	24	23	0	0	47	1	0	0	0	1	12	2	14	0	28	134
Total	1	67	124	0	192	72	86	9	0	167	2	2	0	0	4	70	6	44	0	120	483
Approach %	0.52	34.90	64.58	0.00	-	43.11	51.50	5.39	0.00	-	50.00	50.00	0.00	0.00	-	58.33	5.00	36.67	0.00	-	
PHF	0.25	0.76	0.89	0.00	**0.83**	0.75	0.77	0.56	0.00	**0.89**	0.50	0.50	0.00	0.00	**0.50**	0.70	0.75	0.79	0.00	**0.83**	**0.90**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Walker Pkwy (West)					Walker Pkwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	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	1	0	0	0	1	1
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	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	4
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	-	66.67	33.33	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	0.00	0.00	0.00	**0.00**	0.50	0.25	0.00	0.00	**0.38**	**0.50**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Walker Pkwy (West)					Walker Pkwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	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

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Walker Pkwy (West)					Walker Pkwy (East)					
	EB	WB			App	EB	WB			App	NB	SB			App	NB	SB			App	Int
Time	1a	1b			Total	1c	1d			Total	1e	1f			Total	1g	1h			Total	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

Marr Traffic DATA COLLECTION

Atoka, TN

www.marrtraffic.com

Site 1 of 2
Meade Lake Rd (South)
Meade Lake Rd (North)
Walker Pkwy (West)
Walker Pkwy (East)

Date
Thursday, December 2, 2021

Lat/Long
35.420824°, -89.788871°

Weather
Cloudy
57°F

0700 - 0900 (Weekday 2h Session) (12-02-2021)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Walker Pkwy (West)					Walker Pkwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0700 - 0715	0	39	22	0	61	12	13	0	0	25	0	4	0	0	4	24	1	35	0	60	150
0715 - 0730	0	29	29	0	58	9	13	0	0	22	3	3	2	0	8	29	2	24	0	55	143
0730 - 0745	0	7	19	0	26	15	14	1	0	30	0	1	1	0	2	42	1	10	0	53	111
0745 - 0800	0	8	6	0	14	8	19	2	0	29	1	0	0	0	1	35	0	9	0	44	88
Hourly Total	0	83	76	0	**159**	44	59	3	0	**106**	4	8	3	0	**15**	130	4	78	0	**212**	**492**
0800 - 0815	2	2	6	0	10	3	9	1	0	13	0	2	0	0	2	10	0	13	0	23	48
0815 - 0830	0	8	4	0	12	1	6	2	0	9	1	1	0	0	2	8	0	7	0	15	38
0830 - 0845	0	9	5	0	14	2	5	0	0	7	0	1	0	0	1	9	0	6	0	15	37
0845 - 0900	0	8	6	0	14	7	10	0	0	17	1	1	0	0	2	12	0	4	0	16	49
Hourly Total	2	27	21	0	**50**	13	30	3	0	**46**	2	5	0	0	**7**	39	0	30	0	**69**	**172**
Grand Total	2	110	97	0	**209**	57	89	6	0	**152**	6	13	3	0	**22**	169	4	108	0	**281**	**664**
Approach %	0.96	52.63	46.41	0.00	-	37.50	58.55	3.95	0.00	-	27.27	59.09	13.64	0.00	-	60.14	1.42	38.43	0.00	-	
Intersection %	0.30	16.57	14.61	0.00	31.48	8.58	13.40	0.90	0.00	22.89	0.90	1.96	0.45	0.00	3.31	25.45	0.60	16.27	0.00	42.32	
PHF	0.00	0.53	0.66	0.00	**0.65**	0.73	0.78	0.38	0.00	**0.88**	0.33	0.50	0.38	0.00	**0.47**	0.77	0.50	0.56	0.00	**0.88**	**0.82**

1600 - 1800 (Weekday 2h Session) (12-02-2021)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Walker Pkwy (West)					Walker Pkwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1600 - 1615	0	13	23	0	36	23	15	3	0	41	2	0	0	0	2	6	2	13	0	21	100
1615 - 1630	2	14	19	0	35	20	12	2	0	34	0	0	0	0	0	18	2	7	0	27	96
1630 - 1645	0	11	34	0	45	18	22	4	0	44	0	1	0	0	1	20	0	10	0	30	120
1645 - 1700	0	15	27	0	42	16	13	2	0	31	0	0	0	0	0	14	2	11	0	27	100
Hourly Total	2	53	103	0	**158**	77	62	11	0	**150**	2	1	0	0	**3**	58	6	41	0	**105**	**416**
1700 - 1715	0	19	28	0	47	14	28	3	0	45	1	1	0	0	2	26	3	9	0	38	132
1715 - 1730	1	22	36	0	59	24	23	0	0	47	1	0	0	0	1	12	2	14	0	28	135
1730 - 1745	0	11	21	0	32	18	15	4	0	37	1	0	0	0	1	19	1	7	0	27	97
1745 - 1800	0	15	25	0	40	15	19	0	0	34	1	0	1	0	2	17	0	8	0	25	101
Hourly Total	1	67	110	0	**178**	71	85	7	0	**163**	4	1	1	0	**6**	74	6	38	0	**118**	**465**
Grand Total	3	120	213	0	**336**	148	147	18	0	**313**	6	2	1	0	**9**	132	12	79	0	**223**	**881**
Approach %	0.89	35.71	63.39	0.00	-	47.28	46.96	5.75	0.00	-	66.67	22.22	11.11	0.00	-	59.19	5.38	35.43	0.00	-	
Intersection %	0.34	13.62	24.18	0.00	38.14	16.80	16.69	2.04	0.00	35.53	0.68	0.23	0.11	0.00	1.02	14.98	1.36	8.97	0.00	25.31	
PHF	0.25	0.76	0.87	0.00	**0.82**	0.75	0.77	0.56	0.00	**0.89**	0.50	0.50	0.00	0.00	**0.50**	0.69	0.58	0.79	0.00	**0.81**	**0.90**

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Atoka, TN

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Site 1 of 2
Meade Lake Rd (South)
Meade Lake Rd (North)
Walker Pkwy (West)
Walker Pkwy (East)

Date
Thursday, December 2, 2021

Lat/Long
35.420824°, -89.788871°

Weather
Cloudy
57°F

0700 - 0900 (Weekday 2h Session) (12-02-2021)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Walker Pkwy (West)					Walker Pkwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	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
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**
Grand 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	-	
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	

1600 - 1800 (Weekday 2h Session) (12-02-2021)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Walker Pkwy (West)					Walker Pkwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	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**
Grand 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	-	
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	

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

Marr Traffic DATA COLLECTION

Atoka, TN

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Site 1 of 2
Meade Lake Rd (South)
Meade Lake Rd (North)
Walker Pkwy (West)
Walker Pkwy (East)

Date
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Lat/Long
35.420824°, -89.788871°

Weather
Cloudy
57°F

0700 - 0900 (Weekday 2h Session) (12-02-2021)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Walker Pkwy (West)					Walker Pkwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0700 - 0715	0	38	21	0	59	11	13	0	0	24	0	4	0	0	4	24	0	33	0	57	144
0715 - 0730	0	29	29	0	58	9	13	0	0	22	3	2	2	0	7	29	2	24	0	55	142
0730 - 0745	0	7	19	0	26	15	14	1	0	30	0	1	1	0	2	42	1	10	0	53	111
0745 - 0800	0	8	6	0	14	8	19	2	0	29	1	0	0	0	1	34	0	9	0	43	87
Hourly Total	0	82	75	0	**157**	43	59	3	0	**105**	4	7	3	0	**14**	129	3	76	0	**208**	**484**
0800 - 0815	2	2	6	0	10	3	9	1	0	13	0	2	0	0	2	9	0	13	0	22	47
0815 - 0830	0	8	4	0	12	1	6	2	0	9	1	1	0	0	2	8	0	7	0	15	38
0830 - 0845	0	9	5	0	14	2	5	0	0	7	0	1	0	0	1	9	0	6	0	15	37
0845 - 0900	0	8	6	0	14	7	10	0	0	17	1	1	0	0	2	12	0	4	0	16	49
Hourly Total	2	27	21	0	**50**	13	30	3	0	**46**	2	5	0	0	**7**	38	0	30	0	**68**	**171**
Grand Total	2	109	96	0	**207**	56	89	6	0	**151**	6	12	3	0	**21**	167	3	106	0	**276**	**655**
Approach %	0.97	52.66	46.38	0.00	-	37.09	58.94	3.97	0.00	-	28.57	57.14	14.29	0.00	-	60.51	1.09	38.41	0.00	-	
Intersection %	0.31	16.64	14.66	0.00	31.60	8.55	13.59	0.92	0.00	23.05	0.92	1.83	0.46	0.00	3.21	25.50	0.46	16.18	0.00	42.14	

1600 - 1800 (Weekday 2h Session) (12-02-2021)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Walker Pkwy (West)					Walker Pkwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1600 - 1615	0	13	23	0	36	23	15	3	0	41	2	0	0	0	2	6	2	13	0	21	100
1615 - 1630	2	14	18	0	34	20	11	2	0	33	0	0	0	0	0	18	2	7	0	27	94
1630 - 1645	0	11	34	0	45	18	22	4	0	44	0	1	0	0	1	20	0	10	0	30	120
1645 - 1700	0	15	27	0	42	16	13	2	0	31	0	0	0	0	0	13	2	11	0	26	99
Hourly Total	2	53	102	0	**157**	77	61	11	0	**149**	2	1	0	0	**3**	57	6	41	0	**104**	**413**
1700 - 1715	0	19	28	0	47	14	28	3	0	45	1	1	0	0	2	25	2	9	0	36	130
1715 - 1730	1	22	35	0	58	24	23	0	0	47	1	0	0	0	1	12	2	14	0	28	134
1730 - 1745	0	11	20	0	31	18	14	4	0	36	1	0	0	0	1	19	1	7	0	27	95
1745 - 1800	0	14	25	0	39	15	19	0	0	34	1	0	1	0	2	17	0	8	0	25	100
Hourly Total	1	66	108	0	**175**	71	84	7	0	**162**	4	1	1	0	**6**	73	5	38	0	**116**	**459**
Grand Total	3	119	210	0	**332**	148	145	18	0	**311**	6	2	1	0	**9**	130	11	79	0	**220**	**872**
Approach %	0.90	35.84	63.25	0.00	-	47.59	46.62	5.79	0.00	-	66.67	22.22	11.11	0.00	-	59.09	5.00	35.91	0.00	-	
Intersection %	0.34	13.65	24.08	0.00	38.07	16.97	16.63	2.06	0.00	35.67	0.69	0.23	0.11	0.00	1.03	14.91	1.26	9.06	0.00	25.23	

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

Marr Traffic DATA COLLECTION

Atoka, TN

www.marrtraffic.com

Site 1 of 2
Meade Lake Rd (South)
Meade Lake Rd (North)
Walker Pkwy (West)
Walker Pkwy (East)

Date
Thursday, December 2, 2021

Lat/Long
35.420824°, -89.788871°

Weather
Cloudy
57°F

0700 - 0900 (Weekday 2h Session) (12-02-2021)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Walker Pkwy (West)					Walker Pkwy (East)					
TIME	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	Int Total
0700 - 0715	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	1	2	0	3	6
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	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	1	0	0	0	1	1
Hourly Total	0	1	1	0	**2**	1	0	0	0	**1**	0	1	0	0	**1**	1	1	2	0	**4**	**8**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	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	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**	1	0	0	0	**1**	**1**
Grand Total	0	1	1	0	**2**	1	0	0	0	**1**	0	1	0	0	**1**	2	1	2	0	**5**	**9**
Approach %	0.00	50.00	50.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	40.00	20.00	40.00	0.00	-	
Intersection %	0.00	11.11	11.11	0.00	22.22	11.11	0.00	0.00	0.00	11.11	0.00	11.11	0.00	0.00	11.11	22.22	11.11	22.22	0.00	55.56	

1600 - 1800 (Weekday 2h Session) (12-02-2021)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Walker Pkwy (West)					Walker Pkwy (East)					
TIME	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	Int 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	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
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	1	0	0	0	1	1
Hourly Total	0	0	1	0	**1**	0	1	0	0	**1**	0	0	0	0	**0**	1	0	0	0	**1**	**3**
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	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1745 - 1800	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	2	0	**3**	0	1	0	0	**1**	0	0	0	0	**0**	1	1	0	0	**2**	**6**
Grand Total	0	1	3	0	**4**	0	2	0	0	**2**	0	0	0	0	**0**	2	1	0	0	**3**	**9**
Approach %	0.00	25.00	75.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	66.67	33.33	0.00	0.00	-	
Intersection %	0.00	11.11	33.33	0.00	44.44	0.00	22.22	0.00	0.00	22.22	0.00	0.00	0.00	0.00	0.00	22.22	11.11	0.00	0.00	33.33	

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

Marr Traffic DATA COLLECTION

Atoka, TN

www.marrtraffic.com

Site 1 of 2
Meade Lake Rd (South)
Meade Lake Rd (North)
Walker Pkwy (West)
Walker Pkwy (East)

Date
Thursday, December 2, 2021

Lat/Long
35.420824°, -89.788871°

Weather
Cloudy
57°F

0700 - 0900 (Weekday 2h Session) (12-02-2021)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Walker Pkwy (West)					Walker Pkwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	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
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**
Grand 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	-	
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	

1600 - 1800 (Weekday 2h Session) (12-02-2021)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Meade Lake Rd (South)					Meade Lake Rd (North)					Walker Pkwy (West)					Walker Pkwy (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	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**
Grand 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	-	
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	

Pedestrian Count || All vehicles

Marr Traffic DATA COLLECTION

Atoka, TN

www.marrtraffic.com

Site 1 of 2
Meade Lake Rd (South)
Meade Lake Rd (North)
Walker Pkwy (West)
Walker Pkwy (East)

Date
Thursday, December 2, 2021

Lat/Long
35.420824°, -89.788871°

Weather
Cloudy
57°F

0700 - 0900 (Weekday 2h Session) (12-02-2021)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Meade Lake Rd (South)			Meade Lake Rd (North)			Walker Pkwy (West)			Walker Pkwy (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	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	-	
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	

1600 - 1800 (Weekday 2h Session) (12-02-2021)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Meade Lake Rd (South)			Meade Lake Rd (North)			Walker Pkwy (West)			Walker Pkwy (East)			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	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**
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	-	
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	

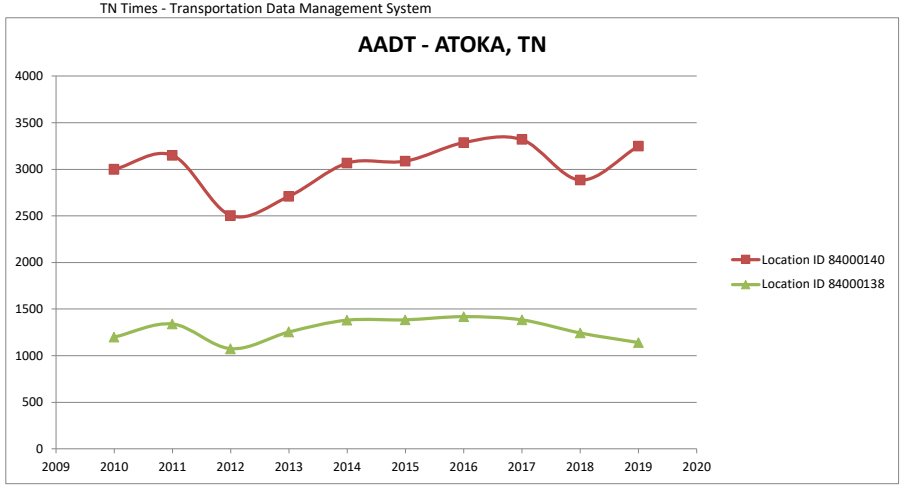
Start Date: 12/2/2021	Meade Lake Rd (South) Northbound			Meade Lake Rd (North) Southbound			Walker Pkwy (West) Eastbound			Walker Pkwy (East) Westbound			
Time	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	39	22	12	13	0	0	4	0	24	1	35	150
07:15 AM - 07:30 AM	0	29	29	9	13	0	3	3	2	29	2	24	143
07:30 AM - 07:45 AM	0	7	19	15	14	1	0	1	1	42	1	10	111
07:45 AM - 08:00 AM	0	8	6	8	19	2	1	0	0	35	0	9	88
08:00 AM - 08:15 AM	2	2	6	3	9	1	0	2	0	10	0	13	48
08:15 AM - 08:30 AM	0	8	4	1	6	2	1	1	0	8	0	7	38
08:30 AM - 08:45 AM	0	9	5	2	5	0	0	1	0	9	0	6	37
08:45 AM - 09:00 AM	0	8	6	7	10	0	1	1	0	12	0	4	49
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	13	23	23	15	3	2	0	0	6	2	13	100
04:15 PM - 04:30 PM	2	14	19	20	12	2	0	0	0	18	2	7	96
04:30 PM - 04:45 PM	0	11	34	18	22	4	0	1	0	20	0	10	120
04:45 PM - 05:00 PM	0	15	27	16	13	2	0	0	0	14	2	11	100
05:00 PM - 05:15 PM	0	19	28	14	28	3	1	1	0	26	3	9	132
05:15 PM - 05:30 PM	1	22	36	24	23	0	1	0	0	12	2	14	135
05:30 PM - 05:45 PM	0	11	21	18	15	4	1	0	0	19	1	7	97
05:45 PM - 06:00 PM	0	15	25	15	19	0	1	0	1	17	0	8	101
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

TDOT Historic Traffic Count Data

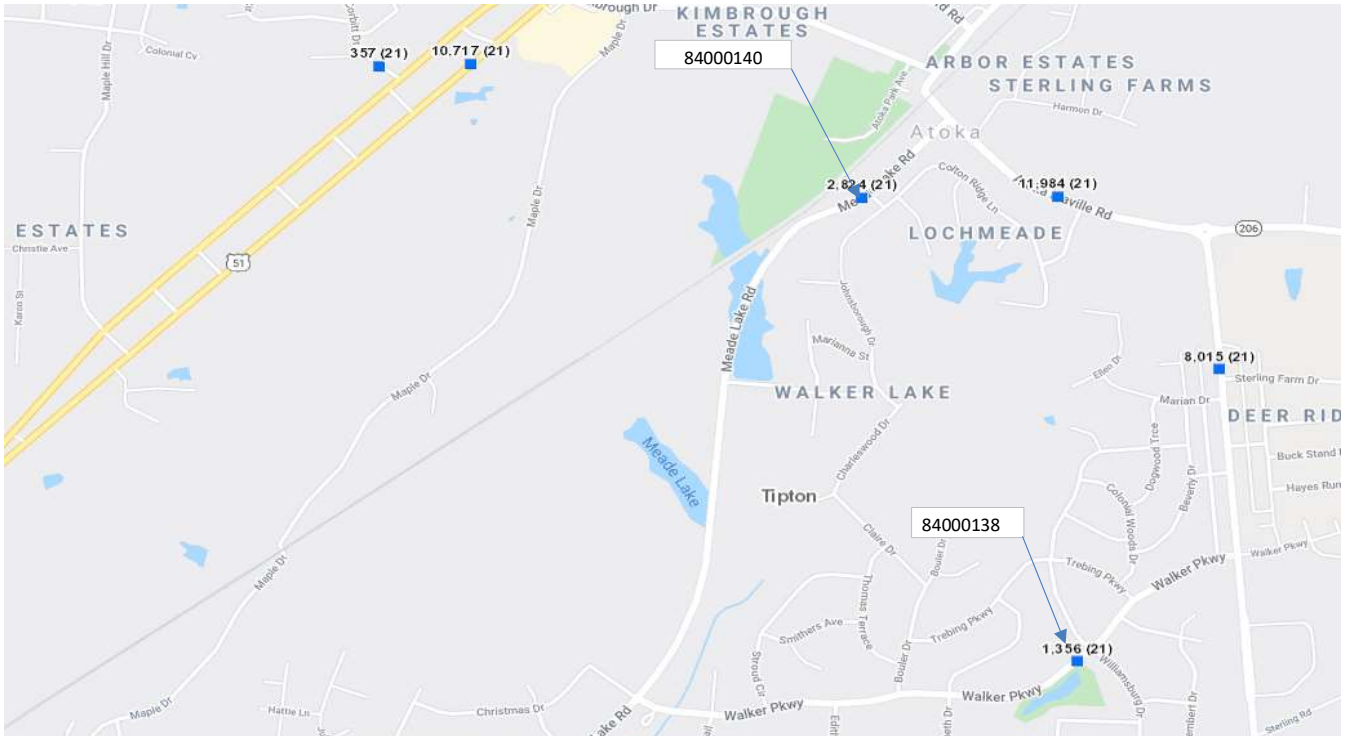
TN Times - Transportation Data Management System

Location ID	84000140
Route	Meade Lake Road
Location	Meade Lake Road south of Atoka Idaville Road
County	TIPTON
2019	3248
2018	2884
2017	3318
2016	3285
2015	3086
2014	3065
2013	2709
2012	2504
2011	3150
2010	2999

Location ID	84000138
Route	Walker Parkway
Location	Walker Parkway west of Rosemark Road
County	TIPTON
2019	1141
2018	1244
2017	1384
2016	1419
2015	1384
2014	1381
2013	1255
2012	1074
2011	1340
2010	1200



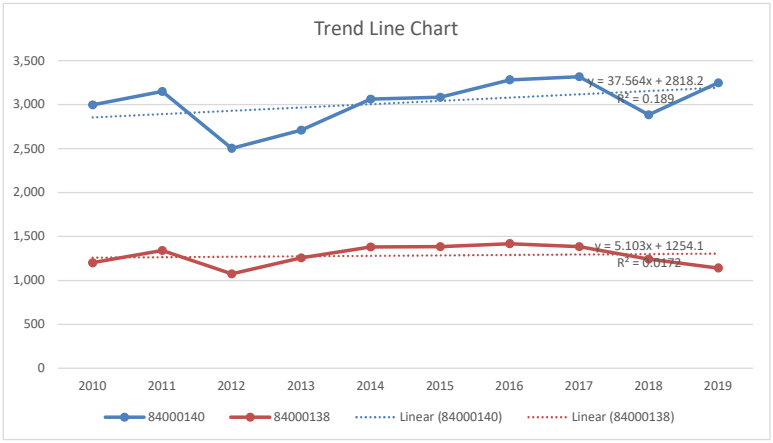
unt Location M



AADT Summary and Trend Line Calculations

Current Year	2021
Year 5	2026
Year 10	2031

	Year										Linear Rate		Trend Line Growth		Exponential Rate	
Station ID	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	10 Year Growth	5 Year Growth	10 Year Growth	5 Year Growth	10 Year Growth	5 Year Growth
84000140	2,999	3,150	2,504	2,709	3,065	3,086	3,285	3,318	2,884	3,248	0.83%	1.05%	1.15%	-0.25%	0.80%	1.03%
84000138	1,200	1,340	1,074	1,255	1,381	1,384	1,419	1,384	1,244	1,141	-0.49%	-3.51%	0.39%	-6.30%	-0.50%	-3.79%
Total	4,199	4,490	3,578	3,964	4,446	4,470	4,704	4,702	4,128	4,389	0.45%	-0.36%	0.93%	-1.76%	0.44%	-0.37%
											0.17%	-1.23%	0.77%	-3.27%	0.15%	-1.38%



Appendix B

Intersection Volume Spreadsheets

VOLUME DEVELOPMENT SHEET

Walker Parkway at Meade Lake Road
AM PEAK HOUR
7:00 AM to 8:00 AM

Description	Meade Lake Road Northbound			Meade Lake Road Southbound			Walker Parkway Eastbound			Walker Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	0	83	76	44	59	3	4	8	3	130	4	78
PHF	0.65	0.65	0.65	0.88	0.88	0.88	0.47	0.47	0.47	0.88	0.88	0.88
Heavy Vehicle %	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2026 No-Build Traffic	**0**	**106**	**97**	**56**	**75**	**4**	**4**	**8**	**3**	**137**	**4**	**82**
2026 Project Traffic (Phase 1)												
Site Traffic Distribution (Entering)	30.0%	10.0%				10.0%					20.0%	10.0%
Site Traffic Assignment (Entering)	19	6				6					13	6
Site Traffic Distribution (Exiting)				10.0%	10.0%		10.0%	20.0%	30.0%			
Site Traffic Assignment (Exiting)				18	18		18	36	54			
Non-Pass-By Project Trips	19	6		18	18	6	18	36	54		13	6
Final Project Trips	19	6		18	18	6	18	36	54		13	6
2026 Build Traffic	**19**	**112**	**97**	**74**	**93**	**10**	**22**	**44**	**57**	**137**	**17**	**88**

PM PEAK HOUR
4:30 PM to 5:30 PM

Description	Meade Lake Road Northbound			Meade Lake Road Southbound			Walker Parkway Eastbound			Walker Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	1	67	125	72	86	9	2	2	0	72	7	44
PHF	0.82	0.82	0.82	0.89	0.89	0.89	0.50	0.50	0.50	0.81	0.81	0.81
Heavy Vehicle %	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2026 No-Build Traffic	**1**	**86**	**160**	**92**	**110**	**11**	**2**	**2**	**0**	**76**	**7**	**46**
2026 Project Traffic (Phase 1)												
Site Traffic Distribution (Entering)	30.0%	10.0%				10.0%					20.0%	10.0%
Site Traffic Assignment (Entering)	62	20				20					41	20
Site Traffic Distribution (Exiting)				10.0%	10.0%		10.0%	20.0%	30.0%			
Site Traffic Assignment (Exiting)				12	12		12	24	36			
Non-Pass-By Project Trips	62	20		12	12	20	12	24	36		41	20
Final Project Trips	62	20		12	12	20	12	24	36		41	20
2026 Build Traffic	**63**	**106**	**160**	**104**	**122**	**31**	**14**	**26**	**36**	**76**	**48**	**66**

Kimley»Horn

VOLUME DEVELOPMENT SHEET

Rainey Street/Kearns Circle at Meade Lake Road

AM PEAK HOUR

7:00 AM to 8:00 AM

Description	Meade Lake Road Northbound			Meade Lake Road Southbound			Rainey Street Eastbound			Kearns Circle Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	1	118	0	7	186	1	16	0	7	1	1	23
PHF	0.68	0.68	0.68	0.84	0.84	0.84	0.48	0.48	0.48	0.48	0.48	0.48
Heavy Vehicle %	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2026 No-Build Traffic	**1**	**151**	**0**	**9**	**237**	**1**	**17**	**0**	**7**	**1**	**1**	**24**
2026 Project Traffic (Phase 1)												
Site Traffic Distribution (Entering)		40.0%										
Site Traffic Assignment (Entering)		25										
Site Traffic Distribution (Exiting)					40.0%							
Site Traffic Assignment (Exiting)					72							
Non-Pass-By Project Trips		25			72							
Final Project Trips		25			72							
2026 Build Traffic	**1**	**176**	**0**	**9**	**309**	**1**	**17**	**0**	**7**	**1**	**1**	**24**

PM PEAK HOUR

4:30 PM to 5:30 PM

Description	Meade Lake Road Northbound			Meade Lake Road Southbound			Rainey Street Eastbound			Kearns Circle Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts	5	177	2	15	135	5	2	0	4	1	0	13
PHF	0.82	0.82	0.82	0.72	0.72	0.72	0.75	0.75	0.75	0.50	0.50	0.50
Heavy Vehicle %	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2026 No-Build Traffic	**6**	**226**	**3**	**19**	**172**	**6**	**2**	**0**	**4**	**1**	**0**	**14**
2026 Project Traffic (Phase 1)												
Site Traffic Distribution (Entering)		40.0%										
Site Traffic Assignment (Entering)		82										
Site Traffic Distribution (Exiting)					40.0%							
Site Traffic Assignment (Exiting)					48							
Non-Pass-By Project Trips		82			48							
Final Project Trips		82			48							
2026 Build Traffic	**6**	**308**	**3**	**19**	**220**	**6**	**2**	**0**	**4**	**1**	**0**	**14**

Kimley»Horn

VOLUME DEVELOPMENT SHEET

Proposed Site Driveway North at Meade Lake Road
AM PEAK HOUR
7:00 AM to 8:00 AM

Description	Meade Lake Road Northbound			Meade Lake Road Southbound			Proposed Site Driveway North Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts		165			106							
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.00	0.00
Heavy Vehicle %	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2026 No-Build Traffic	**0**	**211**	**0**	**0**	**135**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2026 Project Traffic (Phase 1)												
Site Traffic Distribution (Entering)	20.0%				10.0%	20.0%						
Site Traffic Assignment (Entering)	12				6	13						
Site Traffic Distribution (Exiting)		10.0%					20.0%		20.0%			
Site Traffic Assignment (Exiting)		18					36		36			
Non-Pass-By Project Trips	12	18			6	13	36		36			
Final Project Trips	12	18			6	13	36		36			
2026 Build Traffic	**12**	**229**	**0**	**0**	**141**	**13**	**36**	**0**	**36**	**0**	**0**	**0**

PM PEAK HOUR
4:30 PM to 5:30 PM

Description	Meade Lake Road Northbound			Meade Lake Road Southbound			Proposed Site Driveway North Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts		113			167							
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.00	0.00
Heavy Vehicle %	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2026 No-Build Traffic	**0**	**144**	**0**	**0**	**213**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2026 Project Traffic (Phase 1)												
Site Traffic Distribution (Entering)	20.0%				10.0%	20.0%						
Site Traffic Assignment (Entering)	40				21	41						
Site Traffic Distribution (Exiting)		10.0%					20.0%		20.0%			
Site Traffic Assignment (Exiting)		12					24		24			
Non-Pass-By Project Trips	40	12			21	41	24		24			
Final Project Trips	40	12			21	41	24		24			
2026 Build Traffic	**40**	**156**	**0**	**0**	**234**	**41**	**24**	**0**	**24**	**0**	**0**	**0**

Kimley»Horn

VOLUME DEVELOPMENT SHEET

Walker Parkway at Internal Roundabout East

AM PEAK HOUR

7:00 AM to 8:00 AM

Description	Internal Roundabout East Northbound			Internal Roundabout East Southbound			Walker Parkway Eastbound			Walker Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts												
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.00	0.00
Heavy Vehicle %	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2026 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2026 Project Traffic (Phase 1)												
Site Traffic Distribution (Entering)										10.0%	25.0%	20.0%
Site Traffic Assignment (Entering)										7	16	13
Site Traffic Distribution (Exiting)			10.0%	20.0%				25.0%				
Site Traffic Assignment (Exiting)			18	36				45				
Non-Pass-By Project Trips			18	36				45		7	16	13
Final Project Trips			18	36				45		7	16	13
2026 Build Traffic	**0**	**0**	**18**	**36**	**0**	**0**	**0**	**45**	**0**	**7**	**16**	**13**

PM PEAK HOUR

4:30 PM to 5:30 PM

Description	Internal Roundabout East Northbound			Internal Roundabout East Southbound			Walker Parkway Eastbound			Walker Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts												
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.00	0.00
Heavy Vehicle %	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2026 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2026 Project Traffic (Phase 1)												
Site Traffic Distribution (Entering)										10.0%	25.0%	20.0%
Site Traffic Assignment (Entering)										21	51	41
Site Traffic Distribution (Exiting)			10.0%	20.0%				25.0%				
Site Traffic Assignment (Exiting)			12	24				30				
Non-Pass-By Project Trips			12	24				30		21	51	41
Final Project Trips			12	24				30		21	51	41
2026 Build Traffic	**0**	**0**	**12**	**24**	**0**	**0**	**0**	**30**	**0**	**21**	**51**	**41**

Kimley»Horn

VOLUME DEVELOPMENT SHEET

Walker Parkway at Internal Roundabout West

AM PEAK HOUR

7:00 AM to 8:00 AM

Description	Internal Roundabout West Northbound			Internal Roundabout West Southbound			Walker Parkway Eastbound			Walker Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts												
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.00	0.00
Heavy Vehicle %	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2023 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2023 Project Traffic (Phase 1)												
Site Traffic Distribution (Entering)										10.0%		10.0%
Site Traffic Assignment (Entering)										7		7
Site Traffic Distribution (Exiting)			10.0%	10.0%								
Site Traffic Assignment (Exiting)			18	18								
Non-Pass-By Project Trips			18	18						7		7
Final Project Trips			18	18						7		7
2023 Build Traffic	**0**	**0**	**18**	**18**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**7**

PM PEAK HOUR

4:30 PM to 5:30 PM

Description	Internal Roundabout West Northbound			Internal Roundabout West Southbound			Walker Parkway Eastbound			Walker Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2021 Counts												
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00	0.00	0.00
Heavy Vehicle %	2	2	2	2	2	2	2	2	2	2	2	2
Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
2023 No-Build Traffic	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2023 Project Traffic (Phase 1)												
Site Traffic Distribution (Entering)										10.0%		15.0%
Site Traffic Assignment (Entering)										21		31
Site Traffic Distribution (Exiting)			10.0%	10.0%								
Site Traffic Assignment (Exiting)			12	12								
Non-Pass-By Project Trips			12	12						21		31
Final Project Trips			12	12						21		31
2023 Build Traffic	**0**	**0**	**12**	**12**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**31**

Kimley»Horn

Appendix C

LOS and Delay Analysis Tables

Meade Lake Road at Walker Parkway

		AM Peak Hour																
		Eastbound				Westbound				Northbound				Southbound				Overall Intersection
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	
Existing (2021)																		
	Delay	11.9	11.9	11.9	11.9	14.1	14.1	14.1	14.1	0.0	-	-	0.0	7.8	-	-	3.3	-
	LOS	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(A)	-	-	(A)	(A)	-	-	(A)	-
	v/c Ratio	0.06	0.06	0.06	-	0.38	0.38	0.38	-	-	-	-	-	0.04	-	-	-	-
	95th Queue Length (veh)	0.20	0.2	0.2	-	1.8	1.8	1.8	-	0	-	-	-	0.1	-	-	-	-
No-Build (2026)																		
	Delay	13.1	13.1	13.1	13.1	16.9	16.9	16.9	16.9	0.0	-	-	0.0	8.0	-	-	3.3	-
	LOS	(B)	(B)	(B)	(B)	(C)	(C)	(C)	(C)	(A)	-	-	(A)	(A)	-	-	(A)	-
	v/c Ratio	0.07	0.07	0.07	-	0.46	0.46	0.46	-	-	-	-	-	0.05	-	-	-	-
	95th Queue Length (veh)	0.2	0.2	0.2	-	2.4	2.4	2.4	-	0	-	-	-	0.2	-	-	-	-
Build (2026)																		
	Delay	21.6	21.6	21.6	21.6	56.1	56.1	56.1	56.1	7.5	-	-	0.6	8.1	-	-	3.4	-
	LOS	(C)	(C)	(C)	(C)	(F)	(F)	(F)	(F)	(A)	-	-	(A)	(A)	-	-	(A)	-
	v/c Ratio	0.55	0.55	0.55	-	0.85	0.85	0.85	-	0.02	-	-	-	0.07	-	-	-	-
	95th Queue Length (veh)	3.3	3.3	3.3	-	7.6	7.6	7.6	-	0.1	-	-	-	0.2	-	-	-	-
Build with Recommendations (2026)																		
	Delay	13.7	13.7	13.7	13.7	14.5	14.5	14.5	14.5	10.3	17.0	17.0	16.4	11.7	11.5	11.5	11.6	14.4
	LOS	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(C)	(C)	(C)	(B)	(B)	(B)	(B)	(B)
	v/c Ratio	0.44	0.44	0.44	-	0.47	0.47	0.47	-	0.06	0.56	0.56	-	0.17	0.22	0.22	-	-
	95th Queue Length (veh)	2.2	2.2	2.2	-	2.5	2.5	2.5	-	0.2	3.5	3.5	-	0.6	0.9	0.9	-	-

		PM Peak Hour																
		Eastbound				Westbound				Northbound				Southbound				Overall Intersection
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	
Existing (2021)																		
	Delay	13.2	13.2	13.2	13.2	13.0	13.0	13.0	13.0	7.4	-	-	0.0	7.9	-	-	3.4	-
	LOS	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(A)	-	-	(A)	(A)	-	-	(A)	-
	v/c Ratio	0.02	0.02	0.02	-	0.25	0.25	0.25	-	0.00	-	-	-	0.06	-	-	-	-
	95th Queue Length (veh)	0.10	0.1	0.1	-	1	1	1	-	0	-	-	-	0.2	-	-	-	-
No-Build (2026)																		
	Delay	15.1	15.1	15.1	15.1	15.3	15.3	15.3	15.3	7.5	-	-	0.0	8.1	-	-	3.5	-
	LOS	(C)	(C)	(C)	(C)	(C)	(C)	(C)	(C)	(A)	-	-	(A)	(A)	-	-	(A)	-
	v/c Ratio	0.0	0.0	0.0	-	0.3	0.3	0.3	-	0.0	-	-	-	0.1	-	-	-	-
	95th Queue Length (veh)	0.1	0.1	0.1	-	1.3	1.3	1.3	-	0.0	-	-	-	0.3	-	-	-	-
Build (2026)																		
	Delay	23.2	23.2	23.2	23.2	50.8	50.8	50.8	50.8	7.7	-	-	1.5	8.2	-	-	3.3	-
	LOS	(C)	(C)	(C)	(C)	(F)	(F)	(F)	(F)	(A)	-	-	(A)	(A)	-	-	(A)	-
	v/c Ratio	0.4	0.4	0.4	-	0.8	0.8	0.8	-	0.1	-	-	-	0.1	-	-	-	-
	95th Queue Length (veh)	2.1	2.1	2.1	-	6.3	6.3	6.3	-	0.2	-	-	-	0.3	-	-	-	-
Build with Recommendations (2026)																		
	Delay	11.2	11.2	11.2	11.2	12.8	12.8	12.8	12.8	10.6	14.7	14.7	13.9	11.6	11.6	11.6	11.6	12.7
	LOS	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)
	v/c Ratio	0.26	0.26	0.26	-	0.39	0.39	0.39	-	0.14	0.52	0.52	-	0.22	0.30	0.30	-	-
	95th Queue Length (veh)	1.0	1.0	1.0	-	1.8	1.8	1.8	-	0.5	3.0	3.0	-	0.8	1.2	1.2	-	-

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

Meade Lake Road at Rainey Street/Kearns Circle

		AM Peak Hour																
		Eastbound				Westbound				Northbound				Southbound				Overall Intersection
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	
Existing (2021)																		
	Delay	12.0	12.0	12.0	12.0	9.7	9.7	9.7	9.7	7.7	-	-	0.1	7.6	-	-	0.3	-
	LOS	(B)	(B)	(B)	(B)	(A)	(A)	(A)	(A)	(A)	-	-	(A)	(A)	-	-	(A)	-
	v/c Ratio	0.09	0.09	0.09	-	0.06	0.06	0.06	-	0.00	-	-	-	0.01	-	-	-	-
	95th Queue Length (veh)	0.30	0.3	0.3	-	0.2	0.2	0.2	-	0	-	-	-	0	-	-	-	-
No-Build (2026)																		
	Delay	13.5	13.5	13.5	13.5	10.0	10.0	10.0	10.0	7.8	-	-	0.1	7.7	-	-	0.3	-
	LOS	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(A)	-	-	(A)	(A)	-	-	(A)	-
	v/c Ratio	0.11	0.11	0.11	-	0.07	0.07	0.07	-	0.00	-	-	-	0.01	-	-	-	-
	95th Queue Length (veh)	0.4	0.4	0.4	-	0.2	0.2	0.2	-	0	-	-	-	0	-	-	-	-
Build (2026)																		
	Delay	15.4	15.4	15.4	15.4	10.4	10.4	10.4	10.4	8.0	-	-	0.0	7.8	-	-	0.2	-
	LOS	(C)	(C)	(C)	(C)	(B)	(B)	(B)	(B)	(A)	-	-	(A)	(A)	-	-	(A)	-
	v/c Ratio	0.13	0.13	0.13	-	0.08	0.08	0.08	-	0.00	-	-	-	0.01	-	-	-	-
	95th Queue Length (veh)	0.4	0.4	0.4	-	0.2	0.2	0.2	-	0	-	-	-	0	-	-	-	-
Build with Recommendations (2026)																		
	Delay	15.4	15.4	15.4	15.4	10.4	10.4	10.4	10.4	8.0	-	-	0.0	7.8	-	-	0.2	-
	LOS	(C)	(C)	(C)	(C)	(B)	(B)	(B)	(B)	(A)	-	-	(A)	(A)	-	-	(A)	-
	v/c Ratio	0.1	0.1	0.1	-	0.1	0.1	0.1	-	0.0	-	-	-	0.0	-	-	-	-
	95th Queue Length (veh)	0.4	0.4	0.4	-	0.2	0.2	0.2	-	0	-	-	-	0	-	-	-	-

		PM Peak Hour																
		Eastbound				Westbound				Northbound				Southbound				Overall Intersection
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	
Existing (2021)																		
	Delay	10.4	10.4	10.4	10.4	9.7	9.7	9.7	9.7	7.6	-	-	0.2	7.7	-	-	0.7	-
	LOS	(B)	(B)	(B)	(B)	(A)	(A)	(A)	(A)	(A)	-	-	(A)	(A)	-	-	(A)	-
	v/c Ratio	0.01	0.01	0.01	-	0.04	0.04	0.04	-	0.00	-	-	-	0.02	-	-	-	-
	95th Queue Length (veh)	0.00	0	0	-	0.1	0.1	0.1	-	0	-	-	-	0	-	-	-	-
No-Build (2026)																		
	Delay	11.2	11.2	11.2	11.2	10.2	10.2	10.2	10.2	7.7	-	-	0.2	7.9	-	-	0.8	-
	LOS	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(A)	-	-	(A)	(A)	-	-	(A)	-
	v/c Ratio	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	-	-	0.0	-	-	-	-
	95th Queue Length (veh)	0.0	0.0	0.0	-	0.1	0.1	0.1	-	0.0	-	-	-	0.1	-	-	-	-
Build (2026)																		
	Delay	12.4	12.4	12.4	12.4	11.1	11.1	11.1	11.1	7.9	-	-	0.1	8.1	-	-	0.6	-
	LOS	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(A)	-	-	(A)	(A)	-	-	(A)	-
	v/c Ratio	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	-	-	0.0	-	-	-	-
	95th Queue Length (veh)	0.0	0.0	0.0	-	0.2	0.2	0.2	-	0.0	-	-	-	0.1	-	-	-	-
Build with Recommendations (2026)																		
	Delay	12.4	12.4	12.4	12.4	11.1	11.1	11.1	11.1	7.9	-	-	0.1	8.1	-	-	0.6	-
	LOS	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(B)	(A)	-	-	(A)	(A)	-	-	(A)	-
	v/c Ratio	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	-	-	0.0	-	-	-	-
	95th Queue Length (veh)	0.0	0.0	0.0	-	0.2	0.2	0.2	-	0.0	-	-	-	0.1	-	-	-	-

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

Meade Lake Road at Site Driveway North

		AM Peak Hour																
		Eastbound				Westbound				Northbound				Southbound				Overall Intersection
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	
Existing (2021)																		
	Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	LOS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	v/c Ratio	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	95th Queue Length (veh)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
No-Build (2026)																		
	Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	LOS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	v/c Ratio	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	95th Queue Length (veh)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Build (2026)																		
	Delay	10.9	-	10.9	10.9	-	-	-	-	7.6	0.0	-	0.4	-	-	-	0.0	-
	LOS	(B)	-	(B)	(B)	-	-	-	-	(A)	(A)	-	(A)	-	-	-	(A)	-
	v/c Ratio	0.11	-	0.11	-	-	-	-	-	0.01	-	-	-	-	-	-	-	-
	95th Queue Length (veh)	0.4	-	0.4	-	-	-	-	-	0	-	-	-	-	-	-	-	-
Build with Recommendations (2026)																		
	Delay	10.9	-	10.9	10.9	-	-	-	-	7.6	0.0	-	0.4	-	-	-	0.0	-
	LOS	(B)	-	(B)	(B)	-	-	-	-	(A)	(A)	-	(A)	-	-	-	(A)	-
	v/c Ratio	0.1	-	0.1	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
	95th Queue Length (veh)	0.4	-	0.4	-	-	-	-	-	0	-	-	-	-	-	-	-	-

		PM Peak Hour																
		Eastbound				Westbound				Northbound				Southbound				Overall Intersection
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	
Existing (2021)																		
	Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	LOS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	v/c Ratio	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	95th Queue Length (veh)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
No-Build (2026)																		
	Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	LOS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	v/c Ratio	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	95th Queue Length (veh)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Build (2026)																		
	Delay	11.7	-	11.7	11.7	-	-	-	-	8.0	0.0	-	1.7	-	-	-	0.0	-
	LOS	(B)	-	(B)	(B)	-	-	-	-	(A)	(A)	-	(A)	-	-	-	(A)	-
	v/c Ratio	0.1	-	0.1	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
	95th Queue Length (veh)	0.3	-	0.3	-	-	-	-	-	0.1	-	-	-	-	-	-	-	-
Build with Recommendations (2026)																		
	Delay	11.7	-	11.7	11.7	-	-	-	-	8.0	0.0	-	1.7	-	-	-	0.0	-
	LOS	(B)	-	(B)	(B)	-	-	-	-	(A)	(A)	-	(A)	-	-	-	(A)	-
	v/c Ratio	0.1	-	0.1	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
	95th Queue Length (veh)	0.3	-	0.3	-	-	-	-	-	0.1	-	-	-	-	-	-	-	-

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

Walker Parkway at Internal Roundabout (East)

		AM Peak Hour																
		Eastbound				Westbound				Northbound				Southbound				Overall Intersection
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	
Existing (2021)																		
	Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	LOS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	v/c Ratio	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	95th Queue Length (veh)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
No-Build (2026)																		
	Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	LOS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	v/c Ratio	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	95th Queue Length (veh)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Build (2026)																		
	Delay	-	-	-	3.9	-	-	-	4.4	-	-	-	3.7	-	-	-	3.9	
	LOS	-	-	-	A	-	-	-	A	-	-	-	A	-	-	-	A	
	v/c Ratio	-	-	-	0.05	-	-	-	0.13	-	-	-	0.02	-	-	-	0.04	
	95th Queue Length (veh)	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	
Build with Recommendations (2026)																		
	Delay	-	-	-	3.9	-	-	-	4.4	-	-	-	3.7	-	-	-	3.9	-
	LOS	-	-	-	A	-	-	-	A	-	-	-	A	-	-	-	A	-
	v/c Ratio	-	-	-	0.0	-	-	-	0.1	-	-	-	0.0	-	-	-	0.0	-
	95th Queue Length (veh)	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-

		PM Peak Hour																
		Eastbound				Westbound				Northbound				Southbound				Overall Intersection
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	
Existing (2021)																		
	Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	LOS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	v/c Ratio	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	95th Queue Length (veh)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
No-Build (2026)																		
	Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	LOS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	v/c Ratio	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	95th Queue Length (veh)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Build (2026)																		
	Delay	-	-	-	3.9	-	-	-	7.5	-	-	-	3.5	-	-	-	4.7	-
	LOS	-	-	-	A	-	-	-	A	-	-	-	A	-	-	-	A	-
	v/c Ratio	-	-	-	0.0	-	-	-	0.4	-	-	-	0.0	-	-	-	0.0	-
	95th Queue Length (veh)	-	-	-	0.0	-	-	-	2.0	-	-	-	0.0	-	-	-	0.0	-
Build with Recommendations (2026)																		
	Delay	-	-	-	3.9	-	-	-	7.5	-	-	-	3.5	-	-	-	4.7	-
	LOS	-	-	-	A	-	-	-	A	-	-	-	A	-	-	-	A	-
	v/c Ratio	-	-	-	0.0	-	-	-	0.4	-	-	-	0.0	-	-	-	0.0	-
	95th Queue Length (veh)	-	-	-	0.0	-	-	-	2.0	-	-	-	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

Walker Parkway at Internal Roundabout (West)

		AM Peak Hour																
		Eastbound				Westbound				Northbound				Southbound				Overall Intersection
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	
Existing (2021)																		
	Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	LOS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	v/c Ratio	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	95th Queue Length (veh)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
No-Build (2026)																		
	Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	LOS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	v/c Ratio	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	95th Queue Length (veh)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Build (2026)																		
	Delay	-	-	-	3.3	-	-	-	3.7	-	-	-	3.4	-	-	-	3.4	
	LOS	-	-	-	A	-	-	-	A	-	-	-	A	-	-	-	A	
	v/c Ratio	-	-	-	0.00	-	-	-	0.05	-	-	-	0.02	-	-	-	0.02	
	95th Queue Length (veh)	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	
Build with Recommendations (2026)																		
	Delay	-	-	-	3.3	-	-	-	3.7	-	-	-	3.4	-	-	-	3.4	-
	LOS	-	-	-	A	-	-	-	A	-	-	-	A	-	-	-	A	-
	v/c Ratio	-	-	-	0.0	-	-	-	0.1	-	-	-	0.0	-	-	-	0.0	-
	95th Queue Length (veh)	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-

		PM Peak Hour																
		Eastbound				Westbound				Northbound				Southbound				Overall Intersection
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	
Existing (2021)																		
	Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	LOS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	v/c Ratio	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	95th Queue Length (veh)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
No-Build (2026)																		
	Delay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	LOS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	v/c Ratio	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	95th Queue Length (veh)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Build (2026)																		
	Delay	-	-	-	3.5	-	-	-	4.9	-	-	-	3.3	-	-	-	3.6	-
	LOS	-	-	-	A	-	-	-	A	-	-	-	A	-	-	-	A	-
	v/c Ratio	-	-	-	0.0	-	-	-	0.2	-	-	-	0.0	-	-	-	0.0	-
	95th Queue Length (veh)	-	-	-	0.0	-	-	-	1.0	-	-	-	0.0	-	-	-	0.0	-
Build with Recommendations (2026)																		
	Delay	-	-	-	3.5	-	-	-	4.9	-	-	-	3.3	-	-	-	3.6	-
	LOS	-	-	-	A	-	-	-	A	-	-	-	A	-	-	-	A	-
	v/c Ratio	-	-	-	0.0	-	-	-	0.2	-	-	-	0.0	-	-	-	0.0	-
	95th Queue Length (veh)	-	-	-	0.0	-	-	-	1.0	-	-	-	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

Appendix D

Synchro Reports

Existing (2021)

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	8	3	130	4	78	0	83	76	44	59	3
Future Vol, veh/h	4	8	3	130	4	78	0	83	76	44	59	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	47	47	47	88	88	88	65	65	65	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	17	6	148	5	89	0	128	117	50	67	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	403	414	69	367	357	187	70	0	0	245	0	0
Stage 1	169	169	-	187	187	-	-	-	-	-	-	-
Stage 2	234	245	-	180	170	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	558	529	994	589	569	855	1531	-	-	1321	-	-
Stage 1	833	759	-	815	745	-	-	-	-	-	-	-
Stage 2	769	703	-	822	758	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	483	509	994	554	547	855	1531	-	-	1321	-	-
Mov Cap-2 Maneuver	483	509	-	554	547	-	-	-	-	-	-	-
Stage 1	833	730	-	815	745	-	-	-	-	-	-	-
Stage 2	685	703	-	767	729	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	14.1	0	3.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1531	-	-	555	636	1321	-	-
HCM Lane V/C Ratio	-	-	-	0.058	0.379	0.038	-	-
HCM Control Delay (s)	0	-	-	11.9	14.1	7.8	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.8	0.1	-	-

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	16	0	7	1	1	23	1	118	0	7	186	1
Future Vol, veh/h	16	0	7	1	1	23	1	118	0	7	186	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	48	48	48	48	48	48	68	68	68	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	0	15	2	2	48	1	174	0	8	221	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	439	414	222	421	414	174	222	0	0	174	0	0
Stage 1	238	238	-	176	176	-	-	-	-	-	-	-
Stage 2	201	176	-	245	238	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	528	529	818	543	529	869	1347	-	-	1403	-	-
Stage 1	765	708	-	826	753	-	-	-	-	-	-	-
Stage 2	801	753	-	759	708	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	495	525	818	531	525	869	1347	-	-	1403	-	-
Mov Cap-2 Maneuver	495	525	-	531	525	-	-	-	-	-	-	-
Stage 1	764	704	-	825	752	-	-	-	-	-	-	-
Stage 2	754	752	-	741	704	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12	9.7	0.1	0.3
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1347	-	-	563	826	1403	-	-
HCM Lane V/C Ratio	0.001	-	-	0.085	0.063	0.006	-	-
HCM Control Delay (s)	7.7	-	-	12	9.7	7.6	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	0	72	7	44	1	67	125	72	86	9
Future Vol, veh/h	2	2	0	72	7	44	1	67	125	72	86	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	81	81	81	82	82	82	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	0	89	9	54	1	82	152	81	97	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	456	500	102	426	429	158	107	0	0	234	0	0
Stage 1	264	264	-	160	160	-	-	-	-	-	-	-
Stage 2	192	236	-	266	269	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	515	473	953	539	518	887	1484	-	-	1333	-	-
Stage 1	741	690	-	842	766	-	-	-	-	-	-	-
Stage 2	810	710	-	739	687	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	455	444	953	510	486	887	1484	-	-	1333	-	-
Mov Cap-2 Maneuver	455	444	-	510	486	-	-	-	-	-	-	-
Stage 1	740	648	-	841	765	-	-	-	-	-	-	-
Stage 2	751	709	-	690	645	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.2	13	0	3.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1484	-	-	449	599	1333	-	-
HCM Lane V/C Ratio	0.001	-	-	0.018	0.254	0.061	-	-
HCM Control Delay (s)	7.4	-	-	13.2	13	7.9	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1	0.2	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	4	1	0	13	5	177	2	15	135	5
Future Vol, veh/h	2	0	4	1	0	13	5	177	2	15	135	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	50	50	50	82	82	82	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	5	2	0	26	6	216	2	21	188	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	476	464	192	465	466	217	195	0	0	218	0	0
Stage 1	234	234	-	229	229	-	-	-	-	-	-	-
Stage 2	242	230	-	236	237	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	499	495	850	508	494	823	1378	-	-	1352	-	-
Stage 1	769	711	-	774	715	-	-	-	-	-	-	-
Stage 2	762	714	-	767	709	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	476	485	850	497	484	823	1378	-	-	1352	-	-
Mov Cap-2 Maneuver	476	485	-	497	484	-	-	-	-	-	-	-
Stage 1	766	700	-	771	712	-	-	-	-	-	-	-
Stage 2	735	711	-	750	698	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	9.7	0.2	0.7
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1378	-	-	674	786	1352	-	-
HCM Lane V/C Ratio	0.004	-	-	0.012	0.036	0.015	-	-
HCM Control Delay (s)	7.6	-	-	10.4	9.7	7.7	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

No-Build (2026)

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	8	3	137	4	82	0	106	97	56	75	4
Future Vol, veh/h	4	8	3	137	4	82	0	106	97	56	75	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	47	47	47	88	88	88	65	65	65	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	17	6	156	5	93	0	163	149	64	85	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	503	528	88	465	456	238	90	0	0	312	0	0
Stage 1	216	216	-	238	238	-	-	-	-	-	-	-
Stage 2	287	312	-	227	218	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	479	456	970	508	501	801	1505	-	-	1248	-	-
Stage 1	786	724	-	765	708	-	-	-	-	-	-	-
Stage 2	720	658	-	776	723	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	404	433	970	470	475	801	1505	-	-	1248	-	-
Mov Cap-2 Maneuver	404	433	-	470	475	-	-	-	-	-	-	-
Stage 1	786	687	-	765	708	-	-	-	-	-	-	-
Stage 2	632	658	-	713	686	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.1	16.9	0	3.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1505	-	-	477	554	1248	-	-
HCM Lane V/C Ratio	-	-	-	0.067	0.457	0.051	-	-
HCM Control Delay (s)	0	-	-	13.1	16.9	8	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	2.4	0.2	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	0	7	1	1	24	1	151	0	9	237	1
Future Vol, veh/h	17	0	7	1	1	24	1	151	0	9	237	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	48	48	48	48	48	48	68	68	68	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	0	15	2	2	50	1	222	0	11	282	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	555	529	283	536	529	222	283	0	0	222	0	0
Stage 1	305	305	-	224	224	-	-	-	-	-	-	-
Stage 2	250	224	-	312	305	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	442	455	756	455	455	818	1279	-	-	1347	-	-
Stage 1	705	662	-	779	718	-	-	-	-	-	-	-
Stage 2	754	718	-	699	662	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	411	451	756	443	451	818	1279	-	-	1347	-	-
Mov Cap-2 Maneuver	411	451	-	443	451	-	-	-	-	-	-	-
Stage 1	704	657	-	778	717	-	-	-	-	-	-	-
Stage 2	705	717	-	680	657	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.5	10	0.1	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1279	-	-	474	769	1347	-	-
HCM Lane V/C Ratio	0.001	-	-	0.105	0.07	0.008	-	-
HCM Control Delay (s)	7.8	-	-	13.5	10	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0	-	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	0	76	7	46	1	86	160	92	110	11
Future Vol, veh/h	2	2	0	76	7	46	1	86	160	92	110	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	81	81	81	82	82	82	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	4	0	94	9	57	1	105	195	103	124	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	574	638	130	543	547	203	136	0	0	300	0	0
Stage 1	336	336	-	205	205	-	-	-	-	-	-	-
Stage 2	238	302	-	338	342	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	430	394	920	451	445	838	1448	-	-	1261	-	-
Stage 1	678	642	-	797	732	-	-	-	-	-	-	-
Stage 2	765	664	-	676	638	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	370	361	920	419	408	838	1448	-	-	1261	-	-
Mov Cap-2 Maneuver	370	361	-	419	408	-	-	-	-	-	-	-
Stage 1	677	589	-	796	731	-	-	-	-	-	-	-
Stage 2	704	663	-	617	586	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.1	15.3	0	3.5
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1448	-	-	365	509	1261	-	-
HCM Lane V/C Ratio	0.001	-	-	0.022	0.313	0.082	-	-
HCM Control Delay (s)	7.5	-	-	15.1	15.3	8.1	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.3	0.3	-	-

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	2	0	4	1	0	14	6	226	3	19	172	6
Future Vol, veh/h	2	0	4	1	0	14	6	226	3	19	172	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	50	50	50	82	82	82	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	5	2	0	28	7	276	4	26	239	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	601	589	243	590	591	278	247	0	0	280	0	0
Stage 1	295	295	-	292	292	-	-	-	-	-	-	-
Stage 2	306	294	-	298	299	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	412	421	796	419	420	761	1319	-	-	1283	-	-
Stage 1	713	669	-	716	671	-	-	-	-	-	-	-
Stage 2	704	670	-	711	666	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	389	410	796	408	410	761	1319	-	-	1283	-	-
Mov Cap-2 Maneuver	389	410	-	408	410	-	-	-	-	-	-	-
Stage 1	709	656	-	712	668	-	-	-	-	-	-	-
Stage 2	674	667	-	692	653	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	10.2	0.2	0.8
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1319	-	-	590	719	1283	-	-
HCM Lane V/C Ratio	0.006	-	-	0.014	0.042	0.021	-	-
HCM Control Delay (s)	7.7	-	-	11.2	10.2	7.9	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-

Build (2026)

Intersection	
Int Delay, s/veh	20.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	44	57	137	17	89	19	113	97	74	93	11
Future Vol, veh/h	22	44	57	137	17	89	19	113	97	74	93	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	47	47	47	88	88	88	65	65	65	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	94	121	156	19	101	29	174	149	84	106	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	648	662	113	695	594	249	119	0	0	323	0	0
Stage 1	281	281	-	307	307	-	-	-	-	-	-	-
Stage 2	367	381	-	388	287	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	383	382	940	357	418	790	1469	-	-	1237	-	-
Stage 1	726	678	-	703	661	-	-	-	-	-	-	-
Stage 2	653	613	-	636	674	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	300	349	940	231	382	790	1469	-	-	1237	-	-
Mov Cap-2 Maneuver	300	349	-	231	382	-	-	-	-	-	-	-
Stage 1	711	632	-	689	648	-	-	-	-	-	-	-
Stage 2	542	601	-	440	628	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.6	56.1	0.6	3.4
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1469	-	-	473	324	1237	-	-
HCM Lane V/C Ratio	0.02	-	-	0.553	0.852	0.068	-	-
HCM Control Delay (s)	7.5	-	-	21.6	56.1	8.1	-	-
HCM Lane LOS	A	-	-	C	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.3	7.6	0.2	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	0	7	1	1	24	1	176	0	9	309	1
Future Vol, veh/h	17	0	7	1	1	24	1	176	0	9	309	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	48	48	48	48	48	48	68	68	68	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	0	15	2	2	50	1	259	0	11	368	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	678	652	369	659	652	259	369	0	0	259	0	0
Stage 1	391	391	-	261	261	-	-	-	-	-	-	-
Stage 2	287	261	-	398	391	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	366	387	677	377	387	780	1190	-	-	1306	-	-
Stage 1	633	607	-	744	692	-	-	-	-	-	-	-
Stage 2	720	692	-	628	607	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	339	384	677	366	384	780	1190	-	-	1306	-	-
Mov Cap-2 Maneuver	339	384	-	366	384	-	-	-	-	-	-	-
Stage 1	632	602	-	743	691	-	-	-	-	-	-	-
Stage 2	671	691	-	609	602	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.4	10.4	0	0.2
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1190	-	-	397	720	1306	-	-
HCM Lane V/C Ratio	0.001	-	-	0.126	0.075	0.008	-	-
HCM Control Delay (s)	8	-	-	15.4	10.4	7.8	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	36	13	229	142	13
Future Vol, veh/h	36	36	13	229	142	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	39	14	249	154	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	438	161	168	0	-	0
Stage 1	161	-	-	-	-	-
Stage 2	277	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	576	884	1410	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	569	884	1410	-	-	-
Mov Cap-2 Maneuver	569	-	-	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	770	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1410	-	692	-	-
HCM Lane V/C Ratio	0.01	-	0.113	-	-
HCM Control Delay (s)	7.6	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Intersection Delay, s/veh	4.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	49	144	20	39
Demand Flow Rate, veh/h	50	147	20	40
Vehicles Circulating, veh/h	69	0	90	94
Vehicles Exiting, veh/h	65	110	29	53
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.9	4.4	3.7	3.9
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	50	147	20	40
Cap Entry Lane, veh/h	1055	1130	1033	1029
Entry HV Adj Factor	0.980	0.978	1.000	0.975
Flow Entry, veh/h	49	144	20	39
Cap Entry, veh/h	1034	1105	1033	1003
V/C Ratio	0.047	0.130	0.019	0.039
Control Delay, s/veh	3.9	4.4	3.7	3.9
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	56	20	20
Demand Flow Rate, veh/h	0	58	20	20
Vehicles Circulating, veh/h	49	0	20	29
Vehicles Exiting, veh/h	0	40	29	29
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	3.7	3.4	3.4
Approach LOS	-	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	58	20	20
Cap Entry Lane, veh/h	1076	1130	1108	1098
Entry HV Adj Factor	1.000	0.966	1.000	1.000
Flow Entry, veh/h	0	56	20	20
Cap Entry, veh/h	1076	1091	1108	1098
V/C Ratio	0.000	0.051	0.018	0.018
Control Delay, s/veh	3.3	3.7	3.4	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	15.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	26	36	76	48	67	63	107	160	104	122	32
Future Vol, veh/h	14	26	36	76	48	67	63	107	160	104	122	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	81	81	81	82	82	82	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	52	72	94	59	83	77	130	195	117	137	36

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	842	868	155	833	789	228	173	0	0	325	0	0
Stage 1	389	389	-	382	382	-	-	-	-	-	-	-
Stage 2	453	479	-	451	407	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	284	290	891	288	323	811	1404	-	-	1235	-	-
Stage 1	635	608	-	640	613	-	-	-	-	-	-	-
Stage 2	586	555	-	588	597	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	190	248	891	198	276	811	1404	-	-	1235	-	-
Mov Cap-2 Maneuver	190	248	-	198	276	-	-	-	-	-	-	-
Stage 1	600	550	-	605	579	-	-	-	-	-	-	-
Stage 2	446	524	-	443	540	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.2	50.8	1.5	3.3
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1404	-	-	347	298	1235	-	-
HCM Lane V/C Ratio	0.055	-	-	0.438	0.791	0.095	-	-
HCM Control Delay (s)	7.7	-	-	23.2	50.8	8.2	-	-
HCM Lane LOS	A	-	-	C	F	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2.1	6.3	0.3	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	4	1	0	14	6	308	3	19	220	6
Future Vol, veh/h	2	0	4	1	0	14	6	308	3	19	220	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	50	50	50	82	82	82	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	5	2	0	28	7	376	4	26	306	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	768	756	310	757	758	378	314	0	0	380	0	0
Stage 1	362	362	-	392	392	-	-	-	-	-	-	-
Stage 2	406	394	-	365	366	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	319	337	730	324	336	669	1246	-	-	1178	-	-
Stage 1	657	625	-	633	606	-	-	-	-	-	-	-
Stage 2	622	605	-	654	623	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	299	328	730	315	327	669	1246	-	-	1178	-	-
Mov Cap-2 Maneuver	299	328	-	315	327	-	-	-	-	-	-	-
Stage 1	653	611	-	629	602	-	-	-	-	-	-	-
Stage 2	593	601	-	635	609	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.4	11.1	0.1	0.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1246	-	-	493	622	1178	-	-
HCM Lane V/C Ratio	0.006	-	-	0.016	0.048	0.022	-	-
HCM Control Delay (s)	7.9	-	-	12.4	11.1	8.1	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	24	41	156	234	41
Future Vol, veh/h	24	24	41	156	234	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	26	45	170	254	45

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	537	277	299	0	-	0
Stage 1	277	-	-	-	-	-
Stage 2	260	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	505	762	1262	-	-	-
Stage 1	770	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	485	762	1262	-	-	-
Mov Cap-2 Maneuver	485	-	-	-	-	-
Stage 1	740	-	-	-	-	-
Stage 2	783	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1262	-	593	-	-
HCM Lane V/C Ratio	0.035	-	0.088	-	-
HCM Control Delay (s)	8	0	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Intersection Delay, s/veh	7.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	33	452	13	26
Demand Flow Rate, veh/h	34	461	13	27
Vehicles Circulating, veh/h	113	0	61	294
Vehicles Exiting, veh/h	208	74	86	167
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.9	7.5	3.5	4.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	34	461	13	27
Cap Entry Lane, veh/h	1009	1130	1063	842
Entry HV Adj Factor	0.980	0.980	1.000	0.963
Flow Entry, veh/h	33	452	13	26
Cap Entry, veh/h	989	1108	1063	811
V/C Ratio	0.034	0.408	0.012	0.032
Control Delay, s/veh	3.9	7.5	3.5	4.7
LOS	A	A	A	A
95th %tile Queue, veh	0	2	0	0

Intersection	
Intersection Delay, s/veh	4.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	208	13	13
Demand Flow Rate, veh/h	0	212	13	13
Vehicles Circulating, veh/h	99	0	13	86
Vehicles Exiting, veh/h	0	26	86	126
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	4.9	3.3	3.6
Approach LOS	-	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	212	13	13
Cap Entry Lane, veh/h	1023	1130	1115	1037
Entry HV Adj Factor	1.000	0.981	1.000	1.000
Flow Entry, veh/h	0	208	13	13
Cap Entry, veh/h	1023	1109	1115	1037
V/C Ratio	0.000	0.188	0.012	0.013
Control Delay, s/veh	3.5	4.9	3.3	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	1	0	0

Build with Recommendations (2026)

Intersection	
Intersection Delay, s/veh	14.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	44	57	137	17	89	19	113	97	74	93	11
Future Vol, veh/h	22	44	57	137	17	89	19	113	97	74	93	11
Peak Hour Factor	0.47	0.47	0.47	0.88	0.88	0.88	0.65	0.65	0.65	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	94	121	156	19	101	29	174	149	84	106	13
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	13.7	14.5	16.4	11.6
HCM LOS	B	B	C	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	18%	56%	100%	0%
Vol Thru, %	0%	54%	36%	7%	0%	89%
Vol Right, %	0%	46%	46%	37%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	210	123	243	74	104
LT Vol	19	0	22	137	74	0
Through Vol	0	113	44	17	0	93
RT Vol	0	97	57	89	0	11
Lane Flow Rate	29	323	262	276	84	118
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.058	0.568	0.438	0.469	0.173	0.224
Departure Headway (Hd)	7.166	6.324	6.02	6.113	7.407	6.819
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	503	575	597	588	484	526
Service Time	4.866	4.024	4.068	4.16	5.157	4.568
HCM Lane V/C Ratio	0.058	0.562	0.439	0.469	0.174	0.224
HCM Control Delay	10.3	17	13.7	14.5	11.7	11.5
HCM Lane LOS	B	C	B	B	B	B
HCM 95th-tile Q	0.2	3.5	2.2	2.5	0.6	0.9

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	0	7	1	1	24	1	176	0	9	309	1
Future Vol, veh/h	17	0	7	1	1	24	1	176	0	9	309	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	48	48	48	48	48	48	68	68	68	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	0	15	2	2	50	1	259	0	11	368	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	678	652	369	659	652	259	369	0	0	259	0	0
Stage 1	391	391	-	261	261	-	-	-	-	-	-	-
Stage 2	287	261	-	398	391	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	366	387	677	377	387	780	1190	-	-	1306	-	-
Stage 1	633	607	-	744	692	-	-	-	-	-	-	-
Stage 2	720	692	-	628	607	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	339	384	677	366	384	780	1190	-	-	1306	-	-
Mov Cap-2 Maneuver	339	384	-	366	384	-	-	-	-	-	-	-
Stage 1	632	602	-	743	691	-	-	-	-	-	-	-
Stage 2	671	691	-	609	602	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.4	10.4	0	0.2
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1190	-	-	397	720	1306	-	-
HCM Lane V/C Ratio	0.001	-	-	0.126	0.075	0.008	-	-
HCM Control Delay (s)	8	-	-	15.4	10.4	7.8	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	36	36	13	229	142	13
Future Vol, veh/h	36	36	13	229	142	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	39	14	249	154	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	438	161	168	0	-	0
Stage 1	161	-	-	-	-	-
Stage 2	277	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	576	884	1410	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	569	884	1410	-	-	-
Mov Cap-2 Maneuver	569	-	-	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	770	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1410	-	692	-	-
HCM Lane V/C Ratio	0.01	-	0.113	-	-
HCM Control Delay (s)	7.6	0	10.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Intersection Delay, s/veh	4.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	49	144	20	39
Demand Flow Rate, veh/h	50	147	20	40
Vehicles Circulating, veh/h	69	0	90	94
Vehicles Exiting, veh/h	65	110	29	53
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.9	4.4	3.7	3.9
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	50	147	20	40
Cap Entry Lane, veh/h	1055	1130	1033	1029
Entry HV Adj Factor	0.980	0.978	1.000	0.975
Flow Entry, veh/h	49	144	20	39
Cap Entry, veh/h	1034	1105	1033	1003
V/C Ratio	0.047	0.130	0.019	0.039
Control Delay, s/veh	3.9	4.4	3.7	3.9
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	56	20	20
Demand Flow Rate, veh/h	0	58	20	20
Vehicles Circulating, veh/h	49	0	20	29
Vehicles Exiting, veh/h	0	40	29	29
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	3.7	3.4	3.4
Approach LOS	-	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	58	20	20
Cap Entry Lane, veh/h	1076	1130	1108	1098
Entry HV Adj Factor	1.000	0.966	1.000	1.000
Flow Entry, veh/h	0	56	20	20
Cap Entry, veh/h	1076	1091	1108	1098
V/C Ratio	0.000	0.051	0.018	0.018
Control Delay, s/veh	3.3	3.7	3.4	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	12.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	26	36	76	48	67	63	107	160	104	122	32
Future Vol, veh/h	14	26	36	76	48	67	63	107	160	104	122	32
Peak Hour Factor	0.50	0.50	0.50	0.81	0.81	0.81	0.82	0.82	0.82	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	52	72	94	59	83	77	130	195	117	137	36
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	11.2	12.8	13.9	11.6
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	18%	40%	100%	0%
Vol Thru, %	0%	40%	34%	25%	0%	79%
Vol Right, %	0%	60%	47%	35%	0%	21%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	267	76	191	104	154
LT Vol	63	0	14	76	104	0
Through Vol	0	107	26	48	0	122
RT Vol	0	160	36	67	0	32
Lane Flow Rate	77	326	152	236	117	173
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.143	0.521	0.255	0.39	0.222	0.297
Departure Headway (Hd)	6.694	5.759	6.037	5.954	6.833	6.175
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	533	622	590	601	522	578
Service Time	4.462	3.526	4.123	4.031	4.608	3.95
HCM Lane V/C Ratio	0.144	0.524	0.258	0.393	0.224	0.299
HCM Control Delay	10.6	14.7	11.2	12.8	11.6	11.6
HCM Lane LOS	B	B	B	B	B	B
HCM 95th-tile Q	0.5	3	1	1.8	0.8	1.2

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑		↰	↑	
Traffic Vol, veh/h	2	0	4	1	0	14	6	308	3	19	220	6
Future Vol, veh/h	2	0	4	1	0	14	6	308	3	19	220	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	50	50	50	82	82	82	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	5	2	0	28	7	376	4	26	306	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	768	756	310	757	758	378	314	0	0	380	0	0
Stage 1	362	362	-	392	392	-	-	-	-	-	-	-
Stage 2	406	394	-	365	366	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	319	337	730	324	336	669	1246	-	-	1178	-	-
Stage 1	657	625	-	633	606	-	-	-	-	-	-	-
Stage 2	622	605	-	654	623	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	299	328	730	315	327	669	1246	-	-	1178	-	-
Mov Cap-2 Maneuver	299	328	-	315	327	-	-	-	-	-	-	-
Stage 1	653	611	-	629	602	-	-	-	-	-	-	-
Stage 2	593	601	-	635	609	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.4	11.1	0.1	0.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1246	-	-	493	622	1178	-	-
HCM Lane V/C Ratio	0.006	-	-	0.016	0.048	0.022	-	-
HCM Control Delay (s)	7.9	-	-	12.4	11.1	8.1	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	24	41	156	234	41
Future Vol, veh/h	24	24	41	156	234	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	26	45	170	254	45

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	537	277	299	0	-	0
Stage 1	277	-	-	-	-	-
Stage 2	260	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	505	762	1262	-	-	-
Stage 1	770	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	485	762	1262	-	-	-
Mov Cap-2 Maneuver	485	-	-	-	-	-
Stage 1	740	-	-	-	-	-
Stage 2	783	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1262	-	593	-	-
HCM Lane V/C Ratio	0.035	-	0.088	-	-
HCM Control Delay (s)	8	0	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Intersection Delay, s/veh	7.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	33	452	13	26
Demand Flow Rate, veh/h	34	461	13	27
Vehicles Circulating, veh/h	113	0	61	294
Vehicles Exiting, veh/h	208	74	86	167
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.9	7.5	3.5	4.7
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	34	461	13	27
Cap Entry Lane, veh/h	1009	1130	1063	842
Entry HV Adj Factor	0.980	0.980	1.000	0.963
Flow Entry, veh/h	33	452	13	26
Cap Entry, veh/h	989	1108	1063	811
V/C Ratio	0.034	0.408	0.012	0.032
Control Delay, s/veh	3.9	7.5	3.5	4.7
LOS	A	A	A	A
95th %tile Queue, veh	0	2	0	0

Intersection	
Intersection Delay, s/veh	4.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	208	13	13
Demand Flow Rate, veh/h	0	212	13	13
Vehicles Circulating, veh/h	99	0	13	86
Vehicles Exiting, veh/h	0	26	86	126
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	4.9	3.3	3.6
Approach LOS	-	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	0	212	13	13
Cap Entry Lane, veh/h	1023	1130	1115	1037
Entry HV Adj Factor	1.000	0.981	1.000	1.000
Flow Entry, veh/h	0	208	13	13
Cap Entry, veh/h	1023	1109	1115	1037
V/C Ratio	0.000	0.188	0.012	0.013
Control Delay, s/veh	3.5	4.9	3.3	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	1	0	0

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